

Technical Service Bulletin (TSB)
Flash: Haptic Lane Feedback (HALF) Update

REFERENCE:	TSB: 08-053-24 REV. B GROUP: 08 - Electrical	Date:	October 21, 2024	REVISION:	08-053-24 REV. A
VEHICLES AFFECTED:	2023 (GG) Dodge Hornet This bulletin applies to vehicles equipped with Traffic Sign Recognition (Sales Code SJB) or Traffic Sign Information (Sales Code SJF).			MARKET APPLICABILITY: ☒ NA ☐ SA ☐ EE ☐ MEA ☐ IAP ☐ CH	
CUSTOMER SYMPTOM:	Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs) have been set: ● C14A5-92 - Sensor Blinded - Performance Or Incorrect Operation. ● C1409-97 - Radar Sensor Blind - Component Or System Operation Obstructed Or Blocked. In addition, the customer may also comment on one or more of the following: ● Limiting or deactivating the Active Driving Assist (ADA) system features with messages in the Instrument Panel Cluster (IPC) such as: ○ Lane Keeping Assist (LKA). ○ Adaptive Cruise Control (ACC). ○ Automatic Emergency Brake (AEB). ○ Traffic Sign Recognition (TSR). ○ Automatic High Beam (AHB). ● Incorrect traffic sign recognition or information shown on the IPC, example: If speed limit is 50 mph translations show in KM/h. ● The value of average fuel consumption display only shows km/l.				
CAUSE:	Module software updates				

This bulletin supersedes Technical Service Bulletin (TSB) 08-053-24 REV. A, date of issue March 14, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional Related LOP, Repair Procedure Caution and steps.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-036, date of issue February 27, 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. This RSU will expire 18 months after the date of issue.

REPAIR SUMMARY:

This bulletin involves inspecting and possibly reprogramming of the HALF, Driver Assistant System Module (DASM) (ACC) and IPC with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-17-AE	Inspect ACC, HALF, IPC Module Software Level (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-17-AF	Inspect and Reprogram ACC, HALF, IPC Modules (0 - Introduction)	6 - Electrical and Body Systems	2.5 Hrs.
Failure Code	RF	Required Flash	
	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.

****RELATED LOPS:**

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-87-53	WiTech Routine to Disable/Enable HV Battery Contactors for Service (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.**

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:

WARNING!

- Before performing the software reprogramming, it is necessary to make the vehicle safe.
- When performing repairs that directly involve or imply possible contact with live high voltage components/systems, the technician must ensure that the power supply of the high-voltage system is disconnected throughout the operation.
- Only specifically trained technicians qualified to perform repairs on vehicles with high voltage systems under current national laws/regulations are authorized to work on the vehicle.
- Before performing any diagnostic repair work on the vehicle, carefully read and comply with the general instructions for working safely on hybrid/electric vehicles and use suitable general equipment and Personal Protective Equipment (PPE).

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

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.****

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.

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Do the HALF, DASM and IPC have the latest software already installed?
 - YES >>> This bulletin has been completed. Use Inspect LOP (18-19-17-AE) 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. Is the vehicle a PHEV?
 - YES >>> Proceed to [Step 5](#).
 - NO >>> Proceed to [Step 7](#).
5. ****Disable the HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Disable HV Battery Contactors --> then follow the wiTECH prompts.**
6. Use wiTECH to confirm that the contactors are open and waiting five minutes. If the contactors do not open turn the ignition on then off. Once successful a note will appear on the wiTECH screen indicating the contactors are open.**
7. Reprogram the HALF with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
8. Wait two minutes after the HALF flash has been completed.
9. Reprogram the DASM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
10. Wait two minutes after the DASM flash has been completed.
11. Reprogram the IPC with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
12. Wait two minutes after the IPC flash has been completed.
13. Cycle the ignition to the OFF position.
14. Allow the vehicle and modules to go to sleep for two minutes.

15. Cycle the ignition to the RUN position.
16. Using wiTECH, perform a "PROXI Alignment Procedure". This routine is available under the 'Vehicle Preparations' tab of wiTECH.
17. **Install the 30 Amp Brake Booster Vacuum Pump fuse.
18. **For PHEV vehicles only:** Enable the HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV Battery Contactors For Service--> then follow the wiTECH prompts.**
19. 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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