

REFERENCE:	TSB: 18-037-24 REV. B GROUP: 18 - Vehicle Performance	Date:	November 23, 2024	REVISION:	18-037-24 REV. A
VEHICLES AFFECTED:	2024 (GG) Dodge Hornet This bulletin applies to vehicles built on or before March 21, 2024 (MDH 0321XX) equipped with a 2.0L I4 DOHC DI Turbo Engine w/ESS (Sales Code EC1).	MARKET APPLICABILITY:			
		<input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH			
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set the following Diagnostic Trouble Code (DTC): <ul style="list-style-type: none"> • P219A - Bank 1 Air-fuel Ratio Imbalance. 				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-037-24 REV. A, date of issue June 19, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional Repair Procedure steps and LOP.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-099, date of issue June 19, 2024. All applicable RSU VINs have been loaded. To verify this RSU service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.

REPAIR SUMMARY:

This bulletin involves reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-NA	Module, Powertrain Control (PCM) - Inspect	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-NB	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
Failure Code	RF	Required Flash - RSU	
	CC	Customer Concern	

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or Technical Service Bulletin.

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The “RF” failure code must be used on an RSU.
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/ Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

****If a customer’s VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptom listed above in the customer symptom section, perform the Repair Procedure.****

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

REPAIR PROCEDURE:

NOTE: Install a battery charger to ensure battery voltage does not drop below 13.2 volts. Do not allow the charging voltage to climb above 13.5 volts during the flash process.

NOTE: If this flash process is interrupted/aborted, the flash should be restarted.

CAUTION!

Removal of fuse F81 is necessary for this Repair Procedure. Failure to remove fuse F81 may result in damage to the Brake Booster Vacuum Pump.

1. ****Is the vehicle on the RSU VIN list?**
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Does the PCM have the latest software level already installed?
 - YES >>> This bulletin has been completed, use Inspect LOP (18-19-06-NA) to close the active RSU.
 - NO >>> Proceed to [Step 3](#).******
3. Remove the 30 Amp fuse for the Brake Booster Vacuum Pump from the Power Distribution Center (PDC) located in the engine compartment.
4. Reprogram the PCM with the latest available software. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.
5. Install the 30 Amp Brake Booster Vacuum Pump fuse.
6. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

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