

## 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 ℥ (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(H4SO)(diag)-56, Clear Memory Mode.>
- 3) Check the delivery (test) mode connector is disconnected.

#### NOTE:

- Perform the drive cycle after warming up the engine except when the engine coolant temperature at engine start is specified.
- Perform the drive cycle twice if the DTC in the list is marked with \*. After completing the first drive cycle, stop the engine and perform second diagnosis in same condition.

# Drive Cycle

## ENGINE (DIAGNOSTICS)

### 2. DRIVE CYCLE A

DTC	Item	Condition
*P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	Coolant temperature at start is less than 20°C (68°F).
*P0126	Insufficient Engine Coolant Temperature for Stable Operation	—
*P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	—
*P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle B or C as well.
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	—
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0420	Catalyst System Efficiency Below Threshold (Bank 1)	—
*P0442	Evaporative Emission Control System Leak Detected (Small Leak)	Engine coolant temperature at engine start is less than 30°C (86°F).
*P0451	Evaporative Emission Control System Pressure Sensor	—
*P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	Engine coolant temperature at engine start is less than 30°C (86°F).
*P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	Engine coolant temperature at engine start is less than 30°C (86°F).
*P0459	Evaporative Emission System Purge Control Valve Circuit High	—
P1443	Vent Control Solenoid Valve Function Problem	—
*P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Diagnosis completes in drive cycle B or C as well.

#### Diagnostic procedure:

- 1) Drive for 20 minutes at a constant speed of 80 km/h (50 MPH).
- 2) Stop the vehicle and idle for one minute.

### 3. DRIVE CYCLE B

DTC	Item	Condition
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0464	Fuel Level Sensor Circuit Intermittent	—
*P0506	Idle Air Control System RPM Lower Than Expected	—
*P0507	Idle Air Control System RPM Higher Than Expected	—
*P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or C as well.

#### Diagnostic procedure:

- 1) Drive at 10 km/h (6 MPH) or more.
- 2) Stop the vehicle and idle for ten minutes.

# Drive Cycle

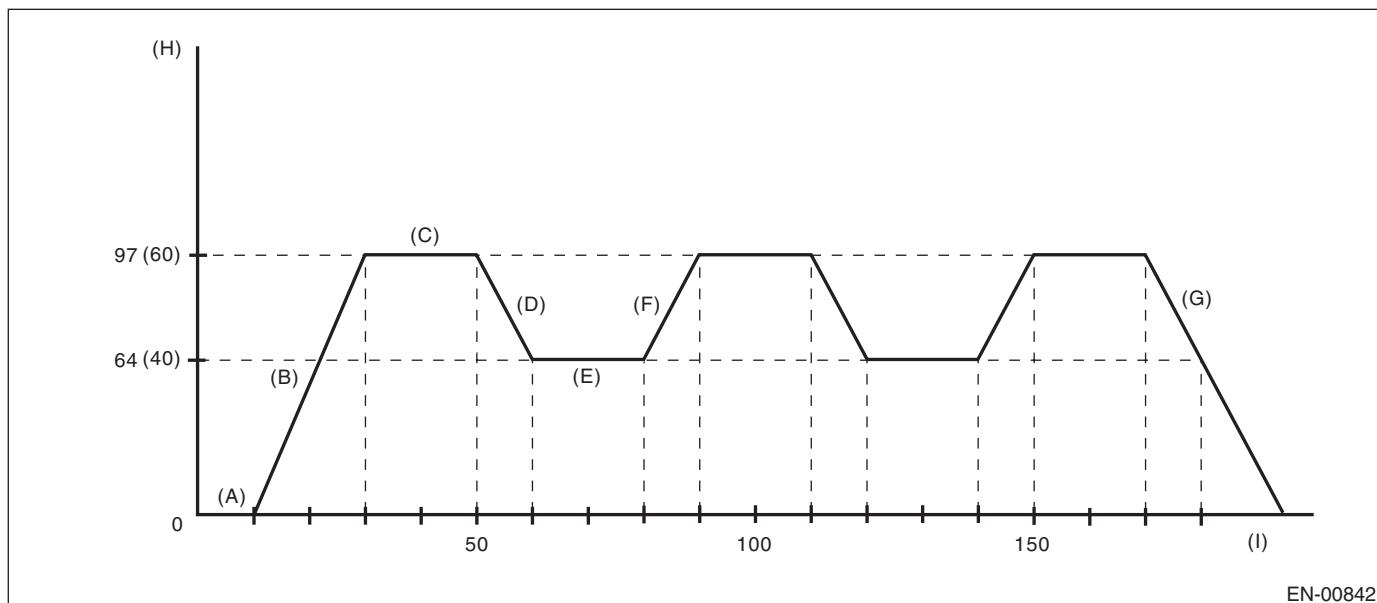
## ENGINE (DIAGNOSTICS)

