

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

19. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-10, DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°?	Go to step 2.	Check the following item and repair or replace if necessary. <ul style="list-style-type: none">• Oil pipe (clog)• Oil flow control solenoid valve (clogged or dirty oil passages, spring settings)• Intake camshaft (dirt, damage of camshaft)
2 CHECK CURRENT DATA. 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. <ul style="list-style-type: none">• Oil pipe (clog)• Oil flow control solenoid valve (clogged or dirty oil passages, spring settings)• Intake camshaft (dirt, damage of camshaft)	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.> <Ref. to LU(H4SO)-25, Engine Oil Filter.>

B: DTC P0016 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-12, DTC P0016 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.> <Ref. to LU(H4SO)-25, Engine Oil Filter.>	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clogged or dirty oil passages, spring settings) • Intake camshaft (dirt, damage of camshaft) • Timing belt (matching of timing mark)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

C: DTC P0018 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-12, DTC P0018 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.> <Ref. to LU(H4SO)-25, Engine Oil Filter.>	Check the following item and repair or replace if necessary. <ul style="list-style-type: none">• Oil pipe (clog)• Oil flow control solenoid valve (clogged or dirty oil passages, spring settings)• Intake camshaft (dirt, damage of camshaft)• Timing belt (matching of timing mark)

D: DTC P0021 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-12, DTC P0021 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°?	Go to step 2.	Check the following item and repair or replace if necessary. <ul style="list-style-type: none"> • Oil pipe (clog) • Oil flow control solenoid valve (clogged or dirty oil passages, spring settings) • Intake camshaft (dirt, damage of camshaft)
2 CHECK CURRENT DATA. 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. <ul style="list-style-type: none"> • Oil pipe (clog) • Oil flow control solenoid valve (clogged or dirty oil passages, spring settings) • Intake camshaft (dirt, damage of camshaft) 	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.> <Ref. to LU(H4SO)-25, Engine Oil Filter.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

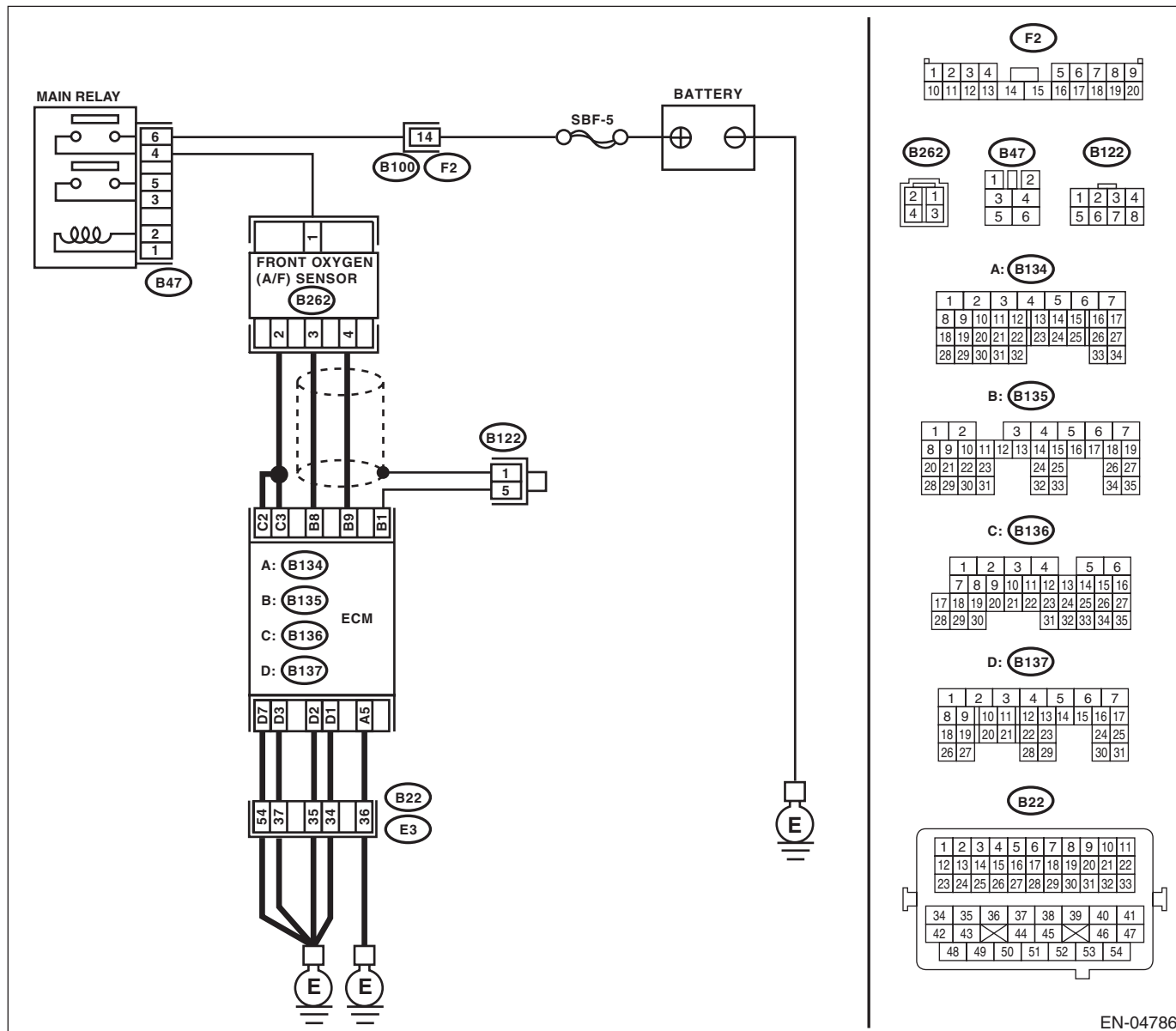
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-13, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Start and warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 4) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 2 — (B262) No. 2: (B136) No. 3 — (B262) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (B262) No. 4: (B135) No. 8 — (B262) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
3 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. Terminals No. 1 — No. 2:	Is the resistance between 2 — 3 Ω ?	Go to step 4.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>
4 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of ECM or front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

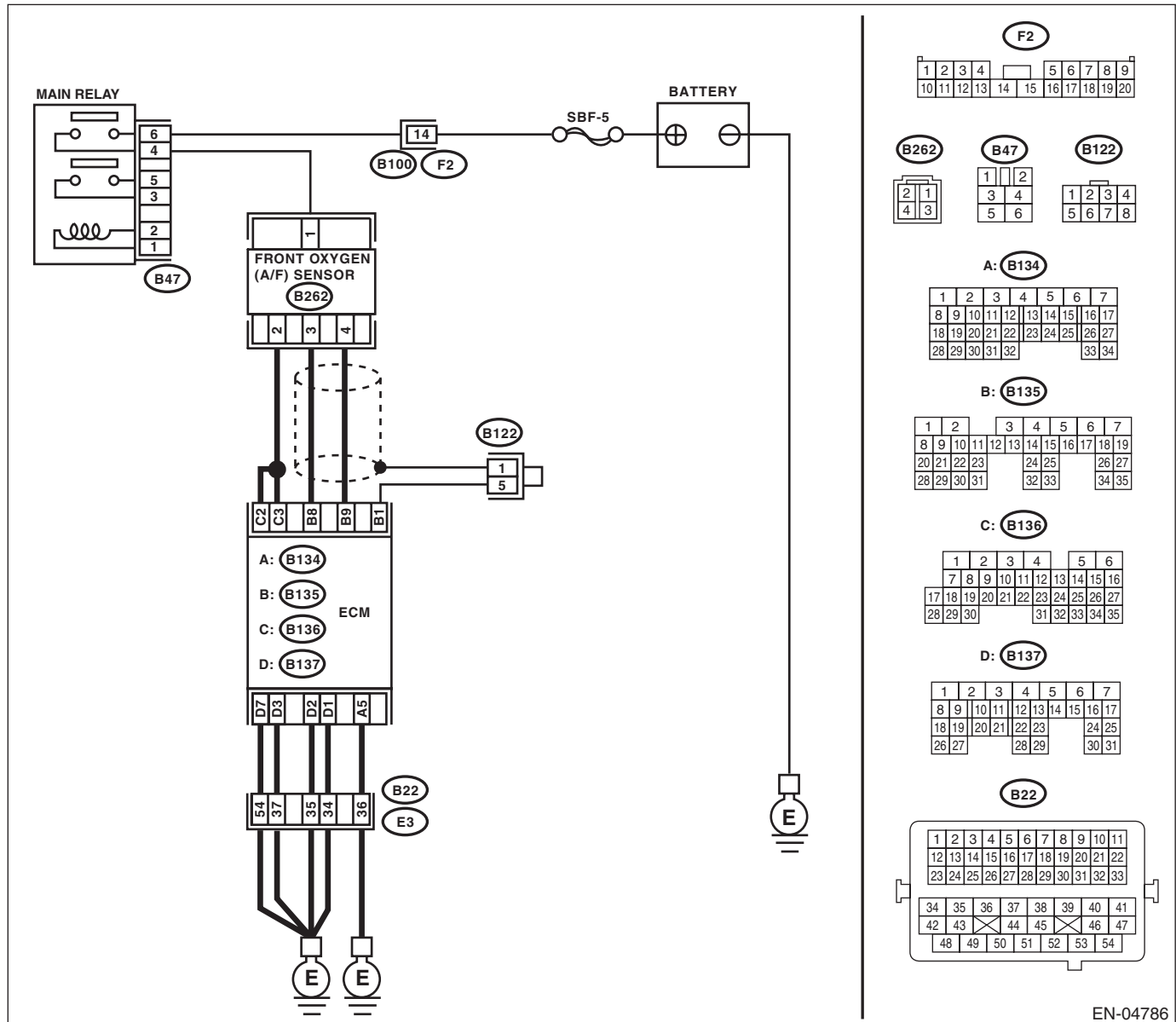
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-15, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between front oxygen (A/F) sensor connector and engine ground. Connector & terminal (B262) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: • Open circuit of harness between main relay and front oxygen (A/F) sensor connector • Poor contact in main relay connector • Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 2 — (B262) No. 2: (B136) No. 3 — (B262) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor.
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. Terminals No. 1 — No. 2:	Is the resistance between 2 — 3 Ω ?	Repair the poor contact of the ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

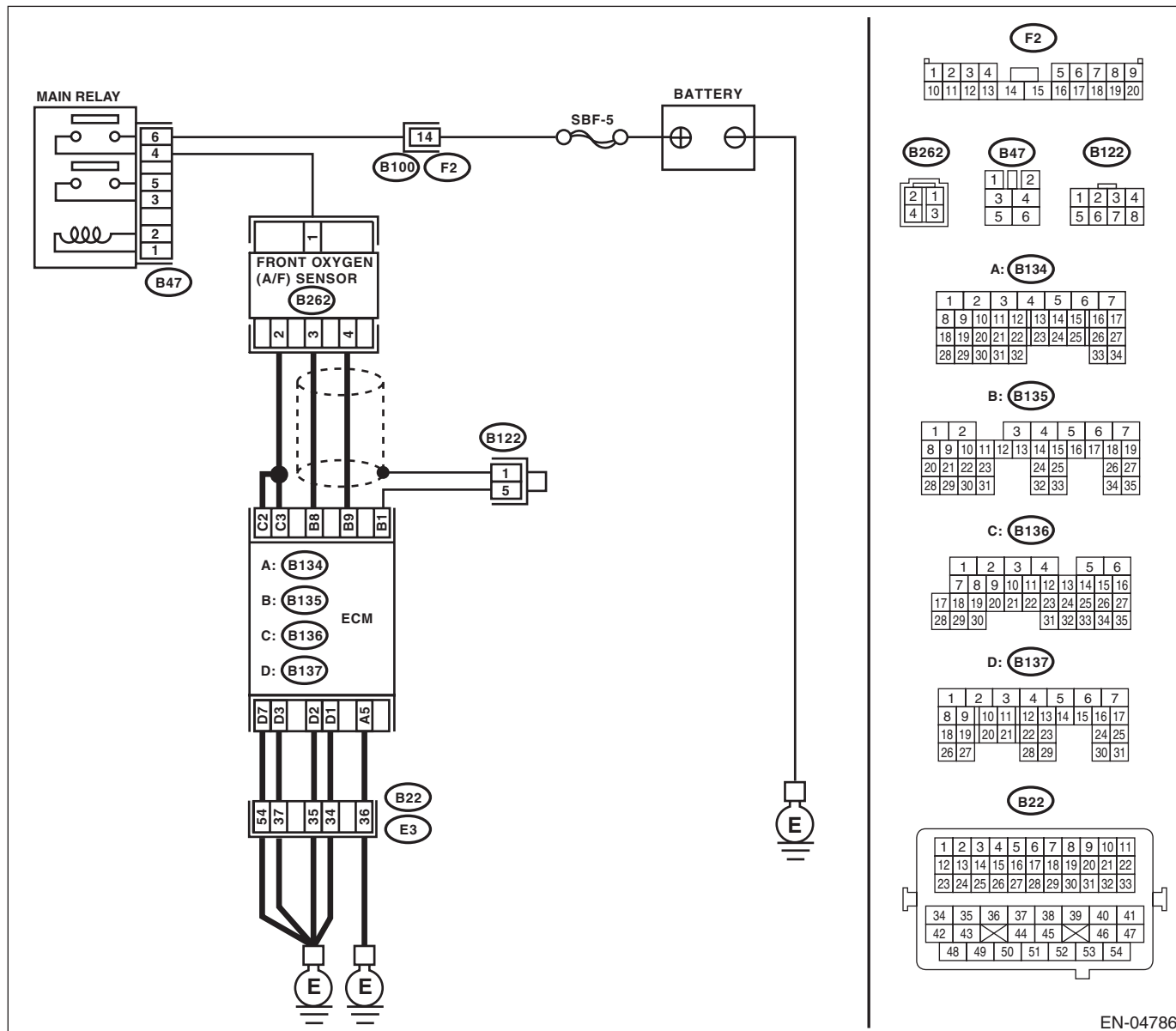
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-17, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector.	Go to step 2.
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

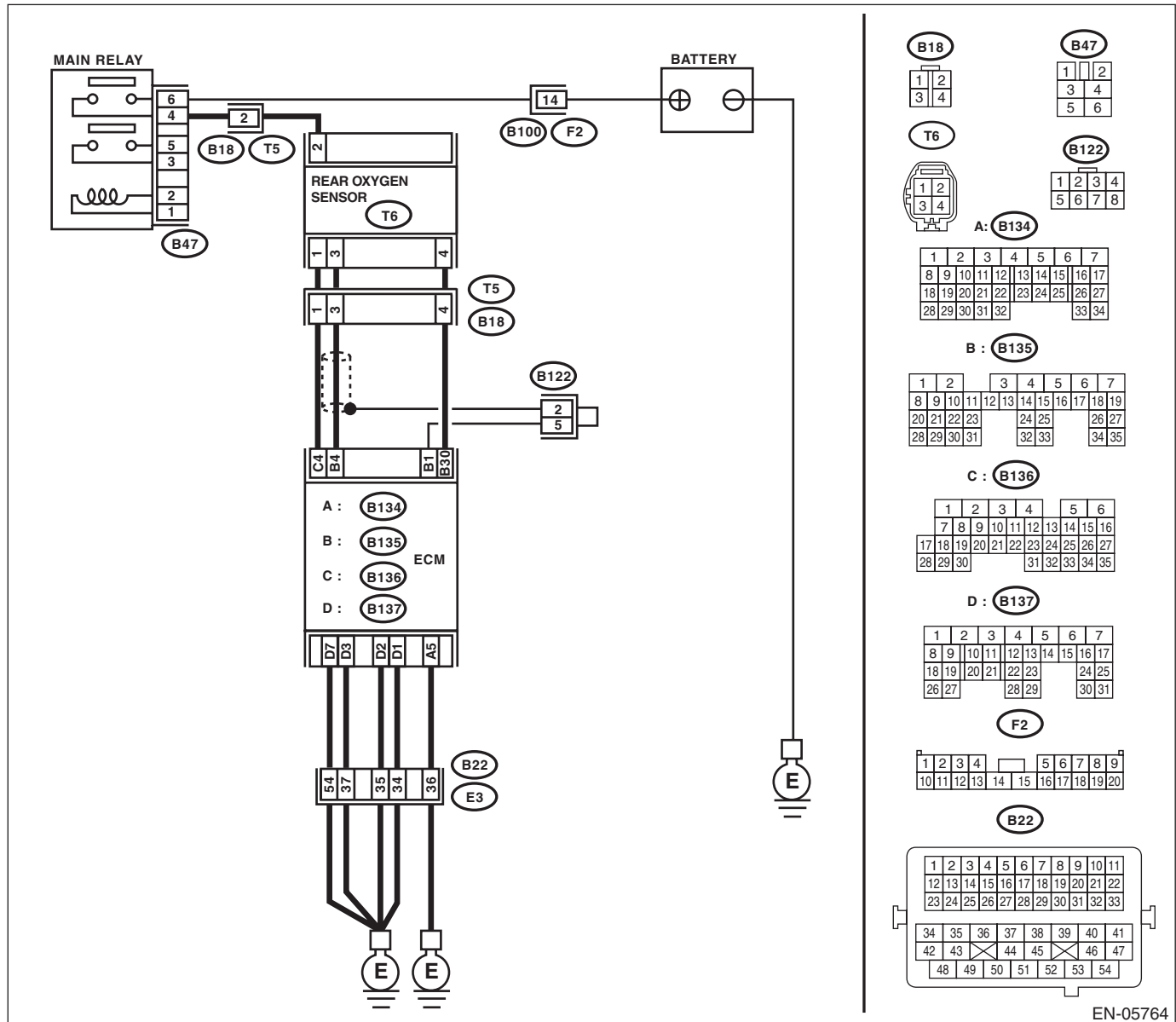
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-19, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05764

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. Connector & terminal (T6) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: • Open circuit of harness between main relay and rear oxygen sensor • Poor contact of main relay connector • Poor contact in coupling connector • Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and rear oxygen sensor connector. Connector & terminal (B136) No. 4 — (T6) No. 1:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of coupling connector
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK REAR OXYGEN SENSOR. Measure the resistance between the rear oxygen sensor connector terminals. Terminals No. 1 — No. 2:	Is the resistance between 5 — 7 Ω ?	Repair the poor contact of the ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>

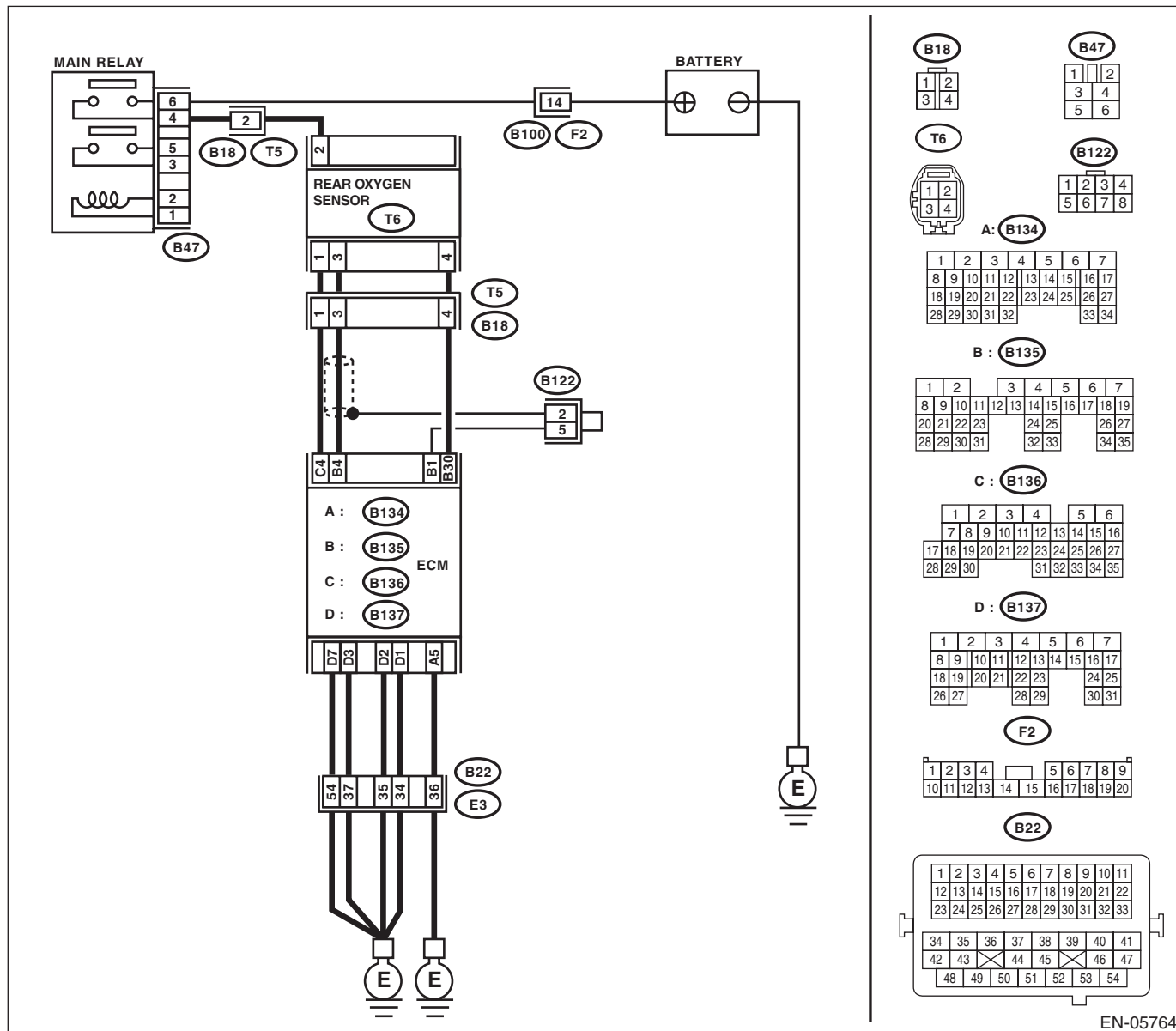
ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-21, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and rear oxygen sensor connector.	Go to step 2.
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

J: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

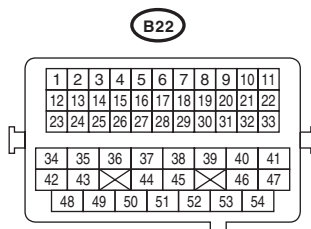
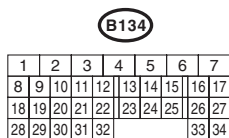
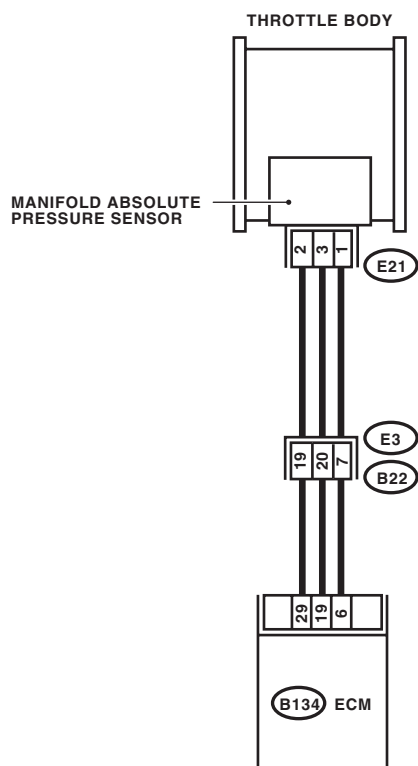
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-23, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 2.
2	CHECK MANIFOLD ABSOLUTE PRESSURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of intake manifold pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg) when the ignition is turned ON, and 20.0 — 46.7 kPa (150 — 350 mmHg, 5.91 — 13.78 inHg) during idling?	Go to step 3.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4DOTC)-32, Manifold Absolute Pressure Sensor.>
3	CHECK THROTTLE OPENING ANGLE. Read the data of throttle position signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 5% when throttle is fully closed?	Go to step 4.	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>
4	CHECK THROTTLE OPENING ANGLE.	Is the measured value 85% or more when throttle is fully open?	Replace the manifold absolute pressure sensor. <Ref. to FU(H4DOTC)-32, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

K: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-25, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

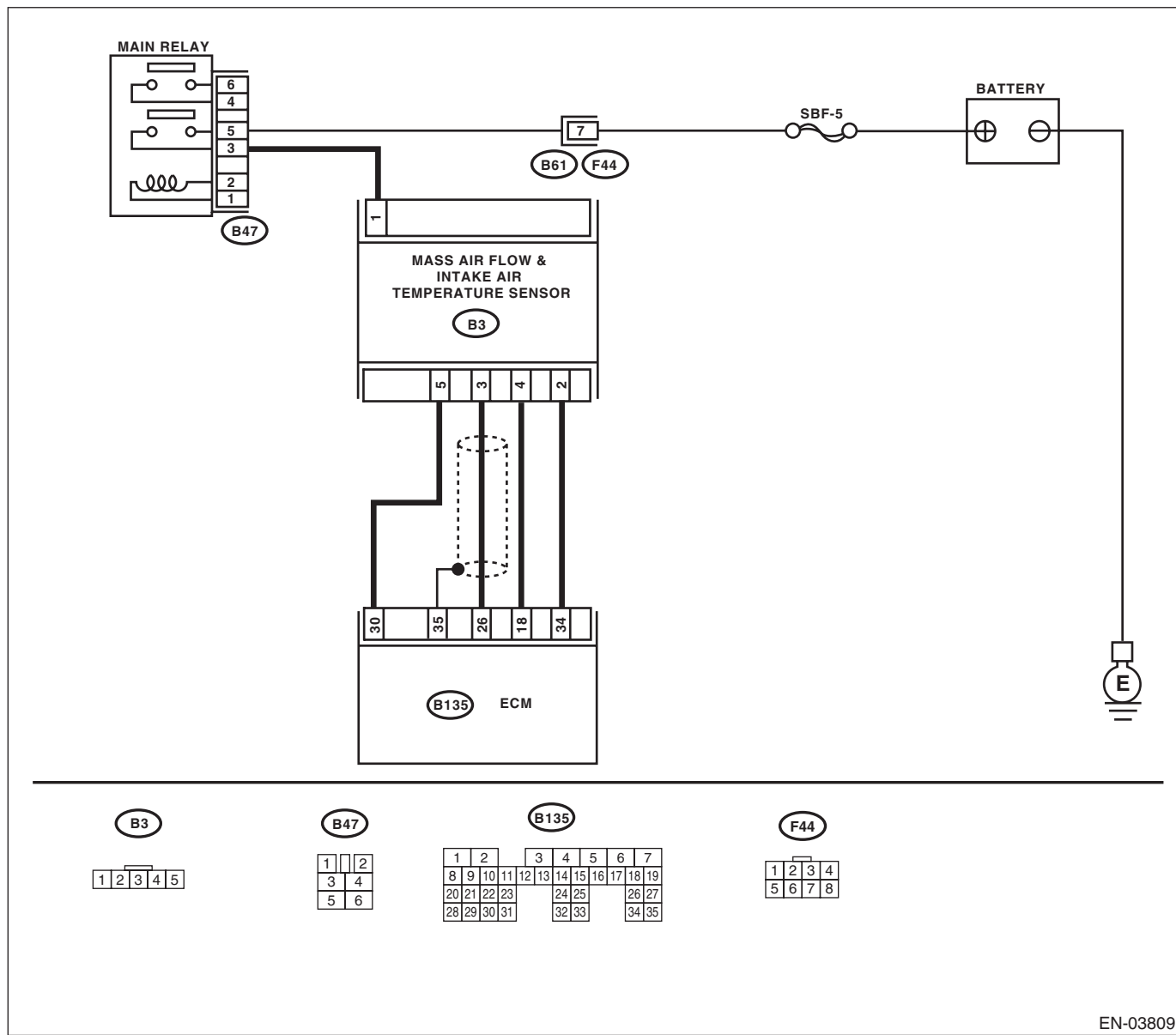
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

L: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-28, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

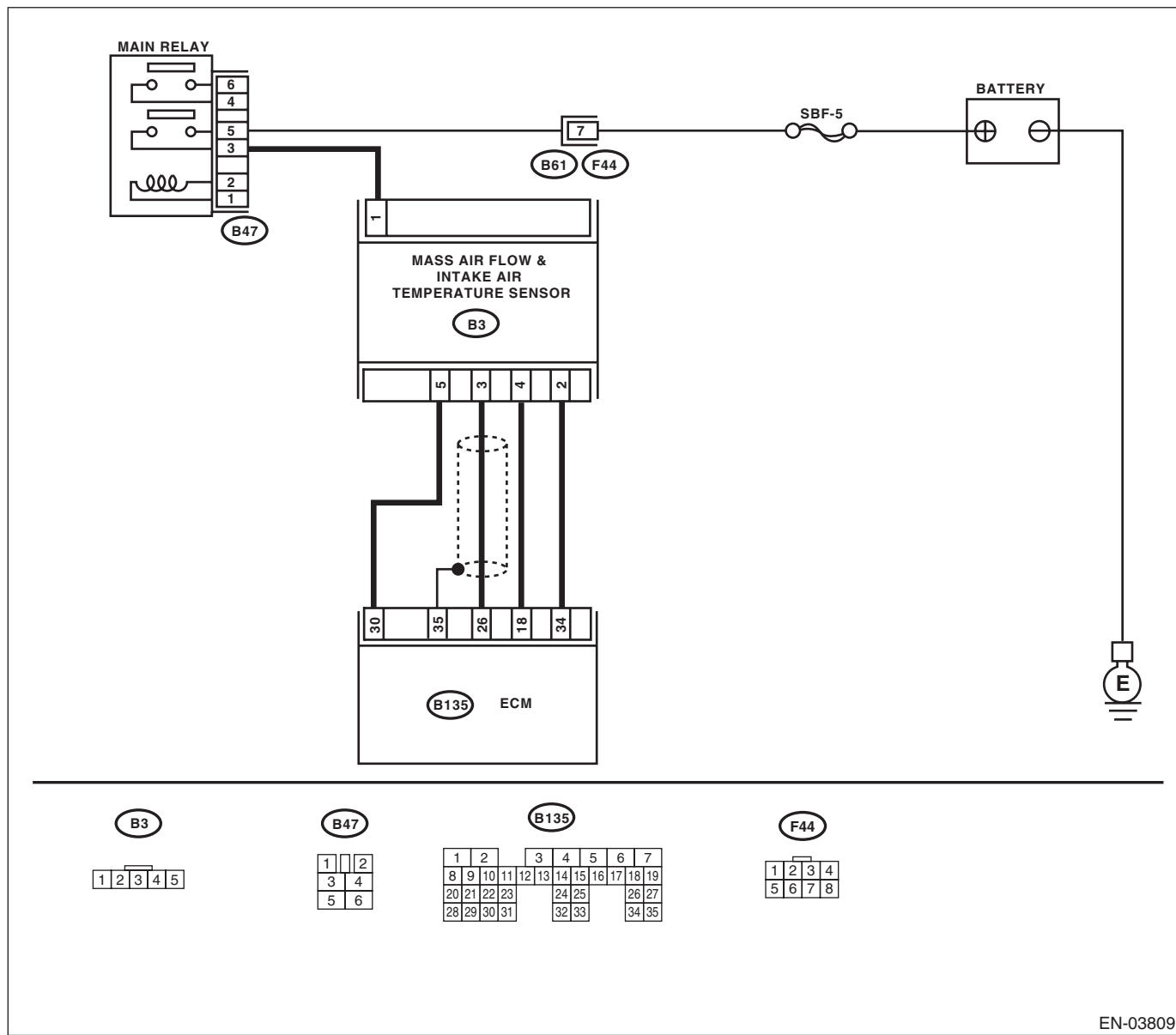
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POWER SUPPLY OF MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between mass air flow and intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 1 (+) — Engine ground (–):	Is the voltage 10 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between the main relay and the mass air flow and intake air temperature sensor connector. Poor contact of main relay connector
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connectors. Connector & terminal (B135) No. 26 — (B3) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 26 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the short circuit to ground of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
5 CHECK POOR CONTACT. Check for any poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connector?	Repair the poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

M: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-30, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

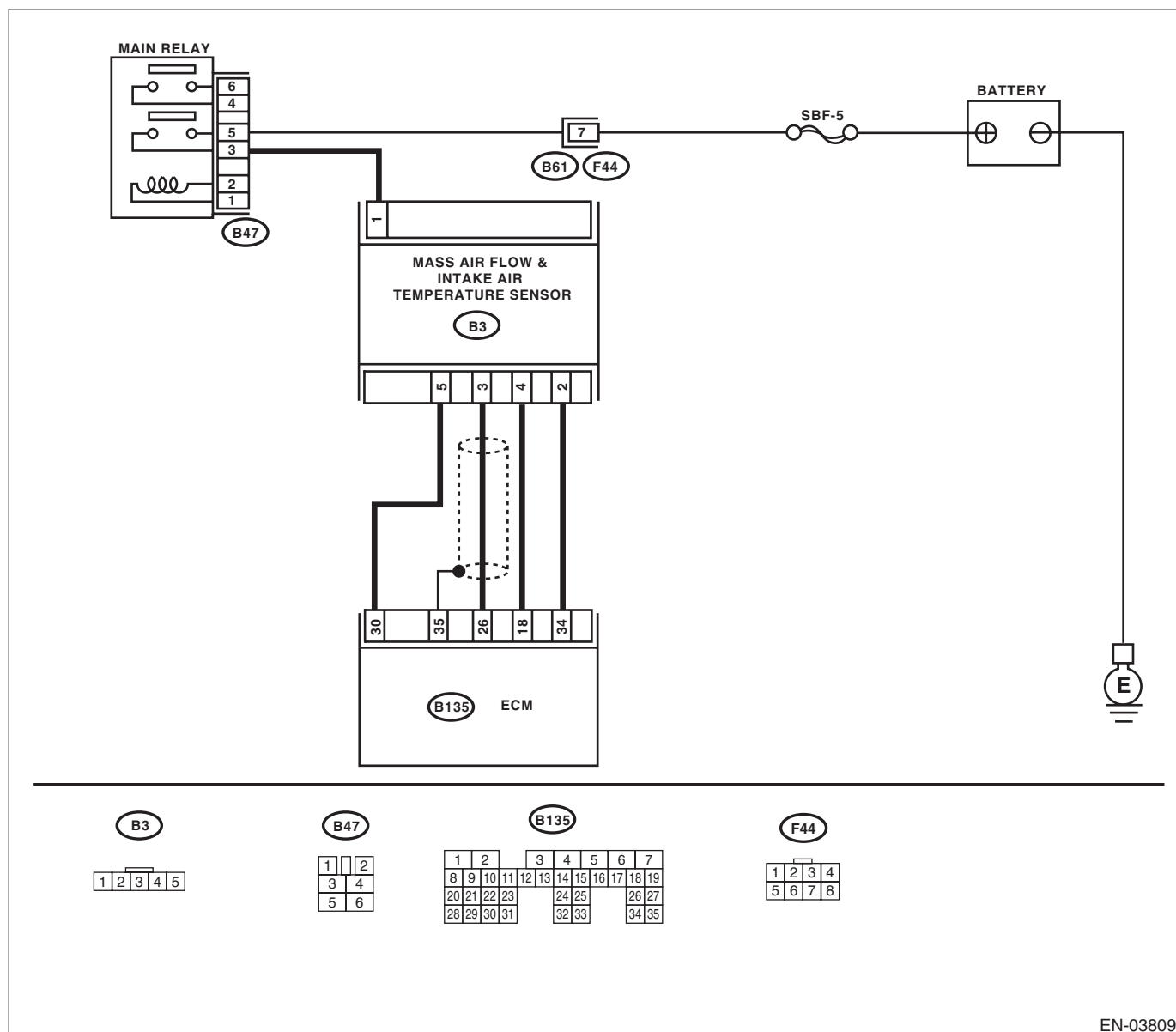
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Start the engine. 4) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow and intake air temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between the mass air flow and intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 2 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and the mass air flow and intake air temperature sensor connector • Poor contact in ECM connector
4 CHECK POOR CONTACT. Check for any poor contact in the mass air flow and intake air temperature sensor connector.	Is there poor contact in the mass air flow and intake air temperature sensor connector?	Repair any poor contact of the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

N: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

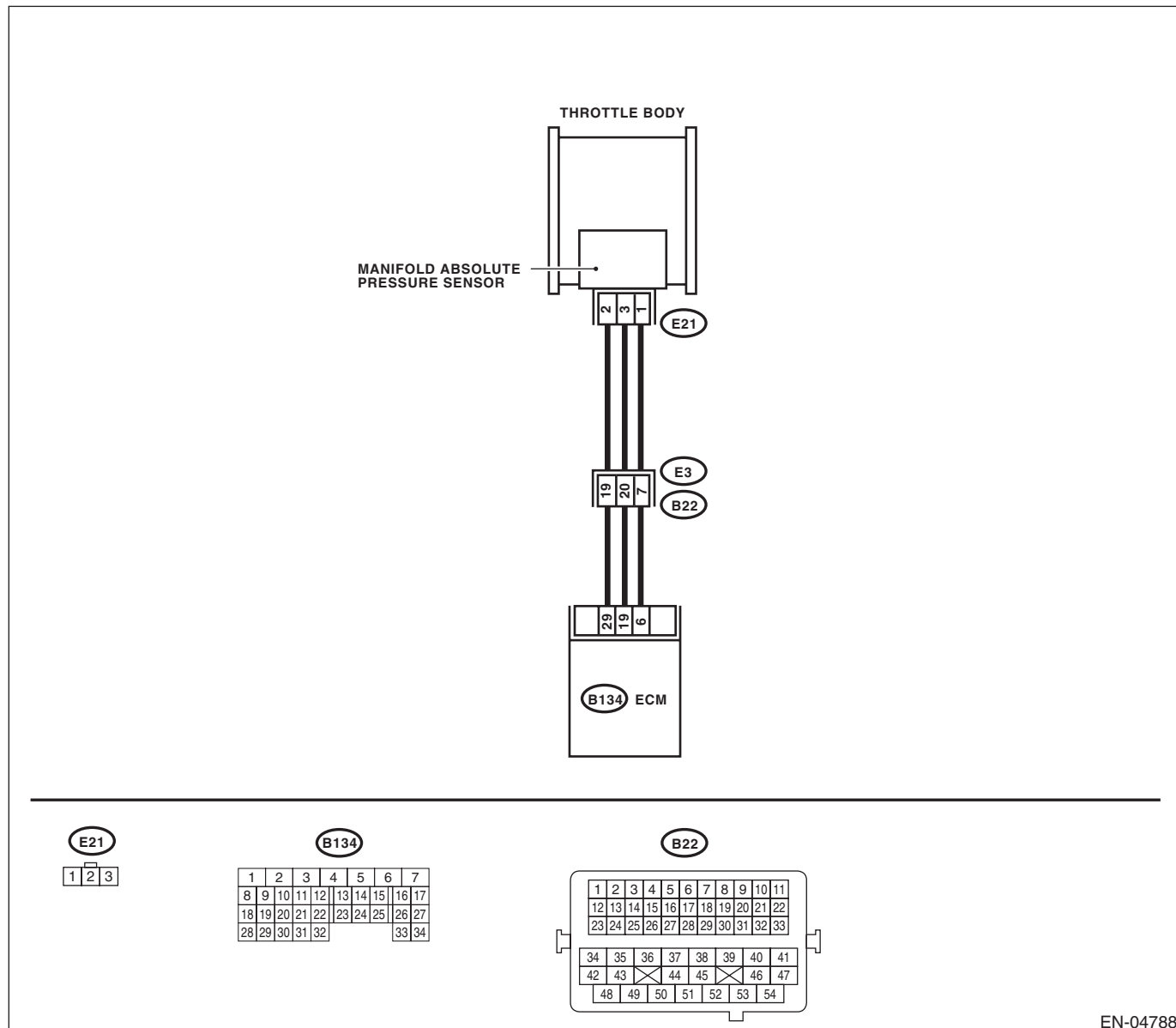
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-32, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value less than 13.3 kPa (100 mmHg, 3.94 inHg) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POWER SUPPLY OF THE MANIFOLD ABSOLUTE PRESSURE SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between manifold absolute pressure sensor connector and engine ground. Connector & terminal (E21) No. 3 (+) — Engine ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B134) No. 6 — (E21) No. 1:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 6 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair ground short circuit of harness between ECM and manifold absolute pressure sensor connector.
5 CHECK POOR CONTACT. Check for poor contact between the ECM and manifold pressure sensor connector.	Is there poor contact in the ECM or manifold absolute pressure sensor connector?	Repair the poor contact in the ECM or manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4DOTC)-32, Manifold Absolute Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

O: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

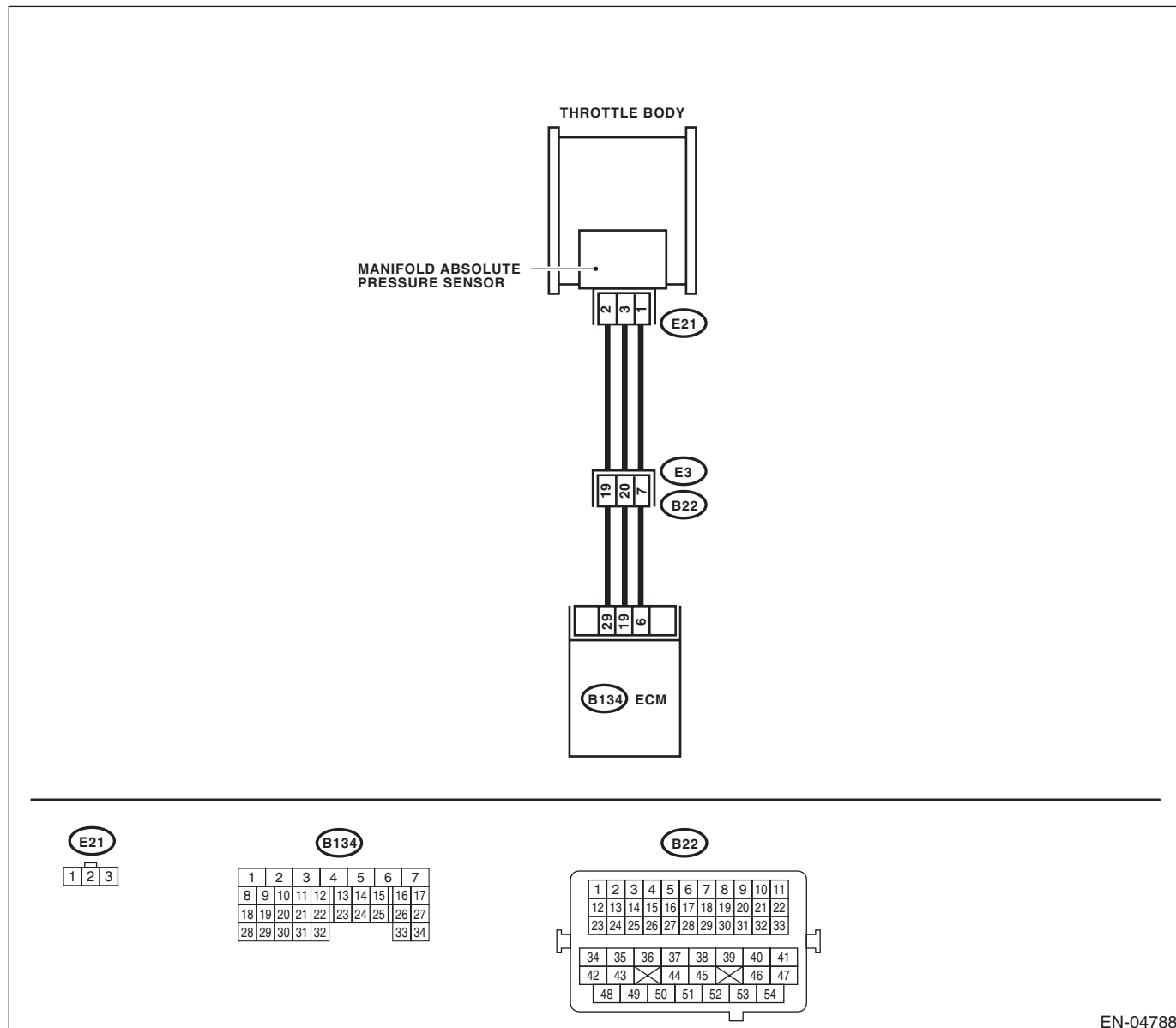
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-34, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Start the engine. 4) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Repair the short circuit to power in the harness between ECM and manifold absolute pressure sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between manifold absolute pressure sensor connector and engine ground. Connector & terminal (E21) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and manifold absolute pressure sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for poor contact of the manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair the poor contact of manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4DOTC)-32, Manifold Absolute Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

P: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE /PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-36, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

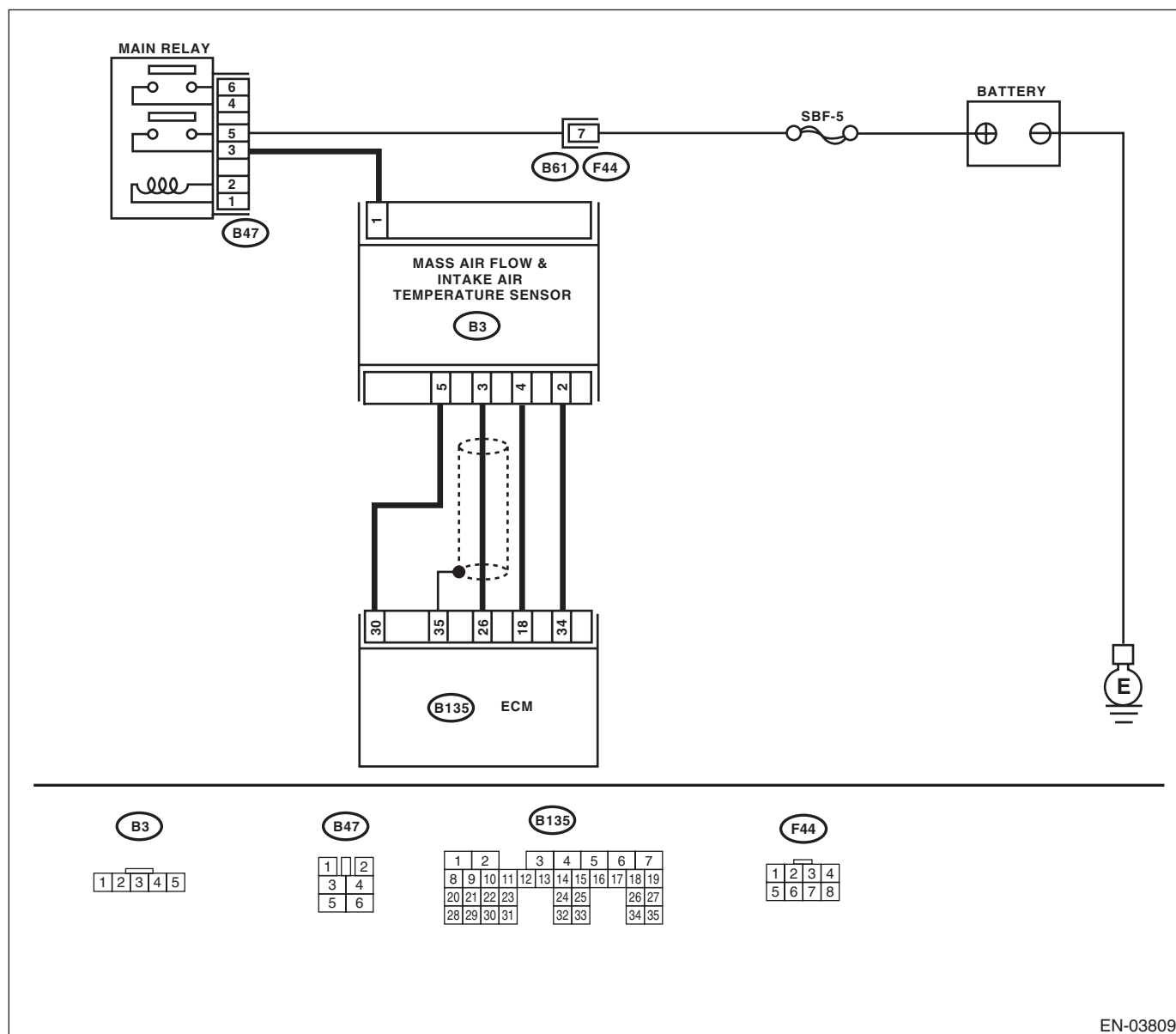
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ENGINE COOLANT TEMPERATURE. 1) Start the engine and warm-up completely. 2) Measure the engine coolant temperature using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature 75°C (167°F) or higher?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>	Check DTC P0125 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Q: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-38, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

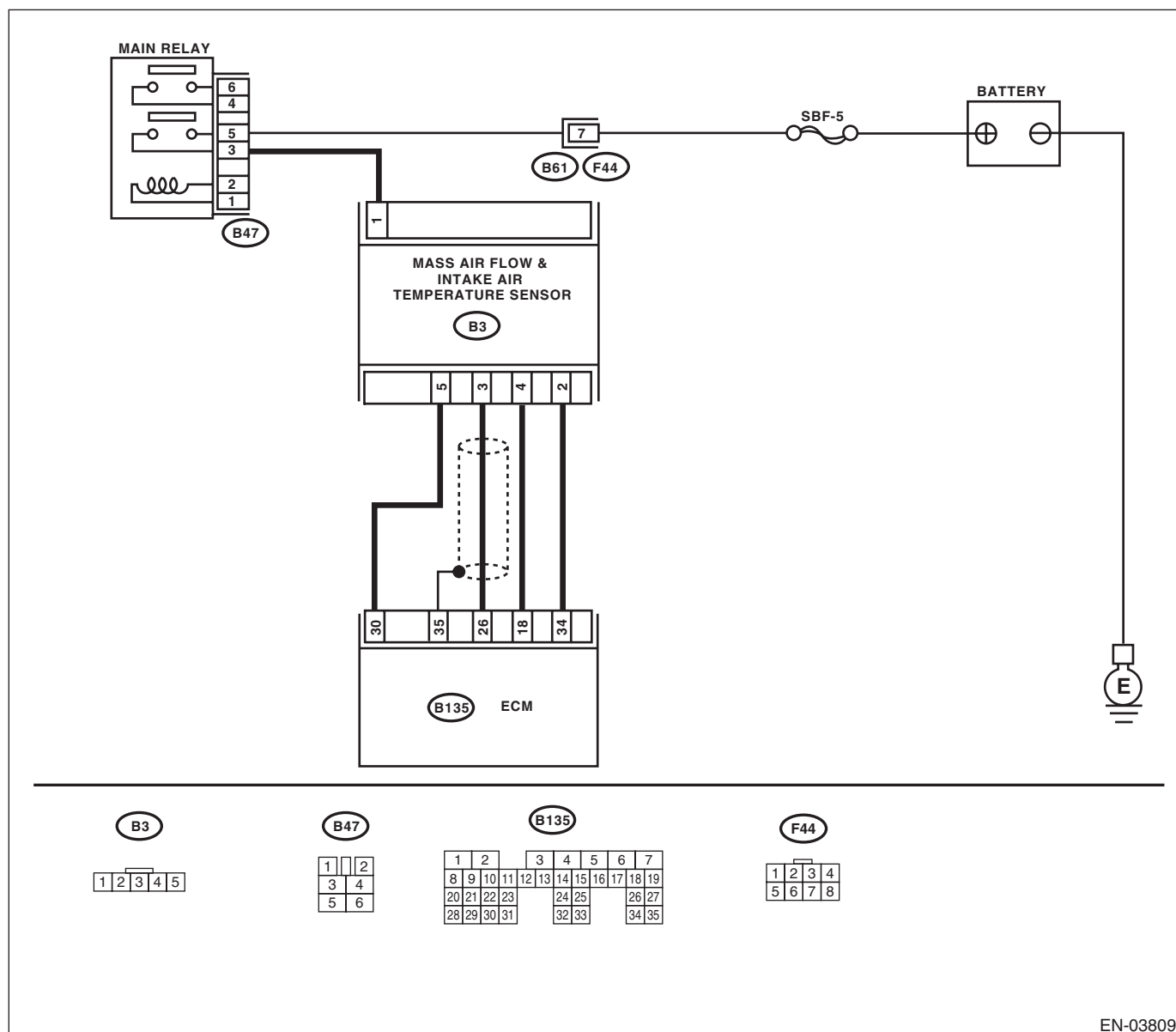
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the intake air temperature 120°C (248°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 18 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the short circuit to ground in harness between the ECM and the mass air flow and intake air temperature sensor.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

R: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-40, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

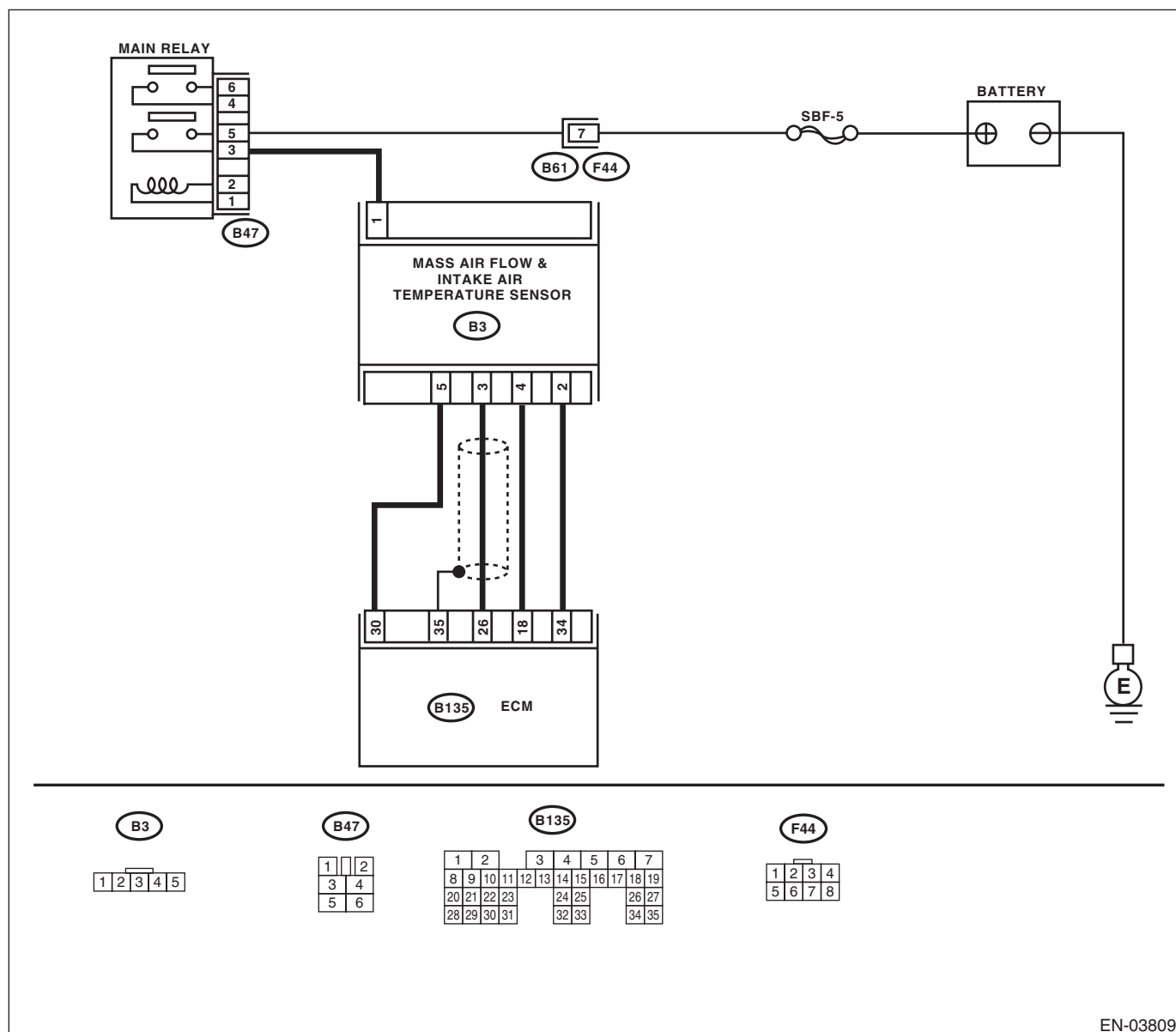
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03809

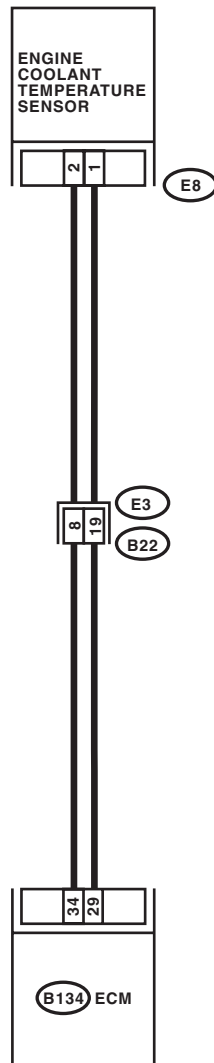
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the intake air temperature less than -40°C (-40°F) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Check for poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connectors?	Repair the poor contact in the ECM or the mass air flow and intake air temperature sensor connectors.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connectors. Connector & terminal (B135) No. 18 — (B3) No. 4: (B135) No. 30 — (B3) No. 5:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the open circuit of harness between the ECM and the mass air flow and intake air temperature sensor connectors.
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 18 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35



1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31	32	33

34	35	36	37	38	39	40	41
42	43	44	45	46	47		

48	49	50	51	52	53	54
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EN(H4DOTC)(diag)-116

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the engine coolant temperature 150°C (302°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and engine coolant temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 34 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>	Repair the ground short circuit of the harness between the ECM and engine coolant temperature sensor.

ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- ## TROUBLE SYMPTOM:

- CAUTION:**

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the engine coolant temperature less than -40°C (-40°F) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Repair any poor contact between the ECM and engine coolant temperature sensor connectors.	Is there poor contact in the ECM or engine coolant temperature sensor connector?	Repair any poor contact between the ECM and engine coolant temperature sensor connectors.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and engine coolant temperature sensor. 3) Measure the resistance of the harness between the ECM and engine coolant temperature sensor connector. Connector & terminal (B134) No. 29 — (E8) No. 1: (B134) No. 34 — (E8) No. 2:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the open circuit of the harness between the ECM and engine coolant temperature sensor connector.
4 CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 34 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and engine coolant temperature sensor connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

U: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-46, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

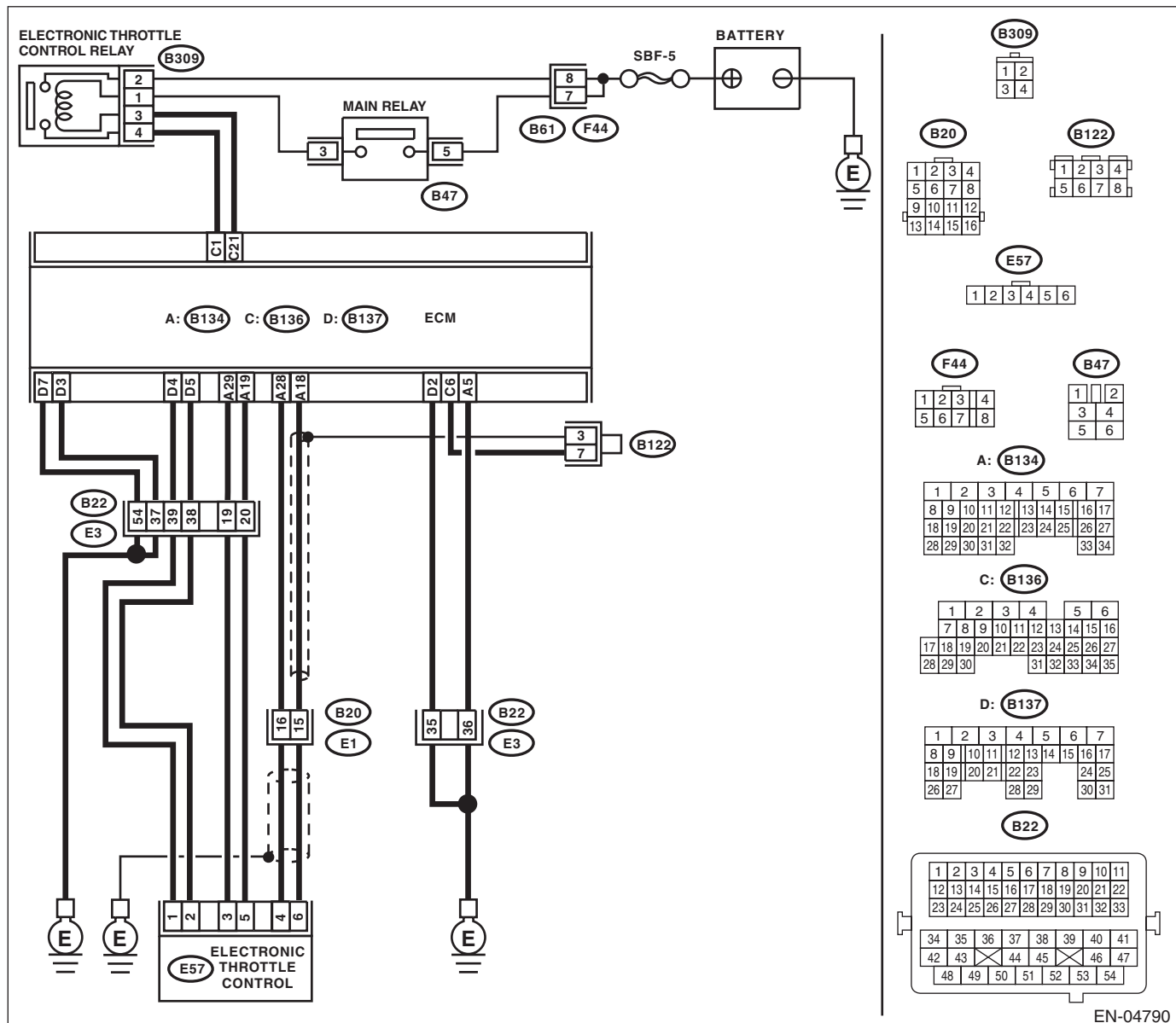
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 19 — Chassis ground: (B134) No. 18 — Chassis ground: (B134) No. 18 — (B136) No. 6:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground:	Is the resistance 1 MΩ or more?	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

V: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-48, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

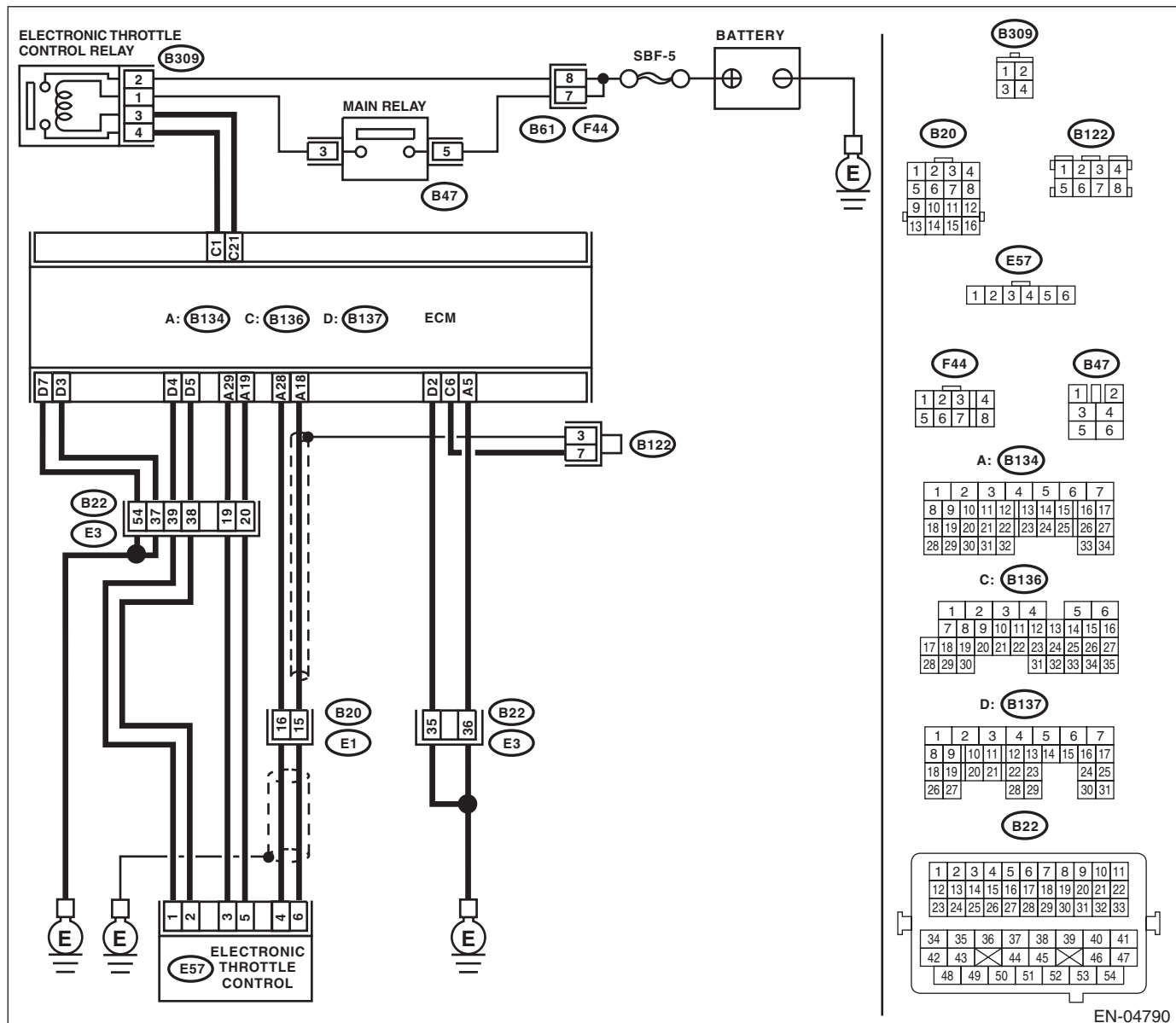
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 19 — (B134) No. 18:	Is the resistance 1 M Ω or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

W: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-50, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine does not return to idle.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK TIRE SIZE.	Do the four tires have the specified size and the same size?	Go to step 2.	Replace the tire.
2 CHECK ENGINE COOLANT. Check the following items: <ul style="list-style-type: none">• Amount of engine coolant• Engine coolant freeze• Contamination of engine coolant	Is the engine coolant normal?	Go to step 3.	Fill or replace the engine coolant. <Ref. to CO(H4SO)-18, INSPECTION, Engine Coolant.>
3 CHECK THERMOSTAT.	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H4SO)-23, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>

X: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION**DTC DETECTING CONDITION:**

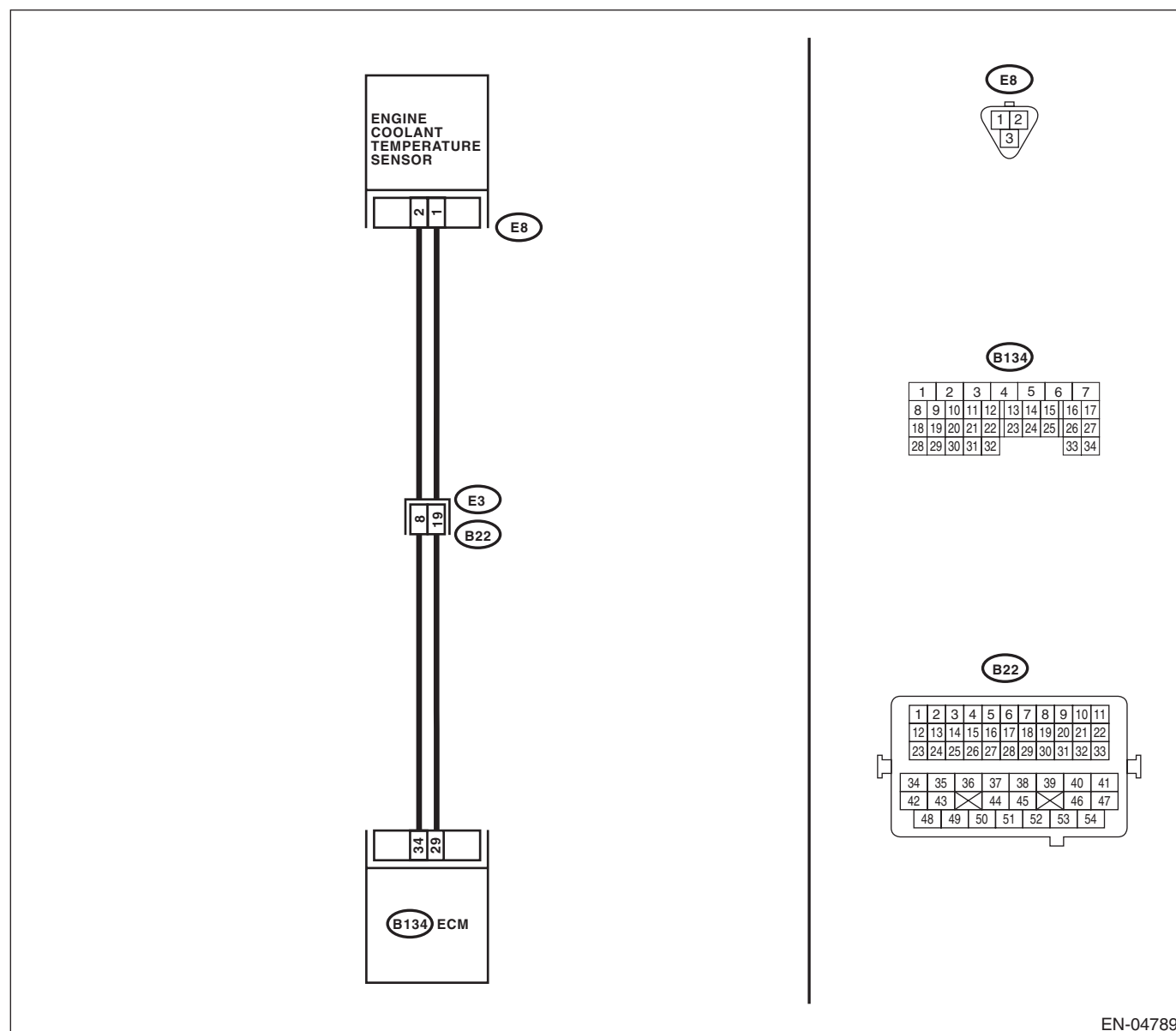
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-53, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04789

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ENGINE COOLANT TEMPERATURE SENSOR. Measure the resistance between engine coolant temperature sensor terminals when the engine coolant is cold and after warmed-up. Terminals No. 1 — No. 2:	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed-up?	Repair the poor contact of the ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>

Y: DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-55, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Thermostat remains open.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ENGINE COOLANT.	Are the coolant level and mixture ratio of engine coolant to anti-freeze solution correct?	Go to step 2.	Replace the engine coolant. <Ref. to CO(H4SO)-17, REPLACEMENT, Engine Coolant.>
2 CHECK RADIATOR FAN. 1) Start the engine. 2) Check radiator fan operation.	Does the radiator fan continuously rotate for more than 3 minutes during idling?	Repair radiator fan circuit. <Ref. to CO(H4SO)-32, Radiator Main Fan and Fan Motor.>and <Ref. to CO(H4SO)-38, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-23, Thermostat.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Z: DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

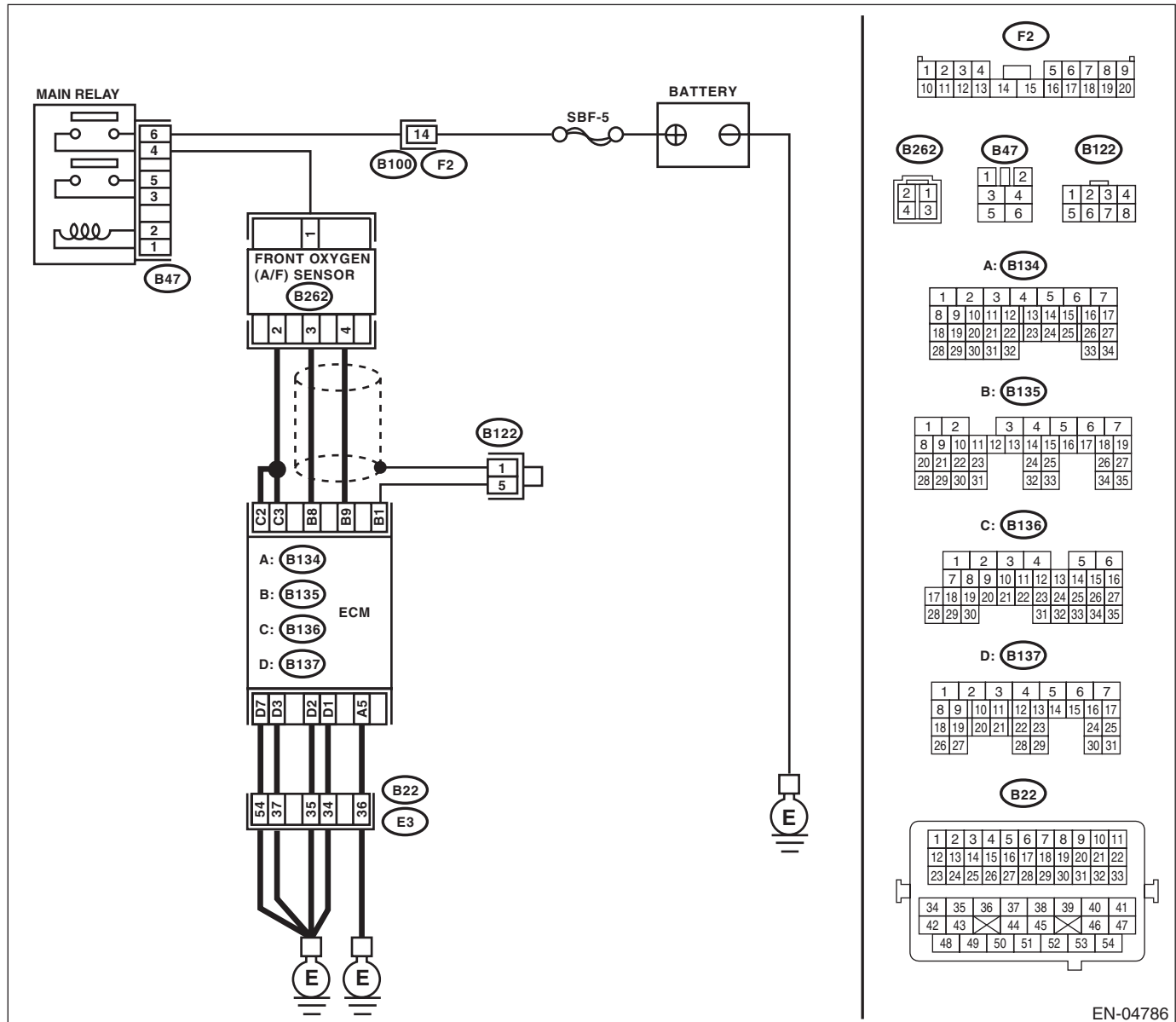
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-57, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground: (B135) No. 8 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	CHECK POOR CONTACT. Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AA:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

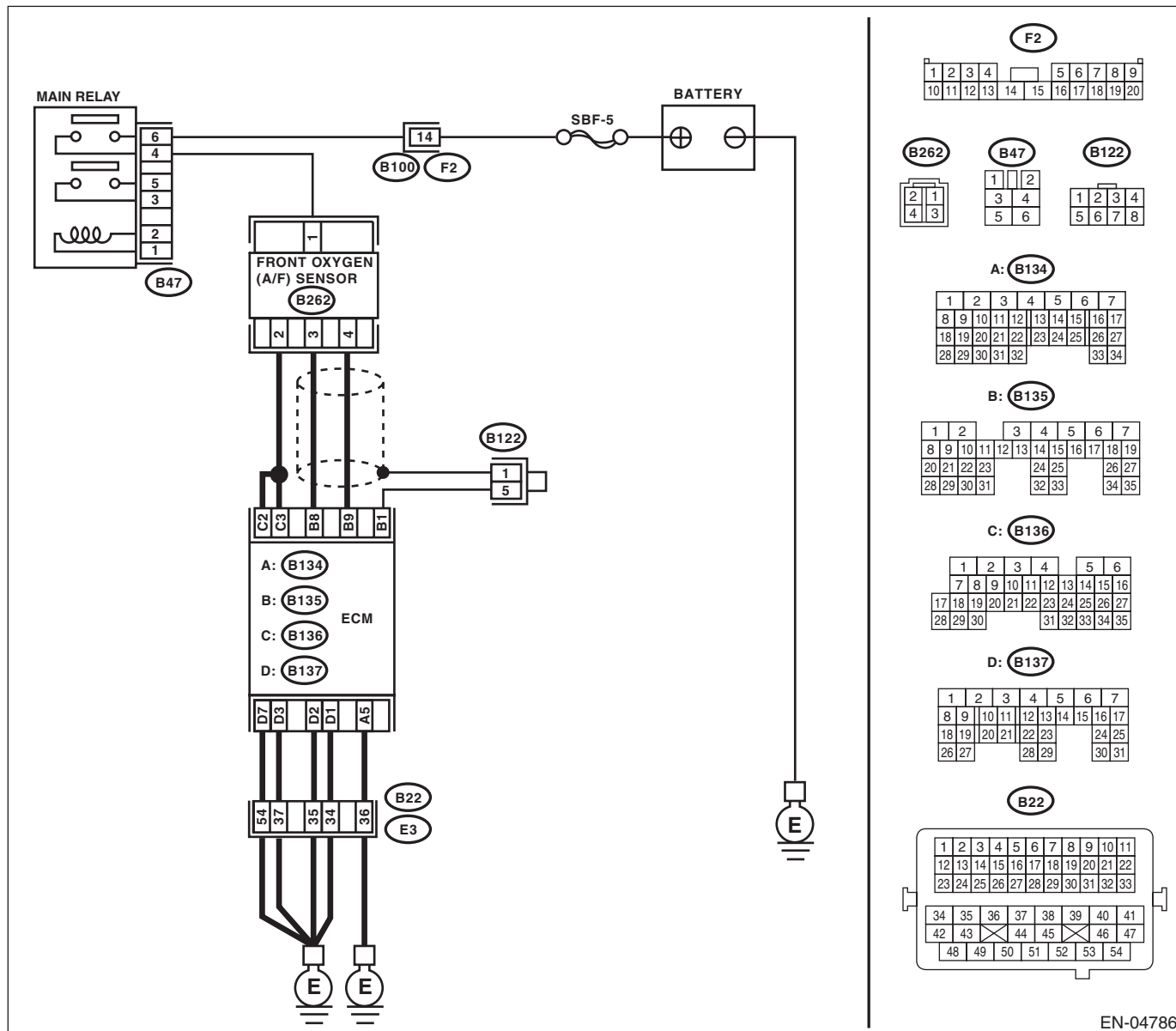
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-59, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-): (B135) No. 8 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short to power supply in the harness between ECM and front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

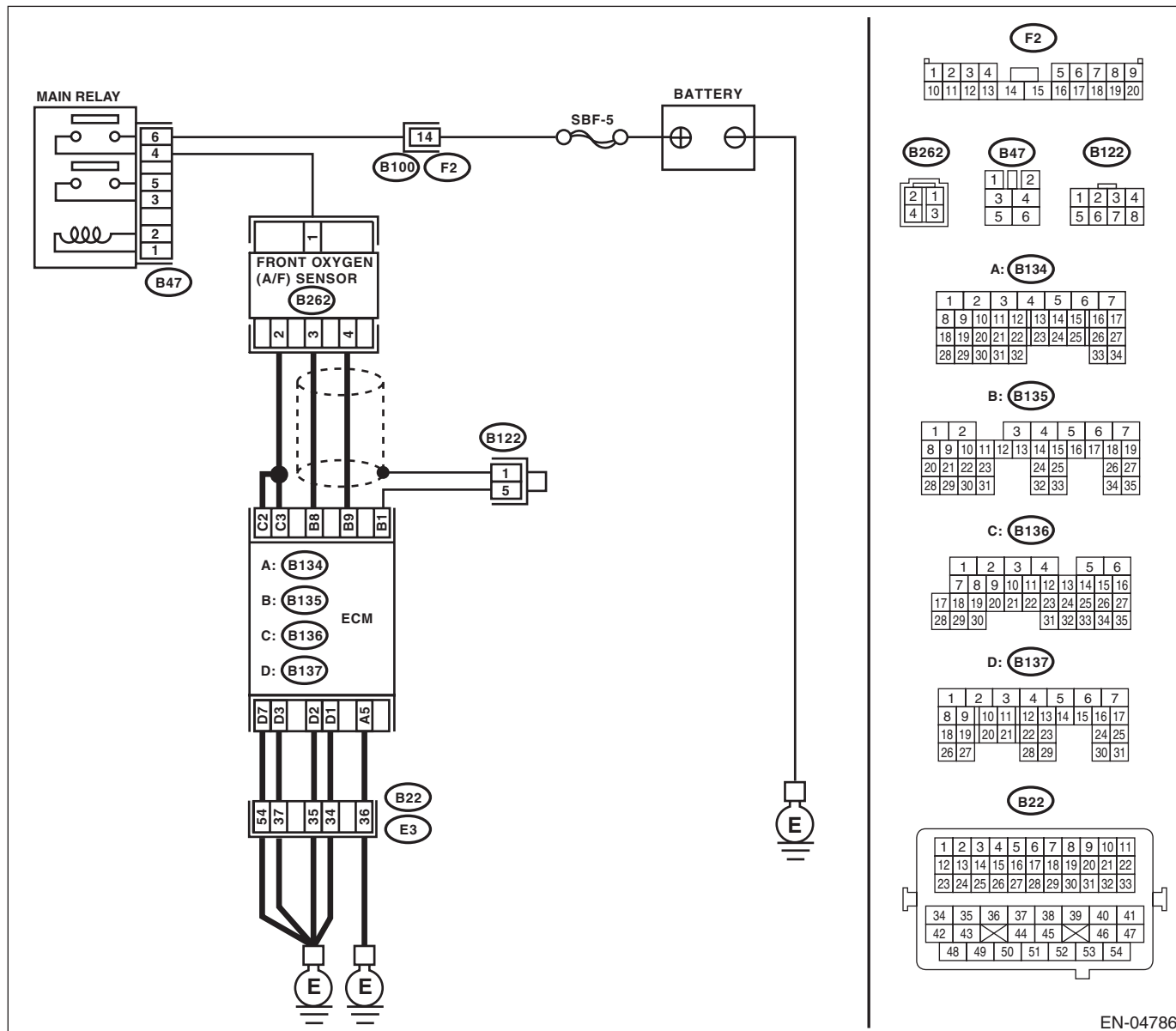
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-61, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK EXHAUST SYSTEM. NOTE: Check the following items. <ul style="list-style-type: none">• Loose installation of front portion of exhaust pipe onto cylinder heads• Loose connection between front exhaust pipe and front catalytic converter• Damage of exhaust pipe resulting in a hole	Is there any fault in exhaust system?	Repair the exhaust system.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

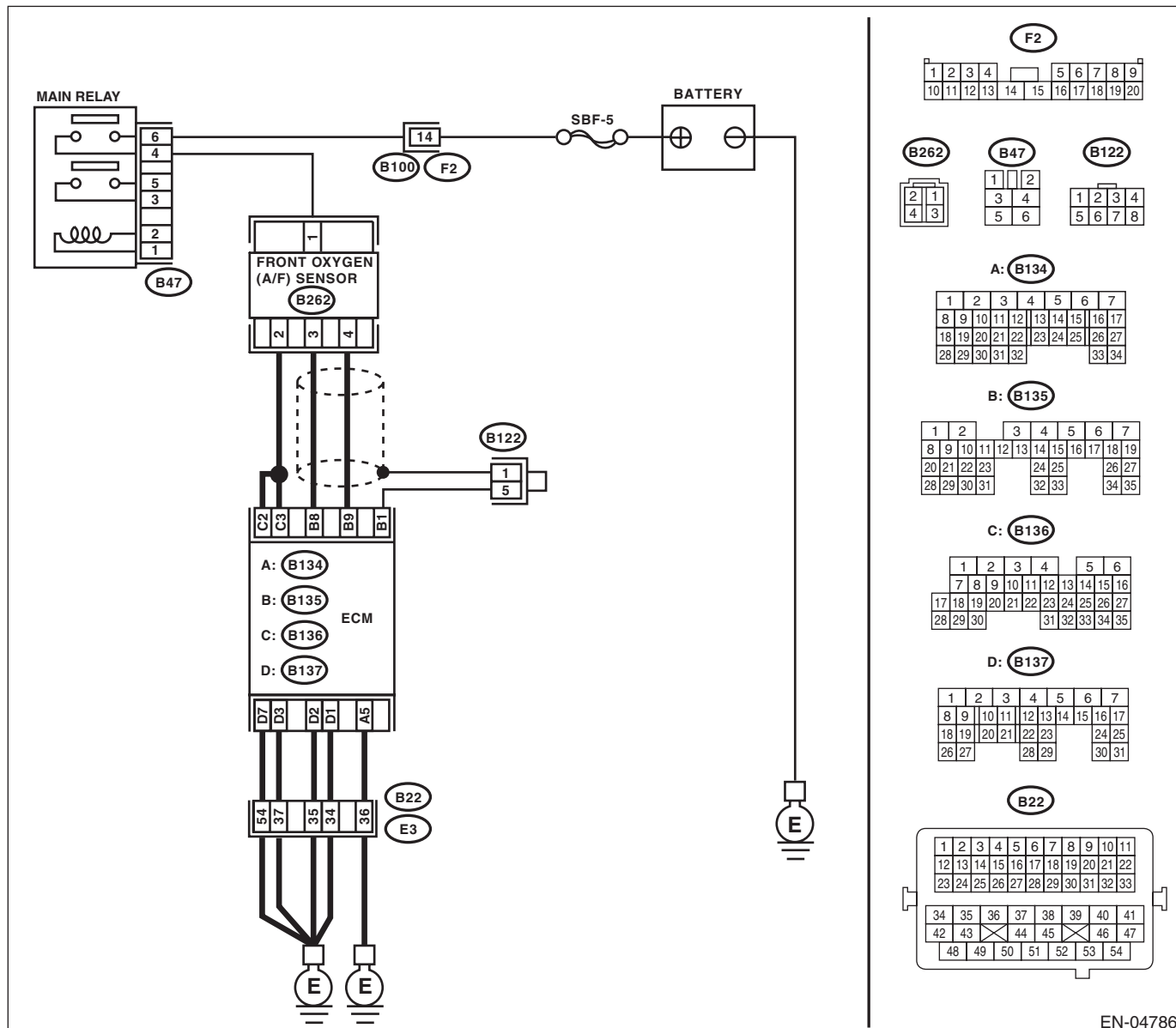
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-64, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (B262) No. 4: (B135) No. 8 — (B262) No. 3:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
2 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of ECM or front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

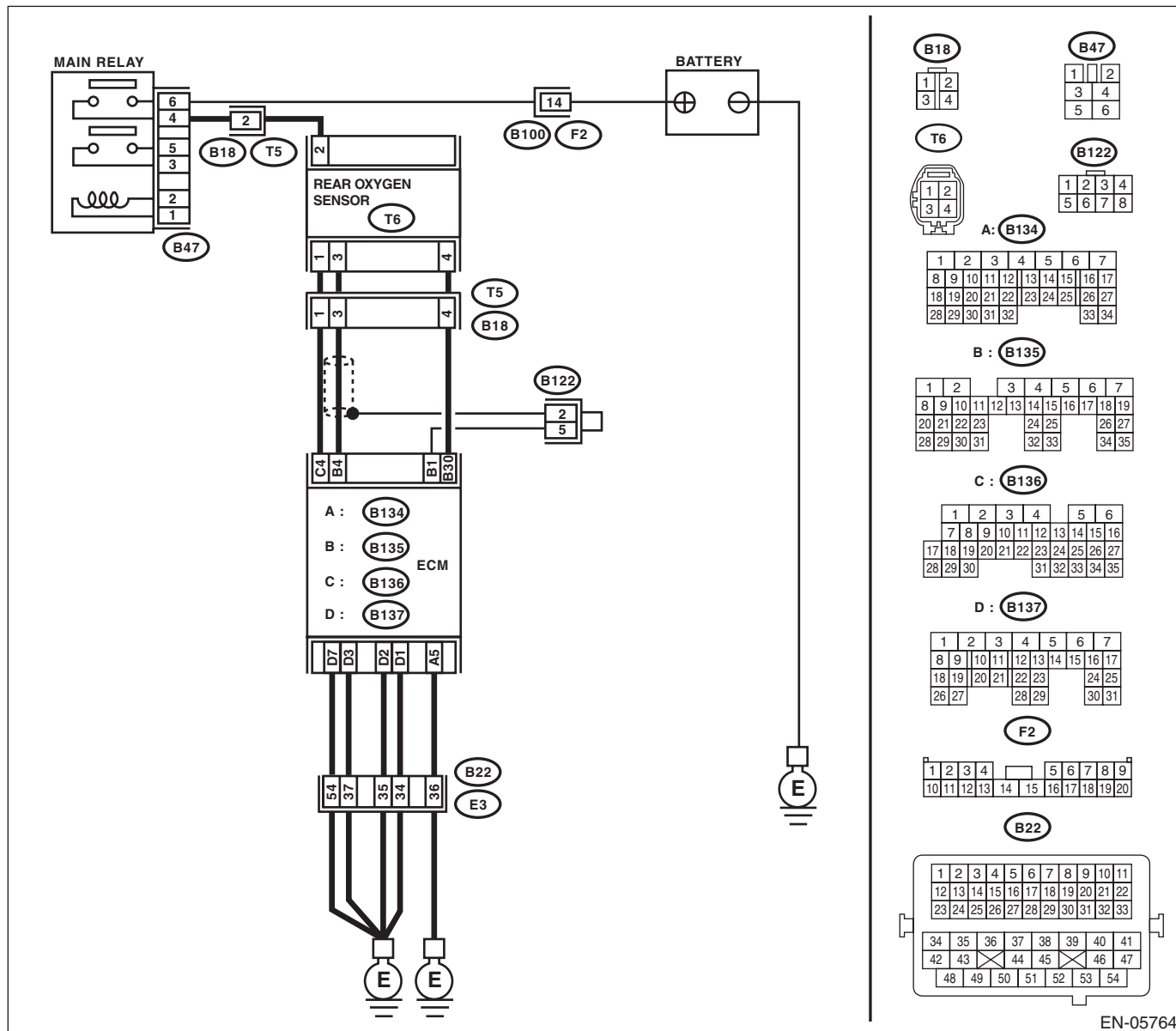
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-66, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05764

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 5.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3: (B135) No. 30 — (T6) No. 4:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit in harness between the ECM and rear oxygen sensor connector Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between the ECM and rear oxygen sensor Poor contact of the rear oxygen sensor connector Poor contact in ECM connector Poor contact of coupling connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. <ul style="list-style-type: none"> Looseness and improper attachment of exhaust system parts Damage (crack, hole etc.) of parts Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor 	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

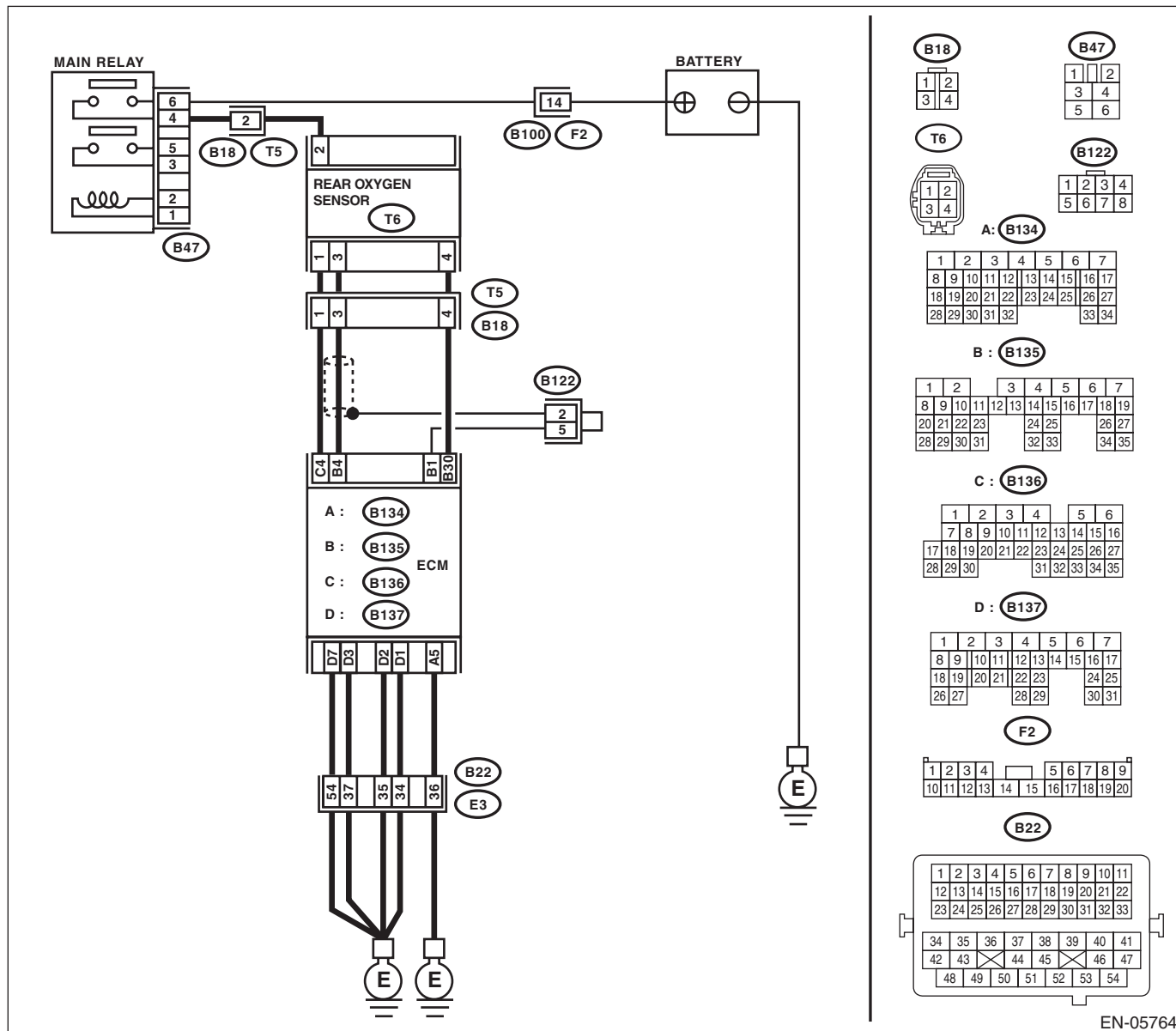
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-68, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05764

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 5.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3: (B135) No. 30 — (T6) No. 4:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ECM and rear oxygen sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

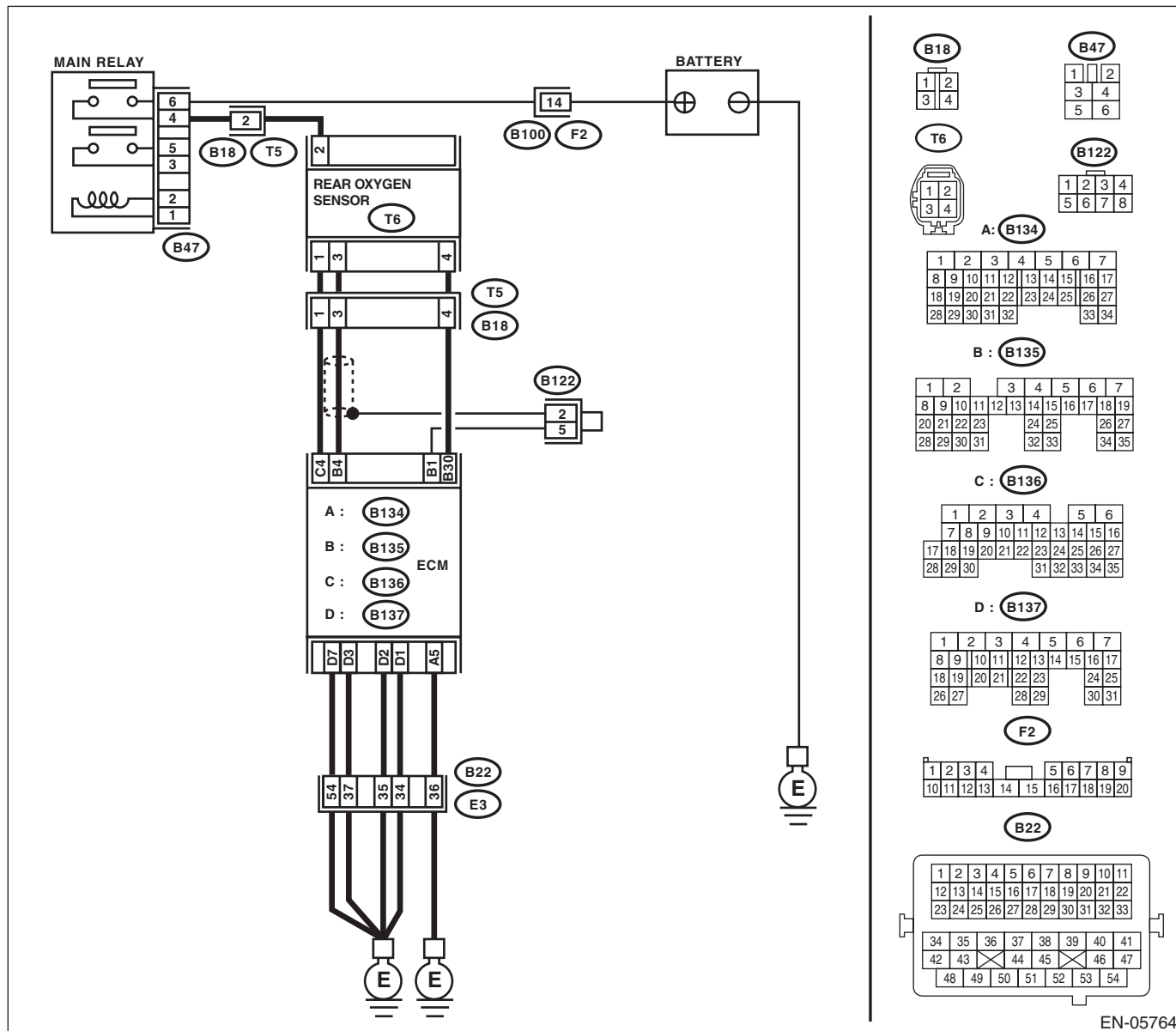
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-69, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05764

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ECM and rear oxygen sensor connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. Measure the resistance between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and rear oxygen sensor connector.
3 CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor terminals. Terminals No. 3 — No. 4	Is the resistance less than 1 Ω?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AG:DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

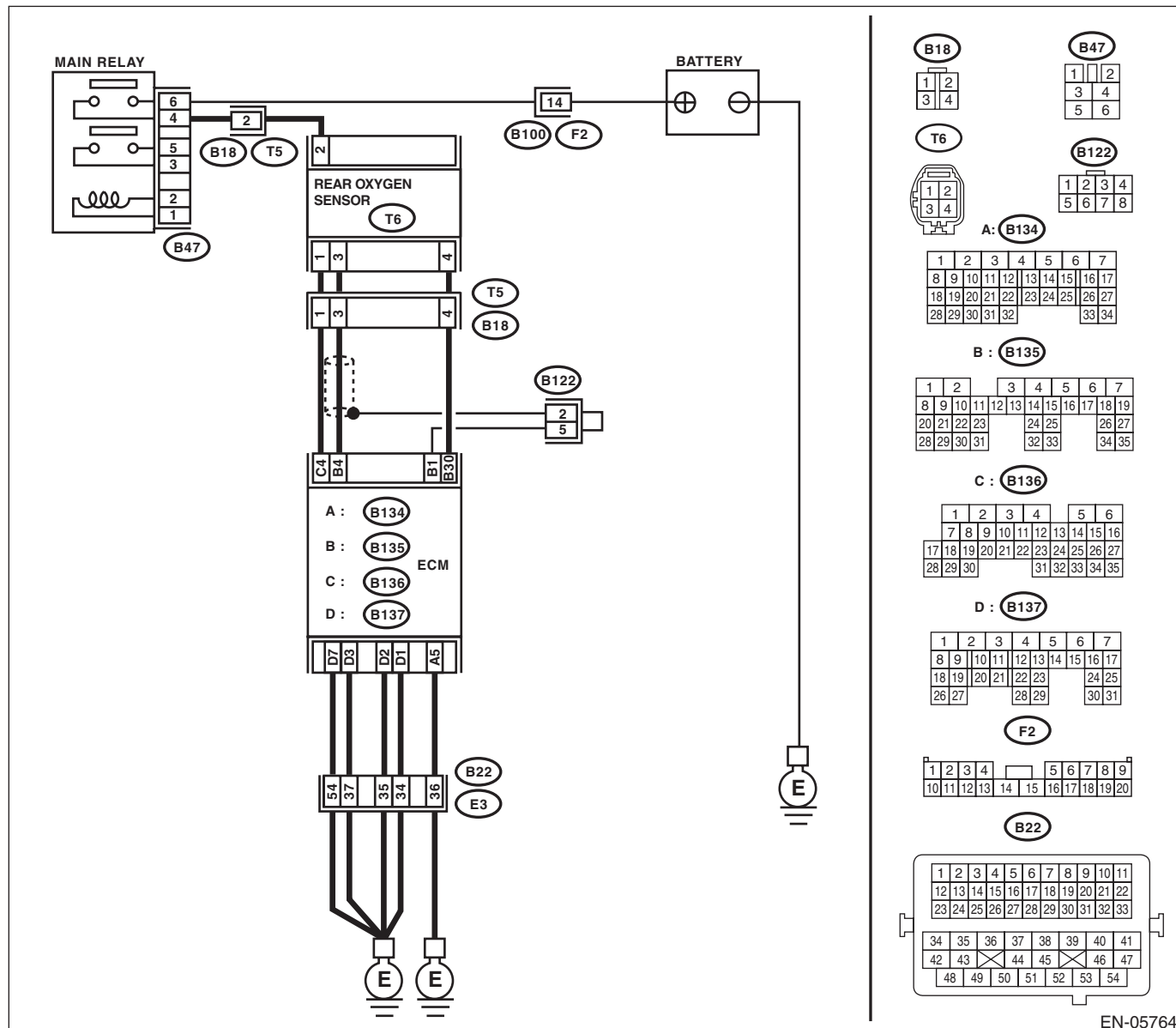
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-74, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05764

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 6.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 6.	Go to step 3.
3 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3: (B135) No. 30 — (T6) No. 4:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ECM and rear oxygen sensor connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 (+) — Chassis ground (–):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>

AH:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4DOTC)(diag)-145, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AI: DTC P0172 SYSTEM TOO RICH (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-79, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 2.
2 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 3.
3 CHECK FUEL PRESSURE. WARNING: Place "NO OPEN FLAMES" signs near the working area. CAUTION: Be careful not to spill fuel. Measure the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 284 — 314 kPa (2.9 — 3.2 kgf/cm ² , 41 — 46 psi)?	Go to step 4.	Repair the following item. Fuel pressure is too high: • Clogged fuel return line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel supply line
4 CHECK FUEL PRESSURE. After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: • If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. • If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 230 — 260 kPa (2.35 — 2.65 kgf/cm ² , 33 — 38 psi)?	Go to step 5.	Repair the following item. Fuel pressure is too high: • Faulty pressure regulator • Clogged fuel return line or bent hose Fuel pressure is too low: • Faulty pressure regulator • Improper fuel pump discharge • Clogged fuel supply line

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 6.	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>
6 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 7.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value $-10 - 50^{\circ}\text{C}$ ($-18 - 90^{\circ}\text{F}$)?	Repair the poor contact of the ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

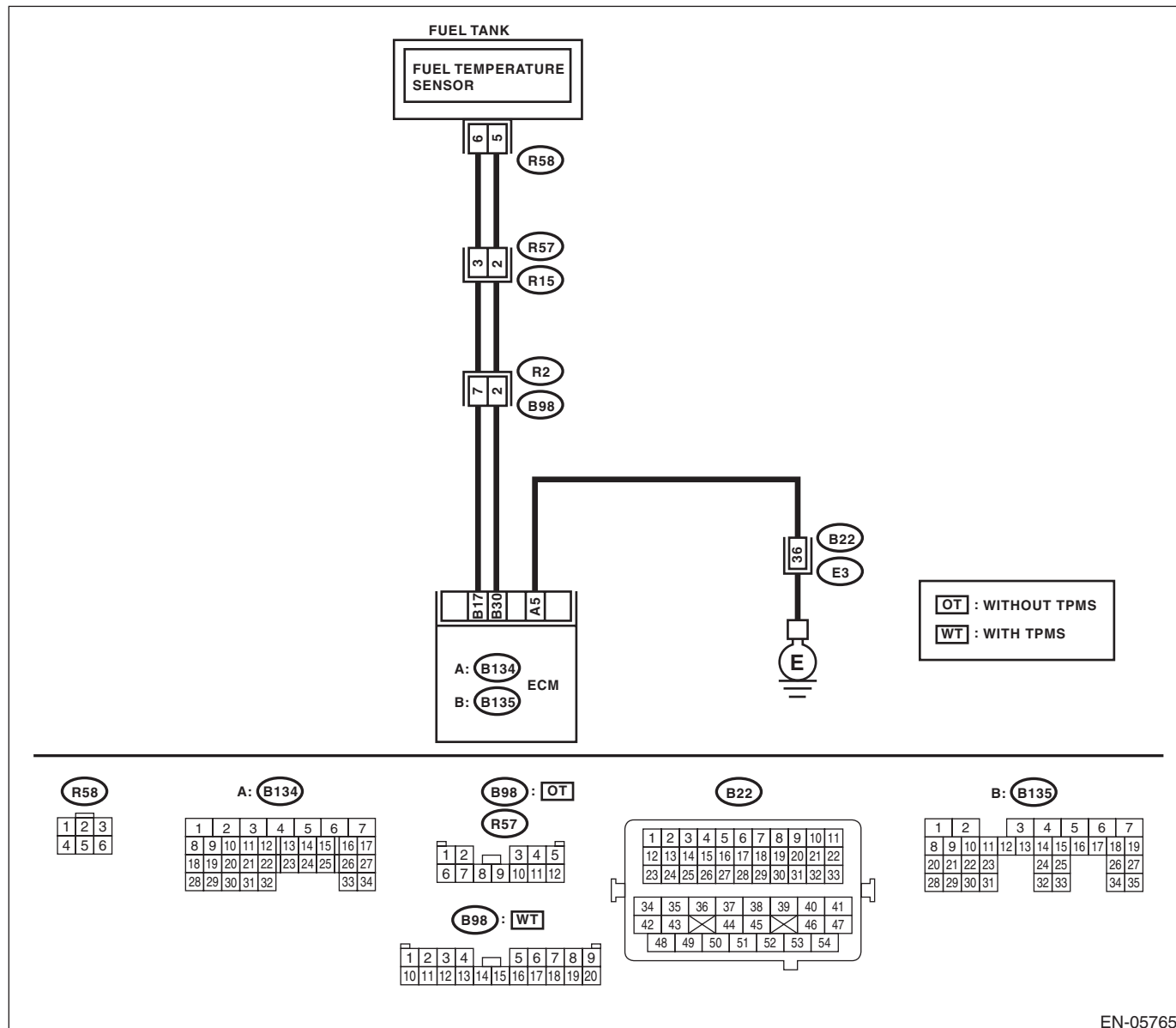
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-82, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05765

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(H4DOTC)-13, Fuel Temperature Sensor.>

ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- CAUTION:**

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

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Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the temperature 120°C (248°F) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and fuel temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 17 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuel temperature sensor. <Ref. to EC(H4DOTC)-13, Fuel Temperature Sensor.>	Repair the ground short circuit of harness between ECM and fuel pump.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

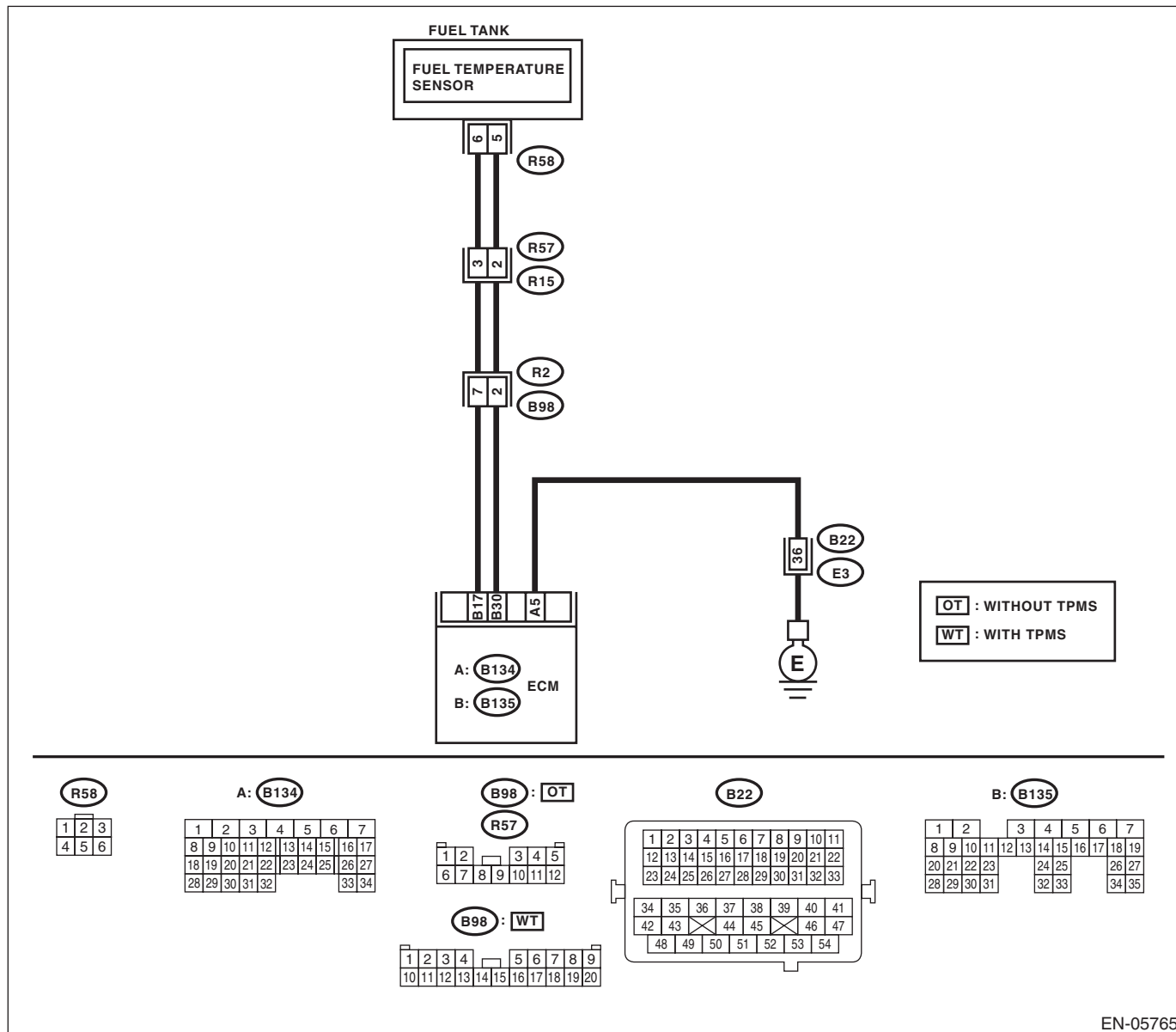
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-87, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05765

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the temperature less than -40°C (-40°F)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Repair any poor contact between the ECM and fuel temperature sensor connectors.	Is there poor contact in the ECM or fuel temperature sensor connectors?	Repair any poor contact between the ECM and fuel temperature sensor connectors.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and fuel temperature sensor. 3) Measure the resistance of the harness between the ECM and fuel temperature sensor connector. Connector & terminal (B135) No. 17 — (R58) No. 6: (B135) No. 30 — (R58) No. 5:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit in harness between ECM and fuel temperature sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 17 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and fuel temperature sensor connector.	Replace the fuel temperature sensor. <Ref. to EC(H4DOTC)-13, Fuel Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AM:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-89, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

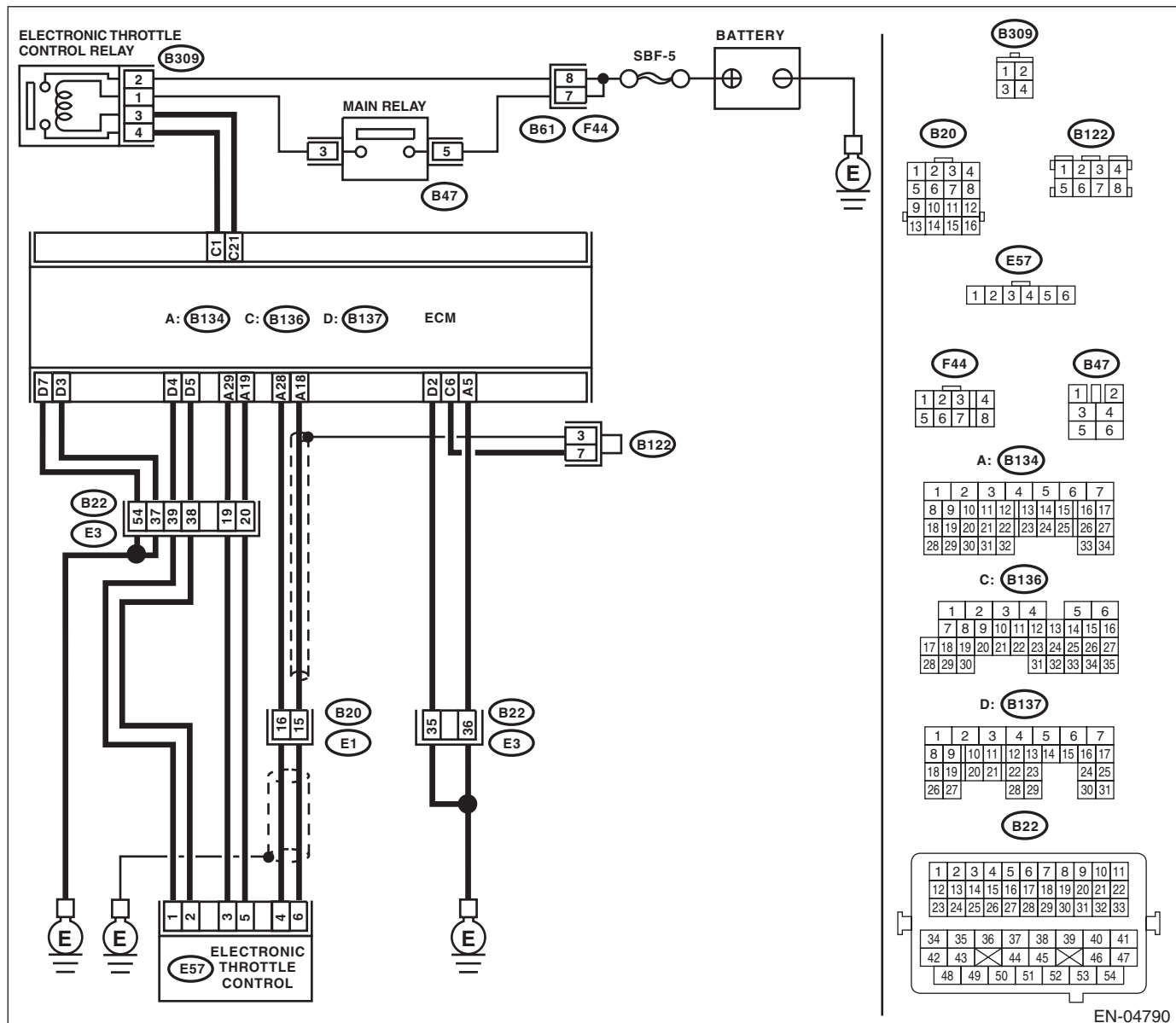
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 19 — Chassis ground: (B134) No. 28 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 4 — Engine ground:	Is the resistance 1 MΩ or more?	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AN:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-91, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

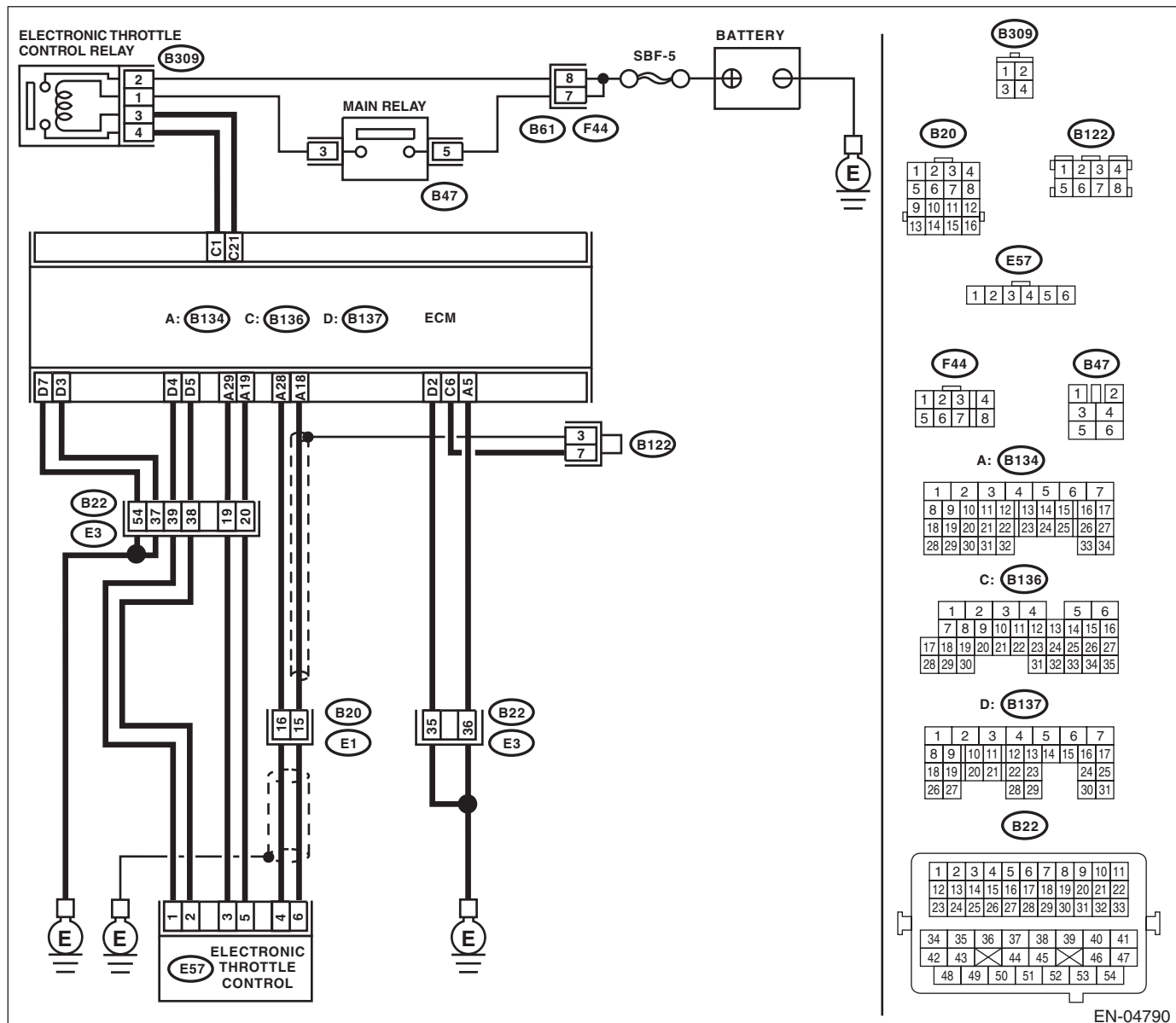
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

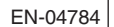
Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 28 — (E57) No. 4: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 4 (+) — Engine ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 19 — (B134) No. 28:	Is the resistance 1 M Ω or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- CAUTION:**

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ECM AND FUEL PUMP CONTROL UNIT. 1) Disconnect the connectors from ECM. 2) Measure the resistance of the harness between the ECM and fuel pump control unit. Connector & terminal (B136) No. 12 — (R122) No. 2: (B135) No. 33 — (R122) No. 5:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit between the ECM and fuel pump control unit • Poor contact between ECM and fuel pump control unit • Poor contact of coupling connector
6 CHECK HARNESS BETWEEN ECM AND FUEL PUMP CONTROL UNIT. Measure the resistance between fuel pump control unit and chassis ground. Connector & terminal (R122) No. 2 — Chassis ground: (R122) No. 5 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and fuel pump control unit.
7 CHECK POOR CONTACT. Check poor contact of ECM and fuel pump control unit connector.	Is there poor contact of ECM and fuel pump control unit connector?	Repair the poor contact of ECM and fuel pump control unit connector.	Go to step 8.
8 CHECK EXPERIENCE OF RUNNING OUT OF FUEL.	Has the vehicle experienced running out of fuel?	Finish the diagnosis. NOTE: DTC may be recorded as a result of fuel pump idling while running out of fuel.	Replace the fuel pump control unit. <Ref. to FU(H4DOTC)-50, Fuel Pump Control Unit.>

AP:DTC P0244 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-95, DTC P0244 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

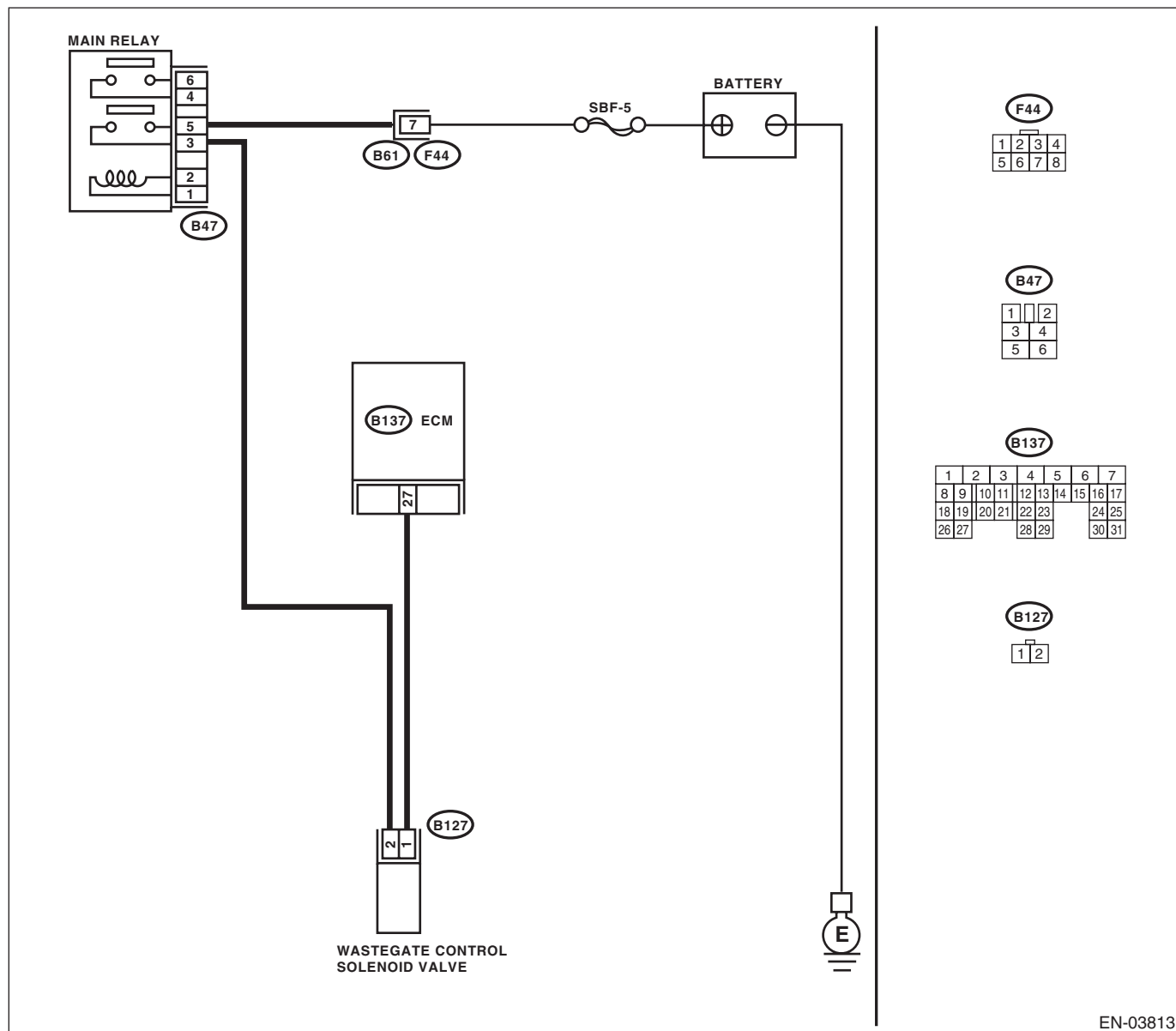
TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Replace the wastegate control solenoid valve. <Ref. to FU(H4DOTC)-41, Wastegate Control Solenoid Valve.>

