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: 2026MY Crosstrek
2025-26MY Forester SHEV

NUMBER: 19-06-26

DATE: 10-12-26

SUBJECT: Reprogramming Files for DTC P060694

INTRODUCTION:

This bulletin announces that reprogramming files are available for the Hybrid/EV Powertrain Control Module. The updated logic has been developed to address Diagnostic Trouble Code (DTC) P060694 - POWERTRAIN CONTROL MODULE PROCESSOR UNEXPECTED OPERATION, which may trigger when changing the drive mode while the accelerator is being depressed. If this DTC P060694 is detected, follow the procedure outlined in this bulletin.

Note: The customer may report a loss of accelerator response for approximately 3 seconds before the DTC is triggered. Normal accelerator operation will resume once DTC P060694 is triggered.

PRODUCTION CHANGE INFORMATION:

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

Applicable Vehicle	Starting VIN
Crosstrek	JF2GUSND5T8260122
Forester with VINs starting with 4S4	4S4SLSE7XT3169930
Forester with VINs starting with JF2	JF2SLSTD7TH464596

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.

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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:

Model	Old Part Number	File Description	New CID (Main)	New CID (Sub)
Crosstrek	29360AA390	29360AA391.pfc	37F004800000	35D005800000
Forester (VINs starting with JF2)	29360AA350 29360AA351	29360AA352.pfc	3EF004800000	3EA005800000
Forester (VINs starting with 4S4)	29360AA440	29360AA441.pfc	41F004800000	3EA005800000

SERVICE PROCEDURE / INFORMATION:

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

Step 1: Are there any other DTCs other than P060694?

Yes: Perform diagnostics for other DTCs first then go to **Step 2**.

No: Go to **Step 2.**

Step 2: Check Freeze frame data for DTC P060694

Shift position: D or M.

Drive mode: A mode other than I Mode (S Mode, X-Mode Snow/Dirt, or X-Mode Deep Snow/Mud) is active both at the time of detection and one cycle prior to detection.

Accelerator pedal position: The accelerator pedal position two cycles before detection is greater than or equal to the position one cycle before detection.

Accelerator pedal position (Sensor Voltage No. 1): The sensor voltage remains nearly unchanged between one cycle before detection and the time of detection, while the Accelerator Opening decreases.

Are these conditions met at the time of detection and one cycle prior to detection?

Yes: Go to **Step 3.**

No: Perform Diagnostic as per the applicable Service Manual.

Step 3: Reprogram the Hybrid/EV Powertrain Control Module following the normal SSM5-R procedure.

Detailed information on the SSM5-R reprogramming procedures can be found in TSB **14-28-21R**.

Subaru of America, Inc. (SOA) highly recommends using either the Subaru Midtronics DCA-8000 Dynamic Diagnostic Charging System or the Subaru Midtronics GR8-1100 Diagnostic Battery Charger and using 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 Power Supply Mode, and stabilize the battery voltage and prepare it for reprogramming.

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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 Techshare
- Confirm all electrical loads, such as lights, audio, HVAC, seat heaters, and the rear defroster, are 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 that 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 Power Supply mode has completed its battery test and the Charging Voltage drops to a steady 13.5 Volts on the display.
- Once Power Supply Mode reaches a steady 13.5 Volts, connect the DST-010 to the OBD connector and initiate 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 may indicate a need to test or charge the vehicle battery before attempting programming again.
- 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 of 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 covered under warranty. Should any DTCs reset after the reprogramming update is performed, diagnose per the procedure outlined in the applicable Service Manual.

Step 4: Attempt to duplicate the concern

Did the DTC P060694 return?

Yes: Replace the Hybrid Electric Vehicle Control Module.

No: Repair is complete.

WARRANTY / CLAIM INFORMATION:

If the customer's concern matches the condition described and within the Hybrid System Limited Warranty period or covered by an active Added Security Classic or Gold, this repair may be submitted using the following claim information:

Warranty Type	Labor Description	Labor Operation #	Labor Time	Fail Code	Skill Level
WC / SAS	HYBRID POWERTRAIN CONTROL MODULE REPROGRAMMING MAIN & SUB	A804086	0.9h	EVB48	SG13/ SL3

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IMPORTANT: Always note the original Calibration Identification number (CID) / ROMID the vehicle came in with on the repair order **before** reprogramming, and 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. You can read these numbers 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 afterward without revising the original bulletin. For this reason, 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 SSM5-R shows a newer CID as available, reprogram using that file.

The Skill Group and Skill Level listed in this bulletin define the qualifications recommended for this work. Repairs should be dispatched to a technician who is trained at the specified level. For more information on Labor Operation Skill Group/Level assignments, click here to access the Gear Reduction. To request a Skill Group/Skill Level change, fill out this form.

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.