

RAM trailer TPMS

Setup and pairing guide

MyTPMS Australia instruction manual

For RAM 2500 and 3500 pickups and 3500, 4500 and 5500 chassis cabs equipped with the factory Trailer TPMS option XG9.

8.4 inch and 12 inch radio displays • MY19+ source application



Pair through the radio

Configure the trailer, set its target pressure, then learn each sensor in the order shown on the touchscreen.

Vehicle in PARK

Ignition in RUN

Trailer near or connected

Manufacturer display example. Pressure values shown throughout this guide are examples, not inflation recommendations.

Find the procedure you need

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Set up and pair all trailer sensors	03
Replace one sensor	05
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01 SYSTEM AND PREPARATION

Before you begin

This guide explains how to pair trailer pressure sensors to the RAM factory system. Pairing and trailer configuration are carried out on the vehicle radio. Sensor pressures and warnings are viewed in the instrument cluster, called the EVIC in the manufacturer guide.

System capability	Manufacturer specification
Stored trailer profiles	Up to 4 trailers
Per trailer	Up to 12 tyres across up to 3 axles
Supported radio displays	8.4 inch and 12 inch; screen appearance may vary
Factory sensor supply	4 sensors; additional kits or individual sensors are available through RAM dealers
Original trailer sensor rating	Reads up to 150 psi; intended only for the trailer tyre application described by the manufacturer

Confirm the vehicle is ready

2500 and 3500 pickups (DJ and D2): in-cab controls, wiring and receiver are factory installed. The receiver is behind the rear number plate. The system is already enabled, with no EVIC enable or disable setting.

3500, 4500 and 5500 chassis cabs (DF, DD and DP): controls and chassis wiring are factory installed. The upfitter must install the receiver and jumper harness, then enable Trailer TPMS in the EVIC Commercial Settings menu. It is disabled from the factory to prevent diagnostic trouble codes. See page 9.

Prepare for pairing

- Have compatible trailer sensors fitted to every tyre you intend to monitor. Factory-supplied sensors are not fitted or paired at delivery.
- Position the trailer near the truck or connect it. Put the transmission in **PARK** and the ignition in **RUN**.
- Have a tyre pressure gauge and inflation equipment ready. Confirm the correct target pressure for your trailer and tyres before entering it.
- Keep the pairing screen open until the procedure is complete. Allow up to **3 minutes per sensor**.

For MyTPMS-supplied replacement sensors: confirm they are prepared for this specific RAM trailer system before pairing. Any separate universal-sensor programming must follow the instructions for that sensor and tool. The procedure here is vehicle pairing.

02 PAIR ALL SENSORS

Set up the trailer profile

Ignition RUN • Transmission PARK • Trailer near or connected. Use the radio touchscreen.

01 Open Trailer

Open **Settings**, then select **Trailer**.



02 Choose the trailer

Select the trailer profile you want to configure.



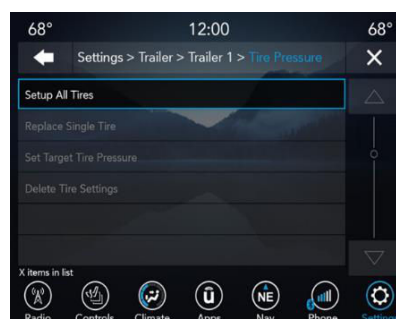
03 Open tyre pressure settings

Select **Tire Pressure**. The radio uses the spelling "Tire".



04 Set up all tyres

Select **Setup All Tires**.



05 Match the trailer layout

Use + and - to set the number of axles and tyres. Check the layout, then select **Next**.



06 Enter the target pressure

Enter the correct target tyre pressure for your trailer. Confirm with **Done** or **Next**, as displayed.



The illustrated 8.4 inch screen flow also applies to the 12 inch display. The displayed 110 psi is an example only.

02 PAIR ALL SENSORS CONTINUED

Learn each sensor and finish

Use the tyre numbers shown on your own screen. Do not assume a fixed left-to-right or clockwise order.