AQ:DTC P0245 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” LOW**DTC DETECTING CONDITION:**

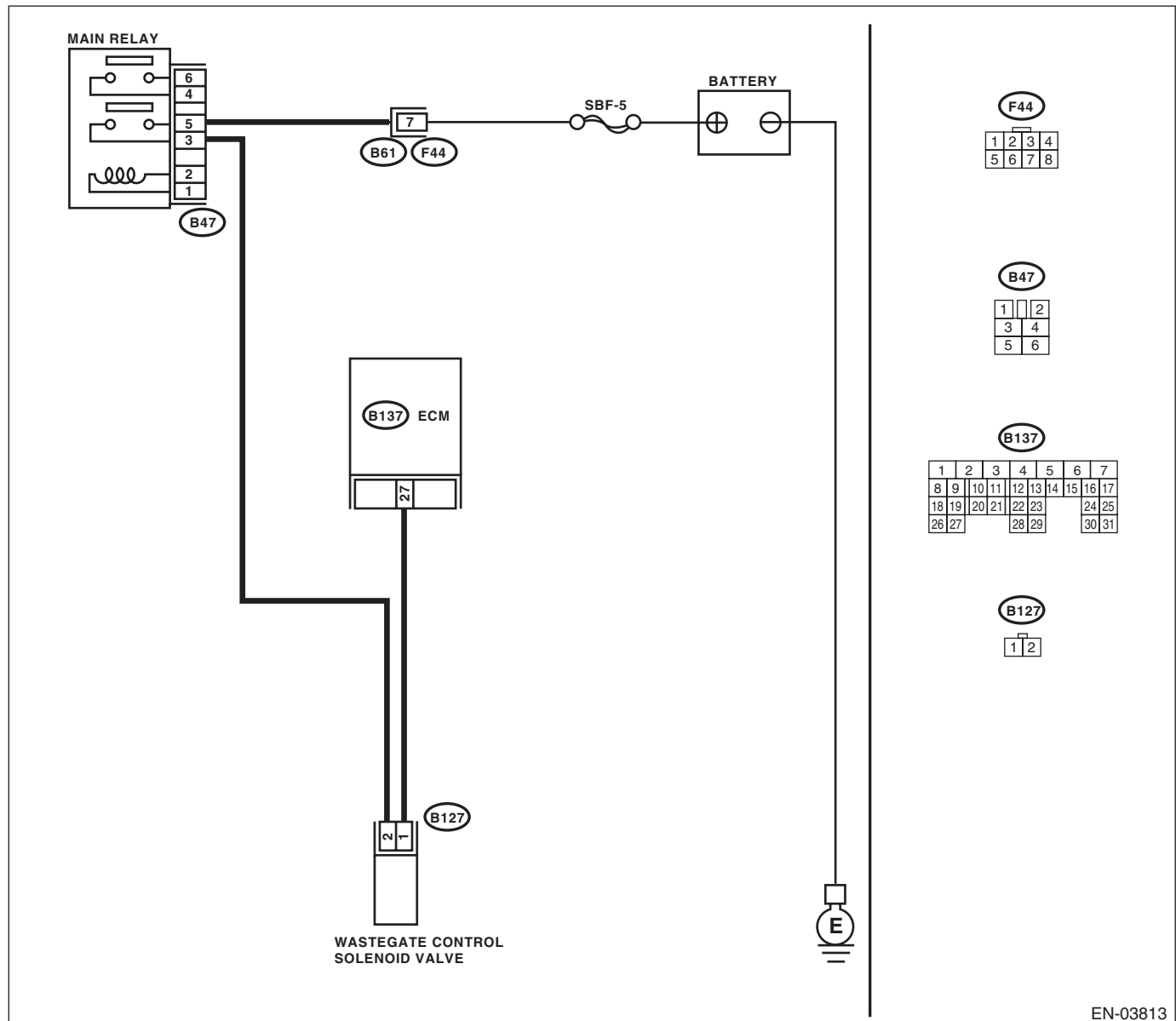
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-97, DTC P0245 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 27 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and wastegate control solenoid valve. 3) Measure the resistance between wastegate control solenoid valve connector and engine ground. Connector & terminal (B127) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair ground short circuit of harness between ECM and wastegate control solenoid valve connector.
3 CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and wastegate control solenoid valve connector. Connector & terminal (B137) No. 27 — (B127) No. 1:	Is the resistance less than 1 Ω?	Go to step 4.	Repair open circuit of harness between ECM and wastegate control solenoid valve connector.
4 CHECK WASTEGATE CONTROL SOLENOID VALVE. 1) Remove the wastegate control solenoid valve. 2) Measure the resistance between wastegate control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω?	Go to step 5.	Replace the wastegate control solenoid valve. <Ref. to FU(H4DOTC)-41, Wastegate Control Solenoid Valve.>
5 CHECK POWER SUPPLY TO WASTEGATE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between wastegate control solenoid valve and engine ground. Connector & terminal (B127) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair poor contact in wastegate control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between main relay and wastegate control solenoid valve connector • Poor contact of main relay connector

AR:DTC P0246 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-99, DTC P0246 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

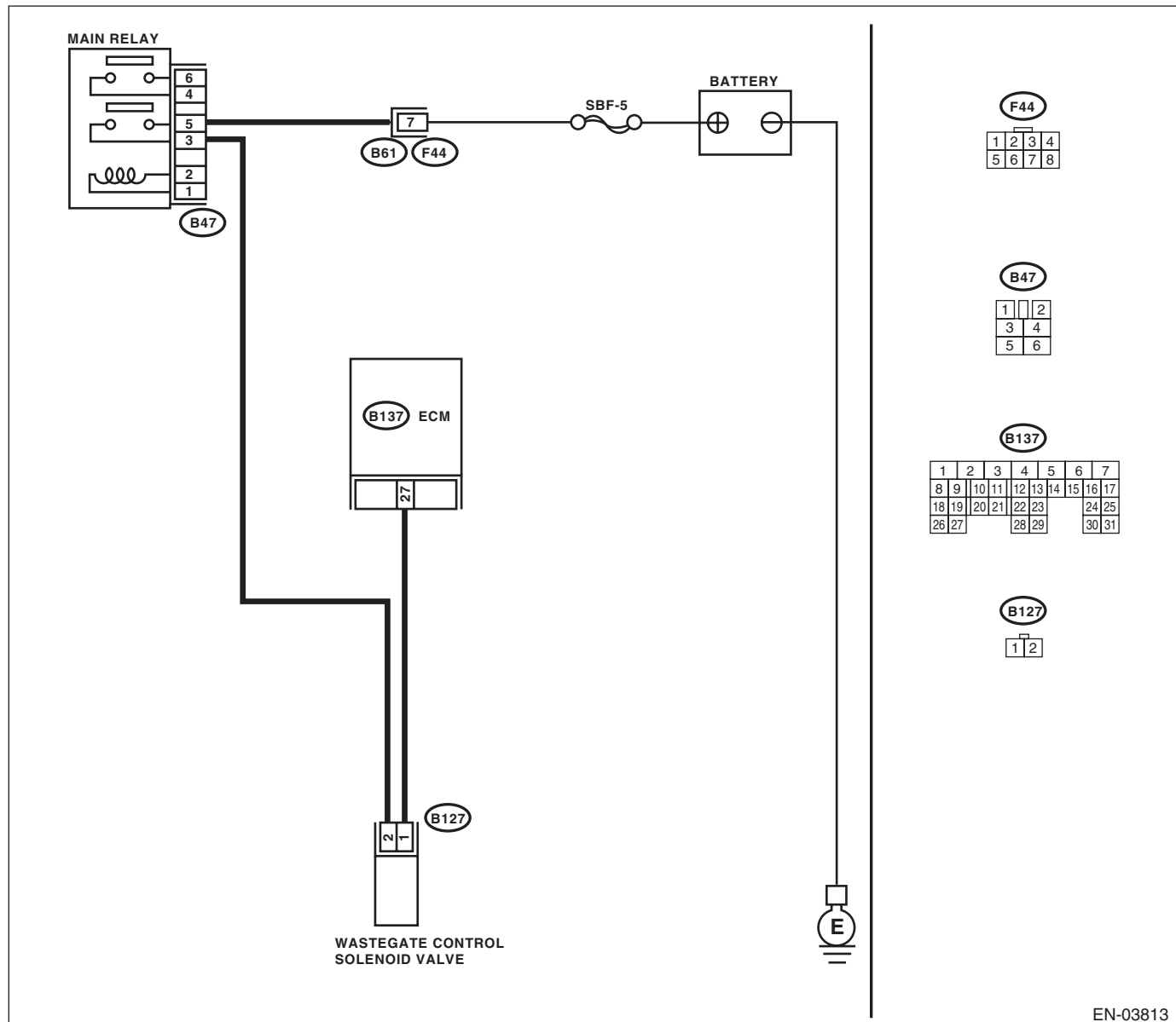
TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and wastegate control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 27 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power supply in the harness between the ECM and wastegate control solenoid valve connector.	Go to step 2.
2 CHECK WASTEGATE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between wastegate control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the wastegate control solenoid valve. <Ref. to FU(H4DOTC)-41, Wastegate Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

AS:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4DOTC)(diag)-167, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AT:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4DOTC)(diag)-167, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AU:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4DOTC)(diag)-167, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the fuel injector connector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 1 — Engine ground: #2 (E16) No. 1 — Engine ground: #3 (E6) No. 1 — Engine ground: #4 (E17) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and fuel injector.
3 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (E17) No. 1:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact of coupling connector
4 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance between 5 — 20 Ω?	Go to step 5.	Replace the faulty fuel injector. <Ref. to FU(H4DOTC)-33, Fuel Injector.>
5 CHECK POWER SUPPLY LINE. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 2 (+) — Engine ground (-): #2 (E16) No. 2 (+) — Engine ground (-): #3 (E6) No. 2 (+) — Engine ground (-): #4 (E17) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact of coupling connector • Poor contact of main relay connector • Poor contact of fuel injector connector on faulty cylinders

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step 7.
7 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the faulty fuel injector. <Ref. to FU(H4DOTC)-33, Fuel Injector.>	Go to step 8.
8 CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step 9.
9 CHECK CRANK SPROCKET. Remove the timing belt cover.	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(H4DOTC)-54, Crank Sprocket.>	Go to step 10.
10 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of the timing belt. <Ref. to ME(H4DOTC)-43, Timing Belt.>	Go to step 11.
11 CHECK FUEL LEVEL.	Is the fuel meter indication higher than the "Lower" level?	Go to step 12.	Replenish the fuel so that fuel meter indication is higher than the "Lower" level. After replenishing fuel, Go to step 12.
12 CHECK STATUS OF MALFUNCTION INDICATOR LIGHT. 1) Clear the memory using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4DOTC)(diag)-54, Clear Memory Mode.> 2) Start the engine, and drive the vehicle more than 10 minutes.	Does the malfunction indicator light illuminate or blink?	Go to step 14.	Go to step 13.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK CAUSE OF MISFIRE.	Was the cause of misfire detected while running the engine?	Finish diagnostics operation, if the engine has no abnormality.	Repair the poor contact of connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Poor contact of ignition coil connector • Poor contact in fuel injector connector on faulty cylinders • Poor contact in ECM connector • Poor contact in coupling connector
14 CHECK AIR INTAKE SYSTEM.	Is there any fault in air intake system?	Repair the air intake system. NOTE: Check the following items. <ul style="list-style-type: none"> • 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 15.
15 CHECK MISFIRE SYMPTOM. 1) Turn the ignition switch to ON. 2) Read DTC. NOTE: <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is only one DTC displayed on the Subaru Select Monitor or general scan tool?	Go to step 20.	Go to step 16.
16 CHECK DTC.	Are DTCs P0301 and P0302 displayed on the Subaru Select Monitor or general scan tool?	Go to step 21.	Go to step 17.
17 CHECK DTC.	Are DTCs P0303 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step 22.	Go to step 18.
18 CHECK DTC.	Are DTCs P0301 and P0303 displayed on the Subaru Select Monitor or general scan tool?	Go to step 23.	Go to step 19.
19 CHECK DTC.	Are DTCs P0302 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step 24.	Go to step 25.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
20 ONLY ONE CYLINDER.	Is there any fault in the cylinder?	Repair or replace faulty parts. NOTE: Check the following items. <ul style="list-style-type: none"> • Spark plug • Spark plug cord • Fuel injector • Compression ratio 	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
21 GROUP OF #1 AND #2 CYLINDERS.	Are there any faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: <ul style="list-style-type: none"> • Check the following items. <ul style="list-style-type: none"> • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault is not found, check the "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(H4DOTC)(diag)-70, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.> 	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
22 GROUP OF #3 AND #4 CYLINDERS.	Are there any faults in #3 and #4 cylinders?	Repair or replace faulty parts. NOTE: <ul style="list-style-type: none"> • Check the following items. <ul style="list-style-type: none"> • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault is not found, check the "IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(H4DOTC)(diag)-70, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.> 	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
23 GROUP OF #1 AND #3 CYLINDERS.	Are there any faults in #1 and #3 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
24 GROUP OF #2 AND #4 CYLINDERS.	Are there any faults in #2 and #4 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
25 CYLINDER AT RANDOM.	Is the engine idle rough?	Go to DTC P0171. <Ref. to EN(H4DOTC)(diag)-144, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio

AW:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-107, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

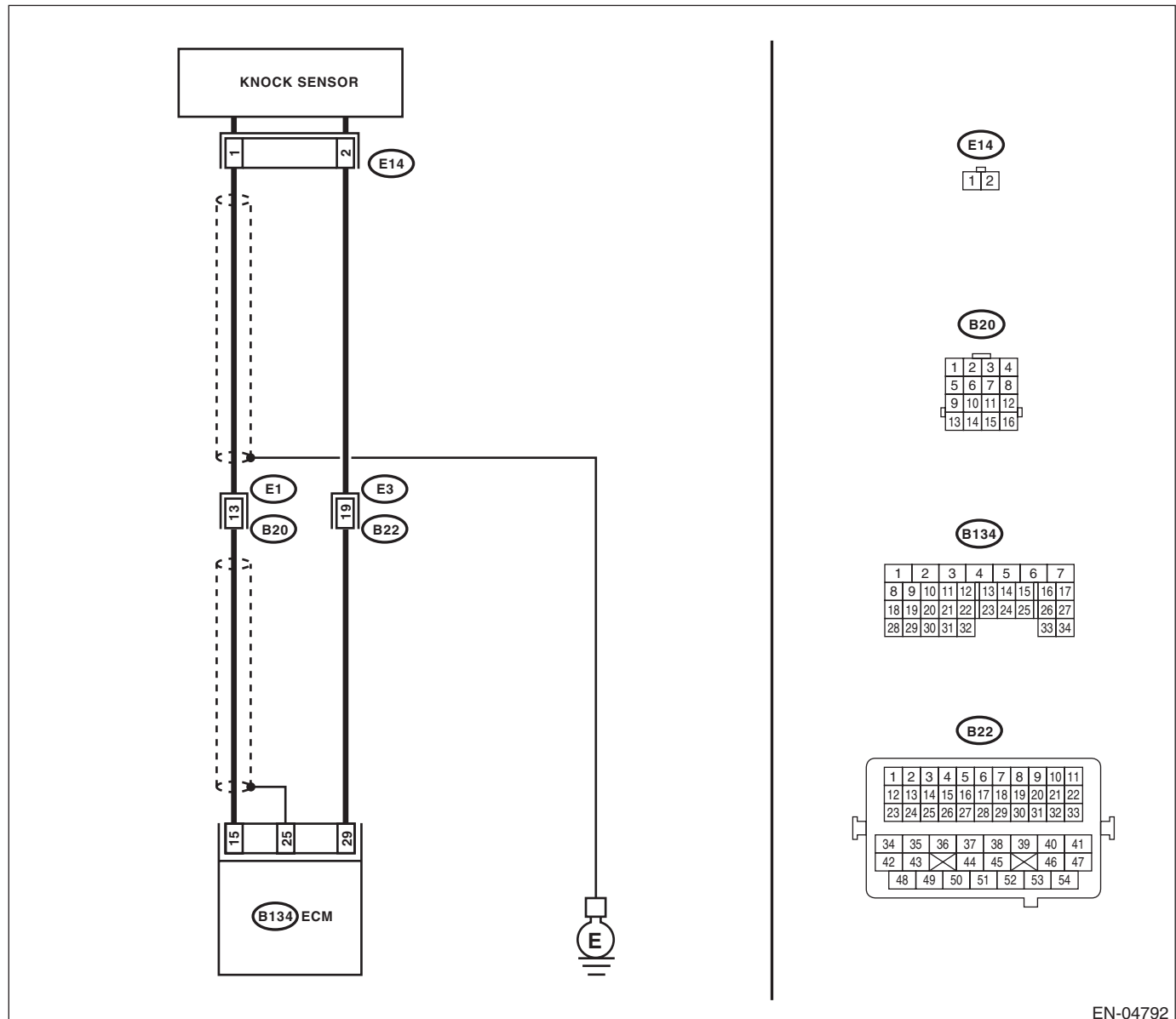
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04792

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 15 — (B134) No. 29:	Is the resistance 600 kΩ or more?	Go to step 2.	Repair the poor contact of the ECM connector.
2 CHECK KNOCK SENSOR. 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor terminals. Terminals No. 1 — No. 2:	Is the resistance 600 kΩ or more?	Replace the knock sensor. <Ref. to FU(H4DOTC)-29, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and knock sensor • Poor contact in knock sensor connector • Poor contact in coupling connector

AX:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-109, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

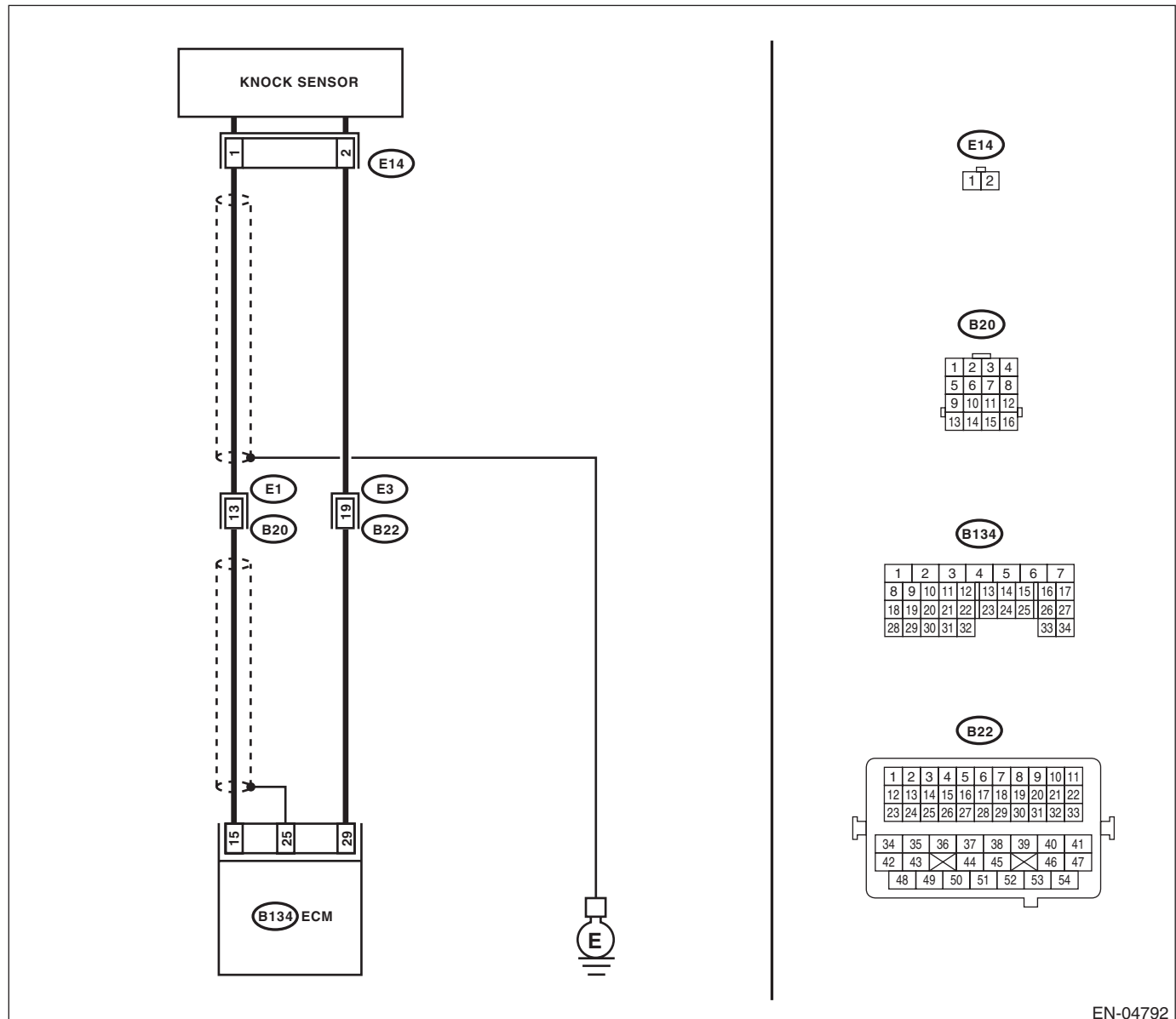
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04792

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 15 — (B134) No. 29:	Is the resistance less than 500 k Ω ?	Go to step 2.	Go to step 3.
2 CHECK KNOCK SENSOR. 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor connectors. Terminals No. 1 — No. 2:	Is the resistance less than 500 k Ω ?	Replace the knock sensor. <Ref. to FU(H4DOTC)-29, Knock Sensor.>	Repair the ground short circuit of harness between the ECM and knock sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the short circuit of the harness circuit.
3 CHECK INPUT SIGNAL OF ECM. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 15 (+) — Chassis ground (-):	Is the voltage 2 V or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair the poor contact of the ECM connector.

AY:DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-111, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

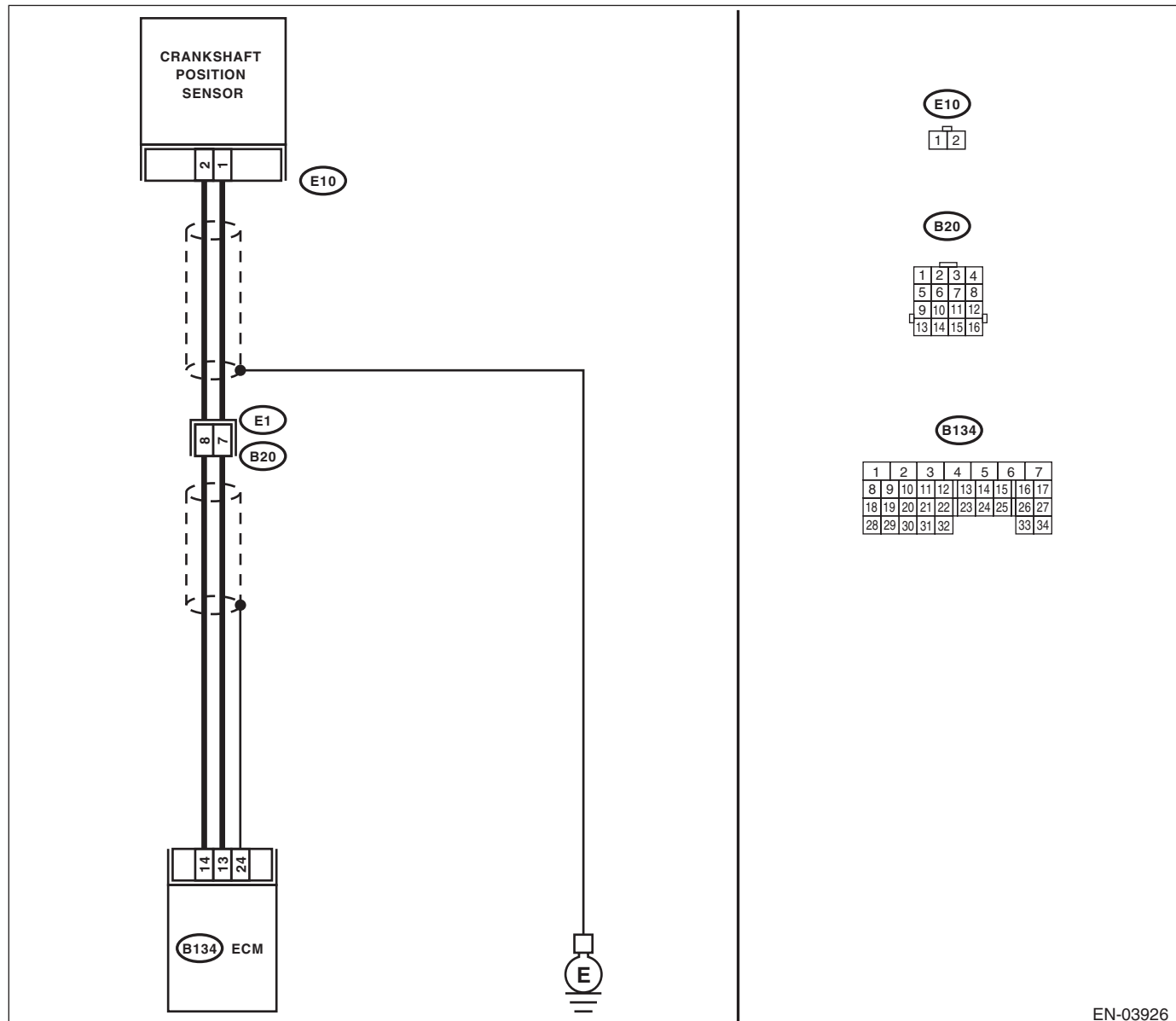
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03926

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step 2.	Tighten the crankshaft position sensor installation bolt securely.
2 CHECK CRANKSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Remove the crankshaft position sensor. 3) Measure the resistance between connector terminals of crankshaft position sensor. Terminals No. 1 — No. 2:	Is the resistance between 1 — 4 k Ω ?	Go to step 3.	Replace the crankshaft position sensor. <Ref. to FU(H4DOTC)-27, Crankshaft Position Sensor.>
3 CHECK HARNESS BETWEEN ECM AND CRANK SHAFT POSITION SENSOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between the ECM and crankshaft position sensor connector. Connector & terminal (B134) No. 13 — (E10) No. 1: (B134) No. 14 — (E10) No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact of the ECM and crankshaft position sensor connector.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and crankshaft position sensor connector • Poor contact of coupling connector

AZ:DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE /PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-113, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

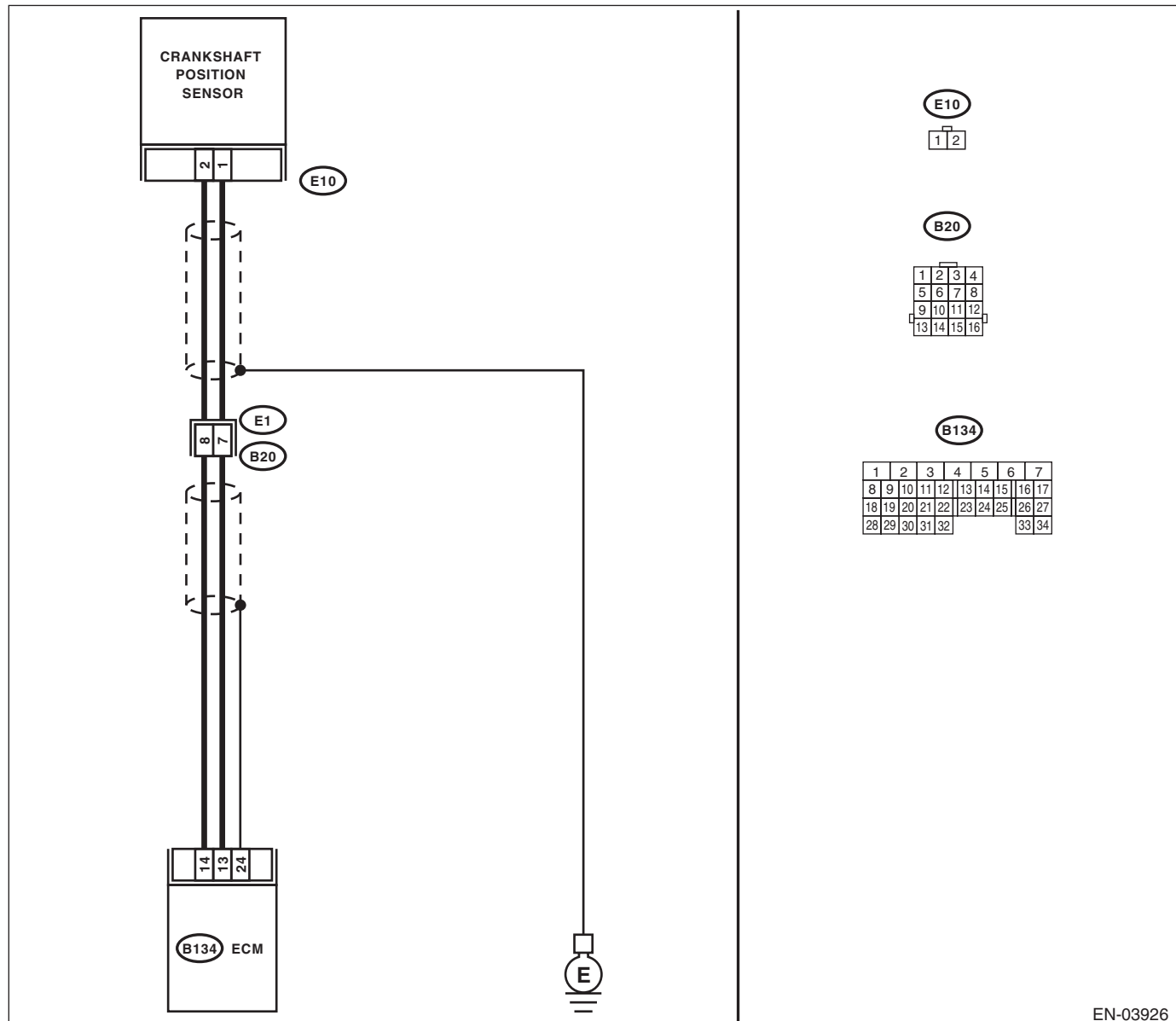
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CONDITION OF CRANKSHAFT POSITION SENSOR. Turn the ignition switch to OFF.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step 2.	Tighten the crankshaft position sensor installation bolt securely.
2	CHECK CRANK SPROCKET. Remove the timing belt cover.	Are crank sprocket teeth cracked or damaged?	Replace the crank sprocket. <Ref. to ME(H4DOTC)-54, Crank Sprocket.>	Go to step 3.
3	CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing belt dislocated from its proper position?	Repair the installation condition of the timing belt. <Ref. to ME(H4DOTC)-43, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(H4DOTC)-27, Crankshaft Position Sensor.>

BA:DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-115, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

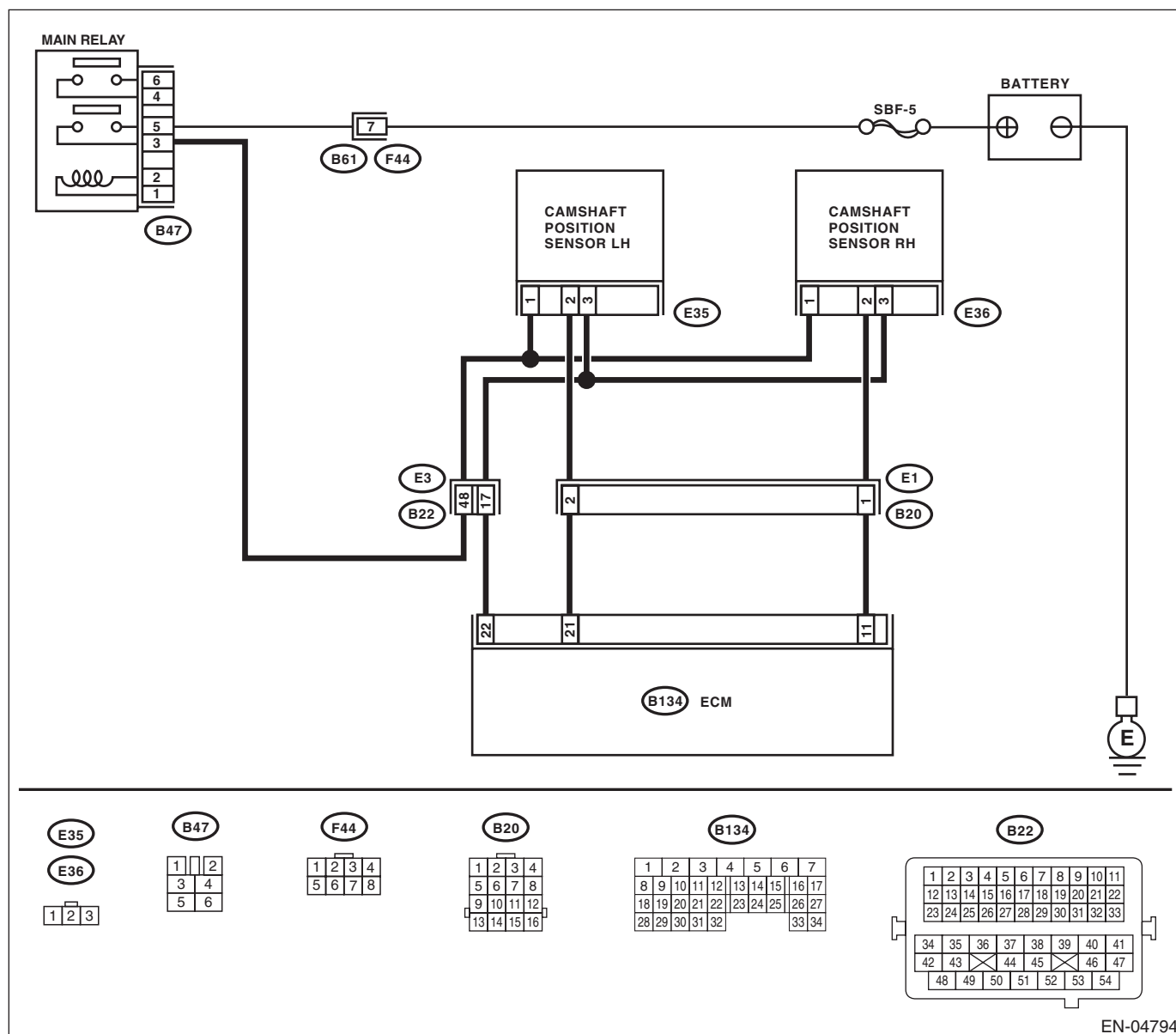
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04794

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. Connector & terminal (E36) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the open or ground short circuit of harness between main relay connector and camshaft position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. Connector & terminal (B134) No. 11 — (E36) No. 2: (B134) No. 22 — (E36) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and camshaft position sensor • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the resistance between camshaft position sensor connector and engine ground. Connector & terminal (E36) No. 2 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor.
4 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the voltage between camshaft position sensor connector and engine ground. Connector & terminal (E36) No. 2 (+) — Engine ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and camshaft position sensor.	Go to step 5.
5 CHECK CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 6.	Tighten the camshaft position sensor installation bolt securely.
6 CHECK CAMSHAFT POSITION SENSOR. Check the waveform of the camshaft position sensor. <Ref. to EN(H4DOTC)(diag)-18, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(H4DOTC)-28, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BB:DTC P0345 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 2)**DTC DETECTING CONDITION:**

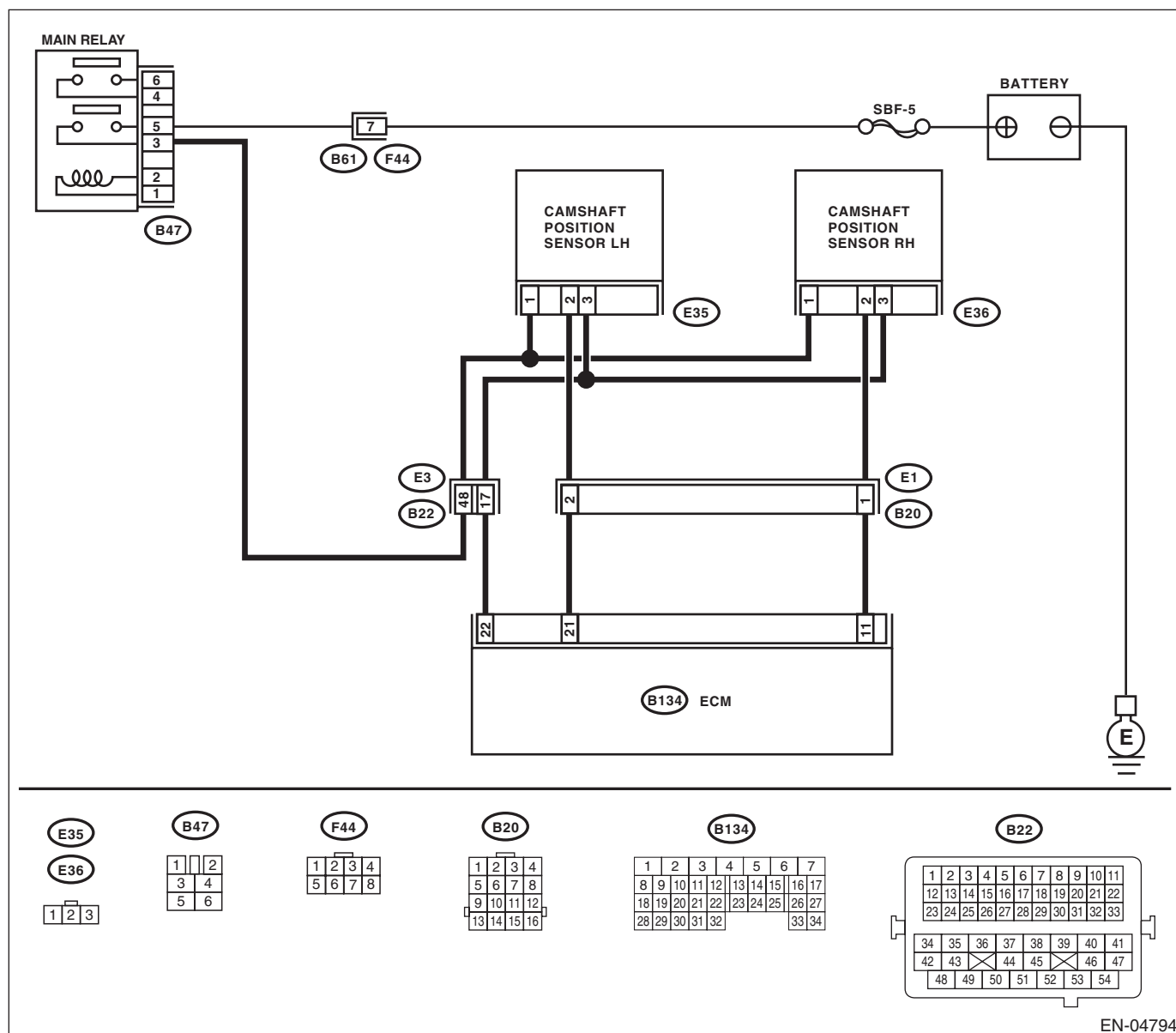
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-116, DTC P0345 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04794

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. Connector & terminal (E35) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the open or ground short circuit of harness between main relay connector and camshaft position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. Connector & terminal (B134) No. 21 — (E35) No. 2: (B134) No. 22 — (E35) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and camshaft position sensor • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the resistance between camshaft position sensor connector and engine ground. Connector & terminal (E35) No. 2 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor.
4 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the voltage between camshaft position sensor connector and engine ground. Connector & terminal (E35) No. 2 (+) — Engine ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and camshaft position sensor.	Go to step 5.
5 CHECK CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 6.	Tighten the camshaft position sensor installation bolt securely.
6 CHECK CAMSHAFT POSITION SENSOR. Check waveform of camshaft position sensor. <Ref. to EN(H4DOTC)(diag)-18, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(H4DOTC)-28, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BC:DTC P0410 SECONDARY AIR INJECTION SYSTEM

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-117, DTC P0410 SECONDARY AIR INJECTION SYSTEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

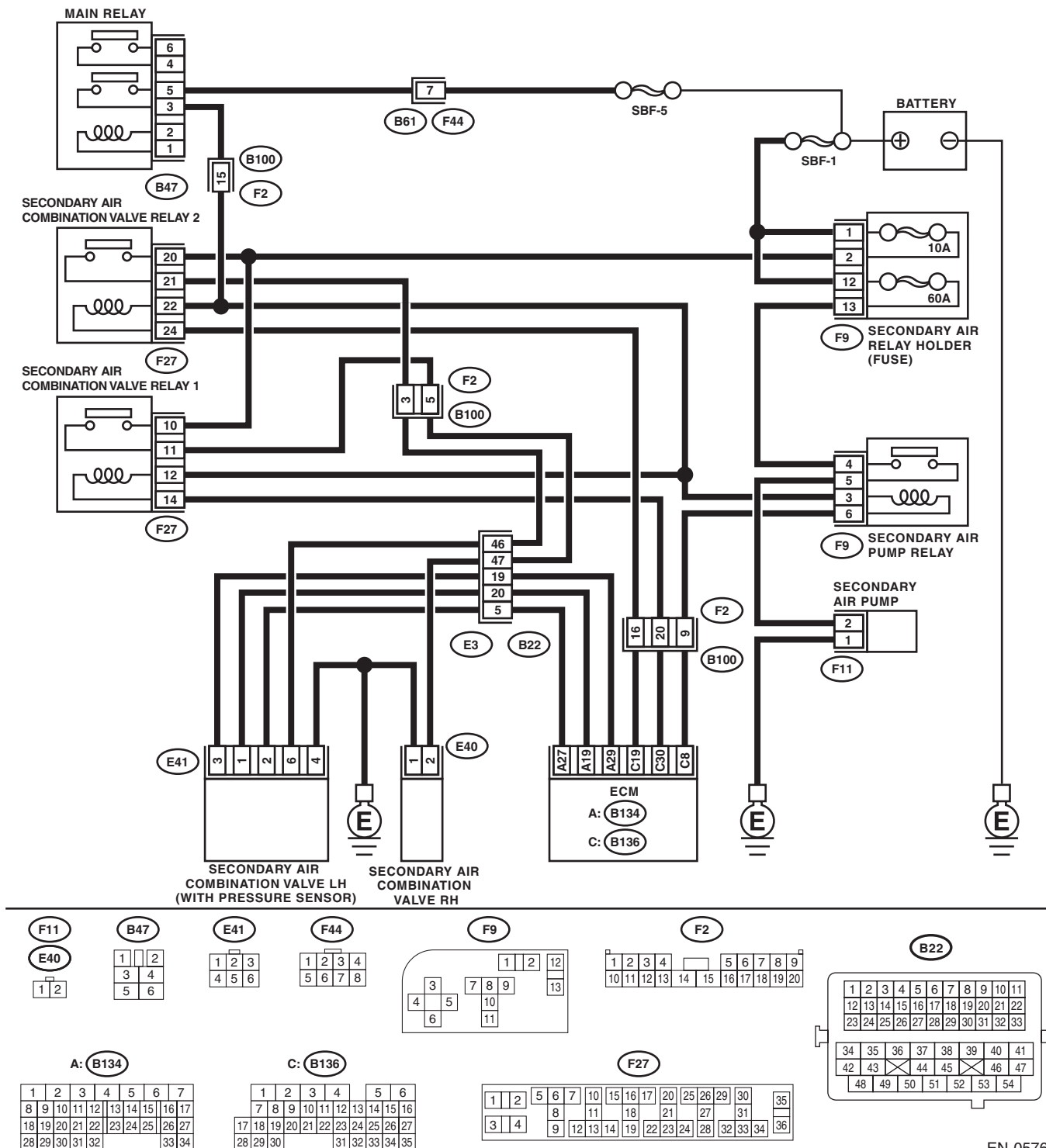
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SECONDARY AIR PUMP FUSE. Check if the secondary air pump fuse (60 A) is blown out.	Is the fuse blown out?	Go to step 2.	Go to step 3.
2 CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR PUMP. 1) Remove the secondary air pump fuse from the fuse box. 2) Disconnect the secondary air pump connector. 3) Measure the resistance between the secondary air pump fuse and secondary air pump connector, and chassis ground. Connector & terminal (F9) No. 13 — Chassis ground: (F11) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air pump connector. Go to step 3.	Repair ground short of the harness between the fuse box and the secondary air pump.
3 CHECK SECONDARY AIR PUMP OPERATION. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform the Clear Memory Mode. 4) Perform operation check for the secondary air pump using the Subaru Select Monitor. NOTE: • Subaru Select Monitor Refer to “Clear Memory Mode” <Ref. to EN(H4DOTC)(diag)-54, Clear Memory Mode.> and “Compulsory Valve Operation Check Mode” <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.> for more operation procedures. • The compulsory operation using the Subaru Select Monitor is performed only for 5 seconds in order to protect the secondary air pump. When operating again, perform the Clear Memory Mode.	Does the secondary air pump operate?	Go to step 4.	Go to step 5.
4 CHECK DUCT BETWEEN SECONDARY AIR PUMP AND COMBINATION VALVE. Inspection of the duct between the secondary air pump and combination valve.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>
5 CHECK POWER SUPPLY TO SECONDARY AIR PUMP. 1) Perform the Clear Memory Mode. 2) Turn the ignition switch to OFF. 3) Disconnect the secondary air pump connector. 4) In the condition of step 3, measure the voltage between the secondary air pump connector and the chassis ground. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4DOTC)(diag)-54, Clear Memory Mode.> Connector & terminal (F11) No. 2 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Replace the secondary air pump. <Ref. to EC(H4DOTC)-9, Secondary Air Pump.>	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN SECONDARY AIR PUMP RELAY AND SECONDARY AIR PUMP CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the secondary air pump relay. 3) Measure the resistance of harness between secondary air pump relay and secondary air pump connector. Connector & terminal (F9) No. 5 — (F11) No. 2:	Is the resistance less than 1 Ω ?	Go to step 7.	Repair the open circuit of harness between secondary air pump relay and secondary air pump connector.
7 CHECK HARNESS BETWEEN SECONDARY AIR PUMP CONNECTOR AND CHASSIS GROUND. Measure the resistance of the harness between secondary air pump connector and chassis ground. Connector & terminal (F11) No. 1 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 8.	Repair the open circuit of the harness between secondary air pump connector and chassis ground.
8 CHECK SECONDARY AIR PUMP RELAY. 1) Connect the battery to the secondary air pump relay terminals No. 3 and No. 6. 2) Measure the resistance between secondary air pump relay terminals. Terminals No. 4 — No. 5:	Is the resistance less than 1 Ω ?	Go to step 9.	Replace the secondary air pump relay.
9 CHECK SECONDARY AIR PUMP RELAY POWER SOURCE. 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air pump relay connector and chassis ground. Connector & terminal (F9) No. 4 (+) — Chassis ground (-): (F9) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 10.	Repair the open or ground short circuit of power supply circuit.
10 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air pump relay connector. Connector & terminal (B136) No. 8 — (F9) No. 6:	Is the resistance less than 1 Ω ?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and secondary air pump relay connector. • Poor contact of coupling connector

BD:DTC P0411 SECONDARY AIR INJECTION SYSTEM INCORRECT FLOW DETECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-125, DTC P0411 SECONDARY AIR INJECTION SYSTEM INCORRECT FLOW DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)

MAIN RELAY

SECONDARY AIR COMBINATION VALVE RELAY 2

SECONDARY AIR COMBINATION VALVE RELAY 1

SECONDARY AIR COMBINATION VALVE LH (WITH PRESSURE SENSOR)

SECONDARY AIR COMBINATION VALVE RH

ECM

SECONDARY AIR RELAY HOLDER (FUSE)

SECONDARY AIR PUMP RELAY

SECONDARY AIR PUMP

BATTERY

Fuses: B61, F44, B100, F2, F9, F27, F11, E41, E40, E3, B22, F2, B100, F11, B47, E41, F44, F9, F2, B22, F27, A: B134, C: B136, F27.

Legend:

A: B134

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

C: B136

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

F27

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
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B22

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK SECONDARY AIR COMBINATION VALVE. Inspection of the pipe between the secondary air combination valve and cylinder head.	Is there damage or disconnection of the pipe?	Replace the pipe between the secondary air combination valve and cylinder head.	Go to step 2.
2	CHECK SECONDARY AIR COMBINATION VALVE. Race the engine at 2000 rpm and check whether an exhaust leak can be heard.	Is there an exhaust leaking sound?	Replace the pipe between the secondary air combination valve and cylinder head.	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BE:DTC P0413 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “A” CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-126, DTC P0413 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “A” CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

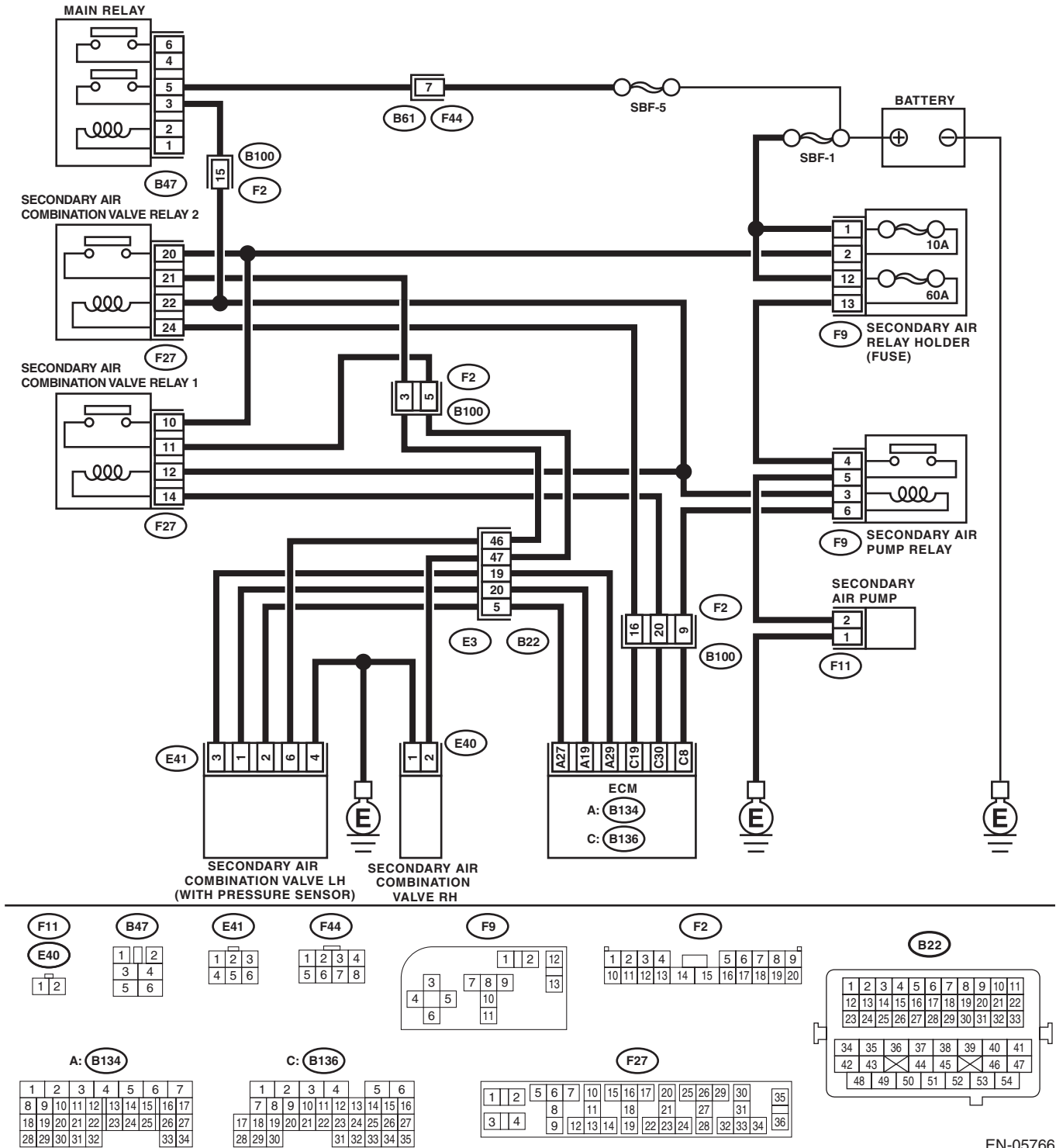
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and secondary air combination valve relay. 3) Measure the resistance of harness between ECM and secondary air combination valve relay. Connector & terminal (B136) No. 30 — (F27) No. 14:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and secondary air combination valve relay • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair the short circuit to ground in harness between ECM and secondary air combination valve relay.

BF:DTC P0414 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “A” CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-127, DTC P0414 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “A” CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

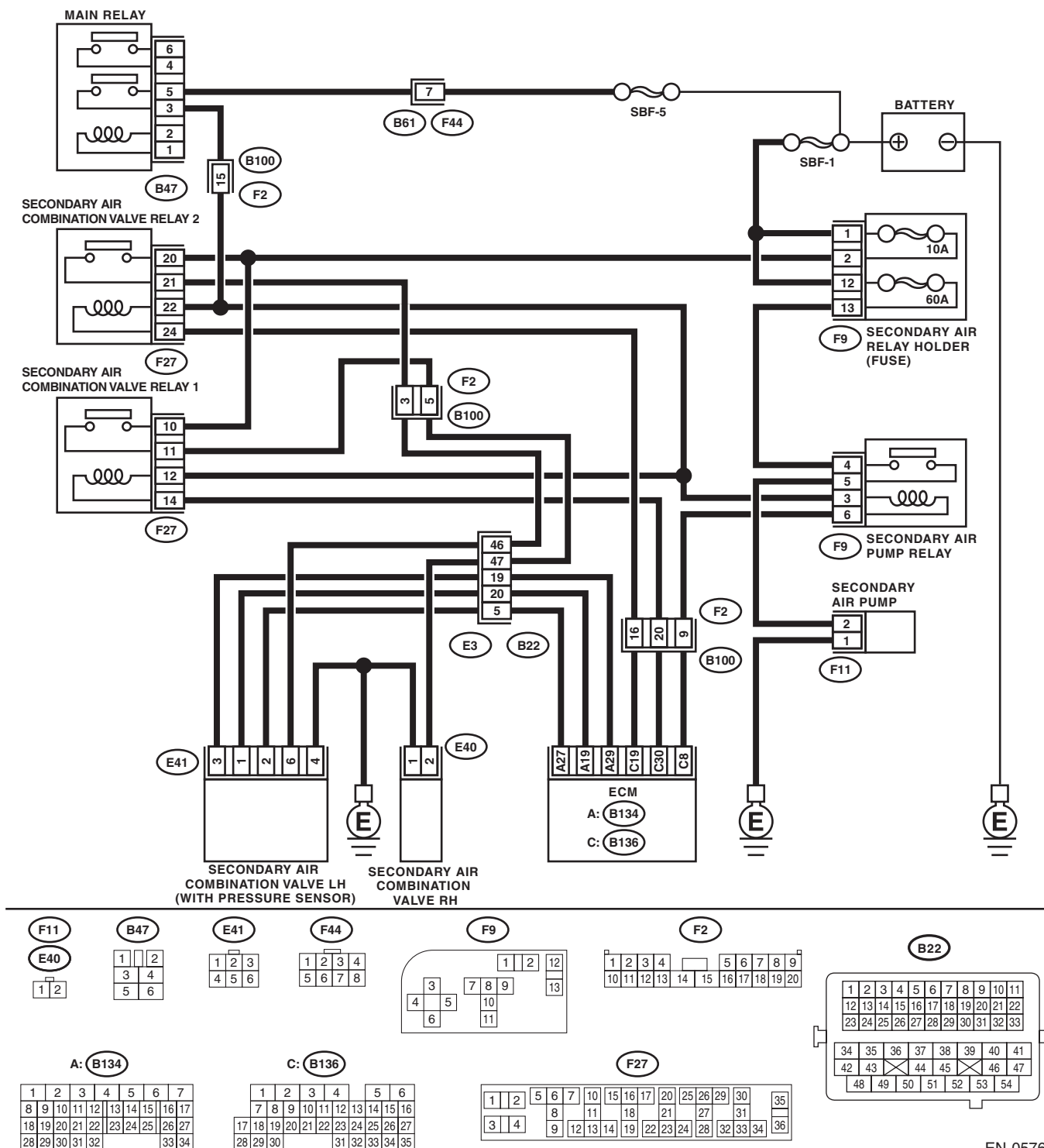
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and secondary air combination valve relay. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 30 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and secondary air combination valve relay.	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BG:DTC P0416 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “B” CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-128, DTC P0416 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “B” CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

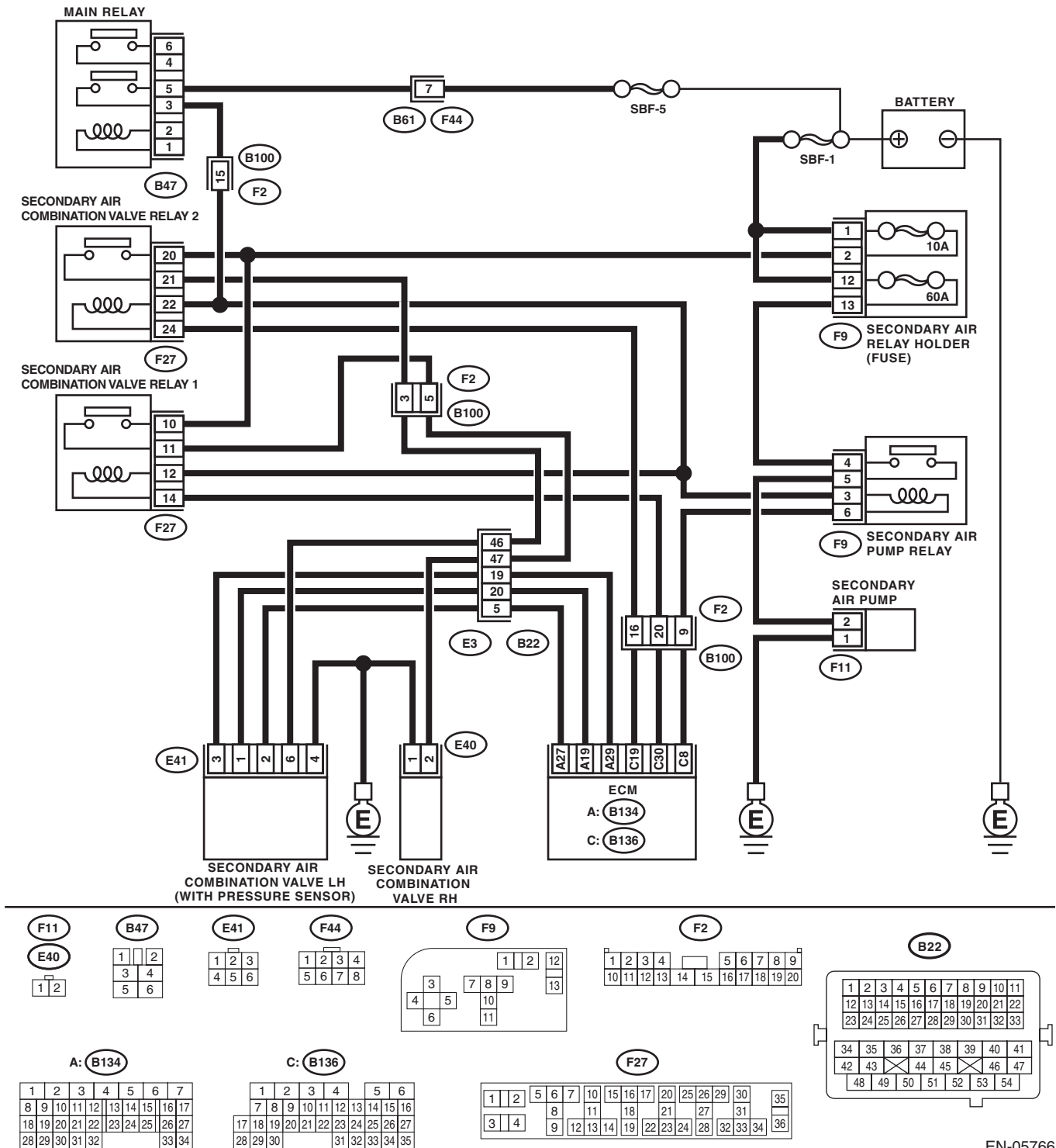
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 2. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 2. Connector & terminal (B136) No. 19 — (F27) No. 24:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve relay 2 • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 19 — Chassis ground:	Is the resistance 1 M Ω or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair the ground short circuit of harness between ECM and secondary air combination valve relay 2.

BH:DTC P0417 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “B” CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-128, DTC P0417 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE “B” CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

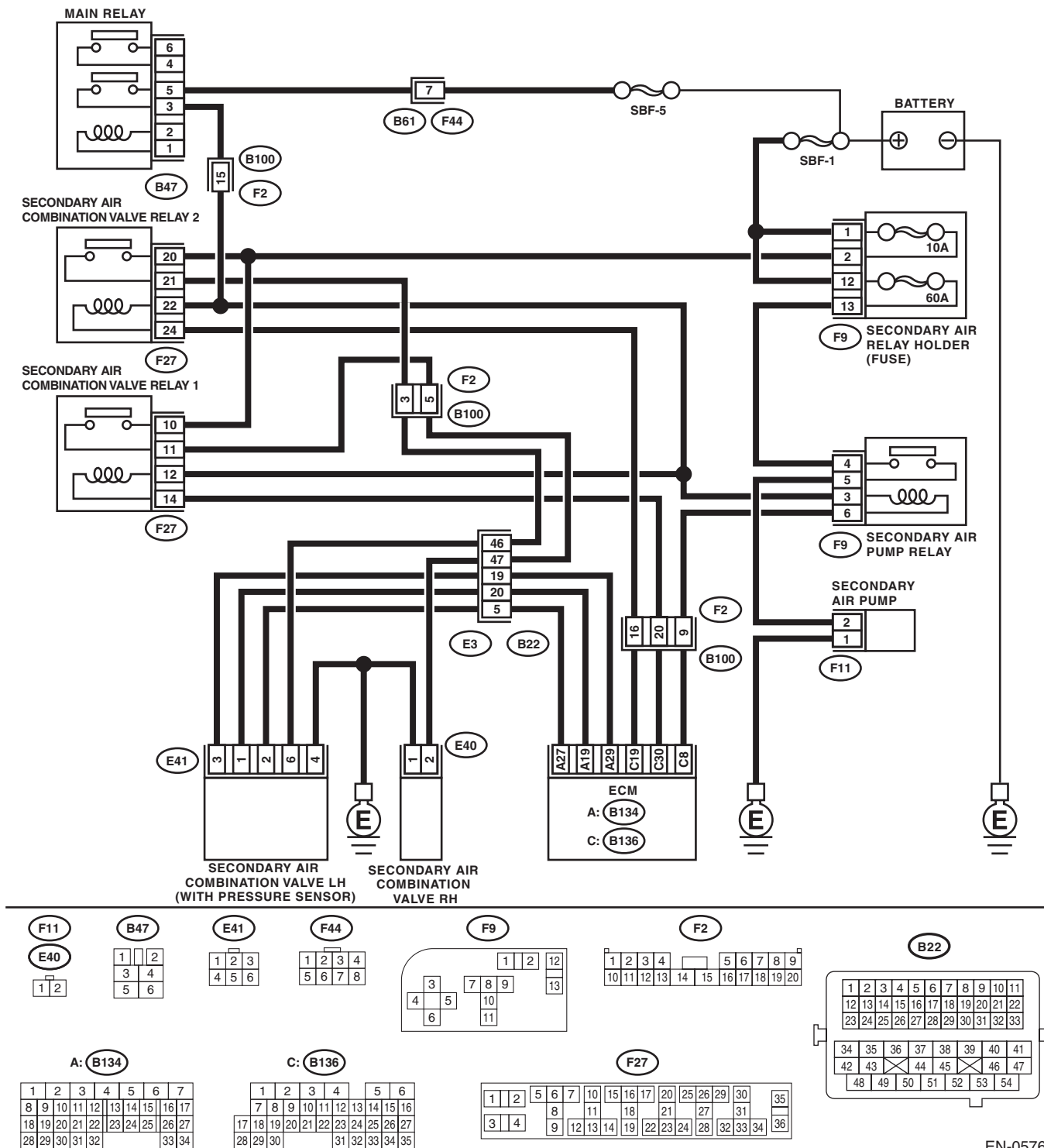
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 2. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 19 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and secondary air combination valve relay 2.	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BI: DTC P0418 SECONDARY AIR INJECTION SYSTEM CONTROL “A” CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-129, DTC P0418 SECONDARY AIR INJECTION SYSTEM CONTROL “A” CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

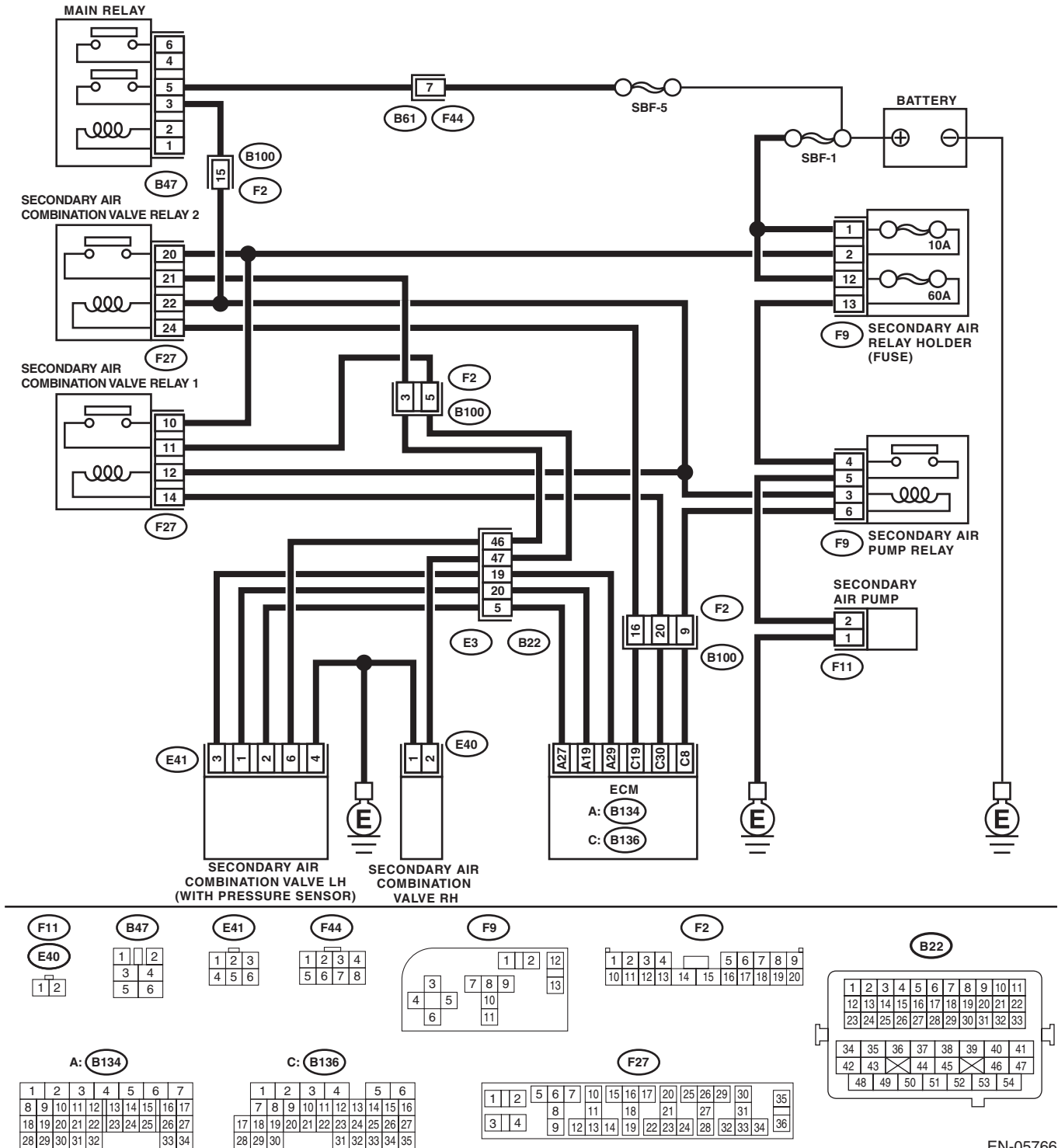
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and secondary air pump relay. 3) Measure the resistance of harness between ECM and secondary air pump relay. Connector & terminal (B136) No. 8 — (F9) No. 6:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air pump relay • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 8 — Chassis ground:	Is the resistance 1 M Ω or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair the ground short circuit of harness between ECM and secondary air pump relay.

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

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-130, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

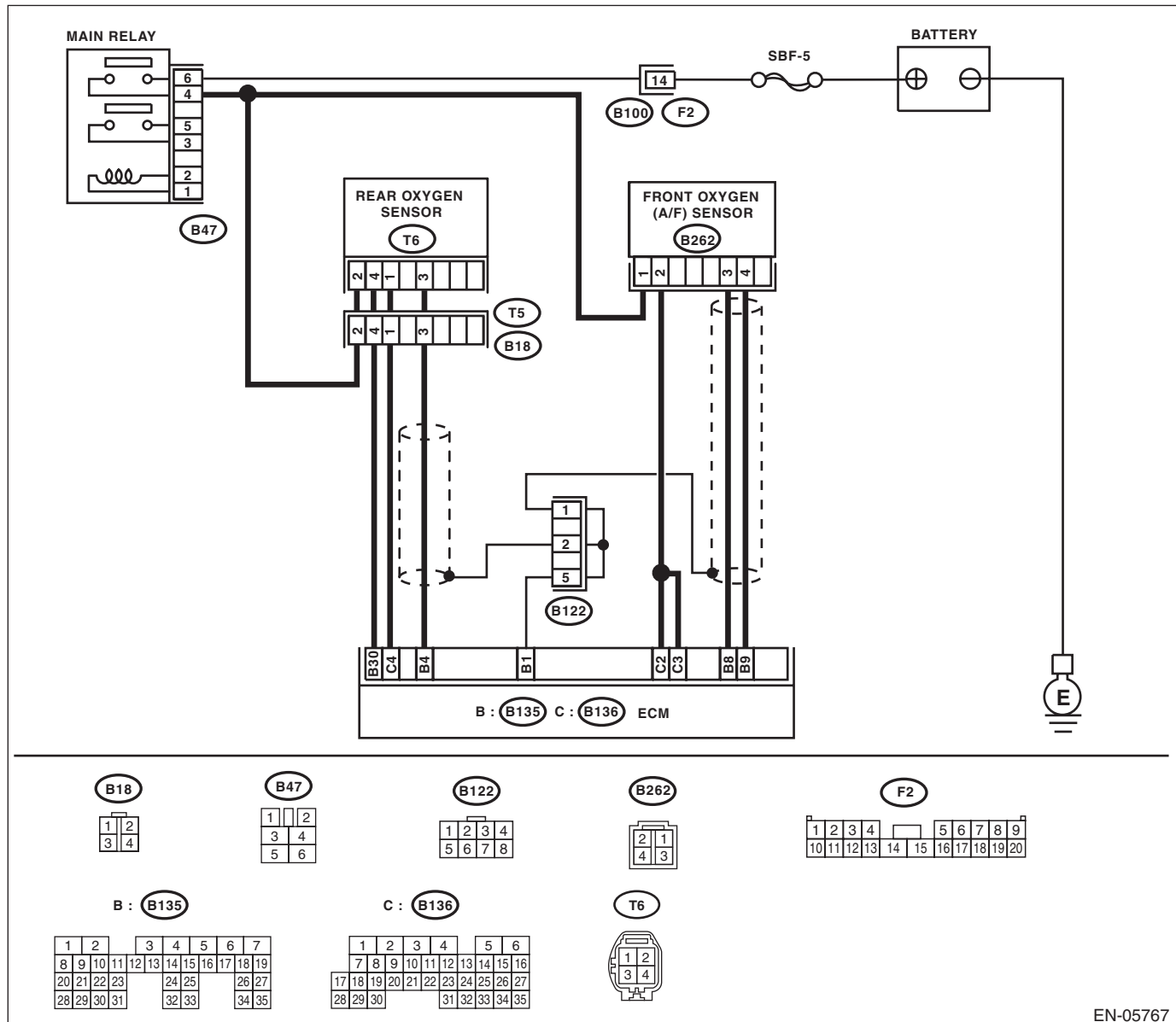
TROUBLE SYMPTOM:

- Engine stalls.
- Idle mixture is out of specifications.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

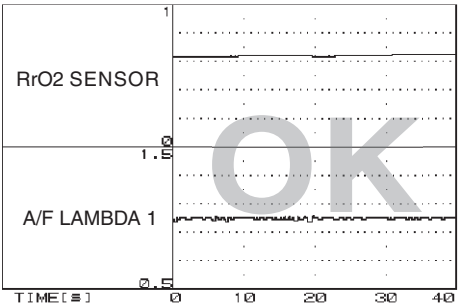
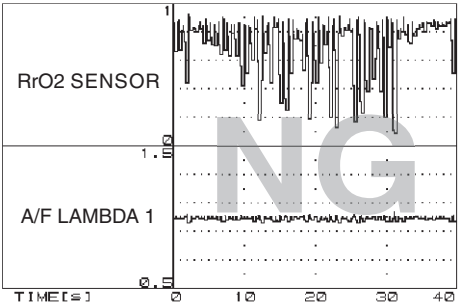
WIRING DIAGRAM:



EN-05767

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

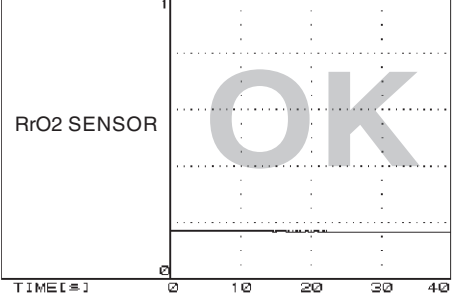
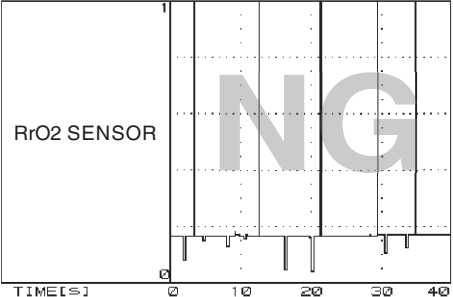
ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 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. <ul style="list-style-type: none"> • Between cylinder head and front exhaust pipe • Between front exhaust pipe and front catalytic converter • Between front catalytic converter and rear catalytic converter • Looseness and improper attachment of front oxygen (A/F) sensor or rear oxygen sensor 	Is there any fault in exhaust system?	Repair or replace the exhaust system. <Ref. to EX(H4DOTC)-2, General Description.>	Go to step 2.
2 CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE DRIVING). 1) Drive the vehicle at a constant speed of 80 — 112 km/h (50 — 70 MPH). 2) Keep the condition of step 1) for 5 minutes, then read the waveform data in a driving condition using Subaru Select Monitor. <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>TIME[sec] 0 10 20 30 40</p> </div> <div style="text-align: center;">  <p>TIME[sec] 0 10 20 30 40</p> </div> </div>	Is normal waveform pattern displayed?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Go to step 3.

EN-04895

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE IDLING). 1) Idle the engine. 2) Under the condition of step 1), read the waveform data using Subaru Select Monitor. <div>   </div> <p style="text-align: right;">EN-04896</p>	Is normal waveform pattern displayed?	Go to step 4.	Go to step 5.
4 CHECK CATALYTIC CONVERTER.	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(H4DOTC)-5, Front Catalytic Converter.>	Go to step 5.
5 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 6.
6 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3: (B135) No. 30 — (T6) No. 4:	Is the resistance less than 1 Ω ?	Go to step 7.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit in harness between the ECM and rear oxygen sensor connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Go to step 8.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the ECM and rear oxygen sensor • Poor contact in ECM connector • Poor contact of coupling connector
8 CHECK REAR OXYGEN SENSOR SHIELD. 1) Turn the ignition switch to OFF. 2) Bare the harness sensor shield on the body side of rear oxygen sensor connector. 3) Measure the resistance between sensor shield and chassis ground.	Is the resistance less than 1 Ω ?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Repair the open circuit in rear oxygen sensor harness.

BK:DTC P0441 EVAPORATIVE EMISSION SYSTEM INCORRECT PURGE FLOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-131, DTC P0441 EVAPORATIVE EMISSION SYSTEM INCORRECT PURGE FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK PURGE LINE OF THE PURGE CONTROL SOLENOID VALVE 2.	Is there any clogging, flattened part or bent in the purge line of purge control solenoid valve 2?	Repair or replace the purge line of purge control solenoid valve 2.	Go to step 3.
3 CHECK PURGE CONTROL SOLENOID VALVE 2. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the purge control solenoid valve 2 using the Subaru Select Monitor. NOTE: The purge control solenoid valve 2 can be operated using Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve 2 operate?	Repair the poor contact of the ECM connector.	Replace the purge control solenoid valve 2. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-132, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

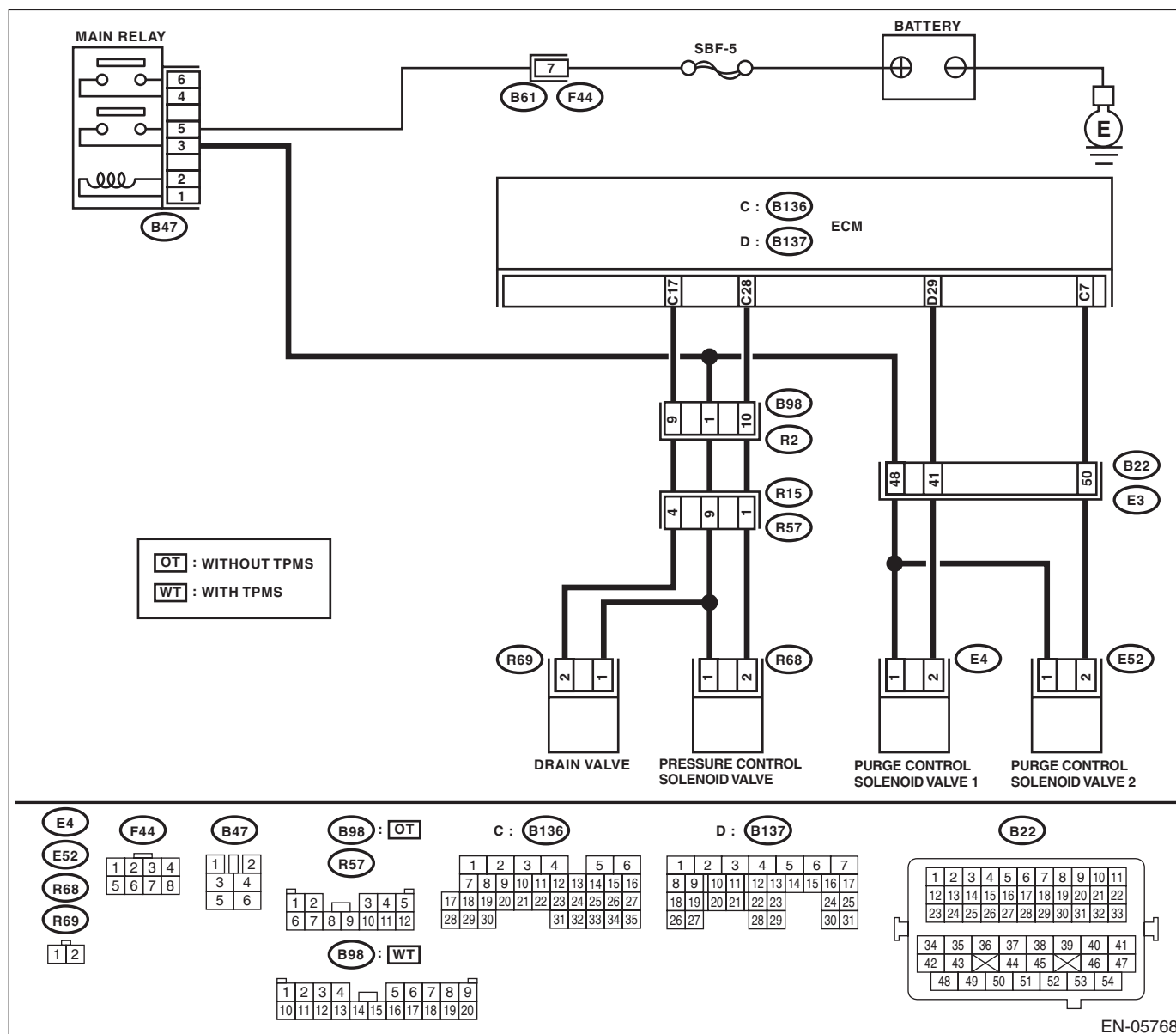
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 1.0 mm (0.04 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05768

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC 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 2.	Tighten fuel filler cap securely.
2 CHECK FUEL FILLER CAP.	Is the fuel filler cap genuine?	Go to step 3.	Replace with a genuine fuel filler cap.
3 CHECK FUEL FILLER PIPE GASKET.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4DOTC)-55, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: The drain valve can be operated using Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>
5 CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>
6 CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4DOTC)-16, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Are there any holes of more than 1.0 mm (0.04 in) dia. in the evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4DOTC)-66, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4DOTC)-7, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Is the fuel tank damaged or is there any hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Go to step 10 .
10 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Is there any hole of more than 1.0 mm (0.04 in) dia., crack, clogging, or disconnections, bend, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BM:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

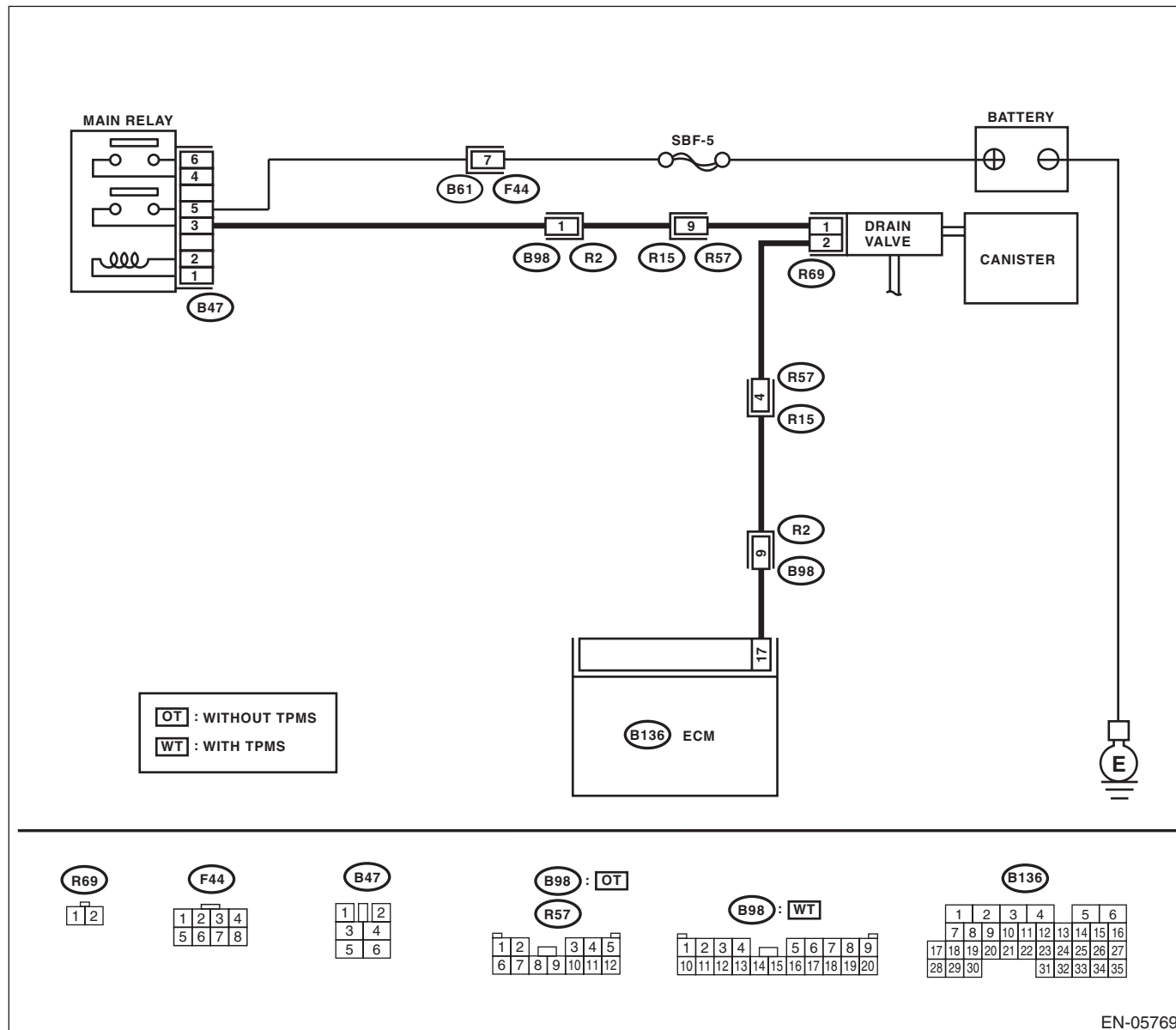
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-148, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

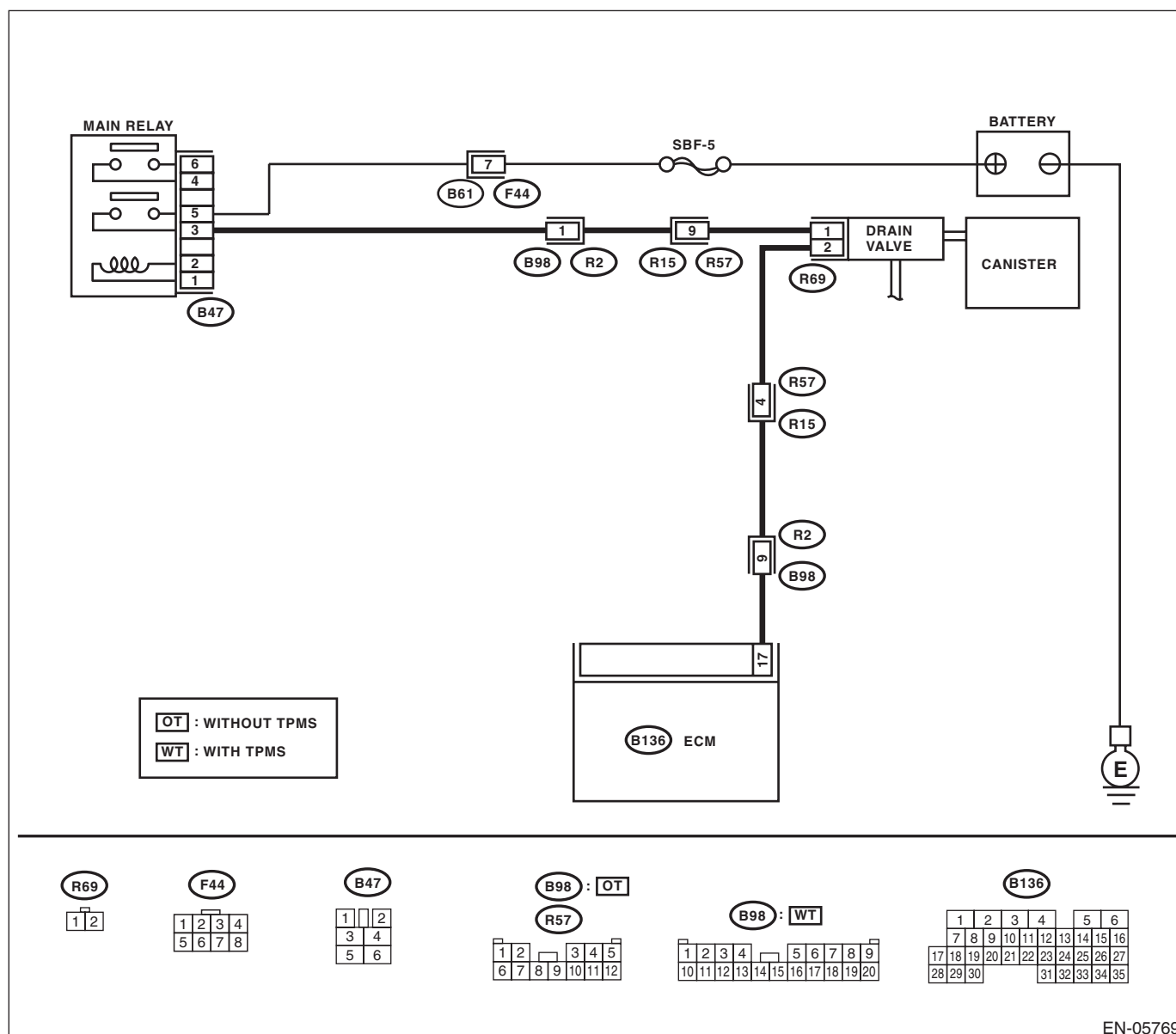
Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Measure the resistance between the drain valve connector and chassis ground. Connector & terminal (R69) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and drain valve connector.
3 CHECK HARNESS BETWEEN ECM AND DRAIN VALVE. Measure the resistance of harness between ECM and drain valve connector. Connector & terminal (B136) No. 17 — (R69) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and drain valve connector • Poor contact in coupling connector
4 CHECK DRAIN VALVE. Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>
5 CHECK POWER SUPPLY TO DRAIN VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between drain valve and chassis ground. Connector & terminal (R69) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of drain valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and drain valve • Poor contact in coupling connector • Poor contact in main relay connector

BN:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-150, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-05769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

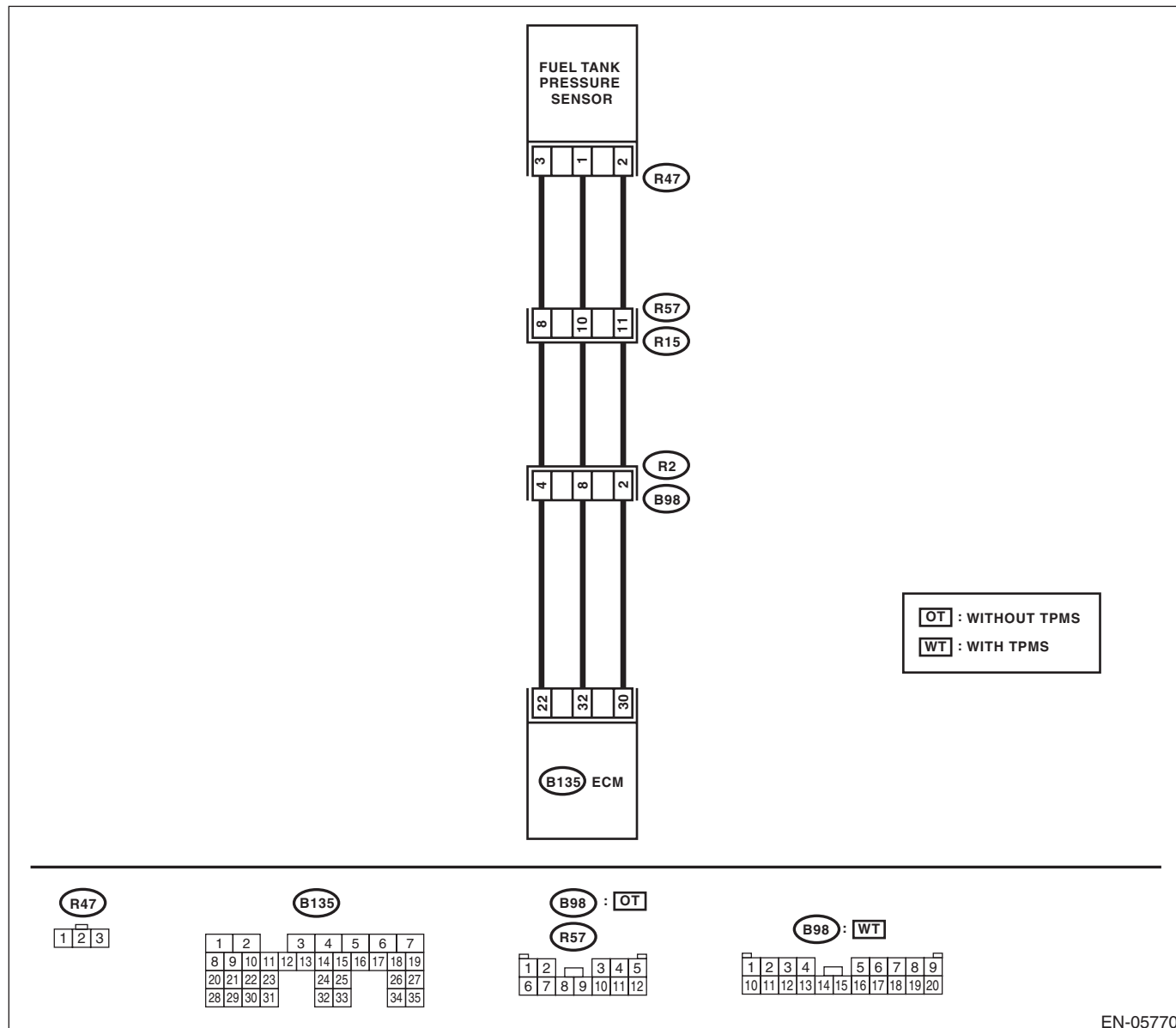
Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to the power supply in the harness between the ECM and drain valve connector.	Go to step 2.
2	CHECK DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>	Repair the poor contact of the ECM connector.

BO:DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-152, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-05770

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step 2.	Tighten fuel filler cap securely.
2	CHECK PRESSURE VACUUM LINE. NOTE: Check the following items. <ul style="list-style-type: none">• Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank• Disconnection, leakage and clogging of the air ventilation hoses and pipes between the fuel filler pipe and fuel tank	Is there any fault in pressure/vacuum line?	Repair or replace the hoses and pipes.	Replace the fuel tank pressure sensor. <Ref. to EC(H4DOTC)-15, Fuel Tank Pressure Sensor.>

BP:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

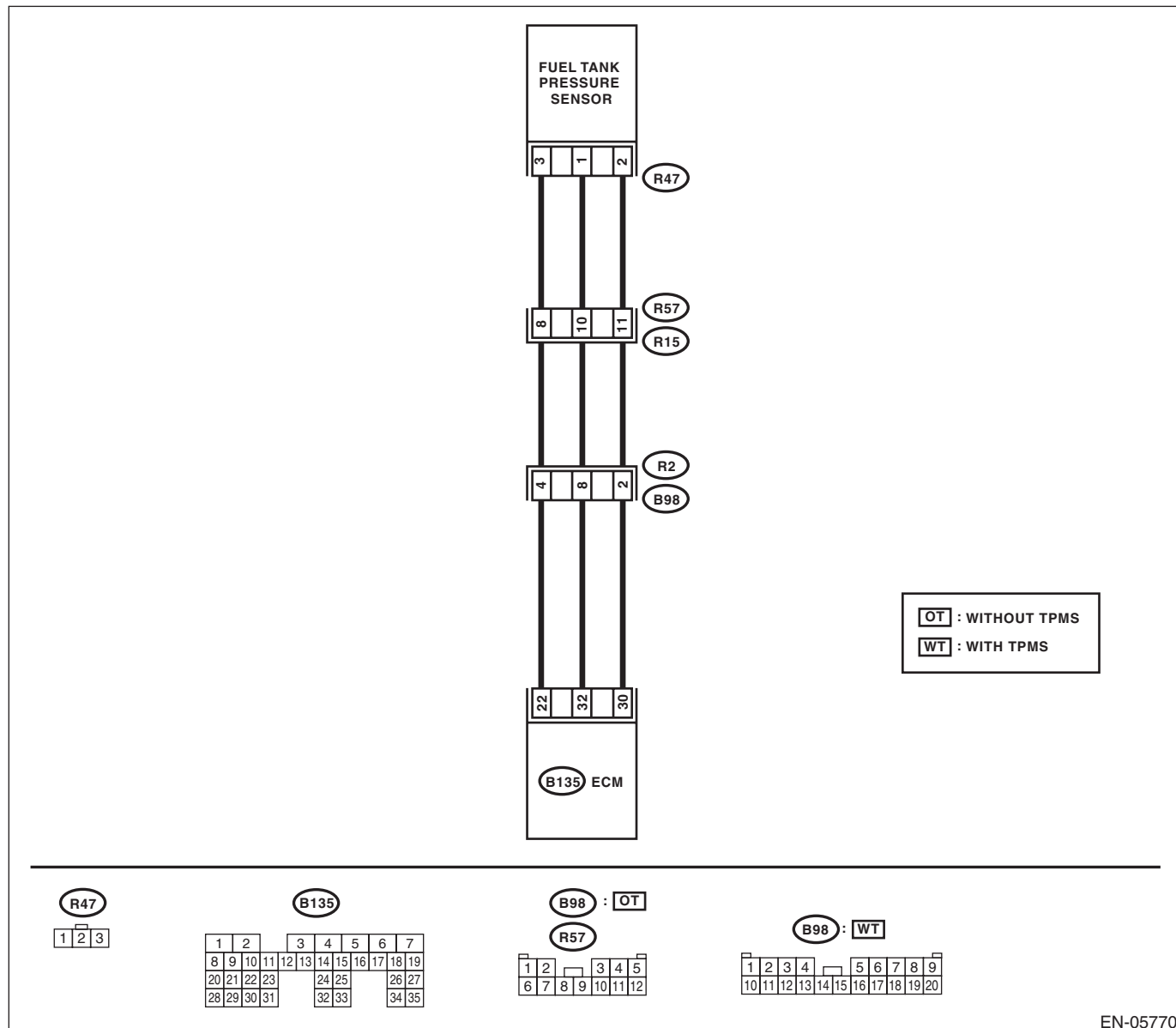
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-154, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05770

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

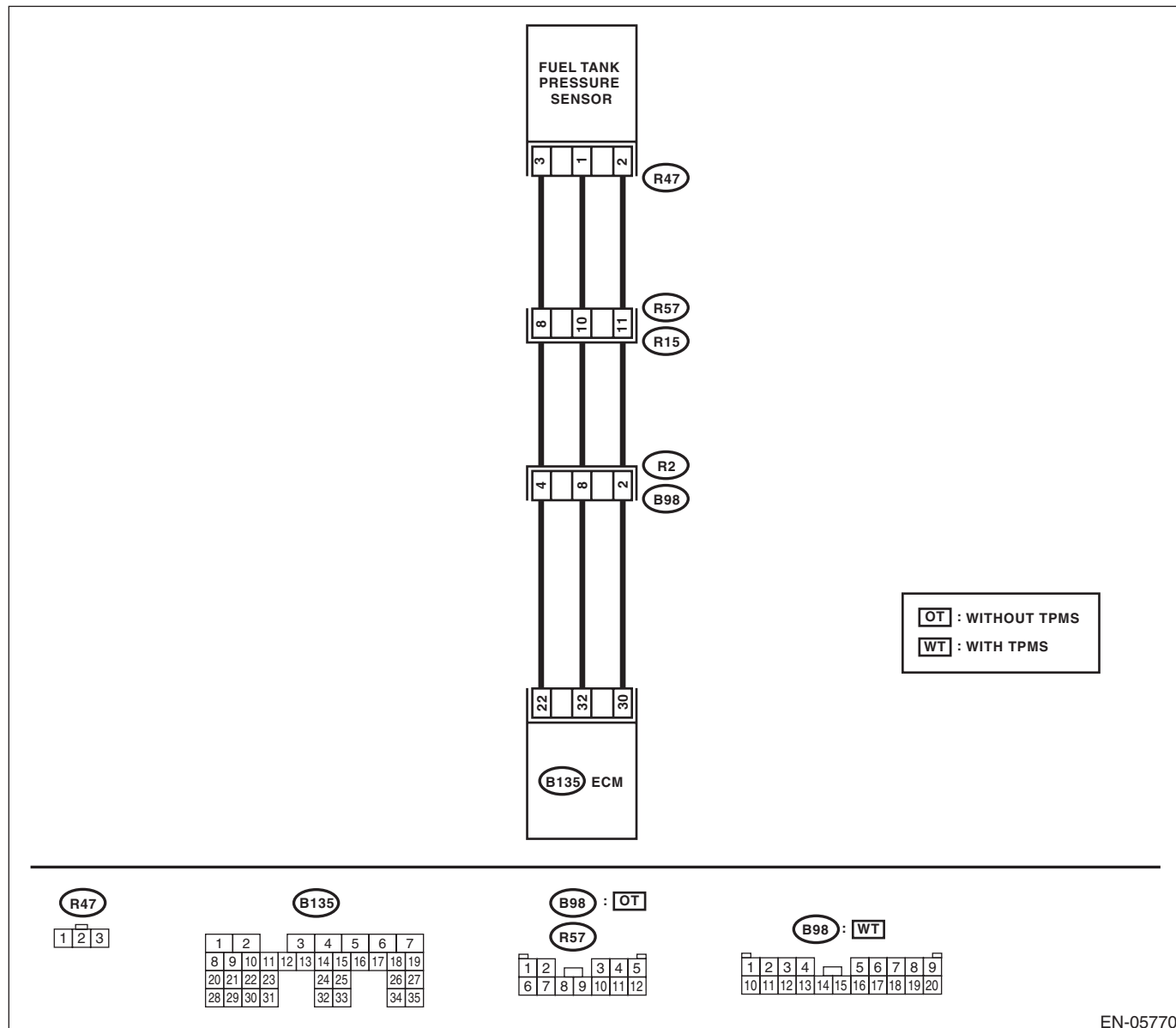
Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value less than -7.49 kPa (-56.15 mmHg, -2.212 inHg)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK FUEL TANK PRESSURE SENSOR POWER SUPPLY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between the fuel tank pressure sensor connector and chassis ground. Connector & terminal (R47) No. 3 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between the ECM and fuel tank pressure sensor connector. Connector & terminal (B135) No. 32 — (R47) No. 1:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 32 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and fuel tank pressure sensor connector.
5 CHECK POOR CONTACT. Check for poor contact between the ECM and fuel tank pressure sensor connector.	Is there poor contact in the ECM or fuel tank pressure sensor connector?	Repair the poor contact in the ECM or fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4DOTC)-15, Fuel Tank Pressure Sensor.>

BQ:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-156, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-05770

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 7.98 kPa (59.85 mmHg, 2.356 inHg) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 7.98 kPa (59.85 mmHg, 2.356 inHg) or more?	Repair the short circuit to power supply in the harness between the ECM and fuel tank pressure sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between fuel tank pressure sensor connector and engine ground. Connector & terminal (R47) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and fuel tank pressure sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for poor contact of the fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair the poor contact in the fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4DOTC)-15, Fuel Tank Pressure Sensor.>

BR:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)**DTC DETECTING CONDITION:**

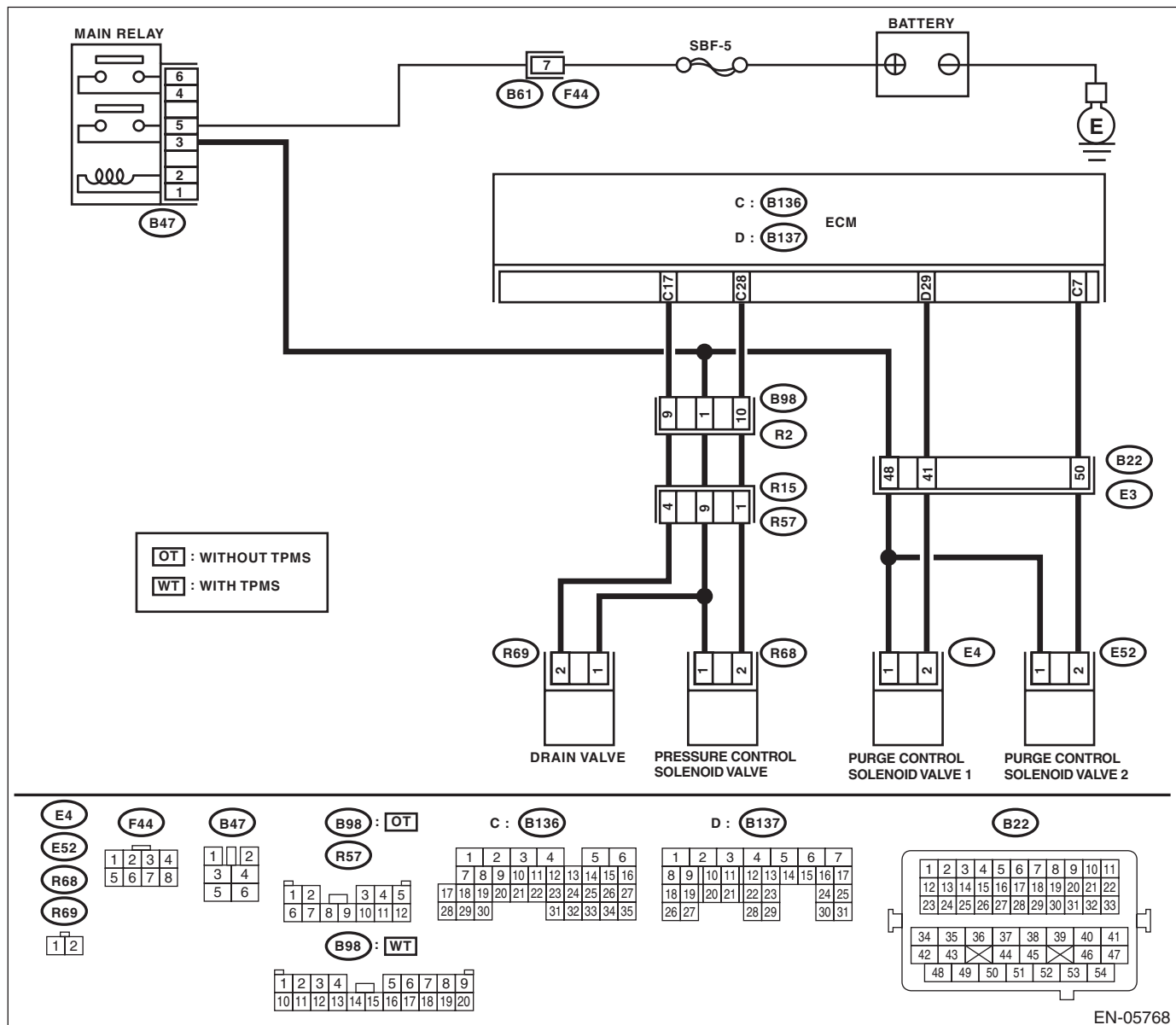
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-157, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 0.5 mm (0.020 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-05768

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC 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 2.	Tighten fuel filler cap securely.
2	CHECK FUEL FILLER CAP.	Is the fuel filler cap genuine?	Go to step 3.	Replace with a genuine fuel filler cap.
3	CHECK FUEL FILLER PIPE GASKET.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4DOTC)-55, Fuel Filler Pipe.>	Go to step 4.
4	CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>
5	CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>
6	CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4DOTC)-16, Pressure Control Solenoid Valve.>
7	CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Are there any holes of more than 0.5 mm (0.020 in) dia. in the evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4DOTC)-66, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4DOTC)-7, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Is the fuel tank damaged or is there any hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Go to step 10 .
10 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Is there any hole of more than 0.5 mm (0.020 in) dia., crack, clogging, or disconnections, bend, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-157, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

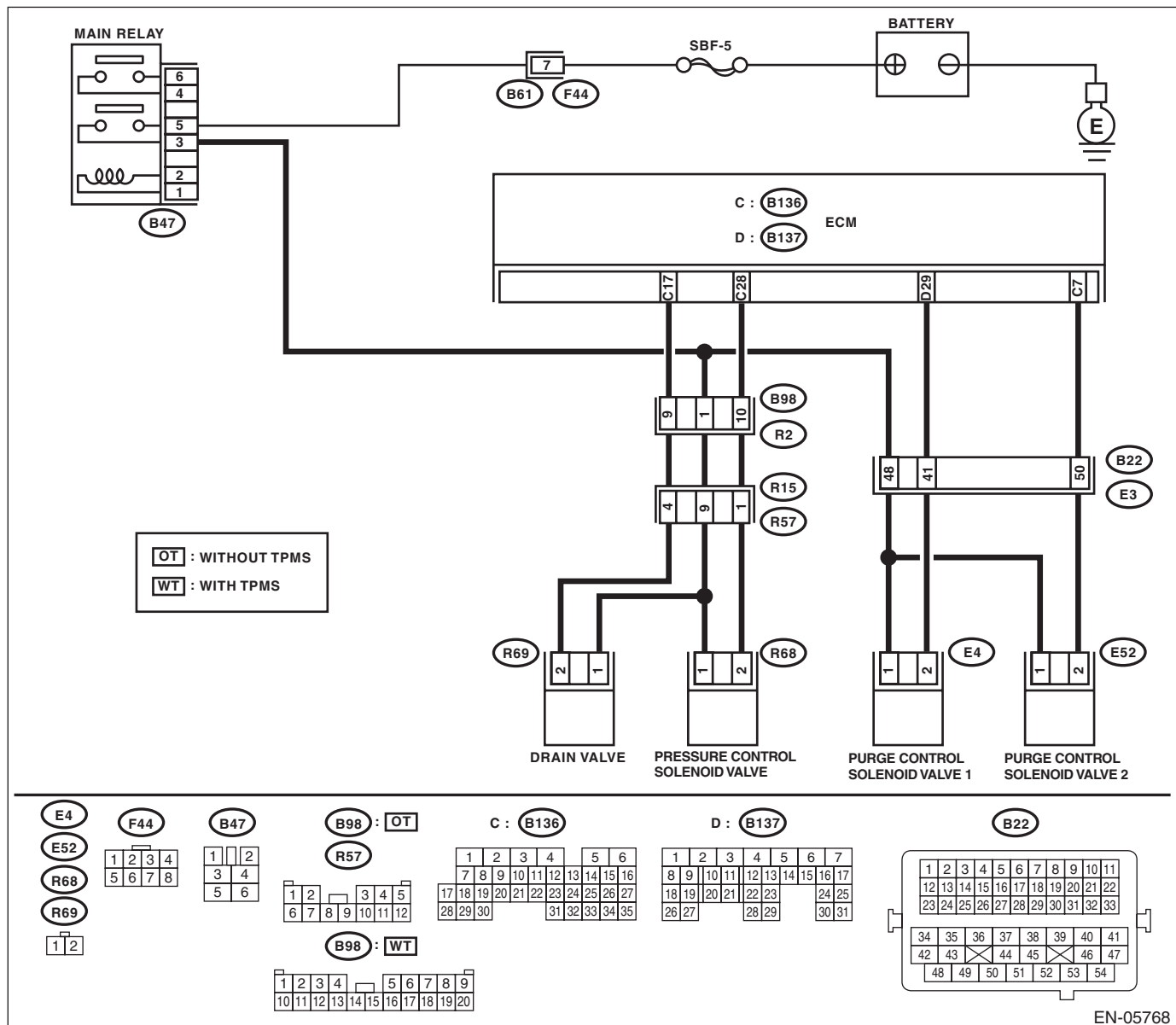
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap is loose or not installed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC 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 2.	Tighten fuel filler cap securely.
2 CHECK FUEL FILLER CAP.	Is the fuel filler cap genuine?	Go to step 3.	Replace with a genuine fuel filler cap.
3 CHECK FUEL FILLER PIPE GASKET.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4DOTC)-55, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>
5 CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve using the Subaru Select Monitor. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>
6 CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4DOTC)-16, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Is there any disconnection, damage or clogging on the evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4DOTC)-66, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4DOTC)-7, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4DOTC)-52, Fuel Tank.>	Go to step 10 .
10 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes, cracks, clogging, or disconnections, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BT:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW**DTC DETECTING CONDITION:**

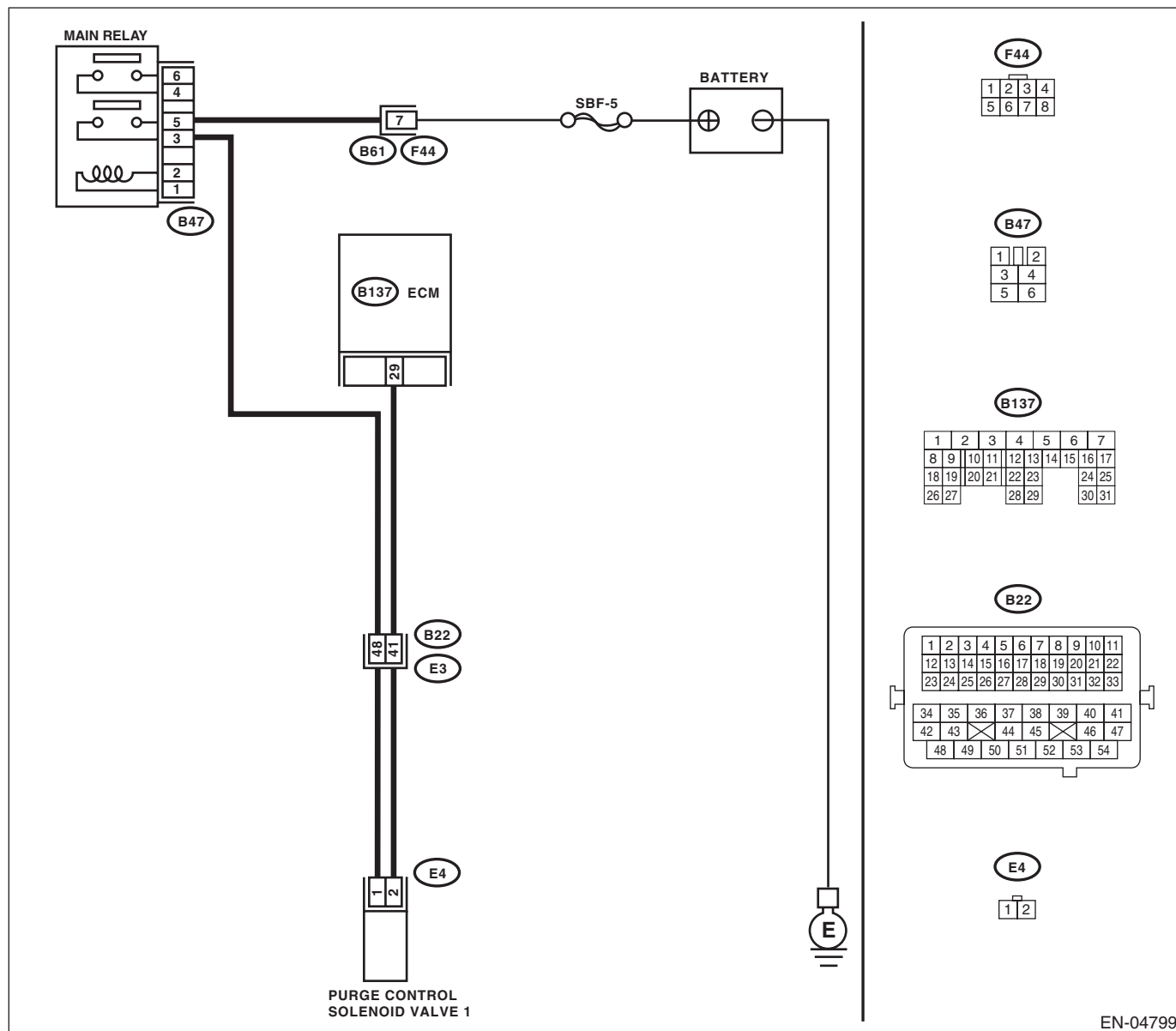
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-158, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04799

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve. 3) Measure the resistance between the purge control solenoid valve connector and engine ground. Connector & terminal (E4) No. 2 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and purge control solenoid valve connector.
3 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and purge control solenoid valve. Connector & terminal (B137) No. 29 — (E4) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • 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 the purge control solenoid valve. 2) Measure the resistance between purge control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω?	Go to step 5.	Replace the purge control solenoid valve. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>
5 CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve and engine ground. Connector & terminal (E4) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of purge control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the main relay and purge control solenoid valve • Poor contact of coupling connector • Poor contact of main relay connector

BU:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH**DTC DETECTING CONDITION:**

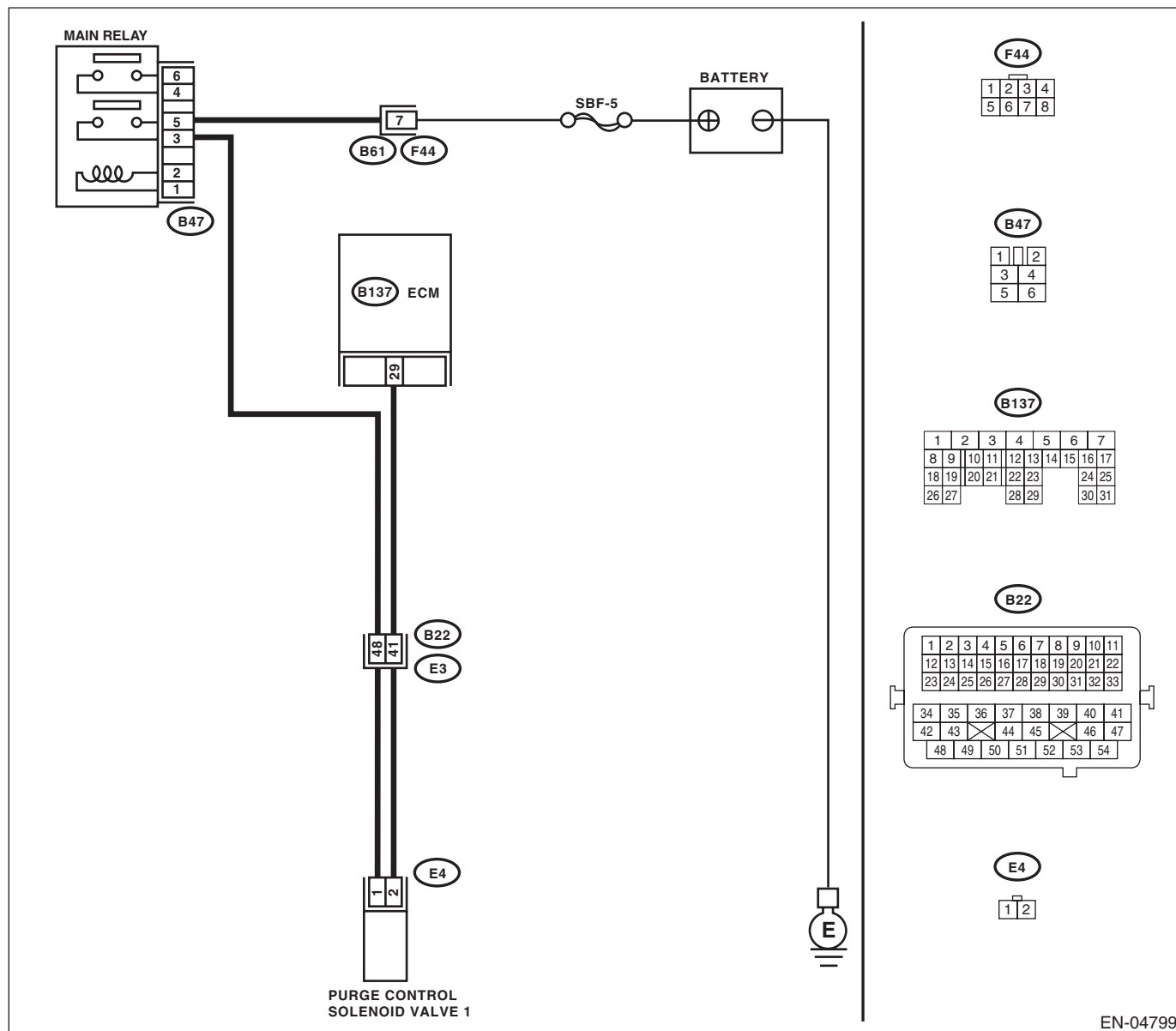
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-160, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04799

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power supply in the harness between the ECM and purge control solenoid valve connector.	Go to step 2.
2 CHECK PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between purge control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the purge control solenoid valve. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

BV:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-162, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(H4DOTC)-61, Fuel Level Sensor.> <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.>

