ENGINE (DIAGNOSTICS)

EN(H6DO)

1. Basic Diagnostic Procedure

A: PROCEDURE

1. ENGINE

	Step	Check	Yes	No
1	**CHECK ENGINE START FAILURE.** 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to EN(H6DO)-4, CHECK, Check List for Interview.> 2) Start the engine.	Does the engine start?	Go to step **2.**	Inspection using "Diagnostics for Engine Start Failure". <Ref. to EN(H6DO)-75, Diagnostics for Engine Starting Failure.>
2	**CHECK ILLUMINATION OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL).**	Does CHECK ENGINE malfunction indicator lamp illuminate?	Go to step **3.**	Inspection using "General Diagnostics Table". <Ref. to EN(H6DO)-382, INSPECTION, General Diagnostic Table.>
3	**CHECK INDICATION OF DTC ON DISPLAY.** 1) Turn ignition switch to OFF. 2) Connect the Subaru Select Monitor or the OBD-II general scan tool to data link connector. 3) Turn ignition switch to ON and the Subaru Select Monitor or OBD-II general scan tool switch to ON. 4) Read DTC on the Subaru Select Monitor or OBD-II general scan tool.	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC?	Go to step **4.**	Repair the related parts. NOTE: If DTC is not shown on display although the MIL illuminates, perform diagnostics of MIL (CHECK ENGINE malfunction indicator lamp) circuit or combination meter. <Ref. to EN(H6DO)-61, Engine Malfunction Indicator Lamp (MIL).>
4	**PERFORM THE DIAGNOSIS.** 1) Inspect using "Diagnostics Procedure with Diagnostic Trouble Code (DTC)". NOTE: <Ref. to EN(H6DO)-100, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: Carry out the basic check, only when DTC about automatic transmission is shown on display. <Ref. to EN(H6DO)-50, Read Diagnostic Trouble Code.> 2) Repair the trouble cause. 3) Perform the clear memory mode. <Ref. to EN(H6DO)-58, Clear Memory Mode.> 4) Perform the inspection mode. <Ref. to EN(H6DO)-51, Inspection Mode.>	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC?	Inspect using "Diagnostics Procedure with Diagnostic Trouble Code (DTC)". NOTE: <Ref. to EN(H6DO)-100, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Complete the diagnosis.

2. AUTOMATIC TRANSMISSION

When trouble code about automatic transmission is shown on display, carry out the following basic check. After that, carry out the replacement or repair work.

1) ATF level check <Ref. to 4AT-31, Automatic Transmission Fluid.>
2) Differential gear oil level check <Ref. to 4AT-32, Differential Gear Oil.>
3) ATF leak check <Ref. to 4AT-31, Automatic Transmission Fluid.>
4) Differential gear oil leak check <Ref. to 4AT-32, Differential Gear Oil.>
5) Stall test <Ref. to 4AT-34, Stall Test.>
6) Line pressure test <Ref. to 4AT-36, Line Pressure Test.>
7) Transfer clutch pressure test <Ref. to 4AT-38, Transfer Clutch Pressure Test.>
8) Time lag test <Ref. to 4AT-35, Time Lag Test.>
9) Road test <Ref. to 4AT-33, Road Test.>
10) Shift characteristics <Ref. to 4AT-38, Transfer Clutch Pressure Test.>

2. Check List for Interview

A: CHECK

1. CHECK LIST NO. 1

Check the following items when problem has occurred.

NOTE:
Use copies of this page for interviewing customers.

Customer's name		Engine no.	
Date of sale		Fuel brand	
Date of repair		Odometer reading	km
Vin no.			miles
Weather	❏ Fine ❏ Cloudy ❏ Rainy ❏ Snowy ❏ Various/Others:		
Outdoor temperature	°F (°C)		
	❏ Hot ❏ Warm ❏ Cool ❏ Cold		
Place	❏ Highway ❏ Suburbs ❏ Inner city ❏ Uphill ❏ Downhill ❏ Rough road ❏ Others:		
Engine temperature	❏ Cold ❏ Warming-up ❏ After warming-up ❏ Any temperature ❏ Others:		
Engine speed	rpm		
Vehicle speed	MPH		
Driving conditions	❏ Not affected ❏ At starting ❏ While idling ❏ At racing ❏ While accelerating ❏ While cruising ❏ While decelerating ❏ While turning (RH/LH)		
Headlight	❏ ON/❏ OFF	Rear defogger	❏ ON/❏ OFF
Blower	❏ ON/❏ OFF	Radio	❏ ON/❏ OFF
A/C compressor	❏ ON/❏ OFF	CD/Cassette	❏ ON/❏ OFF
Cooling fan	❏ ON/❏ OFF	Car phone	❏ ON/❏ OFF
Front wiper	❏ ON/❏ OFF	CB	❏ ON/❏ OFF
Rear wiper	❏ ON/❏ OFF		

2. CHECK LIST NO. 2

Check the following items about the vehicle's state when MIL turns on.

NOTE:
Use copies of this page for interviewing customers.

a) Other warning lights or indicators turn on. ❑ Yes/❑ No
❑ Low fuel warning light ❑ Charge indicator light ❑ AT diagnostics indicator light ❑ ABS warning light ❑ VDC warning light ❑ Engine oil pressure warning light
b) Fuel level
• Lack of gasoline: ❑ Yes/❑ No • Indicator position of fuel gauge: • Lack of gasoline has been occured: ❑ Yes/❑ No
c) Intentional connecting or disconnecting of harness connectors or spark plug cords: ❑ Yes/❑ No
• What:
d) Intentional connecting or disconnecting of hoses: ❑ Yes/❑ No
• What:
e) Installing of parts other than genuine parts: ❑ Yes/❑ No
• What: • Where:
f) Occurrence of noise: ❑ Yes/❑ No
• From where: • What kind:
g) Occurrence of smell: ❑ Yes/❑ No
• From where: • What kind:
h) Intrusion of water into engine compartment or passenger compartment: ❑ Yes/❑ No
i) Troubles occurred
❑ Engine does not start. ❑ Engine stalls during idling. ❑ Engine stalls while driving. ❑ Engine speed decreases. ❑ Engine speed does not decrease. ❑ Rough idling ❑ Poor acceleration ❑ Back fire ❑ After fire ❑ No shift ❑ Excessive shift shock

3. General Description

A: CAUTION

1) Airbag system wiring harness is routed near the engine control module (ECM), main relay and fuel pump relay.

CAUTION:
• All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
• Be careful not to damage Airbag system wiring harness when servicing the engine control module (ECM), transmission control module (TCM), main relay and fuel pump relay.

2) Never connect the battery in reverse polarity.
• The ECM will be destroyed instantly.
• The fuel injector and other part will be damaged in just a few minutes more.

3) Do not disconnect the battery terminals while the engine is running.
• A large counter electromotive force will be generated in the alternator, and this voltage may damage electronic parts such as ECM, etc.

4) Before disconnecting the connectors of each sensor and the ECM, be sure to turn OFF the ignition switch.

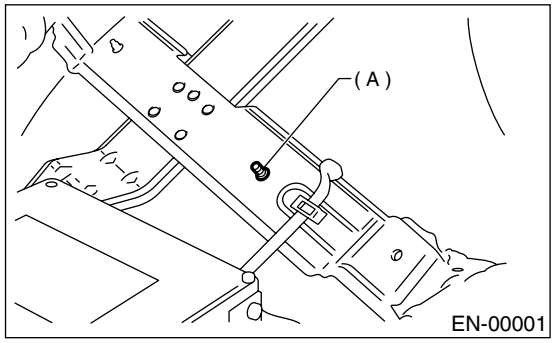
5) Poor contact has been identified as a primary cause of this problem. To measure the voltage and/or resistance of individual sensors or all electrical control modules at the harness side connector, use a tapered pin with a diameter of less than 0.64 mm (0.025 in). Do not insert the pin more than 5 mm (0.20 in) into the part.

6) Before removing ECM from the located position, disconnect two cables on battery.
• Otherwise, the ECM may be damaged.

CAUTION:
When replacing ECM, be careful not to use the wrong spec. ECM to avoid any damage on fuel injection system.

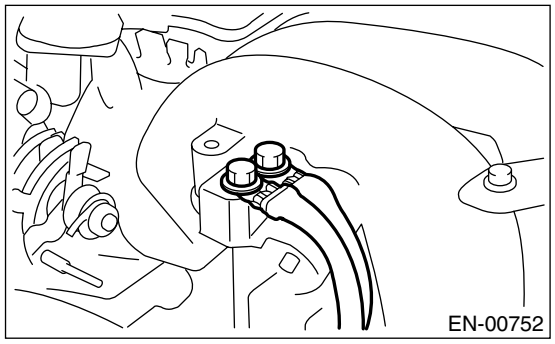
7) The connectors to each sensor in the engine compartment and the harness connectors on the engine side and body side are all designed to be waterproof. However, it is still necessary to take care not to allow water to get into the connectors when washing the vehicle, or when servicing the vehicle on a rainy day.

8) Use ECM mounting stud bolts at the body head grounding point when measuring voltage and resistance inside the passenger compartment.

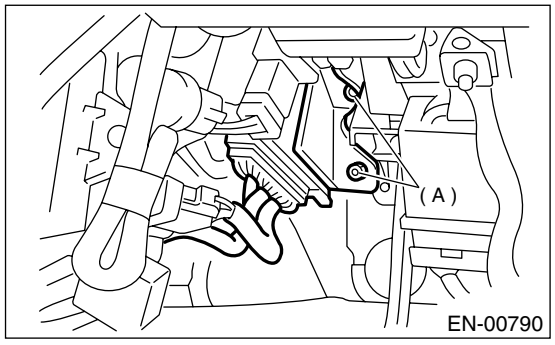


(A) Stud bolt

9) Use engine grounding terminal or engine proper as the grounding point to the body when measuring voltage and resistance in the engine compartment.



10) Use TCM mounting stud bolts at the body head grounding point when measuring voltage and resistance inside the passenger compartment.



(A) Stud bolt

11) Every MFI-related part is a precision part. Do not drop them.

12) Observe the following cautions when installing a radio in MFI equipped models.

CAUTION:
• The antenna must be kept as far apart as possible from the control unit.
(The ECM is located under the steering column, inside of the instrument panel lower trim panel.)
• The antenna feeder must be placed as far apart as possible from the ECM and MFI harness.
• Carefully adjust the antenna for correct matching.
• When mounting a large power type radio, pay special attention to the three items above mentioned.
• Incorrect installation of the radio may affect the operation of the ECM.

13) Before disconnecting the fuel hose, disconnect the fuel pump connector and crank the engine for more than five seconds to release pressure in the fuel system. If engine starts during this operation, run it until it stops.
14) Problems in the electronic-controlled automatic transmission may be caused by failure of the engine, the electronic control system, the transmission proper, or by a combination of these. These three causes must be distinguished clearly when performing diagnostics.
15) Diagnostics should be conducted by rotating with simple, easy operations and proceeding to complicated, difficult operations. The most important thing in diagnostics is to understand the customer's complaint, and distinguish between the three causes.
16) In AT vehicles, do not continue the stall for more than five seconds at a time (from closed throttle, fully open throttle to stall engine speed).
17) On ABS vehicle, when performing driving test in jacked-up or lifted-up position, sometimes the warning light may be lit, but this is not a malfunction of the system. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clearance procedure of self-diagnosis system.

B: INSPECTION

Before performing diagnostics, check the following items which might affect engine problems:

1. BATTERY

1) Measure battery voltage and specific gravity of electrolyte.

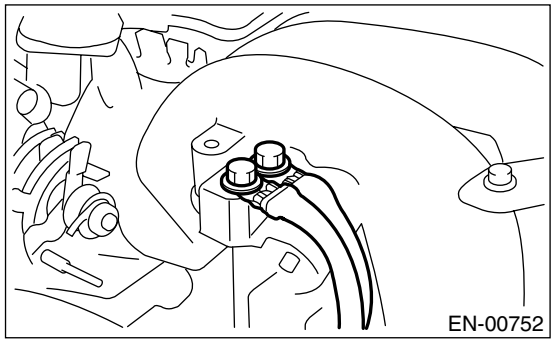
Standard voltage: 12 V

Specific gravity: Above 1.260

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

2. ENGINE GROUNDING

Make sure the engine grounding terminal is properly connected to the engine.



C: NOTE

1. DESCRIPTION

• The on-board diagnostics (OBD) system detects and indicates a fault in various inputs and outputs of the complex electronic control. CHECK ENGINE malfunction indicator lamp (MIL) in the combination meter indicates occurrence of a fault or trouble.
• Further, against such a failure or sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.
• The OBD system incorporated with the vehicles within this engine family complies with Section 1968.1, California Code of Regulations (OBD-II regulation). The OBD system monitors the components and the system malfunction listed in Engine Section which affects on emissions.
• When the system decides that a malfunction occurs, MIL illuminates. At the same time of the MIL illumination or blinking, a diagnostic trouble code (DTC) and a freeze frame engine conditions are stored into on-board computer.
• The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer when it detects a malfunction first.
• If the OBD system detects the various malfunctions including the fault of fuel trim or misfire, the OBD system first stores freeze frame engine conditions about the fuel trim or misfire.
• When the malfunction does not occur again for three consecutive driving cycles, MIL is turned off, but DTC remains at on-board computer.
• The OBD-II system is capable of communication with a general scan tool (OBD-II general scan tool) formed by ISO 9141 CARB.
• The OBD-II diagnostics procedure is different from the usual diagnostics procedure. When troubleshooting OBD-II vehicles, connect Subaru Select Monitor or the OBD-II general scan tool to the vehicle.

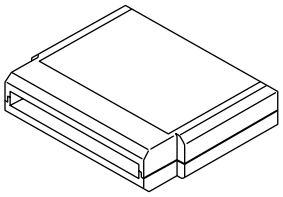
2. ENGINE AND EMISSION CONTROL SYSTEM

• The Multipoint Fuel Injection (MFI) system is a system that supplies the optimum air-fuel mixture to the engine for all the various operating conditions through the use of the latest electronic technology.
With this system fuel, which is pressurized at a constant pressure, is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system where the electro-magnetic injection valve (fuel injector) opens only for a short period of time, depending on the quantity of air required for one cycle of operation. In actual operation, the injection quantity is determined by the duration of an electric pulse applied to the fuel injector and this permits simple, yet highly precise metering of the fuel.
• Further, all the operating conditions of the engine are converted into electric signals, and this results in additional features of the system, such as large improved adaptability, easier addition of compensating element, etc.
The MFI system also has the following features:
  • Reduced emission of harmful exhaust gases.
  • Reduced in fuel consumption.
  • Increased engine output.
  • Superior acceleration and deceleration.
  • Superior startability and warm-up performance in cold weather since compensation is made for coolant and intake air temperature.

3. AUTOMATIC TRANSMISSION AND ELECTRONIC-HYDRAULIC CONTROL SYSTEM

The electronic-hydraulic control system consists of various sensors and switches, a transmission control module (TCM) and the hydraulic controller including solenoid valves. The system controls the transmission proper including shift control, lock-up control, overrunning clutch control, line pressure control and shift timing control. It also controls the AWD transfer clutch. In other words, the system detects various operating conditions from various input signals and sends output signals to shift solenoids 1, 2 and low clutch timing solenoid and 2-4 brake timing solenoid, line pressure duty solenoid, lock-up duty solenoid, transfer duty solenoid and 2-4 brake duty solenoid (a total of eight solenoids).

D: PREPARATION TOOL

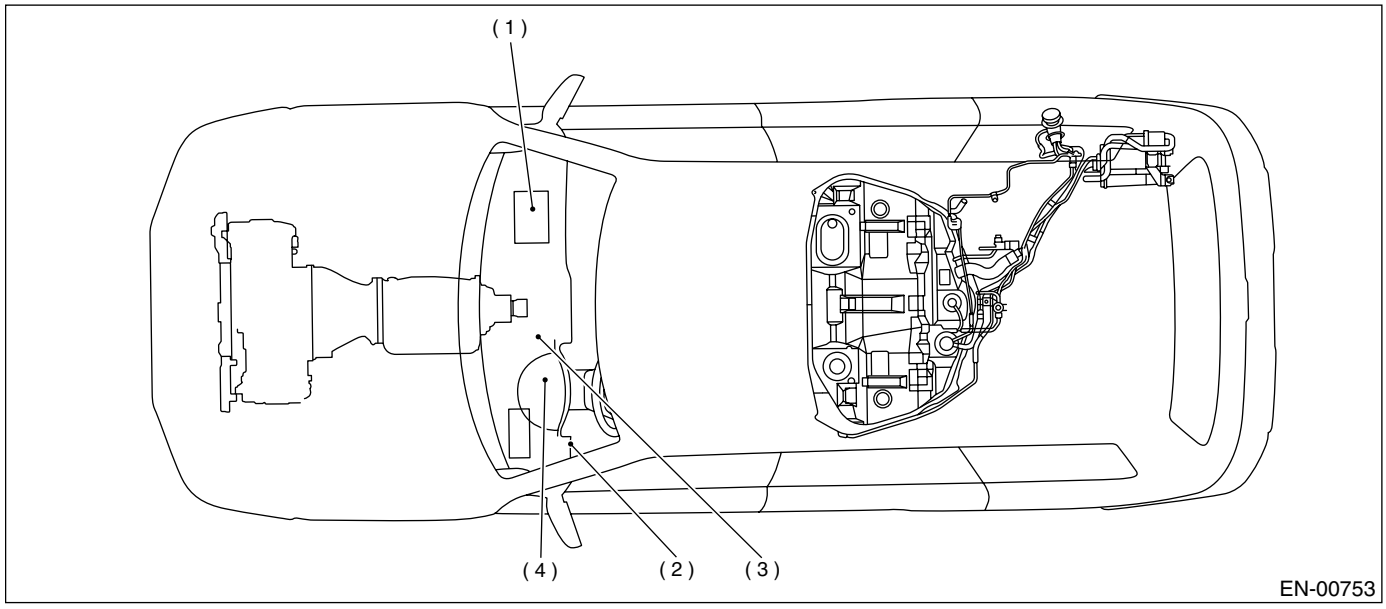
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST24082AA230	24082AA230	CARTRIDGE	Troubleshooting for electrical systems.
 ST22771AA030	22771AA030	SELECT MONITOR KIT	Troubleshooting for electrical systems.

4. Electrical Components Location

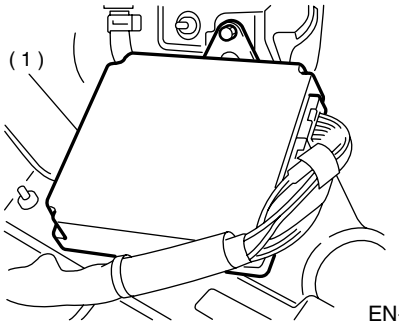
A: LOCATION

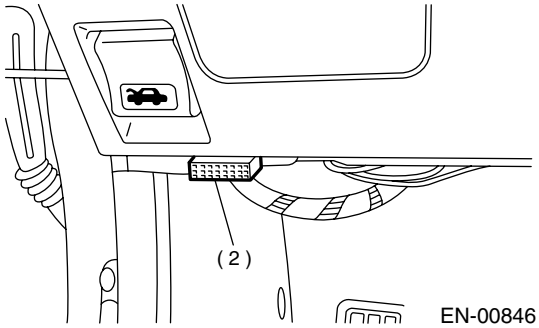
1. ENGINE

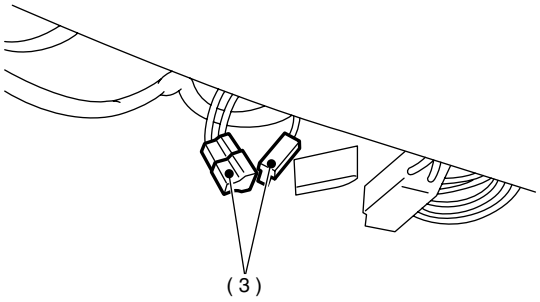
• MODULE

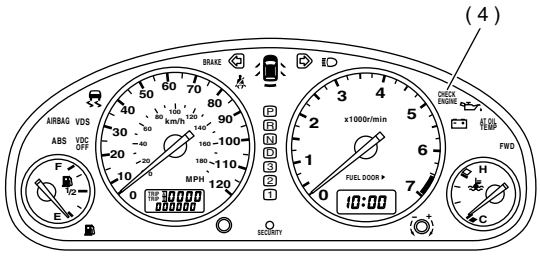


(1) Engine control module (ECM)
(2) Data link connector (for Subaru Select Monitor and OBD-II general scan tool)
(3) Test mode connector
(4) CHECK ENGINE malfunction indicator lamp (MIL)



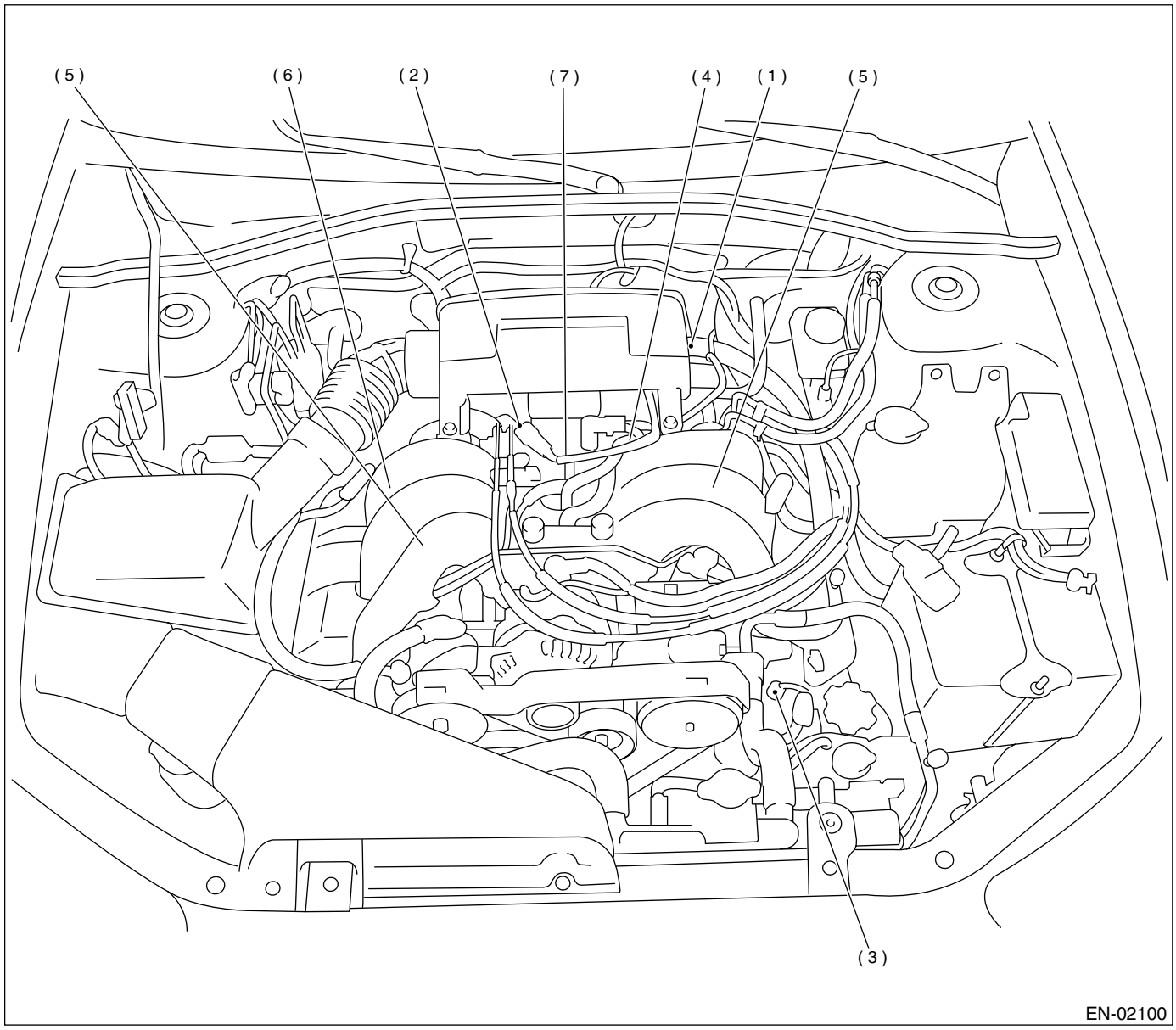




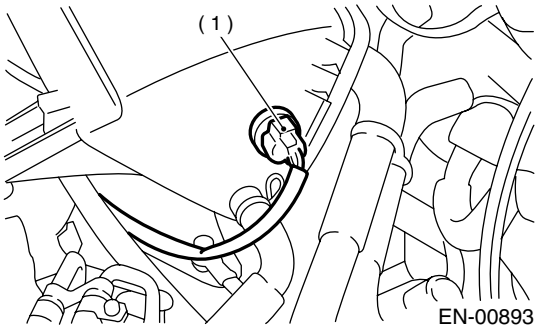


MEMO:

• SENSOR



(1) Intake air temperature sensor
(2) Intake manifold pressure sensor
(3) Engine coolant temperature sensor
(4) Throttle position sensor
(5) Knock sensor
(6) Camshaft position sensor
(7) Crankshaft position sensor



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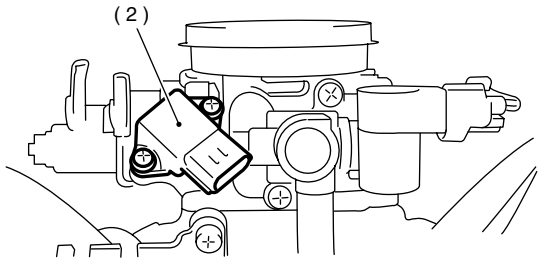

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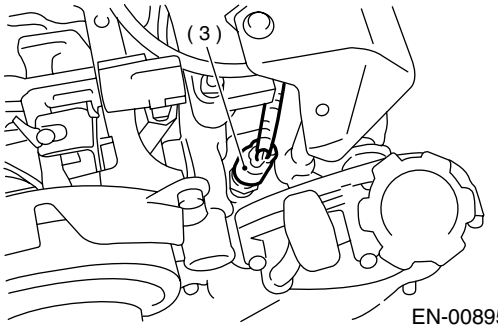

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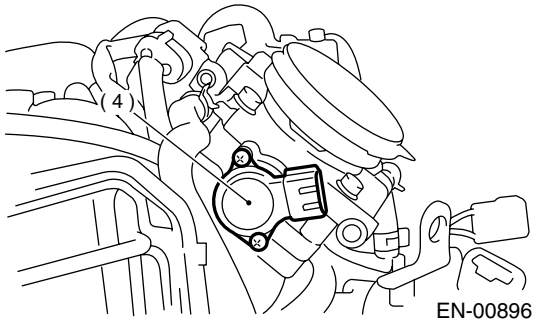

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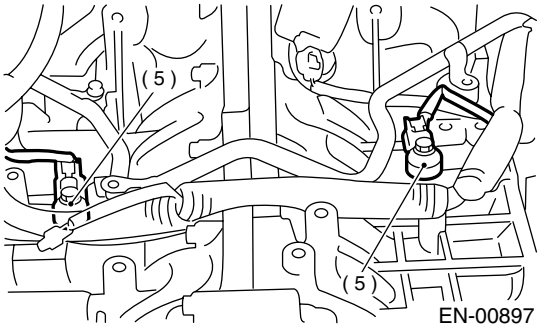

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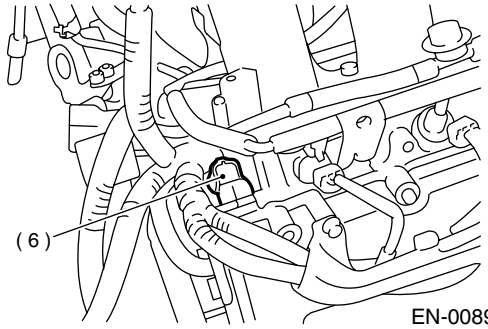

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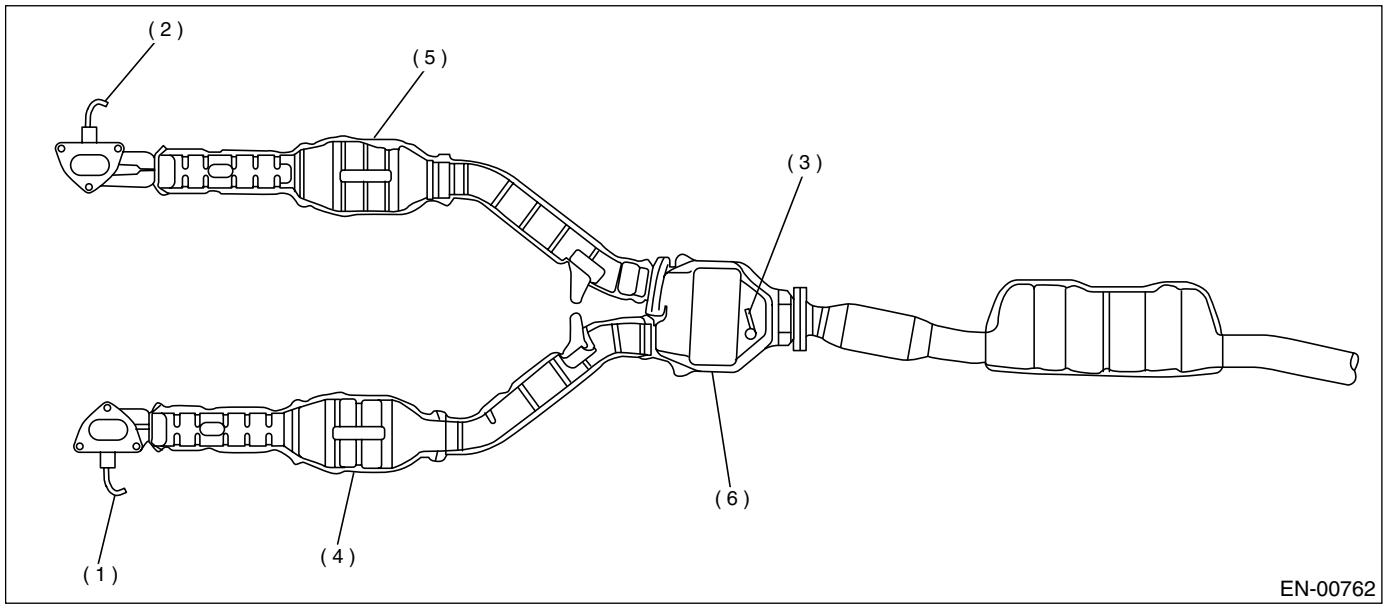
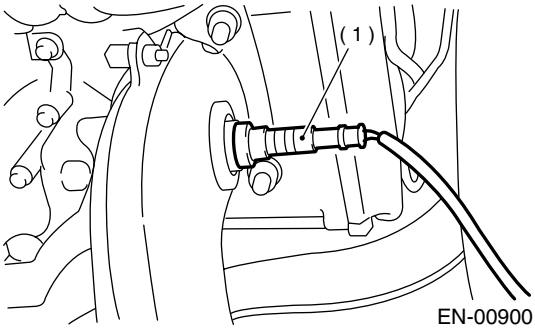
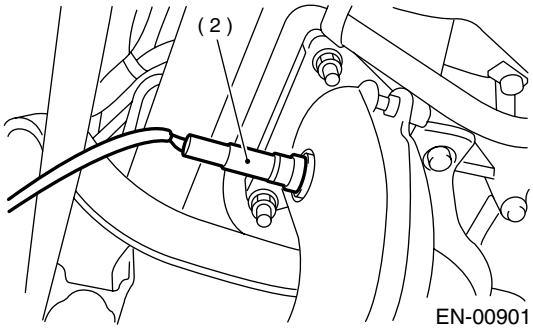
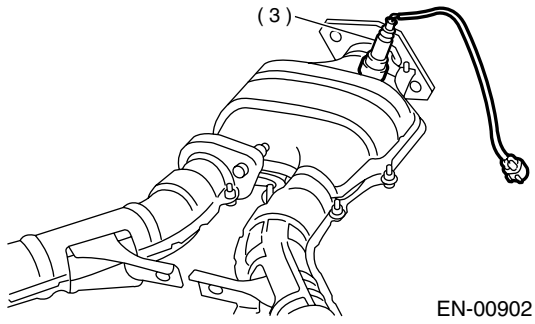
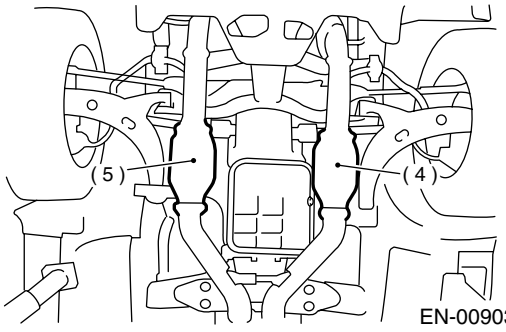


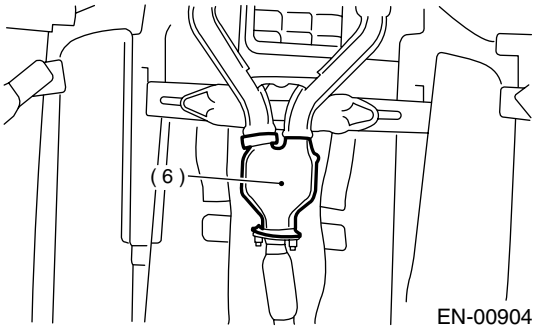
(1) Front oxygen (A/F) sensor (LH)
(2) Front oxygen (A/F) sensor (RH)
(3) Rear oxygen sensor
(4) Front catalytic converter (LH)
(5) Front catalytic converter (RH)
(6) Rear catalytic converter

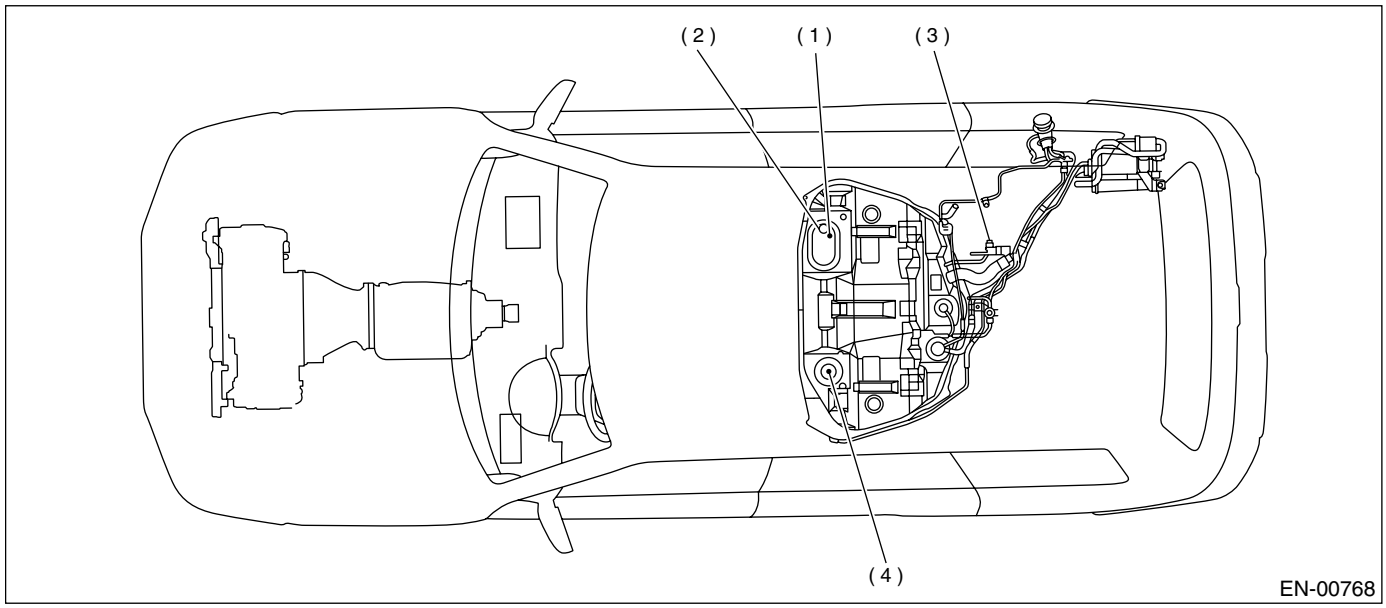




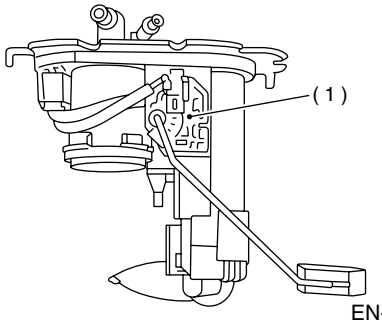


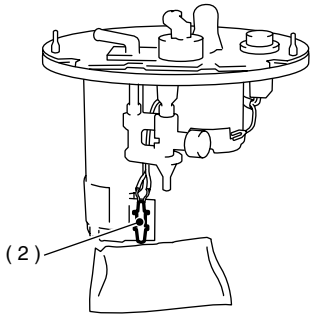


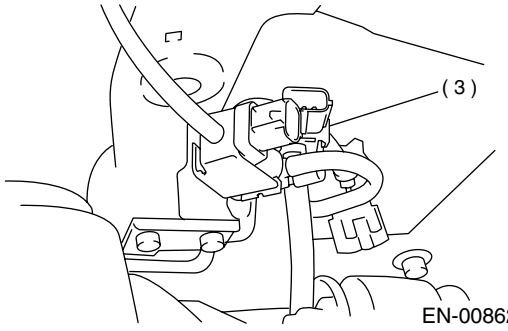


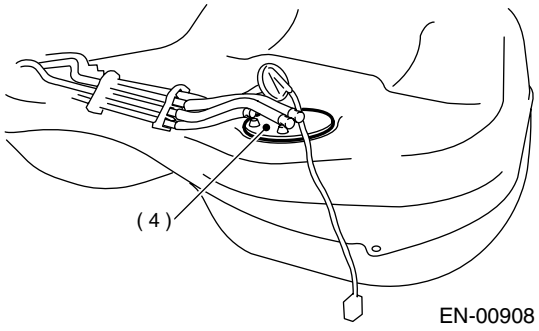


(1) Fuel level sensor
(2) Fuel temperature sensor
(3) Fuel tank pressure sensor
(4) Fuel sub level sensor

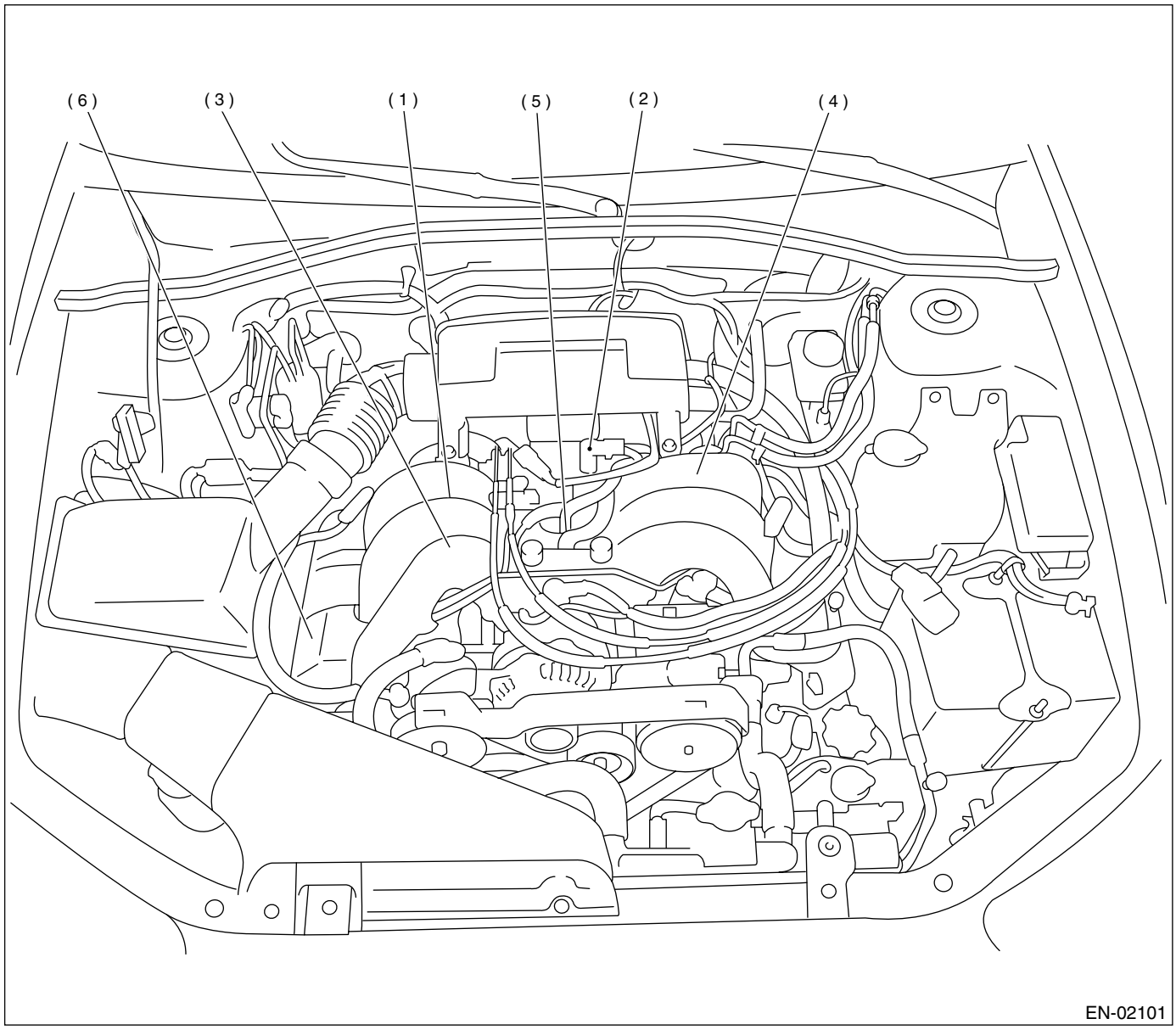




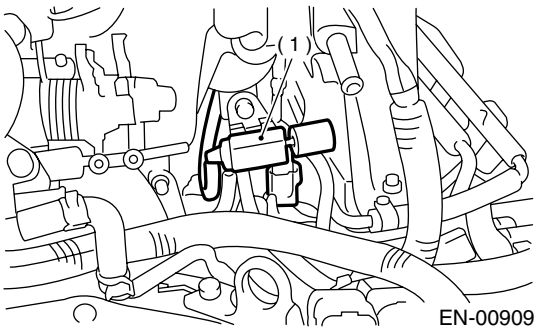




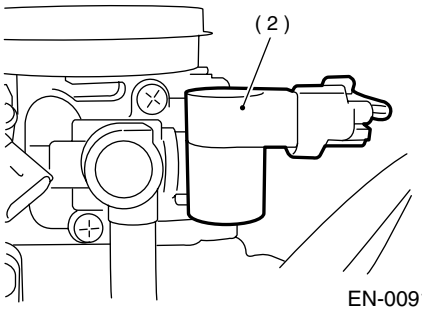
• SOLENOID VALVE, EMISSION CONTROL SYSTEM PARTS AND IGNITION SYSTEM PARTS



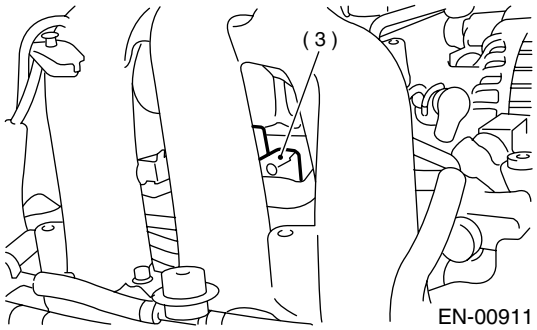
(1) Induction control solenoid valve
(2) Idle air control solenoid valve
(3) Purge control solenoid valve
(4) EGR solenoid valve
(5) Induction control valve
(6) Ignition coil & ignitor ASSY



EN-00909



EN-00910



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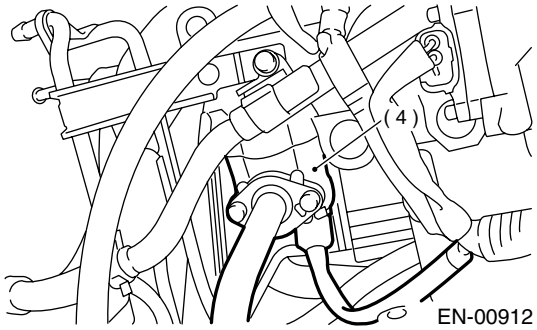

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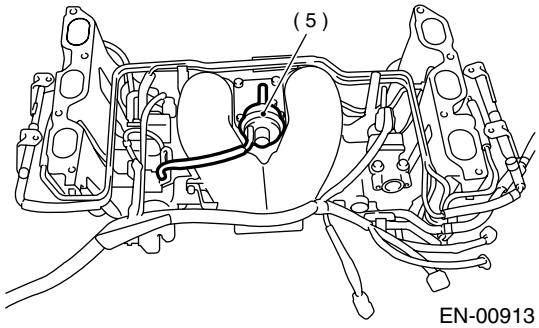

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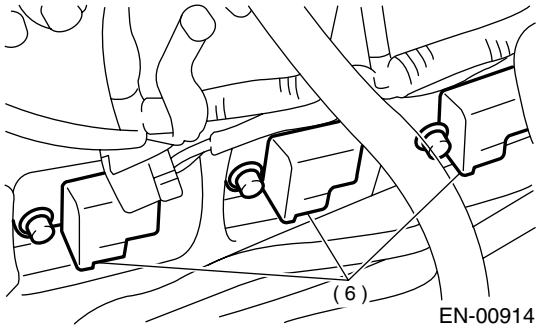
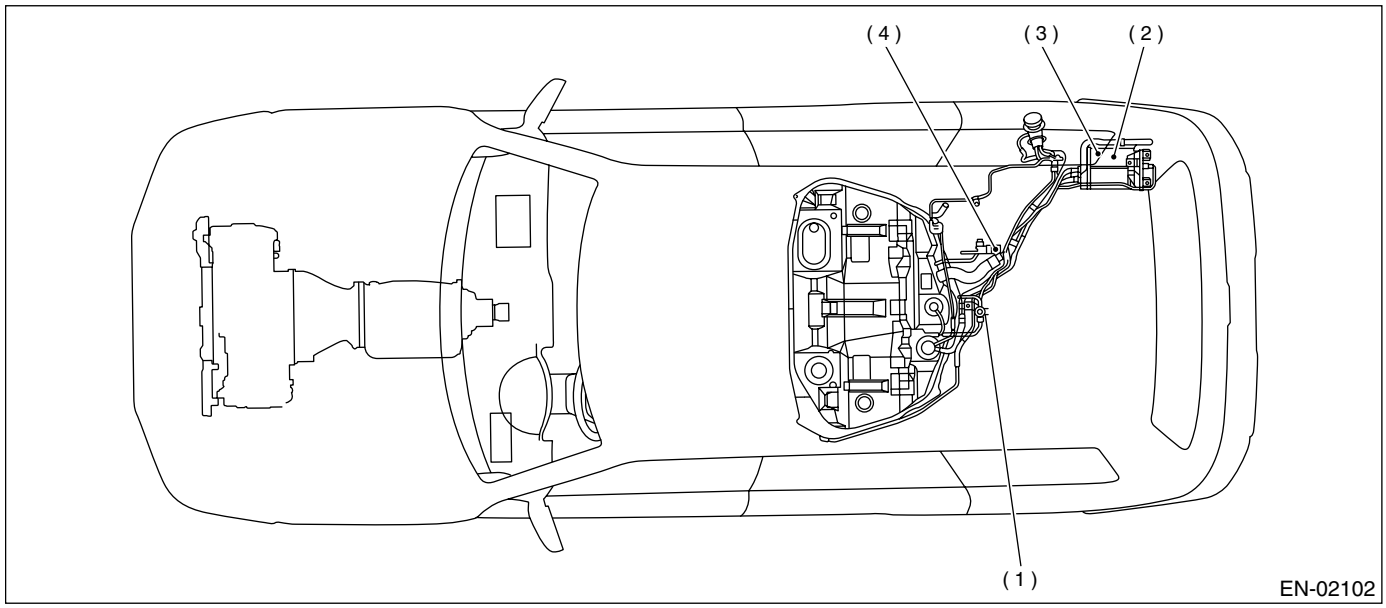
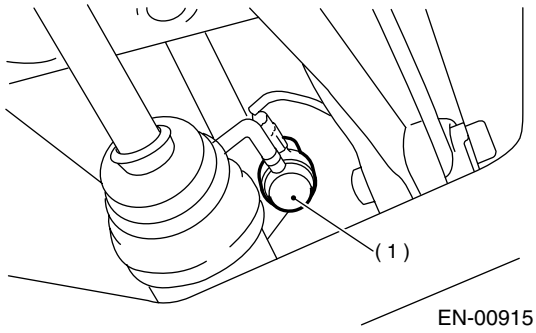


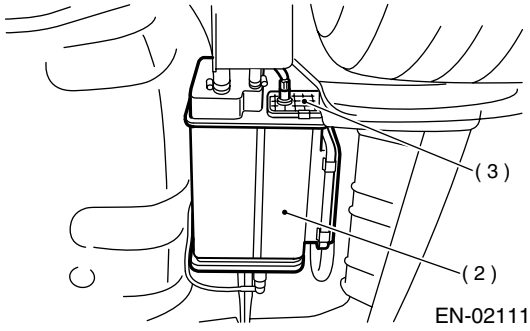
EN-00914

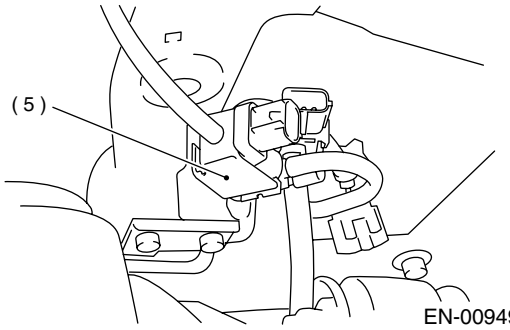
ELECTRICAL COMPONENTS LOCATION



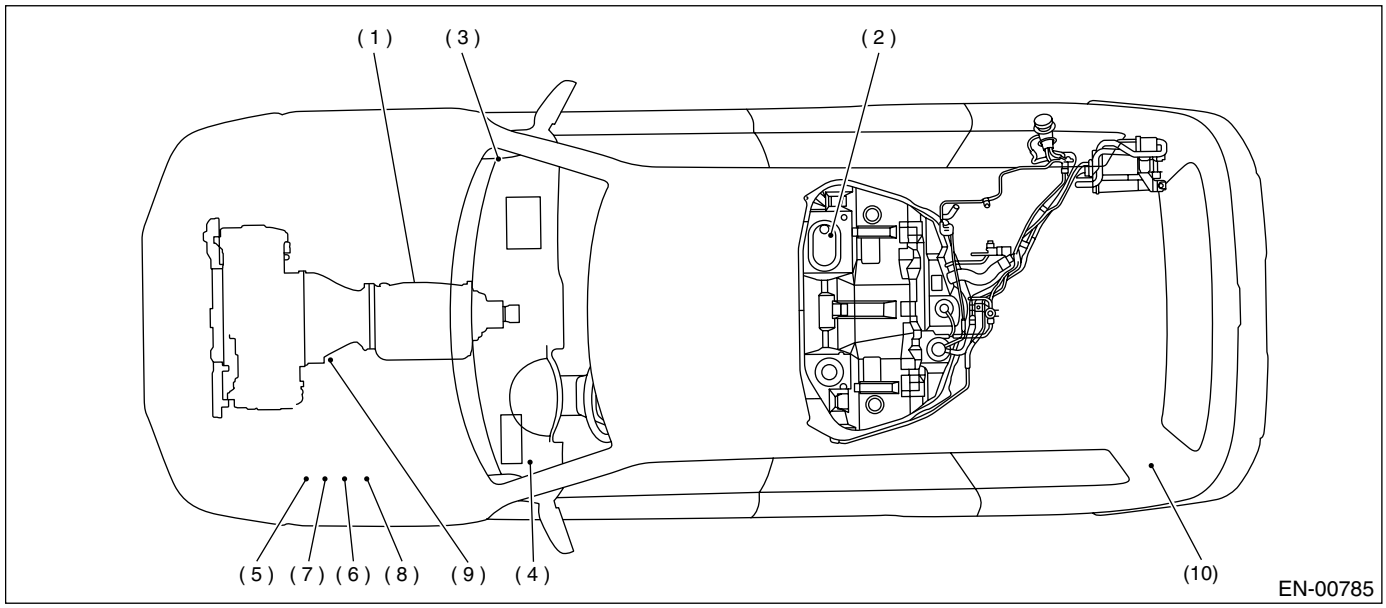
(1) Pressure control solenoid valve
(2) Canister (with drain filter)
(3) Drain valve (integrated with canister)
(4) Fuel tank sensor control valve



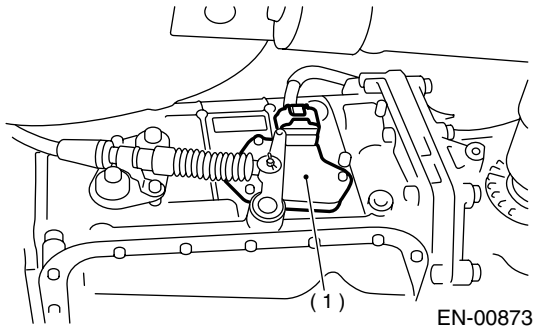




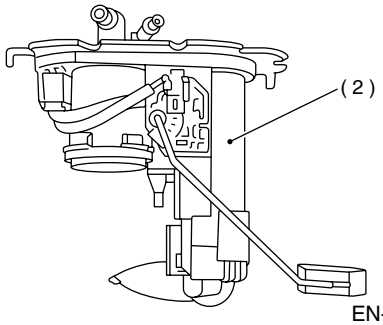
MEMO:



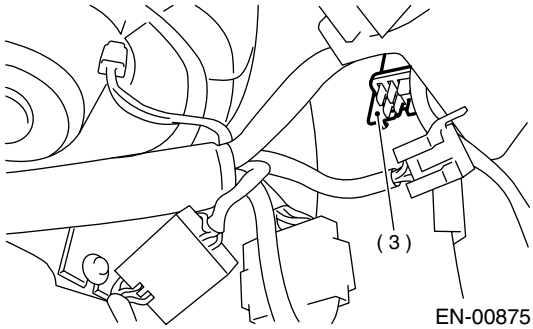
(1) Inhibitor switch
(2) Fuel pump
(3) Main relay
(4) Fuel pump relay
(5) Radiator main fan relay-1
(6) Radiator sub fan relay-1
(7) Radiator main fan relay-2
(8) Radiator sub fan relay-2
(9) Starter
(10) Fuel pump controller



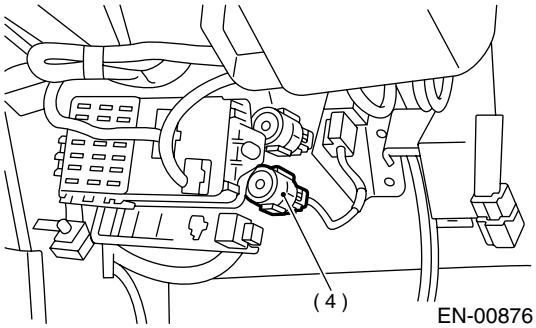
EN-00873



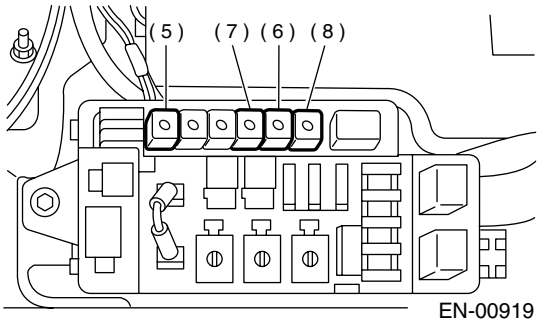
EN-00874



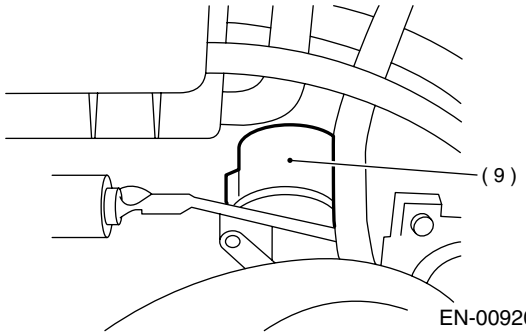
EN-00875



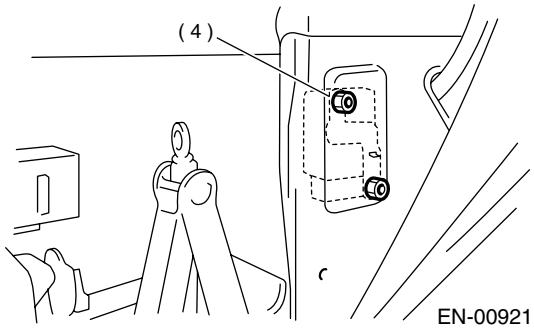
EN-00876



EN-00919



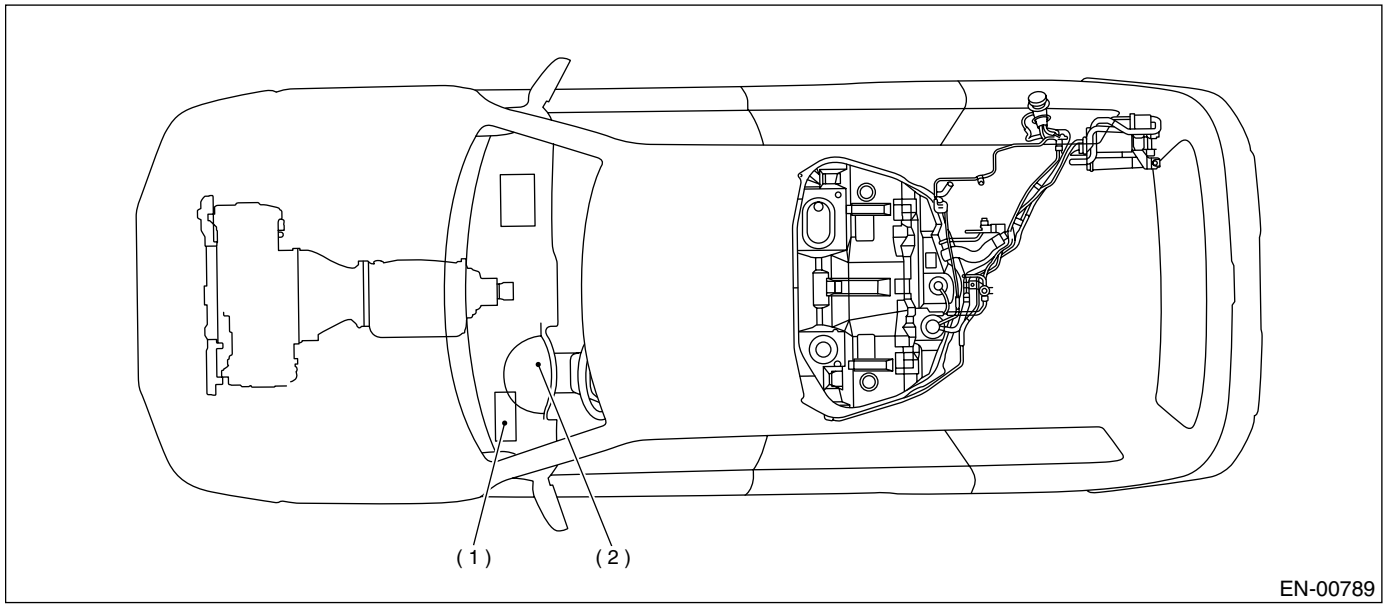
EN-00920



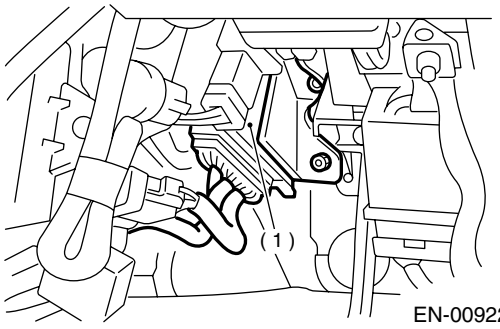
EN-00921

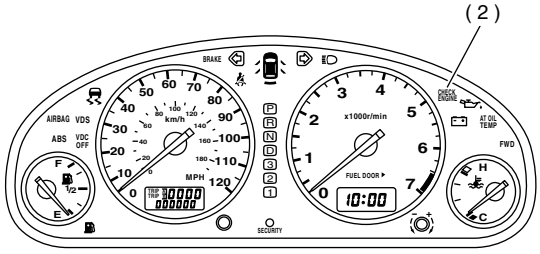
2. TRANSMISSION

• MODULE

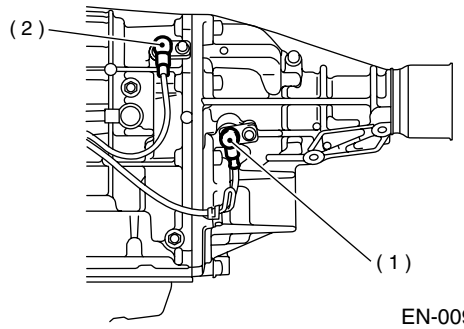


(1) Transmission Control Module (TCM)
(2) AT diagnostic indicator light

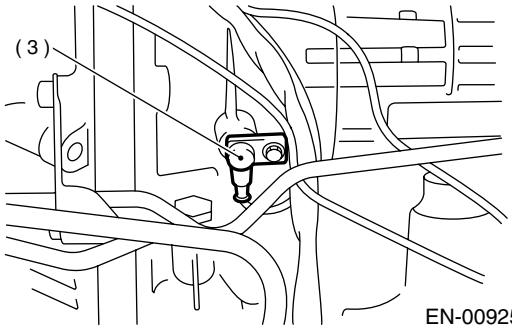




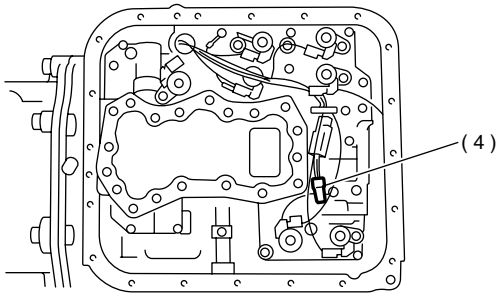
• SENSOR



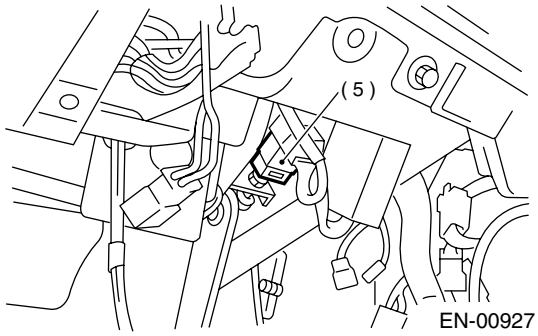
EN-00924



EN-00925



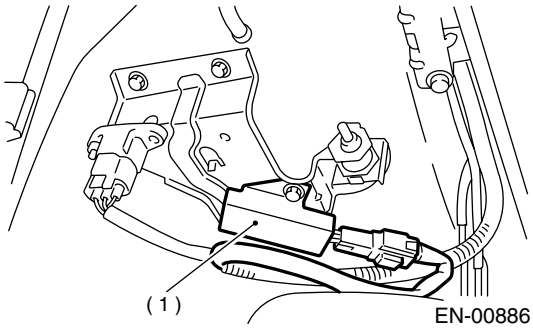
EN-00926

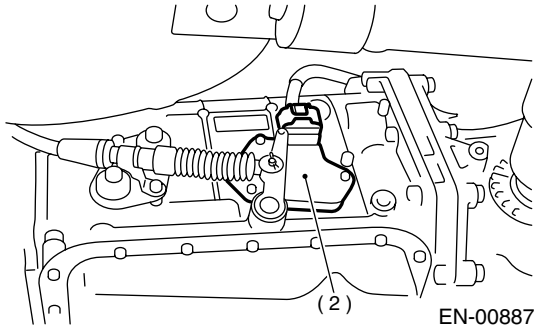


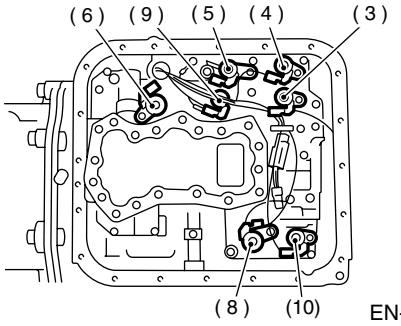
EN-00927

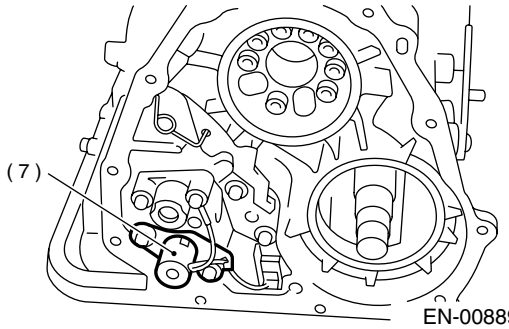
(1) Rear vehicle speed sensor
(2) Front vehicle speed sensor
(3) Torque converter turbine speed sensor
(4) ATF temperature sensor
(5) Brake light switch

• SOLENOID VALVE AND SWITCH







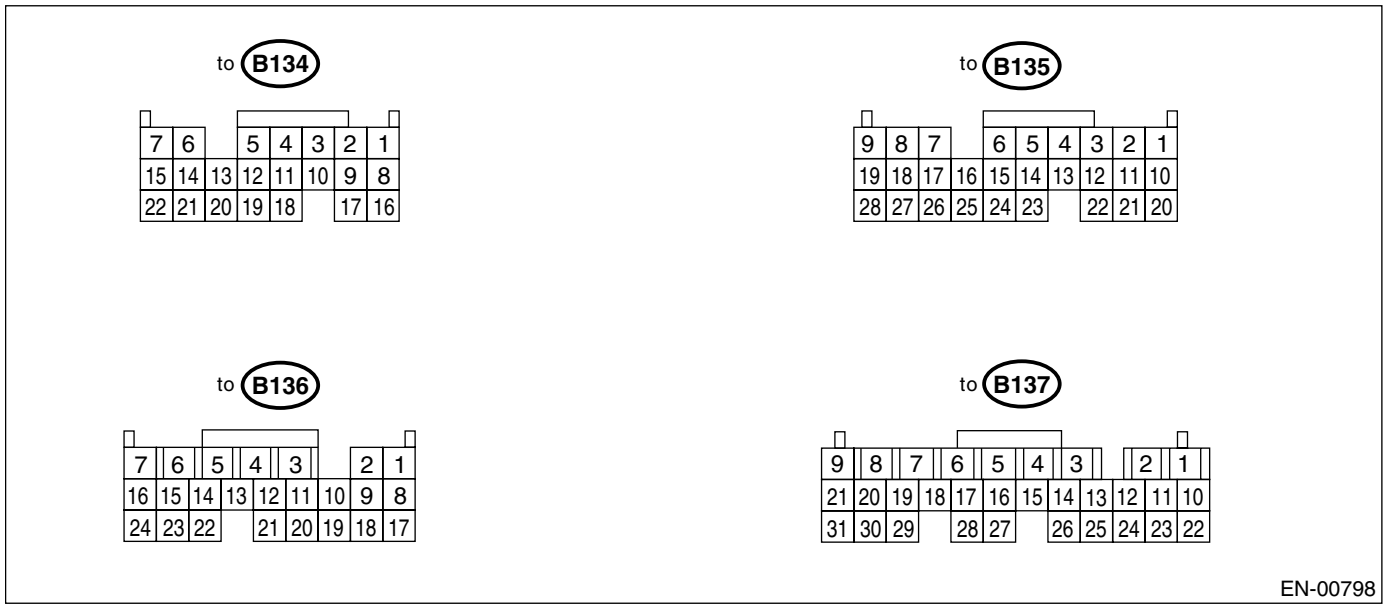


(1) Dropping resistor
(2) Inhibitor switch
(3) Shift solenoid valve 1
(4) Shift solenoid valve 2
(5) Line pressure duty solenoid
(6) Lock-up duty solenoid
(7) Transfer duty solenoid
(8) 2-4 brake duty solenoid
(9) Low clutch timing solenoid valve
(10) 2-4 brake timing solenoid valve

MEMO:

5. Engine Control Module (ECM) I/O Signal

A: ELECTRICAL SPECIFICATION



Content			Connector No.	Terminal No.	Signal (V)		Note
					Ignition SW ON (Engine OFF)	Engine ON (Idling)	
Crankshaft position sensor	Signal (+)		B135	2	0	—	Sensor output waveform <Ref. to EN(H6DO)-30, WAVEFORM, MEASUREMENT, Engine Control Module (ECM) I/O Signal.>
	Signal (–)		B135	11	0	0	—
	Shield		B135	21	0	0	—
Camshaft position sensor	Signal (+)		B135	1	0	—	Sensor output waveform <Ref. to EN(H6DO)-30, WAVEFORM, MEASUREMENT, Engine Control Module (ECM) I/O Signal.>
	Signal (–)		B135	10	0	0	—
Throttle position sensor	Signal		B135	7	Fully closed: 0.3 — 0.8 Fully open: 4.2 — 4.7	0.3 — 0.8	—
	Power supply		B135	9	5	5	—
	GND (sensor)		B135	19	0	0	—
Rear oxygen sensor	Signal		B135	17	0 — 0.5	0 — 0.9	—
	Shield		B135	26	0	0	—
Front oxygen (A/F) sensor heater	Signal	LH1	B137	7	—	—	—
		LH2	B137	6	—	—	—
		RH1	B137	5	—	—	—
		RH2	B137	4	—	—	—
Rear oxygen sensor heater signal			B136	13	—	—	—
Vehicle speed signal			B134	1	0 or 5	0 or 5	“5” and “0” are repeatedly displayed when vehicle is driven.

ENGINE CONTROL MODULE (ECM) I/O SIGNAL

Content			Connector No.	Terminal No.	Signal (V)		Note
					Ignition SW ON (Engine OFF)	Engine ON (Idling)	
Engine coolant temperature sensor	Signal		B135	18	—	—	After warm-up the engine.
	GND (sensor)		B134	7	0	0	After warm-up the engine.
				15			
Generator signal			B137	12	ON: 1, or less OFF: 10 — 13	ON: 1, or less OFF: 10 — 13	Waveform
Starter switch			B134	16	0	0	Cranking: 9 — 12
A/C switch			B134	2	ON: 10 — 13 OFF: 0	ON: 13 — 14 OFF: 0	—
Ignition switch			B134	5	10 — 13	13 — 14	—
Neutral position switch			B134	8	ON: 0 OFF: 5		Switch is ON when shift is in “N” or “P” position.
Test mode connector			B134	14	5	5	When connected: 0
Knock sensor	Signal	1	B135	4	2.5	2.5	—
		2		13	2.5	2.5	—
	Shield		B135	22	0	0	—
Back-up power supply			B137	10	10 — 13	13 — 14	Ignition switch “OFF”: 10 — 13
Control unit power supply			B137	2	10 — 13	13 — 14	—
				3	10 — 13	13 — 14	—
Sensor power supply			B135	9	5	5	—
Line end check 1			B134	10	0	0	—
Ignition control	#1		B136	24	0	—	Waveform
	#2		B136	23	0	—	Waveform
	#3		B136	22	0	—	Waveform
	#4		B136	21	0	—	Waveform
	#5		B136	20	0	—	Waveform
	#6		B136	19	0	—	Waveform
Fuel injector	#1		B137	1	10 — 13	1 — 14	Waveform
	#2		B136	6	10 — 13	1 — 14	Waveform
	#3		B136	5	10 — 13	1 — 14	Waveform
	#4		B136	4	10 — 13	1 — 14	Waveform
	#5		B136	3	10 — 13	1 — 14	Waveform
	#6		B136	1	10 — 13	1 — 14	Waveform
Idle air control solenoid valve	Signal		B136	10	10 — 13	—	Waveform
Fuel pump controller		Signal	B135	12	—	—	—
			B136	15	—	—	—
A/C relay control			B137	27	ON: 0.5, or less OFF: 10 — 13	ON: 0.5, or less OFF: 13 — 14	—
Radiator fan relay 1 control			B137	17	ON: 0.5, or less OFF: 10 — 13	ON: 0.5, or less OFF: 13 — 14	—
Radiator fan relay 2 control			B137	28	ON: 0.5, or less OFF: 10 — 13	ON: 0.5, or less OFF: 13 — 14	With A/C vehicles only
Radiator fan relay 3 control			B137	24	ON: 0.5, or less OFF: 10 — 13	ON: 0.5, or less OFF: 13 — 14	—
Self-shutoff control			B134	6	10 — 13	13 — 14	—
Malfunction indicator lamp			B137	15	—	—	Light “ON”: 1, or less Light “OFF”: 10 — 14
Engine speed output			B136	9	—	0 — 13	Waveform

ENGINE CONTROL MODULE (ECM) I/O SIGNAL

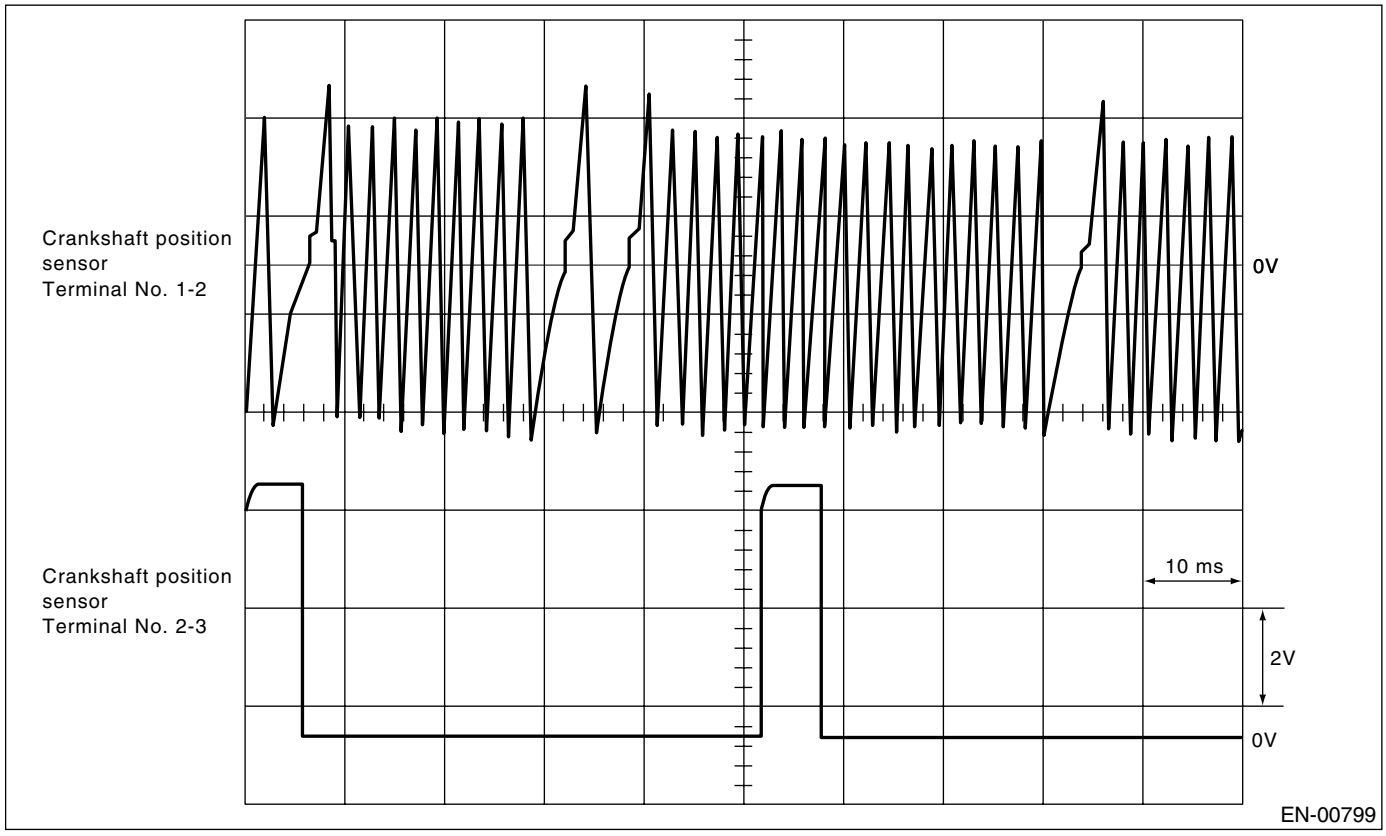
Content		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (Engine OFF)	Engine ON (Idling)	
Torque control 1 signal		B134	19	5	5	—
Torque control 2 signal		B134	18	5	5	—
Torque control cut signal		B136	14	8	8	—
EGR solenoid valve (A–)		B137	26	10 — 13	13 — 14	—
EGR solenoid valve (B–)		B137	25	10 — 13	13 — 14	—
EGR solenoid valve (A+)		B137	14	10 — 13	13 — 14	—
EGR solenoid valve (B+)		B137	13	10 — 13	13 — 14	—
Induction control solenoid valve		B137	23	0	ON: 0 OFF: 13 — 14	—
Purge control solenoid valve		B137	16	ON: 1, or less OFF: 10 — 13	ON: 1, or less OFF: 13 — 14	—
Fuel temperature sensor		B135	6	2.5 — 3.8	2.5 — 3.8	Ambient temperature: 25°C (75°F)
Fuel level sensor		B135	25	0.12 — 4.75	0.12 — 4.75	—
Fuel tank pressure sensor	Signal	B135	15	2.3 — 2.7	2.3 — 2.7	The value obtained after the fuel filler cap was removed once and recapped.
	GND (sensor)	B134	15	0	0	—
Pressure control solenoid valve		B137	22	ON: 1, or less OFF: 10 — 13	ON: 1, or less OFF: 13 — 14	—
Fuel tank sensor control valve		B136	7	ON: 1, or less OFF: 10 — 13	ON: 1, or less OFF: 13 — 14	—
Drain valve		B137	11	ON: 1, or less OFF: 10 — 13	ON: 1, or less OFF: 13 — 14	—
A/C compressor switch		B134	13	—	—	—
A/C pressure switch		B135	23	OFF: 5	ON: 1, or less OFF: 5	—
AT diagnosis input signal		B135	20	Less than 1 ←→ More than 4	Less than 1 ←→ More than 4	Waveform
AT load signal		B135	28	4.3 — 4.4	0.9 — 1.4	—
Small light switch		B134	17	ON: 0 OFF: 10 — 13	ON: 0 OFF: 13 — 14	—
Blower fan switch		B134	9	ON: 0 OFF: 10 — 13	ON: 0 OFF: 13 — 14	—
Rear defogger switch		B134	3	ON: 0 OFF: 10 — 13	ON: 0 OFF: 13 — 14	—
Front oxygen (A/F) sensor signal RH (+)		B137	29	3.7 — 3.9	3.7 — 3.9	—
Front oxygen (A/F) sensor signal RH (–)		B137	19	2.6 — 4.4	3.4 — 3.6	—
Front oxygen (A/F) sensor signal LH (+)		B137	30	3.7 — 3.9	3.7 — 3.9	—
Front oxygen (A/F) sensor signal LH (–)		B137	20	2.6 — 4.4	3.4 — 3.6	—
Front oxygen (A/F) sensor shield		B137	18	0	0	—
Pressure sensor		B135	8	3.0 — 4.2	1.0 — 2.6	—
Intake air temperature sensor		B135	27	—	—	—
Power steering switch		B135	24	ON: 0 OFF: 5	ON: 0 OFF: 5	—
SSM/GST communication line		B134	21	Less than 1 ←→ More than 4	Less than 1 ←→ More than 4	—
GND (sensors)		B134	15	0	0	—

Content		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (Engine OFF)	Engine ON (Idling)	
GND (injectors)		B136	8	0	0	—
GND (ignition system)		B136	18	0	0	—
GND (power supply)		B134	22	0	0	—
		B136	17	0	0	—
GND (control systems)		B134	7	0	0	—
			15	0	0	—
GND (oxygen sensor heater LH)	1	B137	21	0	0	—
	2	B137	31			
GND (oxygen sensor heater RH)	1	B137	9	0	0	—
	2	B137	8			

B: MEASUREMENT

Measure input/output signal voltage.

1. WAVEFORM



6. Engine Condition Data

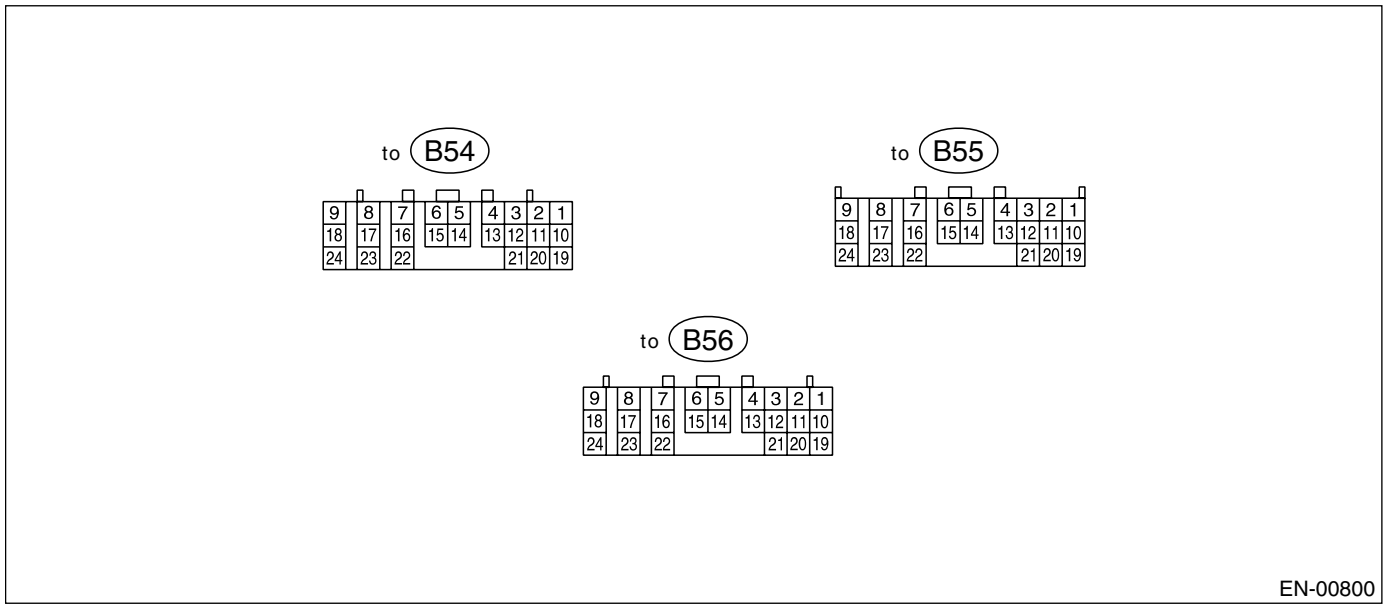
A: ELECTRICAL SPECIFICATION

Content	Specified data
Engine load	1.6 — 4.0 (%): Idling
	6.4 — 12.8 (%): 2,500 rpm racing

Measuring condition:
- After warm-up the engine.
- Gear position is in “N” or “P” position.
- A/C is turned OFF.
- All accessory switches are turned OFF.