07 Start the pairing session

When ready, touch **Start**. Keep this screen open.



08 Pair the highlighted tyre

Starting with **Tyre 1**, reduce its pressure by **5 psi (34 kPa)**. Wait for one horn chirp, up to **3 minutes**.



09 Continue in screen order

Yellow identifies the tyre being paired. Green means it has paired. Repeat the pressure reduction for each next tyre shown.



10 If pairing fails

A **double horn chirp** indicates failure. **Retry** appears only after failure. Select it and follow the on-screen sequence again.



11 Confirm the success screen

Every tyre must pair successfully within one pairing session. When all positions are green and setup is successful, select **Finish**.



12 Restore tyre pressures

Reinflate **every tyre** to its correct pressure and check with a gauge before driving. Then check the trailer pressure display (page 6).

BY 5 psi

Reduce by 5 psi, not to 5 psi.

Wait for confirmation before moving to the next tyre.

03 SINGLE TYRE REPLACEMENT

Replace a single sensor

Use when a replacement wheel or tyre contains a different pressure sensor.

First: fit the replacement wheel or tyre, position the trailer near or connected to the truck, select RUN and PARK. Open **Settings > Trailer > desired trailer > Tire Pressure**.

01 Choose replacement

Select **Replace Single Tire**.



02 Choose the wheel position

Touch the tyre position that contains the replacement sensor.



03 Confirm the selection

The selected position turns yellow. Select **Next**.



04 Start and trigger the sensor

Select **Start**. Reduce that tyre by **5 psi (34 kPa)**. Wait up to **3 minutes** for one horn chirp.



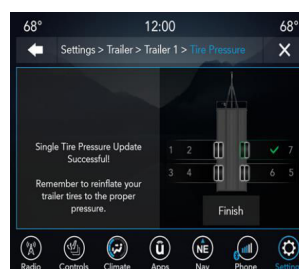
05 Retry only if required

If a double horn chirp sounds and setup fails, touch **Retry**. Keep the pairing screen open until the session completes.



06 Finish and reinflate

When the tyre turns green and success is shown, touch **Finish**. Reinflate and check the tyre before driving.



The selected sensor must pair successfully within one pairing session to receive the success screen.

04 INSTRUMENT CLUSTER

Read pressures and low tyre warnings

Use the steering-wheel **Up/Down** arrows to highlight the trailer icon in the **Trailer Tow** menu. Use **Left/Right** to reach the **Trailer Tire Pressure** screen. Its layout follows the configured axle and tyre arrangement.



Normal pressure display

Each number is the pressure received for that wheel position. The programmed setting appears at the top.



Dashes instead of pressure

Dashes (--) mean pressure data is missing, such as from a missing or faulty sensor. They are not a zero-pressure reading.



Trailer Tire Low

The warning appears with a chime when one or more active tyres fall 25% below the programmed threshold. The pop-up lasts 5 seconds, can be dismissed, occurs once per instance and is not stored.



Low pressure remains highlighted

Dismissing the pop-up opens the low-pressure trailer information screen. The affected tyre stays highlighted until pressure is restored to range.

Take action: stop as soon as it is safe, check the low tyre and restore the correct programmed target pressure. See page 7 for display refresh behaviour.

04 INSTRUMENT CLUSTER CONTINUED

Understand other system messages



Change the active trailer

“Trailer Tire Sensors Detected Do Not Match Active Trailer” means the received sensors do not match the selected trailer profile. All received trailer sensors must match that profile. Select the profile for the trailer connected to the truck.

The dismissible full-screen message lasts 5 seconds. After dismissal, dashes remain until the correct sensors are detected.



System not configured

The receiver is connected but no sensors are paired for the active trailer. Configure the trailer and pair its sensors using pages 3 and 4.

Pickup receivers are connected at the factory; chassis-cab receivers must first be installed.



System service required

A receiver or system fault has been detected. The full-screen warning sounds a chime, appears once per key cycle and stores a message in the EVIC. It can be dismissed, but the system does not work while the fault is active.