BW:DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW

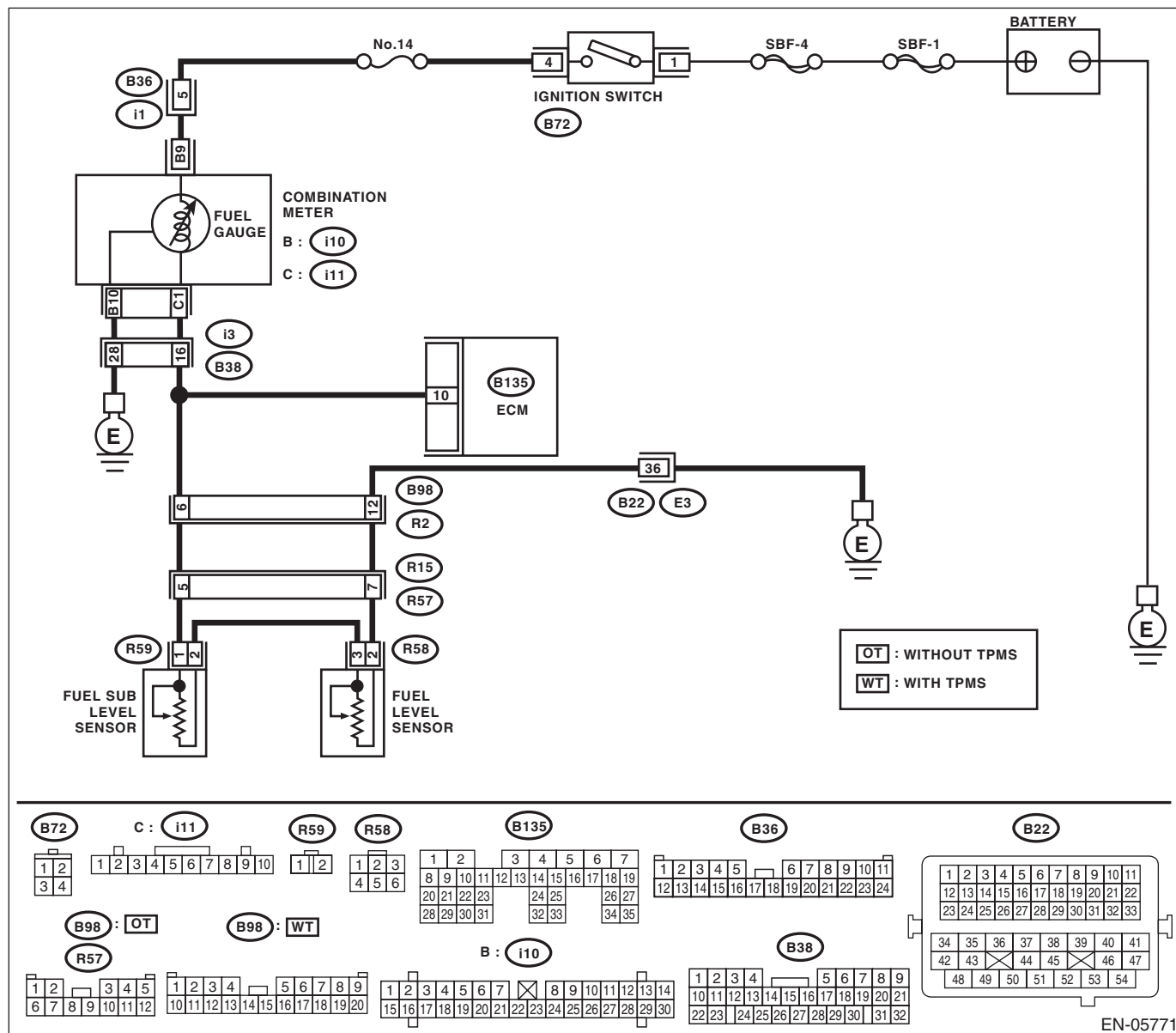
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-164, DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.	Does the speedometer and tachometer operate normally?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage less than 0.04 V?	Go to step 4.	Go to step 3.
3 CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of fuel level sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Does the voltage change when shaking the ECM harness and connector?	Repair the poor contact of the ECM connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
4 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage less than 0.04 V?	Go to step 5.	Go to step 6.
5 CHECK HARNESS BETWEEN ECM AND COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and combination meter connector (i11). 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 10 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>	Repair the harness. NOTE: In this case, repair the following item: • Short circuit to ground in harness between ECM and combination meter connector • Short circuit to ground in harness between ECM and fuel tank cord connector
6 CHECK FUEL TANK CORD. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel sub level sensor. 3) Measure the resistance between fuel sub level sensor and chassis ground. Connector & terminal (R59) No. 1 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 7.	Repair the ground short circuit of fuel tank cord.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK FUEL TANK CORD. 1) Disconnect the connector from fuel pump assembly. 2) Measure the resistance between fuel pump assembly and chassis ground. Connector & terminal (R59) No. 2 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 8.	Repair the ground short circuit of fuel tank cord.
8 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4DOTC)-59, Fuel Pump.> 2) Measure the resistance between fuel level sensor and terminals with its float set to the full position. Terminals No. 2 — No. 3:	Is the resistance between 0.5 — 2.5 Ω ?	Go to step 9.	Replace the fuel level sensor. <Ref. to FU(H4DOTC)-61, Fuel Level Sensor.>
9 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.> 2) Measure the resistance between fuel sub level sensor and terminals with its float set to the full position. Terminals No. 1 — No. 2:	Is the resistance between 0.5 — 2.5 Ω ?	Repair the poor contact in harness between ECM and combination meter connector.	Replace the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BX:DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH

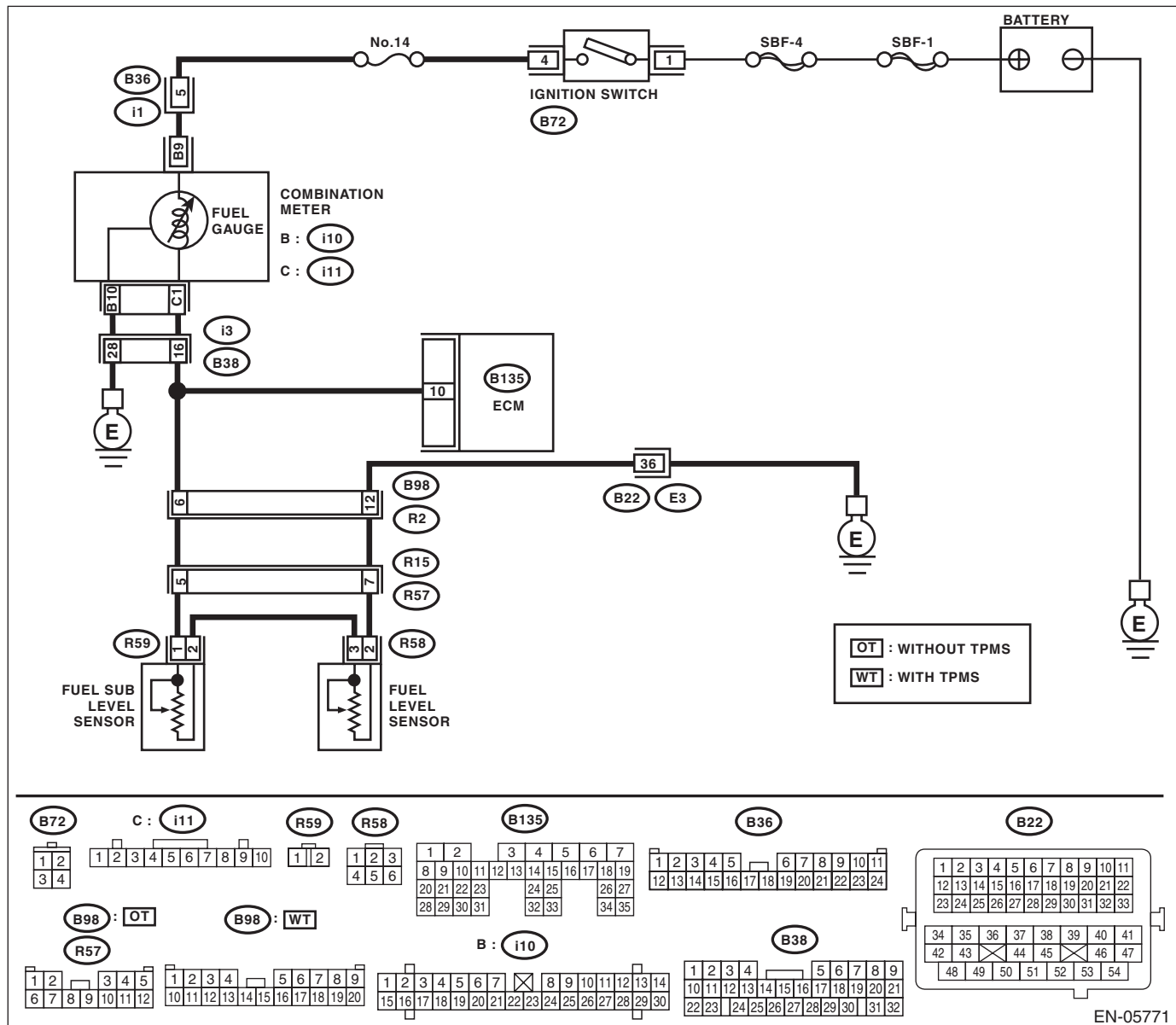
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-166, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.	Does the speedometer and tachometer operate normally?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage 4.9 V or more?	Go to step 4.	Go to step 3.
3 CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of fuel level sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Does the voltage change when shaking the ECM harness and connector?	Repair the poor contact of the ECM connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
4 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the ECM and combination meter connector (i11). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage 4.9 V or more?	Repair the short circuit to power in harness between ECM and combination meter connector.	Go to step 5.
5 CHECK HARNESS BETWEEN ECM AND FUEL TANK CORD. 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Measure the resistance between ECM and fuel tank cord. Connector & terminal (B135) No. 10 — (R15) No. 5:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit between ECM and fuel tank cord • Poor contact of coupling connector
6 CHECK HARNESS BETWEEN FUEL TANK CORD AND CHASSIS GROUND. Measure the resistance between fuel tank cord and chassis ground. Connector & terminal (R15) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 7.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel tank cord and chassis ground • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK FUEL TANK CORD. 1) Disconnect the connector from the fuel level sensor. 2) Measure the resistance between fuel level sensor and coupling connector. Connector & terminal (R57) No. 7 — (R58) No. 2:	Is the resistance less than 1 Ω ?	Go to step 8.	Repair the open circuit between coupling connector and fuel level sensor.
8 CHECK FUEL TANK CORD. 1) Disconnect the connector from the fuel sub level sensor. 2) Measure the resistance between fuel level sensor and fuel sub level sensor. Connector & terminal (R58) No. 3 — (R59) No. 2:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the open circuit between fuel level sensor and fuel sub level sensor.
9 CHECK FUEL TANK CORD. Measure the resistance between fuel level sensor and coupling connector. Connector & terminal (R57) No. 5 — (R59) No. 1:	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit in harness between coupling connector and fuel level sensor.
10 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4DOTC)-59, Fuel Pump.> 2) While moving the fuel level sensor float up and down, measure resistance between fuel level sensor terminals. Terminals No. 2 — No. 3:	Is the resistance 52 Ω or more?	Replace the fuel level sensor. <Ref. to FU(H4DOTC)-61, Fuel Level Sensor.>	Go to step 11.
11 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.> 2) While moving the fuel sub level sensor float up and down, measure resistance between fuel sub level sensor terminals. Terminals No. 1 — No. 2:	Is the resistance 44 Ω or more?	Replace the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.>	Replace the combination meter. <Ref. to IDI-10, Combination Meter.>

BY:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

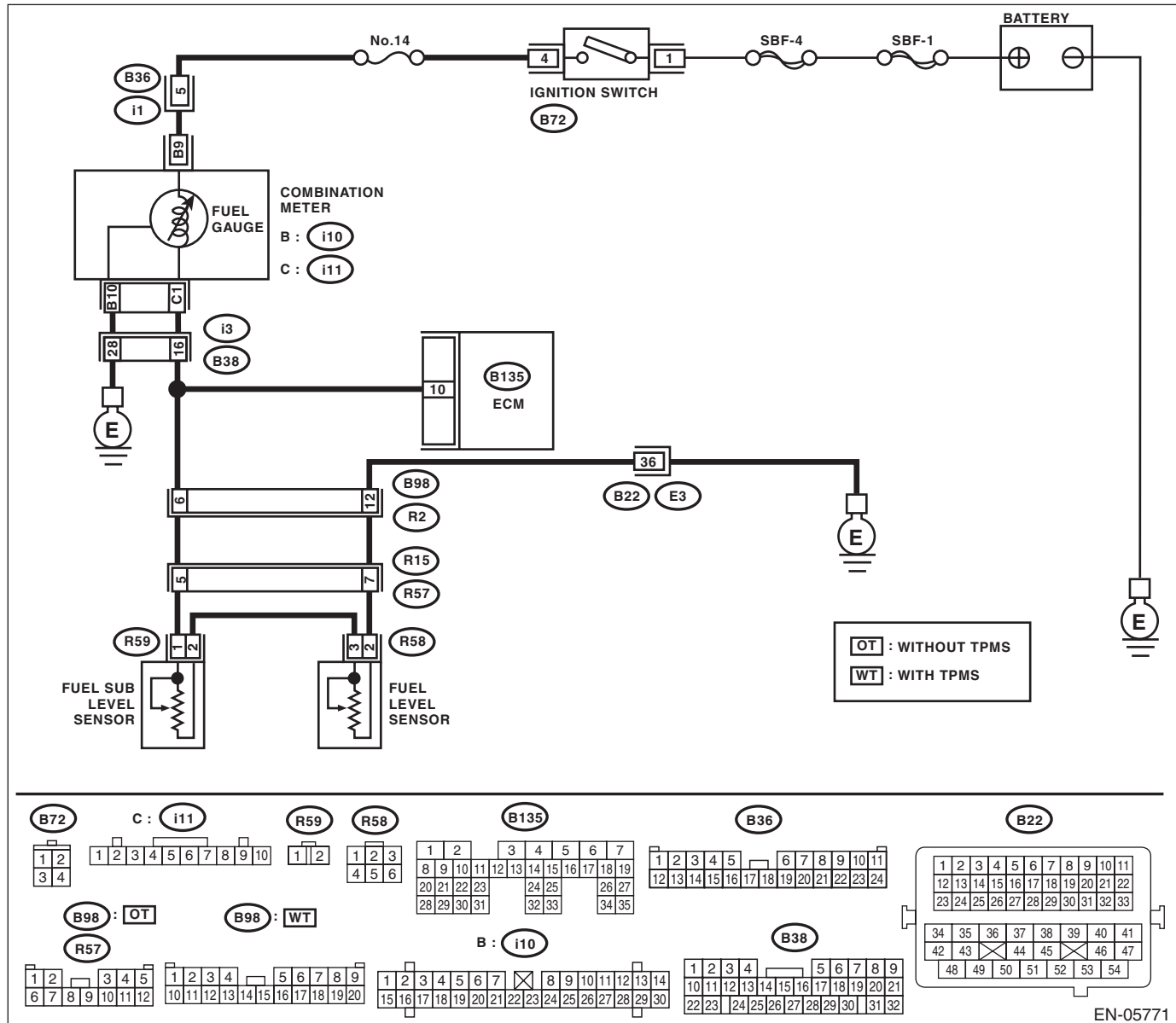
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-168, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4DOTC)-59, Fuel Pump.> 2) While moving the fuel level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. Terminals No. 2 — No. 3:	Does the resistance change smoothly?	Go to step 2.	Replace the fuel level sensor. <Ref. to FU(H4DOTC)-61, Fuel Level Sensor.>
	CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.> 2) While moving the 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:			
2		Does the resistance change smoothly?	Repair the connector. NOTE: In this case, repair the following item: • Poor contact in ECM connector • Poor contact in combination meter connector • Poor contact in coupling connector	Replace the fuel sub level sensor. <Ref. to FU(H4DOTC)-62, Fuel Sub Level Sensor.>

BZ:DTC P0483 FAN RATIONALITY CHECK**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-171, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Occurrence of noise
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, 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.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Check radiator fan, fan motor and thermostat and if thermostat is stuck, replace thermostat. <Ref. to CO(H4SO)-32, Radiator Main Fan and Fan Motor.> <Ref. to CO(H4SO)-38, Radiator Sub Fan and Fan Motor.>

CA:DTC P0502 VEHICLE SPEED SENSOR "A" CIRCUIT LOW INPUT**NOTE:**

For the diagnostic procedure, refer to DTC P0503. <Ref. to EN(H4DOTC)(diag)-244, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

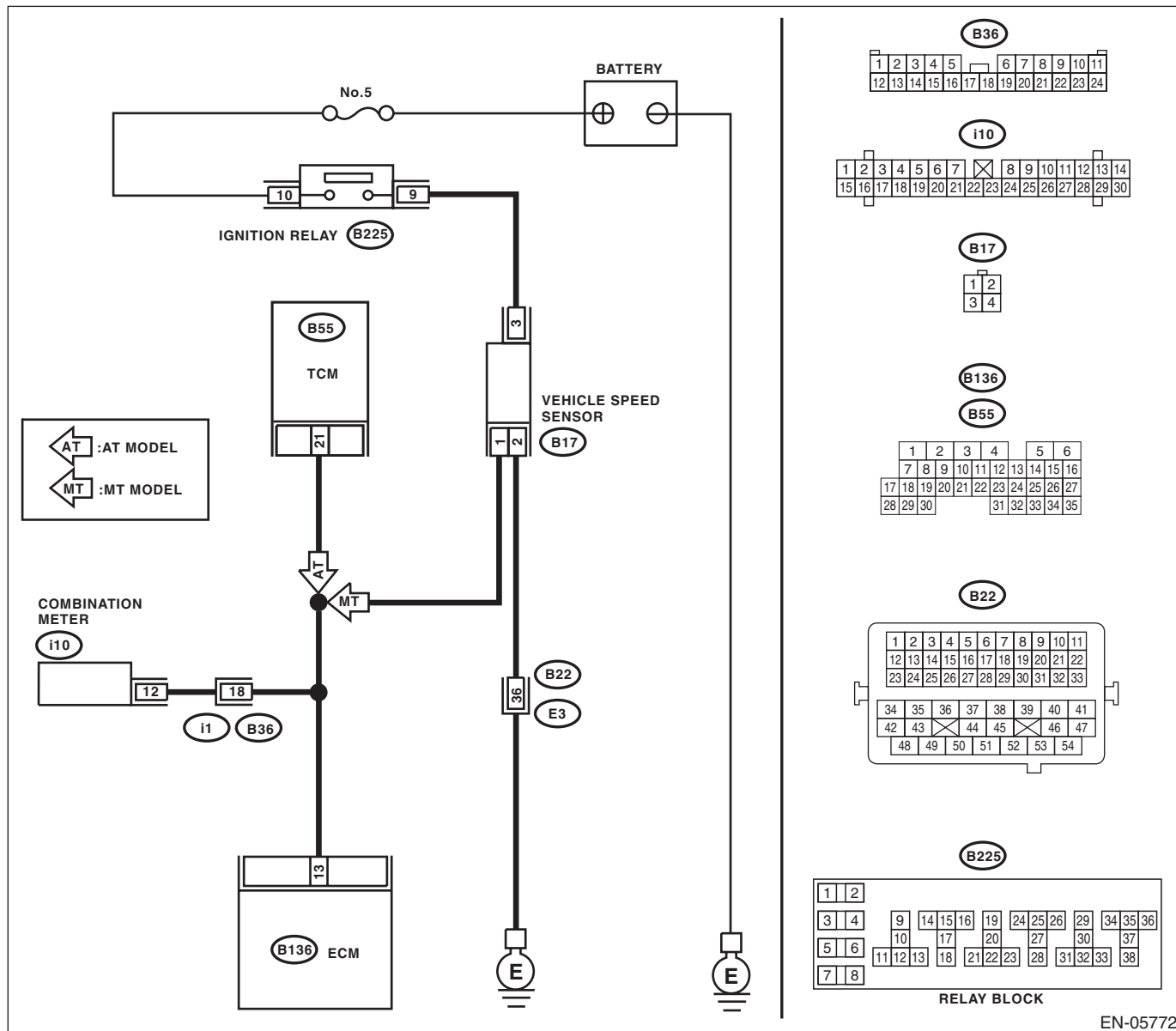
CB:DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-173, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1	CHECK TRANSMISSION TYPE. Is the transmission type AT?	Go to step 2.	Go to step 6.
2	CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and TCM. 3) Measure the resistance of harness between ECM and TCM connector. Connector & terminal (B136) No. 13 — (B55) No. 21:	Is the resistance less than 1 Ω ? Go to step 3.	Repair the open circuit of harness between ECM and TCM connector.
3	CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR. Measure the resistance between TCM connector and chassis ground. Connector & terminal (B55) No. 21 — Chassis ground:	Is the resistance 1 M Ω or more? Go to step 4.	Repair the short circuit to ground in harness between ECM and TCM connector.
4	CHECK HARNESS BETWEEN ECM AND TCM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B55) No. 21 (+) — Chassis ground (-):	Is the voltage 10 V or more? Repair the short circuit to power in harness between ECM and TCM connector.	Go to step 5.
5	CHECK POOR CONTACT. Check the poor contact of TCM connector.	Is there any poor contact in TCM connector? Repair the poor contact of TCM connector.	Repair the poor contact of the ECM connector.
6	CHECK VEHICLE SPEED SENSOR POWER SUPPLY. 1) Turn the ignition switch to ON. 2) Measure the voltage between vehicle speed sensor connector and chassis ground. Connector & terminal (B17) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more? Go to step 7.	Repair the open or ground short circuit of power supply circuit.
7	CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and vehicle speed sensor. 3) Measure the resistance of the harness between the ECM and vehicle speed sensor connector. Connector & terminal (B136) No. 13 — (B17) No. 1:	Is the resistance less than 1 Ω ? Go to step 8.	Repair the open circuit in the harness between the ECM and vehicle speed sensor.
8	CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR. Measure the resistance between vehicle speed sensor connector and chassis ground. Connector & terminal (B17) No. 1 — Chassis ground:	Is the resistance 1 M Ω or more? Go to step 9.	Repair the ground short circuit in harness between ECM and vehicle speed sensor.
9	CHECK HARNESS BETWEEN ECM AND VEHICLE SPEED SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between vehicle speed sensor connector and chassis ground. Connector & terminal (B17) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more? Repair the short circuit to power in the harness between the ECM and vehicle speed sensor.	Go to step 10.
10	CHECK POOR CONTACT. Check poor contact in vehicle speed sensor connector.	Is there poor contact in vehicle speed sensor connector? Repair the poor contact in vehicle speed sensor connector.	Replace the vehicle speed sensor. <Ref. to 5MT-38, Vehicle Speed Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CC:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-174, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

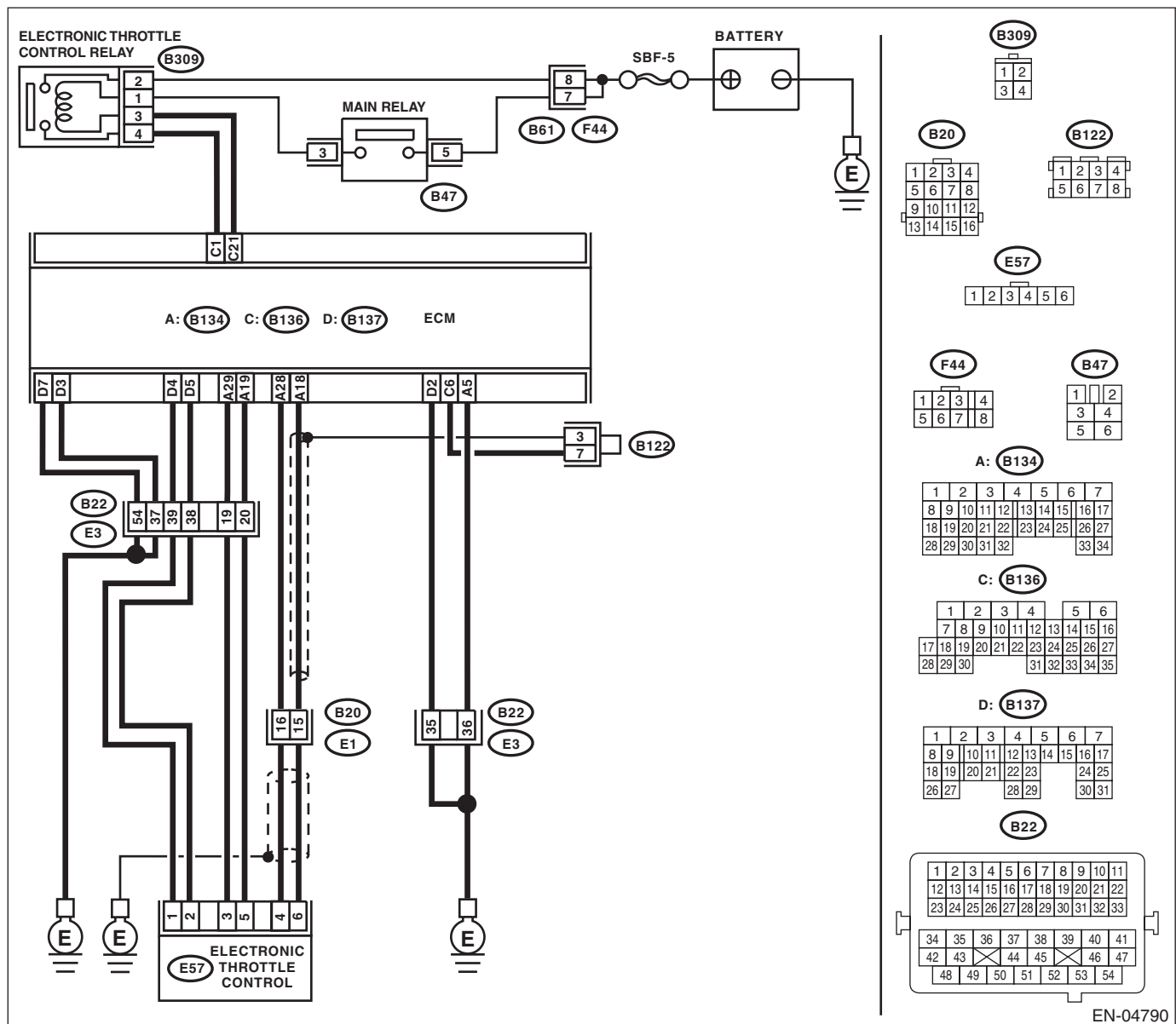
TROUBLE SYMPTOM:

- Hard to start the engine.
- Engine does not start.
- Improper idling
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK AIR CLEANER ELEMENT. 1) Turn the ignition switch to OFF. 2) Check the air cleaner element.	Is the air cleaner element excessively clogged?	Replace the air cleaner element. <Ref. to IN(H4DOTC)-7, Air Cleaner Element.>	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Remove the electronic throttle control. 2) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CD:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-176, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

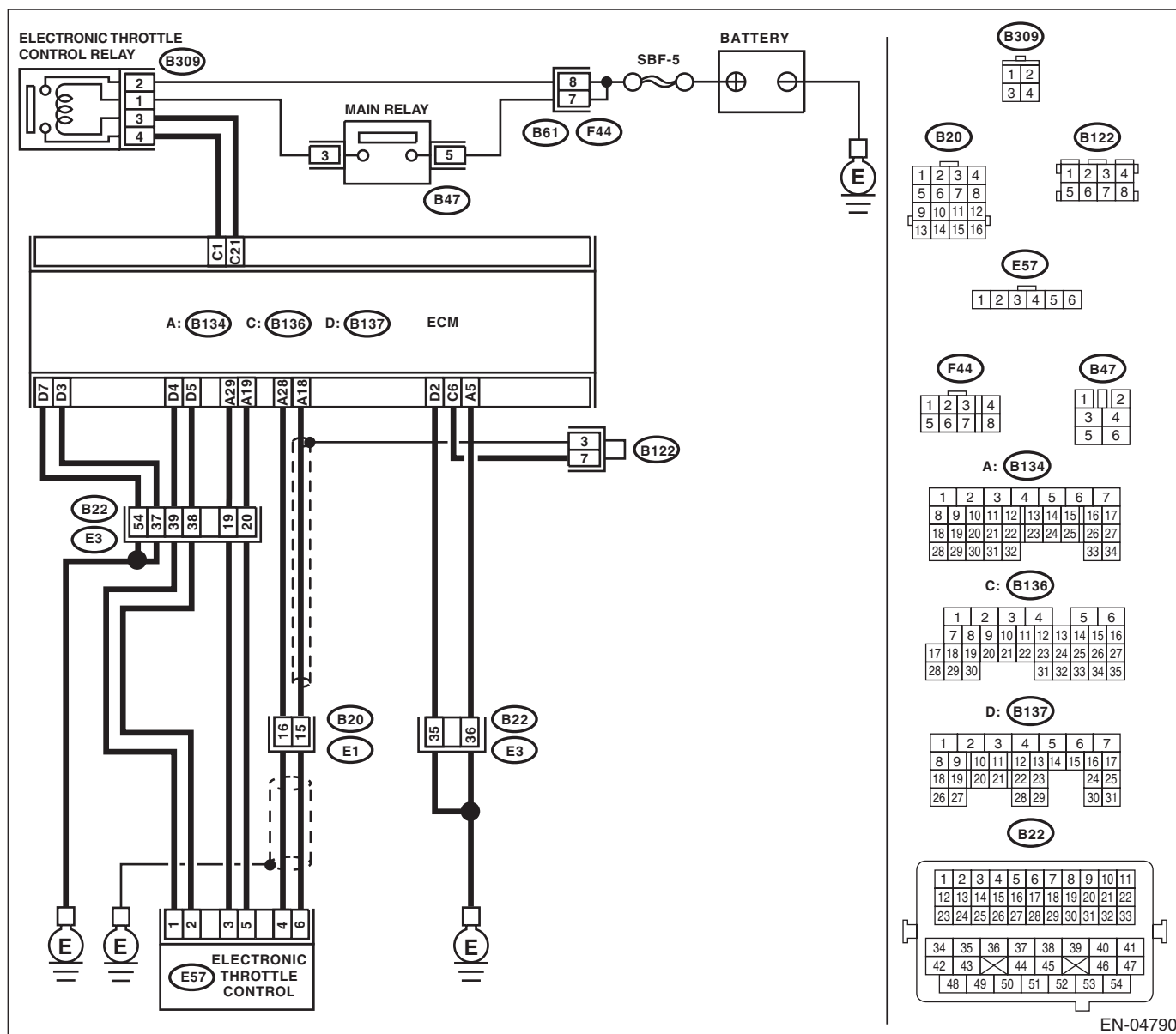
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK AIR INTAKE SYSTEM. 1) Start and idle the engine. 2) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CE:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-178, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

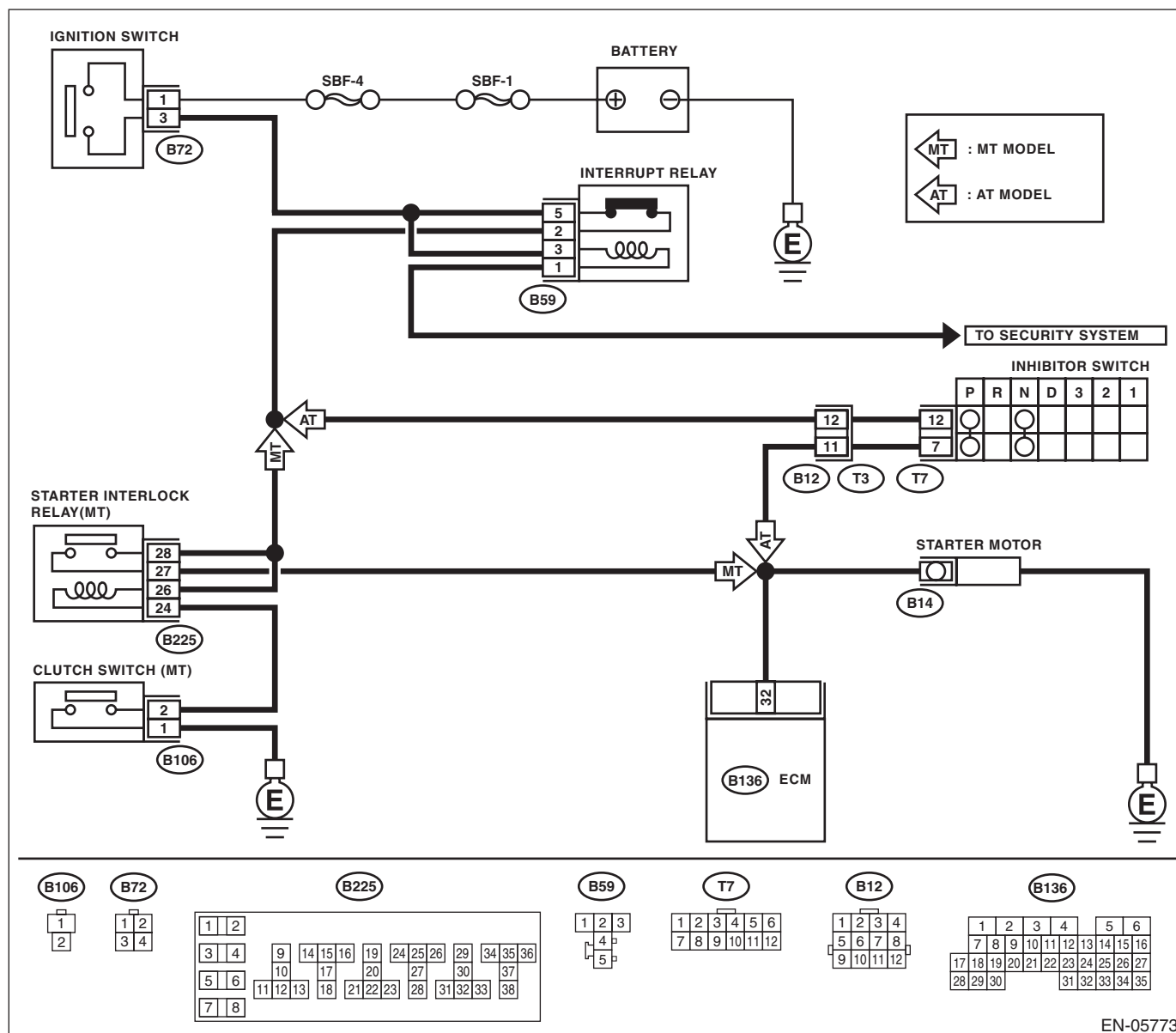
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND IGNITION SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 32 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and ignition switch.	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CF:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-180, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

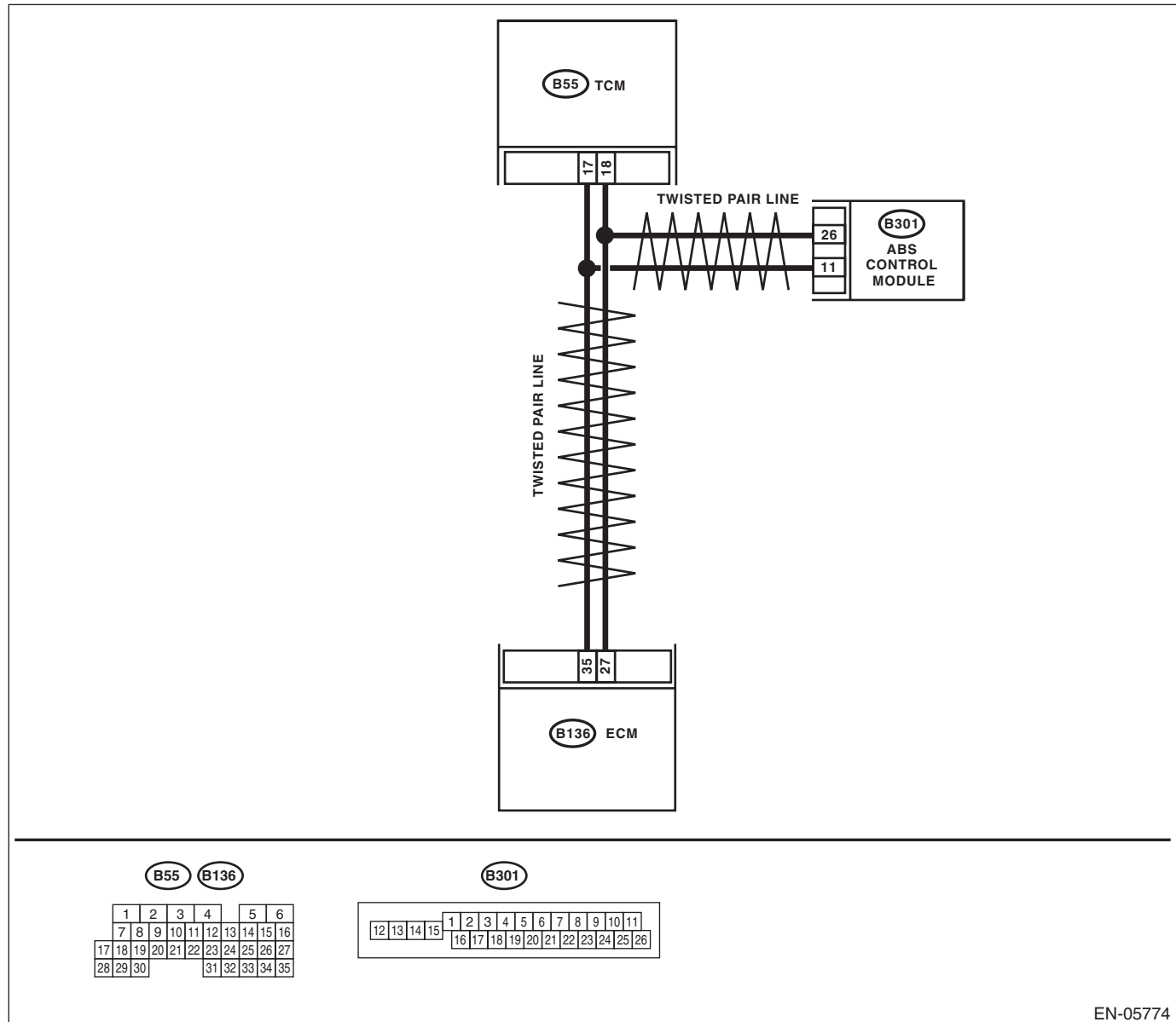
Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK AIR INTAKE SYSTEM. 1) Start and idle the engine. 2) Check the following items. <ul style="list-style-type: none">• Loose installation of intake manifold and throttle body• Cracks of intake manifold gasket and throttle body gasket• Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Is foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CG:DTC P0600 SERIAL COMMUNICATION LINK**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-181, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-05774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND TCM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and TCM. 3) Measure the resistance between ECM and TCM connectors. Connector & terminal (B136) No. 27 — (B55) No. 18: (B136) No. 35 — (B55) No. 17:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and TCM connector.
2 CHECK HARNESS BETWEEN ECM AND ABSCM&H/U. 1) Disconnect the connector from ABSCM&H/U. 2) Measure the resistance between ECM and ABSCM&H/U connectors. Connector & terminal (B136) No. 27 — (B301) No. 26: (B136) No. 35 — (B301) No. 11:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit in harness between ECM and ABSCM&H/U connector.
3 CHECK HARNESS BETWEEN ECM, TCM AND ABSCM&H/U. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 27 — Chassis ground: (B136) No. 35 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the short circuit to ground in harness between ECM, TCM and ABSCM&H/U.
4 CHECK HARNESS BETWEEN ECM, TCM AND ABSCM&H/U. Measure the resistance between ECM connectors. Connector & terminal (B136) No. 27 — (B136) No. 35:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the short circuit in harness between ECM, TCM and ABSCM&H/U.
5 CHECK THE STATUS OF THE AT SYSTEM. Diagnose the AT using the Subaru Select Monitor.	Is DTC P1718 displayed?	Check the AT system.	Go to step 6.
6 CHECK STATUS OF ABS SYSTEM. Perform diagnosis of ABS using the Subaru Select Monitor.	Is DTC 47 displayed?	Check the ABS system.	Repair the poor contact of the ECM connector.

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-182, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

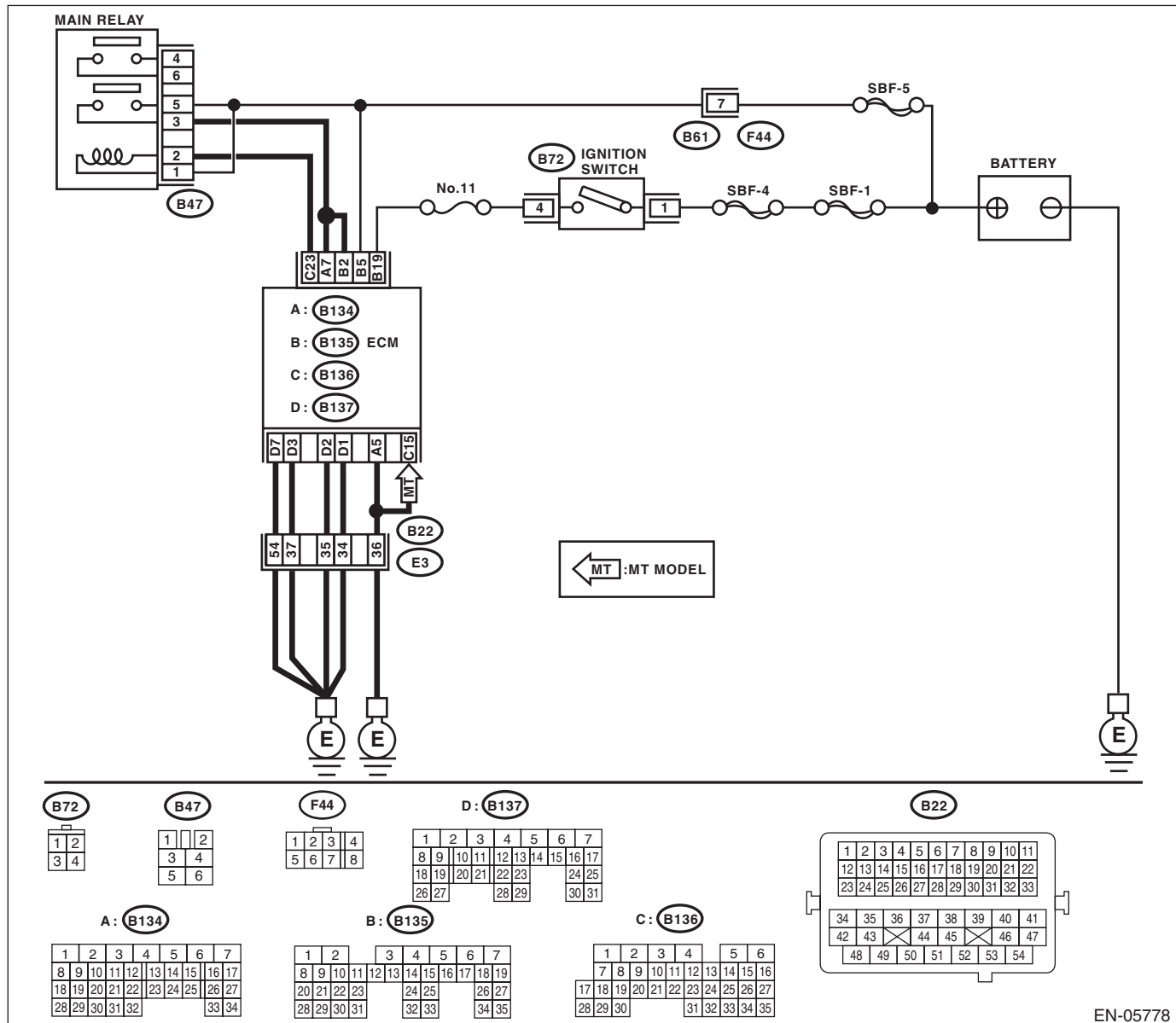
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05778

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

CI: DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

NOTE:

For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(H4DOTC)(diag)-257, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CJ:DTC P0607 CONTROL MODULE PERFORMANCE

DTC DETECTING CONDITION:

- Depending on the content of malfunction, adapt either of the followings.
 - Immediately at fault recognition
 - Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-184, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

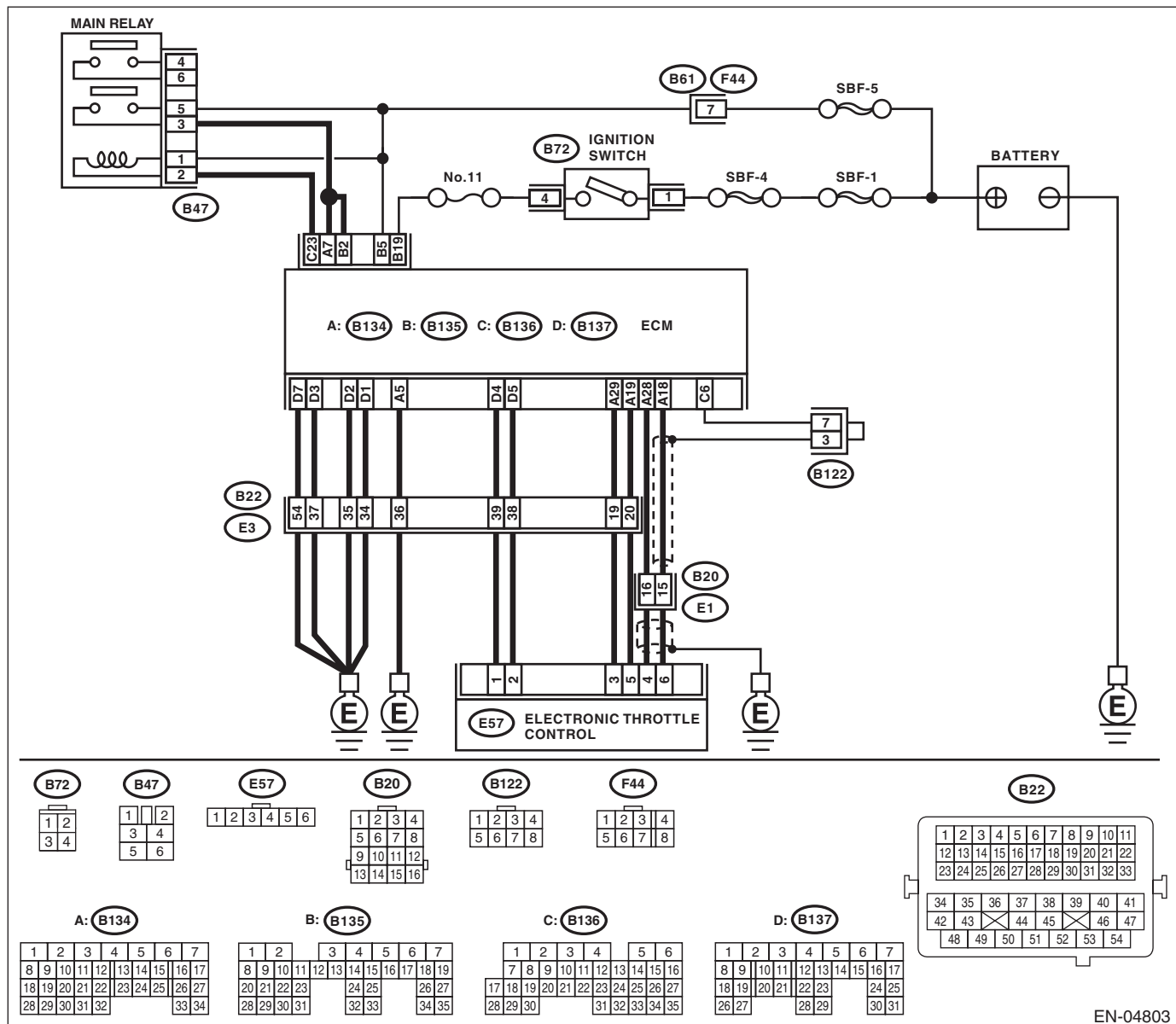
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04803

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	Is the voltage 10 — 13 V?	Go to step 2.	Repair the open or ground short circuit of power supply circuit.
2 CHECK INPUT VOLTAGE OF ECM. 1) Start the engine. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	Is the voltage 13 — 15 V?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 19 — (E57) No. 5: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector
4 CHECK ECM GROUND HARNESS. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 5 (+) — Chassis ground (-): (B137) No. 1 (+) — Chassis ground (-): (B137) No. 2 (+) — Chassis ground (-): (B137) No. 3 (+) — Chassis ground (-): (B137) No. 7 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Repair the following item. <ul style="list-style-type: none"> • Open circuit of ground circuit • Further tightening of the engine ground terminal • Poor contact in ECM connector • Poor contact of coupling connector

CK:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CL:DTC P0691 FAN 1 CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-189, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, 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(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H4SO)-11, Radiator Fan System.>

CM:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-190, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, 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(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H4SO)-11, Radiator Fan System.>

CN:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

NOTE:

For the diagnostic procedure, refer to AT section. <Ref. to 4AT(diag)-2, Basic Diagnostic Procedure.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CO:DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-192, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

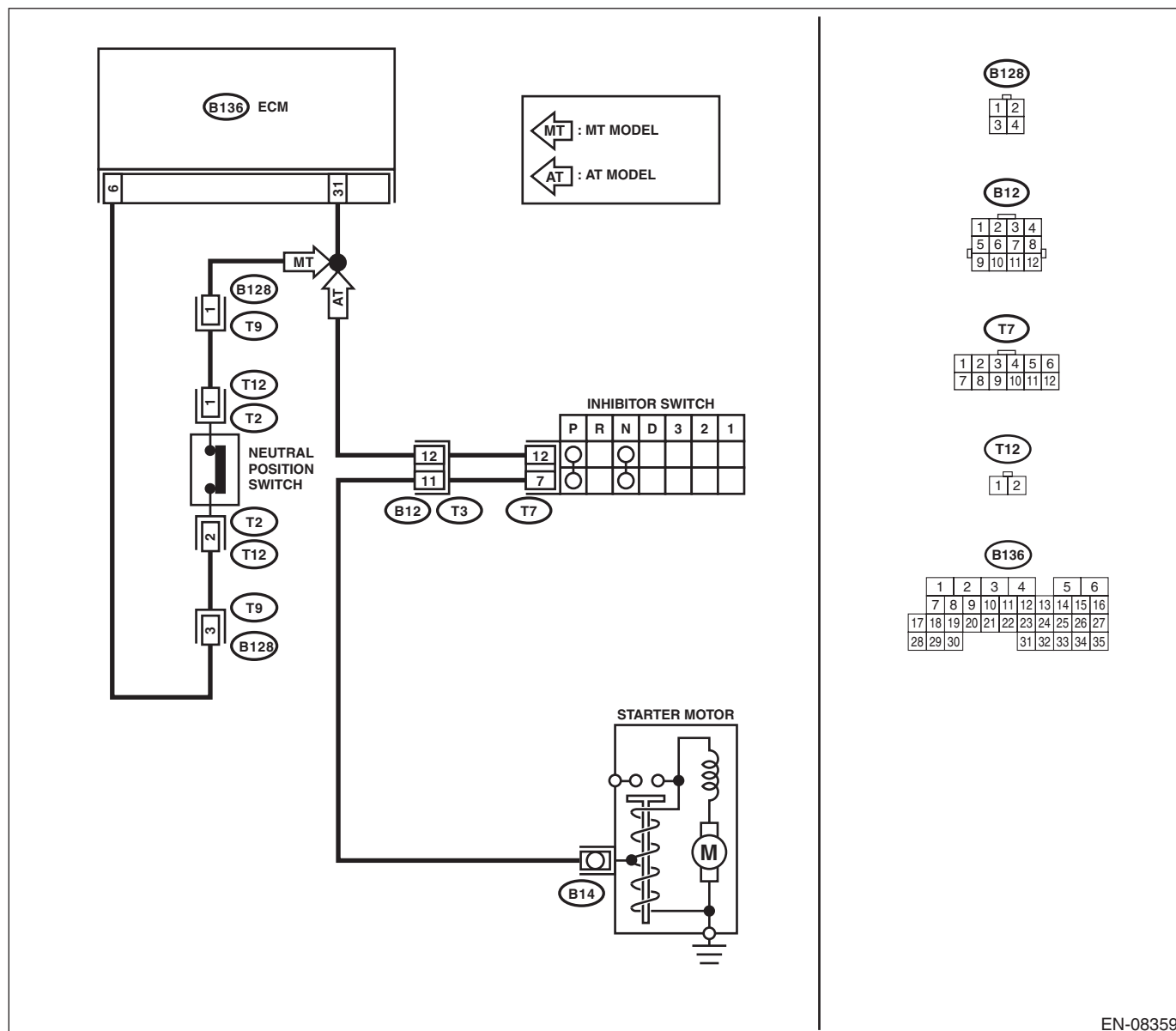
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-08359

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Is there any fault in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step 2.
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the select lever other than "N" and "P" range. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND TRANSMISSION HARNESS CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T3). 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the ground short circuit of harness between ECM and transmission harness connector.
4 CHECK TRANSMISSION HARNESS CONNECTOR. 1) Disconnect the connector from inhibitor switch. 2) Measure the resistance between the transmission harness connector and engine ground. Connector & terminal (T3) No. 12 — Engine ground:	Is the resistance 1 MΩ or more?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair the ground short circuit of harness between transmission harness connector and inhibitor switch connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CP:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-193, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

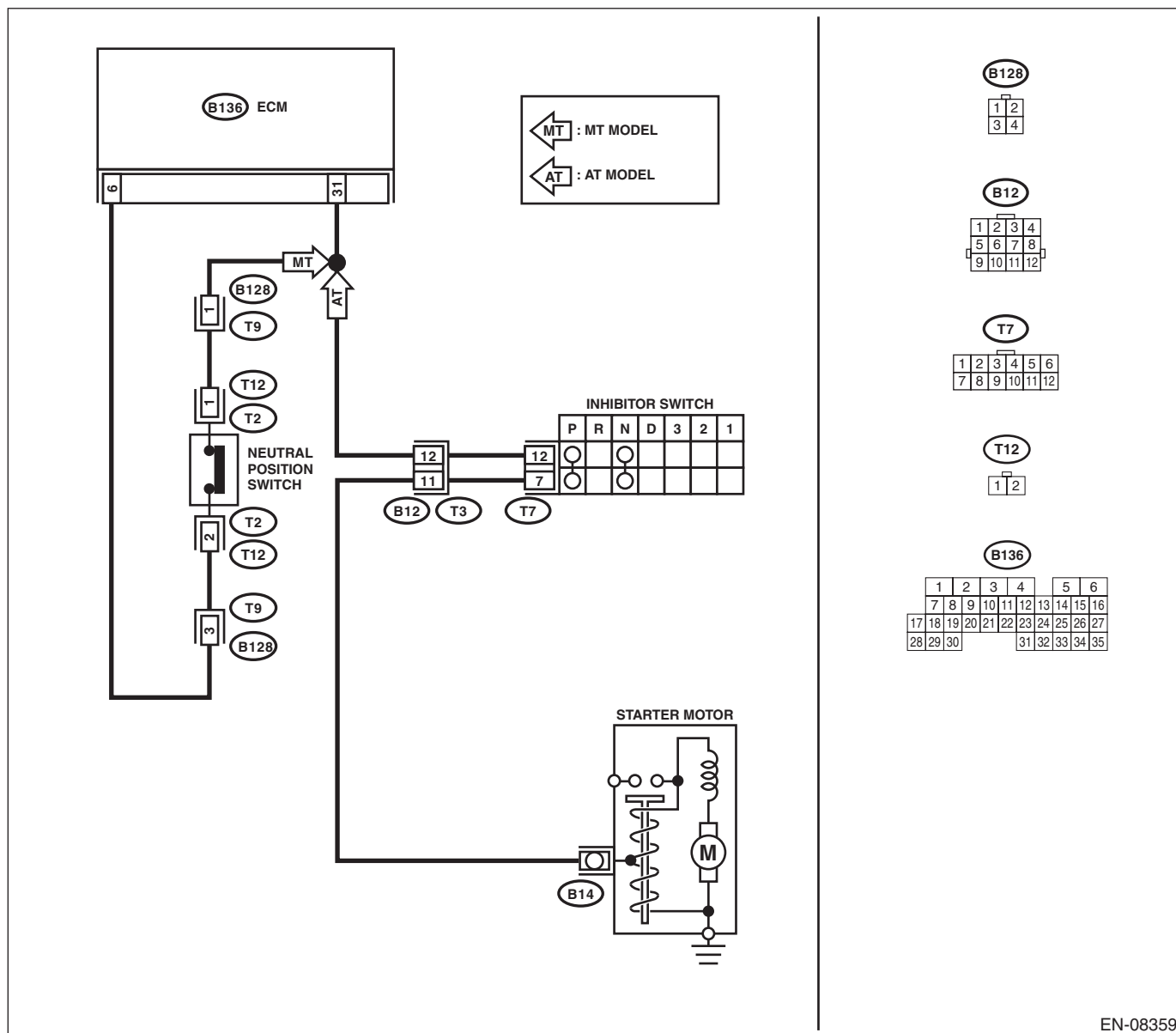
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-08359

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in a position except for neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect connectors from the ECM and transmission harness connector (T9). 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the short circuit of transmission harness, or replace the neutral position switch.	Repair the ground short circuit of harness between ECM and transmission harness connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CQ:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-194, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

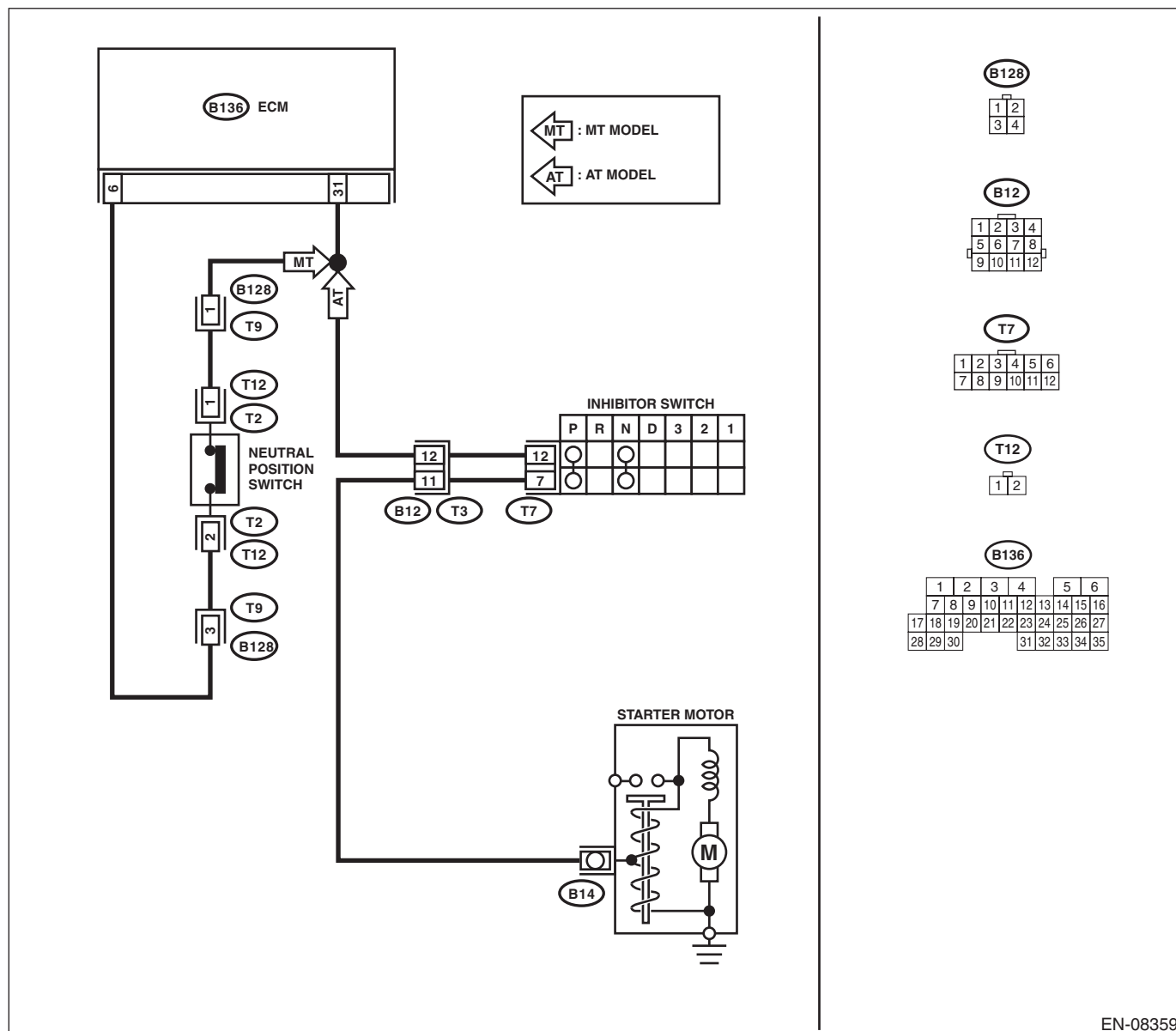
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-08359

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Is there any fault in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step 2.
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground with select lever at "N" and "P" range. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND INHIBITOR SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and inhibitor switch. 3) Measure the resistance of harness between ECM and inhibitor switch connector. Connector & terminal (B136) No. 31 — (T7) No. 12:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and inhibitor switch connector • Poor contact in coupling connector
4 CHECK INHIBITOR SWITCH GROUND LINE. Measure the resistance of harness between inhibitor switch connector and engine ground. Connector & terminal (T7) No. 12 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between inhibitor switch connector and starter motor ground line • Poor contact of coupling connector • Poor contact in starter motor connector • Poor contact in starter motor ground • Starter motor

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CR:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-195, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

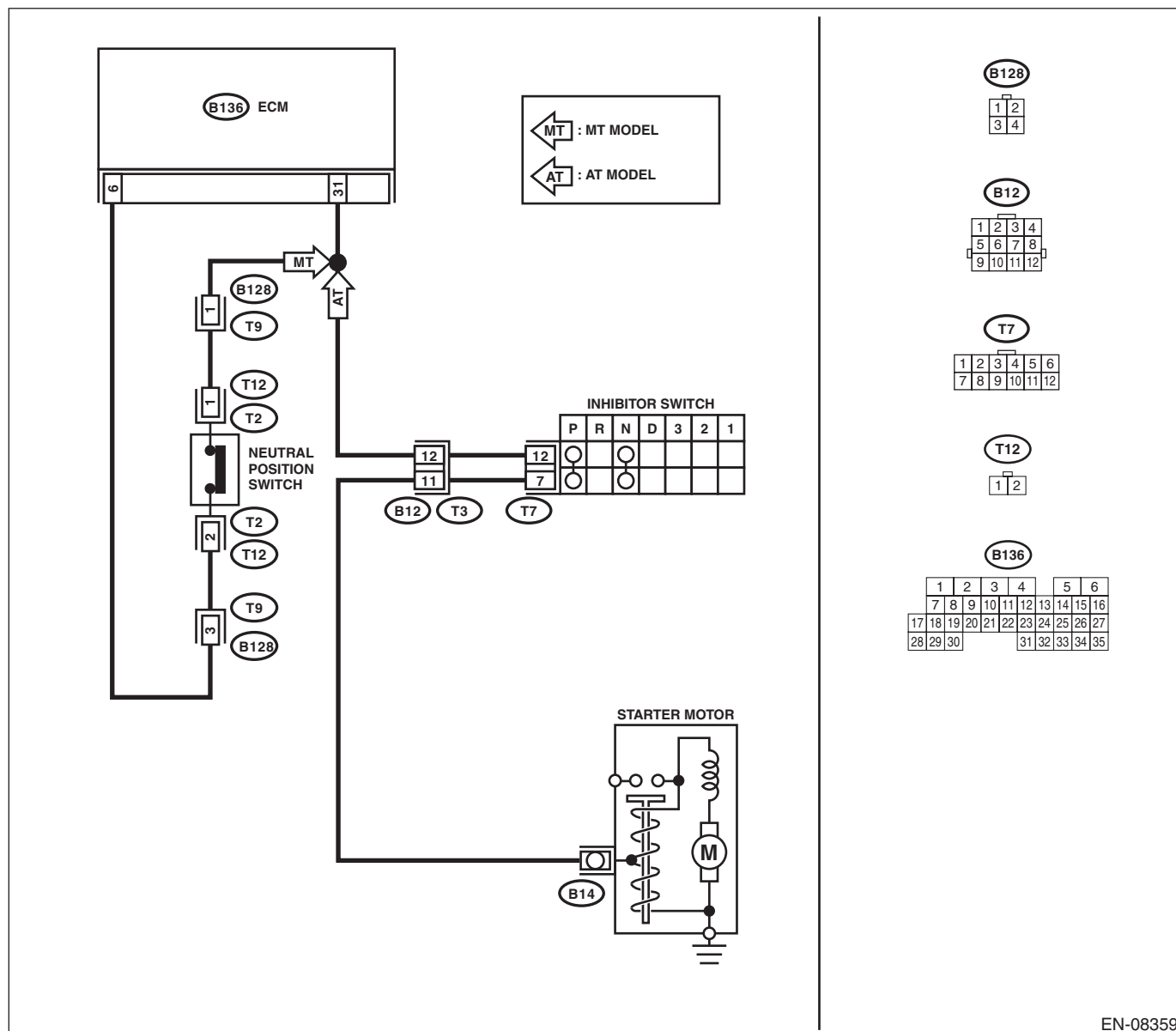
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-08359

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Go to step 2.
	CHECK HARNESS BETWEEN ECM AND NEUTRAL SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T2). 3) Measure the resistance of harness between ECM and transmission harness connector. Connector & terminal (B136) No. 31 — (T12) No. 1: (B136) No. 6 — (T12) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and transmission harness connector • Poor contact of coupling connector
	CHECK NEUTRAL SWITCH. 1) Place the shift lever in neutral. 2) Measure the resistance between transmission harness connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact of transmission harness connector.	Repair the open circuit of transmission harness, or replace the neutral switch.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

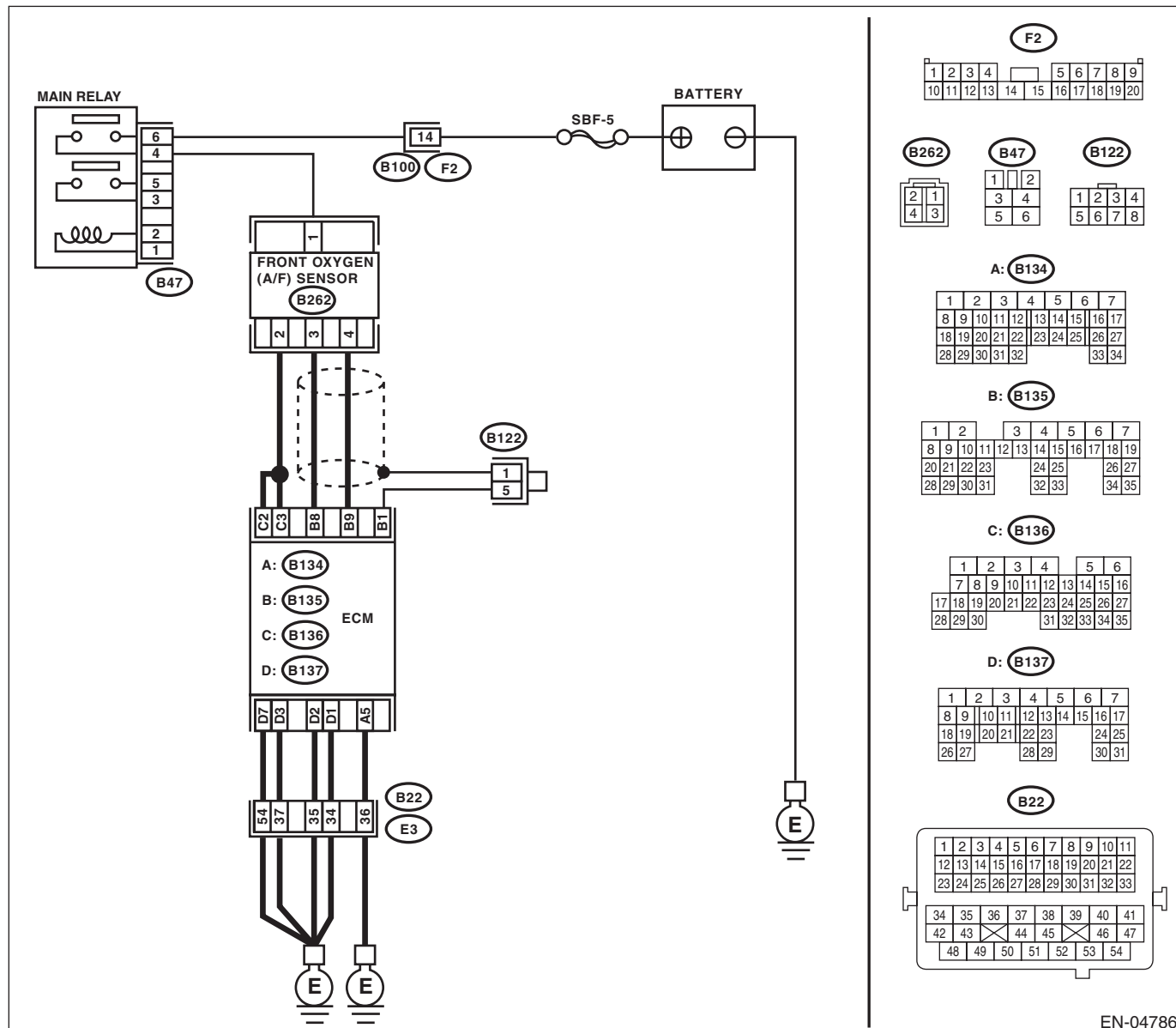
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-196, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (B262) No. 4: (B135) No. 8 — (B262) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • 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 of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

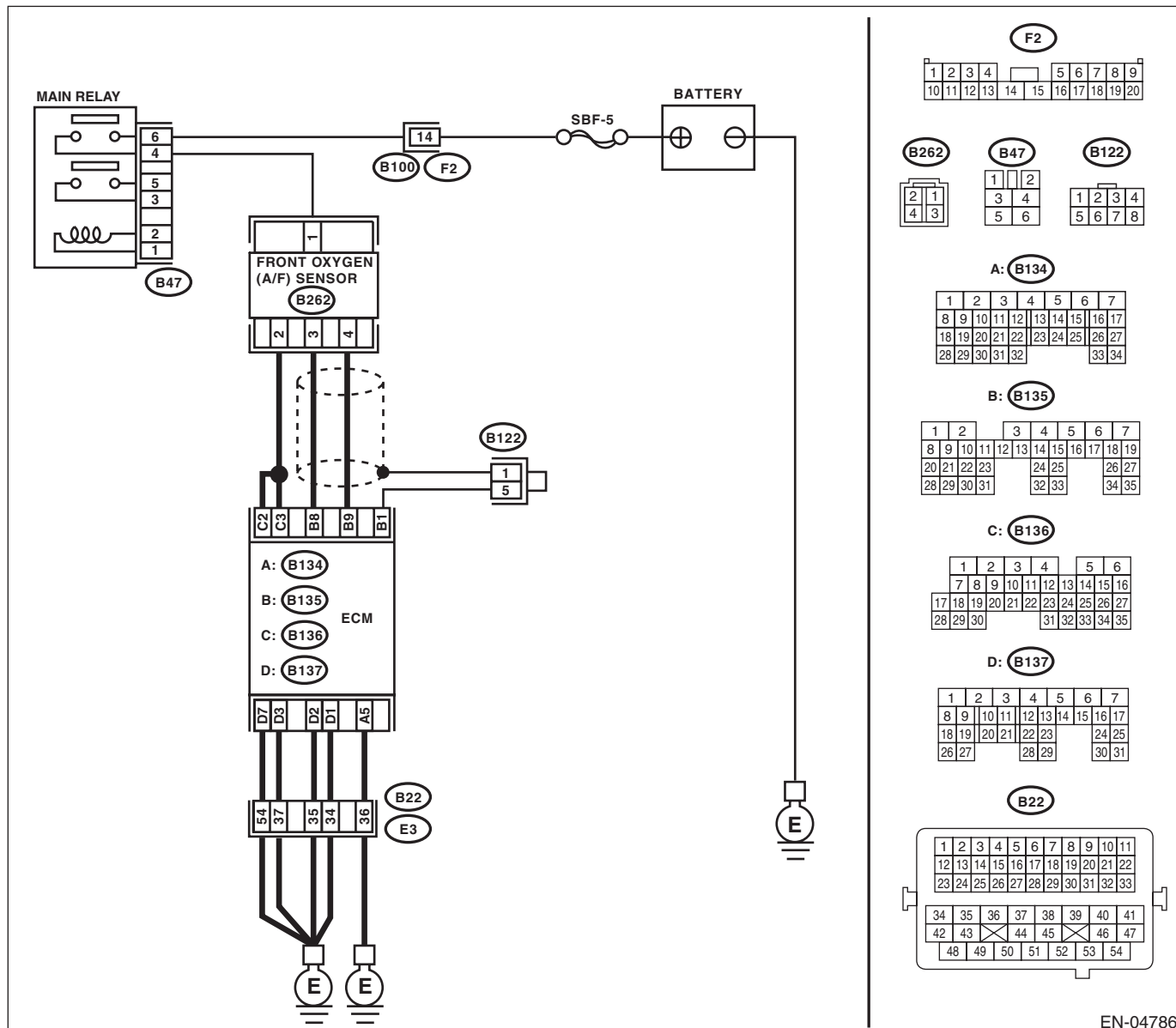
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-198, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground: (B135) No. 8 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
3 CHECK OUTPUT SIGNAL FOR ECM. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 5.	Go to step 4.
4 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (-):	Is the voltage 4.95 V or more?	Go to step 5.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>
5 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-): (B135) No. 8 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>	Repair the poor contact of the ECM connector.

CU:DTC P1160 RETURN SPRING FAILURE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CV:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

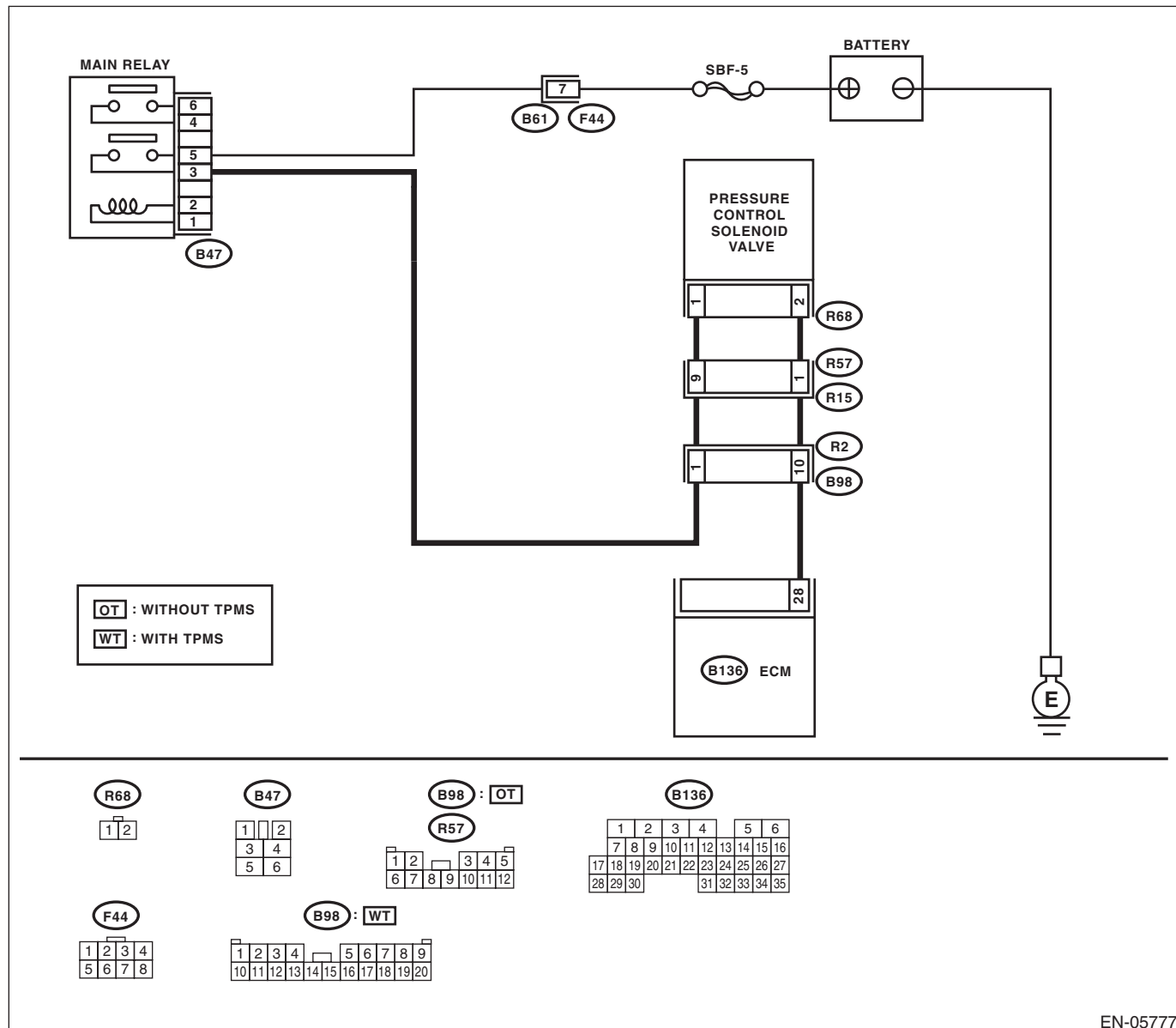
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-202, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05777

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Measure the resistance between pressure control solenoid valve and chassis ground. Connector & terminal (R68) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and pressure control solenoid valve connector.
3 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and pressure control solenoid valve connector. Connector & terminal (B136) No. 28 — (R68) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and pressure control solenoid valve connector • Poor contact in coupling connector
4 CHECK PRESSURE CONTROL SOLENOID VALVE. Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω?	Go to step 5.	Replace the pressure control solenoid valve. <Ref. to EC(H4DOTC)-16, Pressure Control Solenoid Valve.>
5 CHECK POWER SUPPLY TO THE PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between pressure control solenoid valve and chassis ground. Connector & terminal (R68) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of pressure control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and pressure control solenoid valve connector • Poor contact in coupling connector • Poor contact in main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CW:DTC P1410 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-204, DTC P1410 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

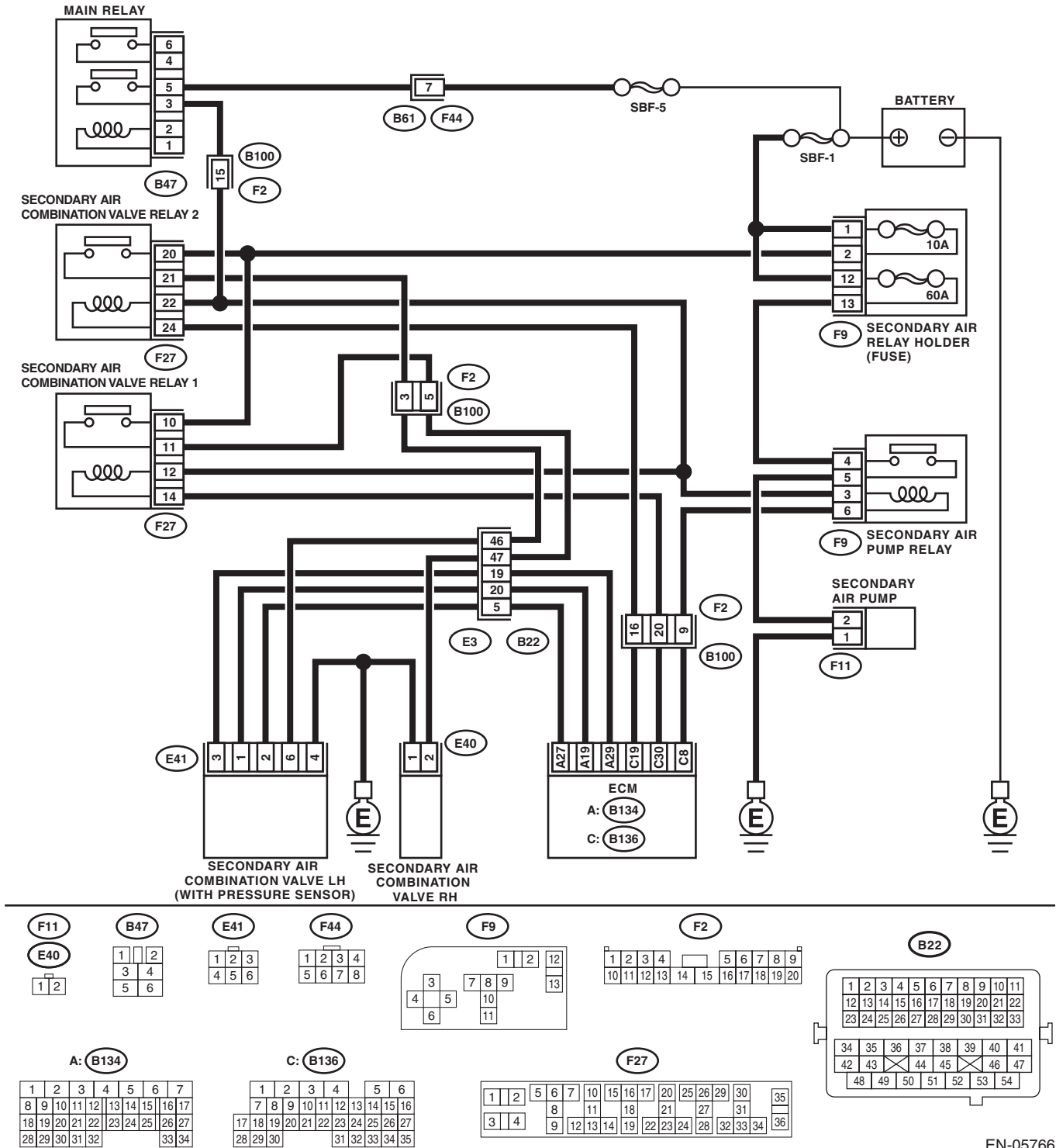
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK SECONDARY AIR COMBINATION VALVE. 1) Remove the secondary air combination valve. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.> 2) Blow in air from the secondary air combination valve air inlet, and check whether there are leaks at the pipe connections.	Are there air leaks from the pipe connections?	Replace the secondary air combination valve on the side with the air leak. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

CX:DTC P1418 SECONDARY AIR INJECTION SYSTEM CONTROL “A” CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-205, DTC P1418 SECONDARY AIR INJECTION SYSTEM CONTROL “A” CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

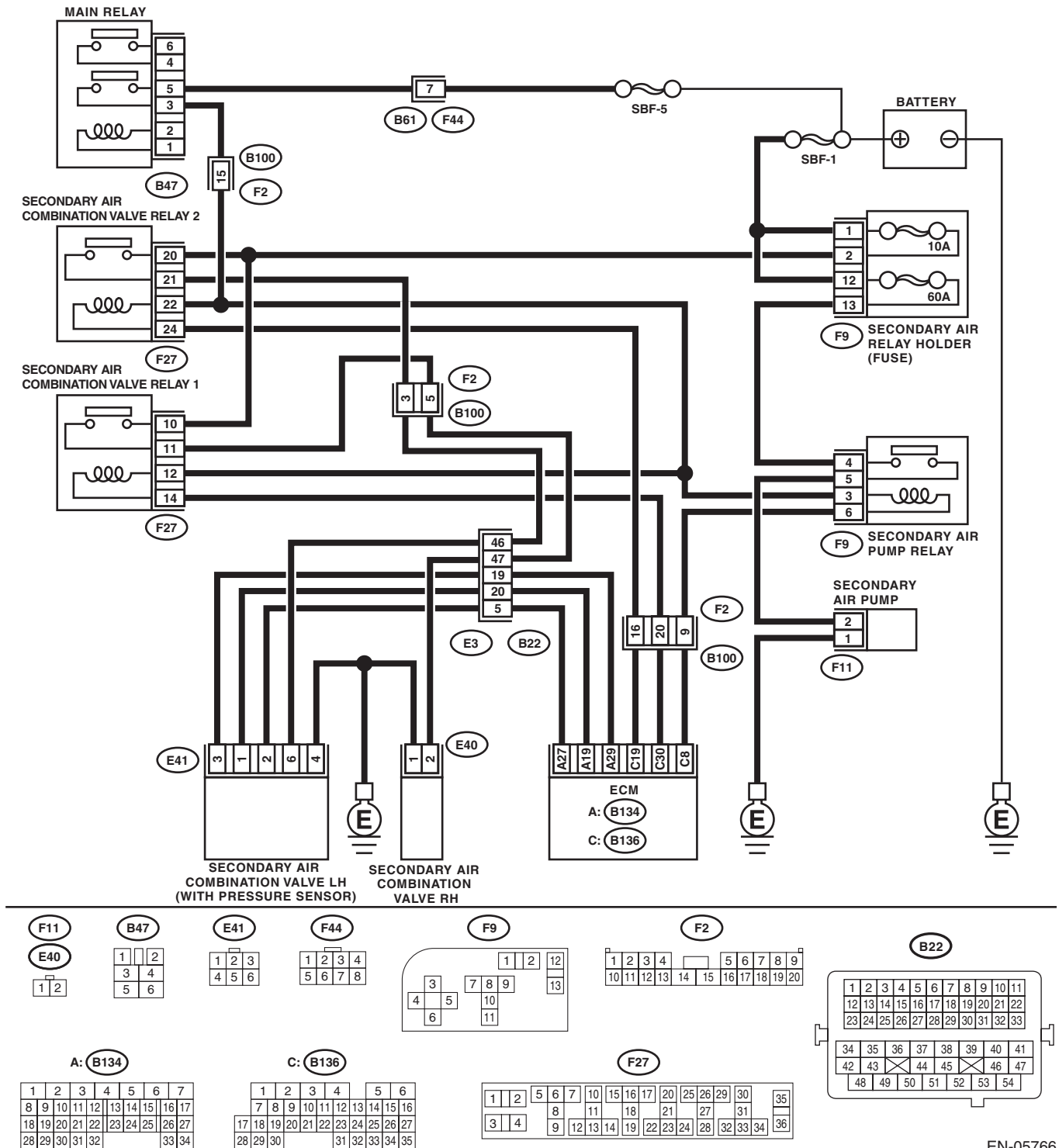
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and secondary air pump relay. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 8 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and secondary air pump relay.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CY:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

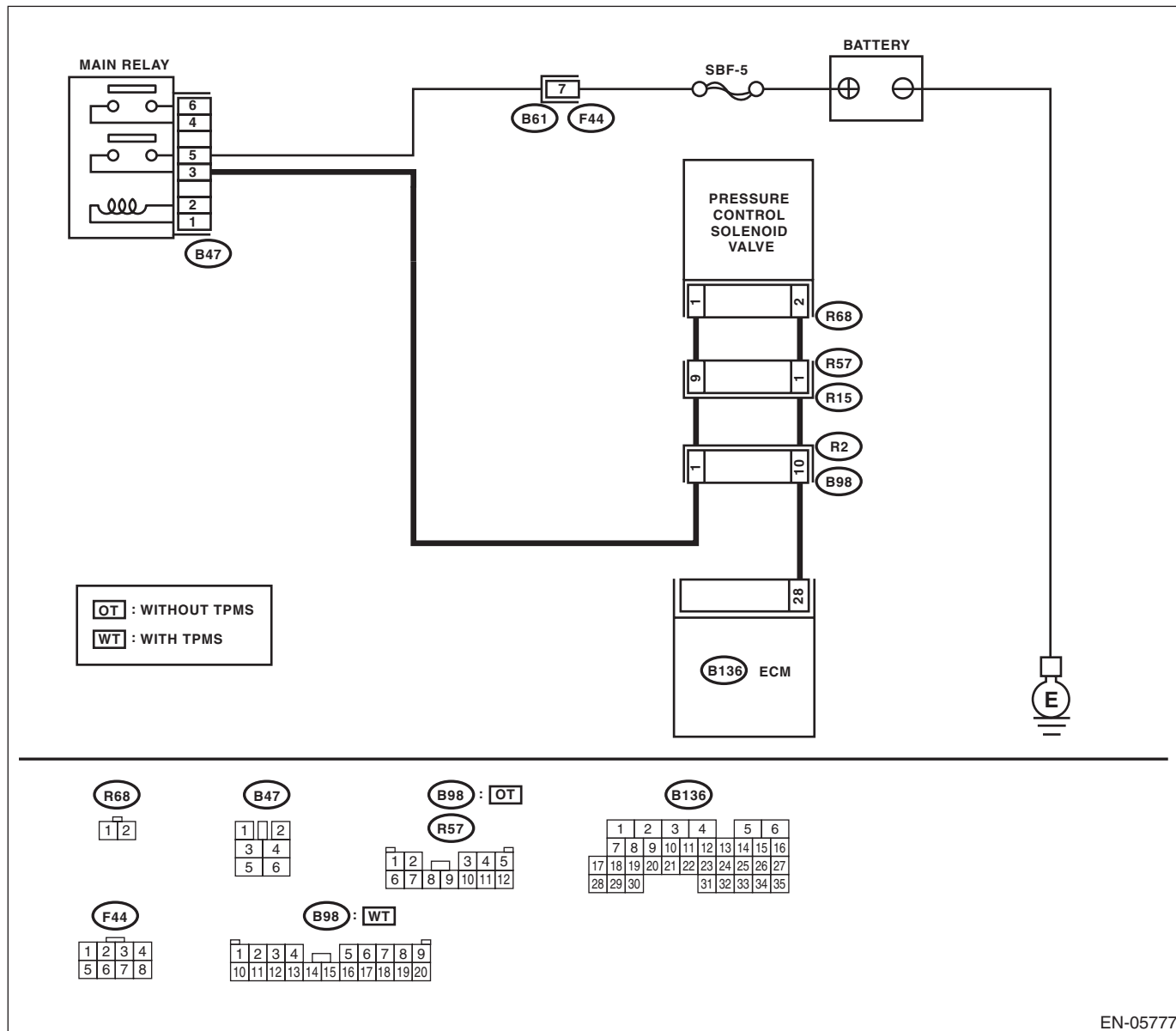
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-206, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power supply in the harness between the ECM and pressure control solenoid valve connector.	Go to step 2.
2 CHECK PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the pressure control solenoid valve. <Ref. to EC(H4DOTC)-16, Pressure Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CZ:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-208, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

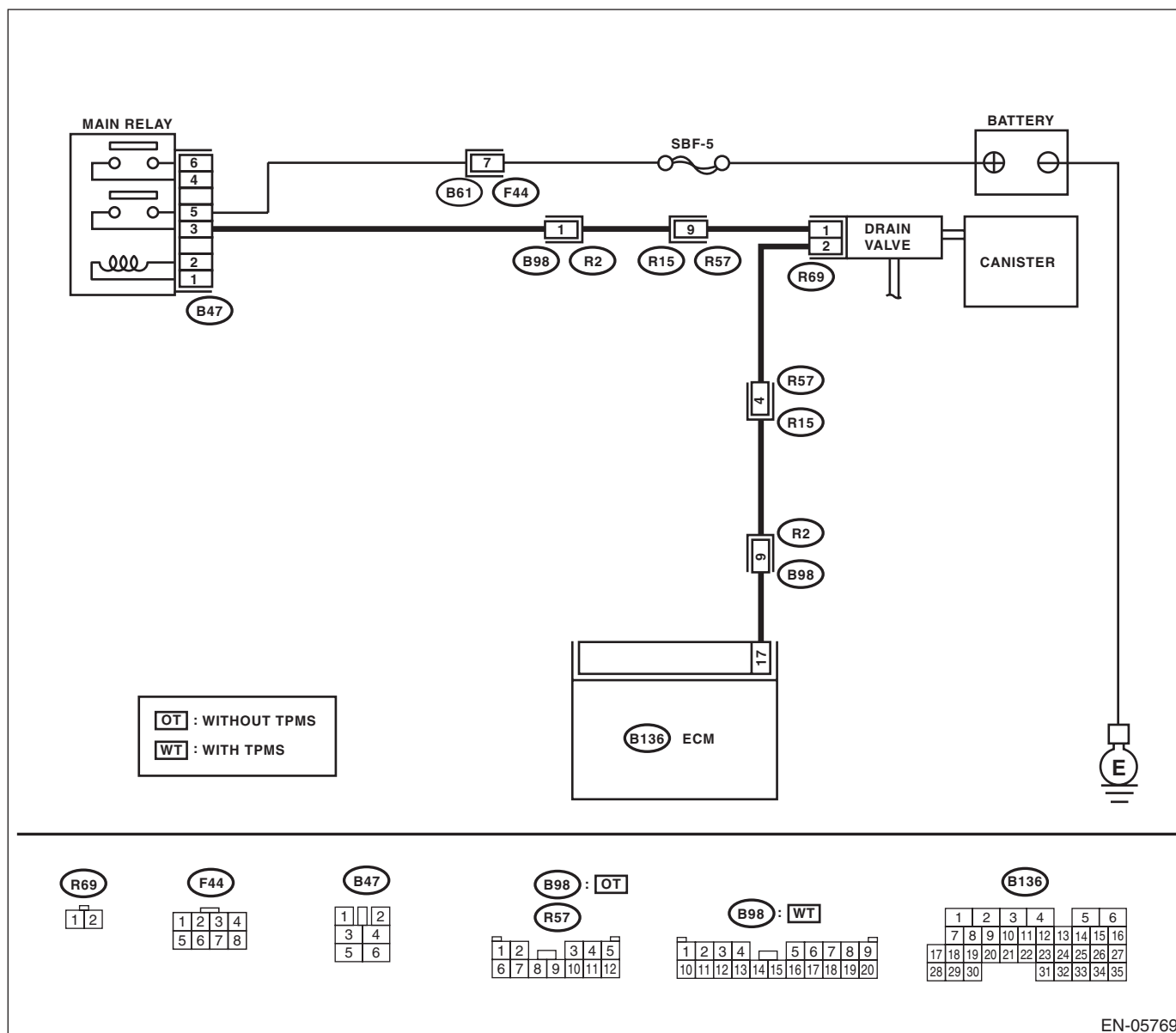
TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK DRAIN HOSE. Check the drain hose for clogging.	Is there clogging in the drain hose?	Replace the drain hose.	Go to step 3.
3 CHECK DRAIN VALVE OPERATION. 1) Turn the ignition switch to OFF. 2) Connect the delivery (test) mode connector. 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve can be operated using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Repair the poor contact of the ECM connector.	Replace the drain valve. <Ref. to EC(H4DOTC)-21, Drain Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DA:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-210, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

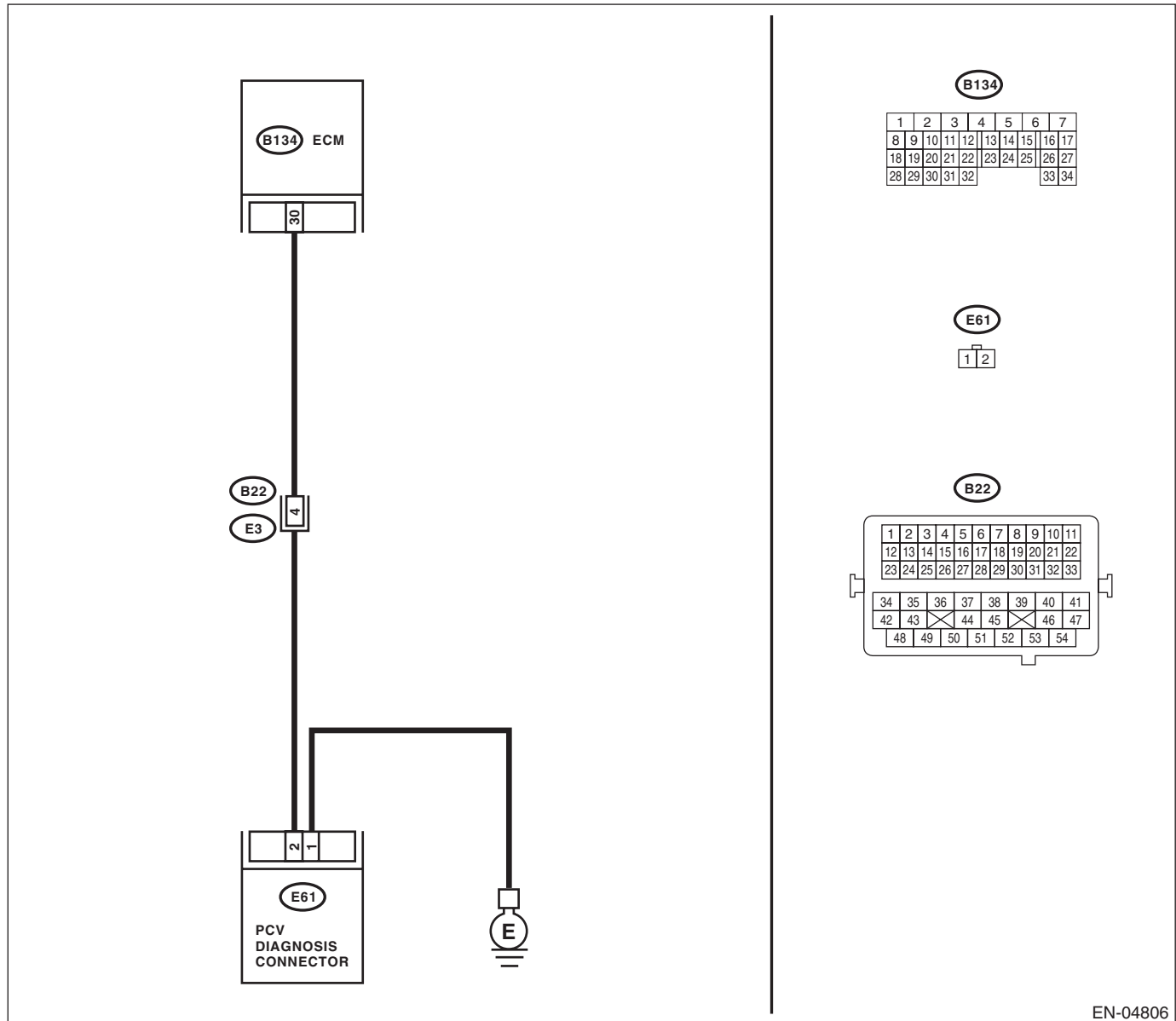
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04806

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK BLOW-BY HOSE. Check the condition of the blow-by hose.	Is there any disconnection or crack in blow-by hose?	Repair or replace the blow-by hose.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and PCV hose assembly. 3) Measure the resistance of harness between ECM and PCV hose assembly. Connector & terminal (B134) No. 30 — (E61) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and PCV hose assembly • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY. Measure the resistance between PCV hose assembly and chassis ground. Connector & terminal (B134) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the ground short circuit of harness between ECM and PCV hose assembly.
4 CHECK GROUND CIRCUIT OF PCV HOSE ASSEMBLY. Measure the resistance of harness between PCV hose assembly and engine ground. Connector & terminal (E61) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair the open circuit of harness between PCV hose assembly and engine ground.
5 CHECK THE PCV HOSE ASSEMBLY. Measure the resistance between the PCV hose assembly terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact in ECM and PCV hose assembly connector.	Replace the PCV hose assembly.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DB:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-212, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

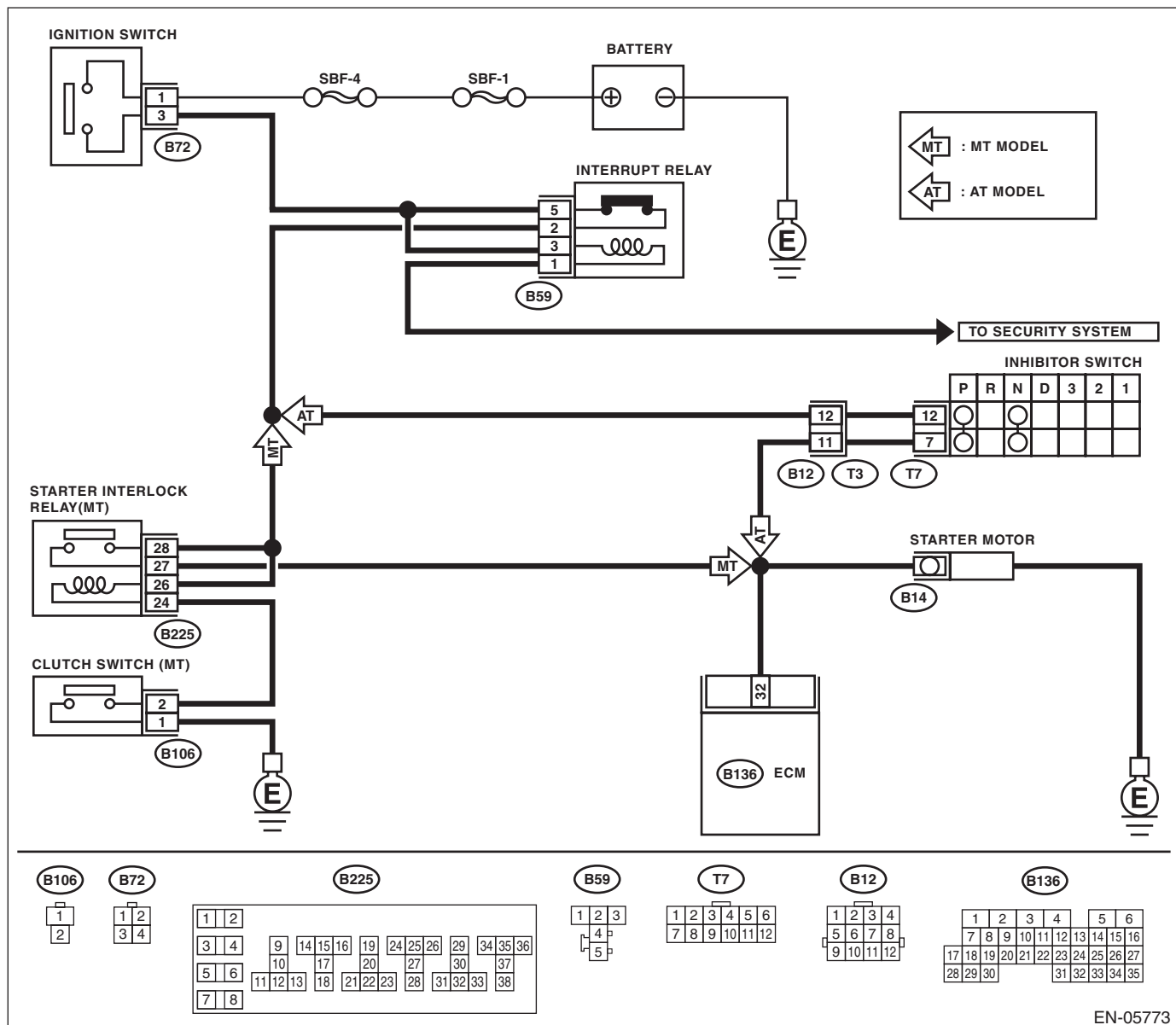
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND IGNITION SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter motor. 3) Turn the ignition switch to START. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 32 (+) — Chassis ground (-): NOTE: For MT model, measure with the clutch pedal depressed.	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	NOTE: Check the following item and repair or replace if necessary. • Open circuit in harness between the ECM and ignition switch connector • Blown out of fuse (SBF-1, SBF-4) • Poor connection of clutch switch connector (MT model) • Poor contact of clutch switch (MT model)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DC:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

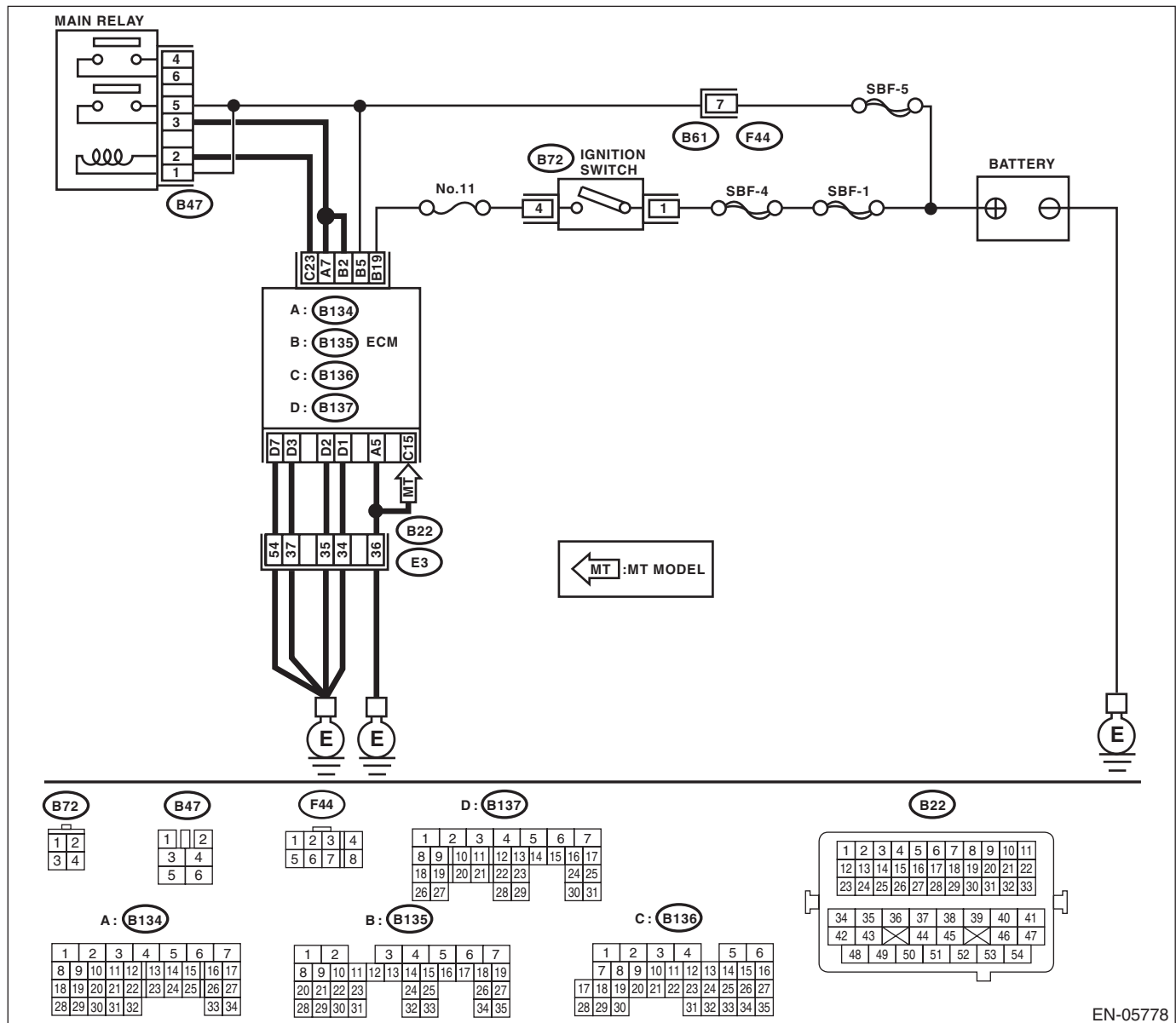
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-213, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05778

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 5 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 5 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and battery terminal.
3 CHECK FUSE SBF-5.	Is the fuse blown out?	Replace the fuse.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and battery • Poor contact in ECM connector • Poor contact in battery terminal

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DD:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-215, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine keeps running at higher speed than specified idle speed.
- Engine keeps running at lower speed than specified idle speed.
- Engine stalls.

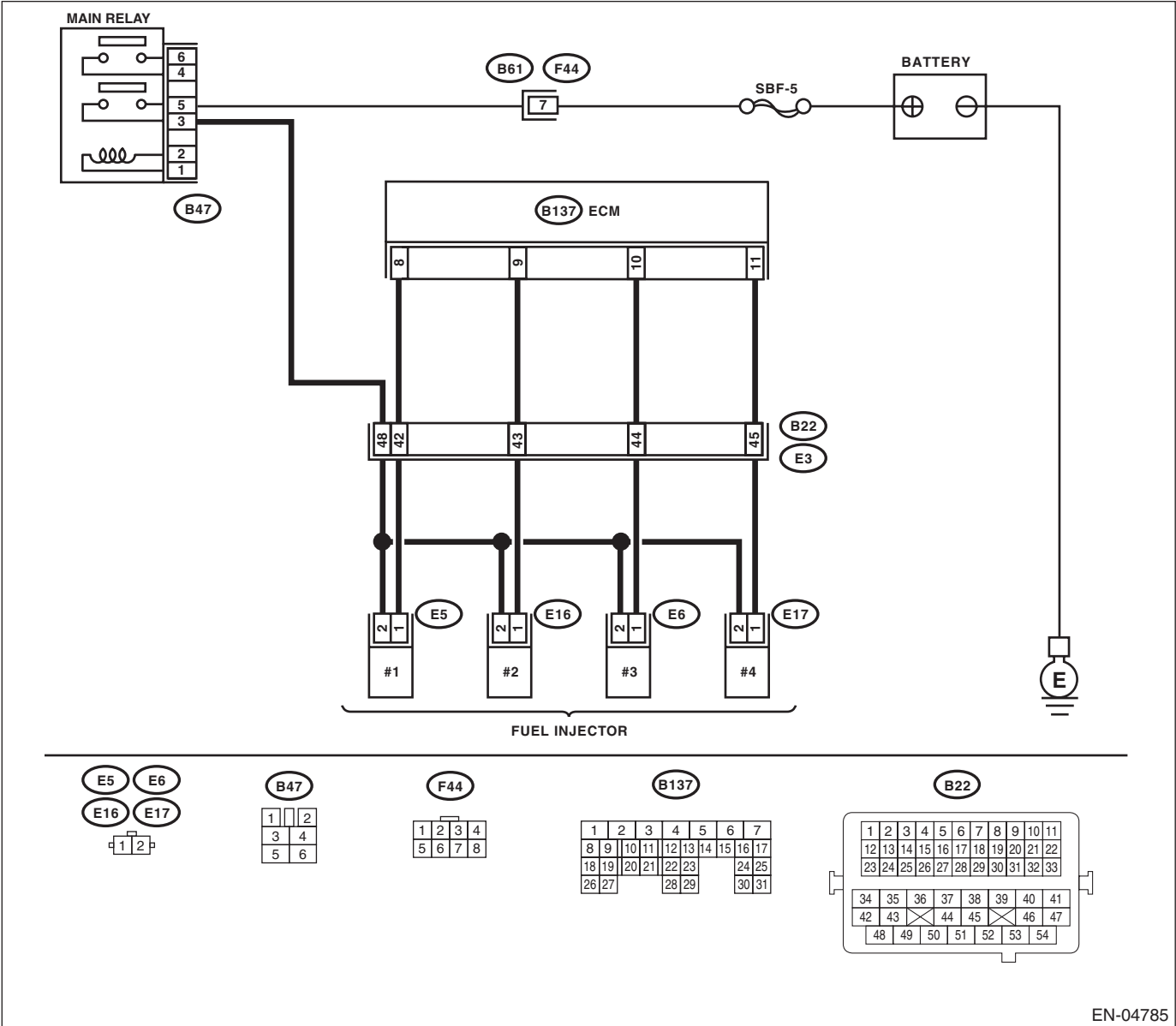
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

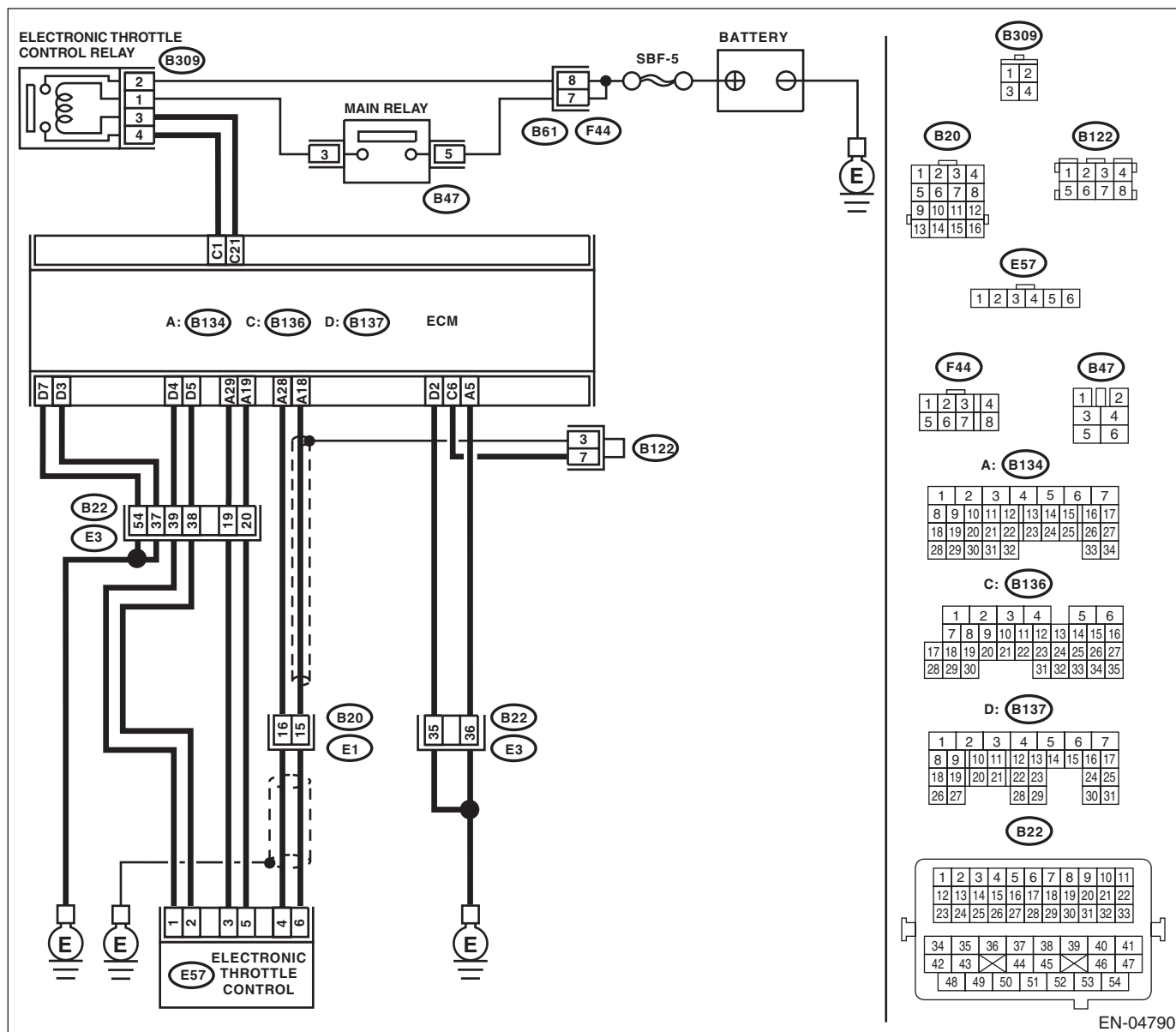
WIRING DIAGRAM:



EN-04785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-04790

Step	Check	Yes	No
1	CHECK FOR ANY OTHER DTC ON DISPLAY. Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK ENGINE OIL. Is the engine oil filled to the specified amount?	Go to step 3.	Replace the engine oil. <Ref. to LU(H4SO)-10, REPLACEMENT, Engine Oil.>
3	CHECK EXHAUST SYSTEM. Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 4.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
4	CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 5.
5	CHECK FUEL PRESSURE. WARNING: Place “NO OPEN FLAMES” signs near the working area. CAUTION: Be careful not to spill fuel. Measure the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 284 — 314 kPa (2.9 — 3.2 kgf/cm ² , 41 — 46 psi)?	Go to step 6.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none">• Clogged fuel return line or bent hose Fuel pressure is too low: <ul style="list-style-type: none">• Improper fuel pump discharge• Clogged fuel supply line
6	CHECK FUEL PRESSURE. After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: <ul style="list-style-type: none">• If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.• If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 230 — 260 kPa (2.35 — 2.65 kgf/cm ² , 33 — 38 psi)?	Go to step 7.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none">• Faulty pressure regulator• Clogged fuel return line or bent hose Fuel pressure is too low: <ul style="list-style-type: none">• Faulty pressure regulator• Improper fuel pump discharge• Clogged fuel supply line
7	CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedure, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 8.	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 9.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>
9 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 10.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>
10 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 15.	Go to step 11.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
11 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the fuel injector connector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 1 — Engine ground: #2 (E16) No. 1 — Engine ground: #3 (E6) No. 1 — Engine ground: #4 (E17) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 12.	Repair the ground short circuit of harness between ECM and fuel injector.
12 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (E17) No. 1:	Is the resistance less than 1 Ω?	Go to step 13.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact of coupling connector
13 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance between 5 — 20 Ω?	Go to step 14.	Replace the faulty fuel injector. <Ref. to FU(H4DOTC)-33, Fuel Injector.>
14 CHECK POWER SUPPLY LINE. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 2 (+) — Engine ground (-): #2 (E16) No. 2 (+) — Engine ground (-): #3 (E6) No. 2 (+) — Engine ground (-): #4 (E17) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact of coupling connector • Poor contact of main relay connector • Poor contact of fuel injector connector on faulty cylinders

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
15 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step 16.
16 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the faulty fuel injector. <Ref. to FU(H4DOTC)-33, Fuel Injector.>	Go to step 17.
17 CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step 18.
18 CHECK CRANK SPROCKET. Remove the timing belt cover.	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(H4DOTC)-54, Crank Sprocket.>	Go to step 19.
19 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing belt dislocated from its proper position?	Repair the installation condition of the timing belt. <Ref. to ME(H4DOTC)-43, Timing Belt.>	Go to step 20.
20 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 21.	Replace the electronic throttle control relay.
21 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 22.	Repair the open or ground short circuit of power supply circuit.
22 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step 23.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B309) No. 3 — Chassis ground:</i> <i>(B309) No. 4 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 24.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. <i>Connector & terminal</i> <i>(B136) No. 21 — (B309) No. 3:</i> <i>(B136) No. 1 — (B309) No. 4:</i>	Is the resistance less than 1 Ω?	Go to step 25.	Repair the open circuit of harness between ECM and electronic throttle control relay.
25 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i> <i>(B134) No. 28 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 26.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
26 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. <i>Connector & terminal</i> <i>(E57) No. 6 — Engine ground:</i> <i>(E57) No. 4 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 27.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>
27 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. <i>Connector & terminal</i> <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω?	Go to step 28.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
28 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 29.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
29 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 30.
30 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 19 — (B134) No. 18: (B134) No. 19 — (B134) No. 28:	Is the resistance 1 M Ω or more?	Go to step 31.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.
31 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 32.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>
32 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 33.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
33 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (E57) No. 1:	Is the resistance less than 1 Ω ?	Go to step 34.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control • Poor contact of coupling connector
34 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 (+) — Engine ground (-): (E57) No. 1 (+) — Engine ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and electronic throttle control.	Go to step 35.
35 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 — Engine ground: (E57) No. 1 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 36.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
36 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 M Ω or more?	Go to step 37.	Repair the short circuit in the harness between the ECM and electronic throttle control.
37 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 38.	Repair the open circuit of the harness between the ECM and engine ground.
38 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals No. 1 — No. 2:	Is the resistance 50 Ω or less?	Go to step 39.	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>
39 CHECK ELECTRONIC THROTTLE CONTROL. Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Specified value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DE:DTC P2004 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-217, DTC P2004 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK TUMBLE GENERATOR VALVE RH. 1) Remove the tumble generator valve assembly. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly. <Ref. to FU(H4DOTC)-37, Tumble Generator Valve Assembly.>

DF:DTC P2005 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-218, DTC P2005 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK TUMBLE GENERATOR VALVE LH. 1) Remove the tumble generator valve assembly. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly. <Ref. to FU(H4DOTC)-37, Tumble Generator Valve Assembly.>

**DG:DTC P2006 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED
(BANK 1)****DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-219, DTC P2006 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK TUMBLE GENERATOR VALVE RH. 1) Remove the tumble generator valve assembly. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly. <Ref. to FU(H4DOTC)-37, Tumble Generator Valve Assembly.>

**DH:DTC P2007 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED
(BANK 2)****DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-220, DTC P2007 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK TUMBLE GENERATOR VALVE LH. 1) Remove the tumble generator valve assembly. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly. <Ref. to FU(H4DOTC)-37, Tumble Generator Valve Assembly.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DI: DTC P2008 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 1)

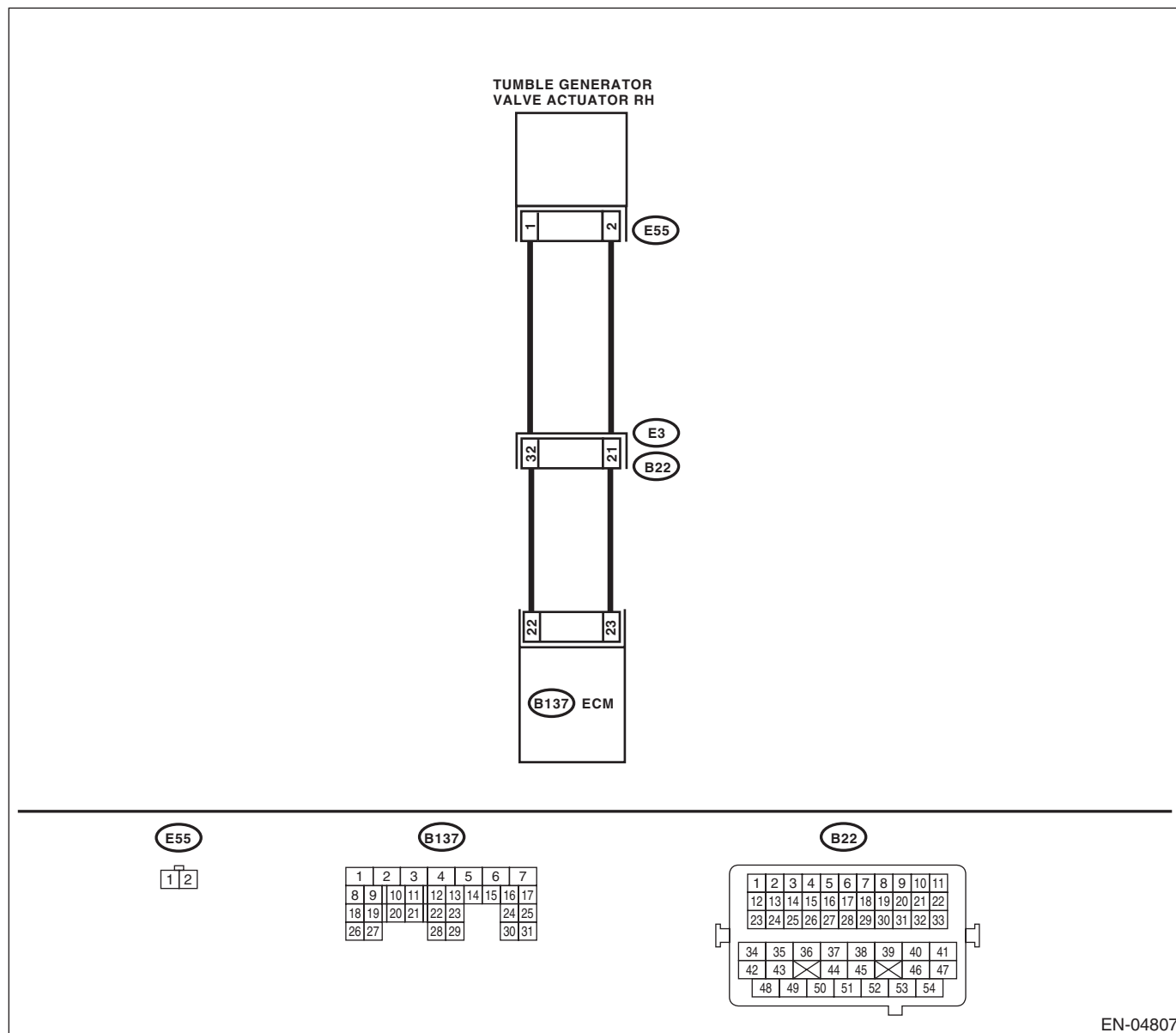
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-221, DTC P2008 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and tumble generator valve. 3) Measure the resistance of harness between ECM and tumble generator valve actuator. Connector & terminal (B137) No. 22 — (E55) No. 1: (B137) No. 23 — (E55) No. 2:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and tumble generator valve actuator connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 22 — Chassis ground: (B137) No. 23 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and tumble generator valve actuator connector.
3 CHECK POOR CONTACT. Check poor contact in tumble generator valve actuator connector.	Is there poor contact in tumble generator valve actuator connector?	Repair the poor contact of tumble generator valve actuator connector.	Replace the tumble generator valve actuator. <Ref. to FU(H4DOTC)-38, Tumble Generator Valve Actuator.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DJ:DTC P2009 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 1)

