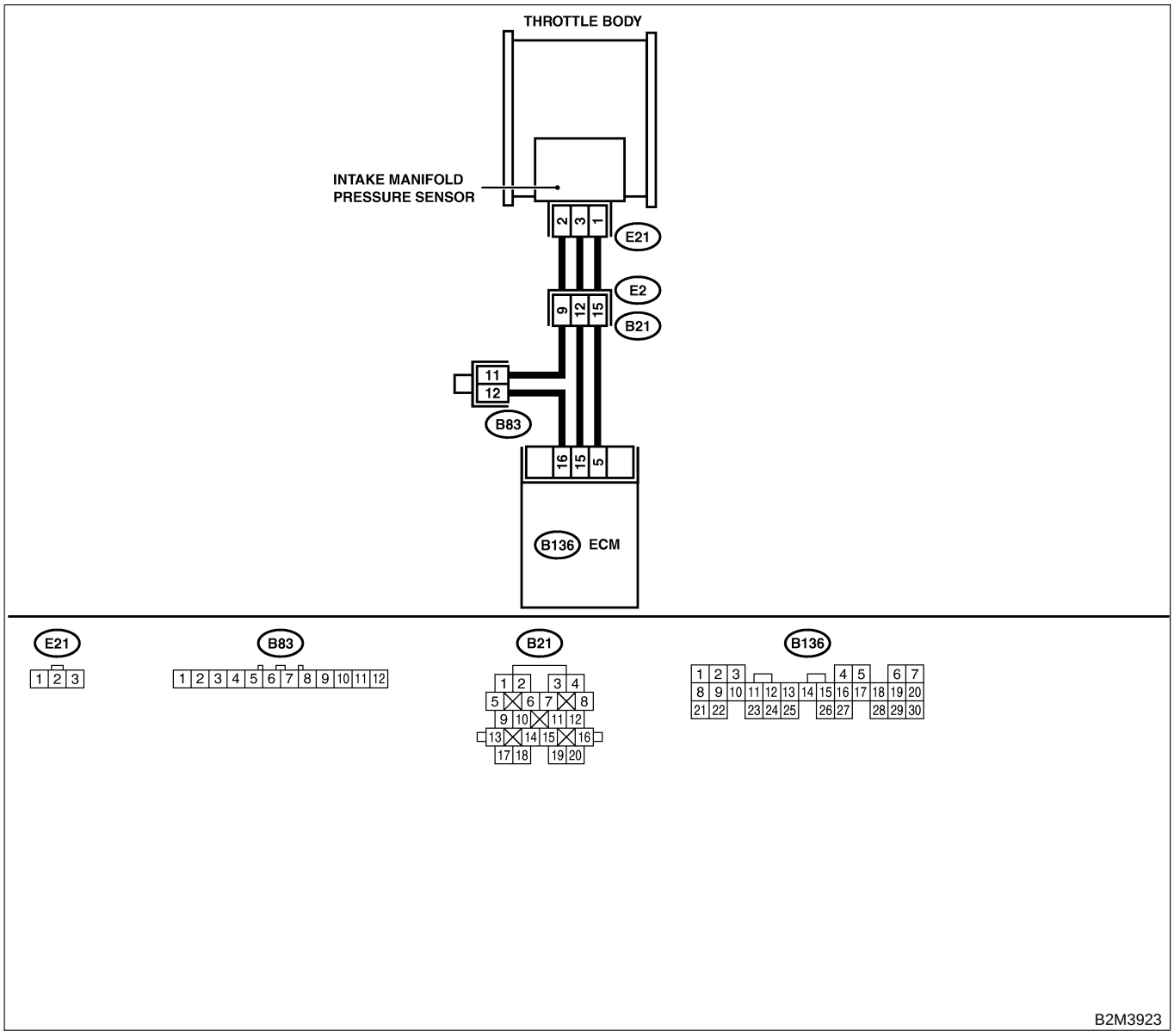
18. Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles S008600

A: DTC P0106 — INTAKE MANIFOLD PRESSURE SENSOR CIRCUIT RANGE/ PERFORMANCE PROBLEM — S008600F00

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



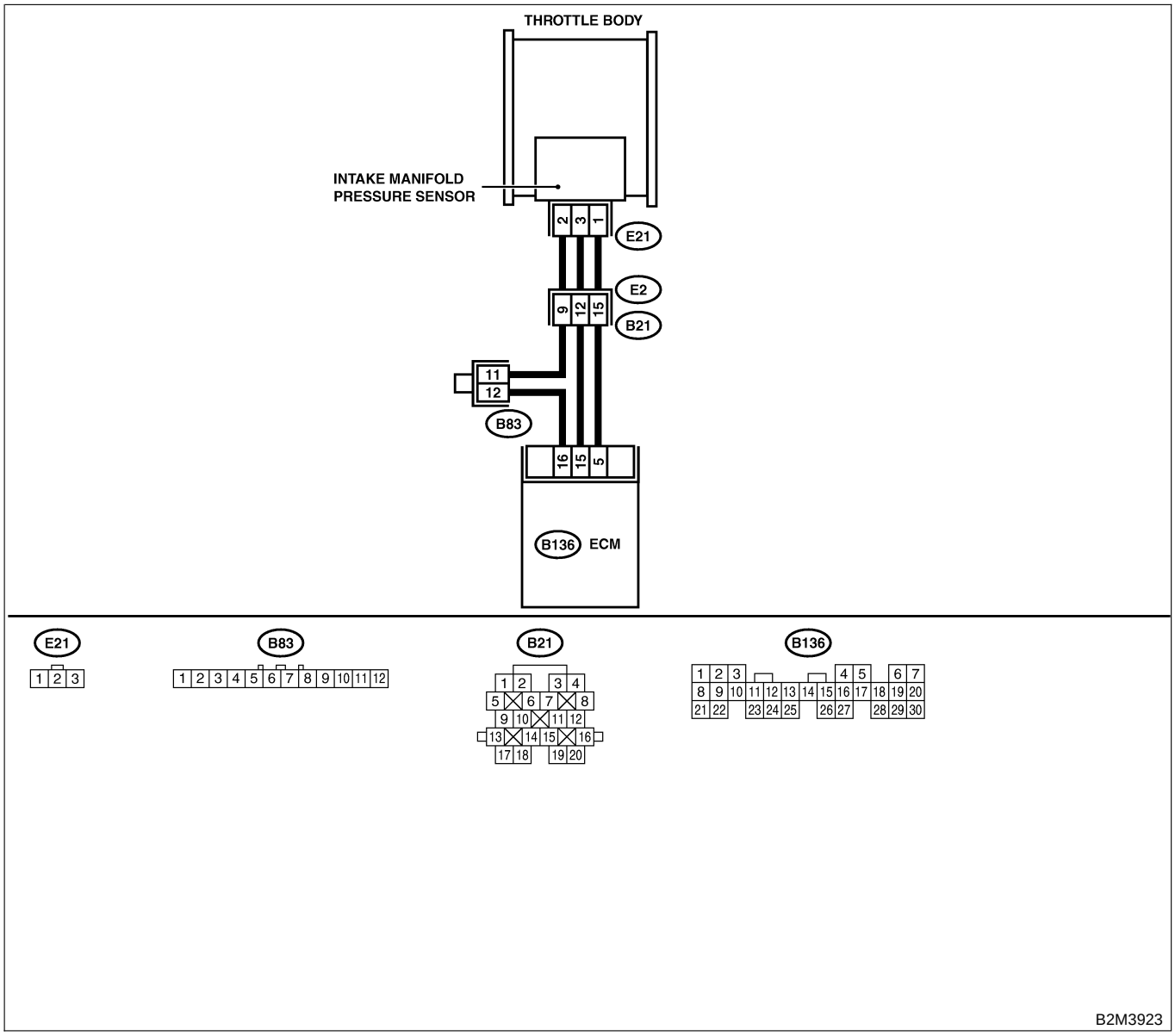
No.	Step	Check	Yes	No
1	**CHECK IDLE SWITCH SIGNAL.** 1) Turn ignition switch to ON. 2) Operate the LED operation mode for engine using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “LED OPERATION MODE FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the LED of {Idle Switch Signal} come on?	Go to step **2**.	Check throttle position sensor circuit. <Ref. to EN(H4)-130 DTC P0121 — THROTTLE POSITION SENSOR CIRCUIT RANGE/ PERFORMANCE PROBLEM (HIGH INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0106.
2	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0107 or P0108?	Inspect DTC P0107 or P0108 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0106.	Go to step **3**.
3	**CHECK CONDITION OF INTAKE MANIFOLD PRESSURE SENSOR.**	Is the intake manifold pressure sensor installation bolt tightened securely?	Go to step **4**.	Tighten intake manifold pressure sensor installation bolt securely.
4	**CHECK CONDITION OF THROTTLE BODY.**	Is the throttle body installation bolt tightened securely?	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>	Tighten throttle body installation bolt securely.

B: DTC P0107 — INTAKE MANIFOLD PRESSURE SENSOR CIRCUIT LOW INPUT — S008600F01

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than 3.3 kPa (25 mmHg, 0.98 inHg)?	Go to step **3**.	Go to step **2**.
2	**CHECK POOR CONTACT.** Check poor contact in ECM and pressure sensor connector.	Is there poor contact in ECM or pressure sensor connector?	Repair poor contact in ECM or pressure sensor connector.	Even if MIL lights up, the circuit has returned to a normal condition at this time.
3	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **5**.	Go to step **4**.
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Does the voltage change more than 4.5 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
5	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 5 (+) — Chassis ground (−):***	Is the voltage less than 0.7 V?	Go to step **7**.	Go to step **6**.
6	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Read data of atmospheric absolute pressure signal using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the value change more than 3.3 kPa (25 mmHg, 0.98 inHg) by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Go to step **7**.
7	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from intake manifold pressure sensor. 3) Turn ignition switch to ON. 4) Measure voltage between intake manifold pressure sensor connector and engine ground. ***Connector & terminal*** ***(E21) No. 3 (+) — Engine ground (−):***	Is the voltage more than 4.5 V?	Go to step **8**.	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.

No.	Step	Check	Yes	No
8	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM and intake manifold pressure sensor connector. ***Connector & terminal*** ***(B136) No. 16 — (E21) No. 2:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.
9	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** Measure resistance of harness between intake manifold pressure sensor connector and engine ground. ***Connector & terminal*** ***(E21) No. 1 — Engine ground:***	Is the resistance more than 500 kΩ?	Go to step **10**.	Repair ground short circuit in harness between ECM and intake manifold pressure sensor connector.
10	**CHECK POOR CONTACT.** Check poor contact in intake manifold pressure sensor connector.	Is there poor contact in intake manifold pressure sensor connector?	Repair poor contact in intake manifold pressure sensor connector.	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>

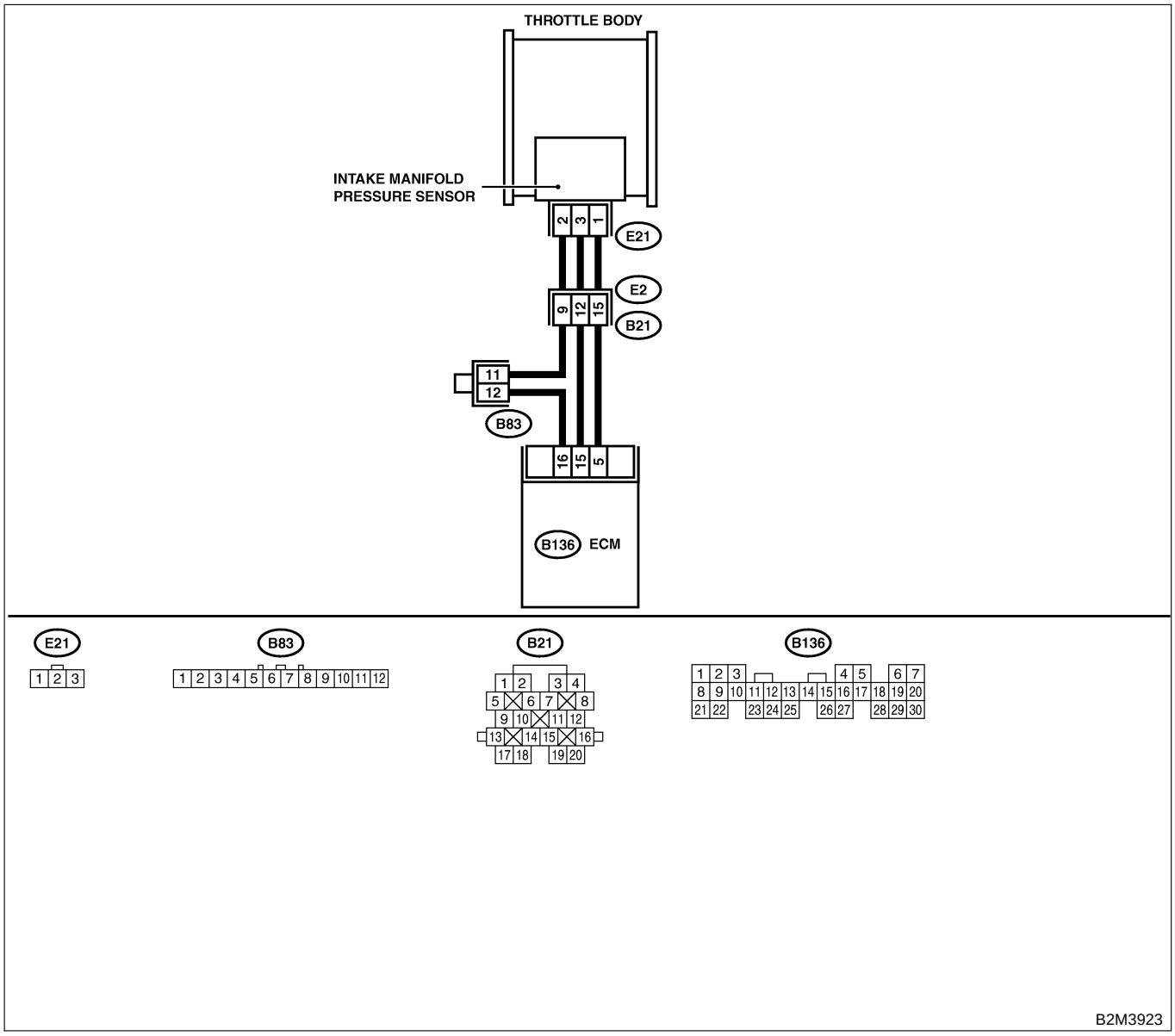
MEMO:

C: DTC P0108 — INTAKE MANIFOLD PRESSURE SENSOR CIRCUIT HIGH INPUT — S008600F02

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 130 kPa (975 mmHg, 38.39 inHg)?	Go to step **10**.	Go to step **2**.
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **4**.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Does the voltage change more than 4.5 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 5 (+) — Chassis ground (−):***	Is the voltage less than 0.7 V?	Go to step **6**.	Go to step **5**.
5	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Read data of atmospheric absolute pressure signal using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the value change more than 3.3 kPa (25 mmHg, 0.98 inHg) by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Go to step **6**.
6	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from intake manifold pressure sensor. 3) Turn ignition switch to ON. 4) Measure voltage between intake manifold pressure sensor connector and engine ground. ***Connector & terminal*** ***(E21) No. 3 (+) — Engine ground (−):***	Is the voltage more than 4.5 V?	Go to step **7**.	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.

No.	Step	Check	Yes	No
7	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM and intake manifold pressure sensor connector. ***Connector & terminal*** ***(B136) No. 5 — (E21) No. 1:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.
8	**CHECK HARNESS BETWEEN ECM AND INTAKE MANIFOLD PRESSURE SENSOR CONNECTOR.** Measure resistance of harness between ECM and intake manifold pressure sensor connector. ***Connector & terminal*** ***(B136) No. 16 — (E21) No. 2:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.
9	**CHECK POOR CONTACT.** Check poor contact in intake manifold pressure sensor connector.	Is there poor contact in intake manifold pressure sensor connector?	Repair poor contact in intake manifold pressure sensor connector.	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>
10	**CHECK HARNESS BETWEEN ECM AND PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF and Subaru Select Monitor or the OBD-II general scan tool switch to OFF. 2) Disconnect connector from pressure sensor. 3) Turn ignition switch to ON and Subaru Select Monitor or the OBD-II general scan tool switch to ON. 4) Read data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 130 kPa (975 mmHg, 38.39 inHg)?	Repair battery short circuit in harness between ECM and intake manifold pressure sensor connector.	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>

MEMO:

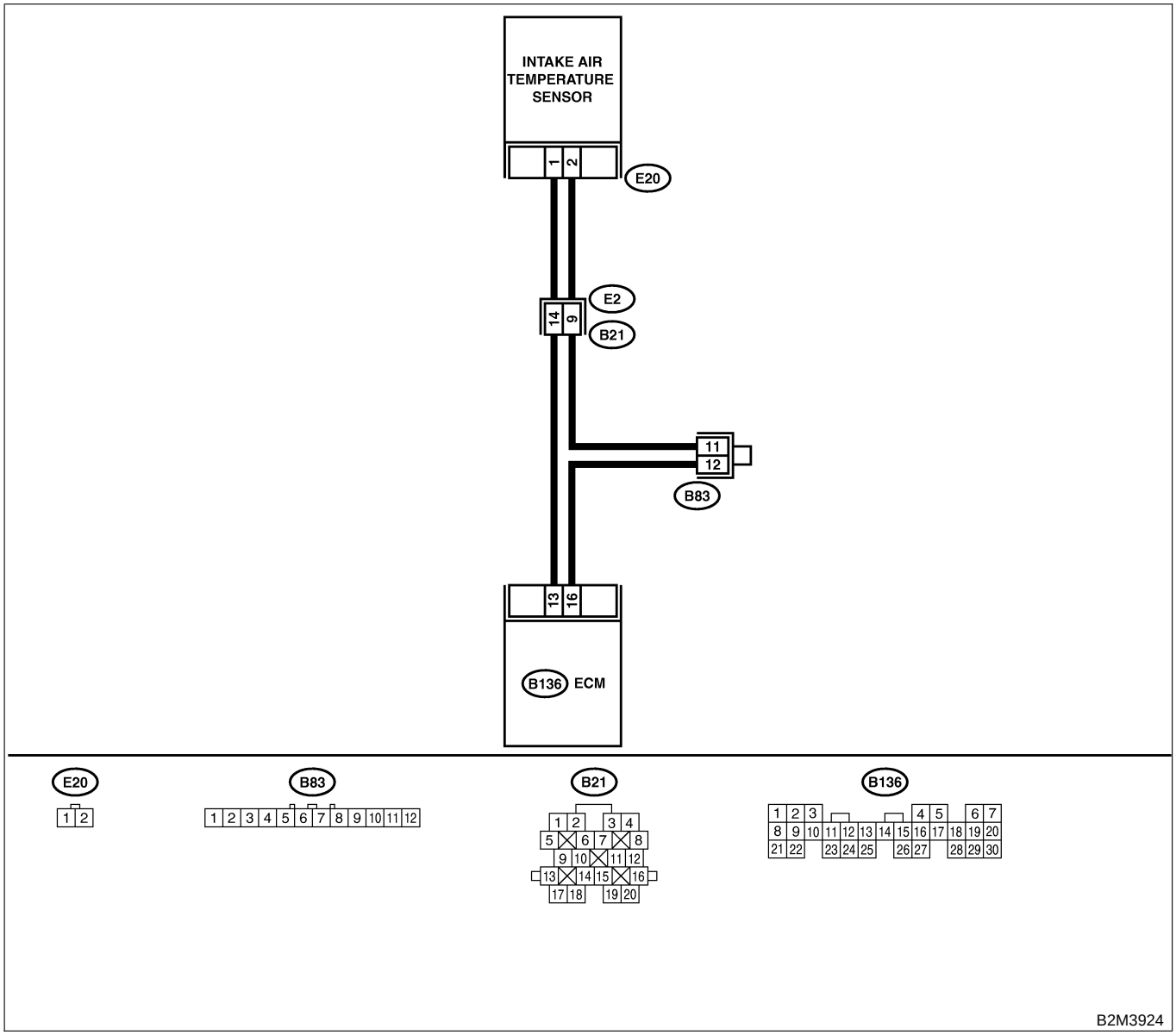
D: DTC P0111 — INTAKE AIR TEMPERATURE SENSOR CIRCUIT RANGE/ PERFORMANCE PROBLEM — S008600B14

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0112 or P0113?	Inspect DTC P0112 or P0113 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0111.	Replace intake air temperature sensor. <Ref. to FU(H4)-50 Intake Air Temperature Sensor.>

E: DTC P0112 — INTAKE AIR TEMPERATURE SENSOR CIRCUIT LOW INPUT

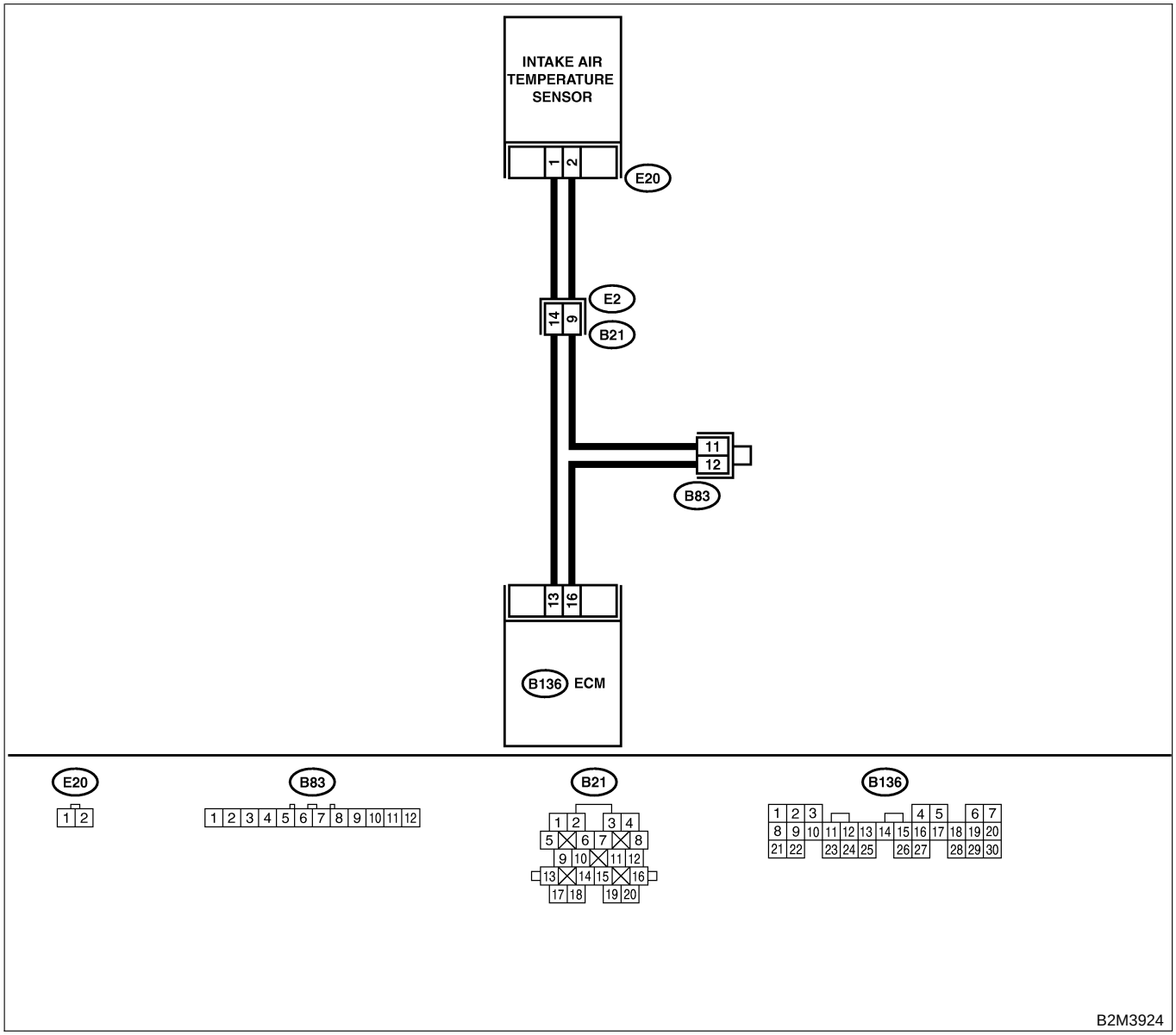
S008600B15

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of intake air temperature sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value greater than 120°C (248°F)?	Go to step **2**.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in intake air temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from intake air temperature sensor. 3) Turn ignition switch to ON. 4) Read data of intake air temperature sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Replace intake air temperature sensor. <Ref. to FU(H4)-50 Intake Air Temperature Sensor.>	Repair ground short circuit in harness between intake air temperature sensor and ECM connector.

F: P0113 — INTAKE AIR TEMPERATURE SENSOR CIRCUIT HIGH INPUT —

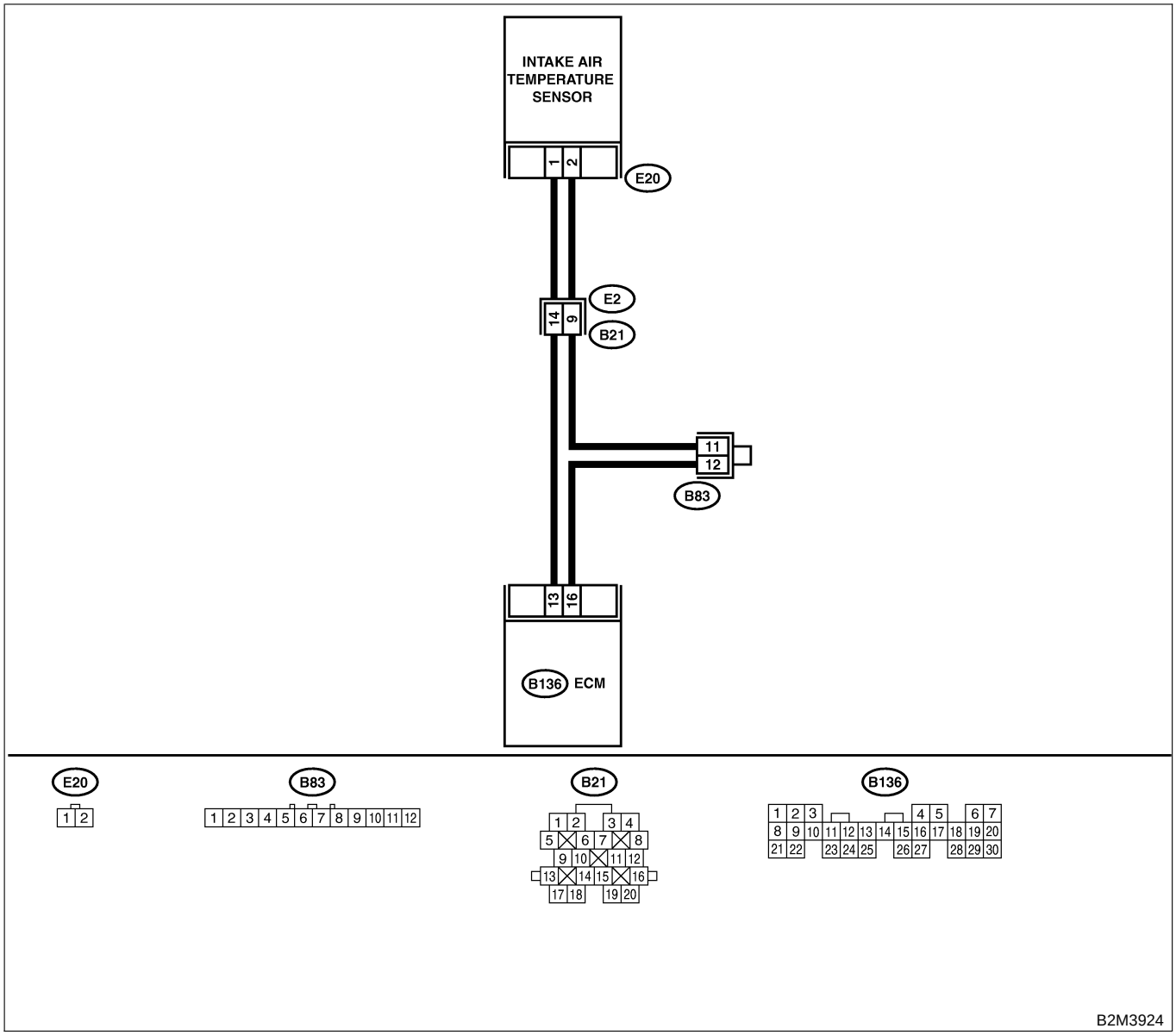
S008600B16

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn ignition switch to ON. 2) Start engine. 3) Read data of intake air temperature sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Go to step **2**.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in intake air temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from intake air temperature sensor. 3) Measure voltage between intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(E20) No. 1 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between intake air temperature sensor and ECM connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(E20) No. 1 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between intake air temperature sensor and ECM connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR.** Measure voltage between intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(E20) No. 1 (+) — Engine ground (−):***	Is the voltage more than 3 V?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between intake air temperature sensor and ECM connector ● Poor contact in intake air temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)

No.	Step	Check	Yes	No
5	**CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance of harness between intake air temperature sensor connector and engine ground. ***Connector & terminal*** ***(E20) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Replace intake air temperature sensor. <Ref. to FU(H4)-50 Intake Air Temperature Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between intake air temperature sensor and ECM connector ● Poor contact in intake air temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)

MEMO:

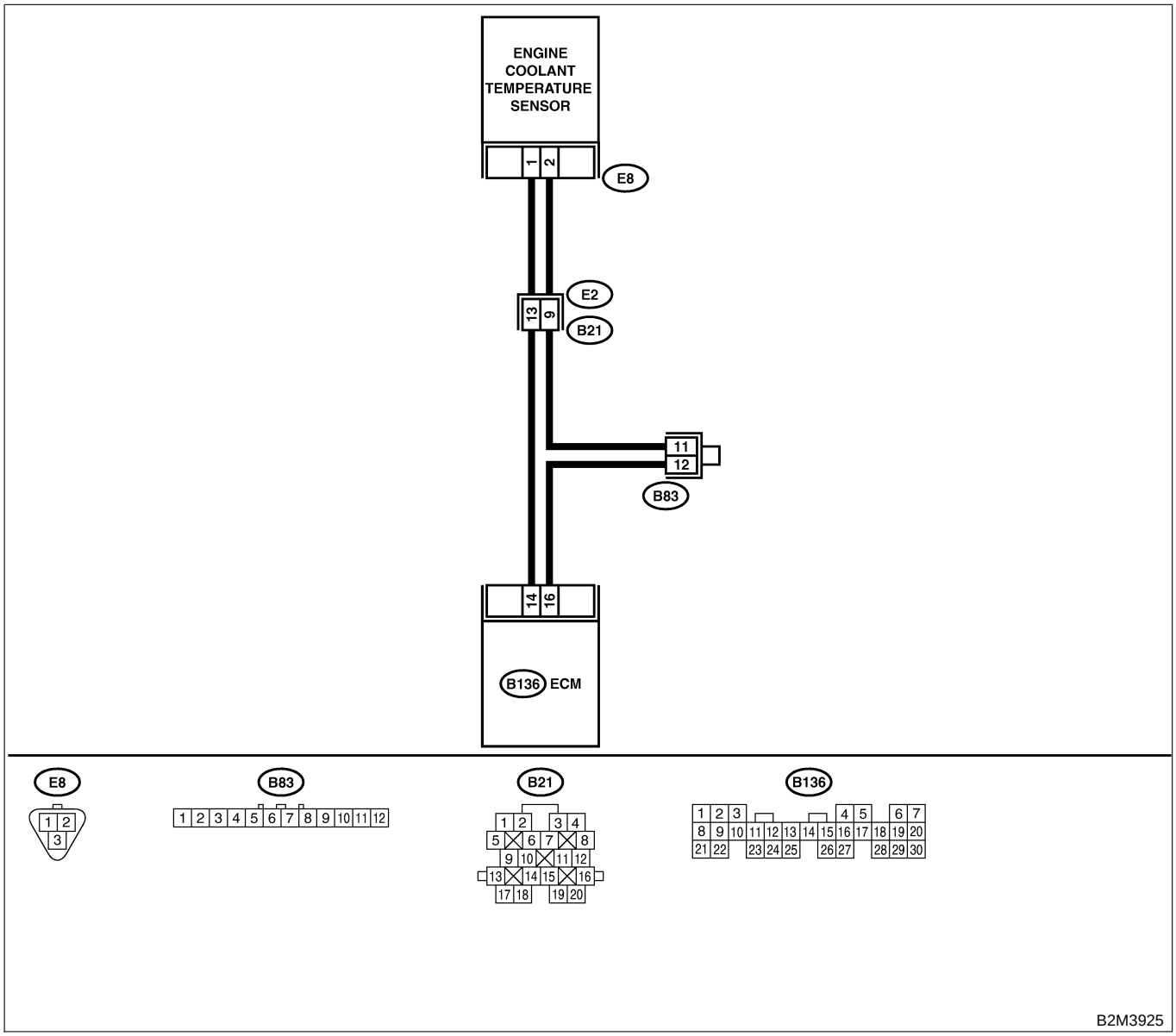
G: DTC P0116 — ENGINE COOLANT TEMPERATURE SENSOR CIRCUIT LOW INPUT — S008600B17

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Hard to start
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



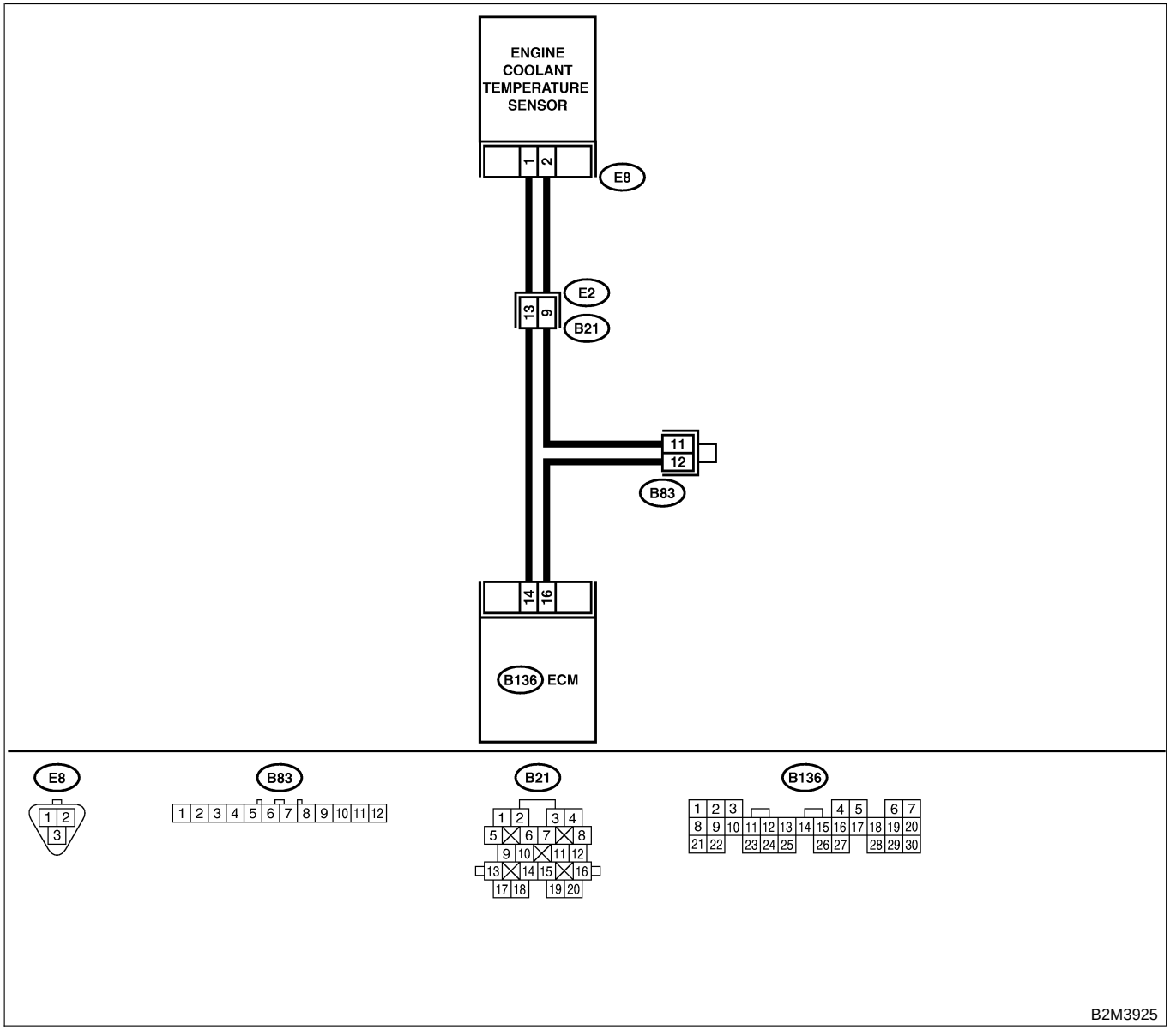
No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value greater than 120°C (248°F)?	Go to step **2**.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in engine coolant temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from engine coolant temperature sensor. 3) Turn ignition switch to ON. 4) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Replace engine coolant temperature sensor. <Ref. to CO(H4)-40 Engine Coolant Temperature Sensor.>	Repair ground short circuit in harness between engine coolant temperature sensor and ECM connector.

H: DTC P0117 — ENGINE COOLANT TEMPERATURE SENSOR CIRCUIT HIGH INPUT — S008600B18

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Hard to start
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Go to step **2**.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in engine coolant temperature sensor ● Poor contact in ECM ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from engine coolant temperature sensor. 3) Measure voltage between engine coolant temperature sensor connector and engine ground. ***Connector & terminal*** ***(E8) No. 1 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and engine coolant temperature sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between engine coolant temperature sensor connector and engine ground. ***Connector & terminal*** ***(E8) No. 1 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and engine coolant temperature sensor connector.	Go to step **4**.

No.	Step	Check	Yes	No
4	**CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR.** Measure voltage between engine coolant temperature sensor connector and engine ground. ***Connector & terminal*** ***(E8) No. 1 (+) — Engine ground (−):***	Is the voltage more than 4 V?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine coolant temperature sensor connector ● Poor contact in engine coolant temperature sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
5	**CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance of harness between engine coolant temperature sensor connector and engine ground. ***Connector & terminal*** ***(E8) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Replace engine coolant temperature sensor. <Ref. to CO(H4)-40 Engine Coolant Temperature Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine coolant temperature sensor connector ● Poor contact in engine coolant temperature sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)

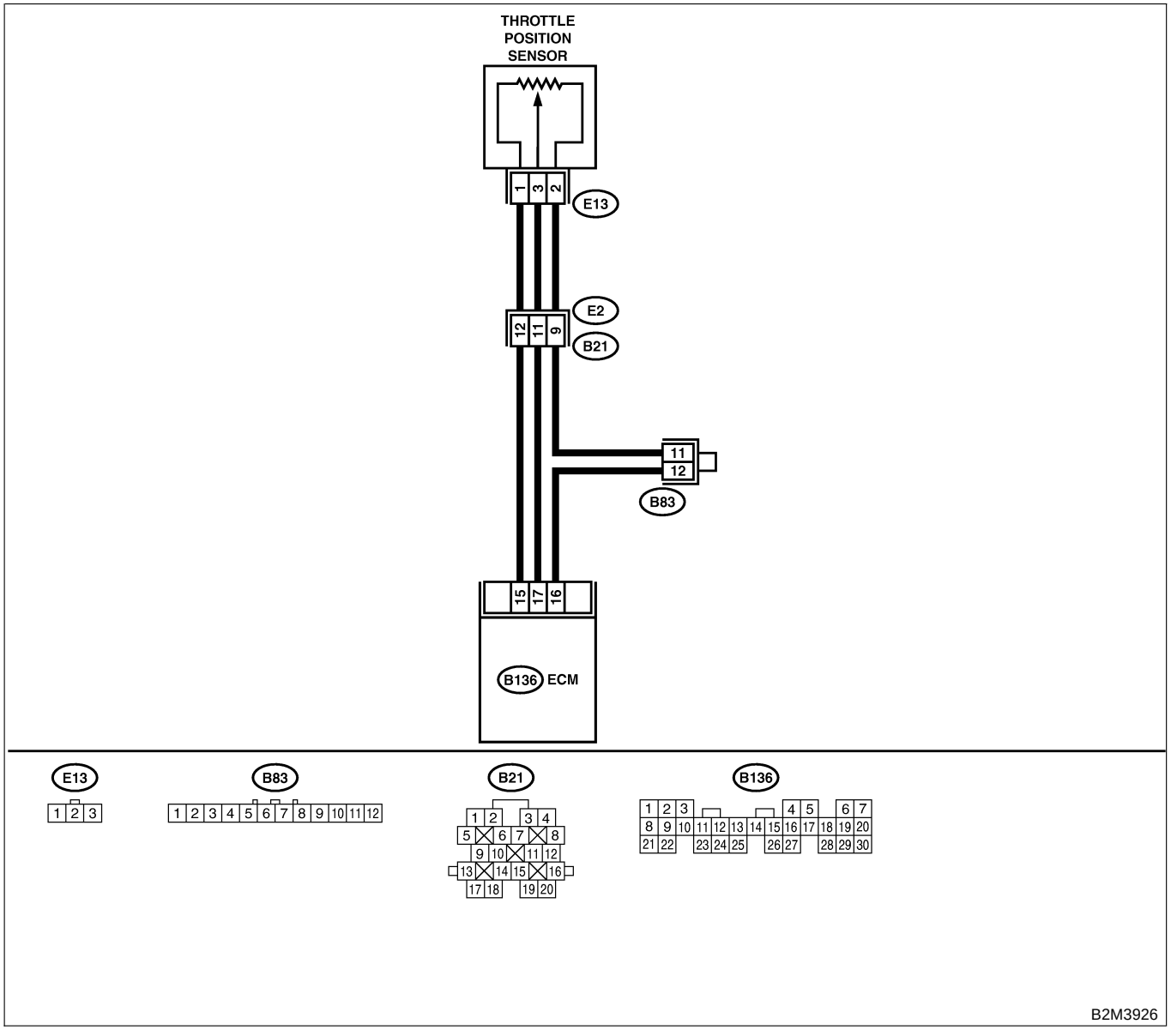
MEMO:

I: DTC P0121 — THROTTLE POSITION SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM (HIGH INPUT) — S008600B19

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0107, P0108, P0122 or P0123?	Inspect DTC P0107, P0108, P0122 or P0123 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0121.	Go to step **2**.
2	**CHECK CURRENT DATA.** 1) Start engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 53.3 kPa (400 mmHg, 15.75 inHg)?	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>	Replace throttle position sensor. <Ref. to FU(H4)-45 Throttle Position Sensor.>

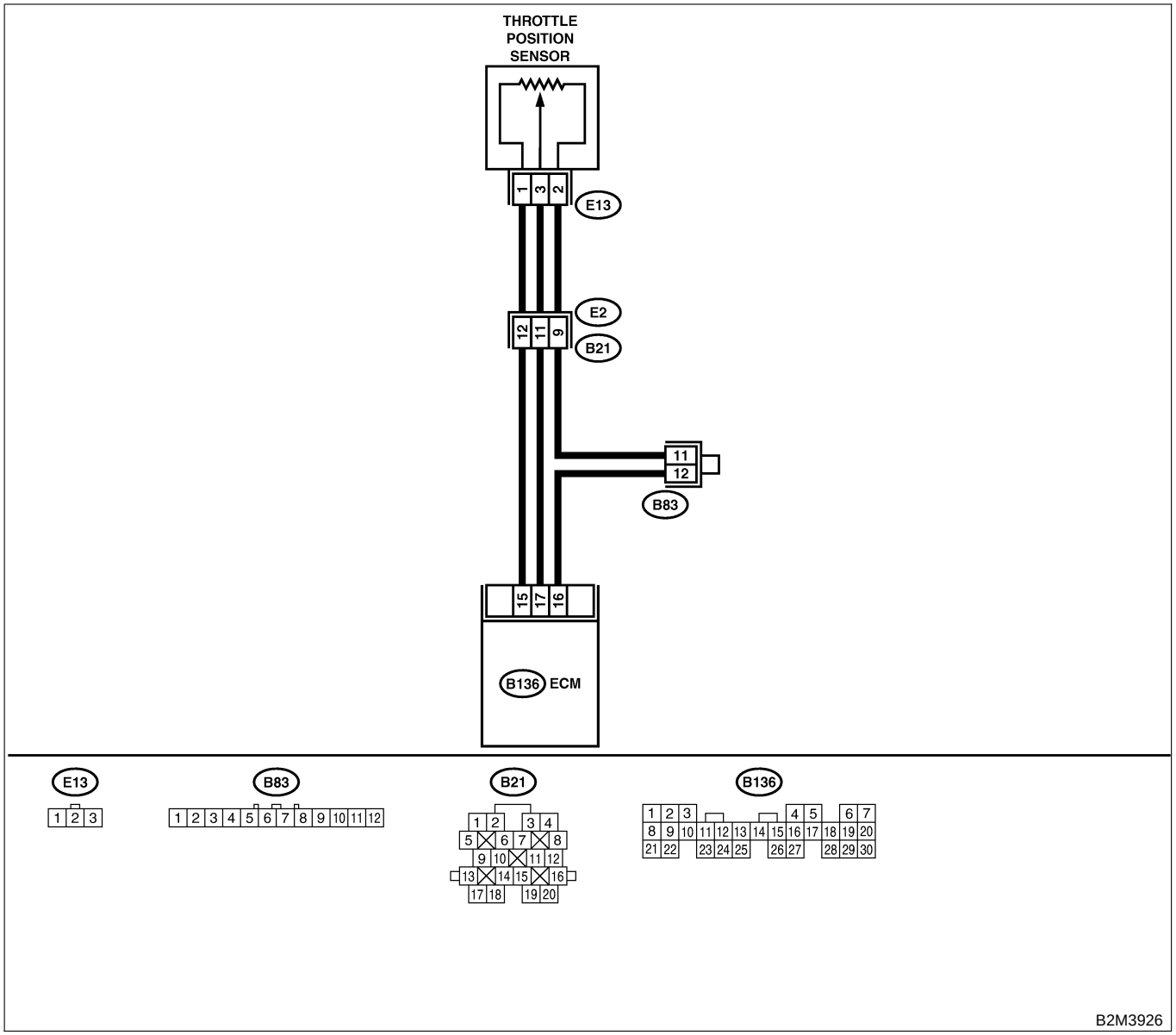
J: DTC P0122 — THROTTLE POSITION SENSOR CIRCUIT LOW INPUT — S008600B20

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of throttle position sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than 0.1 V?	Go to step **2**.	Even if MIL lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following: ● Poor contact in throttle position sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground while throttle valve is fully closed. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **4**.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Does the voltage change more than 4.5 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 17 (+) — Chassis ground (−):***	Is the voltage less than 0.1 V?	Go to step **6**.	Go to step **5**.
5	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Measure voltage between ECM connector and chassis ground.	Does the voltage change more than 0.1 V by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Go to step **6**.