Have the system serviced by a RAM dealer. On a chassis cab, first confirm the receiver has been installed correctly. The message clears after the fault is corrected.

Allow time for the display to refresh

After correcting low pressure or repairing a system fault, the vehicle may need to be driven for up to **10 minutes above 24 km/h (15 mph)** for updated trailer pressure information to appear. After inflation, the low tyre graphic returns to its normal colour when the update is received.

Restore and verify safe tyre pressures before driving. Dismissing a warning does not correct low pressure, a sensor mismatch or a system fault.

Troubleshooting and final checks

What you see or hear	What to do
No confirmation chirp yet	Allow up to 3 minutes after reducing the highlighted tyre by 5 psi (34 kPa). Check that you are working on the tyre shown and keep the pairing screen open.
Two horn chirps or setup unsuccessful	Use Retry when it appears. Follow the displayed tyre order and complete the required sensors in one pairing session.
Only some tyres are green	Continue through the remaining tyres in screen order. Full setup is complete only when all required sensors are paired and success is shown.
A different wheel or sensor has been fitted	Use Replace Single Tire for the affected position (page 5).
Dashes (--) instead of pressure	Check the active trailer profile and whether the required sensors are present and paired. See pages 6 and 7.
Low tyre warning	Stop safely, check the tyre and restore its correct target pressure. Allow for the display refresh described on page 7.
System not configured	Run Setup All Tires for the active trailer after confirming the receiver is ready.
Service required	The system is unavailable while the fault is active. Arrange RAM service; check receiver installation first on a chassis cab.

Before handing over or towing

- The correct trailer profile is selected for the connected trailer.
- The axle count, tyre count and target pressure match the trailer.
- All intended sensors have paired and the success screen has appeared.
- Every tyre that was deflated has been reinflated and checked with a gauge.
- The trailer pressure display has been checked, and warnings or missing readings have been investigated.

Still having difficulty? Contact MyTPMS with the vehicle model and year, trailer layout, sensor details, the selected trailer profile and a photo of the exact message. See page 14.

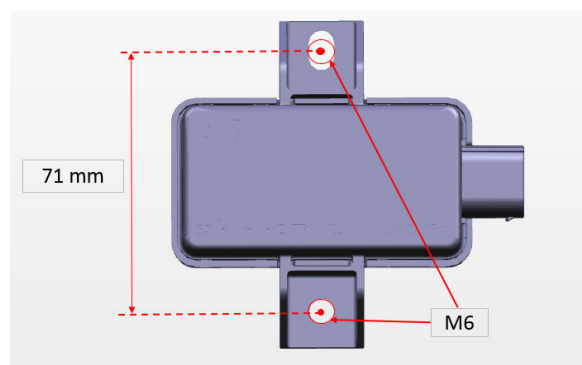
06 TECHNICIAN INSTALLATION

Install the chassis cab receiver

For 3500, 4500 and 5500 chassis cabs (DF, DD and DP) with the factory provision. Pickups already have the receiver.

Factory kit item	Part number	Quantity
Sensor kit: 4 sensors (68375992AA), hardware and instructions	52112451AA	1
TPM receiver (chassis cab)	68375990AA	1
Jumper harness (chassis cab)	68395315AB	1

