



NUMBER: 18-088-20

GROUP: 18 - Vehicle Performance

DATE: September 22, 2020

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This bulletin supersedes Technical Service Bulletin 18-028-19, dated February 26, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include additional Diagnostic Trouble Codes (DTCs) and LOP.**

This Technical Service Bulletin has also been released as a Rapid Response Transmittal (RRT) 19-023 dated February 26, 2019. All applicable Sold and Un-Sold RRT VINs have been loaded. To verify this RRT 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 RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Dosing Control Unit (DCU) Updates

OVERVIEW:

This bulletin involves reprogramming the DCU with the latest available software.

MODELS:

2019 (KL) Jeep Cherokee

NOTE: This bulletin applies to vehicles within the following markets/countries: EMEA.

NOTE: This bulletin applies to vehicles equipped with a 2.2L I4 Turbo Diesel Engine W/ESS (Sales Code EBV).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs have been set:

- ****U05A3-00 - Invalid Data Received From Reductant Quality Module.**
- P20F4-00 - Reductant Consumption Too Low.
- P20F5-00 - Reductant Consumption Too High.******
- P208E-00 - Reductant Injector Stuck Closed - Bank 1 Unit 1.

DIAGNOSIS:

Using a Scan Tool (wiTECH 2) 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 RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.

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

1. Is the vehicle on the RRT VIN list?
 - YES>>> Proceed to [Step 2](#) of the Repair Procedure.
 - NO>>> Proceed to [Step 3](#) of the Repair Procedure.
2. Does the DCU have the latest software already installed?
 - YES>>> This bulletin has been completed. Use inspection LOP (18-19-18-9A) to close the active RRT.
 - NO>>> Proceed to [Step 3](#) of the Repair Procedure.
3. Reprogram the DCU with the latest available software. Detailed instructions for flashing control modules using the wiTECH 2 Diagnostic Application are available by selecting the application's "HELP" tab.
4. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH 2 application will automatically present all DTCs after the flash and allow them to be cleared.
5. Cycle the ignition off for 90 seconds, after 90 seconds cycle the ignition back on and verify all DTCs are cleared.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-18-9A	Unit, Dosing Control (DCU) - Inspect (0 - Introduction)	10 - Diesel	0.2 Hrs.
18-19-18-9C	Unit, Dosing Control (DCU) - Inspect and Reprogram (0 - Introduction)	10 - Diesel	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 2 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must choose which failure code to use depending on if this is a Rapid Response Transmittal (RRT) or 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 RRT.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. **The “RF” failure code must be used on an RRT.**
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

RF	Required Flash - RRT
CC	Customer Concern