

General Description

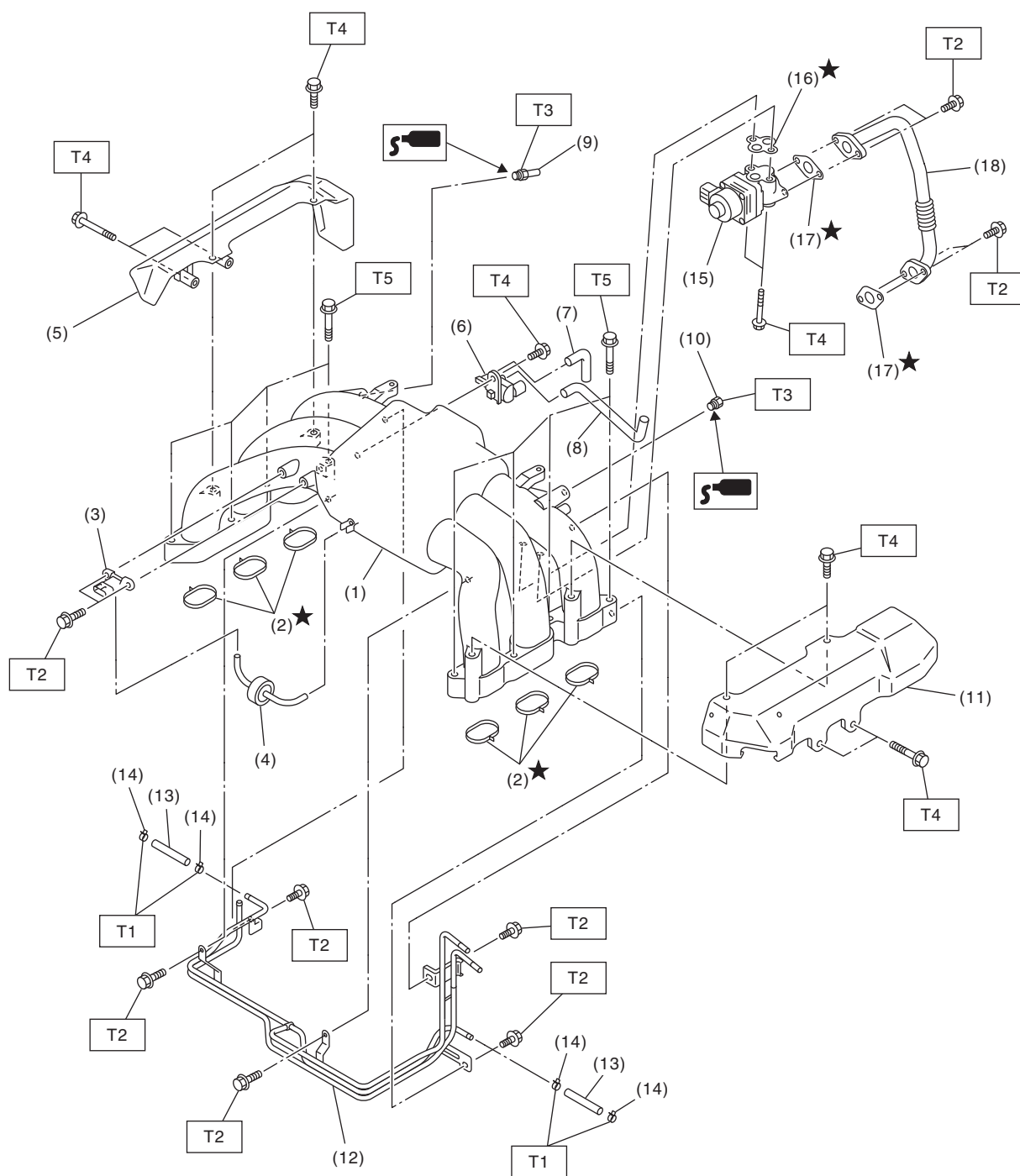
FUEL INJECTION (FUEL SYSTEMS)

1. General Description

A: SPECIFICATION

Fuel tank	Capacity	70 ℓ (18.5 US gal, 15.4 Imp gal)
	Install locations	Rear floor under
Fuel pump	Type	Impeller
	Shutoff discharge pressure	850 kPa (8.67 kg/cm ² , 123.3 psi) or less
	Discharge rate	155 ℓ (41 US gal, 34.1 Imp gal)/h or more. [12 V at 300 kPa (3.06 kg/cm ² , 43.5 psi)]
Fuel filter		In-tank type

1. INTAKE MANIFOLD



FU-04653

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Intake manifold	(10) PLUG
(2) O-ring	(11) Fuel pipe protector LH
(3) Manifold absolute pressure sensor	(12) Fuel pipe ASSY
(4) Filter	(13) Hose
(5) Fuel pipe protector RH	(14) Clamp
(6) Purge control solenoid valve	(15) EGR valve
(7) Hose	(16) Gasket
(8) Hose	(17) Gasket
(9) Nipple	(18) EGR pipe

Tightening torque:N·m (kgf-m, ft-lb)

T1: 1.25 (0.1, 0.9)

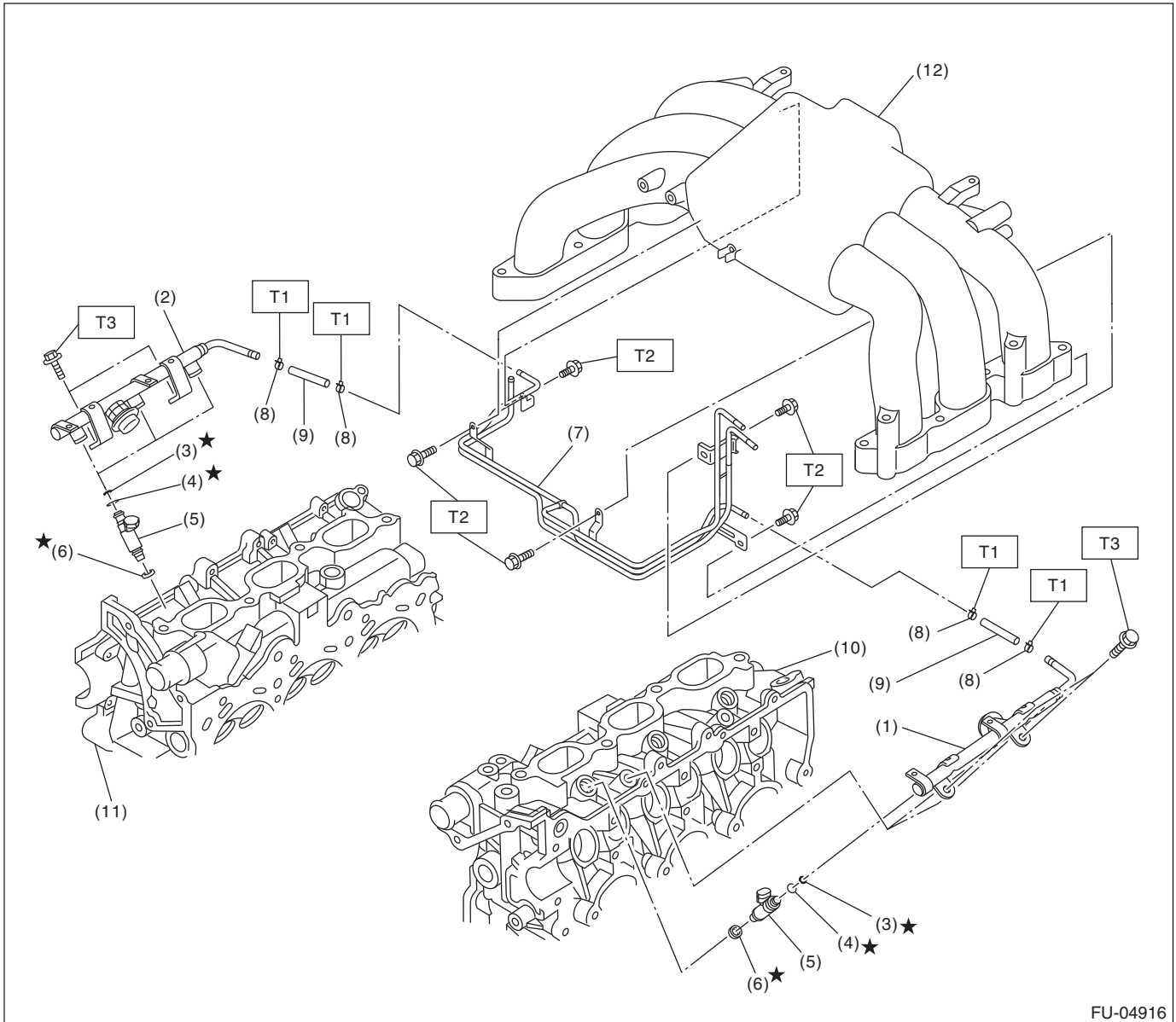
T2: 6.4 (0.7, 4.7)

T3: 17 (1.7, 12.5)

T4: 19 (1.9, 14.0)

T5: 25 (2.5, 18.4)

2. FUEL INJECTOR



FU-04916

(1) Fuel injector pipe LH	(7) Fuel pipe ASSY
(2) Fuel injector pipe RH	(8) Clamp
(3) O-ring	(9) Hose
(4) Injection rubber	(10) Cylinder head LH
(5) Fuel injector	(11) Cylinder head RH
(6) Seal ring	(12) Intake manifold

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.25 (0.1, 0.9)