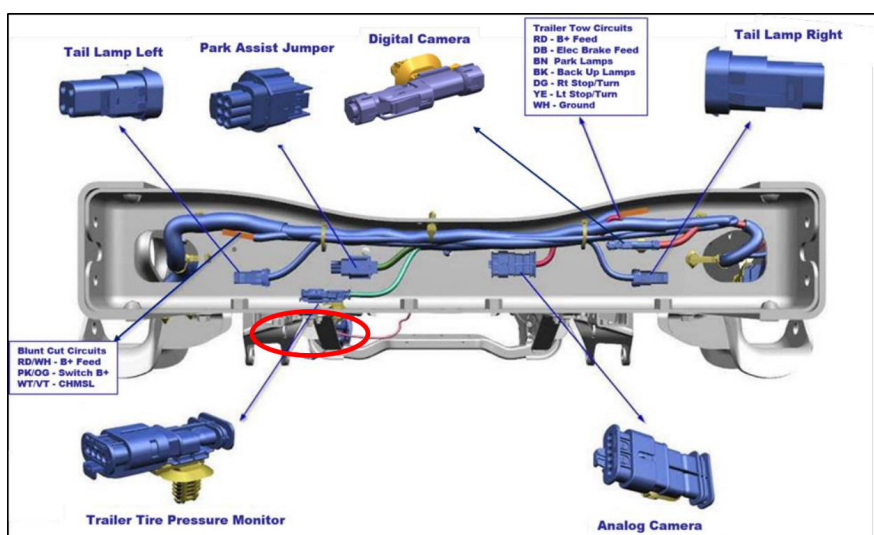
Locate the supplied kits in the cab and check their contents before installation.



Mount the receiver securely

Position it at or near the centre rear of the chassis. Minimise metal obstruction between the receiver and trailer sensors to preserve range and performance.

Use M6 (1/4 inch) weld studs and nuts, or screws. Mounting centres: **71 mm**. Module fastener torque: **4 N·m (35 in-lb)**.



Rear chassis: the Trailer Tire Pressure Monitor connector is labelled at the lower left and circled in the harness view.

- Connect one end of jumper harness **68395315AB** to the receiver and the other end to the Trailer TPM connector at the rear of the chassis. Harness length is **10 ft**.
- After the module is installed, open **Commercial Settings** in the EVIC and enable the trailer tyre pressure monitor system. Then fit and pair the trailer sensors.

07 TECHNICIAN INSTALLATION

Check sensors and wheel fitment

The fitting procedures on pages 10 to 13 apply to the original RAM sensor kit 52112451AA and its specified hardware.

Different sensor or valve supplied? Use the fitting instructions and torque values for that exact product. Do not transfer these original-kit torque settings to other MyTPMS or aftermarket hardware.

Installation and service precautions

- Installation, maintenance, repair and removal must be carried out by a trained technician following the vehicle manufacturer guidelines.
- Read the instructions and inspect every sensor. Do not fit or refit a damaged sensor; replace it and contact the sensor supplier or original equipment customer service.
- Use the original valves, accessories and installation tools specified for this kit. Confirm the valve is correctly fitted before mounting the tyre.
- Replace any seal or valve core removed from the stem with new original equipment parts. Replace a damaged nut, seat or valve stem; do not reuse it.
- Use approved rims meeting the manufacturer's Tire and Rim Association (TRA) requirements. The manufacturer warns that defects caused by not following its instructions may affect warranty eligibility.

Confirm these four rim conditions

- 01** The valve must not extend beyond the outside edge of the rim.
- 02** The sensor housing must contact the rim bed when the union nut is tightened.
- 03** The sensor housing must not project above the rim flange.
- 04** Rim thickness at the valve hole must be **less than 6.0 mm**.

Original sensor kit contents and torque

Kit component	Quantity
1/2 inch sensor assembly with nut	4
5/8 inch seat, grommet and washer	4 of each
Fitment tool	1

1/2 inch valve hole: sensor nut **8 N·m (5.9 ft-lb)**.

