



STAR ONLINE PUBLICATION



Case Number: S2508000059

Release Date: February 2026

Symptom/Vehicle Issue: wiTECH Does Not Connect To The Vehicle. No Power At OBD II Port

Models Affected: 2025 Ram 2500 (DJ), Ram 3500 (D2), Ram 3500 Cab Chassis (DD), Ram 4500/5500 Cab Chassis (DP)

Discussion: When connecting the Micro Pod to the OBD II port, the light on the pod may not illuminate and wiTECH may not be able to establish communicate with the vehicle. This may be caused by a blown F1 (10A) fuse in the Interior PDC, which provides B+ power to the DLC via the A900 circuit. The fuse may have blown due to a short to ground on the A900 circuit that has come in contact Interior PDC support bracket.

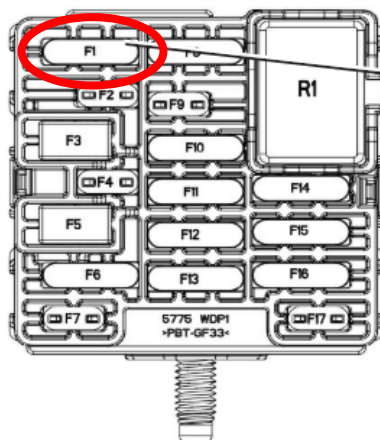
Diagnosis: Inspect for a blown F1 fuse located in the Interior PDC.

CONNECTION:

FUSE F1 10A

RAM HEAVY DUTY

FRONT



FUSES			
FUSE	ALTERNATE	DESCRIPTION	AMPERAGE
F01		DIAGNOSTIC PORT / IGN MODULE / KIN / RF HUB	10A
F02		MOD CMCM (RADIO)	20A
F03		VSIM	30A
F04		AMPLIFIER / ACTIVE NOISE (ANC)	30A
F05		POWER SIDE STEPS (IF EQUIPPED)	30A
F06		MOD DCSD / SWITCH BANK / HVAC / ICS / REAR HTD SEAT SWITCHES	15A
F07		AMPLIFIER	30A
F08		STEERING CTRL KNOB / TBM / SCCM / CRUISE CTRL / CLUSTER	10A
F09		ORC	10A
F10		AIR SUSPENSION / SCCM / MOD ITBM / MOD ITCM / HVAC MOD / GATEWAY / TRAILER GATEWAY 360 / TACOGRAPH	10A
F11		INSTRUMENT PANEL CLUSTER	15A
F14		INSTRUMENT PANEL CLUSTER	15A
F15		PORT UCI / TACOGRAPH / TRAILER GATEWAY 360 / HUMIDITY / OVERHEAD CNSL / SW-911 / SW ASSIST	10A
F16		TCSM / E-SHIFTER / TPM / TRAILER TPM / MOD AGSM	10A
F17		UCI PORT REAR / MOD FPDM / DUAL WIRELESS CHARGING PAD	20A

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Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



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If the F1 fuse is blown. Thoroughly inspect the dash harness containing the A900 (GY/RD) circuit to see if it is abrading against the Interior PDC support bracket.



Repair: If the harness and A900 (GY/RD) circuit are contacting the bracket and damaged, causing a short to ground. You will need to repair the circuit and then add high abrasion tape to protect the harness from future any abrasion or rub through. It is also recommended to attempt slightly relocating the harness away from the bracket.

At the plant, engineering has added a foam block to the Interior PDC support bracket to remove the possibility of the harness making contact. (see image below)

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Foam block on Interior PDC Bracket

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