



NUMBER: 18-060-19

GROUP: 18 - Vehicle Performance

DATE: July 31, 2019

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.

This bulletin supersedes Service Bulletin 18-053-18 REV. A, dated July 19, 2018, which should be removed from your files. All revisions are highlighted with **asterisks**** and include additional Diagnostic Trouble Codes (DTCs), symptom/condition and LOP.**

This service bulletin is also being released as Rapid Response Transmittal (RRT) 17-064. All applicable Sold and Un-Sold RRT VIN's have been loaded. To verify that 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 both the Primary and Secondary (ECM2) Engine Control Modules (ECMs) also known as Powertrain Control Modules (PCMs) with the latest available software.

MODELS:

2017 - 2018 (GA) Alfa Romeo Giulia

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

NOTE: This bulletin applies to vehicles equipped with a 2.9L 505HP V6 Twin-Turbo Engine (Sales Code EED).

SYMPTOM/CONDITION:

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

NOTE: A misfire or rough running engine at idle and may be accompanied by any combination of the following misfire DTCs:

- P0300 - Multiple Cylinder Misfire.
- P0301 - Cylinder 1 Misfire.
- P0302 - Cylinder 2 Misfire.
- P0303 - Cylinder 3 Misfire.
- P0304 - Cylinder 4 Misfire.
- P0305 - Cylinder 5 Misfire.
- P0306 - Cylinder 6 Misfire.

Other DTCs:

- **P032D-00 - Knock Sensor 3 Circuit High.
- P008A-00 - Low Pressure Fuel System Pressure - Too Low.
- P034C-00 - ION Sense System Performance.**
- P0700 - Transmission Control System (MIL Request).
- P0524 - Engine Oil Pressure Too Low.

Customers may also experience one or more of the following:

- **Message on the instrument cluster indicating a false low oil level. (The technician or customer may check the oil level and it is displaying correct on the oil dipstick but the message is displaying wrong on the instrument cluster)**
- Change confusing message “Stop and Start (S&S) Not Available To Hood Open”.
- Engine may not restart after a Stop/Start cycle.

The following enhancement is also available:

- **False low oil level message displaying on the instrument cluster.**
- Cruise control improvement to maintain set speeds.

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 any DTCs or symptom conditions, other than the one listed above is 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: This vehicle has two ECMs (Primary and Secondary). Both must be updated to the latest available software. The Primary ECM must be programmed first then the Secondary ECM2 (both known as PCMs).

NOTE: Verify if the Body Control Module (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.

NOTE: Verify the Transmission Control Module (TCM) and Instrument Panel Cluster (IPC) are at the latest available software at the conclusion of this 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. Check the vehicle for having the latest ECM, ECM2, TCM and IPC software levels.
2. Has the vehicle been previously flashed with the latest software levels?
 - YES>>> This bulletin has been completed, use LOP (18-19-06-SL) to close the active RRT.
 - NO>>> Proceed to [Step 3](#).
3. Reprogram the ECM (Primary) with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
4. Reprogram the ECM2 (Secondary) with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.

5. Perform the control unit reprogramming routine in wiTECH located in the ECM “Misc. Functions” menu tab.
6. Perform the control unit reprogramming routine in wiTECH located in the ECM2 “Misc. Functions” menu tab.

NOTE: Before performing the next two steps, the key must be in the ON position, engine off and engine temperature must be above 80 °C (176 °F).

7. Perform the oil level sensor replacement in wiTECH located in the ECM2 “Misc. Functions” menu tab.
8. 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.
9. Verify the TCM and IPC are programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM and IPC software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-SL	Module(s), Engine Control (ECM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-9W	Module(s), Engine Control (ECM) - Inspect and Reprogram (ECM & ECM2) (0 - Introduction)	1 - Engine Repair and Performance	0.7 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.

- 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