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: 2025MY Forester

NUMBER: 09-133-25

DATE: 03/17/25

SUBJECT: DTC P0890, P0700, U0100, U1120, & C1935 / Service Procedure

INTRODUCTION:

This bulletin announces the repair procedure to be followed when diagnosing cases of the starter motor not operating when attempting to restart after a short drive cycle in low ambient temperatures (less than 0 degrees Celsius / 32 degrees Fahrenheit). The Engine Control Module (ECM) may also detect the following Diagnostic Trouble Codes (DTC) when this occurs.

- P0890: TCM Power Relay Sense Circuit Low
- P0700: Transmission Control System (MIL Request)
- U0100: Lost Communication with ECM/PCM "A"
- U1120: Lost Communication with Autostart Stop Control Module
- C1935: Ignition Switch Circuit

Condensation inside the ignition relay can cause the internal contact points to freeze under low ambient conditions. The new logic enhances the relay self-shutdown program, eliminating the possibility of frozen relay contacts. Also, an added breather hole to the relay casing has been implemented to optimize ventilation to prevent moisture intrusion. If the concern described above is and/or the listed DTCs are stored within the ECM, perform the service procedures outlined in this bulletin.

PFC FILE INFORMATION:

MY	Model	Specification	File Description	Old Part Number	New CID
2025	Forester	2.5L NA CVT	22765AU051.pfc	22765AU050	XDEP401G00G

PART INFORMATION:

Part Description	Part Number
RELAY	25232KA050

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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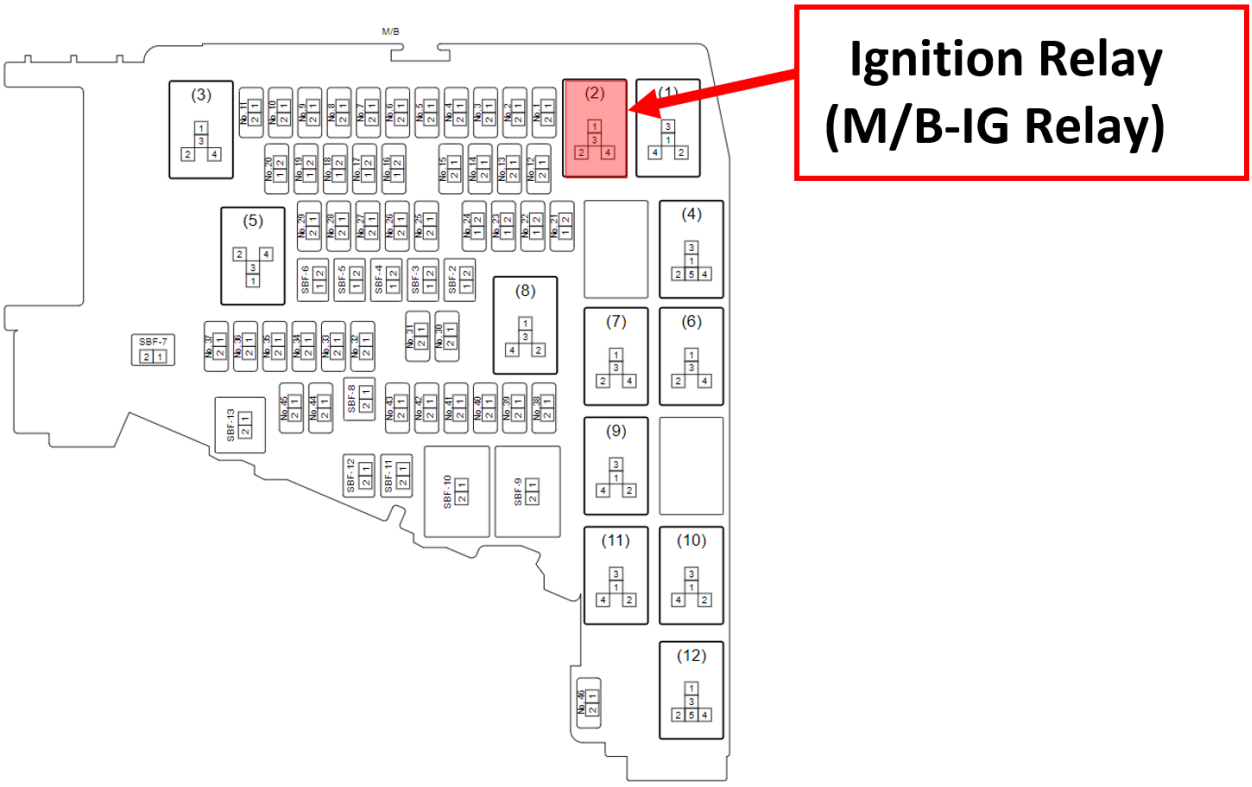
SERVICE PROCEDURE / INFORMATION:

STEP 1: Review the battery charging information supplied in the APPENDIX A section of this bulletin. Reprogram the ECM following the normal SSM5-R procedure.

NOTE: Detailed information regarding the SSM5-R reprograming procedures can be found in TSB **14-28-21R**.

STEP 2: Inspect the ignition relay (M/B-IG Relay) located in the main relay box under the hood of the vehicle. See the judgement criteria below.

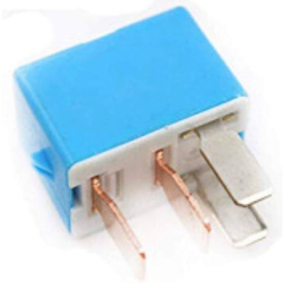


If the OLD **Brown** colored relay (p.n. 25232AA100) is currently installed, replace the relay with a NEW Blue colored relay (p.n. 25232KA050).

If the currently installed relay is the NEW **Blue** colored relay (p.n. 25232KA050), there is no need for relay replacement. The procedure is completed.

OLD / **BROWN** (25232AA100)

NEW / **BLUE** (25232KA050)



NOTE: The NEW Blue relay (p.n. 25232KA050) is **ONLY** to be used in this location and is not to be interchanged with other relays.

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WARRANTY / CLAIM INFORMATION:

For vehicles within the Basic New Car Limited 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 #	Labor Time	Fail Code
MFI OBDII REPROGRAMMING, ENGINE CONTROL MODULE	B455-288	0.4h	UPG-48

Labor Description	Labor Operation #	Labor Time	Fail Code
ECM REPROGRAMMING AND IGNITION RELAY R&R	C801-086	0.6h	UED-41

IMPORTANT: Always note the original Calibration Identification number (CID) the vehicle came in with on the repair order before reprogramming and, make sure to list the NEW CID for any newly installed programming (as confirmed from the actual control module AFTER installation). The NEW CID MUST also be noted on the repair order as this information is required for entry in the claim specific data field during claim submission.

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

BATTERY CHARGING 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
- 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.