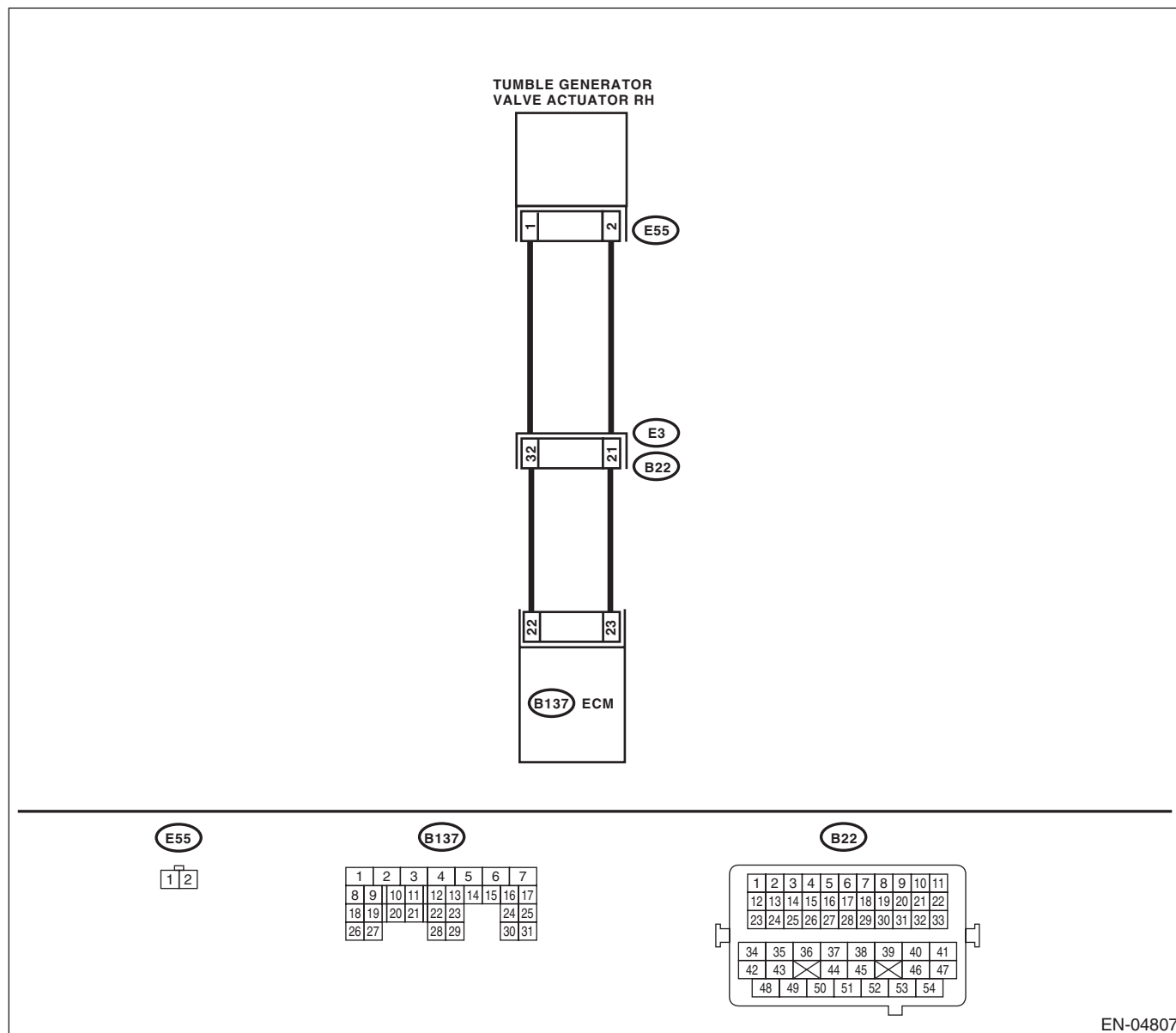
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-223, DTC P2009 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 22 (+) — Chassis ground (-): (B137) No. 23 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and tumble generator valve actuator.	Replace the tumble generator valve actuator. <Ref. to FU(H4DOTC)-38, Tumble Generator Valve Actuator.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DK:DTC P2011 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 2)

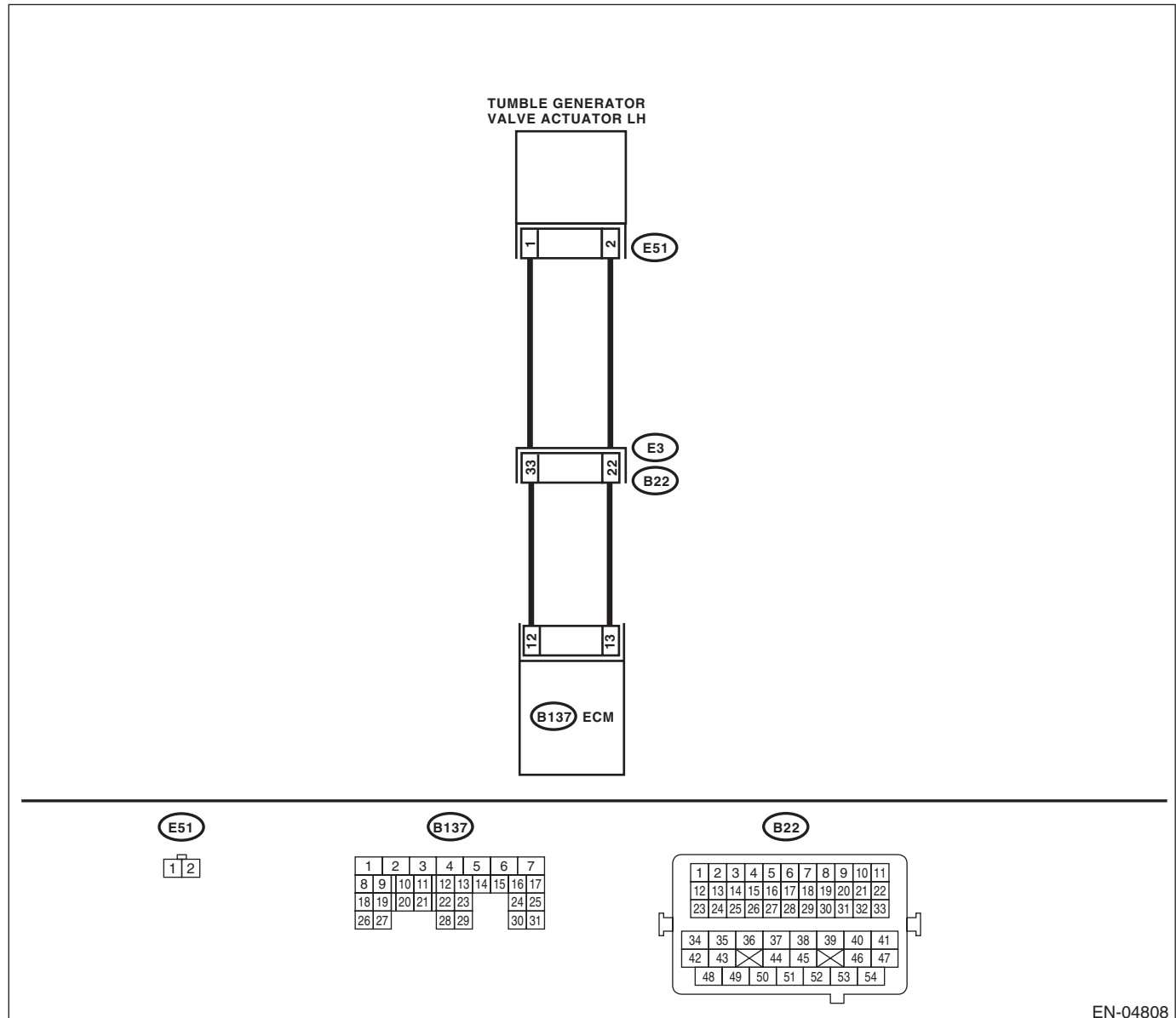
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-225, DTC P2011 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and tumble generator valve. 3) Measure the resistance of harness between ECM and tumble generator valve actuator. Connector & terminal (B137) No. 12 — (E51) No. 1: (B137) No. 13 — (E51) No. 2:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and tumble generator valve actuator connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 12 — Chassis ground: (B137) No. 13 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and tumble generator valve actuator connector.
3 CHECK POOR CONTACT. Check poor contact in tumble generator valve actuator connector.	Is there poor contact in tumble generator valve actuator connector?	Repair the poor contact of tumble generator valve actuator connector.	Replace the tumble generator valve actuator. <Ref. to FU(H4DOTC)-38, Tumble Generator Valve Actuator.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DL:DTC P2012 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 2)

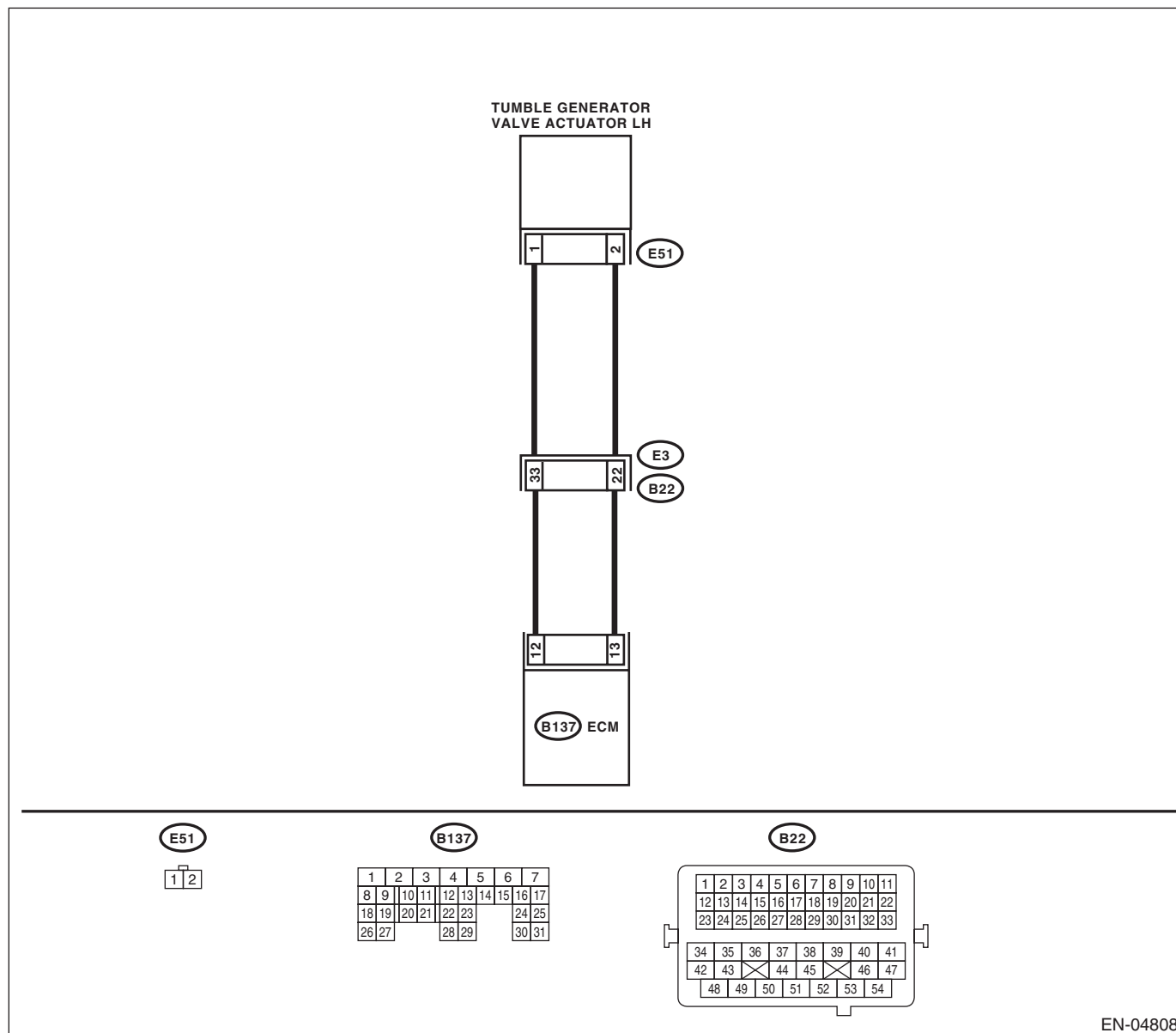
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-227, DTC P2012 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04808

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ACTUATOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 12 (+) — Chassis ground (-): (B137) No. 13 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and tumble generator valve actuator.	Replace the tumble generator valve actuator. <Ref. to FU(H4DOTC)-38, Tumble Generator Valve Actuator.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DM:DTC P2016 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-229, DTC P2016 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

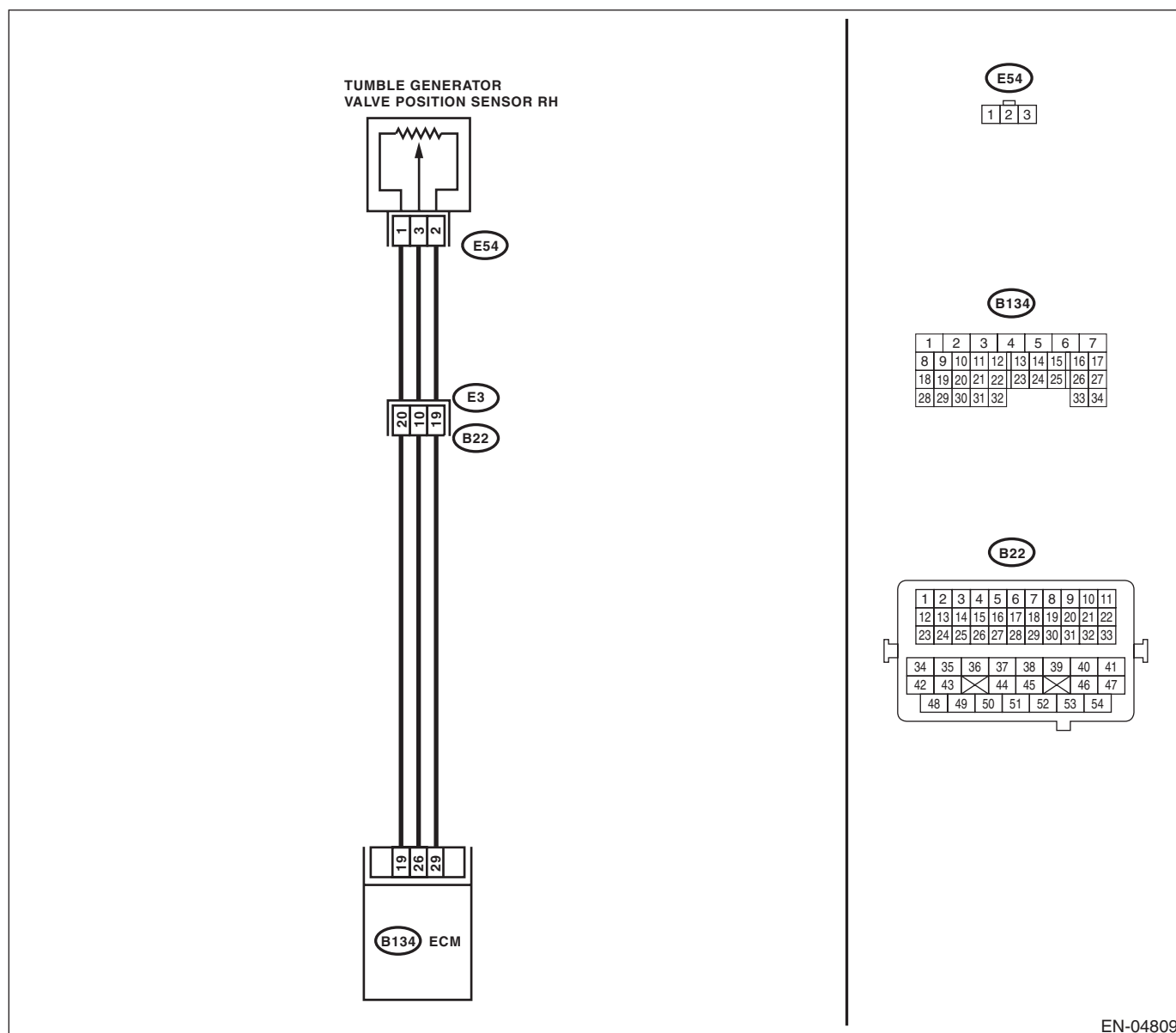
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POWER SUPPLY OF TUMBLE GENERATOR VALVE POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between the tumble generator valve position sensor connector and engine ground. Connector & terminal (E54) No. 1 (+) — Engine ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between ECM and tumble generator valve position sensor connector Poor contact in ECM connector Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and tumble generator valve position sensor connector. Connector & terminal (B134) No. 26 — (E54) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between ECM and tumble generator valve position sensor connector Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 26 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and tumble generator valve position sensor connector.
5 CHECK POOR CONTACT. Check for poor contact in ECM and tumble generator valve position sensor connector.	Is there poor contact in ECM and tumble generator valve position sensor connector?	Repair the poor contact in ECM or tumble generator valve position sensor connector.	Replace the tumble generator valve position sensor. <Ref. to FU(H4DOTC)-40, Tumble Generator Valve Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DN:DTC P2017 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-231, DTC P2017 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

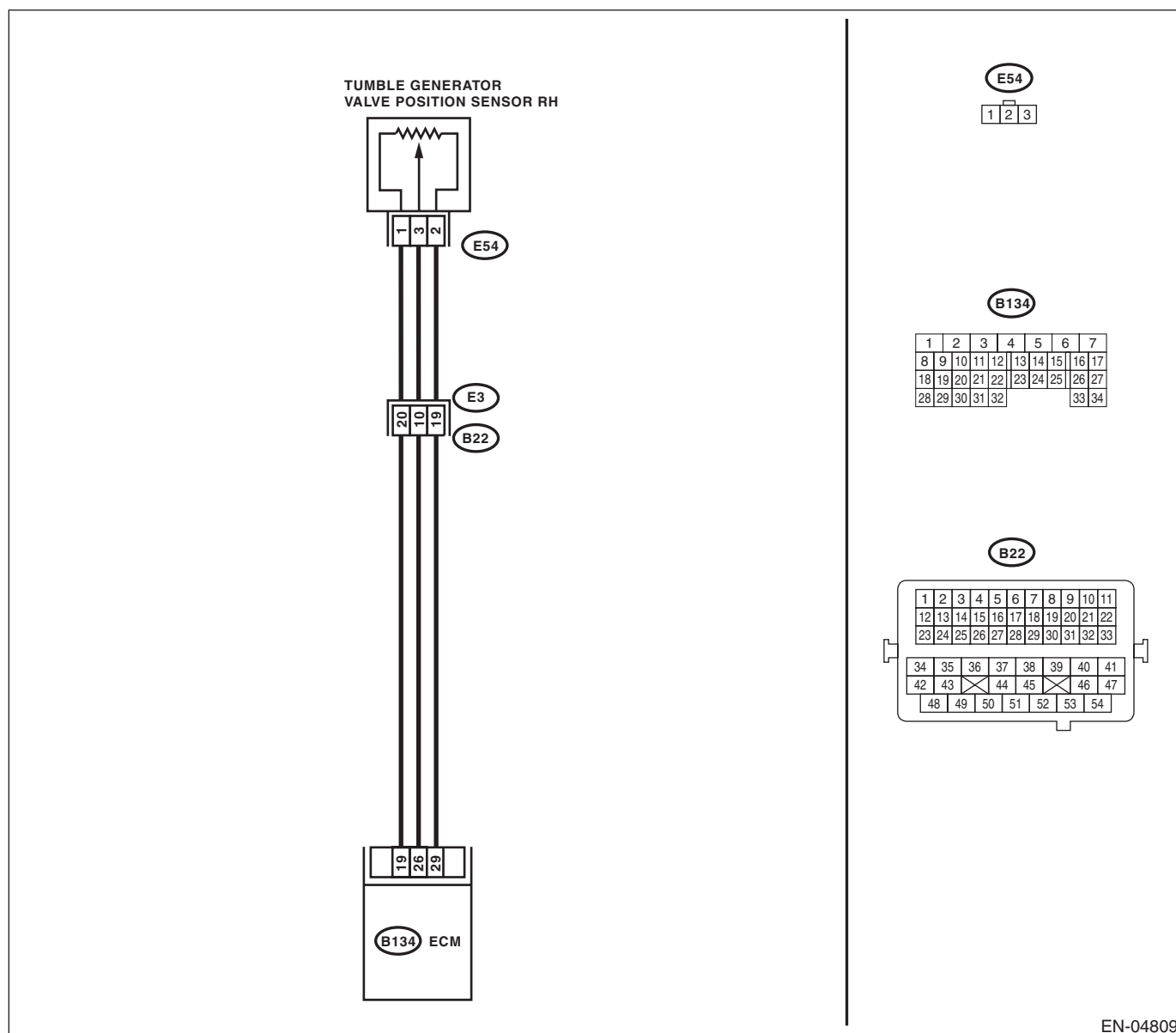
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04809

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve position sensor. 3) Start the engine. 4) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and tumble generator valve position sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of the harness between the tumble generator valve position sensor connector and engine ground. Connector & terminal (E54) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and tumble generator valve position sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for poor contact in the tumble generator valve position sensor connector.	Is there poor contact in the tumble generator valve position sensor connector?	Repair the poor contact of the tumble generator valve position sensor connector.	Replace the tumble generator valve position sensor. <Ref. to FU(H4DOTC)-40, Tumble Generator Valve Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DO:DTC P2021 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-233, DTC P2021 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

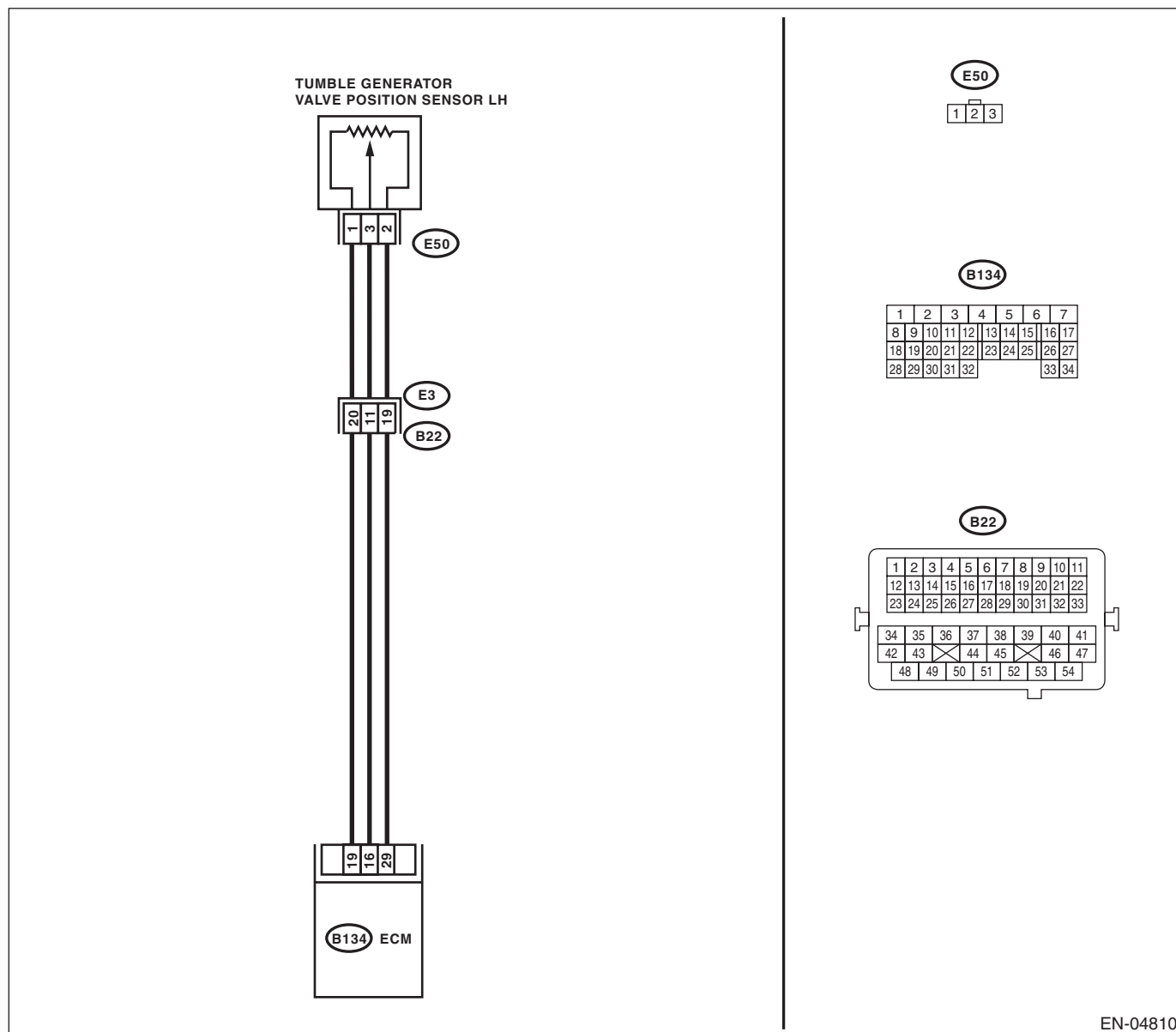
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04810

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POWER SUPPLY OF TUMBLE GENERATOR VALVE POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between the tumble generator valve position sensor connector and engine ground. Connector & terminal (E50) No. 1 (+) — Engine ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between ECM and tumble generator valve position sensor connector Poor contact in ECM connector Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and tumble generator valve position sensor connector. Connector & terminal (B134) No. 16 — (E50) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit of harness between ECM and tumble generator valve position sensor connector Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 16 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and tumble generator valve position sensor connector.
5 CHECK POOR CONTACT. Check for poor contact in ECM and tumble generator valve position sensor connector.	Is there poor contact in ECM and tumble generator valve position sensor connector?	Repair the poor contact in ECM or tumble generator valve position sensor connector.	Replace the tumble generator valve position sensor. <Ref. to FU(H4DOTC)-40, Tumble Generator Valve Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DP:DTC P2022 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-235, DTC P2022 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

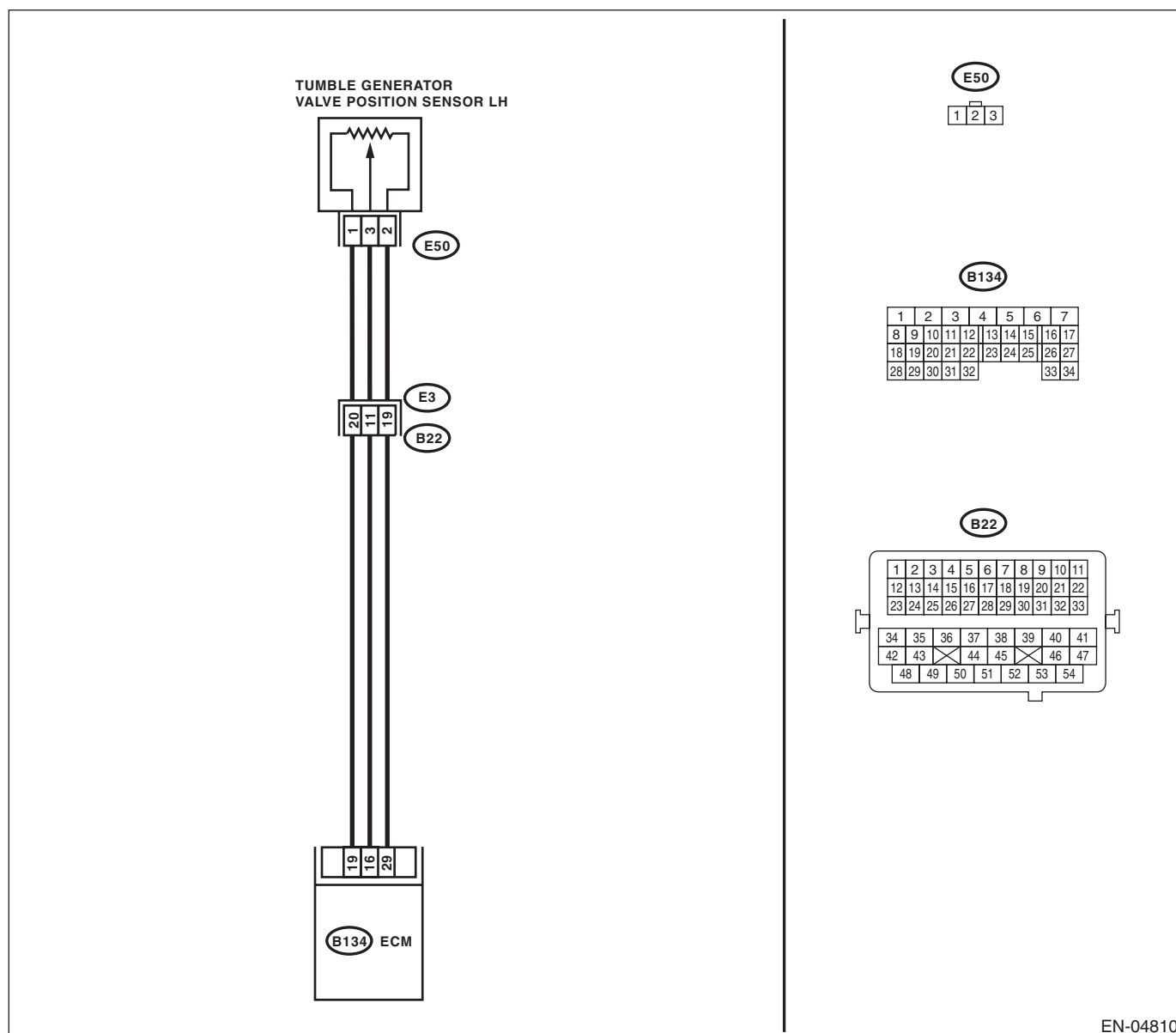
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04810

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve position sensor. 3) Start the engine. 4) Read the data of tumble generator valve position sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and tumble generator valve position sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of the harness between the tumble generator valve position sensor connector and engine ground. Connector & terminal (E50) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and tumble generator valve position sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for poor contact in the tumble generator valve position sensor connector.	Is there poor contact in the tumble generator valve position sensor connector?	Repair the poor contact of the tumble generator valve position sensor connector.	Replace the tumble generator valve position sensor. <Ref. to FU(H4DOTC)-40, Tumble Generator Valve Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DQ:DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-237, DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

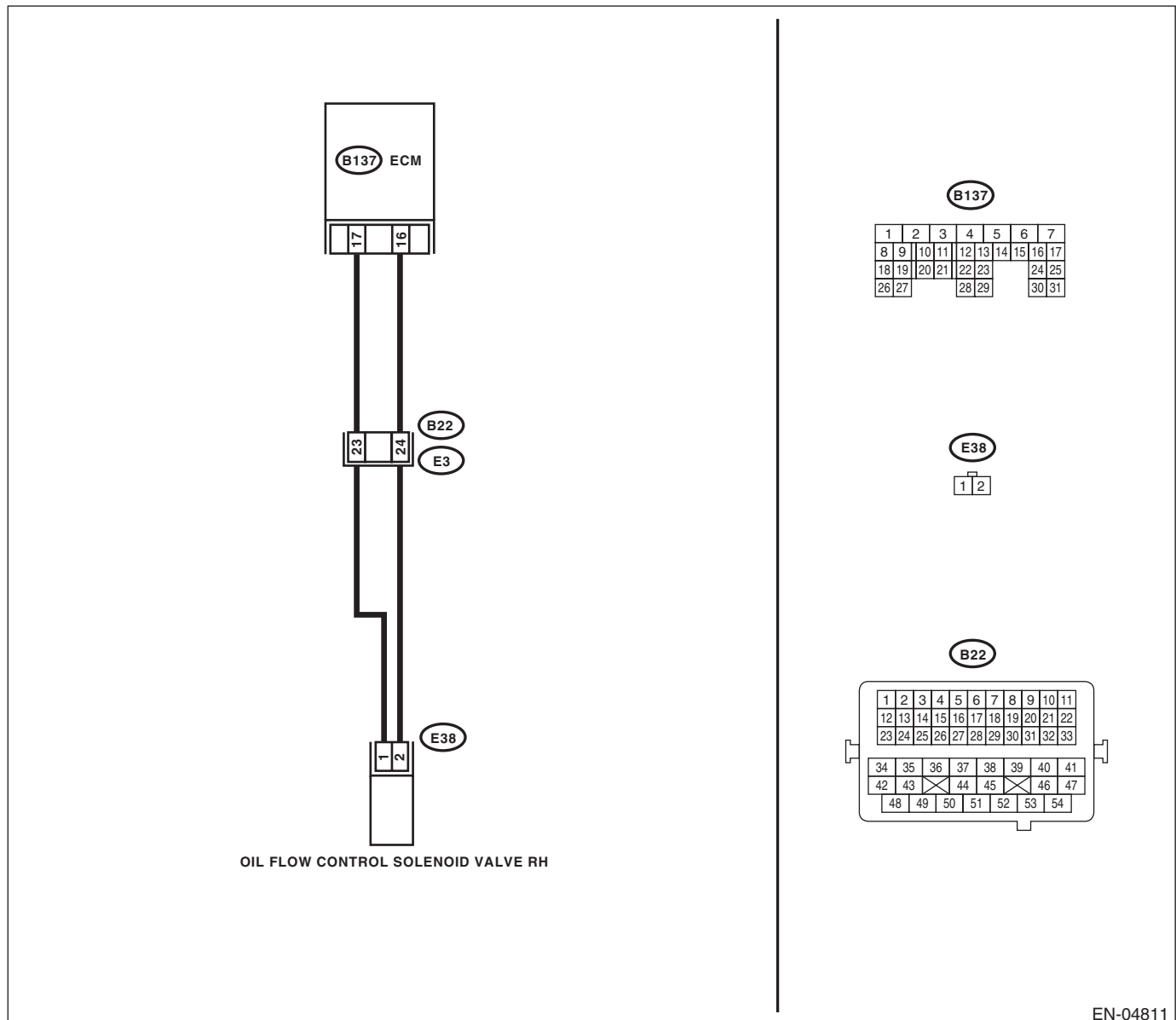
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04811

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. Connector & terminal (B137) No. 17 — (E38) No. 1: (B137) No. 16 — (E38) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 17 — Chassis ground: (B137) No. 16 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3 CHECK OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between oil flow control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(H4DOTC)-55, Camshaft.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DR:DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-239, DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

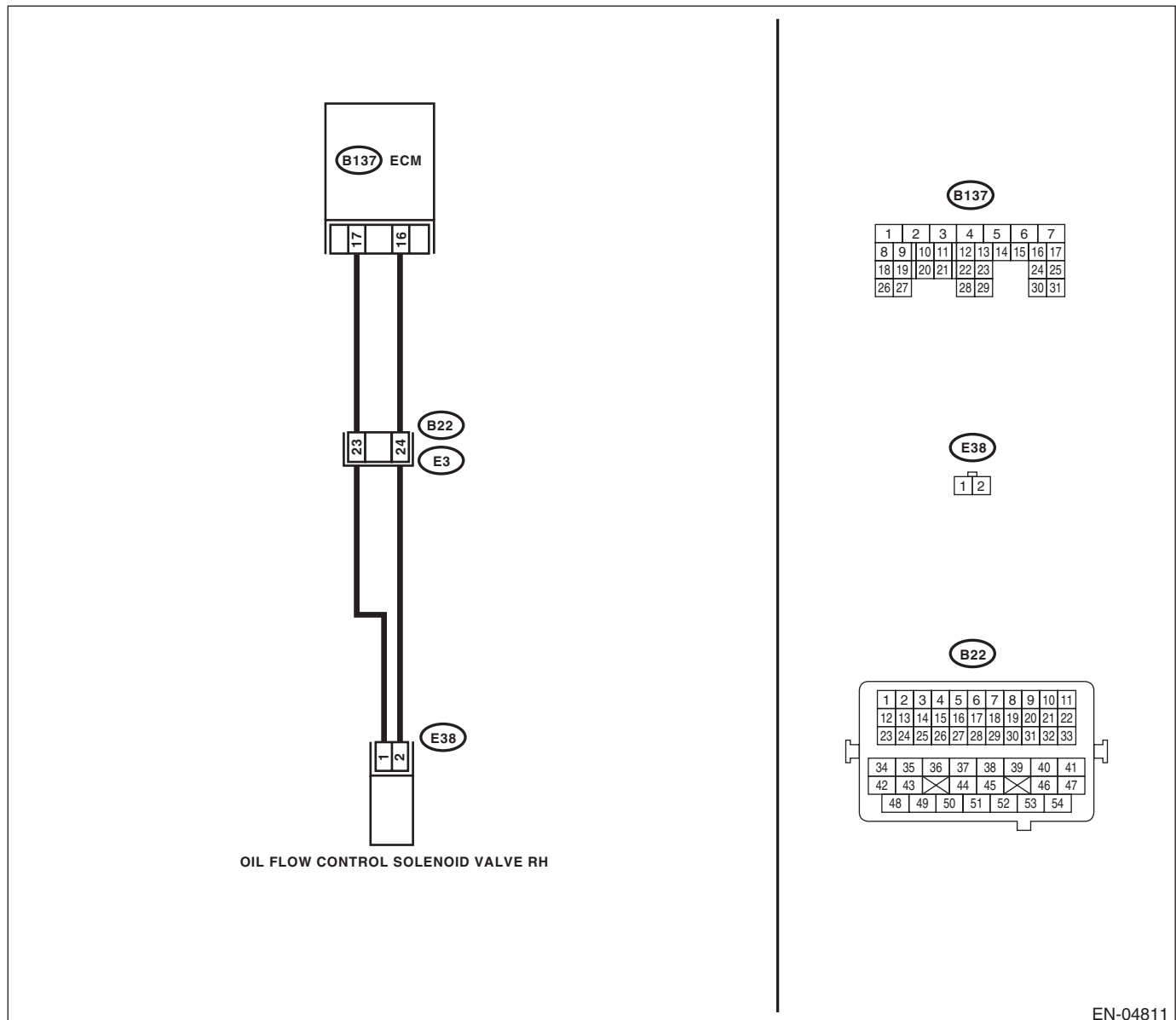
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 17 (+) — Chassis ground (-): (B137) No. 16 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between the ECM and oil flow control solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and oil flow control solenoid valve connector. Connector & terminal (B137) No. 17 — (E38) No. 1: (B137) No. 16 — (E38) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3 CHECK OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between oil flow control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(H4DOTC)-55, Camshaft.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DS:DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-241, DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

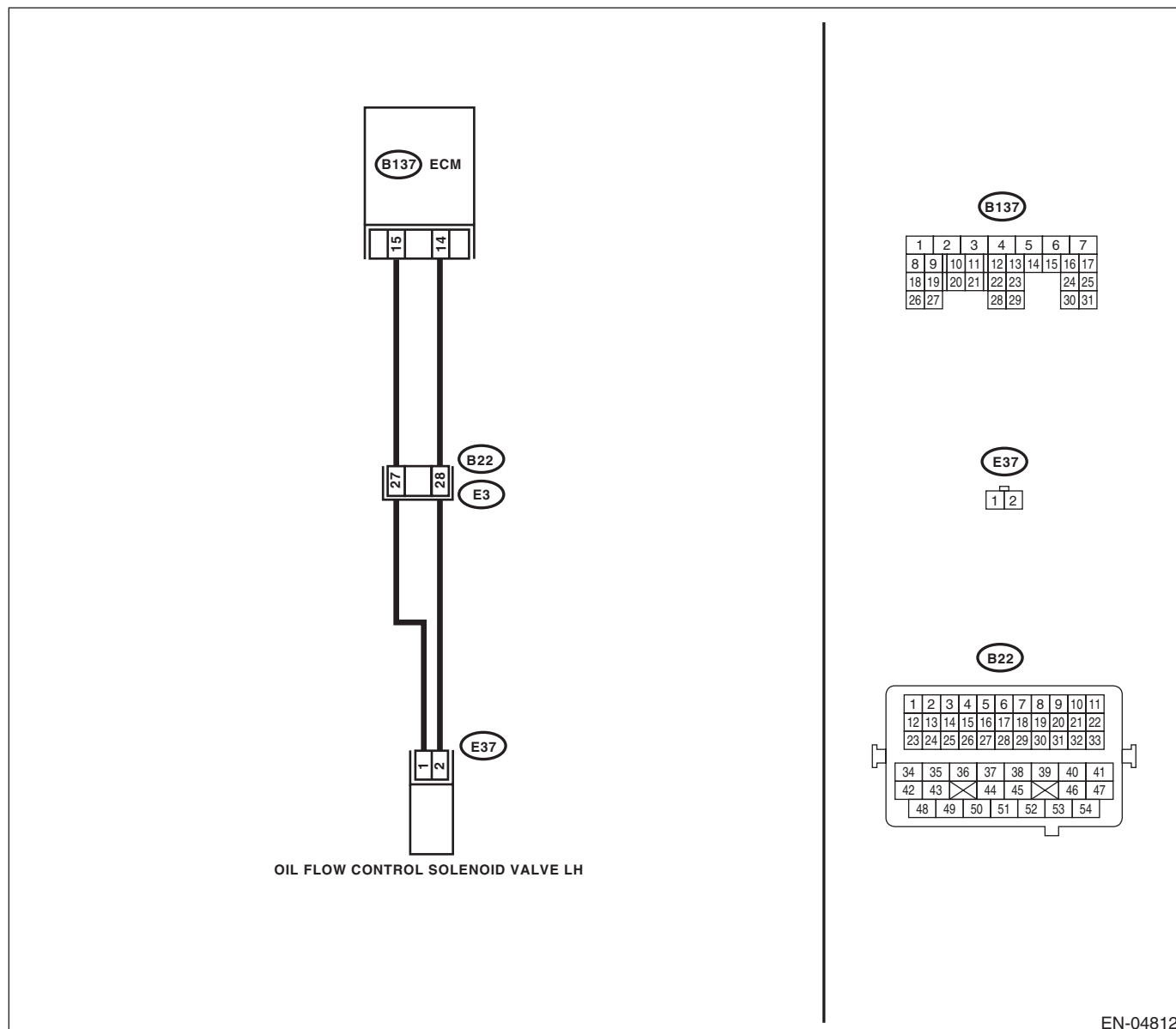
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04812

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. Connector & terminal (B137) No. 15 — (E37) No. 1: (B137) No. 14 — (E37) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 15 — Chassis ground: (B137) No. 14 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3 CHECK OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between oil flow control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(H4DOTC)-55, Camshaft.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DT:DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-243, DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

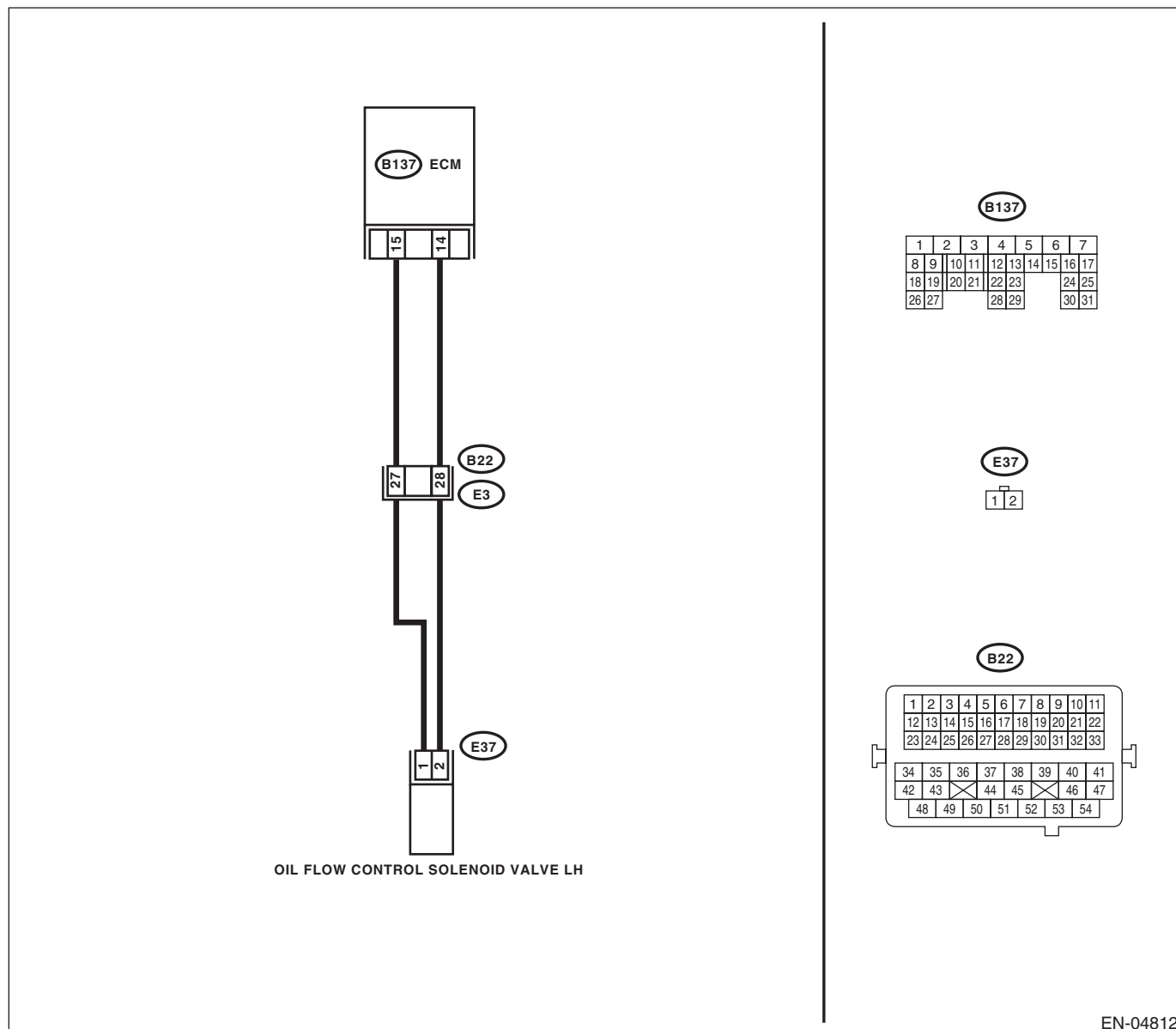
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04812

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 15 (+) — Chassis ground (-): (B137) No. 14 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between the ECM and oil flow control solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and oil flow control solenoid valve connector. Connector & terminal (B137) No. 15 — (E37) No. 1: (B137) No. 14 — (E37) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3 CHECK OIL FLOW CONTROL SOLENOID VALVE. Measure the resistance between oil flow control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(H4DOTC)-55, Camshaft.>

DU:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

Refer to DTC P2097 for diagnostic procedure. <Ref. to EN(H4DOTC)(diag)-326, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DV:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

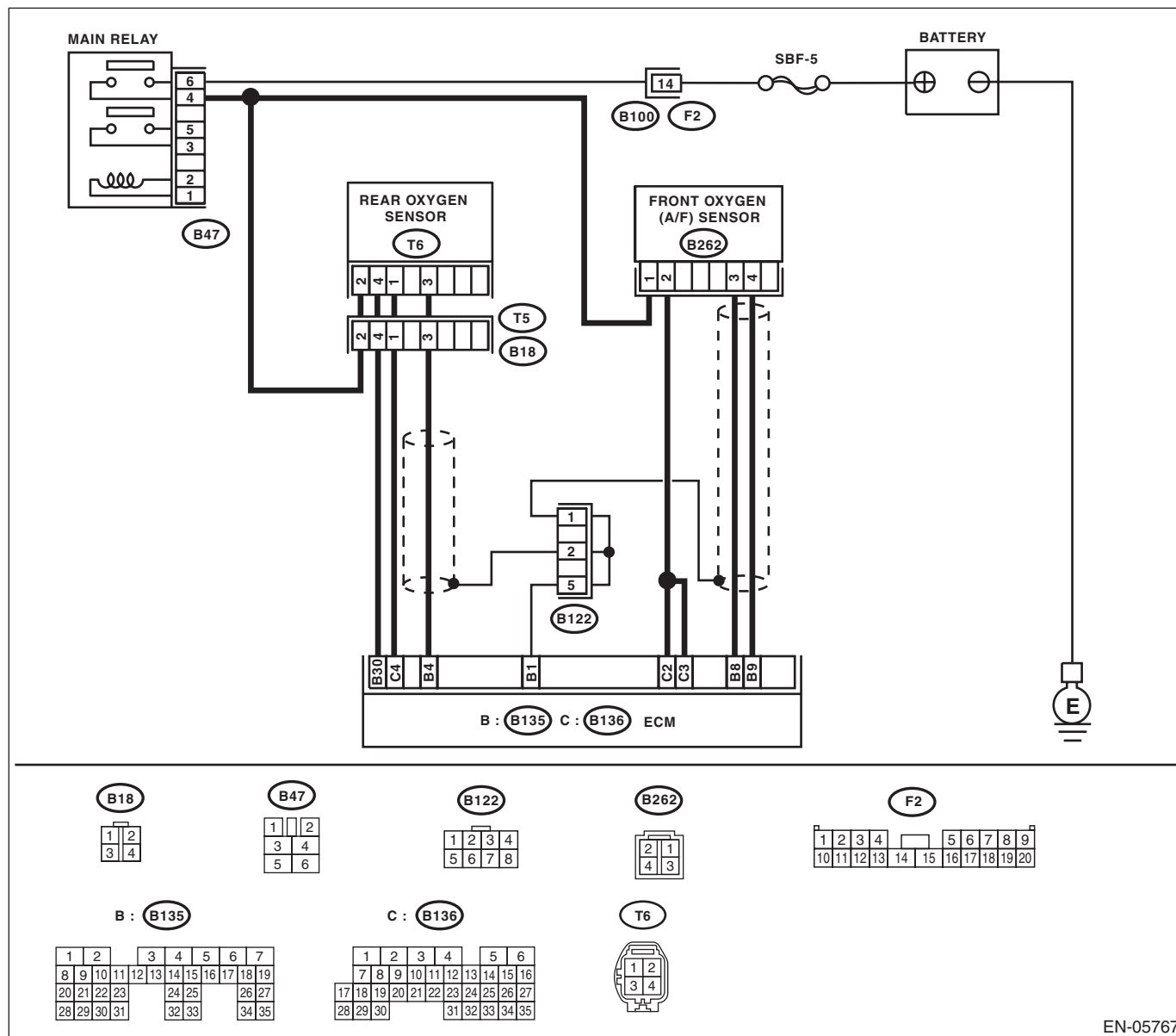
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-247, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05767

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (B262) No. 4: (B135) No. 8 — (B262) No. 3:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • 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
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground: (B135) No. 8 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
5 CHECK OUTPUT SIGNAL FOR ECM. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (B262) No. 4 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 7.	Go to step 6.
6 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (B262) No. 3 (+) — Chassis ground (-):	Is the voltage 4.95 V or more?	Go to step 7.	Go to step 8.
7 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (B262) No. 4 (+) — Chassis ground (-): (B262) No. 3 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
8	CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 9.
9	CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 10.
10	CHECK FUEL PRESSURE. WARNING: Place “NO OPEN FLAMES” signs near the working area. CAUTION: Be careful not to spill fuel. 1) Connect the front oxygen (A/F) sensor connector. 2) Measure the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 284 — 314 kPa (2.9 — 3.2 kgf/cm ² , 41 — 46 psi)?	Go to step 11.	Repair the following item. Fuel pressure is too high: • Clogged fuel return line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel supply line
11	CHECK FUEL PRESSURE. After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(H4DOTC)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge. NOTE: • If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. • If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 230 — 260 kPa (2.35 — 2.65 kgf/cm ² , 33 — 38 psi)?	Go to step 12.	Repair the following item. Fuel pressure is too high: • Faulty pressure regulator • Clogged fuel return line or bent hose Fuel pressure is too low: • Faulty pressure regulator • Improper fuel pump discharge • Clogged fuel supply line
12	CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the “General Scan Tool Instruction Manual”.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 13.	Replace the engine coolant temperature sensor. <Ref. to FU(H4DOTC)-26, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 14.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 15.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4DOTC)-31, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Depress the clutch pedal. (MT model) Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 16.	Go to step 17.
16 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Depress the clutch pedal. (MT model) Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 18.	Go to step 17.
17 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 19.
18 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 75°C (167°F), then keep the engine idling for 5 minutes or more. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Does voltage keep to be 0.8 V or more for more than five minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4DOTC)-42, Front Oxygen (A/F) Sensor.>	Go to step 19.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (T6) No. 3: (B135) No. 30 — (T6) No. 4:	Is the resistance less than 1 Ω ?	Go to step 20.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ECM and rear oxygen sensor connector • Poor contact of coupling connector
20 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (T6) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4DOTC)-44, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact in ECM connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DW:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE /PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-249, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

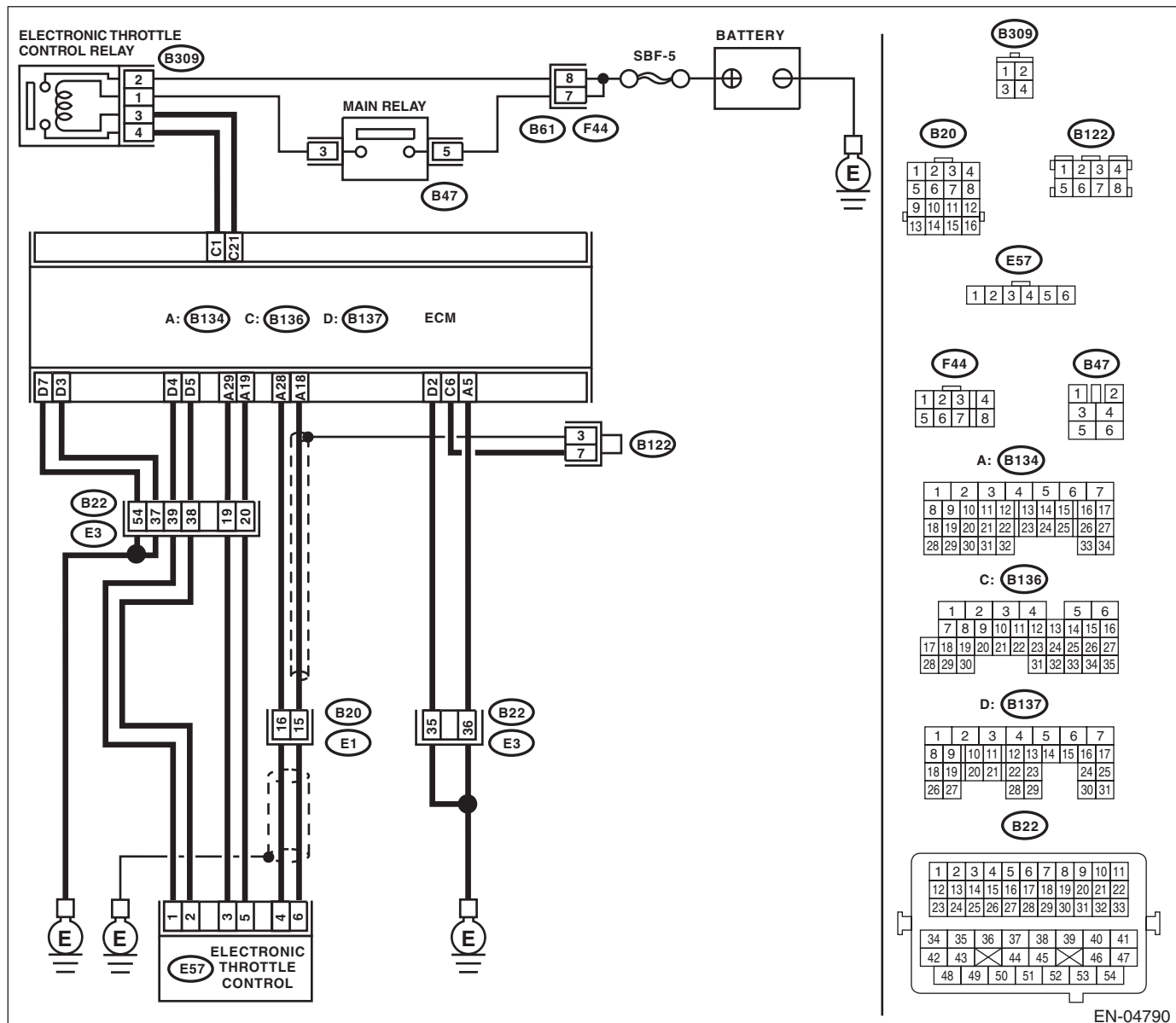
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B309) No. 3: (B136) No. 1 — (B309) No. 4:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit of harness between ECM and electronic throttle control relay.
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 19 — Chassis ground: (B134) No. 18 — Chassis ground: (B134) No. 18 — (B136) No. 6: (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground: (E57) No. 4 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 8.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>
8 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector
9 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 10.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
10 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 11.
11 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 19 — (B134) No. 18: (B134) No. 19 — (B134) No. 28:	Is the resistance 1 M Ω or more?	Go to step 12.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 13.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>
13 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 14.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>
14 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (E57) No. 1:	Is the resistance less than 1 Ω ?	Go to step 15.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control • Poor contact of coupling connector
15 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 (+) — Engine ground (-): (E57) No. 1 (+) — Engine ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and electronic throttle control.	Go to step 16.
16 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 — Engine ground: (E57) No. 1 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 17.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
17 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 M Ω or more?	Go to step 18.	Repair the short circuit in the harness between the ECM and electronic throttle control.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
18 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM and chassis ground. Connector & terminal <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 19.	Repair the open circuit of the harness between the ECM and engine ground.
19 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals <i>No. 2 — No. 1:</i>	Is the resistance 50 Ω or less?	Go to step 20.	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>
20 CHECK ELECTRONIC THROTTLE CONTROL. Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Specified value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4DOTC)-13, Throttle Body.>

DX:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-251, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

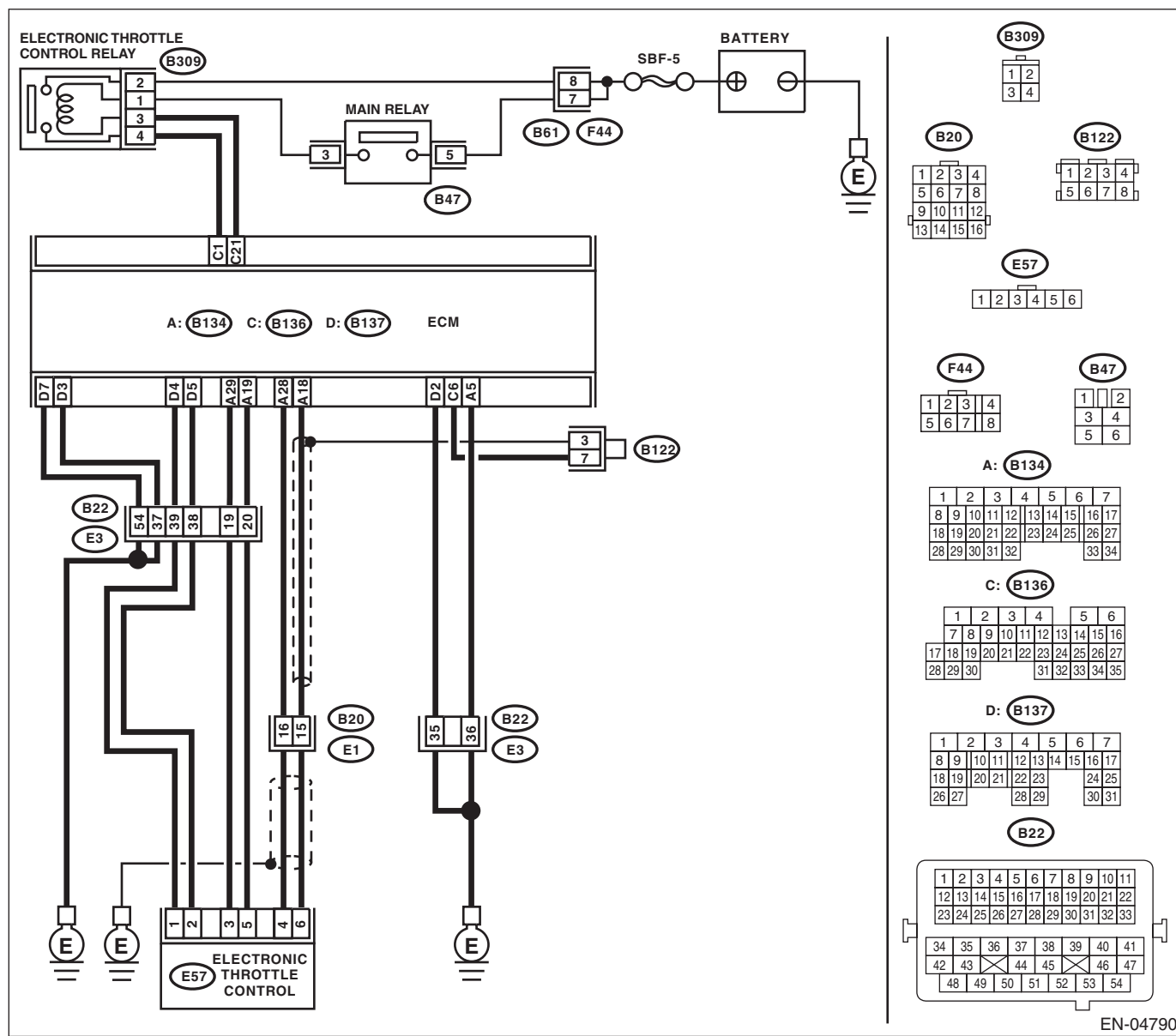
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B309) No. 3: (B136) No. 1 — (B309) No. 4:	Is the resistance less than 1 Ω ?	Repair poor contact in ECM connector.	Repair the open circuit of harness between ECM and electronic throttle control relay.