No.	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND THROTTLE POSITION SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from throttle position sensor. 3) Turn ignition switch to ON. 4) Measure voltage between throttle position sensor connector and engine ground. ***Connector & terminal*** ***(E13) No. 1 (+) — Engine ground (−):***	Is the voltage more than 4.5 V?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between throttle position sensor and ECM connector ● Poor contact in throttle position sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
7	**CHECK HARNESS BETWEEN ECM AND THROTTLE POSITION SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance of harness between ECM connector and throttle position sensor connector. ***Connector & terminal*** ***(B136) No. 17 — (E13) No. 3:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between throttle position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in throttle position sensor connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
8	**CHECK HARNESS BETWEEN ECM AND THROTTLE POSITION SENSOR CONNECTOR.** Measure resistance of harness between throttle position sensor connector and engine ground. ***Connector & terminal*** ***(E13) No. 3 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between throttle position sensor and ECM connector.	Go to step **9**.
9	**CHECK POOR CONTACT.** Check poor contact in throttle position sensor connector.	Is there poor contact in throttle position sensor connector?	Repair poor contact in throttle position sensor connector.	Replace throttle position sensor. <Ref. to FU(H4)-45 Throttle Position Sensor.>

MEMO:

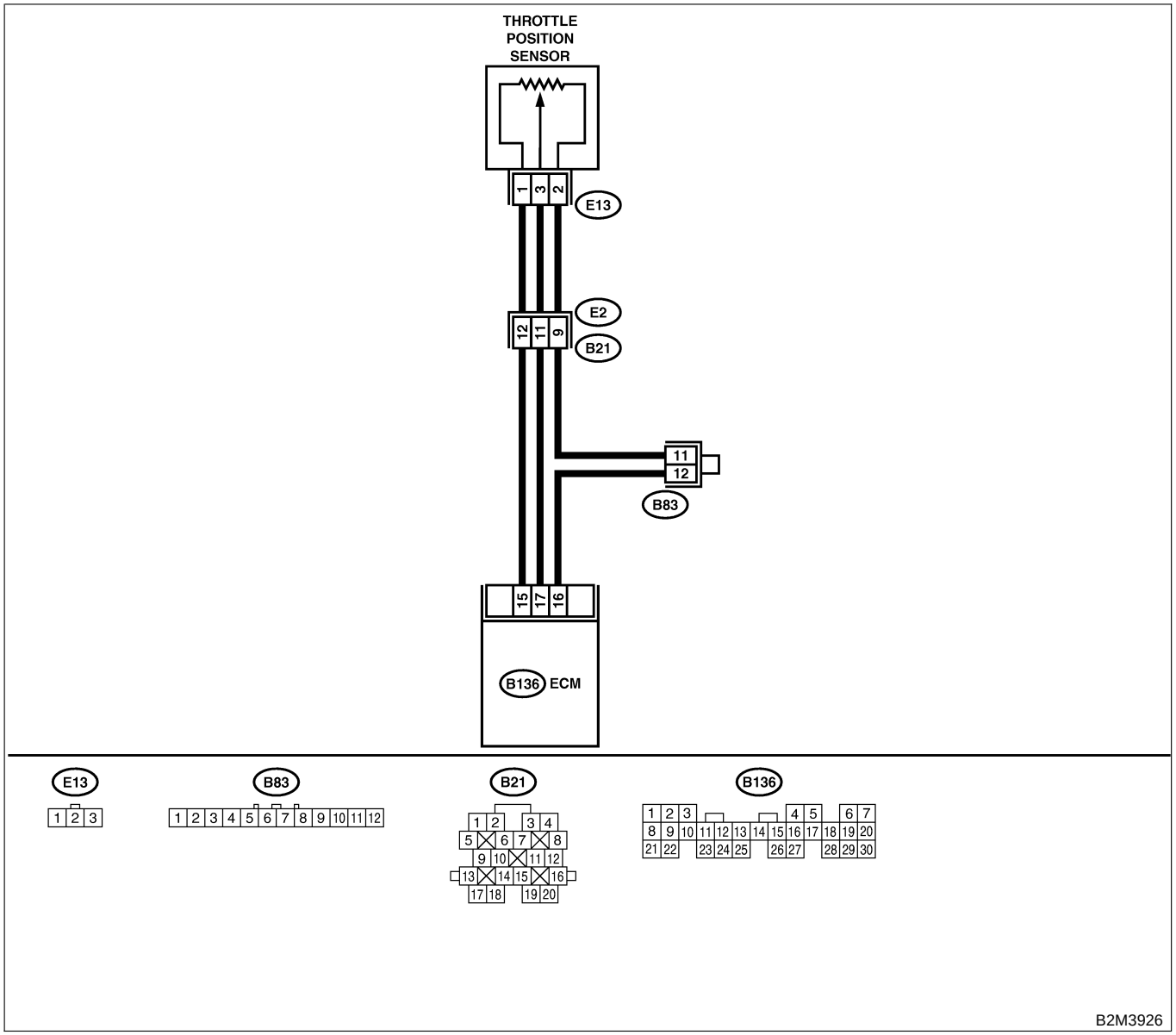
K: DTC P0123 — THROTTLE POSITION SENSOR CIRCUIT HIGH INPUT — S008600B21

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



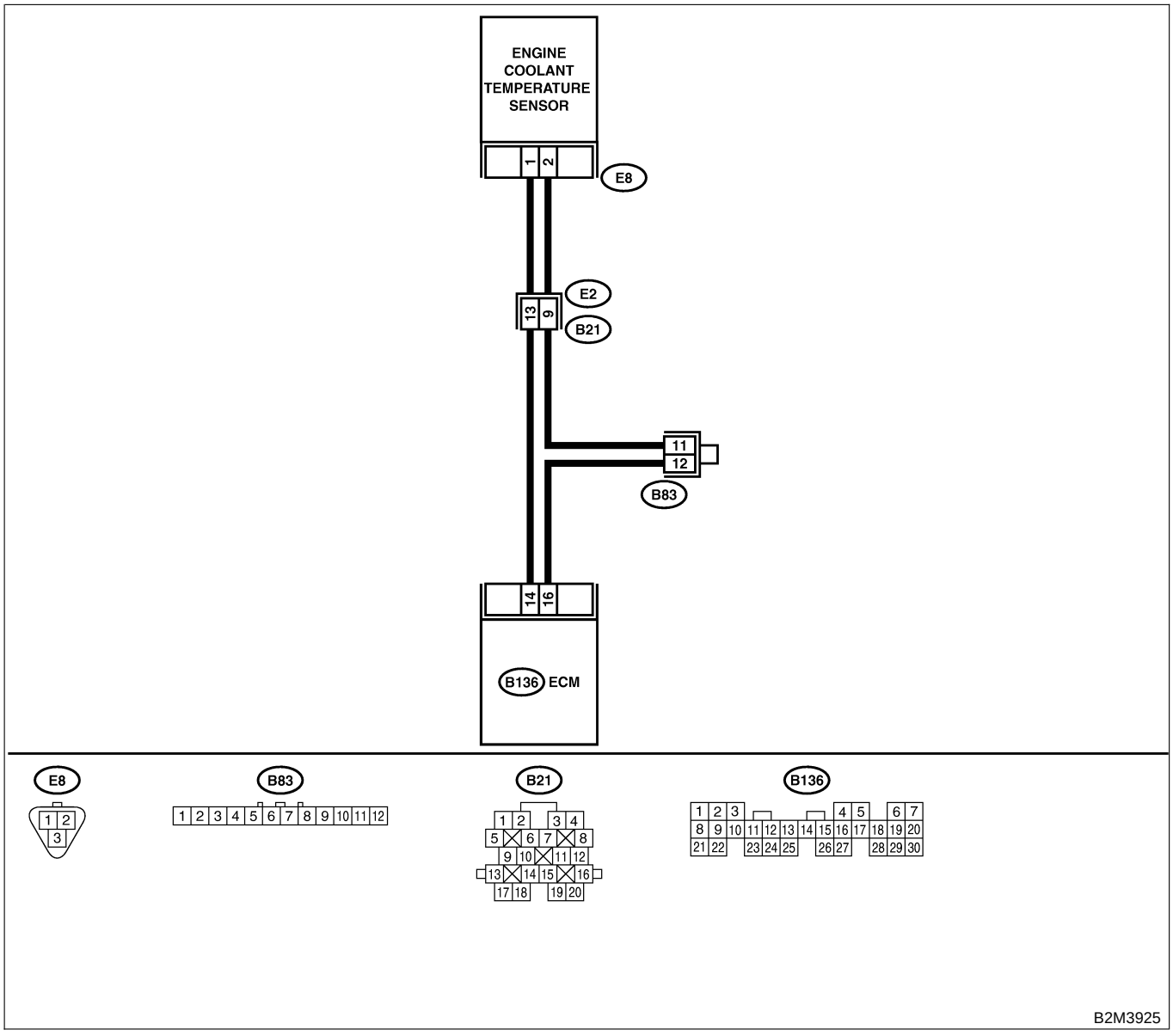
No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of throttle position sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 4.9 V?	Go to step **2**.	Even if MIL lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following: ● Poor contact in throttle position sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN THROTTLE POSITION SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from throttle position sensor. 3) Measure resistance of harness between throttle position sensor connector and engine ground. ***Connector & terminal*** ***(E13) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between throttle position sensor and ECM connector ● Poor contact in coupling connector (B21)
3	**CHECK HARNESS BETWEEN THROTTLE POSITION SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between throttle position sensor connector and engine ground. ***Connector & terminal*** ***(E13) No. 3 (+) — Engine ground (−):***	Is the voltage more than 4.9 V?	Repair battery short circuit in harness between throttle position sensor and ECM connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Replace throttle position sensor. <Ref. to FU(H4)-45 Throttle Position Sensor.>

L: DTC P0125 — INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL — S008600B22

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine would not return to idling.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0116 or P0117?	Inspect DTC P0116 or P0117 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0125.	Go to step **2**.
2	**CHECK THERMOSTAT.**	Does thermostat remain opened?	Replace thermostat. <Ref. to CO(H4)-13 Thermostat.>	Replace engine coolant temperature sensor. <Ref. to FU(H4)-40 Engine Coolant Temperature Sensor.>

M: DTC P0131 — FRONT OXYGEN (A/F) SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM (LOW INPUT) — S008600B24

NOTE:
For the diagnostic procedure, refer to DTC P0132. <Ref. to EN(H4)-142 DTC P0132 — FRONT OXYGEN (A/F) SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM (HIGH INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

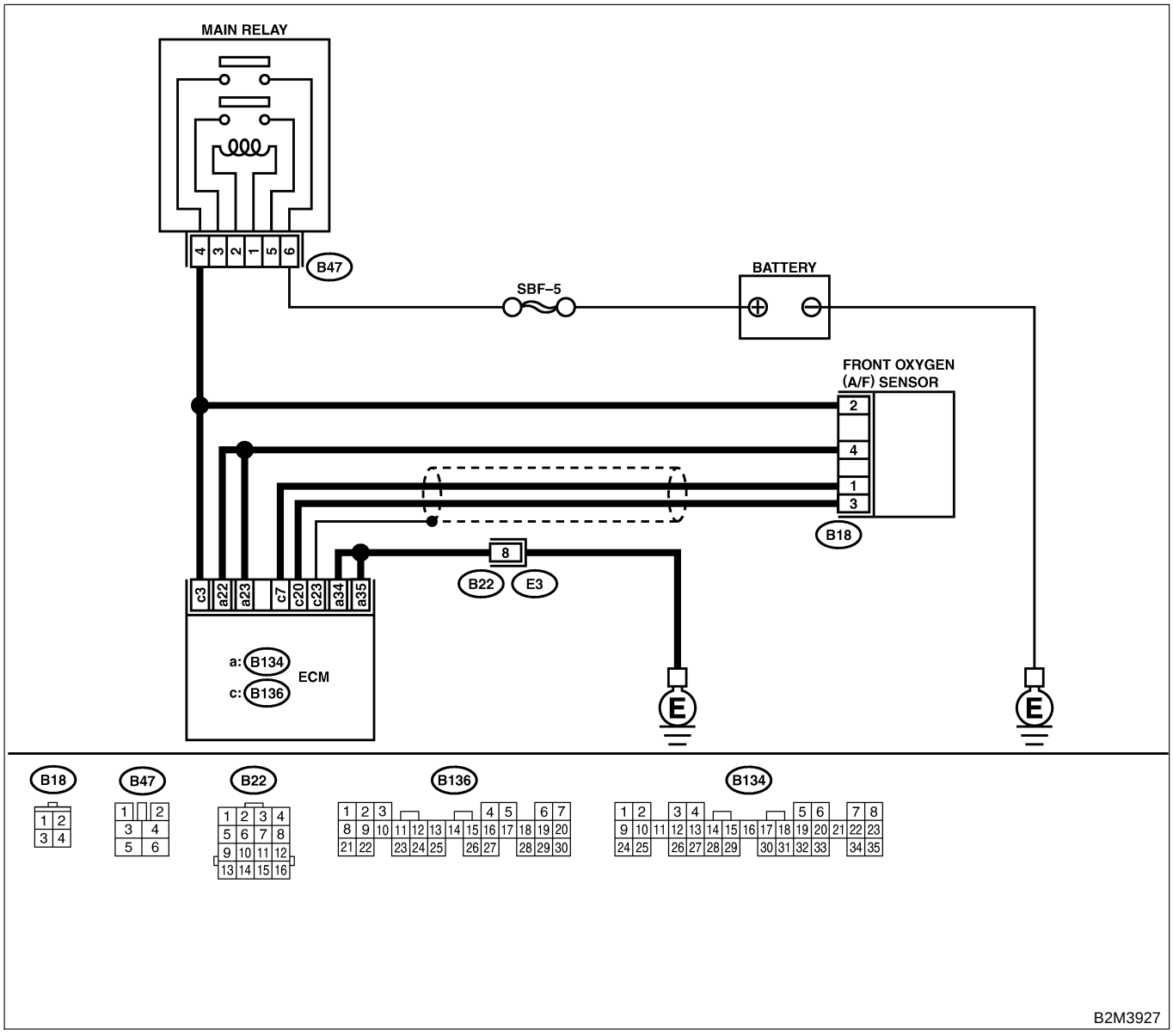
MEMO:

N: DTC P0132 — FRONT OXYGEN (A/F) SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM (HIGH INPUT) — S008600B25

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



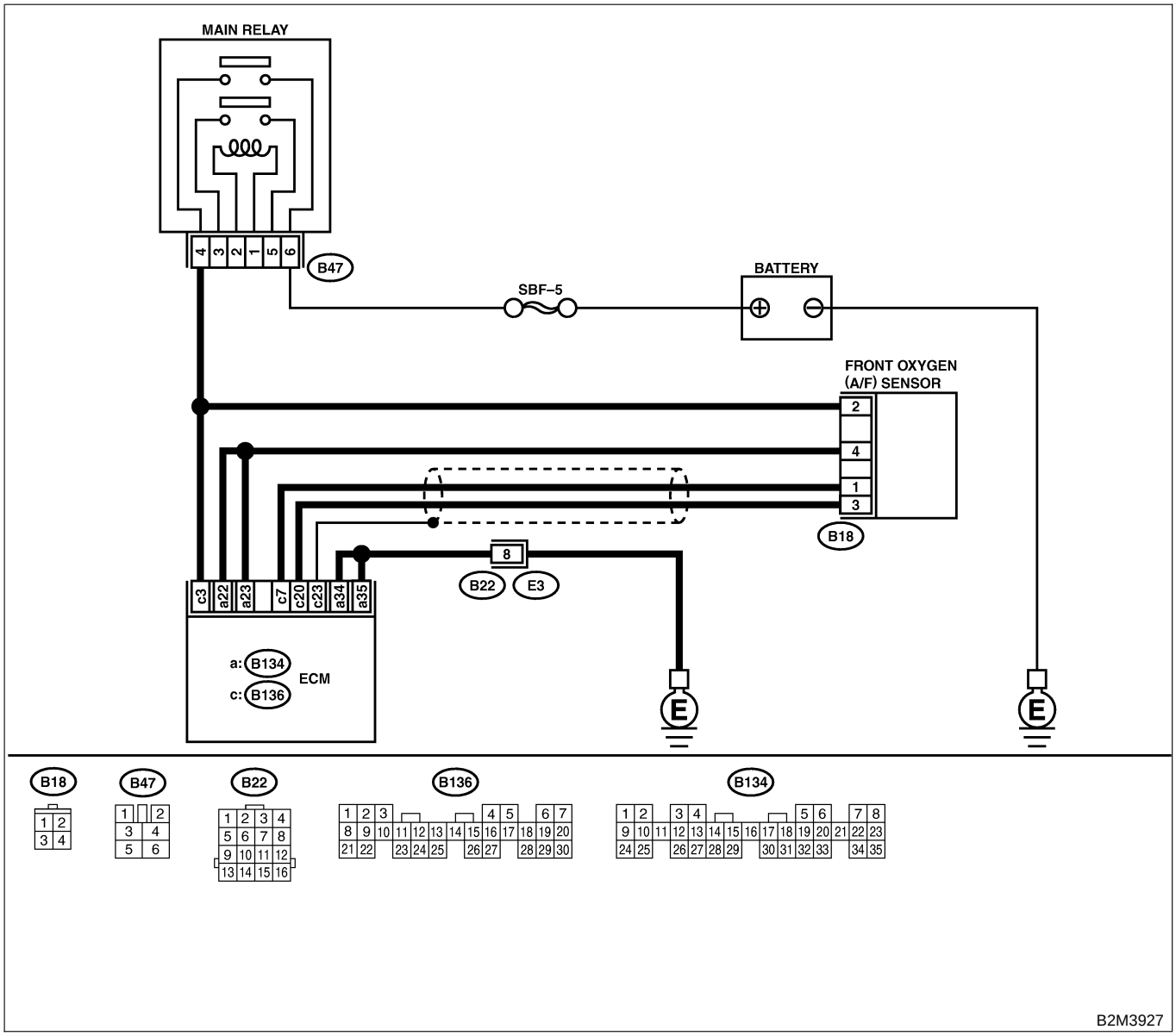
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1130, P1131, P1132, P1133 or P1134?	Inspect DTC P1130, P1131, P1132, P1133 or P1134 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK FRONT (A/F) OXYGEN SENSOR DATA.** 1) Start engine. 2) While observing the Subaru Select Monitor or OBD-II general scan tool screen, warm-up the engine until coolant temperature is above 70°C (158°F). If the engine is already warmed-up, operate at idle speed for at least 1 minute. 3) Read data of front oxygen (A/F) sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value equal to or more than 0.85 and equal to less than 1.15 in idling?	Go to step **3**.	Go to step **4**.
3	**CHECK REAR OXYGEN SENSOR SIGNAL.** 1) Race engine at speeds from idling to 5,000 rpm for a total of 5 cycles. NOTE: To increase engine speed to 5,000 rpm, slowly depress accelerator pedal, taking approximately 5 seconds, and quickly release accelerator pedal to decrease engine speed. 2) Operate the LED operation mode for engine. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “LED OPERATION MODE FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the LED of {Rear O2 Rich Signal} blink?	Repair poor contact in front oxygen (A/F) sensor and rear oxygen sensor connector.	Check rear oxygen sensor circuit. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>
4	**CHECK EXHAUST SYSTEM.** Check exhaust system parts. NOTE: Check the following items. ● Loose installation of portions ● Damage (crack, hole etc.) of parts ● Looseness of front oxygen (A/F) sensor ● Looseness and ill fitting of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there a fault in exhaust system?	Repair or replace faulty parts.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-63 Front Oxygen (A/F) Sensor.>

O: DTC P0133 — FRONT OXYGEN (A/F) SENSOR CIRCUIT SLOW RESPONSE — S008600B26

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



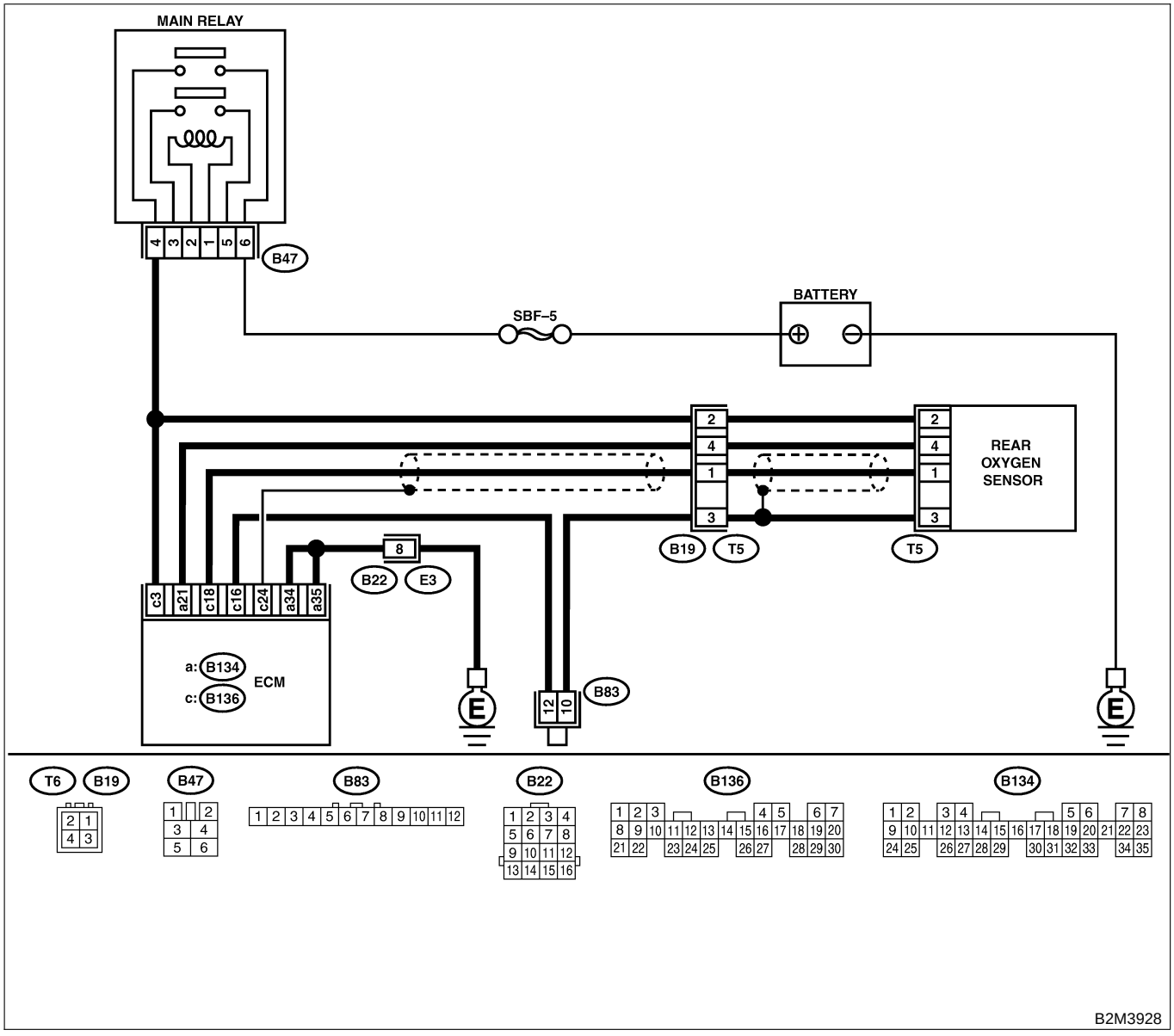
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1130, P1131, P1132, P1133 or P1134?	Inspect DTC P1130, P1131, P1132, P1133 or P1134 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0133.	Go to step **2**.
2	**CHECK EXHAUST SYSTEM.** NOTE: Check the following items. ● Loose installation of front portion of exhaust pipe onto cylinder heads ● Loose connection between front exhaust pipe and front catalytic converter ● Damage of exhaust pipe resulting in a hole	Is there a fault in exhaust system?	Repair exhaust system.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-63 Front Oxygen (A/F) Sensor.>

P: DTC P0136 — REAR OXYGEN SENSOR CIRCUIT MALFUNCTION — S008600B28

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1130 or P1131?	Go to step **2**.	Go to step **3**.

No.	Step	Check	Yes	No
2	**CHECK FAILURE CAUSE OF P1130 or P1131.** Inspect DTC P1130 or P1131 using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Is the failure cause of P1130 or P1131 in the fuel system?	Check fuel system. NOTE: In this case, it is not necessary to inspect DTC P0136.	Go to step **3**.
3	**CHECK REAR OXYGEN SENSOR DATA.** 1) Start the engine. 2) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 2,000 rpm to 3,000 rpm for two minutes. 3) Read data of rear oxygen sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Does the value fluctuate?	Go to step **7**.	Go to step **4**.
4	**CHECK REAR OXYGEN SENSOR DATA.** Read data of rear oxygen sensor signal using Subaru Select Monitor or OBD-II General Scan Tool.	Is the value fixed between 0.2 and 0.4 V?	Go to step **5**.	Replace rear oxygen sensor. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>
5	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and rear oxygen sensor. 3) Measure resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B136) No. 16 — (T6) No. 3:***	Is the resistance more than 3 Ω?	Repair open circuit in harness between ECM and rear oxygen sensor connector.	Go to step **6**.
6	**CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR.** 1) Connect connector to ECM. 2) Turn ignition switch to ON. 3) Measure voltage between rear oxygen sensor harness connector and engine ground or chassis ground. ***Connector & terminal*** ***(T6) No. 4 (+) — Engine ground (−):***	Is the voltage more than 0.2 V?	Replace rear oxygen sensor. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between rear oxygen sensor and ECM connector ● Poor contact in rear oxygen sensor connector ● Poor contact in ECM connector

No.	Step	Check	Yes	No
7	**CHECK EXHAUST SYSTEM.** Check exhaust system parts. NOTE: Check the following items. ● Loose installation of portions ● Damage (crack, hole etc.) of parts ● Looseness and ill fitting of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there a fault in exhaust system?	Repair or replace faulty parts.	Replace rear oxygen sensor. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>

MEMO:

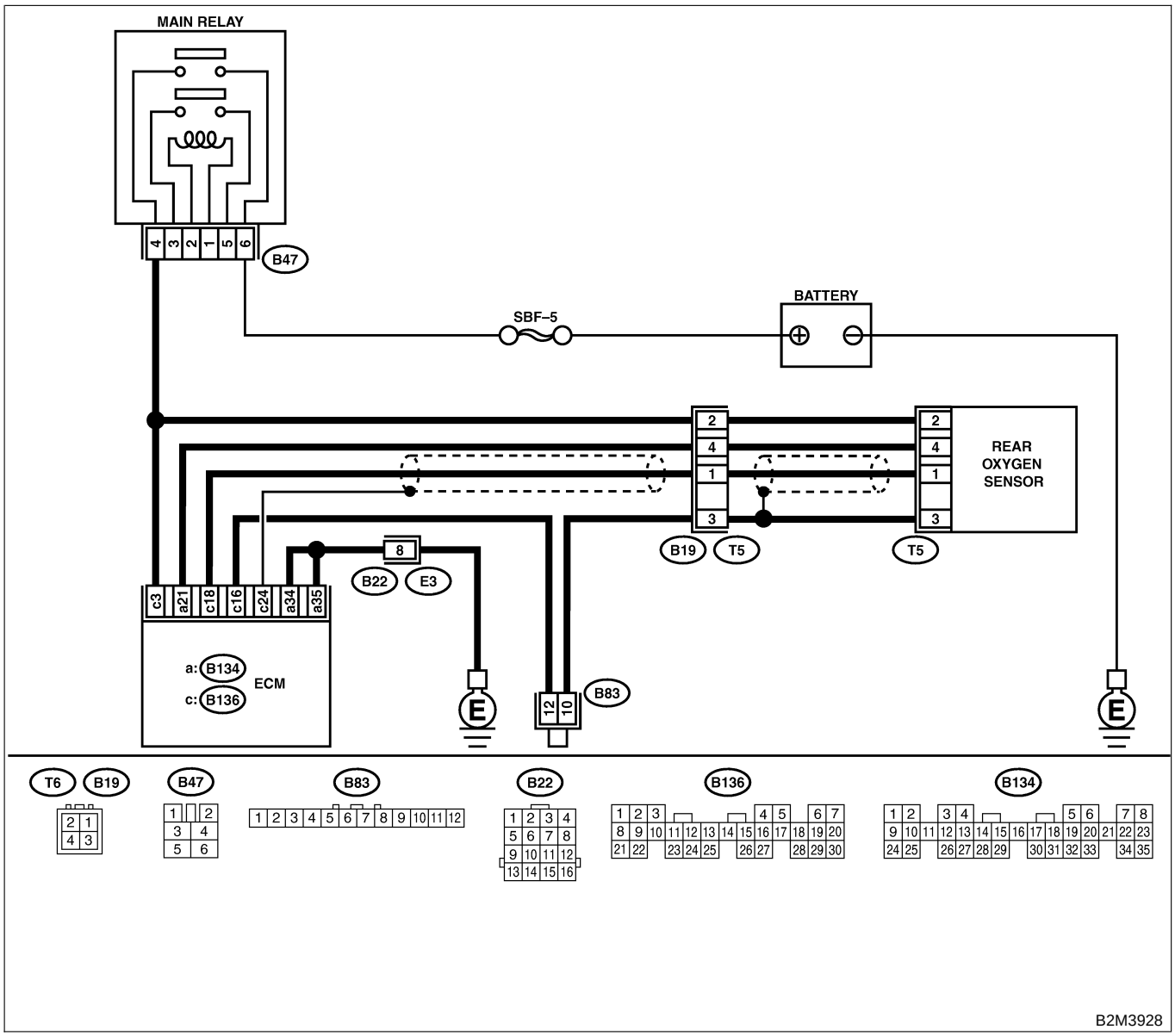
Q: DTC P0139 — REAR OXYGEN SENSOR CIRCUIT SLOW RESPONSE —

S008600B29

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0136?	Inspect DTC P0136 using “17. Diagnostics Chart with Trouble Code for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0139.	Replace rear oxygen sensor. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>

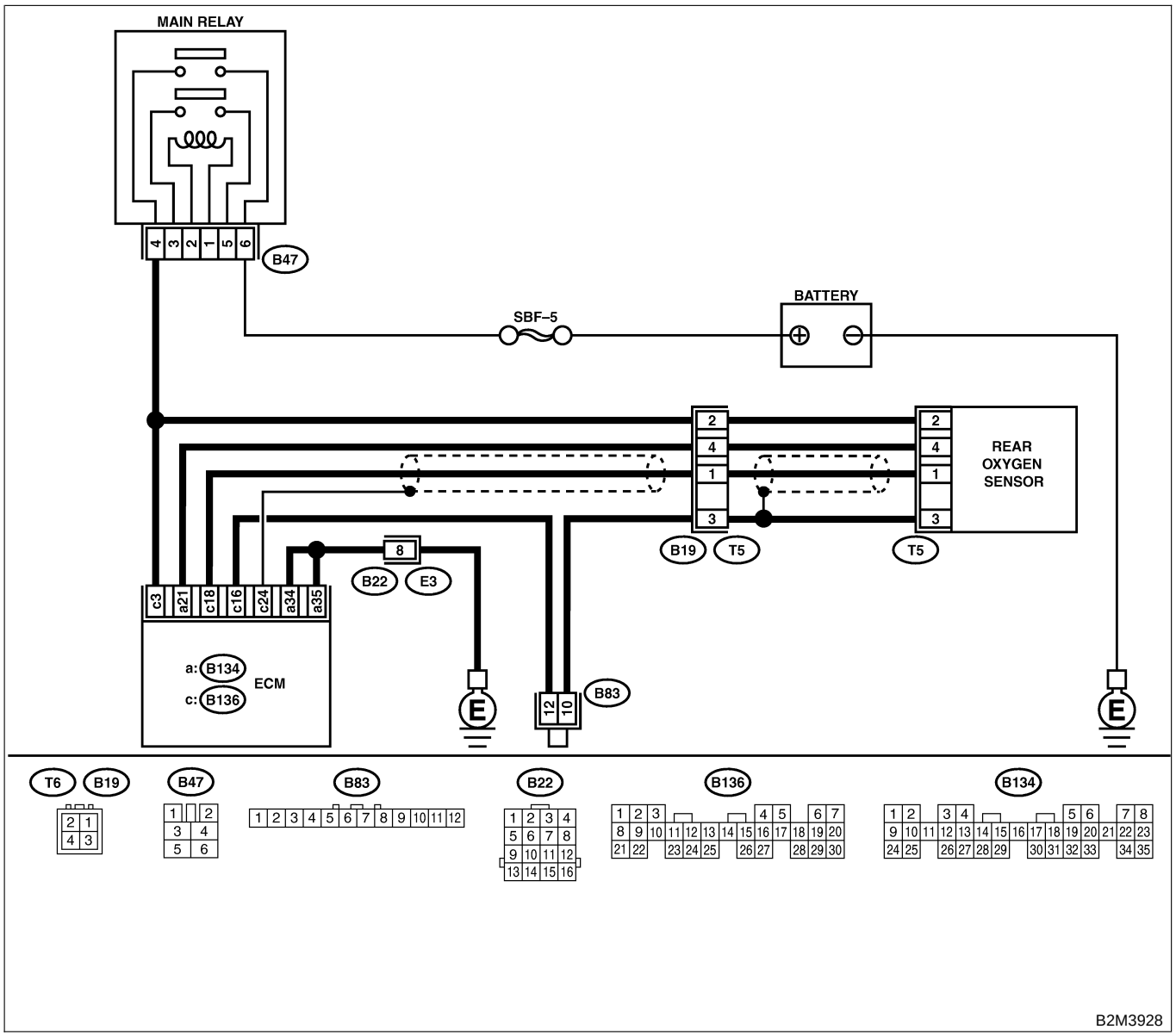
R: DTC P0141 — REAR OXYGEN SENSOR HEATER CIRCUIT LOW INPUT —

S008600F03

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0141 and P0135 at the same time?	Go to step **2**.	Go to step **3**.

