

ATTENTION:

- GENERAL MANAGER
- PARTS MANAGER
- CLAIMS PERSONNEL
- SERVICE MANAGER

IMPORTANT - All Service Personnel Should Read and Initial in the boxes provided, right.



QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2013MY and Later Forester
 2008MY and Later Impreza
 2013MY BRZ
 2013 MY XV Crosstrek™

NUMBER: 06-44-12R
DATE: 10/22/12
REVISED: 04/16/12

SUBJECT: Diagnosis of DTCs C1249, C1531 and C0054

INTRODUCTION

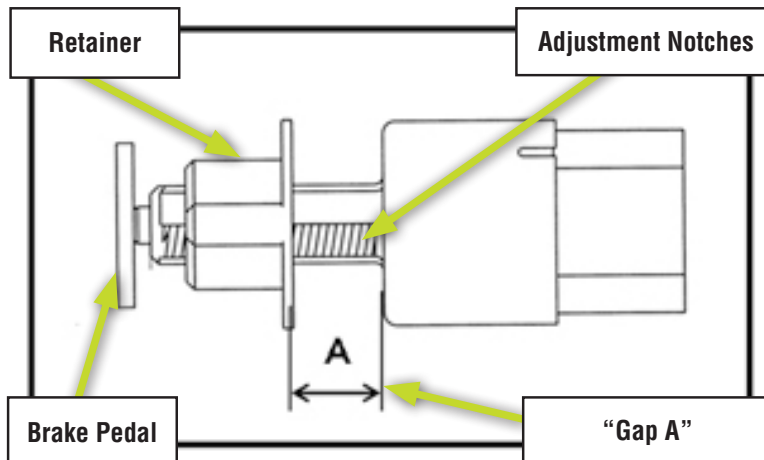
This bulletin provides a diagnostic and adjustment procedure to be used when diagnosing the Brake Light Switch (BLS) which may set a DTC C1249 (BRZ) or C1531 and C0054 (Forester or Impreza) in the ABS or VDC system memory. The Service Manual will be revised to include this procedure in the future.

SERVICE PROCEDURE / INFORMATION

NOTE: The customer should be made aware that if their driving habits include a rapid “pumping” of the brake pedal, this action may cause these DTCs set. This becomes more of a possibility if the stop light switch is out of adjustment. If this driving tendency applies, these DTCs may continue to reset until the customer’s driving habits are changed. Confirm the customer fully understands this information before proceeding further with any diagnostics.

Another possible cause is a faulty or improperly adjusted brake light switch.

IMPORTANT: Before proceeding with the stop light switch adjustment procedure outlined below; complete the diagnostic procedure found in the applicable Service Manual for the DTC stored in memory.



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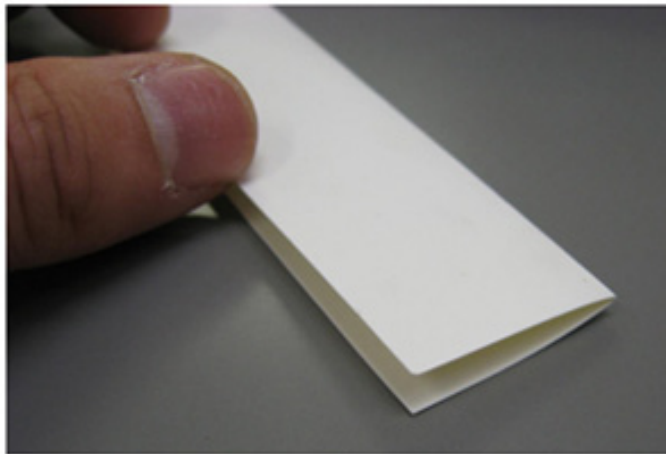
CAUTION: VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS.

Subaru Service Bulletins are intended for use by professional technicians ONLY. They are written to inform those technicians of conditions that may occur in some vehicles, or to provide information that could assist in the proper servicing of the vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do the job correctly and safely. If a condition is described, DO NOT assume that this Service Bulletin applies to your vehicle, or that your vehicle will have that condition.

