

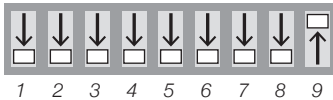


# RAM TRUCK PROCAL

## PLEASE READ

Before any calibration can be done, the module will need to be paired to the vehicle. There is no process to un-pair the module, so be sure that you pair the module to the intended vehicle. The module can be used an infinite number of times in it's paired vehicle. Follow the steps below to pair the module to your vehicle.

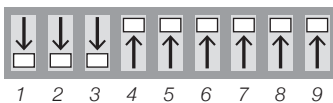
1. Set the DIP switches as shown



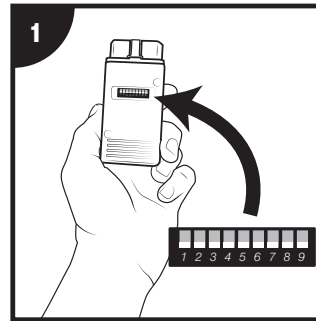
2. Turn the key to the RUN position
3. Insert the ProCal into the vehicles OBD port, the "BRAKE" light will flash fast.
4. Hold the brake pedal down for 5 seconds
5. When the module is paired the horn will honk three times quickly. If the module is already paired to this vehicle the horn immediately honk three times quickly
6. Once the module is paired, it can be used to calibrate vehicle settings.

The Reset function will revert the vehicles default settings to stock. It will NOT un-pair the module from the vehicle.

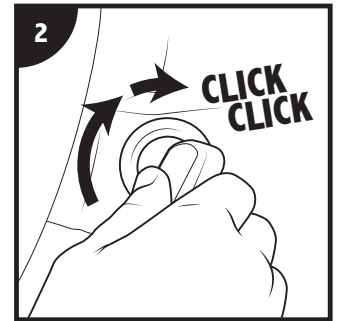
Set the DIP switches as shown to Reset.



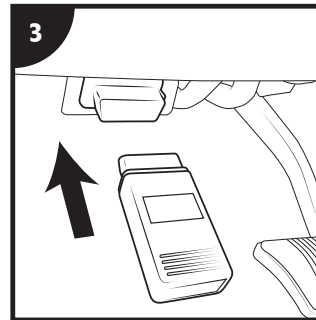
## INSTRUCTIONS



Set **all nine** DIP switches on the back of the ProCal using this Quick Reference Guide for the function you wish to program.



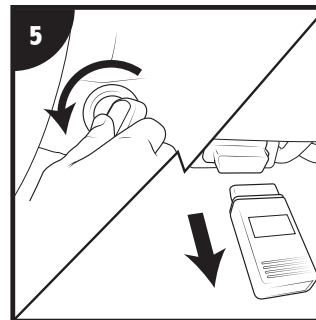
Insert the key into the ignition and turn **TWO** clicks to put the vehicle in the "run" position.\*



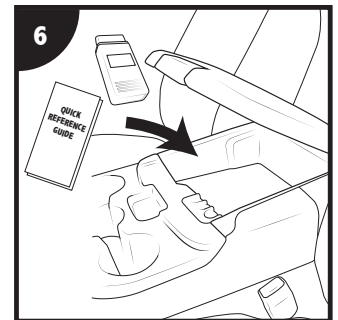
Insert the ProCal into your vehicle's OBD port.



The vehicle's horn will sound twice when the program has been successful.



Turn the key to the "off" position then remove the ProCal from the OBD port.



Just toss your ProCal and QRG into your center console or glove box for next time!

**\*For Trucks equipped with Push Button Start:** Push the start button two times **WITHOUT** your foot on the brake. This will put the vehicle in the "run" position.

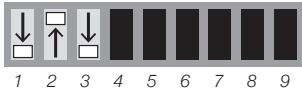
# TIRE SIZE

- 1.** Set DIP switches 1–3 as shown.

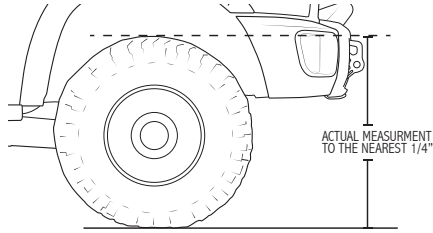
For 26–39" Tires:



For 40–48" Tires:



- 2.**



**36.75" TIRE EXAMPLE:**  
A = 36 B = .75

- 3.** Using the A value from step 1, use the chart below to set switches 4–7.

<b>26</b> ↓ ↓ ↑ ↓ 4 5 6 7	<b>27</b> ↓ ↓ ↑ ↑ 4 5 6 7	<b>28</b> ↓ ↑ ↓ ↓ 4 5 6 7	<b>29</b> ↓ ↑ ↓ ↑ 4 5 6 7
<b>30</b> ↓ ↑ ↑ ↓ 4 5 6 7	<b>31</b> ↓ ↑ ↑ ↑ 4 5 6 7	<b>32</b> ↑ ↓ ↓ ↓ 4 5 6 7	<b>33</b> ↑ ↓ ↓ ↑ 4 5 6 7
<b>34</b> ↑ ↓ ↑ ↓ 4 5 6 7	<b>35</b> ↑ ↓ ↑ ↑ 4 5 6 7	<b>36</b> ↑ ↑ ↓ ↓ 4 5 6 7	<b>37</b> ↑ ↑ ↓ ↑ 4 5 6 7
<b>38</b> ↑ ↑ ↑ ↓ 4 5 6 7	<b>39</b> ↑ ↑ ↑ ↑ 4 5 6 7	<b>40</b> ↓ ↓ ↓ ↓ 4 5 6 7	<b>41</b> ↓ ↓ ↓ ↑ 4 5 6 7
<b>42</b> ↓ ↓ ↑ ↓ 4 5 6 7	<b>43</b> ↓ ↓ ↑ ↑ 4 5 6 7	<b>44</b> ↓ ↑ ↓ ↓ 4 5 6 7	<b>45</b> ↓ ↑ ↓ ↑ 4 5 6 7
<b>46</b> ↓ ↑ ↑ ↓ 4 5 6 7	<b>47</b> ↓ ↑ ↑ ↑ 4 5 6 7	<b>48</b> ↑ ↓ ↓ ↓ 4 5 6 7	

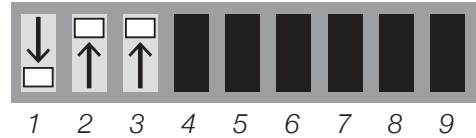
- 4.** Using the B value from step 1, use the chart below to set switches 8 and 9.

<b>.00</b> ↓ ↓ 8 9	<b>.25</b> ↓ ↑ 8 9	<b>.50</b> ↑ ↓ 8 9	<b>.75</b> ↑ ↑ 8 9
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# AXLE RATIO

Programming axle ratio is only required after physically changing the gears in the differentials. There is no performance increase by adjusting this value to anything besides what the vehicle has physically installed. Programming the incorrect ratio will cause some vehicles to go into "Limp-In" mode.

- 1.** Set DIP switches 1–3 as shown.

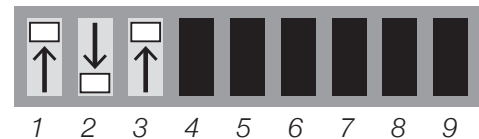


- 2.** Set switches 4–9 using the chart below for the axle ratio physically installed in the vehicle.

<b>3.21 : 1</b> ↓ ↓ ↓ ↓ ↑ ↓ 4 5 6 7 8 9	<b>3.42 : 1</b> ↓ ↓ ↑ ↑ ↓ ↑ 4 5 6 7 8 9
<b>3.55 : 1</b> ↓ ↓ ↓ ↓ ↑ ↑ 4 5 6 7 8 9	<b>3.73 : 1</b> ↓ ↓ ↓ ↑ ↓ ↓ 4 5 6 7 8 9
<b>3.92 : 1</b> ↓ ↓ ↑ ↓ ↑ ↑ 4 5 6 7 8 9	<b>4.10 : 1</b> ↓ ↓ ↓ ↑ ↓ ↑ 4 5 6 7 8 9
<b>4.30 : 1</b> ↓ ↓ ↑ ↑ ↓ ↓ 4 5 6 7 8 9	<b>4.44 : 1</b> ↓ ↓ ↑ ↑ ↓ ↓ 4 5 6 7 8 9
<b>4.56 : 1</b> ↓ ↓ ↓ ↑ ↑ ↓ 4 5 6 7 8 9	<b>4.88 : 1</b> ↓ ↓ ↓ ↑ ↑ ↑ 4 5 6 7 8 9

# OPTIONS

- 1.** Set DIP switches 1–3 as shown.



- 2a.** Set switches 4–9 using the chart below.

<b>FOG W/ HIGHS OFF</b> ↓ ↓ ↓ ↓ ↑ ↓ 4 5 6 7 8 9	<b>FOG W/ HIGHS ON</b> ↓ ↓ ↓ ↓ ↑ ↑ 4 5 6 7 8 9
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- 2b. ONE-TOUCH LANE CHANGE**

Set switches 4–9 using the chart below.

<b>ON</b> ↓ ↓ ↓ ↓ ↓ ↑ 4 5 6 7 8 9	<b>OFF</b> ↓ ↓ ↓ ↓ ↓ ↓ 4 5 6 7 8 9
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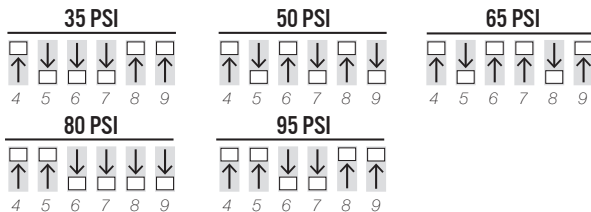
# LOW TIRE PRESSURE THRESHOLD

Adjust the Tire Pressure Monitoring System (TPMS) low tire pressure threshold values. It is critical that tires with the appropriate load ratings be used. Most tires will require the maximum cold inflated pressure to meet the load requirements of the Ram trucks. Tire load information can be found on the driver door and must be met or exceeded when using aftermarket tires and or wheels. Maximum Cold inflated pressure can be found on the sidewall of the tire. Program only this value or higher. Use this module to program in the maximum cold inflated pressure. The TPMS light will come on at ~80% under the recommended pressure. For a detailed description of TPMS functions please consult your vehicle Owner's Manual.

1. Set DIP switches 1-3 as shown.



2. Use the chart below to set switches 4-9.



3. Using the Procal will program the Tire Pressure Inflation Value for the vehicle, the vehicle's information screen may indicate the new programmed value right away, but it will not "take" until this process below is completed:
  1. Contact your dealer's part department about obtaining your vehicle's PIN, the PIN is a unique 4 digit number based on your vehicle's VIN.
  2. Using WiTech 1 or 2 (desktop application or web interface), access the Radio Frequency Hub (RFH) module.
  3. Select the option to Program an Ignition FOB/IK (Key).
  4. Forward through the menus until you are asked for a PIN Number.
  5. Enter that vehicle's PIN
  6. After entering a PIN, the application will ask you if it is correct, select Yes or Continue.
  7. Close the Program FOB/IK process. Do not continue with programming a key.
  8. Return to the main menu of the WiTech program.
  9. Access the "Diagnostic Procedures" page.
  10. Select the RESET ECU function.
  11. Follow the instructions and reset the Radio Frequency Hub (RFH) Module.
  12. The Tire Pressure Inflation Value will now reflect with actual tire pressure, the vehicle may need to be driven a few miles before the changes are apparent.