

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:** 2026+MY Outback**NUMBER:** 18-245-26**SUBJECT:** Service Manual Update / DTCs C195319,
C195349, C19531B, C195313, C195419,
C195449, C19541B, & C195413**DATE:** 09/18/26**INTRODUCTION:**

This service information bulletin announces additional troubleshooting steps for the following DTCs:

DTC C195319 RIGHT EPB CIRCUIT CURRENT ABOVE THRESHOLD
DTC C195349 RIGHT EPB CIRCUIT INTERNAL ELECTRONIC FAILURE
DTC C19531B RIGHT EPB CIRCUIT RESISTANCE ABOVE THRESHOLD
DTC C195313 RIGHT EPB CIRCUIT OPEN
DTC C195419 LEFT EPB CIRCUIT CURRENT ABOVE THRESHOLD
DTC C195449 LEFT EPB CIRCUIT INTERNAL ELECTRONIC FAILURE
DTC C19541B LEFT EPB CIRCUIT RESISTANCE ABOVE THRESHOLD
DTC C195413 LEFT EPB CIRCUIT OPEN

These changes will be added to the Service Manual in the future.

**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:

The additional information that was added has been highlighted in green.

DTC C195319 RIGHT EPB CIRCUIT CURRENT ABOVE THRESHOLD

DTC C195349 RIGHT EPB CIRCUIT INTERNAL ELECTRONIC FAILURE

DTC C19531B RIGHT EPB CIRCUIT RESISTANCE ABOVE THRESHOLD

DTC C195313 RIGHT EPB CIRCUIT OPEN

1	BASIC INSPECTION	
	Work	Before performing troubleshooting, perform a basic inspection. Refer to <u>BRAKE CONTROL (DIAGNOSTICS)>General Description>INSPECTION</u> Note: • Inspect the battery and its installation condition. • Check the related fuse. Refer to System Circuit>Brake>Parking Brake/Brake Fluid Level Warning Light System • Visually check that the related connectors are properly connected. Also, check the related ground terminal for looseness and corrosion.Check the battery and its installation condition.
	Check	Is the check result OK?
	Yes	Go to 2.
	No	Repair the defective part. After the repair, go to 9.
2	CHECK DTC.	
	Work	1. Turn the ignition switch to ON. 2. Using the Subaru Select Monitor, read DTCs of the BRAKE system.
	Check	Is the DTC other than C195319, C195349, C19531B, or C195313?
	Yes	Perform the diagnosis according to DTC displayed.
	No	Go to 3
3	CHECK FFD.	
	Work	Using the Subaru Select Monitor, read DTCs.
	Check	The DTCs are C19531B and 195313 (A) The DTCs are other than C19531B and 195313 ... (B)
	A	Go to 4.
	B	Go to 5.
4	CHECK REAR BRAKE CALIPER.	
	Work	1. Remove parking brake actuator ASSY RH from rear brake caliper RH. 2. Check the followings: - Check if the brake fluid is leaking. - Check if the leaked brake fluid is entering to the inside of parking brake actuator ASSY RH
	Check	Is the check result OK?
	Yes	Replace parking brake actuator ASSY RH. After the replacement, go to 9.
	No	Replace parking brake actuator ASSY RH and rear brake caliper RH. After the replacement, go to 9.

Continued...

5	CHECK HARNESS (OPEN CIRCUIT).	
	Work	1. Turn the ignition switch to OFF. 2. Disconnect the connectors from the VDCCM&H/U and rear brake caliper RH. 3. Measure the resistance between the VDCCM&H/U and rear brake caliper RH connector. Connector & terminal (B6) No. 2 — (n7) No. 2: Less than 1 Ω: IG OFF (B6) No. 3 — (n7) No. 1: Less than 1 Ω: IG OFF
	Check	Is the resistance lower than 1 Ω ?
	Yes	Go to 6.
	No	Repair the harness and connector between the VDCCM&H/U and rear brake caliper RH connector.

6	CHECK HARNESS (SHORT TO GROUND).	
	Work	Measure the resistance between the rear brake caliper RH connector and chassis ground. Connector & terminal (n7) No. 1 — Chassis ground: 10 kΩ or higher: IG OFF (n7) No. 2 — Chassis ground: 10 kΩ or higher: IG OFF
	Check	Is the resistance 10 k Ω or higher?
	Yes	Go to 7.
	No	Repair the short to ground in the harness between the VDCCM&H/U and rear brake caliper RH connector.

7	CHECK HARNESS (SHORT TO POWER SUPPLY).	
	Work	1. Turn the ignition switch to ON. 2. Measure the voltage between the rear brake caliper RH connector and chassis ground. Connector & terminal (n7) No. 1 (+) — Chassis ground (-): Less than 1 V: IG ON (n7) No. 2 (+) — Chassis ground (-): Less than 1 V: IG ON
	Check	Is the voltage less than 1 V?
	Yes	Go to 8.
	No	Repair the short to the power supply in the harness between the VDCCM&H/U and rear brake caliper RH connector.

8	CHECK FOR POOR CONTACT OF CONNECTORS.	
	Work	Check for poor contact of the connectors.
	Check	Is there poor contact in the power supply circuit, ground circuit or VDCCM&H/U connectors?
	Yes	Repair the connector.
	No	Replace the VDCCM&H/U. After the repair, go to 9.