No.	Step	Check	Yes	No
2	**CHECK GROUND CIRCUIT OF ECM.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 35 — Chassis ground:***	Is the resistance less than 10 Ω?	Go to step **4**.	Go to step **3**.
3	**CHECK GROUND CIRCUIT OF ECM.** 1) Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine ground terminal ● Poor contact in ECM connector ● Poor contact in coupling connector (B22) 2) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 34 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine ground terminal ● Poor contact in ECM connector Poor contact in coupling connector (B22)
4	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 21 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and rear oxygen sensor connector.	Go to step **5**.
5	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Disconnect connector from rear oxygen sensor. 2) Measure resistance of harness between ECM and rear oxygen sensor connector. ***Connector & terminal*** ***(B134) No. 21 — (T6) No. 4:***	Is the resistance less than 3 Ω?	Go to step **6**.	Repair open circuit in harness between ECM and rear oxygen sensor connector.
6	**CHECK POWER SUPPLY TO REAR OXYGEN SENSOR.** 1) Connect connector to ECM. 2) Turn ignition switch to ON. 3) Measure voltage between rear oxygen sensor connector and engine ground or chassis ground. ***Connector & terminal*** ***(T6) No. 2 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Go to step **7**.	Repair power supply line. NOTE: In this case, repair the following: ● Open circuit in harness between main relay and rear oxygen sensor connector ● Poor contact in rear oxygen sensor connector ● Poor contact in coupling connector (T5)

No.	Step	Check	Yes	No
7	**CHECK REAR OXYGEN SENSOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between rear oxygen sensor connector terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 30 Ω?	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between rear oxygen sensor and ECM connector ● Poor contact in rear oxygen sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (T5)	Replace rear oxygen sensor. <Ref. to FU(H4)-65 Rear Oxygen Sensor.>

S: DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) — S008600B33

NOTE:
For the diagnostic procedure, refer to DTC P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

T: DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) — S008600B32

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

No.	Step	Check	Yes	No
1	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair exhaust system.	Go to step **2**.
2	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair air intake system.	Go to step **3**.
3	**CHECK FUEL PRESSURE.** **WARNING:** **• Place "NO FIRE" signs near the working area.** **• Be careful not to spill fuel on the floor.** 1) Release fuel pressure. (1) Disconnect connector from fuel pump relay. (2) Start the engine and run it until it stalls. (3) After the engine stalls, crank it for five more seconds. (4) Turn ignition switch to OFF. 2) Connect connector to fuel pump relay. 3) Disconnect fuel delivery hose from fuel filter, and connect fuel pressure gauge. 4) Install fuel filler cap. 5) Start the engine and idle while gear position is neutral. 6) Measure fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold. **WARNING:** **Before removing fuel pressure gauge, release fuel pressure.** NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is fuel pressure between 284 and 314 kPa (2.9 — 3.2 kg/cm^2, 41 — 46 psi)?	Go to step **4**.	Repair the following items. **Fuel pressure too high** • Clogged fuel return line or bent hose **Fuel pressure too low** • Improper fuel pump discharge • Clogged fuel supply line

No.	Step	Check	Yes	No
4	**CHECK FUEL PRESSURE.** After connecting pressure regulator vacuum hose, measure fuel pressure. **WARNING:** **Before removing fuel pressure gauge, release fuel pressure.** NOTE: ● If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. ● If out of specification as measured at this step, check or replace pressure regulator and pressure regulator vacuum hose.	Is fuel pressure between 206 and 235 kPa (2.1 — 2.4 kg/cm^2, 30 — 34 psi)?	Go to step **5**.	Repair the following items. **Fuel pressure too high** ● Faulty pressure regulator ● Clogged fuel return line or bent hose **Fuel pressure too low** ● Faulty pressure regulator ● Improper fuel pump discharge ● Clogged fuel supply line
5	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** 1) Start the engine and warm-up completely. 2) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is temperature greater than 60°C (140°F)?	Go to step **6**.	Replace engine coolant temperature sensor. <Ref. to FU(H4)-40 Engine Coolant Temperature Sensor.>
6	**CHECK INTAKE MANIFOLD PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn A/C switch to OFF. 4) Turn all accessory switches to OFF. 5) Read data of intake manifold pressure sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual. Specification: ● Intake manifold absolute pressure ***Ignition ON*** ***73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg)*** ***Idling*** ***24.0 — 41.3 kPa (180 — 310 mmHg, 7.09 — 12.20 inHg)***	Is the value within the specifications?	Go to step **7**.	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>

No.	Step	Check	Yes	No
7	**CHECK INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn A/C switch to OFF. 4) Turn all accessory switches to OFF. 5) Open front hood. 6) Measure ambient temperature. 7) Read data of intake manifold pressure sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is value obtained when ambient temperature is subtracted from intake air temperature greater than −10°C (14°F) and less than 50°C (122°F)?	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Check intake air temperature sensor. <Ref. to FU(H4)-50 Intake Air Temperature Sensor.>

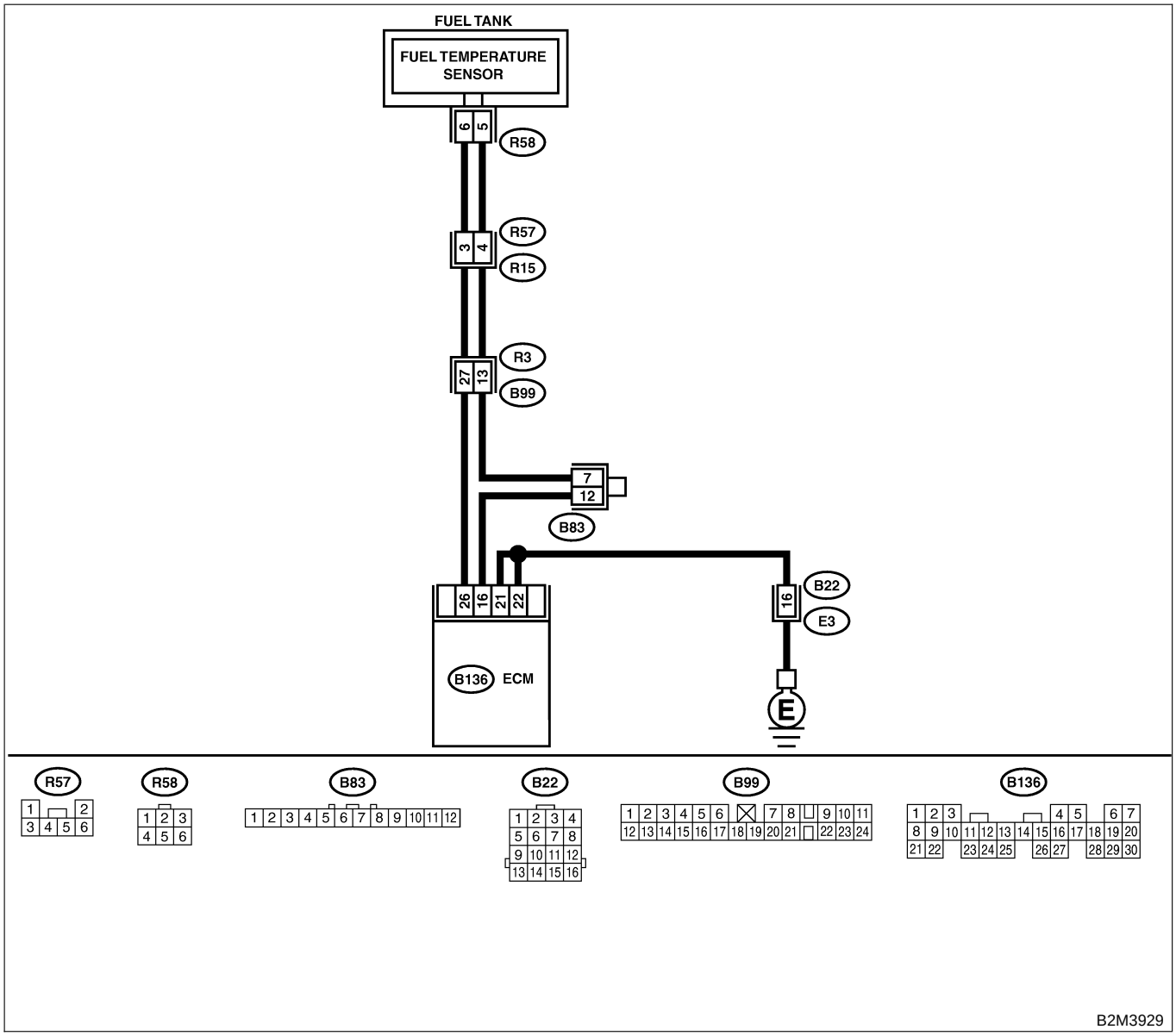
MEMO:

U: DTC P0181 — FUEL TEMPERATURE SENSOR A CIRCUIT RANGE/PERFORMANCE PROBLEM — S008600B34

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0182 or P0183?	Inspect DTC P0182 or P0183 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0181.	Replace fuel temperature sensor. <Ref. to EC(H4)-10 Fuel Temperature Sensor.>

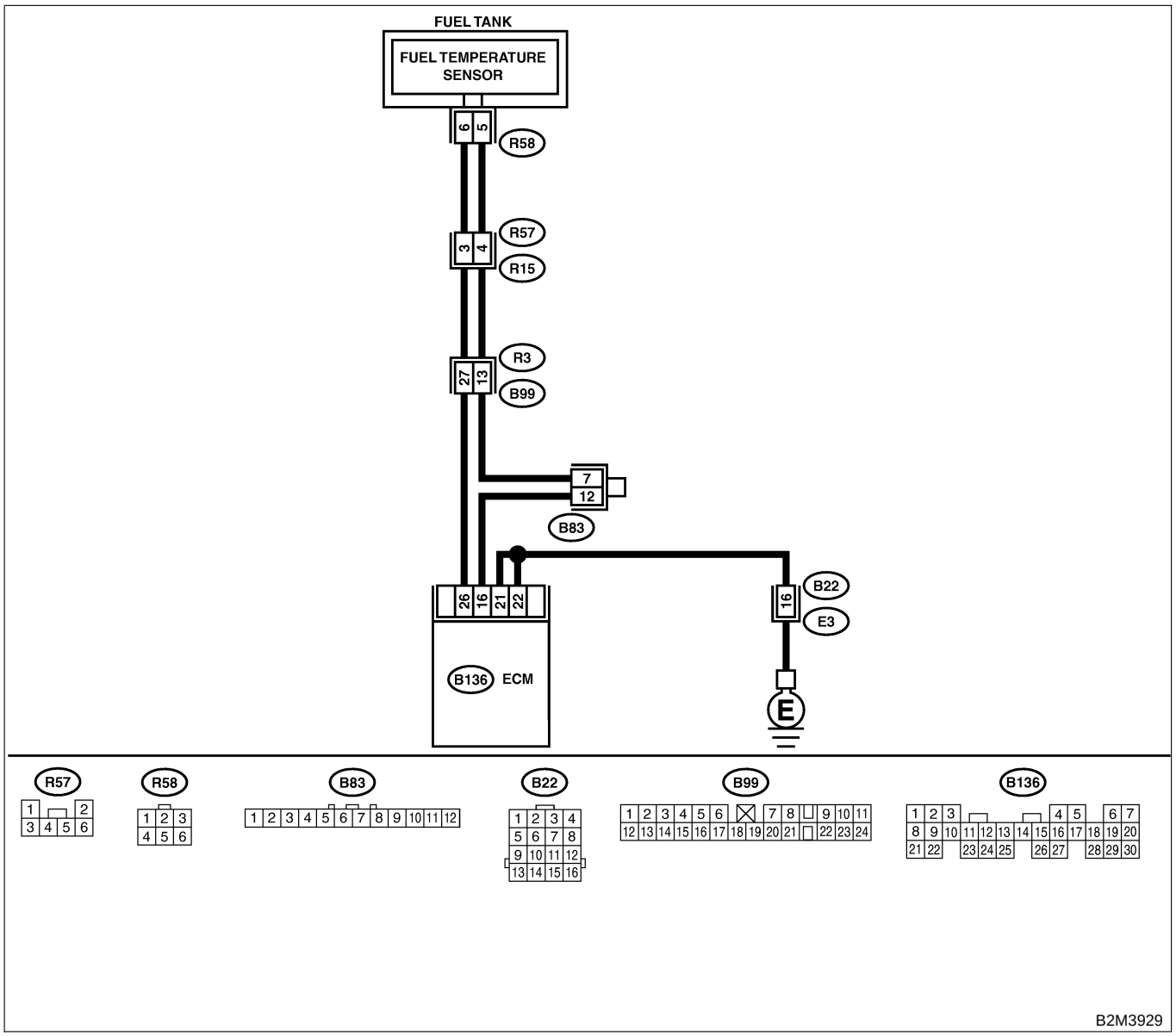
V: DTC P0182 — FUEL TEMPERATURE SENSOR A CIRCUIT LOW INPUT —

S008600B35

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of fuel temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value greater than 150°C (302°F)?	Go to step **2**.	Even if MIL lights up, the circuit has returned to a normal condition at this time.
2	**CHECK CURRENT DATA.** 1) Turn ignition switch to OFF. 2) Remove access hole lid. 3) Disconnect connector from fuel pump. 4) Turn ignition switch to ON. 5) Read data of fuel temperature sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Replace fuel temperature sensor. <Ref. to EC(H4)-10 Fuel Temperature Sensor.>	Repair ground short circuit in harness between fuel pump and ECM connector.

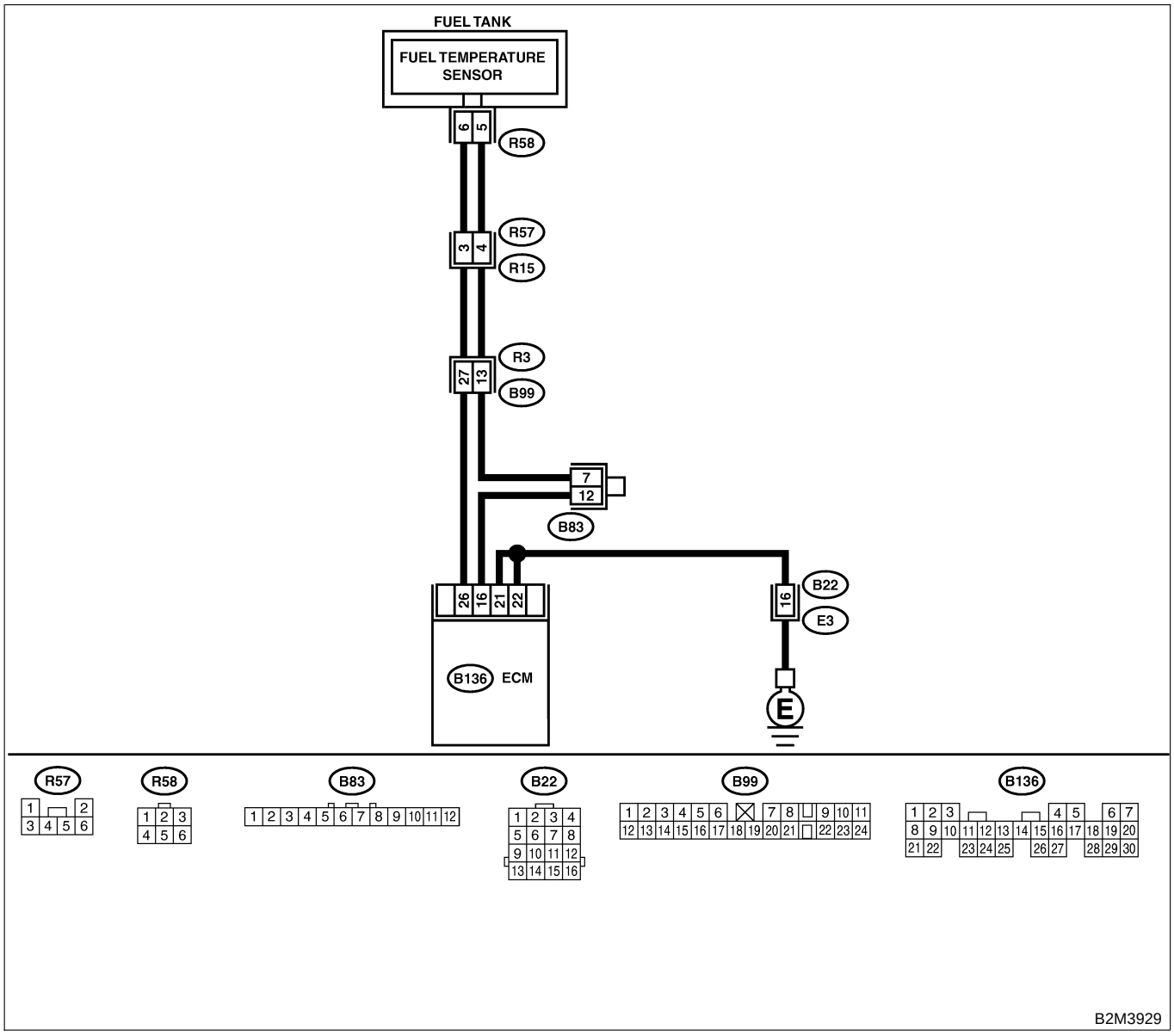
W: DTC P0183 — FUEL TEMPERATURE SENSOR A CIRCUIT HIGH INPUT —

S008600B36

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of fuel temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −40°C (−40°F)?	Go to step **2**.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in fuel pump connector ● Poor contact in ECM connector ● Poor contact in coupling connectors (B22, B99 and R57) ● Poor contact in joint connector (B83)
2	**CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Remove access hole lid. 3) Disconnect connector from fuel pump. 4) Measure voltage between fuel pump connector and chassis ground. ***Connector & terminal*** ***(R58) No. 6 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and fuel pump connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between fuel pump connector and chassis ground. ***Connector & terminal*** ***(R58) No. 6 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and fuel pump connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR.** Measure voltage between fuel pump connector and chassis ground. ***Connector & terminal*** ***(R58) No. 6 (+) — Chassis ground (−):***	Is the voltage more than 4 V?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and fuel pump connector ● Poor contact in fuel pump connector ● Poor contact in ECM connector ● Poor contact in coupling connectors (B99 and R57)

No.	Step	Check	Yes	No
5	**CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance of harness between fuel pump connector and chassis ground. ***Connector & terminal*** ***(R58) No. 5 — Chassis ground:***	Is the resistance less than 5 Ω?	Replace fuel temperature sensor. <Ref. to EC(H4)-10 Fuel Temperature Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and fuel pump connector ● Poor contact in fuel pump connector ● Poor contact in ECM connector ● Poor contact in coupling connectors (B22, B99 and R57) ● Poor contact in joint connector (B83)

X: DTC P0301 — CYLINDER 1 MISFIRE DETECTED — S008600B37

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4)-168 DTC P0304 — CYLINDER 4 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

Y: DTC P0302 — CYLINDER 2 MISFIRE DETECTED — S008600B38

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4)-168 DTC P0304 — CYLINDER 4 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

Z: DTC P0303 — CYLINDER 3 MISFIRE DETECTED — S008600B39

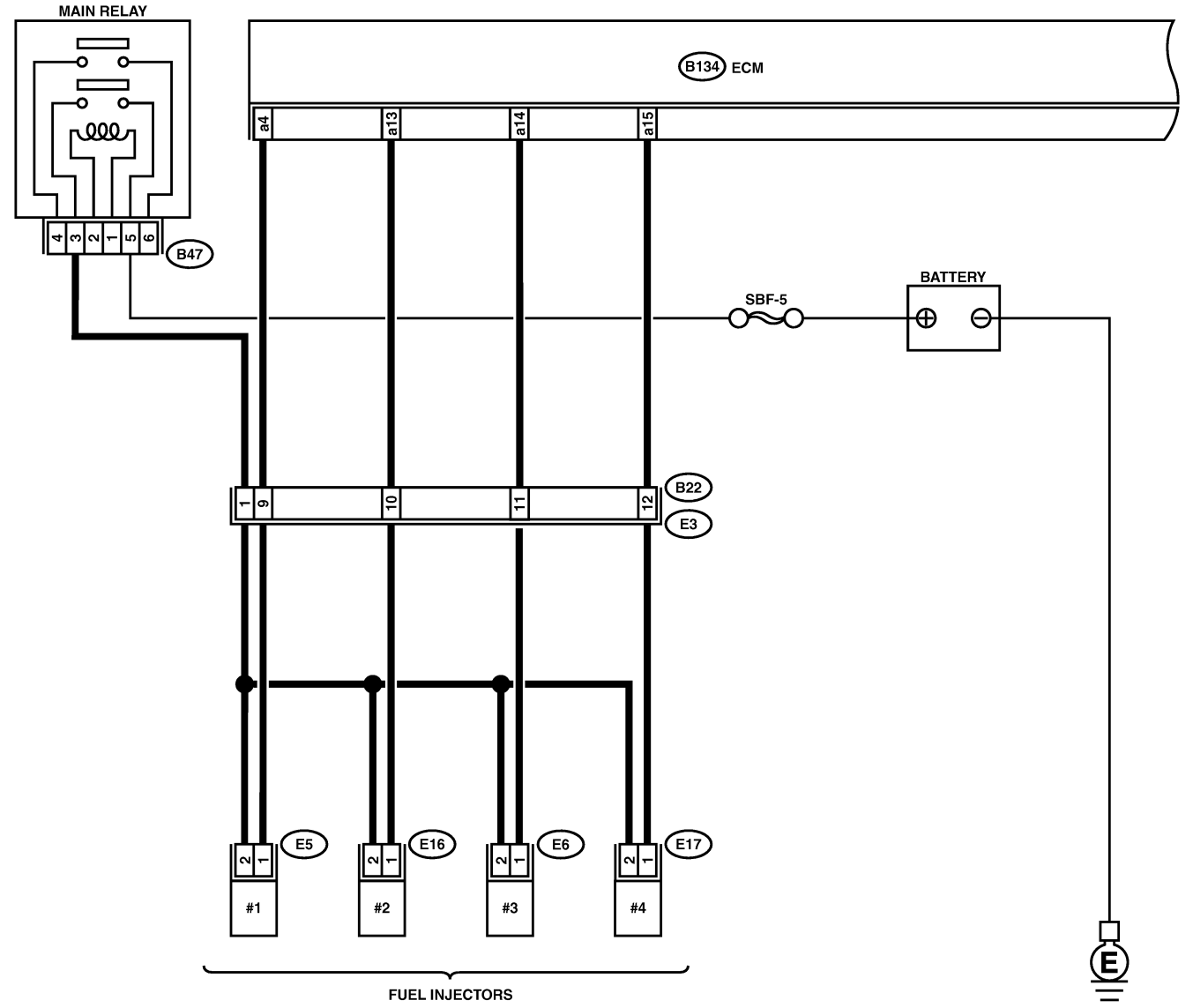
NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4)-168 DTC P0304 — CYLINDER 4 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

AA: DTC P0304 — CYLINDER 4 MISFIRE DETECTED — S008600B40

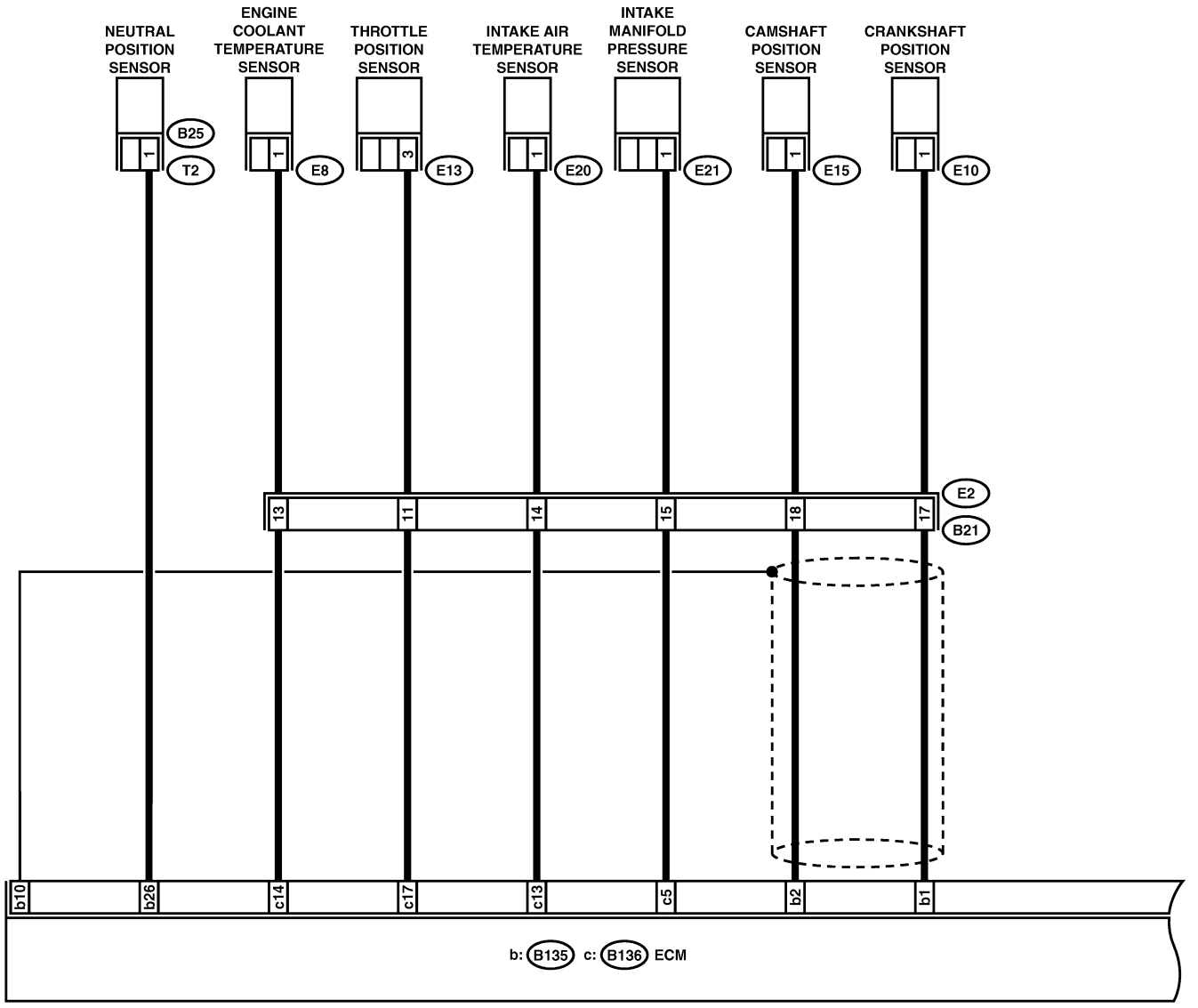
- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
  - Immediately at fault recognition (A misfire which could damage catalyst occurs.)
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Erroneous idling
  - Rough driving

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3964


NEUTRAL POSITION SENSOR
ENGINE COOLANT TEMPERATURE SENSOR
THROTTLE POSITION SENSOR
INTAKE AIR TEMPERATURE SENSOR
INTAKE MANIFOLD PRESSURE SENSOR
CAMSHAFT POSITION SENSOR
CRANKSHAFT POSITION SENSOR
B25
T2
E8
E13
E20
E21
E15
E10
E2
B21
13
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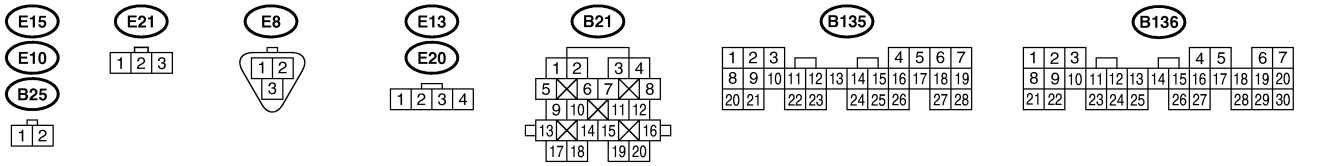
b2
b1
b: B135 c: B136 ECM


E15
E10
B25
E21
E8
E13
E20
B21
B135
B136

B2M3965

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0106, P0107, P0108, P0116, P0117 or P0125?	Inspect DTC P0106, P0107, P0108, P0116, P0117 or P0125 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0301, P0302, P0303 and P0304.	Go to step **2**.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground on faulty cylinders. ***Connector & terminal*** ***#1 (B134) No. 4 (+) — Chassis ground (−):*** ***#2 (B134) No. 13 (+) — Chassis ground (−):*** ***#3 (B134) No. 14 (+) — Chassis ground (−):*** ***#4 (B134) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **7**.	Go to step **3**.
3	**CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel injector on faulty cylinders. 3) Measure voltage between ECM connector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 1 — Engine ground:*** ***#2 (E16) No. 1 — Engine ground:*** ***#3 (E6) No. 1 — Engine ground:*** ***#4 (E17) No. 1 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between fuel injector and ECM connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR.** Measure resistance of harness connector between ECM connector and fuel injector on faulty cylinders. ***Connector & terminal*** ***#1 (B134) No. 4 — (E5) No. 1:*** ***#2 (B134) No. 13 — (E16) No. 1:*** ***#3 (B134) No. 14 — (E6) No. 1:*** ***#4 (B134) No. 15 — (E17) No. 1:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and fuel injector connector ● Poor contact in coupling connector (B22)

No.	Step	Check	Yes	No
5	**CHECK FUEL INJECTOR.** Measure resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 5 and 20 Ω?	Go to step **6**.	Replace faulty fuel injector. <Ref. to FU(H4)-56 Fuel Injector.>
6	**CHECK POWER SUPPLY LINE.** 1) Turn ignition switch to ON. 2) Measure voltage between fuel injector and engine ground on faulty cylinders. ***Connector & terminal*** ***#1 (E5) No. 2 (+) — Engine ground (−):*** ***#2 (E16) No. 2 (+) — Engine ground (−):*** ***#3 (E6) No. 2 (+) — Engine ground (−):*** ***#4 (E17) No. 2 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Repair poor contact in all connectors in fuel injector circuit.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between main relay and fuel injector connector on faulty cylinders ● Poor contact in coupling connector (B22) ● Poor contact in main relay connector ● Poor contact in fuel injector connector on faulty cylinders
7	**CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel injector on faulty cylinder. 3) Turn ignition switch to ON. 4) Measure voltage between ECM connector and chassis ground on faulty cylinders. ***Connector & terminal*** ***#1 (B134) No. 4 (+) — Chassis ground (−):*** ***#2 (B134) No. 13 (+) — Chassis ground (−):*** ***#3 (B134) No. 14 (+) — Chassis ground (−):*** ***#4 (B134) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and fuel injector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **8**.
8	**CHECK FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace faulty fuel injector <Ref. to FU(H4)-56 Fuel Injector.> and ECM <Ref. to FU(H4)-67 Engine Control Module.>.	Go to step **9**.
9	**CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.**	Is camshaft position sensor or crankshaft position sensor loosely installed?	Tighten camshaft position sensor or crankshaft position sensor.	Go to step **10**.
10	**CHECK CRANKSHAFT SPROCKET.** Remove timing belt cover.	Is crankshaft sprocket rusted or does it have broken teeth?	Replace crankshaft sprocket. <Ref. to ME(H4)-51 Crankshaft Sprocket.>	Go to step **11**.

No.	Step	Check	Yes	No
11	**CHECK TIMING BELT.**	Is timing belt out of alignment?	Align timing belt. <Ref. to ME(H4)-46 Timing Belt Assembly.>	Go to step **12**.
12	**CHECK FUEL LEVEL.**	Is the fuel meter indication higher than the “Lower” level?	Go to step **13**.	Replenish fuel so fuel meter indication is higher than the “Lower” level. After replenishing fuel, Go to step **13**.
13	**CHECK STATUS OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL).** 1) Clear memory using Subaru Select Monitor. <Ref. to EN(H4)-63 Clear Memory Mode.> 2) Start engine, and drive the vehicle more than 10 minutes.	Is the MIL coming on or blinking?	Go to step **15**.	Go to step **14**.
14	**CHECK CAUSE OF MISFIRE DIAGNOSED.**	Was the cause of misfire diagnosed when the engine is running?	Finish diagnostics operation, if the engine has no abnormality. NOTE: Ex. Remove spark plug cord, etc.	Repair poor contact. NOTE: In this case, repair the following: ● Poor contact in ignitor connector ● Poor contact in ignition coil connector ● Poor contact in fuel injector connector on faulty cylinders ● Poor contact in ECM connector ● Poor contact in coupling connector (B22)
15	**CHECK AIR INTAKE SYSTEM.**	Is there a fault in air intake system?	Repair air intake system. NOTE: Check the following items: ● Are there air leaks or air suction caused by loose or dislocated nuts and bolts? ● Are there cracks or any disconnection of hoses?	Go to step **16**.

No.	Step	Check	Yes	No
16	**CHECK MISFIRE SYMPTOM.** 1) Turn ignition switch to ON. 2) Read diagnostic trouble code (DTC). <Ref. to EN(H4)-59 Read Diagnostic Trouble Code.> NOTE: Perform diagnosis according to the items listed below.	Does the Subaru Select Monitor or OBD-II general scan tool indicate only one DTC?	Go to step **21**.	Go to step **17**.
17	**CHECK DIAGNOSTIC TROUBLE CODE (DTC) ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0301 and P0302?	Go to step **22**.	Go to step **18**.
18	**CHECK DIAGNOSTIC TROUBLE CODE (DTC) ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0303 and P0304?	Go to step **23**.	Go to step **19**.
19	**CHECK DIAGNOSTIC TROUBLE CODE (DTC) ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0301 and P0303?	Go to step **24**.	Go to step **20**.
20	**CHECK DIAGNOSTIC TROUBLE CODE (DTC) ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0302 and P0304?	Go to step **25**.	Go to step **26**.
21	**ONLY ONE CYLINDER**	Is there a fault in that cylinder?	Repair or replace faulty parts. NOTE: Check the following items. ● Spark plug ● Spark plug cord ● Fuel injector ● Compression ratio	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

No.	Step	Check	Yes	No
22	**GROUP OF #1 AND #2 CYLINDERS**	Are there faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: ● Check the following items. Spark plugs Fuel injectors Ignition coil Compression ratio ● If no abnormal is discovered, check for “IGNITION CONTROL SYSTEM” of #1 and #2 cylinders side. <Ref. to EN(H4)-86 IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>
23	**GROUP OF #3 AND #4 CYLINDERS**	Are there faults in #3 and #4 cylinders?	Repair or replace faulty parts. NOTE: ● Check the following items. Spark plugs Fuel injectors Ignition coil ● If no abnormal is discovered, check for “IGNITION CONTROL SYSTEM” of #3 and #4 cylinders side. <Ref. to EN(H4)-86 IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

No.	Step	Check	Yes	No
24	**GROUP OF #1 AND #3 CYLINDERS**	Are there faults in #1 and #3 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. ● Spark plugs ● Fuel injectors ● Skipping timing belt teeth	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>
25	**GROUP OF #2 AND #4 CYLINDERS**	Are there faults in #2 and #4 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. ● Spark plugs ● Fuel injectors ● Compression ratio ● Skipping timing belt teeth	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>

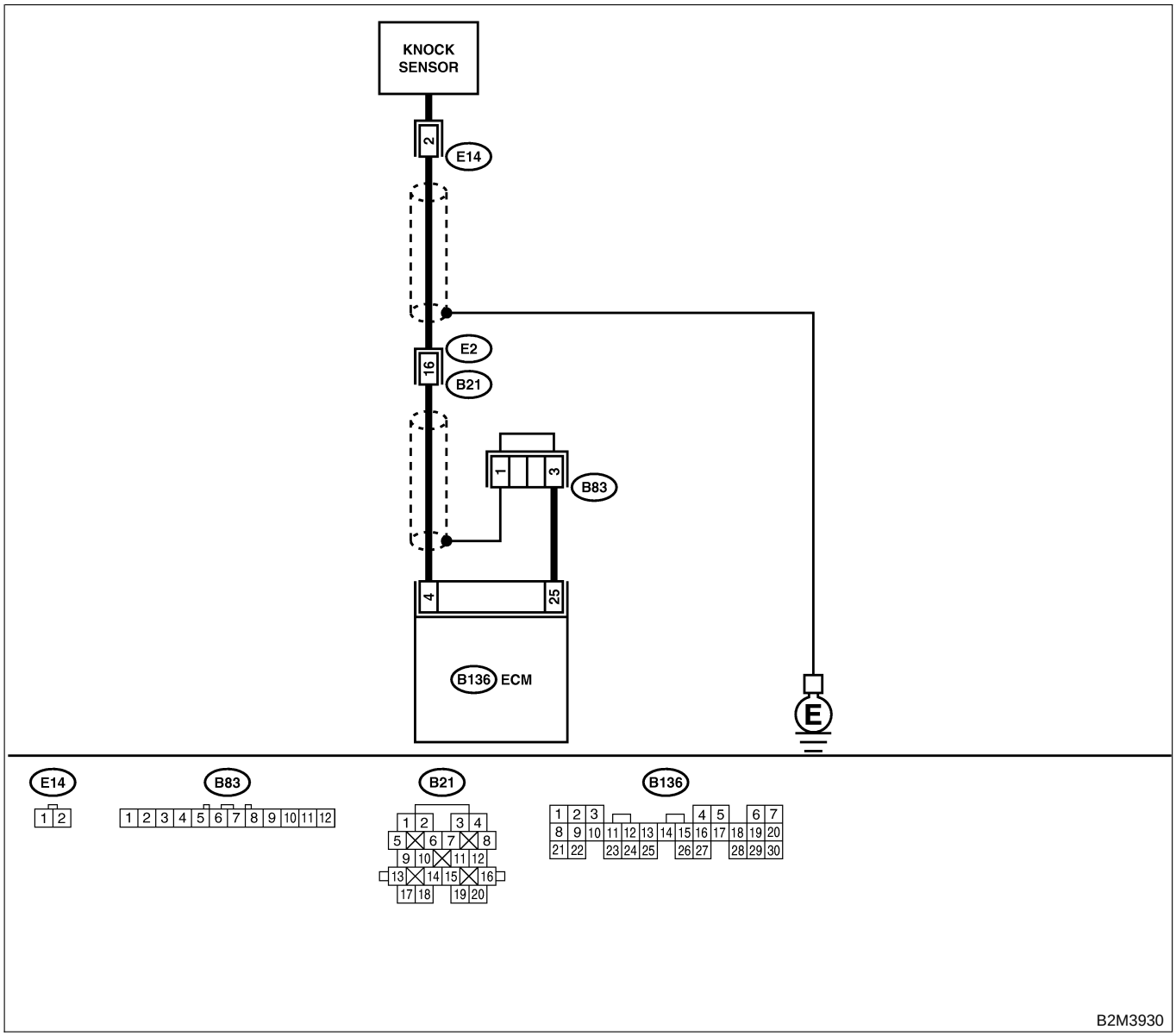
No.	Step	Check	Yes	No
26	**CYLINDER AT RANDOM**	Is the engine idle rough?	Go to DTC P0171 <Ref. to EN(H4)-155 DTC P0171 — FUEL TRIM MALFUNCTION (A/F TOO LEAN) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.> and P0172. <Ref. to EN(H4)-156 DTC P0172 — FUEL TRIM MALFUNCTION (A/F TOO RICH) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC) for MT Vehicles.>	Repair or replace faulty parts. NOTE: Check the following items. ● Spark plugs ● Fuel injectors ● Compression ratio

AB: DTC P0325 — KNOCK SENSOR CIRCUIT MALFUNCTION — S008600F04

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Poor driving performance
  - Knocking occurs.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN KNOCK SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance between ECM harness connector and chassis ground. ***Connector & terminal*** ***(B136) No. 4 — Chassis ground:***	Is the resistance more than 700 kΩ?	Go to step **3**.	Go to step **2**.
2	**CHECK HARNESS BETWEEN KNOCK SENSOR AND ECM CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 4 — Chassis ground:***	Is the resistance less than 400 kΩ?	Go to step **5**.	Go to step **6**.
3	**CHECK KNOCK SENSOR.** 1) Disconnect connector from knock sensor. 2) Measure resistance between knock sensor connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the resistance more than 700 kΩ?	Go to step **4**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between knock sensor and ECM connector ● Poor contact in knock sensor connector ● Poor contact in coupling connector (B21)
4	**CHECK CONDITION OF KNOCK SENSOR INSTALLATION.**	Is the knock sensor installation bolt tightened securely?	Replace knock sensor. <Ref. to FU(H4)-43 Knock Sensor.>	Tighten knock sensor installation bolt securely.
5	**CHECK KNOCK SENSOR.** 1) Disconnect connector from knock sensor. 2) Measure resistance between knock sensor connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the resistance less than 400 kΩ?	Replace knock sensor. <Ref. to FU(H4)-43 Knock Sensor.>	Repair ground short circuit in harness between knock sensor connector and ECM connector. NOTE: The harness between both connectors is shielded. Repair short circuit of harness together with shield.

No.	Step	Check	Yes	No
6	**CHECK INPUT SIGNAL FOR ECM.** 1) Connect connectors to ECM and knock sensor. 2) Turn ignition switch to ON. 3) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 4 (+) — Chassis ground (−):***	Is the voltage more than 2 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. (However, the possibility of poor contact still remains.) NOTE: In this case, repair the following: ● Poor contact in knock sensor connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)	Repair poor contact in ECM connector.

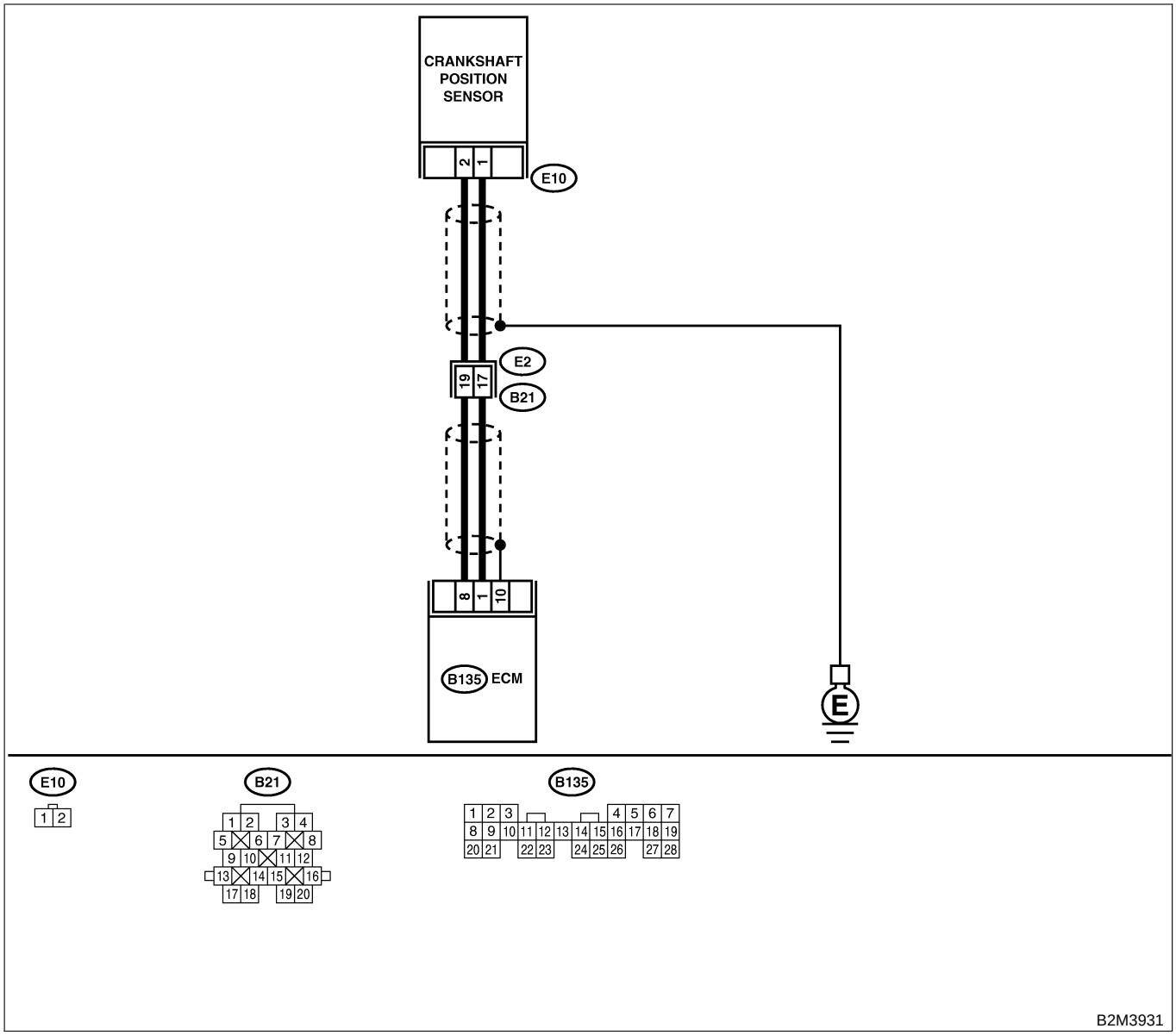
MEMO:

AC: DTC P0335 — CRANKSHAFT POSITION SENSOR CIRCUIT MALFUNCTION — S008600B42

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



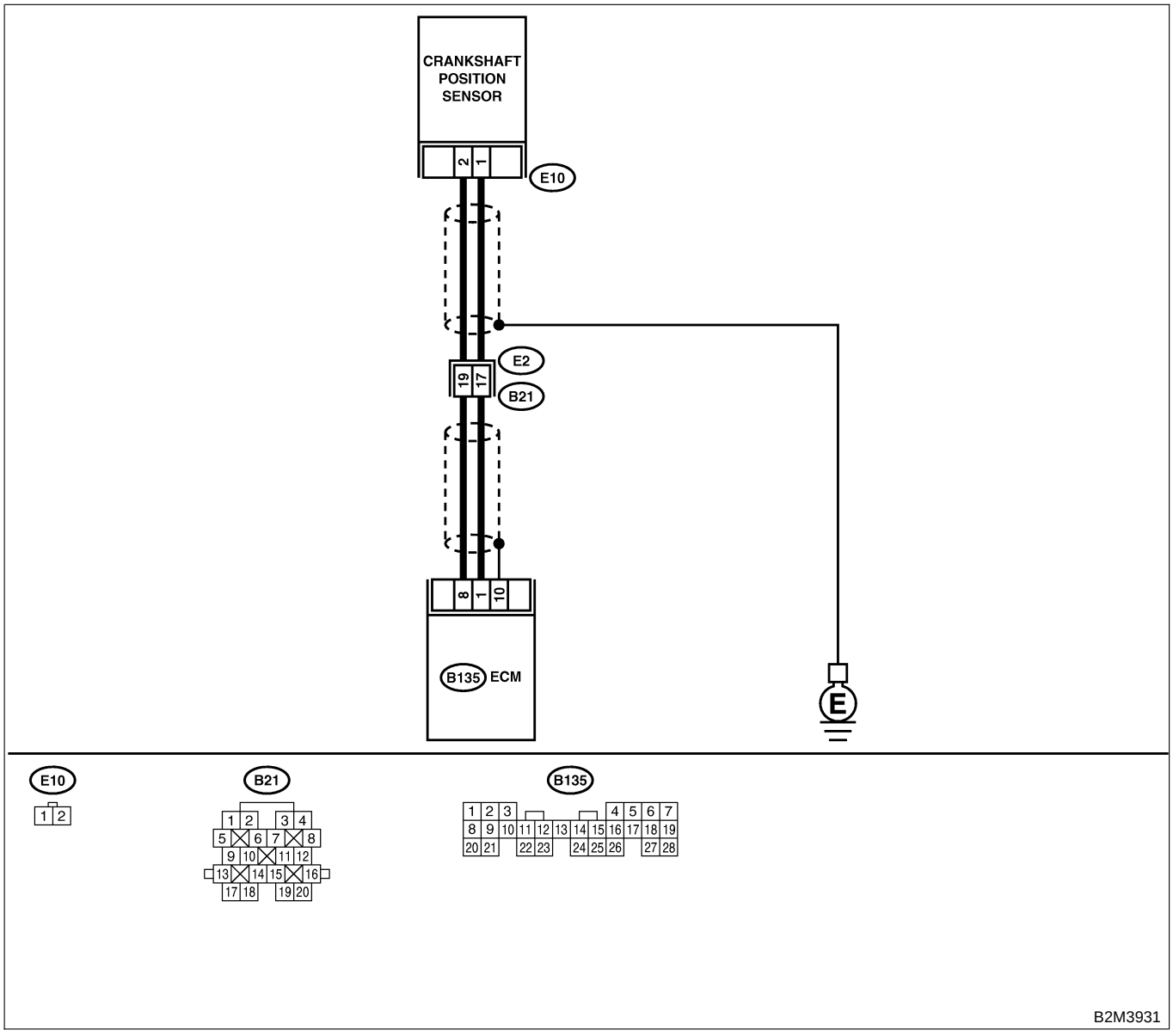
No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from crankshaft position sensor. 3) Measure resistance of harness between crankshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E10) No. 1 — Engine ground:***	Is the resistance more than 100 kΩ?	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between crankshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)	Go to step **2**.
2	**CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between crankshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E10) No. 1 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between crankshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together with shield.	Go to step **3**.
3	**CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between crankshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E10) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between crankshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)
4	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.**	Is the crankshaft position sensor installation bolt tightened securely?	Go to step **5**.	Tighten crankshaft position sensor installation bolt securely.
5	**CHECK CRANKSHAFT POSITION SENSOR.** 1) Remove crankshaft position sensor. 2) Measure resistance between connector terminals of crankshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 and 4 kΩ?	Repair poor contact in crankshaft position sensor connector.	Replace crankshaft position sensor. <Ref. to FU(H4)-41 Crankshaft Position Sensor.>