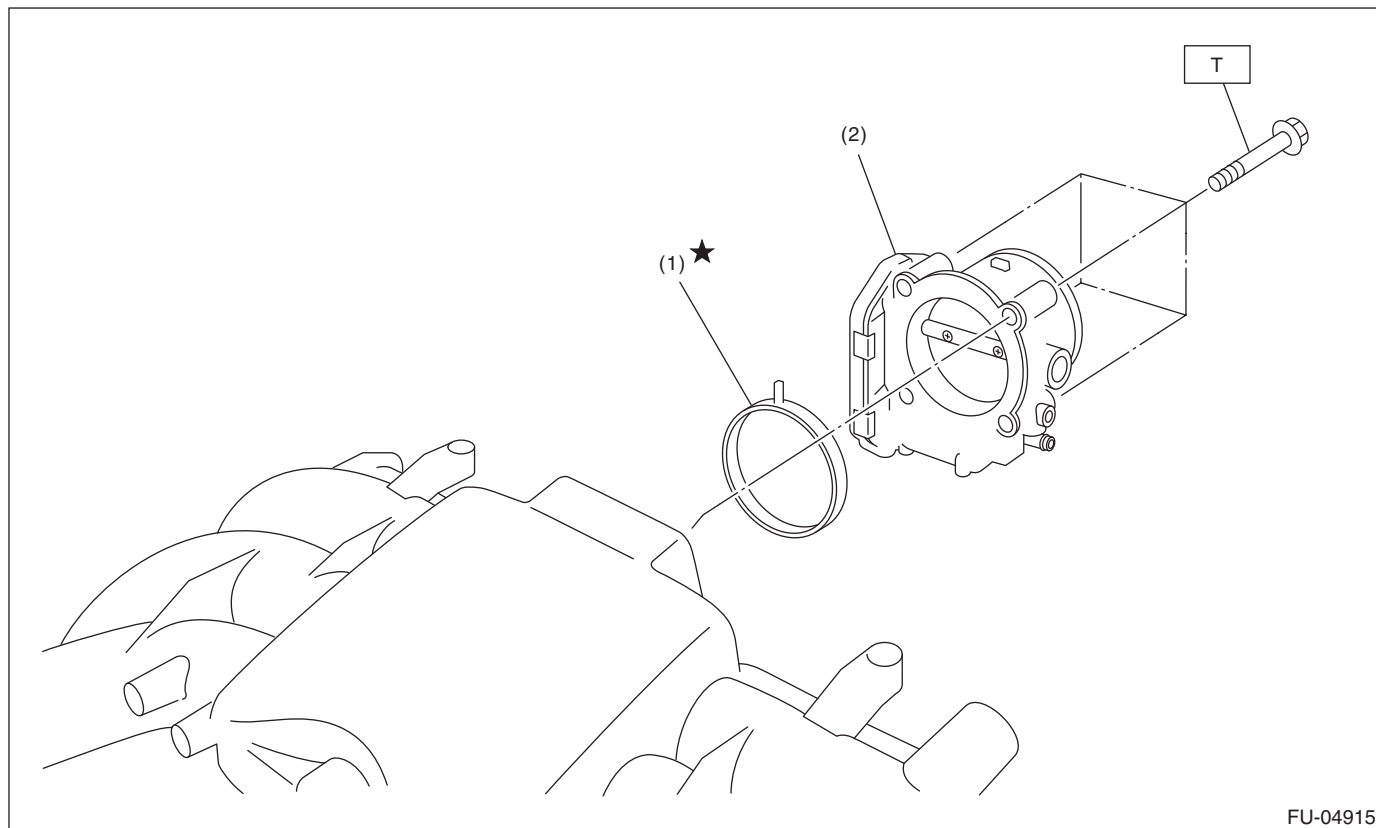
T2: 6.4 (0.7, 4.7)

T3: 19 (1.9, 14.0)

General Description

FUEL INJECTION (FUEL SYSTEMS)

3. AIR INTAKE SYSTEM



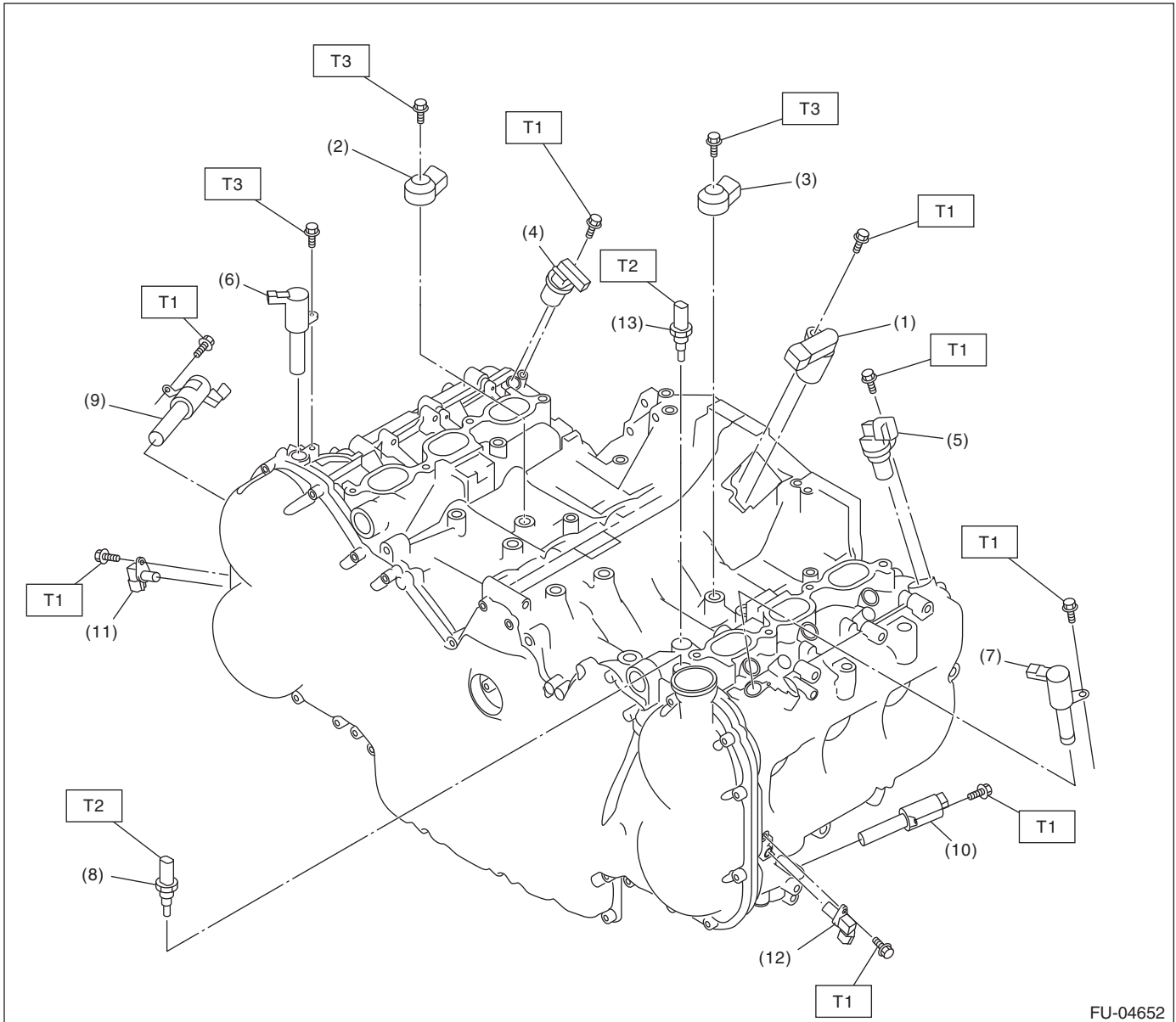
(1) O-ring

(2) Throttle body

Tightening torque: N·m (kgf-m, ft-lb)

T: 8 (0.8, 5.9)

4. SENSOR



FU-04652

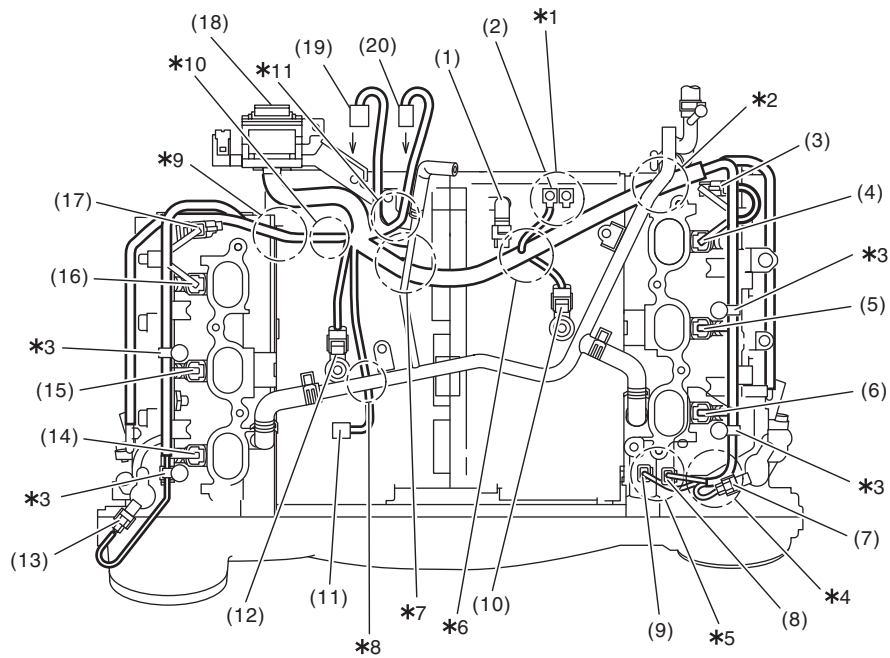
(1) Crankshaft position sensor	(7) Intake oil flow control solenoid valve LH	(13) Engine coolant temperature sensor
(2) Knock sensor RH	(8) Oil temperature sensor	
(3) Knock sensor LH	(9) Exhaust oil flow control solenoid valve RH	Tightening torque: N·m (kgf-m, ft-lb)
(4) Intake camshaft position sensor RH	(10) Exhaust oil flow control solenoid valve LH	T1: 6.4 (0.7, 4.7)
(5) Intake camshaft position sensor LH	(11) Exhaust camshaft position sensor RH	T2: 22 (2.2, 16.2)
(6) Intake oil flow control solenoid valve RH	(12) Exhaust camshaft position sensor LH	T3: 25 (2.5, 18.4)

