ATTENTION:
GENERAL MANAGER ❑
PARTS MANAGER ❑
CLAIMS PERSONNEL ❑
SERVICE MANAGER ❑

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

SUBARU

QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2024MY Impreza & Crosstrek Including Wilderness

NUMBER: 06-94-25

DATE: 02/24/25

SUBJECT: Reprogramming Files / Crack-Type Sound Emitting From Brake Booster

INTRODUCTION:

This bulletin announces availability of new Electronic Brake Booster (EBB) & Vehicle Dynamics Control (VDC) module reprogramming files developed to address cases of a cracking-type noise heard under the dashboard in the brake pedal area when the brake pedal is released. In the EBB, motion of the output control rod which contacts the master cylinder piston is electronically controlled. If the output control rod returns too quickly when the driver releases the brake pedal, an excessive gap is created resulting in the cracking-type sound. This symptom may also occur when releasing the brake pedal after the engine restarts during Auto Start Stop activation. The new files contain enhanced EBB and VDC logic to synchronize the motion of the brake booster output control rod and master cylinder piston. If this symptom is confirmed, reprogram the EBB and VDC using the procedures outlined in this bulletin.

PRODUCTION CHANGE INFORMATION:

The new EPB and VDC logic has been incorporated into vehicle production as per the table below.

Applicable Vehicle	Starting VIN
IMPREZA SIA	R3799594
IMPREZA Japan	RH360800
CROSSTREK SIA	R3799594
CROSSTREK Japan	RH360800

PFC FILE INFROMATION:

EBB PFC Files				
MY	**Model**	**File Description**	**Old CID/ROM ID**	**New CID/ROM ID**
2024	Impreza	26400FN_014_04C.pfc	B220240105 B220240104 B220240103	B220240106
2024	Crosstrek			

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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VDC PFC Files				
MY	**Model**	**File Description**	**Old CID/ROM ID**	**New CID/ROM ID**
2024	Impreza	27596FN032.pfc	A220240103 A220240303 A220240403 A220240503 A220240603 A220240703	A220240104 A220240304 A220240404 A220240504 A220240604 A220240704
2024	Crosstrek Wilderness	27596FN01B.pfc	A220241803	A220241804

SERVICE PROCEDURE / INFORMATION:

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

2024 Crosstek Non Wilderness Models ONLY:

- Replace the VDC control module with the newest part available.
  NOTE: This step will change to reprogramming in the future when the required files become available.
- Reprogram the EBB Control Module following the normal SSM5-R procedure.
- Detailed information regarding the SSM5-R reprograming procedures can be found in TSB **14-28-21R**.

All Other Models:

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

BATTERY CHARING INFORMATION:

Subaru of America, Inc. (SOA) highly recommends utilizing either the Subaru Midtronics DCA-8000 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

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- 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.

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 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.

WARRANTY / CLAIM INFORMATION:

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

Labor Description	Labor Operation #	Labor Time	Fail Code
BRAKE BOOSTER & VDC CONTROL MODULE REPROGRAMMING*	A567-486	1.0H	QCZ-48

*Both the Brake Booster CID and VDC Module CID will be required for claim processing. Includes noise testing.

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2024 Crosstrek Non Wilderness Models ONLY:

Labor Description	Labor Operation #	Labor Time	Fail Code
BRAKE BOOSTER & VDC CONTROL MODULE REPLACEMENT**	A567-586	2.0H	QCZ-48

**Brake Booster CID will be required for claim processing. Includes Noise testing and brake fluid bleeding.

IMPORTANT: Always note the original Calibration Identification number (CID) / ROMID the vehicle came in with on the repair order **before** reprogramming and, make sure to list the **NEW** CID / ROMID for any newly installed programming (as confirmed from the actual control module **AFTER** installation). The **NEW** CID / ROMID MUST also be noted on the repair order as this information is required for entry in the Miscellaneous Detail field during claim submission. These numbers can be read using SSM5-R.

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 listed in this bulletin into SSM5-R. If a newer CID is shown as available in SSM5-R, reprogram using that file.

IMPORTANT: Always note the original Calibration Identification number (CID) / ROMID the vehicle came in with on the repair order **before** reprogramming and, make sure to list the **NEW** CID / ROMID for any newly installed programming (as confirmed from the actual control module **AFTER** installation). The **NEW** CID / ROMID MUST also be noted on the repair order as this information is required for entry in the Miscellaneous Detail field during claim submission. These numbers can be read using SSM5-R.

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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.