7. Transmission Control Module (TCM) I/O Signal

A: ELECTRICAL SPECIFICATION



Check with ignition switch ON.						
Content		Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Back-up power supply		B56	1	Ignition switch OFF	10 — 16	—
Ignition power supply		B54	23	Ignition switch ON (with engine OFF)	10 — 16	—
		B54	24			
Inhibitor switch	"P" range switch	B55	1	Select lever in "P" range	Less than 1	—
				Select lever in any other than "P" range (except "N" range)	More than 8	
	"N" range switch	B55	14	Select lever in "N" range	Less than 1	—
				Select lever in any other than "N" range (except "P" range)	More than 8	
	"R" range switch	B55	3	Select lever in "R" range	Less than 1	—
				Select lever in any other than "R" range	More than 8	
	"D" range switch	B55	4	Select lever in "D" range	Less than 1	—
				Select lever in any other than "D" range	More than 8	
	"3" range switch	B55	5	Select lever in "3" range	Less than 1	—
				Select lever in any other than "3" range	More than 8	
	"2" range switch	B55	6	Select lever in "2" range	Less than 1	—
				Select lever in any other than "2" range	More than 8	
	"1" range switch	B55	7	Select lever in "1" range	Less than 1	—
				Select lever in any other than "1" range	More than 8	
Brake switch		B55	12	Brake pedal depressed.	More than 10.5	—
				Brake pedal released.	Less than 1	

Check with ignition switch ON.					
Content	Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
VDC communication signal +	B56	9	Ignition ON	(+) — (–) Plus signal	—
VDC communication signal –	B56	18		(+) — (–) Plus signal	—
Kick-down switch	B55	11	Throttle fully opened.	Less than 1	—
			Throttle fully closed.	More than 6.5	
AT OIL TEMP warning light	B56	10	Light ON	Less than 1	—
			Light OFF	More than 9	
Throttle position sensor	B54	3	Throttle fully closed.	0.3 — 0.7	—
			Throttle fully open.	4.3 — 4.9	
Throttle position sensor power supply	B54	2	Ignition switch ON (With engine OFF)	4.8 — 5.3	—
ATF temperature sensor	B54	11	ATF temperature 20°C (68°F)	2.9 — 4.0	2.1 — 2.9 k
			ATF temperature 80°C (176°F)	0.5 — 0.8	275 — 375
Rear vehicle speed sensor	B55	24	Vehicle stopped.	0	450 — 650
			Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range)	
Front vehicle speed sensor	B55	18	Vehicle stopped.	0	450 — 650
			Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range) 4	
Torque converter turbine speed sensor	B55	8	Engine idling after warm-up. (D range)	0	450 — 650
			Engine idling after warm-up. (N range)	More than 1 (AC range)	
Vehicle speed output signal	B56	17	Vehicle speed at most 10 km/h (6 MPH)	Less than 1← →More than 4	—
Engine speed signal	B55	17	Ignition switch ON (with engine OFF)	More than 10.5	—
			Ignition switch ON (with engine ON)	8 — 11	
Cruise set signal	B55	22	When cruise control is set (SET lamp ON)	Less than 1	—
			When cruise control is not set (SET lamp OFF)	More than 6.5	
Torque control signal 1	B56	5	Ignition switch ON (with engine ON)	More than 4.8	—
Torque control signal 2	B56	14	Ignition switch ON (with engine ON)	More than 4.8	—
Torque control cut signal	B55	10	Ignition switch ON	8	—
Intake manifold pressure signal	B54	10	Engine idling after warm-up.	1.2 — 1.8	—
Shift solenoid 1	B54	22	1st or 4th gear	More than 9	10 — 16
			2nd or 3rd gear	Less than 1	
Shift solenoid 2	B54	5	1st or 2nd gear	More than 9	10 — 16
			3rd or 4th gear	Less than 1	
Line pressure duty solenoid	B54	9	Throttle fully closed (with engine OFF) after warm-up.	1.5 — 4.0	2.0 — 4.5
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	

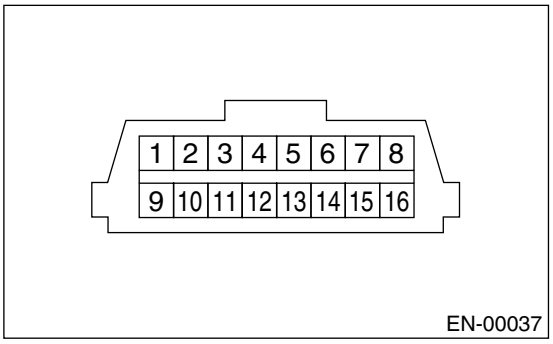
Check with ignition switch ON.					
Content	Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Dropping resistor	B54	8	Throttle fully closed (with engine OFF) after warm-up.	More than 8.5	9 — 15
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	
Lock-up duty solenoid	B54	7	When lock up occurs.	More than 8.5	10 — 17
			When lock up is released.	Less than 0.5	
Transfer duty solenoid	B54	6	Fuse on FWD switch	More than 8.5	10 — 17
			Fuse removed from FWD switch (with throttle fully open and with select lever in 1st gear).	Less than 0.5	
2-4 brake duty solenoid	B54	18	Throttle fully closed (with engine OFF) after warm-up.	1.5 — 4.0	2.0 — 4.5
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	
2-4 brake dropping resistor	B54	17	Throttle fully closed (with engine OFF) after warm-up.	More than 8.5	9 — 15
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	
2-4 brake timing solenoid	B54	16	1st gear	Less than 1	10 — 16
			3rd gear	More than 9	
Low clutch timing solenoid	B54	15	2nd gear	Less than 1	10 — 16
			4th gear	More than 9	
Sensor ground line 1	B54	19	—	0	Less than 1
Sensor ground line 2	B55	9	—	0	Less than 1
System ground line	B56	19	—	0	Less than 1
	B54	20			
AT diagnosis signal	B56	21	Ignition switch ON	Less than 1 ← → More than 4	—
Data link signal (Subaru Select Monitor)	B56	15	—	—	—
		6	—	—	

8. Data Link Connector

A: NOTE

1) This connector is used both for OBD-II general scan tools and the Subaru Select Monitor.
2) Terminal No. 4 to No. 6 of the data link connector is used for the Subaru Select Monitor signal.

CAUTION:
Do not connect any scan tools other than the OBD-II general scan tools and the Subaru Select Monitor, because the circuit for the Subaru Select Monitor may be damaged.



(A) Data link connector

Terminal No.	Contents	Terminal No.	Contents
1	Power supply	9	Blank
2	Blank	10	K line of ISO 9141 CARB
3	Blank	11	Blank
4	Blank	12	Ground
5	Blank	13	Ground
6	—	14	Blank
7	Blank	15	Blank
8	—	16	Blank

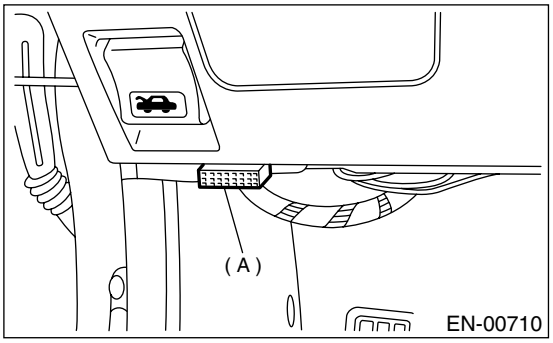
*: Circuit only for Subaru Select Monitor

9. OBD-II General Scan Tool

A: OPERATION

1. HOW TO USE OBD-II GENERAL SCAN TOOL

1) Prepare a general scan tool (OBD-II general scan tool) required by SAE J1978.
2) Open the cover and connect the OBD-II general scan tool to the data link connector (A) located in the lower portion of the instrument panel (on the driver's side).



(A) Data link connector

3) Using the OBD-II general scan tool, call up diagnostic trouble code(s) and freeze frame data.
OBD-II general scan tool functions consist of:
(1) MODE $01: Current powertrain diagnostic data
(2) MODE $02: Powertrain freeze frame data
(3) MODE $03: Emission-related powertrain diagnostic trouble codes
(4) MODE $04: Clear/Reset emission-related diagnostic information
Read out data according to repair procedures. (For detailed operation procedures, refer to the OBD-II General Scan Tool Operation Manual.)

NOTE:
For details concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

2. MODE $01 (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refers to data denoting the current operating condition of analog input/output, digital input/output and/or the powertrain system.
A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
01	Number of emission-related powertrain trouble codes and MIL status	ON/OFF and number
03	Fuel system control status	%
04	Calculated engine load value	%
05	Engine coolant temperature	°C
06	Short term fuel trim (Bank 1)	%
07	Long term fuel trim (Bank 1)	%
08	Short term fuel trim (Bank 2)	%
09	Long term fuel trim (Bank 2)	%
0B	Intake manifold absolute pressure	kPa
0C	Engine revolution	rpm
0D	Vehicle speed	km/h
0E	Ignition timing advance	°
10	Air flow rate from pressure sensor	g/sec
11	Throttle valve opening angle	%
13	Check whether oxygen sensor is installed.	—
24	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor—bank 1	V and %
28	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor—bank 2	V and %
1C	On-board diagnosis system	—

NOTE:
Refer to OBD-II general scan tool manufacturer's instruction manual to access generic OBD-II PIDs (MODE $01).

3. MODE $02 (POWERTRAIN FREEZE FRAME DATA)

Refers to data denoting the operating condition when trouble is sensed by the on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
02	Trouble code that caused CARB required freeze frame data storage	—
03	Fuel system control status	—
04	Calculated engine load value	%
05	Engine coolant temperature	°C
06	Short term fuel trim (Bank 1)	%
07	Long term fuel trim (Bank 1)	%
08	Short term fuel trim (Bank 2)	%
09	Long term fuel trim (Bank 2)	%
0B	Intake manifold absolute pressure	kPa
0C	Engine revolution	rpm
0D	Vehicle speed	km/h

NOTE:
Refer to OBD-II general scan tool manufacturer's instruction manual to access freeze frame data (MODE $02).

4. MODE $03 (EMISSION-RELATED POWERTRAIN DIAGNOSTIC TROUBLE CODE)

Refer to Read Diagnostic Trouble Code for information about data denoting emission-related powertrain diagnostic trouble codes. <Ref. to EN(H6DO)-50, Read Diagnostic Trouble Code.>

5. MODE $04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refers to the mode used to clear or reset emission-related diagnostic information (OBD-II trouble diagnostic information).

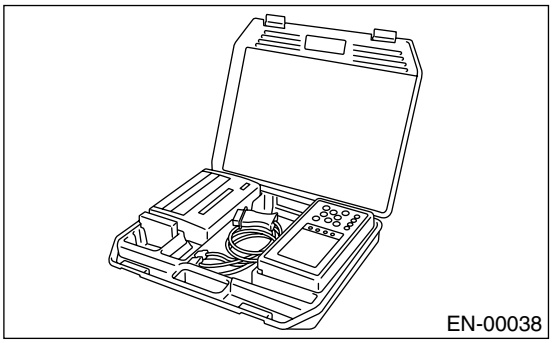
NOTE:
Refer to OBD-II general scan tool manufacturer's instruction manual to clear or reset emission-related diagnostic information (MODE $04).

10.Subaru Select Monitor

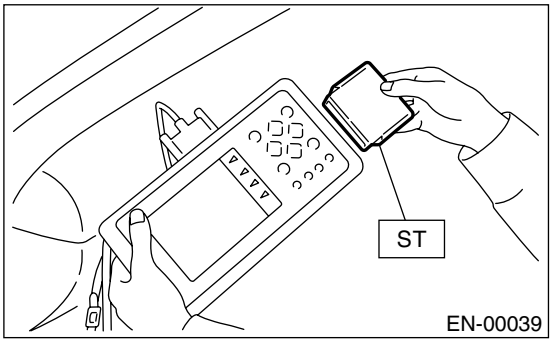
A: OPERATION

1. HOW TO USE SUBARU SELECT MONITOR

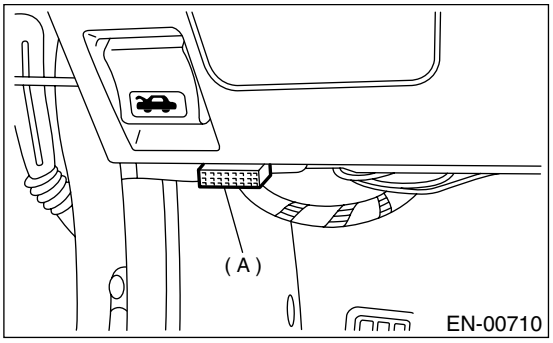
1) Prepare Subaru Select Monitor kit. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



2) Connect diagnosis cable to Subaru Select Monitor.
3) Insert cartridge into Subaru Select Monitor. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



4) Connect Subaru Select Monitor to data link connector.
(1) Data link connector located in the lower portion of the instrument panel (on the driver's side).

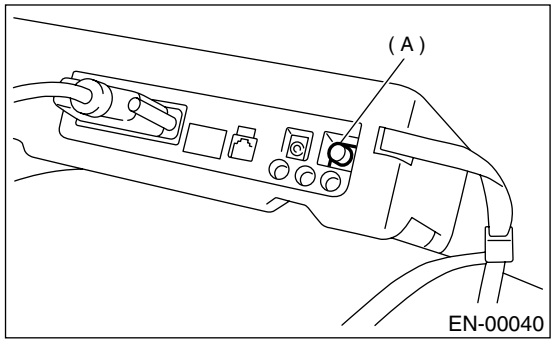


(A) Data link connector

(2) Connect diagnosis cable to data link connector.

CAUTION:
Do not connect scan tools except for Subaru Select Monitor and OBD-II general scan tool.

5) Turn ignition switch to ON (engine OFF) and Subaru Select Monitor switch to ON.



(A) Power switch

6) Using Subaru Select Monitor, call up diagnostic trouble code(s) and various data, then record them.

2. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE. (NORMAL MODE)

Refer to Read Diagnostic Trouble Code for information about how to indicate DTC. <Ref. to EN(H6DO)-50, Read Diagnostic Trouble Code.>

3. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE. (OBD MODE)

Refer to Read Diagnostic Trouble Code for information about how to indicate DTC. <Ref. to EN(H6DO)-50, Read Diagnostic Trouble Code.>

4. READ CURRENT DATA FOR ENGINE. (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {Current Data Display & Save} and press the [YES] key.
5) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
6) Using the scroll key, move the display screen up or down until the desired data is shown.
• A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Battery voltage	Battery Voltage	V
Vehicle speed signal	Vehicle Speed	km/h or MPH
Engine speed signal	Engine Speed	rpm
Engine coolant temperature signal	Coolant Temp.	°C or °F
Ignition timing signal	Ignition Timing	deg
Throttle position signal	Throttle Opening Angle	%
Throttle position signal	Throttle Sensor Voltage	V
Injection pulse width 1	Fuel Injection #1 Pulse	ms
Injection pulse width 2	Fuel Injection #2 Pulse	ms
Idle air control signal	ISC Valve Duty Ratio	%
Engine load data	Engine Load	%
Front oxygen (A/F) sensor output signal 1	A/F Sensor #1	—
Front oxygen (A/F) sensor output signal 2	A/F Sensor #2	—
Front oxygen (A/F) sensor resistance 1	A/F Sensor #1 Resistance	Ω
Front oxygen (A/F) sensor resistance 2	A/F Sensor #2 Resistance	Ω
Rear oxygen sensor output signal	Rear O2 Sensor	V
Short term fuel trim 1	A/F Correction #1	%
Short term fuel trim 2	A/F Correction #2	%
Knock sensor signal	Knocking Correction	deg
Atmospheric absolute pressure signal	Atmosphere Pressure	mmHg or kPa or inHg or psig
Intake manifold relative pressure signal	Mani. Relative Pressure	mmHg or kPa or inHg or psig
EGR control signal	No. of EGR Steps	STEP
Front oxygen (A/F) sensor 1 current	A/F Sensor #1 Current	mA
Front oxygen (A/F) sensor 2 current	A/F Sensor #2 Current	mA
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg or kPa or inHg or psig
A/F correction (short term fuel trim) by rear oxygen sensor	A/F Correction #3	%
Long term whole fuel trim 1	A/F Learning #1	%
Long term whole fuel trim 2	A/F Learning #2	%
Long term whole fuel trim 3	A/F Learning #3	%
Front oxygen (A/F) sensor heater current 1	A/F Heater Current 1	A
Front oxygen (A/F) sensor heater current 2	A/F Heater Current 2	A
Rear oxygen sensor heater voltage	Rear O2 Heater Voltage	V
Canister purge control solenoid valve duty ratio	CPC Valve Duty Ratio	%
Fuel tank pressure signal	Fuel Tank Pressure	mmHg or kPa or inHg or psig
Fuel temperature signal	Fuel Temp.	°C or °F
Fuel level signal	Fuel Level	V
Intake air temperature signal	Intake Air Temp.	°C or °F
Ignition switch signal	Ignition Switch	ON or OFF

Contents	Display	Unit of measure
Test mode connector signal	Test Mode Signal	ON or OFF
Neutral position switch signal	Neutral Position Switch	ON or OFF
Air conditioner switch signal	A/C Switch	ON or OFF
Radiator fan relay signal 1	Radiator Fan Relay #1	ON or OFF
Fuel pump relay signal	Fuel Pump Relay	ON or OFF
Knocking signal	Knocking Signal	ON or OFF
Radiator fan relay signal 2	Radiator Fan Relay #2	ON or OFF
Engine torque control signal #1	Torque Control Signal #1	ON or OFF
Engine torque control signal #2	Torque Control Signal #2	ON or OFF
Engine torque control permission signal	Torque Control Permission Signal	ON or OFF
Pressure control solenoid valve	PCV Solenoid Valve	ON or OFF
Drain valve	Vent. Solenoid Valve	ON or OFF
Starter switch signal	Starter Switch	ON or OFF
Idle switch signal	Idle Switch Signal	ON or OFF
Crankshaft position sensor signal	Crankshaft Position Sig.	ON or OFF
Camshaft position sensor signal	Camshaft Position Sig.	ON or OFF
Rear defogger switch signal	Rear Defogger SW	ON or OFF
Blower fan switch signal	Blower Fan SW	ON or OFF
Small light switch signal	Light Switch	ON or OFF
Power steering switch signal	P/S Switch	ON or OFF
Air conditioner lock switch signal	A/C Lock Signal	ON or OFF
Air conditioner mid pressure switch signal	A/C Mid Pressure Switch	ON or OFF
Air conditioner compressor signal	A/C Compressor Signal	ON or OFF
Radiator fan relay signal 3	Radiator Fan Relay #3	ON or OFF
Induction control solenoid signal	Variable Intake Air Sol.	ON or OFF
Rear oxygen sensor rich signal	Rear O2 Rich Signal	ON or OFF

NOTE:
- For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.
- For select monitor display details, refer to the following.

Engine Load
Display: 0 — 100%

The engine load is displayed. The ECM calculates the engine load via the engine speed and signals from the pressure sensor. The engine load increases when the engine speed and absolute pressure of the intake manifold increase.

Coolant Temp.
Display: –40 to 215°C (–40 to 419°F)

The coolant temperature transmitted from the engine coolant temperature sensor is displayed.

A/F Correction #1, #2 and #3
Display: –100 to 99%

Using the signal from the front oxygen (A/F) sensor, the correction value of the fuel supply amount regulated by the ECM is indicated. When the A/F is lean and when displayed value becomes 0 % or more, ECM increases the fuel. When the A/F is rich and when displayed value becomes 0 % or less, ECM decreases the fuel.

A/F Learning #1, #2 and #3
Display: –100 to 99.2%

The ECM calculates the long-term fuel trim value from the short-term fuel trim value. The long-term fuel trim value means the correction value of long-term fuel supply amount. If the displayed value is less than 0 %, the fuel system is in rich status and the ECM restricts the fuel supply (by shortening the injector pulse). If the displayed value is more than 0 %, the fuel system is in lean status and the ECM increases the fuel supply (by extending the injector pulse).

Mani Absolute Pressure
Display: 0 — 254.9 kPa (0 — 1,912.5 mmHg, 0 — 75.3 inHg)

The pressure in the intake manifold is displayed. The ECM detects the pressure in the intake tube via the signal from the pressure sensor. The ECM calculates the air mass required for the engine.

Engine Speed
Display: 0 — 16,383 rpm
The engine speed transmitted from the crankshaft position sensor is detected.

Vehicle Speed
Display: 0 — 255 km/h (0 — 158 MPH)
The vehicle speed transmitted from the vehicle speed sensor is displayed.

Ignition Timing
Display: –64 to 63.5 deg.
The advanced ignition timing value is displayed. The ECM calculates the advanced ignition timing value using engine coolant temperature, engine speed, and engine load.

Intake Air Temp.
Display: 40 — 215°C (104 — 419°F)
The intake air temperature is displayed. The ECM detects the intake air temperature via the signal from the intake air temperature sensor, and corrects the ignition timing and fuel supply amount.

Rear O2 Sensor
Display: 0 — 327.7 Volt
The ECM corrects air-fuel ratio by the signal sent from O2 sensor. Also, the signal is used for catalyst degradation diagnosis.

Battery Voltage
Display: 0 — 20.4 V
The battery voltage is displayed.

Throttle Sensor Voltage
Display: 0 — 5 V
The throttle angle is displayed in voltage. When the throttle is fully-closed, the displayed voltage value is approx. 0.5 V. When it is fully-open, the voltage is approx. 4 V or more.

Fuel Injection #1 and #2 Pulse
Display: 0 — 65.3 msec (0 — 214.2 ft/sec)
The injector valve opening time is displayed. The longer the injector valve opening time, the more the fuel is supplied. The higher the engine load, the longer the injector valve opening time becomes.

Knocking Correction
Display: –64 to 63.5 deg.
The ECM controls the ignition timing via the signal from the knock sensor.

Atmosphere Pressure
Display: 0 — 254.9 kPa (0 — 1,912.5 mmHg, 0 — 75.3 inHg)
The atmospheric pressure is displayed. The ECM detects the atmospheric pressure via the signal from the atmosphere sensor.

Mani. Relative Pressure
Display: –128 — 128 kPa (–952 — 952 mmHg, –37.5 — 37.5 inHg)
A value calculated by subtracting the absolute pressure in the intake tube from the atmospheric pressure is displayed. A larger load leads to a larger value.

Fuel Tank Pressure
Display: –3.2 — 3.2 kPa (–24 — 24 mmHg, –0.94 — 0.94 inHg)
The pressure in the fuel tank is displayed.

Fuel Temp.
Display: –40 to 215°C
The fuel temperature is displayed. The ECM detects the fuel temperature via the signal from the fuel temperature sensor. This signal is used for the evaporation diagnosis.

Front O2 Heater #1, #2 Current
Display: 0 — 25.5 A
The heater current of the A/F sensor is displayed. A larger current value leads to increased heat generation.

Fuel Level
Display: 0 — 5 V
The float inside the fuel tank is a variable resistor which varies the resistance based on fuel level. The ECM then averages this voltage and the signal voltage from the fuel tank in order to determine fuel level. The scan tool displays close to 0.7 volts for an empty tank, and close to 5 volts for a full tank.

CPC Valve Duty Ratio
Display: 0 — 100%
The purge control solenoid valve is regulated by the ECM. The displayed value of 0 % indicates that the purge amount is 0, and 100 % indicates that the purge amount becomes the maximum.

A/F sensor #1, #2
Display: 0 — 2
The air surplus ratio output from the front oxygen (A/F) sensor is displayed. Air overflow ratio = 1.0 is regarded as a stoichiometric A/F ratio. A value above 1.0 indicates A/F lean range, and below 1.0 indicates A/F rich range.

A/F Correction #3
Display:

The correction value of fuel supply amount regulated by the ECM via the signal from the rear oxygen sensor is displayed.

A/F Sensor #1, #2 Current
Display: –16 — 15.9 mA

A value of 0 mA is regarded as a stoichiometric A/F ratio. A negative value indicates A/F rich range, and positive value indicates A/F lean range.

A/F Sensor #1, #2 Resistance
Display: 0 — 255 Ω

The resistance value of the front oxygen (A/F) sensor is displayed. At idle after warm-up, the resistance value shows 27 to 32 ohm.

ISC Valve Duty Ratio
Display: 0 — 127.5%

The duty value of the idle air control solenoid valve is displayed. This value is regulated by the ECM. The displayed value of 0 % indicates that the air bypass circuit is closed, and 100 % indicates that it is fully-open.

No of EGR Steps
Display: 0 — 255 step

The number of the EGR valve steps is displayed. The EGR valve is driven by the stepping motor, and the number of steps is regulated by the ECM. A value of 0 steps indicates that the EGR ratio is 0 %.

Rear O2 Heater Voltage
Display: 0 — 5.1 V

The heater voltage value of the rear oxygen sensor is displayed. The heater current duty-controlled by driving range regulates heater temperature.

A/F Heater Current 1, 2
Display: 0 — 25.5 A

The heater voltage value of the front oxygen (A/F) sensor is displayed. To stabilize the output, the heater current is regulated to keep heater temperature to the specified value.

AT Vehicle ID Signal
Display: ON or OFF

AT and MT vehicles are identified. For AT vehicles, ON is displayed, and for MT ones, OFF is displayed.

Neutral Position Switch
Display: ON or OFF

When the shift lever stays in the neutral position, ON is displayed. When in other positions, OFF is displayed.

Idle Switch Signal
Display: ON or OFF

When the accelerator pedal is released fully, ON is displayed. When depressed fully, OFF is displayed.

P/S Switch
Display: ON or OFF

When the steering wheel is turned fully, ON is displayed. When returned, OFF is displayed. This signal is used for idle control or other controls.

A/C Switch
Display: ON or OFF

When the A/C switch is turned ON, ON is displayed. When turned OFF, OFF is displayed. This signal is used for idle control or other controls.

Starter Switch
Display: ON or OFF

When the vehicle is cranking, ON is displayed. When not cranking, OFF is displayed.

Rear O2 Rich Signal
Display: ON or OFF

When the A/F ratio is rich, ON is displayed. When lean, OFF is displayed.

Knocking Signal
Display: ON or OFF

When knocking occurs and the ignition timing is retarded, ON is displayed. At any other time, OFF is displayed.

Crankshaft Position Sig.
Display: ON or OFF

When a crankshaft signal exists, ON is displayed. At any other time (at engine stall), OFF is displayed.

Camshaft Position Sig.
Display: ON or OFF

When a camshaft signal exists, ON is displayed. At any other time (at engine stall), OFF is displayed.

Rear Defogger SW
Display: ON or OFF

When the rear defogger switch is turned ON, ON is displayed. When turned OFF, OFF is displayed. This signal is used for idle control or other controls.

Blower Fan SW
Display: ON or OFF

When the blower fan switch is turned ON, ON is displayed. When turned OFF, OFF is displayed. This signal is used for idle control or other controls.

Light Switch
Display: ON or OFF

When the light switch is turned ON, ON is displayed. When turned OFF, OFF is displayed. This signal is used for idle control or other controls.

A/C Lock Signal
Display: ON or OFF

Whether or not the A/C compressor is active is detected. When it is active, ON is displayed. When inactive, OFF is displayed.

A/C Mid Pressure Switch
Display: ON or OFF

The status of the A/C compressor is detected. When the A/C compressor voltage is high, ON is displayed. When low, OFF is displayed.

A/C Compressor Signal
Display: ON or OFF

When the A/C clutch is engaged, ON is displayed. When disengaged, OFF is displayed.

Radiator Fan Relay #1, #2, #3
Display: ON or OFF

When the radiator fan relay is ON (radiator operates), ON is displayed. When OFF (radiator stops), OFF is displayed.

Fuel Pump Relay
Display: ON or OFF

When the radiator fan relay is ON (fuel pump operates), ON is displayed. When OFF (fuel pump stops), OFF is displayed.

PCV Solenoid Valve
Display: ON or OFF

The status of the pressure control solenoid valve is displayed. When the pressure control solenoid valve is closed, OFF is displayed. When open, ON is displayed. During an evaporation leak diagnosis, the pressure control solenoid valve is only open when vacuum in the intake tube is taken into the fuel tank.

Vent Solenoid Valve
Display: ON or OFF

The status of the drain valve is displayed. When the drain valve is closed, ON is displayed. When open, OFF is displayed. Except during an evaporation leak diagnosis, the drain valve is always open.

Torque Control Signal #1, #2
Display: ON or OFF

When a torque down signal exists, ON is displayed. When it doesn't, OFF is displayed.

Torque Permission Signal
Display: ON or OFF

The signal which notifies whether or not torque down is possible is displayed. This signal is transmitted from the ECU in response to a torque down signal from the TCU. When torque down is prohibited, ON is displayed. When permitted, OFF is displayed.

Variable Intake Air Sol.
Display: ON or OFF

The status of the induction control valve is displayed. When the valve is closed for the control to improve low- and mid-speed range, ON is displayed. When open, OFF is displayed.

5. READ CURRENT DATA FOR ENGINE. (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
5) On the «OBD Menu» display screen, select the {Current Data Display & Save} and press the [YES] key.
6) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
7) Using the scroll key, move the display screen up or down until the desired data is shown.
• A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Number of diagnosis code	Number of Diag Code:	—
Malfunction indicator lamp status	MI (MIL)	ON or OFF
Monitoring test of misfire	Misfire monitoring	Complete or incomplete
Monitoring test of fuel system	Fuel system monitoring	Complete or incomplete
Monitoring test of comprehensive component	Component monitoring	Complete or incomplete
Test of catalyst	Catalyst Diagnosis	Complete or incomplete
Test of heated catalyst	Heated catalyst	No support
Test of evaporative emission purge control system	Evaporative purge system	Complete or incomplete
Test of secondary air system	Secondary air system	No support
Test of air conditioning system refrigerant	A/C system refrigerant	No support
Test of oxygen sensor (Bank 1, Bank 2, Rear)	Oxygen sensor	Complete or incomplete
Test of oxygen sensor heater (Bank 1, Bank 2, Rear)	O2 Heater Diagnosis	Complete or incomplete
Test of EGR system	EGR steps	
Air fuel ratio control system for bank 1	Fuel System for Bank 1	C1 normal
Air fuel ratio control system for bank 2	Fuel System for Bank 2	C1 normal
Engine load data	Calculated load valve	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor bank 1	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor bank 1	Long term fuel trim B1	%
Short term fuel trim by front oxygen (A/F) sensor bank 2	Short term fuel trim B2	%
Long term fuel trim by front oxygen (A/F) sensor bank 2	Long term fuel trim B2	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg or kPa or inHg or psig
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing advance for #1 cylinder	Ignition timing adv. #1	°
Intake air temperature signal	Intake Air Temp.	°C or °F
Throttle position signal	Throttle Opening Angle	%
Oxygen sensor output signal	Oxygen Sensor #12	V
Air fuel ratio correction by rear oxygen sensor	Short term fuel trim #12	%
On-board diagnostic system	OBD System	—
Oxygen sensor equipment	Oxygen Sensor #11	Supported
Oxygen sensor equipment	Oxygen Sensor #12	Supported
Oxygen sensor equipment	Oxygen Sensor #21	Supported
A/F sensor equipment	A/F Sensor #11	—
A/F sensor output signal	A/F Sensor #11	V
A/F sensor equipment	A/F Sensor #21	—
A/F sensor output signal	A/F Sensor #21	V

NOTE:
For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

6. READ FREEZE FRAME DATA FOR ENGINE. (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
5) On the «OBD Menu» display screen, select the {Freeze Frame Data} and press the [YES] key.
• A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Diagnostic trouble code (DTC) for freeze frame data	Freeze frame data	DTC
Air fuel ratio control system for bank 1	Fuel system for Bank1	ON or OFF
Air fuel ratio control system for bank 2	Fuel System for Bank 2	ON or OFF
Engine load data	Engine Load	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor bank 1	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor bank 1	Long term fuel trim B1	%
Short term fuel trim by front oxygen (A/F) sensor bank 2	Short term fuel trim B2	%
Long term fuel trim by front oxygen (A/F) sensor bank 2	Long term fuel trim B2	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg or kPa or inHg or psi
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH

NOTE:
For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

7. LED OPERATION MODE FOR ENGINE

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {Current Data Display & Save} and press the [YES] key.
5) On the «Data Display Menu» display screen, select the {Data & LED Display} and press the [YES] key.
6) Using the scroll key, move the display screen up or down until the desired data is shown.
• A list of the support data is shown in the following table.

Contents	Display	Message	LED "ON" requirements
Ignition switch signal	Ignition Switch	ON or OFF	When ignition switch is turned ON.
Test mode connector signal	Test Mode Signal	ON or OFF	When test mode connector is connected.
Neutral position switch signal	Neutral Position Switch	ON or OFF	When neutral position signal is entered.
Air conditioning switch signal	A/C Switch	ON or OFF	When air conditioning switch is turned ON.
Air conditioning relay signal	A/C Relay	ON or OFF	When air conditioning relay is functioning.
Radiator main fan relay signal	Radiator Fan Relay #1	ON or OFF	When radiator main fan relay is functioning.
Fuel pump relay signal	Fuel Pump Relay	ON or OFF	When fuel pump relay is functioning.
Knocking signal	Knocking Signal (#1 or #2)	ON or OFF	When knocking signal is entered.
Radiator sub fan relay signal	Radiator Fan Relay #2	ON or OFF	When radiator sub fan relay is functioning.
Engine torque control signal #1	Torque Control Signal #1	ON or OFF	When engine torque control signal 1 is entered.
Engine torque control signal #2	Torque Control Signal #2	ON or OFF	When engine torque control signal 2 is entered.
Engine torque control permission signal	Torque Control Permit	ON or OFF	When engine torque control permission signal is entered.
Rear oxygen sensor rich signal	Rear O2 Rich Signal	ON or OFF	When rear oxygen sensor mixture ratio is rich.
Pressure control solenoid valve	PCV Solenoid Valve	ON or OFF	When pressure control solenoid valve is functioning.
Drain valve	Vent. Solenoid Valve	ON or OFF	When drain valve is functioning.
Starter switch signal	Starter Switch Signal	ON or OFF	When starter switch signal is entered.
Idle switch signal	Idle Switch Signal	ON or OFF	When idle switch signal is entered.
Crankshaft position sensor signal	Crankshaft Position Sig.	ON or OFF	When crankshaft position sensor signal is entered.
Camshaft position sensor signal	Camshaft Position Sig.	ON or OFF	When camshaft position sensor signal is entered.
Radiator sub fan relay 2 signal	Radiator Fan Relay 3	ON or OFF	When radiator sub fan relay is functioning.
Air conditioner mid pressure switch signal	A/C Mid Pressure Switch	ON or OFF	When air conditioner mid pressure switch is entered.
Air conditioner lock switch signal	A/C Lock Signal	ON or OFF	When air conditioner lock switch is entered.

NOTE:
For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

8. READ CURRENT DATA FOR AT.

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Transmission Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of transmission type.
4) On the «Transmission Diagnosis» display screen, select the {Current Data Display & Save} and press the [YES] key.
5) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
6) Using the scroll key, move the display screen up or down until the desired data is shown.
• A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Battery voltage	Battery Voltage	V
Rear vehicle speed sensor signal	Vehicle Speed #1	km/h or MPH
Front vehicle speed sensor signal	Vehicle Speed #2	km/h or MPH
Engine speed signal	Engine Speed	rpm
Automatic transmission fluid temperature signal	ATF Temp.	°C or °F
Throttle position signal	Throttle Sensor Voltage	V
Gear position	Gear Position	—
Line pressure control duty ratio	Line Pressure Duty Ratio	%
Lock up clutch control duty ratio	Lock Up Duty Ratio	%
Transfer clutch control duty ratio	Transfer Duty Ratio	%
Power supply for throttle position sensor	Throttle Sensor Power	V
Torque converter turbine speed signal	AT Turbine Speed	rpm
2-4 brake timing pressure control duty ratio	2-4B Duty Ratio	%
Intake manifold pressure sensor voltage	Mani. Pressure Voltage	V
2 wheel drive switch signal	2WD Switch	ON or OFF
Stop lamp switch signal	Stop Lamp Switch	ON or OFF
Anti lock brake system signal	ABS Signal	ON or OFF
Cruise control system signal	Cruise Control Signal	ON or OFF
Neutral/Parking range signal	N/P Range Signal	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Drive range signal	D Range Signal	ON or OFF
3rd range signal	3rd Range Signal	ON or OFF
2nd range signal	2nd Range Signal	ON or OFF
1st range signal	1st Range Signal	ON or OFF
Shift control solenoid A	Shift Solenoid #1	ON or OFF
Shift control solenoid B	Shift Solenoid #2	ON or OFF
Torque control output signal #1	Torque Control Signal #1	ON or OFF
Torque control output signal #2	Torque Control Signal #2	ON or OFF
Torque control cut signal	Torque Control Cut Sig.	ON or OFF
2-4 brake timing control solenoid valve	2-4 Brake Timing Sol.	ON or OFF
Low clutch timing control solenoid valve	Low Clutch Timing Sol.	ON or OFF
Automatic transmission diagnosis indicator lamp	AT Diagnosis Lamp	ON or OFF

NOTE:
• For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.
• For select monitor display details, refer to the following.

Front Wheel Speed
Display: 0 — 255 km/h (0 — 158 MPH)
The front wheel speed is displayed. This signal is used for the shift control, lock-up control, line pressure control, and transfer control.

ATF Temp.
Display: –40 to 215°C (–40 to 419°F)
The ATF temperature via the signal from the ATF temperature sensor is displayed.

Gear Position
Display:
The present gear position is displayed. The gear position is calculated from the engine speed and torque converter turbine speed.

Line Pressure Duty Ratio
Display: 0 — 123%
The duty value of the line pressure duty solenoid is displayed. The line pressure duty solenoid is regulated by the TCM, adjusting the line pressure to the optimum value depending on driving conditions.

Lock Up Duty Ratio
Display: 0 — 123%
The duty value of the lock-up duty solenoid is displayed. The lock-up duty solenoid is regulated by the TCM. Because the lock-up duty solenoid controls the lock-up control valve, the lock-up clutch engages and disengages smoothly.

Transfer Duty Ratio
Display: 0 — 123%
The duty value of the transfer duty solenoid is displayed. The transfer duty solenoid is regulated by the TCM, adjusting the transfer clutch oil pressure and controlling the driving force of the rear wheels.

Turbine Revolution Speed
Display: 0 — 8,160 rpm
The input shaft speed detected by the torque converter speed sensor is displayed. This signal is used to control the line pressure and 2 - 4 brake pressure control timing during shifting.

Throttle Sensor Power
Display: 0 — 256 V
The supply voltage to the throttle sensor is displayed. This signal is used for the throttle sensor output correction.

Brake Clutch Duty Ratio
Display: 0 — 123%
The duty value of the 2 - 4 brake duty solenoid. The 2 - 4 brake duty solenoid is regulated by the TCM, adjusting the 2 - 4 brake pressure during shifting and relieving from harsh shifting.

Rear Wheel Speed
Display: 0 — 255 km/h (0 — 158 MPH)
The rear wheel speed is displayed. This signal is used to control the transfer. If the front vehicle speed sensor is malfunctioning, this signal is used as a substitute.

Cruise Control Signal
Display: ON or OFF
When the cruise control switch is ON, ON is displayed. When OFF, OFF is displayed.

ABS Signal
Display: ON or OFF
When the ABS function is active, ON is displayed. When inactive, OFF is displayed.

Stop Light Signal
Display: ON or OFF
When the brake pedal is depressed, ON is displayed. When released, OFF is displayed.

1st, 2nd, 3rd, D, R, Range Signal
Display: ON or OFF
When the switch for each range is ON, ON is displayed.

2-4 Brake Timing Sol.
Display: ON or OFF
When the 2-4 brake timing solenoid is ON, ON is displayed. When OFF, OFF is displayed. The 2-4 brake timing solenoid is regulated by the TCM, controlling the release timing of the 2-4 brake.

Low Clutch Timing Sol.
Display: ON or OFF
When the low clutch timing solenoid is ON, ON is displayed. When OFF, OFF is displayed. The low clutch timing solenoid is regulated by the TCM, controlling the release timing of the low clutch.

Shift Solenoid #1, #2
Display: ON or OFF
When the solenoid valve is ON, ON is displayed. When OFF, OFF is displayed. By combining No. 1 and No. 2 solenoids, the shifting mechanism is controlled.

P Range
Display: ON or OFF
When the shift lever stays in P range, ON is displayed. When not in P range, OFF is displayed.

N Range
Display: ON or OFF
When the shift lever stays in N range, ON is displayed. When not in N range, OFF is displayed.

Torque Control Signal #1, #2
Display: ON or OFF

When the torque down signal exists, ON is displayed. When it does not exist, OFF is displayed.

Torque Permission Signal
Display: ON or OFF

The signal which notifies whether or not torque down is possible is displayed. This signal is transmitted from the ECU in response to a torque down signal from the TCU. When torque down is prohibited, ON is displayed. When permitted, OFF is displayed.

11.Read Diagnostic Trouble Code

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {Diagnostic Code(s) Display} and press the [YES] key.
5) On the «Diagnostic Code(s) Display» display screen, select the {Current Diagnostic Code(s)} or {History Diagnostic Code(s)} and press the [YES] key.

NOTE:
• For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.
• For detailed concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC).
<Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
5) On the «OBD Menu» display screen, select the {Diagnosis Code(s) Display} and press the [YES] key.
6) Make sure that a diagnostic trouble code (DTC) is shown on the display screen.

NOTE:
• For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.
• For detailed concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC).
<Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

3. OBD-II GENERAL SCAN TOOL

Refers to data denoting emission-related powertrain diagnostic trouble codes.
For details concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC).
<Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

NOTE:
Refer to OBD-II general scan tool manufacturer's instruction manual to access emission-related powertrain diagnostic trouble codes (MODE $03).

12.Inspection Mode

A: OPERATION

Carry out trouble diagnosis shown in the following DTC table.
When performing trouble diagnosis which is not shown in the DTC table, refer to the next item Drive cycle. <Ref. to EN(H6DO)-56, Drive Cycle.>

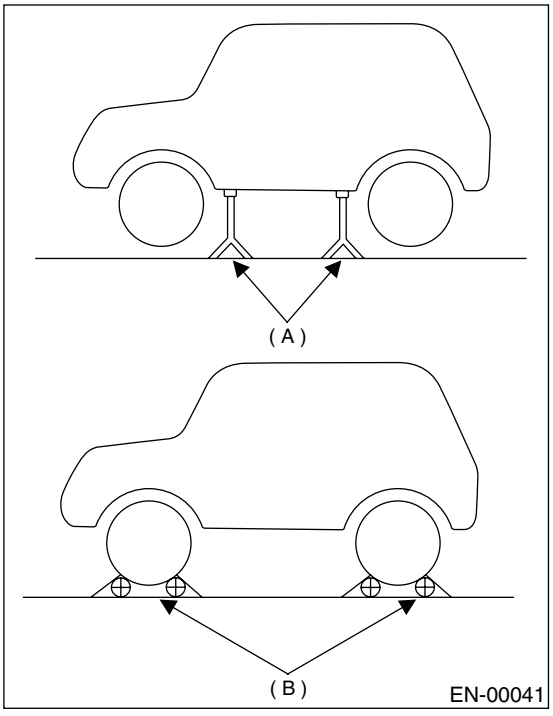
DTC No.	Item
P0030	HO2S Heater control circuit (Bank 1 Sensor 1)
P0031	HO2S Heater control circuit low (Bank 1 Sensor 1)
P0032	HO2S Heater control circuit high (Bank 1 Sensor 1)
P0037	HO2S Heater control circuit low (Bank 1 Sensor 2)
P0038	HO2S Heater control circuit high (Bank 1 Sensor 2)
P0050	HO2S Heater control circuit (Bank 2 Sensor 1)
P0051	HO2S Heater control circuit low (Bank 2 Sensor 1)
P0052	HO2S Heater control circuit high (Bank 2 Sensor 1)
P0068	Manifold absolute pressure/barometric pressure circuit range/performance
P0107	Manifold absolute pressure/barometric pressure circuit low input
P0108	Manifold absolute pressure/barometric pressure circuit high input
P0112	Intake air temperature circuit low input
P0113	Intake air temperature circuit high input
P0117	Engine coolant temperature circuit low input
P0118	Engine coolant temperature circuit high input
P0122	Throttle/pedal position sensor/switch “A” circuit low input
P0123	Throttle/pedal position sensor/switch “A” circuit high input
P0129	Barometric pressure too low
P0130	O2 sensor circuit (Bank 1 Sensor 1)
P0134	O2 sensor circuit no activity detected (Bank 1 Sensor 1)
P0137	O2 sensor circuit low voltage (Bank 1 Sensor 2)
P0138	O2 sensor circuit high voltage (Bank 1 Sensor 2)
P0150	O2 sensor circuit (Bank 2 Sensor 1)
P0154	O2 sensor circuit no activity detected (Bank 2 Sensor 1)
P0182	Fuel temperature sensor “A” circuit low input
P0183	Fuel temperature sensor “A” circuit high input
P0230	Fuel pump primary circuit
P0327	Knock sensor 1 circuit low input (Bank 1 or Single sensor)
P0328	Knock sensor 1 circuit high input (Bank 1 or Single sensor)
P0332	Knock sensor 2 circuit low input (Bank 2)
P0333	Knock sensor 2 circuit high input (Bank 2)
P0335	Crankshaft position sensor “A” circuit
P0336	Crankshaft position sensor “A” circuit range/performance
P0340	Camshaft position sensor “A” circuit (Bank 1 or Single Sensor)
P0341	Camshaft position sensor “A” circuit range/performance (Bank 1 or Single Sensor)
P0447	Evaporative emission control system vent control circuit open
P0448	Evaporative emission control system vent control circuit shorted
P0452	Evaporative emission control system pressure sensor low input
P0458	Evaporative emission control system purge control valve circuit low
P0462	Fuel level sensor circuit low input
P0463	Fuel level sensor circuit high input
P0502	Vehicle speed sensor circuit low input
P0503	Vehicle speed sensor intermittent/erratic/high
P0508	Idle control system circuit low
P0509	Idle control system circuit high

DTC No.	Item
P0512	Starter request circuit
P0519	Idle air control circuit system performace
P0565	Cruise control on signal
P0604	Internal control module random access memory (RAM) error
P0661	Intake manifold tuning valve control circuit low - bank 1
P0662	Intake manifold tuning valve control circuit high - bank 2
P0691	Cooling fan 1 control circuit low
P0692	Cooling fan 1 control circuit high
P0703	Torque converter/brake switch “B” circuit
P0705	Transmission range sensor circuit (PRNDL input)
P0710	Transmission fluid temperature sensor circuit
P0716	Input/turbine speed sensor circuit range/performance
P0720	Output speed sensor circuit
P0726	Engine speed input circuit range/performance
P0731	Gear 1 incorrect ratio
P0732	Gear 2 incorrect ratio
P0733	Gear 3 incorrect ratio
P0734	Gear 4 incorrect ratio
P0741	Torque converter clutch circuit performance or stuck off
P0743	Torque converter clutch circuit electrical
P0748	Pressure control solenoid “A” electrical
P0753	Shift solenoid “A” electrical
P0758	Shift solenoid “B” electrical
P0771	Shift solenoid “E” performance or stuck off
P0778	Pressure control solenoid “B” electrical
P0785	Shift/timing solenoid
P0851	Neutral switch input circuit low
P0852	Neutral switch input circuit high
P0864	TCM communication circuit range/performance
P0865	TCM communication circuit low
P0866	TCM communication circuit high
P1110	Atmospheric pressure sensor circuit malfunction (low input)
P1111	Atmospheric pressure sensor circuit malfunction (high input)
P1134	A/F sensor micro-computer problem
P1152	O2 sensor circuit range/performance (low) (Bank 1 Sensor 1)
P1153	O2 sensor circuit range/performance (high) (Bank 1 Sensor 2)
P1154	O2 sensor circuit range/performance (low) (Bank 2 Sensor 1)
P1155	O2 sensor circuit range/performance (high) (Bank 2 Sensor 1)
P1400	Fuel tank pressure control solenoid valve circuit low
P1420	Fuel tank pressure control solenoid valve circuit high
P1443	Vent control solenoid valve function problem
P1446	Fuel tank sensor control valve circuit low
P1447	Fuel tank sensor control valve circuit high
P1518	Starter switch circuit low input
P1560	Back-up voltage circuit malfunction
P1698	Engine torque control cut signal circuit malfunction (low input)
P1699	Engine torque control cut signal circuit malfunction (high input)
P1700	Throttle position sensor circuit malfunction for AT
P1711	Engine torque control signal #1 circuit malfunction
P1712	Engine torque control signal #2 circuit malfunction

1. PREPARATION FOR THE INSPECTION MODE

1) Make sure that fuel remains approx. half amount [20 to 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)], and battery voltage is 12V or more.
2) Raise the vehicle using a garage jack and place on safety stands or drive the vehicle onto free rollers.

WARNING:
• Before raising the vehicle, ensure parking brakes are applied.
• Do not use a pantograph jack in place of a safety stand.
• Secure a rope or wire to the front and rear towing or tie-down hooks to prevent the lateral runout of front wheels.
• Do not abruptly depress/release clutch pedal or accelerator pedal during works even when engine is operating at low speeds since this may cause vehicle to jump off free rollers.
• In order to prevent the vehicle from slipping due to vibration, do not place any wooden blocks or similar items between the safety stands and the vehicle.
• Since the rear wheels will also rotate, do not place anything near them. Also, make sure that nobody goes in front of the vehicle.

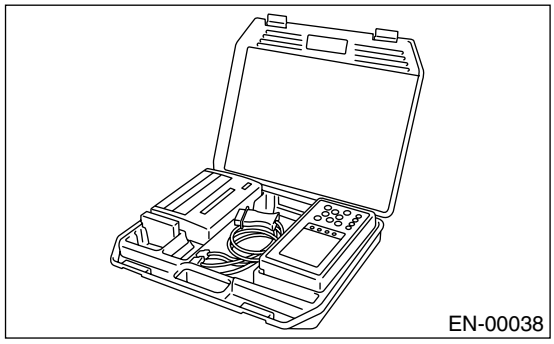


(A) Safety stand
(B) Free rollers

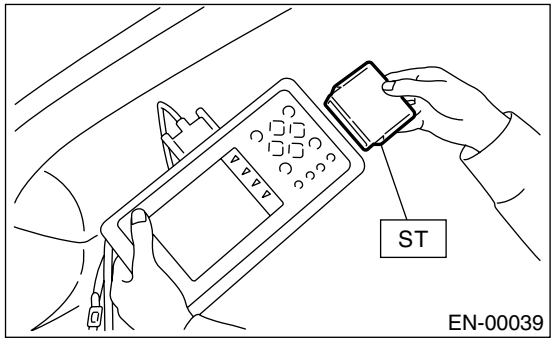
3) Warm up engine.

2. SUBARU SELECT MONITOR

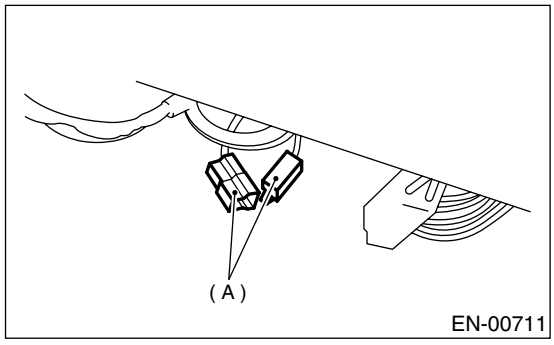
1) After performing diagnostics and clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H6DO)-58, Clear Memory Mode.>
2) Prepare Subaru Select Monitor kit. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



3) Connect diagnosis cable to Subaru Select Monitor.
4) Insert cartridge into Subaru Select Monitor. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



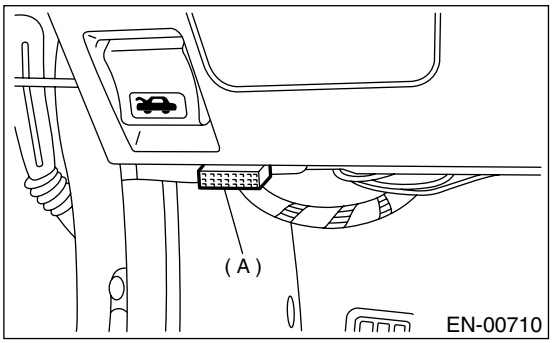
5) Connect test mode connector at the lower portion of instrument panel (on the driver's side).



(A) Test mode connector

6) Connect Subaru Select Monitor to data link connector.

(1) Connect Subaru Select Monitor to data link connector (A) located in the lower portion of the instrument panel (on the driver's side).

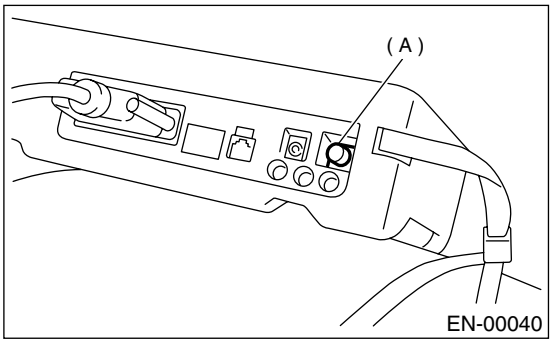


(A) Data link connector

(2) Connect diagnosis cable to data link connector.

CAUTION:
Do not connect scan tools except for Subaru Select Monitor and OBD-II general scan tool.

7) Turn ignition switch to ON (engine OFF) and Subaru Select Monitor switch to ON.



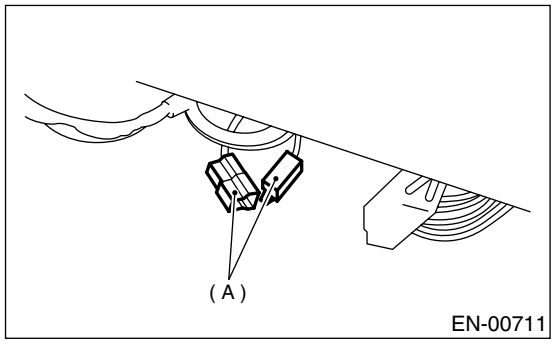
(A) Power switch

8) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
9) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
10) Press the [YES] key after displayed the information of engine type.
11) On the «Engine Diagnosis» display screen, select the {Dealer Check Mode Procedure} and press the [YES] key.
12) When the “Perform Inspection (Dealer Check) Mode?” is shown on the display screen, press the [YES] key.
13) Perform subsequent procedures as instructed on the display screen.
• If trouble still remains in the memory, the corresponding diagnostic trouble code (DTC) appears on the display screen.

NOTE:
• For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.
• For detailed concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC).
<Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
• Release the parking brake.
• The speed difference between front and rear wheels may light either the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system.

3. OBD-II GENERAL SCAN TOOL

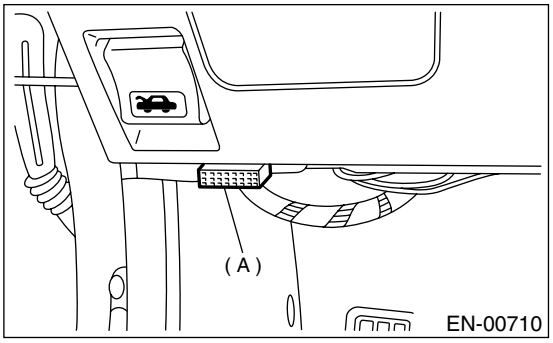
1) After performing diagnostics and clearing the memory, check for any remaining unresolved trouble data: <Ref. to EN(H6DO)-58, Clear Memory Mode.>
2) Connect test mode connector at the lower side of the instrument panel (on the driver's side).



(A) Test mode connector

3) Connect the OBD-II general scan tool to its data link connector in the lower portion of the instrument panel (on the driver's side).

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and OBD-II general scan tool.



(A) Data link connector

4) Start the engine.

NOTE:
Ensure the selector lever is placed in the “P” position before starting.

5) Using the selector lever or shift lever, turn the “P” position switch and the “N” position switch to ON.
6) Depress the brake pedal to turn the brake switch ON.
7) Keep engine speed in the 2,500 — 3,000 rpm range for 40 seconds.
8) Place the selector lever or shift lever in the “D” position and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:
• On AWD vehicles, release the parking brake.
• The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system.

9) Using the OBD-II general scan tool, check for diagnostic trouble code(s) and record the result(s).

NOTE:
• For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.
• For detailed concerning diagnostic trouble codes, refer to the List of Diagnostic Trouble Code (DTC).
<Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

13.Drive Cycle

A: OPERATION

There are 3 drive patterns for trouble diagnosis. Driving in the specified pattern allows to diagnose the malfunctioning items listed below. After the malfunctioning items listed below are repaired, always check whether they correctly resume their functions by driving in the required drive pattern.

1. PREPARATION FOR THE DRIVE CYCLE.

1) Make sure that fuel remains approx. half amount [20 to 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)], and battery voltage is 12V or more.
2) After performing diagnostics and cleaning the memory, check for any remaining unresolved trouble data. <Ref. to EN(H6DO)-58, Clear Memory Mode.>
3) Separate test mode connector.

NOTE:
- Except for water temperature specified items at starting, diagnosis is carried out after engine warm up.
- Carry out diagnosis which is marked * on DTC twice, Then, after finishing 1st diagnosis, stop engine and do the second time at the same condition.

2. AFTER RUNNING 20 MINUTES AT 80 KM/H (50 MPH), IDLE ENGINE FOR 1 MINUTE.

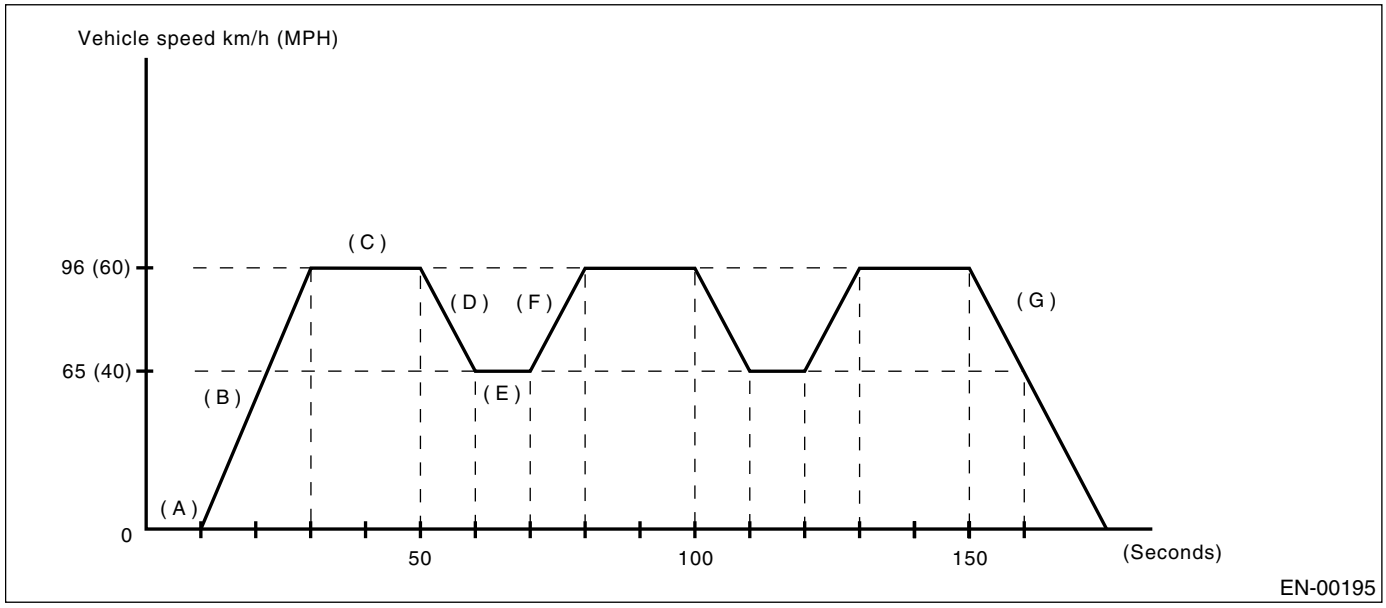
DTC No.	Item	Condition
*P0111	Intake air temperature circuit range/performance	Coolant temperature at start is less than 30°C (86°F).
*P0125	Insufficient coolant temperature for closed loop fuel control	Coolant temperature at start is less than 20°C (68°F).
*P0128	Coolant thermostat (coolant temperature below thermostat regulating temperature)	Coolant temperature at start is less than 55°C (131°F).
*P0133	O2 sensor circuit slow response (Bank 1 Sensor 1)	—
*P0153	O2 sensor circuit slow response (Bank 2 Sensor 1)	—
*P0181	Fuel temperature sensor “A” circuit range/performance	—
*P0420	Catalyst System Efficiency Below Threshold (Bank 1)	—
*P0442	Evaporative emission control system leak detected (small leak)	—
*P0451	Evaporative emission control system pressure sensor range/performance	—
P0453	Evaporative emission control system pressure sensor high input	—
*P0456	Evaporative emission control system leak detected (very small leak)	—
*P0457	Evaporative emission control system leak detected (fuel cap loose/off)	—
*P0459	Evaporative emission control system purge control valve circuit high	—
*P0461	Fuel level sensor circuit range/performance	—
*P0464	Fuel level sensor circuit intermittent	—
P1448	Fuel Tank Sensor Control Valve Range/Performance	—

3. IDLE FOR 10 MINUTES

NOTE:
Before diagnosis, drive vehicle at 4 km/h (6 MPH) or more.

DTC No.	Item	Condition
*P0483	Cooling fan rationality check	—
*P0506	Idle control system RPM lower than expected	—
*P0507	Idle control system RPM higher than expected	—

4. DRIVE ACCORDING TO THE FOLLOWING DRIVE PATTERN



(A) Idle engine for 1 minute.
(B) Accelerate to 97 km/h (60 MPH) within 20 seconds.
(C) Drive vehicle at 97 km/h (60 MPH) for 20 seconds.
(D) Decelerate with fully closed throttle to 64 km/h (40 MPH).
(E) Drive vehicle at 64 km/h (40 MPH) for 10 seconds.
(F) Accelerate to 97 km/h (60 MPH) within 10 seconds.
(G) Stop vehicle with throttle fully closed.

DTC No.	Item	Condition
*P0121	Throttle/pedal position sensor/switch “A” circuit range/performance	Coolant temperature at start is more than 80°C (176°F).
*P0139	O2 sensor circuit slow response (Bank 1 Sensor 2)	—
*P0171	System too lean (Bank 1)	—
*P0172	System too rich (Bank 1)	—
*P0174	System too lean (Bank 2)	—
*P0175	System too rich (Bank 2)	—
*P0301	Cylinder 1 misfire detected	—
*P0302	Cylinder 2 misfire detected	—
*P0303	Cylinder 3 misfire detected	—
*P0304	Cylinder 4 misfire detected	—
*P0305	Cylinder 5 misfire detected	—
*P0306	Cylinder 6 misfire detected	—
*P0400	Exhaust gas recirculation flow	—
*P2096	Post catalyst fuel trim system tool lean bank 1	—
*P2097	Post catalyst fuel trim system tool rich bank 1	—

14.Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {Clear Memory} and press the [YES] key.
5) When the `Done' and `Turn Ignition Switch OFF' are shown on the display screen, turn the Subaru Select Monitor and ignition switch to OFF.

NOTE:
For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
2) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
3) Press the [YES] key after displayed the information of engine type.
4) On the «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
5) On the «OBD Menu» display screen, select the {4. Diagnosis Code(s) Cleared} and press the [YES] key.
6) When the `Clear Diagnostic Code?' is shown on the display screen, press the [YES] key.
7) Turn Subaru Select Monitor and ignition switch to OFF.

NOTE:
For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

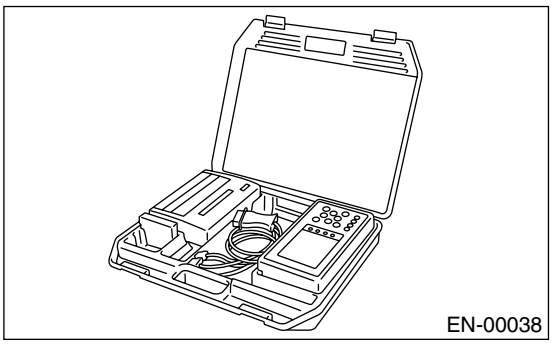
3. OBD-II GENERAL SCAN TOOL

For clear memory procedures using the OBD-II general scan tool, refer to the OBD-II General Scan Tool Instruction Manual.

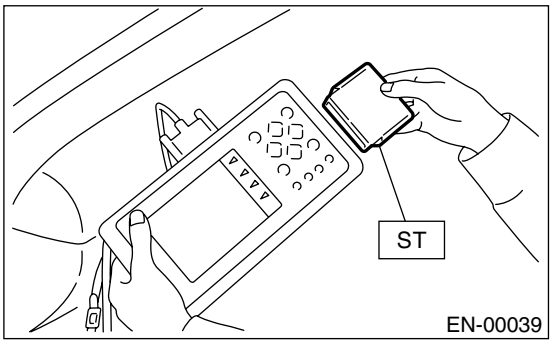
15.Compulsory Valve Operation Check Mode

A: OPERATION

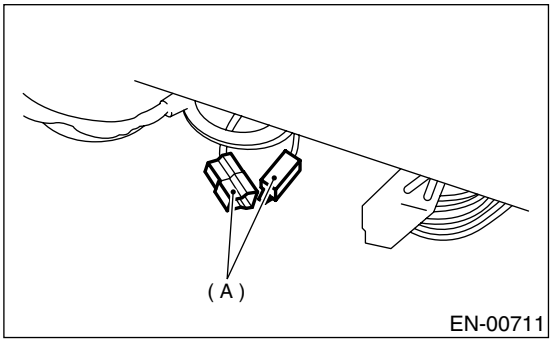
1) Prepare Subaru Select Monitor kit. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



2) Connect diagnosis cable to Subaru Select Monitor.
3) Insert cartridge into Subaru Select Monitor. <Ref. to EN(H6DO)-9, PREPARATION TOOL, General Description.>



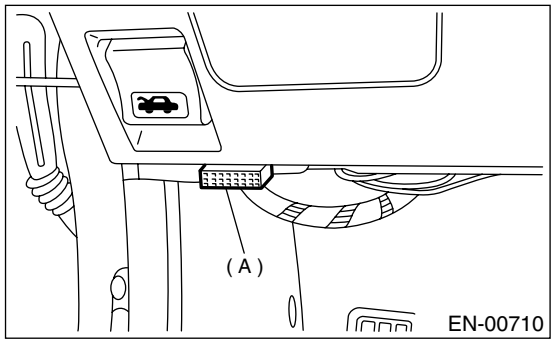
4) Connect test mode connector at the lower portion of instrument panel (on the driver's side).



(A) Test mode connector

5) Connect Subaru Select Monitor to data link connector.

(1) Data link connector is located in the lower portion of the instrument panel (on the driver's side).

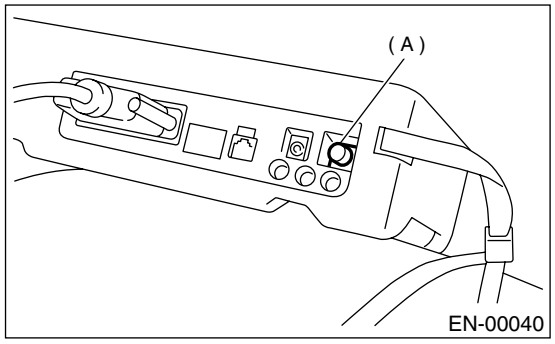


(A) Data link connector

(2) Connect diagnosis cable to data link connector.

CAUTION:
Do not connect scan tools except for Subaru Select Monitor and OBD-II general scan tool.

6) Turn ignition switch to ON (engine OFF) and Subaru Select Monitor switch to ON.



(A) Power switch

7) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
8) On the «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
9) Press the [YES] key after displayed the information of engine type.
10) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode} and press the [YES] key.
11) On the «System Operation Check Mode» display screen, select the {Actuator ON/OFF Operation} and press the [YES] key.
12) Select the desired compulsory actuator on the «Actuator ON/OFF Operation» display screen and press the [YES] key.

13) Pressing the [NO] key completes the compulsory operation check mode. The display will then return to the «Actuator ON/OFF Operation» screen.
• A list of the support data is shown in the following table.

Contents	Display
Compulsory fuel pump relay operation check	Fuel Pump Relay
Compulsory radiator fan relay operation check	Radiator Fan Relay
Compulsory air conditioning relay operation check	A/C Compressor Relay
Compulsory purge control solenoid valve operation check	CPC Solenoid Valve
Compulsory air assist injector solenoid valve operation check	AAI Solenoid Valve
Compulsory fuel tank pressure control solenoid valve operation check	PCV Solenoid Valve
Compulsory drain valve operation check	Vent Control Solenoid Valve

NOTE:
• The following parts will be displayed but not functional because they are not installed on the vehicle.

Display
ASV Solenoid Valve
FICD Solenoid
Pressure Switching Sol. 1
Pressure Switching Sol. 2
Fuel Tank Sensor Control Valve
AAI Solenoid Valve

• For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

16.Engine Malfunction Indicator Lamp (MIL)

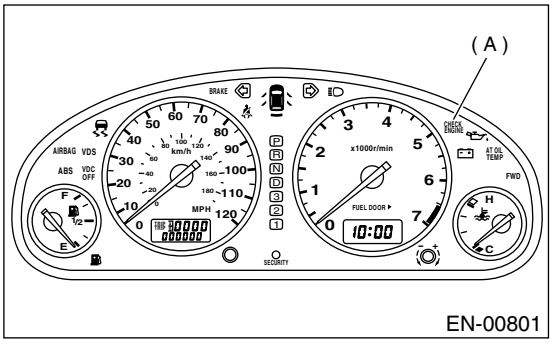
A: PROCEDURE

1. Activation of check engine malfunction indicator lamp (MIL). <Ref. to EN(H6DO)-62, ACTIVATION OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL), Engine Malfunction Indicator Lamp (MIL).>
↓
2. Check engine malfunction indicator lamp (MIL) does not come on. <Ref. to EN(H6DO)-64, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT COME ON., Engine Malfunction Indicator Lamp (MIL).>
↓
3. Check engine malfunction indicator lamp (MIL) does not go off. <Ref. to EN(H6DO)-68, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT GO OFF., Engine Malfunction Indicator Lamp (MIL).>
↓
4. Check engine malfunction indicator lamp (MIL) does not blink at a cycle of 3 Hz. <Ref. to EN(H6DO)-70, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT BLINK AT A CYCLE OF 3 HZ., Engine Malfunction Indicator Lamp (MIL).>
↓
5. Check engine malfunction indicator lamp (MIL) remains blinking at a cycle of 3 Hz. <Ref. to EN(H6DO)-72, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) REMAINS BLINKING AT A CYCLE OF 3 HZ., Engine Malfunction Indicator Lamp (MIL).>

B: ACTIVATION OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL)

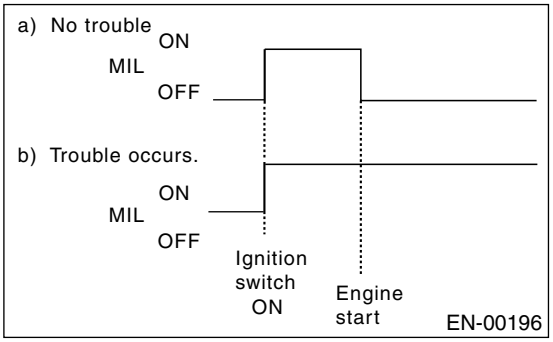
1) When ignition switch is turned to ON (engine off), the CHECK ENGINE malfunction indicator lamp (MIL) in the combination meter illuminates.

NOTE:
If the MIL does not illuminate, perform diagnostics of the CHECK ENGINE light circuit or the combination meter circuit. <Ref. to EN(H6DO)-64, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT COME ON., Engine Malfunction Indicator Lamp (MIL).>

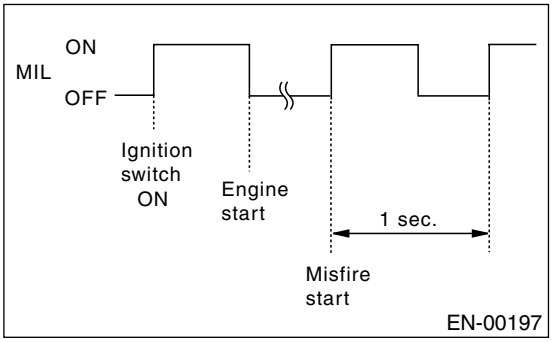


(A) Malfunction indicator lamp

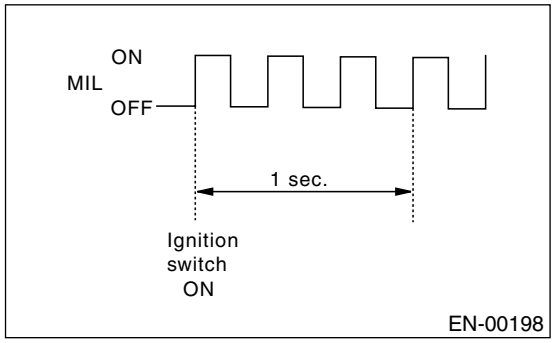
2) After starting the engine, the MIL goes out. If it does not, either the engine or the emission control system is malfunctioning.



3) If the diagnosis system senses a misfire which could damage the catalyzer, the MIL will blink at a cycle of 1 Hz.



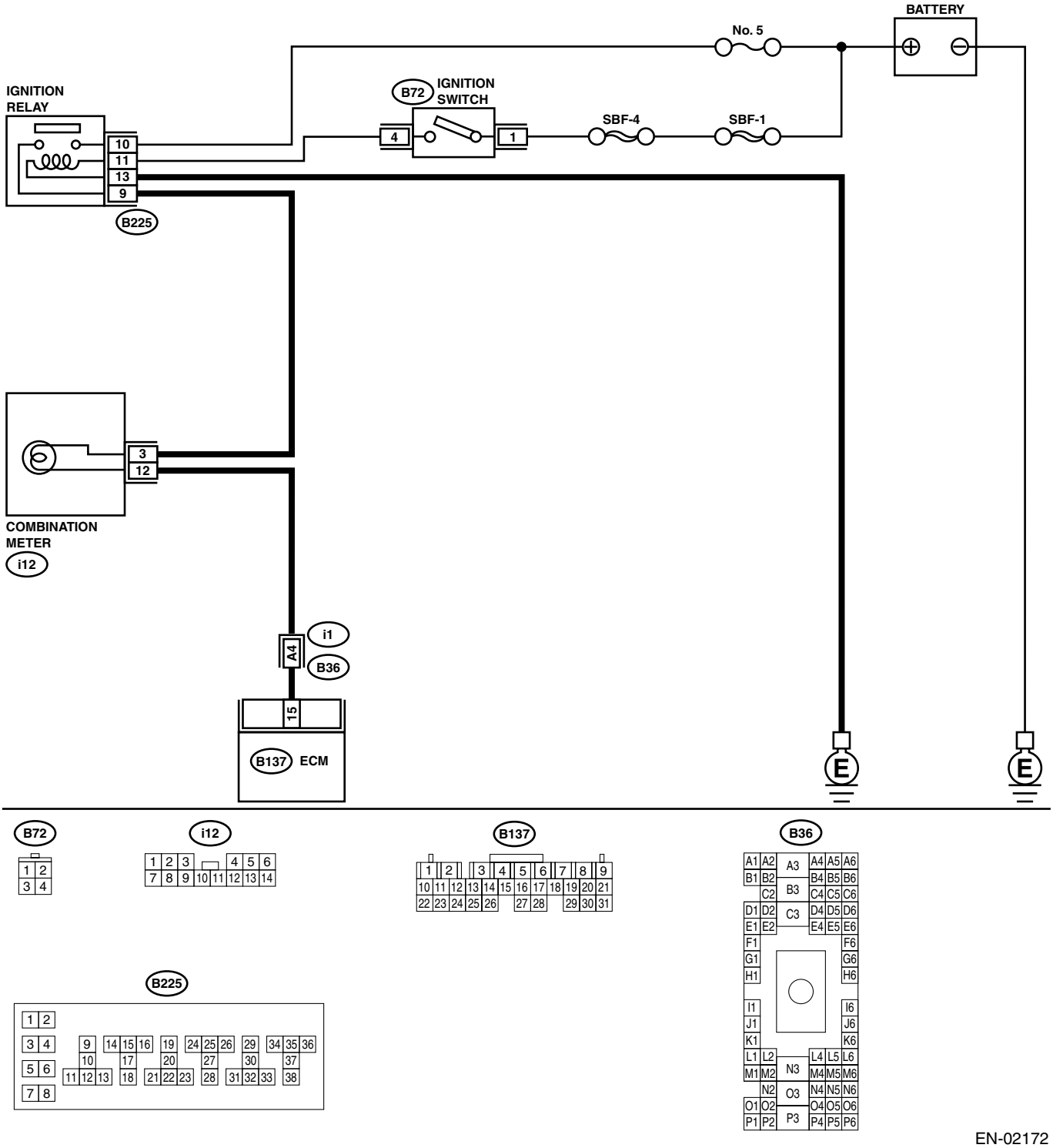
4) When ignition switch is turned to ON (engine off) or to “START” with the test mode connector connected, the MIL blinks at a cycle of 3 Hz.



MEMO:

C: CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT COME ON.

- **DIAGNOSIS:**
  - The CHECK ENGINE malfunction indicator lamp (MIL) circuit is open or shorted.
- **TROUBLE SYMPTOM:**
  - When ignition switch is turned ON (engine OFF), MIL does not come on.
- **WIRING DIAGRAM:**



EN-02172

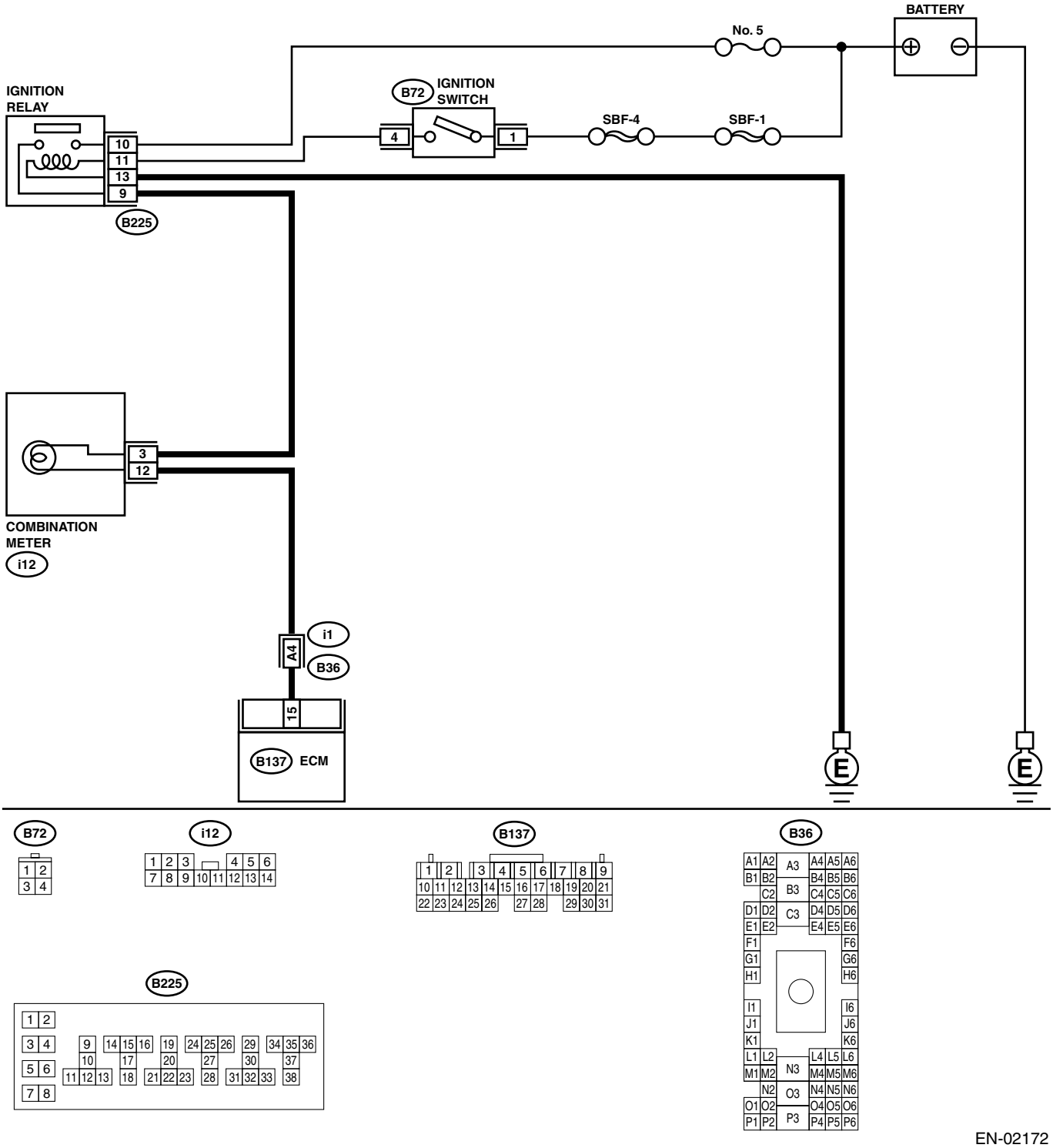
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 15 (+) — Chassis ground (–):***	Is the measured value less than 1 V?	Go to step **4.**	Go to step **2.**
2	**CHECK POOR CONTACT.**	Does the MIL come on when shaking or pulling ECM connector and harness?	Repair poor contact in ECM connector.	Go to step **3.**
3	**CHECK ECM CONNECTOR.**	Is ECM connector correctly connected?	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Repair connection of ECM connector.
4	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Remove combination meter. <Ref. to IDI-13, Combination Meter Assembly.> 3) Disconnect connector from ECM and combination meter. 4) Measure resistance of harness between ECM and combination meter connector. ***Connector & terminal*** ***(B137) No. 15 — (i12) No. 12:***	Is the measured value 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 combination meter connector • Poor contact in coupling connector
5	**CHECK POOR CONTACT.** Check poor contact in combination meter connector.	Is there poor contact in combination meter connector?	Repair poor contact in combination meter connector.	Go to step **6.**

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN COMBINATION METER AND IGNITION SWITCH CONNECTOR.** Measure voltage between combination meter connector and chassis ground. ***Connector & terminal*** ***(i12) No. 3 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **7.**	Check the following and repair if necessary. NOTE: • Broken down ignition relay. • Blown out fuse (No. 5). • If replaced fuse (No. 5) blows easily, check the harness for short circuit of harness between fuse (No. 5) and ignition relay connector. • Open or short circuit in harness between fuse (No. 5) and battery terminal • Open circuit in harness between fuse (No. 5) and ignition relay connector • Poor contact in ignition relay connector • Poor contact in ignition switch connector
7	**CHECK LAMP BULB.** Remove engine malfunction indicator lamp bulb.	Is lamp bulb condition OK?	Repair combination meter connector.	Replace lamp bulb.

MEMO:

D: CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT GO OFF.

- **DIAGNOSIS:**
  - The CHECK ENGINE malfunction indicator lamp (MIL) circuit is shorted.
- **TROUBLE SYMPTOM:**
  - Although MIL comes on when engine runs, trouble code is not shown on Subaru select monitor or OBD-II general scan tool display.
- **WIRING DIAGRAM:**

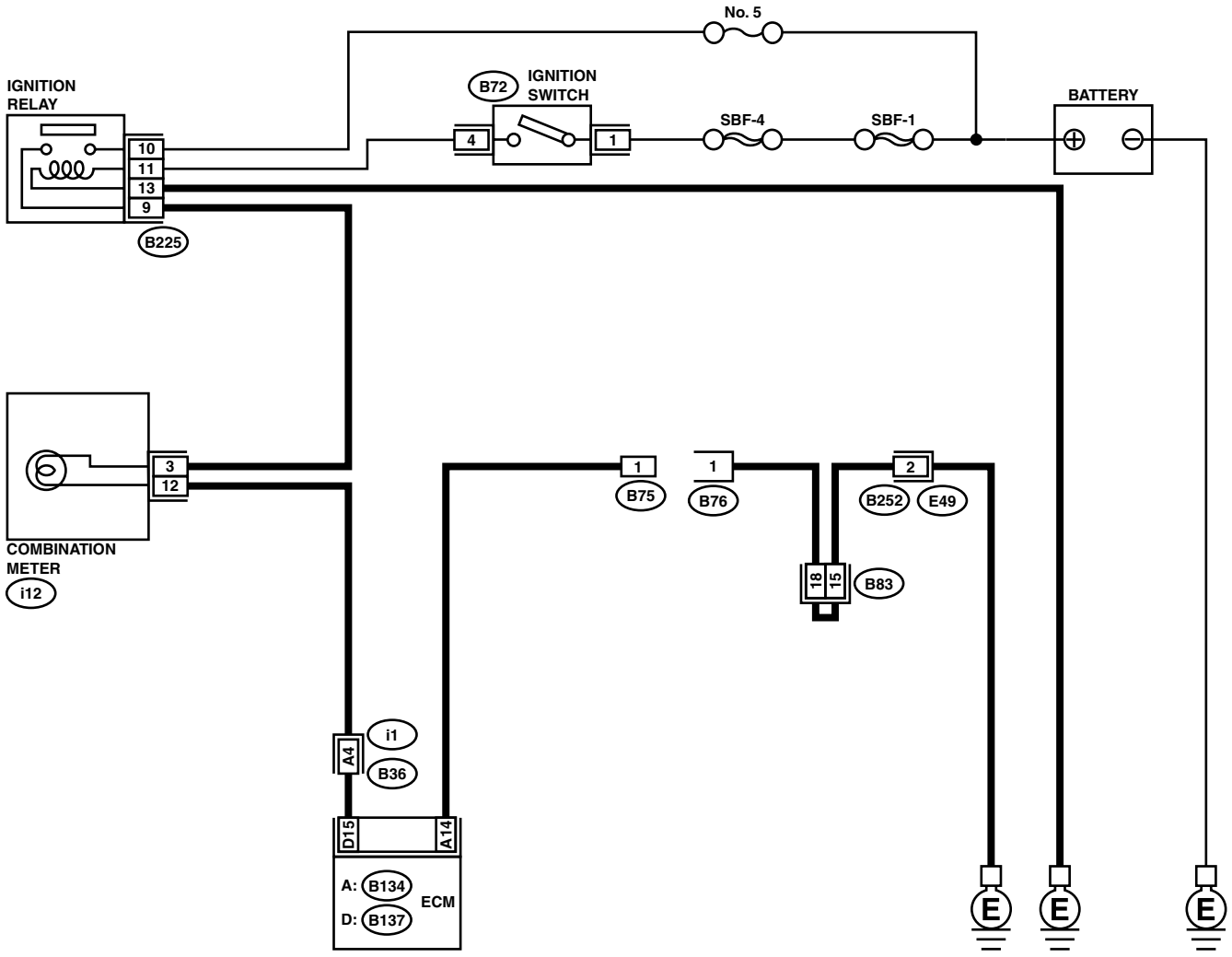


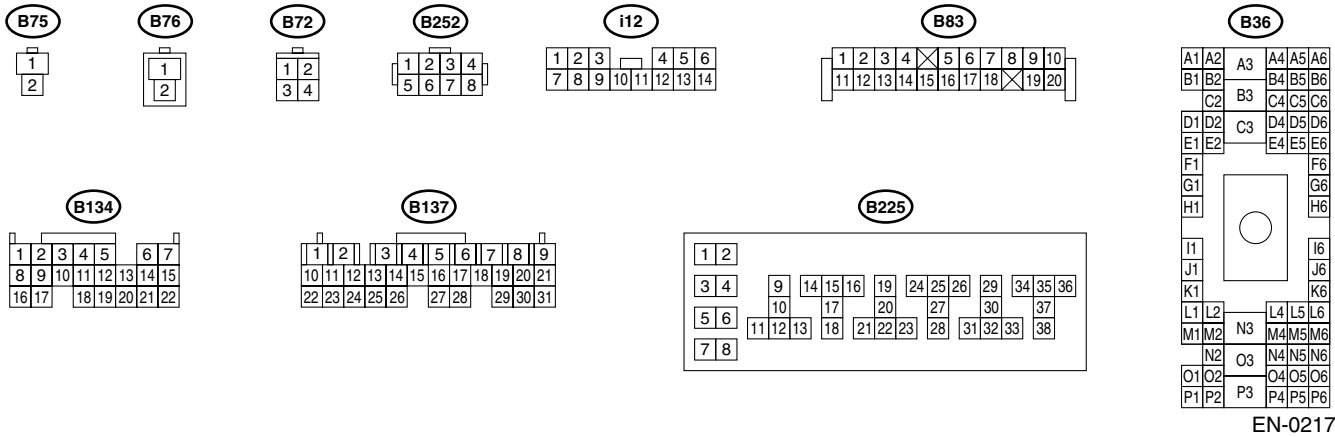
EN-02172

	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Turn ignition switch to ON.	Does the MIL come on?	Repair short circuit in harness between combination meter and ECM connector.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>

E: CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT BLINK AT A CYCLE OF 3 HZ.

