

REFERENCE:	TSB: 18-003-25 REV. A GROUP: 18 - Vehicle Performance	Date:	March 19, 2025	REVISION:	18-003-25
VEHICLES AFFECTED:	2023 (GU) Alfa Romeo Stelvio This bulletin applies to vehicles equipped with the 2.9L V6 Twin Turbo PDI Engine (Sales Code EEC).			MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit the following Diagnostic Trouble Code (DTC): <ul style="list-style-type: none"> • P0606 - Control Module Processor. Customers may also experience the following: <ul style="list-style-type: none"> • Vehicle goes into limp-in mode. 				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-003-25, date of issue February 08, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include new LOPs, updated Repair Summary, new Repair Procedure steps and converting the TSB to an RSU.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-037, date of issue March 19, 2025. 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 inspecting and possibly reprogramming the PCM with the latest available software.****

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-EG	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-EH	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.8 Hrs.**
Failure Code	CC	Customer Concern	
	RF	Required Flash	

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

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 a customer's VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptom listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

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: 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 RSU VIN list?**
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES>>> This bulletin has been completed, use Inspect LOP (18-19-06-EG) to close the active RSU.
 - NO>>> Proceed to [Step 3](#).**
3. Reprogram the PCM (Primary) with the latest 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.
4. Reprogram the PCM (Secondary) with the latest 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.
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 ignition 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" routine in wiTECH located in the ECM2 "Misc. Functions" menu tab.
8. Clear any DTCs that may have been set in any modules 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.

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