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QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2019MY Forester	**NUMBER:** 07-151-19
SUBJECT: DTC B112C or B112E -Driver Monitoring / DriverFocus™ System (DMS)	**DATE:** 04/25/19

INTRODUCTION:

This bulletin announces reprogramming files to optimize the DMS control module and address a small number of inquiries regarding DTCs B112C and/or B112E. In some cases, when multiple functions are processed by the DMS control module at the same time, a task error may occur and cause the system's indicator lamp to illuminate yellow (as opposed to green during normal system is operation).
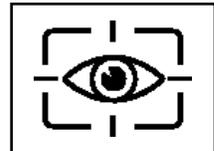
PRODUCTION CHANGE INFORMATION:

This bulletin will be revised with a starting VIN for the production change when it becomes available.

PACK FILE APPLICABILITY:

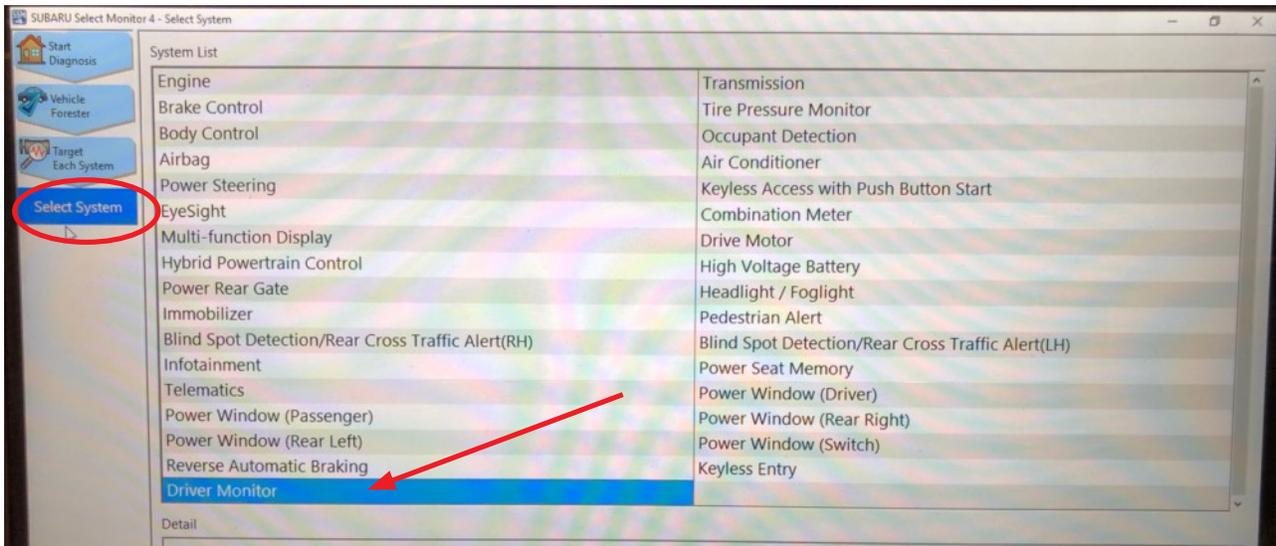| Model	PAK File Name	New DMS Unit Part Number	Old DMS Unit Part Number	Decryption Keyword
2019MY Forester w/ Driver Monitoring System (DMS)	98401SJ011.pk2	98402SJ011VH	98402SJ010VH	CBD008D3

SERVICE PROCEDURE / INFORMATION:

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

1) If DTC B112C or B112E is current or stored in memory, the part number of the DMS control module must be determined using the SSM4 before attempting this reprogramming. Use the screen shot sequence below as a guide. Diagnose any other DTC(s) using the applicable Service Manual.
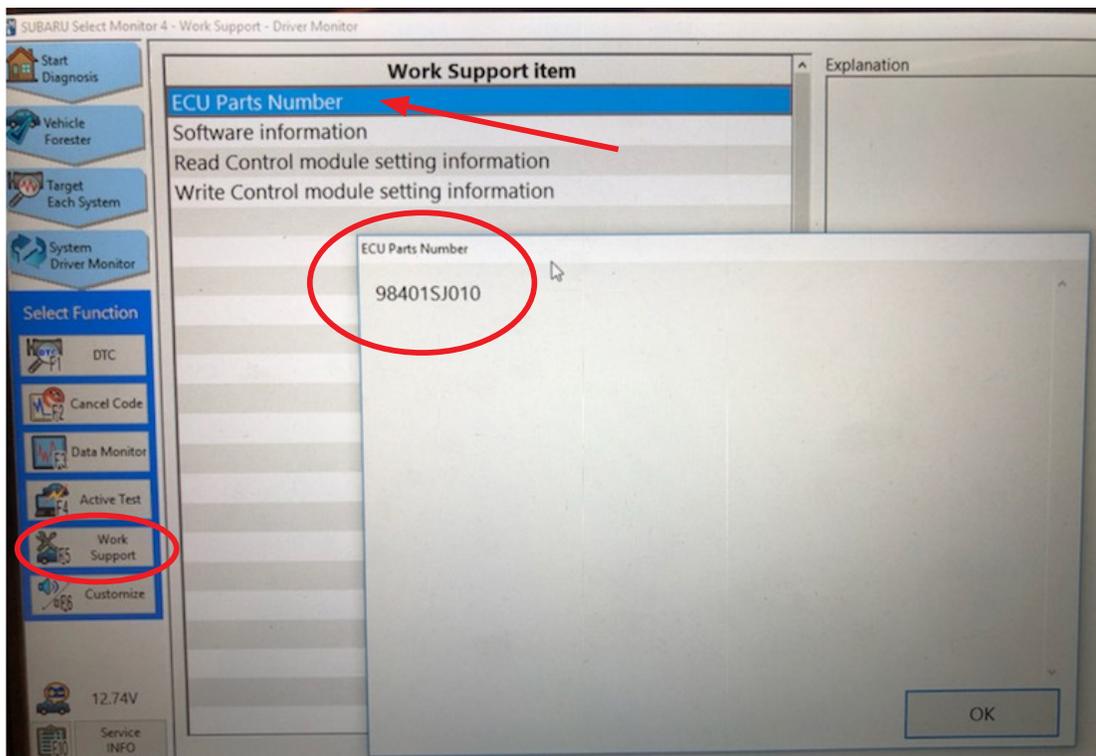
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Go to: Diagnosis > Each System > Select Driver Monitor from the System List.