AD: DTC P0336 — CRANKSHAFT POSITION SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM — S008600B43

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0335?	Inspect DTC P0335 using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.** Turn ignition switch to OFF.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step **3**.	Tighten crankshaft position sensor installation bolt securely.
3	**CHECK CRANKSHAFT SPROCKET.** Remove front belt cover.	Are crankshaft sprocket teeth cracked or damaged?	Replace crankshaft sprocket. <Ref. to ME(H4)-52 Crankshaft Sprocket.>	Go to step **4**.
4	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn crankshaft using ST, and align alignment mark on crankshaft sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is timing belt dislocated from its proper position?	Repair installation condition of timing belt. <Ref. to ME(H4)-46 Timing Belt Assembly.>	Replace crankshaft position sensor. <Ref. to FU(H4)-41 Crankshaft Position Sensor.>

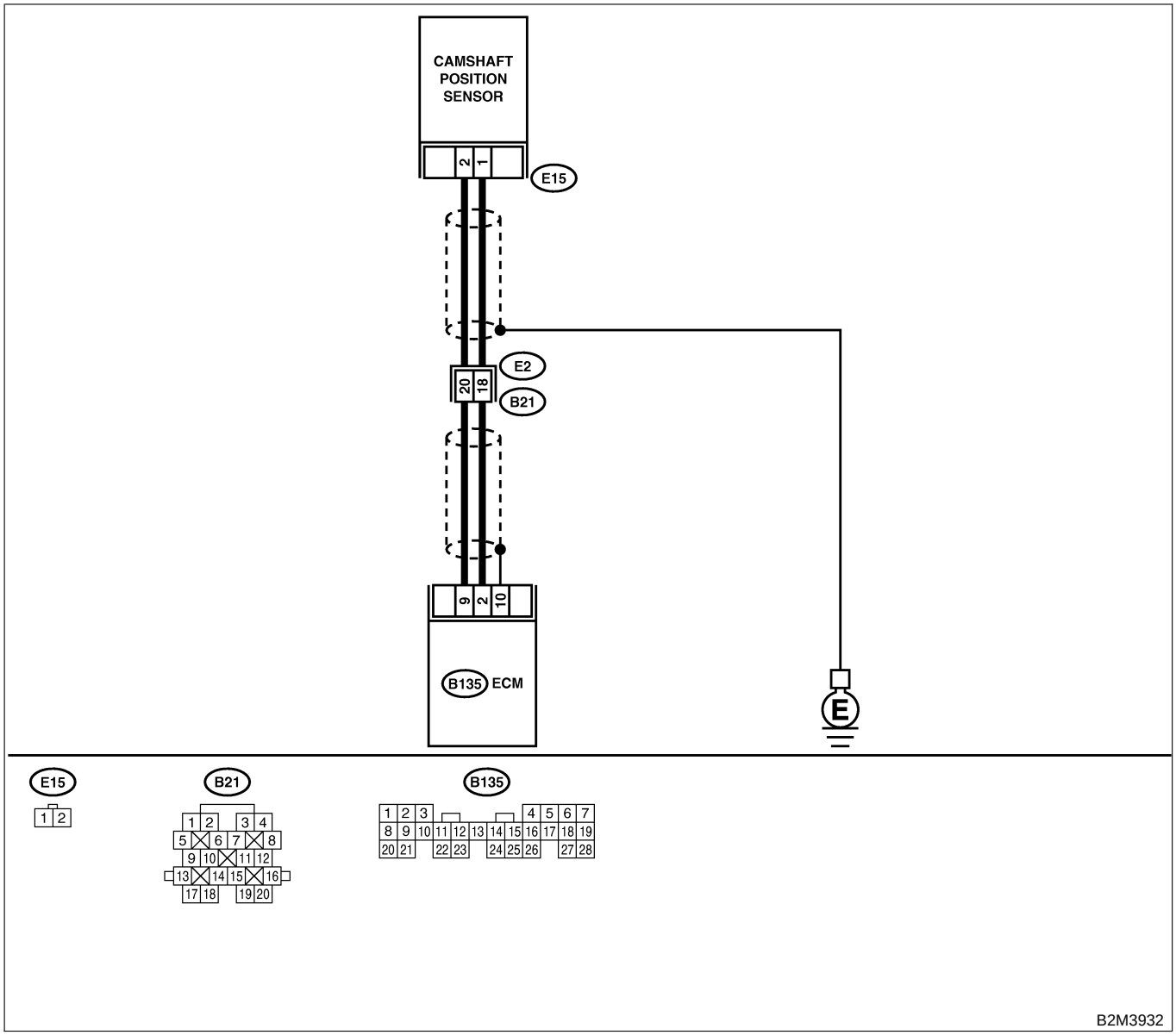
AE: DTC P0340 — CAMSHAFT POSITION SENSOR CIRCUIT MALFUNCTION

S008600B44

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



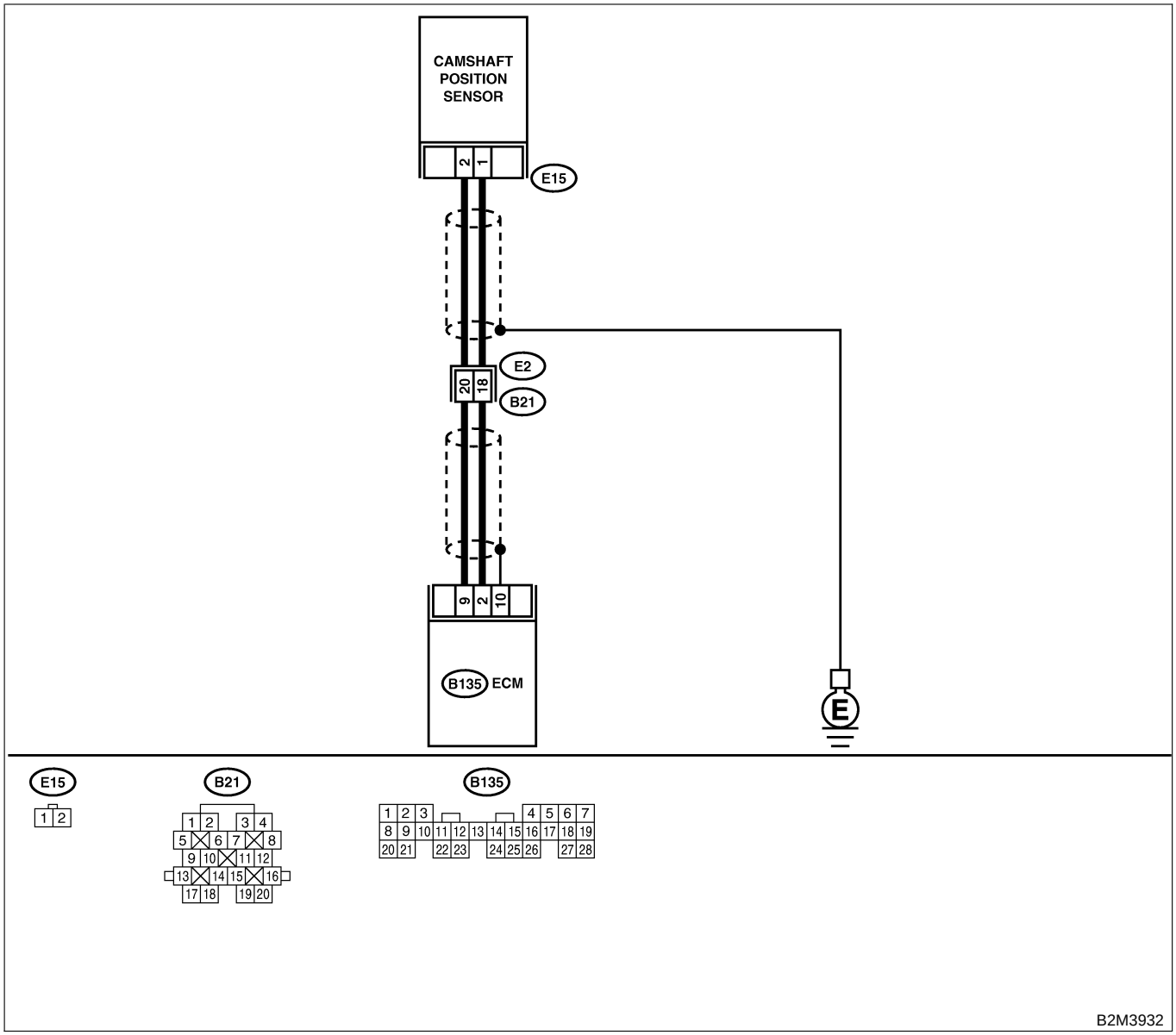
No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from camshaft position sensor. 3) Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance more than 100 kΩ?	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between camshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)	Go to step **2**.
2	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together with shield.	Go to step **3**.
3	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between camshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)
4	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **5**.	Tighten camshaft position sensor installation bolt securely.
5	**CHECK CAMSHAFT POSITION SENSOR.** 1) Remove camshaft position sensor. 2) Measure resistance between connector terminals of camshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 and 4 kΩ?	Repair poor contact in camshaft position sensor connector.	Replace camshaft position sensor. <Ref. to FU(H4)-42 Camshaft Position Sensor.>

AF: DTC P0341 — CAMSHAFT POSITION SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM — S008600B45

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0340?	Inspect DTC P0340 using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from camshaft position sensor. 3) Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance more than 100 kΩ?	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between camshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)	Go to step **3**.
3	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 1 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together with shield.	Go to step **4**.
4	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR.** Measure resistance of harness between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E15) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between camshaft position sensor and ECM connector ● Poor contact in ECM connector ● Poor contact in coupling connector (B21)

No.	Step	Check	Yes	No
5	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **6**.	Tighten camshaft position sensor installation bolt securely.
6	**CHECK CAMSHAFT POSITION SENSOR.** 1) Remove camshaft position sensor. 2) Measure resistance between connector terminals of camshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 1 and 4 kΩ?	Go to step **7**.	Replace camshaft position sensor. <Ref. to FU(H4)-42 Camshaft Position Sensor.>
7	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.** Turn ignition switch to OFF.	Is the camshaft position sensor installation bolt tightened securely?	Go to step **8**.	Tighten camshaft position sensor installation bolt securely.
8	**CHECK CAMSHAFT SPROCKET.** Remove front belt cover. <Ref. to ME(H4)-45 Belt Cover.>	Are camshaft sprocket teeth cracked or damaged?	Replace camshaft sprocket. <Ref. to ME(H4)-51 Camshaft Sprocket.>	Go to step **9**.
9	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn camshaft using ST, and align alignment mark on camshaft sprocket with alignment mark on timing belt cover LH. ST 499207100 CAMSHAFT SPROCKET WRENCH	Is timing belt dislocated from its proper position?	Repair installation condition of timing belt. <Ref. to ME(H4)-46 Timing Belt Assembly.>	Replace camshaft position sensor. <Ref. to FU(H4)-42 Camshaft Position Sensor.>

MEMO:

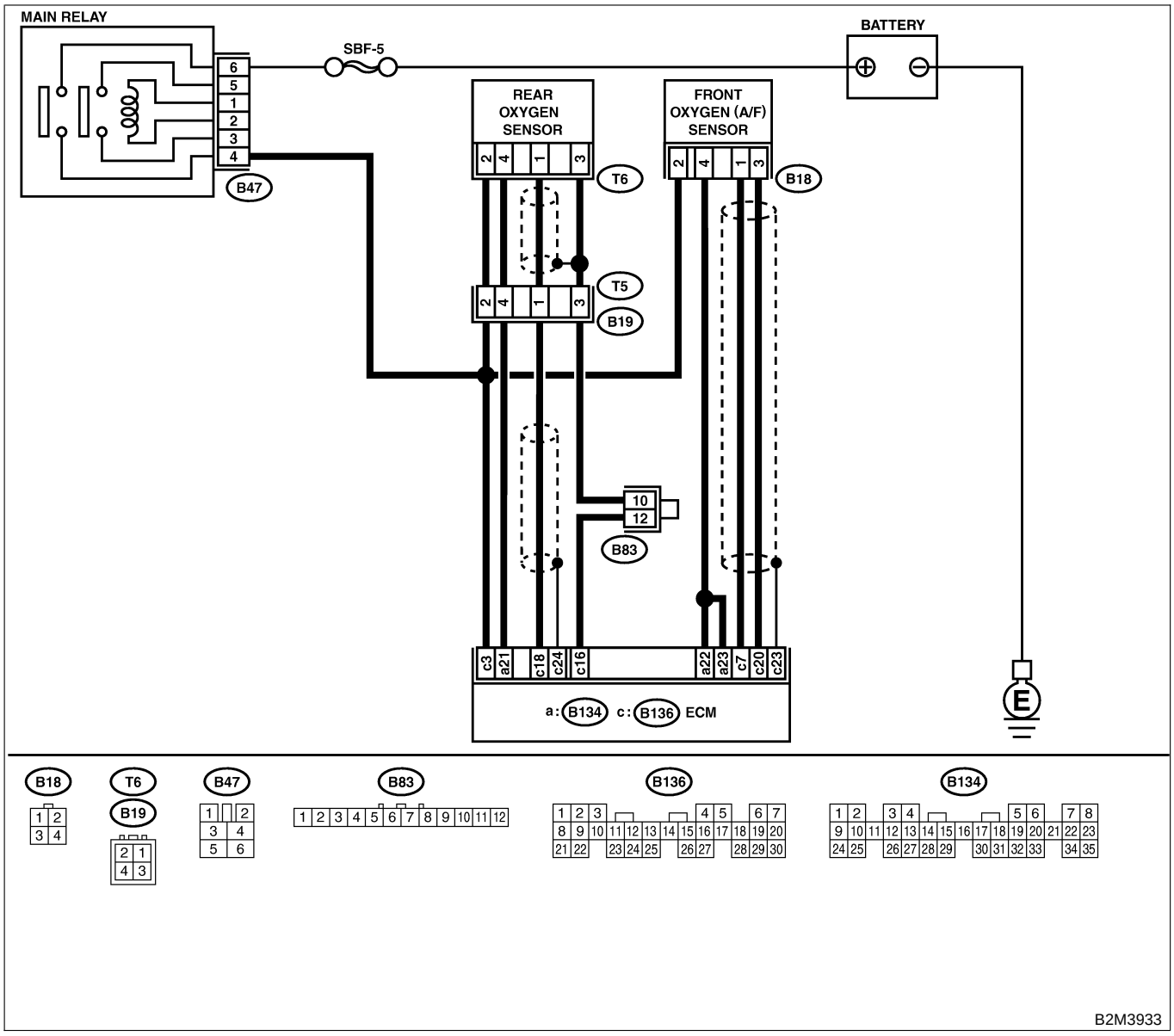
AG: DTC P0420 — CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD

S008600B46

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Idle mixture is out of specifications.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



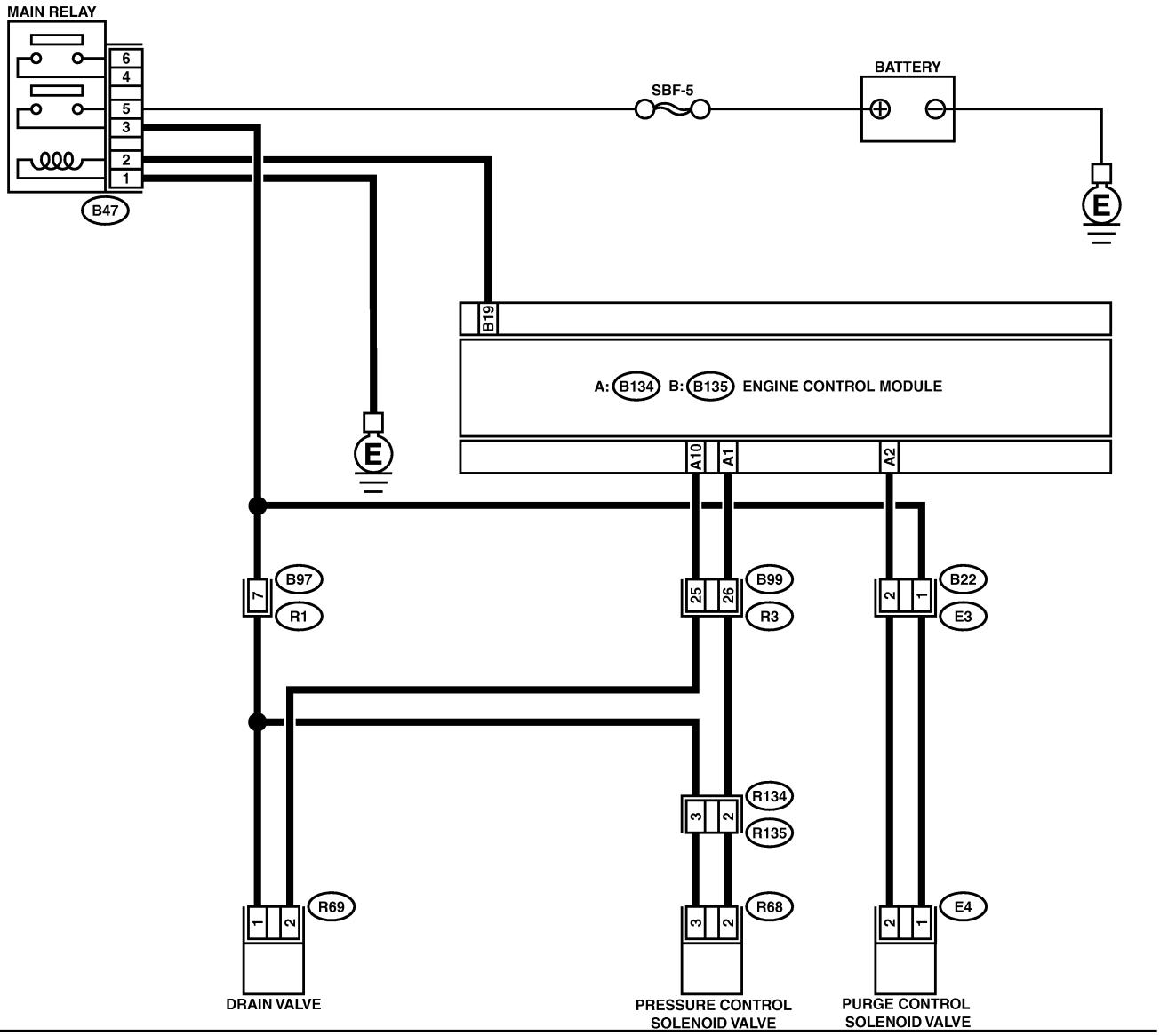
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0131, P0132, P0133, P0135, P0136, P0139, P0141, P0301, P0302, P0303, P0304, P1130, P1131, P1134, P1139, P1150 and P1151?	Inspect the relevant DTC using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0420.	Go to step **2**.
2	**CHECK EXHAUST SYSTEM.** Check for gas leaks or air suction caused by loose or dislocated nuts and bolts, and open hole at exhaust pipes. NOTE: Check the following positions. ● Between cylinder head and front exhaust pipe ● Between front exhaust pipe and front catalytic converter ● Between front catalytic converter and rear catalytic converter	Is there a fault in exhaust system?	Repair or replace exhaust system. <Ref. to EX(H4)-2 General Description.>	Go to step **3**.
3	**CHECK REAR CATALYTIC CONVERTER.** Separate rear catalytic converter from rear exhaust pipe.	Is there damage at rear face of rear catalyst?	Replace front catalytic converter <Ref. to EC(H4)-3 Front Catalytic Converter.> and rear catalytic converter <Ref. to EC(H4)-6 Rear Catalytic Converter.>.	Go to step **4**.
4	**CHECK FRONT CATALYTIC CONVERTER.** Remove front catalytic converter.	Is there damage at rear face or front face of front catalyst?	Replace front catalytic converter. <Ref. to EC(H4)-3 Front Catalytic Converter.>	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

AH: DTC P0440 — EVAPORATIVE EMISSION CONTROL SYSTEM MALFUNCTION — S008600B47

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Gasoline smell
  - There is a hole of more than 1.0 mm (0.04 in) dia. in evaporation system or fuel tank.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3882

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC) FOR MT VEHICLES

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is there any other DTC on display?	Inspect the relevant DTC using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK FUEL FILLER CAP.** 1) Turn ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC code is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step **3**.	Tighten fuel filler cap securely.
3	**CHECK FUEL FILLER PIPE PACKING.**	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace fuel filler cap and fuel filler pipe. <Ref. to FU(H4)-82 Fuel Filler Pipe.>	Go to step **4**.
4	**CHECK DRAIN VALVE.** 1) Connect test mode connector. 2) Turn ignition switch to ON. 3) Operate drain valve. NOTE: Drain valve operation can also be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Go to step **5**.	Replace drain valve. <Ref. to EC(H4)-17 Drain Valve.>
5	**CHECK PURGE CONTROL SOLENOID VALVE.** Operate purge control solenoid valve. NOTE: Purge control solenoid valve operation can also be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.>	Does purge control solenoid valve produce operating sound?	Go to step **6**.	Replace purge control solenoid valve. <Ref. to EC(H4)-8 Purge Control Solenoid Valve.>
6	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Operate pressure control solenoid valve. NOTE: Pressure control solenoid valve operation can also be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.>	Does pressure control solenoid valve produce operating sound?	Go to step **7**.	Replace pressure control solenoid valve. <Ref. to EC(H4)-13 Pressure Control Solenoid Valve.>

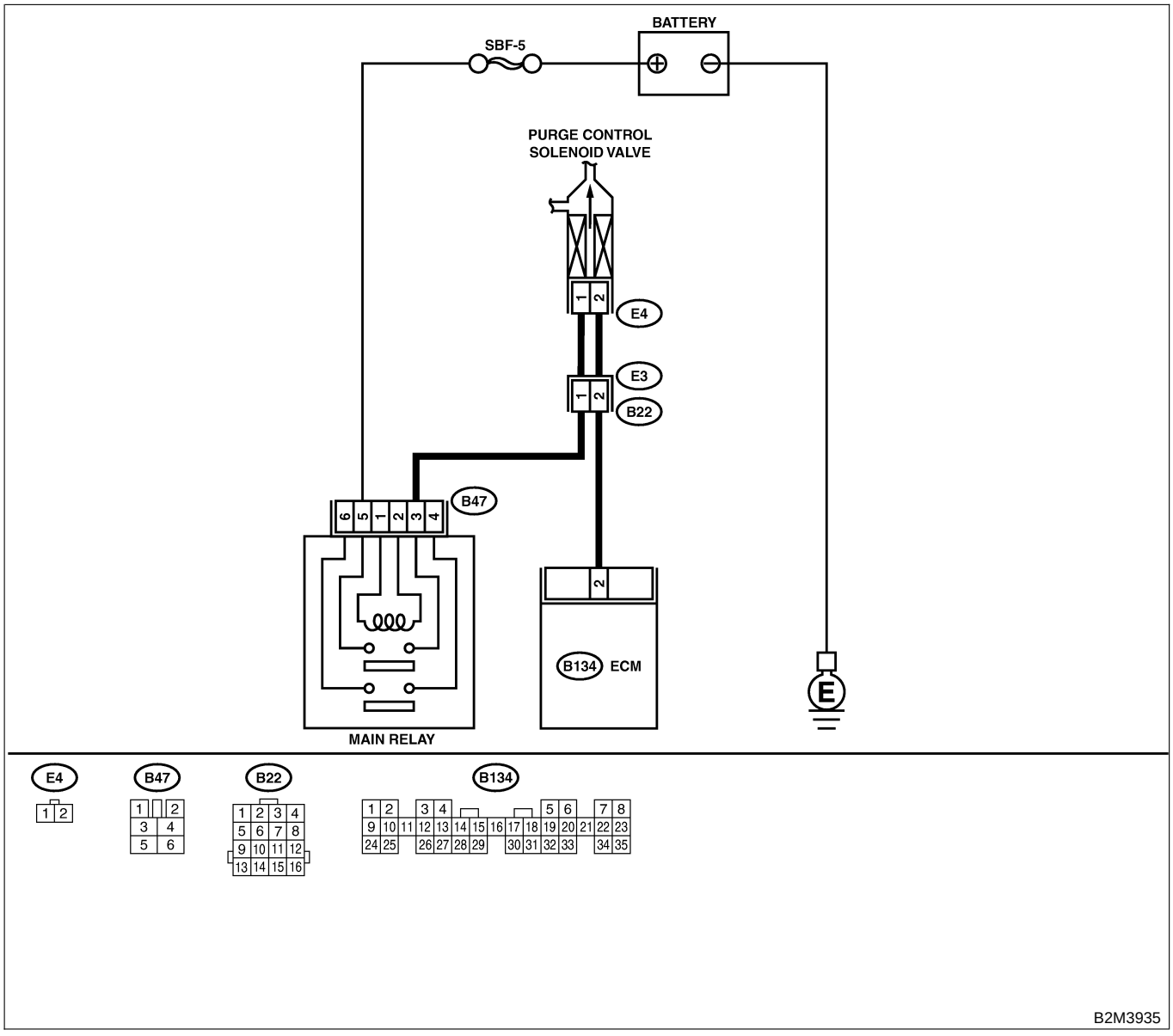
No.	Step	Check	Yes	No
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** Turn ignition switch to OFF.	Is there a hole of more than 1.0 mm (0.04 in) dia. on fuel line?	Repair or replace fuel line. <Ref. to FU(H4)-98 Fuel Delivery, Return and Evaporation Lines.>	Go to step **8**.
8	**CHECK CANISTER.**	Is canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace canister. <Ref. to EC(H4)-7 Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove fuel tank. <Ref. to FU(H4)-73 Fuel Tank.>	Is fuel tank damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace fuel tank. <Ref. to FU(H4)-73 Fuel Tank.>	Go to step **10**.
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Are there holes of more than 1.0 mm (0.04 in) dia., cracks, clogging or disconnections of hoses or pipes in evaporative emission control system?	Repair or replace hoses or pipes.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

AI: DTC P0443 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW INPUT — S008600B49

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 2 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Go to step **2**.
2	**CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from purge control solenoid valve and ECM. 3) Measure resistance of harness between purge control solenoid valve connector and engine ground. ***Connector & terminal*** ***(E4) No. 2 — Engine ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and purge control solenoid valve connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and purge control solenoid valve of harness connector. ***Connector & terminal*** ***(B134) No. 2 — (E4) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair open circuit in harness between ECM and purge control solenoid valve connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and purge control solenoid valve connector ● Poor contact in coupling connector (B22)
4	**CHECK PURGE CONTROL SOLENOID VALVE.** 1) Remove purge control solenoid valve. 2) Measure resistance between purge control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 and 100 Ω?	Go to step **5**.	Replace purge control solenoid valve. <Ref. to EC(H4)-8 Purge Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between purge control solenoid valve and engine ground. ***Connector & terminal*** ***(E4) No. 1 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Go to step **6**.	Repair open circuit in harness between main relay and purge control solenoid valve connector.

No.	Step	Check	Yes	No
6	**CHECK POOR CONTACT.** Check poor contact in purge control solenoid valve connector.	Is there poor contact in purge control solenoid valve connector?	Repair poor contact in purge control solenoid valve connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

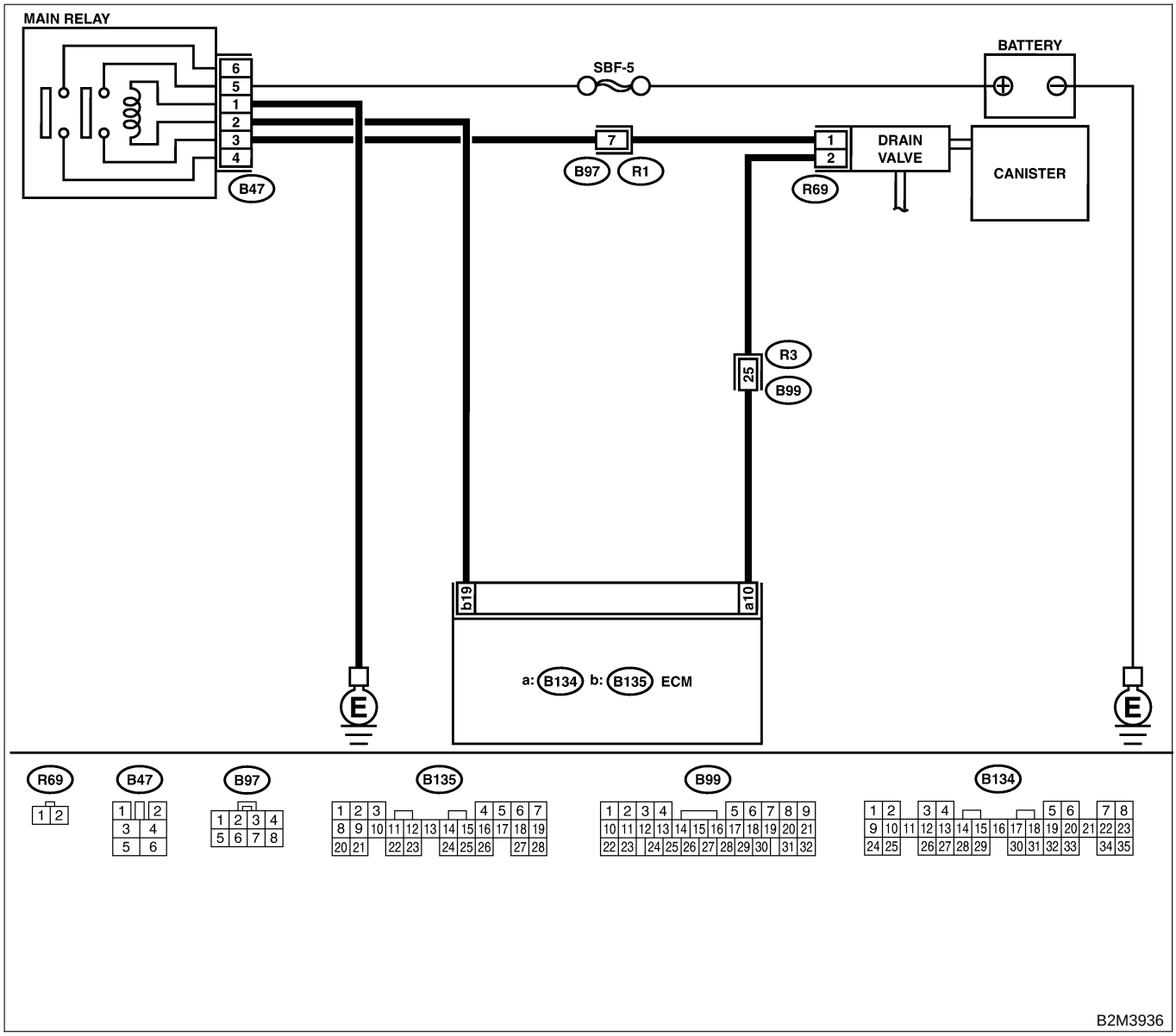
MEMO:

AJ: DTC P0446 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL LOW INPUT — S008600B50

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 10 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **2**.	Go to step **3**.
2	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Even if MIL lights up, the circuit has returned to a normal condition at this time. (However, the possibility of poor contact still remains.) NOTE: In this case, repair the following: ● Poor contact in drain valve connector ● Poor contact in ECM connector ● Poor contact in coupling connectors (B97 and B99)
3	**CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from drain valve and ECM. 3) Measure resistance of harness between drain valve connector and chassis ground. ***Connector & terminal*** ***(R69) No. 2 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and drain valve connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and drain valve connector. ***Connector & terminal*** ***(B134) No. 10 — (R69) No. 2:***	Is the voltage less than 1 Ω?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and drain valve connector ● Poor contact in coupling connectors (B99)
5	**CHECK DRAIN VALVE.** Measure resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 and 100 Ω?	Go to step **6**.	Replace drain valve. <Ref. to EC(H4)-17 Drain Valve.>

No.	Step	Check	Yes	No
6	**CHECK POWER SUPPLY TO DRAIN VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between drain valve and chassis ground. ***Connector & terminal*** ***(R69) No. 1 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between main relay and drain valve ● Poor contact in coupling connectors (B97) ● Poor contact in main relay connector
7	**CHECK POOR CONTACT.** Check poor contact in drain valve connector.	Is there poor contact in drain valve connector?	Repair poor contact in drain valve connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

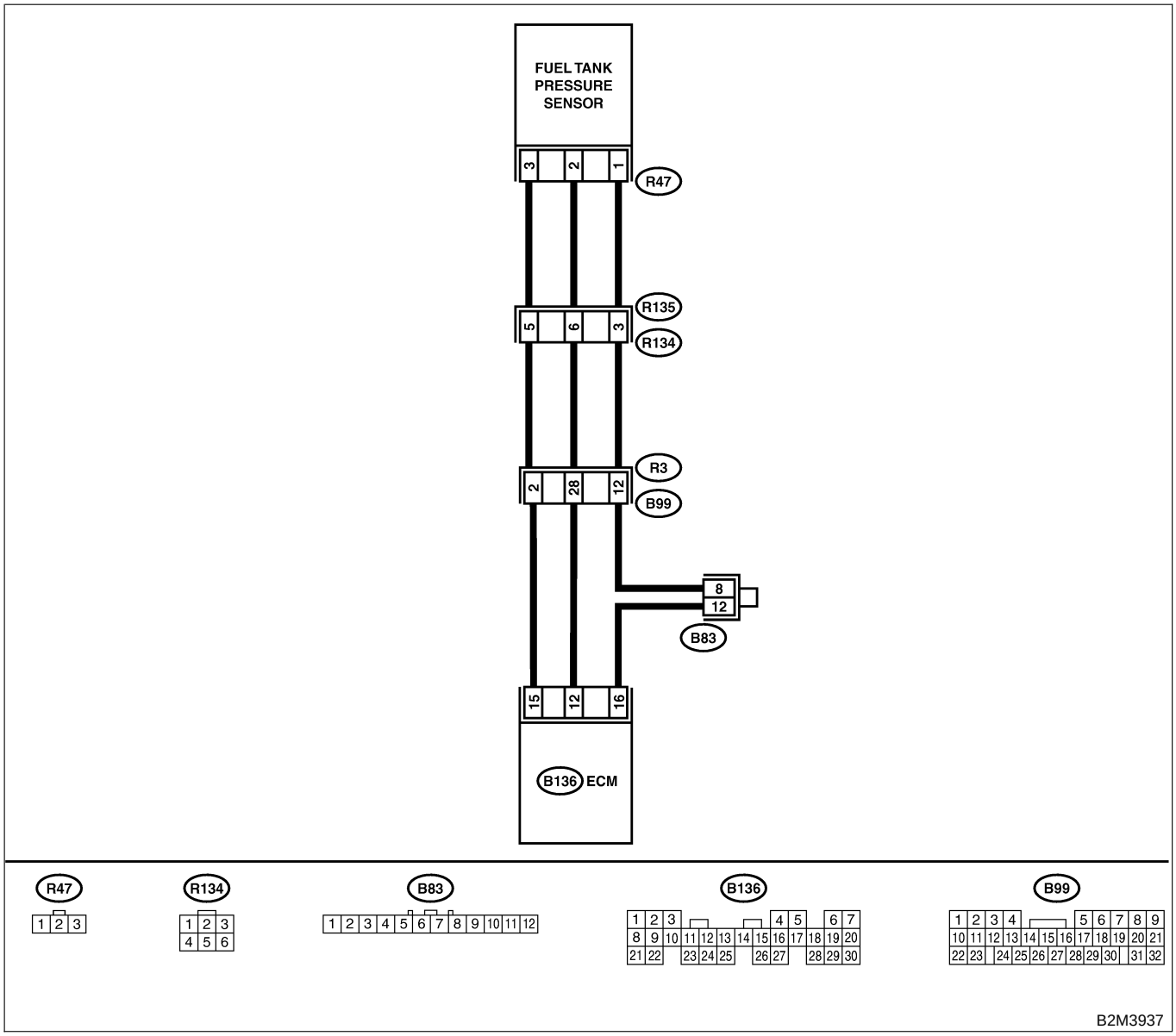
MEMO:

AK: DTC P0451 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE PROBLEM — S008600B51

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



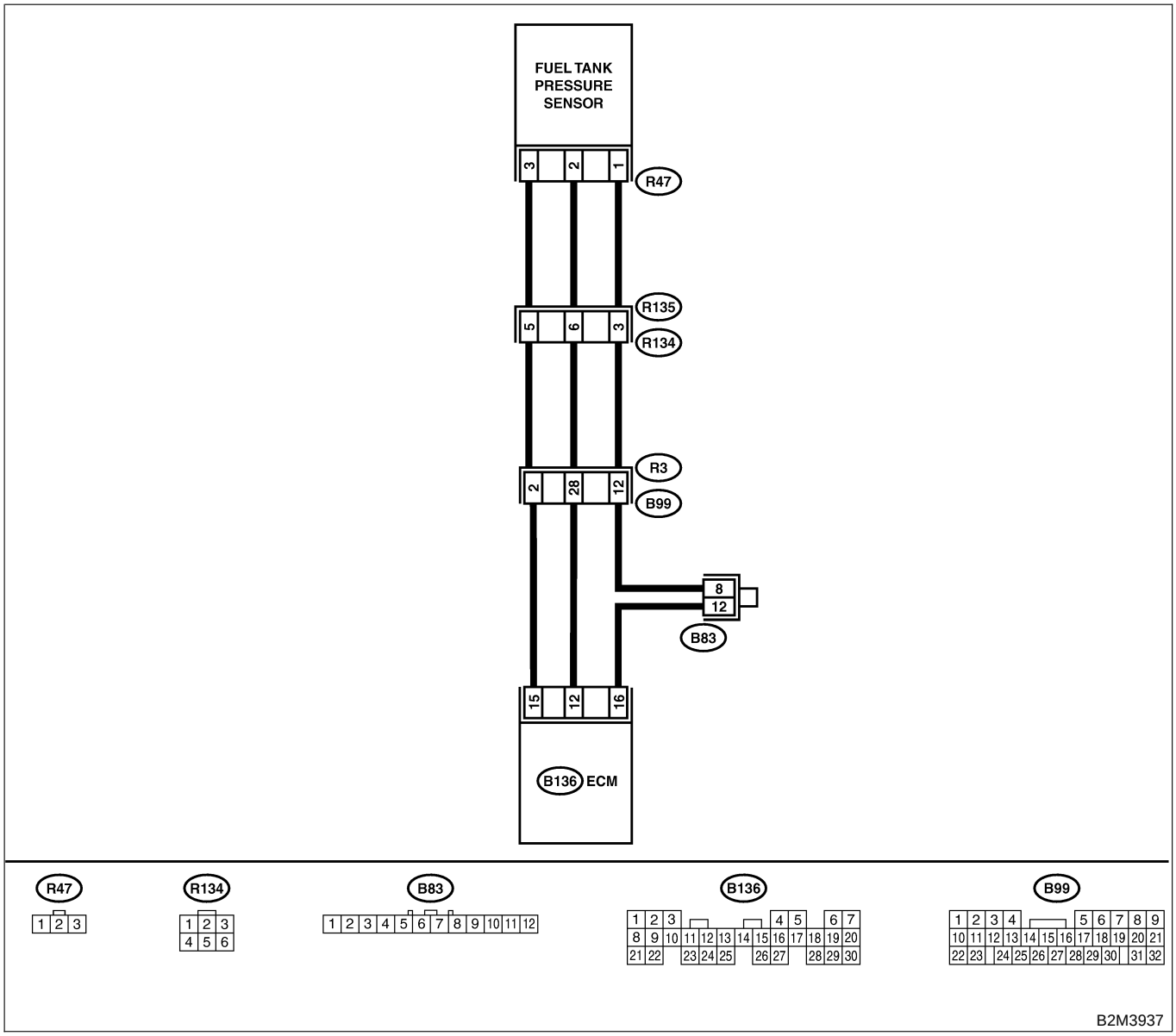
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is there any DTC on display?	Inspect the relevant DTC using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK FUEL FILLER CAP.** 1) Turn ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step **3**.	Tighten fuel filler cap securely.
3	**CHECK PRESSURE/VACUUM LINE.** NOTE: Check the following items. ● Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank ● Disconnection, leakage and clogging of air ventilation hoses and pipes between fuel filler pipe and fuel tank	Is there a fault in pressure/vacuum line?	Repair or replace hoses and pipes.	Replace fuel tank pressure sensor. <Ref. to EC(H4)-12 Fuel Tank Pressure Sensor.>

AL: DTC P0452 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT — S008600B52

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn ignition switch to OFF. 2) Remove fuel filler cap. 3) Install fuel filler cap. 4) Turn ignition switch to ON. 5) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than −2.8 kPa (−21.0 mmHg, −0.827 inHg)?	Go to step **2**.	Even if MIL lights up, the circuit has returned to a normal condition at this time.
2	**CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **4**.	Go to step **3**.
3	**CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Does the voltage change more than 4.5 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 12 (+) — Chassis ground (−):***	Is the voltage less than 0.2 V?	Go to step **6**.	Go to step **5**.
5	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Read data of fuel tank pressure sensor signal using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the value change more than −2.8 kPa (−21.0 mmHg, −0.827 inHg) by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Go to step **6**.