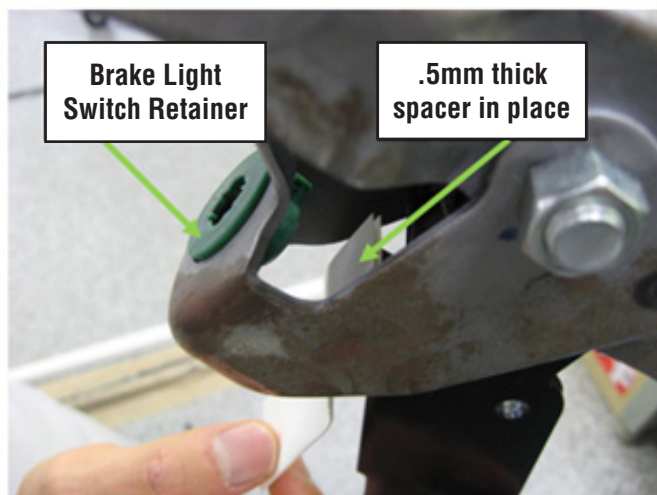
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The international standard for excellence in Environmental Management Systems. Please recycle or dispose of automotive products in a manner that is friendly to our environment and in accordance with all local, state and federal laws and regulations.

1. Connect the Select Monitor (SSMIII). While monitoring the Current Data Display, select the data for the stop light switch signal and master cylinder pressure.
2. Use the following procedure WITH THE ENGINE IDLING, to check the brake light switch adjustment and master cylinder pressure:
 - 1) Confirm the stop light switch signal shows “OFF” with your foot off the brake pedal.
 - 2) Next, pump the brake pedal 5 times and after the 5th press of the pedal, release the pedal slowly and watch the value for Master Cylinder Pressure decrease.
 - 3) When the brake light switch status turns from “ON” to “OFF”, the master cylinder pressure should be less than **1 MPa (10 bar or 145 psi)**.
3. If the pressure measured exceeds **1 MPa (10 bar or 145 psi)** as indicated on the SSMIII, increase the “Gap A” dimension by .5 mm. **CAREFULLY** rotate the brake light switch **SLOWLY**, counter-clockwise approximately 1/4 turn until you feel it begin to release from the retainer. Follow the instructions in Step 5 below to increase “Gap A” by the required dimension.

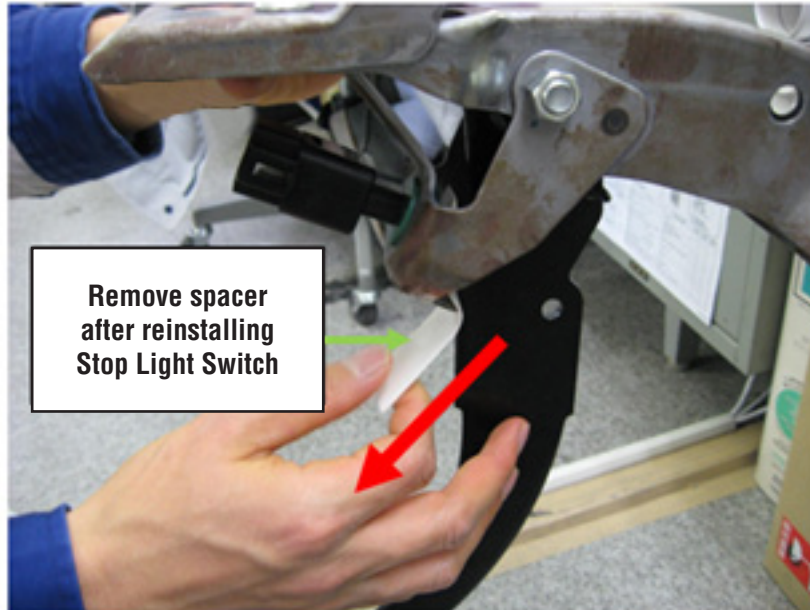


A business card folded in half is approximately .5mm thick.



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4. Reinstall the stop light switch back into the retainer but do not lock it into place.
5. While holding the brake pedal up against the stopper and with the .5mm spacer in place, move the switch in toward the pedal until the plunger just contacts the .5mm spacer (do not depress the plunger). Turn it back to the right (clockwise) until you feel it snap back into the “locked” position. You will need to develop a “feel” for the adjustment notches along with how the brake light switch releases and locks back into place. This will involve some trial and error. Once the stop light switch is locked back into position, remove the spacer.
6. Recheck the stop light switch operation and master cylinder pressure again following the Step 3 procedure.



WARRANTY / CLAIM INFORMATION

For vehicles within the Basic New Car Limited Warranty period, refer to the Subaru Labor Time Guide accessible on Subarunet.