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9	CHECK REPAIR.	
	Work	1. Perform the inspection mode. Refer to <u>BRAKE CONTROL (DIAGNOSTICS) (SHEV)>Inspection Mode>PROCEDURE</u> 2. Confirm that no DTC or cancel code is stored and that the malfunction has been resolved.
	Check	Is the check result OK?
	Yes	Finish troubleshooting.
	No	Perform troubleshooting according to the basic diagnostic procedure. Refer to <u>BRAKE CONTROL (DIAGNOSTICS)(SHEV)>Basic Diagnostic Procedure>PROCEDURE</u>

DTC C195419 LEFT EPB CIRCUIT CURRENT ABOVE THRESHOLD

DTC C195449 LEFT EPB CIRCUIT INTERNAL ELECTRONIC FAILURE

DTC C19541B LEFT EPB CIRCUIT RESISTANCE ABOVE THRESHOLD

DTC C195413 LEFT EPB CIRCUIT OPEN

1	BASIC INSPECTION	
	Work	Before performing troubleshooting, perform a basic inspection. Refer to <u>BRAKE CONTROL (DIAGNOSTICS)>General Description>INSPECTION</u> Note: • Inspect the battery and its installation condition. • Check the related fuse. Refer to System Circuit>Brake>Parking Brake/Brake Fluid Level Warning Light System • Visually check that the related connectors are properly connected. Also, check the related ground terminal for looseness and corrosion.
	Check	Is the check result OK?
	Yes	Go to 2.
	No	Repair the defective part. After the repair, go to 9.

2	CHECK DTC.	
	Work	1. Turn the ignition switch to ON. 2. Using the Subaru Select Monitor, read DTCs of the BRAKE system.
	Check	Is the DTC other than C19541B, C195413, C195419, and C195449?
	Yes	Perform the diagnosis according to DTC displayed.
	No	Go to 3

3	CHECK FFD.	
	Work	Using the Subaru Select Monitor, read DTCs.
	Check	The DTCs are C19541B and C195413 (A) The DTCs are other than C19541B and C195413 ... (B)
	A	Go to 4.
	B	Go to 5.

Continued...

4	CHECK REAR BRAKE CALIPER.	
	Work	1. Remove parking brake actuator ASSY LH from rear brake caliper LH. 2. Check the followings: - Check if the brake fluid is leaking. - Check if the leaked brake fluid is entering to the inside of parking brake actuator ASSY LH
	Check	Is the check result OK?
	Yes	Replace parking brake actuator ASSY LH. After the replacement, go to 9.
	No	Replace parking brake actuator ASSY LH and rear brake caliper LH. After the replacement, go to 9.

5	CHECK HARNESS (OPEN CIRCUIT).	
	Work	1. Turn the ignition switch to OFF. 2. Disconnect the connectors from the VDCCM&H/U and rear brake caliper LH. 3. Measure the resistance between the VDCCM&H/U and rear brake caliper LH connector. Connector & terminal (B6) No. 13 — (n6) No. 2: Lower than 1 Ω: IG OFF (B6) No. 12 — (n6) No. 1: Lower than 1 Ω: IG OFF
	Check	Is the resistance lower than 1 Ω?
	Yes	Go to 6.
	No	Repair the harness and connector between the VDCCM&H/U and rear brake caliper LH connector.

6	CHECK HARNESS (SHORT TO GROUND).	
	Work	Measure the resistance between the rear brake caliper LH connector and chassis ground. Connector & terminal (n6) No. 1 — Chassis ground: 10 kΩ or higher: IG OFF (n6) No. 2 — Chassis ground: 10 kΩ or higher: IG OFF
	Check	Is the resistance 10 kΩ or higher?
	Yes	Go to 7.
	No	Repair the short to ground in the harness between the VDCCM&H/U and rear brake caliper LH connector.

7	CHECK HARNESS (SHORT TO POWER SUPPLY).	
	Work	1. Turn the ignition switch to ON. 2. Measure the voltage between the rear brake caliper LH connector and chassis ground. Connector & terminal (n6) No. 1 (+) — Chassis ground (-): Lower than 1 V: IG ON (n6) No. 2 (+) — Chassis ground (-): Lower than 1 V: IG ON
	Check	Is the voltage less than 1 V?
	Yes	Go to 8.
	No	Repair the short to the power supply in the harness between the VDCCM&H/U and rear brake caliper LH connector.

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8	CHECK FOR POOR CONTACT OF CONNECTORS.	
	Work	Check for poor contact of the connectors.
	Check	Is there poor contact in the power supply circuit, ground circuit or VDCCM&H/U connectors?
	Yes	Repair the connector.
	No	Replace the VDCCM&H/U. After the repair, go to 9.

9	CHECK REPAIR.	
	Work	1. Perform the inspection mode. Refer to <u>BRAKE CONTROL (DIAGNOSTICS)>Inspection Mode>PROCEDURE</u> 2. Confirm that no DTC or cancel code is stored and that the malfunction has been resolved.
	Check	Is the check result OK?
	Yes	Finish troubleshooting.
	No	Perform troubleshooting according to the basic diagnostic procedure. Refer to <u>BRAKE CONTROL (DIAGNOSTICS)>Basic Diagnostic Procedure>PROCEDURE</u>

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.