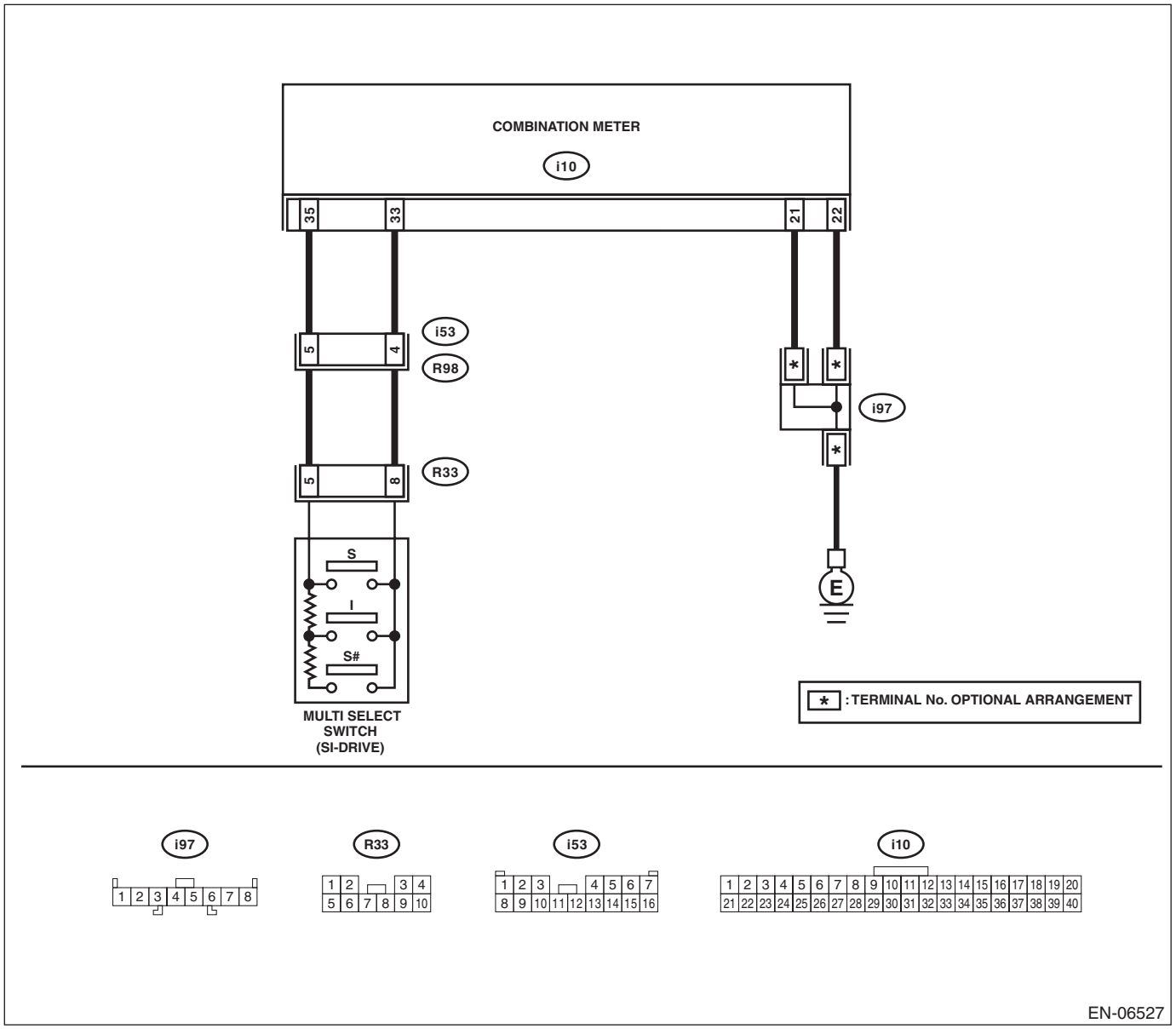
1. SI-DRIVE MODE INDICATION DOES NOT CHANGE AND MODES DO NOT SWITCH AFTER SWITCHING SI-DRIVE MODES

WIRING DIAGRAM:

• Engine electrical system, without SI-DRIVE <Ref. to WI-32, WITHOUT SI-DRIVE, WIRING DIAGRAM, Engine Electrical System.>

• Engine electrical system, with SI-DRIVE <Ref. to WI-48, WITH SI-DRIVE, WIRING DIAGRAM, Engine Electrical System.>



	Step	Check	Yes	No
1	**CHECK SI-DRIVE SELECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the combination meter. 3) Measure the resistance between connectors when the SI-DRIVE selector is operated. ***Connector & terminal*** ***(i10) No. 33 — (i10) No. 35:***	Does the resistance change as below? S#: 3.48 — 3.85 kΩ I: 0.95 — 1.05 kΩ S: less than 1 Ω	Go to step **4**.	Go to step **2**.

	Step	Check	Yes	No
2	**CHECK HARNESS BETWEEN COMBINATION METER AND MULTI-SELECT SWITCH CONNECTOR.** 1) Disconnect the connector from multi-select switch. 2) Measure the resistance of harness between combination meter and multi-select switch connector. ***Connector & terminal*** ***(i10) No. 33 — (R33) No. 8:*** ***(i10) No. 35 — (R33) No. 5:***	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 combination meter and multi-select switch connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN COMBINATION METER AND MULTI-SELECT SWITCH CONNECTOR.** Measure the resistance between multi-select switch connector and chassis ground. ***Connector & terminal*** ***(R33) No. 8 — Chassis ground:*** ***(R33) No. 5 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair the poor contact of multi-select switch connector. Replace the multi-select switch if defective. <Ref. to FU(STI)-58, SI-DRIVE (SUBARU Intelligent Drive) Selector.>	Repair the ground short circuit in harness between combination meter and multi-select switch connector.
4	**CHECK HARNESS BETWEEN COMBINATION METER AND CHASSIS GROUND.** Measure the resistance of harness between combination meter and chassis ground. ***Connector & terminal*** ***(i10) No. 21 — Chassis ground:*** ***(i10) No. 22 — Chassis 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 in harness between combination meter and chassis ground • Poor contact of coupling connector
5	**RECHECK FAULT.** 1) Connect all connectors. 2) Switch SI-DRIVE modes.	Is there any fault?	Repair the poor contact of combination meter connector. Replace the combination meter if defective. <Ref. to IDI-16, Combination Meter.>	The circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause.

2. “S” BLINKS ON SI-DRIVE MODE DISPLAY IN THE COMBINATION METER APPROX. 5 SECONDS AFTER SWITCHING SI-DRIVE MODES

Step		Check	Yes	No
1	**CHECK DTC.**	Is DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)” concerning the respective units.	Go to step **2**.
2	**CHECK COMBINATION METER AND CLOCK DISPLAY.** Check for abnormal indication other than “S” blinking. Examples: • Malfunction indicator light illuminates. • “Err” is displayed on fuel efficiency display part. • Engine coolant temperature gauge does not move.	Is there any abnormal indication other than “S” blinking?	For the diagnostic procedure, refer to LAN section. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK COMBINATION METER, ECM AND BODY INTEGRATED UNIT.**	Are the part numbers of combination meter, ECM and body integrated unit correct?	Replace the combination meter. <Ref. to IDI-16, Combination Meter.>	Replace the combination meter, ECM or body integrated unit with parts of proper part number. <Ref. to IDI-16, Combination Meter.> <Ref. to FU(STI)-59, Engine Control Module (ECM).> or <Ref. to SL-48, Body Integrated Unit.>

3. “S#”, “I” OR “S” BLINKS ON SI-DRIVE MODE DISPLAY IN THE COMBINATION METER AFTER SWITCHING SI-DRIVE MODES

NOTE:
In this case, there is a fault other than in SI-DRIVE system.

	Step	Check	Yes	No
1	**CHECK MALFUNCTION INDICATOR LIGHT.** 1) Start the engine. 2) Check if malfunction indicator light illuminates.	Does the malfunction indicator light illuminate?	Read the DTC using Subaru Select Monitor and check the indicated DTC. <Ref. to EN(H4DOTC)(diag)-87, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK ENGINE COOLANT TEMPERATURE GAUGE.** 1) Turn the ignition switch to ON. 2) Check the engine coolant temperature gauge.	Does it indicate overheating?	Inspect for the cause of overheating and repair.	Go to step **3**.
3	**CHECK COMBINATION METER INDICATION.** 1) Turn the ignition switch to ON. 2) Switch SI-DRIVE modes. 3) Check the SI-DRIVE mode display in the combination meter.	Does “S#”, “I” or “S” of the SI-DRIVE mode blink in combination meter?	Replace the combination meter. <Ref. to IDI-16, Combination Meter.>	Perform test driving to check the malfunction indicator light and engine coolant temperature gauge. Complete the diagnosis if they are normal.