

Alfa Romeo Stelvio 2.2 Diesel 949

2017-present · 2.2 MultiJet II diesel (160-210 hp) 4-cylinder turbodiesel, Q4 AWD

Est. annual maintenance cost: €950-1,750

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The 2.2 diesel engine is proven and durable, but battery drain and electrical issues are very common on early cars. Post-2019 models are noticeably better.

BEFORE THE VIEWING

- Service history and timing belt**
Ask for full service records. The 2.2 diesel uses a timing belt (not a chain) with a replacement interval of 100,000 km or 4-5 years. If overdue, budget around 600-1,000 euros for the work including the water pump.
- Recall status (fuel pump and brakes)**
Contact an Alfa Romeo or Stellantis dealer with the VIN to check recall status. A fuel pump recall on 2017-2019 models can cause sudden power loss. A brake pedal fastener recall also applies to 2019-2020 cars.
- Driving pattern and DPF health**
Ask the seller how the car has been used. Short urban trips cause the diesel particulate filter (DPF) and exhaust gas recirculation (EGR) valve to clog. Motorway-driven cars are healthier long-term.

AT THE CAR

- Tyres and exterior condition**
Standard tyre size is 235/60 R18. Check for uneven wear across all four corners. The Q4 all-wheel drive system can mask alignment problems, so look carefully at inner edges for signs of scrubbing.
- Cold engine start and exhaust**
Start the engine completely cold. Listen for rattling or rough idle in the first 30 seconds. Watch the exhaust for persistent white or blue smoke after the first minute, which can point to injector or turbo seal issues.
- Battery condition and age**
Battery drain is the most common Stelvio issue. Check the battery label for its production date. A recently replaced battery on a car under five years old can point to parasitic drain from the Bluetooth module or alarm system.
- Electronic parking brake test**
Engage and release the electronic parking brake several times. Listen for clicking or grinding sounds. Check the rear caliper wiring for cracked plastic sheathing, which lets water in and corrodes the wires underneath.

DURING THE DRIVE

- Electrical systems during driving**
Drive for at least 15 minutes and watch for intermittent dashboard warnings. Test the infotainment system, stop/start function, and heated rear window. Electrical gremlins often only appear once the car warms up fully.
- Engine response under load**
During motorway acceleration, watch for hesitation or a low oil pressure warning. Hesitation under hard throttle can point to the oil pickup pipe seal, which degrades with age and heat and costs 500-1,200 euros to fix.
- Gearbox and DPF regeneration**
The automatic gearbox needs a full warm-up to shift smoothly. Include at least 15 minutes of steady motorway driving to see if a DPF regeneration starts. You may notice a slight rpm rise and a hot smell from the exhaust.

NOTES

THIS CAR AT A GLANCE

Italian diesel SUV on the Giorgio platform, built from 2017. The 2.2 MultiJet engine is robust, but battery drain and electrical issues are widespread, especially on pre-2019 cars.

KNOWN WEAK POINTS

Battery drain / electrics

Parasitic drain, IBS sensor, wiring
€200-800

Oil pickup pipe seal

Rubber seal degrades, low oil pressure
€500-1,200

EGR valve carbon build-up

Clogs on short-trip cars, rough idle
€300-800

DPF regeneration failure

Blocks on urban-driven cars, limp mode
€300-2,000

AdBlue system (post-2018)

Pump, heater, or NOx sensor failure
€500-2,000

