

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: 2025MY Forester
 2023-25MY Ascent
 2023-25MY Legacy & Outback
 2024-25MY WRX
 2024-25MY Impreza & Crosstrek

NUMBER: 06-95-25R

DATE: 05/29/25

REVISED: 02/13/26

SUBJECT: DTC C1C40 (Brake ECU) / Reprogramming File Availability

INTRODUCTION:

This bulletin announces the availability of new reprogramming files developed to address cases of DTC C1C40 being detected by the Electronic Brake Booster (EBB) in addition to Failure Detail Code 30A2 stored within the Freeze Frame Data (FFD). This new software contains enhanced logic providing a more accurate detection of DTC C1C40. If this condition is experienced on an applicable vehicle, refer to the procedures outlined in this bulletin.

PRODUCTION CHANGE INFORMATION:

The reprogramming files have been incorporated into vehicle production as per the table below.

| Applicable Vehicle | Starting VIN |
|---------------------------------------|--------------|
| Forester | SH496101 |
| Impreza/Crosstrek (SIA Produced) | S3700010 |
| Impreza/Crosstrek (Japna Produced) | S8200004 |
| Ascent | S3401978 |
| Legacy | S3011440 |
| Outback | TBD |
| WRX | S8800634 |

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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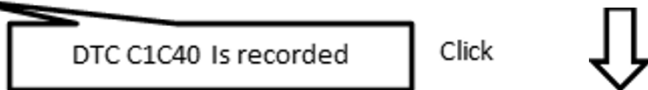
PFC FILE INFORMATION:

| SSM5-R reprogramming procedure | | | | | |
|--------------------------------|-------|---|--------------------------|------------|------------|
| Model | MY | File description | Old Part number | Old CID | New CID |
| Forester | 25 | 26400SL032_042.pfc | 26400SL031 26400SL041 | B320250101 | B320250102 |
| IMPREZA & CROSSTREK | 24 | 26400FN005_015_04D.pfc | 26400FN014 26400FN04C | B220240106 | B220240107 |
| | 25 | 26400SL032_042.pfc | 26400SL041 | B320250101 | B320250102 |
| Legacy & Outback | 23-25 | 26400AN102_26400AN112 _26400AN09C_26400AN12 D.pfc | 26400AN09B 26400AN12C | B120230103 | B120230104 |
| Ascent | 23-24 | 26400XC02C.pfc | 26400XC02B | B520230101 | B520230102 |
| WRX | 24-25 | 26400VC112_122.pfc | 26400VC121 | B420240101 | B420240102 |

SERVICE PROCEDURE / INFORMATION:

STEP 1: Using the Subaru Select Monitor, confirm the fault condition is applicable to this bulletin by verifying DTC C1C40 is detected by the electronic brake booster and failure detail code 30A2 is stored within the FFD. If the Failure Detail Code differs from code 30A2, diagnose and repair the vehicle as per the applicable Service Manual.

| Status | Code | Description/ Failure part | Time Stamp | | Occurrence Date | FFD |
|---------|-------|------------------------------|------------|-----|-----------------|-----|
| Current | C1C40 | BRAKE ECU | xxx | xxx | 2024/10/1 | |



| | |
|---------------------|------|
| Failure Detail Code | 30A2 |
|---------------------|------|

STEP 2: Reprogram the Electronic Brake Booster 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 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).

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- 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 & REPROGRAMMING | A567-086 | 0.6H | QCZ-48 |

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: 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 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.