DY:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

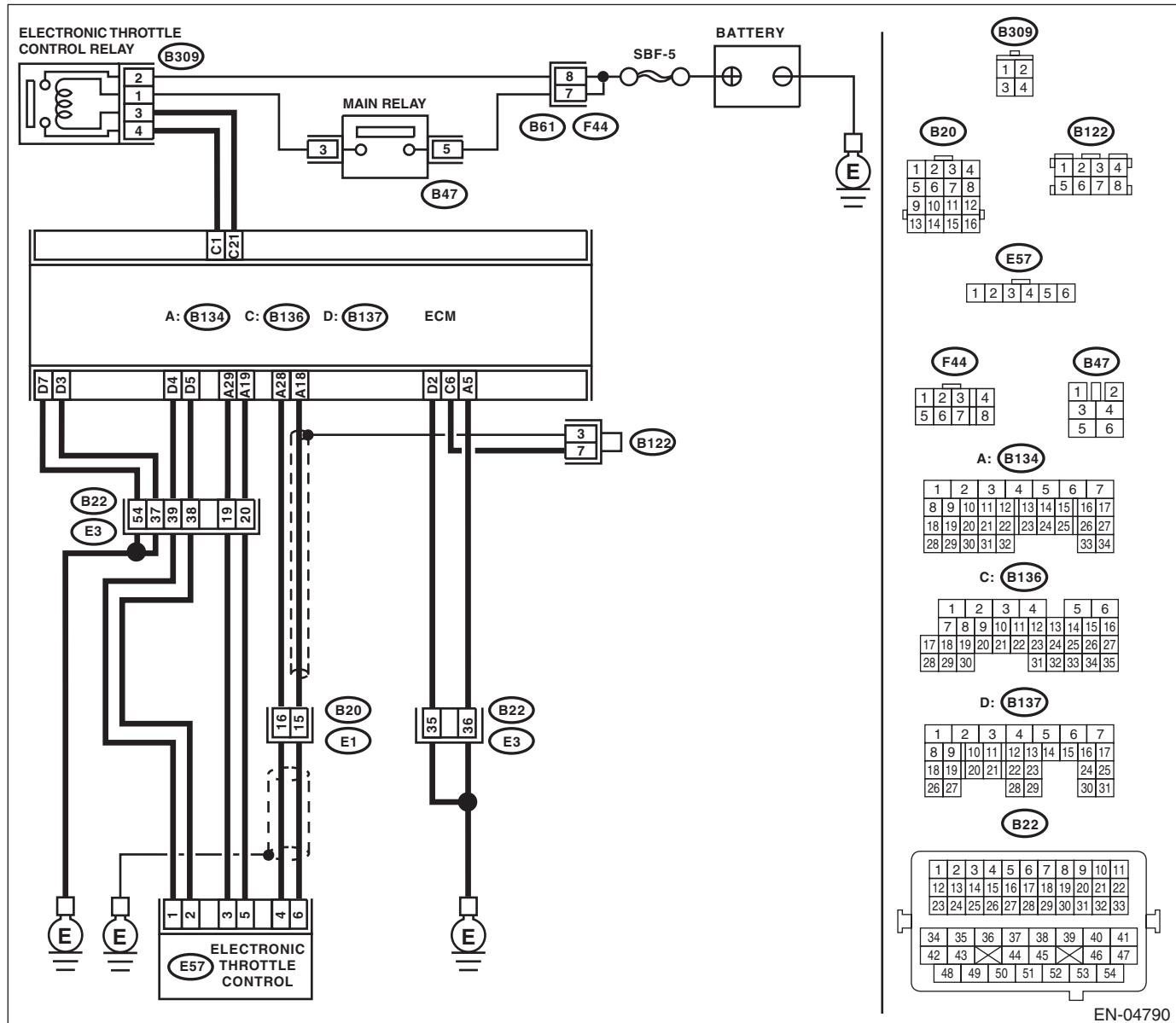
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-253, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the electronic throttle control relay.
	CHECK SHORT CIRCUIT OF ELECTRONIC THROTTLE CONTROL RELAY POWER SUPPLY. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 4 (+) — Chassis ground (-):			
	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 21 — Chassis ground:			
2		Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step 3.
3		Is the resistance 1 MΩ or more?	Repair the poor contact of the ECM connector.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.

DZ:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4DOTC)(diag)-332, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

EA:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT**DTC DETECTING CONDITION:**

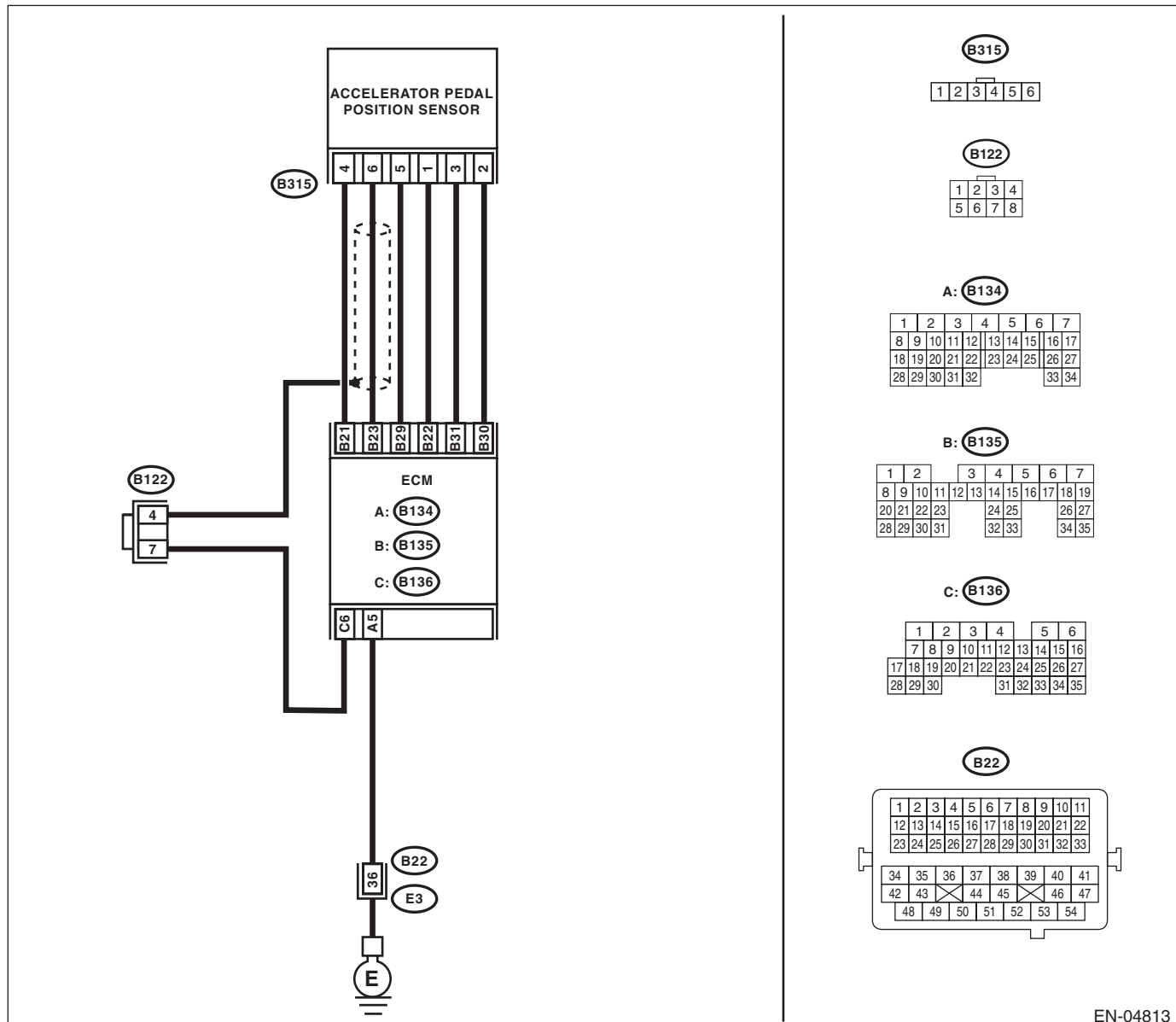
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-257, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 21 — Chassis ground: (B135) No. 23 — Chassis ground: (B135) No. 23 — (B136) No. 6:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 6 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>

EB:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT**DTC DETECTING CONDITION:**

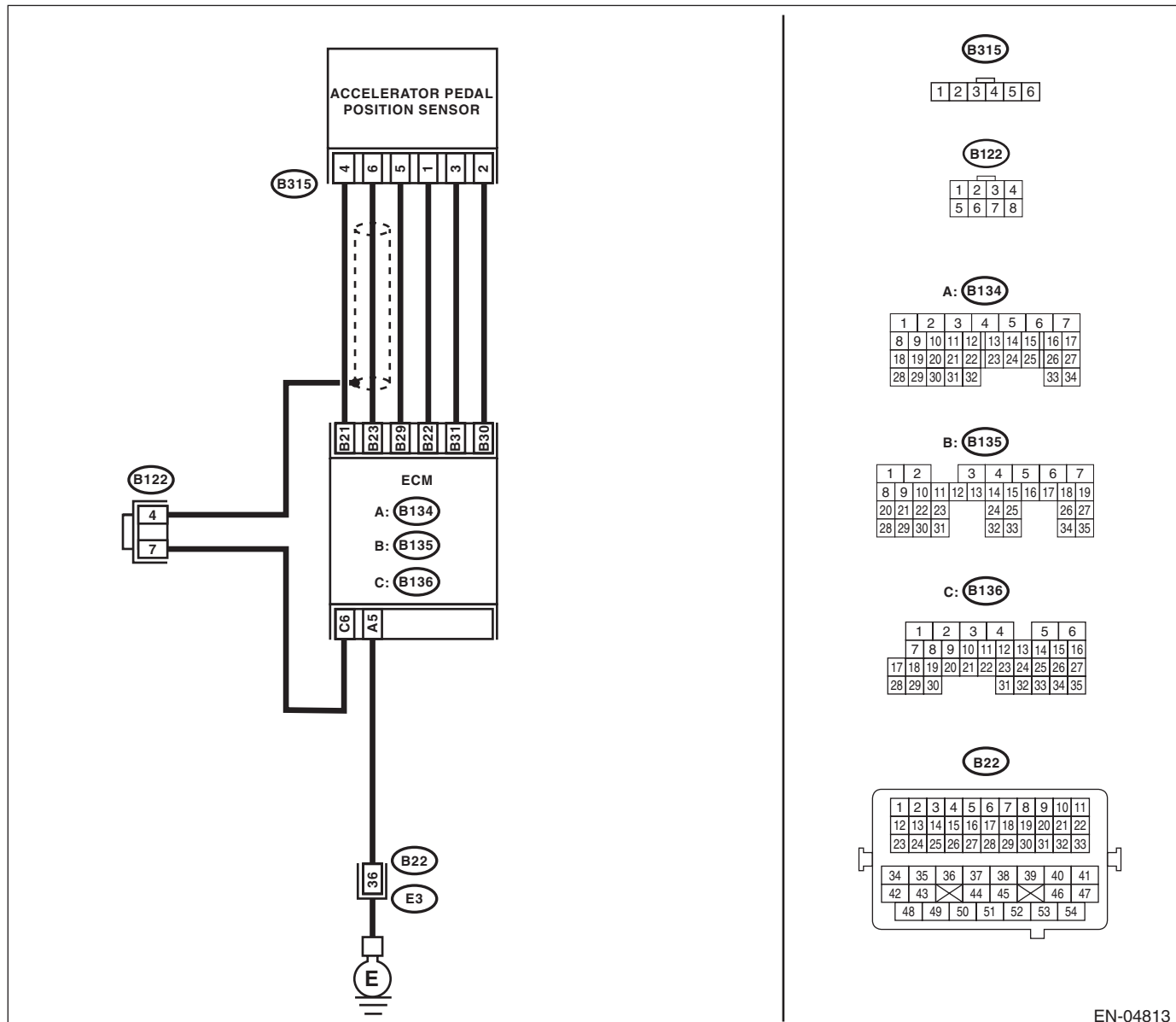
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-259, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04813

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. Connector & terminal (B135) No. 23 — (B315) No. 6: (B135) No. 29 — (B315) No. 5:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 5 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 6 (+) — Chassis ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B135) No. 21 — (B135) No. 23:	Is the resistance 1 M Ω or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

EC:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT**DTC DETECTING CONDITION:**

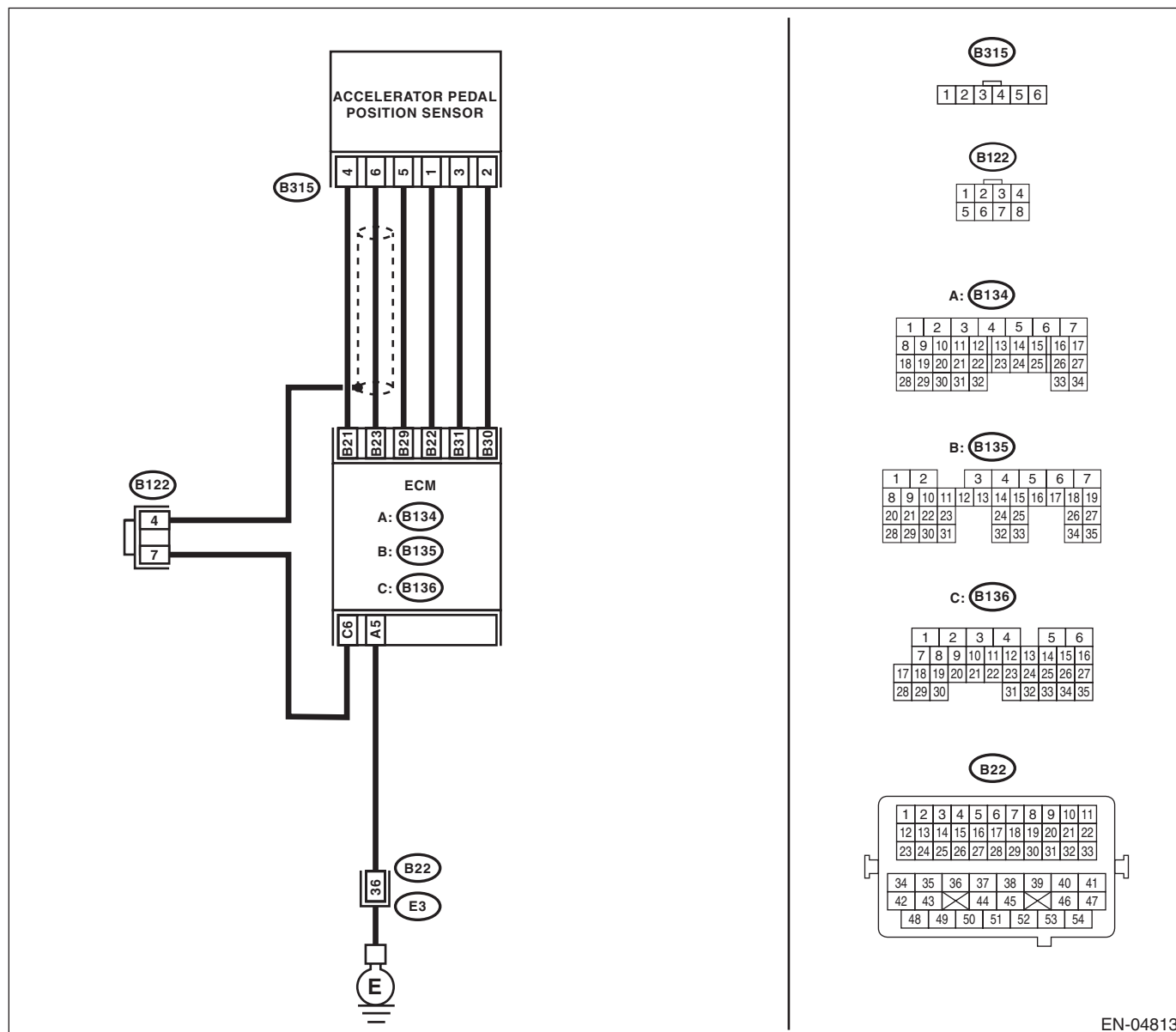
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-261, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04813

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 22 — Chassis ground: (B135) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 3 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>

ED:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT**DTC DETECTING CONDITION:**

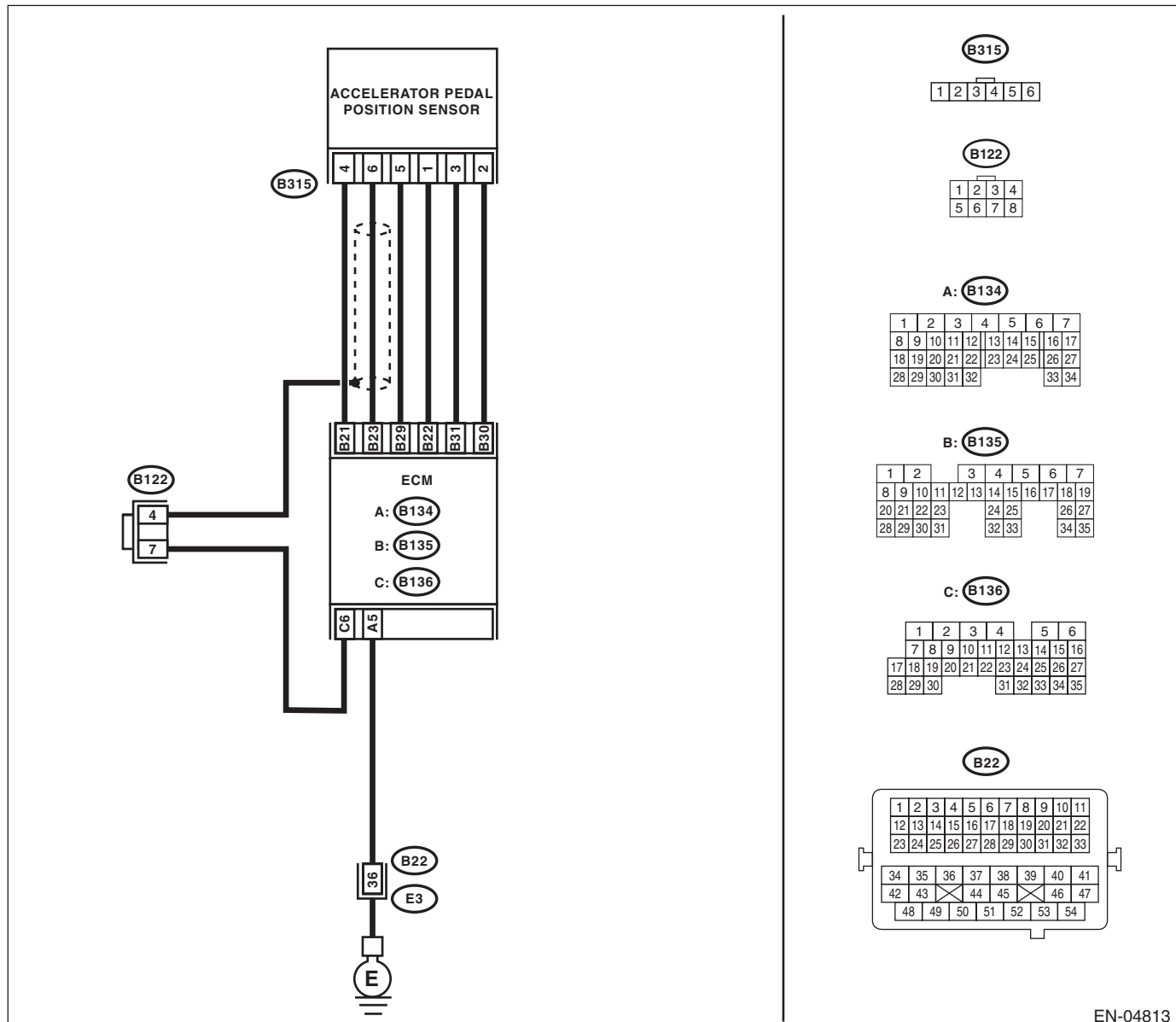
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-263, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04813

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. Connector & terminal (B135) No. 31 — (B315) No. 3: (B135) No. 30 — (B315) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 2 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 3 (+) — Chassis ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B135) No. 22 — (B135) No. 31:	Is the resistance 1 M Ω or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

EE:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-265, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

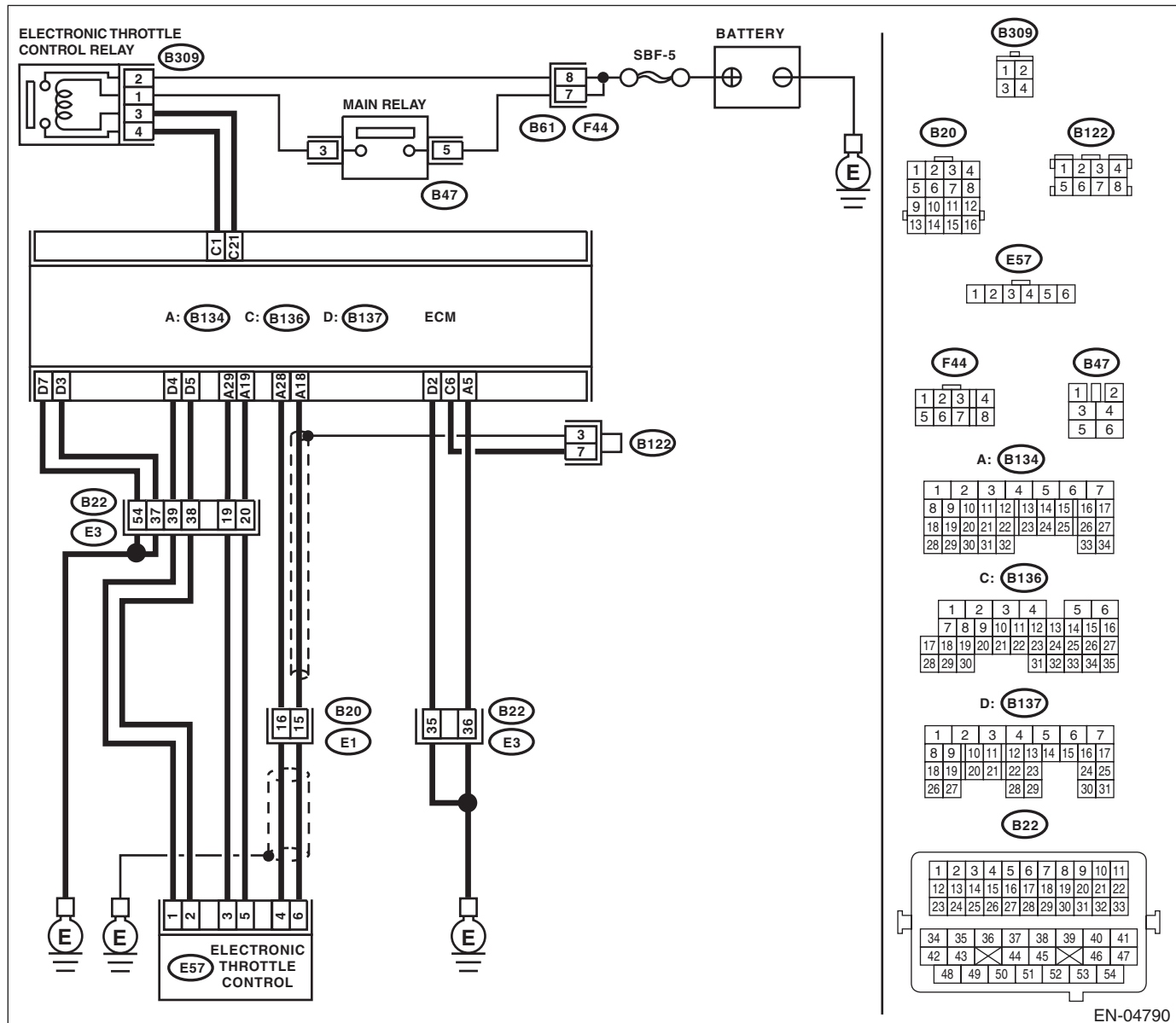
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 19 — Chassis ground: (B134) No. 18 — Chassis ground: (B134) No. 18 — (B136) No. 6: (B134) No. 28 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground: (E57) No. 4 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4DOTC)-46, Engine Control Module (ECM).>
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and electronic throttle control connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 6.

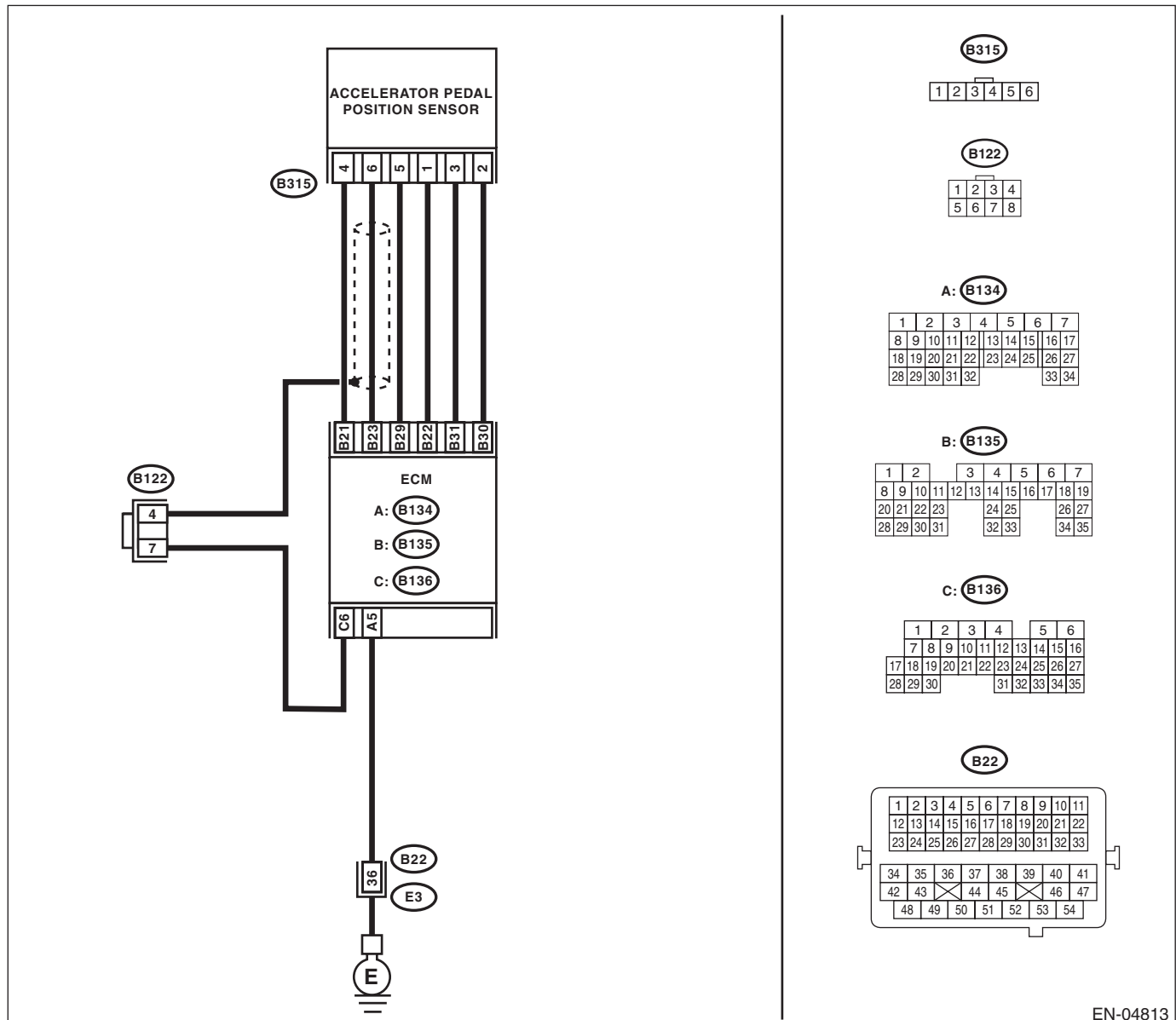
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 19 — (B134) No. 18: (B134) No. 19 — (B134) No. 28:	Is the resistance 1 M Ω or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4DOTC)-13, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal Main accelerator pedal position sensor signal (B135) No. 23 (+) — Chassis ground (-): Sub accelerator pedal position sensor signal (B135) No. 31 (+) — Chassis ground (-):	Is the difference in measured values for the main accelerator pedal position sensor signal and the sub accelerator pedal position sensor signal 0 V?	Go to step 3.	Go to step 2.
2 CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 6 (+) — Chassis ground (-): (B315) No. 3 (+) — Chassis ground (-):	Is the difference in measured values for the main accelerator pedal position sensor signal and the sub accelerator pedal position sensor signal 0 V?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Ground short circuit of harness between the ECM and accelerator pedal position sensor connectors. • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. Check the resistance of harness between the accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 5 — Chassis ground: (B315) No. 2 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EG:DTC P2419 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-269, DTC P2419 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

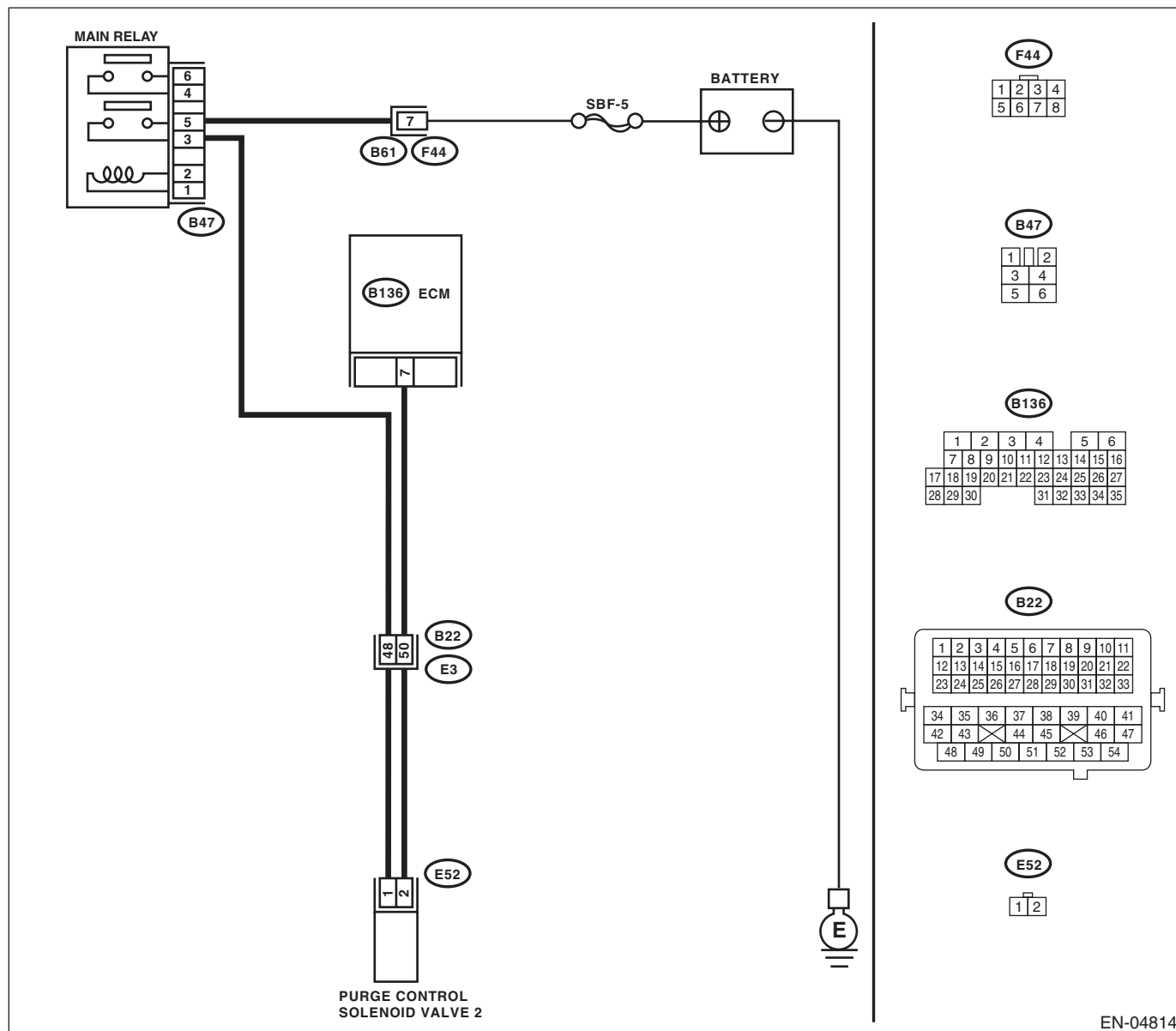
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 7 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve 2. 3) Measure the resistance between the purge control solenoid valve 2 connector and engine ground. Connector & terminal (E52) No. 2 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and purge control solenoid valve 2 connector.
3 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2. Measure the resistance of harness between ECM and purge control solenoid valve 2. Connector & terminal (B136) No. 7 — (E52) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and purge control solenoid valve 2 connector • Poor contact in coupling connector
4 CHECK PURGE CONTROL SOLENOID VALVE 2. 1) Remove the purge control solenoid valve 2. 2) Measure the resistance between purge control solenoid valve 2 terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω?	Go to step 5.	Replace the purge control solenoid valve 2. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>
5 CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE 2. 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve 2 and engine ground. Connector & terminal (E52) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact in the purge control solenoid valve 2 connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the main relay and purge control solenoid valve 2 • Poor contact of coupling connector • Poor contact of main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EH:DTC P2420 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-270, DTC P2420 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

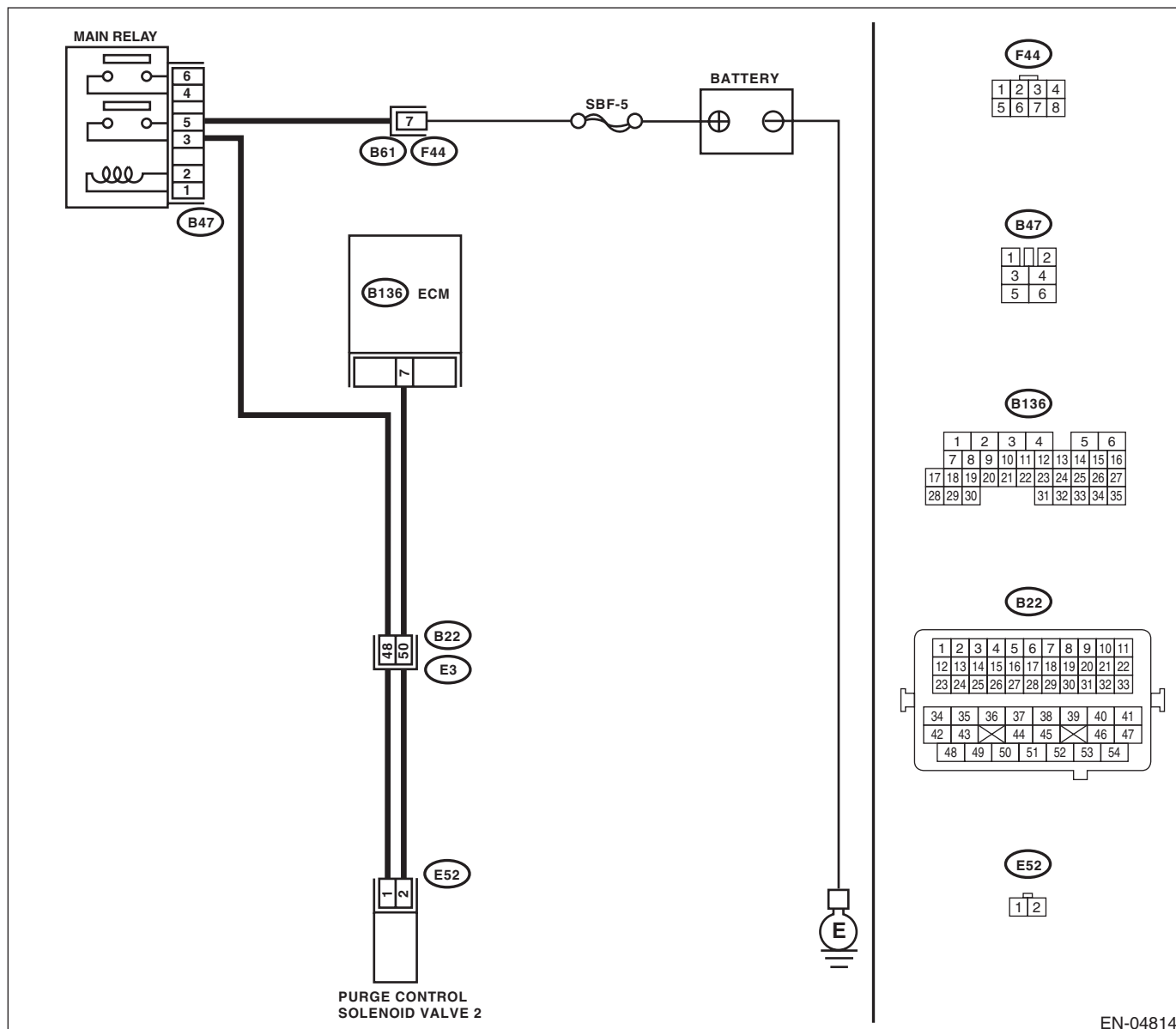
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve 2. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 7 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short to power in the harness between ECM and purge control solenoid valve 2 connector.	Go to step 2.
2	CHECK PURGE CONTROL SOLENOID VALVE 2. 1) Turn the ignition switch to OFF. 2) Measure the resistance between purge control solenoid valve 2 terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the purge control solenoid valve 2. <Ref. to EC(H4DOTC)-8, Purge Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EI: DTC P2431 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-271, DTC P2431 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

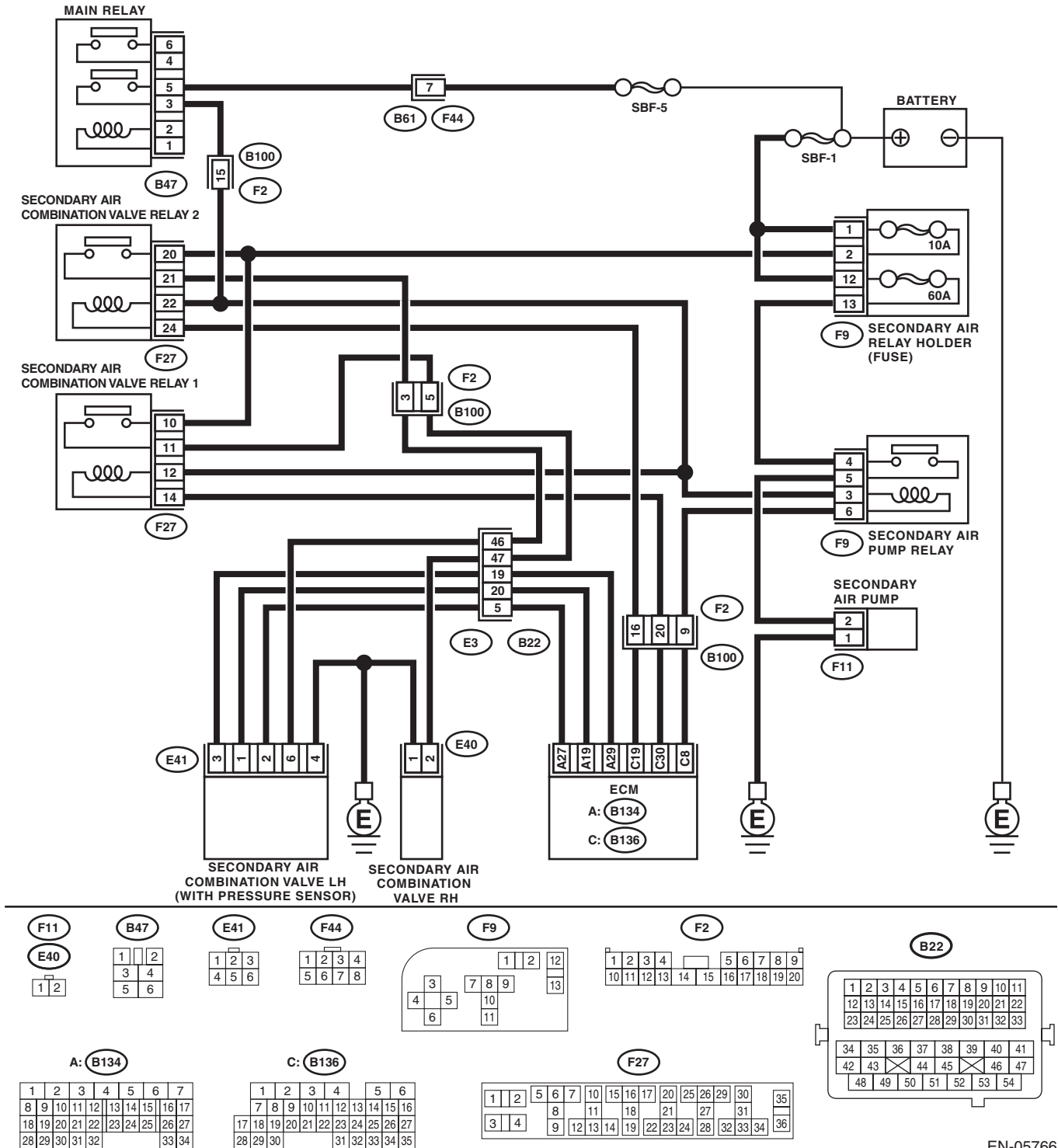
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4DOTC)(diag)-76, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK CURRENT DATA. 1) Turn the ignition switch to ON (engine OFF). 2) Using the Subaru Select Monitor, read secondary air piping pressure, intake manifold absolute pressure and atmospheric pressure data, and compare with the actual atmospheric pressure. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the actual difference with atmospheric pressure 200 mmHg (27 kPa, 8 inHg, 3.9 psig) or more?	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

EJ:DTC P2432 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-272, DTC P2432 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)

MAIN RELAY

SECONDARY AIR COMBINATION VALVE RELAY 2

SECONDARY AIR COMBINATION VALVE RELAY 1

SECONDARY AIR COMBINATION VALVE LH (WITH PRESSURE SENSOR)

SECONDARY AIR COMBINATION VALVE RH

SECONDARY AIR PUMP RELAY

SECONDARY AIR PUMP

SECONDARY AIR RELAY HOLDER (FUSE)

BATTERY

ECM

Fuses: F1, F2, F9, F10, F11, F12, F13, F14, F15, F16, F17, F18, F19, F20, F21, F22, F23, F24, F25, F26, F27, F28, F29, F30, F31, F32, F33, F34, F35, F36, F37, F38, F39, F40, F41, F42, F43, F44, F45, F46, F47, F48, F49, F50, F51, F52, F53, F54

Relays: B47, B100, B22, B134, B136

Valves: B61, F44, B22, B100, B134, B136

Other: SBF-5, SBF-1, E, E40, E41, E42, E43, E44, E45, E46, E47, E48, E49, E50, E51, E52, E53, E54

EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of secondary air pipe pressure signal using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> <ul style="list-style-type: none"> General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value less than 53.3 kPa (400 mmHg, 15.8 inHg) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK SECONDARY AIR COMBINATION VALVE LH POWER SOURCE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the secondary air combination valve LH. 3) Turn the ignition switch to ON. 4) Measure the voltage between the secondary air combination valve LH connector and chassis ground. Connector & terminal (E41) No. 6 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit in harness between ECM and secondary air combination valve LH connector Poor contact in ECM connector Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of the harness between the ECM and secondary air combination valve LH connector. Connector & terminal (B134) No. 27 — (E41) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> Open circuit in harness between ECM and secondary air combination valve LH connector Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 27 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the short circuit to ground in harness between ECM and secondary air combination valve LH connector.
5 CHECK POOR CONTACT. Check for poor contact in the ECM and secondary air combination valve LH connector.	Is there poor contact in the ECM or secondary air combination valve LH connector?	Repair the poor contact in the ECM or secondary air combination valve LH connector.	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EK:DTC P2433 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-273, DTC P2433 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)

MAIN RELAY

SECONDARY AIR COMBINATION VALVE RELAY 2

SECONDARY AIR COMBINATION VALVE RELAY 1

SECONDARY AIR PUMP RELAY

SECONDARY AIR PUMP

SECONDARY AIR COMBINATION VALVE LH (WITH PRESSURE SENSOR)

SECONDARY AIR COMBINATION VALVE RH

ECM

BATTERY

FUSES: F2, F9, F11, F27, F44, F47

RELAYS: B61, B100, B134, B136

WIRING: SBF-5, SBF-1, 10A, 60A

Legend:

- A: B134**
- C: B136**
- F27**
- B22**

EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of secondary air pipe pressure signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 133.3 kPa (1000 mmHg, 39.4 inHg) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the secondary air combination valve LH. 3) Turn the ignition switch to ON. 4) Read the data of secondary air pipe pressure signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool operation manual.	Is the measured value 133.3 kPa (1000 mmHg, 39.4 inHg) or more?	Repair the short circuit to power in the harness between ECM and secondary air combination valve LH connectors.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of the harness between the secondary air combination valve LH connector and engine ground. Connector & terminal (E41) No. 4 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve LH connector • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for poor contact of the secondary air combination valve LH connector.	Is there poor contact of the secondary air combination valve LH connector?	Repair the poor contact of the secondary air combination valve LH connector.	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>

EL:DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-274, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)

[illegible]

EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SECONDARY AIR COMBINATION VALVE FUSE. Check if the secondary air combination valve fuse (10 A) is blown out.	Is the fuse blown out?	Go to step 2.	Go to step 3.
2	CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR COMBINATION VALVE RH. 1) Remove the secondary air combination valve fuse (10 A) from the fuse box. 2) Disconnect the connector from the secondary air combination valve RH. 3) Measure the resistance between the secondary air combination valve fuse and secondary air combination valve RH connector, and chassis ground. Connector & terminal (F9) No. 2 — Chassis ground: (E40) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air combination valve RH connector. Go to step 3.	Repair the ground short circuit of harness between the fuse box and the secondary air combination valve RH.
3	CHECK SECONDARY AIR COMBINATION VALVE RH OPERATION. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform operation check for the secondary air combination valve RH using the Subaru Select Monitor. NOTE: Refer to "Compulsory Valve Operation Check Mode" for more operation procedure. <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the secondary air combination valve RH repeatedly switch to ON and OFF?	Go to step 4.	Go to step 6.
4	CHECK DUCT BETWEEN SECONDARY AIR PUMP AND SECONDARY AIR COMBINATION VALVE RH. Check the duct between the secondary air pump and secondary air combination valve RH.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Go to step 5.
5	CHECK PIPE BETWEEN SECONDARY AIR COMBINATION VALVE RH AND CYLINDER HEAD. Check the pipe between the secondary air combination valve RH and cylinder head.	Is there damage, clog or disconnection of the pipe?	Replace, clean or connect the pipe.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY TO SECONDARY AIR COMBINATION VALVE RH. 1) Disconnect the connector from the secondary air combination valve RH. 2) In the condition of step 3, measure the voltage between the secondary air combination valve RH and the chassis ground. Connector & terminal (E40) No. 2 (+) — Chassis ground (-):	Does the voltage repeatedly change between 10 V and 0 V?	Replace the secondary air combination valve RH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>	Go to step 7.
7 CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RH AND CHASSIS GROUND. Measure the resistance between the secondary air combination valve RH connector and chassis ground. Connector & terminal (E40) No. 1 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 8.	Repair the open circuit of harness between secondary air combination valve RH and chassis ground.
8 CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RELAY 1 AND SECONDARY AIR COMBINATION VALVE RH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the secondary air combination valve relay 1 from the relay box. 3) Measure the resistance of the harness between the secondary air combination valve relay 1 and secondary air combination valve RH connector. Connector & terminal (F27) No. 11 — (E40) No. 2:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit in the harness between the secondary air combination valve relay 1 and secondary air combination valve RH connector • Poor contact of coupling connector
9 CHECK SECONDARY AIR COMBINATION VALVE RELAY 1. 1) Connect the battery to terminals No. 12 and No. 14 of the secondary air combination valve relay 1. 2) Measure the resistance between the secondary air combination valve relay 1 terminals. Terminals No. 10 — No. 11:	Is the resistance less than 1 Ω ?	Go to step 10.	Replace the secondary air combination valve relay 1.
10 CHECK SECONDARY AIR COMBINATION VALVE RELAY 1. Measure the resistance between the secondary air combination valve relay 1 terminals with the battery disconnected. Terminals No. 10 — No. 11:	Is the resistance 1 M Ω or more?	Go to step 11.	Replace the secondary air combination valve relay 1.
11 CHECK SECONDARY AIR COMBINATION VALVE RELAY 1 POWER SOURCE. 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air combination valve relay 1 connector and chassis ground. Connector & terminal (F27) No. 10 (+) — Chassis ground (-): (F27) No. 12 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 12.	Repair the open or ground short circuit of power supply circuit.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 1 connector. <i>Connector & terminal</i> <i>(B136) No. 30 — (F27) No. 14:</i>	Is the resistance less than 1 Ω ?	Go to step 13.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve relay 1 connector • Poor contact of coupling connector
13 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1 CONNECTOR. Measure the resistance between the secondary air combination valve relay 1 connector and chassis ground. <i>Connector & terminal</i> <i>(F27) No. 14 — Chassis ground:</i>	Is the resistance 1 M Ω or more?	Repair the poor contact of the ECM connector.	Repair the ground short circuit of harness between ECM and secondary air combination valve relay 1 connector.

EM:DTC P2441 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK 1)

NOTE:

For the diagnostic procedure, refer to DTC P2440. <Ref. to EN(H4DOTC)(diag)-367, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EN:DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-274, DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

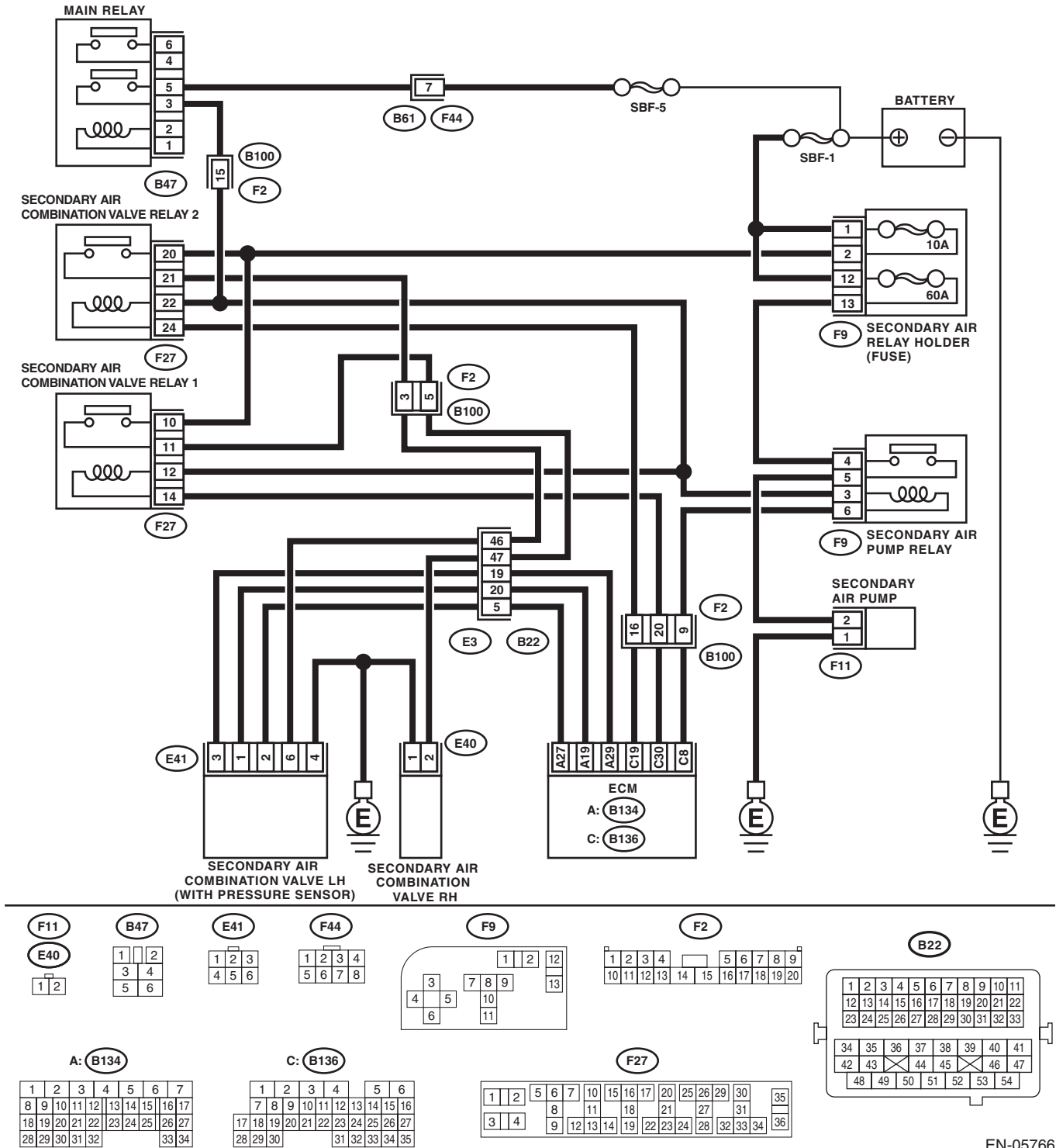
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SECONDARY AIR COMBINATION VALVE FUSE. Check if the secondary air combination valve fuse (10 A) is blown out.	Is the fuse blown out?	Go to step 2.	Go to step 3.
2	CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR COMBINATION VALVE LH. 1) Remove the secondary air combination valve fuse (10 A) from the fuse box. 2) Disconnect the connector from the secondary air combination valve LH. 3) Measure the resistance between the secondary air combination valve fuse and secondary air combination valve LH connector, and chassis ground. Connector & terminal (F9) No. 2 — Chassis ground: (E41) No. 6 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air combination valve LH connector. Go to step 3.	Repair the ground short circuit of harness between the fuse box and the secondary air combination valve LH.
3	CHECK SECONDARY AIR COMBINATION VALVE LH OPERATION. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform operation check for the secondary air combination valve LH using the Subaru Select Monitor. NOTE: Refer to "Compulsory Valve Operation Check Mode" for more operation procedure. <Ref. to EN(H4DOTC)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the secondary air combination valve LH repeatedly switch to ON and OFF?	Go to step 4.	Go to step 6.
4	CHECK DUCT BETWEEN SECONDARY AIR PUMP AND SECONDARY AIR COMBINATION VALVE LH. Check the duct between the secondary air pump and secondary air combination valve LH.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Go to step 5.
5	CHECK PIPE BETWEEN SECONDARY AIR COMBINATION VALVE LH AND CYLINDER HEAD. Check the pipe between the secondary air combination valve LH and cylinder head.	Is there damage, clog or disconnection of the pipe?	Replace, clean or connect the pipe.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY TO SECONDARY AIR COMBINATION VALVE LH. 1) Disconnect the connector from the secondary air combination valve LH. 2) In the condition of step 3, measure the voltage between the secondary air combination valve LH and the chassis ground. Connector & terminal (E41) No. 6 (+) — Chassis ground (-):	Does the voltage repeatedly change between 10 V and 0 V?	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>	Go to step 7.
7 CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE LH AND CHASSIS GROUND. Measure the resistance between the secondary air combination valve LH connector and chassis ground. Connector & terminal (E41) No. 4 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 8.	Repair the open circuit of harness between secondary air combination valve LH and chassis ground.
8 CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RELAY 2 AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the secondary air combination valve relay 2 from the relay box. 3) Measure the resistance of the harness between the secondary air combination valve relay 2 and secondary air combination valve LH connector. Connector & terminal (F27) No. 21 — (E41) No. 6:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit in the harness between the secondary air combination valve relay 2 and secondary air combination valve LH connector • Poor contact of coupling connector
9 CHECK SECONDARY AIR COMBINATION VALVE RELAY 2. 1) Connect the battery to terminals No. 22 and No. 24 of the secondary air combination valve relay 2. 2) Measure the resistance between the secondary air combination valve relay 2 terminals. Terminals No. 20 — No. 21:	Is the resistance less than 1 Ω ?	Go to step 10.	Replace the secondary air combination valve relay 2.
10 CHECK SECONDARY AIR COMBINATION VALVE RELAY 2. Measure the resistance between the secondary air combination valve relay 2 terminals with the battery disconnected. Terminals No. 20 — No. 21:	Is the resistance 1 M Ω or more?	Go to step 11.	Replace the secondary air combination valve relay 2.
11 CHECK SECONDARY AIR COMBINATION VALVE RELAY 2 POWER SOURCE. 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air combination valve relay 2 connector and chassis ground. Connector & terminal (F27) No. 20 (+) — Chassis ground (-): (F27) No. 22 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 12.	Repair the open or ground short circuit of power supply circuit.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 2 connector. Connector & terminal (B136) No. 19 — (F27) No. 24:	Is the resistance less than 1 Ω ?	Go to step 13.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve relay 2 connector • Poor contact of coupling connector
13 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2 CONNECTOR. Measure the resistance between the secondary air combination valve relay 2 connector and chassis ground. Connector & terminal (F27) No. 24 — Chassis ground:	Is the resistance 1 M Ω or more?	Repair the poor contact of the ECM connector.	Repair the ground short circuit of harness between ECM and secondary air combination valve relay 2 connector.

EO:DTC P2443 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK 2)

NOTE:

For the diagnostic procedure, refer to DTC P2442. <Ref. to EN(H4DOTC)(diag)-372, DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

EP:DTC P2444 SECONDARY AIR INJECTION SYSTEM PUMP STUCK ON

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4DOTC)-275, DTC P2444 SECONDARY AIR INJECTION SYSTEM PUMP STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

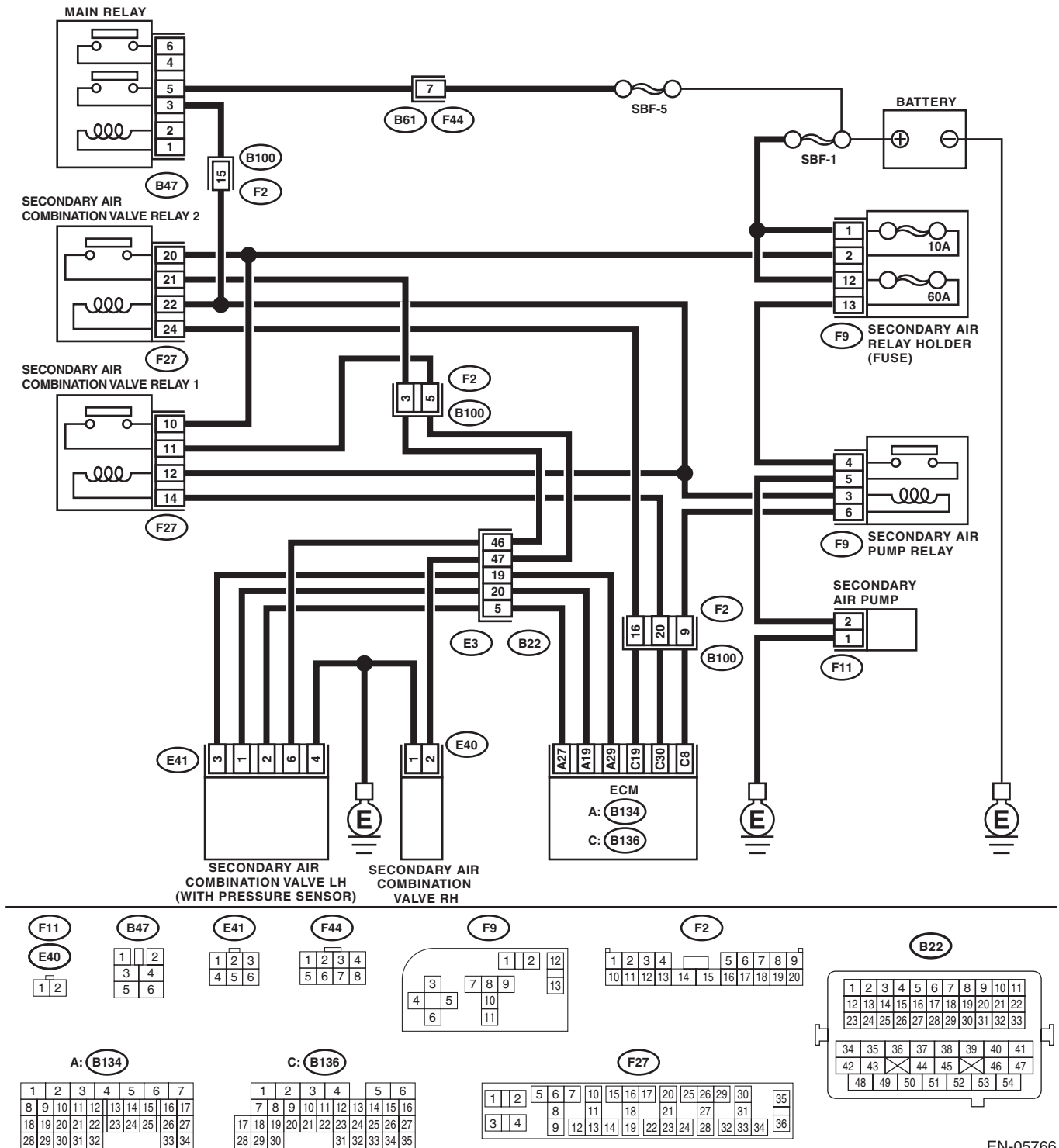
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-44, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-05766

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SECONDARY AIR PIPING PRESSURE. 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, read secondary air piping pressure data, and compare with the actual atmospheric pressure. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4DOTC)(diag)-35, Subaru Select Monitor.>	Is the actual difference with atmospheric pressure 50 mmHg (6.7 kPa, 2.0 inHg, 0.97 psig) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK SECONDARY AIR PUMP. 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) Check whether or not the secondary air pump is operating.	Is the secondary air pump operating?	Go to step 3.	Replace the secondary air combination valve LH. <Ref. to EC(H4DOTC)-10, Secondary Air Combination Valve.>
3 CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the secondary air pump relay from the relay box. 3) Measure the resistance between the secondary air pump relay connector and engine ground terminals. Connector & terminal (F9) No. 6 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the ground short circuit of harness between ECM and secondary air pump relay connector.
4 CHECK SECONDARY AIR PUMP RELAY. Measure the resistance between the secondary air pump relay terminals. Terminals No. 4 — No. 5:	Is the resistance 1 MΩ or more?	Repair the short circuit to power in the harness between secondary air pump relay and secondary air pump connector.	Replace the secondary air pump relay.