No.	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** 1) Turn ignition switch to OFF. 2) Remove rear seat cushion (Sedan) or move rear seat cushion (Wagon). 3) Separate rear wiring harness and fuel tank cord. 4) Turn ignition switch to ON. 5) Measure voltage between rear wiring harness connector and chassis ground. ***Connector & terminal*** ***(R134) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and rear wiring harness connector (R134) ● Poor contact in coupling connector (B99)
7	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM and rear wiring harness connector. ***Connector & terminal*** ***(B136) No. 16 — (R134) No. 3:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and rear wiring harness connector (R134) ● Poor contact in coupling connector (B99) ● Poor contact in joint connector (B83)
8	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** Measure resistance of harness between rear wiring harness connector and chassis ground. ***Connector & terminal*** ***(R134) No. 3 — Chassis ground:***	Is the resistance more than 500 kΩ?	Go to step **9**.	Repair ground short circuit in harness between ECM and rear wiring harness connector (R134).
9	**CHECK FUEL TANK CORD.** 1) Disconnect connector from fuel tank pressure sensor. 2) Measure resistance of fuel tank cord. ***Connector & terminal*** ***(R135) No. 5 — (R47) No. 3:***	Is the resistance less than 1 Ω?	Go to step **10**.	Repair open circuit in fuel tank cord.
10	**CHECK FUEL TANK CORD.** Measure resistance of fuel tank cord. ***Connector & terminal*** ***(R135) No. 3 — (R47) No. 1:***	Is the resistance less than 1 Ω?	Go to step **11**.	Repair open circuit in fuel tank cord.
11	**CHECK FUEL TANK CORD.** Measure resistance of harness between fuel tank pressure sensor connector and chassis ground. ***Connector & terminal*** ***(R47) No. 2 — Chassis ground:***	Is the resistance more than 500 kΩ?	Go to step **12**.	Repair ground short circuit in fuel tank cord.
12	**CHECK POOR CONTACT.** Check poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair poor contact in fuel tank pressure sensor connector.	Replace fuel tank pressure sensor. <Ref. to EC(H4)-12 Fuel Tank Pressure Sensor.>

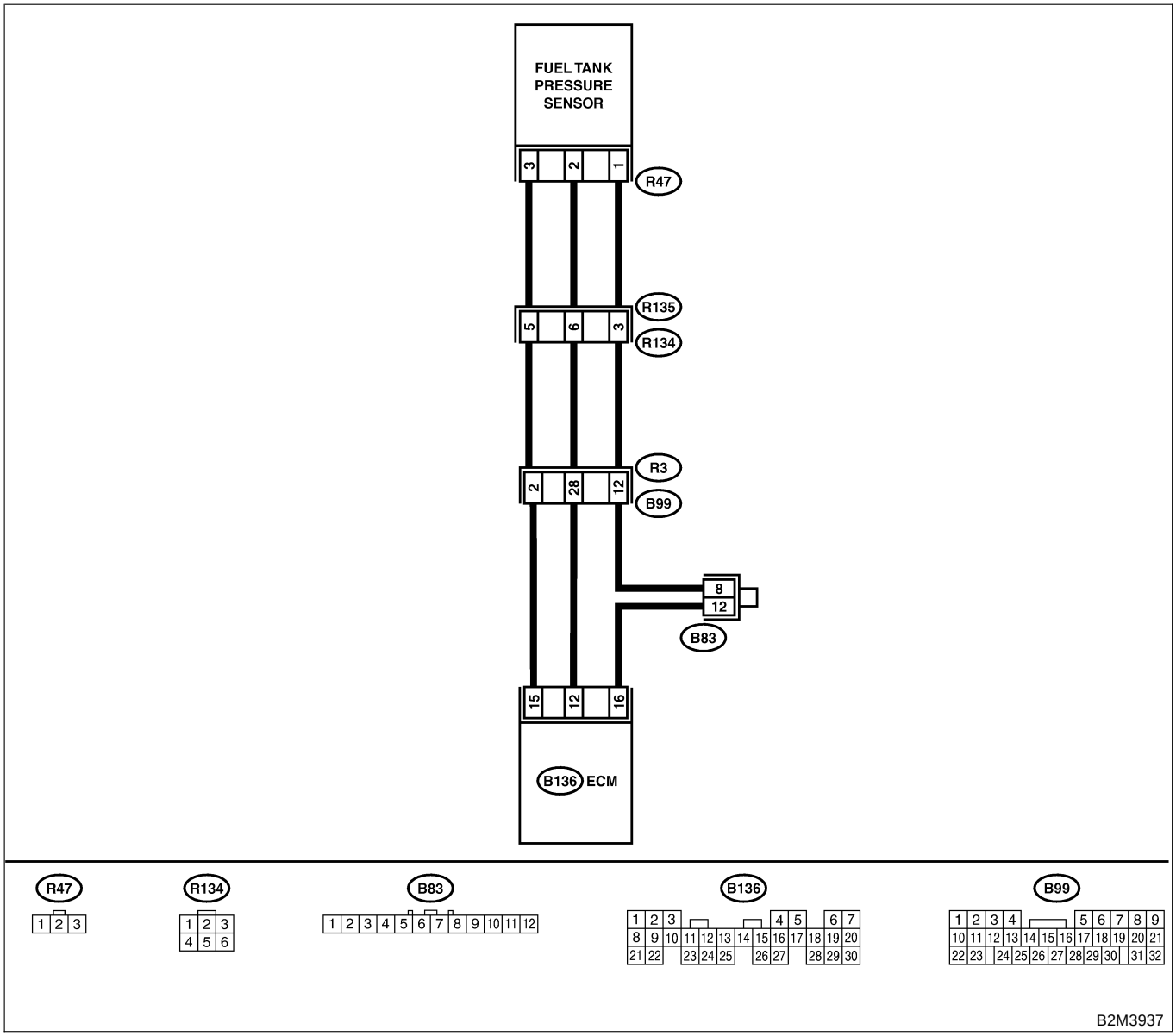
MEMO:

AM: DTC P0453 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT — S008600B53

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn ignition switch to OFF. 2) Remove fuel filler cap. 3) Install fuel filler cap. 4) Turn ignition switch to ON. 5) Read data of fuel tank pressure sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 2.8 kPa (21.0 mmHg, 0.827 inHg)?	Go to step **12**.	Go to step **2**.
2	**CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **4**.	Go to step **3**.
3	**CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 15 (+) — Chassis ground (−):***	Does the voltage change more than 4.5 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 12 (+) — Chassis ground (−):***	Is the voltage less than 0.2 V?	Go to step **6**.	Go to step **5**.
5	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Read data of fuel tank pressure sensor signal using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the value change more than −2.8 kPa (−21.0 mmHg, −0.827 inHg) by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Go to step **6**.
6	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** 1) Turn ignition switch to OFF. 2) Remove rear seat cushion (Sedan) or move rear seat cushion (Wagon). 3) Separate rear wiring harness and fuel tank cord. 4) Turn ignition switch to ON. 5) Measure voltage between rear wiring harness connector and chassis ground. ***Connector & terminal*** ***(R134) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and rear wiring harness connector (R134) ● Poor contact in coupling connector (B99)

No.	Step	Check	Yes	No
7	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM and rear wiring harness connector. ***Connector & terminal*** ***(B136) No. 12 — (R134) No. 6:***	Is the resistance less than 1 Ω?	Go to step **8**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and rear wiring harness connector (R134) ● Poor contact in coupling connector (B99)
8	**CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS.** Measure resistance of harness between rear wiring harness connector and chassis ground. ***Connector & terminal*** ***(B136) No. 16 — (R134) No. 3:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair ground short circuit in harness between ECM and rear wiring harness connector (R134).
9	**CHECK FUEL TANK CORD.** 1) Disconnect connector from fuel tank pressure sensor. 2) Measure resistance of fuel tank cord. ***Connector & terminal*** ***(R135) No. 6 — (R47) No. 2:***	Is the resistance less than 1 Ω?	Go to step **10**.	Repair open circuit in fuel tank cord.
10	**CHECK FUEL TANK CORD.** Measure resistance of fuel tank cord. ***Connector & terminal*** ***(R135) No. 3 — (R47) No. 1:***	Is the resistance less than 1 Ω?	Go to step **11**.	Repair open circuit in fuel tank cord.
11	**CHECK POOR CONTACT.** Check poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair poor contact in fuel tank pressure sensor connector.	Replace fuel tank pressure sensor. <Ref. to EC(H4)-12 Fuel Tank Pressure Sensor.>
12	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF and Subaru Select Monitor or the OBD-II general scan tool switch to OFF. 2) Disconnect connector from fuel tank pressure sensor. 3) Turn ignition switch to ON and Subaru Select Monitor or the OBD-II general scan tool switch to ON. 4) Read data of fuel tank pressure sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 2.8 kPa (21.0 mmHg, 0.827 inHg)?	Repair battery short circuit in harness between ECM and fuel tank pressure sensor connector.	Replace fuel tank pressure sensor. <Ref. to EC(H4)-12 Fuel Tank Pressure Sensor.>

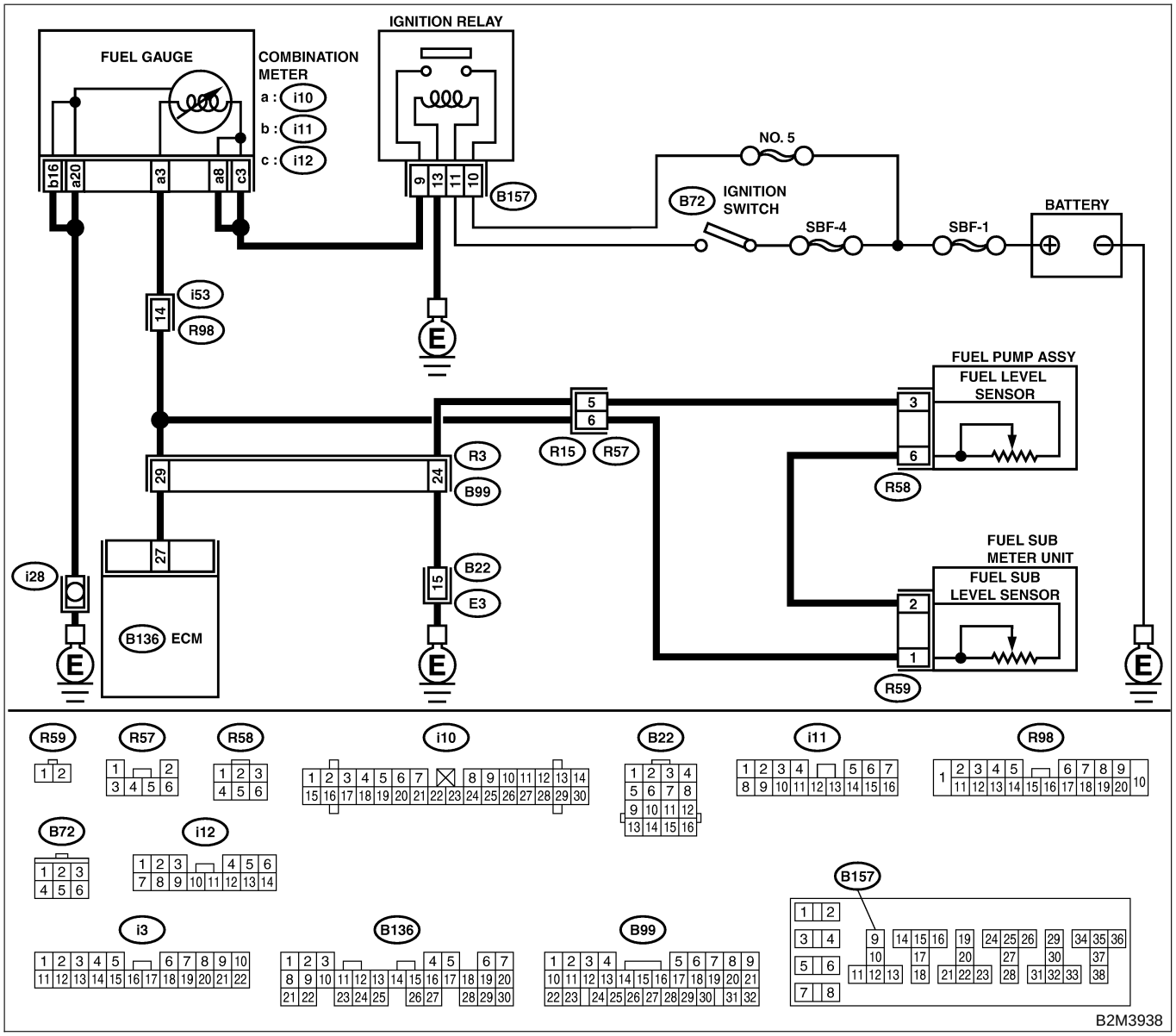
MEMO:

AN: DTC P0461 — FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM — S008600B54

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



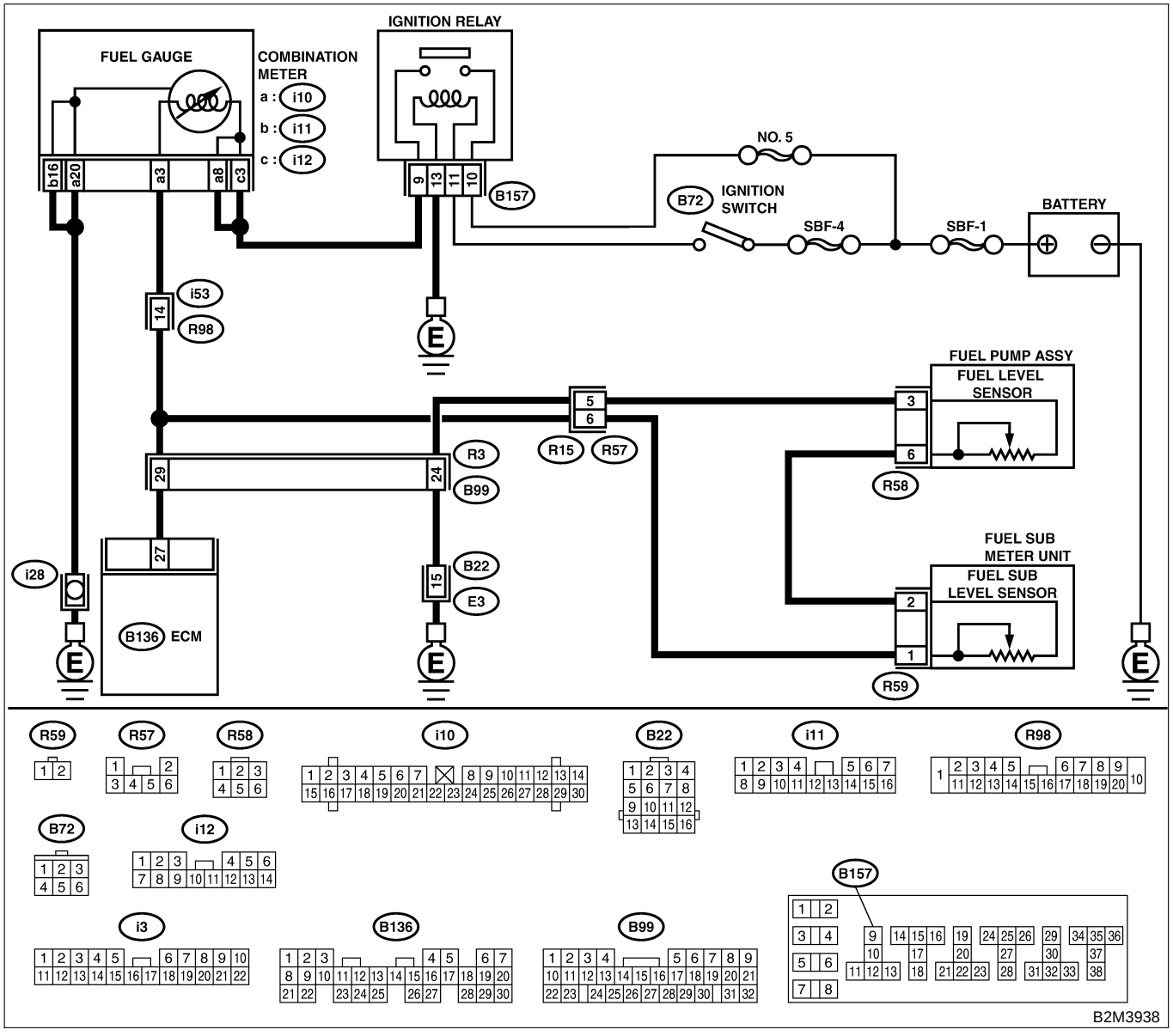
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0462 or P0463?	Inspect DTC P0462 or P0463 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect this trouble.	Replace fuel level sensor <Ref. to FU(H4)-93 Fuel Level Sensor.> and fuel sub level sensor <Ref. to FU(H4)-94 Fuel Sub Level Sensor.>.

AO: DTC P0462 — FUEL LEVEL SENSOR CIRCUIT LOW INPUT — S008600B55

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3938

No.	Step	Check	Yes	No
1	**CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.**	Does speedometer and tachometer operate normally?	Go to step **2**.	Repair or replace combination meter.

No.	Step	Check	Yes	No
2	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. (Engine OFF) 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 27 (+) — Chassis ground (–):***	Is the voltage less than 0.12 V?	Go to step **4**.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR ECM. (USING SUBARU SELECT MONITOR.)** Read data of fuel level sensor signal using Subaru Select Monitor. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.>	Does the value change less than 0.12 V by shaking harness and connector of ECM while monitoring the value with Subaru Select Monitor?	Repair poor contact in ECM connector.	Even if MIL lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following: ● Poor contact in combination meter connector ● Poor contact in ECM connector ● Poor contact in coupling connectors (R98)
4	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn ignition switch to OFF. 2) Separate fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Turn ignition switch to ON. 4) Measure voltage of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 27 (+) — Chassis ground (–):***	Is the voltage less than 0.12 V?	Go to step **5**.	Go to step **7**.
5	**CHECK HARNESS BETWEEN ECM AND COMBINATION METER.** 1) Turn ignition switch to OFF. 2) Disconnect connector from connector (i10) and ECM connector. 3) Measure resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 27 — Chassis ground:***	Is the resistance more than 1 MΩ?	Go to step **6**.	Repair ground short circuit in harness between ECM and combination meter connector.
6	**CHECK HARNESS BETWEEN ECM AND COMBINATION METER.** Measure resistance between ECM and combination meter connector. ***Connector & terminal*** ***(B136) No. 27 — (i10) No. 3:***	Is the resistance less than 10 Ω?	Repair or replace combination meter. <Ref. to IDI-17 Combination Meter Assembly.>	Repair open circuit between ECM and combination meter connector. NOTE: In this case, repair the following: Poor contact in coupling connector (R98)

No.	Step	Check	Yes	No
7	**CHECK FUEL TANK CORD.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel sub level sensor. 3) Measure resistance between fuel sub level sensor and chassis ground. ***Connector & terminal*** ***(R59) No. 1 — Chassis ground:***	Is the resistance more than 1 MΩ?	Go to step **8**.	Repair ground short circuit in fuel tank cord.
8	**CHECK FUEL TANK CORD.** 1) Disconnect connector from fuel pump assembly. 2) Measure resistance between fuel pump assembly and chassis ground. ***Connector & terminal*** ***(R59) No. 2 — Chassis ground:***	Is the resistance more than 1 MΩ?	Go to step **9**.	Repair ground short circuit in fuel tank cord.
9	**CHECK FUEL LEVEL SENSOR.** **WARNING:** **During work procedures, if fuel tank is more than 3/4 full, be careful because fuel may spill.** 1) Remove fuel pump assembly. <Ref. to FU(H4)-90 Fuel Pump.> 2) Measure resistance between fuel level sensor and terminals with its float set to the full position. ***Terminals*** ***No. 3 — No. 6:***	Is the resistance between 0.5 and 2.5 Ω?	Go to step **10**.	Replace fuel level sensor.
10	**CHECK FUEL SUB LEVEL SENSOR.** **WARNING:** **During work procedures, if fuel tank is more than 3/4 full, be careful because fuel may spill.** 1) Remove fuel sub level sensor. <Ref. to FU(H4)-94 Fuel Sub Level Sensor.> 2) Measure resistance between fuel sub level sensor and terminals with its float set to the full position. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 0.5 and 2.5 Ω?	Repair poor contact in harness between ECM and combination meter connector.	Replace fuel sub level sensor. <Ref. to FU(H4)-94 Fuel Sub Level Sensor.>

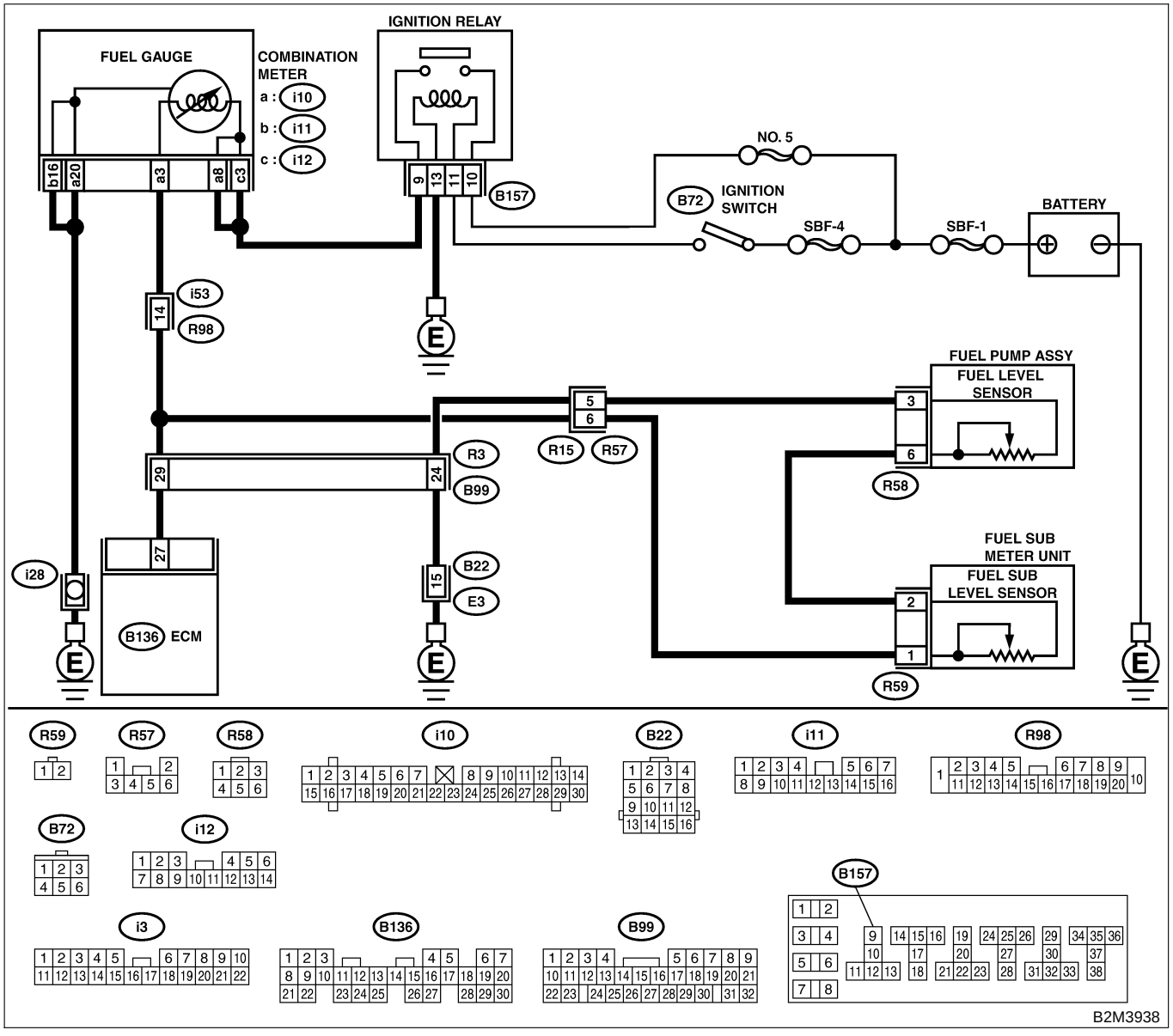
MEMO:

AP: DTC P0463 — FUEL LEVEL SENSOR CIRCUIT HIGH INPUT — S008600B56

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3938

No.	Step	Check	Yes	No
1	**CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.**	Does speedometer and tachometer operate normally?	Go to step **2**.	Repair or replace combination meter. <Ref. to IDI-17 Combination Meter Assembly.>

No.	Step	Check	Yes	No
2	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. (Engine OFF) 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 27 (+) — Chassis ground (−):***	Is the voltage more than 4.75 V?	Go to step **3**.	Even if MIL lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following: ● Poor contact in fuel pump connector ● Poor contact in coupling connector (B22, R98 and R57)
3	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn ignition switch to OFF. 2) Disconnect combination meter connector (i10) and ECM connector. 3) Turn ignition switch to ON. 4) Measure voltage of harness between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 27 (+) — Chassis ground (−):***	Is the voltage more than 4.75 V?	Go to step **4**.	Repair battery short circuit between ECM and combination meter connector.
4	**CHECK HARNESS BETWEEN ECM AND FUEL TANK CORD.** 1) Turn ignition switch to OFF. 2) Separate fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Measure resistance between ECM and fuel tank cord. ***Connector & terminal*** ***(B136) No. 27 — (R15) No. 6:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair open circuit between ECM and fuel tank cord.
5	**CHECK HARNESS BETWEEN FUEL TANK CORD AND CHASSIS GROUND.** Measure resistance between fuel tank cord and chassis ground. ***Connector & terminal*** ***(R15) No. 5 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **6**.	Repair open circuit between fuel tank cord and chassis ground. NOTE: In this case, repair the following: Poor contact in coupling connectors (B99 and B22)
6	**CHECK FUEL TANK CORD.** 1) Disconnect connector from fuel level sensor. 2) Measure resistance between fuel level sensor and coupling connector. ***Connector & terminal*** ***(R57) No. 5 — (R58) No. 3:***	Is the resistance less than 10 Ω?	Go to step **7**.	Repair open circuit between coupling connector and fuel level sensor.

No.	Step	Check	Yes	No
7	**CHECK FUEL TANK CORD.** 1) Disconnect connector from fuel sub level sensor. 2) Measure resistance between fuel level sensor and fuel sub level sensor. ***Connector & terminal*** ***(R58) No. 6 — (R59) No. 2:***	Is the resistance less than 10 Ω?	Go to step **8**.	Repair open circuit between fuel level sensor and fuel sub level sensor.
8	**CHECK FUEL TANK CORD.** Measure resistance between fuel sub level sensor and coupling connector. ***Connector & terminal*** ***(R57) No. 6 — (R59) No. 1:***	Is the resistance less than 10 Ω?	Go to step **9**.	Repair open circuit between coupling connector and fuel sub level sensor.
9	**CHECK FUEL LEVEL SENSOR.** **WARNING:** **During work procedures, if fuel tank is more than 3/4 full, be careful because fuel may spill.** 1) Remove fuel pump assembly. <Ref. to 2-8 [W3A0].> 2) While moving fuel level sensor float up and down, measure resistance between fuel level sensor terminals. ***Terminals*** ***No. 3 — No. 6:***	Is the resistance more than 54.5 Ω?	Replace fuel level sensor. <Ref. to FU(H4)-93 Fuel Level Sensor.>	Go to step **10**.
10	**CHECK FUEL SUB LEVEL SENSOR.** **WARNING:** **During work procedures, if fuel tank is more than 3/4 full, be careful because fuel may spill.** 1) Remove fuel sub level sensor. <Ref. to FU(H4)-94 Fuel Sub Level Sensor.> 2) While moving fuel sub level sensor float up and down, measure resistance between fuel sub level sensor terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance more than 41.5 Ω?	Replace fuel sub level sensor. <Ref. to FU(H4)-94 Fuel Sub Level Sensor.>	Replace combination meter. <Ref. to IDI-17 Combination Meter Assembly.>

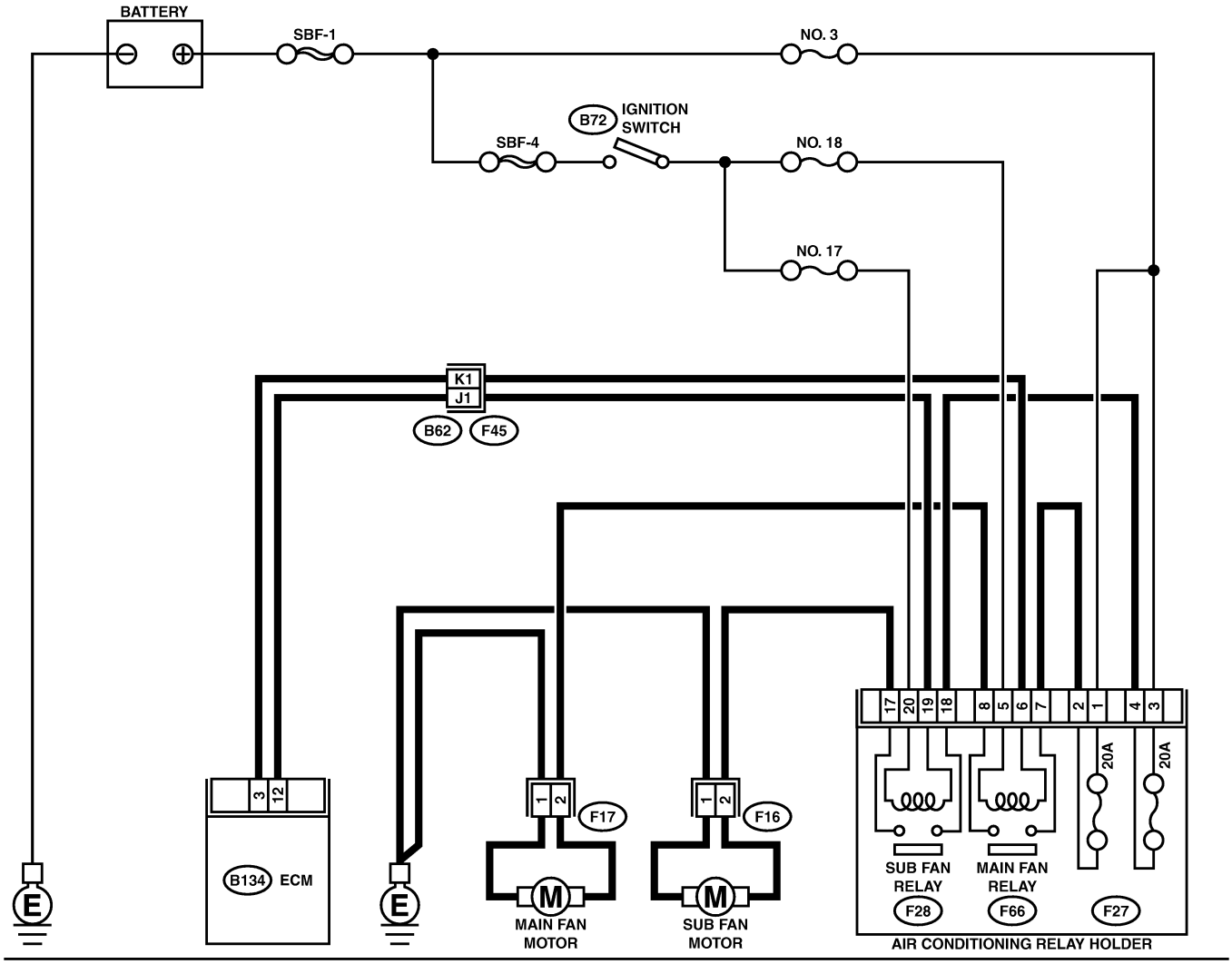
MEMO:

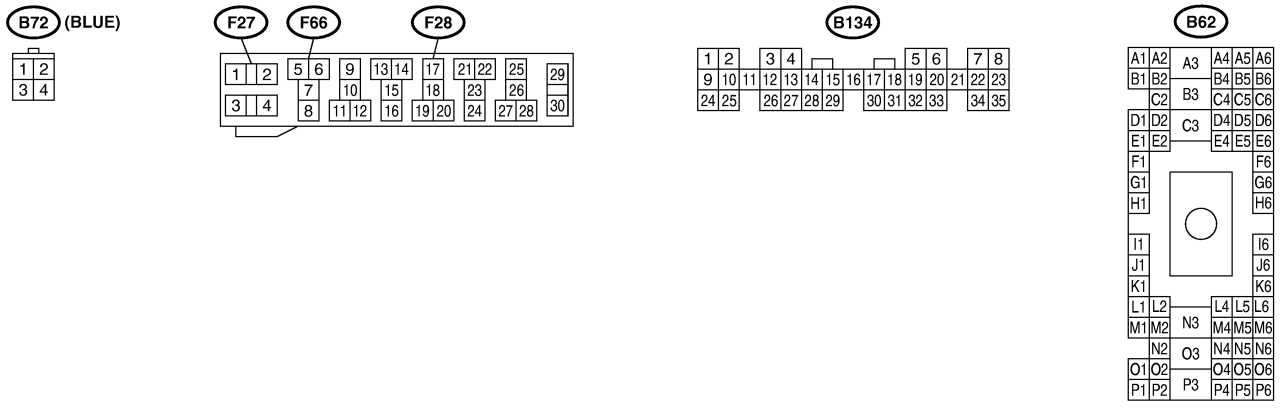
AQ: DTC P0480 — COOLING FAN RELAY 1 CIRCUIT LOW INPUT — S008600B57

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Radiator fan does not operate properly.
  - Overheating

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





B2M3939

No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While checking radiator fan relay operation, measure voltage between ECM terminal and ground. NOTE: Radiator fan relay operation check can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B134) No. 3 (+) — Chassis ground (−):***	Does voltage change between 0 and 10 V?	Repair poor contact in ECM connector.	Go to step **2**.
2	**CHECK GROUND SHORT CIRCUIT IN RADIATOR FAN RELAY CONTROL CIRCUIT.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 3 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in radiator fan relay control circuit.	Go to step **3**.
3	**CHECK POWER SUPPLY FOR RELAY.** 1) Remove main fan relay from A/C relay holder. 2) Turn ignition switch to ON. 3) Measure voltage between fuse and relay box (F/B) connector and chassis ground. ***Connector & terminal*** ***(F66) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **4**.	Repair open circuit in harness between ignition switch and fuse and relay box (F/B) connector.
4	**CHECK MAIN FAN RELAY.** 1) Turn ignition switch to OFF. 2) Measure resistance between main fan relay terminals. ***Terminal*** ***No. 5 — No. 6:***	Is the resistance between 87 and 107 Ω?	Go to step **5**.	Replace main fan relay.
5	**CHECK OPEN CIRCUIT IN MAIN FAN RELAY CONTROL CIRCUIT.** Measure resistance of harness between ECM and main fan relay connector. ***Connector & terminal*** ***(B134) No. 3 — (F66) No. 6:***	Is the resistance less than 1 Ω?	Go to step **6**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and main fan relay connector ● Poor contact in coupling connector (F45)
6	**CHECK POOR CONTACT.** Check poor contact in ECM or main fan relay connector.	Is there poor contact in ECM or main fan relay connector?	Repair poor contact in ECM or main fan relay connector.	Contact with SOA service.

MEMO:

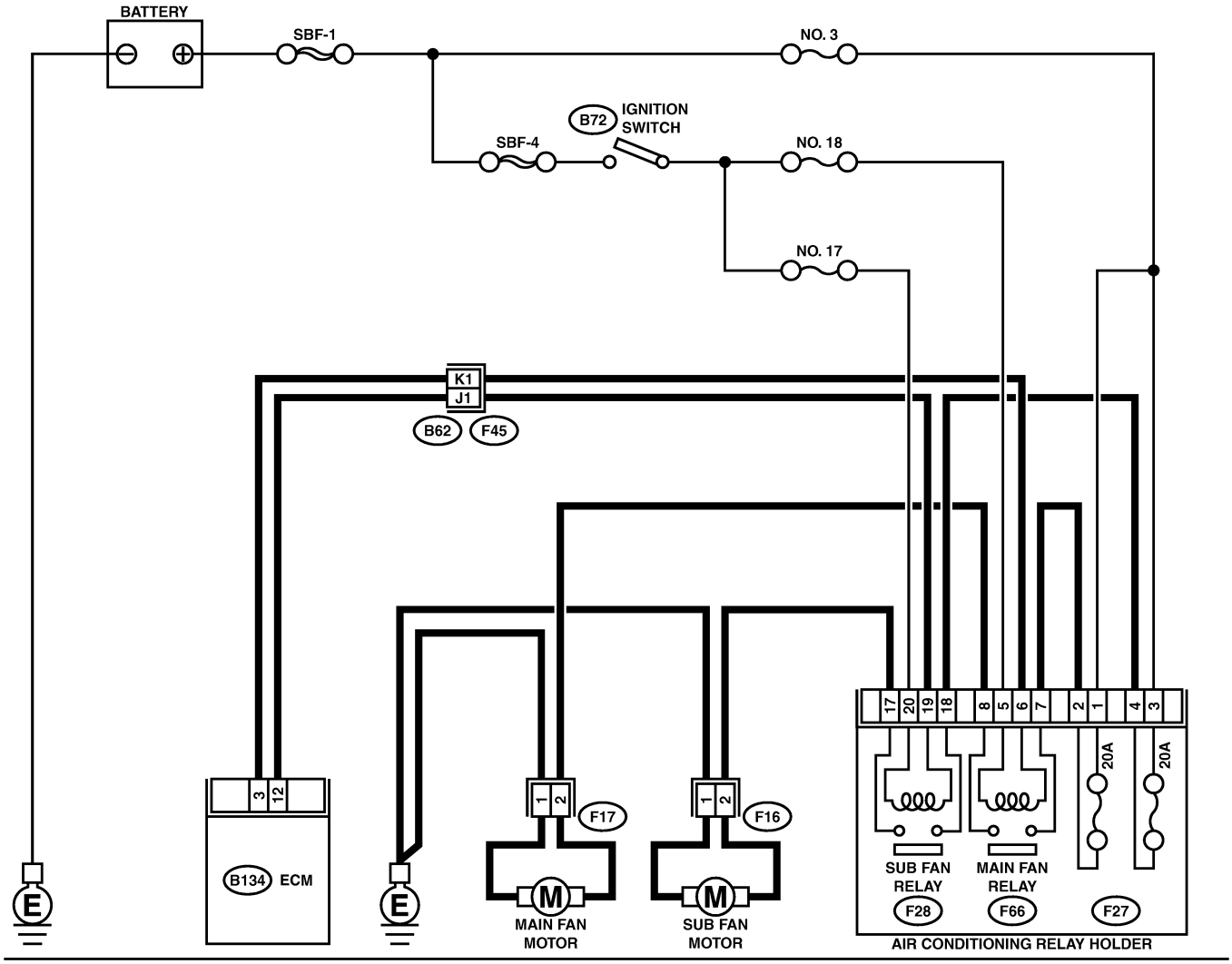
AR: DTC P0483 — COOLING FAN FUNCTION PROBLEM — S008600B58

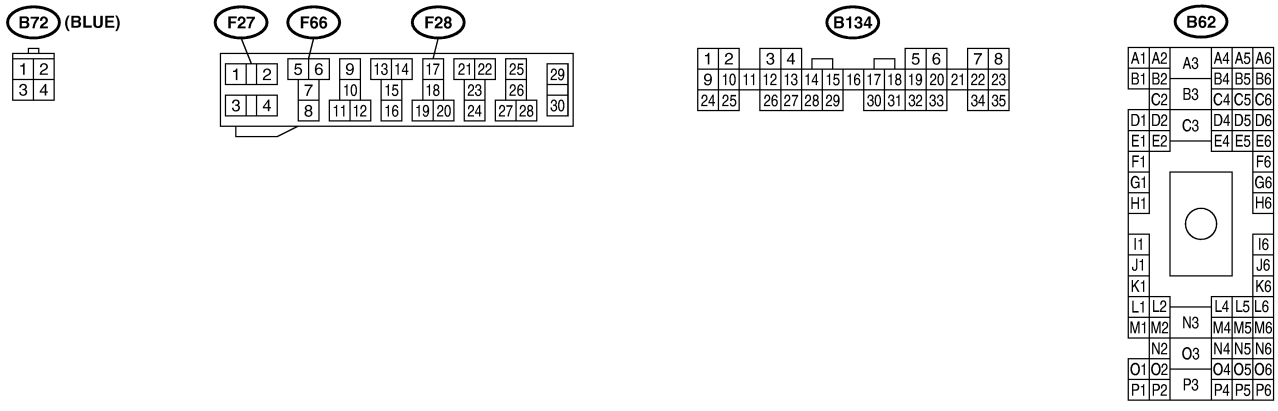
- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Occurrence of noise
  - Overheating

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

NOTE:
If the vehicle, with the engine idling, is placed very close to a wall or another vehicle, preventing normal cooling function, the OBD system may detect malfunction.

