



NUMBER: 18-020-18 REV. A

GROUP: 18 - Vehicle Performance

DATE: July 14, 2018

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-020-18, DATED MARCH 09, 2018, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE A MODEL YEAR, UPDATED BUILD DATE, SOFTWARE ENHANCEMENT, REPAIR STEP AND LOP.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 17-110. ALL APPLICABLE UN-SOLD RRT VIN's HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE UN-SOLD VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT.

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

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 - ****2018**** (GA) Alfa Romeo Giulia

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

NOTE: This bulletin applies to all vehicles built on or before **April 16, 2018 (MDH 0416XX)**** equipped with a 2.0L I4 DI Turbo Engine (Sales Code EC2).**

NOTE: The RRT portion of this service bulletin is only for 2017 MY vehicles.

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:

- 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 one or more of the following:

- Engine misfire when cold.
- Stall when started after refueling.

The following software enhancements are also available:

- **Changing confusing message, "S&S Not Available to Hood Open".**
- Improved idle stability when Stop and Start (S&S) is activated.
- Improved idle stability during tip in tip out.

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. If the vehicle is a 2017 MY and on the RRT VIN List. Proceed to [Step 2](#). For all other vehicles not on the RRT VIN list, proceed to [Step 3](#).
2. Does the ECM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-TY) to close the active RRT.
 - NO>>> Proceed to [Step 3](#).
3. 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.

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

4. Using wiTECH 2, go into the ECM Misc. Functions tab and perform the following procedure:
 - “Phonic Wheel Replacement”.
5. 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.
6. ****Verify 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.****

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-TY	Module, Engine Control (ECM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-VV	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 7 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