

Diagnostics Chart for Security Indicator Light

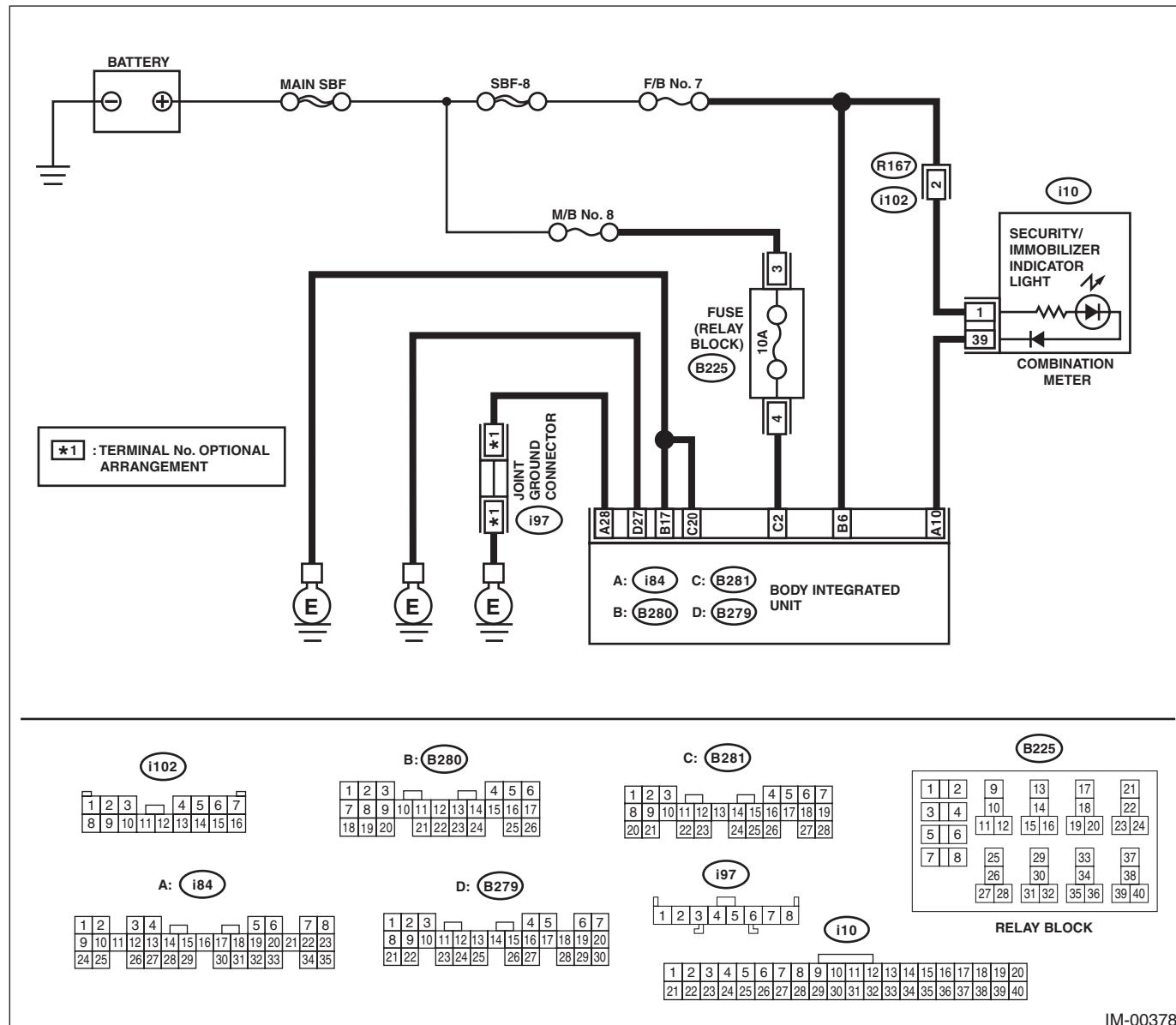
IMMOBILIZER (DIAGNOSTICS)

8. Diagnostics Chart for Security Indicator Light

A: INSPECTION

1. CHECK SECURITY INDICATOR LIGHT CIRCUIT

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK FUSE. 1) Remove the ignition key from ignition switch. 2) Check the fuse (M/B No. 8).	Is the fuse OK?	Go to step 2.	Replace the fuse. If the replaced fuse blows out easily, repair the short circuit in the harness between the fuse and body integrated unit.

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IMMOBILIZER (DIAGNOSTICS)

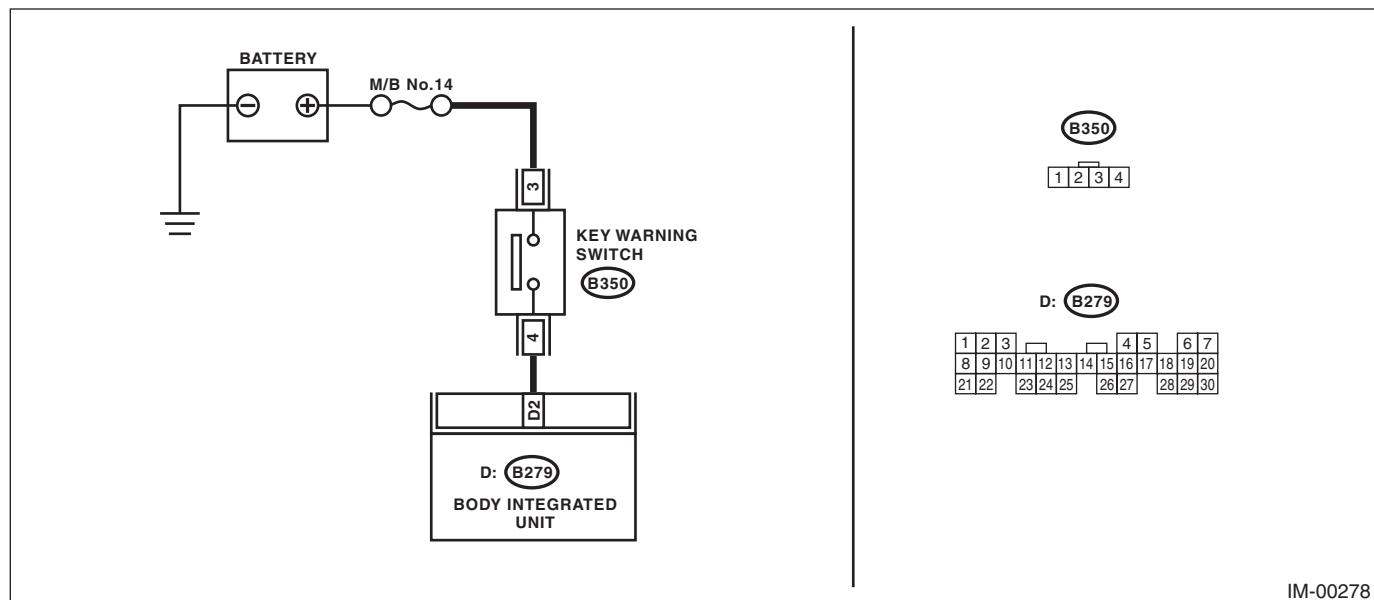
Step	Check	Yes	No
2 CHECK SECURITY INDICATOR LIGHT. 1) Disconnect the connector from body integrated unit. 2) Connect the resistor (100 Ω) between the body integrated unit connector terminal (i84) No. 10 and chassis ground.	Does the security indicator light illuminate?	Go to step 3.	Go to step 5.
3 CHECK BODY INTEGRATED UNIT GROUND CIRCUIT. Measure the resistance between the body integrated unit connector terminal and chassis ground. Connector & terminal (i84) No. 28 — Chassis ground: (B280) No. 17 — Chassis ground: (B281) No. 20 — Chassis ground: (B279) No. 27 — Chassis ground:	Is the resistance less than 10 Ω?	Go to step 4.	Repair the open circuit of the body integrated unit ground circuit.
4 CHECK BODY INTEGRATED UNIT POWER SUPPLY CIRCUIT. Measure the voltage between the body integrated unit connector terminal and chassis ground. Connector & terminal (B280) No. 6 (+) — Chassis ground (-): (B281) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the body integrated unit. <Ref. to SL-47, Body Integrated Unit.> Register all ignition keys (transponders). Refer to the "PC application help for Subaru Select Monitor".	Check the harness for open or short circuit between body integrated unit and fuse.
5 CHECK COMBINATION METER CIRCUIT. 1) Remove the combination meter. <Ref. to IDI-14, Combination Meter.> 2) Measure the voltage between combination meter connector terminal and chassis ground. Connector & terminal (i10) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Check for an open or short circuit in the harness between the combination meter and fuse.
6 CHECK COMBINATION METER CIRCUIT. Measure the resistance between the body integrated unit connector terminal and combination meter connector terminal. Connector & terminal (i84) No. 10 — (i10) No. 39:	Is the resistance less than 10 Ω?	LED bulb is defective. Replace the combination meter case assembly. <Ref. to IDI-14, DISASSEMBLY, Combination Meter.>	Repair the harness or connector.

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IMMOBILIZER (DIAGNOSTICS)

2. CHECK KEY SWITCH CIRCUIT

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK POWER SUPPLY CIRCUIT. 1) Disconnect the connector from key warning switch. 2) Measure the voltage between key warning switch connector terminal and chassis ground. <i>Connector & terminal (B350) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Check the harness for an open or short between the key warning switch and fuse.
2 CHECK KEY WARNING SWITCH. 1) Insert the ignition key in the ignition switch. (OFF or ACC) 2) Measure the resistance between key warning switch connector terminals. <i>Connector & terminal No. 3 — No. 4:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Replace the key warning switch.
3 CHECK KEY WARNING SWITCH. 1) Remove the ignition key from ignition switch. 2) Measure the resistance between key warning switch connector terminals. <i>Connector & terminal No. 3 — No. 4:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 4.	Replace the key warning switch.
4 CHECK HARNESS BETWEEN KEY WARNING SWITCH AND BODY INTEGRATED UNIT. 1) Disconnect the connector from body integrated unit. 2) Measure the resistance between key warning switch connector terminal and body integrated unit connector terminal. <i>Connector & terminal (B350) No. 4 — (B279) No. 2:</i>	Is the resistance less than 10 Ω ?	Replace the body integrated unit. <Ref. to SL-47, Body Integrated Unit.> Register all ignition keys (transponders). Refer to the "PC application help for Subaru Select Monitor".	Repair the harness between key warning switch and body integrated unit.