

Technical Service Bulletin (TSB)

Flash: Power Inverter Module (PIM) Updates

REFERENCE:	TSB: 08-044-24 REV. C GROUP: 08 - Electrical	Date:	December 11, 2024	REVISION:	08-044-24 REV. B
VEHICLES AFFECTED:	2024 (GG) Dodge Hornet This bulletin applies to vehicles built on and before **April 30, 2024 (MDH 0430XX)** equipped with a 1.3L I4 DOHC Turbo PHEV Engine (Sales Code EYG).			MARKET APPLICABILITY: ☒ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs): - P2601-00 - Electric Coolant Pump Control Circuit Performance Stuck Off. - U0623-00 - Lost Communication With Coolant Pump "A". - P1DBA - Battery Cooling System Failure (Module, Hybrid Control Processor (HCP)).				
CAUSE:	HCP/AHCP module software updates				

This bulletin supersedes Technical Service Bulletin (TSB) 08-044-24 REV. B, date of issue November 13, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated build date, Repair Procedure and LOPs.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-154 date of issue November 13, 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 Auxiliary Hybrid Control Processor (AHCP) and Hybrid Control Processor (HCP) also known as PIM, with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-86-92	Processor, Hybrid Control (AHCP/HCP/PIM) - Inspect Software Level (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-86-93	Processor, Hybrid Control (AHCP/HCP/PIM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.5 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.

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).

WARNING!

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

NOTE: Install a battery charger to ensure sufficient battery voltage is provided 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>>> This bulletin has been completed. Use Inspection LOP (18-19-86-92) to close the active RSU.
2. Are **DTCs P1DBA or P2601 or U0623** present?
 - YES >>> Proceed to [Step 3](#).
 - NO >>> This bulletin does not apply.

NOTE: No parts are required to be replaced for vehicles exhibiting DTCs P2601 and U0623 before, or after the software update.

3. Reprogram the PIM 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. 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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