### 4. DRIVE CYCLE C

DTC	Item	Condition
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	—
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	—
*P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	—
*P0068	MAP/MAF - Throttle Position Correlation	—
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	—
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	—
*P0101	Mass or Volume Air Flow Circuit Range/Performance	—
*P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	—
*P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0400	Exhaust Gas Recirculation Flow	—
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)	—
*P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or B as well.

### Diagnostic procedure:

Drive according to the drive pattern described below.



(A) Idle the engine for 10 seconds or more.	(D) Decelerate with fully closed throttle to 64 km/h (40 MPH).	(G) Stop vehicle with the throttle fully closed.
(B) Accelerate to 97 km/h (60 MPH) within 20 seconds.	(E) Drive the vehicle at 64 km/h (40 MPH) for 20 seconds.	(H) Vehicle speed km/h (MPH)
(C) Drive the vehicle at 97 km/h (60 MPH) for 20 seconds.	(F) Accelerate to 97 km/h (60 MPH) within 10 seconds.	(I) Sec.

## 5. DRIVE CYCLE D

DTC	Item	Condition
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	—

### NOTE:

In drive cycle D, one drive cycle will be established when both the drift diagnosis and stuck diagnosis have completed.

### Diagnostic procedure:

#### DRIFT DIAGNOSIS

- 1) Make sure of the items below before starting the engine.
  - Engine coolant temperature is less than 30°C (86°F).
  - Remaining fuel is 10 ℥ (2.6 US gal, 2.2 Imp gal) or more.
  - Battery voltage is 10.9 V or more.
- 2) Idle the engine until engine coolant temperature is at least 10°C (18°F) higher than it was when engine started.
- 3) After the engine has reached the state of procedure 2), idle the engine for another 5 minutes or more.

#### STUCK DIAGNOSIS

- 1) Make sure that the battery voltage is 10.9 V or more.
- 2) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-56, Clear Memory Mode.>
- 3) Drive for approximately 50 ℥ (13.2 US gal, 11 Imp gal) of fuel.

### NOTE:

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

## Drive Cycle

## ENGINE (DIAGNOSTICS)

## 6. 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(H4SO)(diag)-56, Clear Memory Mode.>
- 3) Drive for approximately 30 ℥ (7.9 US gal, 6.6 Imp gal) of fuel.

**NOTE:**

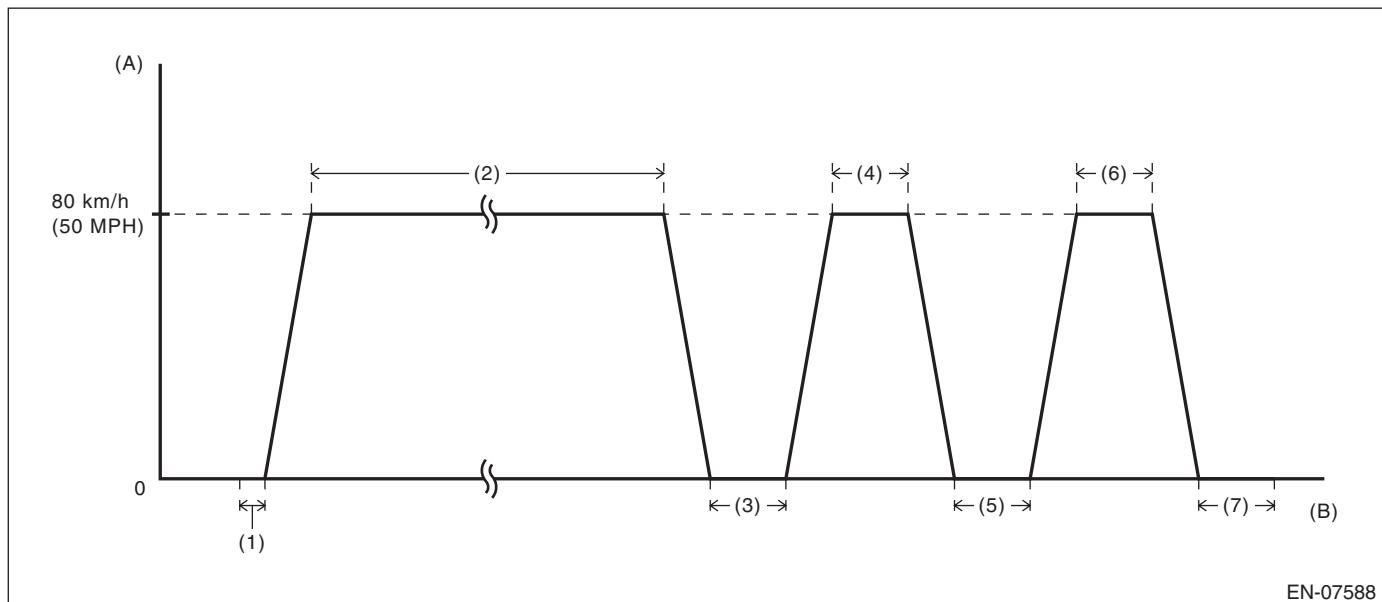
- It is acceptable to drive the vehicle intermittently.
- Do not disconnect the battery terminals while diagnosing.(Data will be cleared by disconnecting the battery terminals.)

## 7. DRIVE CYCLE F

DTC	Item	Condition
*P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	—

### **Diagnostic procedure:**

- 1) Make sure that the engine coolant temperature is less than 30°C (86°F).
- 2) Drive according to the drive pattern described below.



(A) Vehicle speed	(B) Elapsed time	
(1) Idle the engine for 10 seconds after engine start.	(4) Drive for 30 seconds at a constant speed of 80 km/h (50 MPH).	(6) Drive for 30 seconds at a constant speed of 80 km/h (50 MPH).
(2) Drive for 8 minutes at a constant speed of 80 km/h (50 MPH).	(5) Stop the vehicle and idle for 30 seconds.	(7) Stop the vehicle and idle for 30 seconds.
(3) Stop the vehicle and idle for 30 seconds.		

## NOTE:

- 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.
- When the engine stops while performing drive cycle F, perform it again from the state of procedure 1).

### 8. DRIVE CYCLE H

DTC	Item	Condition
*P1602	Control Module Programming Error	—

- 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-56, Clear Memory Mode.>
- 2) With the ignition switch ON, read the engine coolant temperature, intake air temperature and fuel temperature. <Ref. to EN(H4SO)(diag)-35, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>
- 3) If the values from step 2) satisfy the following two conditions, idle the engine for one minute.

**Condition:**

*|Engine coolant temperature — Intake air temperature|  $\leq 5^{\circ}\text{C}$  ( $41^{\circ}\text{F}$ )  
|Engine coolant temperature — Fuel temperature|  $\leq 2^{\circ}\text{C}$  ( $36^{\circ}\text{F}$ )*

**NOTE:**

- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- For AT models, hold the select lever to “P” range or “N” range at idling, and for MT models, the shift lever in the neutral position at idling.