- **DIAGNOSIS:**
  - The CHECK ENGINE malfunction indicator lamp (MIL) circuit is open or shorted.
  - Test mode connector circuit is open.
- **TROUBLE SYMPTOM:**
  - When inspection mode, MIL does not blink at a cycle of 3 Hz.
- **WIRING DIAGRAM:**



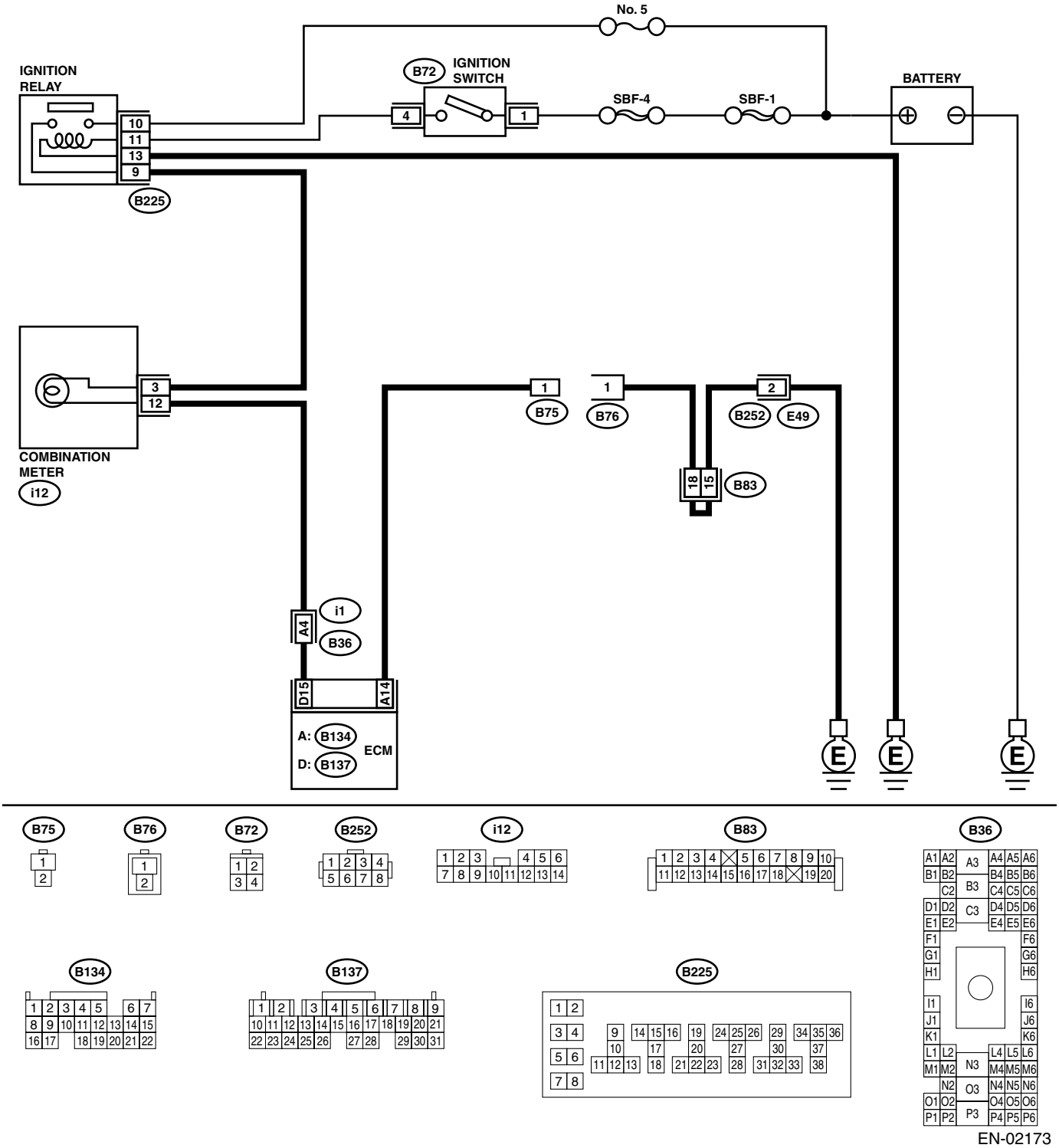


EN-02173

	Step	Check	Yes	No
1	**CHECK STATUS OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL).** 1) Turn ignition switch to OFF. 2) Disconnect test mode connector. 3) Turn ignition switch to ON. (engine OFF)	Does the MIL come on?	Go to step **2.**	Repair the MIL circuit. <Ref. to EN(H6DO)-64, CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) DOES NOT COME ON., Engine Malfunction Indicator Lamp (MIL).>
2	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Turn ignition switch to ON.	Does the MIL come on?	Repair ground short circuit in harness between combination meter and ECM connector.	Go to step **3.**
3	**CHECK HARNESS BETWEEN TEST MODE CONNECTOR AND CHASSIS GROUND.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between test mode connector and chassis ground. ***Connector & terminal*** ***(B76) No. 1 — Chassis ground:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between test mode connector and chassis ground
4	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Go to step **5.**
5	**CHECK HARNESS BETWEEN ECM AND TEST MODE CONNECTOR.** 1) Connect test mode connector. 2) Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 14 — Chassis ground:***	Is the measured value less than 1 Ω?	Go to step **6.**	Repair open circuit in harness between ECM and test mode connector.
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(H6DO)-46, Engine Control Module.>

F: CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL) REMAINS BLINKING AT A CYCLE OF 3 HZ.

- **DIAGNOSIS:**
  - Test mode connector circuit is shorted.
- **TROUBLE SYMPTOM:**
  - MIL blinks at a cycle of 3 Hz when ignition switch is turned to ON.
- **WIRING DIAGRAM:**



EN-02173

	Step	Check	Yes	No
1	**CHECK TEST MODE CONNECTOR.** 1) Disconnect test mode connector. 2) Turn ignition switch to ON.	Does MIL flash on and off?	Go to step **2.**	System is in good order. NOTE: MIL blinks at a cycle of 3 Hz when test mode connector is connected.
2	**CHECK HARNESS BETWEEN ECM CONNECTOR AND ENGINE GROUNDING TERMINAL.** 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. 14 — Chassis ground:***	Is the measured value more than 1 MΩ?	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Repair short circuit in harness between ECM and test mode connector.

MEMO:

17.Diagnostics for Engine Starting Failure

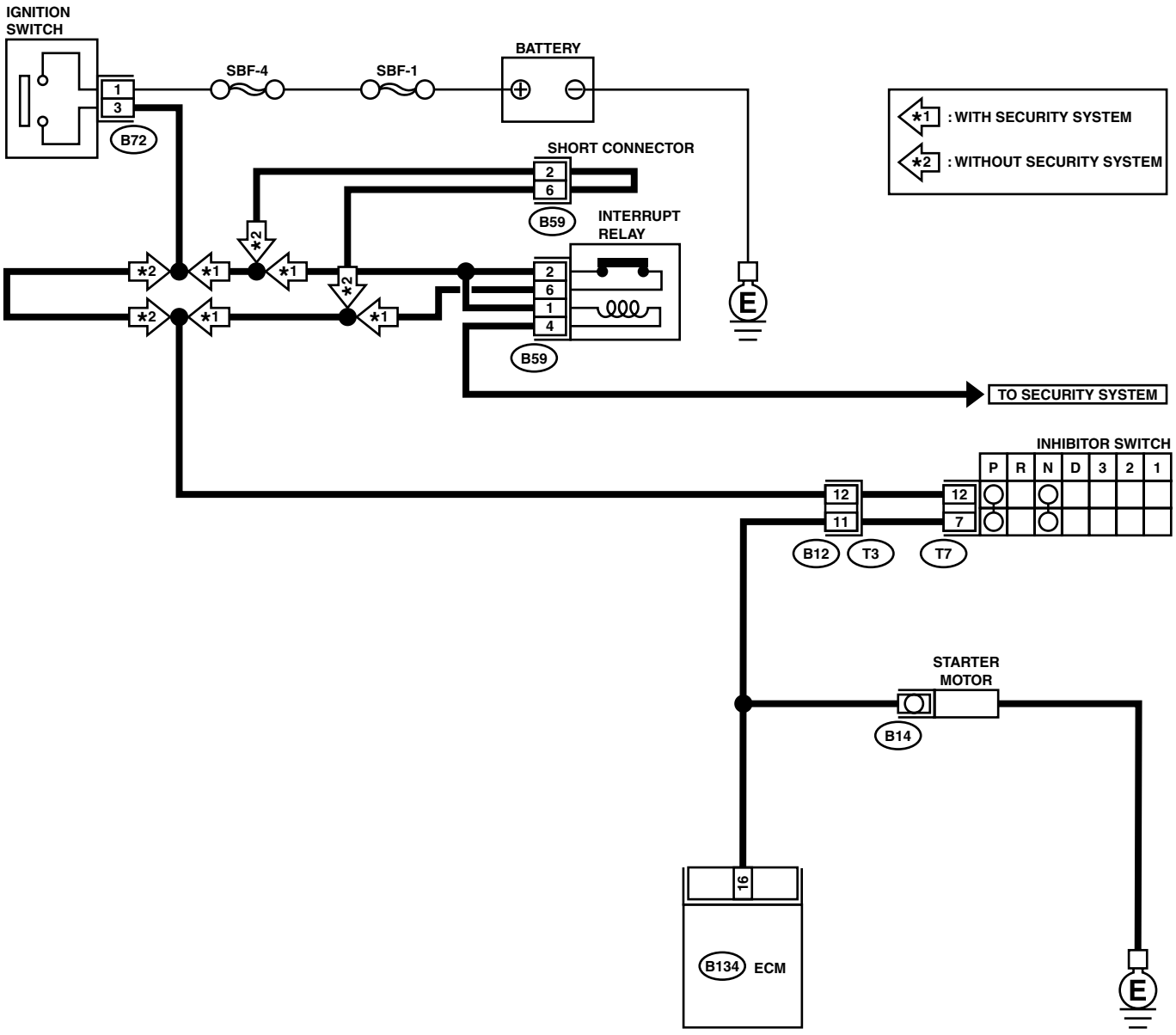
A: PROCEDURE

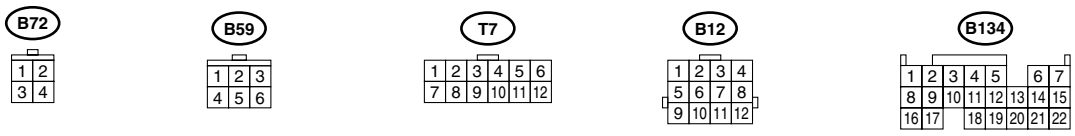
1. Inspection of starter motor circuit. <Ref. to EN(H6DO)-76, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
2. Inspection of ECM power supply and ground line. <Ref. to EN(H6DO)-80, CONTROL MODULE POWER SUPPLY AND GROUND LINE, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ignition control system. <Ref. to EN(H6DO)-84, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
4. Inspection of fuel pump circuit. <Ref. to EN(H6DO)-88, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel injector circuit. <Ref. to EN(H6DO)-90, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection using Subaru Select Monitor or OBD-II general scan tool <Ref. to EN(H6DO)-100, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> or inspection using “General Diagnostics Table”. <Ref. to EN(H6DO)-382, General Diagnostic Table.>

B: STARTER MOTOR CIRCUIT

CAUTION:
After repair or replacement of faulty parts, conduct CLEAR MEMORY MODE<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and INSPECTION MODE <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





EN-00804

	Step	Check	Yes	No
1	**CHECK OPERATION OF STARTER MOTOR.** Turn iginition switch to START.	Does starter motor operate?	Go to step **2.**	Go to step **3.**
2	**CHECK DTC.** Check diagnostic trouble code (DTC). <Ref. to EN(H6DO)-50, OPERATION, Read Diagnostic Trouble Code.>	Is diagnostic trouble code (DTC) displayed?	Check the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Repair poor contact of ECM connector.
3	**CHECK INPUT SIGNAL FOR STARTER MOTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from starter motor. 3) Turn ignition switch to START. 4) Measure power supply voltage between starter motor connector terminal and engine ground. ***Connector & terminal*** ***(B14) No. 1 (+) — Engine ground (–):*** NOTE: Place the selector lever in the "P" or "N" position.	Is the measured value more than 10 V?	Go to step **4.**	Go to step **5.**
4	**CHECK GROUND CIRCUIT OF STARTER MOTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance of ground cable between ground cable terminal and engine ground.	Is the measured value less than 5 Ω?	Check starter motor. <Ref. to SC(H6DO)-6, Starter.>	Repair open circuit of ground cable.
5	**CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR.** 1) Ignition switch to OFF. 2) Disconnect connector from ignition switch. 3) Measure power supply voltage between ignition switch connector and chassis ground. ***Connector & terminal*** ***(B72) No. 1 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **6.**	Check the following items and repair, if necessary. • Blown out fuse • Open circuit in harness between ignition switch and battery
6	**CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR.** 1) Connect connector to ignition switch. 2) Turn ignition switch to START. 3) Measure voltage between ignition switch and chassis ground. ***Connector & terminal*** ***(B72) No. 3 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **8.**	Go to step **7.**
7	**CHECK POOR CONTACT.** Check ignition switch connector for poor contact.	Is there any poor contact in ignition switch connector?	Repair poor contact in ignition switch connector.	Replace ignition switch.
8	**CHECK INHIBITOR SWITCH CIRCUIT.** 1) Turn ignition switch to OFF. 2) Place the selector lever in the "P" or "N" position. 3) Separate transmission harness connector. 4) Measure resistance between transmission harness connector receptacle's terminals. ***Connector & terminal*** ***(T3) No. 11 — No. 12:***	Is the measured value less than 1 Ω?	Repair open circuit in harness between starter motor and ignition switch connector.	Go to step **9.**

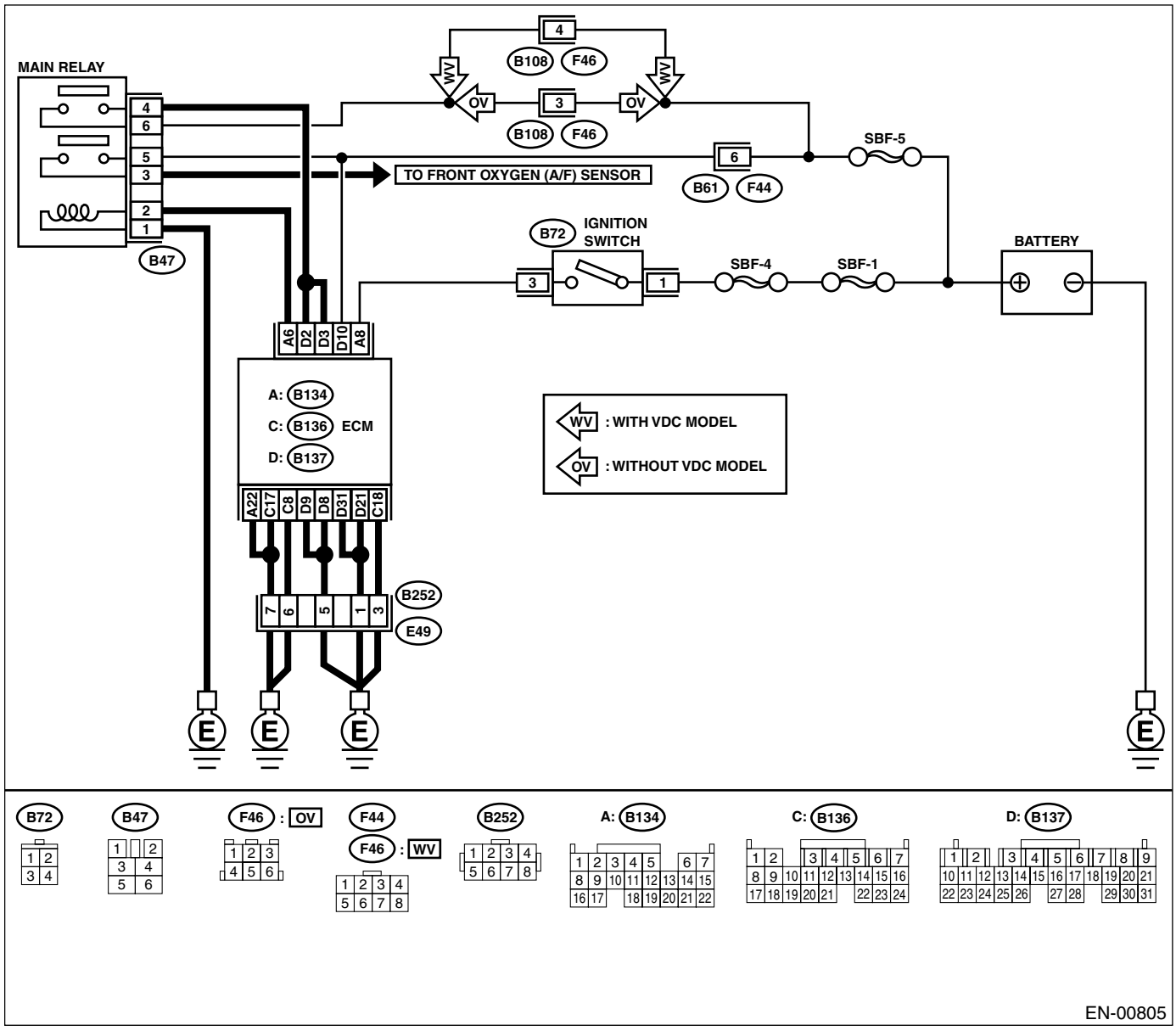
	Step	Check	Yes	No
9	**CHECK TRANSMISSION HARNESS.** 1) Disconnect connector from inhibitor switch. 2) Measure resistance of harness between transmission harness and inhibitor switch connector. ***Connector & terminal*** ***(T3) No. 11 — (T7) No. 7:***	Is the measured value less than 1 Ω?	Go to step **10.**	Repair open circuit in harness between transmission harness and inhibitor switch connector.
10	**CHECK POOR CONTACT.** Check poor contact in inhibitor switch connector.	Is there poor contact in inhibitor switch connector?	Repair poor contact in inhibitor switch connector.	Replace inhibitor switch.

MEMO:

C: CONTROL MODULE POWER SUPPLY AND GROUND LINE

CAUTION:
After repair or replacement of faulty parts, conduct CLEAR MEMORY MODE <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and INSPECTION MODE. <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK MAIN RELAY.** 1) Turn the ignition switch to OFF. 2) Remove main relay. 3) Connect battery to main relay terminals No. 1 and No. 2. 4) Measure resistance between main relay terminals. ***Terminals*** ***No. 3 — No. 5:*** ***No. 4 — No. 6:***	Is the measured value less than 10 Ω?	Go to step **2.**	Replace main relay.
2	**CHECK GROUND CIRCUIT OF ECM.** 1) Disconnect connector from ECM. 2) Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 22 — Chassis ground:*** ***(B136) No. 8 — Chassis ground:*** ***(B136) No. 17 — Chassis ground:*** ***(B136) No. 18 — Chassis ground:*** ***(B137) No. 8 — Chassis ground:*** ***(B137) No. 9 — Chassis ground:*** ***(B137) No. 21 — Chassis ground:*** ***(B137) No. 31 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **3.**	Repair open circuit in harness between ECM connector and engine grounding terminal.
3	**CHECK INPUT VOLTAGE OF ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 10 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **4.**	Repair open or ground short circuit of power supply circuit.
4	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 8 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **5.**	Repair open or ground short circuit of power supply circuit.
5	**CHECK HARNESS BETWEEN ECM AND MAIN RELAY CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 6 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **6.**	Repair ground short circuit in harness between ECM connector and main relay connector, then replace ECM.
6	**CHECK OUTPUT VOLTAGE FROM ECM.** 1) Connect connector to ECM. 2) Turn ignition switch to ON. 3) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 6 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **7.**	Replace ECM.
7	**CHECK INPUT VOLTAGE OF MAIN RELAY.** Check voltage between main relay connector and chassis ground. ***Connector & terminal*** ***(B47) No. 2 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **8.**	Repair open circuit in harness between ECM connector and main relay connector.

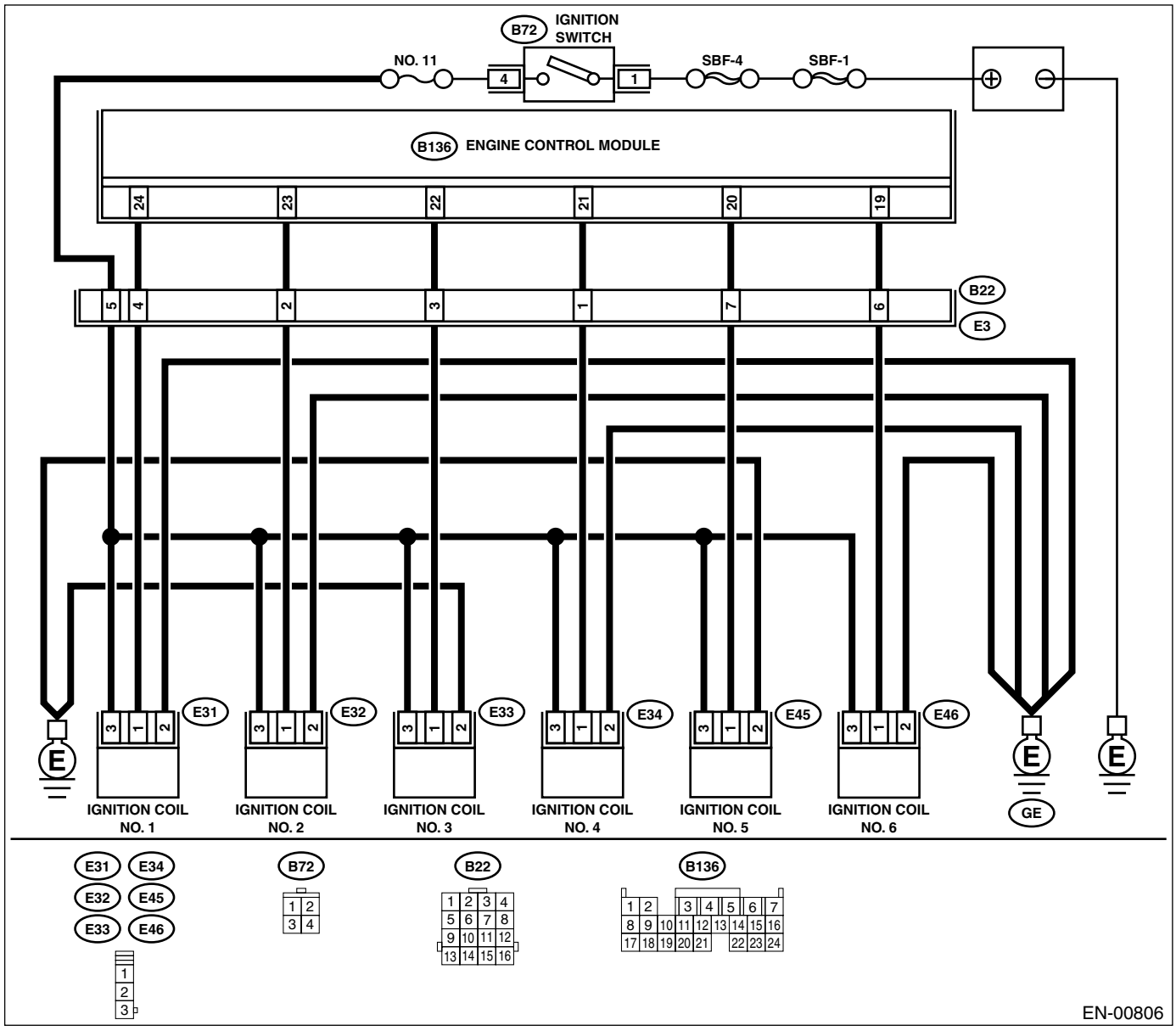
	Step	Check	Yes	No
8	**CHECK GROUND CIRCUIT OF MAIN RELAY.** 1) Turn ignition switch to OFF. 2) Measure resistance between main relay connector and chassis ground. ***Connector & terminal*** ***(B47) No. 1 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **9.**	Repair open circuit between main relay and chassis ground.
9	**CHECK INPUT VOLTAGE OF MAIN RELAY.** Measure voltage between main relay connector and chassis ground. ***Connector & terminal*** ***(B47) No. 5 (+) — Chassis ground (–):*** ***(B47) No. 6 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **10.**	Repair open or ground short circuit in harness of power supply circuit.
10	**CHECK INPUT VOLTAGE OF ECM.** 1) Connect main relay connector. 2) Turn ignition switch to ON. 3) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 2 (+) — Chassis ground (–):*** ***(B137) No. 3 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Check ignition control system. <Ref. to EN(H6DO)-84, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair open or ground short circuit in harness between ECM connector and main relay connector.

MEMO:

D: IGNITION CONTROL SYSTEM

CAUTION:
After repair or replacement of faulty parts, conduct CLEAR MEMORY MODE<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and INSPECTION MODE <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK SPARK PLUG CONDITION.** 1) Remove the spark plug. <Ref. to IG(H6DO)-4, REMOVAL, Spark Plug.> 2) Check the spark plug condition. <Ref. to IG(H6DO)-5, INSPECTION, Spark Plug.>	Is the spark plug OK?	Go to step **2.**	Replace the spark plug.
2	**CHECK IGNITION SYSTEM FOR SPARKS.** 1) Connect spark plug to ignition coil. 2) Lower fuel pressure. 3) Contact spark plug thread portion with engine block. 4) While opening throttle valve fully, crank engine to check that spark occurs at each cylinder.	Does spark occur at each cylinder?	Check fuel pump system. <Ref. to EN(H6DO)-88, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step **3.**
3	**CHECK POWER SUPPLY CIRCUIT FOR IGNITION COIL & IGNITOR ASSEMBLY.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ignition coil & ignitor assembly. 3) Turn ignition switch to ON. 4) Measure power supply voltage between ignition coil & ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E31) No. 3 (+) — Engine ground (–):*** ***(E32) No. 3 (+) — Engine ground (–):*** ***(E33) No. 3 (+) — Engine ground (–):*** ***(E34) No. 3 (+) — Engine ground (–):*** ***(E45) No. 3 (+) — Engine ground (–):*** ***(E46) No. 3 (+) — Engine ground (–):***	Is the measured value more than 10 V?	Go to step **4.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ignition coil & ignitor assembly, and ignition switch connector • Poor contact in coupling connectors
4	**CHECK HARNESS OF IGNITION COIL & IGNITOR ASSEMBLY GROUND CIRCUIT.** 1) Turn ignition switch to OFF. 2) Measure resistance between ignition coil & ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E31) No. 2 — Engine ground:*** ***(E32) No. 2 — Engine ground:*** ***(E33) No. 2 — Engine ground:*** ***(E34) No. 2 — Engine ground:*** ***(E45) No. 2 — Engine ground:*** ***(E46) No. 2 — Engine ground:***	Is the measured value less than 5 Ω?	Go to step **5.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ignition coil & ignitor assembly connector and engine grounding terminal
5	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL & IGNITOR ASSEMBLY CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Disconnect connector from ignition coil & ignitor assembly. 4) Measure resistance of harness between ECM and ignition coil & ignitor assembly connector. ***Connector & terminal*** ***(B136) No. 24 — (E31) No. 1:*** ***(B136) No. 23 — (E32) No. 1:*** ***(B136) No. 22 — (E33) No. 1:*** ***(B136) No. 21 — (E34) No. 1:*** ***(B136) No. 20 — (E45) No. 1:*** ***(B136) No. 19 — (E46) No. 1:***	Is the measured value 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 ignition coil & ignitor assembly connector • Poor contact in coupling connector

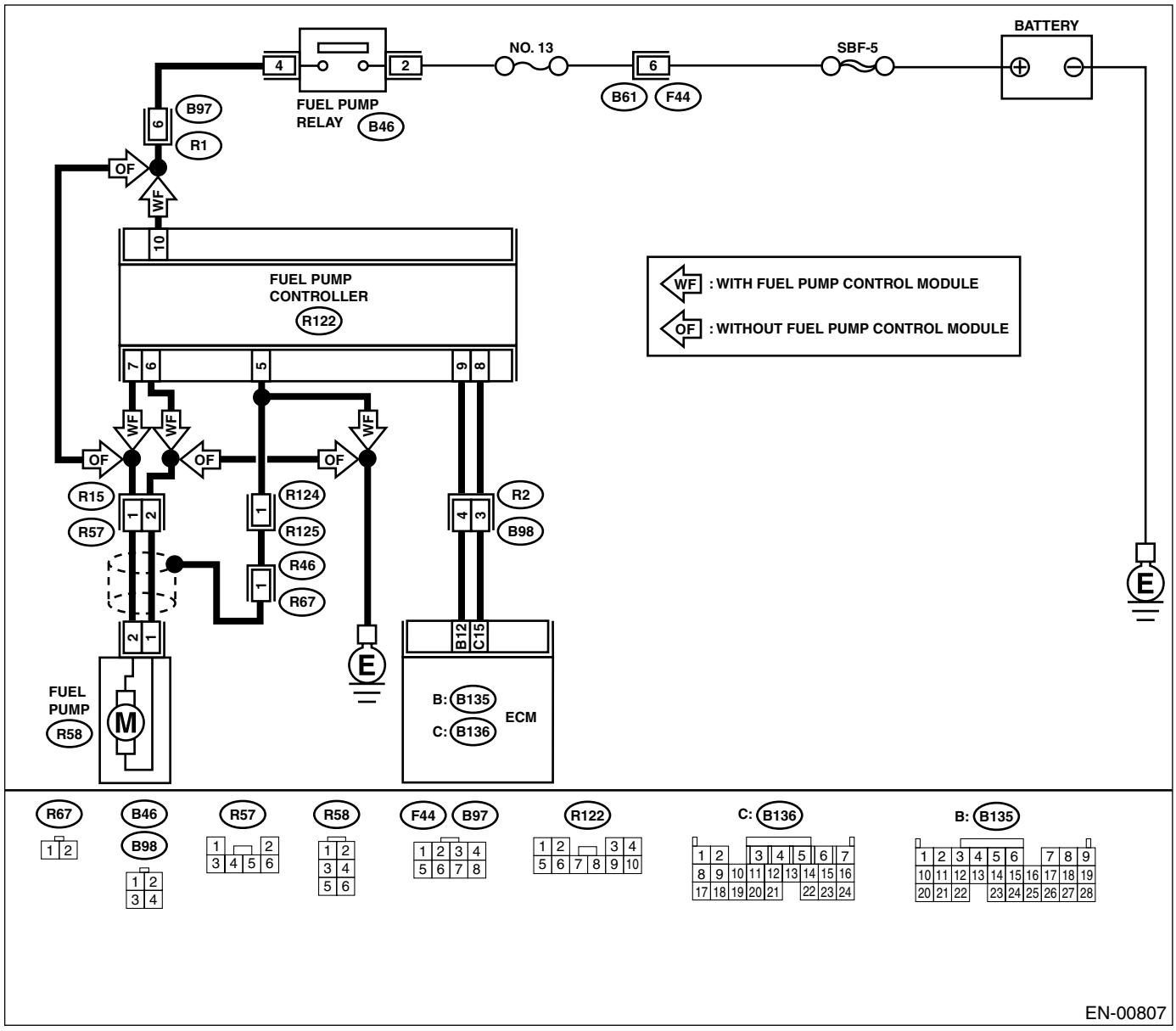
	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL & IGNITOR ASSEMBLY CONNECTOR.** Measure resistance of harness between ECM and engine ground. ***Connector & terminal:*** ***(B136) No. 24 — Engine ground:*** ***(B136) No. 23 — Engine ground:*** ***(B136) No. 22 — Engine ground:*** ***(B136) No. 21 — Engine ground:*** ***(B136) No. 20 — Engine ground:*** ***(B136) No. 19 — Engine ground:***	Is the measured value more than 1 MΩ?	Go to step **7.**	Repair ground short circuit in harness between ECM and ignition coil & ignitor assembly connector.
7	**CHECK INPUT SIGNAL FOR IGNITION COIL & IGNITOR ASSEMBLY.** 1) Connect connector to ignition coil & ignitor assembly. 2) Check if voltage varies synchronously with engine speed when cranking, while monitoring voltage between ignition coil & ignitor assembly connector and engine ground. ***Connector & terminal*** ***(E31) No. 1 (+) — Engine ground (–):*** ***(E32) No. 1 (+) — Engine ground (–):*** ***(E33) No. 1 (+) — Engine ground (–):*** ***(E34) No. 1 (+) — Engine ground (–):*** ***(E45) No. 1 (+) — Engine ground (–):*** ***(E46) No. 1 (+) — Engine ground (–):***	Is the measured value more than 10 V?	Go to step **8.**	Replace ignition coil & ignitor assembly. <Ref. to IG(H6DO)-7, Ignition Coil and Ignitor Assembly.>
8	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check fuel pump circuit. <Ref. to EN(H6DO)-88, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>

MEMO:

E: FUEL PUMP CIRCUIT

CAUTION:
After repair or replacement of faulty parts, conduct CLEAR MEMORY MODE<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and INSPECTION MODE <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

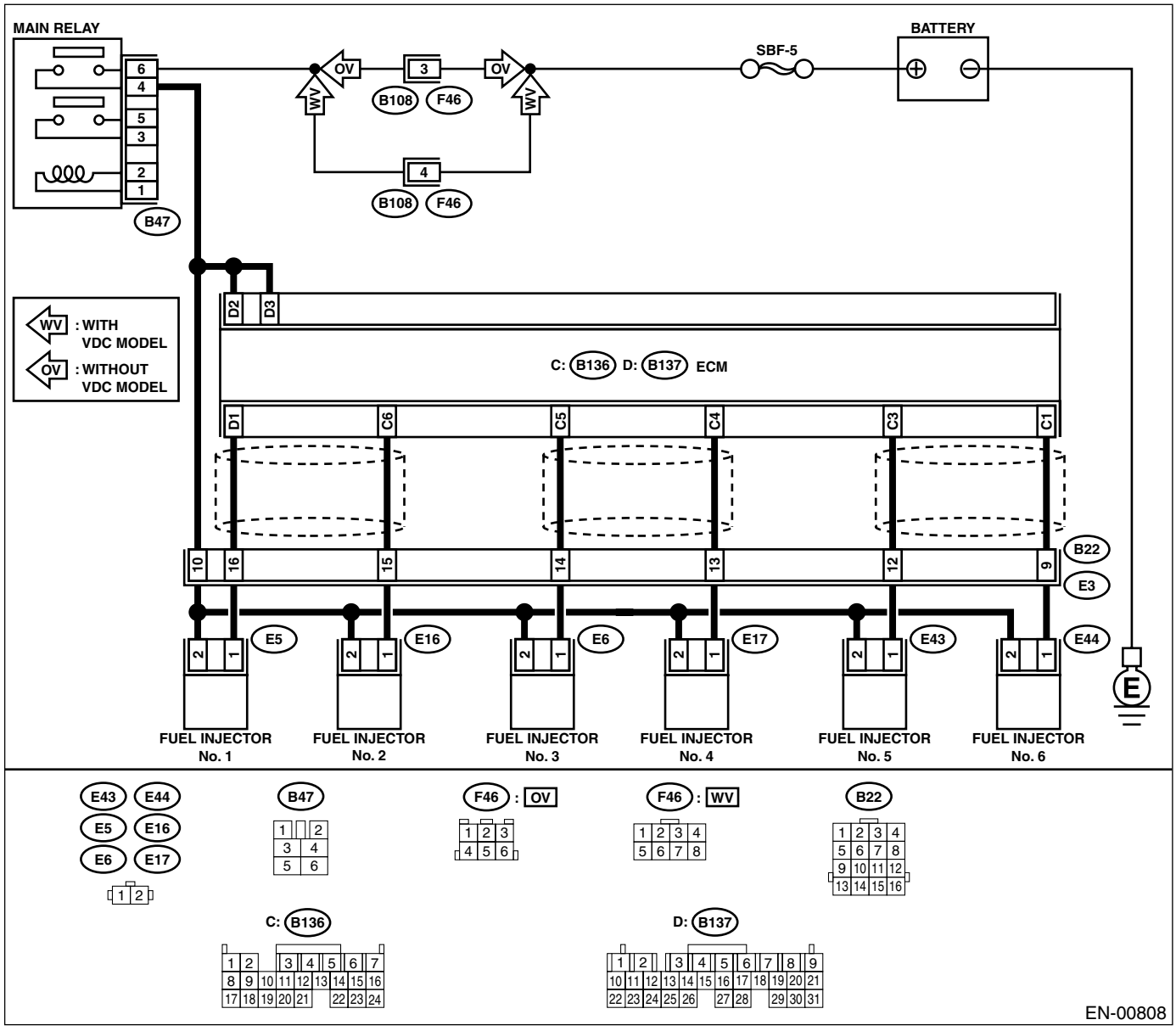
- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK OPERATING SOUND OF FUEL PUMP.** Make sure that the fuel pump is in operation for 2 seconds when turning ignition switch to ON. NOTE: Fuel pump operation check can also be executed using Subaru Select Monitor. For the procedure, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(H6DO)-59, Compulsory Valve Operation Check Mode.>	Does the fuel pump produce operating sound?	Check fuel injector circuit. <Ref. to EN(H6DO)-90, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>	Read the diagnostic Trouble Code (DTC) and check related DTC. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

F: FUEL INJECTOR CIRCUIT

CAUTION:
- **Check or repair only faulty parts.**
- **After repair or replacement of faulty parts, conduct CLEAR MEMORY MODE <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and INSPECTION MODE. <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>**
- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK OPERATION OF EACH FUEL INJECTOR.** While cranking the engine, check that each fuel injector emits “operating” sound. Use a sound scope or attach a screwdriver to injector for this check.	Does the fuel injector emit “operating” sound?	Check fuel pressure. <Ref. to FU(H6DO)-50, Fuel.>	Go to step **2.**
2	**CHECK POWER SUPPLY TO EACH FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel injector. 3) Turn ignition switch to ON. 4) Measure power supply voltage between the fuel injector terminal and engine ground. ***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 (–):*** ***#5 (E43) No. 2 (+) — Engine ground (–):*** ***#6 (E43) No. 2 (+) — Engine ground (–):***	Is the measured value more than 10 V?	Go to step **3.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between main relay and fuel injector connector • Poor contact in main relay connector • Poor contact in coupling connector • Poor contact in fuel injector connector
3	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** 1) Disconnect connector from ECM and fuel injector. 2) Measure resistance of harness between ECM and fuel injector connector. ***Connector & terminal*** ***(B137) No. 1 — (E5) No. 1:*** ***(B136) No. 6 — (E16) No. 1:*** ***(B136) No. 5 — (E6) No. 1:*** ***(B136) No. 4 — (E17) No. 1:*** ***(B136) No. 3 — (E43) No. 1:*** ***(B136) No. 1 — (E44) No. 1:***	Is the measured value 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 fuel injector connector • Poor contact in coupling connector
4	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** Measure resistance of harness between ECM and fuel injector connector. ***Connector & terminal*** ***(B137) No. 1 — Chassis ground:*** ***(B136) No. 6 — Chassis ground:*** ***(B136) No. 5 — Chassis ground:*** ***(B136) No. 4 — Chassis ground:*** ***(B136) No. 3 — Chassis ground:*** ***(B136) No. 1 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **5.**	Repair ground short circuit in harness between ECM and fuel injector connector.
5	**CHECK EACH FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between each fuel injector terminals. ***Terminals*** ***No. 1 — No. 2:*** Is the measured value within the specified range?	Is the measured value within 5 to 20 Ω?	Go to step **6.**	Replace faulty fuel injector.

Step		Check	Yes	No
6	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Inspection using “General Diagnostic Table”. <Ref. to EN(H6DO)-382, INSPECTION, General Diagnostic Table.>

18.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC No.	Item	Index
P0030	HO2S Heater control circuit (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-100, DTC P0030 — HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0031	HO2S Heater control circuit low (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-102, DTC P0031 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0032	HO2S Heater control circuit high (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-106, DTC P0032 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0037	HO2S Heater control circuit low (Bank 1 Sensor 2)	<Ref. to EN(H6DO)-108, DTC P0037 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0038	HO2S Heater control circuit high (Bank 1 Sensor 2)	<Ref. to EN(H6DO)-112, DTC P0038 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0050	HO2S Heater control circuit (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-114, DTC P0050 — HO2S HEATER CONTROL CIRCUIT (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0051	HO2S Heater control circuit low (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-116, DTC P0051 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0052	HO2S Heater control circuit high (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-120, DTC P0052 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	Manifold absolute pressure/barometric pressure circuit range/performance	<Ref. to EN(H6DO)-122, DTC P0068 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0107	Manifold absolute pressure/barometric pressure circuit low input	<Ref. to EN(H6DO)-124, DTC P0107 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0108	Manifold absolute pressure/barometric pressure circuit high input	<Ref. to EN(H6DO)-128, DTC P0108 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0111	Intake air temperature circuit range/performance	<Ref. to EN(H6DO)-132, DTC P0111 — INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0112	Intake air temperature circuit low input	<Ref. to EN(H6DO)-134, DTC P0112 — INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake air temperature circuit high input	<Ref. to EN(H6DO)-136, DTC P0113 — INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine coolant temperature circuit low input	<Ref. to EN(H6DO)-140, DTC P0117 — ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine coolant temperature circuit high input	<Ref. to EN(H6DO)-142, DTC P0118 — ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0121	Throttle/pedal position sensor/switch “A” circuit range/performance	<Ref. to EN(H6DO)-146, DTC P0121 — THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P0122	Throttle/pedal position sensor/switch “A” circuit low input	<Ref. to EN(H6DO)-148, DTC P0122 — THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/pedal position sensor/switch “A” circuit high input	<Ref. to EN(H6DO)-152, DTC P0123 — THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient coolant temperature for closed loop fuel control	<Ref. to EN(H6DO)-154, DTC P0125 — INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant thermostat (coolant temperature below thermostat regulating temperature)	<Ref. to EN(H6DO)-156, DTC P0128 — COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0129	Barometric pressure too low	<Ref. to EN(H6DO)-157, DTC P0129 — BAROMETRIC PRESSURE TOO LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0130	O2 sensor circuit (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-158, DTC P0130 — O2 SENSOR CIRCUIT (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O2 sensor circuit slow response (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-160, DTC P0133 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O2 sensor circuit no activity detected (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-162, DTC P0134 — O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O2 sensor circuit low voltage (Bank 1 Sensor 2)	<Ref. to EN(H6DO)-164, DTC P0138 — O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O2 sensor circuit high voltage (Bank 1 Sensor 2)	<Ref. to EN(H6DO)-164, DTC P0137 — O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0139	O2 sensor circuit slow response (Bank 1 Sensor 2)	<Ref. to EN(H6DO)-168, DTC P0139 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0150	O2 sensor circuit (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-170, DTC P0150 — O2 SENSOR CIRCUIT (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0153	O2 sensor circuit slow response (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-172, DTC P0153 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0154	O2 sensor circuit no activity detected (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-174, DTC P0154 — O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0171	System too lean (Bank 1)	<Ref. to EN(H6DO)-176, DTC P0171 — SYSTEM TOO LEAN (BANK 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0172	System too rich (Bank 1)	<Ref. to EN(H6DO)-176, DTC P0172 — SYSTEM TOO RICH (BANK 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0174	System too lean (Bank 2)	<Ref. to EN(H6DO)-179, DTC P0174 — SYSTEM TOO LEAN (BANK 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0175	System too rich (Bank 2)	<Ref. to EN(H6DO)-179, DTC P0175 — SYSTEM TOO RICH (BANK 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0181	Fuel temperature sensor “A” circuit range/performance	<Ref. to EN(H6DO)-182, DTC P0181 — FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0182	Fuel temperature sensor “A” circuit low input	<Ref. to EN(H6DO)-184, DTC P0182 — FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0183	Fuel temperature sensor “A” circuit high input	<Ref. to EN(H6DO)-186, DTC P0183 — FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P0230	Fuel pump primary circuit	<Ref. to EN(H6DO)-190, DTC P0230 — FUEL PUMP PRIMARY CIRCUIT — , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 misfire detected	<Ref. to EN(H6DO)-193, DTC P0301 — CYLINDER 1 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 misfire detected	<Ref. to EN(H6DO)-193, DTC P0302 — CYLINDER 2 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 misfire detected	<Ref. to EN(H6DO)-193, DTC P0303 — CYLINDER 3 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 misfire detected	<Ref. to EN(H6DO)-193, DTC P0304 — CYLINDER 4 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0305	Cylinder 5 misfire detected	<Ref. to EN(H6DO)-193, DTC P0305 — CYLINDER 5 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0306	Cylinder 6 misfire detected	<Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock sensor 1 circuit low input (Bank 1 or Single sensor)	<Ref. to EN(H6DO)-202, DTC P0327 — KNOCK SENSOR 1 CIRCUIT LOW INPUT (BANK 1 OR SINGLE SENSOR) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock sensor 1 circuit high input (Bank 1 or Single sensor)	<Ref. to EN(H6DO)-204, DTC P0328 — KNOCK SENSOR 1 CIRCUIT HIGH INPUT (BANK 1 OR SINGLE SENSOR) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0332	Knock sensor 2 circuit low input (Bank 2)	<Ref. to EN(H6DO)-206, DTC P0332 — KNOCK SENSOR 2 CIRCUIT LOW INPUT (BANK 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0333	Knock sensor 2 circuit high input (Bank 2)	<Ref. to EN(H6DO)-208, DTC P0333 — KNOCK SENSOR 2 CIRCUIT HIGH INPUT (BANK 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft position sensor “A” circuit	<Ref. to EN(H6DO)-210, DTC P0335 — CRANKSHAFT POSITION SENSOR “A” CIRCUIT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0336	Crankshaft position sensor “A” circuit range/performance	<Ref. to EN(H6DO)-212, DTC P0336 — CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0340	Camshaft position sensor “A” circuit (Bank 1 or Single Sensor)	<Ref. to EN(H6DO)-214, DTC P0340 — CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0341	Camshaft position sensor “A” circuit range/performance (Bank 1 or Single Sensor)	<Ref. to EN(H6DO)-216, DTC P0341 — CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0400	Exhaust gas recirculation flow	<Ref. to EN(H6DO)-218, DTC P0400 — EXHAUST GAS RECIRCULATION FLOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to EN(H6DO)-222, DTC P0420 — CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0442	Evaporative emission control system leak detected (small leak)	<Ref. to EN(H6DO)-224, DTC P0442 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0447	Evaporative emission control system vent control circuit open	<Ref. to EN(H6DO)-228, DTC P0447 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0448	Evaporative emission control system vent control circuit shorted	<Ref. to EN(H6DO)-232, DTC P0448 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative emission control system pressure sensor range/performance	<Ref. to EN(H6DO)-234, DTC P0451 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P0452	Evaporative emission control system pressure sensor low input	<Ref. to EN(H6DO)-236, DTC P0452 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0453	Evaporative emission control system pressure sensor high input	<Ref. to EN(H6DO)-240, DTC P0453 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0456	Evaporative emission control system leak detected (very small leak)	<Ref. to EN(H6DO)-244, DTC P0456 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0457	Evaporative emission control system leak detected (fuel cap loose/off)	<Ref. to EN(H6DO)-248, DTC P0457 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative emission control system purge control valve circuit low	<Ref. to EN(H6DO)-252, DTC P0458 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative emission control system purge control valve circuit high	<Ref. to EN(H6DO)-256, DTC P0459 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel level sensor circuit range/performance	<Ref. to EN(H6DO)-258, DTC P0461 — FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel level sensor circuit low input	<Ref. to EN(H6DO)-260, DTC P0462 — FUEL LEVEL SENSOR CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel level sensor circuit high input	<Ref. to EN(H6DO)-264, DTC P0463 — FUEL LEVEL SENSOR CIRCUIT HIGH INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel level sensor circuit intermittent	<Ref. to EN(H6DO)-268, DTC P0464 — FUEL LEVEL SENSOR CIRCUIT INTERMITTENT—, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0483	Cooling fan rationality check	<Ref. to EN(H6DO)-270, DTC P0483 — COOLING FAN RATIONALITY CHECK —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0502	Vehicle speed sensor circuit low input	<Ref. to EN(H6DO)-273, DTC P0502 — VEHICLE SPEED SENSOR CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0503	Vehicle speed sensor intermittent/erratic/high	<Ref. to EN(H6DO)-274, DTC P0503 — VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle control system RPM lower than expected	<Ref. to EN(H6DO)-278, DTC P0506 — IDLE CONTROL SYSTEM RPM LOWER THAN EXPECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle control system RPM higher than expected	<Ref. to EN(H6DO)-280, DTC P0507 — IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0508	Idle control system circuit low	<Ref. to EN(H6DO)-282, DTC P0508 — IDLE CONTROL SYSTEM CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0509	Idle control system circuit high	<Ref. to EN(H6DO)-284, DTC P0509 — IDLE CONTROL SYSTEM CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter request circuit	<Ref. to EN(H6DO)-286, DTC P0512 — STARTER REQUEST CIRCUIT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0519	Idle air control circuit system performace	<Ref. to EN(H6DO)-290, DTC P0519 — IDLE AIR CONTROL CIRCUIT SYSTEM PERFORMACE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0565	Cruise control on signal	<Ref. to EN(H6DO)-292, DTC P0565 — CRUISE CONTROL ON SIGNAL —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P0604	Internal control module random access memory (RAM) error	<Ref. to EN(H6DO)-294, DTC P0604 — INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0661	Intake manifold tuning valve control circuit low -bank 1	<Ref. to EN(H6DO)-296, DTC P0661 — INTAKE MANIFOLD TUNING VALVE CONTROL CIRCUIT LOW - BANK 1 —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0662	Intake manifold tuning valve control circuit high -bank 2	<Ref. to EN(H6DO)-300, DTC P0662 — INTAKE MANIFOLD TUNING VALVE CONTROL CIRCUIT HIGH - BANK 1 —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0691	Cooling fan 1 control circuit low	<Ref. to EN(H6DO)-302, DTC P0691 — COOLING FAN 1 CONTROL CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0692	Cooling fan 1 control circuit high	<Ref. to EN(H6DO)-306, DTC P0692 — COOLING FAN 1 CONTROL CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0703	Torque converter/brake switch “B” circuit	<Ref. to EN(H6DO)-310, DTC P0703 — TORQUE CONVERTER/BRAKE SWITCH “B” CIRCUIT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0705	Transmission range sensor circuit (PRNDL input)	<Ref. to 4AT(H4SO)-148, CHECK INHIBITOR SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>
P0710	Transmission fluid temperature sensor circuit	<Ref. to 4AT(H4SO)-54, DTC 27 ATF TEMPERATURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0716	Input/turbine speed sensor circuit range/performance	<Ref. to 4AT(H4SO)-76, DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0720	Output speed sensor circuit	<Ref. to 4AT(H4SO)-70, DTC 33 FRONT VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0726	Engine speed input circuit range/performance	<Ref. to 4AT(H4SO)-50, DTC 11 ENGINE SPEED SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0731	Gear 1 incorrect ratio	<Ref. to EN(H6DO)-312, DTC P0731 — GEAR 1 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0732	Gear 2 incorrect ratio	<Ref. to EN(H6DO)-312, DTC P0732 — GEAR 2 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0733	Gear 3 incorrect ratio	<Ref. to EN(H6DO)-312, DTC P0733 — GEAR 3 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0734	Gear 4 incorrect ratio	<Ref. to EN(H6DO)-312, DTC P0734 — GEAR 4 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0741	Torque converter clutch circuit performance or stuck off	<Ref. to EN(H6DO)-314, DTC P0741 — TORQUE CONVERTER CLUTCH CIRCUIT PERFORMANCE OR STUCK OFF —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0743	Torque converter clutch circuit electrical	<Ref. to 4AT(H4SO)-114, DTC 77 LOCK-UP DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0748	Pressure control solenoid “A” electrical	<Ref. to 4AT(H4SO)-102, DTC 75 LINE PRESSURE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0753	Shift solenoid “A” electrical	<Ref. to 4AT(H4SO)-86, DTC 71 SHIFT SOLENOID 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0758	Shift solenoid “B” electrical	<Ref. to 4AT(H4SO)-90, DTC 72 SHIFT SOLENOID 2, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0771	Shift solenoid “E” performance or stuck off	<Ref. to 4AT(H4SO)-94, DTC 73 LOW CLUTCH TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0778	Pressure control solenoid “B” electrical	<Ref. to 4AT(H4SO)-108, DTC 76 2-4 BRAKE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0785	Shift/timing solenoid	<Ref. to 4AT(H4SO)-98, DTC 74 2-4 BRAKE TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Neutral switch input circuit low	<Ref. to EN(H6DO)-316, DTC P0851 — NEUTRAL SWITCH INPUT CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Neutral switch input circuit high	<Ref. to EN(H6DO)-318, DTC P0852 — NEUTRAL SWITCH INPUT CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P0864	TCM communication circuit range/performance	<Ref. to EN(H6DO)-322, DTC P0864 — TCM COMMUNICATION CIRCUIT RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0865	TCM communication circuit low	<Ref. to EN(H6DO)-324, DTC P0865 — TCM COMMUNICATION CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0866	TCM communication circuit high	<Ref. to EN(H6DO)-326, DTC P0866 — TCM COMMUNICATION CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1110	Atmospheric pressure sensor circuit malfunction (low input)	<Ref. to EN(H6DO)-328, DTC P1110 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1111	Atmospheric pressure sensor circuit malfunction (high input)	<Ref. to EN(H6DO)-329, DTC P1111 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1134	A/F sensor micro-computer problem	<Ref. to EN(H6DO)-330, DTC P1134 — A/F SENSOR MICRO-COMPUTER PROBLEM —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O2 sensor circuit range/performance (low) (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-332, DTC P1152 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1153	O2 sensor circuit range/performance (high) (Bank 1 Sensor 1)	<Ref. to EN(H6DO)-334, DTC P1153 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1154	O2 sensor circuit range/performance (low) (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-336, DTC P1154 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1155	O2 sensor circuit range/performance (high) (Bank 2 Sensor 1)	<Ref. to EN(H6DO)-338, DTC P1155 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1400	Fuel tank pressure control solenoid valve circuit low	<Ref. to EN(H6DO)-340, DTC P1400 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1420	Fuel tank pressure control solenoid valve circuit high	<Ref. to EN(H6DO)-344, DTC P1420 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1443	Vent control solenoid valve function problem	<Ref. to EN(H6DO)-346, DTC P1443 — VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1446	Fuel tank sensor control valve circuit low	<Ref. to EN(H6DO)-348, DTC P1446 — FUEL TANK SENSOR CONTROL VALVE CIRCUIT LOW —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1447	Fuel tank sensor control valve circuit high	<Ref. to EN(H6DO)-352, DTC P1447 — FUEL TANK SENSOR CONTROL VALVE CIRCUIT HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1448	Fuel Tank Sensor Control Valve Range/Performance	<Ref. to EN(H6DO)-354, DTC P1448 — FUEL TANK SENSOR CONTROL VALVE RANGE/PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1518	Starter switch circuit low input	<Ref. to EN(H6DO)-356, DTC P1518 — STARTER SWITCH CIRCUIT LOW INPUT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1560	Back-up voltage circuit malfunction	<Ref. to EN(H6DO)-360, DTC P1560 — BACK-UP VOLTAGE CIRCUIT MALFUNCTION —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1698	Engine torque control cut signal circuit malfunction (low input)	<Ref. to EN(H6DO)-362, DTC P1698 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT MALFUNCTION (LOW INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1699	Engine torque control cut signal circuit malfunction (high input)	<Ref. to EN(H6DO)-364, DTC P1699 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT MALFUNCTION (HIGH INPUT) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC No.	Item	Index
P1700	Throttle position sensor circuit malfunction for AT	<Ref. to 4AT(H4SO)-60, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1711	Engine torque control signal #1 circuit malfunction	<Ref. to EN(H6DO)-366, DTC P1711 — ENGINE TORQUE CONTROL SIGNAL #1 CIRCUIT MALFUNCTION —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1712	Engine torque control signal #2 circuit malfunction	<Ref. to EN(H6DO)-368, DTC P1712 — ENGINE TORQUE CONTROL SIGNAL #2 CIRCUIT MALFUNCTION —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post catalyst fuel trim system tool lean bank 1	<Ref. to EN(H6DO)-370, DTC P2096 — POST CATALYST FUEL TRIM SYSTEM TOOL LEAN BANK 1 —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2097	Post catalyst fuel trim system tool rich bank 1	<Ref. to EN(H6DO)-376, DTC P2097 — POST CATALYST FUEL TRIM SYSTEM TOOL RICH BANK 1 —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

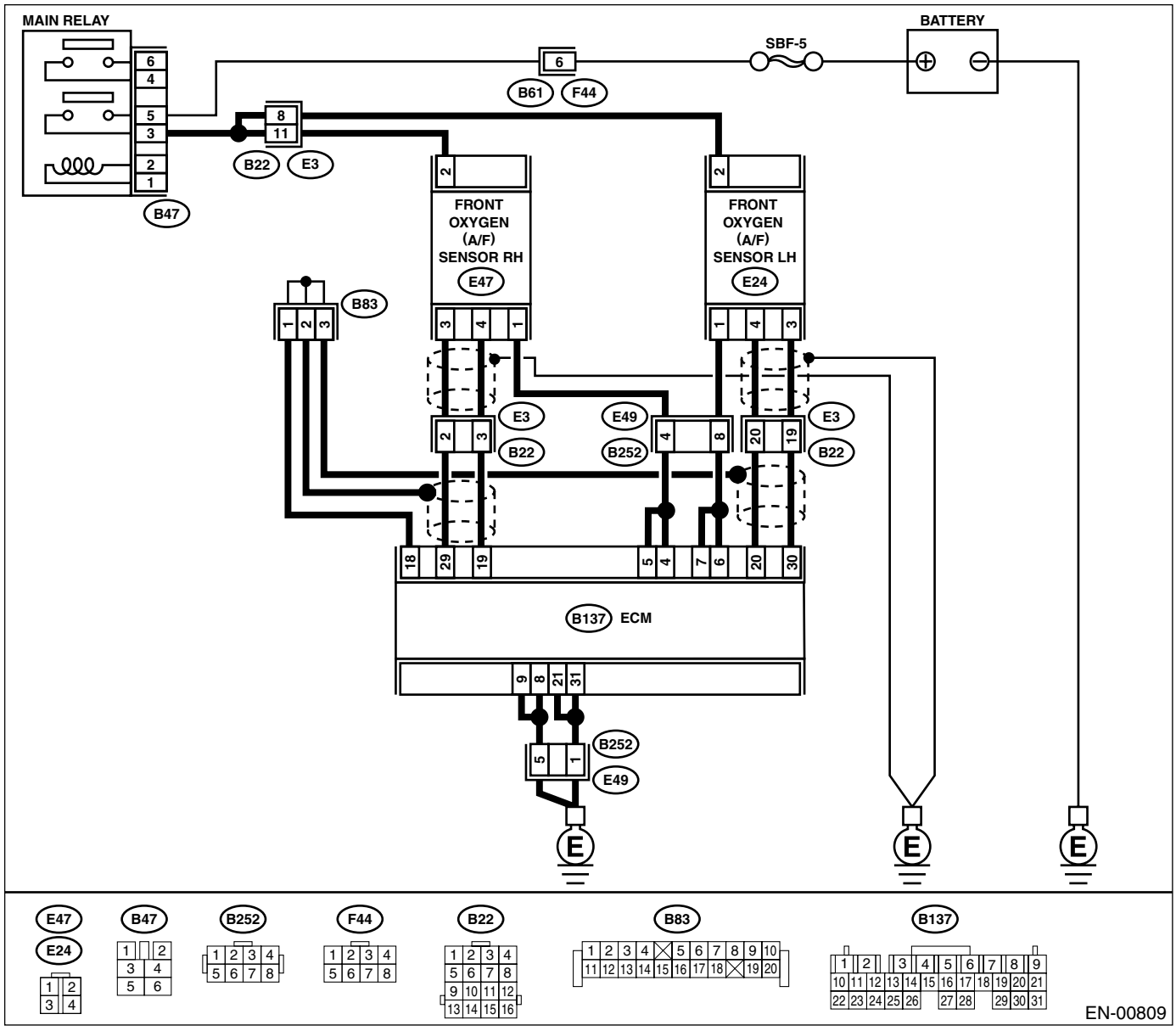
19.Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0030 — HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



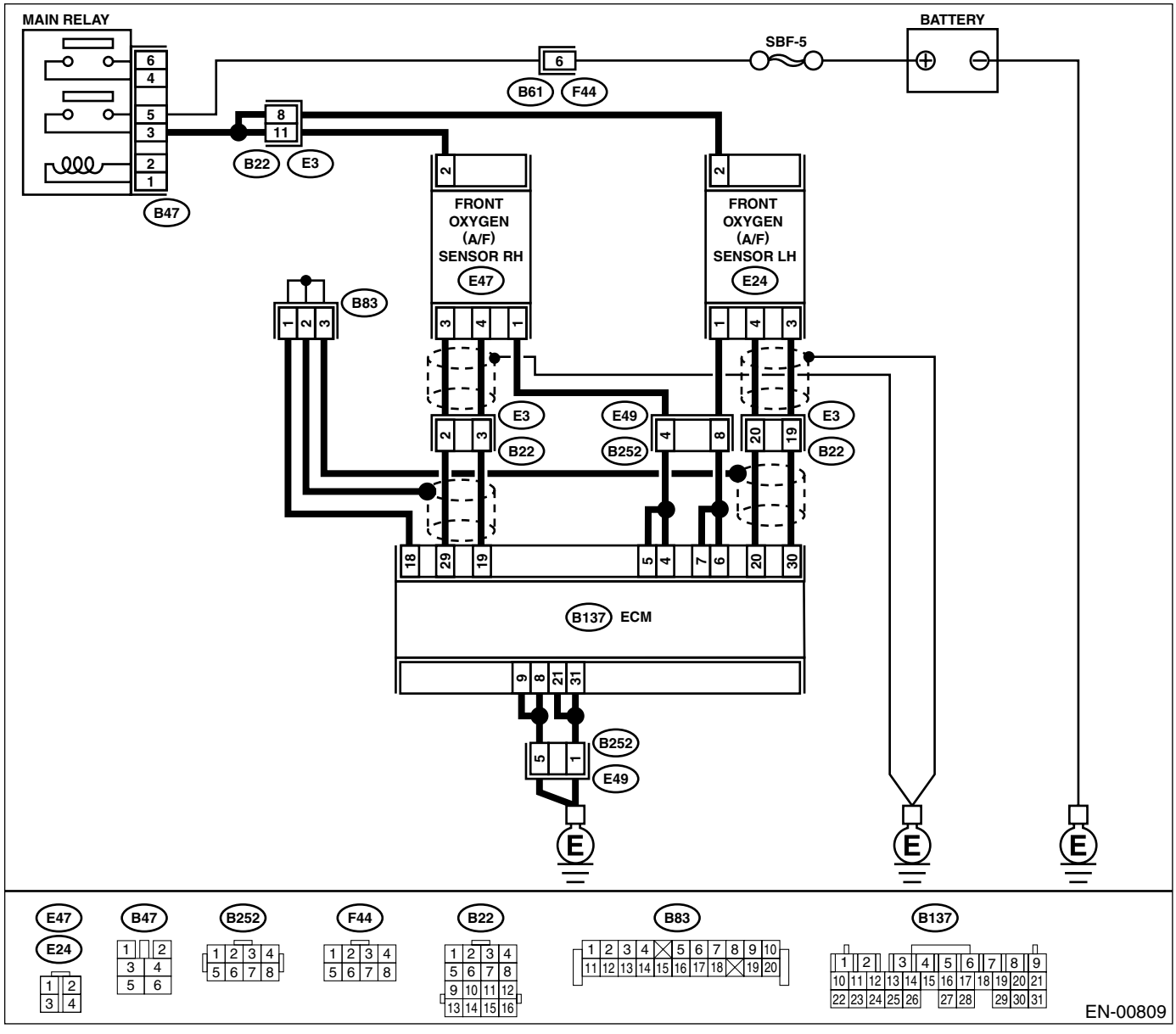
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Start engine, and warm-up the engine. 2) Turn ignition switch to OFF. 3) Disconnect connectors from ECM and front oxygen (A/F) sensor. 4) Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B137) No. 4 — (E47) No. 1:*** ***(B137) No. 5 — (E47) No. 1:***	Is the measured value 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*** ***(B137) No. 19 — (E47) No. 4:***	Is the measured value 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*** ***(B137) No. 29 — (E47) No. 3:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
4	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the measured value less than 5 Ω?	Go to step **5.**	Replace front oxygen (A/F) sensor. <Ref. to FU(H6DO)-43, Front Oxygen (A/F) Sensor.>
5	**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(H6DO)-43, Front Oxygen (A/F) Sensor.>

B: DTC P0031 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK GROUND CIRCUIT OF ECM.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 31 — Chassis ground:*** ***(B137) No. 21 — Chassis ground:*** ***(B137) No. 8 — Chassis ground:*** ***(B137) No. 9 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **2.**	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
2	**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(H6DO)-38, Subaru Select Monitor.> • OBD-II scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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 **3.**
3	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start and idle the engine. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 4 (+) — Chassis ground (–):***	Is the measured value less than 1.0 V?	Go to step **5.**	Go to step **4.**
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 4 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **5.**
5	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 5 (+) — Chassis ground (–):***	Is the measured value less than 1.0 V?	Go to step **7.**	Go to step **6.**
6	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 5 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **7.**

	Step	Check	Yes	No
7	**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*** ***(E47) No. 2 (+) — Engine ground (–):***	Is the measured value more than 1.0 V?	Go to step **8.**	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
8	**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. 1:***	Is the measured value 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

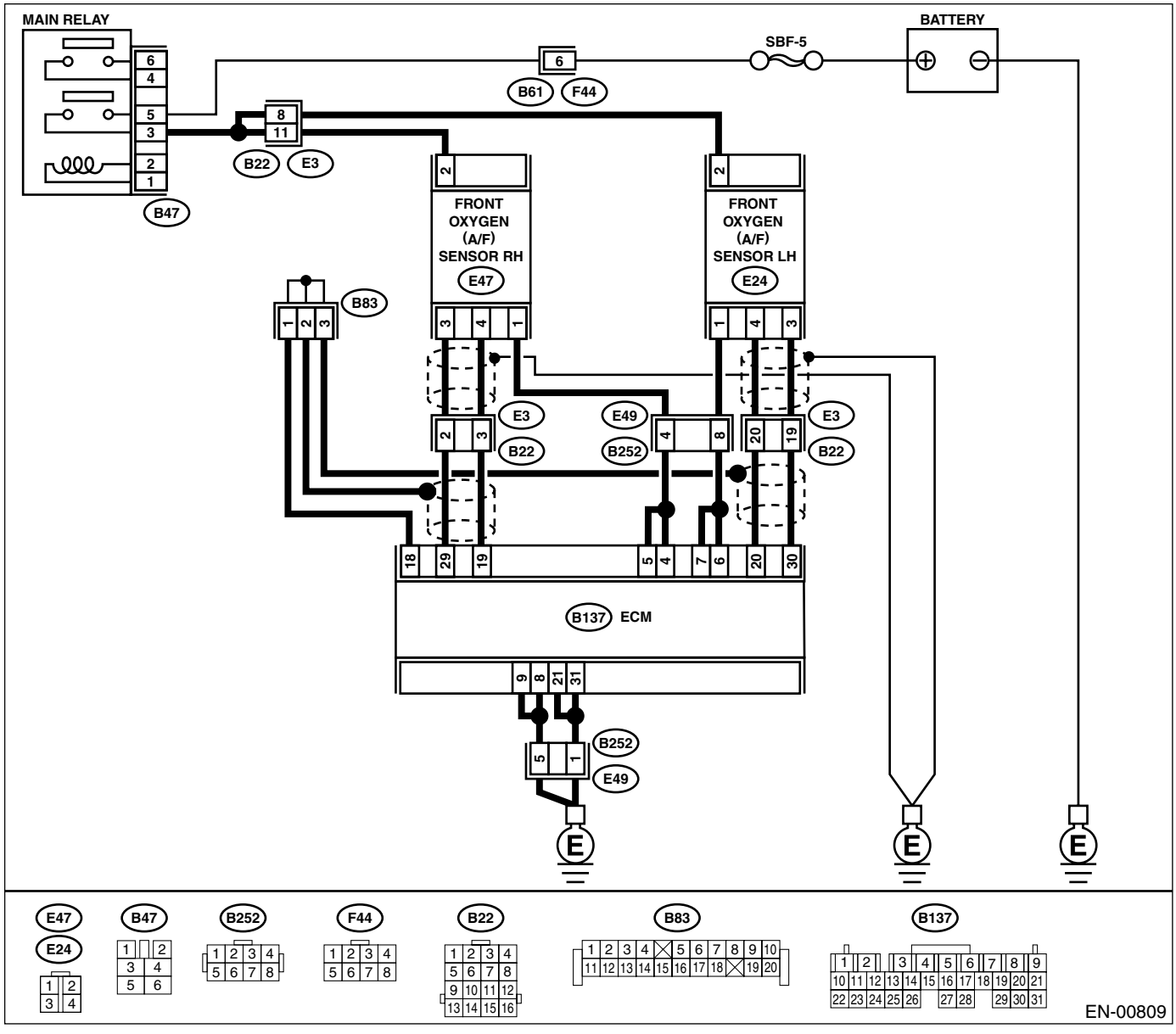
MEMO:

C: DTC P0032 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



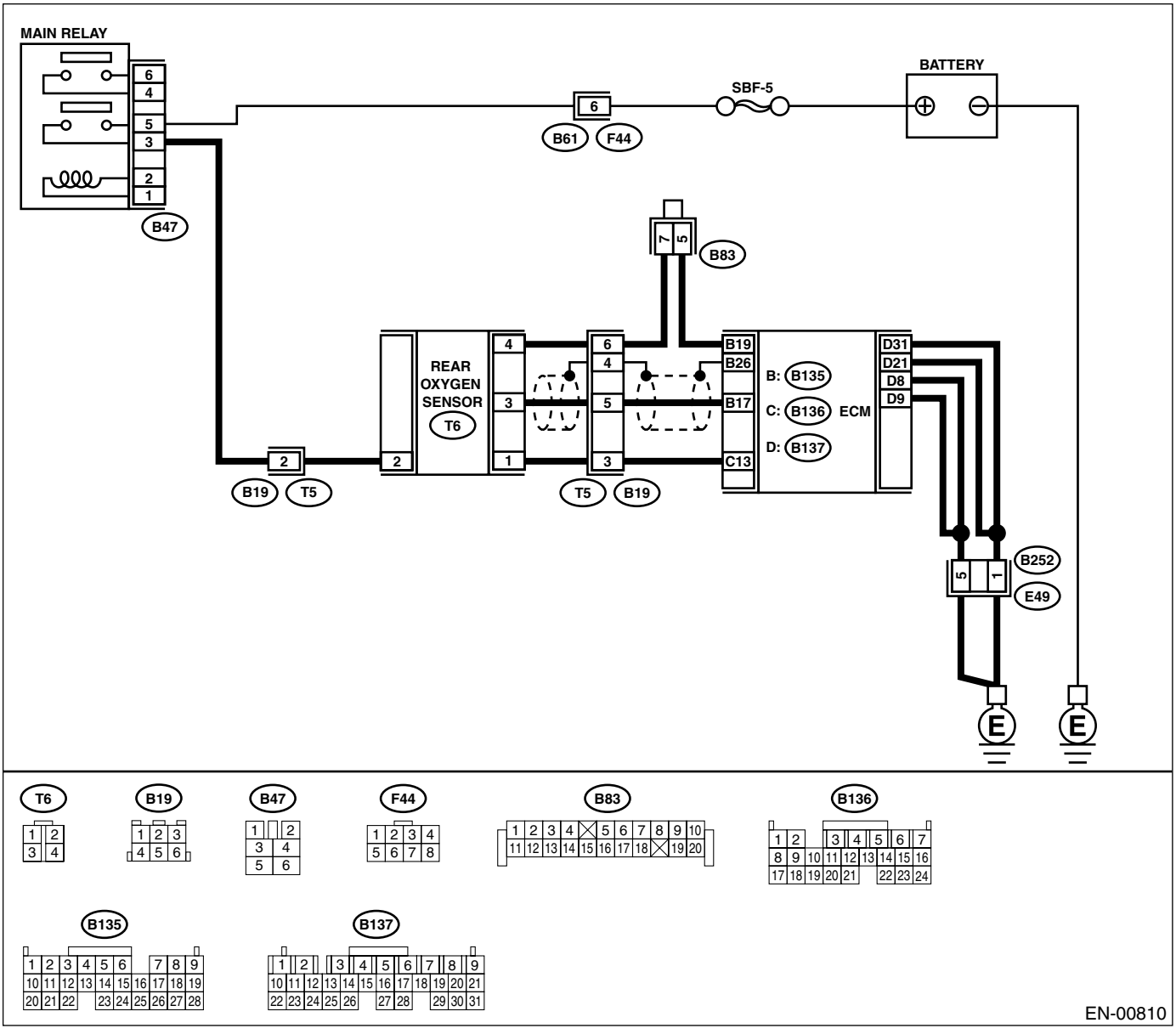
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 4 (+) — Chassis ground (–):***	Is the measured value more than 8 V?	Go to step **3.**	Go to step **2.**
2	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 5 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 2.3 A?	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	END
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 4 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	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*** ***(B137) No. 5 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	END

D: DTC P0037 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK GROUND CIRCUIT OF ECM.** 1) Turn ignition switch to OFF. 2) Disconnect ECM connector. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 31 — Chassis ground:*** ***(B137) No. 21 — Chassis ground:*** ***(B137) No. 8 — Chassis ground:*** ***(B137) No. 9 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **2.**	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
2	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of rear oxygen 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(H6DO)-38, Subaru Select Monitor.> • OBD-II scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 0.2 A?	Repair connector. NOTE: In this case, repair the following: • Poor contact in rear oxygen sensor connector • Poor contact in rear oxygen sensor connecting harness connector • Poor contact in ECM connector	Go to step **3.**
3	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start and idle the engine. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 13 (+) — Chassis ground (–):***	Is the measured value more than 1.0 V?	Go to step **6.**	Go to step **4.**
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 13 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **5.**
5	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Disconnect connector from rear oxygen sensor. 3) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 13 (+) — Chassis ground (–):***	Is the measured value less than 1.0 V?	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Repair battery short circuit in harness between ECM and rear oxygen sensor connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>

	Step	Check	Yes	No
6	**CHECK POWER SUPPLY TO REAR OXYGEN SENSOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from rear oxygen sensor. 3) Turn ignition switch to ON. 4) Measure voltage between rear oxygen sensor connector and engine ground or chassis ground. ***Connector & terminal*** ***(T6) No. 2 (+) — Chassis ground (–):***	Is the measured value 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
7	**CHECK REAR OXYGEN SENSOR.** 1) Turn ignition switch to OFF. 2) Measure resistance between rear oxygen sensor connector terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value 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	Replace rear oxygen sensor. <Ref. to FU(H6DO)-45, Rear Oxygen Sensor.>

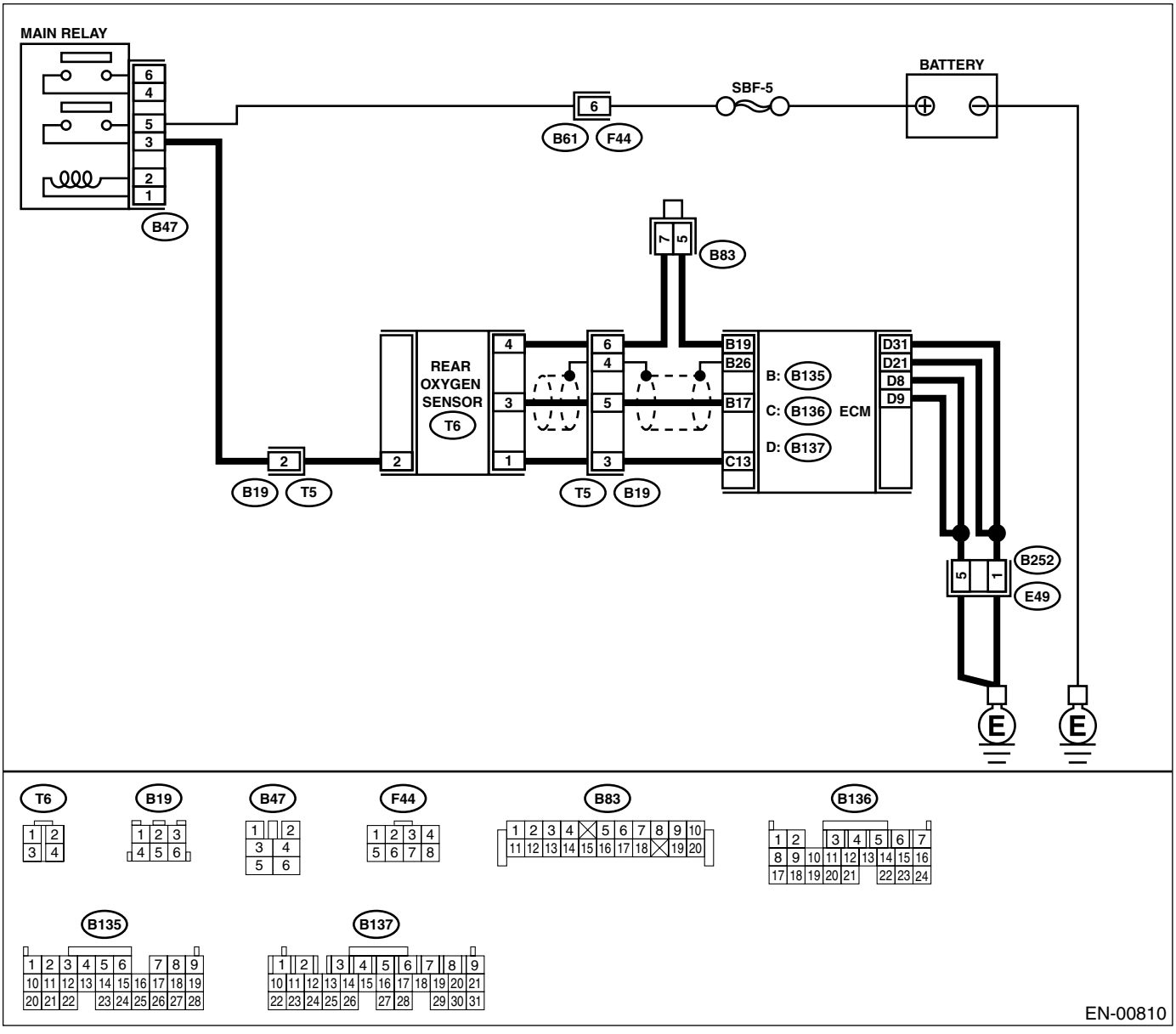
MEMO:

E: DTC P0038 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



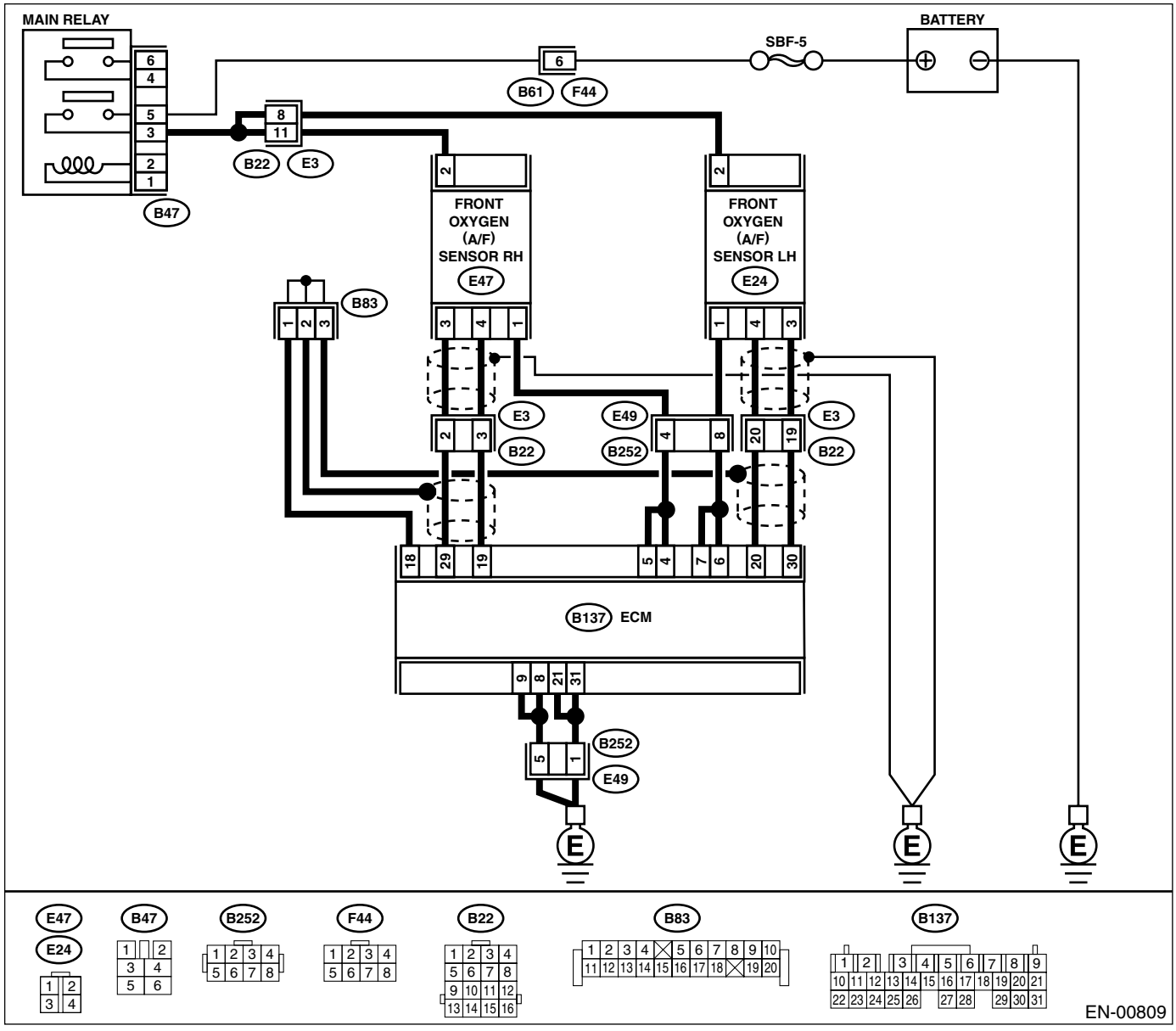
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 13 (+) — Chassis ground (–):***	Is the measured value more than 8 V?	Go to step **2.**	Go to step **3.**
2	**CHECK CURRENT DATA.** 1) Repair battery short circuit in harness between ECM and rear oxygen sensor connector. 2) Turn ignition switch to ON. 3) Read data of rear oxygen 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 7 A?	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	END
3	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	END

F: DTC P0050 — HO2S HEATER CONTROL CIRCUIT (BANK 2 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



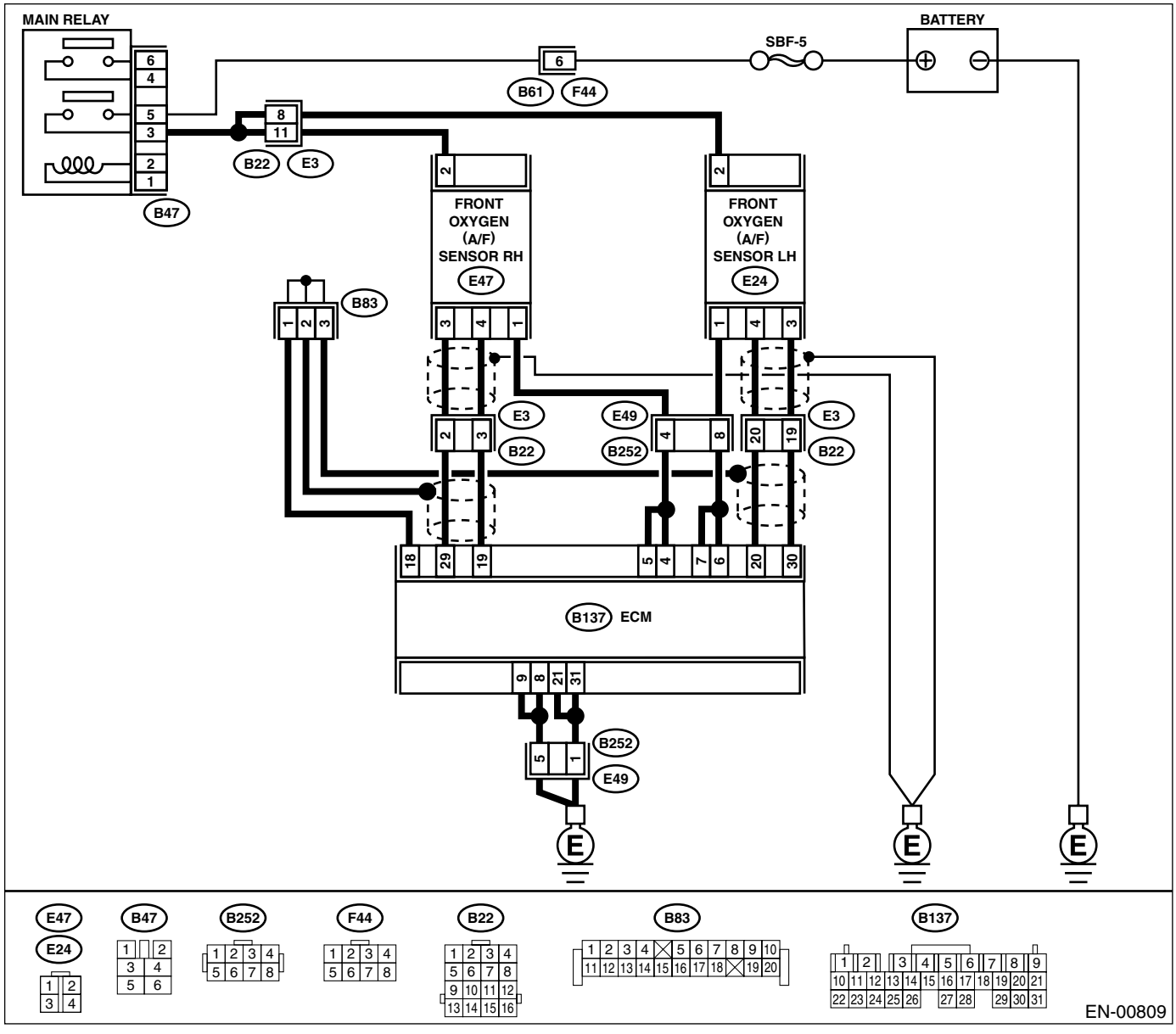
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Start engine, and warm-up the engine. 2) Turn ignition switch to OFF. 3) Disconnect connectors from ECM and front oxygen (A/F) sensor. 4) Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B137) No. 4 — (E24) No. 6:*** ***(B137) No. 5 — (E24) No. 7:***	Is the measured value 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*** ***(B137) No. 20 — (E24) No. 4:***	Is the measured value 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*** ***(B137) No. 30 — (E24) No. 3:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair open circuit in harness between ECM and front oxygen (A/F) sensor connector.
4	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure resistance between front oxygen (A/F) sensor connector terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the measured value less than 5 Ω?	Go to step **5.**	Replace front oxygen (A/F) sensor. <Ref. to FU(H6DO)-43, Front Oxygen (A/F) Sensor.>
5	**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(H6DO)-43, Front Oxygen (A/F) Sensor.>