General Description

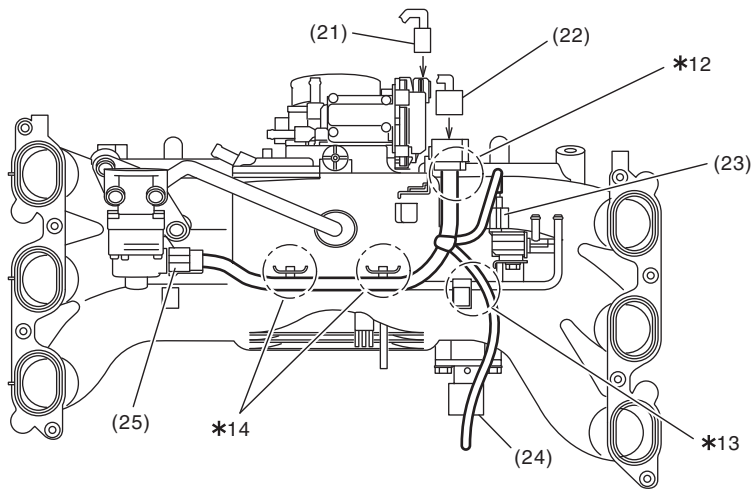
FUEL INJECTION (FUEL SYSTEMS)

5. ENGINE HARNESS

Engine harness assembly diagram 1



(A)



(B)

ME-04534

General Description

FUEL INJECTION (FUEL SYSTEMS)

(A) Cylinder block upper face	(B) Intake manifold back surface		
(1) Crankshaft position sensor connector	(10) Knock sensor LH connector	(19) Upper/lower connection connector (To intake manifold)	
(2) Engine ground	(11) Power steering switch connector	(20) Electronic throttle control connector (To intake manifold)	
(3) Intake camshaft position sensor LH connector	(12) Knock sensor RH connector	(21) Electronic throttle control connector (From upper part of the cylinder block)	
(4) #6 injector connector	(13) Intake oil flow control solenoid valve RH connector	(22) Upper/lower connection connector (From upper part of the cylinder block)	
(5) #4 injector connector	(14) #1 injector connector	(23) Purge control solenoid valve connector	
(6) #2 injector connector	(15) #3 injector connector	(24) Manifold absolute pressure sensor connector	
(7) Intake oil flow control solenoid valve LH connector	(16) #5 injector connector	(25) EGR valve connector	
(8) Oil temperature sensor connector	(17) Intake camshaft position sensor RH connector		
(9) Engine coolant temperature sensor connector	(18) Engine harness docking connector		

*1: Install so that engine ground terminals face the rear side of vehicle.

*2: Route under the heater pipe.

*3: Attach the engine harness fixing clip to the fuel pipe stay.

*4: Route from the cutout portion on the fuel pipe protector LH.

*5: Be careful not to mix up the connectors of oil temperature sensor and engine coolant temperature sensor.

*6: Route between crankshaft position sensor and knock sensor LH.

*7: Route under the heater pipe.

*8: Route under the heater pipe.

*9: Route under the fuel pipe.

*10: Attach the engine harness fixing clip to the fixing boss on the cylinder block.

*11: Route over the heater pipe stay.

*12: Securely install the engine harness fixing stay.

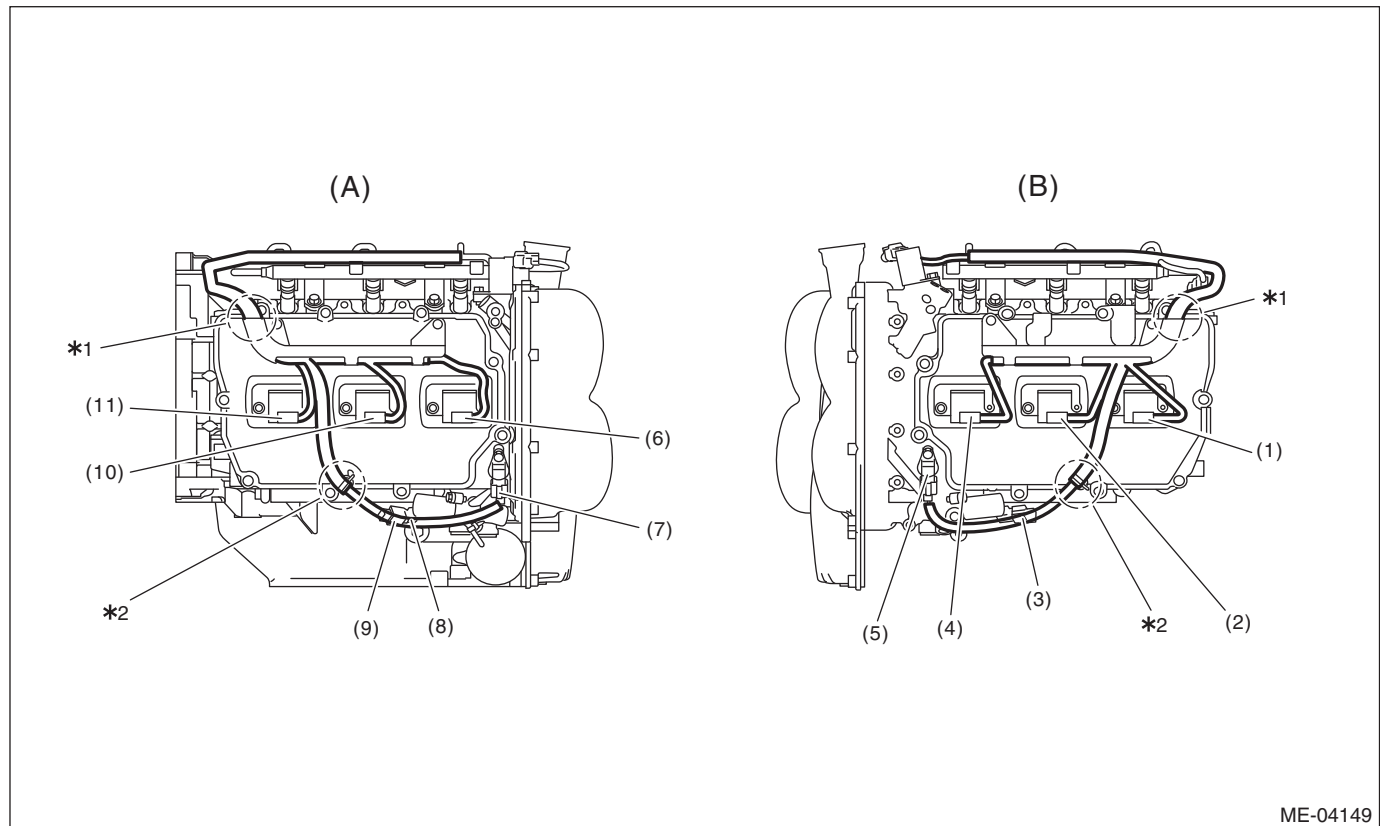
*13: Route outside the fuel pipe.

*14: Attach the engine harness fixing clip to the fixing stay on the intake manifold.

General Description

FUEL INJECTION (FUEL SYSTEMS)