- **WIRING DIAGRAM:**





B2M3939

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC) FOR MT VEHICLES

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is there any other DTC on display?	Inspect the relevant DTC using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Check radiator fan and fan motor. <Ref. to CO(H4)-22 INSPECTION, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4)-24 INSPECTION, Radiator Sub Fan and Fan Motor.>

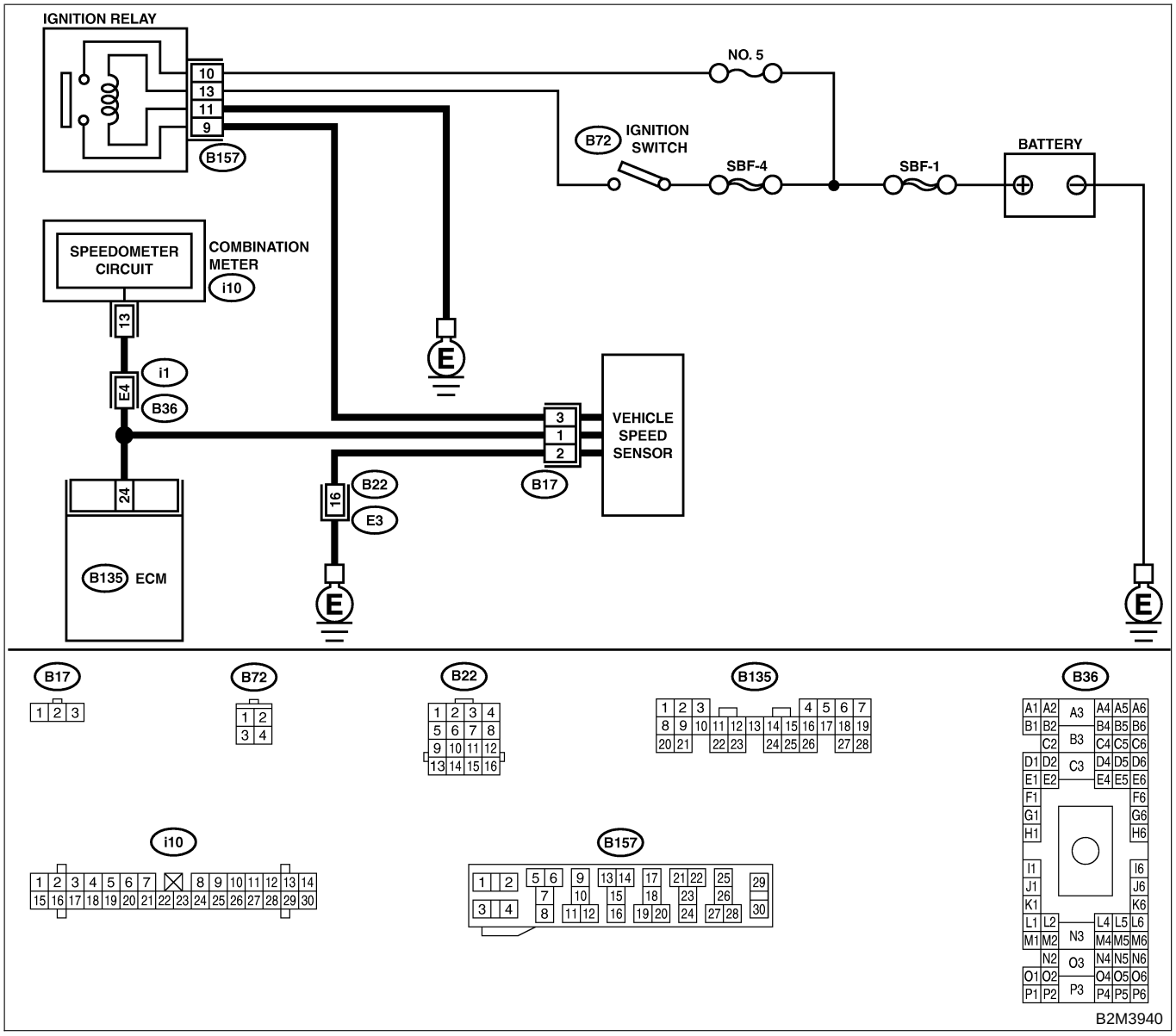
MEMO:

AS: DTC P0500 — VEHICLE SPEED SENSOR MALFUNCTION — S008600B59

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3940

No.	Step	Check	Yes	No
1	**CHECK SPEEDOMETER OPERATION IN COMBINATION METER.**	Does speedometer operate normally?	Go to step **2**.	Check speedometer and vehicle speed sensor. <Ref. to IDI-19 Speedometer.> and <Ref. to MT-37 Vehicle Speed Sensor.>

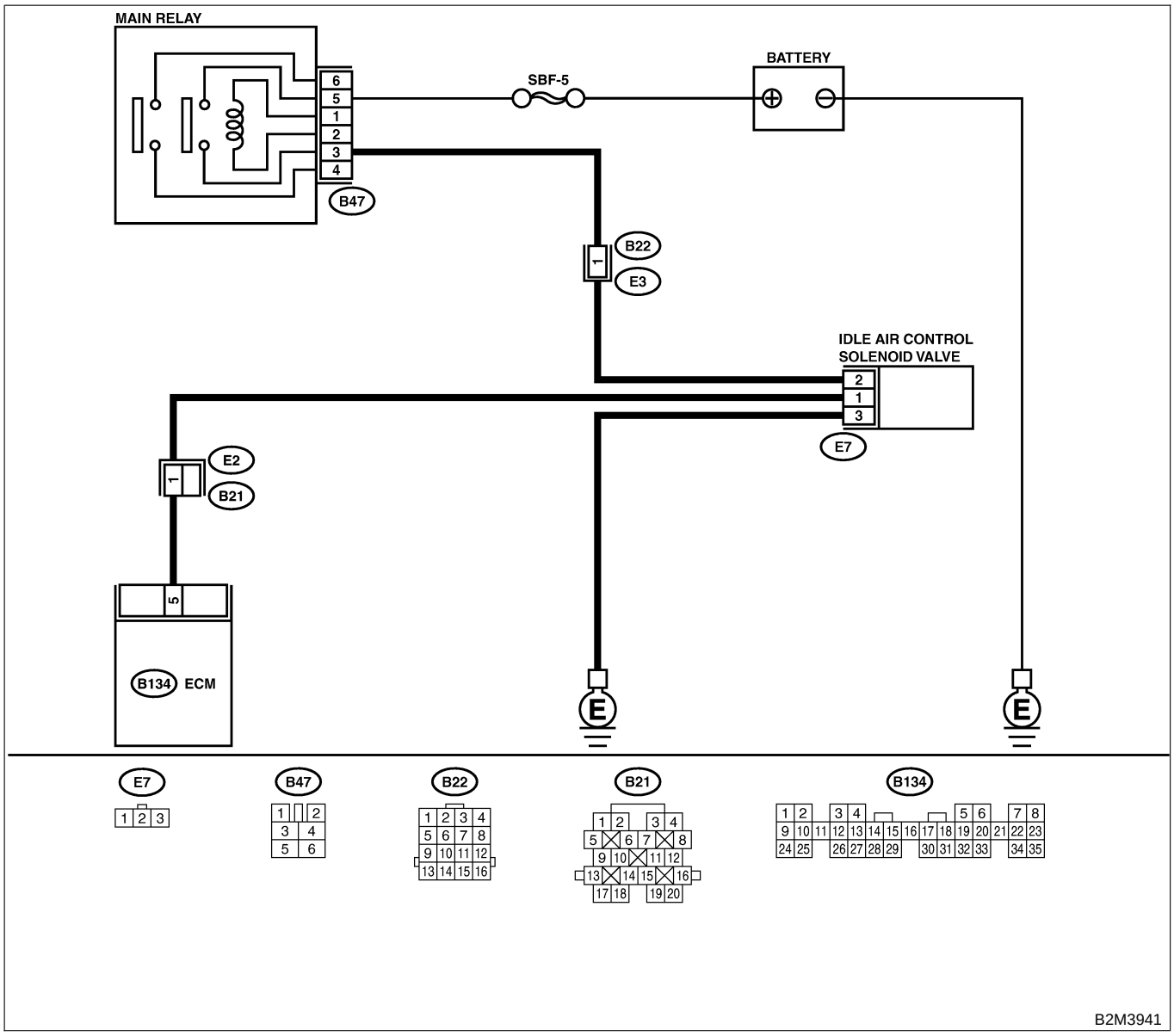
No.	Step	Check	Yes	No
2	**CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from combination meter. 3) Measure resistance between ECM and combination meter. ***Connector & terminal*** ***(B135) No. 24 — (i10) No. 13:***	Is the resistance less than 10 Ω?	Repair poor contact in ECM connector.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and combination meter connector ● Poor contact in ECM connector ● Poor contact in combination meter connector ● Poor contact in coupling connector (B36)

AT: DTC P0505 — IDLE CONTROL SYSTEM CIRCUIT LOW INPUT — S008600B60

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Engine breathing

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 3 V?	Repair poor contact in ECM connector.	Go to step **2**.
2	**CHECK POWER SUPPLY TO IDLE AIR CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Disconnect connector from idle air control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between idle air control solenoid valve and engine ground. ***Connector & terminal*** ***(E7) No. 2 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Go to step **3**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between idle air control solenoid valve and main relay connector ● Poor contact in coupling connector (B22)
3	**CHECK HARNESS BETWEEN ECM AND IDLE AIR CONTROL SOLENOID VALVE CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM and idle air control solenoid valve connector. ***Connector & terminal*** ***(B134) No. 5 — (E7) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and idle air control solenoid valve connector ● Poor contact in coupling connector (B21)
4	**CHECK HARNESS BETWEEN ECM AND IDLE AIR CONTROL SOLENOID VALVE CONNECTOR.** Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and idle air control solenoid valve connector.	Go to step **5**.
5	**CHECK GROUND CIRCUIT OF IDLE AIR CONTROL SOLENOID VALVE.** Measure resistance of harness between idle air control solenoid valve connector and engine ground. ***Connector & terminal*** ***(E7) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **6**.	Repair open circuit in harness between idle air control solenoid valve connector and engine ground terminal.
6	**CHECK POOR CONTACT.** Check poor contact in ECM and idle air control solenoid valve connectors.	Is there poor contact in ECM and idle air control solenoid valve connectors?	Repair poor contact in ECM and idle air control solenoid valve connectors.	Replace idle air control solenoid valve. <Ref. to FU(H4)-53 Idle Air Control Solenoid Valve.>

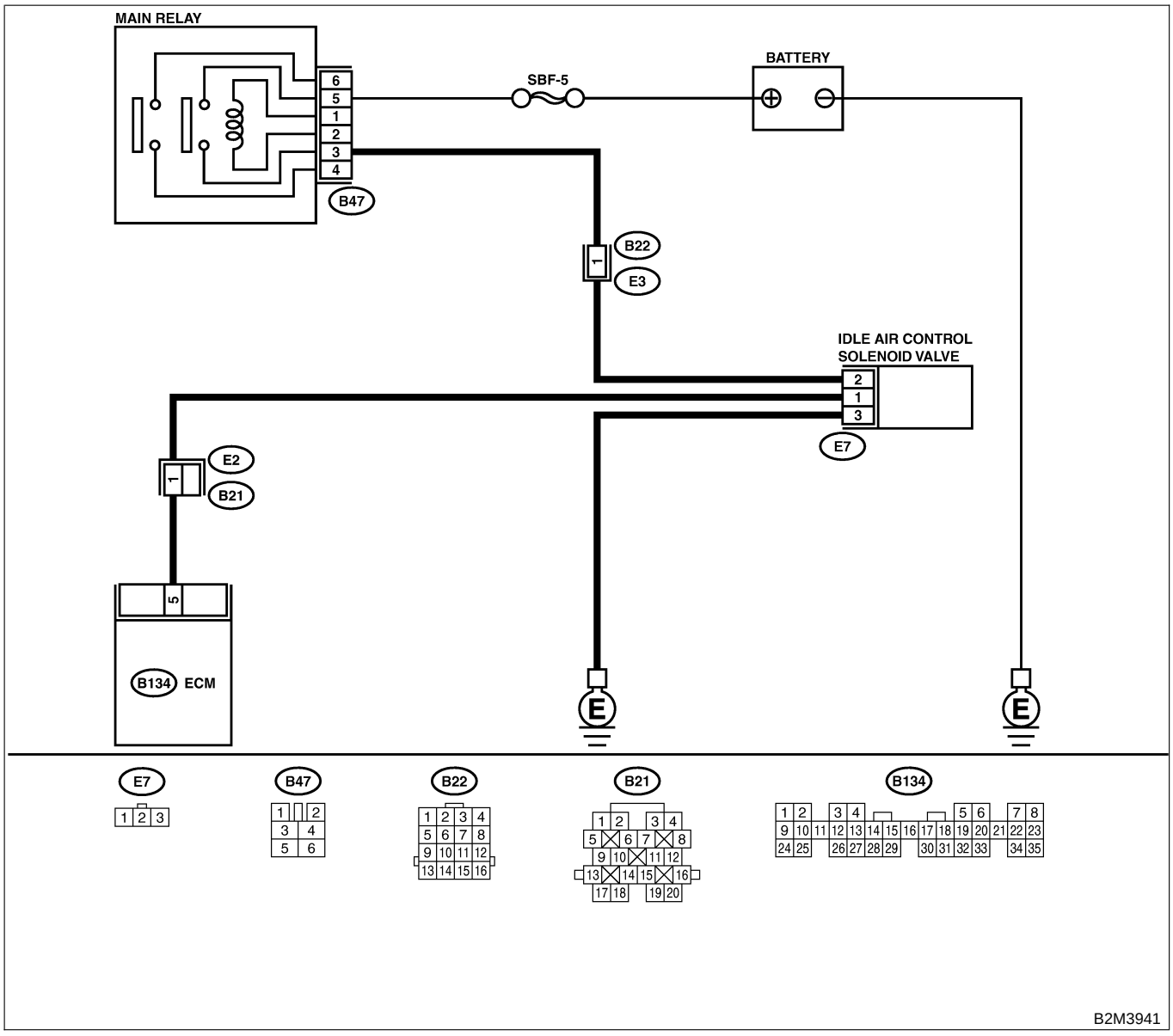
AU: DTC P0506 — IDLE CONTROL SYSTEM RPM LOWER THAN EXPECTED

S008600B61

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine is difficult to start.
  - Engine does not start.
  - Erroneous idling
  - Engine stalls.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0505 or P1505?	Inspect DTC P0505 or P1505 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0506.	Go to step **2**.
2	**CHECK IDLE AIR CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Remove idle air control solenoid valve from throttle body. <Ref. to FU(H4)-53 MT VEHICLES, REMOVAL, Idle Air Control Solenoid Valve.> 3) Using an air gun, force air into idle air control solenoid valve by-pass air inlet. Confirm that forced air subsequently escapes from both main air passage and assist air passage.	Does air flow out?	Go to step **4**.	Replace idle air control solenoid valve. <Ref. to FU(H4)-54 MT VEHICLES INSTALLATION, Idle Air Control Solenoid Valve.> After replace, Go to step **3**.
3	**CHECK IDLE AIR CONTROL SOLENOID VALVE DUTY RATIO.** 1) Turn ignition switch to ON. 2) Start engine, and warm-up the engine. 3) Turn all accessory switches to OFF. 4) Read data of idle air control solenoid valve duty ratio using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedures, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 60%?	Go to step **4**.	END.
4	**CHECK BY-PASS AIR LINE.** 1) Turn ignition switch to OFF. 2) Remove idle air control solenoid valve from throttle body. <Ref. to FU(H4)-53 MT VEHICLES, REMOVAL, Idle Air Control Solenoid Valve.> 3) Remove throttle body to intake manifold. <Ref. to FU(H4)-16 MT VEHICLES, REMOVAL, Throttle Body.> 4) Using an air gun, force air into solenoid valve installation area and throttle valve interior. Confirm that forced air subsequently escapes from both these areas.	Does air flow out?	Replace idle air control solenoid valve. <Ref. to FU(H4)-54 MT VEHICLES INSTALLATION, Idle Air Control Solenoid Valve.>	Replace throttle body. <Ref. to FU(H4)-17 MT VEHICLES, INSTALLATION, Throttle Body.>

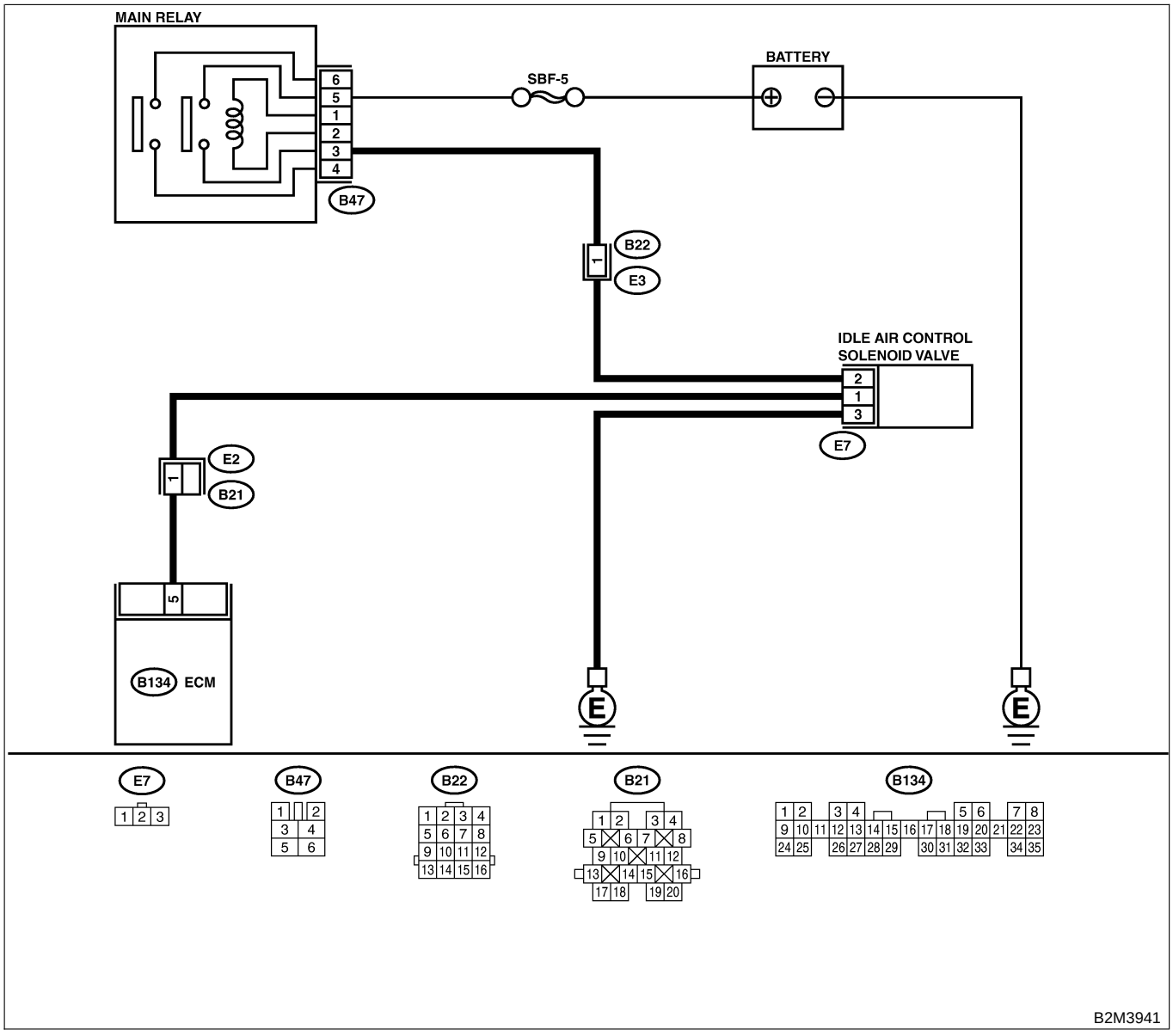
AV: DTC P0507 — IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED

S008600B62

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine keeps running at higher revolution than specified idling revolution.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



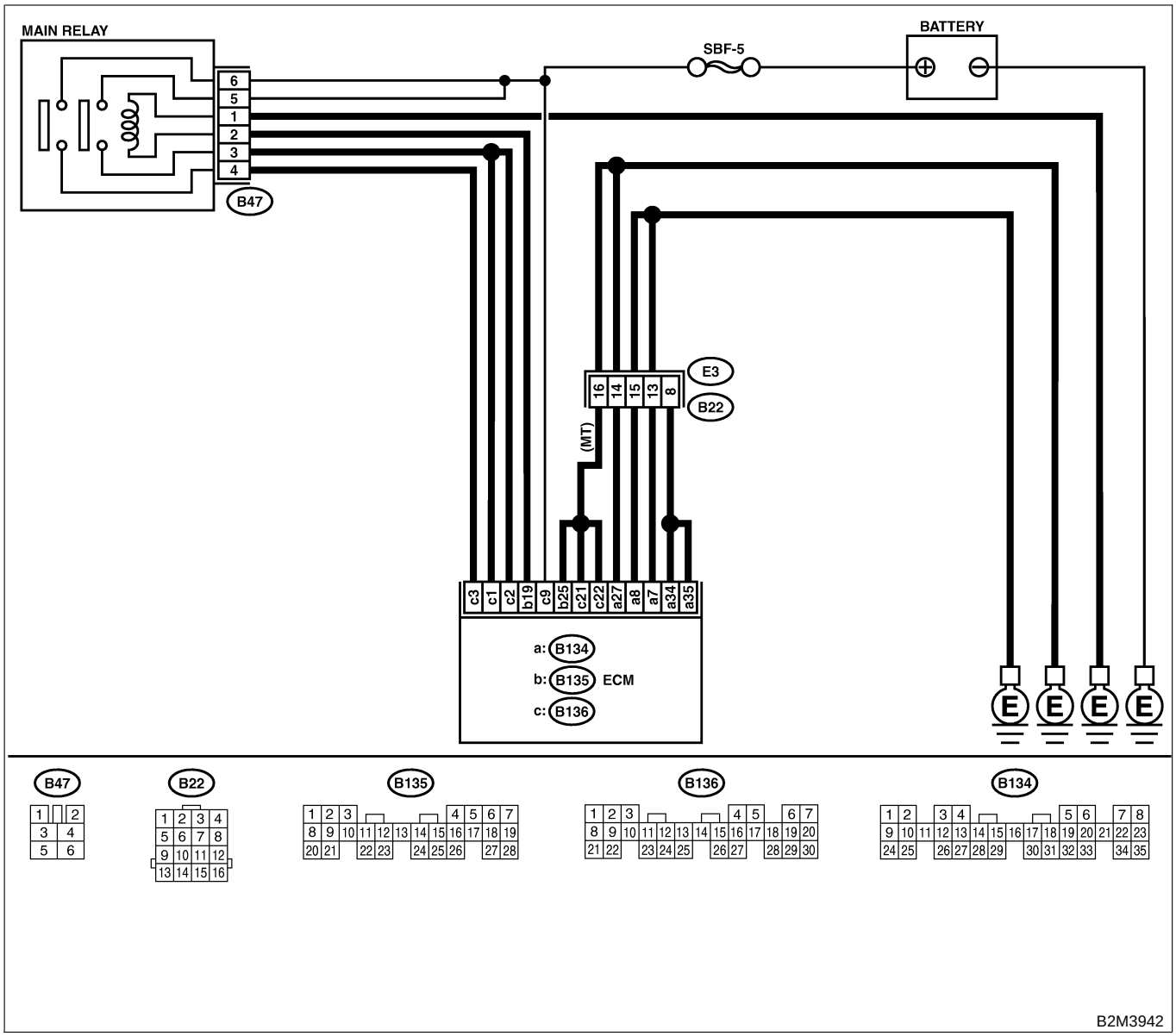
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0505 or P1505?	Inspect DTC P0505 or P1505 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P0507.	Go to step **2**.
2	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **3**.	Adjust throttle cable. <Ref. to SP(H4)-6 INSTALLATION, Accelerator Control Cable.>
3	**CHECK AIR INTAKE SYSTEM.** 1) Turn ignition switch to ON. 2) Start engine, and idle it. 3) Check the following items. ● Loose installation of intake manifold, idle air control solenoid valve and throttle body ● Cracks of intake manifold gasket, idle air control solenoid valve gasket and throttle body gasket ● Disconnections of vacuum hoses	Is there a fault in air intake system?	Repair air suction and leaks.	Replace idle air control solenoid valve. <Ref. to FU(H4)-53 Idle Air Control Solenoid Valve.>

AW: DTC P0601 — INTERNAL CONTROL MODULE MEMORY CHECK SUM ERROR — S008600B63

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine does not start.
  - Engine stalls.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0601?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	It is not necessary to inspect DTC P0601.

AX: DTC P0703 — BRAKE SWITCH INPUT MALFUNCTION — S008600B64

NOTE:
This DTC code is not applicable to MT vehicles.

AY: DTC P0705 — TRANSMISSION RANGE SENSOR CIRCUIT MALFUNCTION — S008600F05

NOTE:
This DTC code is not applicable to MT vehicles.

AZ: DTC P0710 — TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT MALFUNCTION — S008600B66

NOTE:
This DTC code is not applicable to MT vehicles.

BA: DTC P0715 — TORQUE CONVERTER TURBINE SPEED SENSOR CIRCUIT MALFUNCTION — S008600B67

NOTE:
This DTC code is not applicable to MT vehicles.

BB: DTC P0720 — OUTPUT SPEED SENSOR (VEHICLE SPEED SENSOR 2) CIRCUIT MALFUNCTION — S008600B68

NOTE:
This DTC code is not applicable to MT vehicles.

BC: DTC P0725 — ENGINE SPEED INPUT CIRCUIT MALFUNCTION — S008600B69

NOTE:
This DTC code is not applicable to MT vehicles.

BD: DTC P0731 — GEAR 1 INCORRECT RATIO — S008600B70

NOTE:
This DTC code is not applicable to MT vehicles.

BE: DTC P0732 — GEAR 2 INCORRECT RATIO — S008600B71

NOTE:
This DTC code is not applicable to MT vehicles.

BF: DTC P0733 — GEAR 3 INCORRECT RATIO — S008600B72

NOTE:
This DTC code is not applicable to MT vehicles.

BG: DTC P0734 — GEAR 4 INCORRECT RATIO — S008600B73

NOTE:
This DTC code is not applicable to MT vehicles.

BH: DTC P0740 — TORQUE CONVERTER CLUTCH SYSTEM MALFUNCTION — S008600B74

NOTE:
This DTC code is not applicable to MT vehicles.

BI: DTC P0743 — TORQUE CONVERTER CLUTCH SYSTEM (LOCK-UP DUTY SOLENOID) ELECTRICAL — S008600B75

NOTE:
This DTC code is not applicable to MT vehicles.

BJ: DTC P0748 — PRESSURE CONTROL SOLENOID (LINE PRESSURE DUTY SOLENOID) ELECTRICAL — S008600B76

NOTE:
This DTC code is not applicable to MT vehicles.

BK: DTC P0753 — SHIFT SOLENOID A (SHIFT SOLONOID 1) ELECTRICAL — S008600B77

NOTE:
This DTC code is not applicable to MT vehicles.

BL: DTC P0758 — SHIFT SOLENOID B (SHIFT SOLONOID 2) ELECTRICAL — S008600B78

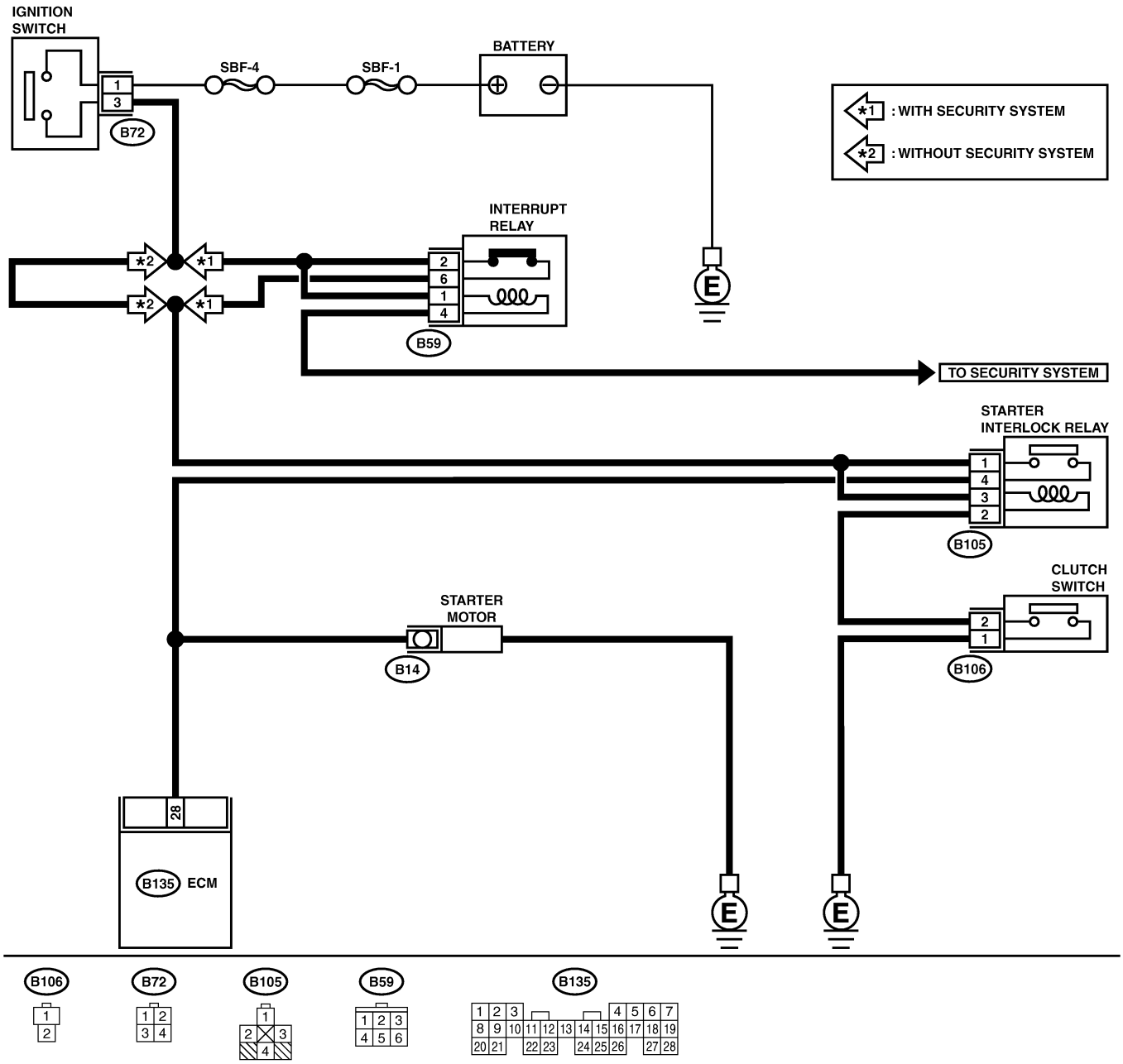
NOTE:
This DTC code is not applicable to MT vehicles.

BM: DTC P1100 — STARTER SWITCH CIRCUIT LOW INPUT — S008600B79

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M4144

No.	Step	Check	Yes	No
1	**CHECK OPERATION OF STARTER MOTOR.** Depress the clutch pedal.	Does starter motor operate when ignition switch to "ST"?	Repair harness and connector. NOTE: In this case, repair the following: ● Open or ground short circuit in harness between ECM and starter motor connector. ● Poor contact in ECM connector.	Check starter motor circuit. <Ref. to EN(H4)-78 STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

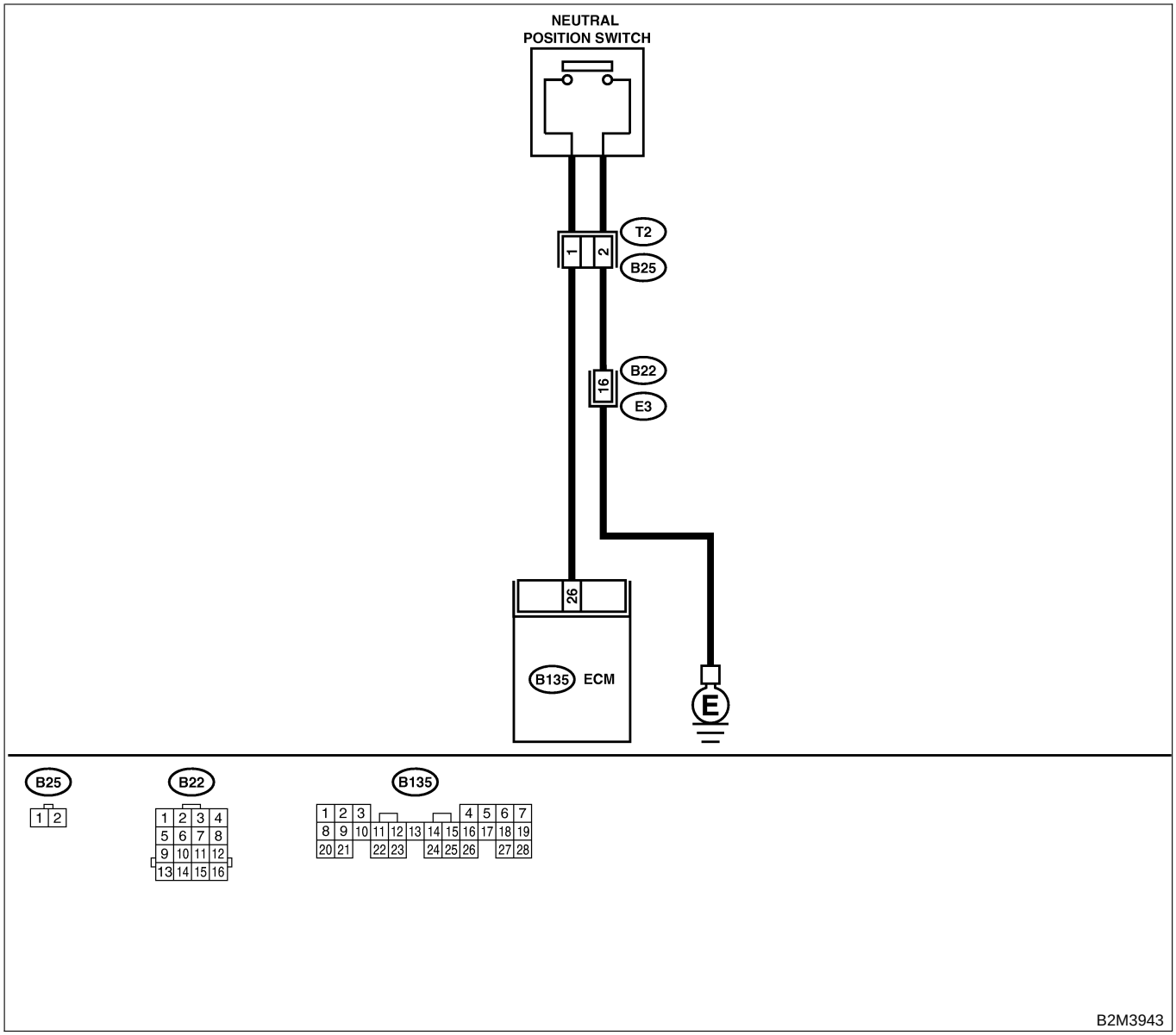
MEMO:

BN: DTC P1101 — NEUTRAL POSITION SWITCH CIRCUIT LOW INPUT — S008600F06

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 (+) — Chassis ground (−):***	Is the voltage more than 10 V in neutral position?	Go to step **2**.	Go to step **4**.
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 (+) — Chassis ground (−):***	Is the voltage less than 1 V in other positions?	Go to step **3**.	Go to step **4**.
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK NEUTRAL POSITION SWITCH.** 1) Turn ignition switch to OFF. 2) Disconnect connector from transmission harness. 3) Measure resistance between transmission harness and connector terminals. ***Connector & terminal*** ***(T2) No. 1 — No. 2:***	Is the resistance more than 1 MΩ in neutral position?	Go to step **5**.	Repair short circuit in transmission harness or replace neutral position switch.
5	**CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR.** Measure resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and transmission harness connector.	Go to step **6**.
6	**CHECK POOR CONTACT.** Check poor contact in transmission harness connector.	Is there poor contact in transmission harness connector?	Repair poor contact in transmission harness connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BO: DTC P1103 — ENGINE TORQUE CONTROL SIGNAL 1 CIRCUIT MALFUNCTION — S008600F07

NOTE:
This DTC code is not applicable to MT vehicles.

BP: DTC P1106 — ENGINE TORQUE CONTROL SIGNAL 2 CIRCUIT MALFUNCTION — S008600B83

NOTE:
This DTC code is not applicable to MT vehicles.

BQ: DTC P1110 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT LOW INPUT — S008600B84

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1110?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.> NOTE: Atmospheric pressure sensor is built into ECM.	It is not necessary to inspect DTC P1110.

BR: DTC P1111 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT HIGH INPUT — S008600B85

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1111?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.> NOTE: Atmospheric pressure sensor is built into ECM.	It is not necessary to inspect DTC P1111.

BS: DTC P1112 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT RANGE/ PERFORMANCE PROBLEM — S008600B86

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0106, P0107, P0108, P1110 or P1111?	Inspect DTC P0106, P0107, P0108, P1110 or P1111 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.> NOTE: Atmospheric pressure sensor is built into ECM.

BT: DTC P1115 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT HIGH INPUT — S008600B87

NOTE:
This DTC code is not applicable to MT vehicles.

BU: DTC P1116 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT LOW INPUT — S008600B88

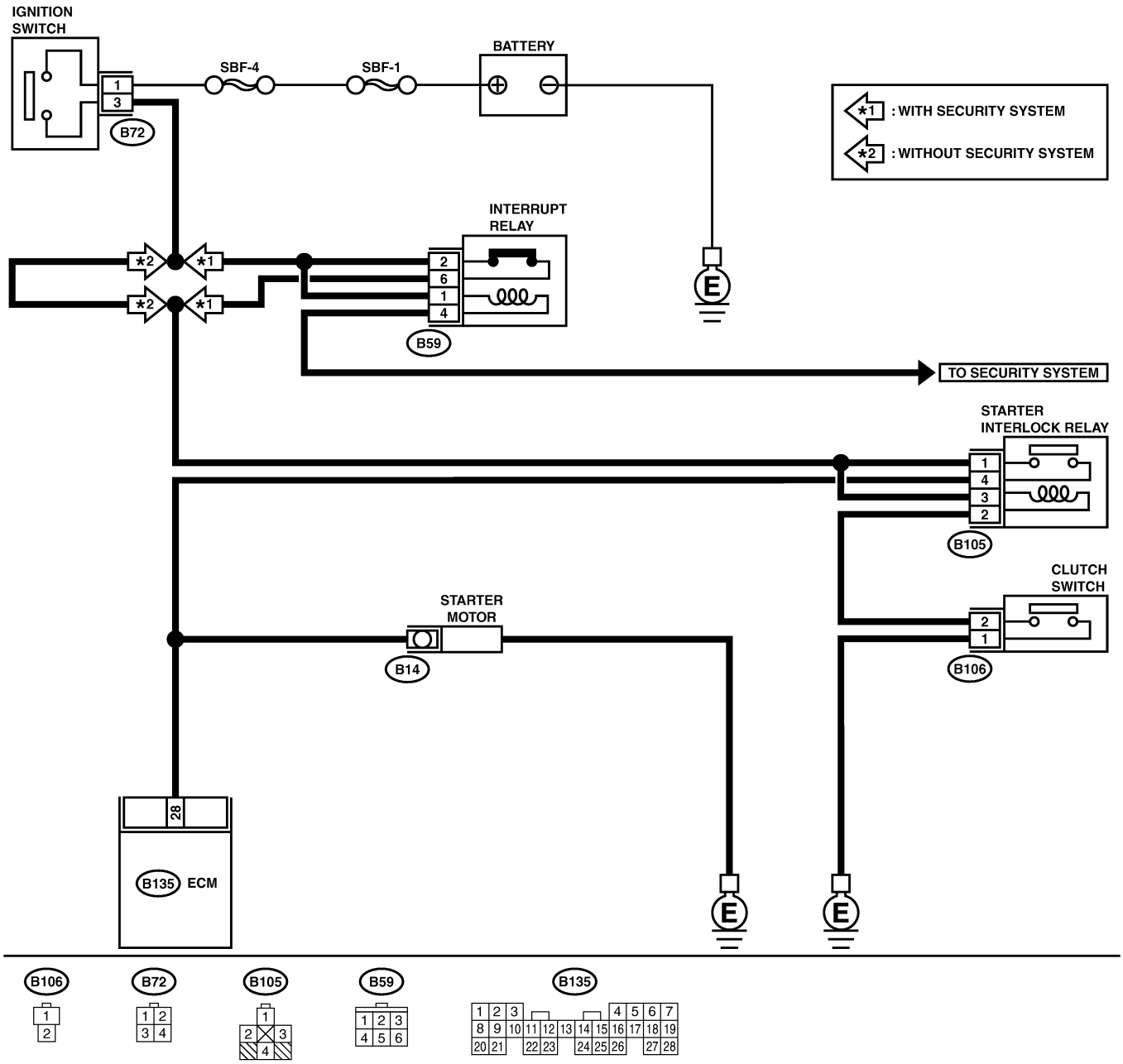
NOTE:
This DTC code is not applicable to MT vehicles.