G: DTC P0051 — HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK GROUND CIRCUIT OF ECM.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 31 — Chassis ground:*** ***(B137) No. 21 — Chassis ground:*** ***(B137) No. 8 — Chassis ground:*** ***(B137) No. 9 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **2.**	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
2	**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(H6DO)-38, Subaru Select Monitor.> • OBD-II scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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 **3.**
3	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start and idle the engine. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 7 (+) — Chassis ground (–):***	Is the measured value less than 1.0 V?	Go to step **5.**	Go to step **4.**
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 7 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **5.**
5	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 6 (+) — Chassis ground (–):***	Is the measured value less than 1.0 V?	Go to step **7.**	Go to step **6.**
6	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 6 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **7.**

	Step	Check	Yes	No
7	**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*** ***(E24) No. 2 (+) — Engine ground (–):***	Is the measured value more than 10 V?	Go to step **8.**	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
8	**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. 1:***	Is the measured value 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

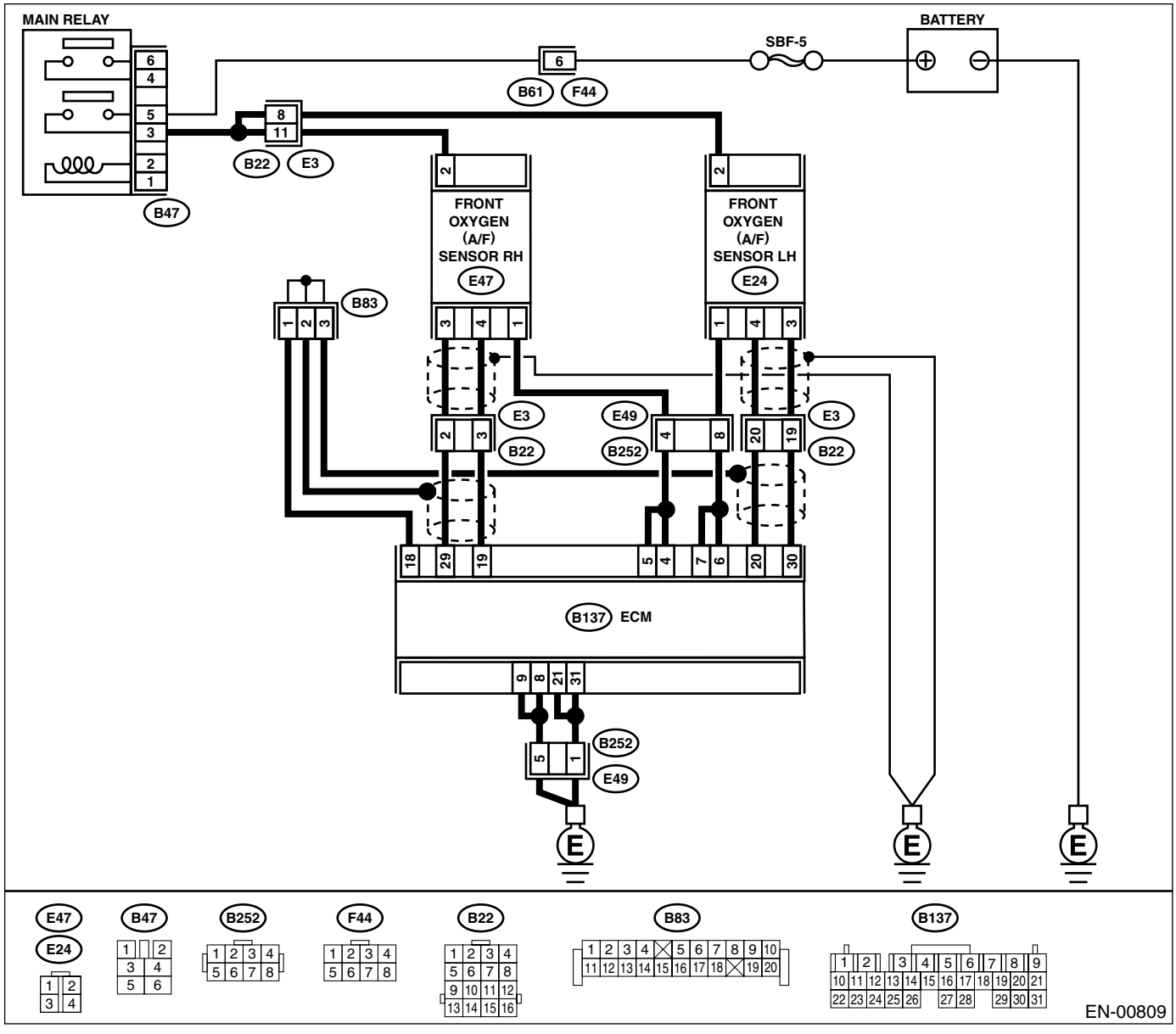
MEMO:

H: DTC P0052 — HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



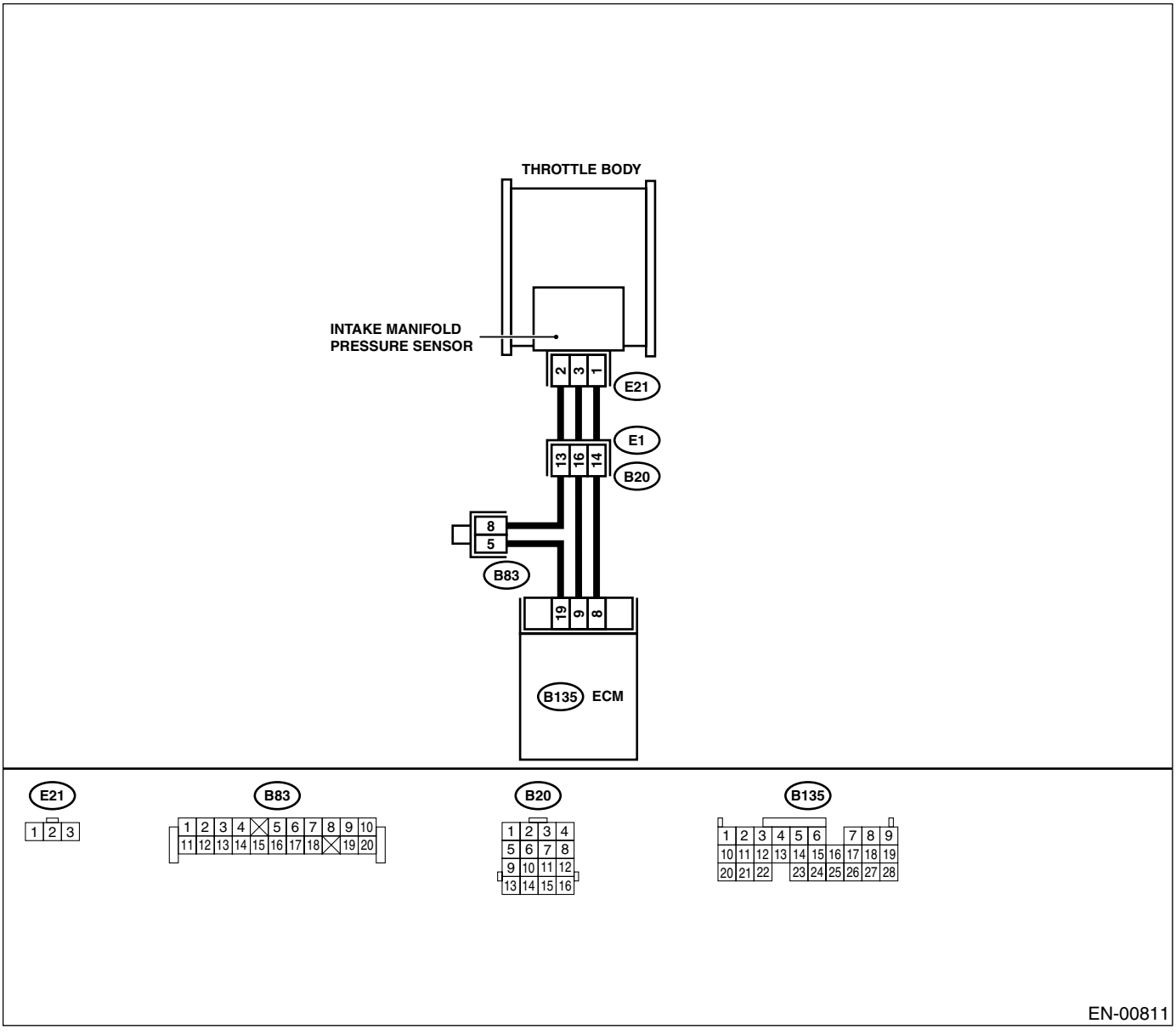
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 6 (+) — Chassis ground (–):***	Is the measured value more than 8 V?	Go to step **3.**	Go to step **2.**
2	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 7 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 2.3 A?	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	END
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 6 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	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*** ***(B137) No. 7 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	END

I: DTC P0068 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



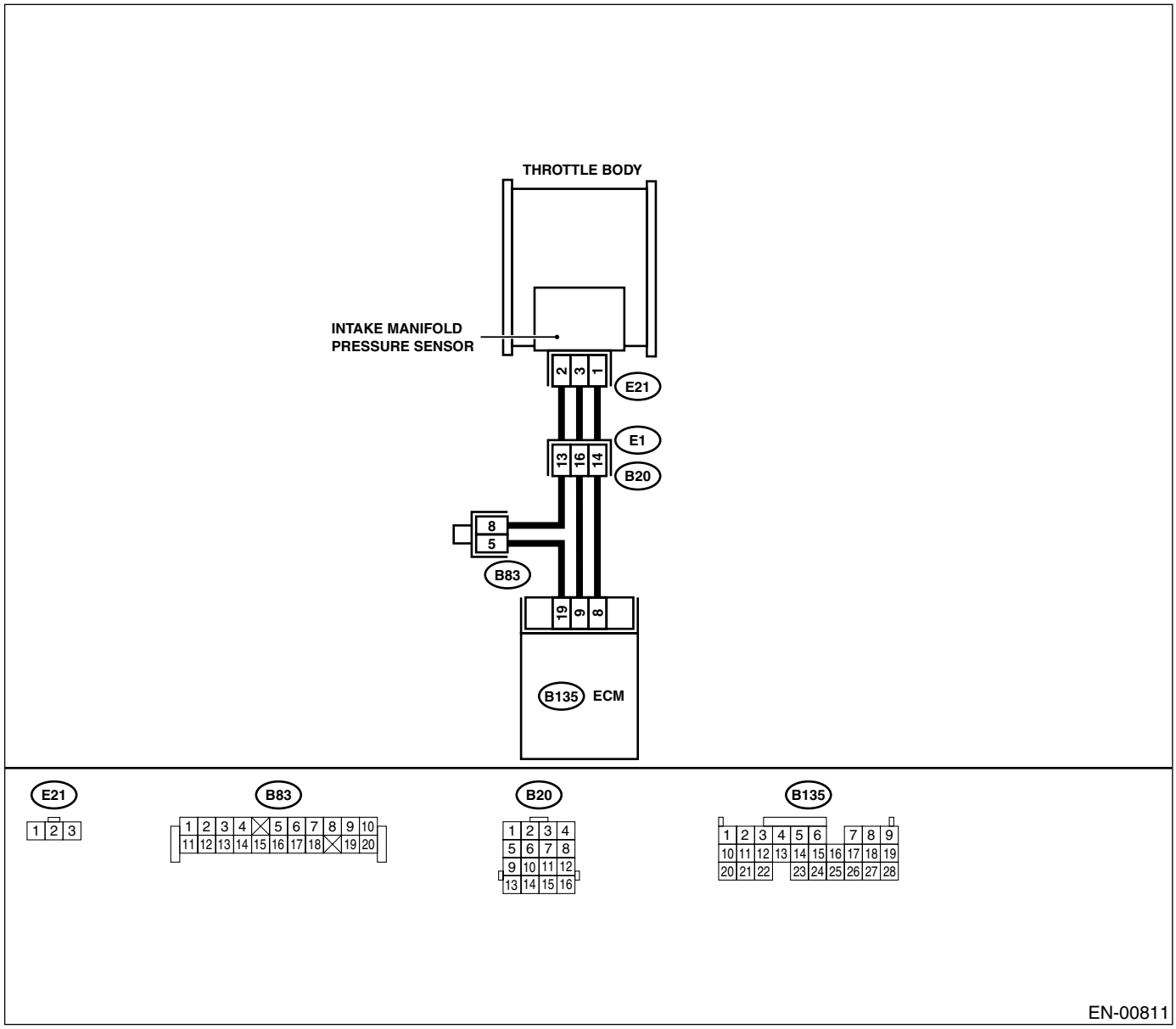
	Step	Check	Yes	No
1	**CHECK IDLE SWITCH SIGNAL.** 1) Turn ignition switch to ON. 2) Operate the LED operation mode for engine using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "LED OPERATION MODE FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.>	Does the LED of {Idle Switch Signal} come on?	Go to step **2.**	Check throttle position sensor circuit. <Ref. to EN(H6DO)-146, DTC P0121 — THROTTLE/ PEDAL POSITION SENSOR/ SWITCH "A" CIRCUIT RANGE/ PERFORMANCE —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0106.
2	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> 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?	Go to step **5.**	Tighten throttle body installation bolt securely.
5	**CHECK CONDITION OF EGR VALVE.**	Is there any foreign object caught between EGR solenoid valve and intake manifold?	Completely remove foreign object, and install EGR solenoid valve securely to the intake manifold.	Replace intake manifold pressure sensor. <Ref. to FU(H6DO)-34, Intake Manifold Pressure Sensor.>

J: DTC P0107 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value less than 1.7 kPa (13 mmHg, 0.51 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Contact with SOA service center. 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*** ***(B135) No. 8 (+) — Chassis ground (–):***	Is the measured value less than 0.7 V?	Go to step **7.**	Go to step **6.**
6	**CHECK INPUT SIGNAL FOR ECM.** Read data of intake manifold 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(H6DO)-38, Subaru Select Monitor.>	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **7.**

	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 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 measured value more than 4.5 V?	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.** 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*** ***(B135) No. 19 — (E21) No. 2:***	Is the measured value 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 measured value more than 1 MΩ?	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(H6DO)-34, Intake Manifold Pressure Sensor.>

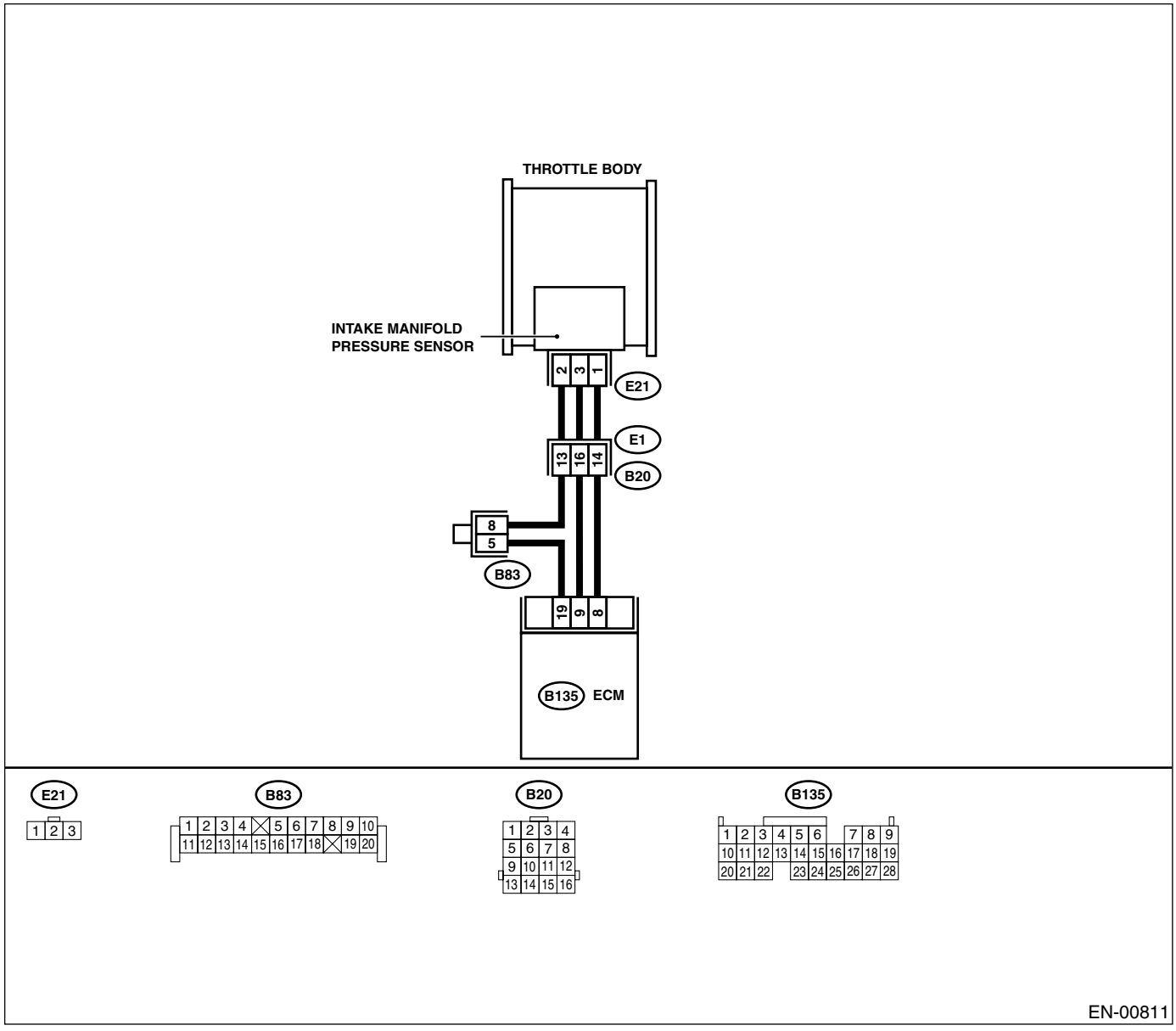
MEMO:

K: DTC P0108 — MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Contact with SOA service center. 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*** ***(B135) No. 8 (+) — Chassis ground (–):***	Is the measured value less than 0.7 V?	Go to step **6.**	Go to step **5.**
5	**CHECK INPUT SIGNAL FOR ECM.** Read data of intake manifold 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(H6DO)-38, Subaru Select Monitor.>	Does the voltage change by shaking harness and connector of ECM?	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 measured value more than 4.5 V?	Go to step **7.**	Repair open circuit in harness between ECM and intake manifold pressure sensor connector.

	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*** ***(B135) No. 8 — (E21) No. 1:***	Is the measured value 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*** ***(B135) No. 19 — (E21) No. 2:***	Is the measured value 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(H6DO)-34, 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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(H6DO)-34, Intake Manifold Pressure Sensor.>

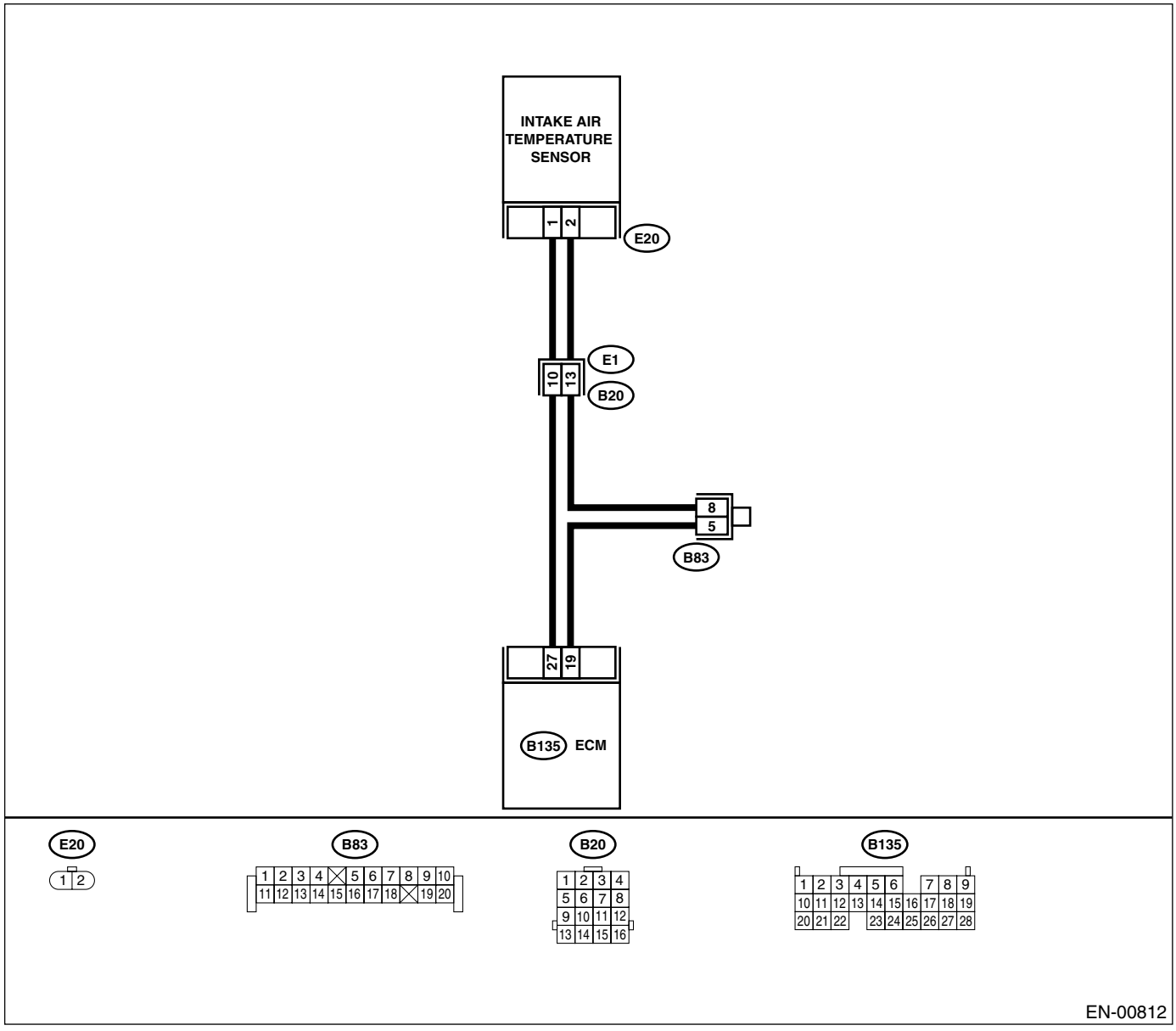
MEMO:

L: DTC P0111 — INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



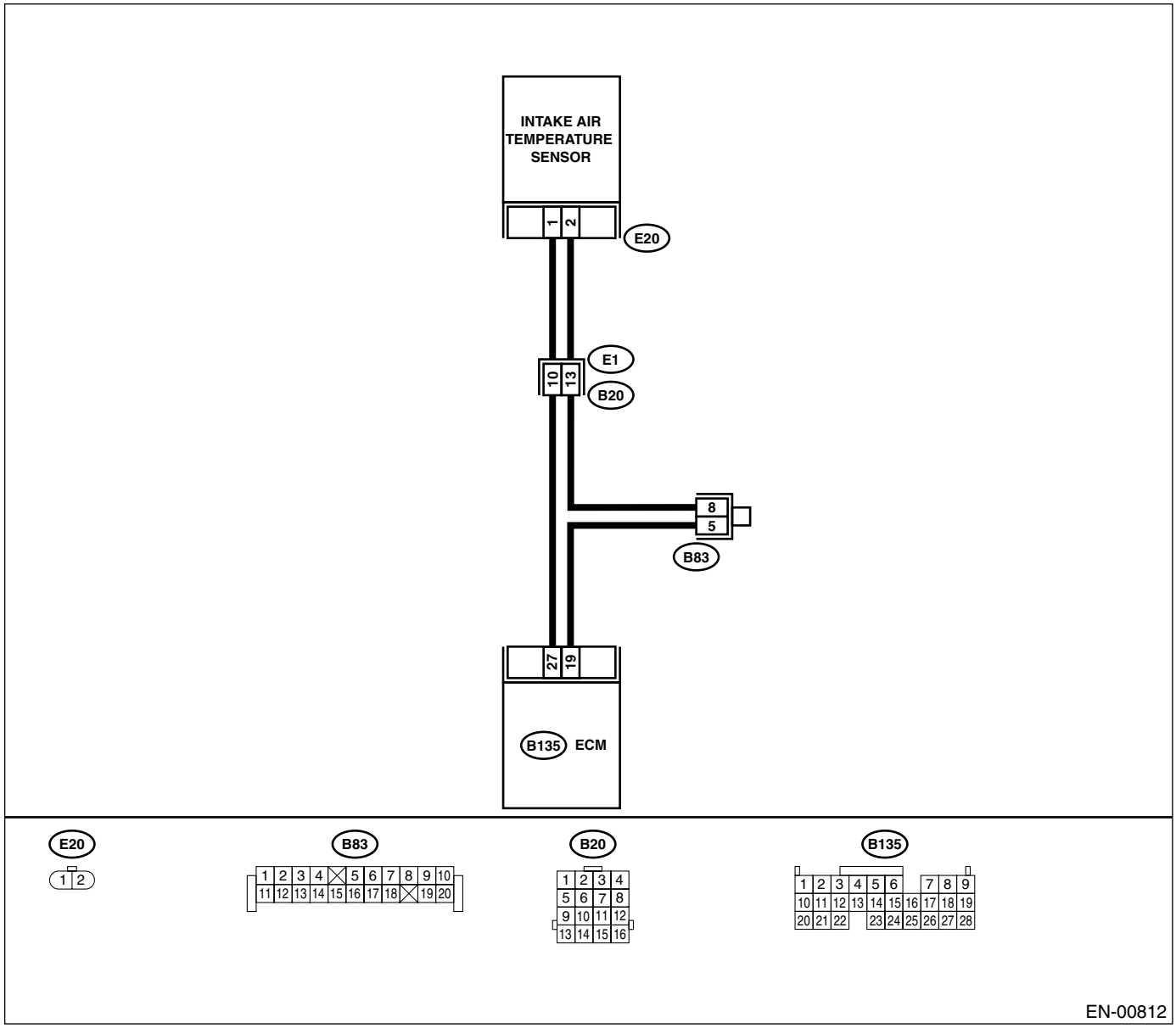
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0111.	Replace intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>

M: DTC P0112 — INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



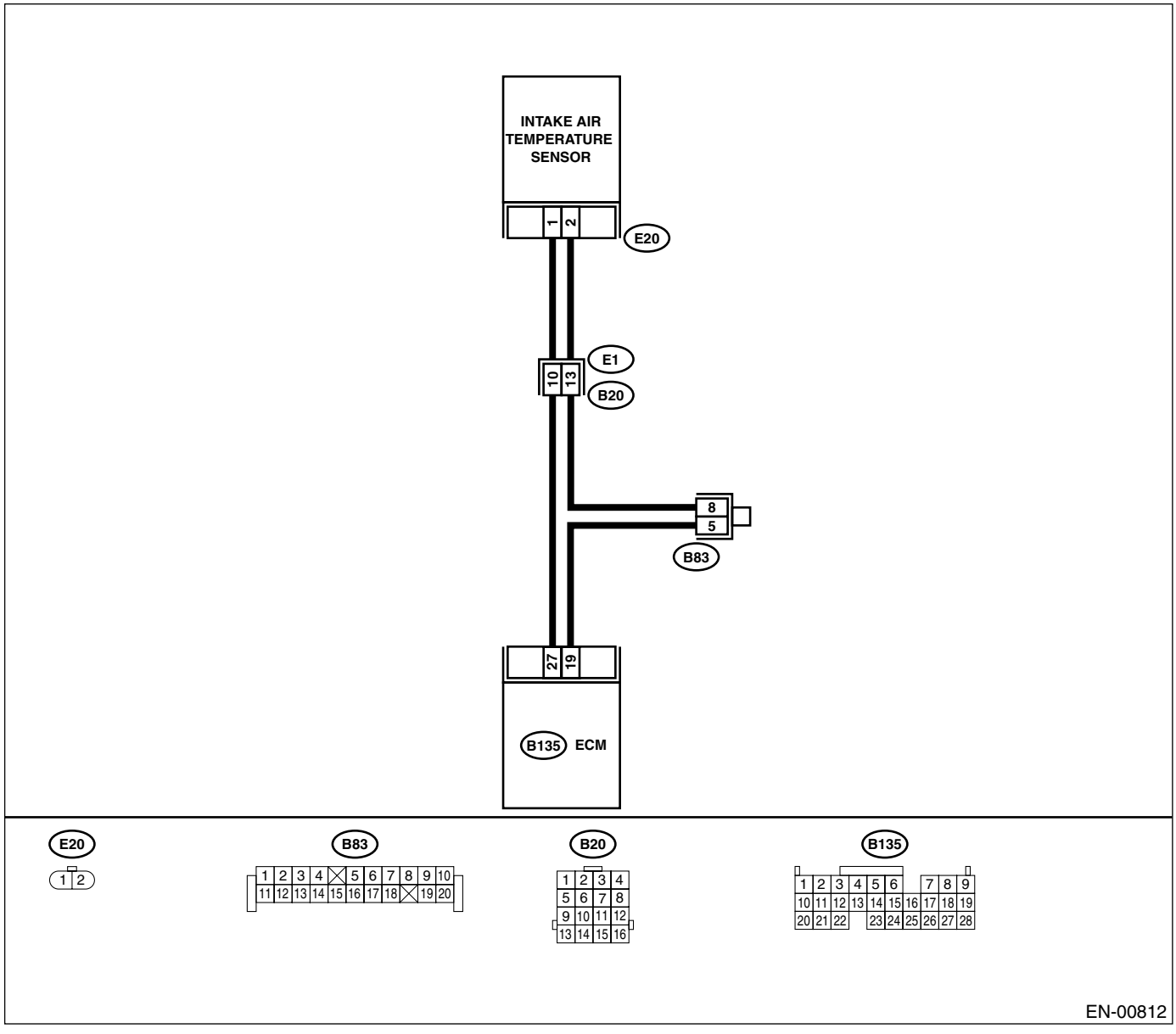
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of intake air temperature sensor signal using Subaru Select Monitor or the OBD-II general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more 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 • Poor contact in joint connector
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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value less than –40°C (–40°F)?	Replace intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>	Repair ground short circuit in harness between intake air temperature sensor and ECM connector.

N: DTC P0113 — INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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 • Poor contact in joint connector
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 measured value 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 measured value 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 measured value 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 • Poor contact in joint connector

	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 measured value less than 5 Ω?	Replace intake air temperature sensor. <Ref. to FU(H6DO)-35, 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 • Poor contact in joint connector

MEMO:

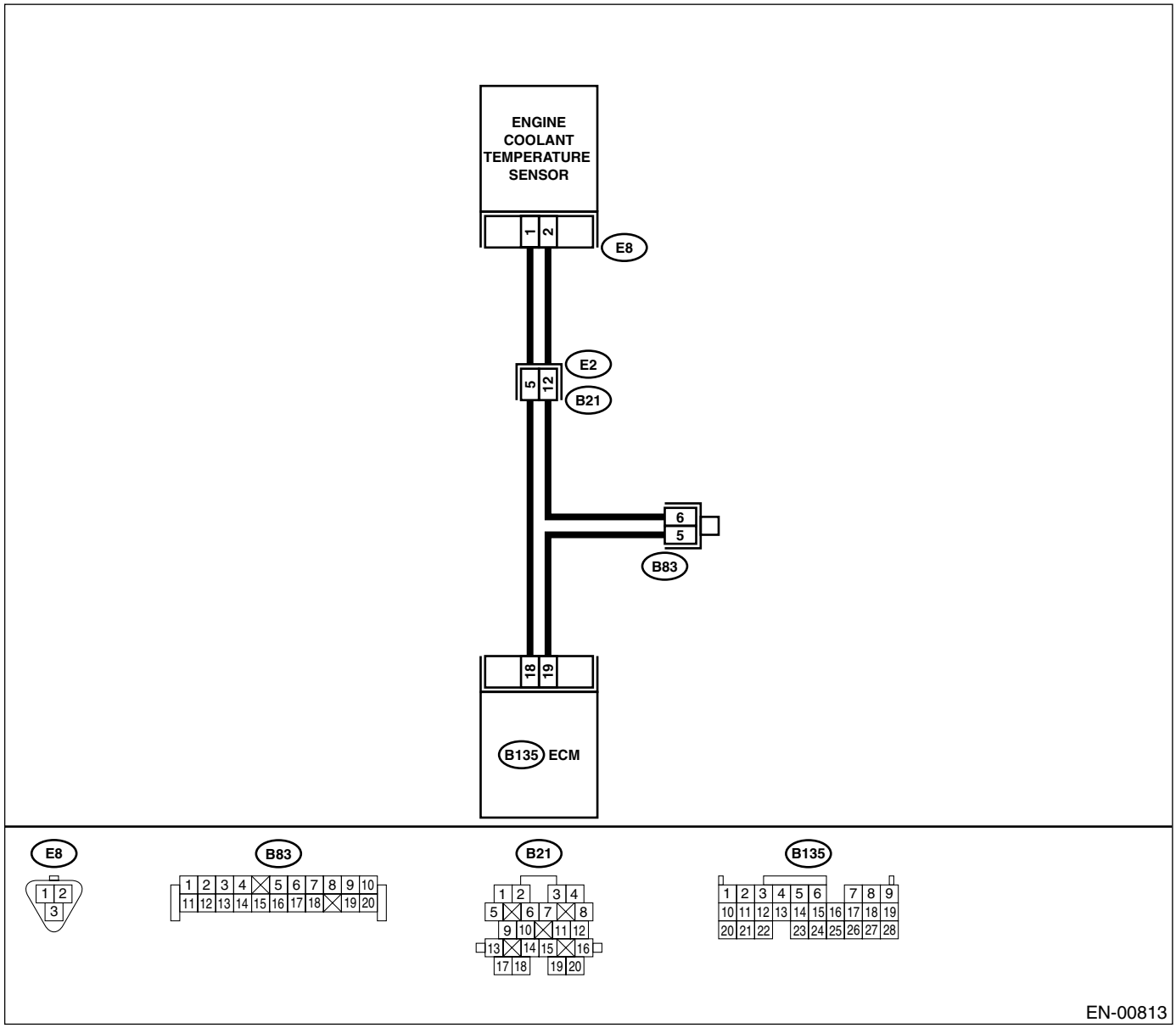
O: DTC P0117 — ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



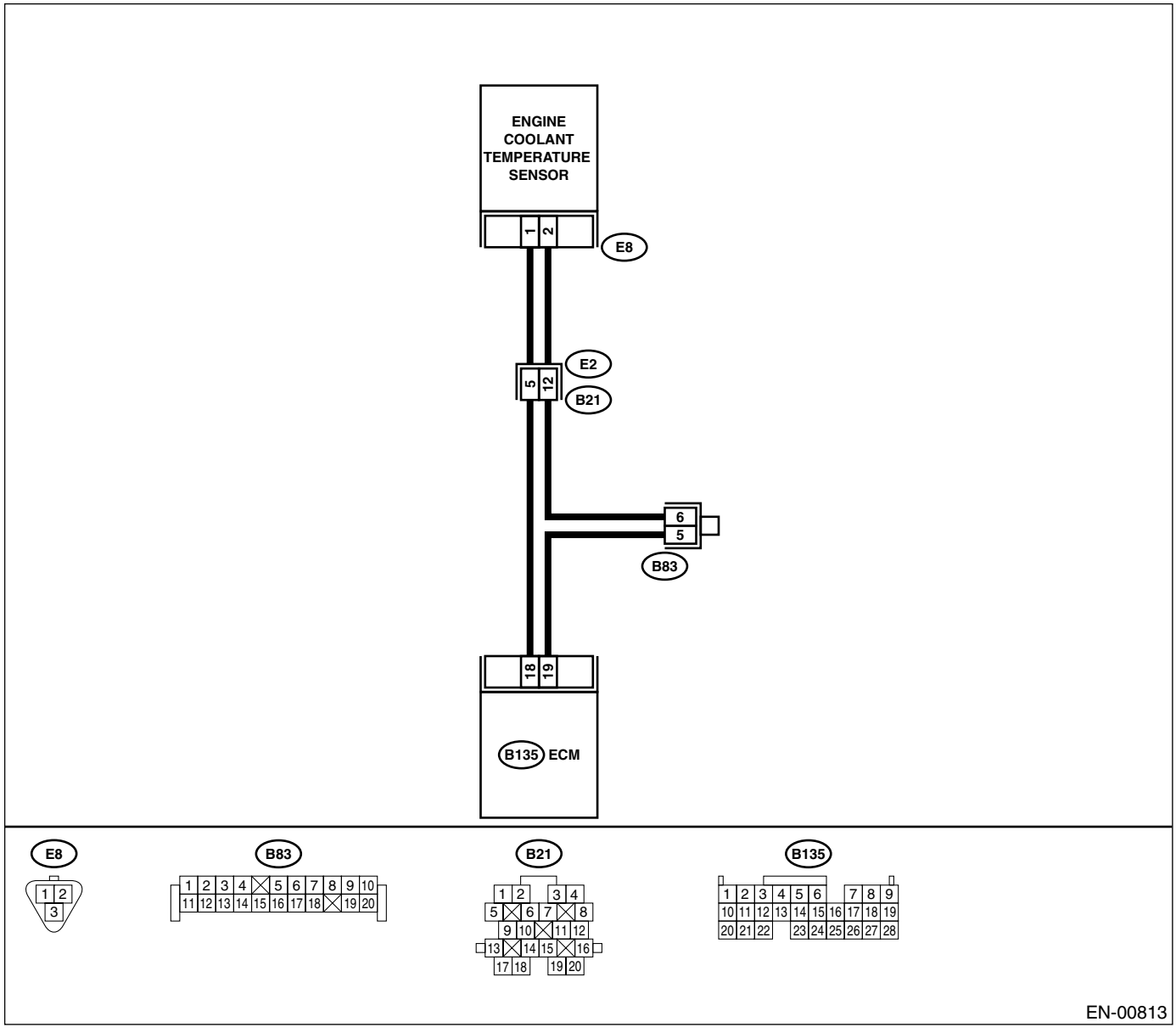
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more 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 • Poor contact in joint connector
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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value less than −40°C (−40°F)?	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>	Repair ground short circuit in harness between engine coolant temperature sensor and ECM connector.

P: DTC P0118 — ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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 • Poor contact in joint connector
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 measured value 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 measured value more than 10 V?	Repair battery short circuit in harness between ECM and engine coolant temperature sensor connector.	Go to step **4.**
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 measured value 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 • Poor contact in joint connector

Step		Check	Yes	No
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 measured value less than 5 Ω?	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, 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 • Poor contact in joint connector

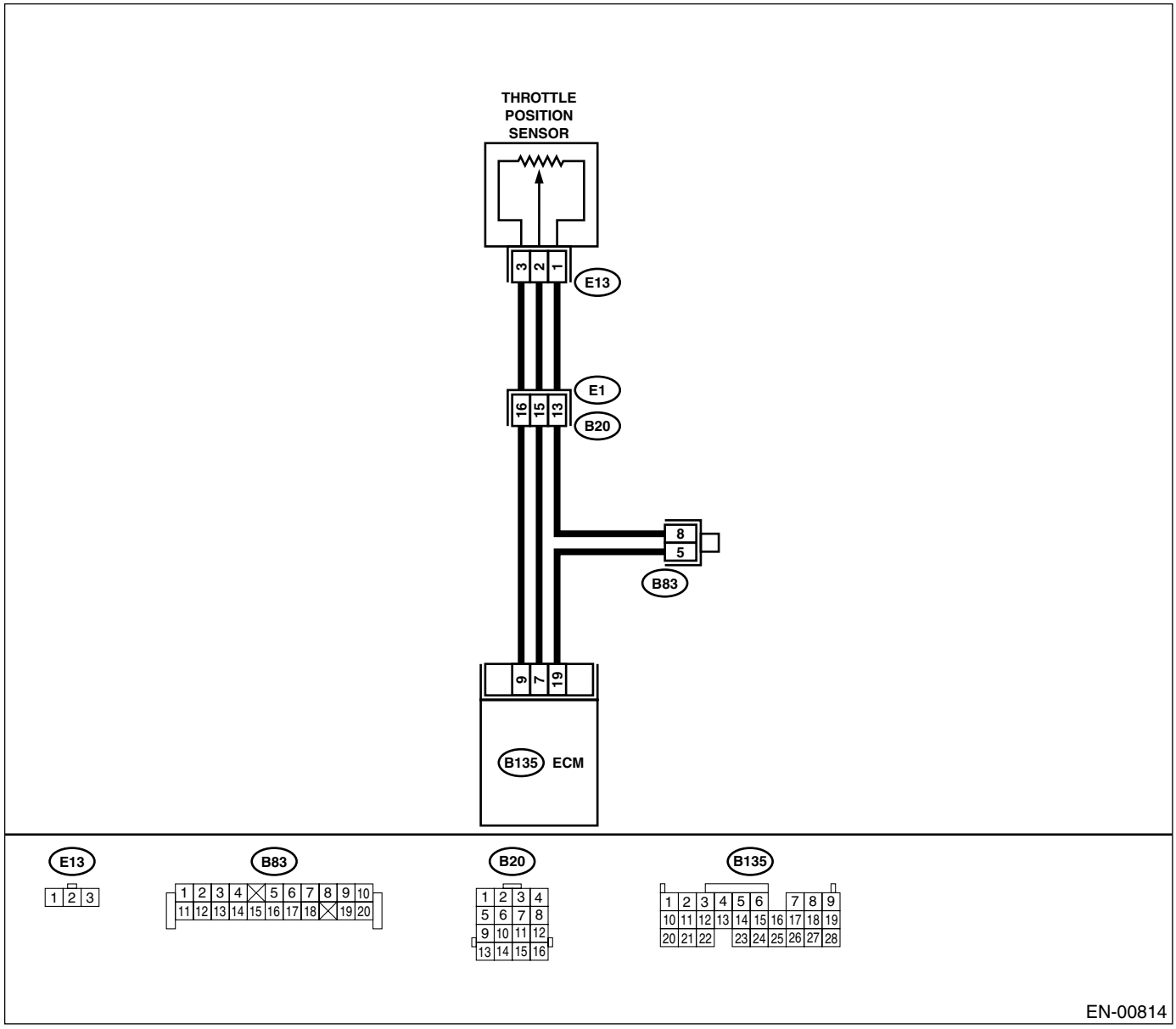
MEMO:

Q: DTC P0121 — THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT RANGE/PERFORMANCE —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



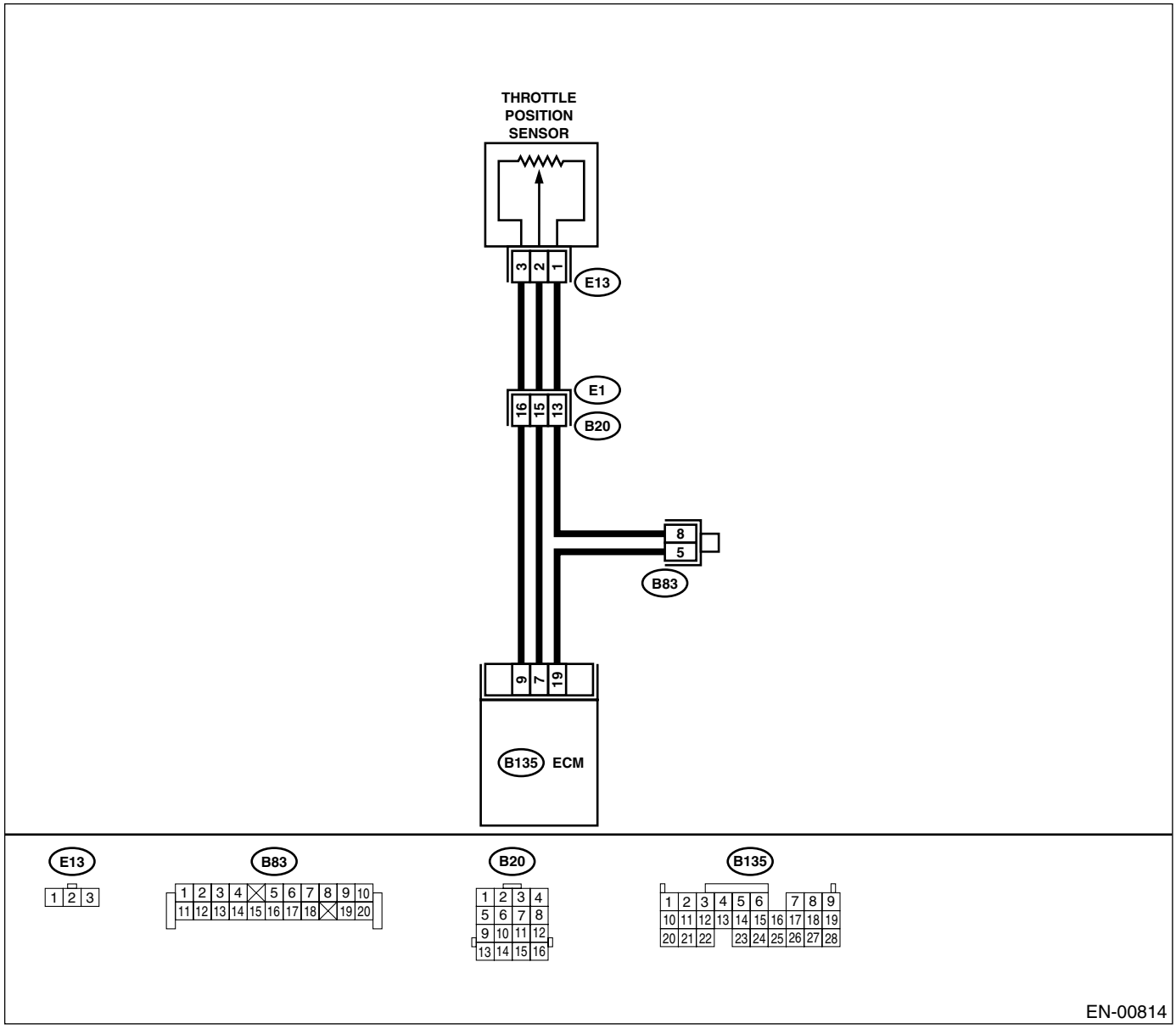
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0121.	Replace throttle position sensor. <Ref. to FU(H6DO)-33, Throttle Position Sensor.>

R: DTC P0122 — THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground while throttle valve is fully closed. ***Connector & terminal*** ***(B135) No. 7 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 7 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Contact with SOA service center. 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the measured value 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 by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step **6.**

	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 measured value 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 • Poor contact in joint connector
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*** ***(B135) No. 9 — (E13) No. 3:***	Is the measured value 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
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 measured value 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(H6DO)-33, Throttle Position Sensor.>

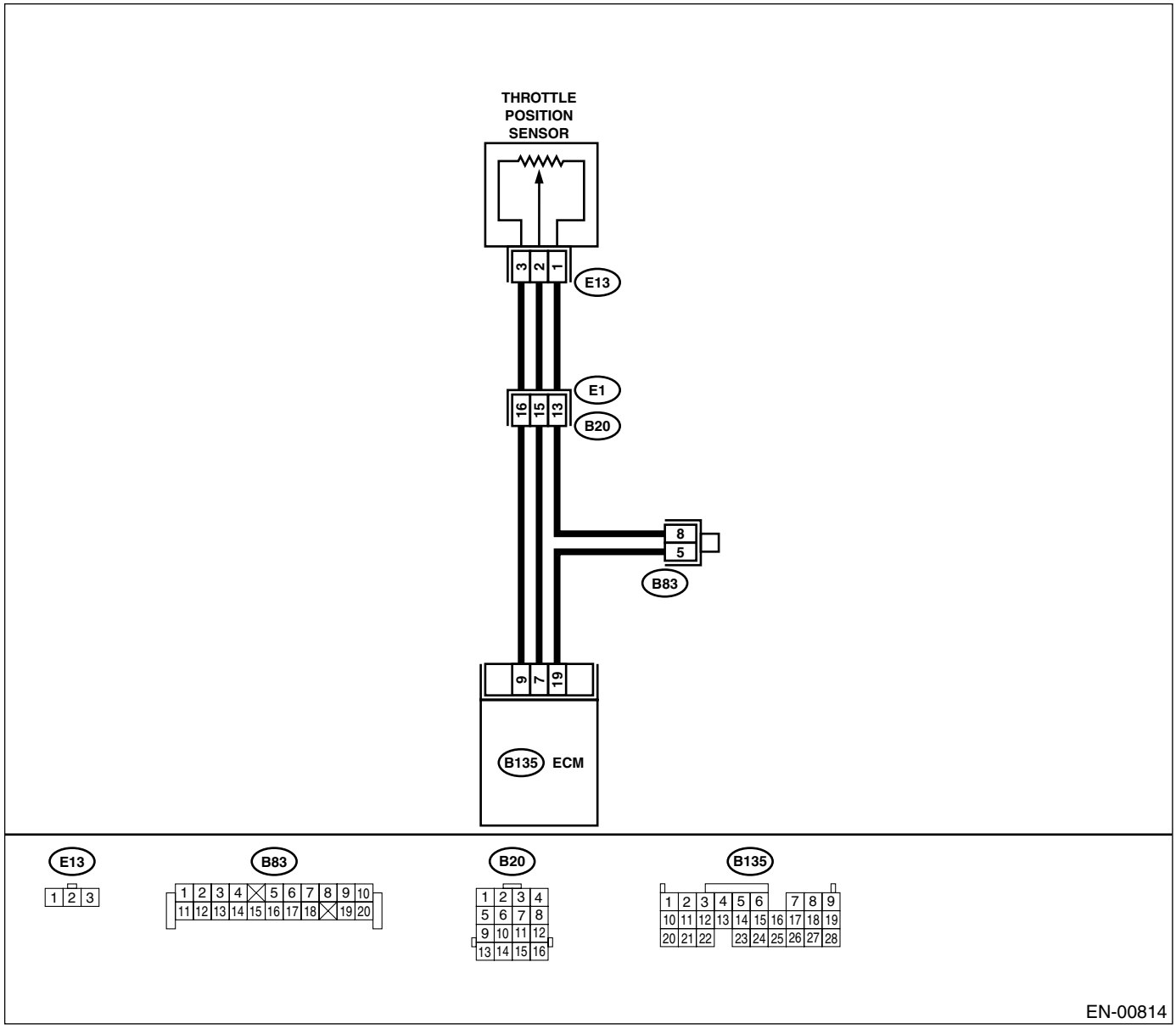
MEMO:

S: DTC P0123 — THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Poor driving performance

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



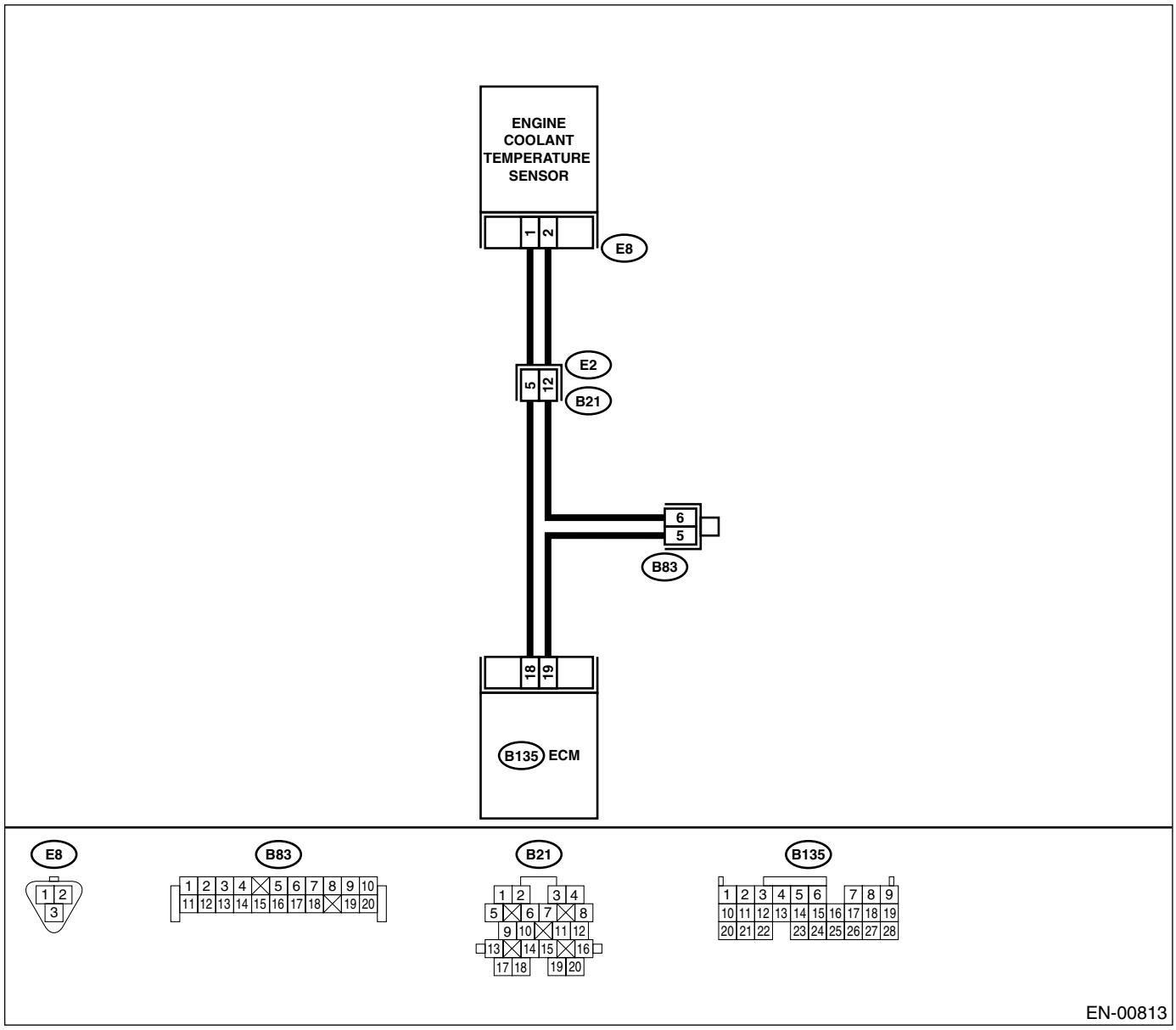
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of throttle position sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 4.75 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
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 measured value 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 • Poor contact in joint connector
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 measured value 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(H6DO)-46, Engine Control Module.>	Replace throttle position sensor. <Ref. to FU(H6DO)-33, Throttle Position Sensor.>

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

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0125.	Go to step **2.**
2	**CHECK TIRE SIZE.**	Is the tire size the same as designated tire and four-wheel tire?	Go to step **3.**	Replace tire.
3	**CHECK ENGINE COOLANT.** Check the following items. • Engine coolant volume • Engine coolant freezing • Contamination in engine coolant	Is the engine coolant normal?	Go to step **4.**	Refill or replace coolant. <Ref. to CO(H6DO)-19, INSPECTION, Engine Coolant.>
4	**CHECK THERMOSTAT.**	Does thermostat remain open?	Replace thermostat. <Ref. to CO(H6DO)-21, Thermostat.>	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>

U: DTC P0128 — COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE) —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Thermostat remains open.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK VEHICLE CONDITION.**	Has engine operated or has vehicle been driven with engine submerged under water?	In this case, it is not necessary to inspect DTC P0128.	Go to step **2.**
2	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Go to step **3.**	Inspect the relevant DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
3	**CHECK TIRE SIZE.**	Is the tire size the same as designated tire and four wheel tire?	Go to step **4.**	Replace tire.
4	**CHECK ENGINE COOLANT.** Check the following items: • Engine coolant for level • Engine coolant for icing • Engine coolant for dirt	Is condition of engine coolant OK?	Go to step **5.**	Replace engine coolant. <Ref. to CO(H6DO)-18, REPLACEMENT, Engine Coolant.>
5	**CHECK RADIATOR FAN.** 1) Start the engine. 2) Check radiator fan operation.	Does radiator fan continuously rotate for more than 3 minutes during idling?	Repair radiator fan circuit. <Ref. to CO(H6DO)-28, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H6DO)-31, Radiator Sub Fan and Fan Motor.>	Replace thermostat. <Ref. to CO(H6DO)-21, Thermostat.>

V: DTC P0129 — BAROMETRIC PRESSURE TOO LOW —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

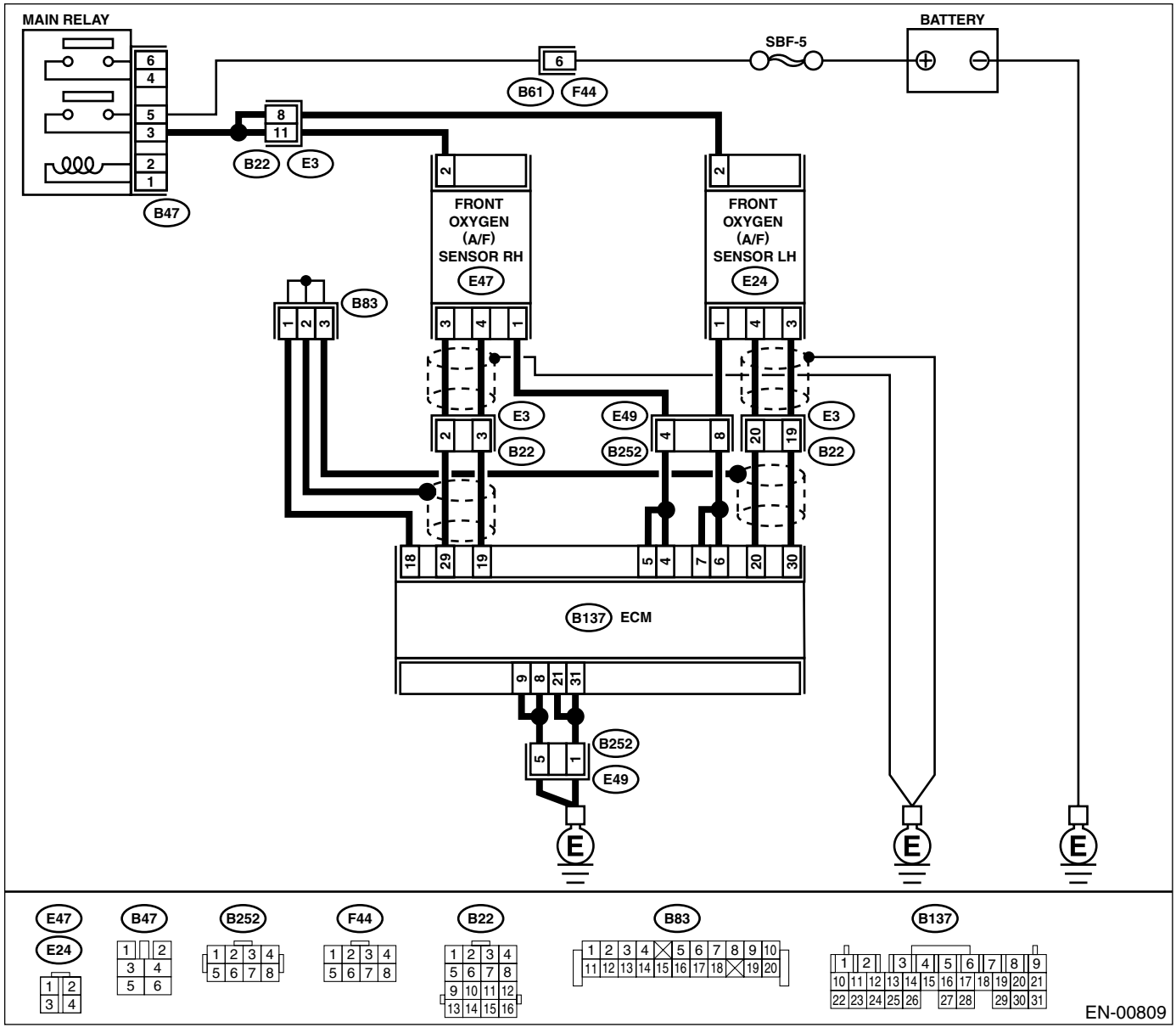
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.> NOTE: Atmospheric pressure sensor is built into ECM.

W: DTC P0130 — O2 SENSOR CIRCUIT (BANK 1 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



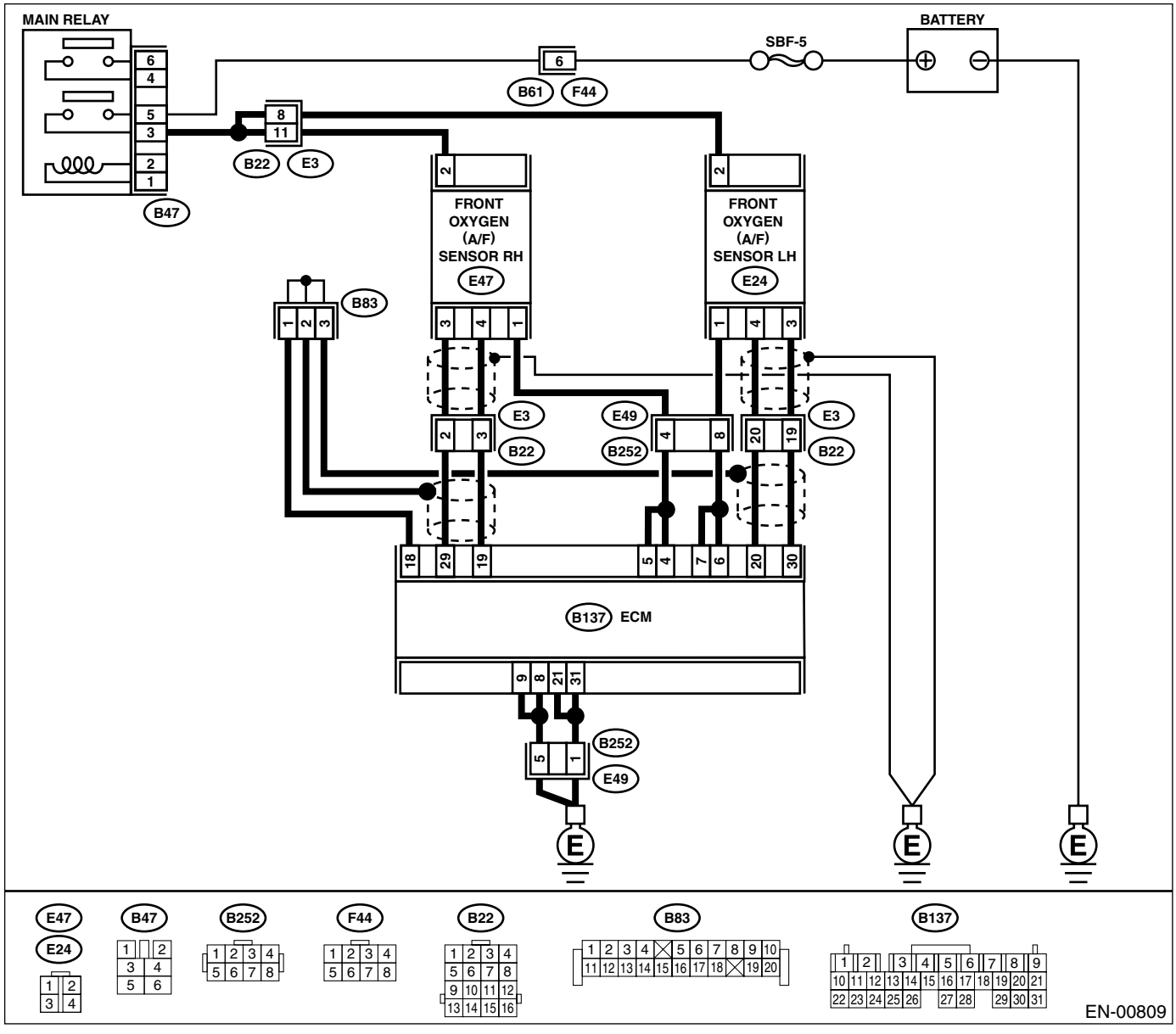
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 19 — Chassis ground:***	Is the measured value 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*** ***(B137) No. 29 — Chassis ground:***	Is the measured value 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*** ***(B137) No. 19 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B137) No. 19 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, 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*** ***(B137) No. 29 (+) — Chassis ground (–):***	Is the measured value more than 4.95 V?	Go to step **6.**	Replace front oxygen (A/F) sensor. <Ref. to FU(H6DO)-43, Front Oxygen (A/F) Sensor.>
6	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.

X: DTC P0133 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



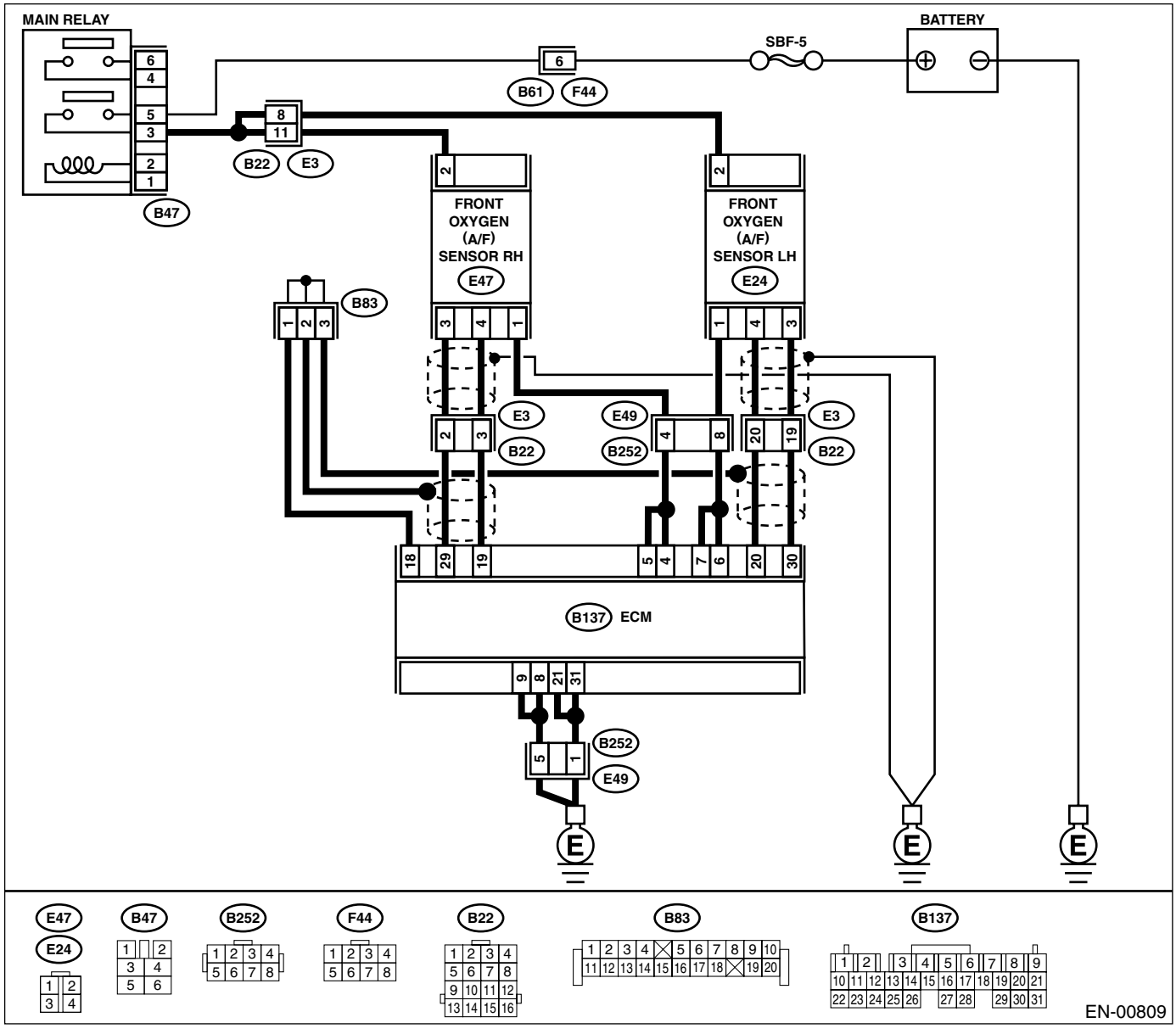
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0133.	Go to step **2.**
2	**CHECK 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 (RH side) • 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

Y: DTC P0134 — O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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*** ***(B137) No. 19 — (E47) No. 4:***	Is the measured value 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*** ***(B137) No. 29 — (E47) No. 3:***	Is the measured value 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

Z: DTC P0137 — O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2) —

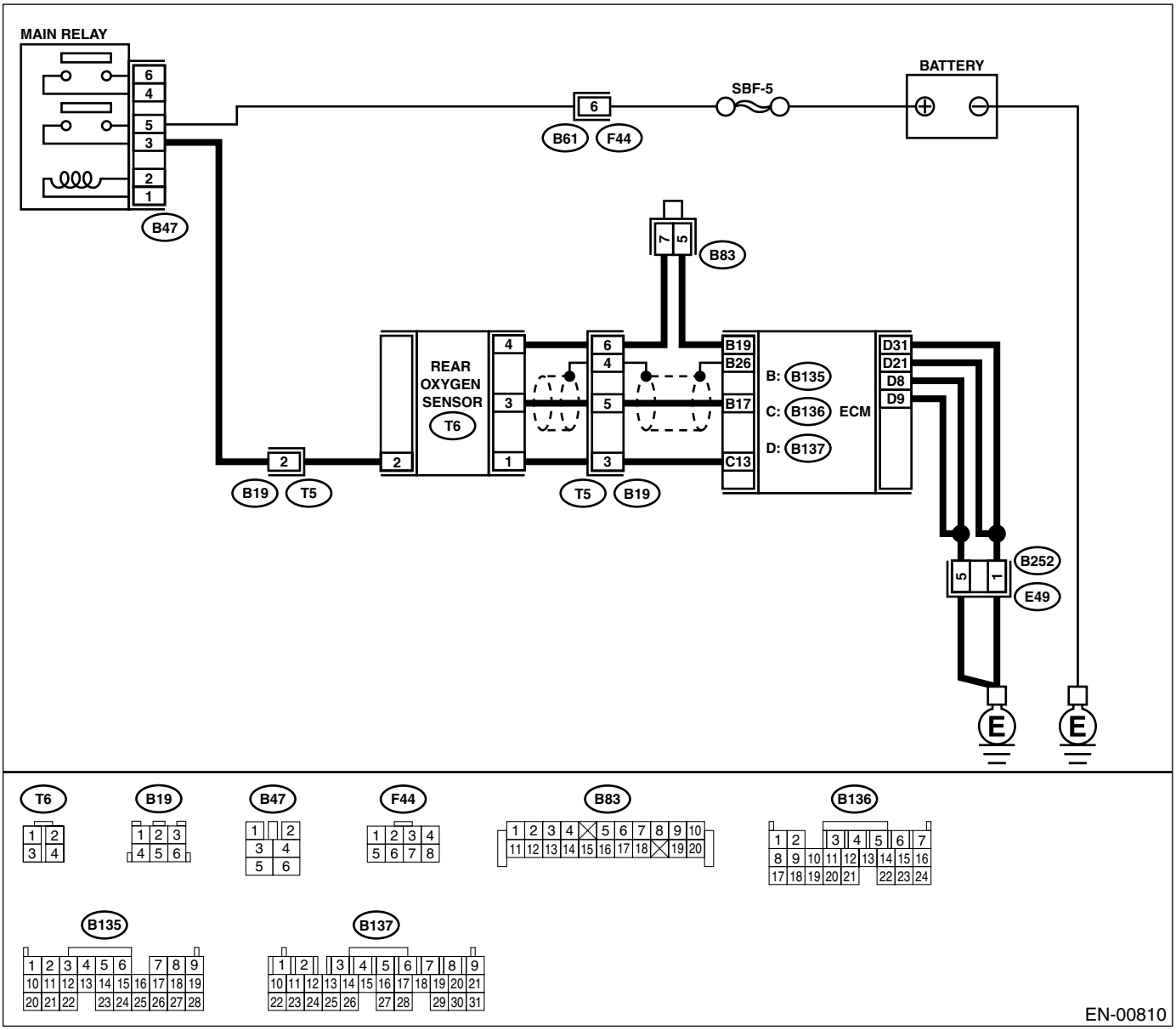
NOTE:
For diagnostic procedure, refer to DTC P0138.
<Ref. to EN(H6DO)-164, DTC P0138 — O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AA:DTC P0138 — O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC is displayed?	Check the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK REAR OXYGEN SENSOR DATA.** 1) 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. 2) 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 SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H6DO)-38, 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 **6.**	Go to step **3.**
3	**CHECK REAR OXYGEN SENSOR DATA.** Read data of rear oxygen sensor signal using Subaru Select Monitor or OBD-II General Scan Tool.	Is the measured value 0.49 V or more as maximum value and 0.25 V or less as minimum value?	Go to step **4.**	Replace rear oxygen sensor. <Ref. to FU(H6DO)-45, Rear Oxygen Sensor.>
4	**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*** ***(B135) No. 19 — (T6) No. 4:***	Is the measured value more than 3 Ω?	Repair open circuit in harness between ECM and rear oxygen sensor connector.	Go to step **5.**
5	**CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from rear oxygen sensor. 3) Turn ignition switch to ON. 4) Measure voltage between rear oxygen sensor harness connector and engine ground or chassis ground. ***Connector & terminal*** ***(T6) No. 3 (+) — Engine ground (–):***	Is the measured value more than 0.2 V?	Replace rear oxygen sensor. <Ref. to FU(H6DO)-45, 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

Step		Check	Yes	No
6	**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(H6DO)-45, Rear Oxygen Sensor.>

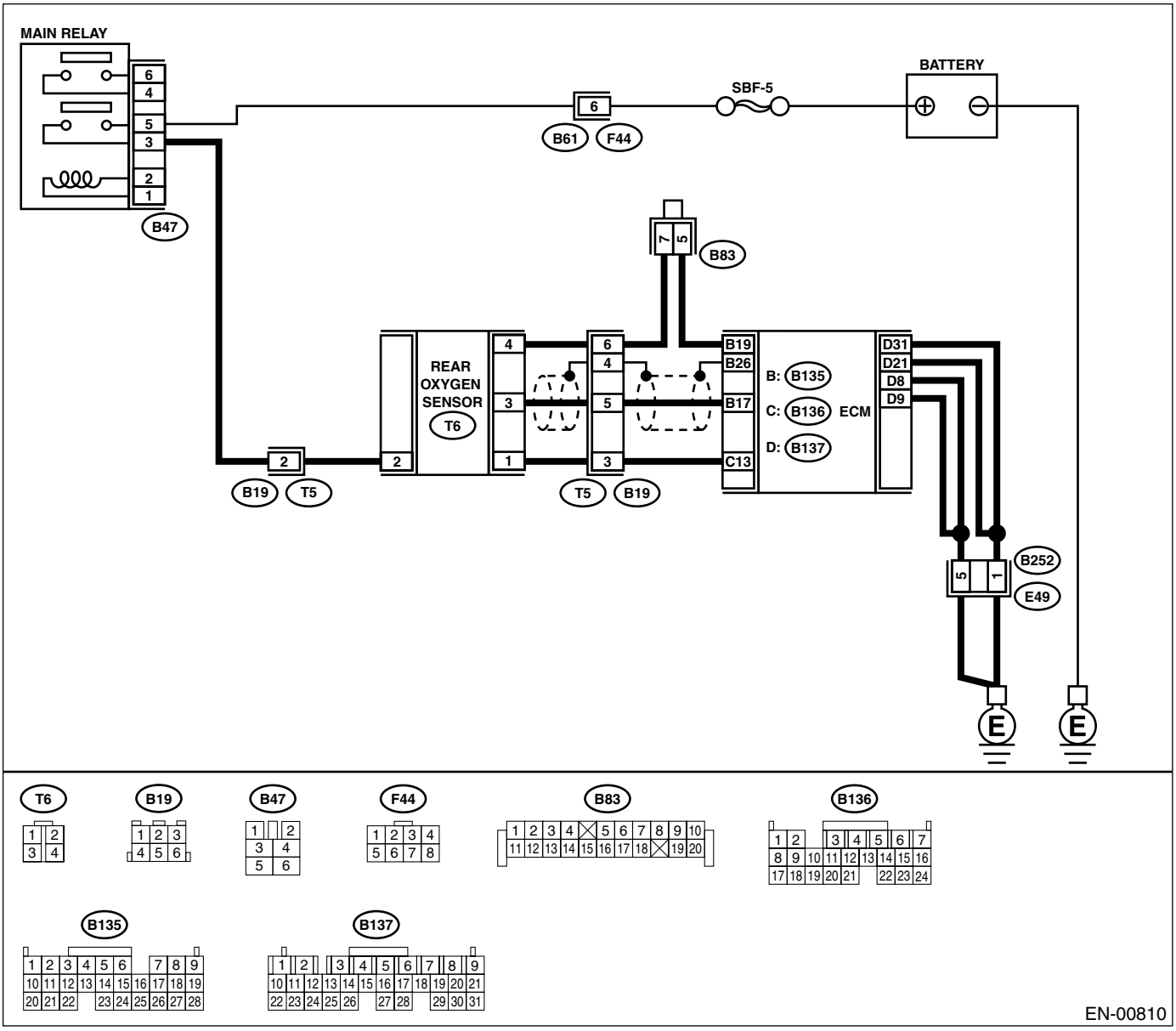
MEMO:

AB:DTC P0139 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



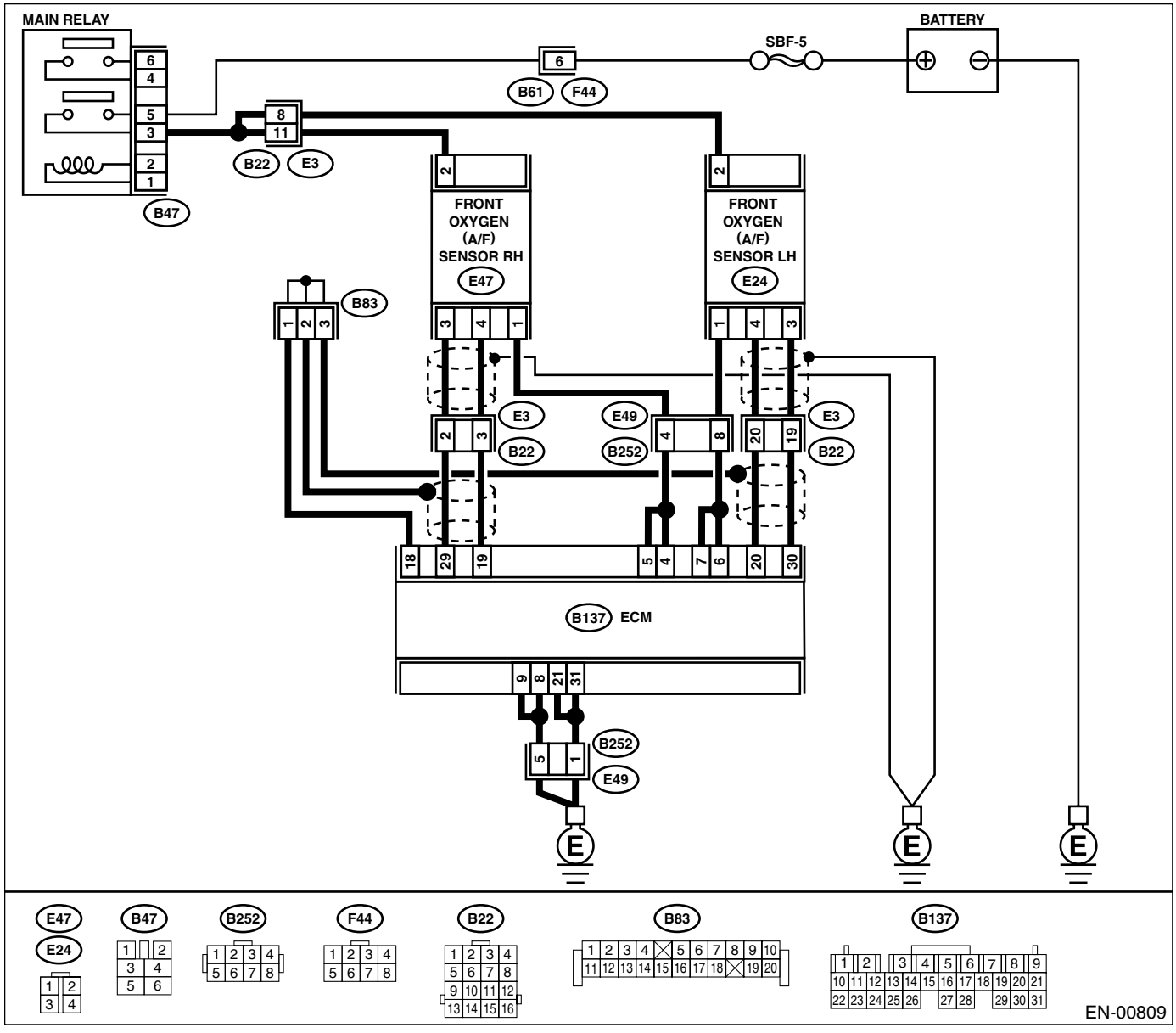
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0139.	Replace rear oxygen sensor. <Ref. to FU(H6DO)-45, Rear Oxygen Sensor.>

AC:DTC P0150 — O2 SENSOR CIRCUIT (BANK 2 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



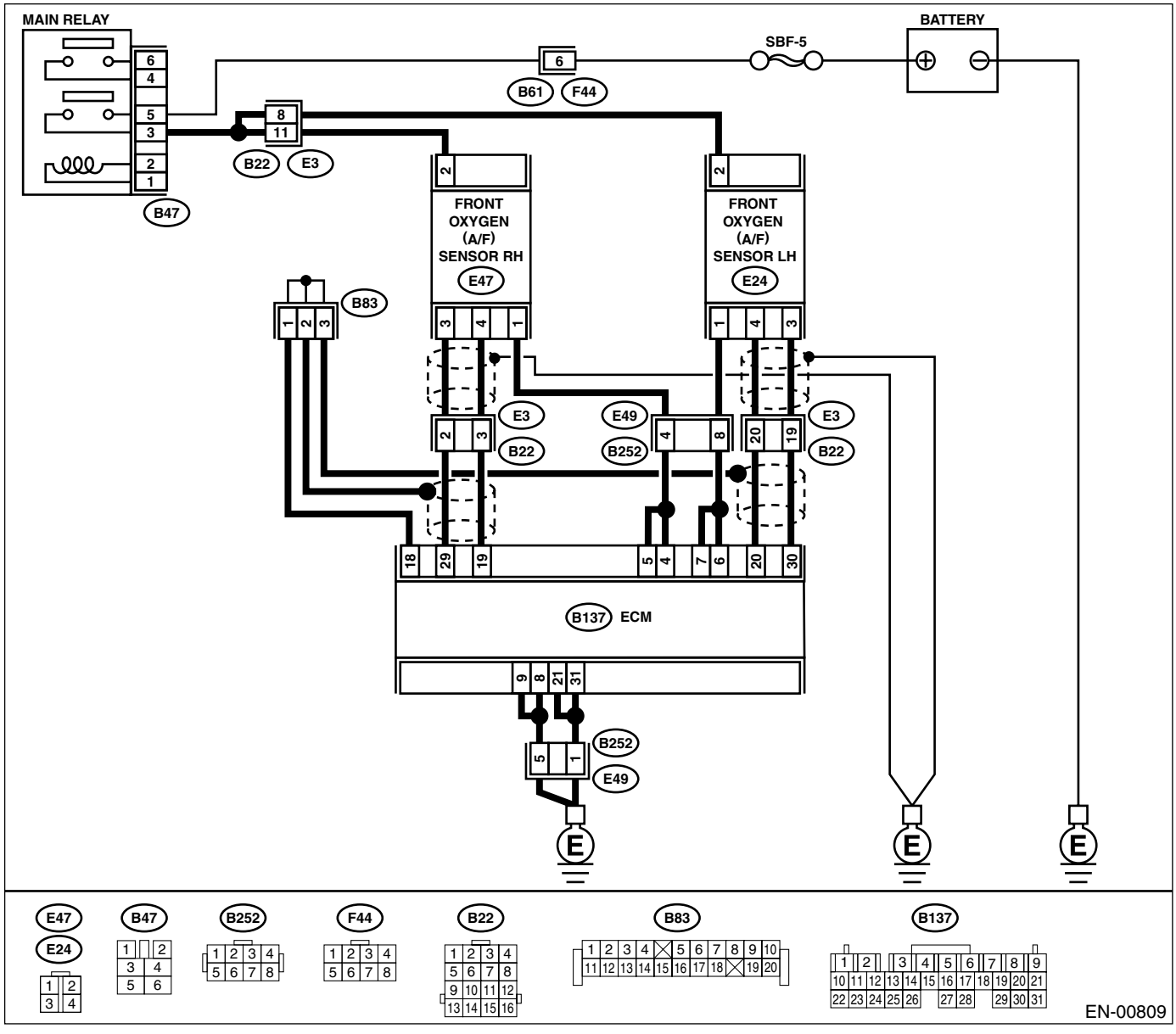
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 20 — Chassis ground:***	Is the measured value 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*** ***(B137) No. 30 — Chassis ground:***	Is the measured value 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*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, 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*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value more than 4.95 V?	Go to step **6.**	Replace front oxygen (A/F) sensor. <Ref. to FU(H6DO)-43, Front Oxygen (A/F) Sensor.>
6	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.