Engine harness assembly diagram 2



ME-04149

(A) Right side of the engine

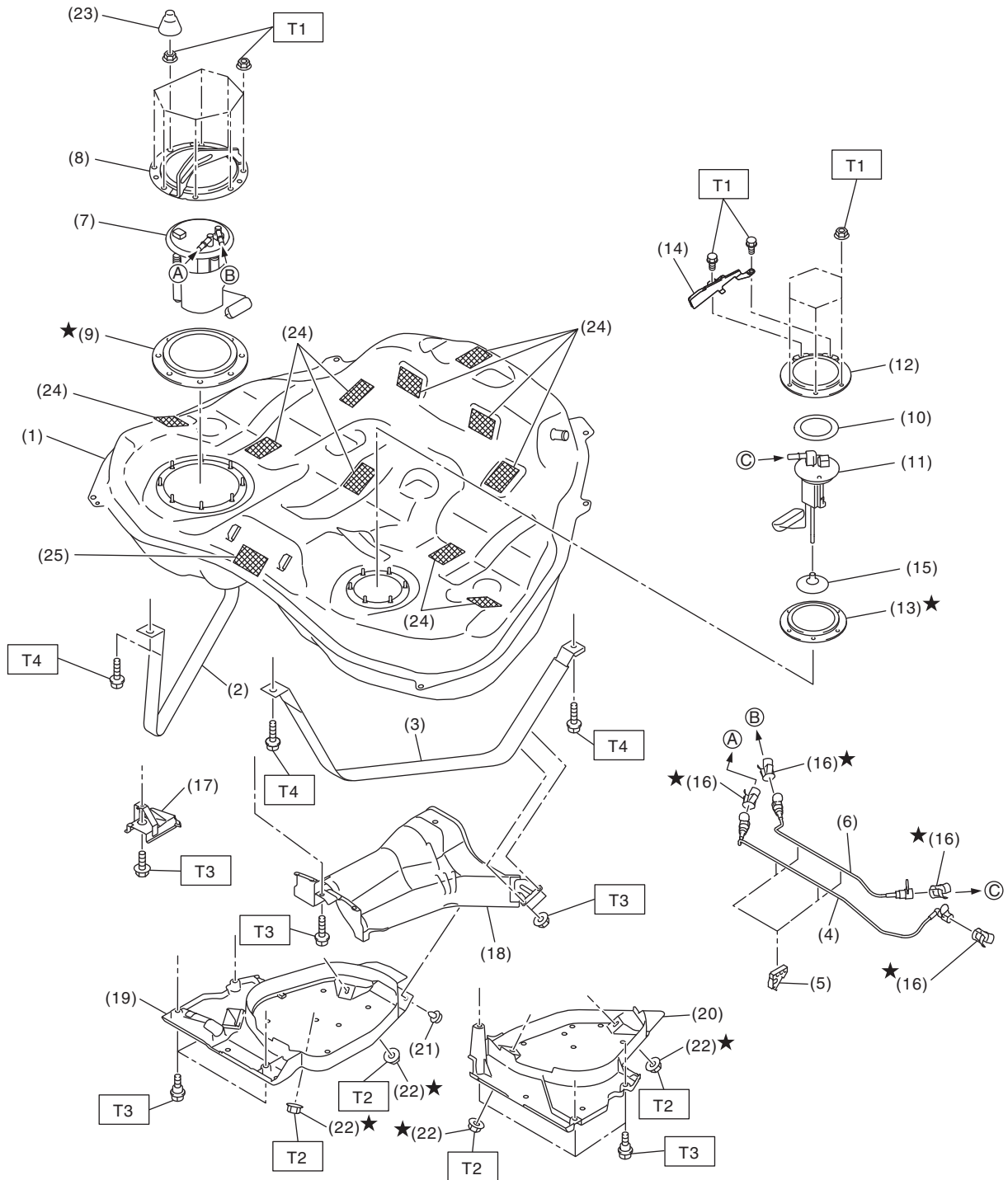
(B) Left side of the engine

(1) #6 ignition coil connector	(5) Exhaust camshaft position sensor LH connector	(9) Exhaust oil flow control valve solenoid RH connector
(2) #4 ignition coil connector	(6) #1 injector connector	(10) #3 ignition coil connector
(3) Exhaust oil flow control valve solenoid LH connector	(7) Exhaust camshaft position sensor RH connector	(11) #5 ignition coil connector
(4) #2 ignition coil connector	(8) Oil pressure switch connector	

*1: Align the engine harness stay end with the end of engine harness identification tape.

*2: Attach the engine harness fixing clip to the fixing boss on the rocker cover.

6. FUEL TANK



FU-05148

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Fuel tank (2) Fuel tank band RH (3) Fuel tank band LH (4) Fuel delivery tube (5) Tube clamp (6) Fuel sub delivery tube (7) Fuel pump ASSY (8) Fuel pump upper plate (9) Fuel pump gasket (10) Fuel sub level sensor upper plate cushion (11) Fuel sub level sensor	(12) Fuel sub level sensor upper plate (13) Fuel sub level sensor gasket (14) Fuel sub level sensor protector (15) Fuel sub level sensor filter (16) Retainer (17) Stopper (18) Heat shield cover (19) Fuel tank protector RH (20) Fuel tank protector LH (21) Clip (22) Self-locking nut	(23) Rubber cap (24) Cushion (25) Cushion

Tightening torque:N·m (kgf-m, ft-lb)

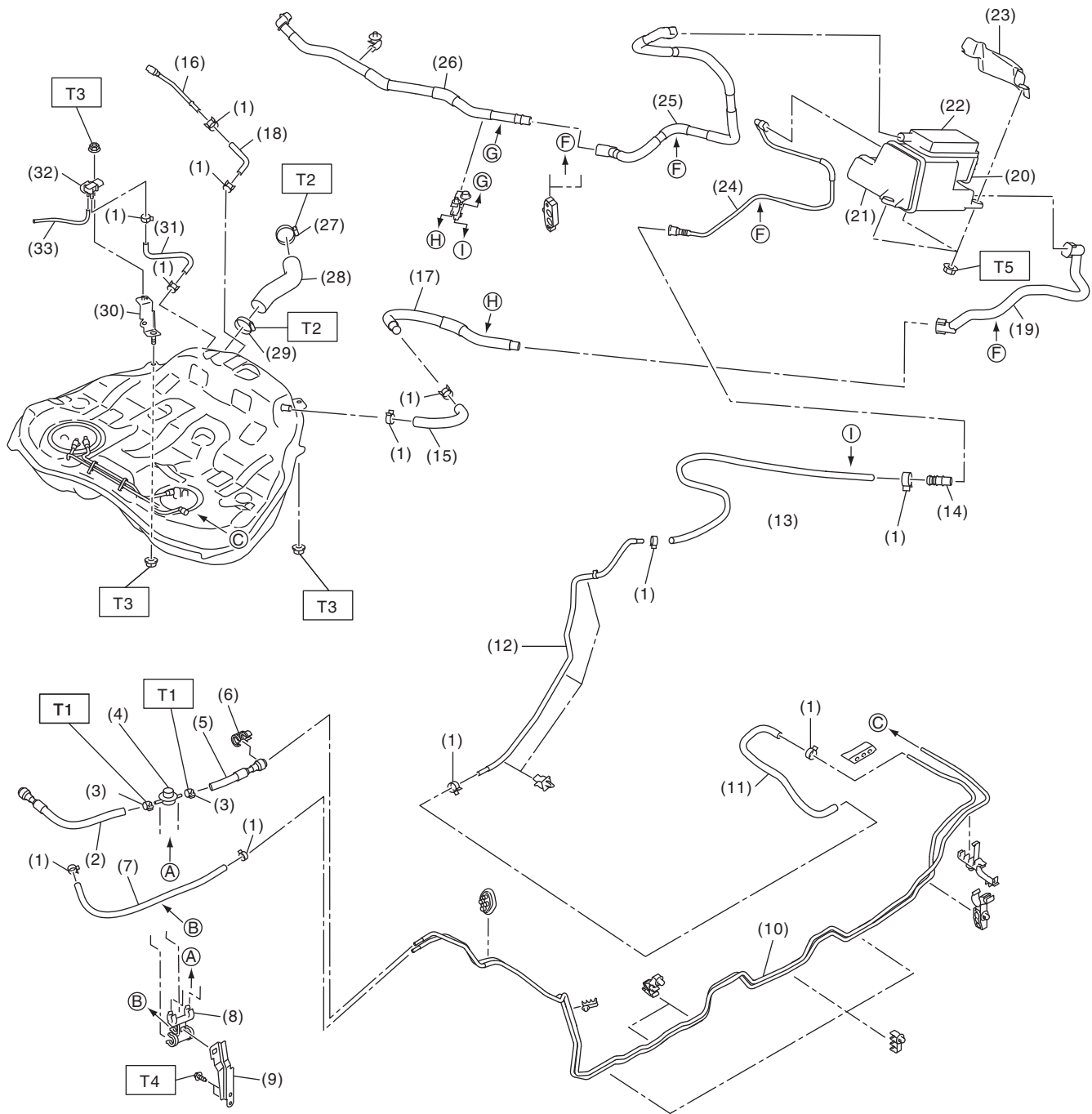
T1: 4.4 (0.4, 3.2)

T2: 9 (0.9, 6.6)

T3: 18 (1.8, 13.3)

T4: 33 (3.4, 24.3)

7. FUEL LINE



FU-05096

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Clip	(15) Air vent hose A	(29) Clamp
(2) Fuel delivery hose A	(16) Circulate tube	(30) Fuel tank pressure sensor bracket
(3) Clamp	(17) Air vent tube	(31) Pressure hose
(4) Fuel damper	(18) Circulate hose	(32) Fuel tank pressure sensor
(5) Fuel delivery hose B	(19) Vent tube	(33) Vacuum hose
(6) Connect check cover	(20) Drain valve	
(7) Evaporation hose	(21) Canister	<i>Tightening torque:N·m (kgf-m, ft-lb)</i>
(8) Fuel damper holder	(22) Drain filter	<i>T1: 1.25 (0.1, 2.9)</i>
(9) Damper bracket	(23) Canister protector	<i>T2: 2.5 (0.3, 1.8)</i>
(10) Fuel pipe ASSY	(24) Charge tube	<i>T3: 7.35 (0.7, 5.4)</i>
(11) Purge hose A	(25) Canister drain tube	<i>T4: 7.5 (0.8, 5.5)</i>
(12) Purge pipe	(26) Drain tube ASSY	<i>T5: 8 (0.8, 5.9)</i>
(13) Purge hose B	(27) Clamp	
(14) Connector	(28) Fuel filler hose	

FUEL INJECTION (FUEL SYSTEMS)

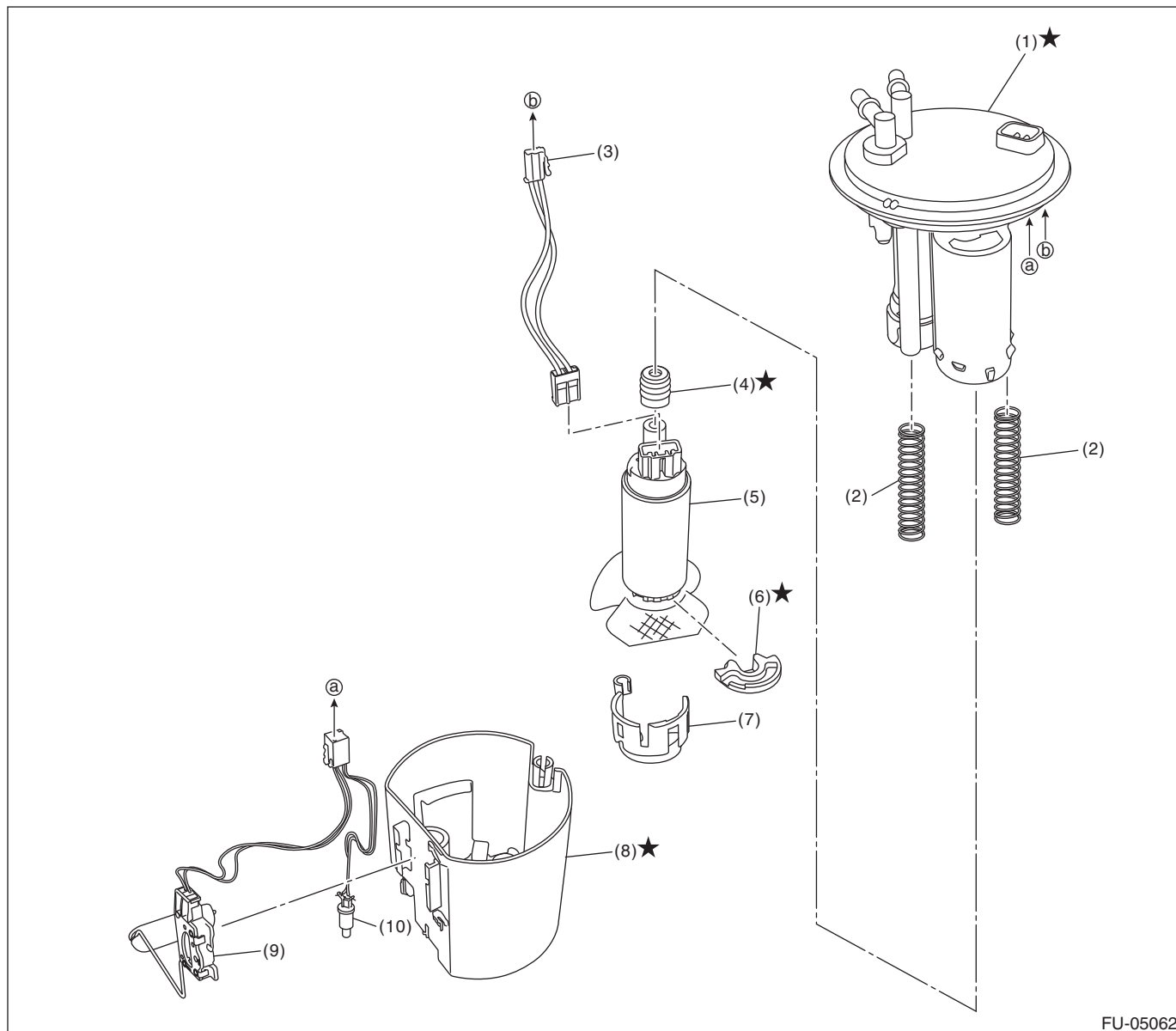
[illegible]

- Tightening torque:N·m (kgf·m, ft·lb)**
T1: 1 (0.1, 0.7)
T2: 7.35 (0.7, 5.4)
T3: 7.5 (0.8, 5.5)

General Description

FUEL INJECTION (FUEL SYSTEMS)

9. FUEL PUMP



FU-05062

(1) Fuel filter assembly	(5) Fuel pump	(9) Fuel level sensor
(2) Pump module spring	(6) Support rubber cushion	(10) Fuel temperature sensor
(3) Fuel pump harness	(7) Fuel pump holder	
(4) Gasket spacer	(8) Fuel chamber ASSY	

C: CAUTION

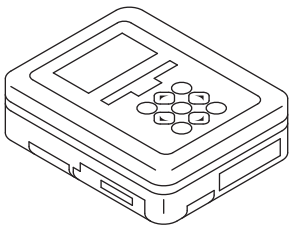
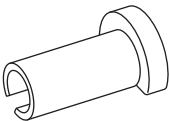
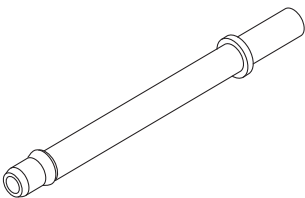
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Place “NO OPEN FLAMES” signs near the working area.
- Prepare a container and cloth to prevent scattering of fuels when performing work where fuels can be spilled. If the oil spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing fuel.

General Description

FUEL INJECTION (FUEL SYSTEMS)

D: PREPARATION TOOL

1. ST

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for draining fuel and each inspection.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for disconnecting quick connector of the engine compartment.
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for draining fuel.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Oscilloscope	Used for inspecting the waveform of each sensor.

2. Throttle Body

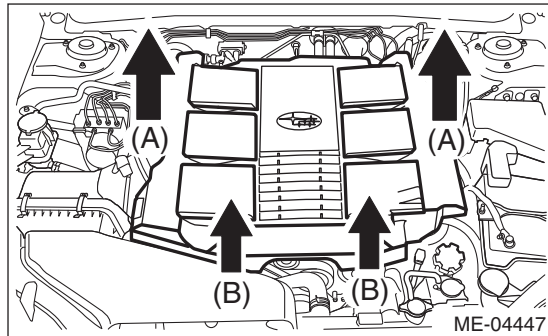
A: REMOVAL

1) Remove the collector cover.

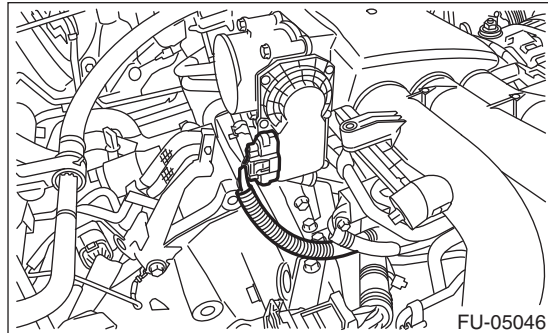
NOTE:

Follow these procedures for removal of the collector cover.

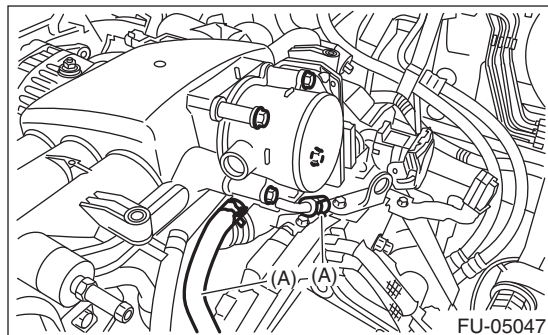
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Remove the air intake boot assembly. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 4) Disconnect the connector from the throttle body.



- 5) Disconnect the engine coolant hoses (A) from throttle body.
- 6) Remove the bolts which secure the throttle body to the intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use new O-rings.

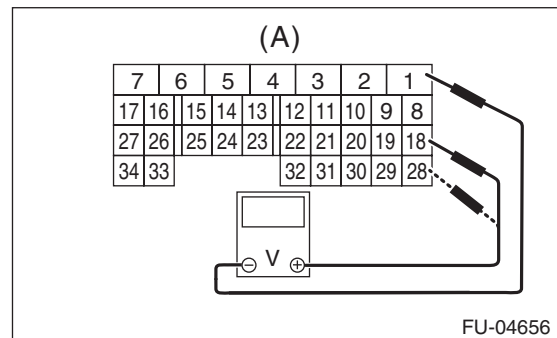
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

C: INSPECTION

1. THROTTLE SENSOR (METHOD WITH CIRCUIT TESTER)

- 1) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 2) Turn the ignition switch to ON. (engine OFF)
- 3) Measure the voltage between ECM connector terminals.



(A) To ECM connector

Throttle sensor	Accelerator pedal	Terminal No.	Standard
Main	Not depressed (Full closed)	18 (+) and 1 (-)	Approx. 0.6 V
	Depressed (Full opened)		Approx. 4.01 V
Sub	Not depressed (Full closed)	28 (+) and 1 (-)	Approx. 1.48 V
	Depressed (Full opened)		Approx. 4.23 V

- 4) After inspection, install the related parts in the reverse order of removal.

Throttle Body

FUEL INJECTION (FUEL SYSTEMS)

2. THROTTLE SENSOR (METHOD WITH SUBARU SELECT MONITOR)

- 1) Turn the ignition switch to ON. (engine OFF)
- 2) Read the throttle opening angle signal and voltage of throttle sensor using Subaru Select Monitor.
<Ref. to EN(H6DO)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

Throttle sensor	Throttle opening angle signal	Standard
Main	0.0%	Approx. 0.6 V
	100.0%	Approx. 4.01 V
Sub	0.0%	Approx. 1.48 V
	100.0%	Approx. 4.23 V

3. OTHER INSPECTIONS

- 1) Check that the throttle body has no deformation, cracks or other damages.
- 2) Check that the engine coolant hose has no cracks, damage or loose part.

3. Intake Manifold

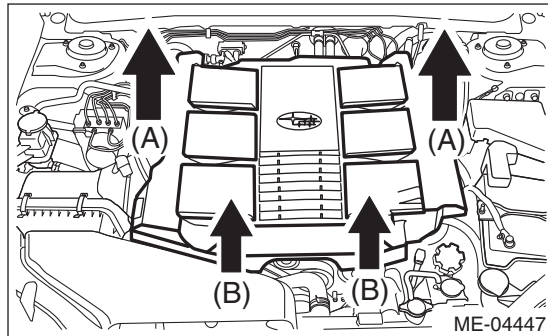
A: REMOVAL

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



2) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

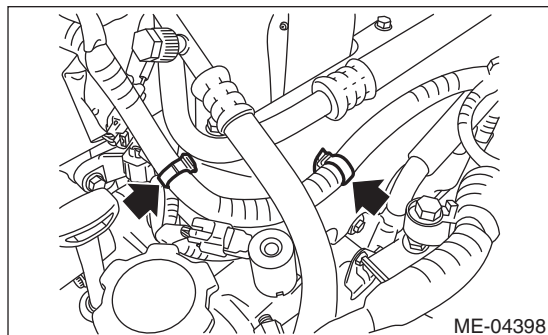
3) Disconnect the ground cable from battery.

4) Open the fuel filler lid and remove the fuel filler cap.

5) Remove the air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>

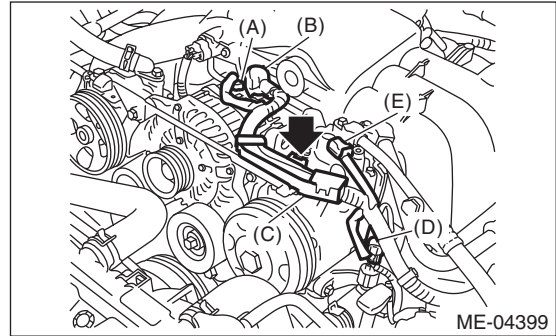
6) Disconnect the following connector.

- (1) Remove the securing clips from the two locations on the fuel pipe protector LH.



- (2) Generator connector
- (3) Generator terminal B
- (4) Remove the harness cover from collector cover bracket.
- (5) A/C compressor solenoid connector

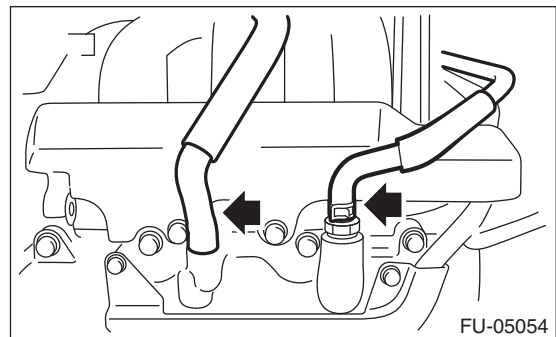
(6) Flow sensor connector



- (A) Generator connector
- (B) Terminal B
- (C) Harness cover
- (D) A/C compressor solenoid connector
- (E) Flow sensor connector

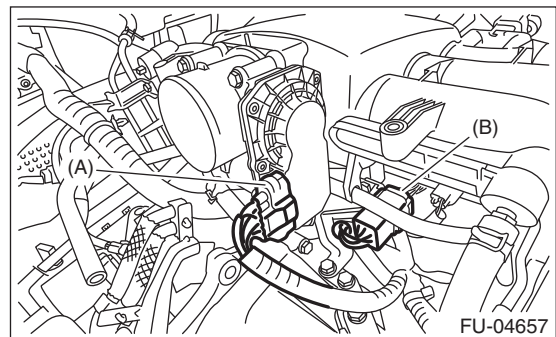
(7) Slide the harness and connector to the battery side.

7) Disconnect the PCV hose and blow-by hose.



8) Disconnect the connector (A) from throttle body.

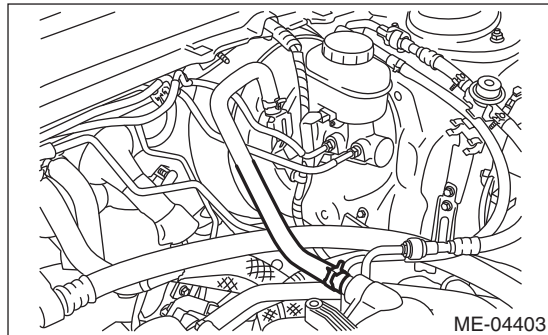
9) Disconnect the engine harness connector (B).



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

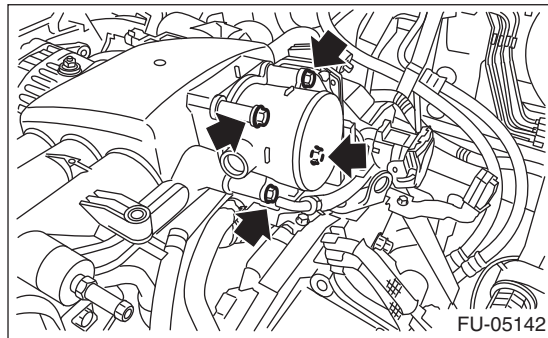
10) Disconnect the brake booster vacuum hose.



11) Remove the throttle body from the intake manifold.

NOTE:

Do not disconnect the inlet and outlet hoses of engine coolant.



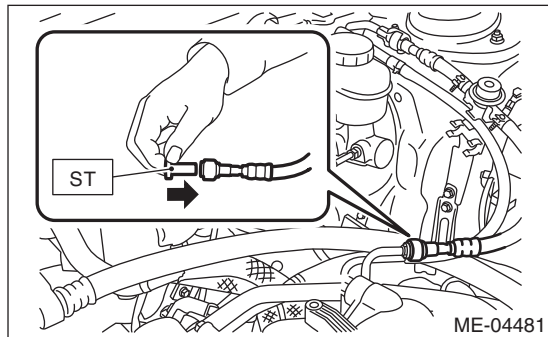
12) Disconnect the fuel delivery hose and evaporation hose.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

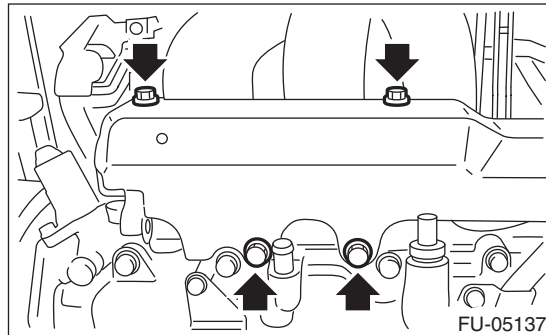
(1) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the quick connector of the fuel delivery hose.

ST 42099AE000 QUICK CONNECTOR RELEASE



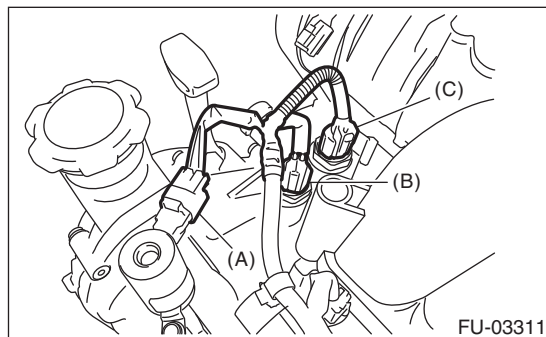
(2) Remove the clip and disconnect the evaporation hose.

13) Remove the fuel pipe protector LH.



14) Remove the engine harness from the fuel injector pipe LH.

15) Disconnect the connectors of the oil temperature sensor, engine coolant temperature sensor and intake oil flow control solenoid valve LH.

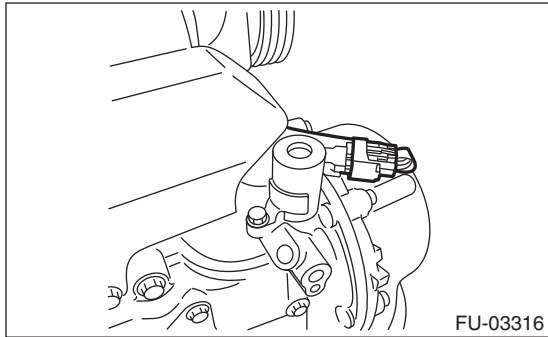


- (A) Intake oil flow control solenoid valve LH
- (B) Oil temperature sensor
- (C) Engine coolant temperature sensor

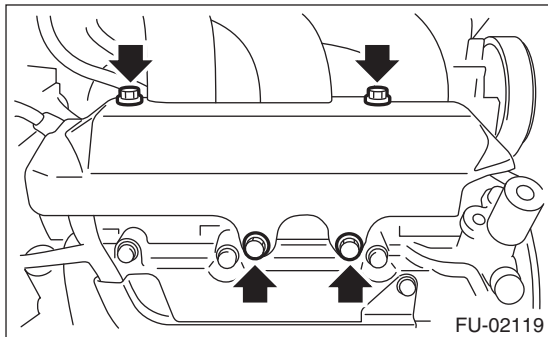
16) Remove the bolts which hold fuel injector pipe LH to cylinder head.



17) Disconnect the connectors of the intake oil flow control solenoid valve RH.

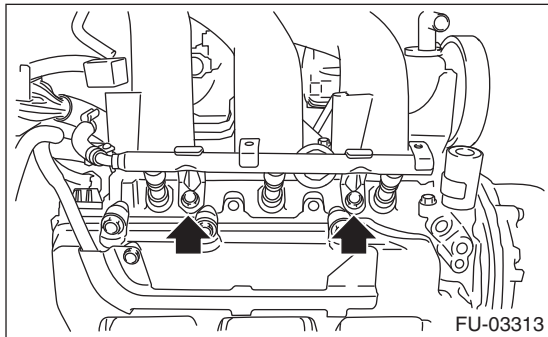


18) Remove the fuel pipe protector RH.



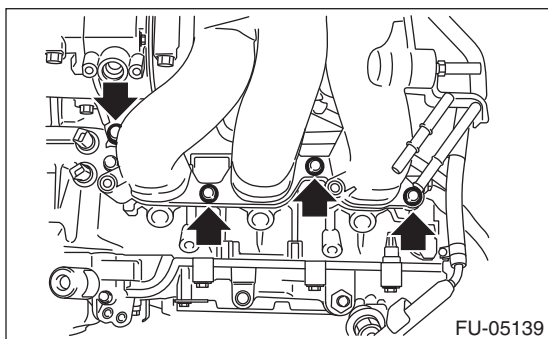
19) Remove the engine harness from the fuel injector pipe RH.

20) Remove the bolts which hold the fuel injector pipe RH to the cylinder head.

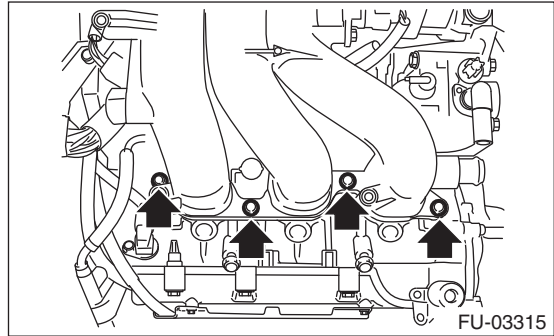


21) Remove the bolts which hold the intake manifold to the cylinder head.

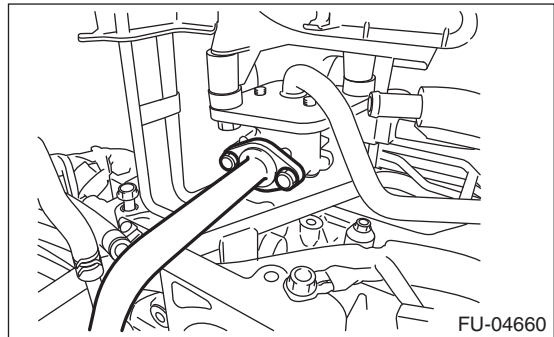
- LH side



- RH side



22) Remove the EGR pipe securing bolt.



23) Remove the intake manifold.

B: INSTALLATION

1) Install the intake manifold onto cylinder heads.

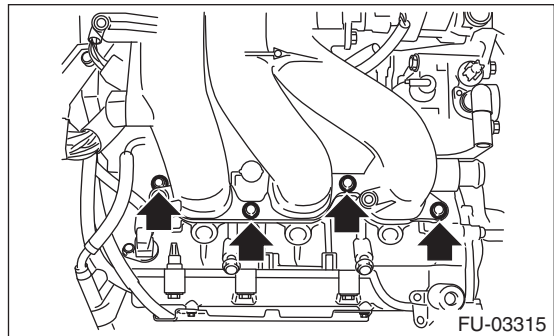
NOTE:

Use new O-rings.

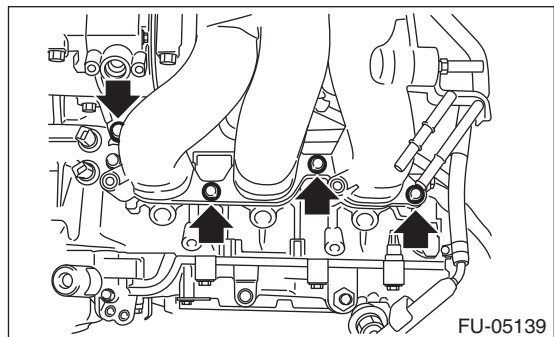
Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

- RH side



- LH side



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

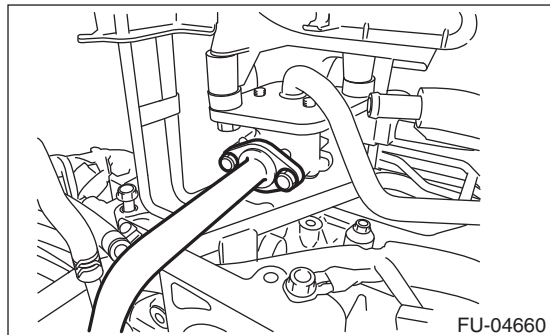
2) Install the EGR pipe securing bolt.

NOTE:

Use a new gasket.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



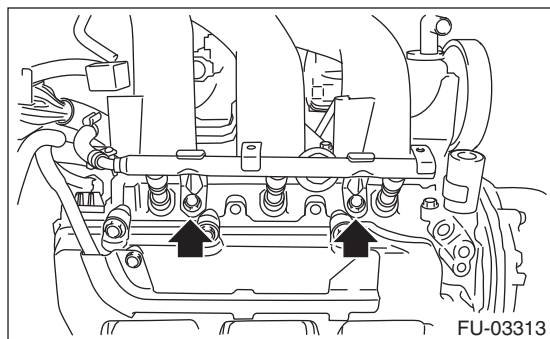
3) Install the bolts which hold fuel injector pipe RH to cylinder head.

NOTE:

Use a new seal ring.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

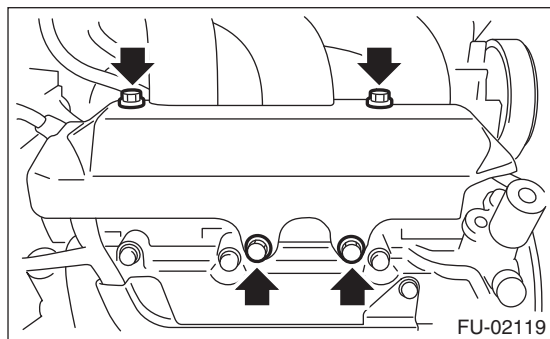


4) Install the engine harness to fuel injector pipe RH.

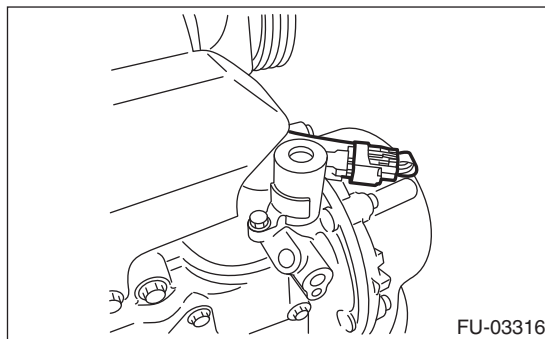
5) Install the fuel pipe protector RH.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



6) Connect the connectors of the intake oil flow control solenoid valve RH.



7) Install the bolts which hold fuel injector pipe LH to cylinder head.

NOTE:

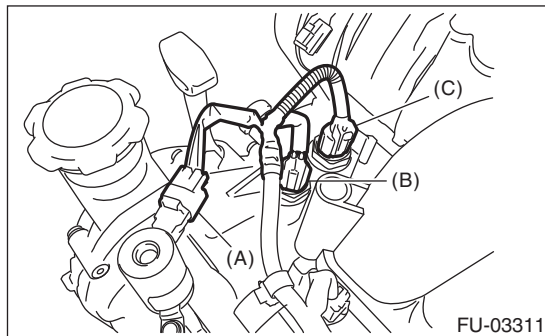
Use a new seal ring.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



8) Connect the connectors of the oil temperature sensor, engine coolant temperature sensor and intake oil flow control solenoid valve LH.



(A) Intake oil flow control solenoid valve LH

(B) Oil temperature sensor

(C) Engine coolant temperature sensor

9) Install the engine harness to fuel injector pipe LH.

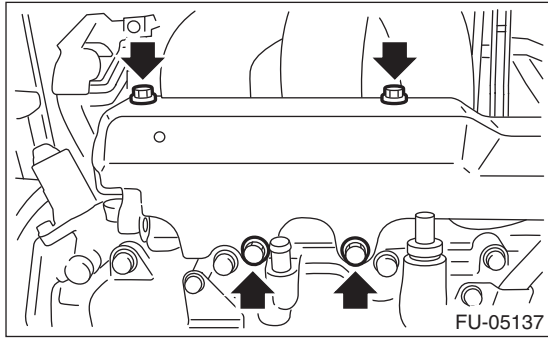
10) Install the fuel pipe protector LH.

Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

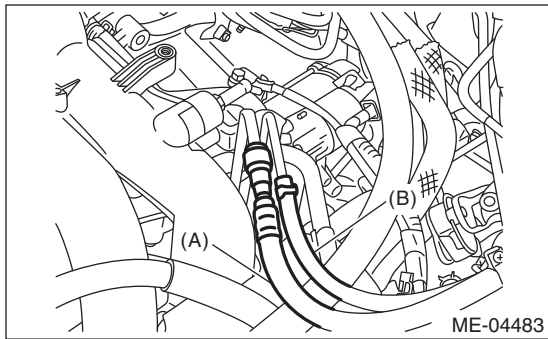
19 N·m (1.9 kgf-m, 14.0 ft-lb)



- 11) Connect the fuel delivery hose (A) and evaporation hose (B).

NOTE:

If fuel hoses or clamps are damaged, replace them with new parts.



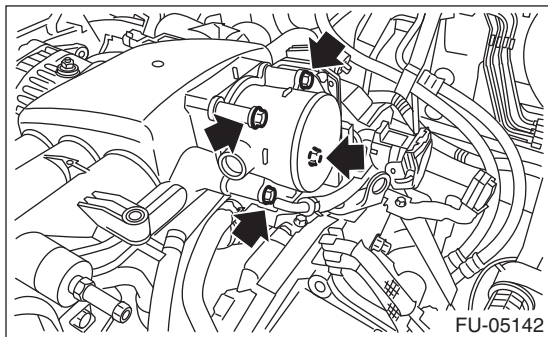
- 12) Install the throttle body to the intake manifold.

