



NUMBER: 18-030-17 REV. D

GROUP: 18 - Vehicle Performance

DATE: November 17, 2017

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-030-17 REV. C, DATED JULY 14, 2017, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), BUILD DATE, SYMPTOM/CONDITIONS AND LOP.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 17-043. 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 TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.

THE wiTECH 2 SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: Powertrain Diagnostic and System Improvements

OVERVIEW:

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

MODELS:

2017 (GA) Alfa Romeo Giulia

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA and LATAM.

NOTE: This bulletin applies to vehicles built on or before **June 29, 2017 (MDH 0629XX)**** 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:

- ****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. **
- P0455-00 - Evaporative Emission System Leak Detected (Large Leak).
- P0087 - Fuel Rail Pressure Too Low - Bank 1.
- P2172 - Throttle Actuator Control System - Sudden High Air Flow Detected.
- P0171 - System Too Lean Bank 1.
- P0236 - Turbocharger/Supercharger Boost Pressure Sensor Performance.
- P0363 - Misfire Detected - Fueling Disabled.
- P1CEA - Boost Side EVAP Purge System Performance.
- P250B - Engine Oil Level Sensor Circuit Performance.
- P0139 - O2 Sensor Circuit Slow Response Bank 1 Sensor 2.
- P015A - O2 Sensor Delayed Response - Rich To Lean Bank 1 Sensor 1.
- P0440 - Evaporative Emission System Incorrect Flow.
- P0441 - Evaporative Emission System Incorrect Purge Flow.
- P0002 - Fuel Quantity Regulator 1 Control Circuit Performance.
- P0244 - Turbocharger/Supercharger Wastegate Solenoid "A" Range/Performance.
- P062A - Fuel Pump "A" Control Circuit Range/Performance.
- P0128 - Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature).
- P0514 - Battery Monitor Module Temperature Monitoring Performance.
- P2AC0 - Intake Air O2 Sensor Reference Voltage Circuit Range/Performance Bank 1.
- P0402 - Exhaust Gas Recirculation "A" Flow Excessive Detected.
- P2B89 - Intake Air O2 Sensor Circuit Low Voltage.
- P0456 - Evaporative Emission System Leak Detected (Very Small Leak).

In addition, customers may experience the following conditions:

- **Engine misfire when cold.**
- Stall upon restart after refueling.

Additional enhancements to this software release:

- **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 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. Does the ECM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-SK) to close the active RRT.
 - NO>>> Proceed to [Step 2](#).
2. 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.
3. 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, P1300 - Flywheel Self Learning will stay active.

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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-SK	Module, Engine Control (ECM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs
18-19-06-TW	Module, Engine Control (ECM) - Inspect and Reprogram (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 9 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