AD:DTC P0153 — O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



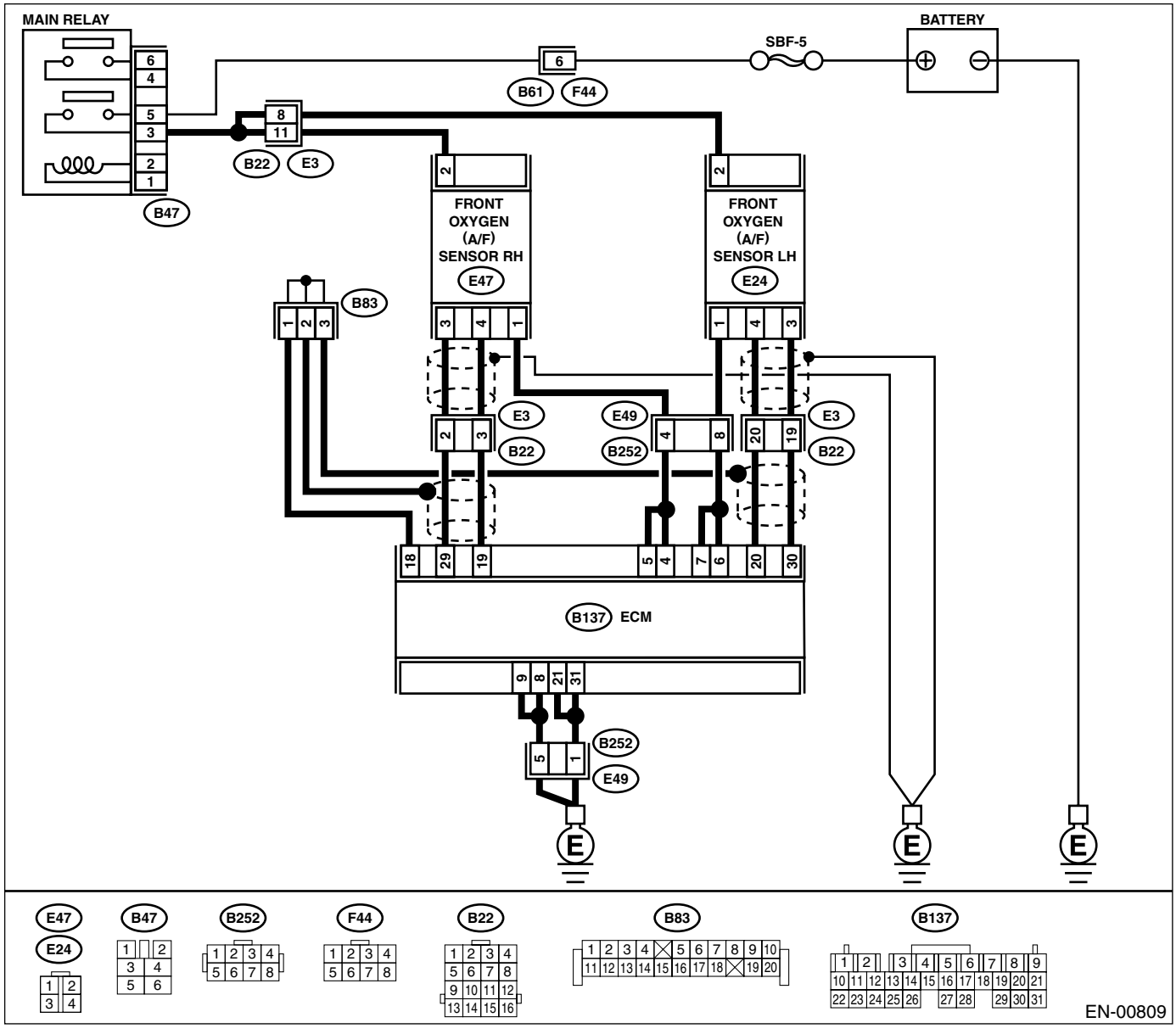
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0153.	Go to step **2.**
2	**CHECK 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 (RH side) • 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

AE:DTC P0154 — O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 1) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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*** ***(B137) No. 20 — (E24) No. 4:***	Is the measured value 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*** ***(B137) No. 30 — (E24) No. 3:***	Is the measured value 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

AF:DTC P0171 — SYSTEM TOO LEAN (BANK 1) —

NOTE:
For the diagnostic procedure, refer to DTC P0172. <Ref. to EN(H6DO)-176, DTC P0172 — SYSTEM TOO RICH (BANK 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AG:DTC P0172 — SYSTEM TOO RICH (BANK 1) —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair exhaust system.	Go to step **3.**
3	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair air intake system.	Go to step **4.**

	Step	Check	Yes	No
4	**CHECK FUEL PRESSURE.** **Warning:** **• Place "NO FIRE" signs near the working area.** **• Be careful not to spill fuel on the floor.** 1) Lower 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, lower fuel pressure.** NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value within 284 to 314 kPa (2.9 to 3.2 kg/cm^2, 41 to 46 psi)?	Go to step **5.**	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
5	**CHECK FUEL PRESSURE.** After connecting pressure regulator vacuum hose, measure fuel pressure. **Warning:** **Before removing fuel pressure gauge, lower 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 the measured value within 206 to 235 kPa (2.1 to 2.4 kg/cm^2, 30 to 34 psi)?	Go to step **6.**	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
6	**CHECK FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Remove right bank fuel injector. <Ref. to FU(H6DO)-39, REMOVAL, Fuel Injector.> 3) Check fuel injector	Is fuel injector clogged?	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>	Go to step **7.**
7	**CHECK FUEL INJECTOR.** Measure resistance between terminals of fuel injector. ***Terminals*** ***No. 1 — No. 2***	Is the measured value within 5 to 20 Ω?	Go to step **8.**	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>

	Step	Check	Yes	No
8	**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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 75°C (167°F)?	Go to step **9.**	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>
9	**CHECK INTAKE MANIFOLD PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value 73.3 to 106.6 kPa (550 to 800 mmHg, 21.65 to 31.50 inHg)at ignition ON and 24.0 to 41.3 kPa (180 to 310 mmHg, 7.09 to 12.20 inHg) at idling?	Go to step **10.**	Replace intake manifold pressure sensor. <Ref. to FU(H6DO)-34, Intake Manifold Pressure Sensor.>
10	**CHECK INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, 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 within −10 to 50°C (14 to 122°F) when ambient temperature is subtracted from intake air temperature?	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Check intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>

AH:DTC P0174 — SYSTEM TOO LEAN (BANK 2) —

NOTE:
For the diagnostic procedure, refer to DTC P0175. <Ref. to EN(H6DO)-179, DTC P0175 — SYSTEM TOO RICH (BANK 2) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AI: DTC P0175 — SYSTEM TOO RICH (BANK 2) —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK EXHAUST SYSTEM.**	Are there holes or loose bolts on exhaust system?	Repair exhaust system.	Go to step **3.**
3	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair air intake system.	Go to step **4.**

	Step	Check	Yes	No
4	**CHECK FUEL PRESSURE.** **Warning:** **• Place "NO FIRE" signs near the working area.** **• Be careful not to spill fuel on the floor.** 1) Lower 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, lower fuel pressure.** NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 284 to 314 kPa (2.9 to 3.2 kg/cm^2, 41 to 46 psi)?	Go to step **5.**	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
5	**CHECK FUEL PRESSURE.** After connecting pressure regulator vacuum hose, measure fuel pressure. **Warning:** **Before removing fuel pressure gauge, lower 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 the measured value 206 to 235 kPa (2.1 to 2.4 kg/cm^2, 30 to 34 psi)?	Go to step **6.**	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
6	**CHECK FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Remove left bank fuel injector. <Ref. to FU(H6DO)-39, REMOVAL, Fuel Injector.> 3) Check fuel injector.	Is fuel injector clogged?	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>	Go to step **7.**
7	**CHECK FUEL INJECTOR.** Measure resistance between terminals of fuel injector. ***Terminals*** ***No. 1 — No. 2***	Is the measured value within 5 to 20 Ω?	Go to step **8.**	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>

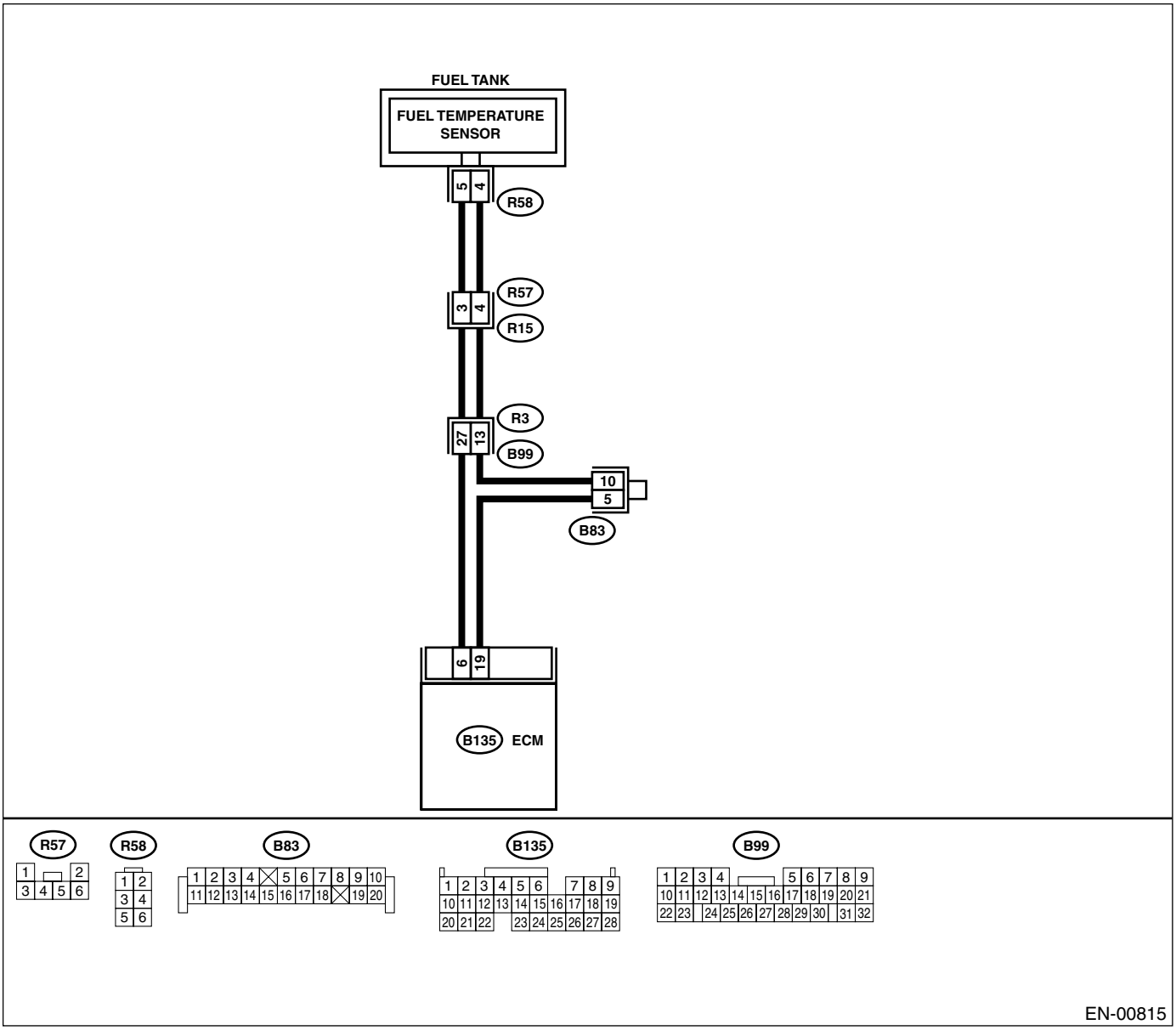
	Step	Check	Yes	No
8	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** 1) Start the engine and warm-up completely. 2) Read data of engine coolant temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 75°C (167°F)?	Go to step **9.**	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>
9	**CHECK INTAKE MANIFOLD PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value 73.3 to 106.6 kPa (550 to 800 mmHg, 21.65 to 31.50 inHg) at ignition ON and 24.0 to 41.3 kPa (180 to 310 mmHg, 7.09 to 12.20 inHg) at idling?	Go to step **10.**	Replace intake manifold pressure sensor. <Ref. to FU(H6DO)-34, Intake Manifold Pressure Sensor.>
10	**CHECK INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, 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 within −10 to 50°C (14 to 122°F) when ambient temperature is subtracted from intake air temperature?	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Check intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>

AJ:DTC P0181 — FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



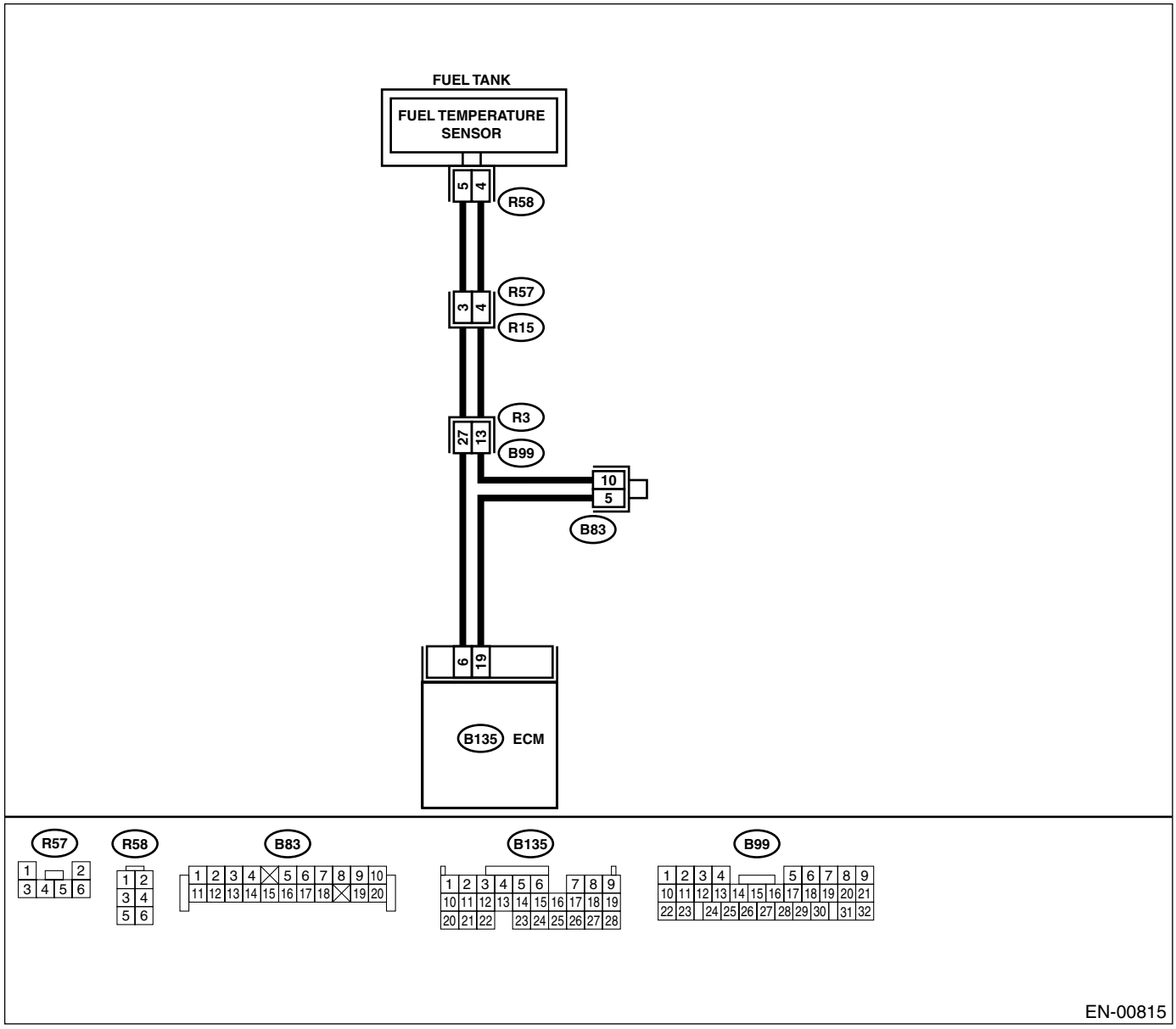
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0181.	Replace fuel temperature sensor. <Ref. to EC(H6DO)-13, Fuel Temperature Sensor.>

AK:DTC P0182 — FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



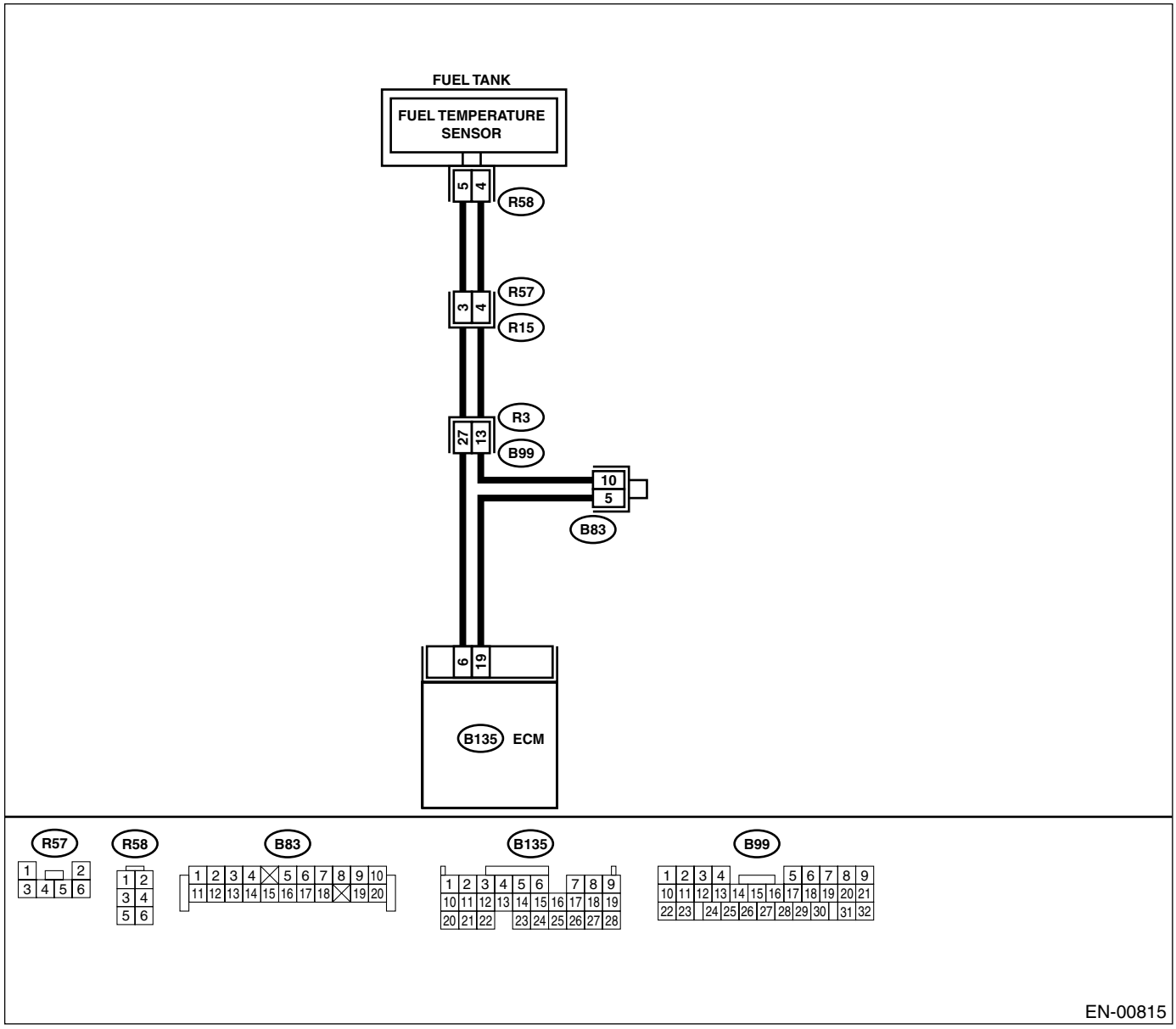
	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start engine. 2) Read data of fuel temperature sensor signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 120°C (248°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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value less than −40°C (−40°F)?	Replace fuel temperature sensor. <Ref. to EC(H6DO)-13, Fuel Temperature Sensor.>	Repair ground short circuit in harness between fuel pump and ECM connector.

AL:DTC P0183 — FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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 • Poor contact in joint connector
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. 5 (+) — Chassis ground (–):***	Is the measured value 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. 5 (+) — Chassis ground (–):***	Is the measured value 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. 5 (+) — Chassis ground (–):***	Is the measured value 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

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. 4 — Chassis ground:***	Is the measured value less than 5 Ω?	Replace fuel temperature sensor. <Ref. to EC(H6DO)-13, 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 • Poor contact in joint connector

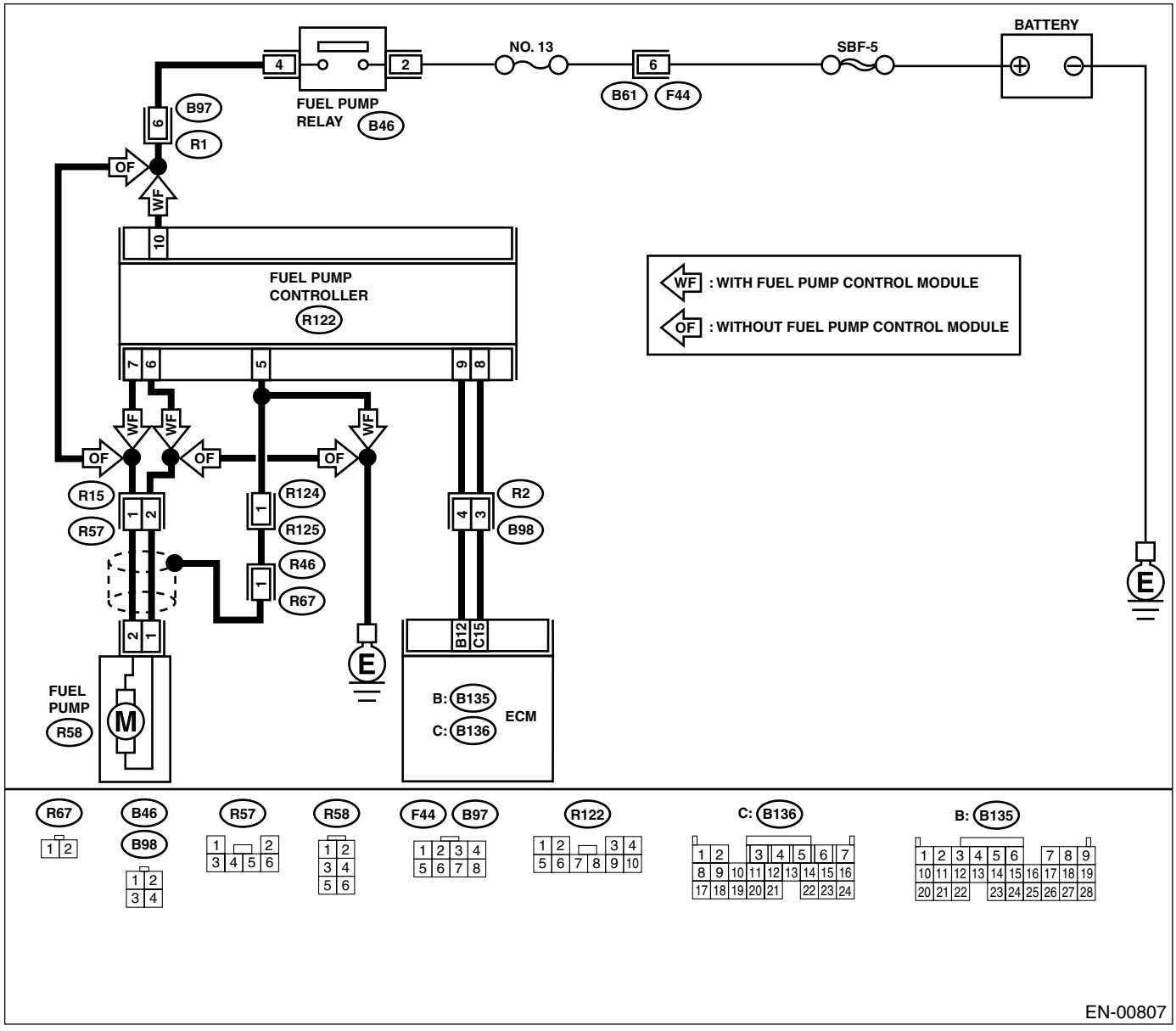
MEMO:

AM:DTC P0230 — FUEL PUMP PRIMARY CIRCUIT —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY CIRCUIT TO FUEL PUMP CONTROLLER.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel pump controller. 3) Turn ignition switch to ON. 4) Measure voltage between fuel pump controller and chassis ground. ***Connector & terminal*** ***(R122) No. 10 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **2.**	Repair power supply circuit. NOTE: In this case, repair the following: • Open or ground short circuit in harness between fuel pump relay and fuel pump controller. • Poor contact in fuel pump controller connector. • Poor contact in fuel pump relay connector.
2	**CHECK GROUND CIRCUIT OF FUEL PUMP CONTROLLER.** 1) Turn ignition switch to OFF. 2) Measure resistance of harness between fuel pump controller and chassis ground. ***Connector & terminal*** ***(R122) No. 5 — Chassis ground:***	Is the measured value less than 5 Ω?	Go to step **3.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit between fuel pump controller and chassis ground. • Poor contact in fuel pump controller connector.
3	**CHECK HARNESS BETWEEN FUEL PUMP CONTROLLER AND FUEL PUMP CONNECTOR.** 1) Disconnect connector from fuel pump. 2) Measure resistance of harness between fuel pump controller and fuel pump connector. ***Connector & terminal*** ***(R122) No. 7 — (R58) No. 2:*** ***(R122) No. 6 — (R58) No. 1:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair open circuit between fuel pump controller and fuel pump.
4	**CHECK HARNESS BETWEEN FUEL PUMP CONTROLLER AND FUEL PUMP CONNECTOR.** Measure resistance of harness between fuel pump controller and chassis ground. ***Connector & terminal*** ***(R122) No. 7 — Chassis ground:*** ***(R122) No. 6 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **5.**	Repair ground short circuit between fuel pump controller and fuel pump.

	Step	Check	Yes	No
5	**CHECK HARNESS BETWEEN FUEL PUMP CONTROLLER AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance of harness between fuel pump controller and ECM connector. ***Connector & terminal*** ***(R122) No. 9 — (B135) No. 12:*** ***(R122) No. 8 — (B136) No. 15:***	Is the measured value less than 1 Ω?	Go to step **6.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit between fuel pump controller and ECM. • Poor contact in fuel pump controller and ECM connector.
6	**CHECK HARNESS BETWEEN FUEL PUMP CONTROLLER AND ECM CONNECTOR.** Measure resistance of harness between fuel pump controller and chassis ground. ***Connector & terminal*** ***(R122) No. 9 — Chassis ground:*** ***(R122) No. 8 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **7.**	Repair ground short circuit between fuel pump controller and ECM.
7	**CHECK POOR CONTACT.** Check poor contact in ECM and fuel pump controller connector.	Is there poor contact in ECM and fuel pump controller connector?	Repair poor contact in ECM and fuel pump controller.	Go to step **8.**
8	**CHECK FOR PREVIOUS LACK OF GASOLINE.**	Has lack of gasoline occurred previously?	Finish the diagnosis. DTC may be memorized by fuel pump turning freely when lack of gasoline has occurred.	Replace fuel pump controller. <Ref. to FU(H6DO)-49, Fuel Pump Controller.>

AN:DTC P0301 — CYLINDER 1 MISFIRE DETECTED —

NOTE:
For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AO:DTC P0302 — CYLINDER 2 MISFIRE DETECTED —

NOTE:
For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AP:DTC P0303 — CYLINDER 3 MISFIRE DETECTED —

NOTE:
For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AQ:DTC P0304 — CYLINDER 4 MISFIRE DETECTED —

NOTE:
For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AR:DTC P0305 — CYLINDER 5 MISFIRE DETECTED —

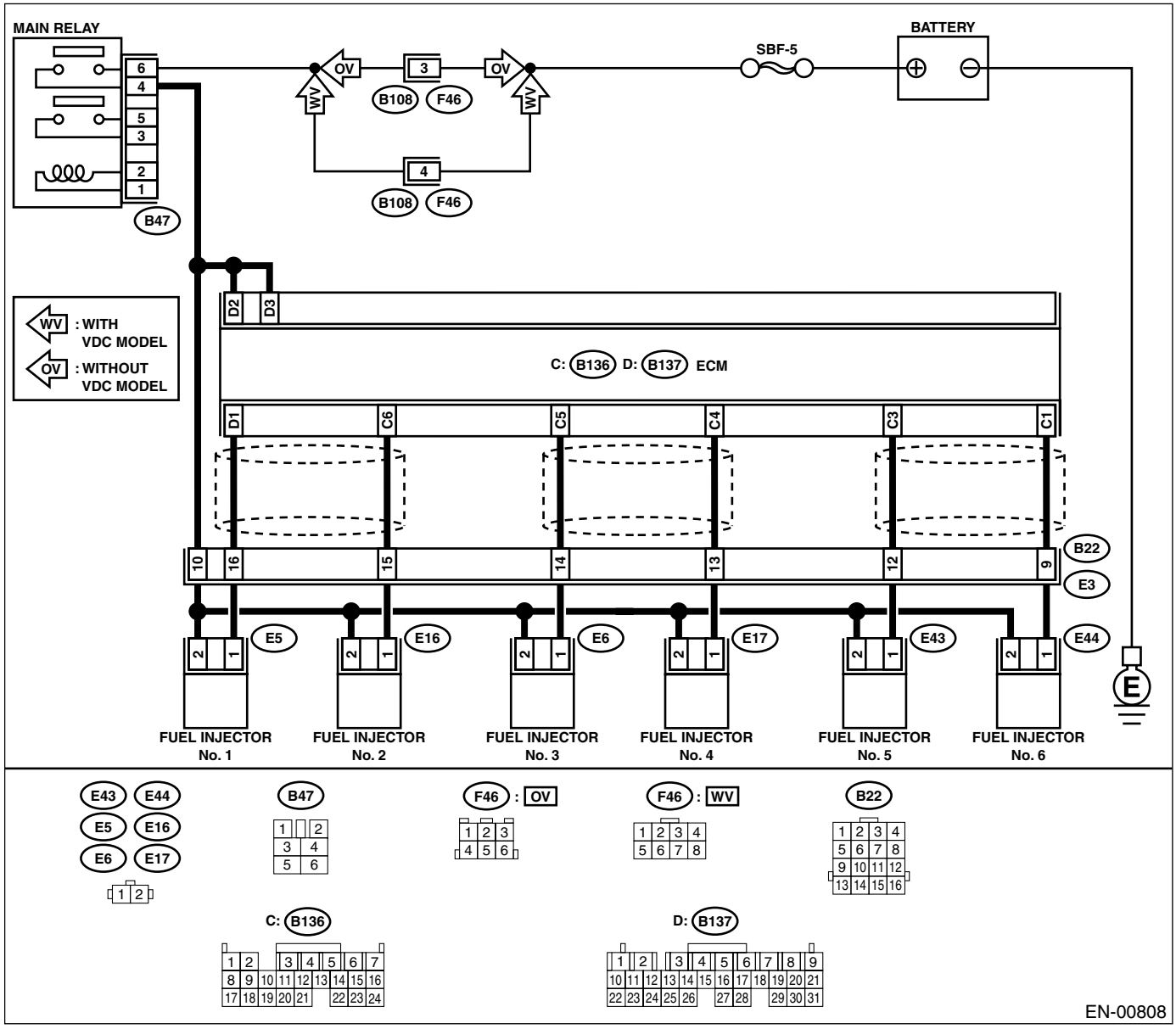
NOTE:
For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)-194, DTC P0306 — CYLINDER 6 MISFIRE DETECTED —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AS:DTC P0306 — CYLINDER 6 MISFIRE DETECTED —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
  - Detected simultaneously at fault occurrence (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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0301, P0302, P0303, P0304, P0305 and P0306.	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 (B137) No. 1 (+) — Chassis ground (–):*** ***#2 (B136) No. 6 (+) — Chassis ground (–):*** ***#3 (B136) No. 5 (+) — Chassis ground (–):*** ***#4 (B136) No. 4 (+) — Chassis ground (–):*** ***#5 (B136) No. 3 (+) — Chassis ground (–):*** ***#6 (B136) No. 1 (+) — Chassis ground (–):***	Is the measured value 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:*** ***#5 (E43) No. 1 — Engine ground:*** ***#6 (E44) No. 1 — Engine ground:***	Is the measured value 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 (B137) No. 1 — (E5) No. 1:*** ***#2 (B136) No. 6 — (E16) No. 1:*** ***#3 (B136) No. 5 — (E6) No. 1:*** ***#4 (B136) No. 4 — (E17) No. 1:*** ***#5 (B136) No. 3 — (E43) No. 1:*** ***#6 (B136) No. 1 — (E44) No. 1:***	Is the measured value 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

	Step	Check	Yes	No
5	**CHECK FUEL INJECTOR.** Measure resistance between fuel injector terminals on faulty cylinder. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 5 to 20 Ω?	Go to step **6.**	Replace faulty fuel injector. <Ref. to FU(H6DO)-39, 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 (–):*** ***#5 (E43) No. 2 (+) — Engine ground (–):*** ***#6 (E44) No. 2 (+) — Engine ground (–):***	Is the measured value 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 • 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 (B137) No. 1 (+) — Chassis ground (–):*** ***#2 (B136) No. 6 (+) — Chassis ground (–):*** ***#3 (B136) No. 5 (+) — Chassis ground (–):*** ***#4 (B136) No. 4 (+) — Chassis ground (–):*** ***#5 (B136) No. 3 (+) — Chassis ground (–):*** ***#6 (B136) No. 1 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and fuel injector. After repair, replace ECM. <Ref. to FU(H6DO)-46, 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 measured value less than 1 Ω?	Replace faulty fuel injector <Ref. to FU(H6DO)-39, Fuel Injector.> and ECM <Ref. to FU(H6DO)-46, 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 PLATE.**	Is crankshaft plate rusted or does it have broken teeth?	Replace crankshaft plate.	Go to step **11.**

	Step	Check	Yes	No
11	**CHECK INSTALLATION CONDITION OF TIMING CHAIN.** Turn crankshaft using ST, and align alignment mark on crankshaft sprocket with alignment mark. ST 18252AA000	Is timing chain dislocated from its proper position?	Repair installation condition of timing chain. <Ref. to ME(H6DO)-41, Timing Chain Assembly.>	Go to step **12.**
12	**CHECK FUEL LEVEL.**	Is the fuel meter indication lower than the “Lower” level?	Replenish fuel so fuel meter indication is higher than the “Lower” level. After replenishing fuel, Go to step **13.**	Go to step **13.**
13	**CHECK STATUS OF CHECK ENGINE MALFUNCTION INDICATOR LAMP (MIL).** 1) Clear memory using Subaru Select Monitor. <Ref. to EN(H6DO)-58, 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.**	Did the cause of misfire become clear when the engine is running?	Finish diagnostics operation, if the engine has no abnormality.	Repair poor contact. NOTE: In this case, repair the following: • 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
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.**
16	**CHECK MISFIRE SYMPTOM.** 1) Turn ignition switch to ON. 2) Read diagnostic trouble code (DTC) using the Subaru Select Monitor or OBD-II general scan tool. • Subaru Select Monitor <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Operation Manual.	Does the Subaru Select Monitor or OBD-II general scan tool indicate only one DTC?	Go to step **22.**	Go to step **17.**

Step		Check	Yes	No
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 **23.**	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 **24.**	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 P0305 and P0306?	Go to step **25.**	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 P0301, P0303 and P0305?	Go to step **26.**	Go to step **21.**
21	**CHECK DIAGNOSTIC TROUBLE CODE (DTC) ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0302, P0304 and P0306?	Go to step **27.**	Go to step **28.**
22	**ONLY ONE CYLINDER**	Is there a fault in that cylinder?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio	Inspect DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
23	**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 abnormality is discovered, check for “IGNITION CONTROL SYSTEM” of #1 and #2 cylinders side. <Ref. to EN(H6DO)-84, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Inspect DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

Step		Check	Yes	No
24	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 abnormality is discovered, check for "17. D: IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(H6DO)-84, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Inspect DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
25	GROUP OF #5 AND #6 CYLINDERS	Are there faults in #5 and #6 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items: Spark plugs, fuel injector, ignition coil and compression ratio • If no abnormality is discovered, check for "17. IGNITION CONTROL SYSTEM" of #5 and #6 cylinders side. <Ref. to EN(H6DO)-84, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Inspect DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
26	GROUP OF #1, #3 AND #5 CYLINDERS	Are there faults in #1, #3 and #5 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plugs • Fuel injectors • Skipping timing chain	Inspect DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>

Step		Check	Yes	No
27	GROUP OF #2, #4 AND #6 CYLINDERS	Are there faults in #2, #4 and #6 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plugs • Fuel injectors • Compression ratio • Skipping timing chain	Inspect DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>
28	CYLINDER AT RANDOM	Is the engine idle unstable?	Inspect DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Repair or replace faulty parts. NOTE: Check the following items. • Spark plugs • Fuel injectors • Compression ratio

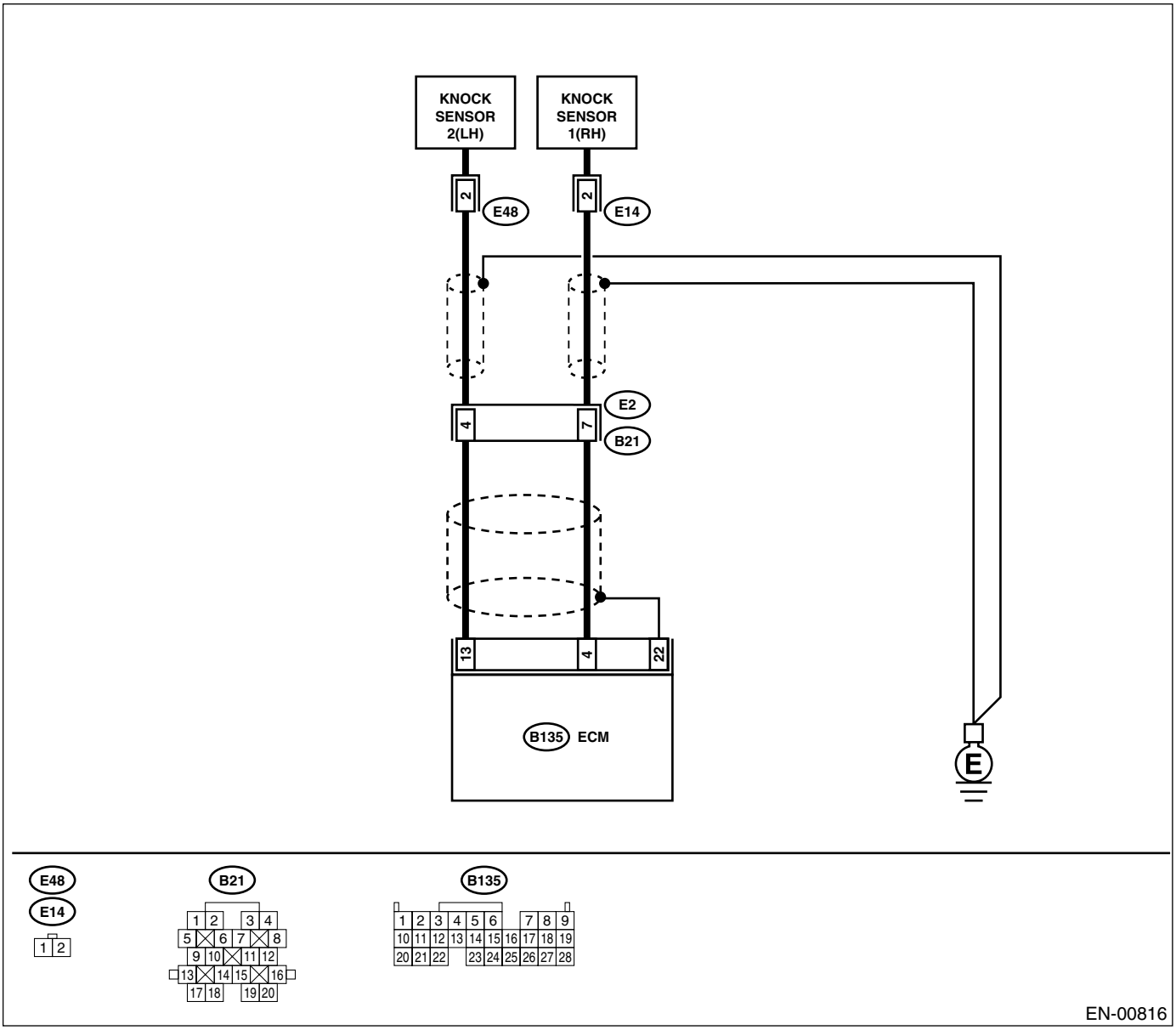
MEMO:

AT:DTC P0327 — KNOCK SENSOR 1 CIRCUIT LOW INPUT (BANK 1 OR SINGLE SENSOR) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Poor driving performance
  - Knocking occurs.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



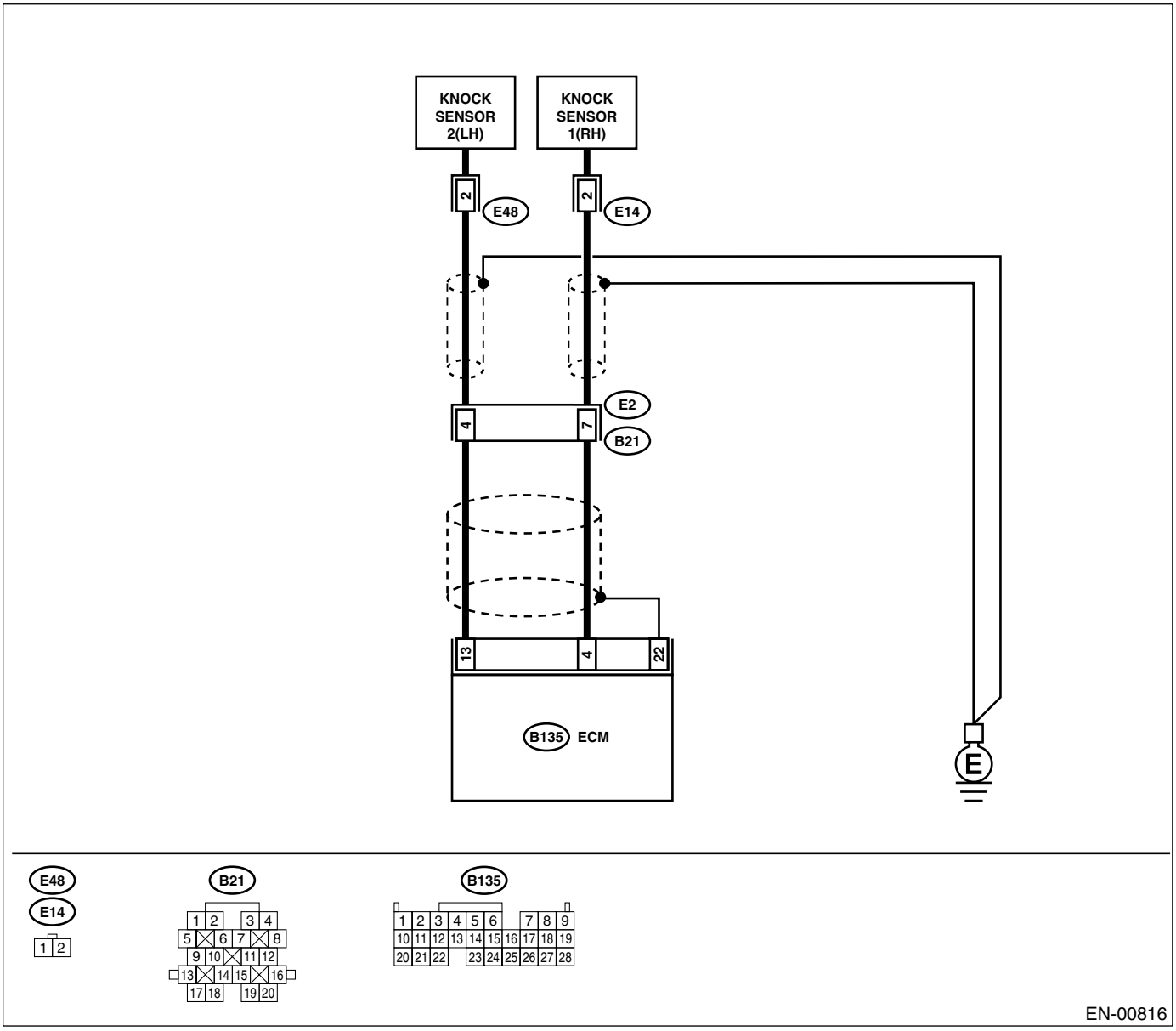
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN KNOCK SENSOR 1 AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance between ECM harness connector and chassis ground. ***Connector & terminal*** ***(B135) No. 4 — Chassis ground:***	Is the measured value more than 700 kΩ?	Go to step **2.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between knock sensor 1 (RH) and ECM connector • Poor contact in knock sensor 1 (RH) connector • Poor contact in coupling connector
2	**CHECK KNOCK SENSOR 1 (RH).** 1) Disconnect connector from knock sensor 1 (RH). 2) Measure resistance between knock sensor connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the measured value more than 700 kΩ?	Go to step **3.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between knock sensor 1 (RH) and ECM connector • Poor contact in knock sensor 1 (RH) connector • Poor contact in coupling connector
3	**CHECK CONDITION OF KNOCK SENSOR 1 (RH) INSTALLATION.**	Is the knock sensor 1 (RH) installation bolt tightened securely?	Replace knock sensor 1 (RH). <Ref. to FU(H6DO)-32, Knock Sensor.>	Tighten knock sensor 1 (RH) installation bolt securely.

AU:DTC P0328 — KNOCK SENSOR 1 CIRCUIT HIGH INPUT (BANK 1 OR SINGLE SENSOR) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Poor driving performance
  - Knocking occurs.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



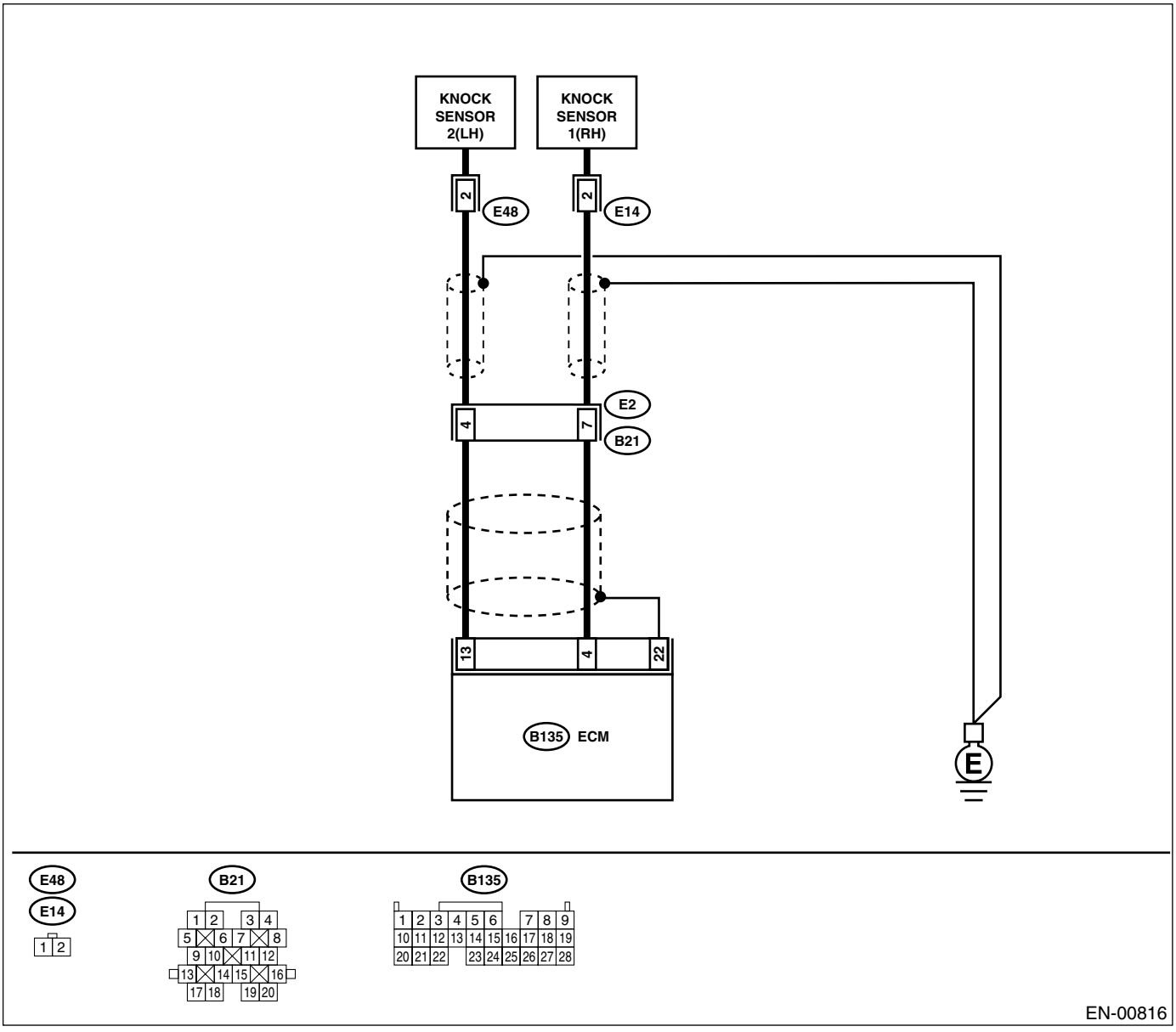
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN KNOCK SENSOR 1 (RH) AND ECM CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B135) No. 4 — Chassis ground:***	Is the measured value less than 400 kΩ?	Go to step **2.**	Go to step **3.**
2	**CHECK KNOCK SENSOR 1 (RH).** 1) Disconnect connector from knock sensor 1 (RH). 2) Measure resistance between knock sensor connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the measured value less than 400 kΩ?	Replace knock sensor 1 (RH). <Ref. to FU(H6DO)-32, Knock Sensor.>	Repair ground short circuit in harness between knock sensor 1 (RH) connector and ECM connector. NOTE: The harness between both connectors is shielded. Repair short circuit of harness together with shield.
3	**CHECK INPUT SIGNAL FOR ECM.** 1) Connect connectors to ECM and knock sensor 1 (RH). 2) Turn ignition switch to ON. 3) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 4 (+) — Chassis ground (–):***	Is the measured value 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 1 (RH) connector • Poor contact in ECM connector • Poor contact in coupling connector	Repair poor contact in ECM connector.

AV:DTC P0332 — KNOCK SENSOR 2 CIRCUIT LOW INPUT (BANK 2) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Poor driving performance
  - Knocking occurs.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



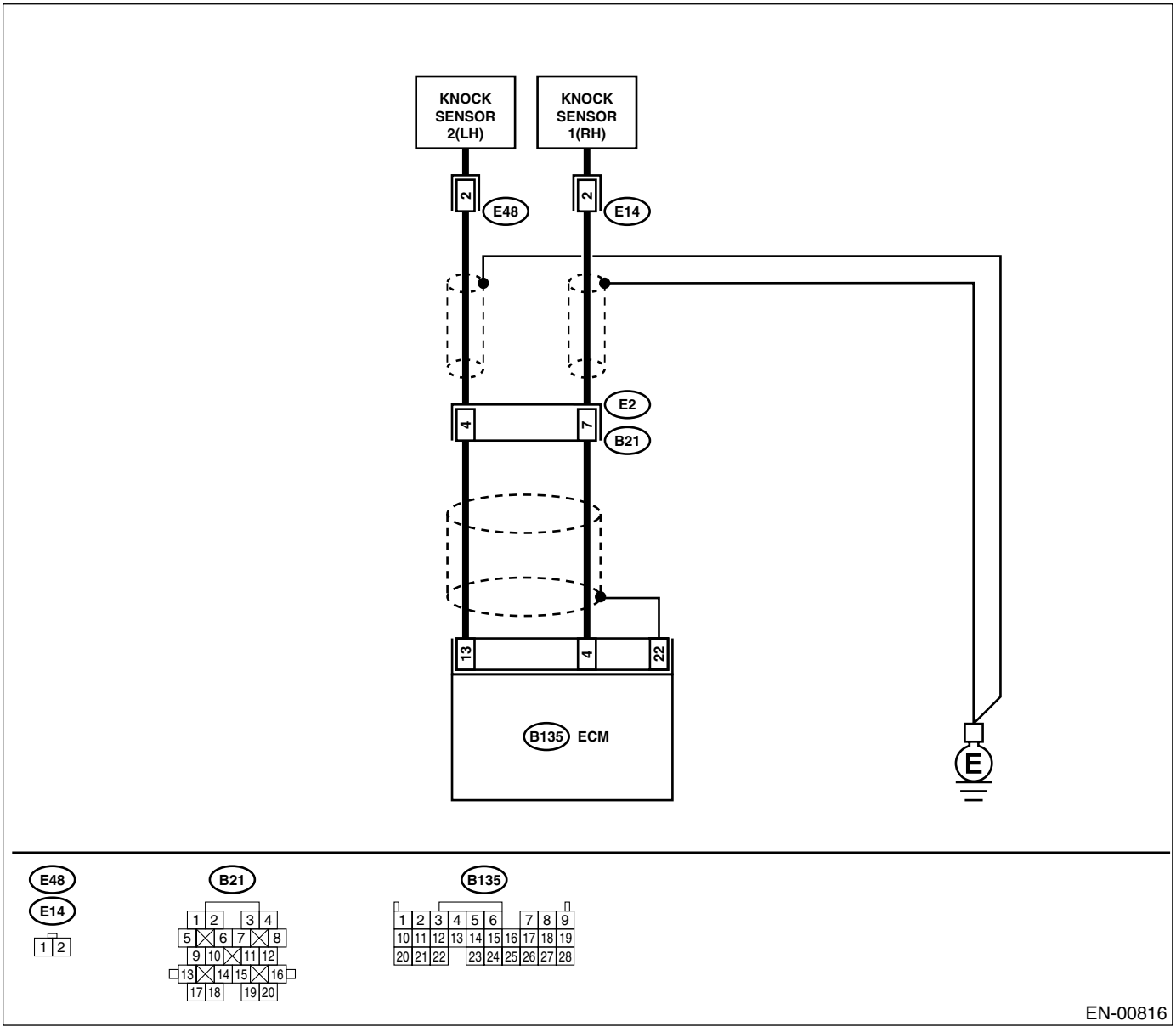
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN KNOCK SENSOR 2 (LH) AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance between ECM harness connector and chassis ground. ***Connector & terminal*** ***(B135) No. 13 — Chassis ground:***	Is the measured value more than 700 kΩ?	Go to step **2.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between knock sensor 2 (LH) and ECM connector • Poor contact in knock sensor 2 (LH) connector • Poor contact in coupling connector
2	**CHECK KNOCK SENSOR 2 (LH).** 1) Disconnect connector from knock sensor 2 (LH). 2) Measure resistance between knock sensor 2 (LH) connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the measured value more than 700 kΩ?	Go to step **3.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between knock sensor 2 (LH) and ECM connector • Poor contact in knock sensor 2 (LH) connector • Poor contact in coupling connector
3	**CHECK CONDITION OF KNOCK SENSOR 2 (LH) INSTALLATION.**	Is the knock sensor 2 (LH) installation bolt tightened securely?	Replace knock sensor 2 (LH). <Ref. to FU(H6DO)-32, Knock Sensor.>	Tighten knock sensor 2 (LH) installation bolt securely.

AW:DTC P0333 — KNOCK SENSOR 2 CIRCUIT HIGH INPUT (BANK 2) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Poor driving performance
  - Knocking occurs.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



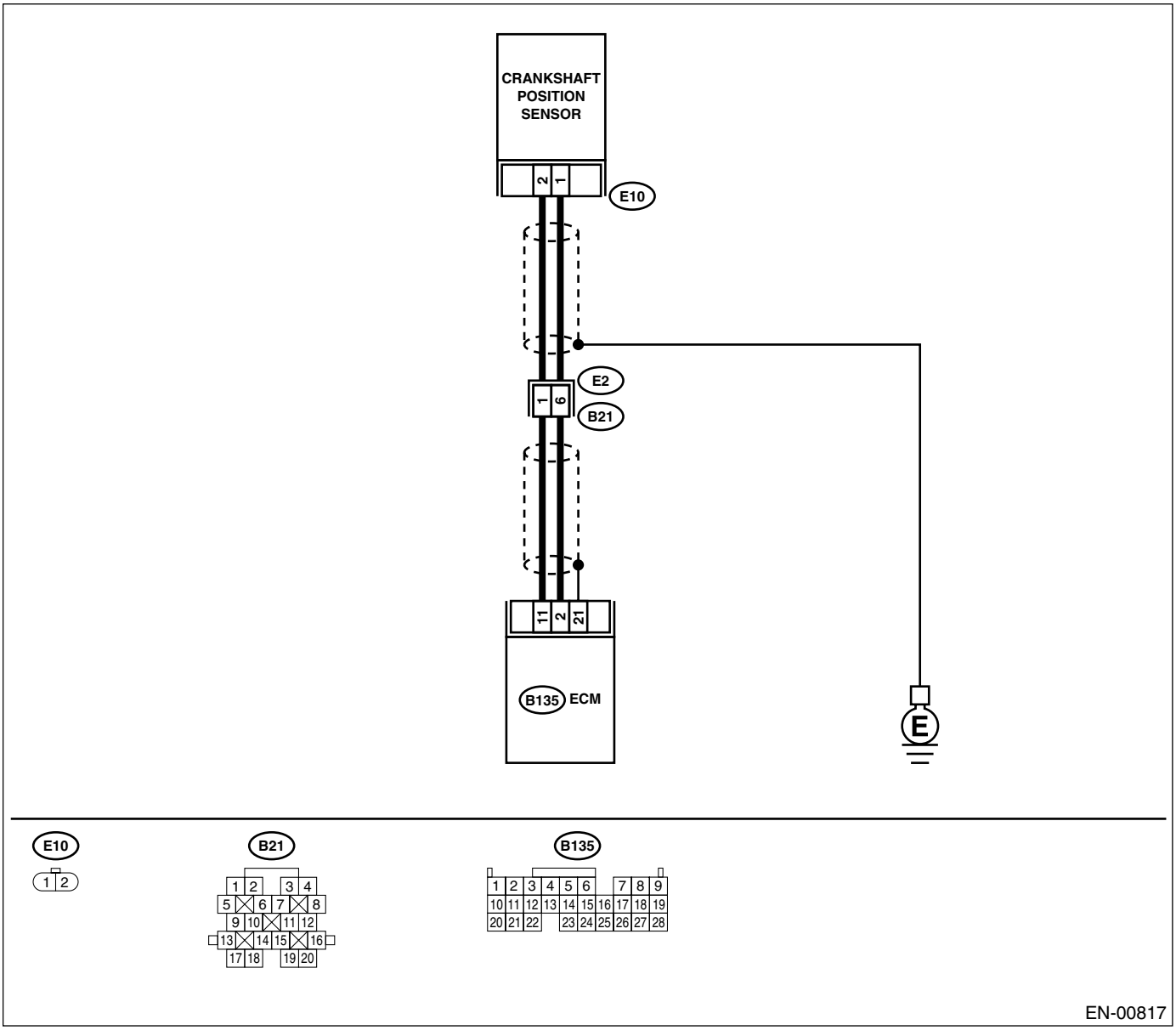
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN KNOCK SENSOR 2 (LH) AND ECM CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B135) No. 13 — Chassis ground:***	Is the measured value less than 400 kΩ?	Go to step **2.**	Go to step **3.**
2	**CHECK KNOCK SENSOR 2 (LH).** 1) Disconnect connector from knock sensor 2 (LH). 2) Measure resistance between knock sensor 2 (LH) connector terminal and engine ground. ***Terminal*** ***No. 2 — Engine ground:***	Is the measured value less than 400 kΩ?	Replace knock sensor 2 (LH). <Ref. to FU(H6DO)-32, Knock Sensor.>	Repair ground short circuit in harness between knock sensor 2 (LH) connector and ECM connector. NOTE: The harness between both connectors is shielded. Repair short circuit of harness together with shield.
3	**CHECK INPUT SIGNAL FOR ECM.** 1) Connect connectors to ECM and knock sensor 2 (LH). 2) Turn ignition switch to ON. 3) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 13 (+) — Chassis ground (–):***	Is the measured value 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 2 (LH) • Poor contact in ECM connector • Poor contact in coupling connector	Repair poor contact in ECM connector.

AX:DTC P0335 — CRANKSHAFT POSITION SENSOR “A” CIRCUIT —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



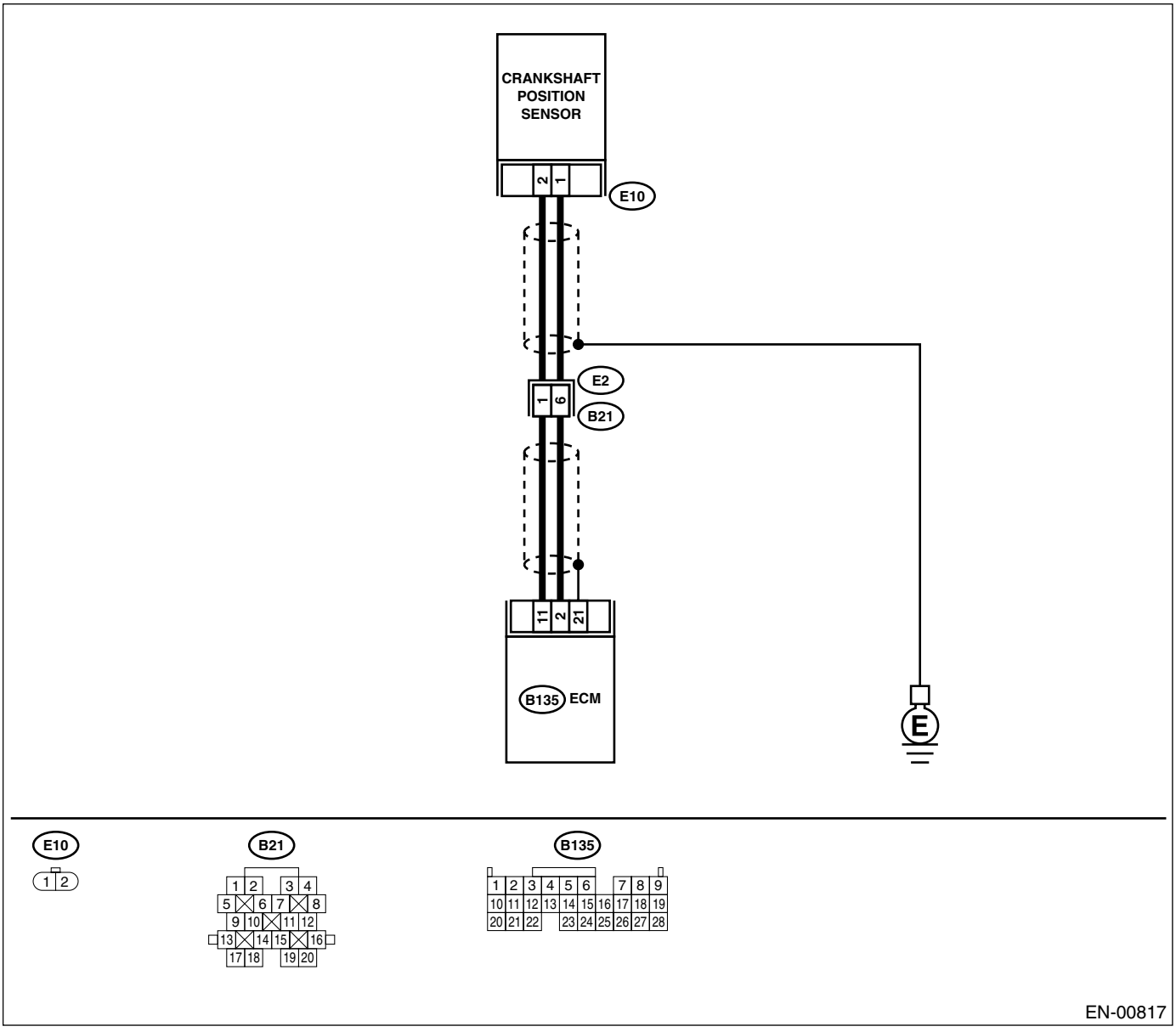
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance between crankshaft position sensor and ECM. ***Connector & terminal*** ***(E10) No. 1 — (B135) No. 2:*** ***(E10) No. 2 — (B135) No. 11:***	Is the measured value less than 1 Ω?	Go to step **2.**	Repair open circuit between crankshaft position sensor and ECM.
2	**CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM.** Measure resistance between crankshaft position sensor and engine ground. ***Connector & terminal*** ***(E10) No. 1 — Engine ground:*** ***(E10) No. 2 — Engine ground:***	Is the measured value more than 1 MΩ?	Go to step **3.**	Repair ground short circuit between crankshaft position sensor and ECM.
3	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.**	Is the crankshaft position sensor installation bolt tightened securely?	Go to step **4.**	Tighten crankshaft position sensor installation bolt securely.
4	**CHECK CRANKSHAFT POSITION SENSOR.** 1) Turn ignition switch to OFF. 2) Remove crankshaft position sensor. 3) Measure resistance between connector terminals of crankshaft position sensor. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 800 to 1300 kΩ?	Go to step **5.**	Replace crankshaft position sensor. <Ref. to FU(H6DO)-30, REMOVAL, Crankshaft Position Sensor.>
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(H6DO)-46, Engine Control Module.>

AY:DTC P0336 — CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/ PERFORMANCE —

- **DTC DETECTING CONDITION:**
  - Tow consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



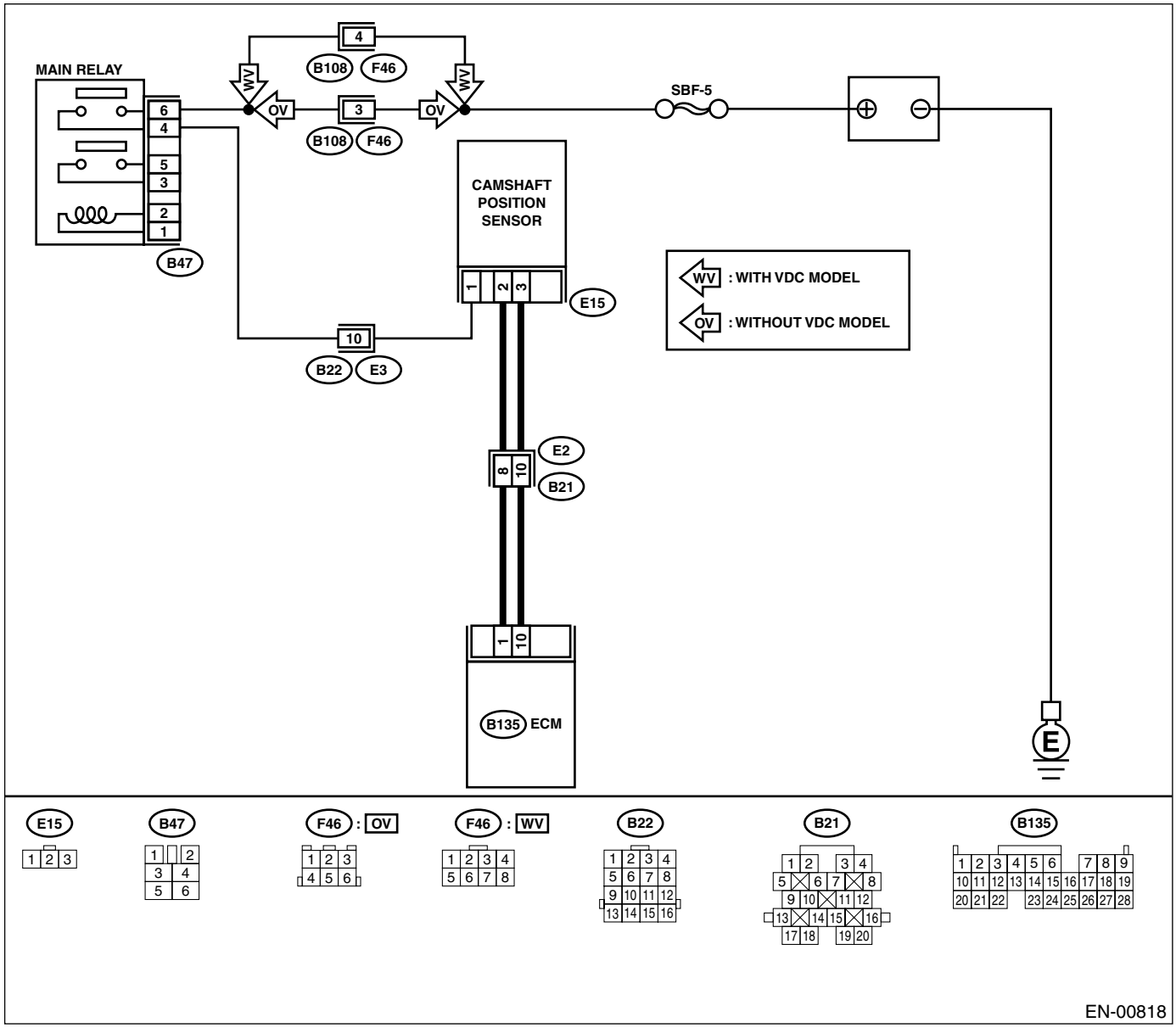
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect DTC P0335 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.** Turn ignition switch 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 PLATE.**	Are crankshaft plate teeth cracked or damaged?	Replace crankshaft plate.	Go to step **4.**
4	**CHECK INSTALLATION CONDITION OF TIMING CHAIN.** Turn crankshaft using ST, and align alignment mark on crankshaft sprocket with alignment mark on cylinder block. ST 18252AA000 CRANKSHAFT SOCKET	Is timing chain dislocated from its proper position?	Repair installation condition of timing chain. <Ref. to ME(H6DO)-41, Timing Chain Assembly.>	Replace crankshaft position sensor. <Ref. to FU(H6DO)-30, Crankshaft Position Sensor.>

AZ:DTC P0340 — CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



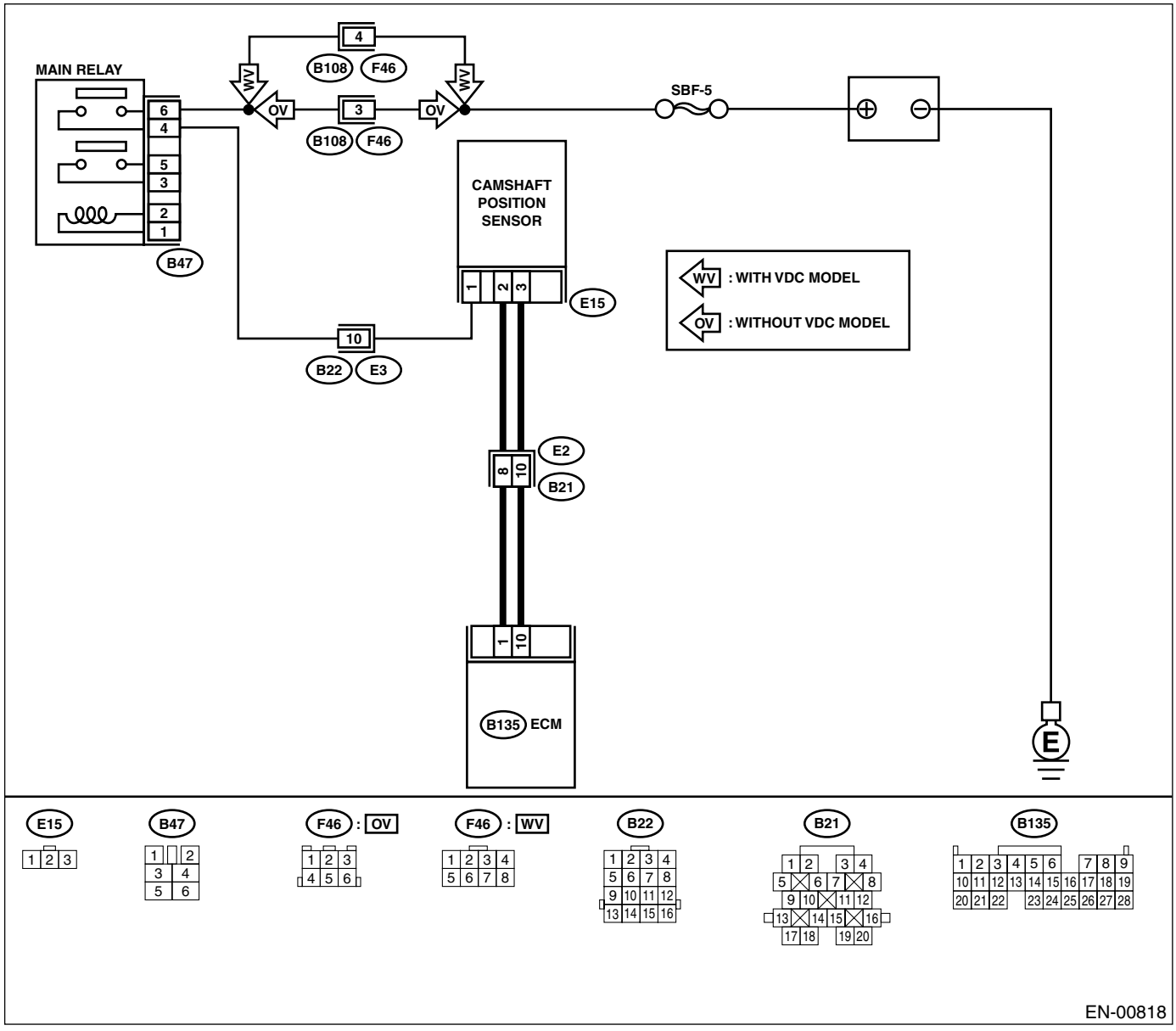
	Step	Check	Yes	No
1	**CHECK POWER SUPPLY TO CAMSHAFT POSITION SENSOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from camshaft position sensor. 3) Measure voltage between camshaft position sensor and engine ground. ***Connector & terminal*** ***(E15) No. 1 (+) — Engine ground (–):***	Is the measured value more than 10V?	Repair ground short circuit between main relay connector and camshaft position sensor connector.	Go to step **2.**
2	**CHECK POWER SUPPLY TO CAMSHAFT POSITION SENSOR.** 1) Turn ignition switch to ON. 2) Measure voltage between camshaft position sensor and engine ground. ***Connector & terminal*** ***(E15) No. 1 (+) — Engine ground (–):***	Is the measured value more than 10V?	Go to step **3.**	Repair open or ground short circuit between main relay connector and camshaft position sensor connector.
3	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM. 3) Measure resistance between camshaft position sensor and ECM. ***Connector & terminal*** ***(E15) No. 2 — (B135) No. 1:*** ***(E15) No. 3 — (B135) No. 10:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair open circuit between camshaft position sensor and ECM.
4	**CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM.** Measure resistance between camshaft position sensor and engine ground. ***Connector & terminal*** ***(E15) No. 2 — Engine ground:*** ***(E15) No. 3 — Engine ground:***	Is the measured value more than 1 MΩ?	Go to step **5.**	Repair ground short circuit between camshaft position sensor and ECM.
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.** Check camshaft position sensor wave form. <Ref. to EN(H6DO)-30, WAVEFORM, MEASUREMENT, Engine Control Module (ECM) I/O Signal.>	Is any abnormality found in waveform?	Go to step **7.**	Replace camshaft position sensor. <Ref. to FU(H6DO)-31, Camshaft Position Sensor.>
7	**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(H6DO)-46, Engine Control Module.>

BA:DTC P0341 — CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR) —

- **DTC DETECTING CONDITION:**
  - Tow consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine stalls.
  - Failure of engine to start

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



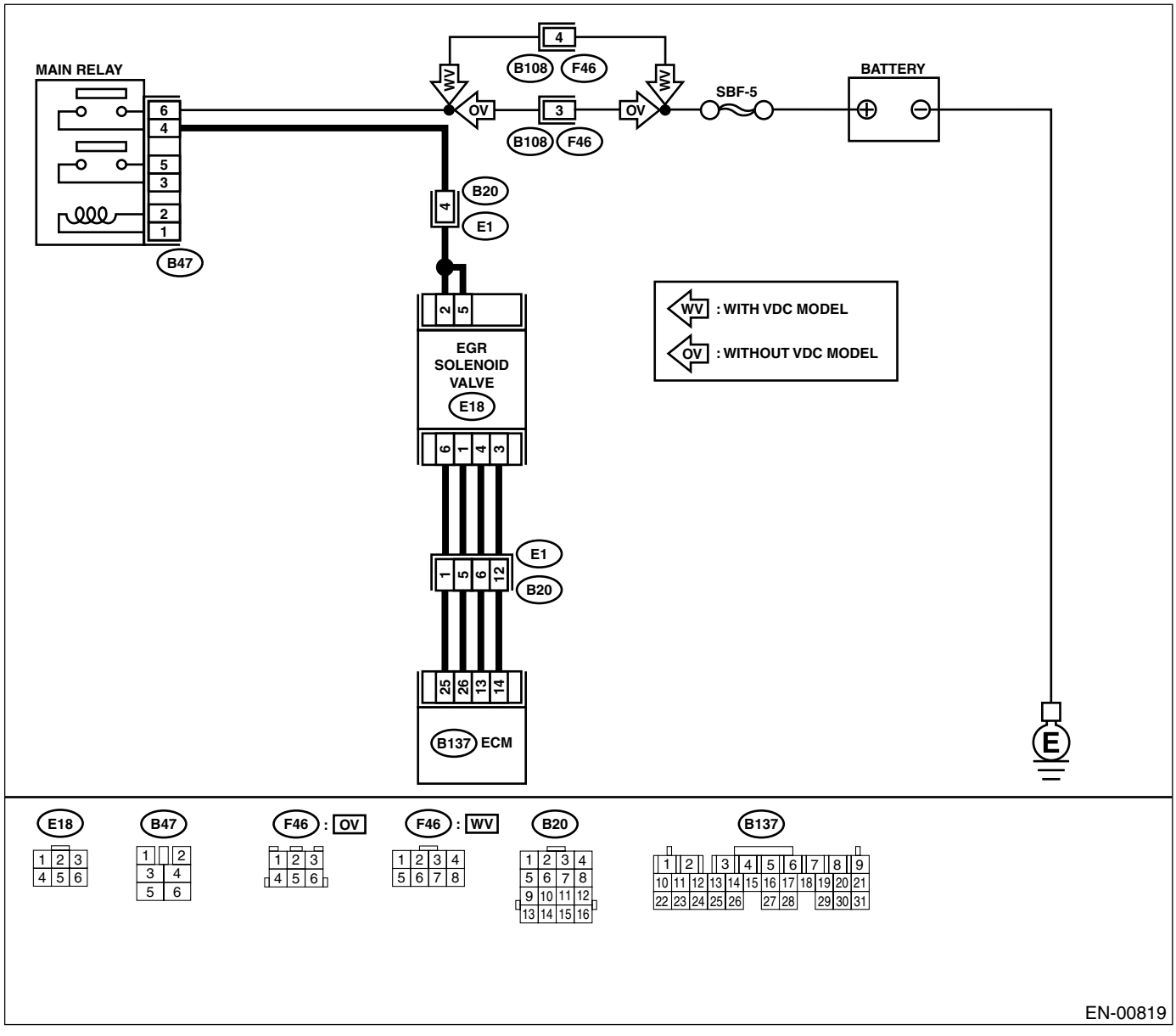
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect DTC P0340 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **3.**	Tighten camshaft position sensor installation bolt securely.
3	**CHECK CAMSHAFT SPROCKET.** Remove front chain cover. <Ref. to ME(H6DO)-39, Front Chain Cover.>	Are camshaft sprocket teeth cracked or damaged?	Replace camshaft sprocket. <Ref. to ME(H6DO)-46, Camshaft Sprocket.>	Go to step **4.**
4	**CHECK INSTALLATION CONDITION OF TIMING CHAIN.** Turn camshaft using ST, and align alignment mark on camshaft sprocket with alignment mark. ST 18231AA000 CAMSHAFT SPROCKET WRENCH	Is timing chain dislocated from its proper position?	Repair installation condition of timing chain. <Ref. to ME(H6DO)-41, Timing Chain Assembly.>	Replace camshaft position sensor. <Ref. to FU(H6DO)-31, Camshaft Position Sensor.>

BB:DTC P0400 — EXHAUST GAS RECIRCULATION FLOW —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Poor driving performance on low engine speed
  - Erroneous idling
  - Poor driving performance.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



EN-00819

	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK CURRENT DATA.** 1) Start engine. 2) Rear the data of intake manifold absolute pressure signal using Subaru Select Monitor or OBD-II general scan tool. NOTE: • Subaru Select Monitor <Ref. to EN(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 53.3 kPa (400 mmHg, 15.75 inHg)?	Check if EGR valve, intake manifold pressure sensor and throttle body are securely installed.	Go to step **3.**
3	**CHECK POWER SUPPLY TO EGR SOLENOID VALVE.** 1) Disconnect connector from EGR solenoid valve. 2) Turn ignition switch to ON. 3) Measure voltage between EGR solenoid valve and engine ground. ***Connector & terminal*** ***(E18) No. 2 — Engine ground:*** ***(E18) No. 5 — Engine ground:***	Is the measured value more than 10 V?	Go to step **4.**	Repair open circuit in harness between main relay and EGR solenoid valve connector.
4	**CHECK EGR SOLENOID VALVE.** Measure resistance between EGR solenoid valve terminals. NOTE: Make sure there are no foreign objects caught between EGR solenoid valve and valve seat. ***Terminals*** ***No. 1 — No. 2:*** ***No. 3 — No. 2:*** ***No. 4 — No. 5:*** ***No. 6 — No. 5:***	Is the measured value within 20 to 30 Ω?	Go to step **5.**	Replace EGR solenoid valve. <Ref. to EC(H6DO)-10, EGR Valve.>
5	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect connectors to ECM and EGR solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 25 — Chassis ground:*** ***(B137) No. 26 — Chassis ground:*** ***(B137) No. 13 — Chassis ground:*** ***(B137) No. 14 — Chassis ground:***	Is the measured value within 0 to 10 V?	Repair poor contact in ECM connector.	Go to step **6.**

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN EGR SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from EGR solenoid valve and ECM. 3) Measure resistance of harness between EGR solenoid valve and ECM connector. ***Connector & terminal*** ***(B137) No. 25 — (E18) No. 6:*** ***(B137) No. 26 — (E18) No. 1:*** ***(B137) No. 13 — (E18) No. 4:*** ***(B137) No. 14 — (E18) No. 3:***	Is the measured value less than 1 Ω?	Go to step **7.**	Repair open circuit in harness between ECM and EGR solenoid valve connector.
7	**CHECK HARNESS BETWEEN EGR SOLENOID VALVE AND ECM CONNECTOR.** Measure resistance of harness between EGR solenoid valve and chassis ground. ***Connector & terminal*** ***(B137) No. 25 — Chassis ground:*** ***(B137) No. 26 — Chassis ground:*** ***(B137) No. 13 — Chassis ground:*** ***(B137) No. 14 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **8.**	Repair short circuit in harness between main relay and EGR solenoid valve connector.
8	**CHECK POOR CONTACT.** Check poor contact in ECM and EGR solenoid valve connector.	Is there poor contact in ECM and EGR solenoid valve connector?	Repair poor contact in ECM and EGR solenoid valve connector.	Even if MIL lights up, the circuit has returned to a normal condition at this time.

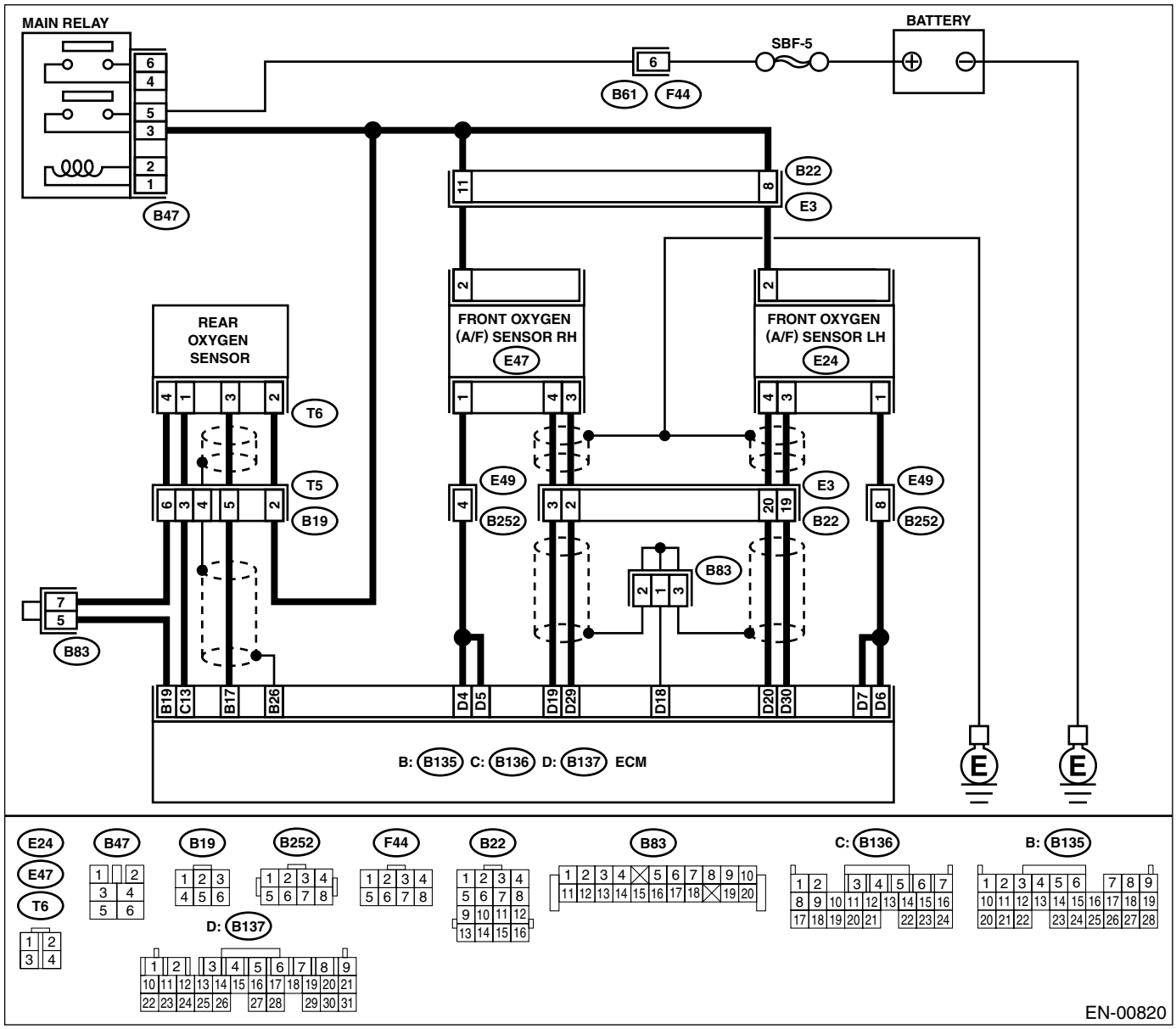
MEMO:

BC:DTC P0420 — CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1) —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



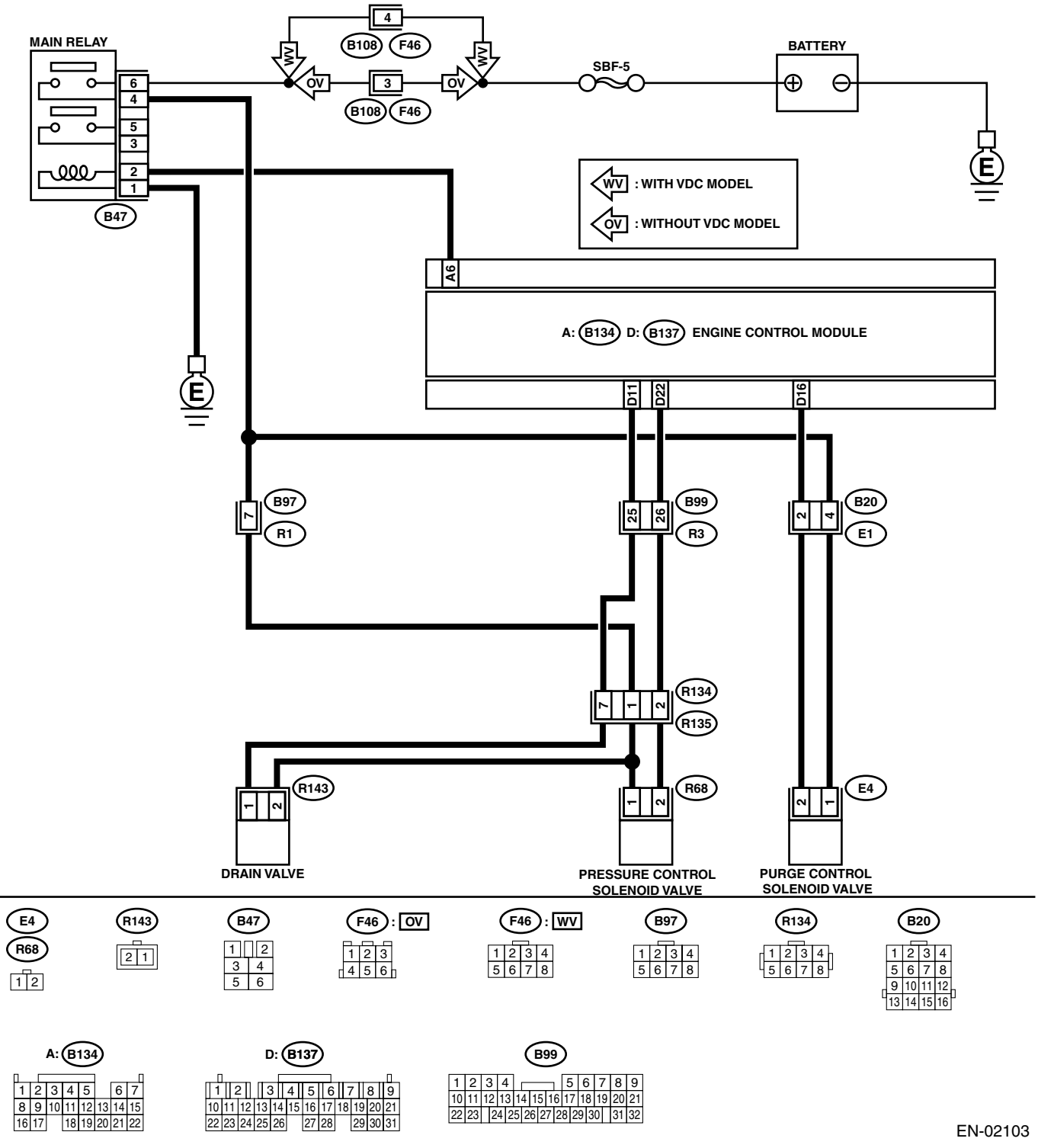
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0420.	Go to step **2.**
2	**CHECK 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.	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(H6DO)-3, Front Catalytic Converter.> and rear catalytic converter <Ref. to EC(H6DO)-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(H6DO)-3, Front Catalytic Converter.>	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BD:DTC P0442 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK) —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



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	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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(H6DO)-61, 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(H6DO)-59, Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Go to step **5.**	Replace drain valve. <Ref. to EC(H6DO)-21, 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(H6DO)-59, 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(H6DO)-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(H6DO)-59, 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(H6DO)-17, Pressure Control Solenoid Valve.>
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 evaporation line?	Repair or replace evaporation line. <Ref. to FU(H6DO)-75, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8.**

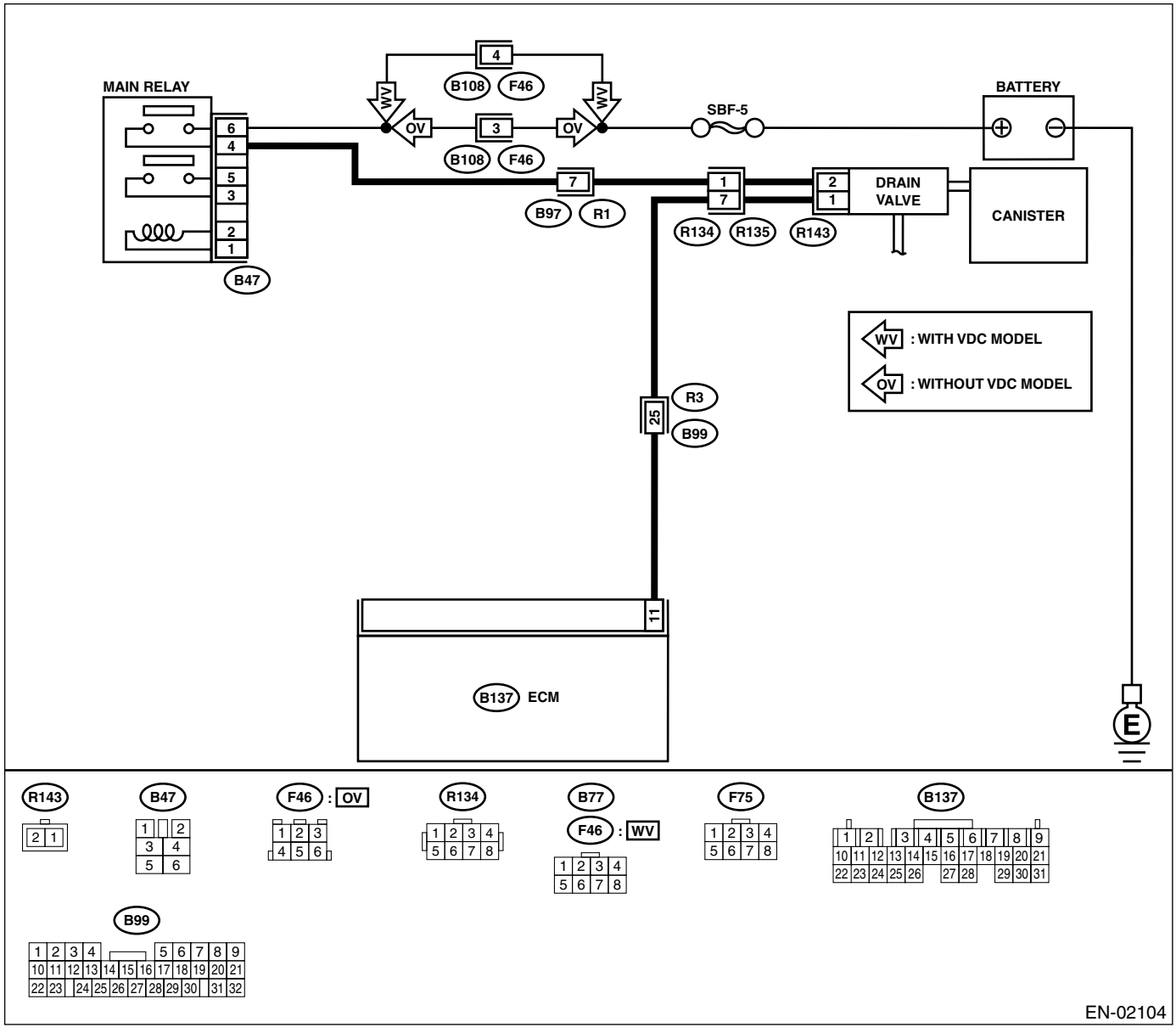
Step		Check	Yes	No
8	**CHECK CANISTER.**	Is canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace canister. <Ref. to EC(H6DO)-7, Canister.>	Go to step **9.**
9	**CHECK FUEL TANK.** Remove fuel tank. <Ref. to FU(H6DO)-53, Fuel Tank.>	Is fuel tank damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace fuel tank. <Ref. to FU(H6DO)-53, 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 center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BE:DTC P0447 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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*** ***(B137) No. 11 (+) — Chassis ground (–):***	Is the measured value 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
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*** ***(R143) No. 1 — Chassis ground:***	Is the measured value 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*** ***(B137) No. 11 — (R143) No. 1:***	Is the measured value 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
5	**CHECK DRAIN VALVE.** Measure resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 10 to 100 Ω?	Go to step **6.**	Replace drain valve. <Ref. to EC(H6DO)-21, Drain Valve.>

	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*** ***(R143) No. 2 (+) — Chassis ground (–):***	Is the measured value 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 • 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 center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

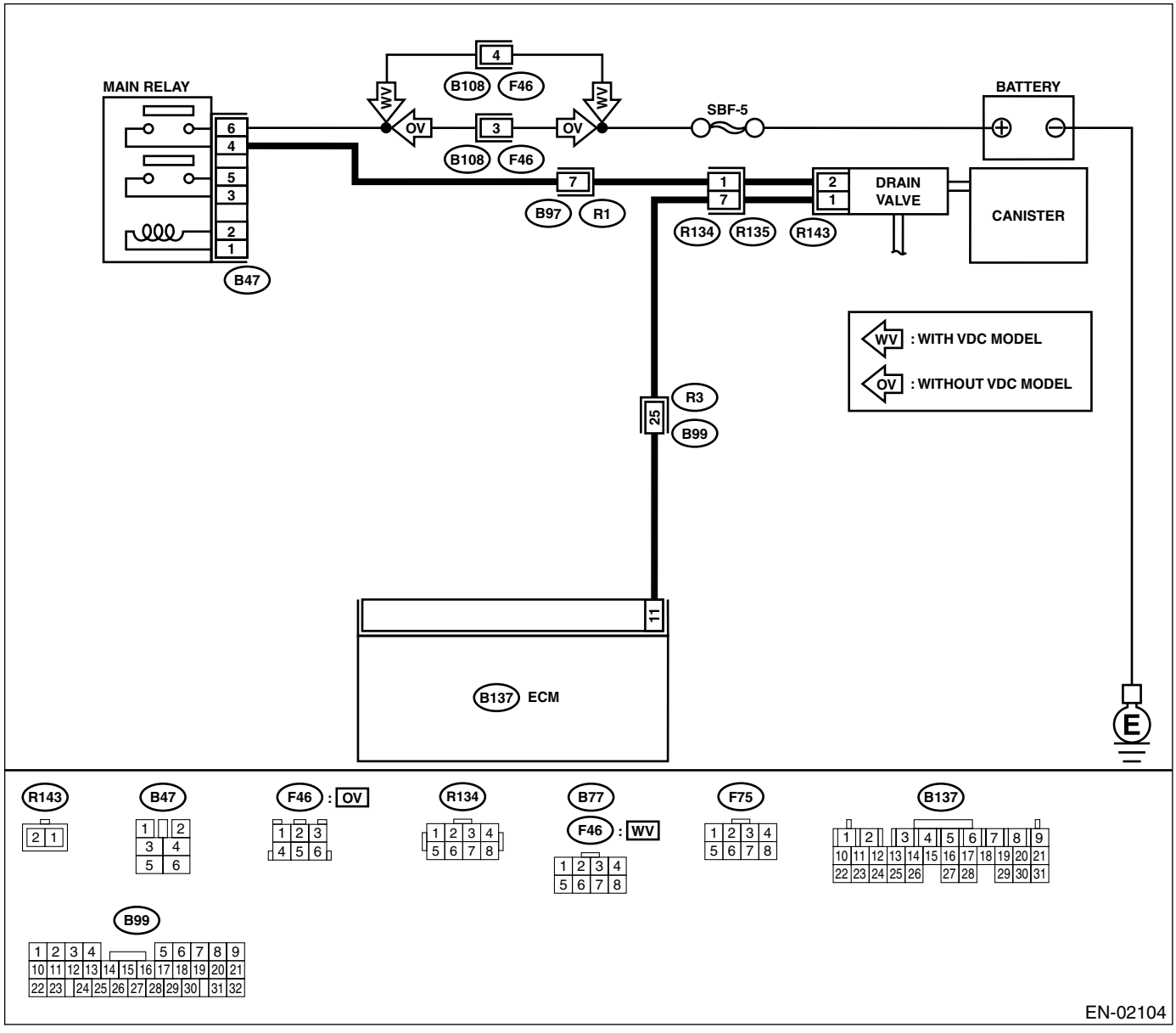
MEMO:

BF:DTC P0448 — EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



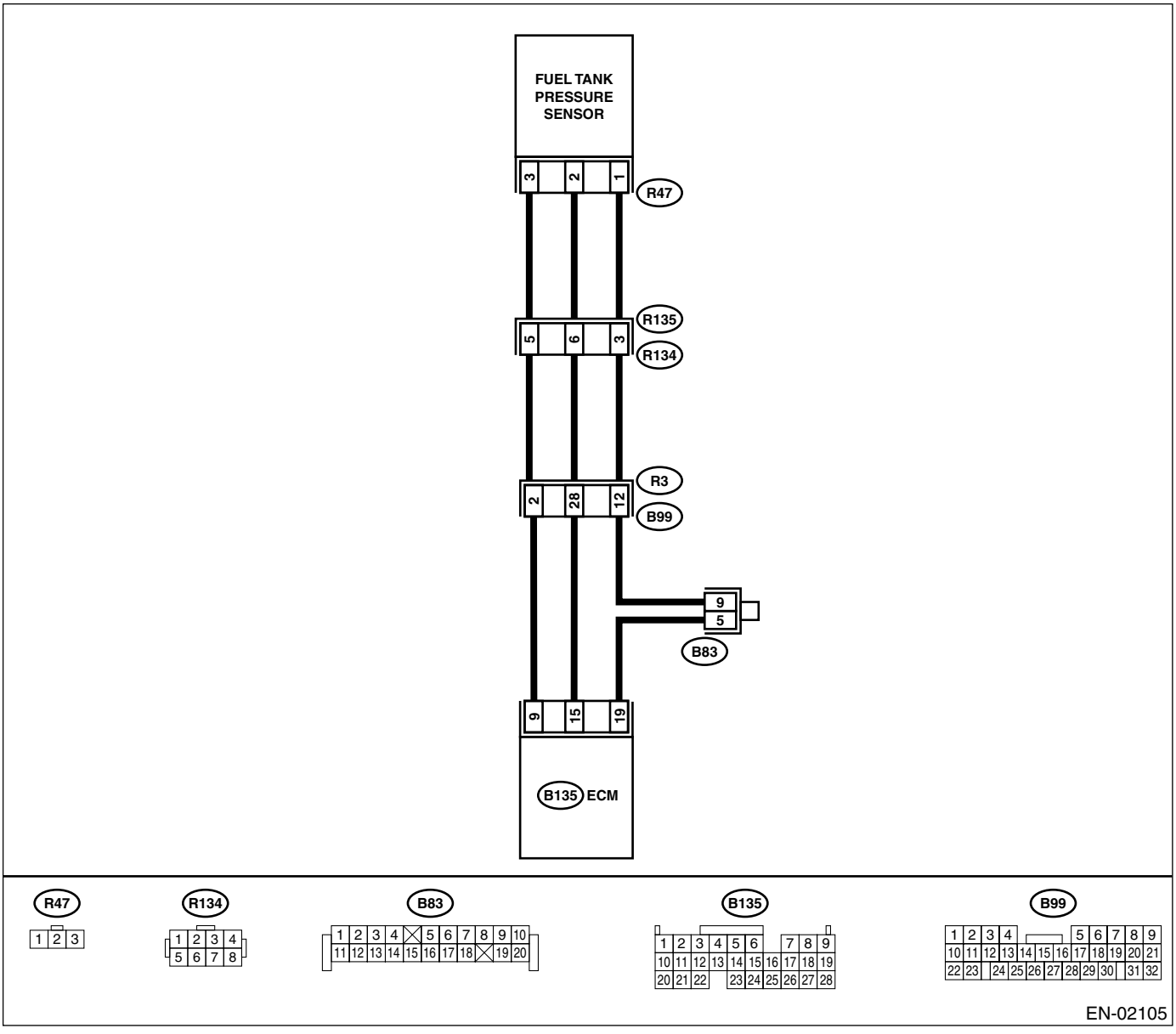
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector. 3) Turn ignition switch to ON. 4) While operating drain valve, measure voltage between ECM and chassis ground. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode".<Ref. to EN(H6DO)-59, Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B137) No. 11 (+) — Chassis ground (–):***	Is the measured value within 0 to 10 V?	Go to step **2.**	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.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 11 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, 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*** ***(B137) No. 11 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and drain valve connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, 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 measured value less than 1 Ω?	Replace drain valve <Ref. to EC(H6DO)-21, Drain Valve.> and ECM <Ref. to FU(H6DO)-46, 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(H6DO)-46, Engine Control Module.>

BG:DTC P0451 — EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



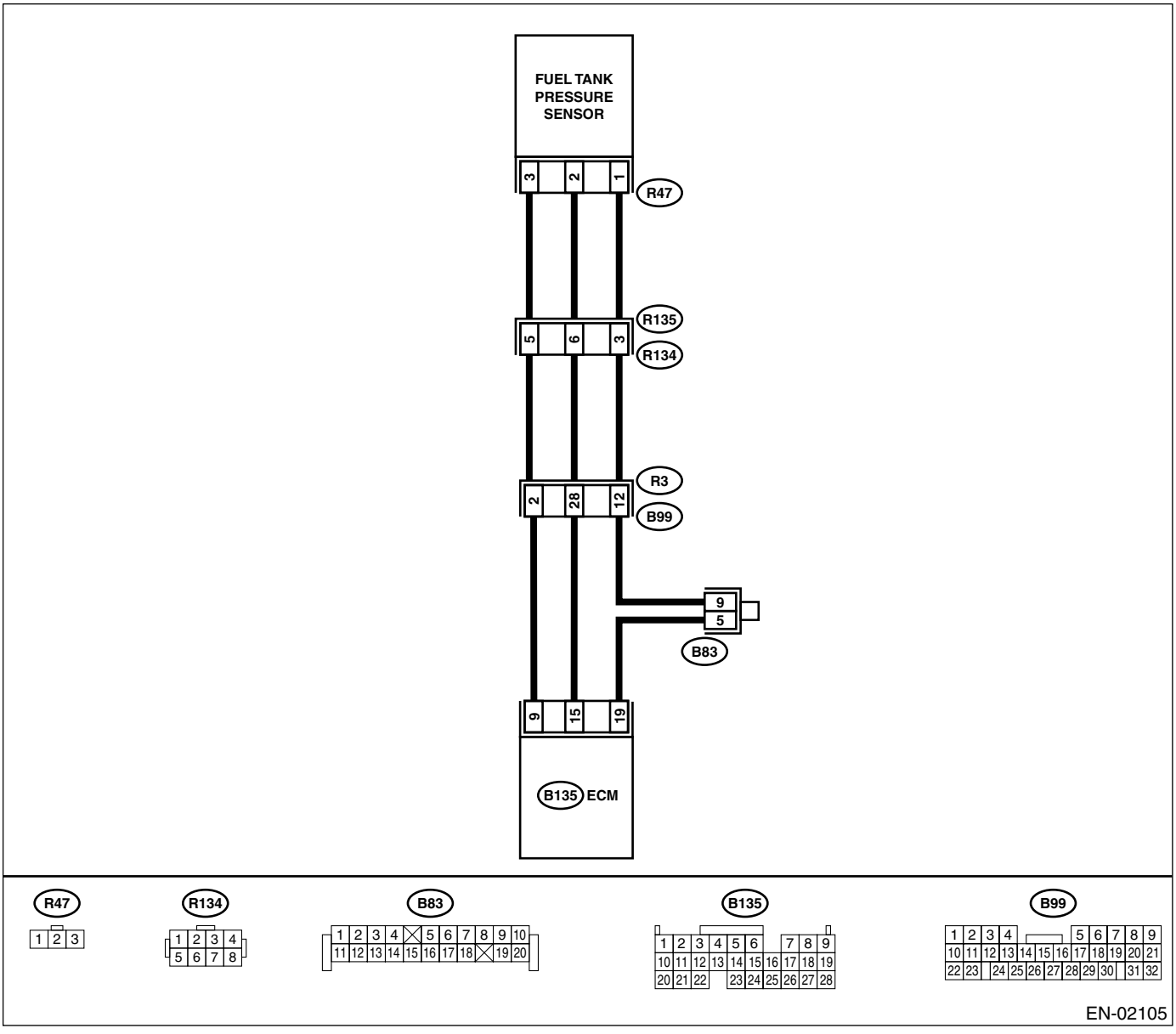
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK FUEL FILLER CAP.** 1) Turn ignition switch to OFF. 2) Open 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(H6DO)-15, Fuel Tank Pressure Sensor.>

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

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Contact with SOA service center. 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*** ***(B135) No. 15 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-38, Subaru Select Monitor.>	Does the voltage change by shaking harness and connector of ECM?	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 measured value 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 • Poor contact in coupling connector

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*** ***(B135) No. 19 — (R134) No. 3:***	Is the measured value 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 • Poor contact in coupling connector • Poor contact in joint connector
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 measured value more than 1 MΩ?	Go to step **9.**	Repair ground short circuit in harness between ECM and rear wiring harness connector.
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 measured value 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 measured value 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 measured value more than 1 MΩ?	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(H6DO)-15, Fuel Tank Pressure Sensor.>

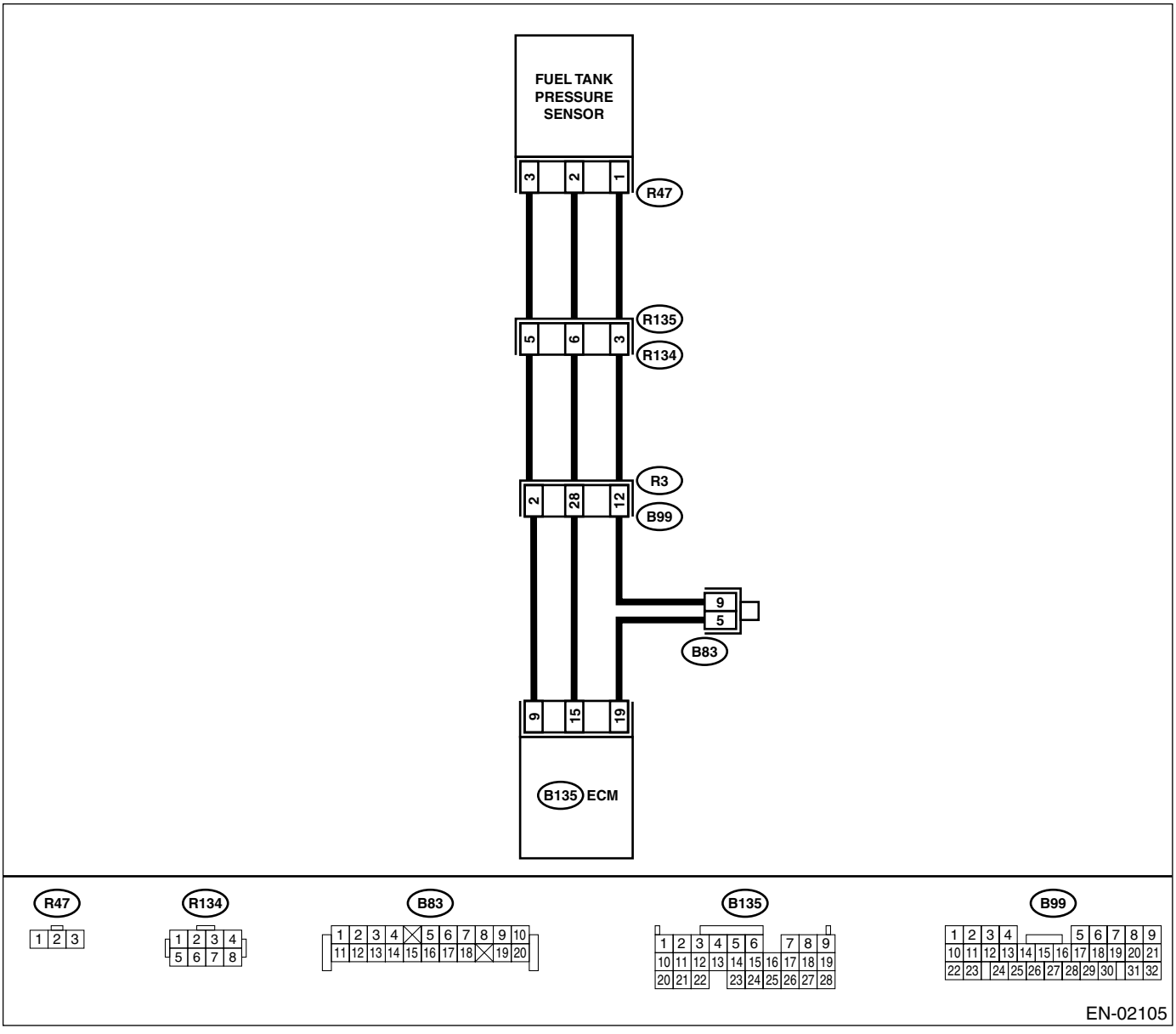
MEMO:

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

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 9 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>
4	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 15 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-38, Subaru Select Monitor.>	Does the voltage change by shaking harness and connector of ECM?	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 measured value 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 • Poor contact in coupling connector

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*** ***(B135) No. 15 — (R134) No. 6:***	Is the measured value 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 • Poor contact in coupling connector
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*** ***(B135) No. 19 — (R135) No. 3:***	Is the measured value less than 1 Ω?	Go to step **9.**	Repair ground short circuit in harness between ECM and rear wiring harness connector.
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 measured value 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 measured value 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(H6DO)-15, Fuel Tank Pressure Sensor.>
12	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel tank pressure sensor. 3) Turn ignition 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured 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(H6DO)-15, Fuel Tank Pressure Sensor.>

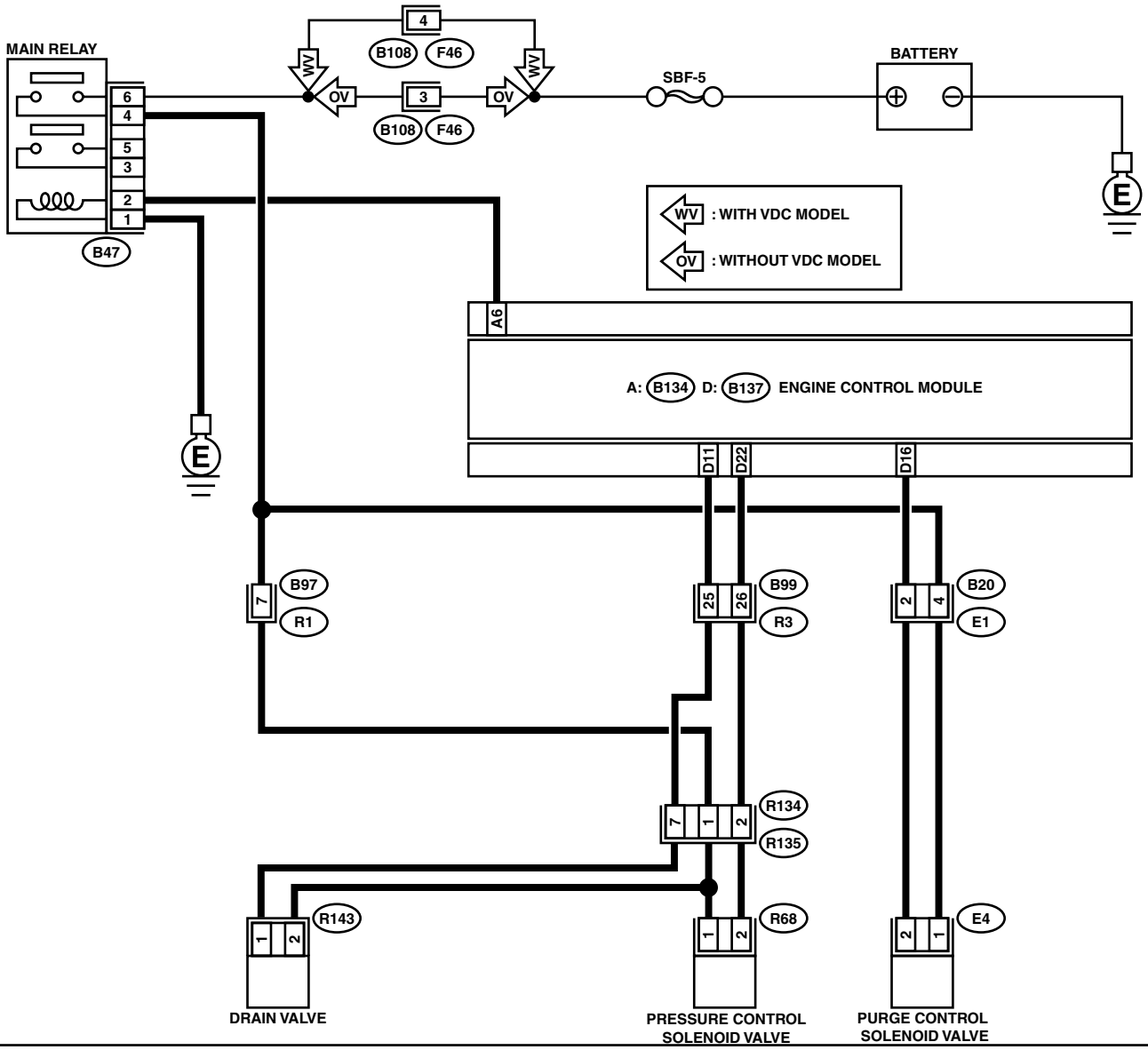
MEMO:

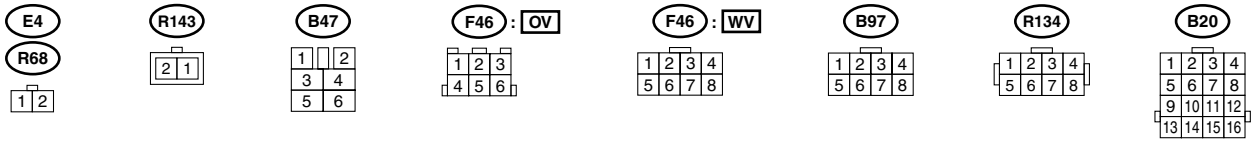
BJ:DTC P0456 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK) —

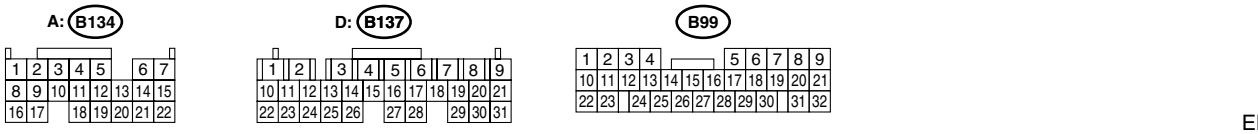
- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Gasoline smell
  - There is a hole of more than 0.5 mm (0.020 in) dia. in evaporation system or fuel tank.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**







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	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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(H6DO)-61, 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(H6DO)-59, Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Go to step **5.**	Replace drain valve. <Ref. to EC(H6DO)-21, 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(H6DO)-59, 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(H6DO)-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(H6DO)-59, 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(H6DO)-17, Pressure Control Solenoid Valve.>
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** Turn ignition switch to OFF.	Is there a hole of more than 0.5 mm (0.020 in) dia. on evaporation line?	Repair or replace evaporation line. <Ref. to FU(H6DO)-75, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8.**

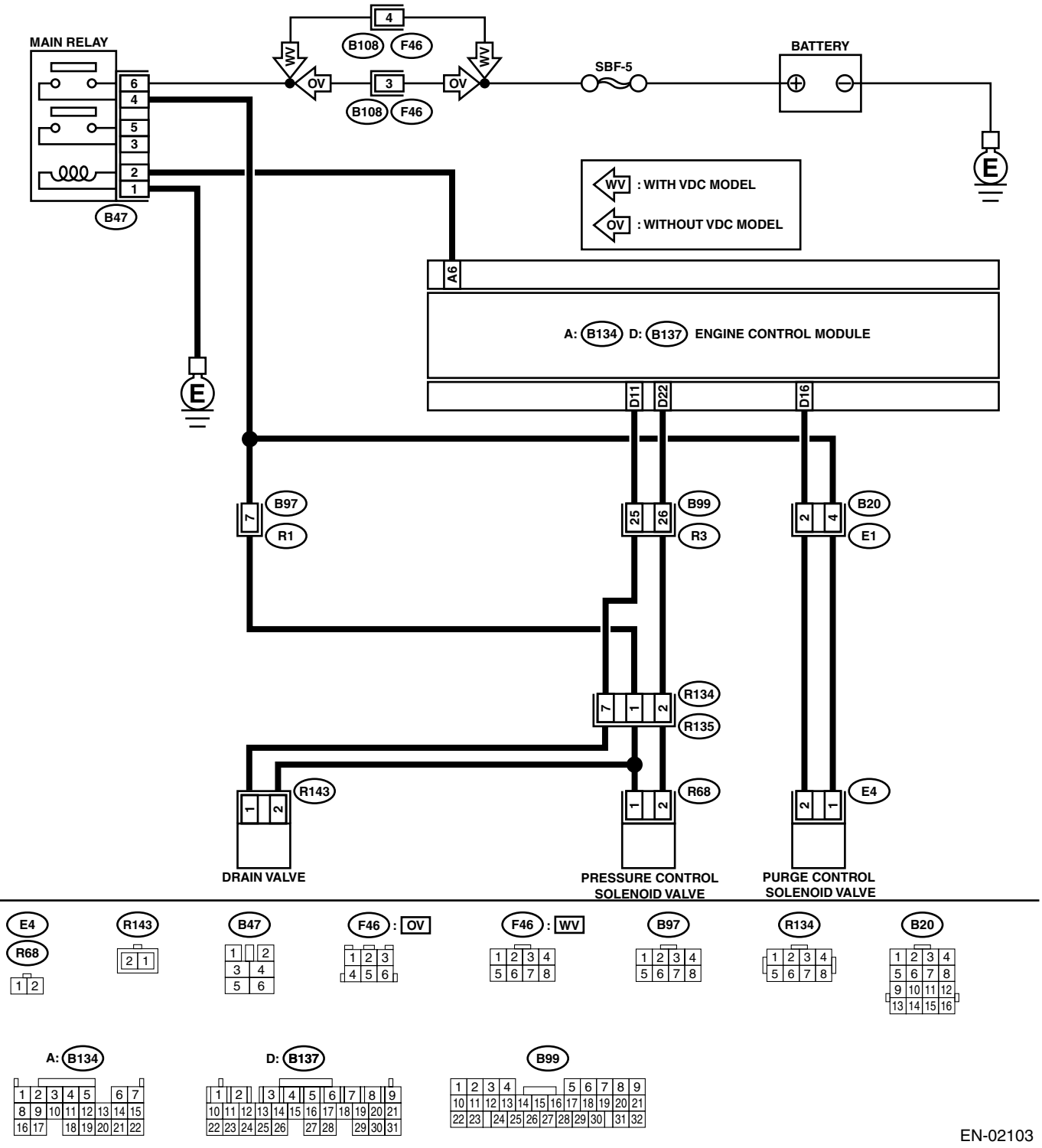
Step		Check	Yes	No
8	**CHECK CANISTER.**	Is canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace canister. <Ref. to EC(H6DO)-7, Canister.>	Go to step **9.**
9	**CHECK FUEL TANK.** Remove fuel tank. <Ref. to FU(H6DO)-53, Fuel Tank.>	Is fuel tank damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace fuel tank. <Ref. to FU(H6DO)-53, Fuel Tank.>	Go to step **10.**
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Are there holes of more than 0.5 mm (0.020 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 center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BK:DTC P0457 — EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF) —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Gasoline smell
  - Fuel filler cap loose or missing

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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(H6DO)-61, 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(H6DO)-59, Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Go to step **5.**	Replace drain valve. <Ref. to EC(H6DO)-21, 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(H6DO)-59, 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(H6DO)-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(H6DO)-59, 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(H6DO)-17, Pressure Control Solenoid Valve.>
7	**CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE.** Turn ignition switch to OFF.	Is there a hole of more than 0.5 mm (0.020 in) dia. on fuel line?	Repair or replace fuel line. <Ref. to FU(H6DO)-75, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8.**

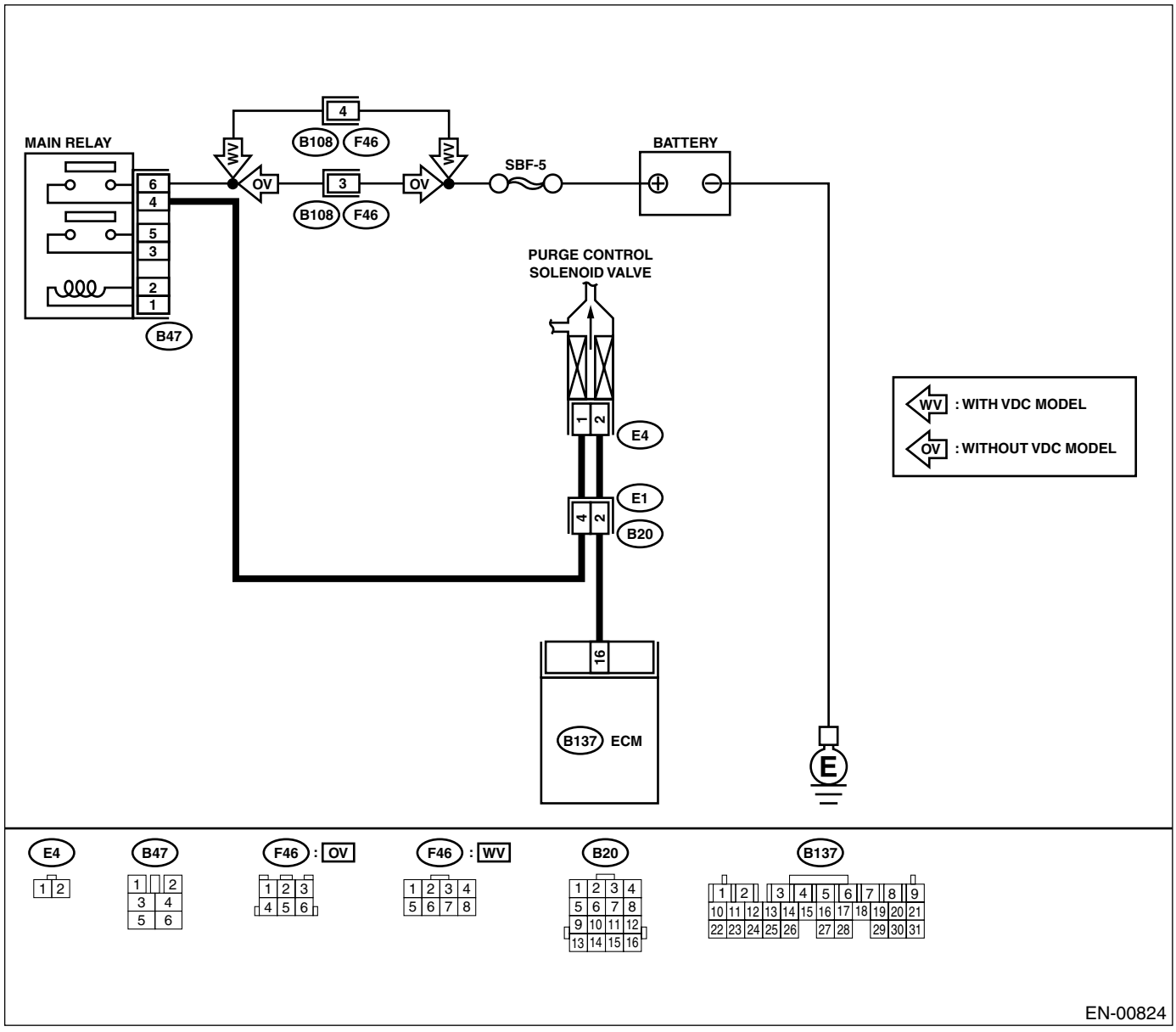
Step		Check	Yes	No
8	**CHECK CANISTER.**	Is canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace canister. <Ref. to EC(H6DO)-7, Canister.>	Go to step **9.**
9	**CHECK FUEL TANK.** Remove fuel tank. <Ref. to FU(H6DO)-53, Fuel Tank.>	Is fuel tank damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace fuel tank. <Ref. to FU(H6DO)-53, Fuel Tank.>	Go to step **10.**
10	**CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.**	Are there holes of more than 0.5 mm (0.020 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 center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

BL:DTC P0458 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



EN-00824

	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*** ***(B137) No. 16 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. Contact with SOA service center. 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 measured value 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*** ***(B137) No. 16 — (E4) No. 2:***	Is the measured value 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
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 measured value within 10 to 100 Ω?	Go to step **5.**	Replace purge control solenoid valve. <Ref. to EC(H6DO)-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 measured value more than 10 V?	Go to step **6.**	Repair open circuit in harness between main relay and purge control solenoid valve connector.

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 center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

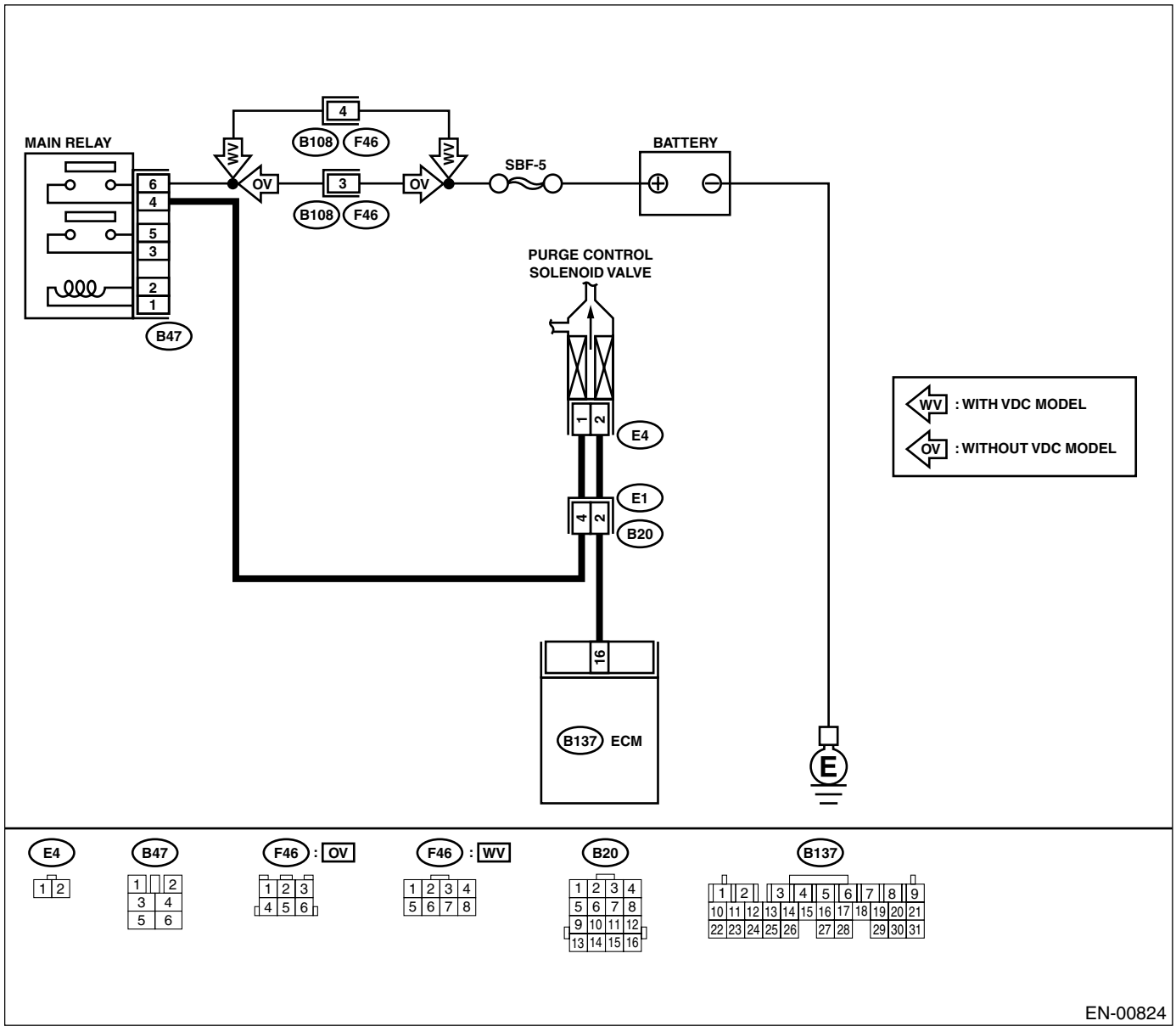
MEMO:

BM:DTC P0459 — EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



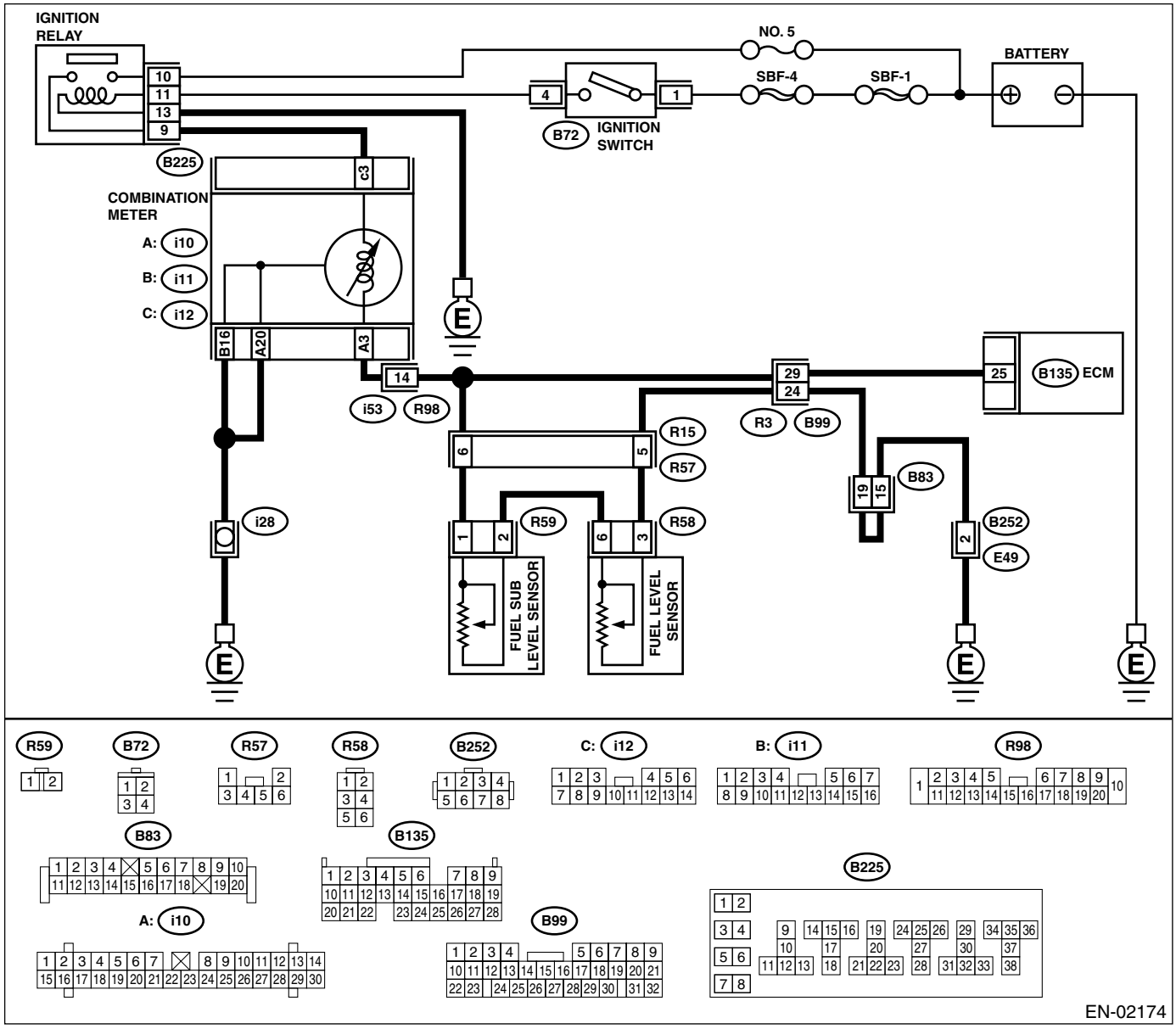
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector. 3) Turn ignition switch to ON. 4) While operating purge control solenoid valve, measure voltage between ECM and chassis ground. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6DO)-59, Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B137) No. 16 (+) — Chassis ground (–):***	Is the measured value within 0 to 10 V?	Go to step **2.**	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.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 16 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, 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*** ***(B137) No. 16 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, 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 measured value less than 1 Ω?	Replace purge control solenoid valve <Ref. to EC(H6DO)-8, Purge Control Solenoid Valve.> and ECM <Ref. to FU(H6DO)-46, 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(H6DO)-46, Engine Control Module.>

BN:DTC P0461 — FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



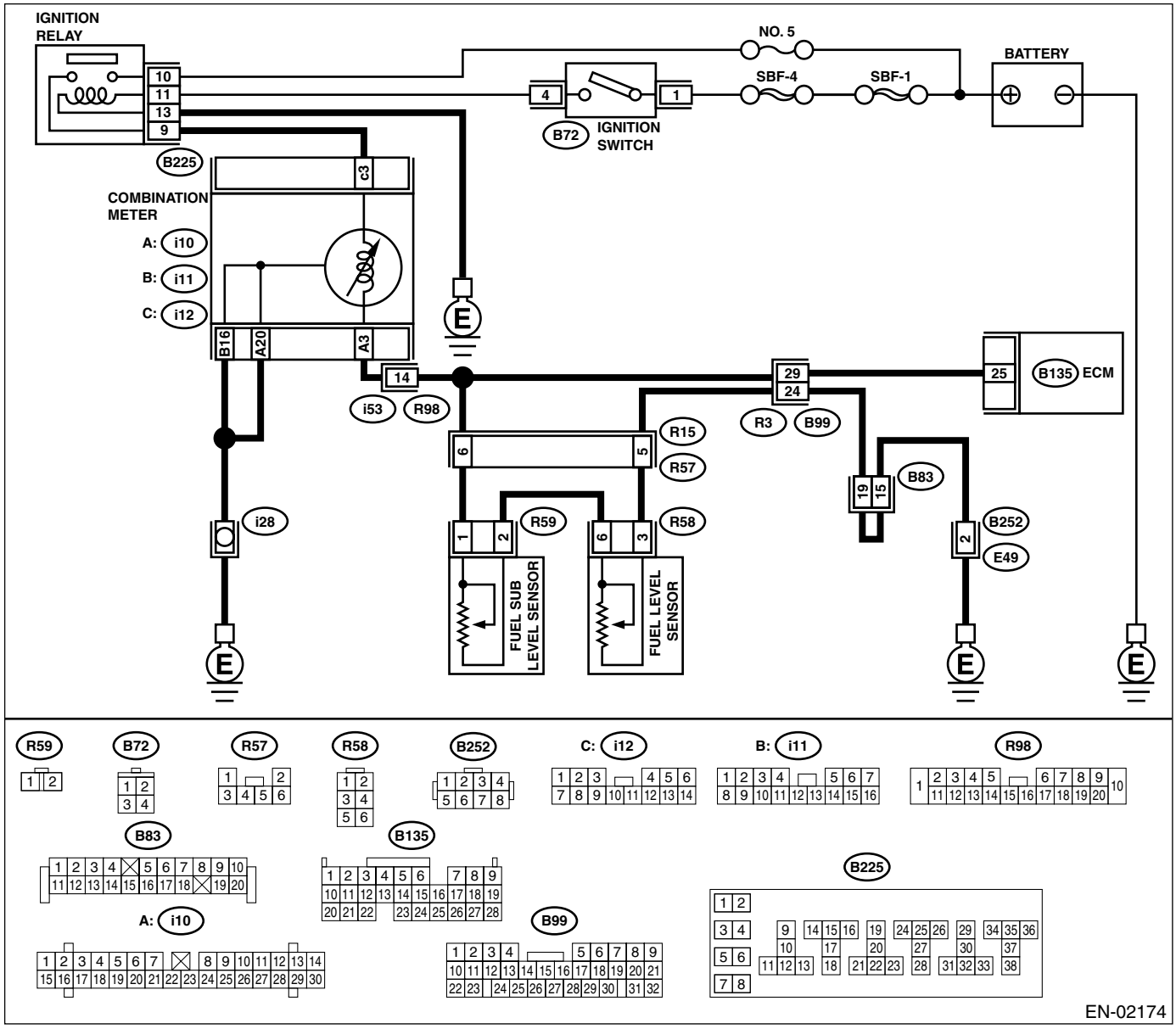
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect this trouble.	Replace fuel level sensor <Ref. to FU(H6DO)-70, Fuel Level Sensor.> and fuel sub level sensor <Ref. to FU(H6DO)-71, Fuel Sub Level Sensor.>.

BO:DTC P0462 — FUEL LEVEL SENSOR CIRCUIT LOW INPUT —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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-13, Combination Meter Assembly.>
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*** ***(B135) No. 25 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-38, Subaru Select Monitor.>	Does the voltage change by shaking harness and connector of ECM?	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
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*** ***(B135) No. 25 (+) — Chassis ground (–):***	Is the measured value more 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*** ***(B135) No. 25 — Chassis ground:***	Is the measured value 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*** ***(B135) No. 25 — (i10) No. 3:***	Is the measured value less than 10 Ω?	Repair or replace combination meter. <Ref. to IDI-13, Combination Meter Assembly.>	Repair open circuit between ECM and combination meter connector. NOTE: In this case, repair the following: Poor contact in coupling connector

	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 measured value 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 measured value 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(H6DO)-68, 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 measured value within 0.5 to 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(H6DO)-71, 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 measured value within 0.5 to 2.5 Ω?	Repair poor contact in harness between ECM and combination meter connector.	Replace fuel sub level sensor.

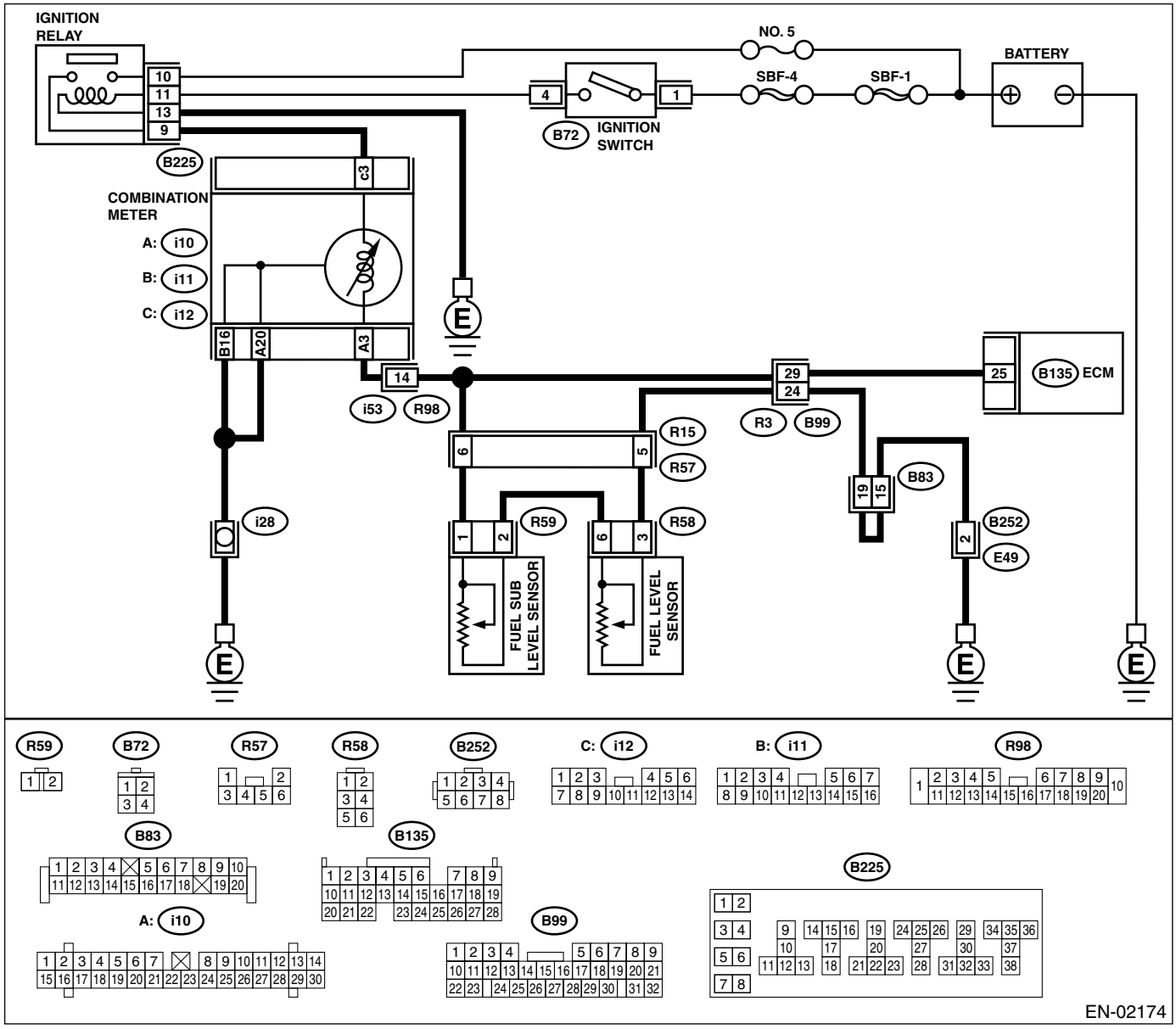
MEMO:

BP:DTC P0463 — FUEL LEVEL SENSOR CIRCUIT HIGH INPUT —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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-13, Combination Meter Assembly.>
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*** ***(B135) No. 25 (+) — Chassis ground (–):***	Is the measured value 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
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*** ***(B135) No. 25 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B135) No. 25 — (R15) No. 6:***	Is the measured value 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 measured value 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
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 measured value less than 10 Ω?	Go to step **7.**	Repair open circuit between coupling connector and fuel level sensor.

	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 measured value 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 measured value 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 FU(H6DO)-68, Fuel Pump.> 2) While moving fuel level sensor float up and down, measure resistance between fuel level sensor terminals. ***Terminals*** ***No. 3 — No. 6:***	Is the measured value more than 54.5 Ω?	Replace fuel level sensor. <Ref. to FU(H6DO)-70, 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(H6DO)-71, 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 measured value more than 41.5 Ω?	Replace fuel sub level sensor. <Ref. to FU(H6DO)-71, Fuel Sub Level Sensor.>	Replace combination meter. <Ref. to IDI-13, Combination Meter Assembly.>

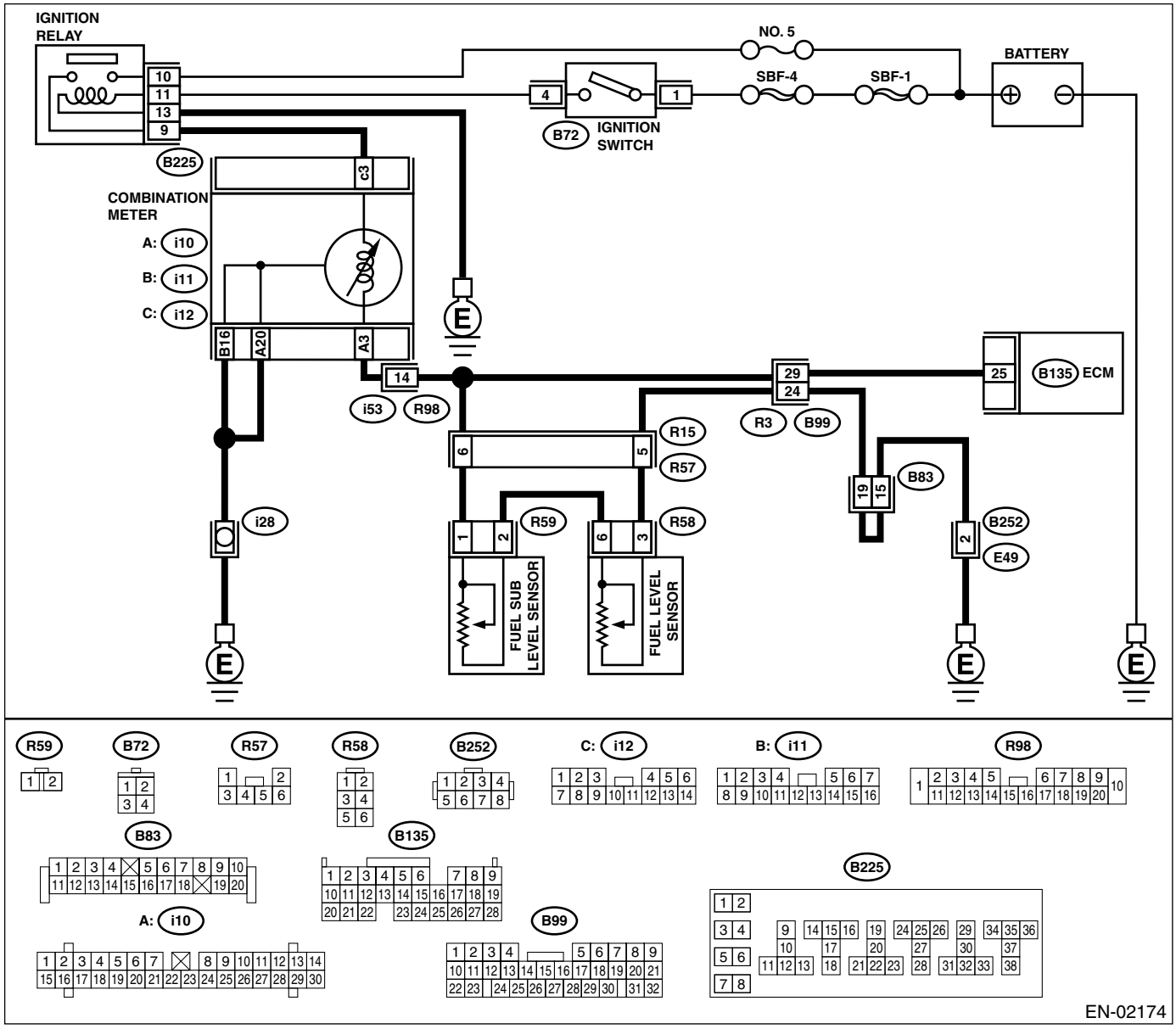
MEMO:

BQ:DTC P0464 — FUEL LEVEL SENSOR CIRCUIT INTERMITTENT—

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK FUEL LEVEL SENSOR.** 1) Remove fuel pump assembly. <Ref. to FU(H6DO)-68, Fuel Pump.> 2) While moving fuel level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. ***Terminals*** ***No. 3 — No. 6:***	Does the resistance change smoothly?	Go to step **3.**	Replace fuel level sensor. <Ref. to FU(H6DO)-70, Fuel Level Sensor.>
3	**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(H6DO)-71, Fuel Sub Level Sensor.> 2) While moving fuel sub level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. ***Terminals*** ***No. 1 — No. 2:***	Does the resistance change smoothly?	Repair poor contact in ECM, combination meter and coupling connectors.	Replace fuel sub level sensor. <Ref. to FU(H6DO)-71, Fuel Sub Level Sensor.>

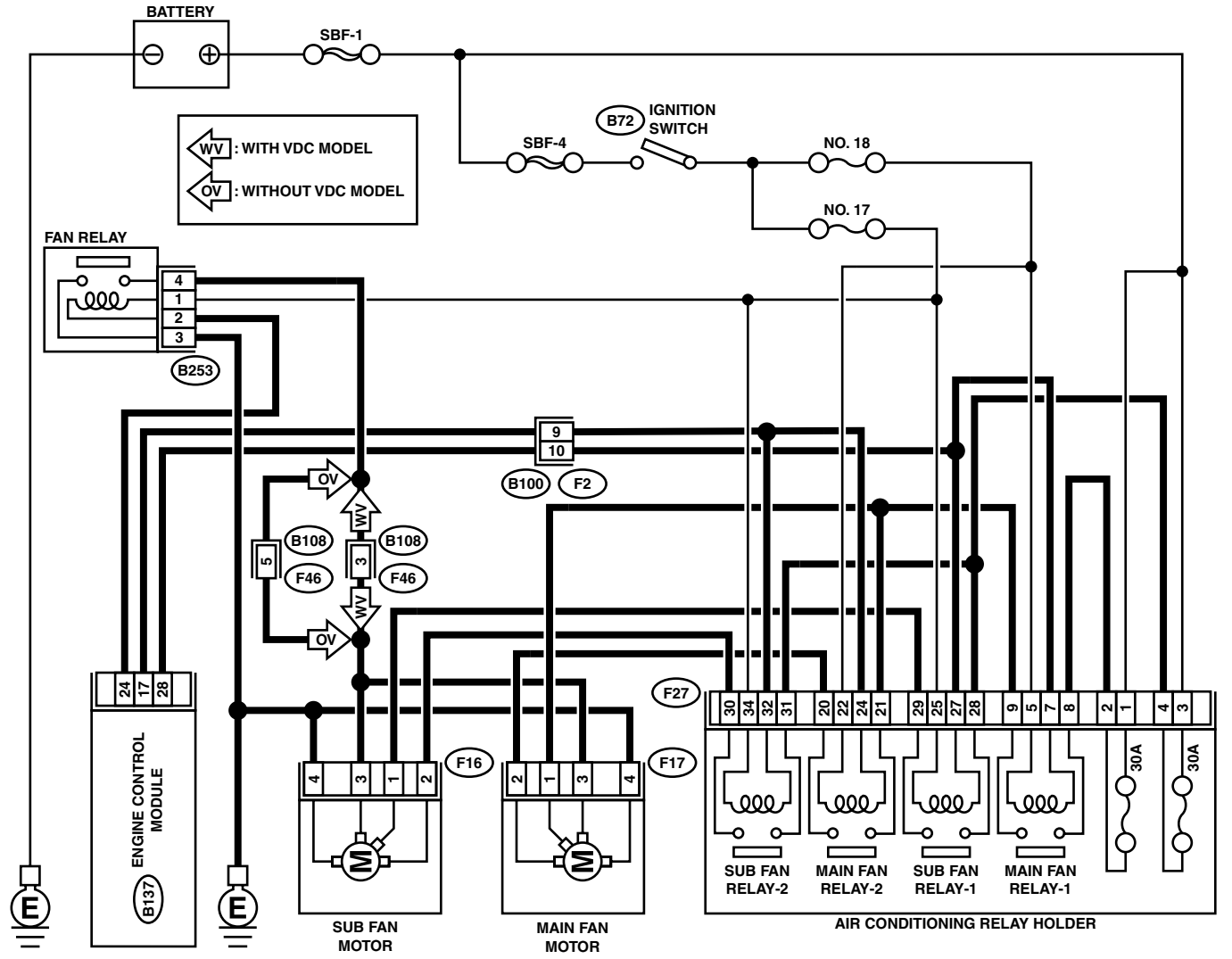
BR:DTC P0483 — COOLING FAN RATIONALITY CHECK —

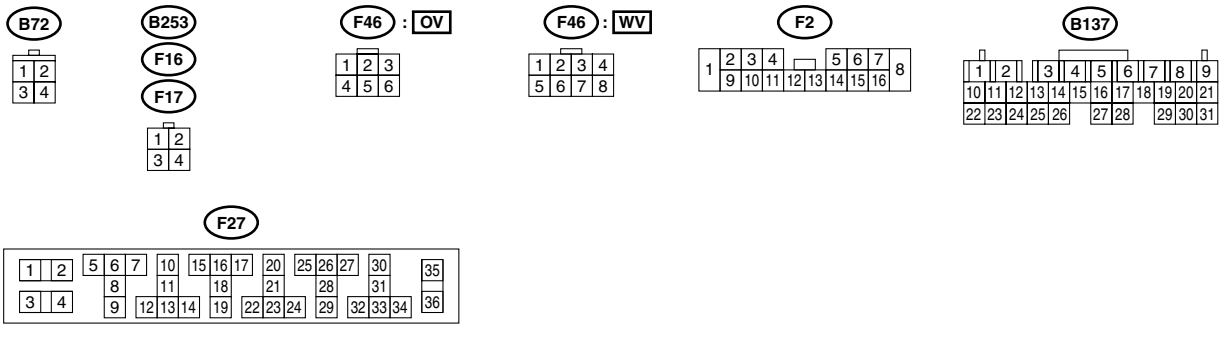
- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Occurrence of noise
  - Overheating

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, 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:**





EN-02175

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Check radiator fan and fan motor. <Ref. to CO(H6DO)-7, INSPECTION, Radiator Main Fan System.> and <Ref. to CO(H6DO)-13, INSPECTION, Radiator Sub Fan System.>

BS:DTC P0502 — VEHICLE SPEED SENSOR CIRCUIT LOW INPUT —

NOTE:
For the diagnostic procedure, refer to DTC P0503. <Ref. to EN(H6DO)-274, DTC P0503 — VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

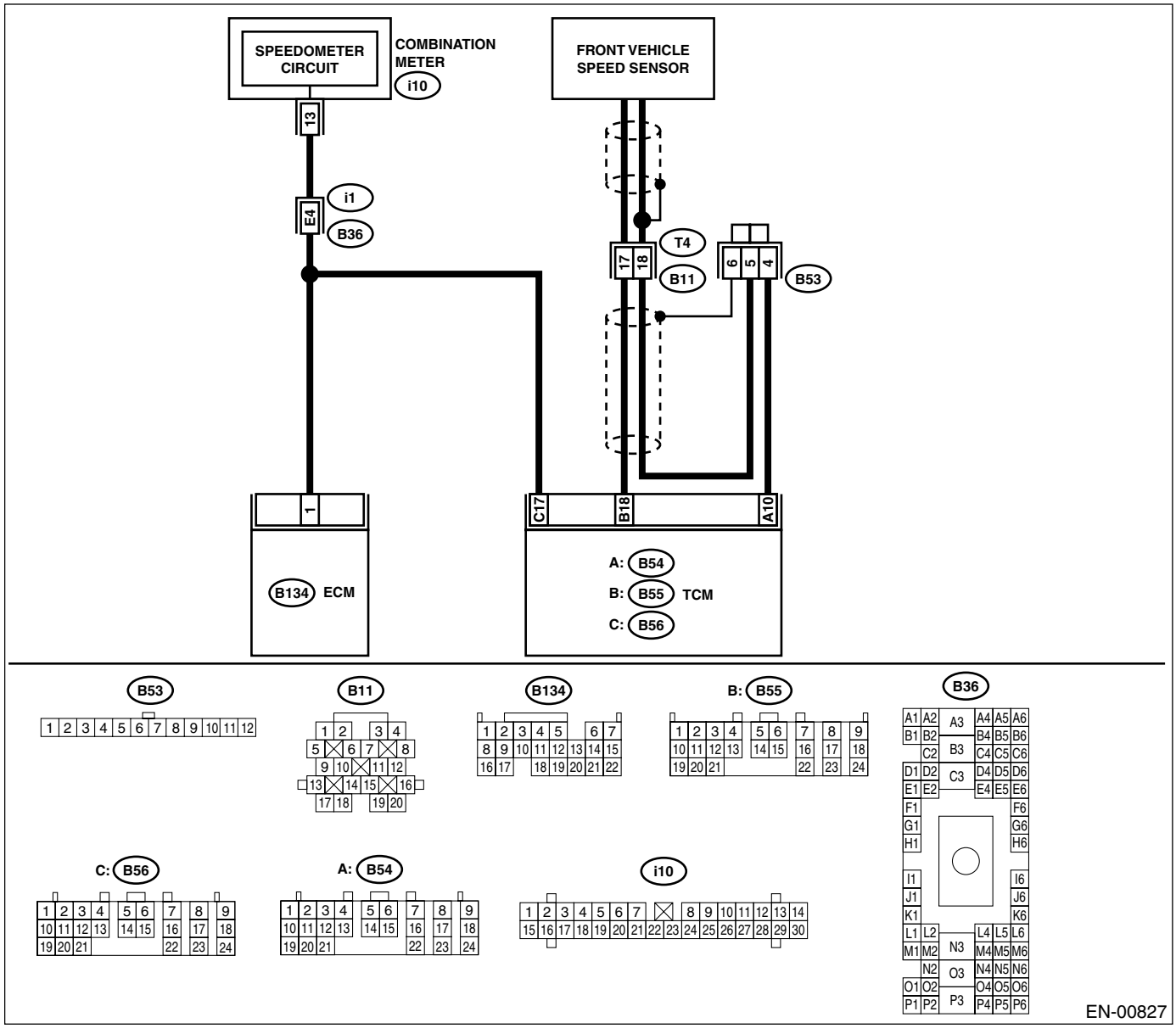
BT:DTC P0503 — VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

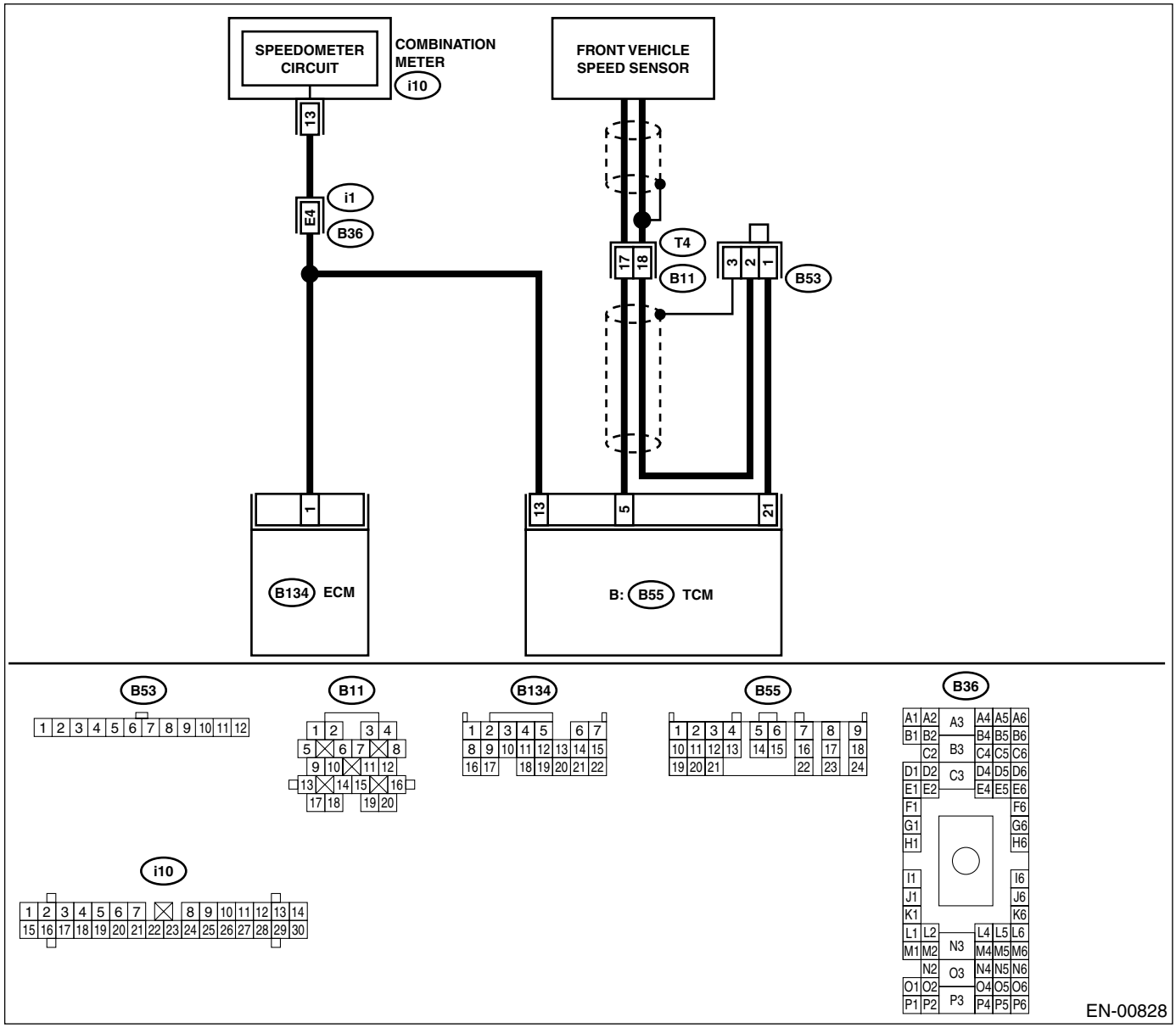
CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**

WITH VDC MODEL



WITHOUT VDC MODEL



Step		Check	Yes	No
1	**CHECK DTC P0720 ON DISPLAY.**	Does the Subaru Select Monitor or OBD-II general scan tool indicate DTC P0720?	Check front vehicle speed sensor signal circuit. <Ref. to 4AT(H4SO)-70, DTC 33 FRONT VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK SPEEDOMETER OPERATION IN COMBINATION METER.**	Does speedometer operate normally?	Go to step **3.**	Check speedometer and vehicle speed sensor. <Ref. to IDI-15, Speedometer.>, <Ref. to 4AT-55, Front Vehicle Speed Sensor.>, <Ref. to 4AT-60, Rear Vehicle Speed Sensor.> and <Ref. to 4AT-61, Torque Converter Turbine Speed Sensor.>
3	**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*** ***(B134) No. 1 — (i10) No. 13:***	Is the measured value 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

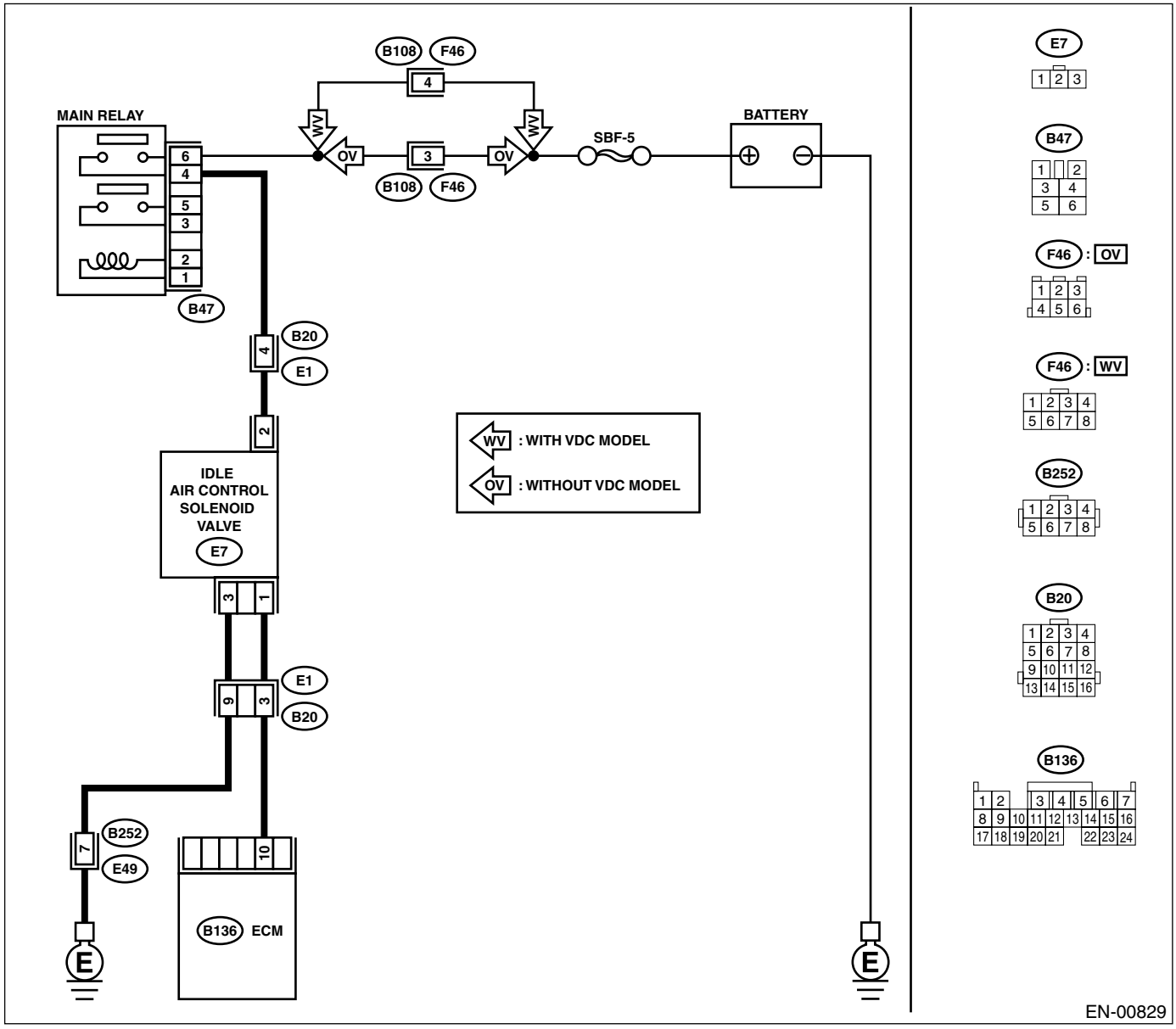
MEMO:

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

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



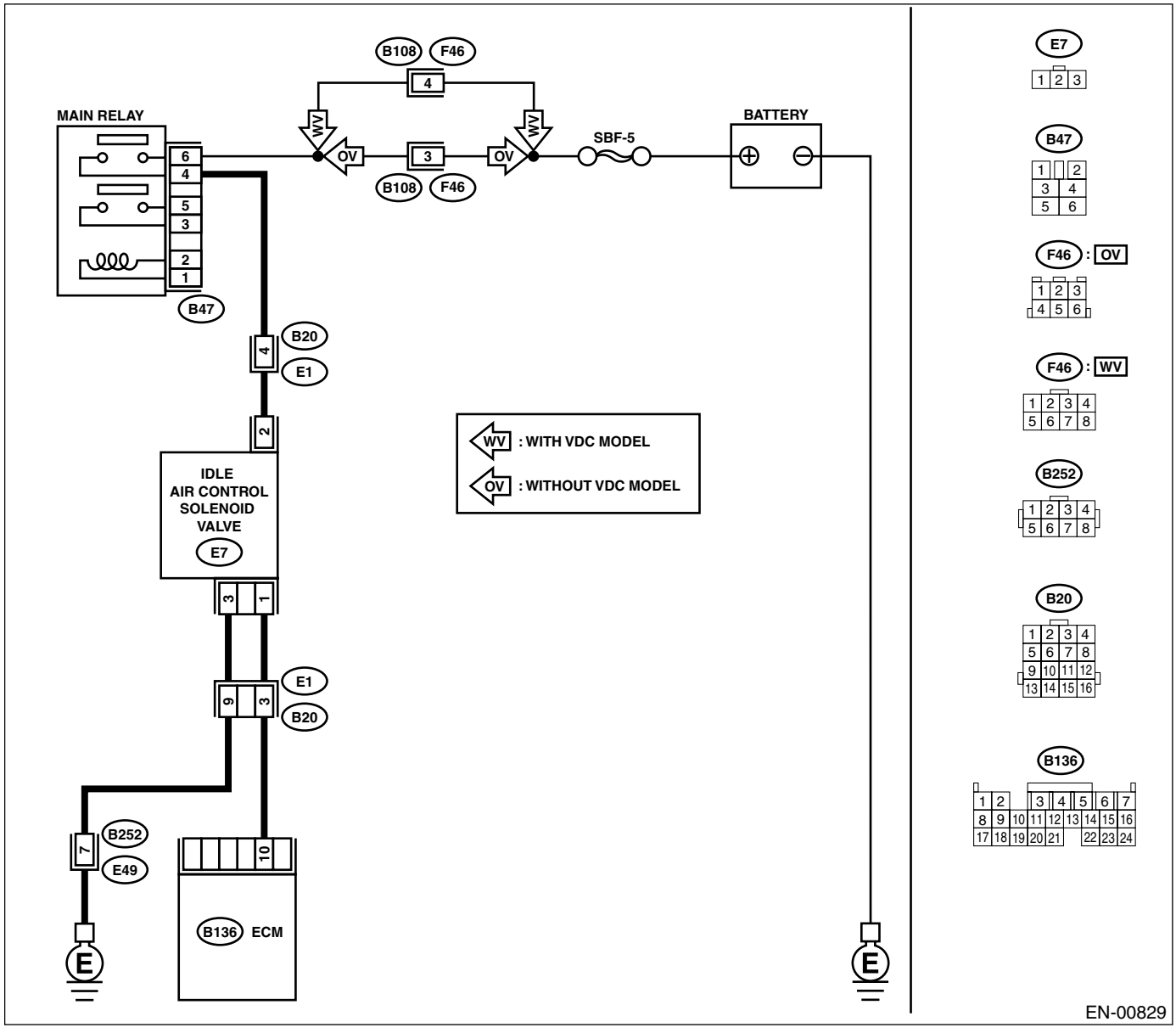
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0506.	Go to step **2.**
2	**CHECK AIR BY-PASS LINE.** 1) Turn ignition switch to OFF. 2) Remove idle air control solenoid valve from throttle body. <Ref. to FU(H6DO)-36, Idle Air Control Solenoid Valve.> 3) Remove throttle body from intake manifold. <Ref. to FU(H6DO)-16, Throttle Body.> 4) Using an air gun, force air into idle air control solenoid valve installation area. Confirm that forced air subsequently escapes from throttle body interior.	Does air flow out?	Replace idle air control solenoid valve. <Ref. to FU(H6DO)-36, Idle Air Control Solenoid Valve.>	Replace throttle body. <Ref. to FU(H6DO)-16, Throttle Body.>

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

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Engine does not return to normal idle speed.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



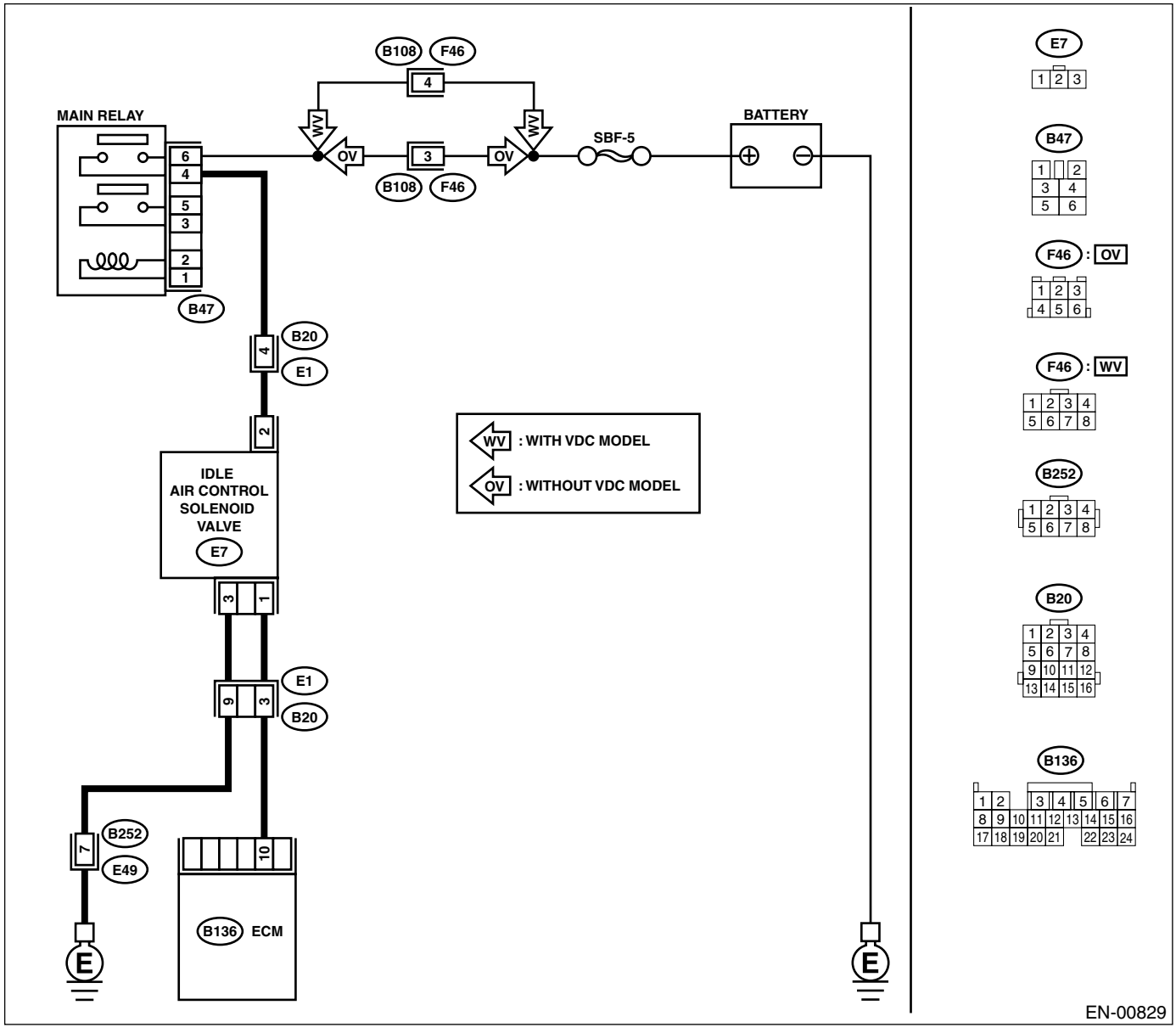
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0507.	Go to step **2.**
2	**CHECK 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.	Go to step **3.**
3	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **4.**	Adjust throttle cable. <Ref. to SP(H6DO)-7, Accelerator Control Cable.>
4	**CHECK AIR BY-PASS LINE.** 1) Turn ignition switch to OFF. 2) Remove idle air control solenoid valve from throttle body. <Ref. to FU(H6DO)-36, Idle Air Control Solenoid Valve.> 3) Confirm that there are no foreign particles in by-pass air line.	Are foreign particles in by-pass air line?	Remove foreign particles from by-pass air line.	Replace idle air control solenoid valve. <Ref. to FU(H6DO)-36, Idle Air Control Solenoid Valve.>

BW:DTC P0508 — IDLE CONTROL SYSTEM CIRCUIT LOW —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Engine breathing

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



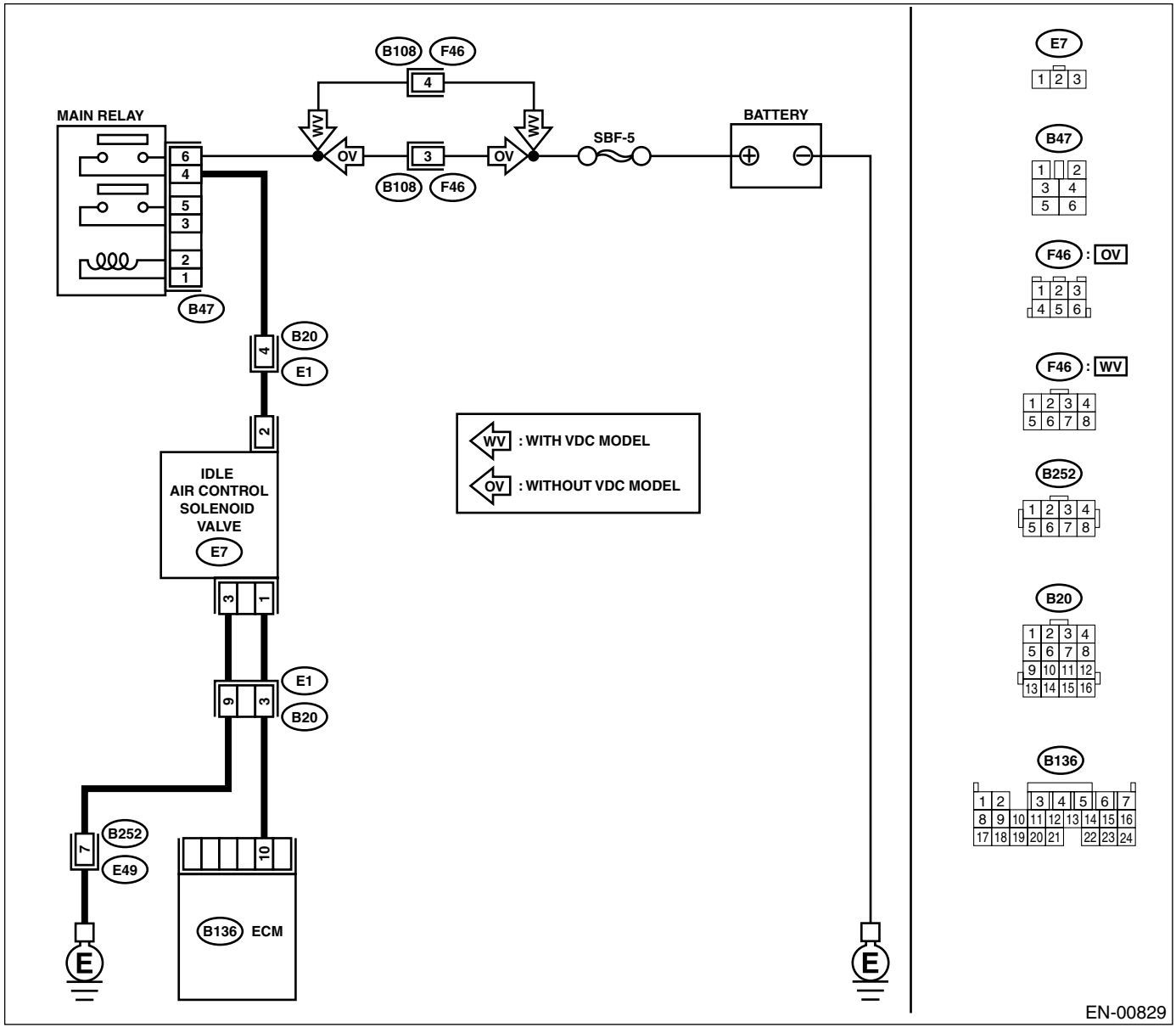
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 10 (+) — Chassis ground (–):***	Is the measured value more than 3 V?	Repair poor contact in ECM connector.	Go to step **2.**
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 measured value 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
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*** ***(B136) No. 10 — (E7) No. 1:***	Is the measured value 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
4	**CHECK HARNESS BETWEEN ECM AND IDLE AIR CONTROL SOLENOID VALVE CONNECTOR.** Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 10 — Chassis ground:***	Is the measured value 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 measured value less than the specified value?	Is the measured value 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(H6DO)-36, Idle Air Control Solenoid Valve.>

BX:DTC P0509 — IDLE CONTROL SYSTEM CIRCUIT HIGH —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Erroneous idling
  - Engine stalls.
  - Engine breathing

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



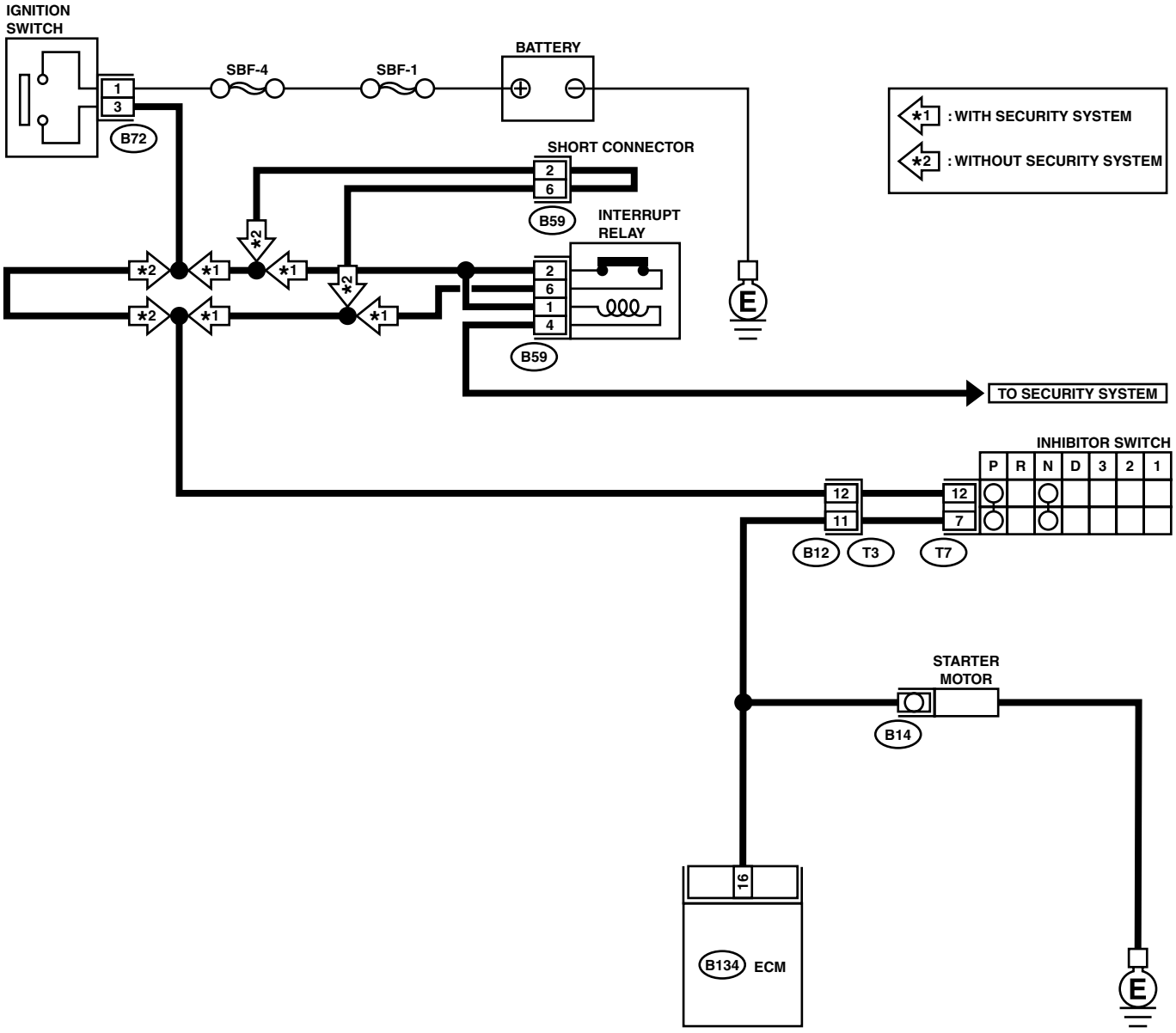
	Step	Check	Yes	No
1	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **2.**	Adjust throttle cable. <Ref. to SP(H6DO)-7, Accelerator Control Cable.>
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 10 (+) — Chassis ground (–):***	Is the measured value 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*** ***(B136) No. 10 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Replace idle air control solenoid valve <Ref. to FU(H6DO)-36, Idle Air Control Solenoid Valve.> and ECM <Ref. to FU(H6DO)-46, Engine Control Module.>.
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 10 (+) — Chassis ground (–):***	Does the voltage change by shaking harness and connector of ECM?	Repair battery short circuit in harness between ECM and idle air control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

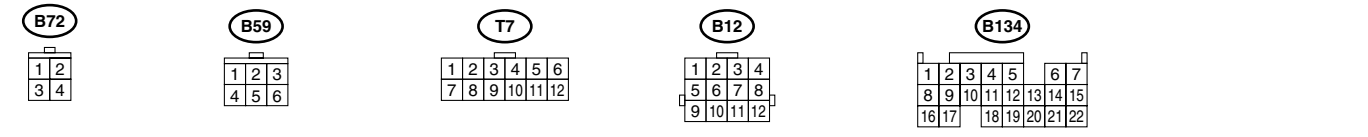
BY:DTC P0512 — STARTER REQUEST CIRCUIT —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





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Step		Check	Yes	No
1	**CHECK OPERATION OF STARTER MOTOR.** NOTE: Place the inhibitor switch in “P” or “N” position.	Does starter motor operate when ignition switch to “ON”?	Repair battery short circuit in starter motor circuit.	Check starter motor circuit. <Ref. to EN(H6DO)-75, Diagnostics for Engine Starting Failure.>

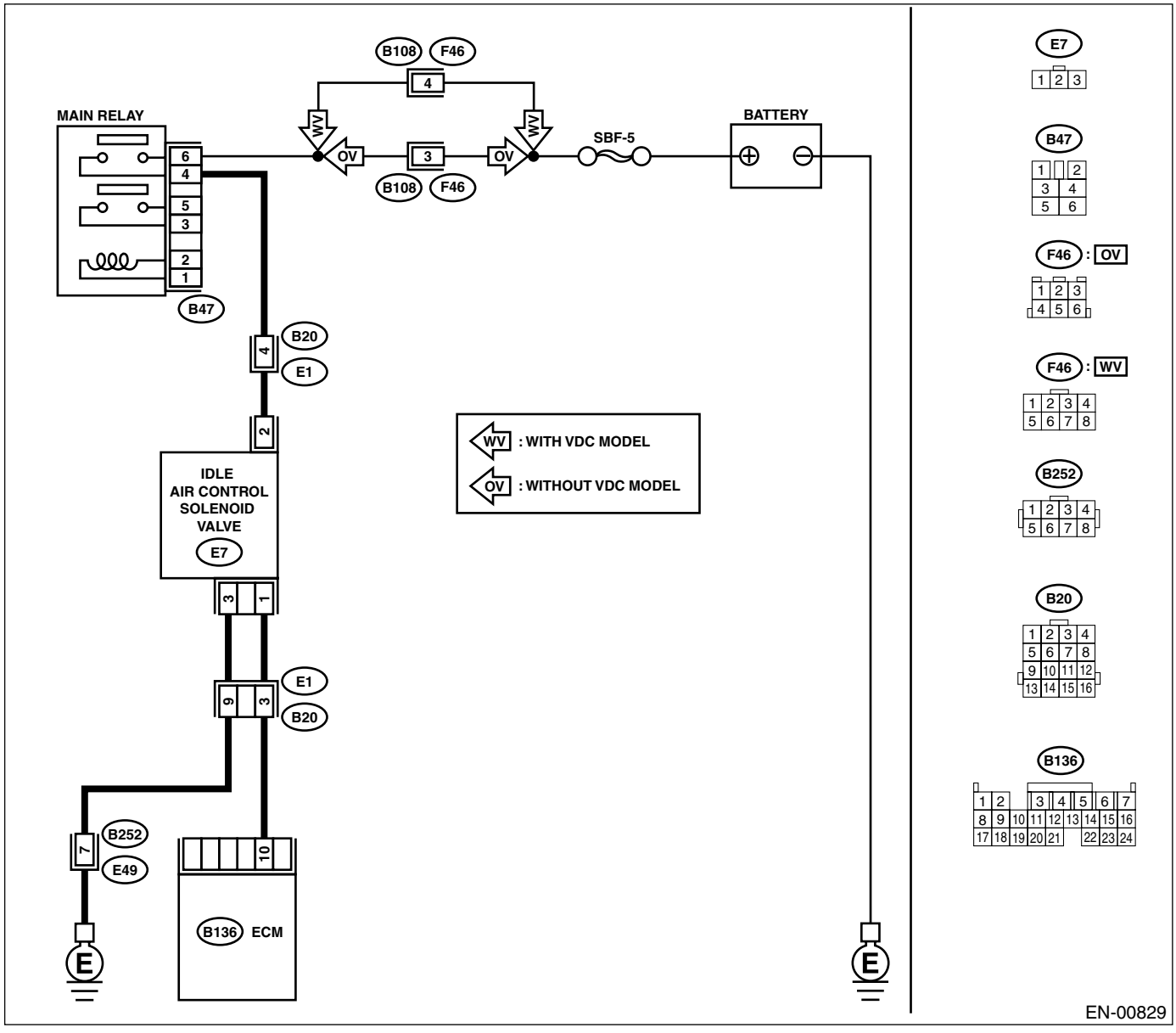
MEMO:

BZ:DTC P0519 — IDLE AIR CONTROL CIRCUIT SYSTEM PERFORMACE —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Engine does not return to normal idle speed.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



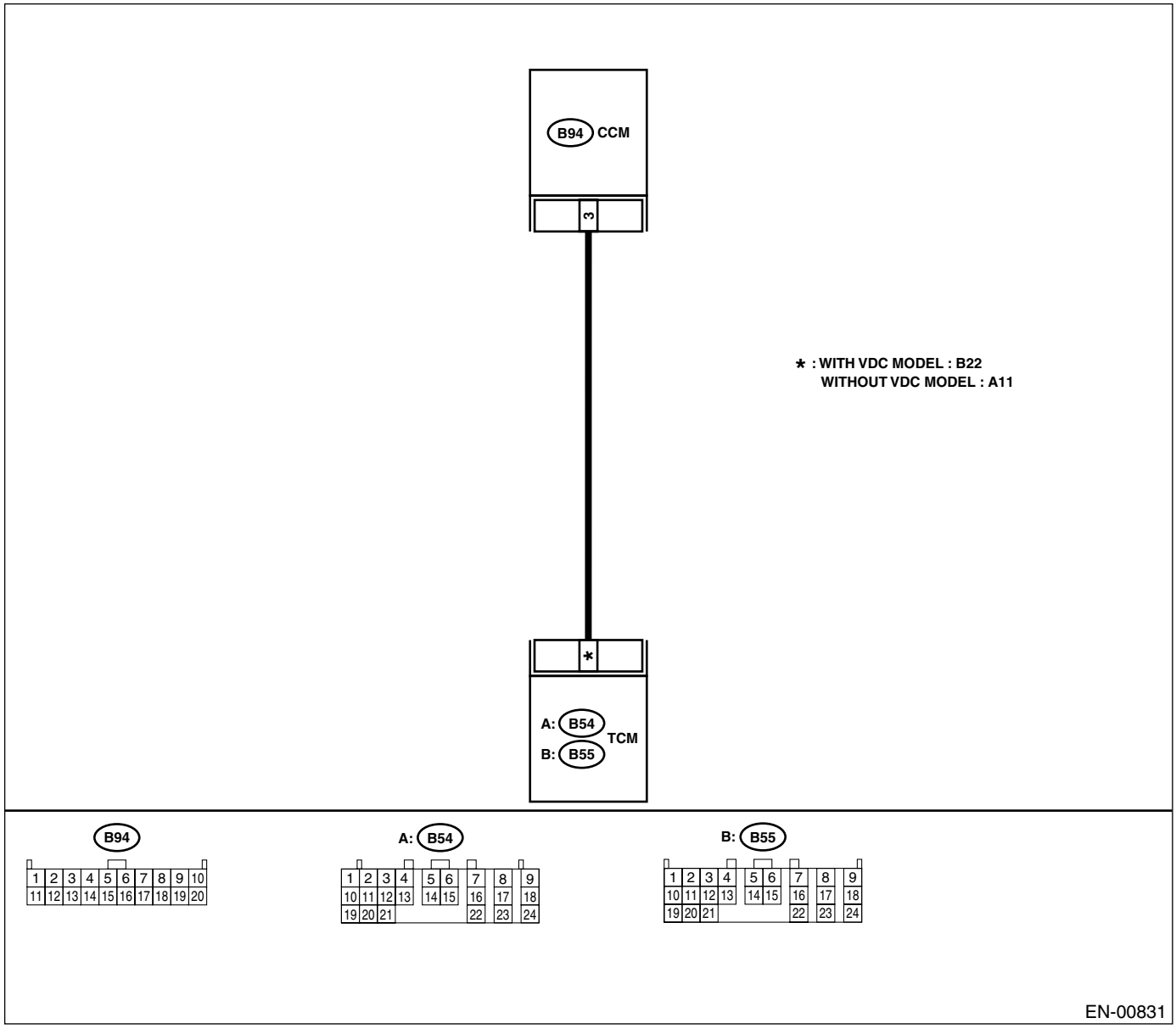
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P1507.	Go to step **2.**
2	**CHECK THROTTLE CABLE.**	Does throttle cable have play for adjustment?	Go to step **3.**	Adjust throttle cable. <Ref. to SP(H6DO)-7, 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(H6DO)-36, Idle Air Control Solenoid Valve.>

CA:DTC P0565 — CRUISE CONTROL ON SIGNAL —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



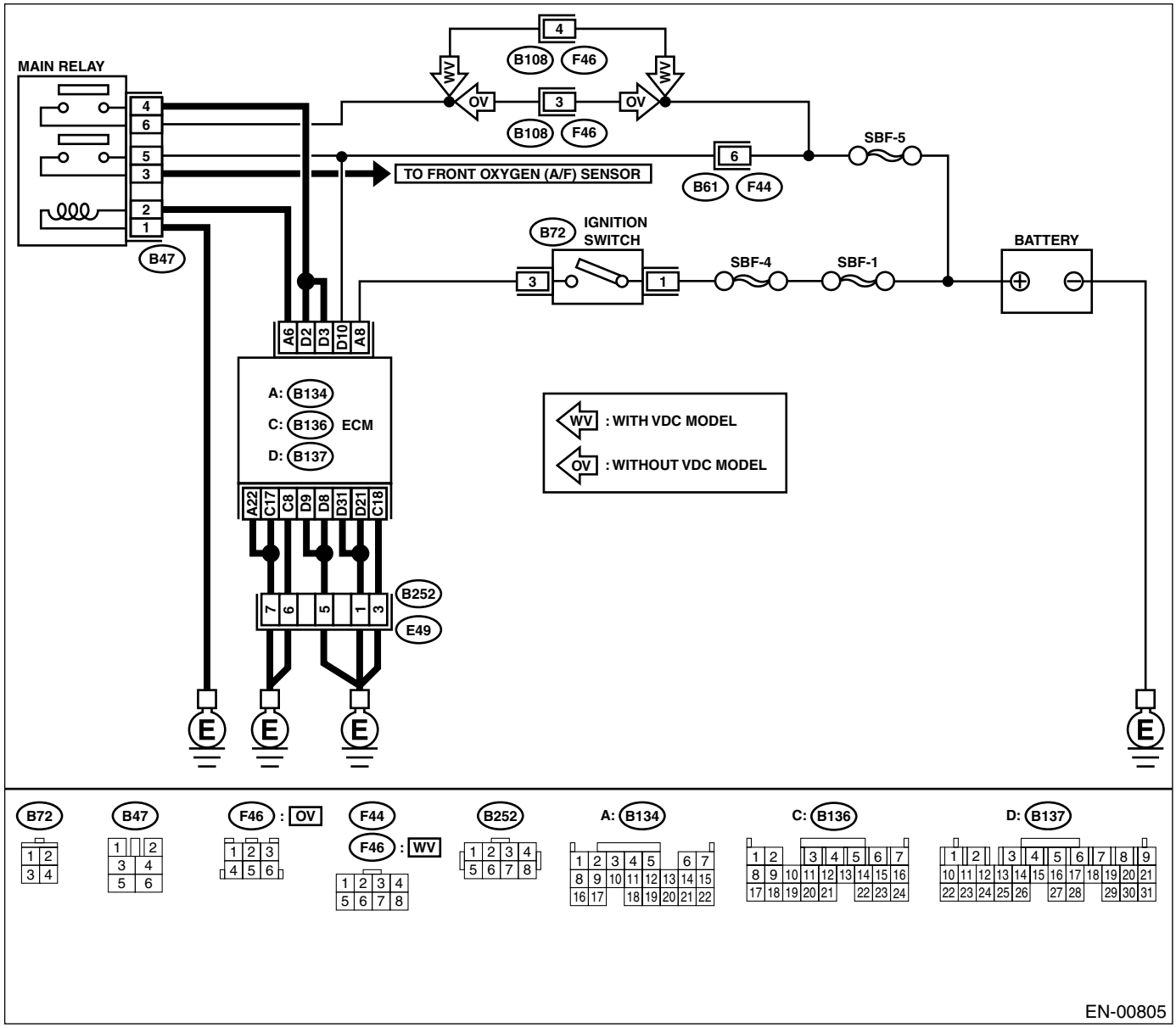
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN TCM AND CCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from TCM and CCM. 3) Measure resistance of harness between TCM and CCM connector. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 22 — (B94) No. 3:*** ***WITHOUT VDC MODEL:*** ***(B54) No. 11 — (B94) No. 3:***	Is the measured value less than 1 Ω?	Go to step **2.**	Repair open circuit in harness between TCM and CCM connector.
2	**CHECK HARNESS BETWEEN TCM AND CCM CONNECTOR.** Measure resistance of harness between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 22 — Chassis ground:*** ***WITHOUT VDC MODEL:*** ***(B54) No. 11 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair short circuit in harness between TCM and CCM connector.	Go to step **3.**
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect connector to TCM and CCM. 2) Lift-up the vehicle or set the vehicle on free rollers. **CAUTION:** **On AWD models, raise all wheels off ground.** 3) Start the engine. 4) Cruise control main switch to ON. 5) Move selector lever to “D” and slowly increase vehicle speed to 50 km/h (31 MPH). 6) Cruise control command switch to ON. 7) Measure voltage between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 22 (+) — Chassis ground (–):*** ***WITHOUT VDC MODEL:*** ***(B54) No. 11 (+) — Chassis ground (–):***	Is the measured value less than 1 V?	Go to step **4.**	Check cruise control command switch circuit. <Ref. to CC-8, Cruise Control Command Switch.>
4	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CB:DTC P0604 — INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Engine does not start.
  - Engine stalls.

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



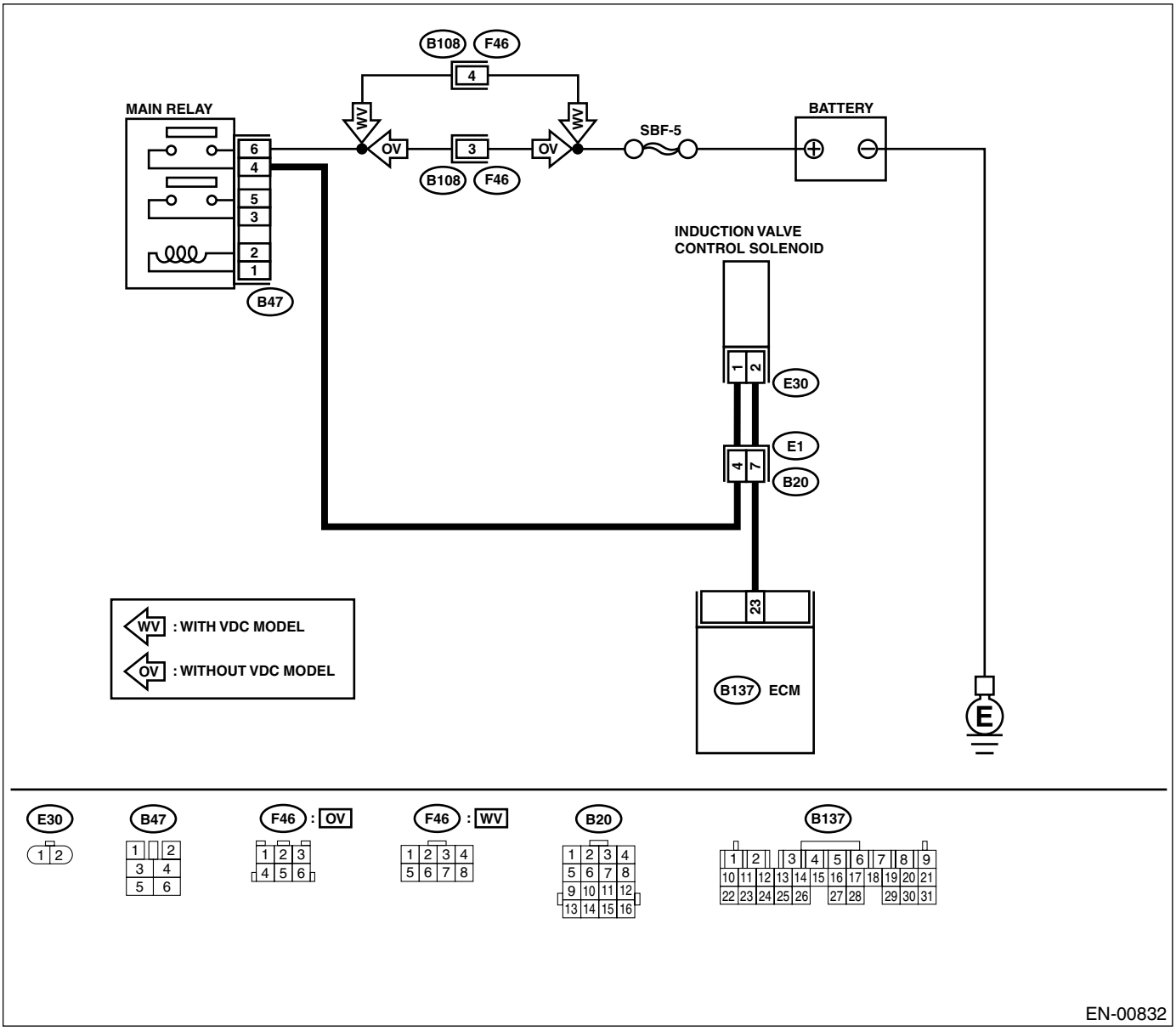
Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	It is caused by a temporary poor contact.

CC:DTC P0661 — INTAKE MANIFOLD TUNING VALVE CONTROL CIRCUIT LOW - BANK 1 —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL OF ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 23 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Go to step **2.**
2	**CHECK HARNESS BETWEEN INDUCTION CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from induction control solenoid valve and ECM. 3) Measure resistance of harness between induction control solenoid valve connector and engine ground. ***Connector & terminal*** ***(E30) No. 2 — Engine ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and induction control solenoid valve connector.	Go to step **3.**
3	**CHECK HARNESS BETWEEN INDUCTION CONTROL SOLENOID VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and induction control solenoid valve of harness connector. ***Connector & terminal*** ***(B137) No. 23 — (E30) No. 2:***	Is the measured value less than 1 Ω?	Go to step **4.**	Repair open circuit in harness between ECM and induction control solenoid valve connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and induction control solenoid valve connector • Poor contact in coupling connector
4	**CHECK INDUCTION CONTROL SOLENOID VALVE.** 1) Remove induction control solenoid valve. 2) Measure resistance between induction control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 37 to 44 Ω?	Go to step **5.**	Replace induction control solenoid valve. <Ref. to FU(H6DO)-38, Induction Valve Control Solenoid.>
5	**CHECK POWER SUPPLY TO INDUCTION CONTROL SOLENOID VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between induction control solenoid valve and engine ground. ***Connector & terminal*** ***(E30) No. 1 (+) — Engine ground (–):***	Is the measured value more than 10 V?	Go to step **6.**	Repair open circuit in harness between main relay and induction control solenoid valve connector.

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

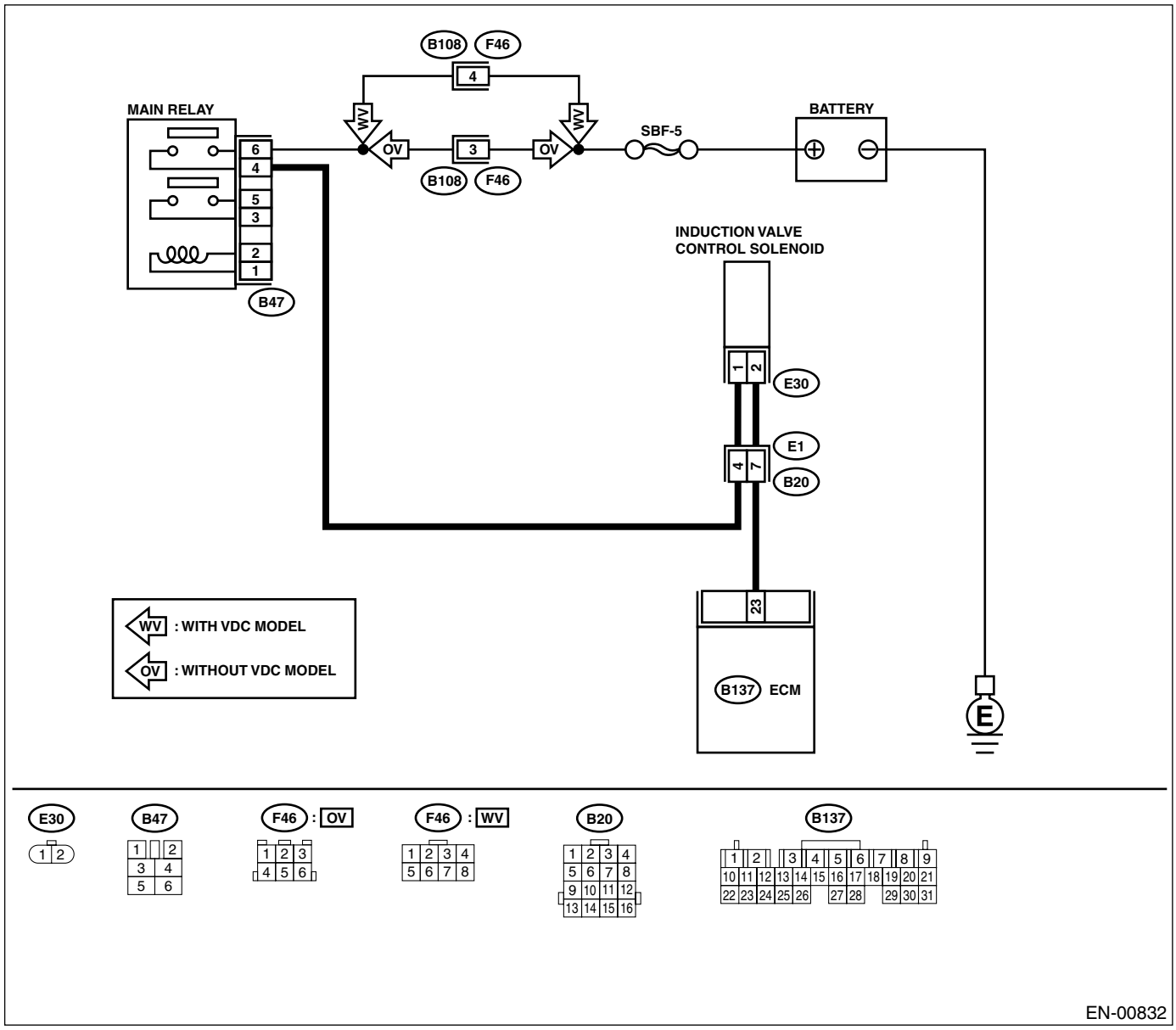
MEMO:

CD:DTC P0662 — INTAKE MANIFOLD TUNING VALVE CONTROL CIRCUIT HIGH - BANK 1 —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



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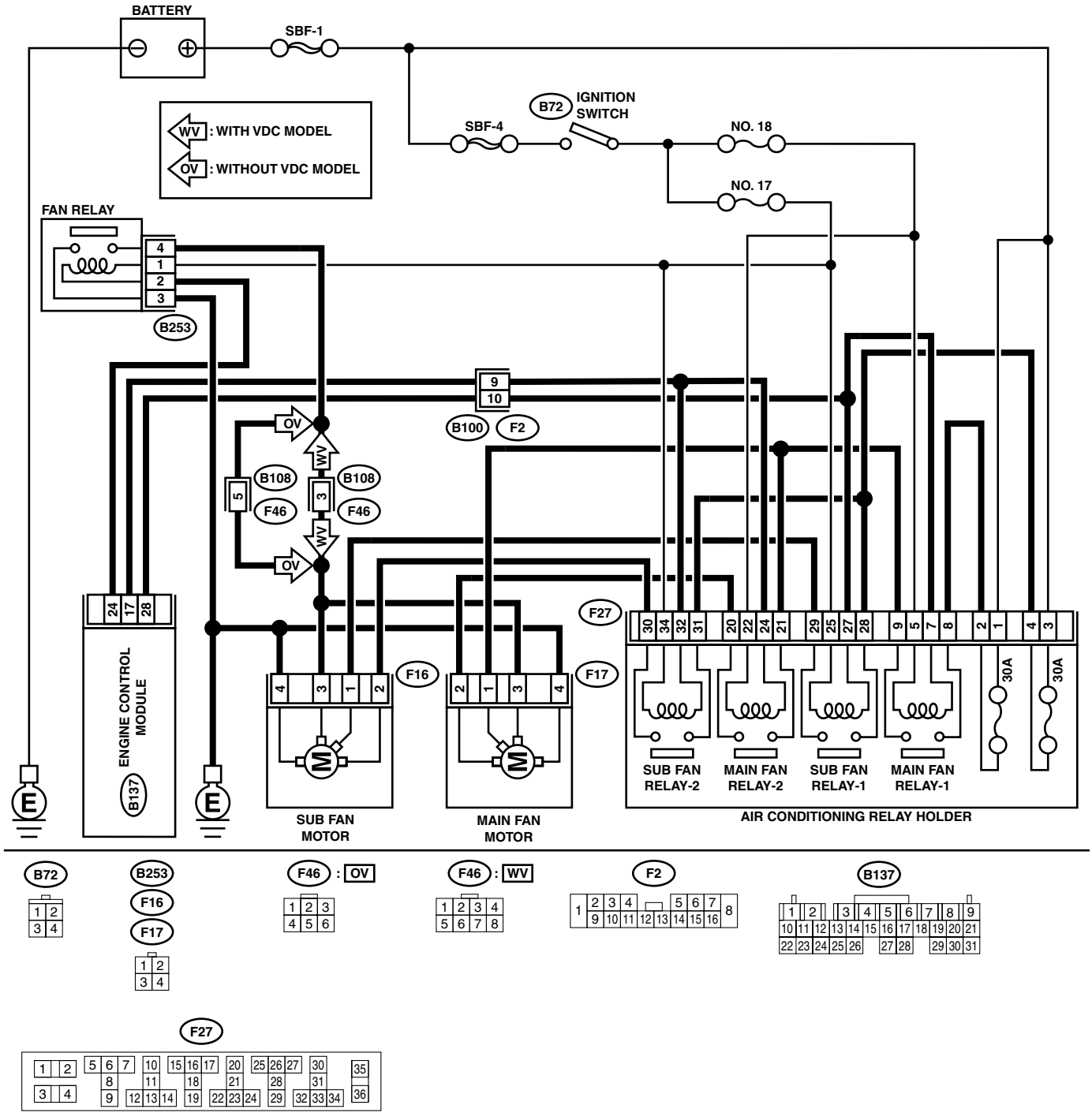
	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL OF ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 23 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **3.**	Go to step **2.**
2	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>
3	**CHECK HARNESS BETWEEN INDUCTION CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from induction control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 23 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and induction control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Go to step **4.**
4	**CHECK INDUCTION CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between induction control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value less than 1 Ω?	Replace induction control solenoid valve <Ref. to FU(H6DO)-38, Induction Valve Control Solenoid.> and ECM <Ref. to FU(H6DO)-46, 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(H6DO)-46, Engine Control Module.>

CE:DTC P0691 — COOLING FAN 1 CONTROL CIRCUIT LOW —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



EN-02175

	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector. 3) Turn ignition switch to ON. 4) While operating radiator fan relay, measure voltage between ECM terminal and 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(H6DO)-38, Subaru Select Monitor.> ***Connector & terminal*** ***(B137) No. 28 (+) — Chassis ground (–):*** ***(B137) No. 17 (+) — Chassis ground (–):***	Is the measured value within 0 to 10 V?	Repair poor contact in ECM connector.	Go to step **2.**
2	**CHECK GROUND SHORT CIRCUIT IN RADIATOR FAN RELAY 1 CONTROL CIRCUIT.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and remove main fan relays from A/C relay holder. 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 28 — Chassis ground:*** ***(B137) No. 17 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **3.**	Repair ground short circuit in radiator fan relay 1 control circuit.
3	**CHECK POWER SUPPLY FOR RELAY.** 1) Turn ignition switch to ON. 2) Measure voltage between fuse and relay box (F/B) connector and chassis ground. ***Connector & terminal*** ***(F27) No. 5 (+) — Chassis ground (–):*** ***(F27) No. 22 (+) — Chassis ground (–):***	Is the measured value 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 RELAYS.** 1) Turn ignition switch to OFF. 2) Measure resistance between main fan relay terminals. ***Terminal*** ***(F27) No. 5 — No. 7:*** ***(F27) No. 22 — No. 24:***	Is the measured value within 87 to 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*** ***(B137) No. 28 — (F27) No. 6:*** ***(B137) No. 17 — (F27) No. 24:***	Is the measured value 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
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 center.

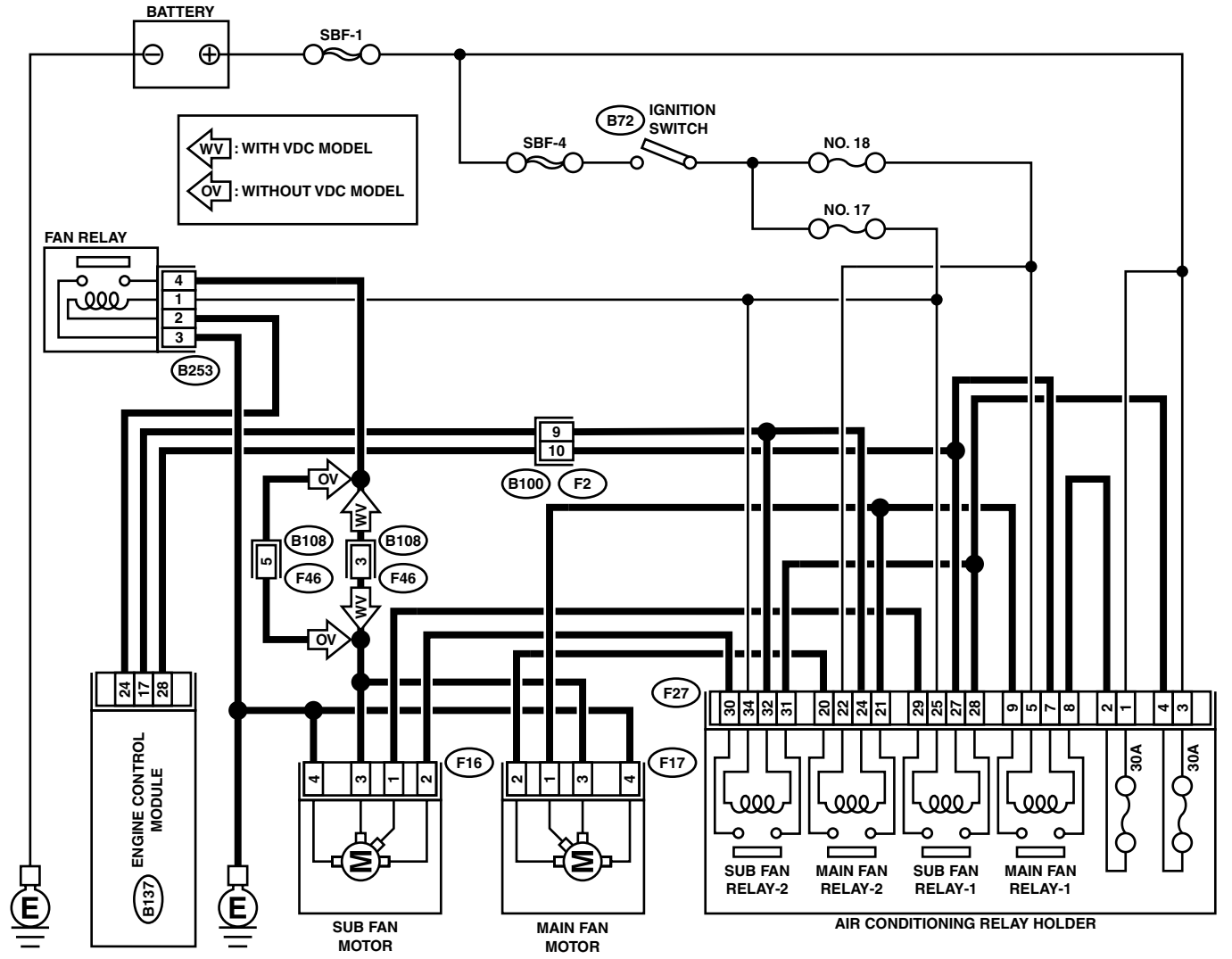
MEMO:

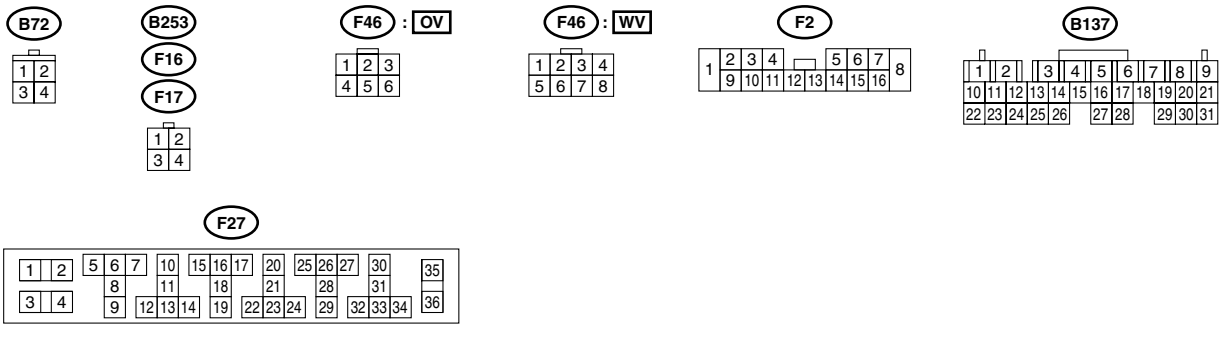
CF:DTC P0692 — COOLING FAN 1 CONTROL CIRCUIT HIGH —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





EN-02175

	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector. 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(H6DO)-59, Compulsory Valve Operation Check Mode.> ***Connector & terminal*** ***(B137) No. 28 (+) — Chassis ground (–):*** ***(B137) No. 17 (+) — Chassis ground (–):***	Is the measured value within 0 to 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*** ***(B137) No. 28 (+) — Chassis ground (–):*** ***(B137) No. 17 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in radiator fan relay control circuit.	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*** ***(F66) No. 5 — No. 7:*** ***(F30) No. 22 — No. 24:***	Is the measured value less than 1 Ω?	Replace main fan relay.	Go to step **4.**
4	**CHECK SUB FAN RELAY.** 1) Remove sub fan relay. 2) Measure resistance between sub fan relay terminals. ***Terminal*** ***(F28) No. 25 — No. 27:*** ***(F29) No. 32 — No. 34:***	Is the measured value less than 1 Ω?	Replace sub fan relay.	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(H6DO)-46, Engine Control Module.>

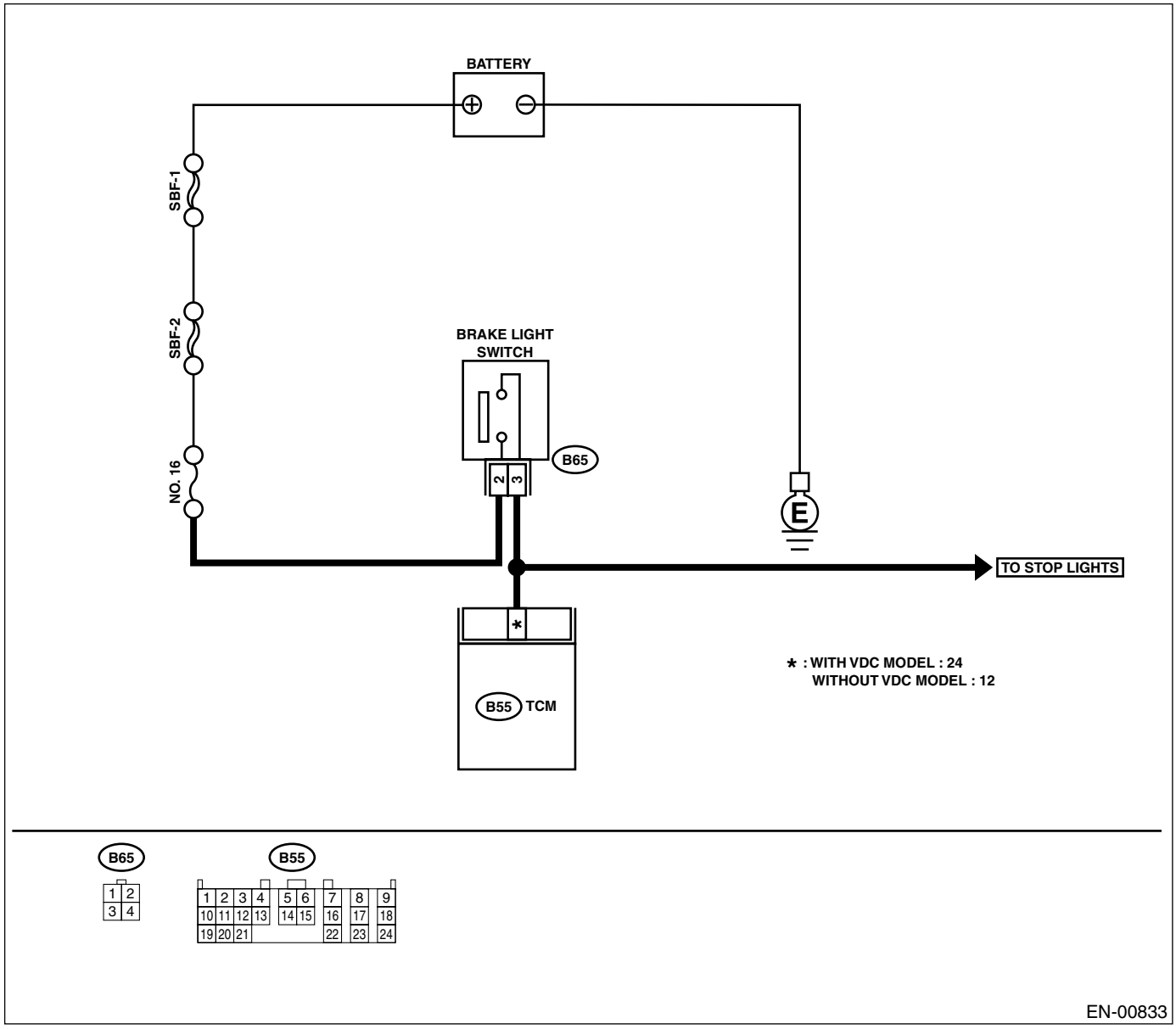
MEMO:

CG:DTC P0703 — TORQUE CONVERTER/BRAKE SWITCH "B" CIRCUIT —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK OPERATION OF BRAKE LIGHT.**	Does brake light come on when depressing the brake pedal?	Go to step **2.**	Repair or replace brake light circuit.
2	**CHECK HARNESS BETWEEN TCM AND BRAKE LIGHT SWITCH CONNECTOR.** 1) Disconnect connectors from TCM and brake light switch. 2) Measure resistance of harness between TCM and brake light switch connector. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 24 — (B65) No. 3:*** ***WITHOUT VDC MODEL:*** ***(B55) No. 12 — (B65) No. 3:***	Is the measured value less than 1 Ω?	Go to step **3.**	Repair or replace harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between TCM and brake light switch connector • Poor contact in TCM connector • Poor contact in brake light switch connector
3	**CHECK HARNESS BETWEEN TCM AND BRAKE LIGHT SWITCH CONNECTOR.** Measure resistance of harness between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 24 (+) — Chassis ground (–):*** ***WITHOUT VDC MODEL:*** ***(B55) No. 12 (+) — Chassis ground (–):***	Is the measured value more than 1 MΩ?	Go to step **4.**	Repair ground short circuit in harness between TCM and brake light switch connector.
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect connectors to TCM and brake light switch. 2) Measure voltage between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 24 (+) — Chassis ground (–):*** ***WITHOUT VDC MODEL:*** ***(B55) No. 12 (+) — Chassis ground (–):***	Is the measured value less than 1 V when releasing the brake pedal?	Go to step **5.**	Adjust or replace brake light switch. <Ref. to LI-8, INSPECTION, Stop Light System.>
5	**CHECK INPUT SIGNAL FOR TCM.** Measure voltage between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B55) No. 24 (+) — Chassis ground (–):*** ***WITHOUT VDC MODEL:*** ***(B55) No. 12 (+) — Chassis ground (–):***	Is the measured value more than 10 V when depressing the brake pedal?	Go to step **6.**	Adjust or replace brake light switch. <Ref. to LI-8, INSPECTION, Stop Light System.>
6	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CH:DTC P0731 — GEAR 1 INCORRECT RATIO —

NOTE:
For the diagnostic procedure, refer to DTC P0734. <Ref. to EN(H6DO)-312, DTC P0734 — GEAR 4 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CI: DTC P0732 — GEAR 2 INCORRECT RATIO —

NOTE:
For the diagnostic procedure, refer to DTC P0734. <Ref. to EN(H6DO)-312, DTC P0734 — GEAR 4 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CJ:DTC P0733 — GEAR 3 INCORRECT RATIO —

NOTE:
For the diagnostic procedure, refer to DTC P0734. <Ref. to EN(H6DO)-312, DTC P0734 — GEAR 4 INCORRECT RATIO —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CK:DTC P0734 — GEAR 4 INCORRECT RATIO —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Shift point too high or too low; engine brake not effective in “3” range; excessive shift shock; excessive tight corner “braking”

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**

	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect relevant DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK THROTTLE POSITION SENSOR CIRCUIT.** Check throttle position sensor circuit. <Ref. to 4AT(H4SO)-60, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in throttle position sensor circuit?	Repair or replace throttle position sensor circuit.	Go to step **3.**
3	**CHECK FRONT VEHICLE SPEED SENSOR CIRCUIT.** Check front vehicle speed sensor circuit. <Ref. to 4AT(H4SO)-70, DTC 33 FRONT VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in front throttle position sensor circuit?	Repair or replace front vehicle speed sensor circuit.	Go to step **4.**
4	**CHECK TORQUE CONVERTER TURBINE SPEED SENSOR CIRCUIT.** Check torque converter turbine speed sensor circuit. <Ref. to 4AT(H4SO)-76, DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in torque converter turbine speed sensor circuit?	Repair or replace torque converter turbine speed sensor circuit.	Go to step **5.**

Step		Check	Yes	No
5	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Go to step **6.**
6	**CHECK MECHANICAL TROUBLE.** Check mechanical trouble in automatic transmission.	Is there any mechanical trouble in automatic transmission?	Repair or replace automatic transmission.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CL:DTC P0741 — TORQUE CONVERTER CLUTCH CIRCUIT PERFORMANCE OR STUCK OFF —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - No lock-up (after engine warm-up)
  - No shift or excessive tight corner “braking”

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

Step		Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK LOCK-UP DUTY SOLENOID CIRCUIT.** Check lock-up duty solenoid circuit. <Ref. to 4AT(H4SO)-114, DTC 77 LOCK-UP DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in lock-up duty solenoid circuit?	Repair or replace lock-up duty solenoid circuit.	Go to step **3.**
3	**CHECK THROTTLE POSITION SENSOR CIRCUIT.** Check throttle position sensor circuit. <Ref. to 4AT(H4SO)-60, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in throttle position sensor circuit?	Repair or replace throttle position sensor circuit.	Go to step **4.**
4	**CHECK TORQUE CONVERTER TURBINE SPEED SENSOR CIRCUIT.** Check torque converter turbine speed sensor circuit. <Ref. to 4AT(H4SO)-76, DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in torque converter turbine speed sensor circuit?	Repair or replace torque converter turbine speed sensor circuit.	Go to step **5.**
5	**CHECK ENGINE SPEED INPUT CIRCUIT.** Check engine speed input circuit. <Ref. to 4AT(H4SO)-50, DTC 11 ENGINE SPEED SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in engine speed input circuit?	Repair or replace engine speed input circuit.	Go to step **6.**
6	**CHECK INHIBITOR SWITCH CIRCUIT.** Check inhibitor switch circuit. <Ref. to 4AT(H4SO)-148, CHECK INHIBITOR SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>	Is there any trouble in inhibitor switch circuit?	Repair or replace inhibitor switch circuit.	Go to step **7.**
7	**CHECK BRAKE LIGHT SWITCH CIRCUIT.** Check brake light switch circuit. <Ref. to 4AT(H4SO)-146, CHECK BRAKE SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>	Is there any trouble in brake light switch circuit?	Repair or replace brake light switch circuit.	Go to step **8.**

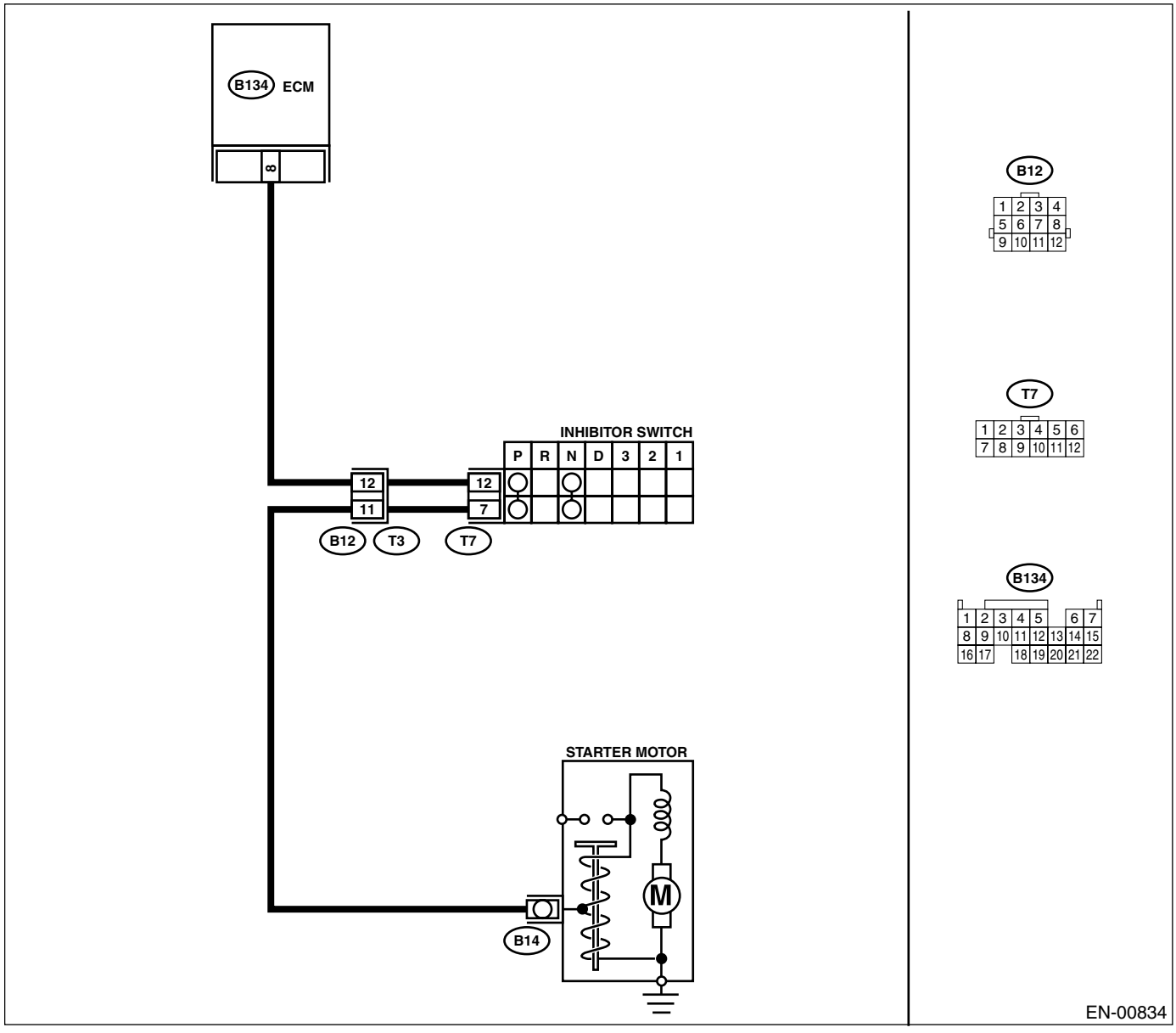
	Step	Check	Yes	No
8	**CHECK ATF TEMPERATURE SENSOR CIRCUIT.** Check ATF temperature sensor circuit. <Ref. to 4AT(H4SO)-54, DTC 27 ATF TEMPERATURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble in ATF temperature sensor circuit?	Repair or replace ATF temperature sensor circuit.	Go to step **9.**
9	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Go to step **10.**
10	**CHECK MECHANICAL TROUBLE.** Check mechanical trouble in automatic transmission.	Is there any mechanical trouble in automatic transmission?	Repair or replace automatic transmission.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CM:DTC P0851 — NEUTRAL SWITCH INPUT CIRCUIT LOW —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



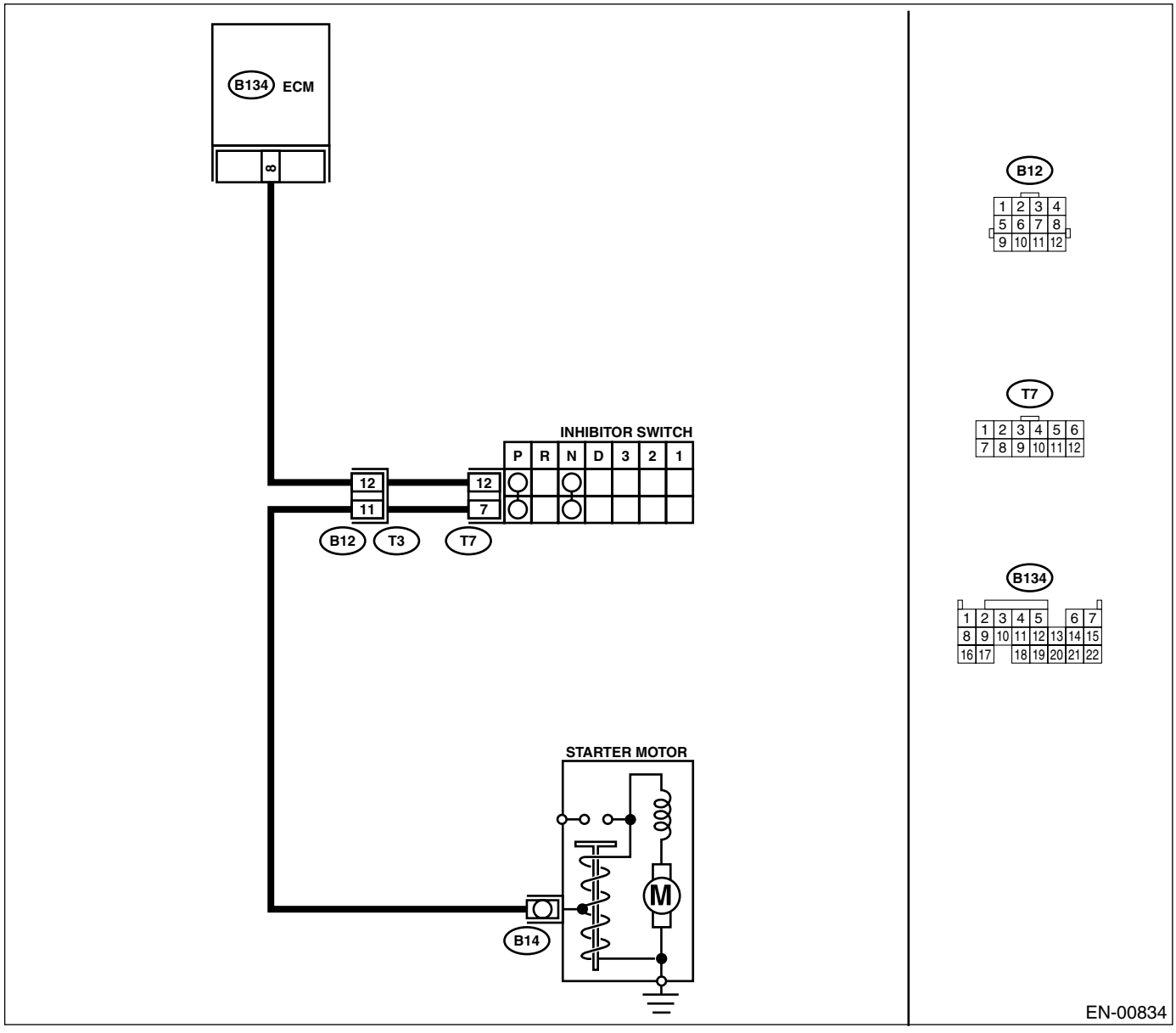
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Place the selector lever in position other than the "N" and "P" positions. 3) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 8 (+) — Chassis ground (–):***	Is the measured value within 4.5 to 5.5 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time.	Go to step **3.**
3	**CHECK HARNESS BETWEEN ECM AND TRANSMISSION HARNESS CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and transmission harness connector (T3). 3) Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B134) No. 8 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and transmission harness connector.	Go to step **4.**
4	**CHECK TRANSMISSION HARNESS CONNECTOR.** 1) Disconnect connector from inhibitor switch. 2) Measure resistance of harness between transmission harness connector and engine ground. ***Connector & terminal*** ***(T3) No. 12 — Engine ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between transmission harness and inhibitor switch connector.	Go to step **5.**
5	**CHECK INHIBITOR SWITCH.** Measure resistance between inhibitor switch connector terminals in selector lever except for "N" and "P" positions. ***Terminals*** ***No. 7 — No. 12:***	Is the measured value more than 1 MΩ?	Go to step **6.**	Replace inhibitor switch. <Ref. to 4AT-51, Inhibitor Switch.>
6	**CHECK SELECTOR CABLE CONNECTION.**	Is there any fault in selector cable connection to inhibitor switch?	Repair selector cable connection. <Ref. to CS-31, Select Cable.>	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

CN:DTC P0852 — NEUTRAL SWITCH INPUT CIRCUIT HIGH —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground in selector lever "N" and "P" positions. ***Connector & terminal*** ***(B134) No. 8 (+) — Chassis ground (–):***	Is the measured value less than 1 V?	Go to step **3.**	Go to step **5.**
3	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground in selector lever except for "N" and "P" positions. ***Connector & terminal*** ***(B134) No. 8 (+) — Chassis ground (–):*** Is the measured value within the specified range?	Is the measured value within 4.5 to 5.5 V?	Go to step **4.**	Go to step **5.**
4	**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 (distributor) 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*** ***(B134) No. 8 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and inhibitor switch connector.	Go to step **6.**
6	**CHECK HARNESS BETWEEN ECM AND INHIBITOR SWITCH CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and inhibitor switch. 3) Measure resistance of harness between ECM and inhibitor switch connector. ***Connector & terminal*** ***(B134) No. 8 — (T7) No. 12:***	Is the measured value less than 1 Ω?	Go to step **7.**	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and inhibitor switch connector • Poor contact in coupling connector • Poor contact in inhibitor switch connector • Poor contact in ECM connector

	Step	Check	Yes	No
7	**CHECK INHIBITOR SWITCH GROUND LINE.** Measure resistance of harness between inhibitor switch connector and engine ground. ***Connector & terminal*** ***(T7) No. 7 — Engine ground:***	Is the measured value less than 5 Ω?	Go to step **8.**	Repair open circuit in harness between inhibitor switch connector and starter motor ground line. NOTE: In this case, repair the following: • Open circuit in harness between inhibitor switch connector and starter motor ground line • Poor contact in starter motor connector • Poor contact in starter motor ground • Starter motor
8	**CHECK INHIBITOR SWITCH.** Measure resistance between inhibitor switch connector receptacle's terminals in selector lever “N” and “P” positions. ***Terminals*** ***No. 7 — No. 12:***	Is the measured value less than 1 Ω?	Go to step **9.**	Replace inhibitor switch. <Ref. to 4AT-51, Inhibitor Switch.>
9	**CHECK SELECTOR CABLE CONNECTION.**	Is there any fault in selector cable connection to inhibitor switch?	Repair selector cable connection. <Ref. to CS-31, Select Cable.>	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

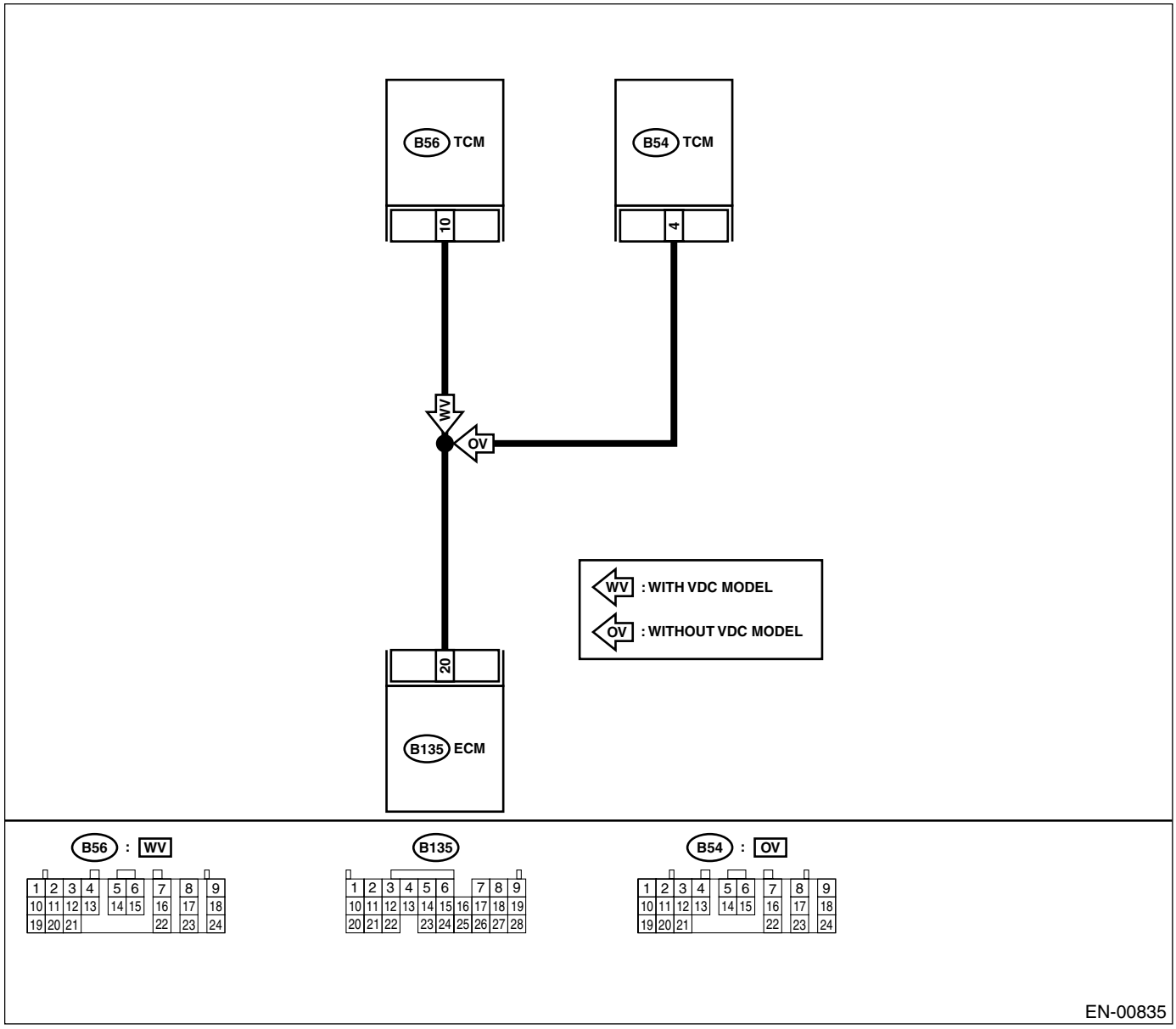
MEMO:

CO:DTC P0864 — TCM COMMUNICATION CIRCUIT RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



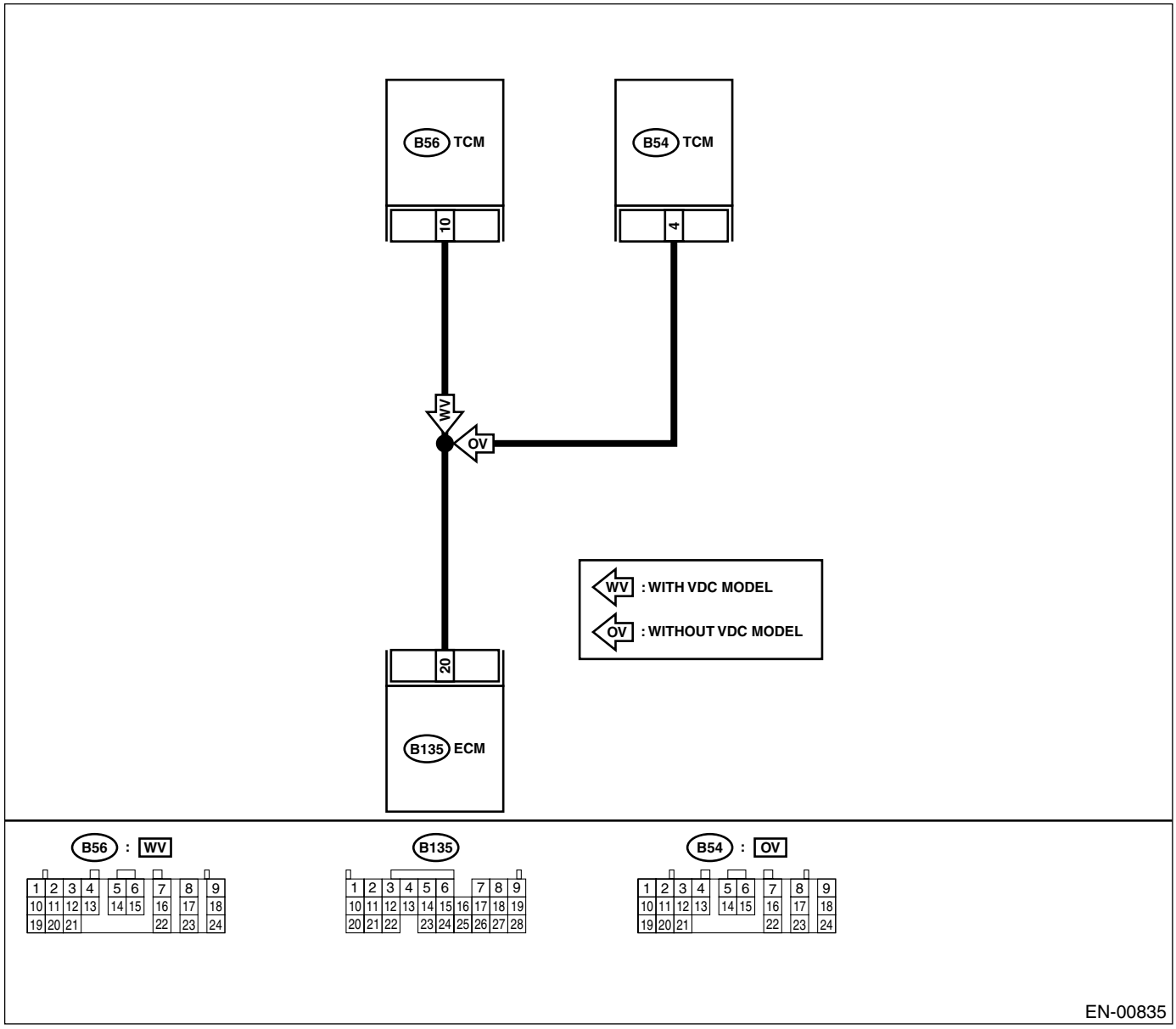
Step		Check	Yes	No
1	**CHECK DRIVING CONDITION.** 1) Start and warm-up the engine until the radiator fan makes one complete rotation. 2) Drive the vehicle.	Is AT shift control functioning properly?	Go to step **2.**	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>
2	**CHECK ACCESSORY.**	Are car phone and/or CB installed on vehicle?	Repair grounding line of car phone or CB system.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CP:DTC P0865 — TCM COMMUNICATION CIRCUIT LOW —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



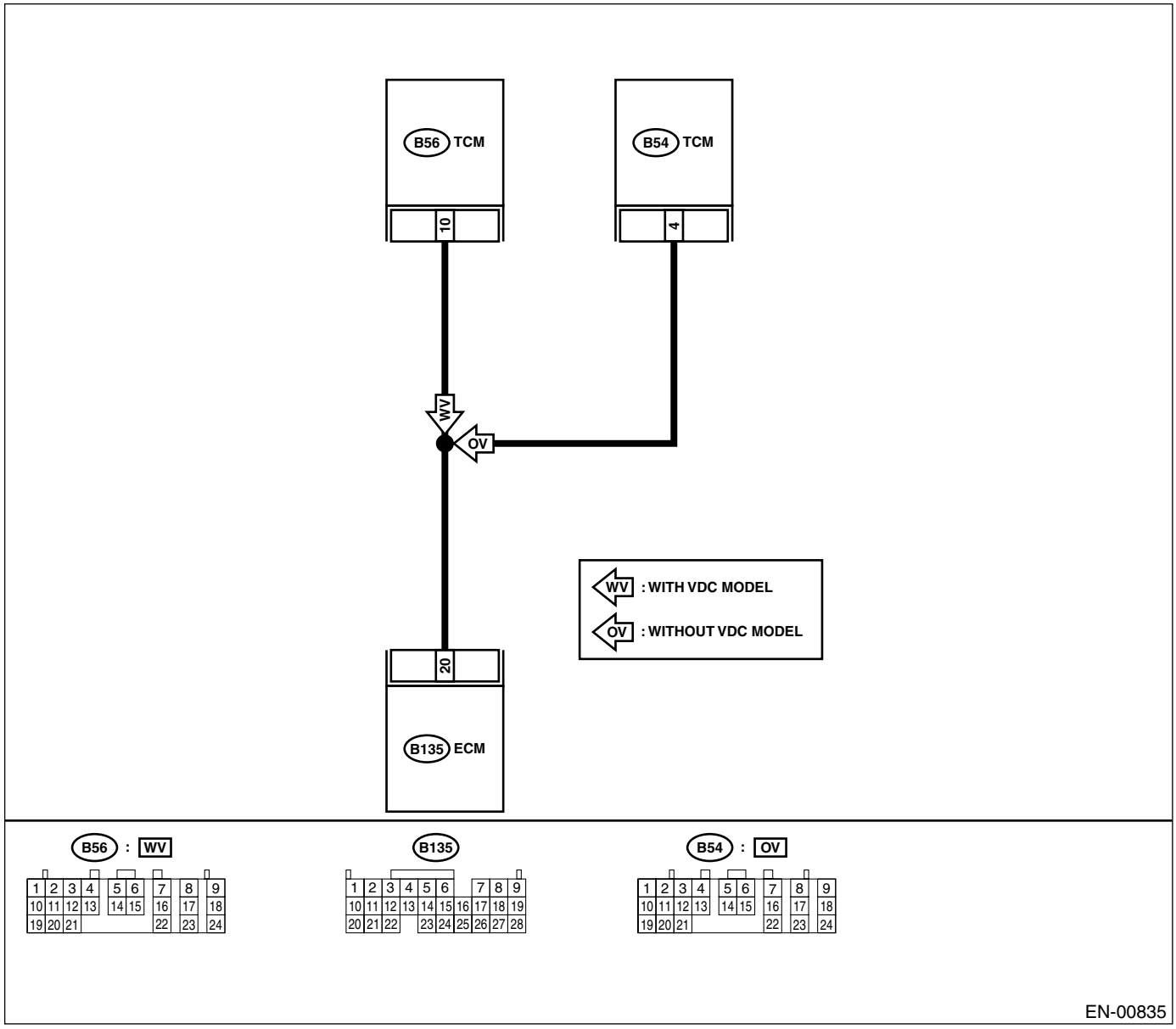
	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value less than 1 V?	Go to step **2.**	Even if MIL lights up, the circuit has returned to a normal condition at this time. NOTE: In this case, repair the following: • Poor contact in ECM connector • Poor contact in TCM connector
2	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from ECM and TCM. 3) Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 20 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and TCM connector.	Go to step **3.**
3	**CHECK OUTPUT SIGNAL FOR ECM.** 1) Connect connector to ECM. 2) Turn ignition switch to ON. 3) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value more than 5 V?	Go to step **4.**	Repair poor contact in ECM connector.
4	**CHECK TROUBLE CODE FOR AUTOMATIC TRANSMISSION.** Read trouble code for automatic transmission. <Ref. to 4AT(H4SO)-30, Read Diagnostic Trouble Code (DTC).>	Does trouble code appear for automatic transmission?	Inspect trouble code for automatic transmission.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

CQ:DTC P0866 — TCM COMMUNICATION CIRCUIT HIGH —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and TCM connector.	Go to step **2.**
2	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value more than 4 V?	Go to step **5.**	Go to step **3.**
3	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value less than 1 V?	Repair poor contact in ECM connector.	Go to step **4.**
4	**CHECK OUTPUT SIGNAL FROM ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 20 (+) — Chassis ground (–):***	Is the measured value within 1 V to 4 V?	Even if MIL lights up, the circuit has returned to a normal condition at this time. NOTE: In this case, repair the following: • Poor contact in ECM connector • Poor contact in TCM connector	Contact with SOA (distributor) service. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
5	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure voltage between TCM and chassis ground. ***Connector & terminal*** ***WITH VDC MODEL:*** ***(B56) No. 10 (+) — Chassis ground (–):*** ***WITHOUT VDC MODEL:*** ***(B54) No. 4 (+) — Chassis ground (–):***	Is the measured value more than 4 V?	Go to step **6.**	Repair open circuit in harness between ECM and TCM connector.
6	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Check TCM power supply line and grounding line.

