

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-098-25 GROUP: 18 - Vehicle Performance	Date:	November 15, 2025	REVISION:	–
VEHICLES AFFECTED:	2024 (GG) Dodge Hornet This bulletin applies to vehicles equipped with a 1.3L I4 Turbo PHEV Engine (Sales Code EYG).			MARKET APPLICABILITY: ☒ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the North America market.	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set the following Diagnostic Trouble Code (DTC): P2450 - Fuel Tank Isolation Valve "A" Circuit Open. Customers may experience the following: Fuel door will not open.				
CAUSE:	PCM software				

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-LF	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
Failure Code	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

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 Diagnostic Trouble Codes (DTC)s 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 the customer describes any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

REPAIR PROCEDURE:

CAUTION!

Removal of the Brake Booster Vacuum Pump is necessary for this Repair Procedure. Failure to remove the 30 Amp fuse may result in damage to the Brake Booster Vacuum Pump.

1. Remove the 30 Amp fuse for the Brake Booster Vacuum Pump from the Power Distribution Center (PDC) located in the engine compartment.
2. Reprogram the PCM with the latest 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.
3. Install the 30 Amp Brake Booster Vacuum Pump fuse.
4. Clear any DTCs that may have been set in any modules 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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