

2009 ACCESSORIES AND EQUIPMENT**Horn System - Service Information - Journey****DESCRIPTION****DESCRIPTION**

The dual-note horn system features two electromagnetic horn units. The horn system includes the following major components:

- **Horn** - The two horns are located at the front center of the vehicle, behind the grille.
- **Horn Switch** - The horn switch is mounted under the driver airbag. It consists of four pads that make contact when the horn is pressed.

Vehicles with an optional Electronic Vehicle Information Center (EVIC) and steering wheel mounted switches (except LX) have a unique horn switch electrical architecture. For more information on the EVIC. Refer to **Electrical - Message Systems/Message Center/CENTER, Electronic Vehicle Information - Description** .

OPERATION**OPERATION**

The horn system operates on battery current received through a fuse located in the Totally Integrated Power Module (TIPM). The horn system circuit is designed so that the system will remain operational, regardless of the ignition switch position.

On vehicles equipped with an optional Electronic Vehicle Information Center (EVIC), the right EVIC switch is also a Local Interface Network (LIN) bus slave, sharing a LIN input circuit with the Steering Control Module (SCM) within the left multifunction switch, to the CCN (LIN master). Both the right and left EVIC switches also share an IOD feed and a ground feed in common with the SCM.

On vehicles with an EVIC, the right EVIC switch microprocessor is connected to and monitors the outputs of the left EVIC switch. The right EVIC switch also is connected to the horn switch and the remote radio switches through a common sensor signal circuit. The right EVIC switch monitors the horn switch state through a dedicated return circuit and monitors the resistor multiplexed remote radio switches through a second dedicated return circuit. Finally, the right EVIC microprocessor communicates the status of each and every one of these switches to the CCN over the LIN data bus.

DIAGNOSIS AND TESTING**HORN SYSTEM**

The most reliable, efficient, and accurate means to diagnose the horn system requires the use of a scan tool and the proper Diagnostic Procedures information.

Refer to the appropriate wiring information.

In most cases, any problem involving continually sounding horns can be quickly alleviated by removing the horn fuse from the Totally Integrated Power Module (TIPM).

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

HORN SYSTEM TEST TABLE

CONDITION	POSSIBLE CAUSE	CORRECTION
HORN SOUNDS CONTINUOUSLY. NOTE: IMMEDIATELY UNPLUG HORN	1. Horn control circuit shorted to ground.	1. Find the short and repair as necessary.
-	2. Pinched horn switch wire under driver airbag module.	2. Replace the horn switch.
-	3. Inoperative horn switch	3. Replace the horn switch.
HORN SOUND INTERMITTENTLY AS THE STEERING WHEEL IS TURNED.	1. Pinched horn switch wire under driver airbag.	1. Replace the horn switch.
-	2. Inoperative horn switch.	2. Replace the horn switch.
HORN DOES NOT SOUND	1. Blown fuses in the TIPM.	1. Replace fuses 22 and 23 in the TIPM.
-	2. No voltage at horn and fuse is OK.	2. Repair TIPM or circuit x2 as necessary.
-	3. Open circuit from TIPM to horn switch.	3. Repair circuit x3 as necessary.
-	4. Inoperative or damaged horn.	4. Replace horn.
-	5. Inoperative horn switch	5. Replace the horn switch.
-	6 Inoperative Right EVIC switch.	6. Replace the Right EVIC switch.
FUSE BLOWS WHEN THE HORN SWITCH IS PRESSED	1. Short circuit in horn or horn wiring	1. Check for shorted horn or horn wiring. Disconnect horn wire harness to isolate short and repair as necessary.
FUSE BLOWS WITHOUT PRESSING	1. Short circuit within	1. Check for short and repair as

THE HORN SWITCH

NOTE: FOR WIRING REPAIRS REFER TO THE APPROPRIATE WIRE DIAGRAMS.

the TIPM

necessary.

HORN

REMOVAL

REMOVAL

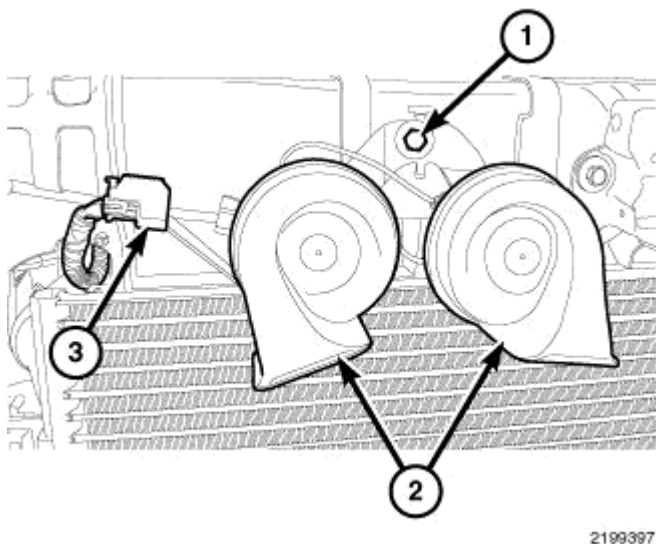


Fig. 1: Removing / Installing Horns

Courtesy of CHRYSLER LLC

1. Disconnect and isolate the negative battery cable.
2. Remove the push pin type retainers along the top of the grille assembly and position the grille aside.
3. Disconnect the wire harness connectors (3) from the horns (2).
4. Remove mounting bolt (1) securing the horn bracket and remove horns.