BV: DTC P1120 — STARTER SWITCH CIRCUIT HIGH INPUT — S008600B89

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M4144

No.	Step	Check	Yes	No
1	**CHECK OPERATION OF STARTER MOTOR.** NOTE: Depress or release the clutch pedal.	Does starter motor operate when ignition switch to "ON"?	Repair battery short circuit in starter motor circuit. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Check starter motor circuit. <Ref. to EN(H4)-78 STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

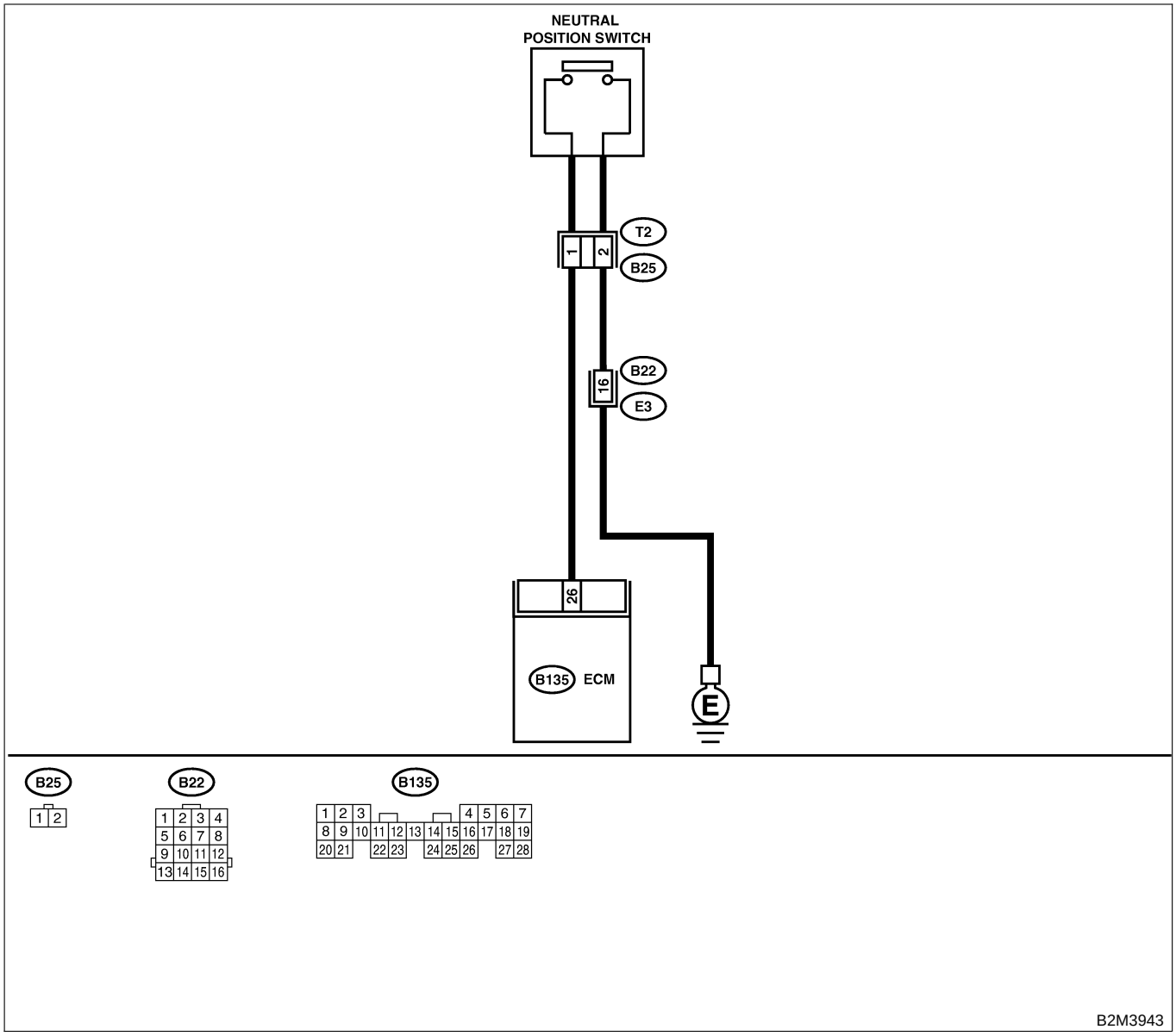
MEMO:

BW: DTC P1121 — NEUTRAL POSITION SWITCH CIRCUIT HIGH INPUT — S008600B90

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



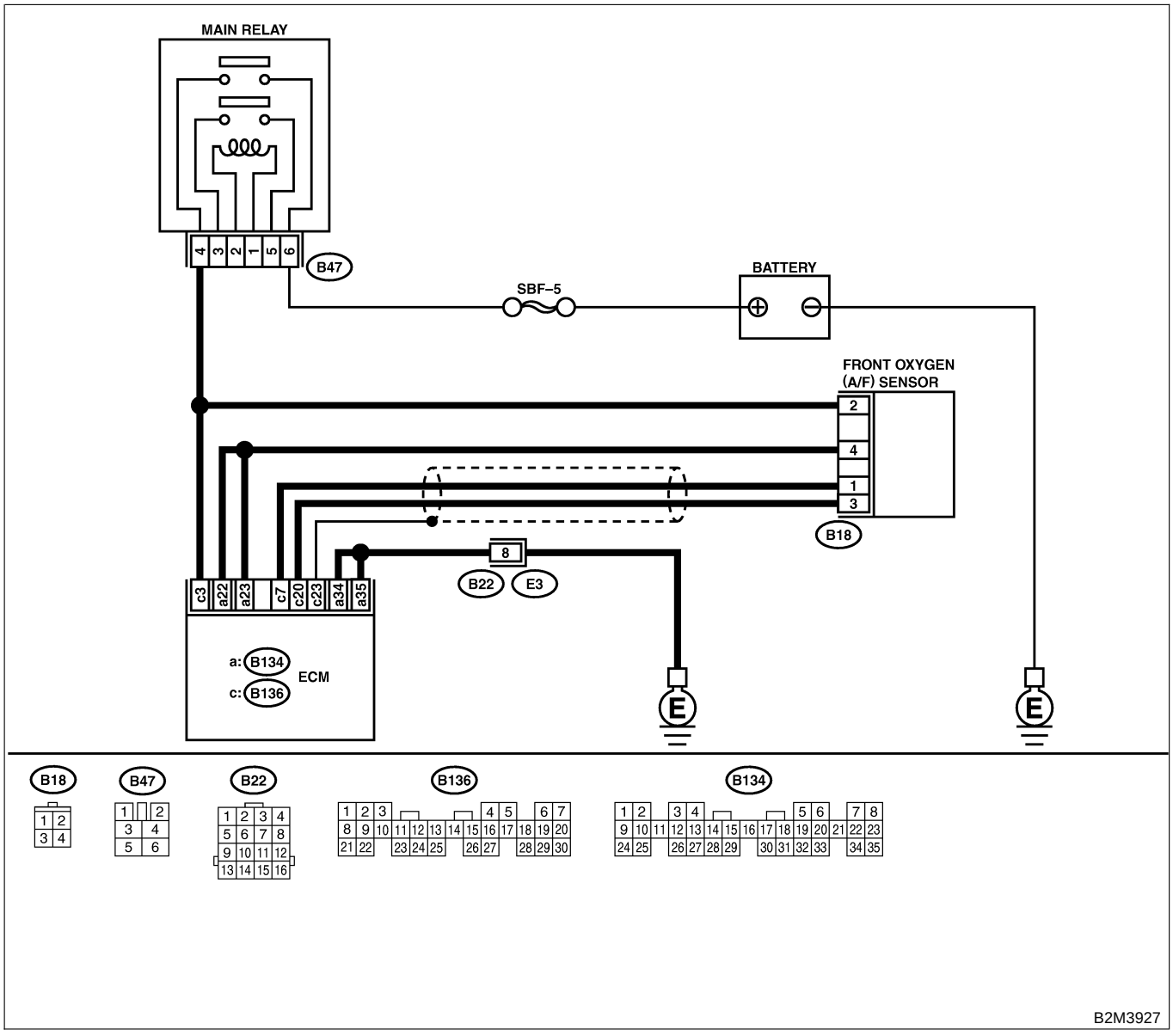
No.	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 (+) — Chassis ground (−):***	Is the voltage more than 10 V in neutral position?	Go to step **2**.	Go to step **4**.
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 26 (+) — Chassis ground (−):***	Is the voltage less than 1 V in other positions?	Go to step **3**.	Go to step **4**.
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK NEUTRAL POSITION SWITCH.** Measure resistance between transmission harness connector terminals. ***Connector & terminal*** ***(T2) No. 1 — No. 2:***	Is the resistance less than 1 Ω in other positions?	Go to step **5**.	Repair open circuit in transmission harness or replace neutral position switch.
5	**CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR.** 1) Disconnect connector from ECM. 2) Measure resistance of harness between ECM and transmission harness connector. ***Connector & terminal*** ***(B135) No. 26 — (B25) No. 1:***	Is the resistance less than 1 Ω?	Go to step **6**.	Repair open circuit in harness between ECM and transmission harness connector.
6	**CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR.** Measure resistance of harness between transmission harness connector and engine ground. ***Connector & terminal*** ***(B25) No. 2 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between transmission harness connector and engine grounding terminal ● Poor contact in coupling connector (B22)
7	**CHECK POOR CONTACT.** Check poor contact in transmission harness connector.	Is there poor contact in transmission harness connector?	Repair poor contact in transmission harness connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BX: DTC P1130 — FRONT OXYGEN (A/F) SENSOR CIRCUIT MALFUNCTION (OPEN CIRCUIT) — S008600B92

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



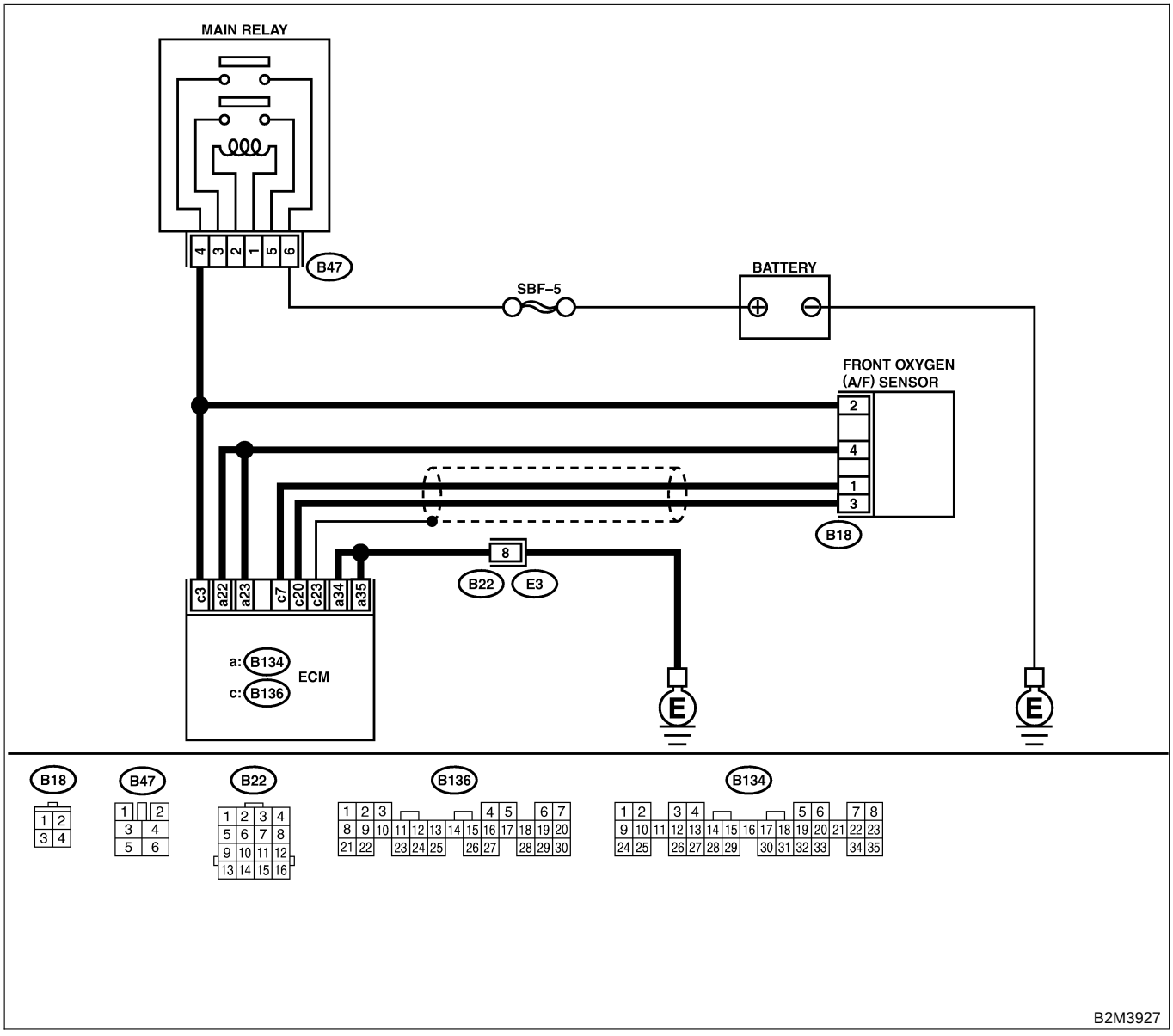
No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and front oxygen (A/F) sensor connector. 3) Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 7 — (B18) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and front oxygen (A/F) sensor connector ● Poor contact in front oxygen (A/F) sensor connector ● Poor contact in ECM connector
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 20 — (B18) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and front oxygen (A/F) sensor connector ● Poor contact in front oxygen (A/F) sensor connector ● Poor contact in ECM connector
3	**CHECK POOR CONTACT.** Check poor contact in front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair poor contact in front oxygen (A/F) sensor connector.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-63 Front Oxygen (A/F) Sensor.>

BY: DTC P1131 — FRONT OXYGEN (A/F) SENSOR CIRCUIT MALFUNCTION (SHORT CIRCUIT) — S008600B93

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



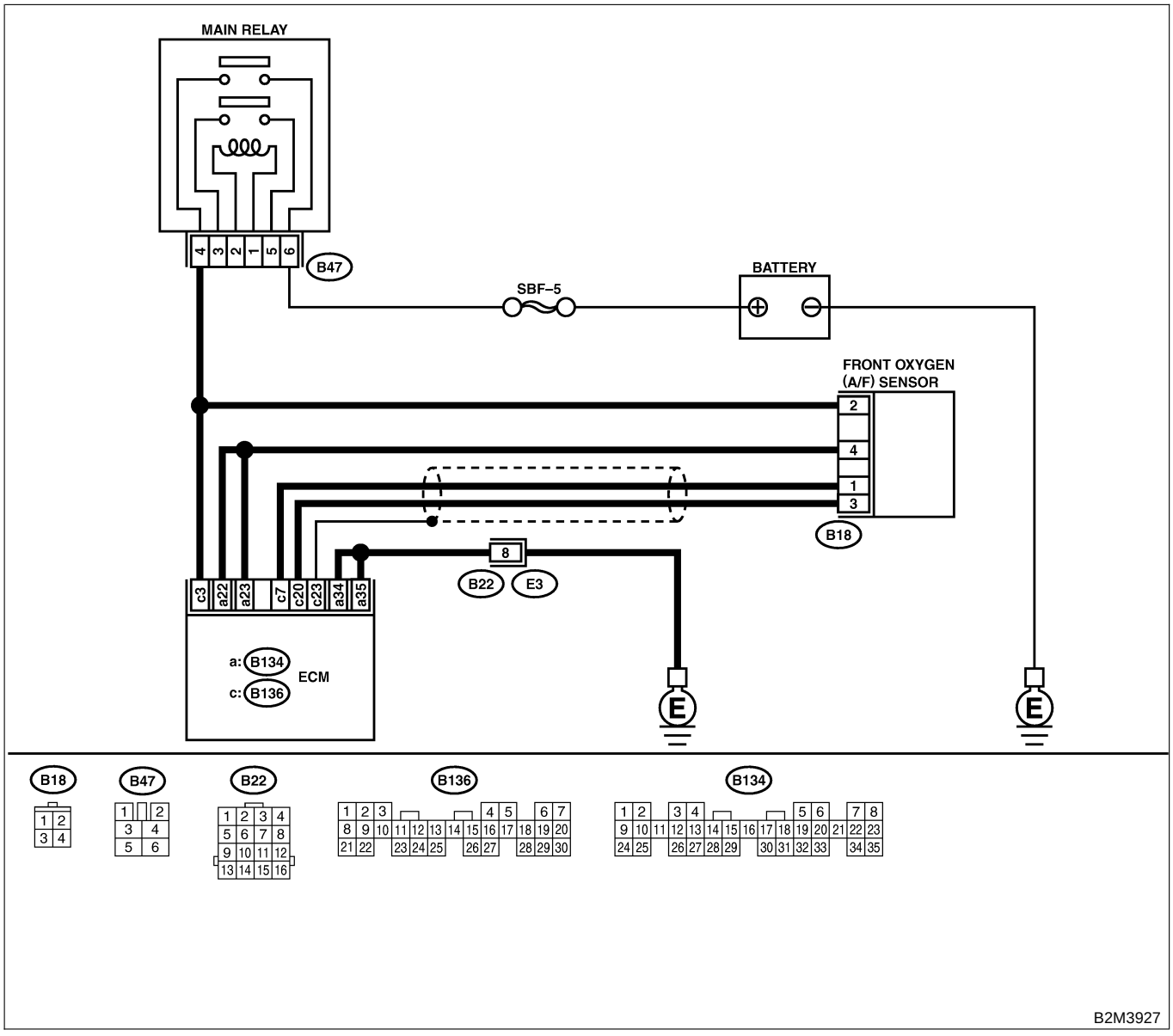
No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 7 — Chassis ground:***	Is the resistance more than 10 Ω?	Go to step **2**.	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 20 — Chassis ground:***	Is the resistance more than 10 Ω?	Go to step **3**.	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK OUTPUT SIGNAL FOR ECM.** 1) Connect connector to ECM. 2) Turn ignition switch to ON. 3) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 7 (+) — Chassis ground (−):***	Is the voltage more than 4.5 V?	Go to step **4**.	Go to step **5**.
4	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 7 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Repair poor contact in ECM connector.
5	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 20 (+) — Chassis ground (−):***	Is the voltage more than 4.95 V?	Go to step **6**.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-63 Front Oxygen (A/F) Sensor.>
6	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 20 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Repair poor contact in ECM connector.

BZ: DTC P1132 — FRONT OXYGEN (A/F) SENSOR HEATER CIRCUIT LOW INPUT — S008600B94

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1132 and P0141 at the same time?	Go to step **2**.	Go to step **5**.
2	**CHECK GROUND CIRCUIT OF ECM.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 35 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **6**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine ground terminal ● Poor contact in ECM connector Poor contact in coupling connector (B22)
3	**CHECK GROUND CIRCUIT OF ECM.** 1) Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine ground terminal ● Poor contact in ECM connector ● Poor contact in coupling connector (B22) 2) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 34 — Chassis ground:***	Is there resistance less than 5 Ω?	Go to step **6**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and engine ground terminal ● Poor contact in ECM connector Poor contact in coupling connector (B22)
4	**CHECK POWER SUPPLY CIRCUIT OF ECM.** 1) Disconnect connectors from ECM. 2) Turn ignition switch to ON. 3) Measure power supply voltage between ECM connector terminals. ***Connector & terminal*** ***(B136) No. 3 (+) — (B134) No. 34 (−):***	Is the voltage more than 8 V?	Go to step **3**.	Repair open or ground short circuit in harness of power supply circuit.
5	**CHECK POWER SUPPLY CIRCUIT OF ECM.** Measure power supply voltage between ECM connector terminals. ***Connector & terminal*** ***(B136) No. 3 (+) — (B136) No. 35 (−):***	Is the voltage more than 8 V?	Go to step **4**.	Repair open or ground short circuit in harness of power supply circuit.

No.	Step	Check	Yes	No
6	**CHECK CURRENT DATA.** 1) Start engine 2) Read data of front oxygen (A/F) sensor heater current using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 0.2 A?	Repair poor contact in connector. NOTE: In this case, repair the following: ● Poor contact in front oxygen (A/F) sensor connector ● Poor contact in ECM connector	Go to step **7**.
7	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start and idle the engine. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 22 (+) — Chassis ground (−):***	Is the voltage less than 1.0 V?	Go to step **9**.	Go to step **8**.
8	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 22 (+) — Chassis ground (−):***	Does the voltage change less than 1.0 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Go to step **9**.
9	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (−):***	Is the voltage less than 1.0 V?	Go to step **11**.	Go to step **10**.
10	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (−):***	Does the voltage change less than 1.0 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Go to step **11**.
11	**CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from front oxygen (A/F) sensor. 3) Turn ignition switch to ON. 4) Measure voltage between front oxygen (A/F) sensor connector and engine ground. ***Connector & terminal*** ***(E18) No. 2 (+) — Engine ground (−):***	Is the voltage more than 10 V?	Go to step **12**.	Repair power supply line. NOTE: In this case, repair the following: ● Open circuit in harness between main relay and front oxygen (A/F) sensor connector ● Poor contact in front oxygen (A/F) sensor connector ● Poor contact in main relay connector

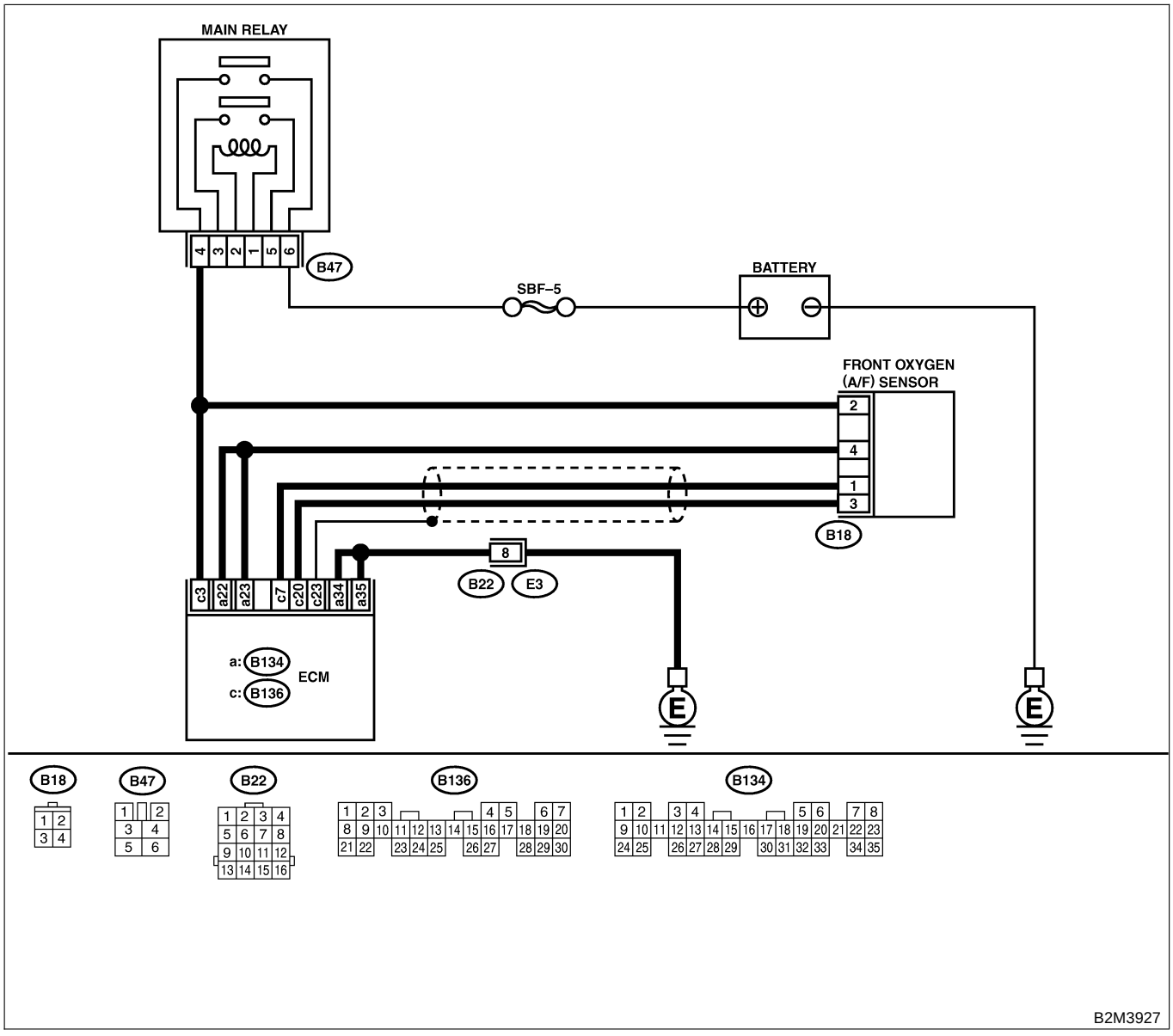
No.	Step	Check	Yes	No
12	**CHECK FRONT OXYGEN (A/F) SENSOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 10 Ω?	Repair harness and connector. NOTE: In this case, repair the following: ● Open or ground short circuit in harness between front oxygen (A/F) sensor and ECM connector ● Poor contact in front oxygen (A/F) sensor connector ● Poor contact in ECM connector	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-63 Front Oxygen (A/F) Sensor.>

CA: DTC P1133 — FRONT OXYGEN (A/F) SENSOR HEATER CIRCUIT HIGH INPUT — S008600B95

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



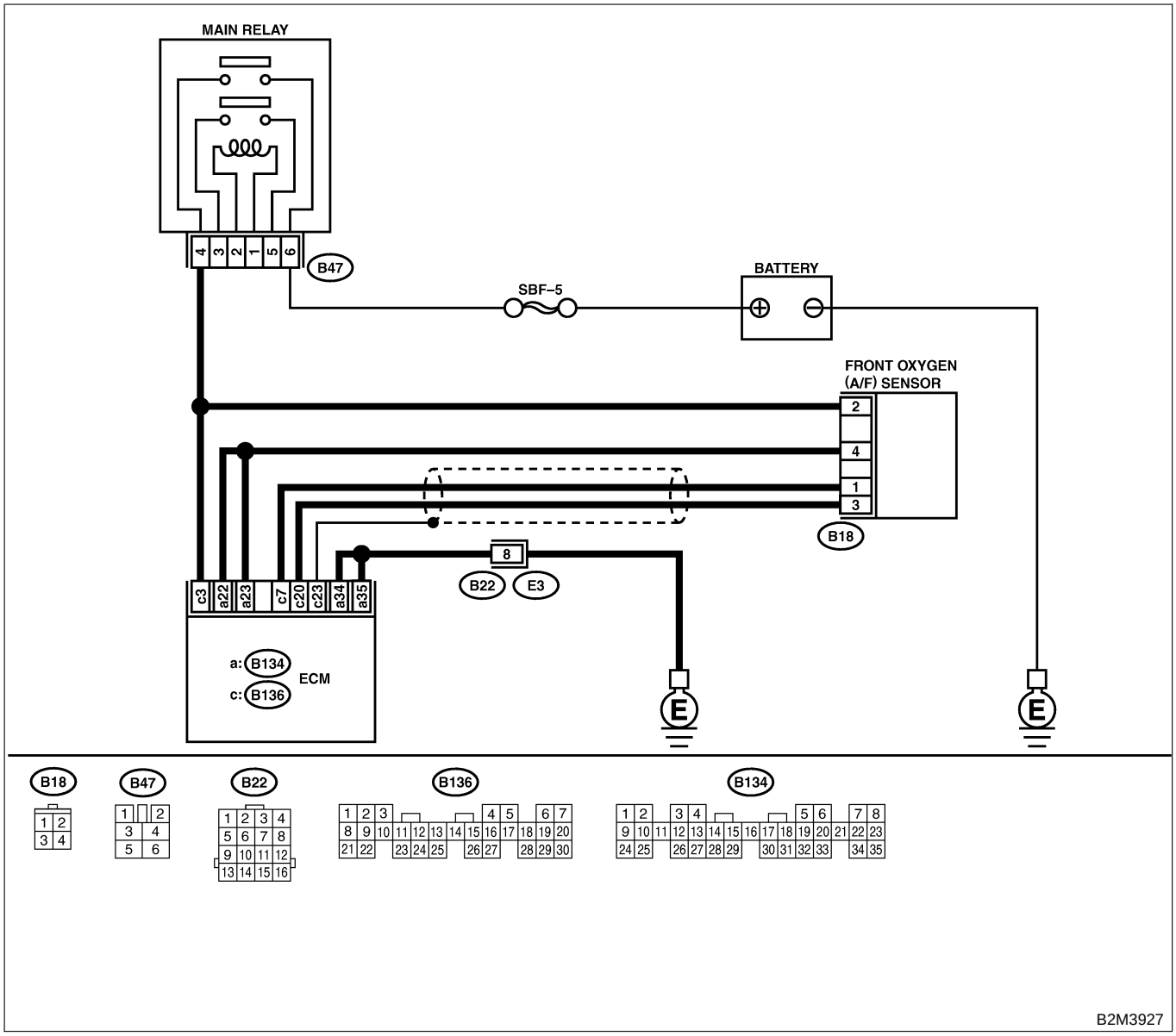
No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (−):***	Is the voltage more than 8 V?	Go to step **3**.	Go to step **2**.
2	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 22 (+) — Chassis ground (−):***	Is the voltage more than 8 V?	Go to step **3**.	Go to step **4**.
3	**CHECK FRONT OXYGEN (A/F) SENSOR HEATER CURRENT.** 1) Turn ignition switch to OFF. 2) Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. 3) Turn ignition switch to ON. 4) Read data of front oxygen (A/F) sensor heater current using Subaru Select Monitor or the OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value more than 2.3 A?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	END
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (−):***	Does the voltage change more than 8 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	Go to step **5**.
5	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 22 (+) — Chassis ground (−):***	Does the voltage change more than 8 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	END

CB: DTC P1134 — FRONT OXYGEN (A/F) SENSOR MICRO-COMPUTER PROBLEM — S008600B96

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



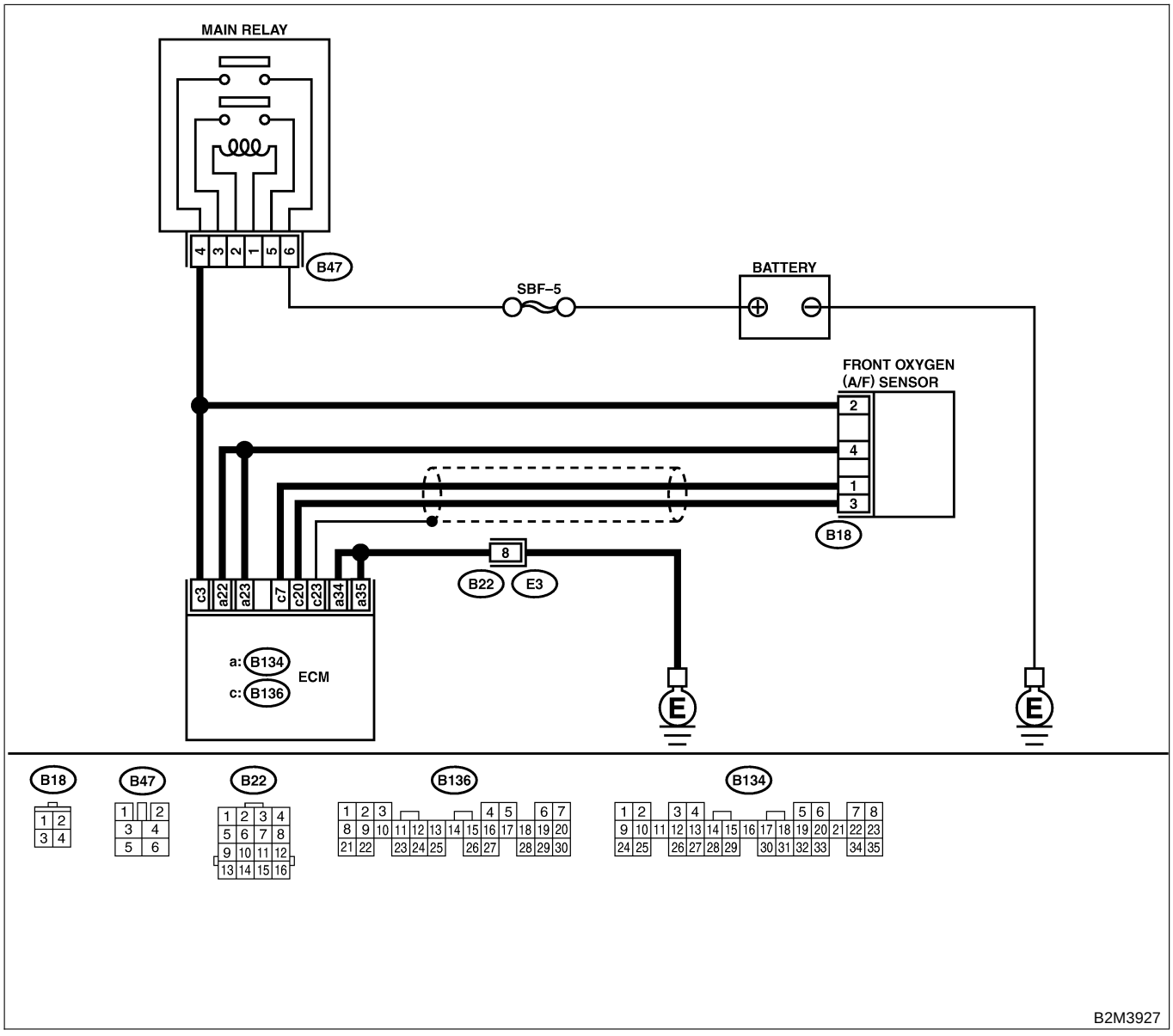
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1134?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	It is not necessary to inspect DTC P1134.

CC: DTC P1139 — FRONT OXYGEN (A/F) SENSOR #1 HEATER CIRCUIT RANGE/PERFORMANCE PROBLEM — S008600B97

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



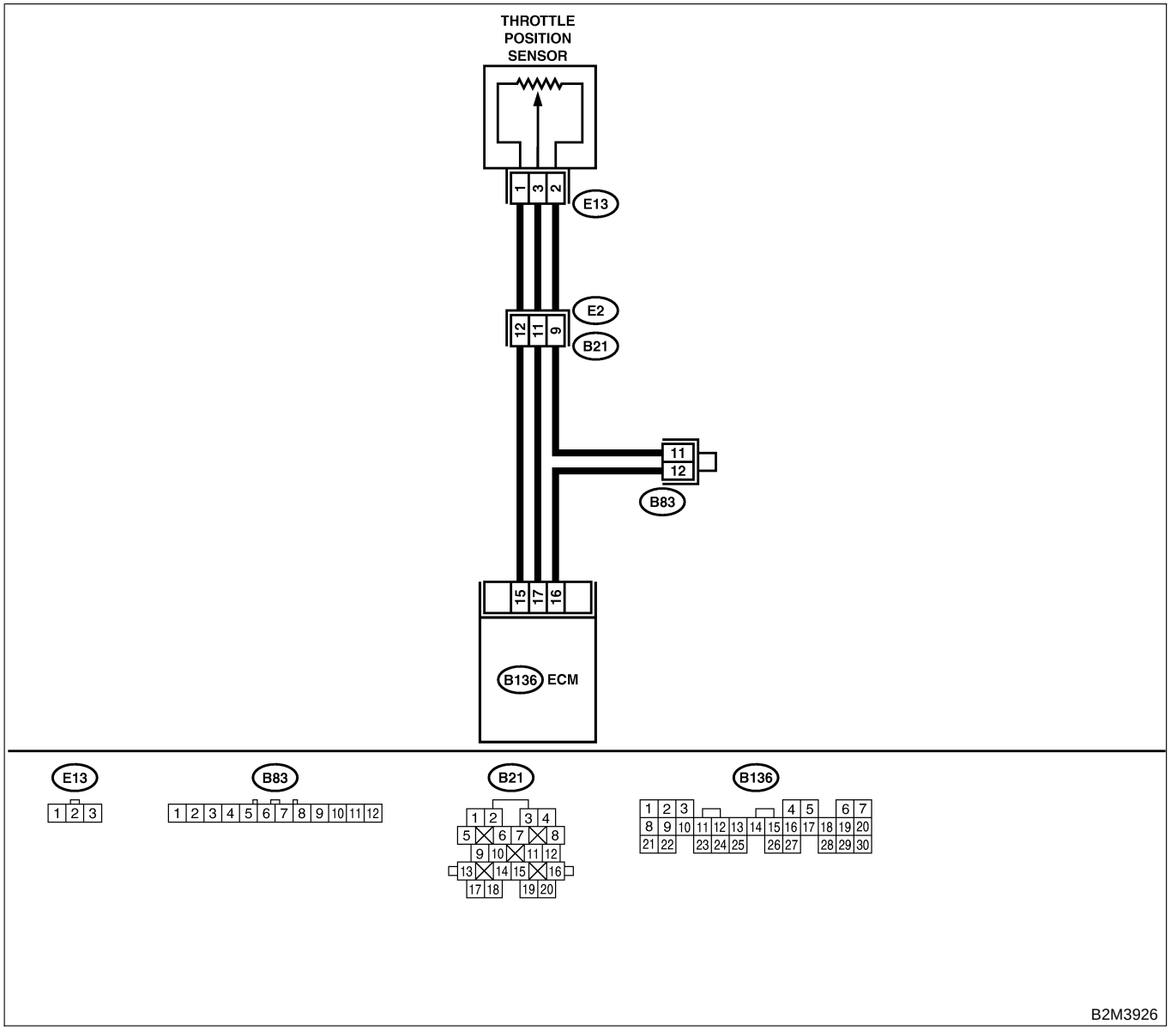
No.	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Start engine, and warm-up the engine. 2) Turn ignition switch to OFF. 3) Disconnect connectors from ECM and front oxygen (A/F) sensor. 4) Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B134) No. 22 — (B18) No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 7 — (B18) No. 1:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 20 — (B18) No. 3:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 3 — (B18) No. 2:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
5	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 2 — No. 4:***	Is the resistance less than 5 Ω?	Go to step **6**.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-3 Front Oxygen (A/F) Sensor.>
6	**CHECK POOR CONTACT.** Check poor contact in ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair poor contact in ECM or front oxygen (A/F) sensor connector.	Replace front oxygen (A/F) sensor. <Ref. to FU(H4)-3 Front Oxygen (A/F) Sensor.>

CD: DTC P1142 — THROTTLE POSITION SENSOR CIRCUIT RANGE/PERFORMANCE PROBLEM (LOW INPUT) — S008600B99

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0106, P0107, P0108, P0122 or P0123?	Inspect DTC P0106, P0107, P0108, P0122 or P0123 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P1142.	Go to step **2**.
2	**CHECK CURRENT DATA.** 1) Start engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: ● Subaru Select Monitor For detailed operation procedure, refer to the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4)-52 Subaru Select Monitor.> ● OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the value less than 0 kPa (0 mmHg, 0 inHg)?	Replace intake manifold pressure sensor. <Ref. to FU(H4)-49 Intake Manifold Pressure Sensor.>	Replace throttle position sensor. <Ref. to FU(H4)-45 Throttle Position Sensor.>

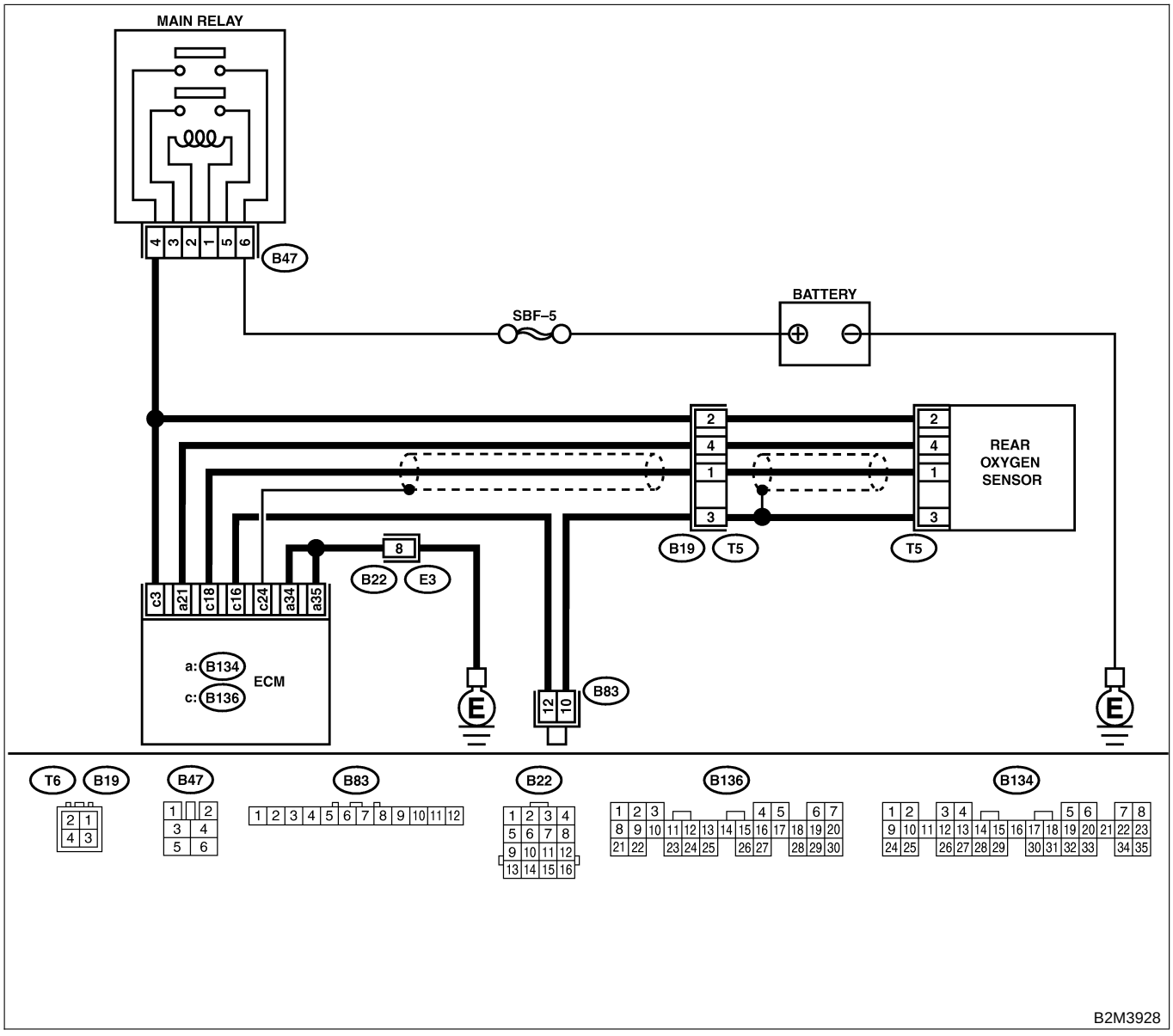
CE: DTC P1151 — REAR OXYGEN SENSOR HEATER CIRCUIT HIGH INPUT

S008600C03

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



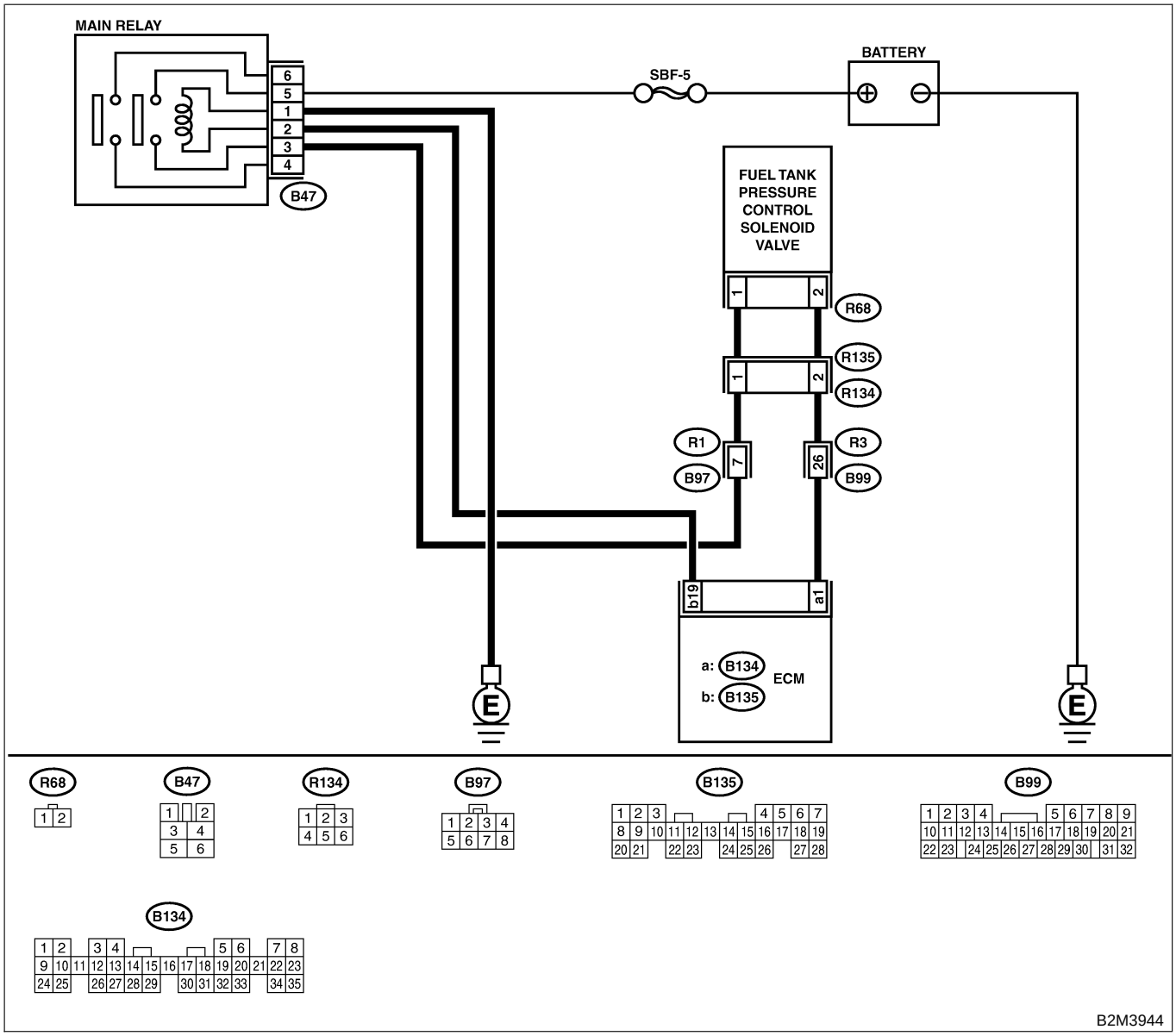
No.	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 21 (+) — Chassis ground (−):***	Is the voltage more than 8 V?	Go to step **2**.	Go to step **3**.
2	**CHECK DTC P1151 ON DISPLAY.** 1) Turn ignition switch to OFF. 2) Repair battery short circuit in harness between ECM and rear oxygen sensor connector. 3) Operate the INSPECTION MODE. <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P1151?	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	END
3	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 21 (+) — Chassis ground (−):***	Does the voltage change more than 8 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair poor contact in ECM connector.	Go to step **4**.
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 21 (+) — Chassis ground (−):***	Does the voltage change more than 8 V by shaking harness and connector of rear oxygen sensor while monitoring the value with voltage meter?	Repair poor contact in rear oxygen sensor connector.	Go to step **5**.
5	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 21 (+) — Chassis ground (−):***	Does the voltage change more than 8 V by shaking coupling connector (E2) while monitoring the value with voltage meter?	Repair poor contact in coupling connector.	Even if MIL lights up, the circuit has returned to normal condition at this time.