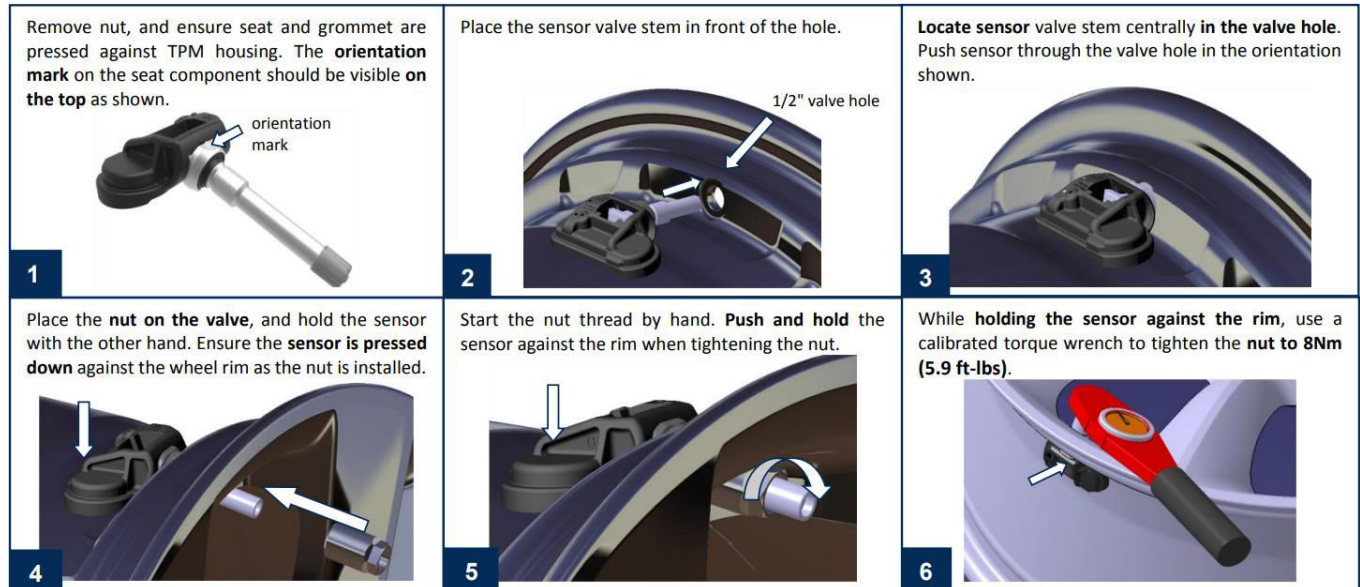
5/8 inch valve hole: sensor nut **6 N·m (4.43 ft-lb)**.

The grommet tool can also convert the 5/8 inch kit back to the 1/2 inch arrangement using the appropriate parts.

08 ORIGINAL SENSOR KIT FITTING

Fit sensors to 1/2 inch valve holes

Original kit only • Nut torque 8 N·m (5.9 ft-lb) • Use a calibrated torque wrench



Follow the six illustrated steps

- 01** Remove the nut. Make sure the seat and grommet are pressed against the sensor housing. The seat's orientation mark must be visible on top.
- 02** Position the sensor valve stem in front of the wheel's 1/2 inch valve hole.
- 03** Centre the valve stem in the hole and push it through in the orientation shown.
- 04** Place the nut on the valve. Hold the sensor with your other hand and press its housing down against the rim.
- 05** Start the nut thread by hand. Keep pressing and holding the sensor against the rim while tightening.
- 06** While holding the sensor against the rim, tighten the nut to **8 N·m (5.9 ft-lb)** with a calibrated torque wrench.

