

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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SUBARU

QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2023-25MY Legacy & Outback
 2023-25MY WRX
 2023-25MY Ascent

NUMBER: 09-136-25R

DATE: 03/17/25

REVISED: 05/29/25

SUBJECT: Reprogramming Files for DTC P062F

INTRODUCTION:

This bulletin announces the availability of reprogramming files for the Engine Control Module (ECM). This logic was developed to address the following Diagnostic Trouble Code (DTC): P062F - Internal Control Module EEPROM Error. If DTC P062F is detected by the ECM, perform the reprogramming procedure outlined in this bulletin.

PRODUCTION CHANGE INFORMATION:

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

Model	Starting VIN
Legacy	S3210743
Outback	S3016774
WRX	S8802485
Ascent	S3422933

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:

MY	Model	File Description	Specification	Old Part #	New CID #
2023	Legacy / Outback	22765AS465.pfc	2.4L Turbo, CVT	22765AS460 22765AS461 22765AS462 22765AS463 22765AS464	LHBK400Gy0G
	Outback Wilderness	22765AS475.pfc	2.4L Turbo, CVT	22765AS470 22765AS471 22765AS472 22765AS473 22765AS474	LHBK400Hy0G
	WRX	22765AU003.pfc	2.4L Turbo, CVT	22765AU000 22765AU001 22765AU002	LHBKC50Ny0G
		22765AU013.pfc	2.4L Turbo, 6MT	22765AU010 22765AU011 22765AU012	LHBKC50My0G
	Ascent	22765AS634.pfc	2.4L Turbo, CVT	22765AS630 22765AS631 22765AS632 22765AS633	LHBK400Yy0G
2024	Legacy / Outback	22765AT833.pfc	2.4L Turbo, CVT	22765AT830 22765AT831 22765AT832	LHBKH00Gz0G
	Outback Wilderness	22765AT843.pfc	2.4L Turbo, CVT	22765AT840 22765AT841 22765AT842	LHBKH00Hz0G
	WRX	22765AU381.pfc	2.4L Turbo, CVT	22765AU380	LHBP400cz0G
		22765AU391.pfc	2.4L Turbo, 6MT	22765AU390	LHBP400bz0G
	Ascent	22765AU262.pfc	2.4L Turbo, CVT	22765AU260 22765AU261	LHBP400Az0G
2025	Legacy / Outback	22765AV122.pfc	2.4L Turbo, CVT	22765AV120 22765AV121	LHBR300GA0G
	Outback Wilderness	22765AV132.pfc	2.4L Turbo, CVT	22765AV130 22765AV131	LHBR300HA0G
	WRX	22765AV661.pfc	2.4L Turbo, CVT	22765AV660	LHBT120cA0G
		22765AV671.pfc	2.4L Turbo, 6MT	22765AV670	LHBT120bA0G
	Ascent	22765AV351.pfc	2.4L Turbo, CVT	22765AV350	LHBT010CA0G

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SERVICE PROCEDURE / INFORMATION:

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

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

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.

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WARRANTY / CLAIM INFORMATION:

For vehicles within the Federal Emissions Extended Defect Warranty period or covered by a Subaru Added Security Classic or Gold plan, this repair may be submitted using the following claim information:

Labor Description	Labor Operation #	Fail Code	Labor Time
MFI OBDII ECM Reprogramming	A452-186	UPG-48	.4H

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 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.