CF: DTC P1400 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW INPUT — S008600C07

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



B2M3944

No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 1 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **2**.	Go to step **3**.

No.	Step	Check	Yes	No
2	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
3	**CHECK HARNESS BETWEEN FUEL TANK PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from fuel tank pressure control solenoid valve and ECM. 3) Measure resistance of harness between fuel tank pressure control solenoid valve connector and chassis ground. ***Connector & terminal*** ***(R68) No. 2 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM and fuel tank pressure control solenoid valve connector.	Go to step **4**.
4	**CHECK HARNESS BETWEEN FUEL TANK PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and fuel tank pressure control solenoid valve connector. ***Connector & terminal*** ***(B134) No. 1 — (R68) No. 2:***	Is the voltage less than 1 Ω?	Go to step **5**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and fuel tank pressure control solenoid valve connector ● Poor contact in coupling connectors (B99 and R134)
5	**CHECK FUEL TANK PRESSURE CONTROL SOLENOID VALVE.** Measure resistance between fuel tank pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 and 100 Ω?	Go to step **6**.	Replace fuel tank pressure control solenoid valve. <Ref. to EC(H4)-13 Pressure Control Solenoid Valve.>

No.	Step	Check	Yes	No
6	**CHECK POWER SUPPLY TO FUEL TANK PRESSURE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between fuel tank pressure control solenoid valve and chassis ground. ***Connector & terminal*** ***(R68) No. 1 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **7**.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between main relay and fuel tank pressure control solenoid valve connector ● Poor contact in coupling connectors (B97 and R134) ● Poor contact in main relay connector
7	**CHECK POOR CONTACT.** Check poor contact in fuel tank pressure control solenoid valve connector.	Is there poor contact in fuel tank pressure control solenoid valve connector?	Repair poor contact in fuel tank pressure control solenoid valve connector.	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

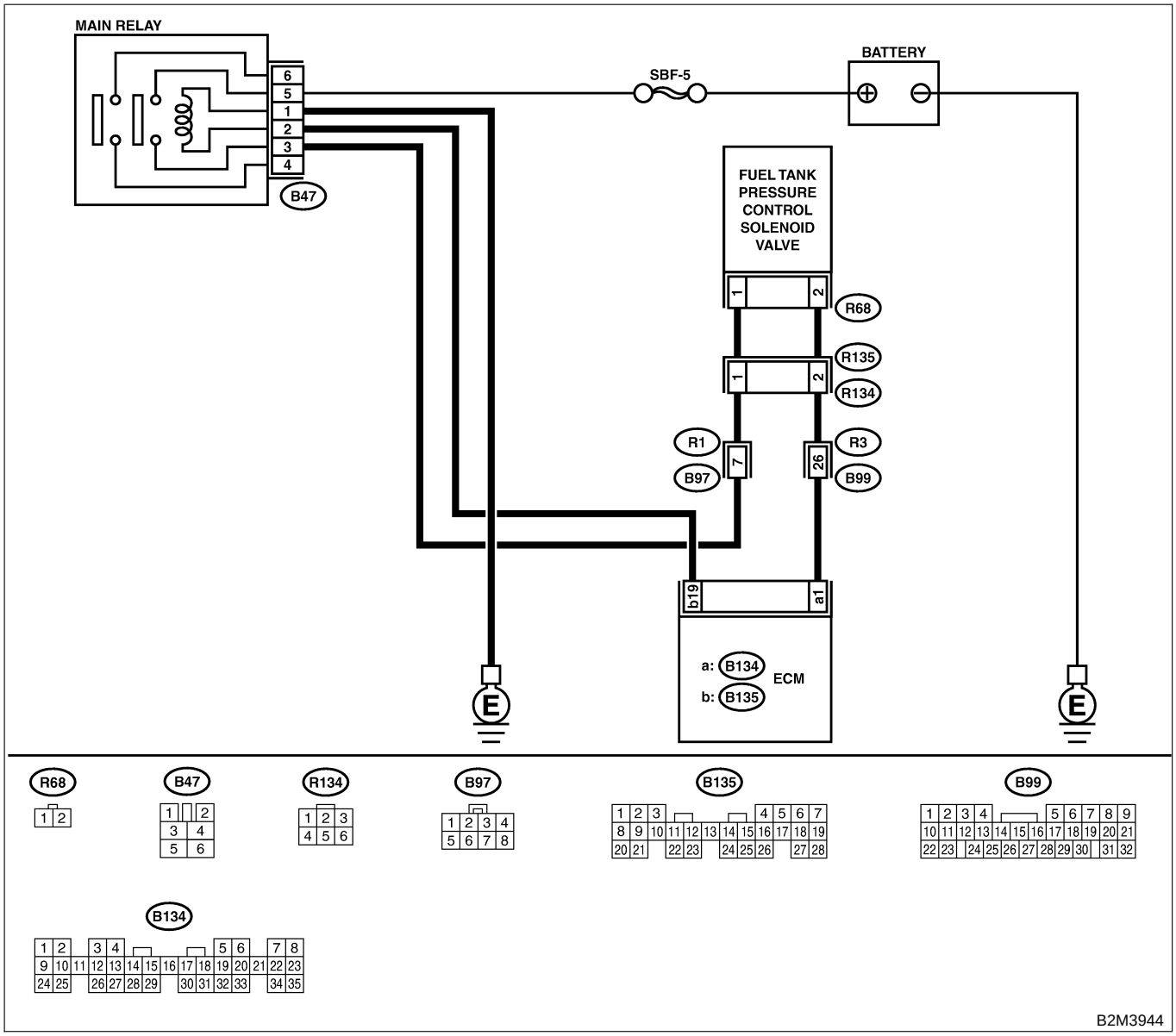
MEMO:

CG: DTC P1420 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT HIGH INPUT — S008600C08

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



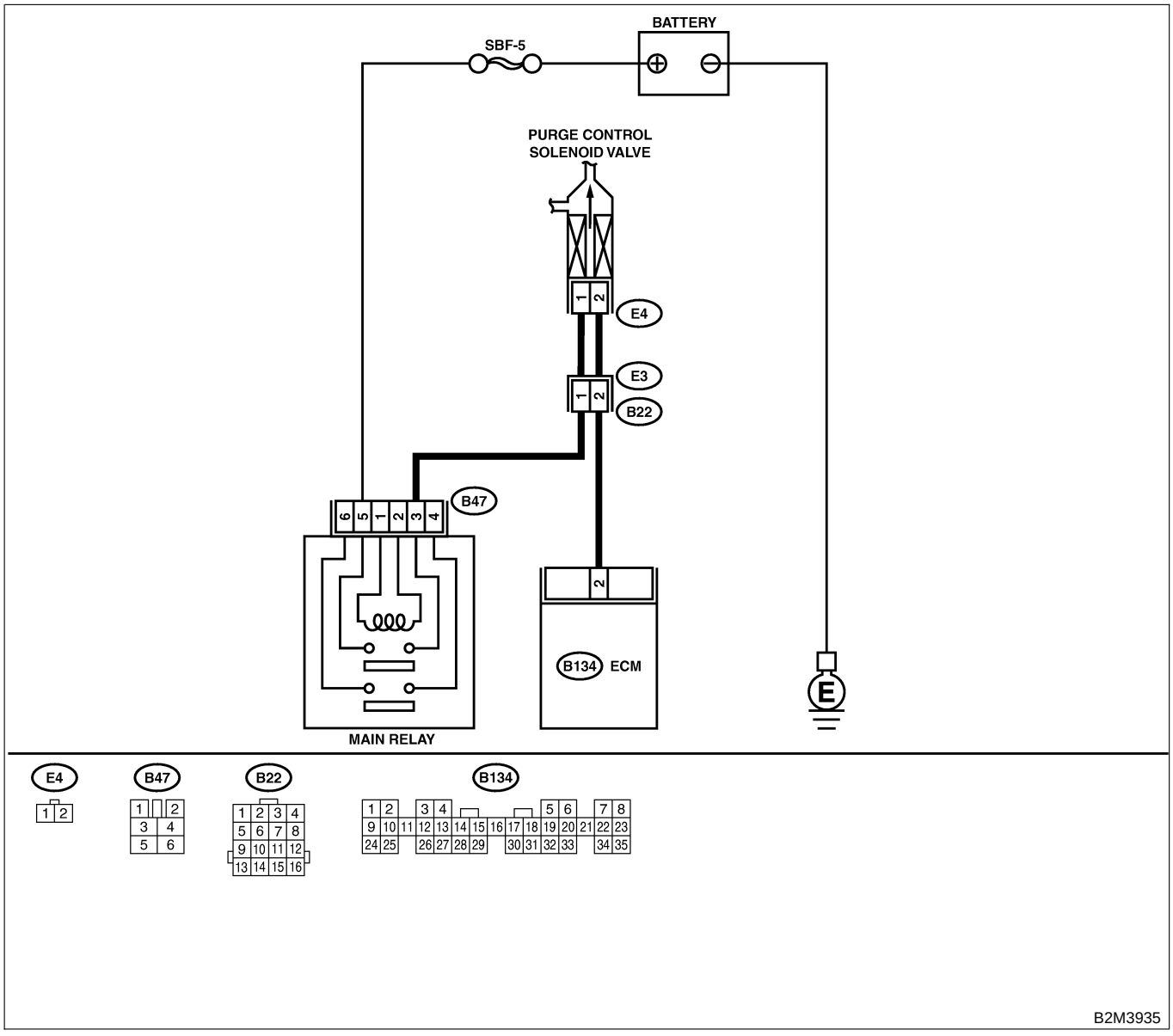
No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While operating fuel tank pressure control solenoid valve, measure voltage between ECM and chassis ground. NOTE: Fuel tank pressure control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B134) No. 1 (+) — Chassis ground (−):***	Does voltage change between 0 and 10 V?	Go to step **2**.	Even if MIL light up, the circuit has returned to a normal condition at this time. In this case, repair poor contact in ECM connector.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 1 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **4**.	Go to step **3**.
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector. <Ref. to FOREWORD [T3C1].>	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>
4	**CHECK HARNESS BETWEEN FUEL TANK PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel tank pressure control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 1 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and fuel tank pressure control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **5**.
5	**CHECK FUEL TANK PRESSURE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between fuel tank pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace fuel tank pressure control solenoid valve <Ref. to EC(H4)-13 Pressure Control Solenoid Valve.> and ECM <Ref. to FU(H4)-67 Engine Control Module.>.	Go to step **6**.
6	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>

CH: DTC P1422 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH INPUT — S008600C09

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Erroneous idling

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



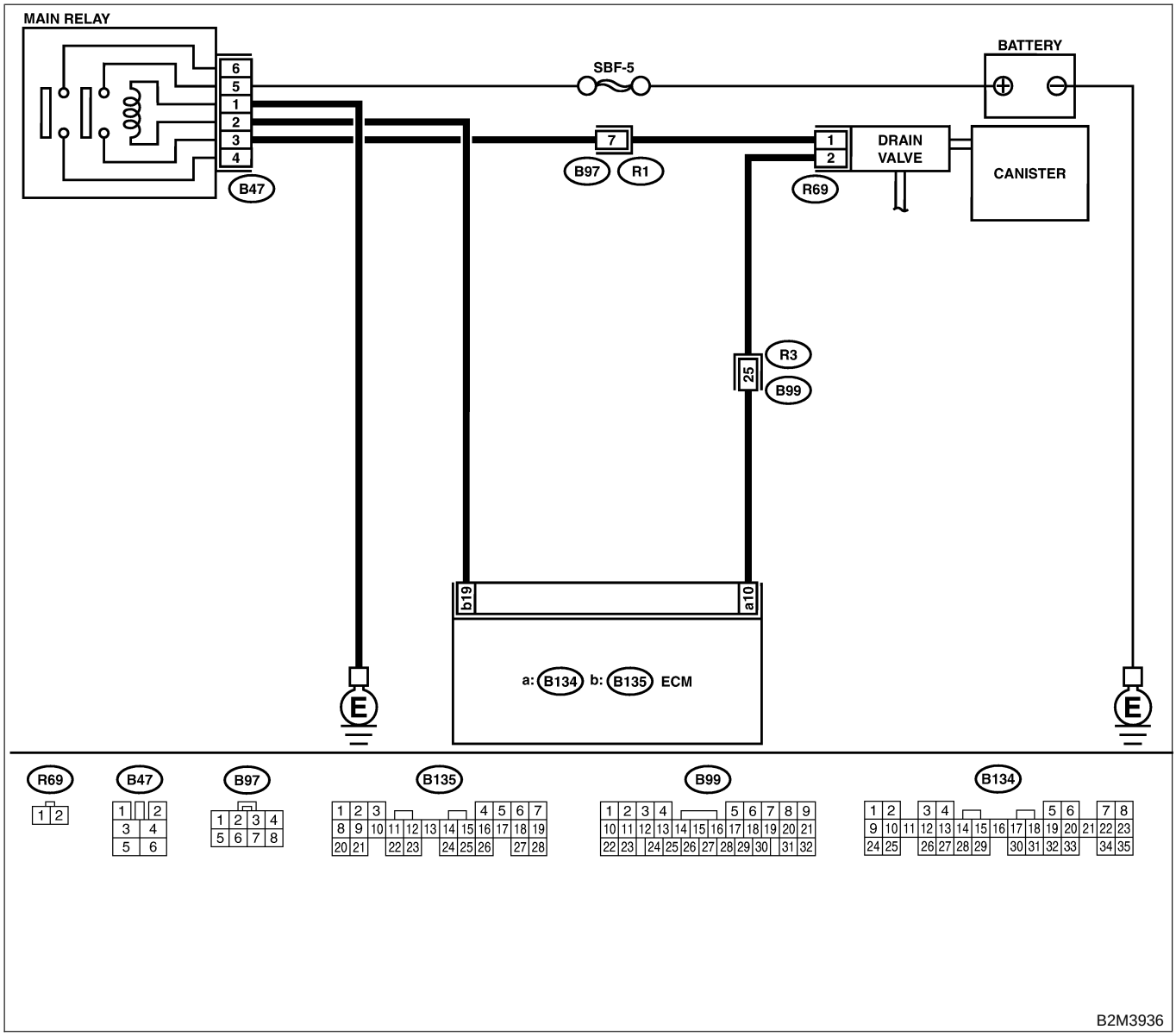
No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While operationg purge control solenoid valve, measure voltage between ECM and chassis ground. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B134) No. 2 (+) — Chassis ground (−):***	Does voltage change between 0 and 10 V?	Go to step **2**.	Even if MIL light up, the circuit has returned to a normal condition at this time. In this case, repair poor contact in ECM connector.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 2 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **4**.	Go to step **3**.
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector. <Ref. to FOREWORD [T3C1].>	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>
4	**CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from purge control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 2 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and purge control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **5**.
5	**CHECK PURGE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between purge control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace purge control solenoid valve <Ref. to FU(H4)-8 Purge Control Solenoid Valve.> and ECM <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **6**.
6	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>

CI: DTC P1423 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL HIGH INPUT — S008600C10

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



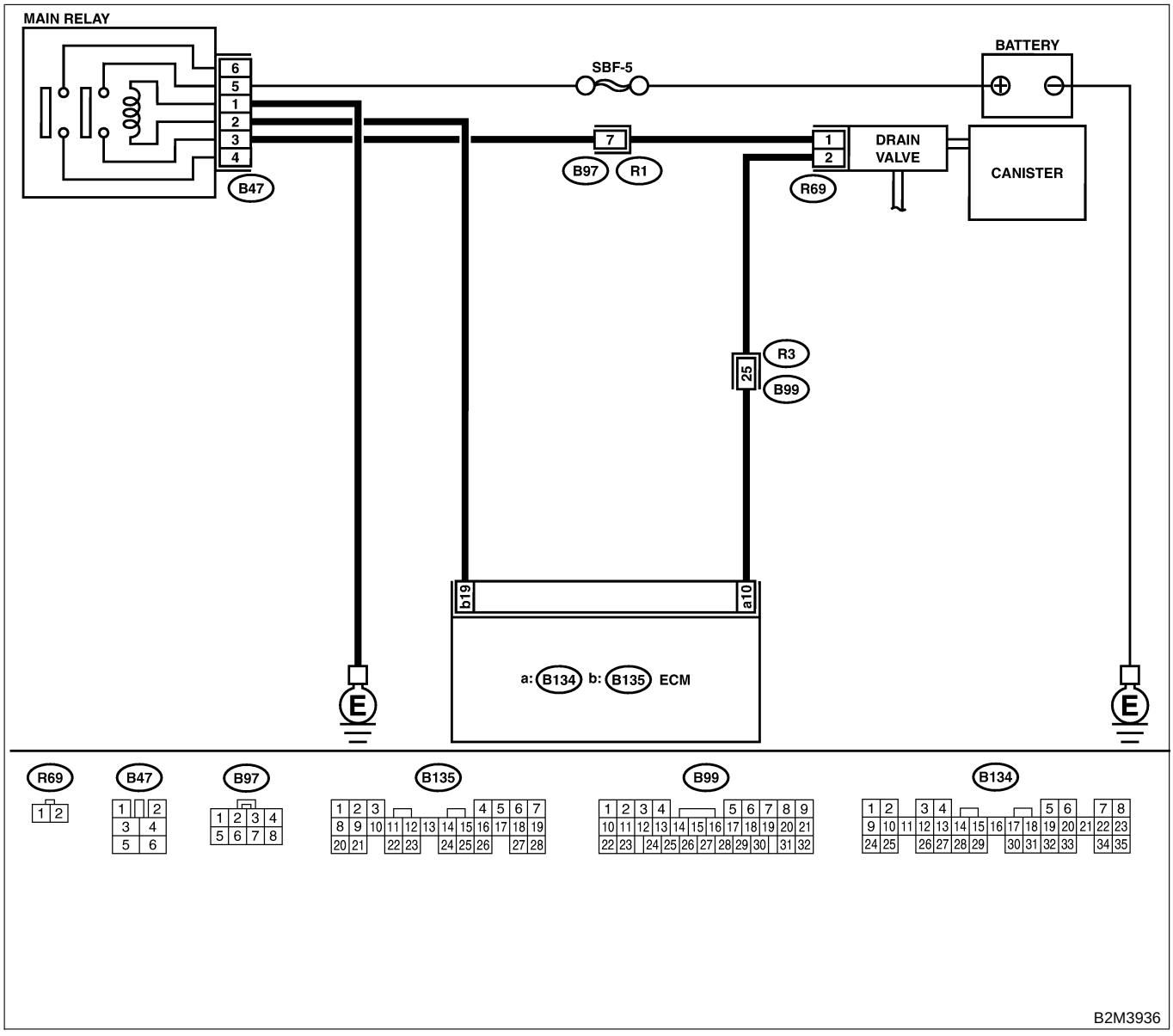
No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While operating drain valve, measure voltage between ECM and chassis ground. NOTE: Drain valve operation can be excecuted using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6)-64 Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B134) No. 10 (+) — Chassis ground (−):***	Does voltage change between 0 and 10 V?	Go to step **2**.	Even if MIL light up, the circuit has returned to a normal condition at this time. In this case, repair poor contact in ECM connector.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 10 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **4**.	Go to step **3**.
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>
4	**CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from drain valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 10 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and drain valve connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **5**.
5	**CHECK DRAIN VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace drain valve <Ref. to FU(H4)-17 Drain Valve.> and ECM <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **6**.
6	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>

CJ: DTC P1443 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL FUNCTION PROBLEM — S008600C12

- **DTC DETECTING CONDITION:**
  - Immediately after fault occurrence
- **TROUBLE SYMPTOM:**
  - Improper fuel supply

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



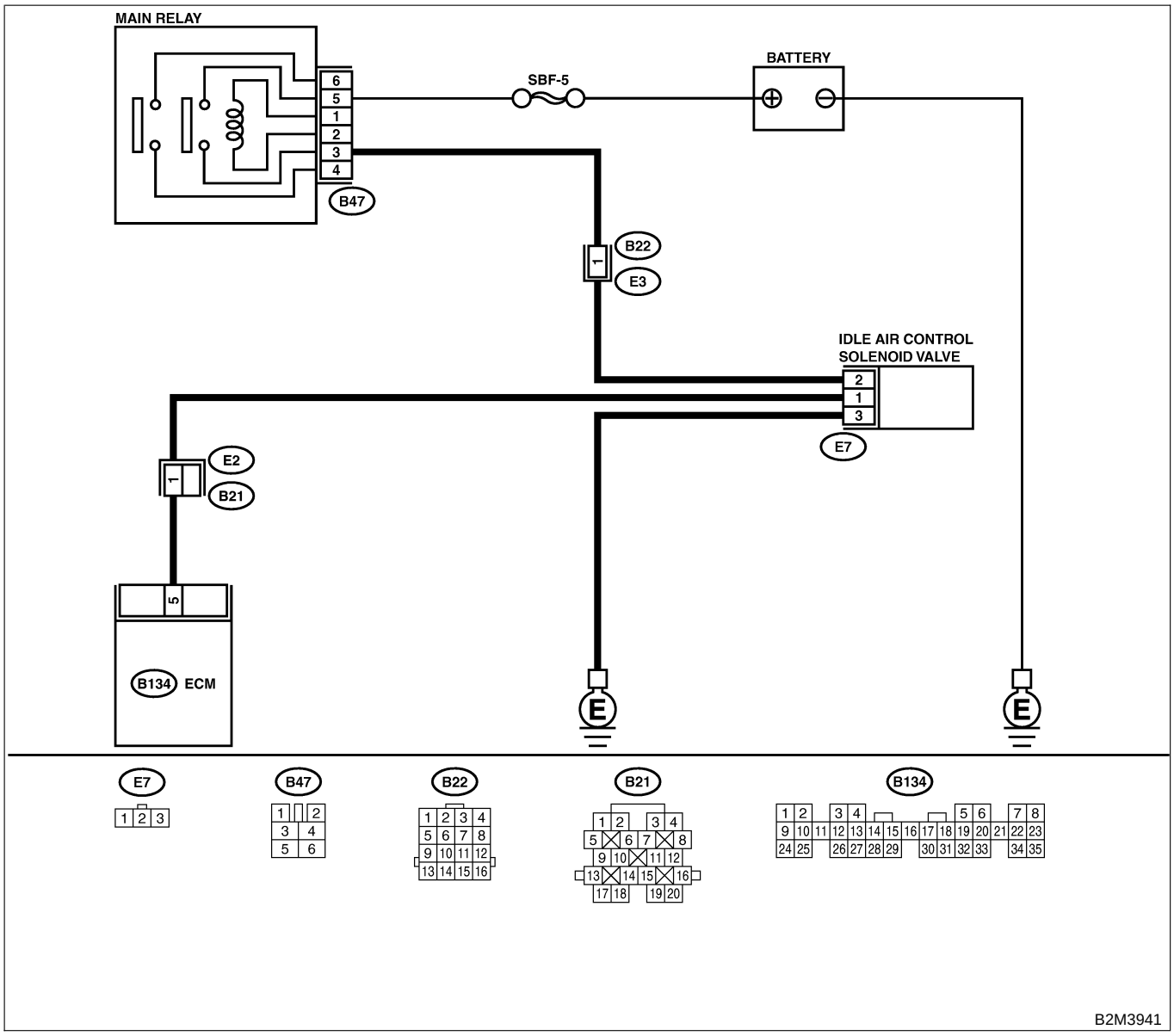
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is there any other DTC on display?	Inspect the relevant DTC using "17. List of Diagnostic Trouble Code (DTC) for MT Vehicles". <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.>	Go to step **2**.
2	**CHECK VENT LINE HOSES.** Check the following items. ● Clogging of vent hoses between canister and drain valve ● Clogging of vent hose between drain valve and drain filter ● Clogging of drain filter	Is there a fault in vent line?	Repair or replace the faulty part.	Go to step **3**.
3	**CHECK DRAIN VALVE OPERATION.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) Operate drain valve. NOTE: Drain valve operation can also be executed using Subaru Select Monitor. For the procedure, refer to the "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Contact with SOA service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Replace drain valve. <Ref. to EC(H4)-17 Drain Valve.>

CK: DTC P1505 — IDLE CONTROL SYSTEM CIRCUIT HIGH INPUT — S008600C15

- **DTC DETECTING CONDITION:**
  - Immediately at fault recognition
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Engine breathing

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **2**.	Adjust throttle cable. <Ref. to SP(H4)-6 INSTALLATION, Accelerator Control Cable.>
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Go to step **3**.	Go to step **4**.
3	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Disconnect connector from idle air control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and idle air control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Replace idle air control solenoid valve <Ref. to FU(H4)-53 Idle Air Control Solenoid Valve.> and ECM <Ref. to FU(H4)-67 Engine Control Module.>.
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 5 (+) — Chassis ground (−):***	Does the voltage change more than 10 V by shaking harness and connector of ECM while monitoring the value with voltage meter?	Repair battery short circuit in harness between ECM and idle air control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Contact with SOA service. NOTE: Insepction by DTM is required, because probable cause is deterioration of multiple parts.

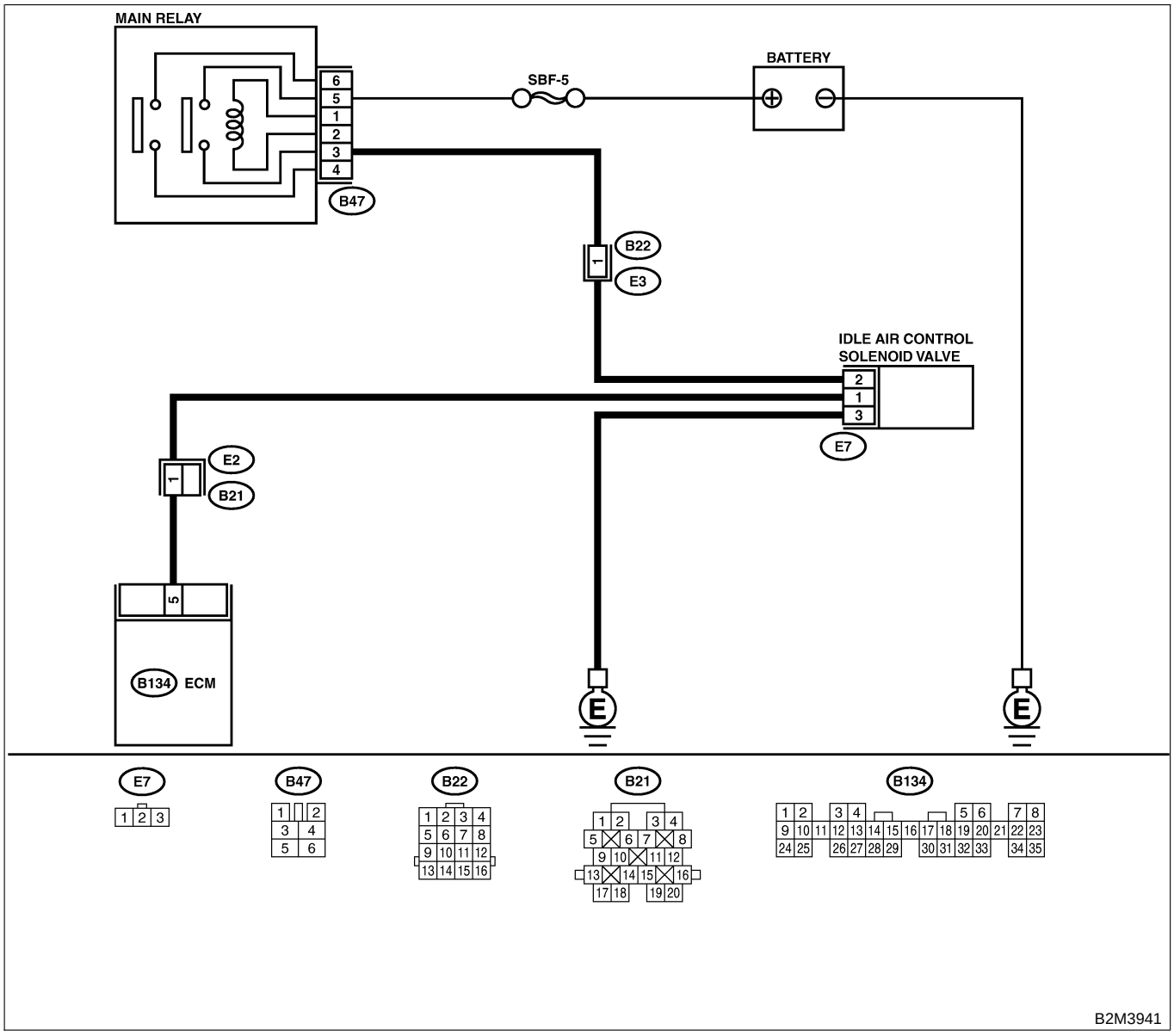
CL: DTC P1507 — IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE) —

S008600C16

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine keeps running at higher revolution than specified idling revolution.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



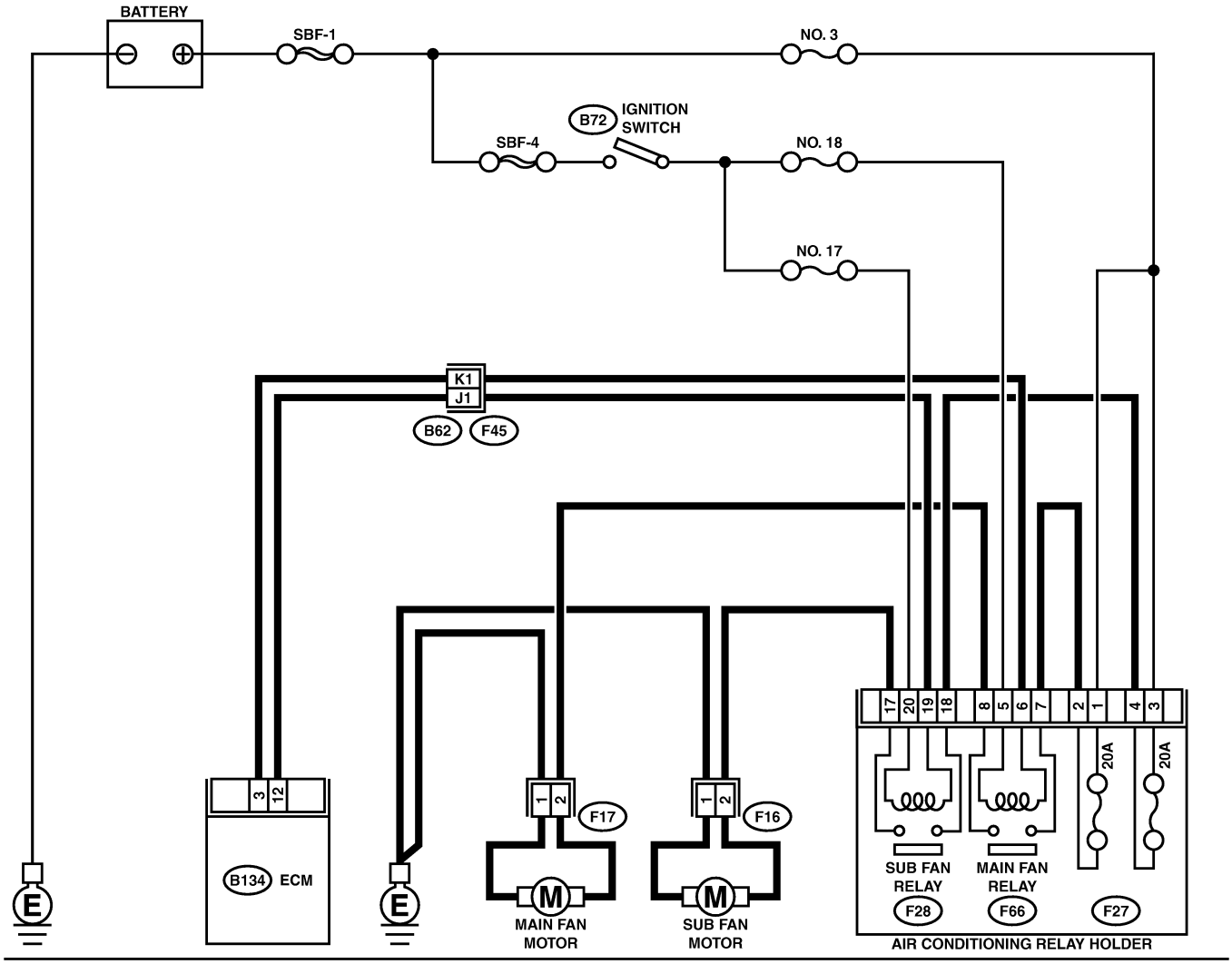
No.	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0116 or P0117 or P0505 or P1505?	Inspect DTC P0116 or P0117 or P0505 or P1505 using “17. List of Diagnostic Trouble Code (DTC) for MT Vehicles”. <Ref. to EN(H4)-99 List of Diagnostic Trouble Code (DTC) for MT Vehicles.> NOTE: In this case, it is not necessary to inspect DTC P1507.	Go to step **2**.
2	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **2**.	Adjust throttle cable. <Ref. to SP(H4)-6 INSTALLATION, Accelerator Control Cable.>
3	**CHECK AIR INTAKE SYSTEM.** 1) Turn ignition switch to ON. 2) Start engine, and idle it. 3) Check the following items. ● Loose installation of intake manifold, idle air control solenoid valve and throttle body ● Cracks of intake manifold gasket, idle air control solenoid valve gasket and throttle body gasket ● Disconnections of vacuum hoses	Is there a fault in air intake system?	Repair air suction and leaks.	Replace idle air control solenoid valve. <Ref. to FU(H4)-53 Idle Air Control Solenoid Valve.>

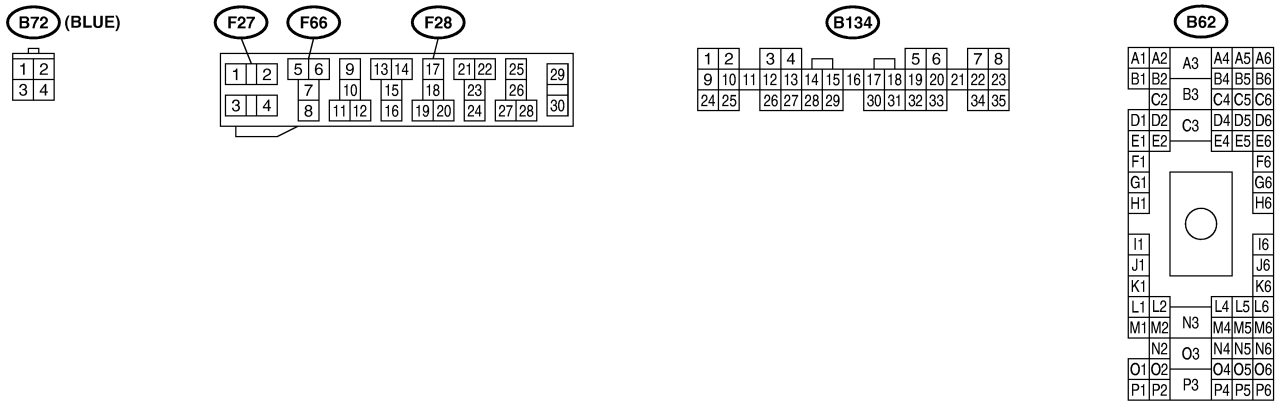
CM: DTC P1520 — COOLING FAN RELAY 1 CIRCUIT HIGH INPUT — S008600C25

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Radiator fan does not operate properly.
  - Overheating

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





B2M3939

No.	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While operating radiator fan relay, measure voltage between ECM and chassis ground. NOTE: Radiator fan relay operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4)-64 Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B134) No. 3 (+) — Chassis ground (−):***	Does voltage change between 0 and 10 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. In this case, repair poor contact in ECM connector.	Go to step **2**.
2	**CHECK SHORT CIRCUIT IN RADIATOR FAN RELAY CONTROL CIRCUIT.** 1) Turn ignition switch to OFF. 2) Remove main fan relay and sub fan relay. (with A/C models) 3) Disconnect test mode connector. 4) Turn ignition switch to ON. 5) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 3 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair battery short circuit in radiator fan relay control circuit. After repair, replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **3**.
3	**CHECK MAIN FAN RELAY.** 1) Turn ignition switch to OFF. 2) Remove main fan relay. 3) Measure resistance between main fan relay terminals. ***Terminal*** ***No. 1 — No. 3:***	Is the resistance less than 1 Ω?	Replace main fan relay and ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **4**.
4	**CHECK SUB FAN RELAY.** 1) Remove sub fan relay. 2) Measure resistance between sub fan relay terminals. ***Terminal*** ***No. 1 — No. 3:***	Is the resistance less than 1 Ω?	Replace sub fan relay and ECM. <Ref. to FU(H4)-67 Engine Control Module.>	Go to step **5**.
5	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H4)-67 Engine Control Module.>

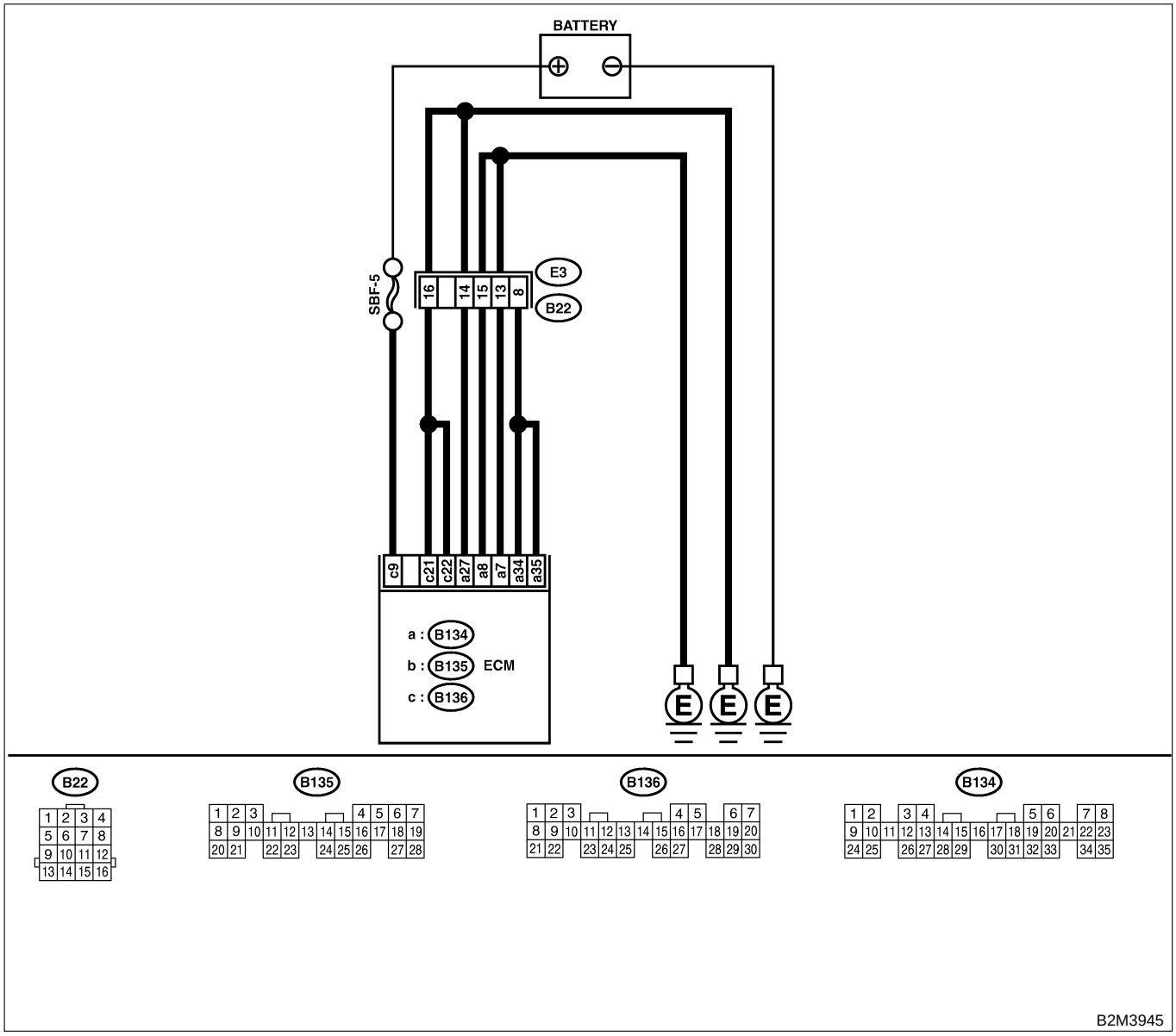
MEMO:

CN: DTC P1560 — BACK-UP VOLTAGE CIRCUIT MALFUNCTION — S008600C27

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4)-63 OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4)-60 OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



No.	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to OFF. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 9 (+) — Chassis ground (−):***	Is the voltage more than 10 V?	Repair poor contact in ECM connector.	Go to step **2**.

No.	Step	Check	Yes	No
2	**CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR.** 1) Disconnect connector from ECM. 2) Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 9 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair ground short circuit in harness between ECM connector and battery terminal.	Go to step **3**.
3	**CHECK FUSE SBF-5.**	Is fuse blown?	Replace fuse.	Repair harness and connector. NOTE: In this case, repair the following: ● Open circuit in harness between ECM and battery ● Poor contact in ECM connector ● Poor contact in battery terminal

CO: DTC P1700 — THROTTLE POSITION SENSOR CIRCUIT MALFUNCTION FOR AUTOMATIC TRANSMISSION — S008600C28

NOTE:
This DTC code is not applicable to MT vehicles.

CP: DTC P1701 — CRUISE CONTROL SET SIGNAL CIRCUIT MALFUNCTION FOR AUTOMATIC TRANSMISSION — S008600C29

NOTE:
This DTC code is not applicable to MT vehicles.

CQ: DTC P1702 — AUTOMATIC TRANSMISSION DIAGNOSIS INPUT SIGNAL CIRCUIT LOW INPUT — S008600C30

NOTE:
This DTC code is not applicable to MT vehicles.

CR: DTC P1703 — LOW CLUTCH TIMING CONTROL SOLENOID VALVE CIRCUIT MALFUNCTION — S008600C31

NOTE:
This DTC code is not applicable to MT vehicles.

CS: DTC P1704 — 2-4 BRAKE TIMING CONTROL SOLENOID VALVE CIRCUIT MALFUNCTION — S008600C32

NOTE:
This DTC code is not applicable to MT vehicles.

CT: DTC P1705 — 2-4 BRAKE PRESSURE CONTROL SOLENOID VALVE CIRCUIT MALFUNCTION — S008600F10

NOTE:
This DTC code is not applicable to MT vehicles.

CU: DTC P1722 — AUTOMATIC TRANSMISSION DIAGNOSIS INPUT SIGNAL CIRCUIT HIGH INPUT — S008600C34

NOTE:
This DTC code is not applicable to MT vehicles.

CV: DTC P1742 — AUTOMATIC TRANSMISSION DIAGNOSIS INPUT SIGNAL CIRCUIT MALFUNCTION — S008600C35

NOTE:
This DTC code is not applicable to MT vehicles.