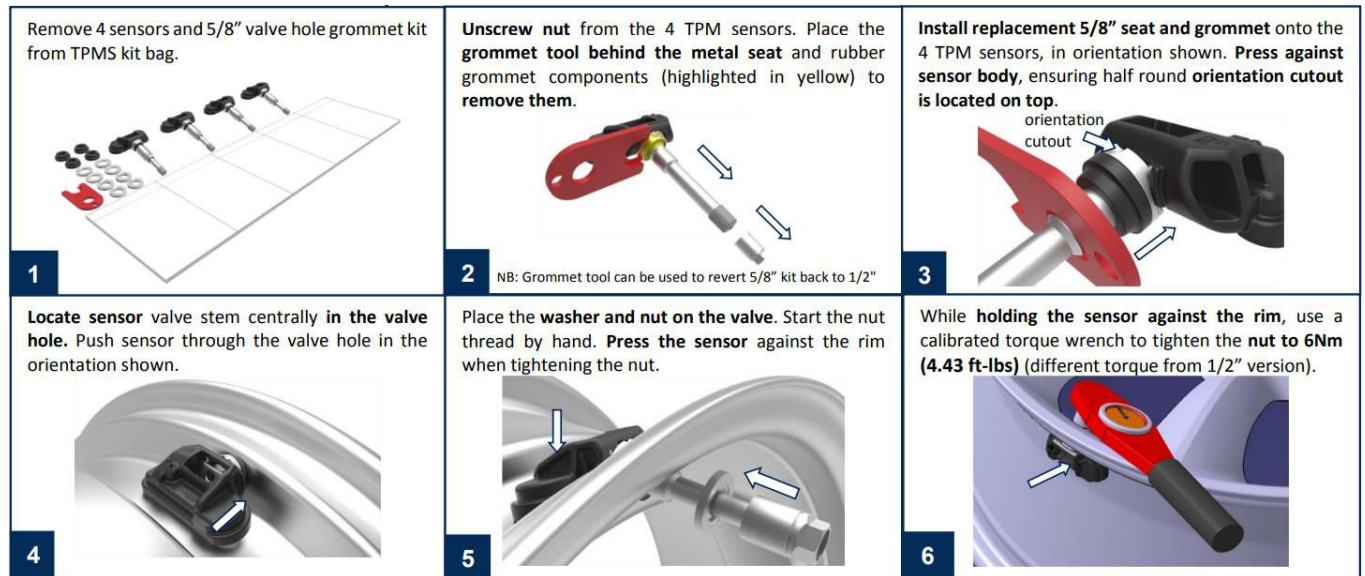
Before mounting the tyre: confirm the valve is correctly fitted, the housing sits against the rim bed and the fitment meets all rim requirements on page 10. Do not fit damaged components.

After installation, pair the sensors using pages 3 and 4, or page 5 for a single replacement. Reinflate and verify the correct pressure after pairing.

09 ORIGINAL SENSOR KIT FITTING

Fit sensors to 5/8 inch valve holes

Original kit only • Nut torque 6 N·m (4.43 ft-lb) • This differs from the 1/2 inch version



Follow the six illustrated steps

- 01** Remove the four sensors and the 5/8 inch valve-hole grommet kit from the supplied bag.
- 02** Unscrew each sensor nut. Position the grommet tool behind the metal seat and rubber grommet, as illustrated, and remove those components.
- 03** Install the replacement **5/8 inch seat and grommet** in the illustrated orientation. Press them against the sensor body, with the half-round orientation cutout on top.
- 04** Centre the valve stem in the valve hole and push the sensor through in the orientation shown.
- 05** Fit the **washer and nut** to the valve. Start the nut by hand and press the sensor against the rim while tightening.
- 06** Keep the sensor pressed against the rim and tighten the nut to **6 N·m (4.43 ft-lb)** with a calibrated torque wrench.

Before mounting the tyre: verify valve fitment and all rim conditions on page 10. Use the correct components for the valve-hole size; the two fitting versions have different torque settings.

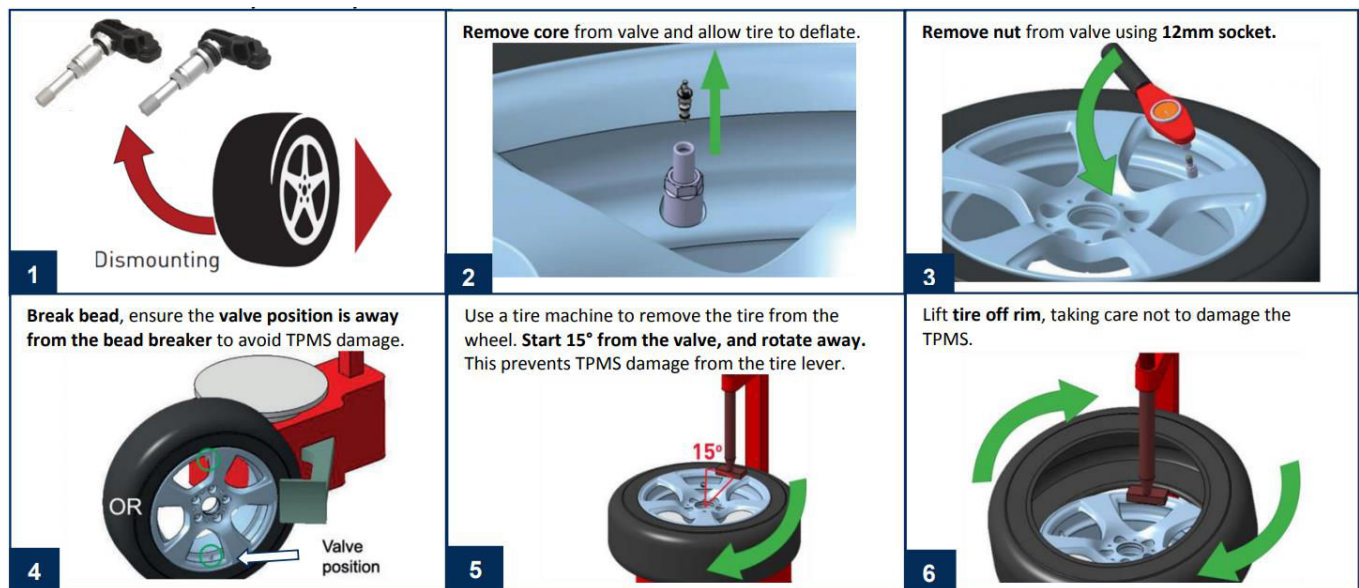
The supplied grommet tool can also be used to revert from the 5/8 inch arrangement to the 1/2 inch arrangement. Apply the correct parts and fitting procedure for the resulting configuration.

10 TECHNICIAN REMOVAL

Remove tyres and original sensors

For the original 1/2 inch and 5/8 inch sensor arrangements. Trained technicians only.

Protect the sensor throughout removal. The bead breaker and tyre lever must not touch the sensor body. Do not refit a damaged sensor.



Removal sequence

- 01** Remove the valve core and allow the tyre to deflate fully.
- 02** Remove the valve nut with a **12 mm socket**.
- 03** Break the bead with the valve positioned **away from the bead breaker**, as shown.
- 04** Use a tyre machine to remove the tyre. Start **15° from the valve** and rotate away from it to protect the sensor from the tyre lever.
- 05** Lift the tyre off the rim carefully without damaging the sensor.

Before refitting

- Inspect the sensor and valve components. Never reuse a damaged sensor, nut, seat or valve stem.
- If a seal or valve core has been removed, replace it with a new original equipment part.
- Use the correct rim-size procedure and nut torque on pages 11 or 12. If the refitted wheel contains a different sensor, pair that position again using page 5.

11 KEEP WITH THE TRAILER

Setup record and support

Complete this record after successful pairing. Use the wheel positions shown by the vehicle; sensor IDs may be recorded from the sensor or programming record where available.

Vehicle model and year

Vehicle registration

Trailer name or registration

Selected trailer profile

Axle count / tyre count

Target pressure and unit

Installation date

Technician or installer

On-screen tyre position	Sensor ID if available	Final pressure

For trailers with more than six tyres, continue on a second copy of this page.

Contact MyTPMS Australia

1300 818 030 | sales@mytpms.com.au

mytpms.com.au

5-6/44-50 Westall Road, Springvale VIC 3171

For pairing support, provide your vehicle model and year, trailer layout, sensor details and a photo of the radio or dashboard message.

Technical reference

Prepared by MyTPMS Australia from the supplied Stellantis N.A. Trailer Tire Pressure Monitor System Upfitter Guide, dated 14 June 2021, pages 1-15, supplied as "Ram_CC HD_Trailer TPM Users Guide_MY19+_R1.pdf". Manufacturer screen images and technical illustrations are retained for instruction. This is a MyTPMS customer guide, not a RAM-issued publication.

Application follows the supplied MY19+ guide for factory-equipped vehicles. It does not establish compatibility for every later model year or different sensor. Follow the applicable vehicle and sensor instructions if the installed system or hardware differs.