Select Work Support > ECU Parts Number to display the current version.

2) If the part number is **98401SJ010**, proceed with reprogramming the DMS control module following the normal FlashWrite procedure below. If the DMS control module already has the latest part number, **98401SJ011**, the procedure is complete. Proceed to the Warranty / Claim Information section and process a claim for inspection only. If the part number is different, diagnose the DTC per the applicable Service Manual. When reprogramming, select **DMS** from the CPU drop-down list.

3) After the reprogramming procedure is complete, turn the Ignition OFF, close all doors and the rear gate then wait for a few minutes until the indicator lamp for the DMS goes out. When the indicator goes off, the CAN bus is "asleep". **NOTE:** On push-button start models, the access fob must be away from the vehicle (out of range) or the system will not go to sleep.

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4) Once the system is confirmed to be asleep, the new (updated) DMS control module part number must be verified to confirm the update was successful. Follow the same procedure used in **1)** above. The new part number should be **98401SJ011**.

Subaru of America, Inc. (SOA) highly recommends connecting either the Subaru Midtronics DCA-8000 Dynamic Diagnostic Charging System or the Subaru Midtronics GR8-100 Diagnostic Battery Charger to the vehicle and utilizing the Power Supply Mode feature anytime a vehicle control module is being reprogrammed.

Once the Midtronics charger is connected to the vehicle, **if the battery is fully charged**, it takes less than three (3) minutes to boot-up the charger, select the Power Supply Mode, and have the battery voltage stabilized and ready for reprogramming.

NOTES:
- For instructions on using the power supply mode, reference the applicable User Manual for the Midtronics DCA-8000 Dynamic Diagnostic Charging System and the Midtronics GR8-1100 Diagnostic Battery Charger on STIS.
- Confirm all electrical loads such as lights, audio, HVAC, seat heaters, and rear defroster are all switched **OFF** before setting up the charger for Power Supply Mode.
- Select the correct battery type (Flooded, EFB, Gel, AGM or AGM Spiral).
- Input the CCA which matches the vehicle's battery. **NOTE:** OE and replacement batteries have different CCA ratings. Always confirm the battery's CCA rating before proceeding.
- If using a DCA-8000 Dynamic Diagnostic Charging System, set the power supply voltage to 13.5 volts.
- **DO NOT** connect the DST-i or SDI until the Power Supply mode function has completed its battery test mode and the Charging Voltage has dropped to and shows a steady 13.5 Volts on the display.
- Once Power Supply Mode reaches a steady 13.5 volts, connect the DST-i or SDI to the OBD connector and proceed with initiating the normal FlashWrite reprogramming process.
- Amperage will fluctuate based upon the vehicle's demand for power. **NOTE:** If the voltage rises beyond 14V while programming is in process, the procedure will abort. This can indicate a need to test or charge the vehicle battery before any further attempt at programming is made.

VERY IMPORTANT:
This information is applicable to the Subaru Midtronics DCA-8000 Dynamic Diagnostic Charging System and the Subaru Midtronics GR8-1100 Diagnostic Battery Charger **ONLY**. It does not apply to any other brand / type of "generic" battery charger whatsoever. **ONLY** the DCA-8000 and the GR8-1100 and their Power Supply Mode feature have been tested and approved by SOA.

REMINDER: If the DCA-8000 or GR8-1100 indicates the vehicle's battery must be charged, charge the battery fully before proceeding to reprogram the vehicle while using the Power Supply Mode.

NOTE: Control module failures as a result of battery discharge during reprogramming are not a matter for warranty. Should any DTCs reset after the reprogramming update is performed, diagnose per the procedure outlined in the applicable Service Manual.

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WARRANTY / CLAIM INFORMATION:

For vehicles within the Basic New Car Limited, an applicable Emission Warranty period or covered by an active Subaru Added Security Classic or Gold plan, this repair may be submitted using the following claim information:

Labor Description	Labor Operation #	Fail Code	Labor Time
DRIVER MONITORING SYSTEM CM REPROGRAMMING	A067-458	ZTC-48	0.4
DRIVER MONITORING SYSTEM CM INSPECTION ONLY	A067-452		0.3

IMPORTANT: Always note the **NEW** Keyword for any newly-installed programming (as confirmed from the actual control module **AFTER** installation. In this procedure, see step 4). The **NEW** Keyword (or DMM part number) **MUST** also be noted on the Repair Order as this information is required for entry in the Miscellaneous Detail field during claim submission.

NOTE: The reprogramming file listing provided in this bulletin is the latest available at the time of publishing. Updates are often released thereafter without revision to the original bulletin. For this reason, it is critical to always have the latest version of Select Monitor software installed on your system.

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.