

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 BULLETIN

APPLICABILITY: 2024MY Crosstrek & Impreza **NUMBER:** 04-29-23R
SUBJECT: Electronic Power Steering Reprogramming Files/ **DATE:** 06/05/23
 DTCs C2531 & C2532, U0122, & B2811 **REVISED:** 03/13/24

INTRODUCTION:

This bulletin announces the availability of new reprogramming files for the Electronic Power Steering (EPS) control module developed to address the following DTCs being detected by the EPS.

- C2531 (Control Module CPU)
- C2532 (Control Module Peripheral Circuit)
- U0122 (Lost Communication with Vehicle Dynamics Control Module)
- B2811 (EPS Abnormal)

The new files contain enhanced logic for the self diagnosis program within the EPS. If these DTCs are found stored in the EPS memory, follow the procedures outlined below.

PRODUCTION CHANGE INFORMATION:

The new files have been incorporated into vehicle production as per the table below. Additional VIN breakdown information is outlined in Appendix A on pg. 4

Model	Starting VIN
Impreza/Crosstrek SIA Produced	R3756650
Impreza/Crosstrek Japan Produced	RH321601

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.

Subaru of America, Inc. is ISO 14001 Compliant

ISO 14001 is 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.

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PFC FILE APPLICABILITY:

The reprogramming files listed in the table below can be found on SSM5-R.

MY	Model	File Description	Old Part Number	OLD Rom ID	NEW Rom ID
2024	CROSSTREK	2AD0000908_ .pfc	34110FN013 34110FN014 34110FN013	2AD0000905 2AD0000906 2AD0000907	2AD0000908/2A D0000908
	IMPREZA	2AD0000908_ .pfc	4110FN033 34110FN034 34110FN035	2AD0000905 2AD0000906 2AD0000907	2AD0000908/2A D0000908
	CROSSTREK WILDERNESS	2AD0000A05_ .pfc	34110FN02A 34110FN02B	2AD0000A03 2AD0000A03 2AD0000907	2AD0000A05 2A D0000A05
	IMPREZA with 18 inch wheels	2AD0000A05_ .pfc	34110FN092 34110FN093 34110FN094	2AD0000A02 2AD0000A03 2AD0000907	2AD0000A05 2A D0000A05
34110FN102 34110FN103 34110FN104			2AD0000A02 2AD0000A03 2AD0000907	2AD0000A05 2A D0000A05	

SERVICE PROCEDURE / INFORMATION:

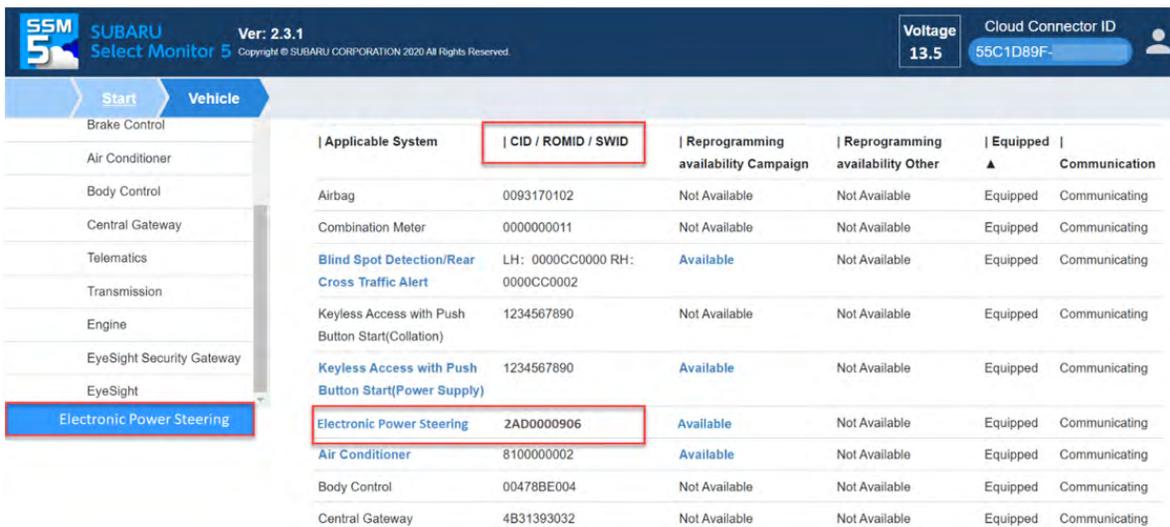
STEP 1: Using SSM, perform a DTC check. Are DTCs C2531, C2532, U0122, and/or B2811 detected by the EPS control module?

YES: Proceed to the next Step.

NO: Diagnose all other DTCs as per the applicable Service Manual.

STEP 2: Start the engine for 20 seconds. Turn the engine off for 10 seconds. Repeat this Step 10 times.

STEP 3: Using Subaru Select Monitor 5 (SSM5-R), confirm the ROM ID is suitable for reprogramming. The current ROM ID version is displayed in SSM5-R. Select “Start” then “Vehicle.” Read the column labeled “CID/ROMID/SWID.” Compare the reading to the PFC File Applicability table on above.



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Once the EPS is confirmed to be suitable for reprogramming, install the new EPS Control Module software following the normal SSM5-R procedure. Detailed information regarding the SSM5-R reprogramming procedures can be found in TSB **14-28-21R**.

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

Reprogram the EPS Control Module following the normal SSM5-R procedure. Detailed information regarding the SSM5-R reprogramming procedures can be found in TSB **14-28-21R**.

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

Subaru of America, Inc. (SOA) highly recommends utilizing either the Subaru Midtronics DCA8000 Dynamic Diagnostic Charging System or the Subaru Midtronics GR8-1100 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 (Enhanced Flooded, Flooded, 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 DST-010 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 DST-010 to the OBD connector and proceed with initiating the normal SSM5-R reprogramming process.
- Amperage will fluctuate based upon the vehicle's demand for power. **NOTE:** If the voltage rises beyond 14 Volts 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.
- ALWAYS set the power supply voltage to 13.5 Volts when using Power Supply Mode. NEVER turn the ignition switch on when charging at voltages 15 Volts or higher.
- Control module failures resulting from 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.

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.

WARRANTY / CLAIM INFORMATION:

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

Labor Description	Labor Operation #	Fail Code	Labor Time
EPS CONTROL MODULE REPROGRAMMING	A659-055	RDR-48	0.4

NOTE: The pfc file listings provided in this bulletin are 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. You can confirm if a later version is available by entering the CID/ROMID listed in this bulletin into SSM5-R. If a newer CID/ROMID is shown as available in SSM5-R, reprogram using that file.

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.

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Appendix A

Vehicle Identification Number Breakdown Information:

Impreza Example:

JF1GUABCXR8200001

Digits	Code	Meaning	Details
1 – 3	JF1	World manufacturer identifier (WMI)	JF1: PASSENGER CAR for U.S. and Canada
4	G	Car line	G: IMPREZA
5	U	Body type	U: 5 door
6	A	Displacement class	A: 2.0 L non-turbo GASOLINE 4CYLINDERS 152HP H: 2.5 L non-turbo GASOLINE 4CYLINDERS 182HP
7	B	Grade	B: Base, EyeSight F: Sport, EyeSight H: RS, EyeSight J: RS, H/K, EyeSight N: Limited, Navi, EyeSight
8	C	Restraint or GVWR class	C: Manual belts, dual airbag, side airbag, curtain airbag, cushion airbag (passenger's seat), knee airbag (driver's seat), class C
9	X	Check digit	0 – 9 & X
10	R	Model year	R: 2024MY
11	8	Transmission type and plant	8: Full-time AWD CVT (main plant, Gunma) H: Full-time AWD CVT (Yajima plant, Gunma)
12 – 17	200001	Serial number	200001 – 399999: 5D

Crosstrek Example:

JF2GUABCXR8200001

Digits	Code	Meaning	Details
1 – 3	JF2	World manufacturer identifier (WMI)	4S4: Assembled by SIA, MPV JF2: Crosstrek for U.S., Canada and Israel; MPV, SUBARU CORPORATION made
4	G	Car line	G: Crosstrek
5	U	Body type	U: 5 door
6	A	Displacement class	A: 2.0 L non-turbo GASOLINE 4CYLINDERS 152HP H: 2.5 L non-turbo GASOLINE 4CYLINDERS 182HP
7	B	Grade	B: Base, EyeSight D: Premium, EyeSight F: Sport, EyeSight L: Limited, EyeSight M: Limited, H/K, EyeSight N: Limited, Navi, EyeSight
8	C	Restraint or GVWR class	6: Manual belts, dual airbag, side airbag, curtain airbag, cushion airbag (passenger's seat), knee airbag (driver's seat), class C (GVWR 4001 – 5000 lb) C: Manual belts, dual airbag, side airbag, curtain airbag, cushion airbag (passenger's seat), knee airbag (driver's seat), class C (GVWR 4001 – 5000 lb)
9	X	Check digit	0 – 9 & X
10	R	Model year	R: 2024MY
11	H	Transmission type and plant	3: Full-time AWD (SIA) 8: Full-time AWD CVT (main plant, Gunma) H: Full-time AWD CVT (Yajima plant, Gunma)
12 – 17	200001	Serial number	200001 – 399999: Main plant, Gunma, Yajima plant, Gunma 700001 – 899999: SIA