

ATTENTION:
 GENERAL MANAGER
 PARTS MANAGER
 CLAIMS PERSONNEL
 SERVICE MANAGER

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

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QUALITY DRIVEN® SERVICE

SERVICE INFORMATION BULLETIN

APPLICABILITY: 2014-2015MY Crosstrek Hybrid (HEV)

NUMBER: 16-114-18

SUBJECT: DTC P0C79- Revised Diagnostics

DATE: 07/13/18

INTRODUCTION:

This Service Information bulletin provides revised diagnostics to follow when troubleshooting a DTC P0C79, “Drive Motor “A” Inverter Voltage Too High”.

SERVICE PROCEDURE / INFORMATION:

NOTE: The Service Manual will be updated with this new information in the near future.

REMINDER: Customer satisfaction and retention starts with performing quality repairs.

Outline of Changes:

- The current **Step 1** has been deleted.
- Current Step 2 is now **Step 1**, (current malfunction) under “Check” has been deleted and under “No”, will be changed to Go to **Step 2** (from Step 3).
- Current Step 3 is now **Step 2** and under “Yes”, will be changed to Go to **Step 3** (from Step 4).
- Current Step 4 is now **Step 3**.

See the troubleshooting chart below for full details.

Continued...

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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Step	Check	Yes	No	
1	CHECK FREEZE FRAME DATA. Using the Subaru Select Monitor, confirm the value of Contactor Signal (HPCM) in the freeze frame data of the drive motor control system. <Ref. to HEV(diag)-65, DRIVE MOTOR CONTROL SYSTEM, OPERATION, Freeze Frame Data Display.>	Is either «OFF» or «Abnormal OFF» displayed?	Go to step 2.	Go to step 3.
2 1	CHECK DTC. Read DTCs of the following system. <Ref. to HEV(diag)-23, OPERATION, Read Diagnostic Trouble Code (DTC).> • Drive motor control system • Battery energy control system	Are any other DTCs detected? (current malfunction)	Perform the diagnosis according to DTC. <Ref. to HEV(diag)-74, LIST, List of Diagnostic Trouble Code (DTC).>	Go to step 3 : 2
3 2	CHECK BUS BAR. 1) Turn the ignition to OFF. 2) Disconnect the ground cable of the 12 volt auxiliary battery, and as for the 12 volt engine restart battery, disconnect the ground cable from the 12V engine restart battery sensor. <Ref. to NT-5, BATTERY, NOTE, Note.> 3) Remove the service disconnect plug. <Ref. to HEV-15, Service Plug.> 4) Wait for 10 minutes. 5) Check the bus bar.	Is the condition normal? (Check for loose bolts, insecure connection, foreign matter caught, trace of arc (burnt terminals) etc.)	Go to step 4 : 3	Retighten the bolts. Or replace the bus bar.
4 3	CHECK DRIVE MOTOR INVERTER. 1) Replace the drive motor inverter. <Ref. to HEV-42, Inverter.> 2) Perform the Inspection Mode. <Ref. to HEV(diag)-26, Inspection Mode.>	Is the same DTC detected? (current malfunction)	Replace DMCM. <Ref. to CVT(TH58A)-155, Drive Motor Control Module.>	Problem is present in drive motor inverter.

IMPORTANT REMINDERS:

- SOA strongly discourages the printing and/or local storage of service information as previously released information and electronic publications may be updated at any time.
- Always check for any open recalls or campaigns anytime a vehicle is in for servicing.
- Always refer to STIS for the latest service information before performing any repairs.