STELLANTIS PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-051-24 REV. A **GROUP:** 18 - Vehicle Performance	**Date:**	June 12, 2024	**REVISION:**	18-051-24
VEHICLES AFFECTED:	**2024 (GC) Alfa Romeo Tonale** **This bulletin applies to vehicles built on or before March 25, 2024 (MDH 0325XX) equipped with a 2.0L I4 DOHC DI Turbo Engine w/ESS (Sales Code EC1).**			**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 the following Diagnostic Trouble Code (DTC):** • P219A - Bank 1 Air-fuel Ratio Imbalance.				
CAUSE:	**PCM software**				

This bulletin supersedes Technical Service Bulletin (TSB) 18-051-24, date of issue May 21, 2024, which should be removed from your files. All revisions are highlighted with **asterisks and include converting to an RSU.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-095, date of issue June 12, 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 PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-NB	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
Failure Code	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

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 the customer describes any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

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.

CAUTION!!
Removal of fuse F81 is necessary for this Repair Procedure. Failure to remove fuse F81 may result in damage to the Brake Booster Vacuum Pump.

1. Remove the green 30 Amp fuse from cavity F81, for the Brake Booster Vacuum Pump from the Power Distribution Center (PDC) located in the engine compartment.
2. Reprogram the PCM 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.
3. Install fuse F81.
4. 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.
5. Check if DTC P219A - Bank 1 Air-fuel Ratio Imbalance has been set in the PCM.
6. Is DTC P219A - Bank 1 Air-fuel Ratio set in the PCM?
    - YES>>> Normal diagnosis should be performed.
    - NO>>> This bulletin is completed.

POLICY:

Reimbursable within the provisions of the warranty.

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