CR:DTC P1110 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

Step	Check	Yes	No
1 **CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P1110.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>

CS:DTC P1111 — ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT) —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

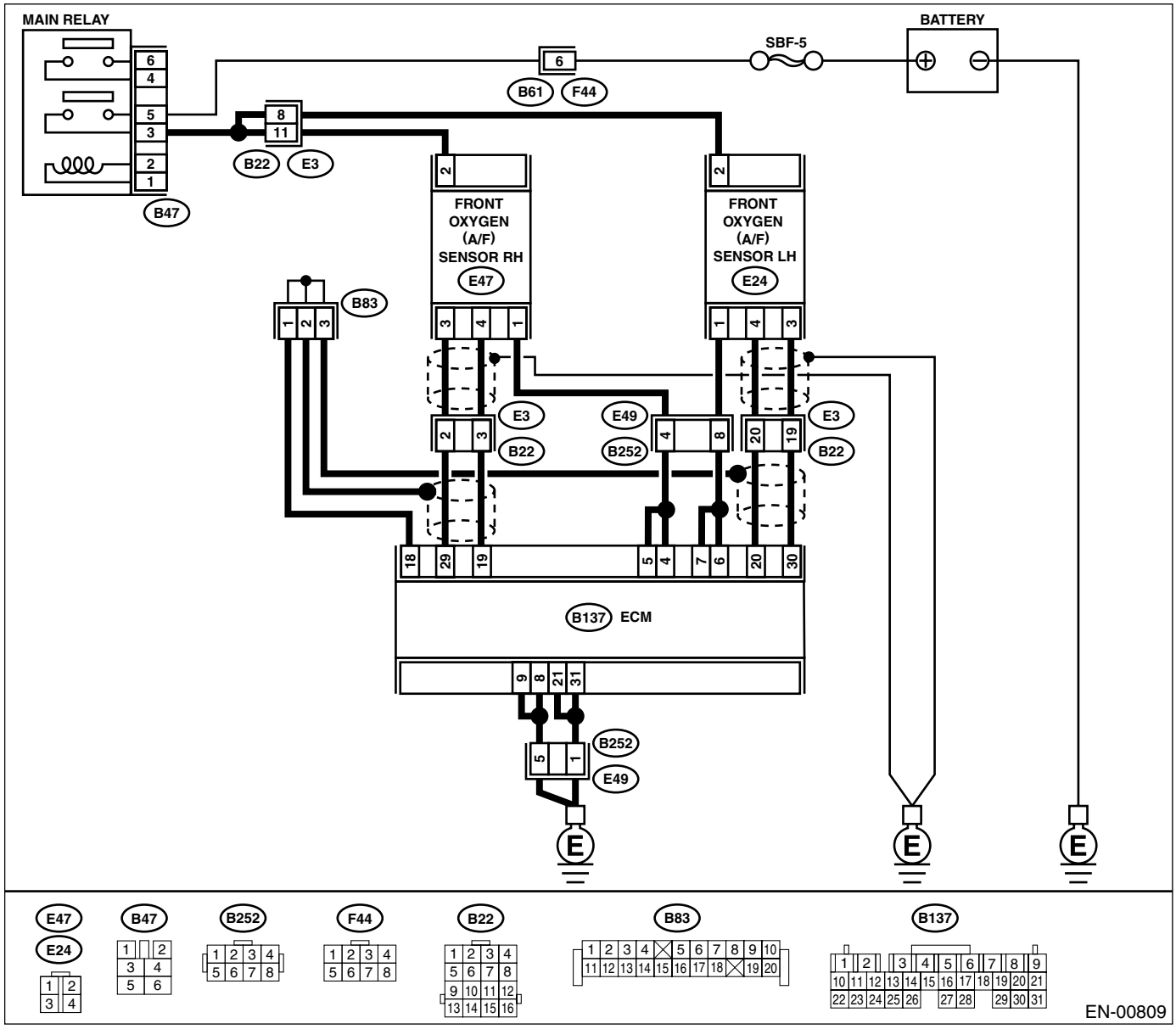
Step	Check	Yes	No
1 **CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P1111.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>

CT:DTC P1134 — A/F SENSOR MICRO-COMPUTER PROBLEM —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



Step	Check	Yes	No
1 **CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P1134.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>

CU:DTC P1152 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1) —

NOTE:
For the diagnostic procedure, refer to DTC P1153. <Ref. to EN(H6DO)-334, DTC P1153 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

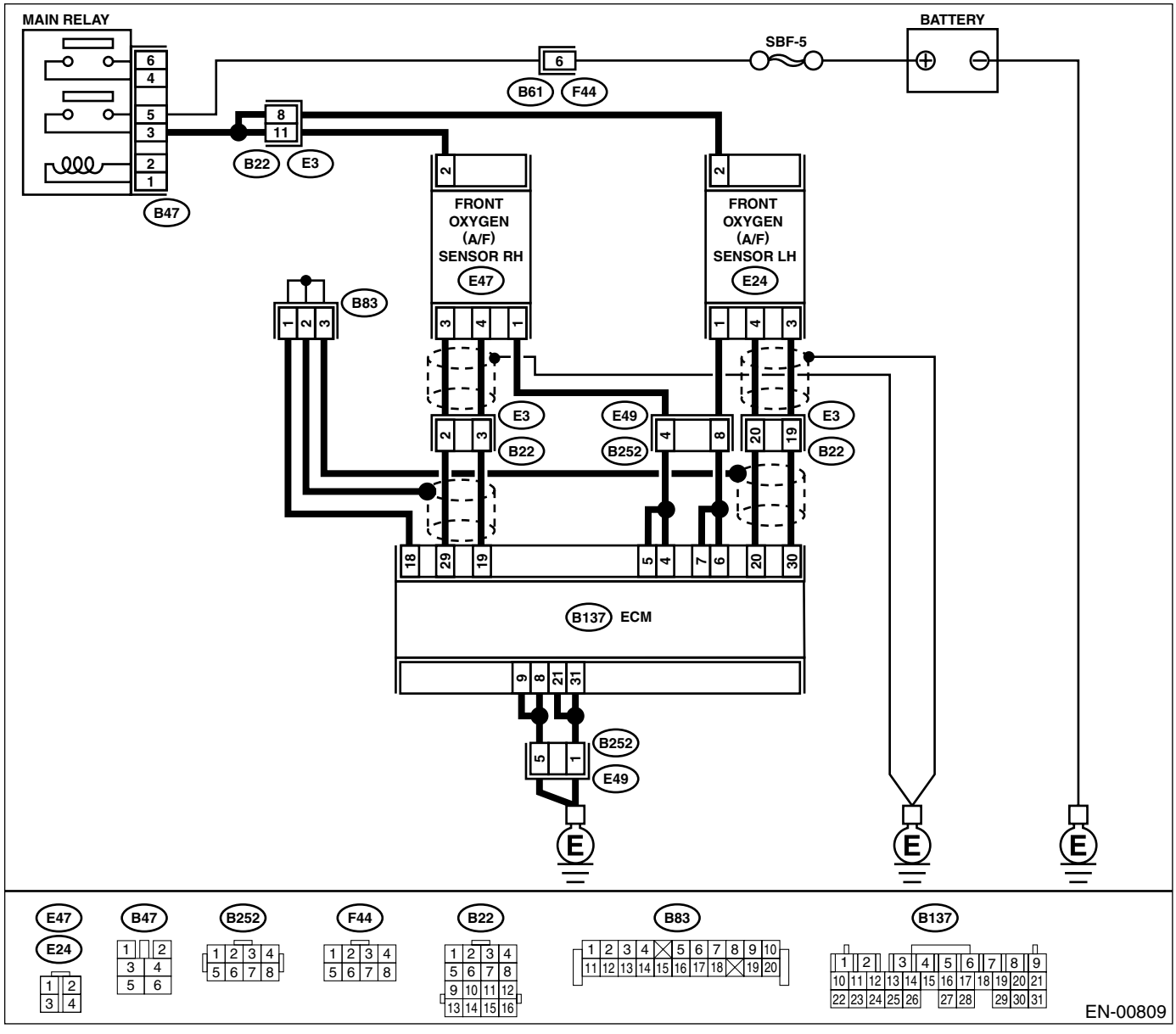
MEMO:

CV:DTC P1153 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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 75°C (167°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 at idle 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value within 0.86 to 1.15 V?	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(H6DO)-38, 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(H6DO)-45, 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

CW: DTC P1154 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 2 SENSOR 1) —

NOTE:
For the diagnostic procedure, refer to DTC P1155. <Ref. to EN(H6DO)-338, DTC P1155 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 2 SENSOR 1) —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

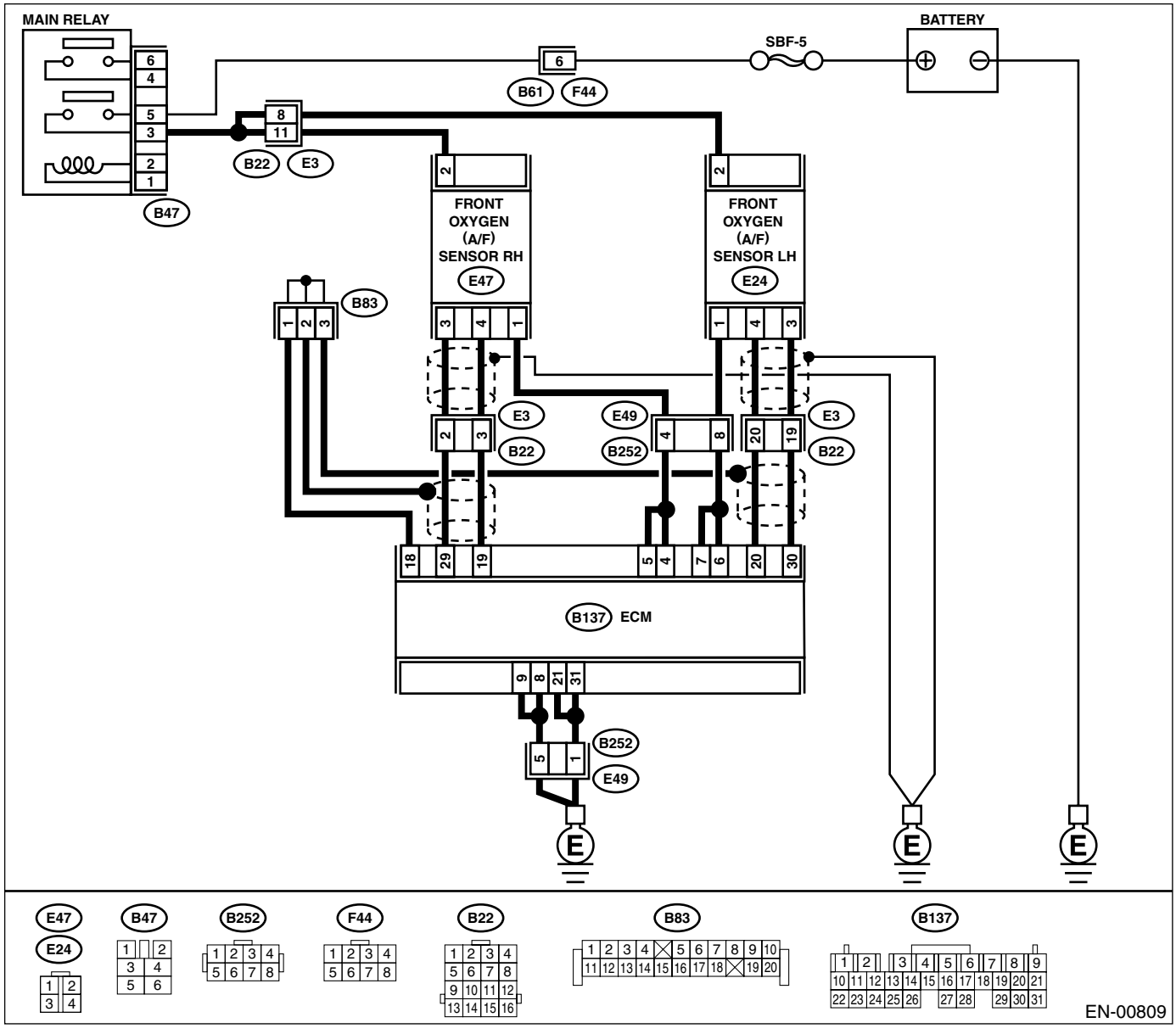
MEMO:

CX:DTC P1155 — O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 2 SENSOR 1) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



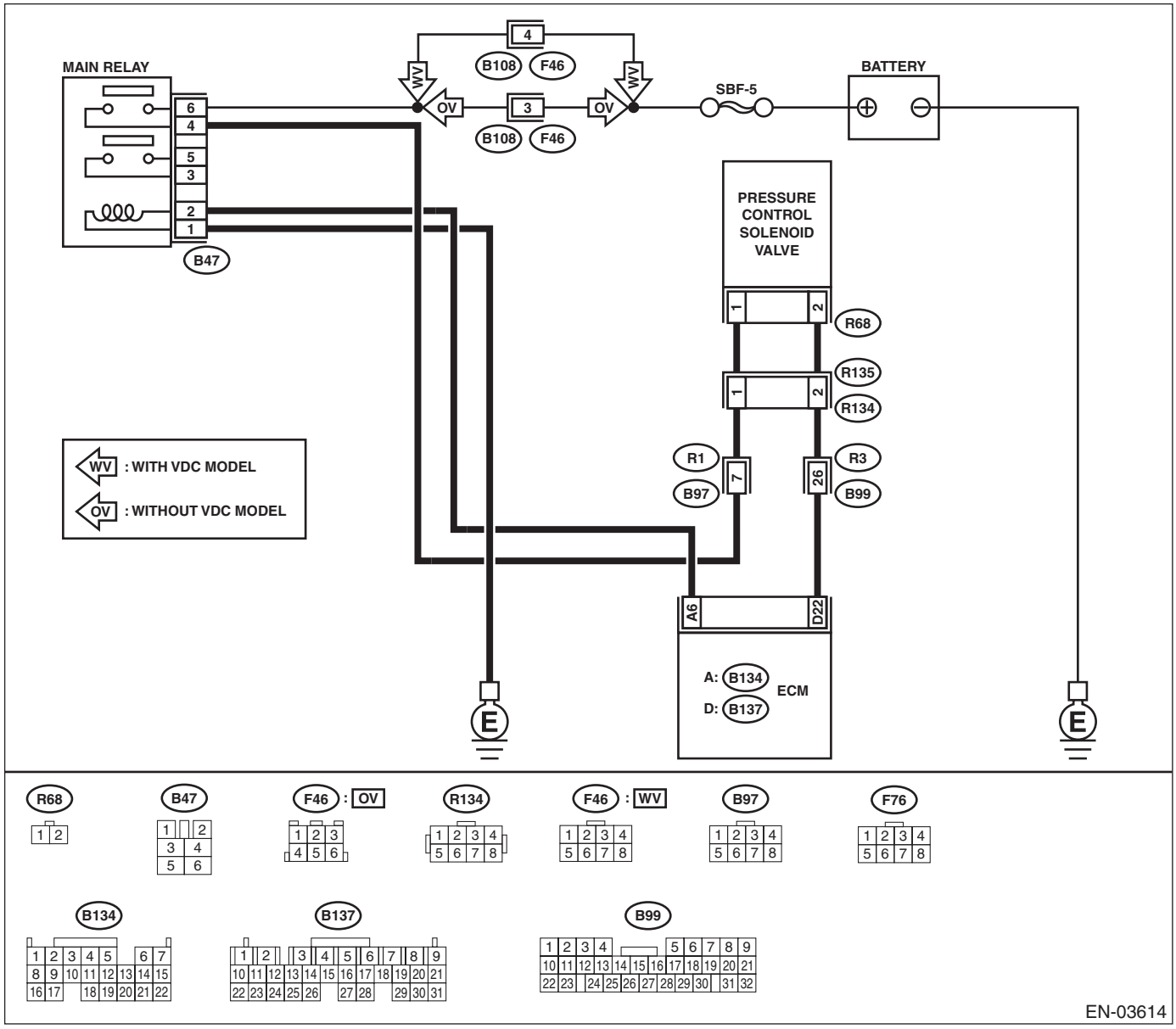
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK FRONT (A/F) OXYGEN SENSOR DATA.** 1) Start engine. 2) While observing the Subaru Select Monitor or OBD-II general scan tool screen, warm-up the engine until coolant temperature is above 75°C (167°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 at idle 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value within 0.86 to 1.15 V?	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(H6DO)-38, 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(H6DO)-45, 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(H6DO)-43, Front Oxygen (A/F) Sensor.>

CY:DTC P1400 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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*** ***(B137) No. 22 (+) — Chassis ground (–):***	Is the measured value 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.	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
3	**CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from pressure control solenoid valve and ECM. 3) Measure resistance of harness between pressure control solenoid valve connector and chassis ground. ***Connector & terminal*** ***(R68) No. 2 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and pressure control solenoid valve connector.	Go to step **4.**
4	**CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and pressure control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 22 — (R68) No. 2:***	Is the measured value 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 pressure control solenoid valve connector • Poor contact in coupling connectors
5	**CHECK PRESSURE CONTROL SOLENOID VALVE.** Measure resistance between pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 10 to 100 Ω?	Go to step **6.**	Replace pressure control solenoid valve. <Ref. to EC(H6DO)-17, Pressure Control Solenoid Valve.>

	Step	Check	Yes	No
6	**CHECK POWER SUPPLY TO PRESSURE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between pressure control solenoid valve and chassis ground. ***Connector & terminal*** ***(R68) No. 1 (+) — Chassis ground (–):***	Is the measured value 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 pressure control solenoid valve connector • Poor contact in coupling connectors • Poor contact in main relay connector
7	**CHECK POOR CONTACT.** Check poor contact in pressure control solenoid valve connector.	Is there poor contact in pressure control solenoid valve connector?	Repair poor contact in pressure control solenoid valve connector.	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

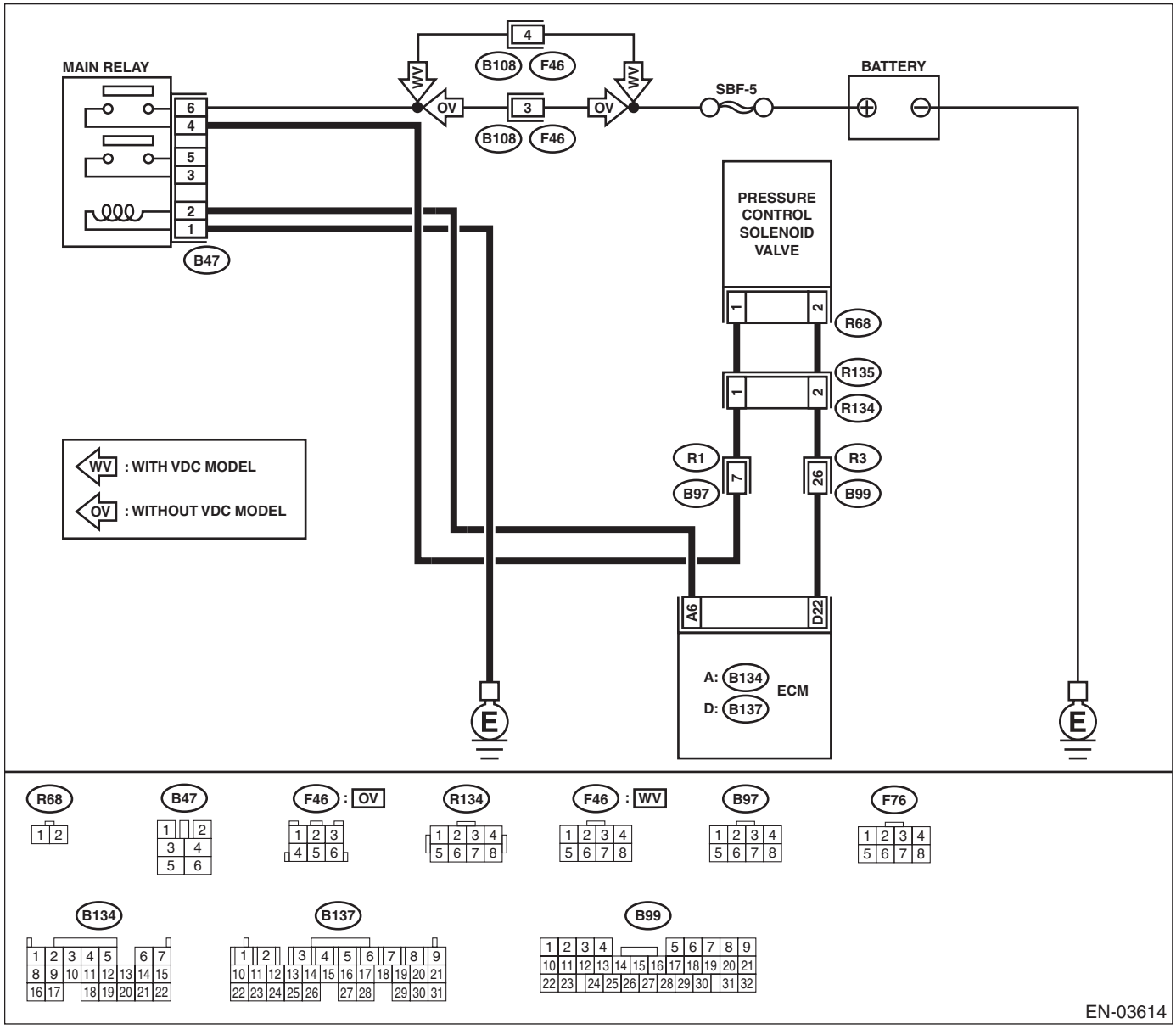
MEMO:

CZ:DTC P1420 — FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT HIGH —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



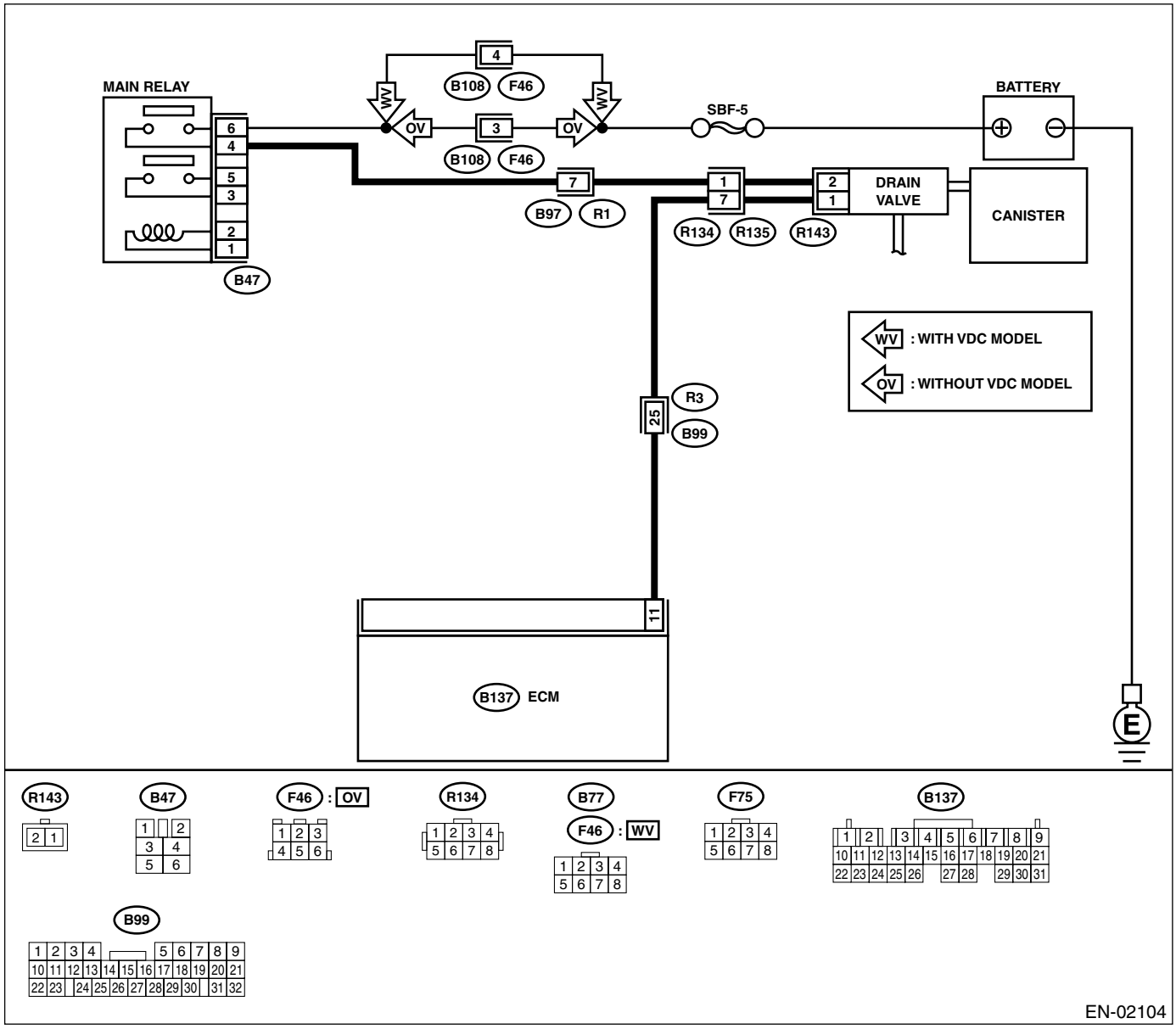
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to OFF. 2) Connect test mode connector at the lower portion of instrument panel (on the driver's side), to the side of the center console box. 3) Turn ignition switch to ON. 4) While operating pressure control solenoid valve, measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 22 (+) — Chassis ground (–):*** NOTE: Pressure control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6DO)-59, Compulsory Valve Operation Check Mode.>	Is the measured value within 0 to 10 V?	Go to step **2.**	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.
2	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 22 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>
4	**CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from pressure control solenoid valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 22 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and pressure control solenoid valve connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Go to step **5.**
5	**CHECK PRESSURE CONTROL SOLENOID VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between pressure control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value less than 1 Ω?	Replace pressure control solenoid valve <Ref. to EC(H6DO)-17, Pressure Control Solenoid Valve.> and ECM <Ref. to FU(H6DO)-46, 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(H6DO)-46, Engine Control Module.>

DA:DTC P1443 — VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence
- **TROUBLE SYMPTOM:**
  - Improper fuel supply

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



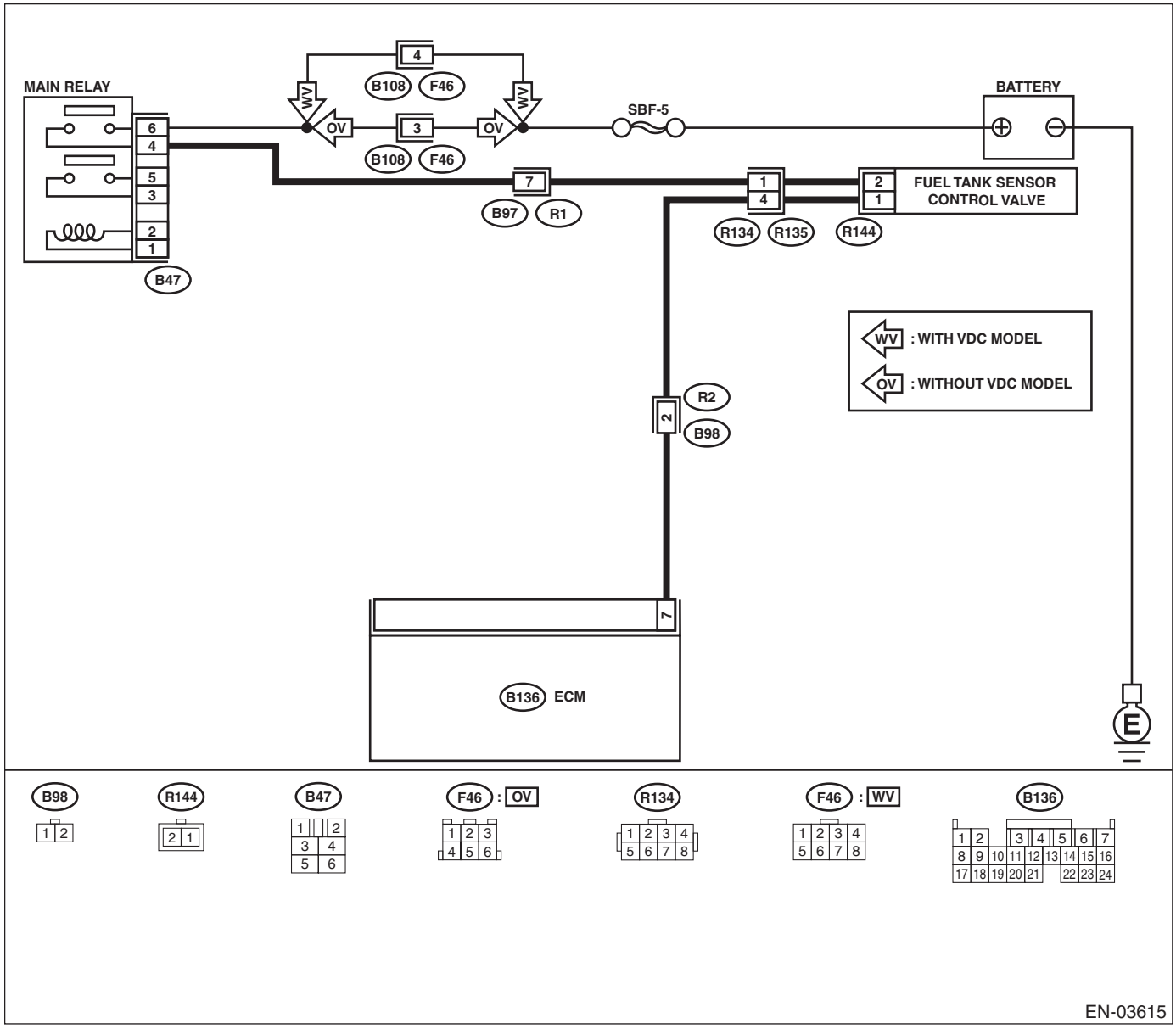
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK CANISTER DRAIN HOSES.** Check the following item. •Clogging of canister drain hoses	Is there clogging of canister drain hoses?	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(H6DO)-59, Compulsory Valve Operation Check Mode.>	Does drain valve produce operating sound?	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.	Replace drain valve. <Ref. to EC(H6DO)-21, Drain Valve.>

DB:DTC P1446 — FUEL TANK SENSOR CONTROL VALVE CIRCUIT LOW —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	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*** ***(B136) No. 7 (+) — Chassis ground (–):***	Is the measured value 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 fuel tank sensor control valve connector • Poor contact in ECM connector • Poor contact in coupling connectors
3	**CHECK HARNESS BETWEEN FUEL TANK SENSOR CONTROL VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from fuel tank sensor control valve and ECM. 3) Measure resistance of harness between drain valve connector and chassis ground. ***Connector & terminal*** ***(R144) No. 1 — Chassis ground:***	Is the measured value more than 1 MΩ?	Go to step **4.**	Repair ground short circuit in harness between ECM and fuel tank sensor control valve connector.
4	**CHECK HARNESS BETWEEN FUEL TANK SENSOR CONTROL VALVE AND ECM CONNECTOR.** Measure resistance of harness between ECM and fuel tank sensor control valve connector. ***Connector & terminal*** ***(B136) No. 7 — (R144) No. 1:***	Is the measured value 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 sensor control valve connector • Poor contact in coupling connectors
5	**CHECK FUEL TANK SENSOR CONTROL VALVE.** Measure resistance between fuel tank sensor control valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value within 10 to 100 Ω?	Go to step **6.**	Replace fuel tank sensor control valve. <Ref. to EC(H6DO)-16, Fuel Tank Sensor Control Valve.>

	Step	Check	Yes	No
6	**CHECK POWER SUPPLY TO FUEL TANK SENSOR CONTROL VALVE.** 1) Turn ignition switch to ON. 2) Measure voltage between fuel tank sensor control valve and chassis ground. ***Connector & terminal*** ***(R144) No. 2 (+) — Chassis ground (–):***	Is the measured value 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 sensor control valve • Poor contact in coupling connectors • Poor contact in main relay connector
7	**CHECK POOR CONTACT.** Check poor contact in fuel tank sensor control valve connector.	Is there poor contact in fuel tank sensor control valve connector?	Repair poor contact in fuel tank sensor control valve connector.	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

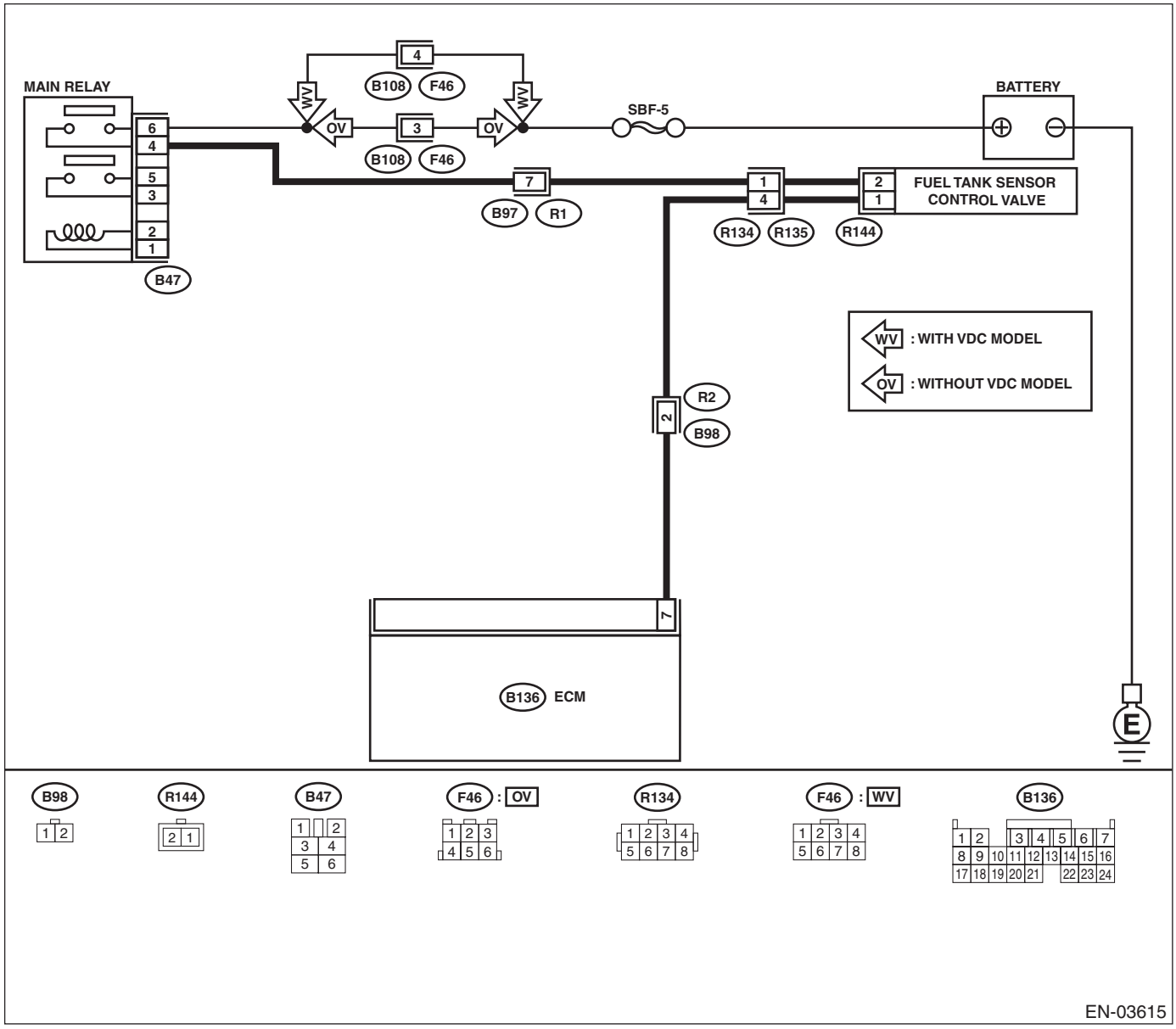
MEMO:

DC:DTC P1447 — FUEL TANK SENSOR CONTROL VALVE CIRCUIT HIGH —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



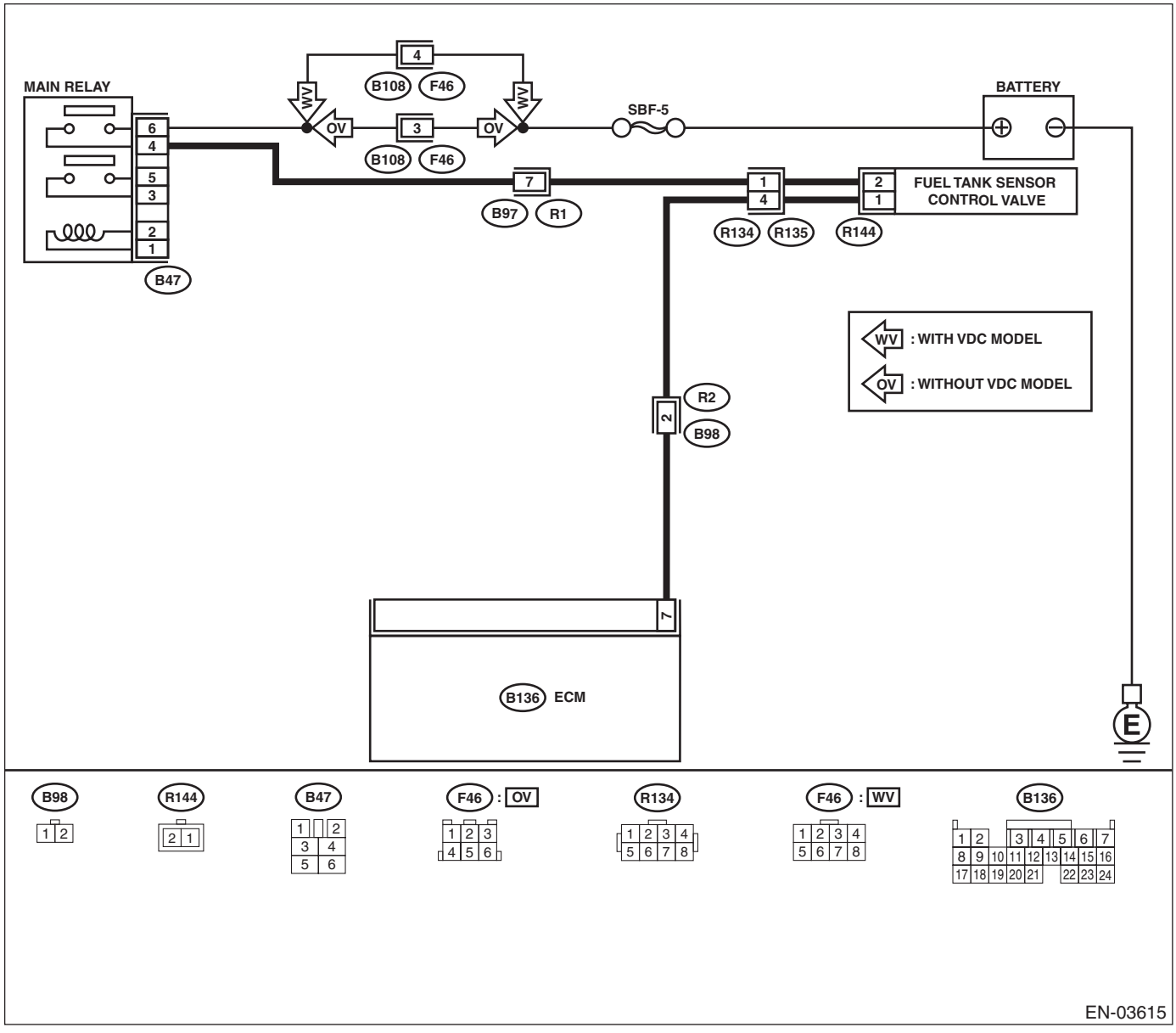
	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 7 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Go to step **3.**	Go to step **2.**
2	**CHECK POOR CONTACT.** Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>
3	**CHECK HARNESS BETWEEN FUEL TANK SENSOR CONTROL VALVE AND ECM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connector from fuel tank sensor control valve. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 7 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and fuel tank sensor control valve connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Go to step **4.**
4	**CHECK FUEL TANK SENSOR CONTROL VALVE.** 1) Turn ignition switch to OFF. 2) Measure resistance between fuel tank sensor control valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the measured value less than 1 Ω?	Replace fuel tank sensor control valve <Ref. to EC(H6DO)-16, Fuel Tank Sensor Control Valve.> and ECM <Ref. to FU(H6DO)-46, 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(H6DO)-46, Engine Control Module.>

DD:DTC P1448 — FUEL TANK SENSOR CONTROL VALVE RANGE/PERFORMANCE —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



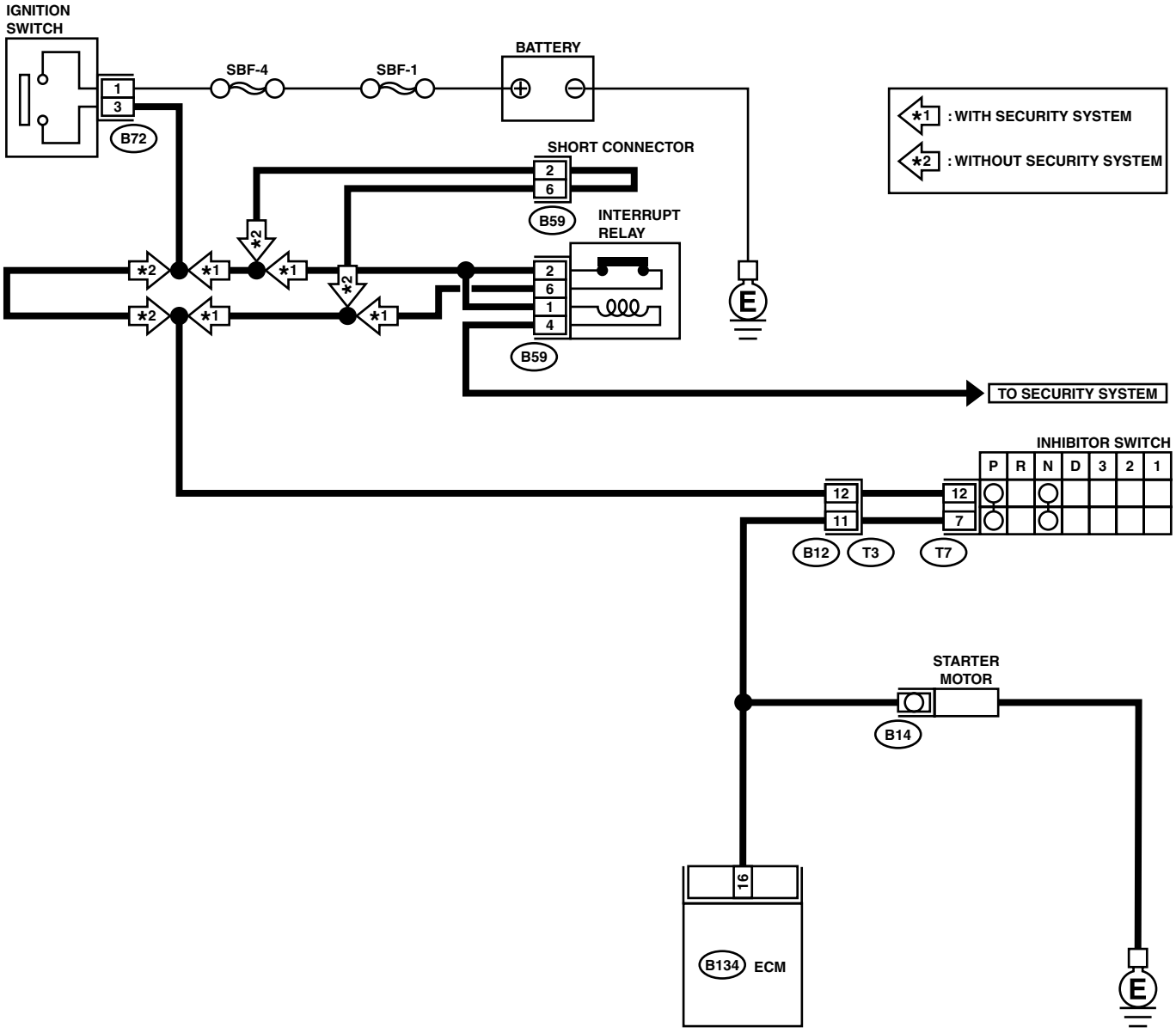
	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is there any DTC on display?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	Go to step **2.**
2	**CHECK FUEL FILLER CAP.** 1) Turn ignition switch to OFF. 2) 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 sensor control valve. <Ref. to EC(H6DO)-16, Fuel Tank Sensor Control Valve.>

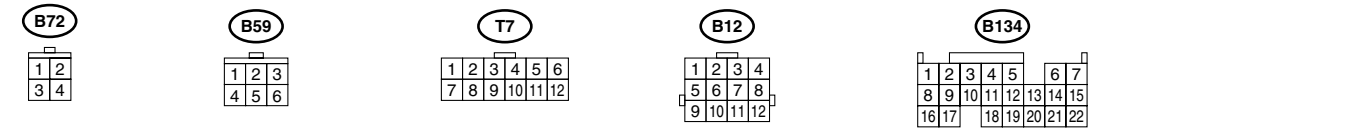
DE:DTC P1518 — STARTER SWITCH CIRCUIT LOW INPUT —

- **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(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**





EN-00804

Step		Check	Yes	No
1	**CHECK OPERATION OF STARTER MOTOR.** NOTE: Place the inhibitor switch in the “P” or “N” position.	Does starter motor operate when turning 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(H6DO)-76, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

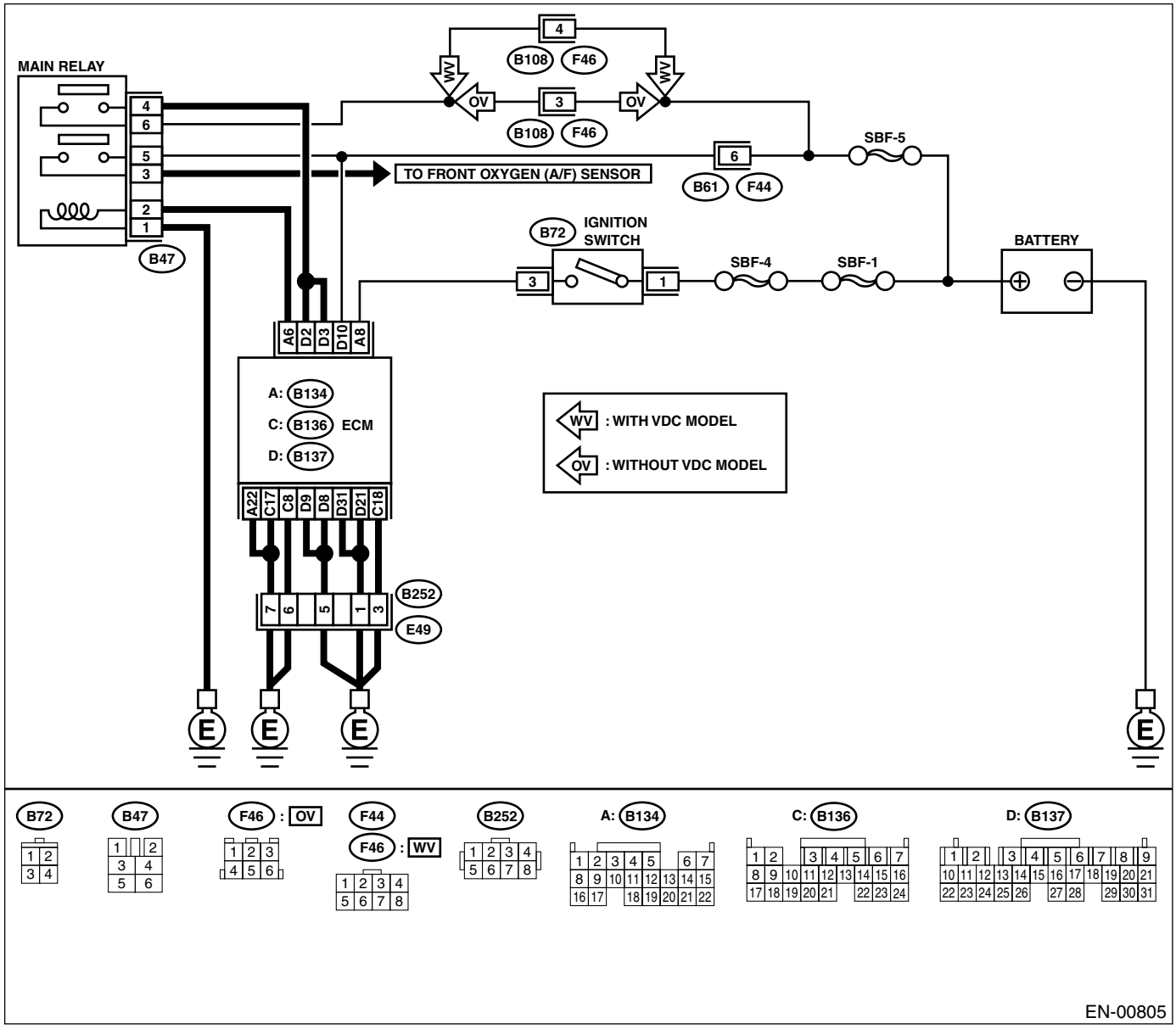
MEMO:

DF:DTC P1560 — BACK-UP VOLTAGE CIRCUIT MALFUNCTION —

- **DTC DETECTING CONDITION:**
  - Detected simultaneously at fault occurrence

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



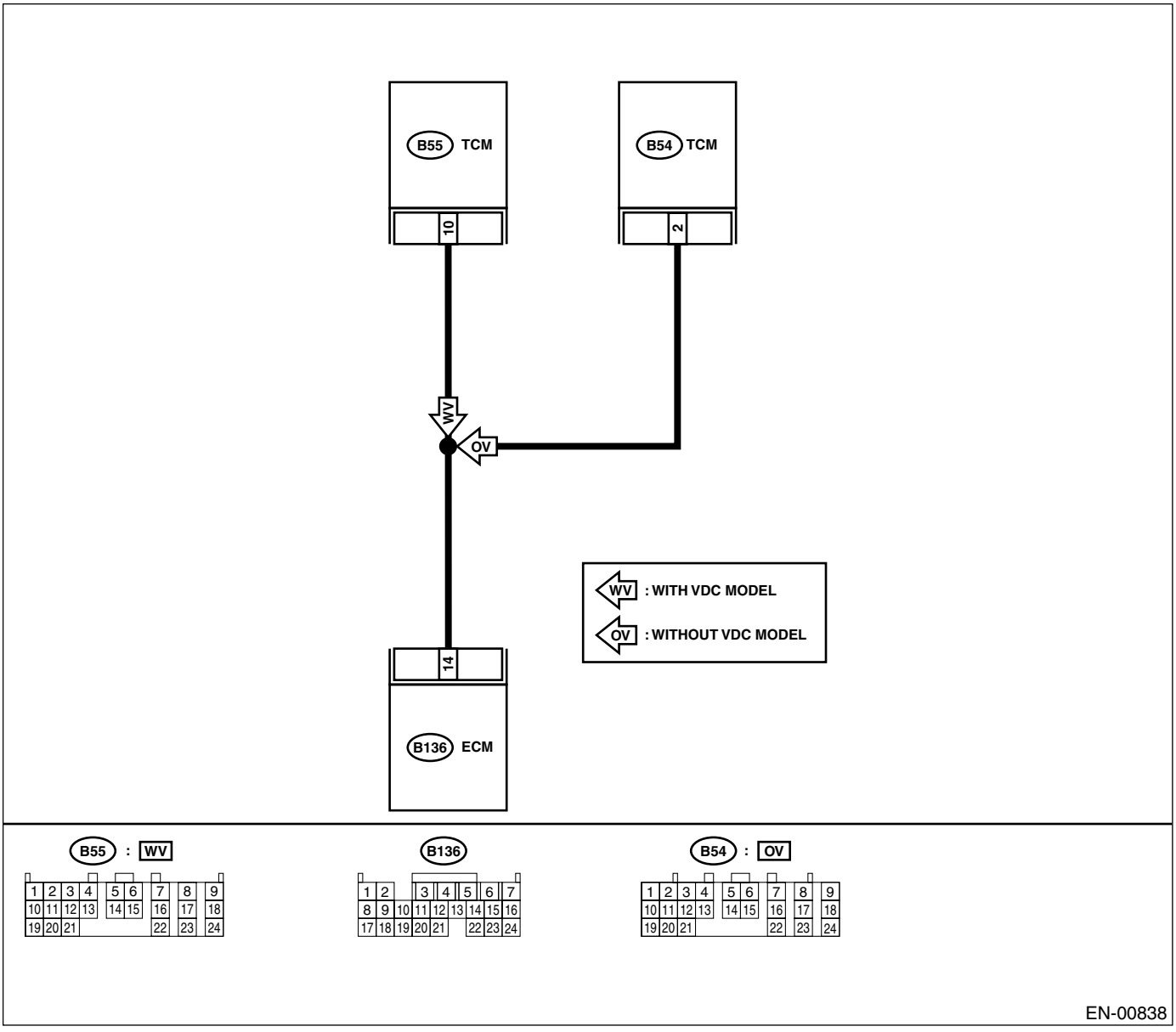
	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to OFF. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 10 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair poor contact in ECM connector.	Go to step **2.**
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*** ***(B137) No. 10 — Chassis ground:***	Is the measured value 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

DG:DTC P1698 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT MALFUNCTION (LOW INPUT) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



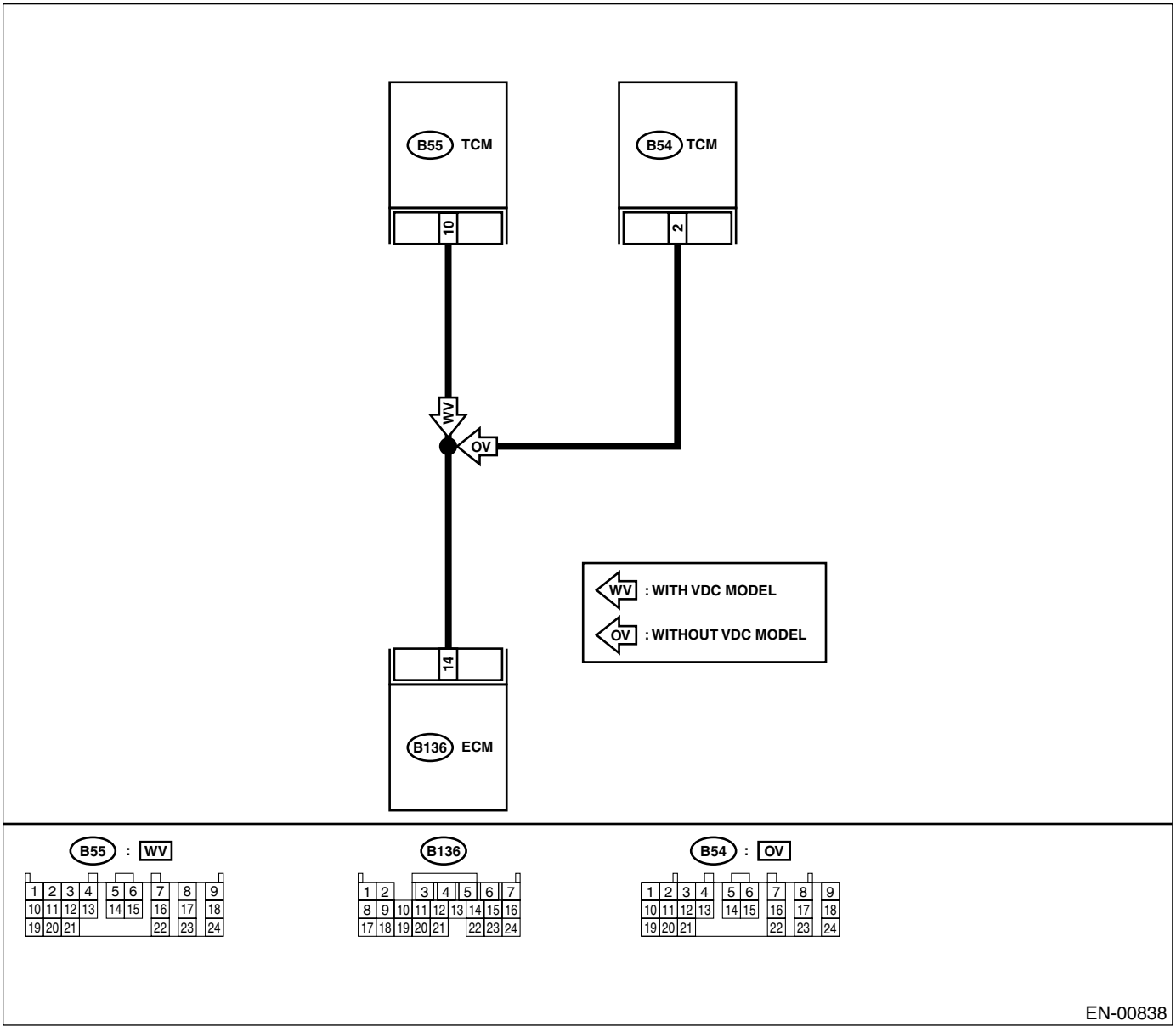
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start engine, and warm-up the engine. 2) Turn ignition switch to OFF. 3) Turn ignition switch to ON. 4) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 14 (+) — Chassis ground (–):***	Is the measured value more than 3 V?	Repair poor contact in ECM connector.	Go to step **2.**
2	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and TCM. 3) Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 14 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and TCM connector.	Go to step **3.**
3	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure resistance of harness between ECM and TCM connector. ***Connector & terminal*** ***(B136) No. 14 — (B55) No. 20:***	Is the measured value less than 1 Ω?	Repair poor contact in ECM or TCM connector.	Repair open circuit in harness between ECM and TCM connector.

DH:DTC P1699 — ENGINE TORQUE CONTROL CUT SIGNAL CIRCUIT MALFUNCTION (HIGH INPUT) —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



EN-00838

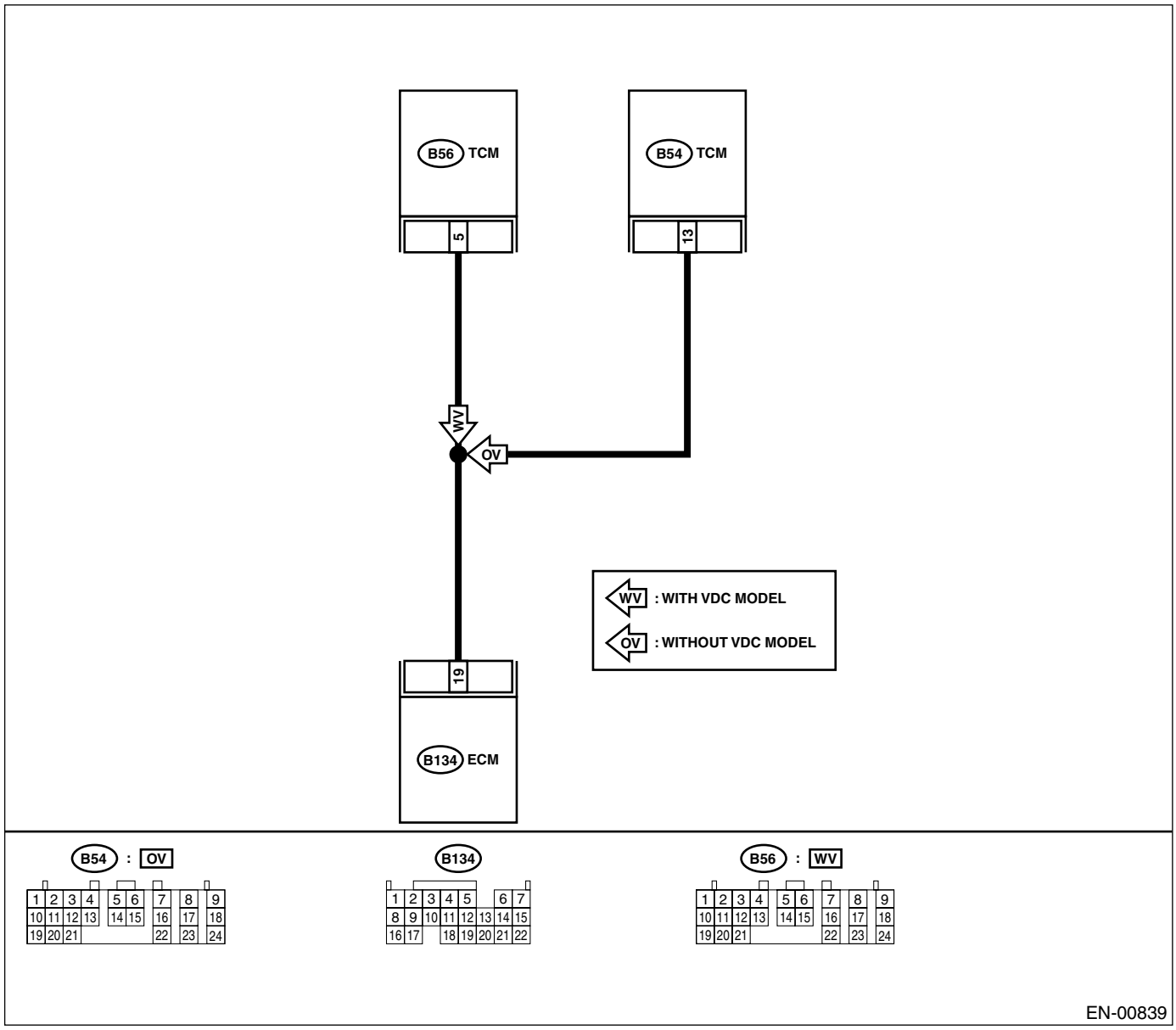
	Step	Check	Yes	No
1	**CHECK OUTPUT SIGNAL FROM ECM.** 1) Start engine, and warm-up the engine. 2) Turn ignition switch to OFF. 3) Disconnect connector from TCM. 4) Turn ignition switch to ON. 5) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 14 (+) — Chassis ground (–):***	Is the measured value more than 3 V?	Go to step **2.**	Repair battery short circuit in harness between ECM and TCM connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>
2	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 14 (+) — Chassis ground (–):***	Is the voltage more than 10 V by shaking harness and connector of ECM?	Repair battery short circuit in harness between ECM and TCM connector. After repair, replace ECM. <Ref. to FU(H6DO)-46, Engine Control Module.>	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.

DI: DTC P1711 — ENGINE TORQUE CONTROL SIGNAL #1 CIRCUIT MALFUNCTION —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Excessive shift shock

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



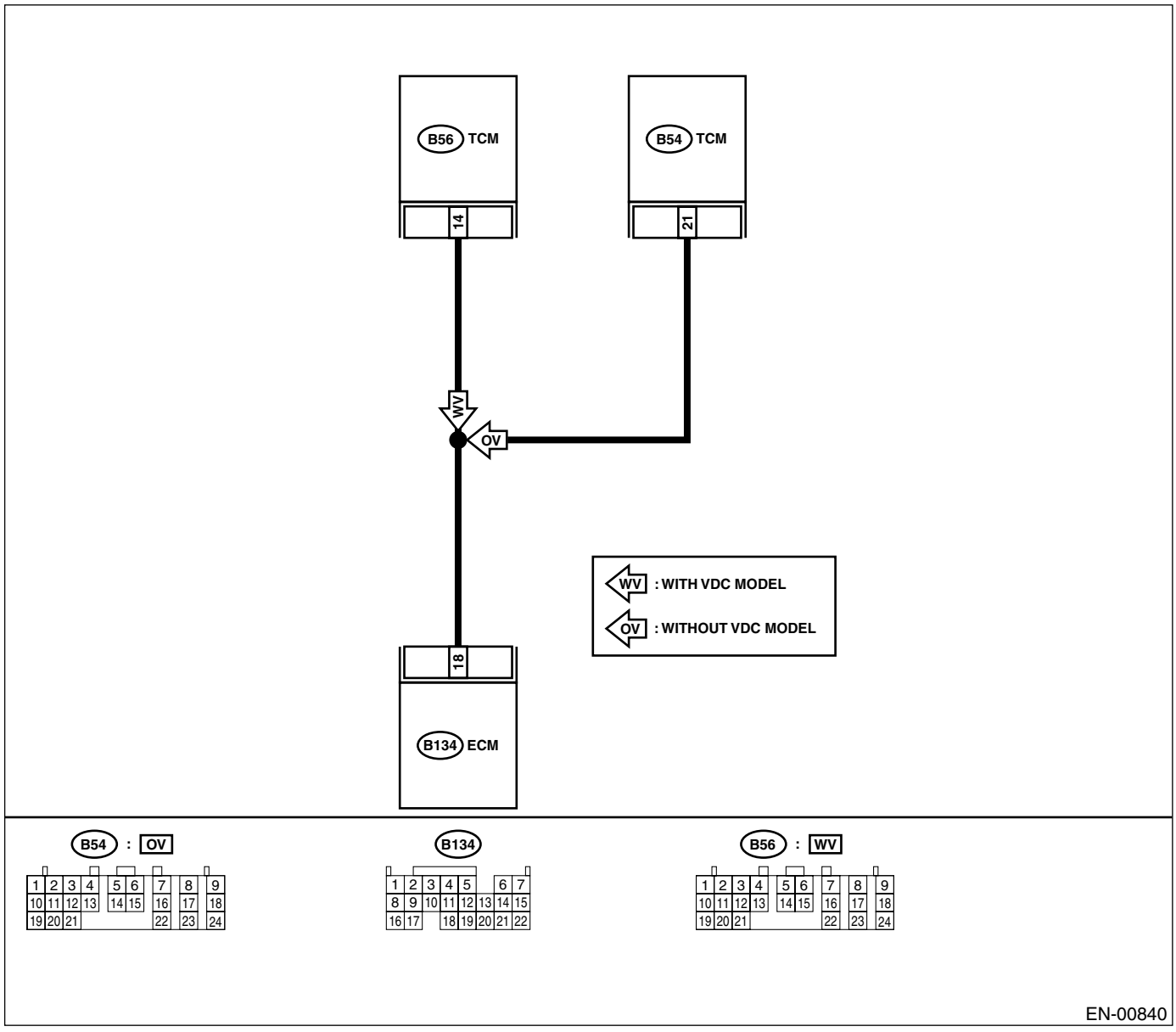
	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 19 (+) — Chassis ground (–):***	Is the measured value more than 4.5 V?	Go to step **2.**	Go to step **4.**
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 19 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and TCM connector.	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.	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and TCM. 3) Measure resistance of harness between ECM and TCM connector. ***Connector & terminal*** ***Model with VDC:*** ***(B134) No. 19 — (B56) No. 5:*** ***Model without VDC:*** ***(B134) No. 19 — (B54) No. 13:***	Is the measured value less than 1 Ω?	Go to step **5.**	Repair open circuit in harness between ECM and TCM connector.
5	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 19 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and TCM connector.	Go to step **6.**
6	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

DJ:DTC P1712 — ENGINE TORQUE CONTROL SIGNAL #2 CIRCUIT MALFUNCTION —

- **DTC DETECTING CONDITION:**
  - Two consecutive driving cycles with fault
- **TROUBLE SYMPTOM:**
  - Excessive shift shock

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



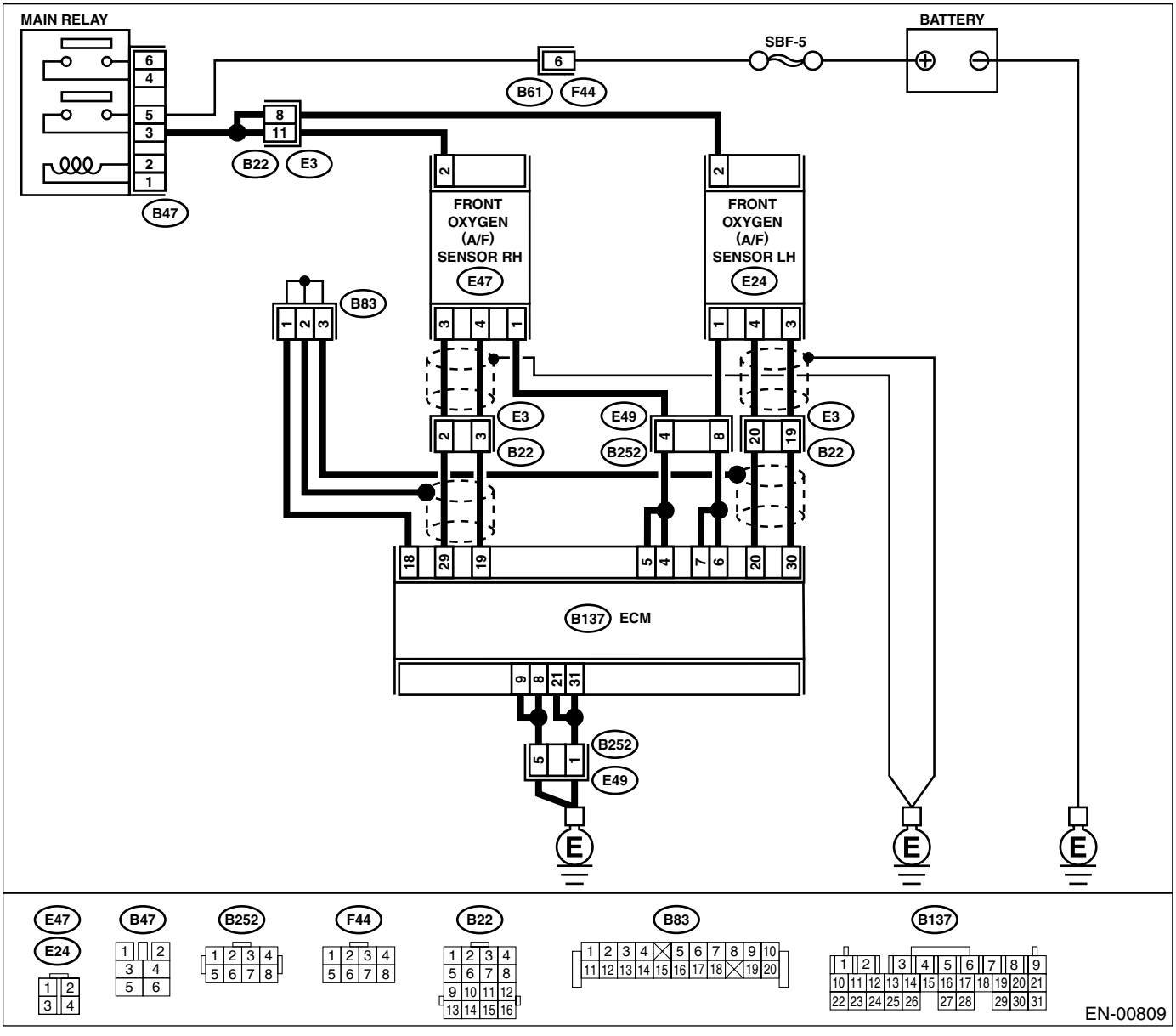
	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR ECM.** 1) Turn ignition switch to ON. 2) Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 18 (+) — Chassis ground (–):***	Is the measured value more than 4.5 V?	Go to step **2.**	Go to step **4.**
2	**CHECK INPUT SIGNAL FOR ECM.** Measure voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 18 (+) — Chassis ground (–):***	Is the measured value more than 10 V?	Repair battery short circuit in harness between ECM and TCM connector.	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.	Contact with SOA service center. NOTE: Inspection by DTM is required, because probable cause is deterioration of multiple parts.
4	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and TCM. 3) Measure resistance of harness between ECM and TCM connector. ***Connector & terminal*** ***Model with VDC:*** ***(B134) No. 18 — (B56) No. 14:*** ***Model without VDC:*** ***(B134) No. 18 — (B54) No. 21:***	Is the measured value less than 1 Ω?	Go to step **5.**	Repair open circuit in harness between ECM and TCM connector.
5	**CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR.** Measure resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 18 — Chassis ground:***	Is the measured value less than 10 Ω?	Repair ground short circuit in harness between ECM and TCM connector.	Go to step **6.**
6	**CHECK POOR CONTACT.** Check poor contact in TCM connector.	Is there poor contact in TCM connector?	Repair poor contact in TCM connector.	Replace TCM. <Ref. to 4AT-79, Transmission Control Module (TCM).>

DK:DTC P2096 — POST CATALYST FUEL TRIM SYSTEM TOOL LEAN BANK 1 —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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 75°C (167°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 at idle 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value within 0.86 to 1.15 V?	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(H6DO)-38, 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(H6DO)-45, 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.	Go to step **5.**
5	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair air intake system.	Go to step **6.**

	Step	Check	Yes	No
6	**CHECK FUEL PRESSURE.** **Warning:** **• Place "NO FIRE" signs near the working area.** **• Be careful not to spill fuel on the floor.** 1) Lower 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, lower fuel pressure.** NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value within 284 to 314 kPa (2.9 to 3.2 kg/cm^2, 41 to 46 psi)?	Go to step **7.**	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
7	**CHECK FUEL PRESSURE.** After connecting pressure regulator vacuum hose, measure fuel pressure. **Warning:** **Before removing fuel pressure gauge, lower 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 the measured value within 206 to 235 kPa (2.1 to 2.4 kg/cm^2, 30 to 34 psi)?	Go to step **8.**	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
8	**CHECK FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Remove right bank fuel injector. <Ref. to FU(H6DO)-39, REMOVAL, Fuel Injector.> 3) Check fuel injector	Is fuel injector clogged?	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>	Go to step **9.**
9	**CHECK FUEL INJECTOR.** Measure resistance between terminals of fuel injector. ***Terminals*** ***No. 1 — No. 2***	Is the measured value within 5 to 20 Ω?	Go to step **10.**	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>

	Step	Check	Yes	No
10	**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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 75°C (167°F)?	Go to step **11.**	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>
11	**CHECK INTAKE MANIFOLD PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value 73.3 to 106.6 kPa (550 to 800 mmHg, 21.65 to 31.50 inHg)at ignition ON and 24.0 to 41.3 kPa (180 to 310 mmHg, 7.09 to 12.20 inHg) at idling?	Go to step **12.**	Replace intake manifold pressure sensor. <Ref. to FU(H6DO)-34, Intake Manifold Pressure Sensor.>
12	**CHECK INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, 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 within –10 to 50°C (14 to 122°F) when ambient temperature is subtracted from intake air temperature?	Go to step **13.**	Check intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>

Step		Check	Yes	No
13	**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*** ***(B137) No. 19 — Chassis ground:*** ***(B137) No. 20 — Chassis ground:***	Is the measured value more than 10 Ω?	Go to step **14.**	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
14	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 — Chassis ground:*** ***(B137) No. 30 — Chassis ground:***	Is the measured value more than 10 Ω?	Go to step **15.**	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
15	**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*** ***(B137) No. 19 (+) — Chassis ground (–):*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value more than 4.5 V?	Go to step **16.**	Go to step **17.**
16	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 19 (+) — Chassis ground (–):*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.
17	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value more than 4.95 V?	Go to step **18.**	Go to step **19.**
18	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.

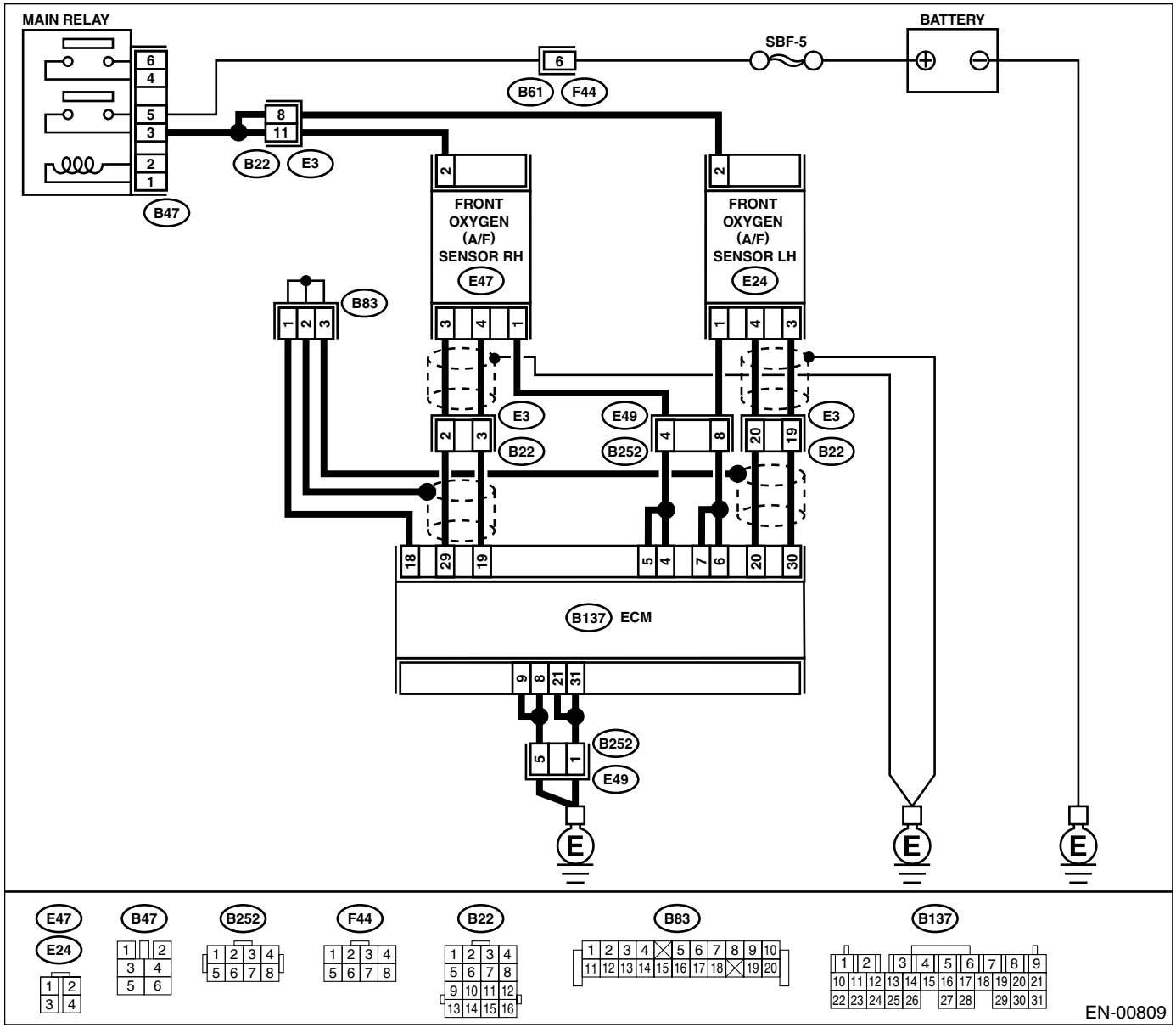
	Step	Check	Yes	No
19	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** 1) Turn ignition switch to OFF. 2) Disconnect connectors from ECM and front oxygen (A/F) sensor connector. 3) Measure resistance of harness between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B137) No. 19 — (E47) No. 4:*** ***(B137) No. 20 — (E24) No. 4:***	Is the measured value less than 1 Ω?	Go to step **20.**	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
20	**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*** ***(B137) No. 29 — (E47) No. 3:*** ***(B137) No. 30 — (E24) No. 3:***	Is the measured value less than 1 Ω?	Go to step **21.**	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
21	**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(H6DO)-43, Front Oxygen (A/F) Sensor.>

DL:DTC P2097 — POST CATALYST FUEL TRIM SYSTEM TOOL RICH BANK 1 —

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

CAUTION:
After repair or replacement of faulty parts, conduct Clear Memory Mode<Ref. to EN(H6DO)-58, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)-51, OPERATION, Inspection Mode.>.

- **WIRING DIAGRAM:**



	Step	Check	Yes	No
1	**CHECK ANY OTHER DTC ON DISPLAY.**	Is any other DTC displayed?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)-93, List of Diagnostic Trouble Code (DTC).>	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 75°C (167°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 at idle 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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value within 0.86 to 1.15 V?	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(H6DO)-38, 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(H6DO)-45, 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.	Go to step **5.**
5	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair air intake system.	Go to step **6.**

	Step	Check	Yes	No
6	**CHECK FUEL PRESSURE.** **Warning:** **• Place "NO FIRE" signs near the working area.** **• Be careful not to spill fuel on the floor.** 1) Lower 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, lower fuel pressure.** NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value within 284 to 314 kPa (2.9 to 3.2 kg/cm^2, 41 to 46 psi)?	Go to step **7.**	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
7	**CHECK FUEL PRESSURE.** After connecting pressure regulator vacuum hose, measure fuel pressure. **Warning:** **Before removing fuel pressure gauge, lower 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 the measured value within 206 to 235 kPa (2.1 to 2.4 kg/cm^2, 30 to 34 psi)?	Go to step **8.**	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
8	**CHECK FUEL INJECTOR.** 1) Turn ignition switch to OFF. 2) Remove right bank fuel injector. <Ref. to FU(H6DO)-39, REMOVAL, Fuel Injector.> 3) Check fuel injector	Is fuel injector clogged?	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>	Go to step **9.**
9	**CHECK FUEL INJECTOR.** Measure resistance between terminals of fuel injector. ***Terminals*** ***No. 1 — No. 2***	Is the measured value within 5 to 20 Ω?	Go to step **10.**	Replace fuel injector. <Ref. to FU(H6DO)-39, Fuel Injector.>

	Step	Check	Yes	No
10	**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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedures, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value more than 75°C (167°F)?	Go to step **11.**	Replace engine coolant temperature sensor. <Ref. to FU(H6DO)-29, Engine Coolant Temperature Sensor.>
11	**CHECK INTAKE MANIFOLD PRESSURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, Subaru Select Monitor.> • OBD-II general scan tool For detailed operation procedure, refer to the OBD-II General Scan Tool Instruction Manual.	Is the measured value 73.3 to 106.6 kPa (550 to 800 mmHg, 21.65 to 31.50 inHg)at ignition ON and 24.0 to 41.3 kPa (180 to 310 mmHg, 7.09 to 12.20 inHg) at idling?	Go to step **12.**	Replace intake manifold pressure sensor. <Ref. to FU(H6DO)-34, Intake Manifold Pressure Sensor.>
12	**CHECK INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is greater than 75°C (167°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(H6DO)-38, 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 within –10 to 50°C (14 to 122°F) when ambient temperature is subtracted from intake air temperature?	Go to step **13.**	Check intake air temperature sensor. <Ref. to FU(H6DO)-35, Intake Air Temperature Sensor.>

	Step	Check	Yes	No
13	**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*** ***(B137) No. 19 — Chassis ground:*** ***(B137) No. 20 — Chassis ground:***	Is the measured value more than 10 Ω?	Go to step **14.**	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
14	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR.** Measure resistance of harness between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 — Chassis ground:*** ***(B137) No. 30 — Chassis ground:***	Is the measured value more than 10 Ω?	Go to step **15.**	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
15	**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*** ***(B137) No. 19 (+) — Chassis ground (–):*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value more than 4.5 V?	Go to step **16.**	Go to step **17.**
16	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 19 (+) — Chassis ground (–):*** ***(B137) No. 20 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.
17	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value more than 4.95 V?	Go to step **18.**	Go to step **19.**
18	**CHECK OUTPUT SIGNAL FOR ECM.** Measure voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B137) No. 29 (+) — Chassis ground (–):*** ***(B137) No. 30 (+) — Chassis ground (–):***	Is the measured value 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(H6DO)-46, Engine Control Module.>	Repair poor contact in ECM connector.

	Step	Check	Yes	No
19	**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*** ***(B137) No. 19 — (E47) No. 4:*** ***(B137) No. 20 — (E24) No. 4:***	Is the measured value less than 1 Ω?	Go to step **20.**	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
20	**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*** ***(B137) No. 29 — (E47) No. 3:*** ***(B137) No. 30 — (E24) No. 3:***	Is the measured value less than 1 Ω?	Go to step **21.**	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
21	**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(H6DO)-43, Front Oxygen (A/F) Sensor.>

20.General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:
Malfunction of parts other than those listed is also possible. <Ref. to ME(H6DO)-75, Engine Trouble in General.>

Symptom	Problem parts
1. Engine stalls during idling.	1) Idle air control solenoid valve 2) Intake manifold pressure sensor 3) Intake air temperature sensor 4) Intake air temperature and pressure sensor 5) Ignition parts (*1) 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) Fuel injection parts (*4) 10) EGR valve
2. Rough idling	1) Idle air control solenoid valve 2) Intake manifold pressure sensor 3) Intake air temperature sensor 4) Intake air temperature and pressure sensor 5) Engine coolant temperature sensor (*2) 6) Ignition parts (*1) 7) Air intake system (*5) 8) Fuel injection parts (*4) 9) Throttle position sensor 10) Crankshaft position sensor (*3) 11) Camshaft position sensor (*3) 12) Oxygen sensor 13) Fuel pump and fuel pump relay 14) EGR valve
3. Engine does not return to idle.	1) Idle air control solenoid valve 2) Engine coolant temperature sensor 3) Accelerator cable (*6) 4) Throttle position sensor 5) Intake manifold pressure sensor 6) Intake air temperature sensor 7) Intake air temperature and pressure sensor 8) EGR valve
4. Poor acceleration	1) Intake manifold pressure sensor 2) Intake air temperature sensor 3) Intake air temperature and pressure sensor 4) Throttle position sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay 7) Engine coolant temperature sensor (*2) 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) A/C switch and A/C cut relay 11) Engine torque control signal circuit 12) Ignition parts (*1) 13) EGR valve

Symptom	Problem parts
5. Engine stalls or engine sags or hesitates at acceleration.	1) Intake manifold pressure sensor 2) Intake air temperature sensor 3) Intake air temperature and pressure sensor 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Purge control solenoid valve 8) Fuel injection parts (*4) 9) Throttle position sensor 10) Fuel pump and fuel pump relay 11) EGR valve
6. Surge	1) Intake manifold pressure sensor 2) Intake air temperature sensor 3) Intake air temperature and pressure sensor 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Fuel injection parts (*4) 8) Throttle position sensor 9) Fuel pump and fuel pump relay 10) EGR valve
7. Spark knock	1) Intake manifold pressure sensor 2) Intake air temperature sensor 3) Intake air temperature and pressure sensor 4) Engine coolant temperature sensor 5) Knock sensor 6) Fuel injection parts (*4) 7) Fuel pump and fuel pump relay
8. After burning in exhaust system	1) Intake manifold pressure sensor 2) Intake air temperature sensor 3) Intake air temperature and pressure sensor 4) Engine coolant temperature sensor (*2) 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay

*1: Check ignition coil & ignitor assembly and spark plug.
*2: Indicate the symptom occurring only in cold temperatures.
*3: Ensure the secure installation.
*4: Check fuel injector, fuel pressure regulator and fuel filter.
*5: Inspect air leak in air intake system.
*6: Adjust accelerator cable.

2. AUTOMATIC TRANSMISSION

NOTE:
Check general diagnostics table with non-conformity symptom for automatic transmission. <Ref. to 4AT(H4SO)-2, Basic Diagnostic Procedure.>

MEMO: