TECHNICAL INSTRUCTIONS

FOR

SAFETY (NONCOMPLIANCE) RECALL H0W

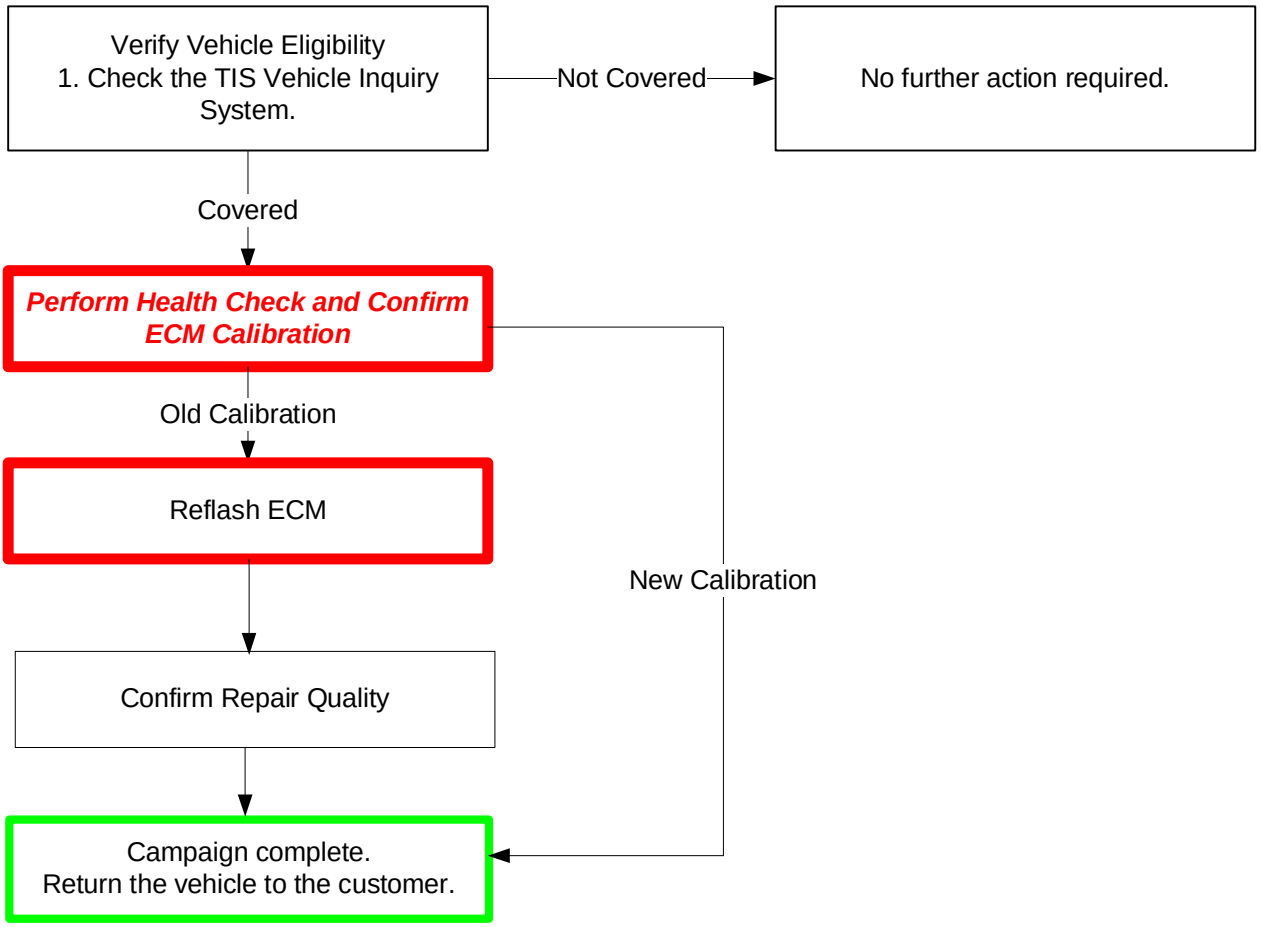
ELECTRONIC PARKING BRAKE (EPB) - SKID CONTROL ECU REPROGRAM

CERTAIN 2018 C-HR

The repair quality of covered vehicles is extremely important to Toyota. All dealership technicians performing this recall are required to successfully complete the most current version of the E-Learning course "Safety Recall and Service Campaign Essentials". To ensure that all vehicles have the repair performed correctly; technicians performing this recall repair are required to currently hold at least one of the following certification levels:

- **Certified Technician (Any specialty)**
- **Expert Technician (Any specialty)**
- **Master Technician**
- **Master Diagnostic Technician**

I. OPERATION FLOW CHART



II. IDENTIFICATION OF AFFECTED VEHICLES

- Check the TIS Vehicle Inquiry System to confirm the VIN is involved in this Safety Recall, and that it has not already been completed prior to dealer shipment or by another dealer.
- TMS warranty will not reimburse dealers for repairs completed on vehicles that are not affected or were completed by another dealer.

III. PREPARATION

A. TOOLS, SUPPLIES & EQUIPMENT

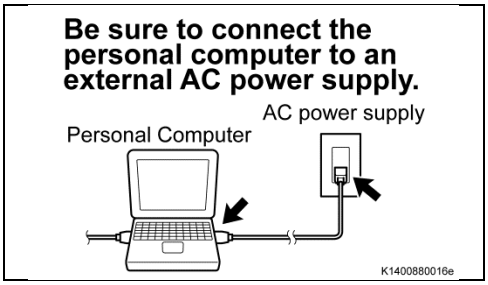
- Standard Hand Tools
- Techstream 2.0 / TIS Techstream / Techstream Lite (Software **12.20.024 or Higher**)
- GR8 Battery Diagnostic Station
- T-SB-0034-14

IV. BACKGROUND

In the involved vehicles, there is a possibility that the Electronic Parking Brake (EPB) may not operate properly. This could cause the parking brake not to disengage after it is applied or prevent it from being applied. If the latter occurs prior to first sale, the vehicle would not meet the requirements of FMVSS No. 135 paragraph S7.12.3. There is a possible risk of a rollaway if the EPB cannot be applied, the EPB warnings are ignored, and the vehicle is parked on a grade without being placed into "Park."

CRITICAL INFORMATION - READ THOROUGHLY

An ECU could be damaged if an error occurs in the communication while reprogramming the ECU. Confirm all work is performed as described in these instructions.

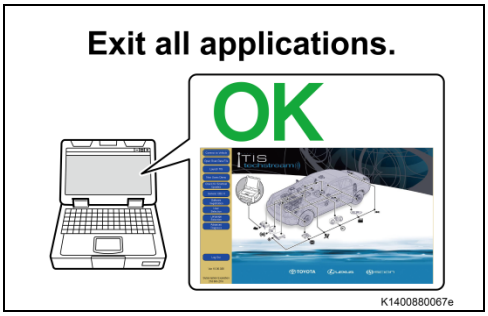


1. STABILIZE THE POWER TO THE PERSONAL COMPUTER SIDE

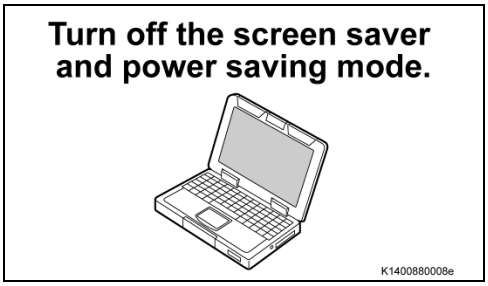
a) Be sure to connect the personal computer to an external AC power supply.

NOTE:

The ECU could be damaged if the battery voltage of the personal computer drops while reprogramming.



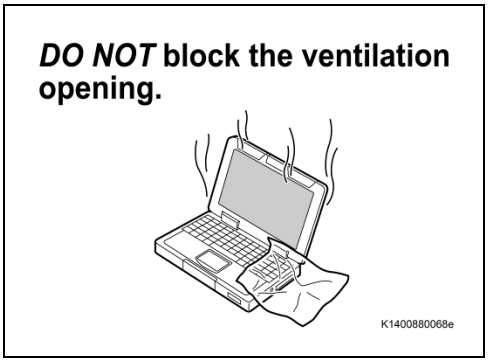
b) Exit all applications except Techstream 2.0 (TIS Techstream / Techstream Lite).



c) Turn off the screen saver and power saving mode of the personal computer so that the power to the hard disk is kept supplied.

NOTE:

If the screen saver or power saving mode launches while reprogramming, the communication may be disconnected, resulting in the damage of the ECU.



d) ***DO NOT*** block the ventilation opening for the cooling fan of the personal computer.

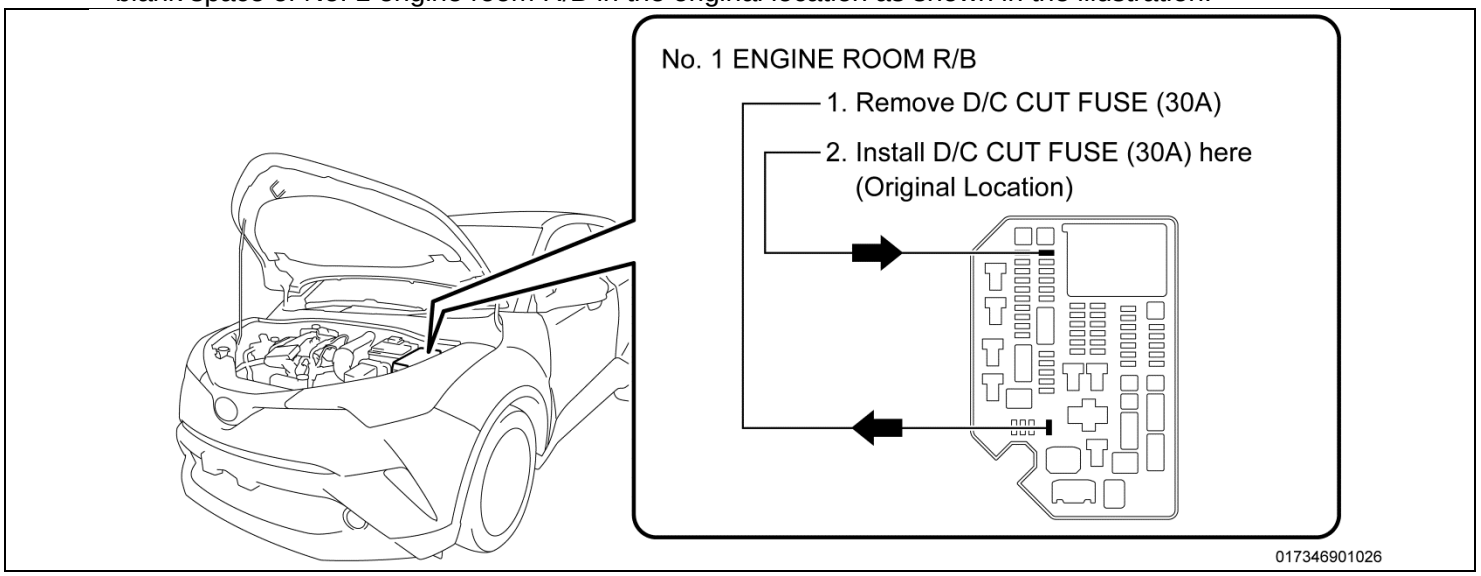
NOTE:

If the ventilation opening for the cooling fan is blocked with a sheet cover or the like, the personal computer may be heated excessively, causing the operation of the personal computer to stop.
Due to the stop of the operation, the communication for reprogramming signals could be stopped, resulting in the damage of the ECU.

V. INSTALL THE D/C CUT FUSE (DEALER STOCK UNITS ONLY)

1. INSTALLTHE D/C CUT FUSE (DEALER STOCK UNITS ONLY)

a) In order to Skid Control ECU reflashing, it is necessary to reinstall the D/C CUT FUSE (30A) stored in the blank space of No. 1 engine room R/B in the original location as shown in the illustration.



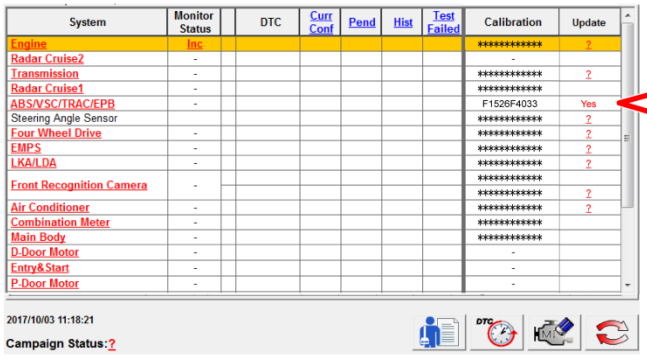
VI. ECM CALIBRATION ID VERIFICATION AND DTC CHECK

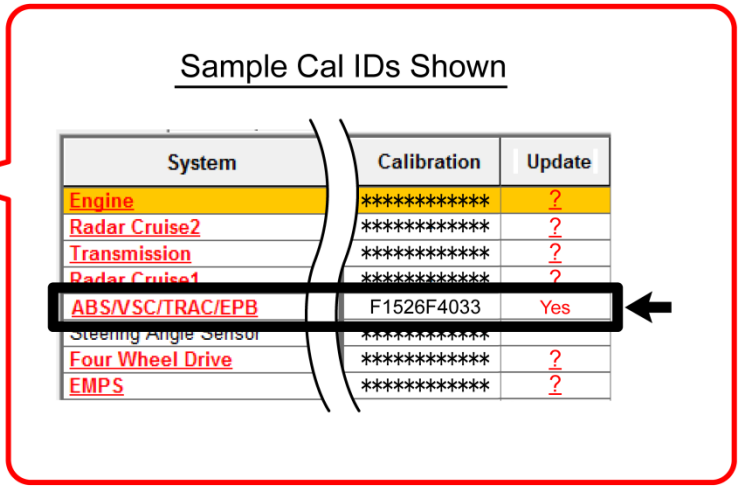
1. CONFIRM THE SKID CONTROL ECU CALIBRATION ID

a) Perform a Health Check.

b) Confirm the current calibration ID in the Skid Control ECU.

c) Referencing the table below, verify if the Skid Control ECU has the updated Calibration.





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Vehicle Specification		Skid Control ECU Calibrations	
Model	**Cruise Control**	**Current CID**	**New CID**
C-HR	Dynamic Radar Cruise Control with Full-speed Range	F1526F4033	**F1526F4034**

STOP	• **If the ECM has already been calibrated with the new calibration the campaign is complete.**

VII. ECM REFLASH PROCEDURE

1. VEHICLE PREP

a) Prior to vehicle shut down preform the following steps:
- Vehicle in the IG on position.
- Transaxle in the P range.
- Parking brake engaged.
- Turn off all electrical accessories (i.e. climate control, audio system, etc.)

b) Headlight switch in the DRL OFF position

c) Turn off the vehicle

2. CONNECT THE GR8

a) Set the GR8 to Power Supply Mode to help maintain 13.5 volts during ECM reprogramming.

3. REFLASH THE ECM

a) Click yes on the health check results screen, or follow the links on the table above to begin the reflash process.

NOTE:

- **Reflash procedure takes about 21 minutes.**
- **If the DTC(s) are not deleted, the GTS may not be able to enter the reflash mode. However, there are cases where C13B0 are stored after deleting, because it is deleted by reflash, if only C13B0 is stored, there is no problem even if reflash procedure is performed.**
- **In case reprogramming is failed 3 times, replace brake actuator assembly.**
  （Refer to TIS for instructions on BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS BRAKE ACTUATOR）
  After brake actuator assembly replacement, perform the reprogramming procedure from the beginning again.
- **For general reprogramming procedures, refer to T-SB-0134-16.**
- **Confirm the latest version of Techstream software is being used.**

4. Disconnect the GR8

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5. PERFORM A HEALTH CHECK AND CLEAR DTCs

a) Perform a health check on the vehicle.

b) Clear DTCs that have been set during the reflash procedure.

