

- 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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SERVICE INFORMATION BULLETIN

APPLICABILITY: All Models

NUMBER: 10-105-25R

SUBJECT: Air Conditioning Performance /
Diagnosis & Warranty Claims

DATE: 05/01/25

Revised: 05/13/25

INTRODUCTION:

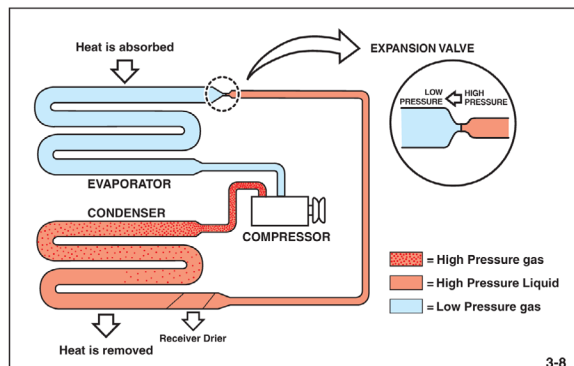
This Service Information bulletin announces the new procedure and Warranty Fail Code for First-Time air conditioning (A/C) performance concerns possibly resulting from an undetected A/C refrigerant leak. To improve Fixed Right First-Time (FRFT) and customer satisfaction, SOA is introducing a new procedure and fail code for first-time suspected A/C refrigerant leaks for cases when a Technician is unable to find the source of the leak or believes there was a potential factory under charge of the A/C system refrigerant.

To ensure proper diagnostic procedures and prevent unnecessary Warranty claims, the current fail code **AVA: A/C Refrigerant Under/Over Charge** will be replaced with **CHR: AC Concern, Technician Unable to Identify Root Cause**.

Please refer to the updated procedure below. For any questions related to Warranty claims, contact the Claims team directly.

Additionally, to support quality monitoring efforts and improve data collection for A/C system performance, **submission of a Quality Monitoring Report (QMR) and the A/C performance check worksheet (this is a new worksheet) will be required whenever fail code CHR is claimed and when requested in certain circumstances.**

The information in this document is designed to help guide retailer staff through the recommended diagnostic technique, appropriate fail code selection, and QMR requirements.



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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TOOL REQUIREMENTS:

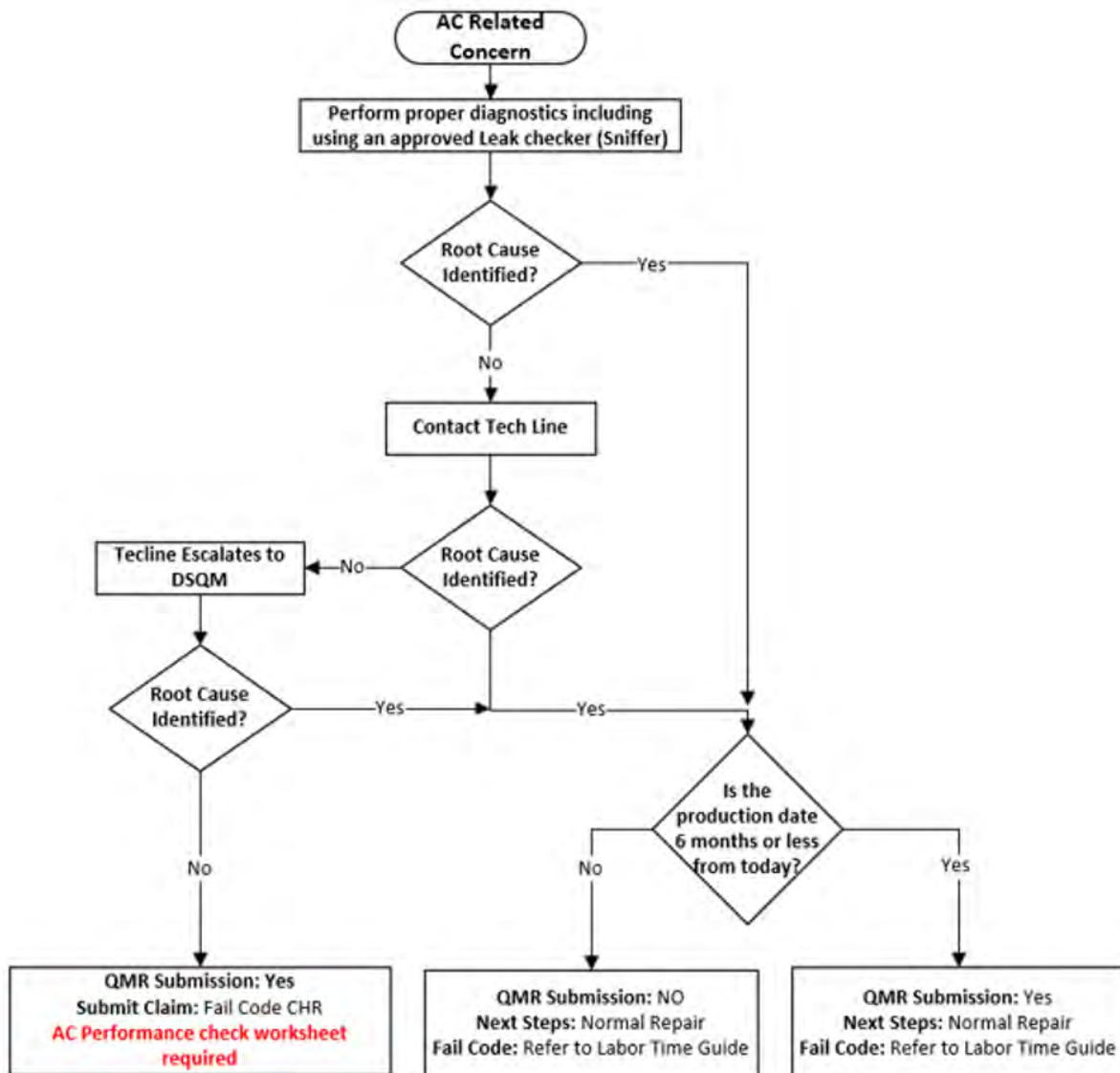
Subaru of America recommends the [Robinair™ LD7 Infrared Leak Detector](#) to be used when diagnosing refrigerant leak concerns.

- **Detection Capability:**
 - R134a is 0.05 ounces per year.
 - R1234y is 0.01 ounces per year.
- **Proper Technique:**
 - Move the probe at 1-2 inches per second in a double-pass method.
 - Keep probe approximately ¼ inch from the component.
 - Focus on low-lying areas. Refrigerant is heavier than air.



SERVICE PROCEDURE & CLAIM PROCES FLOWCHART:

The following basic flow diagram is meant to support retailers with the proper diagnosis and reporting requirements for AC performance related concerns.



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REFRIGERANT LEAK DETECTION PROCESS:

IMPORTANT: To ensure proper diagnosis, please refer to the SOA Techclips [A/C Leak Check Training video](#) prior to performing the following steps. (MUST be logged into STAR-U to access)

INITIAL SETUP (Perform Prior To Leak Inspection):

1. Connect AC manifold gauges and insert a thermometer in center vents.
2. Conduct an AC performance test: target <50°F, pressures ≥140 psi (high) and 30 psi (low).
3. If low performance is observed, suspect low refrigerant charge.
4. Do not recover refrigerant immediately. First confirm low charge via a leak test.

REFRIGERANT LEAK INSPECTION PROCESS:

STEP 1: Perform a visual inspection of the A/C components. Look for refrigerant oil stains and any possible physical damage due to impact.

STEP 2: Confirm system is correctly charged as per the applicable Service Manual. Prepare the vehicle for leak detection by running the A/C system for 10 minutes. Shut the engine off prior to testing.

