SUBARU

QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2019-20MY Forester 2020MY WRX	**NUMBER:** 16-130-20 **DATE:** 08/05/20

SUBJECT: DTC P0730, Erratic Upshifting Concerns
TCM Reprogramming File Availability

INTRODUCTION:

This bulletin announces availability of reprogramming files to optimize the Transmission Control Module (TCM) used in the TR580 and TR690 CVT. Customers may experience an erratic upshift caused by microscopic pieces of contamination located in the control valve assembly (valve body). In some cases, a DTC P0730 can also occur. The new TCM logic enables the control valve mechanism to discharge the contamination during its control of the normal upshift function.

PRODUCTION CHANGE INFORMATION:

This bulletin will be revised with starting VINs for this logic change when they become available.

PACK FILE APPLICABILITY:

Model	PAK File Name	New TCM Part Number	Old TCM Part Numbers	Decryption Keyword	New TCM CID Number
2019-20MY Forester 2.5L w/o PS**	30919AG022.pk2	30919AG022	30919AG020 & 021	648B1ABD	S1F66660
2019-20MY Forester 2.5L w/ PS	30919AG032.pk2	30919AG032	30919AG030 & 031	8D1F2611	S1F64660
2020MY WRX 2.0L w/PS	30919AH821.pak	30919AH821	30919AH820	2D998EA7	F5FDD080

***PS** = Models with Paddle Shifters on the steering wheel.

These files will be included in the July 2020 Select Monitor release.

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SERVICE PROCEDURE / INFORMATION:

Reprogram the TCM following the normal FlashWrite procedure.

NOTE: AT Memory clear and Learning Control procedures are not required to be performed with this reprogramming.

IMPORTANT: Subaru of America, Inc. (SOA) highly recommends connecting either the Subaru Midtronics DCA-8000 Dynamic Diagnostic Charging System or the Subaru Midtronics GR8-100 Diagnostic Battery Charger to the vehicle and utilizing the Power Supply Mode feature to supply a stable 13.5 volts 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 (Flooded, EFB, 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 SDI 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 SDI to the OBD connector and proceed with initiating the normal FlashWrite reprogramming process.
- Amperage will fluctuate based upon the vehicle's demand for power. **NOTE:** If the voltage rises beyond 14V 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.

VERY IMPORTANT:
This information is applicable to the Subaru Midtronics DCA-8000 Dynamic Diagnostic Charging System and the Subaru Midtronics GR8-1100 Diagnostic Battery Charger **ONLY**. It does not apply to any other brand / type of "generic" battery charger whatsoever. **ONLY** the DCA-8000 and the GR8-1100 and their Power Supply Mode feature have been tested and approved by SOA.

REMINDER: If the DCA-8000 or GR8-1100 indicates the vehicle's battery must be charged, charge it fully using the DCA-8000 or GR8-1100 before proceeding to reprogram the vehicle 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 Basic New Car Limited or Powertrain Warranty period or covered by a Subaru Added Security Powertrain, Classic or Gold plan, this repair may be submitted using the following claim information:

Labor Description	Labor Operation #	Fail Code	Labor Time
REPROGRAMMING, TRANSMISSION CONTROL MODULE	A860737	MJZ-48	0.5

IMPORTANT: The **NEW** TCM Calibration Identification number (CID) for any newly installed programming (as confirmed from the actual control module **AFTER** installation) **MUST** be noted on the repair order as this information is required for claim submission.

NOTE: The pack 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. Checking for availability of a later version is done by entering the CID listed in this bulletin into FlashWrite. If a newer CID is listed as available in FlashWrite, reprogram the TCM 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.