

REFERENCE:	TSB: 18-038-24 REV. B GROUP: 18 - Vehicle Performance	Date:	December 12, 2024	REVISION:	18-038-24 REV. A
VEHICLES AFFECTED:	2024 (GG) Dodge Hornet This bulletin applies to vehicles built on or before **April 30, 2024 (MDH 0430XX)** equipped with a 1.3L I4 Turbo PHEV Engine (Sales Code EYG).	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:	<p>Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set the following Diagnostic Trouble Codes (DTCs):</p> <ul style="list-style-type: none"> **P2601-00 - Electric Coolant Pump Control Circuit Performance Stuck Off.** P219A - Bank 1 Air-Fuel Ratio Imbalance. <p>This bulletin also includes software diagnostic enhancements.</p>				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-038-24 REV. A, date of issue November 09, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated build date, new DTC, new LOPs, updated Repair Procedure and converting to an RSU.

****This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-168, December 12, 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
**18-19-06-9A	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-9B	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.**
Failure Code	CC	Customer Concern	
	RF	Required Flash	

****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.

This RSU only applies to vehicles on the RSU VIN list.

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: The vehicle must not be connected to a high voltage charger when performing software updates.

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

1. **Is the vehicle on the RSU VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> This bulletin does not apply. Perform further diagnostics.
2. Does the PCM have the latest software already installed?
 - YES>>> This bulletin has been completed. Use Inspection LOP (18-19-06-9A) to close the active RSU.
 - NO>>> Proceed to [Step 3](#).
3. 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.
4. Using wiTECH, perform a "PROXI Alignment Procedure". This routine is available under the 'Vehicle Preparations' tab of wiTECH.
5. 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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