STEP 3: Using the leak detector, check the following areas:

Under Hood

1. Pipe-to-expansion valve connections (especially high-pressure side).
2. Pressure sensor connection and T-fitting.
3. Welded joints along the liquid line to the condenser.

Condenser

4. Pipe/condenser connection (bottom side).
5. Low-pressure hose connection before the heat exchanger.
6. Welded sections and receiver/dryer.
7. Inspect condenser face for damage (rock chips).

Compressor & Hoses

8. High-pressure hose-to-compressor and condenser connections.
9. Flexible rubber hoses (watch for slow leaks).
10. Service port check.
11. Check compressor (note: shaft seals may allow minor acceptable leakage).

Low-Pressure Side

12. Expansion valve outlet.
13. Compressor low-pressure line & service port.

Evaporator & Interior Components

14. Rear evaporator lines and connections.
15. Evaporator drainage test after running the blower.
16. Inspect inside vents for refrigerant traces.

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STEP 4: Has a leak source been identified?:

YES: Perform the repair following the applicable Service Manual. If the vehicle is within 6 months of its production date, submit a QMR. For vehicles older than 6 months from production, a QMR is not required at this time.

NO: A Quality Monitoring Report (QMR) is required for any AC condition where a root cause cannot be identified and Fail Code CHR is used. The report must include the following:

- A completed [A/C performance worksheet](#) (accessed below or at the end of this document).
- Customer complaint details (EXAMPLE: weak cooling, no cooling, poor A/C performance).
- System pressures before and after service.
- The amount of refrigerant recovered and added to the system.
- Supporting documentation

WARRANTY / CLAIM INFORMATION:

Claims for vehicles within the New Car Adjustment period, will require a Quality Monitoring Report (QMR). The QMR is required for any AC condition where a root cause cannot be identified and Fail Code CHR is used. The report must include the following:

- A completed A/C performance worksheet (accessed in the service procedure or at the end of this document).
- Customer complaint details (EXAMPLE: weak cooling, no cooling, poor A/C performance).
- System pressures before and after service.
- The amount of refrigerant recovered and added to the system.
- Supporting documentation

Labor Description	Labor Operation #	Labor Time	Fail Code
FACTORY UNDER/OVER CHARGE DIAGNOSIS AND TOP OFF	A704-101	1.7h	CHR-88

IMPORTANT: Effective June 1st, 2025 retailers MUST start the implementation of fail code CHR. Fail Code AVA should no longer be used for first-time A/C refrigerant leak concerns where the root cause cannot be identified. All claims' submissions with a repair start date of June 1st or later are subject to audit.

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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AC Performance Check Worksheet

Technician Name:

Date:

Vin:

Mileage:

Initial Checks & Setup

- AC manifold gauges connected
- Thermometer inserted in center vents

AC Performance Test Results:

Vent Temperature: °F (Target <50°F)

High-Side Pressure: psi (Target ≥140 psi)

Low-Side Pressure: psi (Target ≤30 psi)

Refrigerant Amount Recovered: Grams KG

Step-by-Step Leak Detection

Visual Inspection:

- No visible oil stains, rock chips, or damage on any components
- Signs of potential leak (describe below)

Sniffing Test Preparation:

- Run AC for 10 minutes
- Confirm system has ≥100 psi of refrigerant pressure
- Shut off engine before testing

Leak Detection Sequence:

Under Hood:

Pipe-to-expansion valve connections - No leak / Leak detected

Condenser:

Pipe-to-expansion valve connections - No leak / Leak detected

Compressor & Hoses:

High-pressure hose-to-compressor connections - No leak / Leak detected

Low-Pressure Side:

Expansion valve outlet - No leak / Leak detected

Evaporator & Interior Components:

Rear evaporator lines & connections - No leak / Leak detected

Summary & Findings

Leak Found? Yes No

Location of Leak(s):

Repair Actions Taken: