

◀ IMPORTANT UPDATE ▶

The attached Technical Instructions Letter has been updated. Refer to the details below.

DATE	TOPIC
October 31, 2019	Limited Service Campaign G02 Expired on October 31, 2019

Please review this notification with your staff to assure that all relevant personnel have been briefed regarding this subject.

Thank you for your cooperation.

NOTE: THIS LSC EXPIRES ON OCTOBER 31, 2019

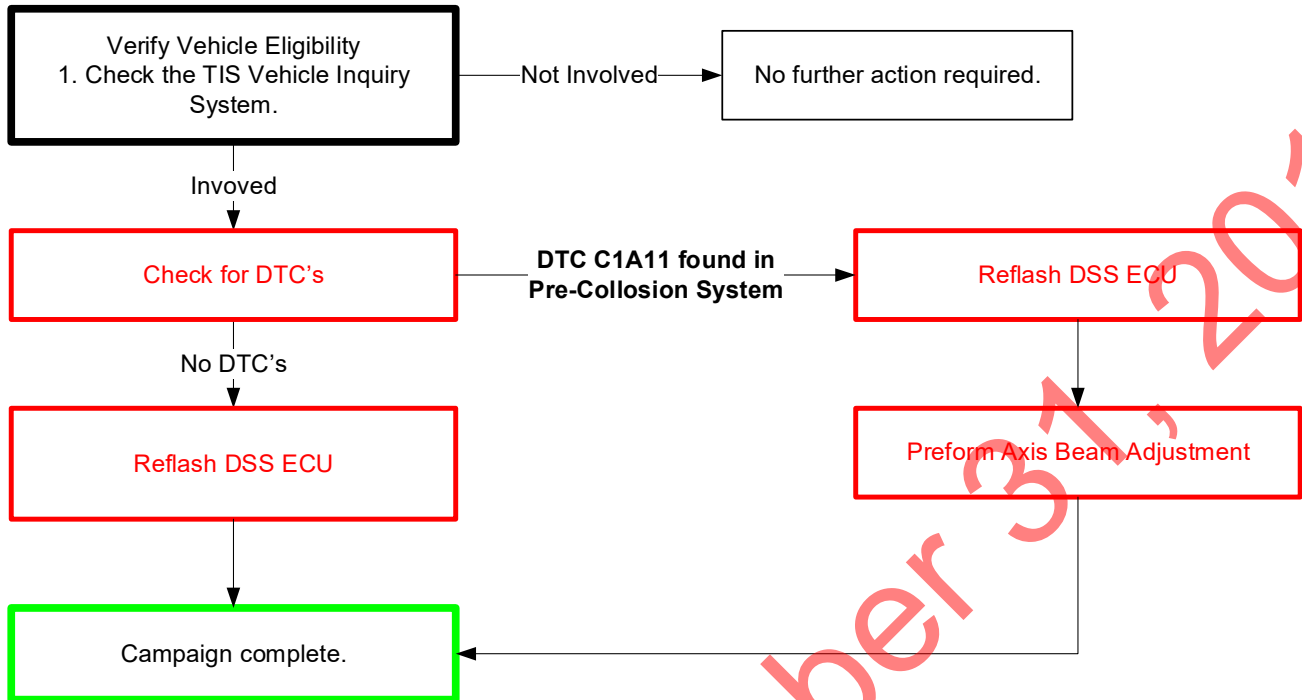
**TECHNICAL INSTRUCTIONS
FOR
LIMITED SERVICE CAMPAIGN G02
DRIVING SUPPORT SYSTEM (DSS) ECU SOFTWARE UPDATE
CERTAIN 2015 - 2016 MODEL YEAR CAMRY**

The repair quality of covered vehicles is extremely important to Toyota. All dealership technicians performing this repair 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 SSC repair are required to currently hold at least one of the following certification levels:

- Certified any specialty
- Expert any specialty
- Master
- Master Diagnostic Technician

It is the dealership's responsibility to select technicians with the above certification level or greater to perform this Special Service Campaign repair. Carefully review your resources, the technician skill level, and ability before assigning technicians to this repair. It is important to consider technician days off and vacation schedules to ensure there are properly trained technicians available to perform this repair at all times.

I. OPERATION FLOW CHART



II. IDENTIFICATION OF AFFECTED VEHICLES

A. COVERED VIN RANGE

- Check the TIS Vehicle Inquiry System to confirm the VIN is involved in this **campaign** and that it has not already been completed by another dealer.
- **TMS warranty will not reimburse dealers for repairs conducted on vehicles that are not affected or was completed by another dealer.**

III. PREPARATION

A. PARTS

No parts are required to complete this repair.

B. TOOLS, SUPPLIES & EQUIPMENT

- Techstream 2.0 / TIS Techstream / Techstream Lite
- GR8 Battery Diagnostic Station

SST – This is an essential special service tool that the dealership should have. Only needed if Axis Beam Adjustment is required.

Part Number	Part Name	Quantity
09870-60000	Laser Radar Adjusting Reflector	1
09870-60040-02	Reflector C	1

IV. BACKGROUND

In the involved vehicles, the Pre-Collision System (PCS) and Dynamic Radar Cruise Control (DRCC) may become disabled due to incorrect programming of the Driving Support System (DSS) Electronic Control Unit (ECU). Toyota has developed new software to correct this condition.

V. DSS ECU CALIBRATION ID VERIFICATION

A. CONFIRM THE CALIBRATION ID IN THE DSS ECU

- 1) Perform a health check and confirm no DTCs are present.

Note: If DTC C1A11 Front Radar Sensor Incorrect Axial Gap is stored in the Pre-Collision System the millimeter wave radar sensor will need to be adjusted after the reflash.

- 2) Confirm the current calibration ID in the DSS ECU.
- 3) Referencing the table below, verify if the DSS ECU has the updated Calibration.

MODEL	ECU	CALIBRATION	
		CURRENT	NEW
Camry	DSS ECM	8815133012	8815133013



- If the DSS ECU has already been updated to the new calibration the campaign is complete.

◀ CRITICAL MESSAGE ▶

It is *critical* that [T-SB-0134-16](#) in addition to the Technical Instructions for this LSC are followed. This TSB outlines all steps necessary to prevent reprogramming failure. Toyota will not provide reimbursement coverage for reprogramming failures if this TSB is not followed. If you have a reprogramming failure that requires DSS ECU replacement and the Technical Instructions and TSB were followed correctly, please create a case with the Technical Assistance Hotline documenting all information related to the failure. If sufficient reporting is received related to re-flash failure, there will be consideration for reimbursement.

VI. DSS ECU REFLASH PROCEDURE



- For general reprogramming procedures, refer to [T-SB-0134-16](#).
- Confirm the latest version of Techstream software is being used.
- If the Techstream does not have sufficient battery power the reflash will fail.
- Confirm the DLC3 cable is in good condition before attempting reflash.
- If vehicle exhibits any trouble codes other than C1A11, diagnose and repair using TIS before attempting to reprogram the DSS ECU.

A. CONNECT THE GR8

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



- A battery charger set to power supply mode *MUST* be used during reprogramming.
- DSS ECU damage may occur if the correct battery charger setting is not used.

B. REFLASH THE DSS ECU

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

C. CHECK AND CLEAR ANY DTC'S

NOTE: If DTC C1A11 was found in the Pre-Collision System prior to the reflash it may reappear after the update is completed. Clear and continue to Step D.

D. CALIBRATE THE MILLIMETER WAVE RADAR SENSOR (if needed)

NOTE: Calibration is only needed if DTC C1A11 was found in the Pre-Collision System prior to the reflash.

- a) Refer to TIS for instructions for **CRUISE CONTROL: MILLIMETER WAVE RADAR SENSOR: ADJUSTMENT:**
[2015 MY](#) [2016 MY](#)

◀ VERIFY REPAIR QUALITY ▶

- Confirm the GR8 is set up properly prior to beginning the reprogramming
- Confirm the reflash completes successfully
- Confirm there are no DTCs in the DSS ECU

If you have any questions regarding this update, please contact your regional representative

VII. APPENDIX

A. CAMPAIGN DESIGNATION DECODER

