



NUMBER: 18-103-19

GROUP: 18 - Vehicle Performance

DATE: December 19, 2019

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This bulletin supersedes Service Bulletin 18-051-18, dated June 27, 2018, which should be removed from your files. All revisions are highlighted with **asterisks**** and include removal of the build date, symptom/conditions, Diagnostic Trouble Codes (DTCs) and LOP.**

This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 17-112. 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.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

This bulletin involves reprogramming the Engine Control Module (ECM), also known as a PCM with the latest available software.

MODELS:

2018 (GU) Alfa Romeo Stelvio

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

NOTE: This bulletin applies to vehicles equipped with a 2.0L I4 DI Turbo Engine (Sales Code EC2).

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:

- ****P013A-00 - O2 Sensor Slow Response Rich To Lean Bank 1 Sensor 2.**
- P015A-00 - O2 Sensor Delayed Response Rich To Lean Bank 1 Sensor 1.
- P1CEA-00 - Boost Side EVAP Purge System Performance.******
- P0096-00 - Intake Air Temperature Sensor 2 Circuit Range-Performance.
- P04DB-00 - Crankcase Ventilation System Disconnected.
- P024A-00 - Charge Air Cooler Bypass Control "A" Range/Performance.
- P2097-00 - Post Catalyst Fuel Trim System Rich.
- P2B2F-00 - Fan 1 Performance/Stuck Off.
- P24D6-00 - EVAP System Pressure Sensor/Switch "B" Circuit Range/Performance.
- P01BA-00 - Engine Oil Temperature Sensor "B" Range/Performance.
- P026E-00 - Charge Air Cooler Coolant Pump Performance.
- P164E-00 - A/C Clutch Relay Control Range/Performance.
- P0191-00 - Fuel Rail Pressure Sensor "A" Circuit Range/Performance.
- P2299-00 - Brake Pedal Position/Accelerator Pedal Position Incompatible.

- U1008-00 - LIN 1 BUS.

Customers may experience one or more of the following:

- ****Not passing vehicle certification during state inspections if performed after a system reset.**
- **Driveability issues.****
- **Engine misfire when cold.**

In addition, the following improvements are also available:

- ****Turbo coolant pump after run duration and on-off strategy update, to improve turbo O-ring durability.****
- **Message “S&S Not Available” will be changed to “Hood Open”.**
- **Improved idle stability during tip in tip out.**
- **Improved idle stability during an Engine Start Stop (ESS) event.**

DIAGNOSIS:

Using a Scan Tool (wiTECH 2) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If any 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 the customer describes the symptom/condition listed above or if the technician finds the DTC, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: The Body Control Module (BCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.

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. Reprogram the ECM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
2. Using wiTECH 2, go into the ECM Misc. Functions tab and perform the following procedure:
 - "Phonic Wheel Replacement".

NOTE: If the phonic wheel replacement procedure is not done correctly, DTC P1300 - Flywheel Self Learning will stay active.

3. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.
4. Verify the BCM is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-BF	Module, Engine Control (ECM) - Reprogram and Perform Phonic Wheel Replacement Routine (0 - Introduction)	1 - Engine Repair and Performance	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 8 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.

- 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.
- The failure code "RF" (Required Flash) can no longer be used on Service Bulletin flashes. The "RF" failure code can only be used on RRT.
- 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.

CC	Customer Concern
RF	Required Flash