

12. Drive Cycle

A: PROCEDURE

It is necessary to perform the drive cycle listed below if DTC is not found in the Inspection Mode. It is possible to complete diagnosis of the DTC by performing the indicated drive cycle. After the repair for the DTC, perform a necessary drive cycle and make sure the function recovers and the DTC is recorded.

1. PREPARATION FOR DRIVE CYCLE

- 1) Check that the battery voltage is 12 V or more and fuel remains approx. half [20 — 40 L (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
- 2) After performing the diagnostics and Clear Memory Mode, check that no DTC remains. <Ref. to EN(H4DOTC)(diag)-61, Clear Memory Mode.>

NOTE:

Perform the drive cycle after warming up the engine except when the engine coolant temperature at engine start is specified.

2. DRIVE CYCLE A

| DTC | Item | Condition |
|-------|---|---|
| P0087 | Fuel Rail/System Pressure - Too Low | Complete diagnosis with drive cycle B or C as well. |
| P0088 | Fuel Rail/System Pressure - Too High | Complete diagnosis with drive cycle B or C as well. |
| P0128 | Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature) | — |
| P0141 | O2 Sensor Heater Circuit (Bank1 Sensor2) | — |
| P014C | O2 Sensor Slow Response - Rich to Lean (Bank 1 Sensor 1) | — |
| P014D | O2 Sensor Slow Response - Lean to Rich (Bank 1 Sensor 1) | — |
| P015A | O2 Sensor Delayed Response - Rich to Lean (Bank 1 Sensor 1) | — |
| P015B | O2 Sensor Delayed Response - Lean to Rich (Bank 1 Sensor 1) | — |
| P0171 | System Too Lean (Bank 1) | Complete diagnosis with drive cycle B or C as well. |
| P0172 | System Too Rich (Bank 1) | Complete diagnosis with drive cycle B or C as well. |
| P0191 | Fuel Rail Pressure Sensor "A" Circuit Range/Performance | Complete diagnosis with drive cycle B or C as well. |
| P0300 | Random/Multiple Cylinder Misfire Detected | Complete diagnosis with drive cycle B or C as well. |
| P0301 | Cylinder 1 Misfire Detected | Complete diagnosis with drive cycle B or C as well. |
| P0302 | Cylinder 2 Misfire Detected | Complete diagnosis with drive cycle B or C as well. |
| P0303 | Cylinder 3 Misfire Detected | Complete diagnosis with drive cycle B or C as well. |
| P0304 | Cylinder 4 Misfire Detected | Complete diagnosis with drive cycle B or C as well. |
| P0420 | Catalyst System Efficiency Below Threshold (Bank 1) | — |
| P0459 | Evaporative Emission System Purge Control Valve Circuit High | — |
| P2096 | Post Catalyst Fuel Trim System Too Lean (Bank 1) | Complete diagnosis with drive cycle B or C as well. |
| P2097 | Post Catalyst Fuel Trim System Too Rich (Bank 1) | Complete diagnosis with drive cycle B or C as well. |
| P2195 | O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1) | — |
| P2196 | O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1) | — |

Diagnostic procedure:

- 1) Drive for 20 minutes or more at a constant speed of 80 km/h (50 MPH) or more.
- 2) Stop the vehicle and idle for one minute.
- 3) Read the temporary code using the Subaru Select Monitor or general scan tool.<Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

3. DRIVE CYCLE B

| DTC | Item | Condition |
|-------|---|---|
| P0010 | "A" Camshaft Position Actuator Circuit/Open (Bank 1) | — |
| P0020 | "A" Camshaft Position Actuator Circuit/Open (Bank 2) | — |
| P0087 | Fuel Rail/System Pressure - Too Low | Complete diagnosis with drive cycle A or C as well. |
| P0088 | Fuel Rail/System Pressure - Too High | Complete diagnosis with drive cycle A or C as well. |
| P0125 | Insufficient Coolant Temperature for Closed Loop Fuel Control | «Coolant Temp.» at engine start: Less than 15°C (5°F) |
| P0130 | O2 Sensor Circuit (Bank 1 Sensor 1) | — |
| P0137 | O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2) | — |
| P0138 | O2 Sensor Circuit High Voltage (Bank 1 Sensor 2) | — |
| P0171 | System Too Lean (Bank 1) | Complete diagnosis with drive cycle A or C as well. |
| P0172 | System Too Rich (Bank 1) | Complete diagnosis with drive cycle A or C as well. |
| P0191 | Fuel Rail Pressure Sensor "A" Circuit Range/Performance | Complete diagnosis with drive cycle A or C as well. |
| P0230 | Fuel Pump Primary Circuit | — |
| P0300 | Random/Multiple Cylinder Misfire Detected | Complete diagnosis with drive cycle A or C as well. |
| P0301 | Cylinder 1 Misfire Detected | Complete diagnosis with drive cycle A or C as well. |
| P0302 | Cylinder 2 Misfire Detected | Complete diagnosis with drive cycle A or C as well. |
| P0303 | Cylinder 3 Misfire Detected | Complete diagnosis with drive cycle A or C as well. |
| P0304 | Cylinder 4 Misfire Detected | Complete diagnosis with drive cycle A or C as well. |
| P0351 | Ignition Coil A Primary/Secondary Circuit | — |
| P0352 | Ignition Coil B Primary/Secondary Circuit | — |
| P0353 | Ignition Coil C Primary/Secondary Circuit | — |
| P0354 | Ignition Coil D Primary/Secondary Circuit | — |
| P0500 | Vehicle Speed Sensor "A" | — |
| P0506 | Idle Air Control System RPM Lower Than Expected | — |
| P0507 | Idle Air Control System RPM Higher Than Expected | — |
| P062D | Fuel Injector Driver Circuit Performance (Bank 1) | — |
| P0700 | Transmission Control System (MIL Request) | — |
| P1261 | DI Injector Circuit / Open - (Cylinder 1) | — |
| P1262 | DI Injector Circuit / Open - (Cylinder 2) | — |
| P1263 | DI Injector Circuit / Open - (Cylinder 3) | — |
| P1264 | DI Injector Circuit / Open - (Cylinder 4) | — |
| P1532 | Battery Charging System | — |
| P2006 | Intake Manifold Runner Control Stuck Closed (Bank 1) | — |
| P2007 | Intake Manifold Runner Control Stuck Closed (Bank 2) | — |
| P2009 | Intake Manifold Runner Control Circuit Low (Bank 1) | — |
| P2012 | Intake Manifold Runner Control Circuit Low (Bank 2) | — |
| P2096 | Post Catalyst Fuel Trim System Too Lean (Bank 1) | Complete diagnosis with drive cycle A or C as well. |
| P2097 | Post Catalyst Fuel Trim System Too Rich (Bank 1) | Complete diagnosis with drive cycle A or C as well. |
| P2135 | Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation | — |
| P2138 | Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation | — |
| P219A | Bank 1 Air-Fuel Ratio Imbalance | Complete diagnosis with drive cycle C as well. |

Diagnostic procedure:

- 1) Drive at 10 km/h (6 MPH) or more.
- 2) Stop the vehicle and idle for ten minutes.
- 3) Read the temporary code using the Subaru Select Monitor or general scan tool.<Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

Drive Cycle

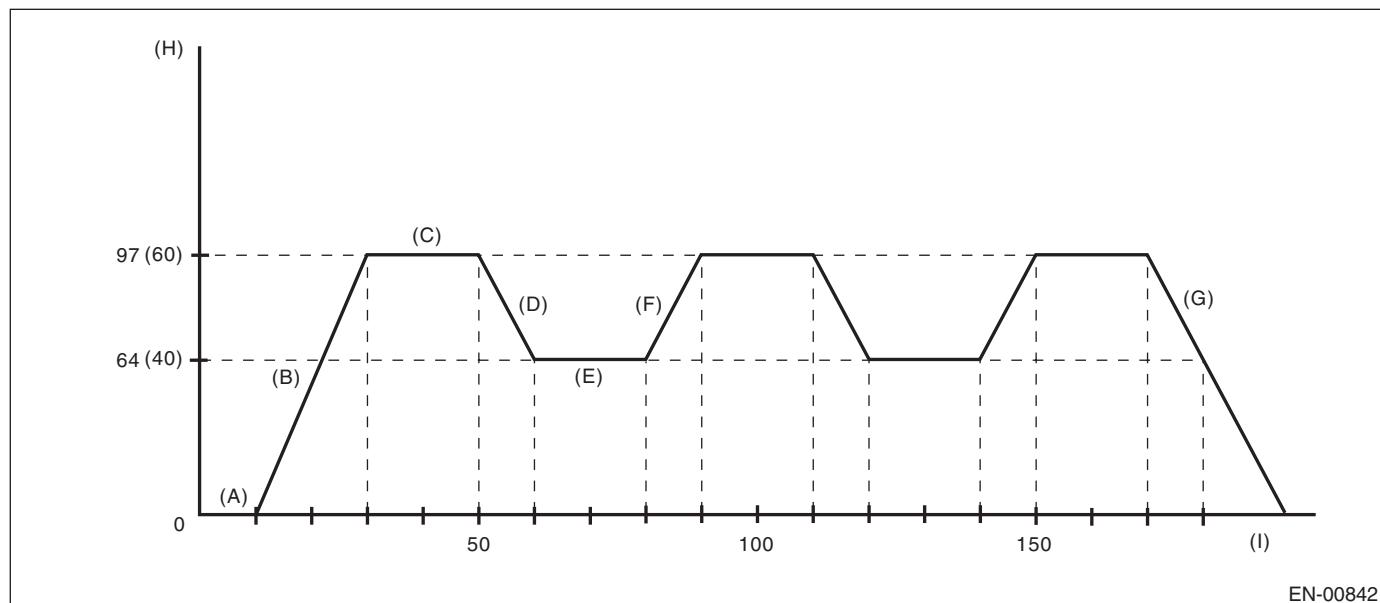
ENGINE (DIAGNOSTICS)

4. DRIVE CYCLE C

| DTC | Item | Condition |
|-------|--|---|
| P000A | A Camshaft Position Slow Response (Bank 1) | — |
| P000B | B Camshaft Position Slow Response (Bank 1) | — |
| P000C | A Camshaft Position Slow Response (Bank 2) | — |
| P000D | B Camshaft Position Slow Response (Bank 2) | — |
| P0011 | Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 1) | — |
| P0014 | Exhaust AVCS System 1 (Range/Performance) | — |
| P0021 | Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 2) | — |
| P0024 | Exhaust AVCS System 2 (Range/Performance) | — |
| P0030 | HO2S Heater Control Circuit (Bank 1 Sensor 1) | — |
| P0068 | MAP/MAF - Throttle Position Correlation | — |
| P0087 | Fuel Rail/System Pressure - Too Low | Complete diagnosis with drive cycle A or B as well. |
| P0088 | Fuel Rail/System Pressure - Too High | Complete diagnosis with drive cycle A or B as well. |
| P0101 | Mass or Volume Air Flow Circuit Range/Performance | — |
| P0134 | O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1) | — |
| P013A | O2 Sensor Slow Response - Rich to Lean (Bank 1 Sensor 2) | — |
| P013B | O2 Sensor Slow Response - Lean to Rich (Bank 1 Sensor 2) | — |
| P013E | O2 Sensor Delayed Response - Rich to Lean (Bank 1 Sensor 2) | — |
| P013F | O2 Sensor Delayed Response - Lean to Rich (Bank 1 Sensor 2) | — |
| P0140 | O2 Sensor Circuit No Activity Detected (Bank1 Sensor2) | — |
| P0171 | System Too Lean (Bank 1) | Complete diagnosis with drive cycle A or B as well. |
| P0172 | System Too Rich (Bank 1) | Complete diagnosis with drive cycle A or B as well. |
| P0191 | Fuel Rail Pressure Sensor "A" Circuit Range/Performance | Complete diagnosis with drive cycle A or B as well. |
| P0244 | Turbo/Super Charger Wastegate Solenoid "A" Range/Performance | — |
| P0246 | Turbo/Super Charger Wastegate Solenoid "A" High | — |
| P0300 | Random/Multiple Cylinder Misfire Detected | Complete diagnosis with drive cycle A or B as well. |
| P0301 | Cylinder 1 Misfire Detected | Complete diagnosis with drive cycle A or B as well. |
| P0302 | Cylinder 2 Misfire Detected | Complete diagnosis with drive cycle A or B as well. |
| P0303 | Cylinder 3 Misfire Detected | Complete diagnosis with drive cycle A or B as well. |
| P0304 | Cylinder 4 Misfire Detected | Complete diagnosis with drive cycle A or B as well. |
| P0400 | Exhaust Gas Recirculation Flow | — |
| P0441 | Evaporative Emission Cont. Sys. Incorrect Purge Flow | — |
| P0851 | Park/Neutral Switch Input Circuit Low (AT Model) | — |
| P0852 | Park/Neutral Switch Input Circuit High (AT Model) | — |
| P113A | O2 Sensor Circuit (Open) (Bank1 Sensor2) | — |
| P1449 | Evaporative Emission Cont. Sys. Air Filter Clog | — |
| P1492 | EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input) | — |
| P1493 | EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input) | — |
| P1494 | EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input) | — |
| P1495 | EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input) | — |
| P1496 | EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input) | — |
| P1497 | EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input) | — |
| P1498 | EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input) | — |
| P1499 | EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input) | — |
| P2004 | Intake Manifold Runner Control Stuck Open (Bank 1) | — |
| P2005 | Intake Manifold Runner Control Stuck Open (Bank 2) | — |
| P2096 | Post Catalyst Fuel Trim System Too Lean (Bank 1) | Complete diagnosis with drive cycle A or B as well. |
| P2097 | Post Catalyst Fuel Trim System Too Rich (Bank 1) | Complete diagnosis with drive cycle A or B as well. |
| P219A | Bank 1 Air-Fuel Ratio Imbalance | Complete diagnosis with drive cycle B as well. |

Diagnostic procedure:

1) Drive according to the drive pattern described below.



| | | |
|--|--|--|
| (A) Shift the select lever to "P" range, and let the engine idle for 10 seconds or more. | (D) Decelerate with fully closed throttle to 64 km/h (40 MPH) or less. | (G) Stop vehicle with the throttle fully closed. |
| (B) Accelerate to 97 km/h (60 MPH) or more within 20 seconds. | (E) Drive for 20 seconds or more at 64 km/h (40 MPH) or less. | (H) Vehicle speed km/h (MPH) |
| (C) Drive for 20 seconds or more at 97 km/h (60 MPH) or more. | (F) Accelerate to 97 km/h (60 MPH) or more within 10 seconds. | (I) Sec. |

2) Read the temporary code using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

5. DRIVE CYCLE E

| DTC | Item | Condition |
|-------|---|-----------|
| P0461 | Fuel Level Sensor "A" Circuit Range/Performance | — |

Diagnostic procedure:

- 1) Make sure that the battery voltage is 10.9 V or more.
- 2) Perform the Clear Memory Mode. <Ref. to EN(H4DOTC)(diag)-61, Clear Memory Mode.>
- 3) Drive for approximately 30 L (7.9 US gal, 6.6 Imp gal) of fuel.

NOTE:

- It is acceptable to drive the vehicle intermittently.
- Do not disconnect the battery terminals while diagnosing. (Data will be cleared by disconnecting the battery terminals.)

- 4) Read the temporary code using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

Drive Cycle

ENGINE (DIAGNOSTICS)

6. DRIVE CYCLE F

| DTC | Item | Condition |
|-------|--|---|
| P0096 | Intake Air Temperature Sensor #2 Range/Performance Problem | <ul style="list-style-type: none"> • 6 hours have elapsed since ignition switch is OFF under a completely warmed up condition. • For models with block heater, at least 6 hours must have elapsed without operating the block heater. |
| P0111 | Intake Air Temperature Sensor Range/Performance Problem | <ul style="list-style-type: none"> • 6 hours have elapsed since ignition switch is OFF under a completely warmed up condition. • For models with block heater, at least 6 hours must have elapsed without operating the block heater. |

Diagnostic procedure:

1) With the ignition switch ON (engine stopped), read the values in «Coolant Temp.» and «Intake Air Temp.».<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>

2) If the values from step 1) satisfy the following conditions, idle the engine for two minutes or more.

Condition:

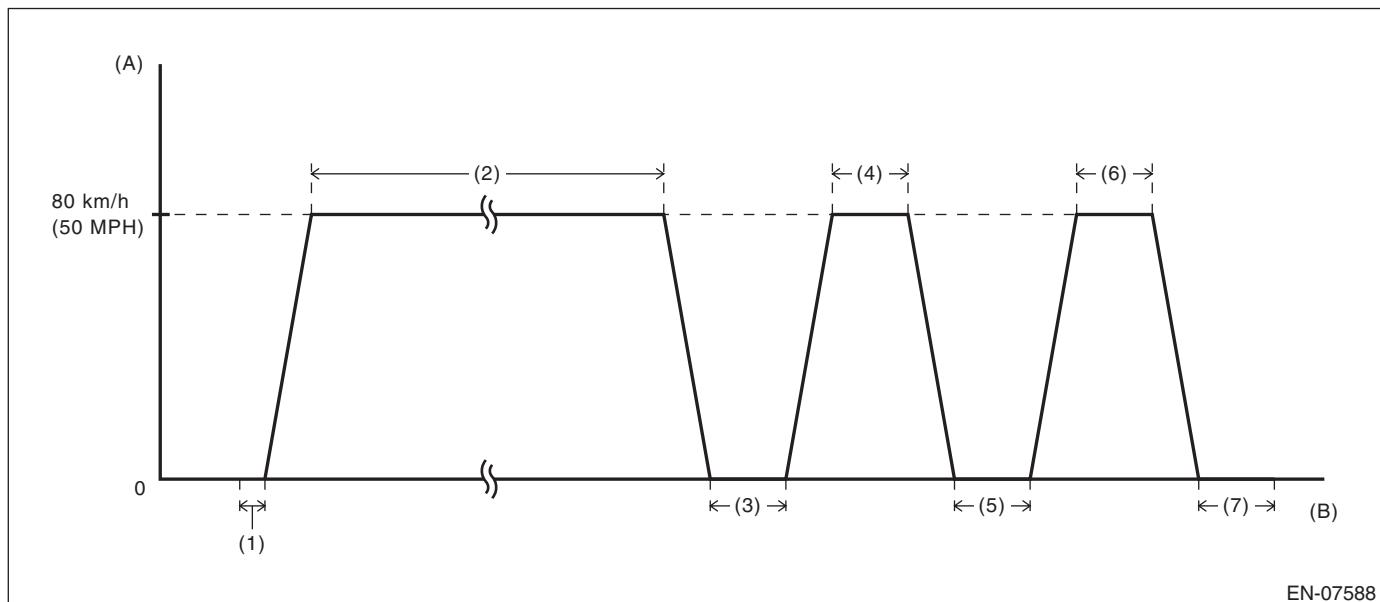
|Engine coolant temperature — Intake air temperature| $\leq 5^{\circ}\text{C}$ (9°F)

NOTE:

NOTE:

- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- Hold the select lever in “P” range or “N” range at idling.

3) Drive according to the drive pattern described below.



| | | |
|--|---|---|
| (A) Vehicle speed | (B) Elapsed time | |
| (1) Idle the engine for 2 minutes or more. | (4) Drive for 30 seconds or more at a constant speed of 80 km/h (50 MPH) or more. | (6) Drive for 30 seconds or more at a constant speed of 80 km/h (50 MPH) or more. |
| (2) Drive for a total period of 15 minutes or more at a speed of 80 km/h (50 MPH) or more. | (5) Stop the vehicle and idle for 30 seconds or more. | (7) Stop the vehicle and idle for 30 seconds. |
| (3) Stop the vehicle and idle for 30 seconds or more. | | |

NOTE:

- In pattern (2), it is acceptable to decelerate to less than 80 km/h (50 MPH) or to stop the vehicle depending on the traffic conditions. Drive the vehicle at 80 km/h (50 MPH) or more until the total driving time reaches or exceeds 15 minutes.
- There is no given transition time between idling and cruising.
- Driving at constant speed only on a downhill causes smaller engine load and may result in failure to obtain a right diagnostic result.
- If the ignition switch is turned to OFF during driving cycle F, perform this driving cycle again after satisfying the conditions listed in the table.

4) Read the temporary code using the Subaru Select Monitor or general scan tool.<Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

7. DRIVE CYCLE H

| DTC | Item | Condition |
|-------|--|--|
| P0071 | Ambient Temperature Sensor Circuit "A" Range/Performance | <ul style="list-style-type: none">• 6 hours have elapsed since ignition switch is OFF under a completely warmed up condition.• For models with block heater, at least 6 hours must have elapsed without operating the block heater. |
| P0116 | Engine Coolant Temperature Sensor 1 Circuit Range/Performance | <ul style="list-style-type: none">• 6 hours have elapsed since ignition switch is OFF under a completely warmed up condition.• For models with block heater, at least 6 hours must have elapsed without operating the block heater. |
| P0451 | Evaporative Emission System Pressure Sensor/Switch Range/Performance | 60 seconds have elapsed since ignition switch is OFF. |
| P050A | Cold Start Idle Air Control System Performance | — |
| P050B | Cold Start Ignition Timing Performance | — |

Diagnostic procedure:

- 1) With the ignition switch ON (engine stopped), read the values in «Coolant Temp.» and «Intake Air Temp.».<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>
- 2) If the values from step 1) satisfy the following conditions, idle the engine for two minutes or more.

Condition:

$$|\text{Engine coolant temperature} - \text{Intake air temperature}| \leq 5^{\circ}\text{C} (9^{\circ}\text{F})$$

NOTE:

- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- Hold the select lever in "P" range or "N" range at idling.

- 3) Read the temporary code using the Subaru Select Monitor or general scan tool.<Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

Drive Cycle

ENGINE (DIAGNOSTICS)

8. DRIVE CYCLE I

| DTC | Item | Condition |
|-------|---|--|
| P0455 | Evaporative Emission System Leak Detected (Large Leak) | |
| P0456 | Evaporative Emission Control System Leak Detected (Very Small Leak) | |
| P1451 | Evaporative Emission Cont. Sys. | «Coolant Temp.»: 5 — 45°C (41 — 113°F) |
| P2402 | Evaporative Emission System Leak Detection Pump Control Circuit High | «IAT Sensor #11»: 5 — 50°C (41 — 122°F) |
| P2404 | Evaporative Emission System Leak Detection Pump Sense Circuit Range/Performance | |
| P2420 | Evaporative Emission System Switching Valve Control Circuit High | |

CAUTION:

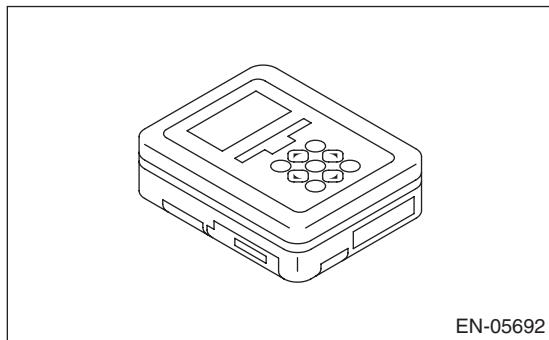
Be careful of the state of the battery when performing the drive cycle I consecutively. Performing the drive cycle I consecutively without the engine running may cause a low battery voltage and battery discharge.

NOTE:

- If it is necessary to perform drive cycle I consecutively, drive the vehicle under the following conditions to release accumulated evaporating gas. Performing the drive cycle I consecutively without starting the engine causes a large amount of evaporating gas to accumulate in the canister, which hinders an accurate diagnosis.
 - After engine is warmed up.
 - Drive for 10 minutes or more at a speed of 48 km/h (30 MPH) or more (duration of drive can be an accumulation)
- To obtain an accurate diagnostic result, perform the procedures according to the following points.
 - Do not refuel gas immediately before performing drive cycle I. There will be a large amount of evaporating gas immediately after refuel, which may cause a less accurate diagnostic performance.
 - Do not shake the vehicle while performing drive cycle I. Shaking the vehicle causes evaporating gas to increase inside the fuel tank, which may cause a less accurate diagnostic performance.
 - Do not perform any service operation including installation or removal of parts or connectors while performing drive cycle I. Performing service operation could affect on the functions of related parts, which may cause a less accurate diagnostic performance.
- Perform MODE \$08 when using a general scan tool.

Diagnostic procedure:

- 1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4DOTC)(diag)-8, PREPARATION TOOL, General Description.>



- 2) Prepare PC with Subaru Select Monitor installed.

- 3) Connect the USB cable to SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:

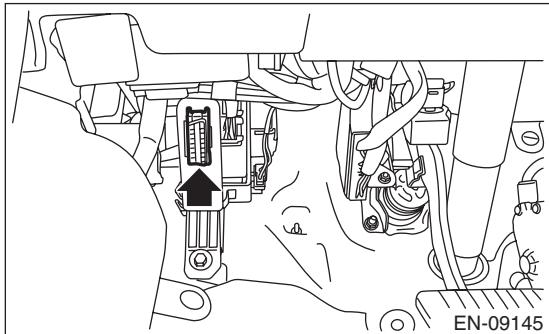
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

- 4) Connect the diagnosis cable to SDI.

5) Connect SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).

CAUTION:

Do not connect the scan tools except for Subaru Select Monitor and general scan tool.



- 6) Start the PC.
- 7) Turn the ignition switch to ON (engine OFF) and run the "PC application for Subaru Select Monitor".
- 8) On «Main Menu» display, select {Each System Check}.
- 9) On «System Selection Menu» display, select {Engine Control System}.
- 10) Click the [OK] button after the information of engine type has been displayed.
- 11) On «Engine Diagnosis» display, select {OBD System}.
- 12) On «OBD Menu» display, select {Evaporative System Leak Test}.
- 13) On «Evaporative System Leak Test» display, select {Evaporative System Leak Test}.
- 14) On «Evaporative System Leak Test is running. Press Cancel to exit this function.» display, click the [OK] button to perform evaporative system leak test.
- 15) When «Conditions have been enabled to control this function. Turn the ignition switch off to terminate the test.» display appears, wait for 30 minutes without clicking the [OK] button.

CAUTION:

Do not leave the vehicle for an extended period of time after the test is complete. This may cause early deterioration of the battery or discharged battery.

NOTE:

- Clicking the [OK] button bring the «Evaporative System Leak Test» display back, although the test is continuing.
- The Subaru Select Monitor screen does not change after the evaporative system leak test is complete or when the test is aborted by turning off the ignition switch.
- If «Test conditions are not correct» display appears, use Subaru Select Monitor to check that the values in «Coolant Temp.» and «IAT Sensor #11» are within the specified range. If the conditions are satisfied, make the necessary preparation for the drive cycle again. <Ref. to EN(H4DOTC)(diag)-48, PREPARATION FOR DRIVE CYCLE, PROCEDURE, Drive Cycle.>

- 16) After 30 minutes passed from the start of step 14), click the [OK] button to return to the «Evaporative System Leak Test» display.
- 17) Click buttons until the «OBD Menu» display appears, then select {Result of on-board monitor test}.

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ENGINE (DIAGNOSTICS)

18) In the {Result of on-board monitor test}, check TID \$C1 — \$CA of MID \$3C.

NOTE:

Perform MODE \$06 and check when using a general scan tool.

Result of on-board monitor test

| Display | Details | Remarks |
|---|--|---|
| \$0000 is stored in all Val. | During the evaporative system leak test, the test conditions were not met and the test was canceled. | Once the test conditions are met, perform the test again. |
| All Val. are stored with values and OK is set to all the results. | Evaporative system leak test is completed correctly. | While the ignition switch is ON, read the pending code using the Subaru Select Monitor. |
| Some results were no good. | The evaporative system leak test completed successfully but the results were faulty. | While the ignition switch is ON, read the pending code using the Subaru Select Monitor. |

19) When the evaporative system leak test is completed correctly, read the pending code with the ignition switch turned to ON position. If the DTC is recorded, check the appropriate DTC. <Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

NOTE:

- Perform MODE \$07 when using a general scan tool.
- The pending code will be cleared by turning ignition switch to OFF.

9. DRIVE CYCLE J

| DTC | Item | Condition |
|-------|---|-----------|
| P2610 | ECM/PCM Internal Engine Off Timer Performance | — |

Diagnostic procedure:

- 1) Idle the engine for 15 minutes or more.
- 2) Turn the ignition switch to OFF.
- 3) After 10 hours passed from the start of step 2), read the temporary code using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

10.DRIVE CYCLE K

| DTC | Item | Condition |
|-------|---|---|
| P0458 | Evaporative Emission System Purge Control Valve Circuit Low | — |
| P1458 | Canister Purge Control Solenoid Valve Circuit Low | — |
| P1459 | CPC2 Solenoid Valve (Circuit High) | — |
| P2401 | Evaporative Emission System Leak Detection Pump Control Circuit Low | «Coolant Temp.»: 5 — 45°C (41 — 113°F) «IAT Sensor #11»: 5 — 50°C (41 — 122°F) |
| P2419 | Evaporative Emission System Switching Valve Control Circuit Low | |

Diagnostic procedure:

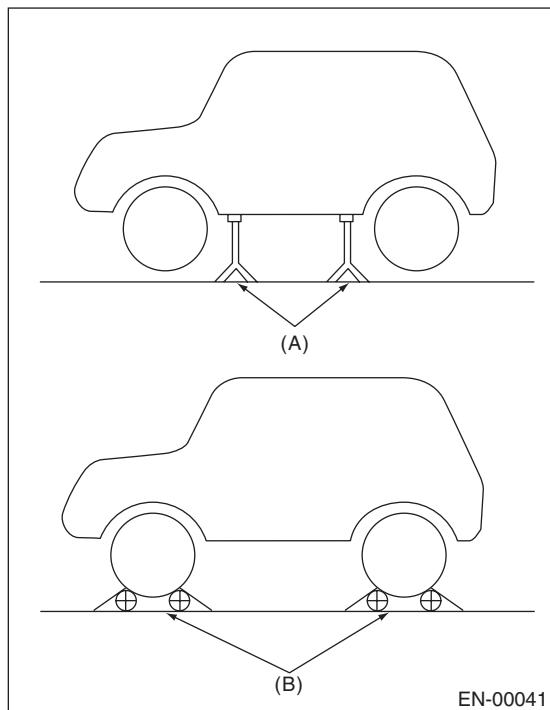
- 1) Lift up the vehicle using a garage jack and place it on rigid racks, or drive the vehicle onto free rollers.

WARNING:

- Before lifting up the vehicle, ensure parking brake is applied.
- Do not use a pantograph jack in place of a rigid rack.
- Secure a rope or wire to the front or rear towing hooks to prevent the lateral runout of front wheels.
- Before rotating the wheels, make sure that there is no one in front of the vehicle. Besides while the wheels are rotating, make sure that no one approaches the vehicle front side.
- Make sure that there is nothing around the wheels. For AWD model, pay attention to all four wheels.
- While servicing, do not depress or release the clutch pedal or accelerator pedal quickly regardless of the engine speed. Quick operation may cause the vehicle to drop off the free roller.
- To prevent the vehicle from slipping due to vibration, do not place anything between rigid rack and the vehicle.

NOTE:

On vehicles equipped with EyeSight, turn the pre-collision function to OFF.



(A) Rigid rack

(B) Free roller

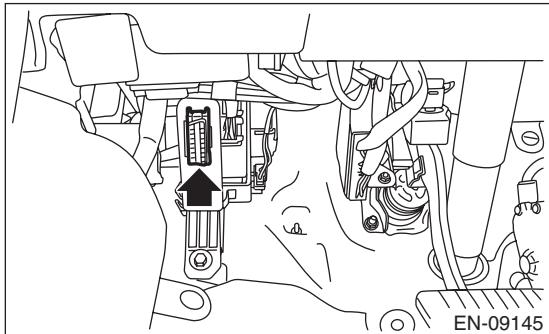
Drive Cycle

ENGINE (DIAGNOSTICS)

2) Connect the Subaru Select Monitor or general scan tool to data link connector located in the lower portion of the instrument panel (on the driver's side).

CAUTION:

Do not connect the scan tools except for Subaru Select Monitor and general scan tool.



3) Start the engine.

NOTE:

Ensure the selector lever is placed in the "P" range before starting.

4) Turn the neutral position switch to ON using select lever.

5) Depress the brake pedal to turn the brake switch ON.

6) Keep the engine speed in 2,500 — 3,000 rpm range for 40 seconds.

7) Shift the select lever in the "D" range and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:

- For AWD model, release the parking brake.

- The rotating speed difference between front and rear wheels may illuminate the ABS warning light, but this does not indicate a malfunction. When engine control system diagnosis is finished, perform the VDC memory clearance procedure of self-diagnosis function. <Ref. to VDC(diag)-23, Clear Memory Mode.>

8) Read the temporary code using the Subaru Select Monitor or general scan tool. <Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

11.DRIVE CYCLE L

| DTC | Item | Condition |
|-------|---|--|
| P0196 | Engine Oil Temperature Sensor Circuit Range/Performance | <ul style="list-style-type: none">• 6 hours have elapsed since ignition switch is OFF under a completely warmed up condition.• For models with block heater, at least 6 hours must have elapsed without operating the block heater. |

Diagnostic procedure:

1) With the ignition switch ON (engine stopped), read the values in «Coolant Temp.» and «Intake Air Temp.».<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>

2) If the values from step 1) satisfy the following conditions, idle the engine for two minutes or more.

Condition:

$| \text{Engine coolant temperature} - \text{Intake air temperature} | \leq 5^{\circ}\text{C} (9^{\circ}\text{F})$

NOTE:

- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- Hold the select lever in "P" range or "N" range at idling.

3) Drive the vehicle for at least 10 minutes and until the engine oil temperature exceeds 50°C (122°F).

NOTE:

The diagnosis keeps performed even after the vehicle has stopped depending on the traffic conditions, but if the vehicle stops for a substantial period of time, the diagnosis cannot be successful at times.

4) Read the temporary code using the Subaru Select Monitor or general scan tool.<Ref. to EN(H4DOTC)(diag)-44, OPERATION, Read Diagnostic Trouble Code (DTC).>

12.DRIVE CYCLE N

| DTC | Item | Condition |
|-------|---|---------------------------------------|
| P0016 | Crankshaft Position - Camshaft Position Correlation (Bank1) | «Coolant Temp.»: 80°C (176°F) or more |
| P0017 | Crank and Cam Timing B System Failure (Bank 1) | |
| P0018 | Crankshaft Position - Camshaft Position Correlation (Bank2) | |
| P0019 | Crank and Cam Timing B System Failure (Bank 2) | |

WARNING:

When performing drive cycle N on a public road, pay sufficient attention to the traffic condition and give the highest priority to safe driving.

1) Check the data in condition column of table by using the Subaru Select Monitor or general scan tool.

NOTE:

- Subaru Select Monitor

For detailed operation procedures, refer to “Current Data Display For Engine”.<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>

- General scan tool

For detailed operation procedures, refer to the general scan tool operation manual.

2) While the conditions in the list are satisfied, race the engine at the speed of approx. 2,500 rpm for 40 seconds or more.

3) Start the vehicle, then accelerate the vehicle to 50 km/h (31.1 MPH) or more.

4) When the speed reaches 50 km/h (31.1 MPH) or more, release the accelerator pedal and brake pedal to decelerate the vehicle without shifting the gear. At this time, select an appropriate gear beforehand so that the engine speed can decrease from 2,500 rpm to 1,900 rpm for 5 seconds or more.

NOTE:

- The vehicle speed does not matter so long as the engine speed can maintain from 2,500 rpm to 1,900 rpm for 5 seconds or more.

Example: On a downhill grade, it can be performed with a low speed gear and at a low vehicle speed.

- When it is performed with the electrical load such as the air conditioner, etc. turned OFF or the vehicle driven on a downhill grade, the engine speed decreases slowly. Therefore, the continuous time can be maintained easily.

5) Bring the vehicle to a stop in a safe place, and idle it for 5 minutes or more.

NOTE:

Driving method while vehicle is driven to a stop at safe place is not restricted.

6) With the vehicle idling, read the temporary diagnostic code of DTC using Subaru Select Monitor or general scan tool.

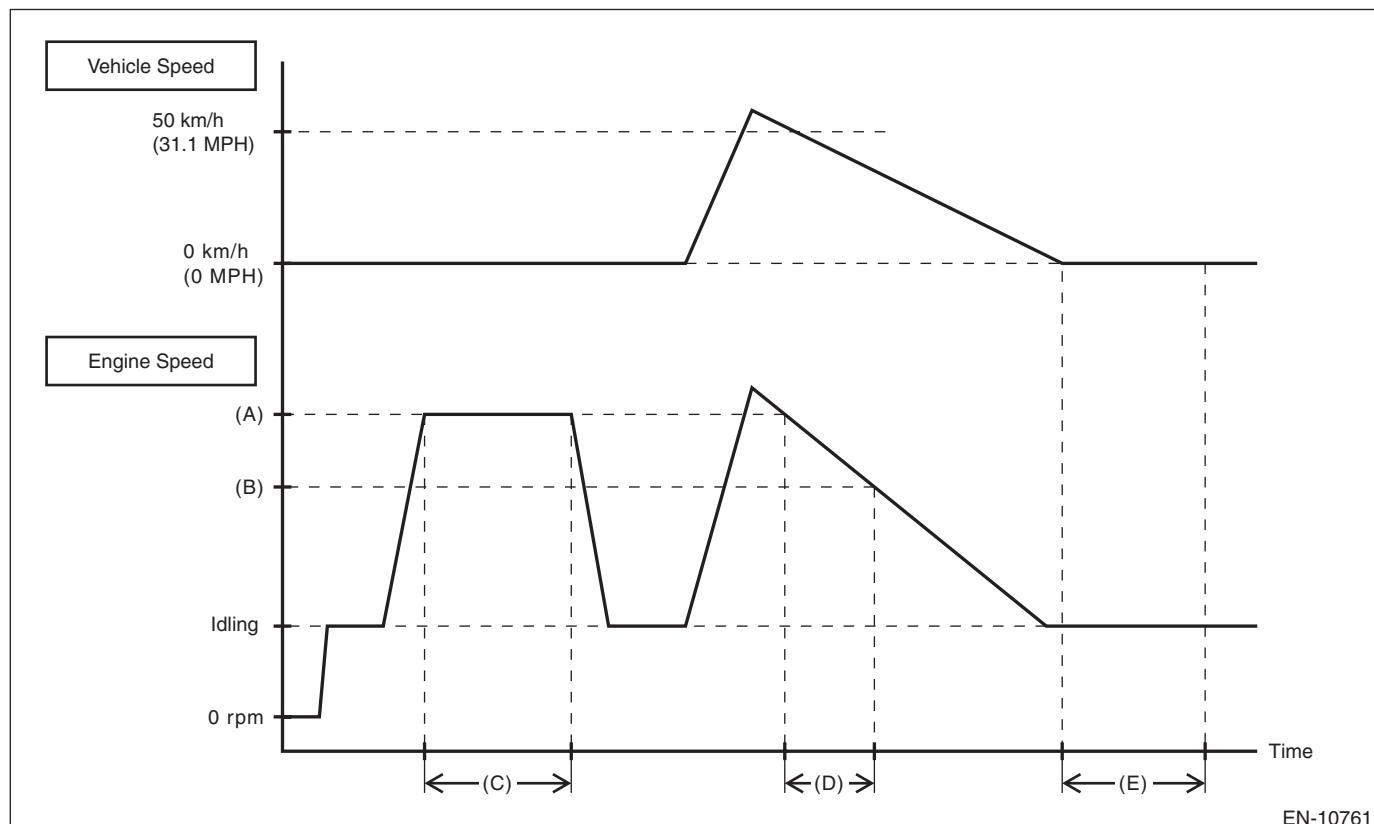
NOTE:

- Refer to “Read Diagnostic Trouble Code (DTC)” for detailed operation procedure.<Ref. to EN(H4DOTC)(diag)-44, Read Diagnostic Trouble Code (DTC).>

Drive Cycle

ENGINE (DIAGNOSTICS)

- In the step 6), if the DTC is not displayed on the Subaru Select Monitor or general scan tool display screen, the trouble is resolved.



(A) 2,500 rpm
(D) 5 seconds or more

(B) 1,900 rpm
(E) 5 minutes or more

(C) 40 seconds or more