NOTE:

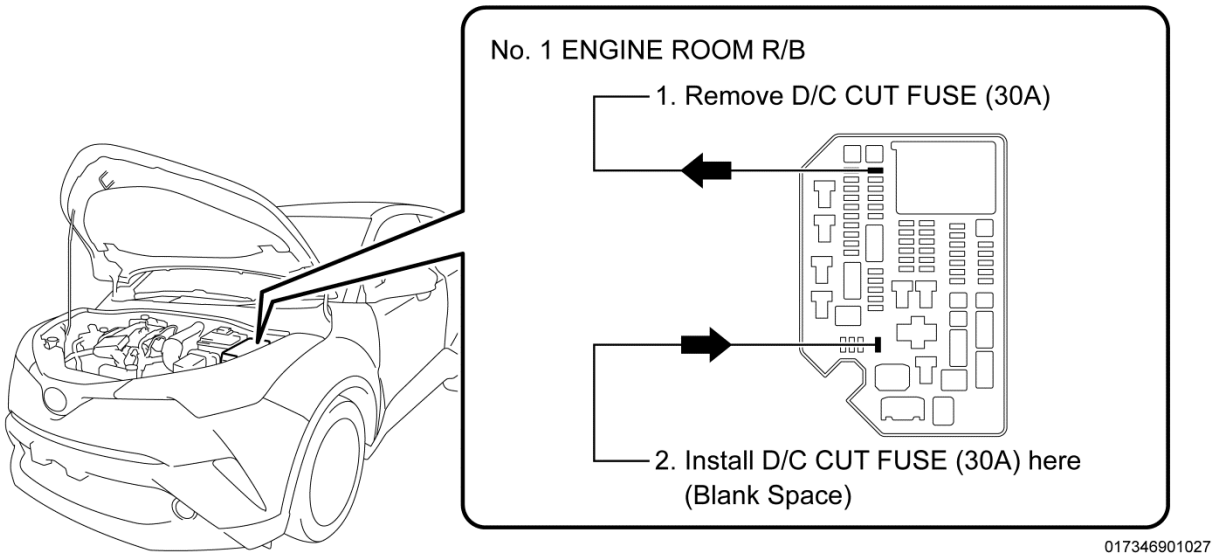
- **Any DTC's found have been set during the reflash procedure and are not an indication of a malfunction. Clear any DTC's found.**
- **If DTC's cannot be cleared cycle the ignition or START/STOP switch 30 seconds OFF then 30 seconds ON 3 times then clear DTC's.**

6. VERIFY THE EPB OPERATION

a) Verify the EPB can be applied/released by switch operation.

◄ CRITICAL MESSAGE ►

It is *critical* when the storage of the vehicle is continued. (DEALER STOCK UNITS ONLY)
To reduce the parasitic current draw in storage, remove the D/C cut fuse (30 A) of the No. 1 engine room R/B and store it in the blank space as shown in the illustration. The D/C CUT FUSE (30A) reinstall to the original location during PDS (Pre- Delivery Service) at the dealership.

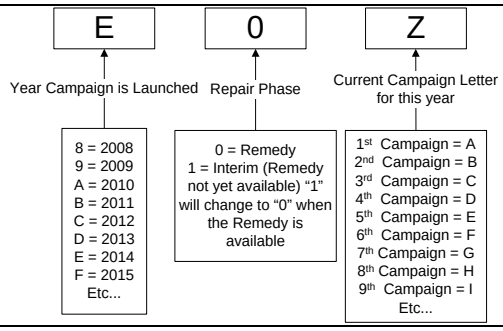


◄ VERIFY REPAIR QUALITY ►

- **Confirm the ECM Calibration has been updated successfully**
- **Confirm there are no DTCs in the Skid Control ECU**
- **If you have any questions regarding this Safety Recall, please contact your regional representative**

VIII. APPENDIX

1. CAMPAIGN DESIGNATION DECODER



Examples:
A0D = Launched in 2010, Remedy Phase, 4th Campaign Launched in 2010
C1B = Launched in 2012, Interim Phase, 2nd Campaign Launched in 2012
D0B = Launched in 2013, Remedy Phase, 1st Campaign Launched in 2013