INSTALLATION

INSTALLATION

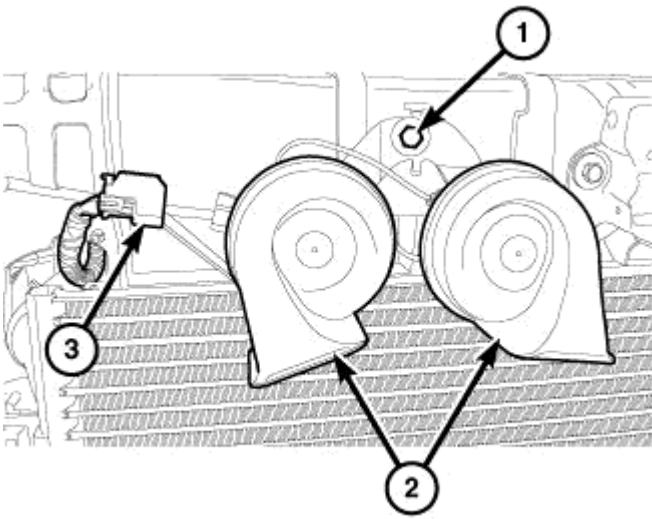


Fig. 2: Removing / Installing Horns
Courtesy of CHRYSLER LLC

1. Install the horn assemblies (2).
2. Install the horn mounting bolt (1).
3. Connect the wire harness connector (3).
4. Position the grille and install the retainers.
5. Connect the negative battery cable.

SWITCH, HORN

REMOVAL

REMOVAL

WARNING: On vehicles equipped with an airbag, refer to Restraint SERVICE INFORMATION article for warnings and cautions before servicing the horn switch.

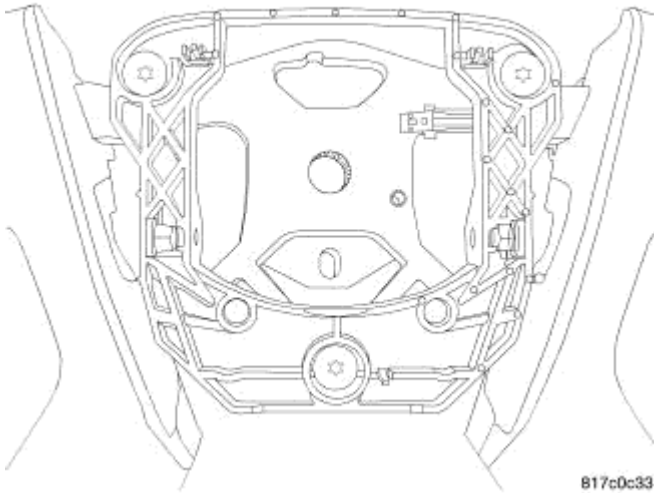


Fig. 3: Removing Horn Switch
Courtesy of CHRYSLER LLC

1. Disconnect and isolate the battery negative cable.
2. Remove the driver airbag. Refer to **Restraints/AIR BAG, Driver - Removal** .
3. Disconnect the connector from the clockspring.
4. Remove the three mounting fasteners.
5. Remove the horn switch.

INSTALLATION

INSTALLATION

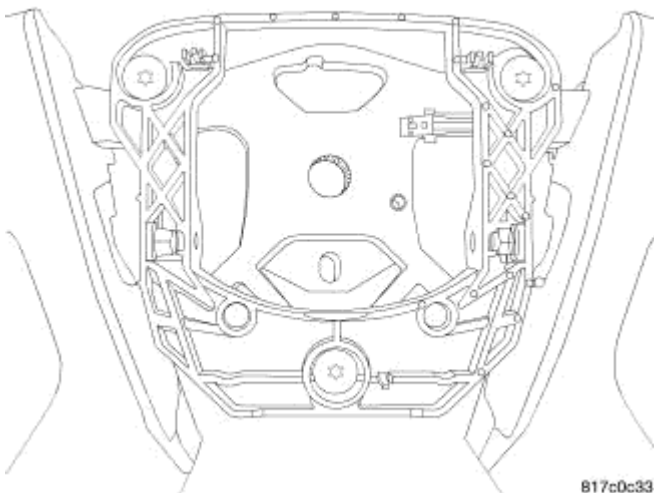


Fig. 4: Installing Horn Switch
Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

2009 ACCESSORIES AND EQUIPMENT Horn System - Service Information - Journey

1. Install the horn switch.
2. Install the three mounting fasteners.
3. Connect the electrical connector to the clockspring.
4. Install the driver airbag. Refer to **Restraints/AIR BAG, Driver - Installation**
5. Connect the battery negative cable.