

Alfa Romeo Stelvio 2.0 Turbo 949

2017-present · 2.0L turbo I4 MultiAir (200-280 hp) Q4 AWD petrol

carchecker.pro

Est. annual maintenance cost: €950-1,700

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The engine is solid, but early models (2017-2018) have extensive recalls and worse electrical issues. Post-2019 examples are noticeably more reliable.

BEFORE THE VIEWING

Recall status (critical)

The Stelvio has six known recalls, including catalytic converter overheating and fuel pump failure. Contact a Stellantis dealer with the VIN to confirm all recalls are completed before visiting.

Service records and oil intervals

This engine needs the correct oil spec (5W-40 fully synthetic) and benefits from shorter intervals around 8,000-10,000 km. Longer factory intervals can clog the oil pump solenoid.

MOT and battery replacement history

Battery drain is the most common Stelvio issue. If the battery has been replaced on a car under five years old, that can point to a parasitic drain problem worth investigating.

AT THE CAR

Tyres and exterior condition

Standard sizes are 235/60R18 or 235/55R19. Check for uneven inner-edge wear on the fronts. The Q4 all-wheel drive system can mask alignment problems, so look carefully.

Cold start and turbo rattle

Start the engine fully cold. Listen for a metallic rattling from the turbo area in the first 30 seconds. This points to worn wastegate rod joints, a known design flaw on all 2.0T models.

Coolant level and water pump area

Open the bonnet and check for coolant staining around the water pump and thermostat housing on the front of the engine. The electric water pump can fail between 60,000 and 100,000 km.

Electrical systems check

Test the Uconnect infotainment (watch for slow boot-up or freezing), electronic parking brake, heated rear window, and stop/start. Pre-2020 units are prone to black screens and reboots.

DURING THE DRIVE

Turbo response under load

Apply moderate throttle from low revs and listen for rattling or hesitation. A loss of power or the engine going into limp mode can point to the wastegate rod or oil pump solenoid.

Transmission shift quality

The ZF 8-speed should shift smoothly with no jerking or hesitation. Try both normal and sport modes. Harsh downshifts or delayed engagement can point to low transmission fluid.

Dashboard warnings during driving

Drive for at least 20 minutes including faster roads. Watch for intermittent warning lights, especially battery or brake warnings. Electrical gremlins often only show up after the car warms up.

NOTES

THIS CAR AT A GLANCE

Italian SUV on the Giorgio platform, built since 2017. Engine is robust, but electrical issues and turbo wastegate wear are common. Post-2019 models improved.

KNOWN WEAK POINTS

Battery drain / electronics

Parasitic drain, IBS sensor, ground strap
€200-1,200

Oil pump solenoid

Solenoid clogs, requires full pump swap
€1,500-3,500

Turbo wastegate rod

Factory rod wears, causes rattle
€200-2,500

Water pump failure

Electric pump fails at 60k-100k km
€1,000-2,000

Infotainment freezing

Uconnect black screen, reboots
€200-2,300