NOTE:

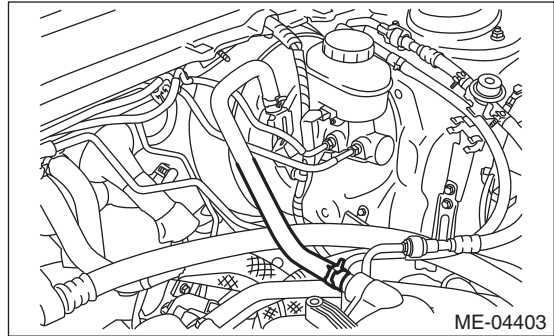
Use new O-rings.

Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

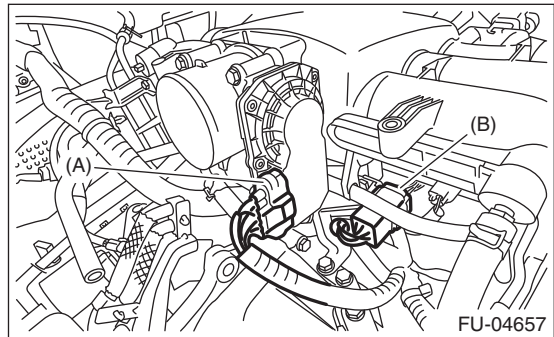


- 13) Connect the brake booster vacuum hose.

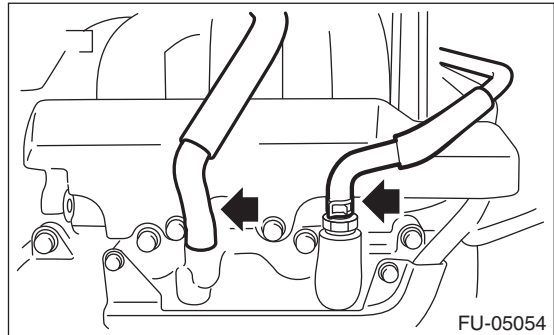


- 14) Connect the connector (A) to throttle body.

- 15) Connect the engine harness connector (B).

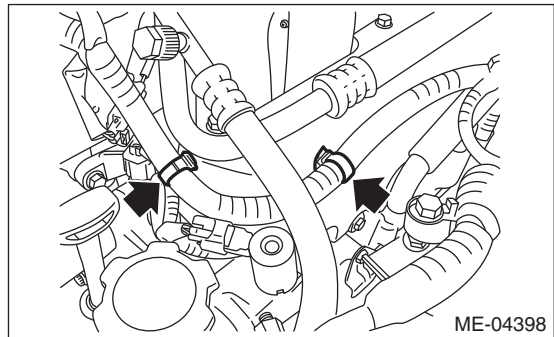


- 16) Connect the PCV hose and blow-by hose.



- 17) Connect the following connectors.

- (1) Install the securing clips to the two locations on the fuel pipe protector LH.



- (2) Generator connector

- (3) Generator terminal B

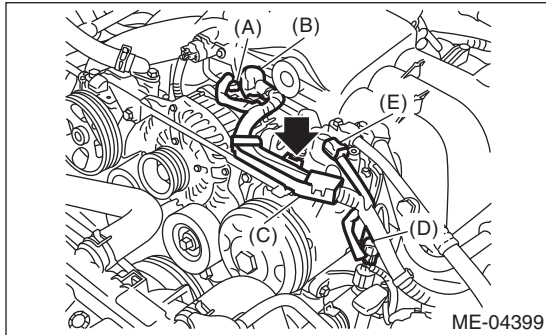
Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

- (4) Install the harness cover to the collector cover bracket.
- (5) A/C compressor solenoid connector
- (6) Flow sensor connector



- (A) Generator connector
(B) Terminal B
(C) Harness cover
(D) A/C compressor solenoid connector
(E) Flow sensor connector

18) Install the air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H6DO)-7, INSTALLATION, Air Intake Boot.>

19) Connect the ground cable to battery.

20) Install the collector cover.

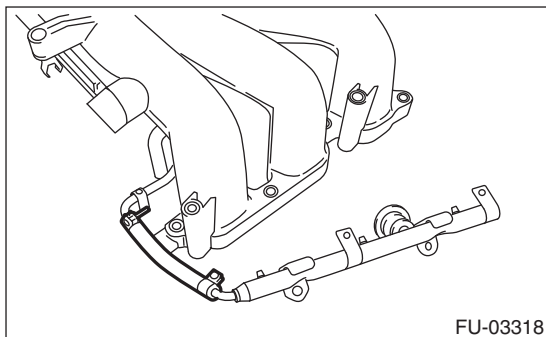
C: DISASSEMBLY

1) Remove the engine harness from intake manifold. <Ref. to FU(H6DO)-8, ENGINE HARNESS, COMPONENT, General Description.>

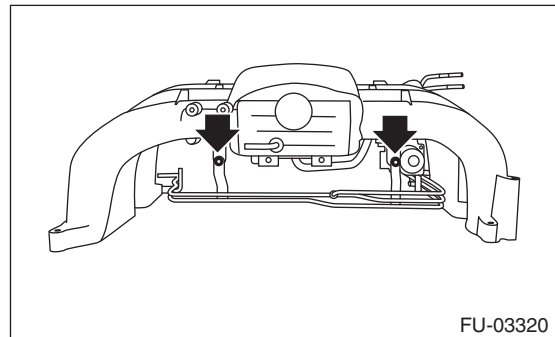
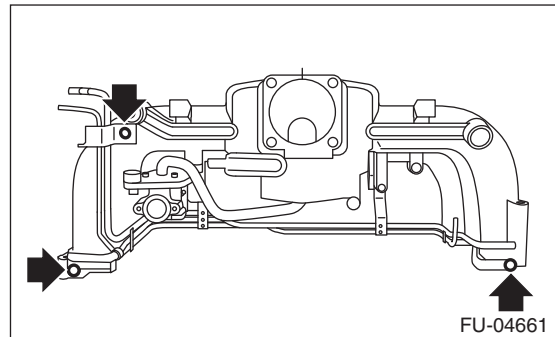
2) Remove the manifold absolute pressure sensor. <Ref. to FU(H6DO)-36, REMOVAL, Manifold Absolute Pressure Sensor.>

3) Remove the purge control solenoid valve. <Ref. to EC(H6DO)-10, REMOVAL, Purge Control Solenoid Valve.>

4) Loosen the clamp which holds the fuel injector pipe to the fuel hose, and disconnect the pipe from the fuel hose.



- 5) Remove the bolts which install fuel pipes on intake manifold.



- 6) Remove the EGR valve. <Ref. to FU(H6DO)-39, REMOVAL, EGR Valve.>

D: ASSEMBLY

NOTE:

When assembling the nipple, apply liquid gasket.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent

Tightening torque:

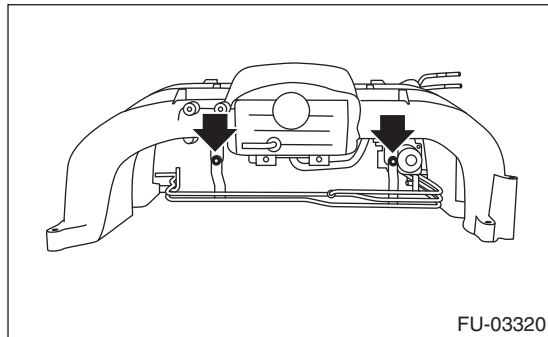
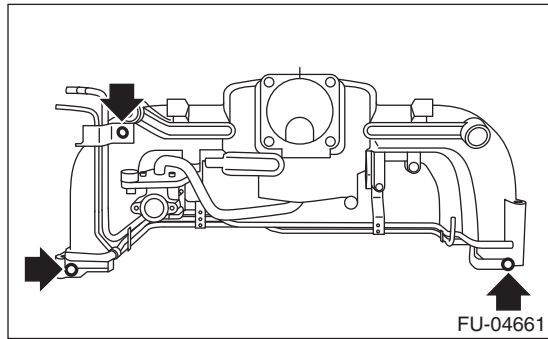
17 N·m (1.7 kgf-m, 12.5 ft-lb)

1) Install the EGR valve. <Ref. to FU(H6DO)-39, INSTALLATION, EGR Valve.>

2) Tighten the bolts which install fuel pipes on intake manifold.

Tightening torque:

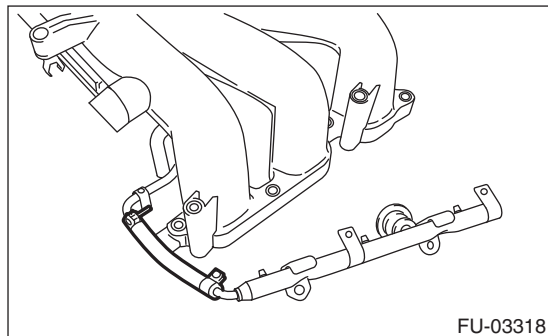
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



3) Connect the fuel injector pipe to fuel hose, and tighten the clamp screw.

Tightening torque:

1.25 N·m (0.1 kgf-m, 0.9 ft-lb)



4) Install the purge control solenoid valve. <Ref. to EC(H6DO)-10, INSTALLATION, Purge Control Solenoid Valve.>

5) Install the manifold absolute pressure sensor. <Ref. to FU(H6DO)-36, INSTALLATION, Manifold Absolute Pressure Sensor.>

6) Install the engine harness to the intake manifold. <Ref. to FU(H6DO)-8, ENGINE HARNESS, COMPONENT, General Description.>

E: INSPECTION

1) Check that the intake manifold and fuel pipe have no deformation, cracks and other damages.

2) Check that the hose has no cracks, damage or loose part.

Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

4. Engine Coolant Temperature Sensor

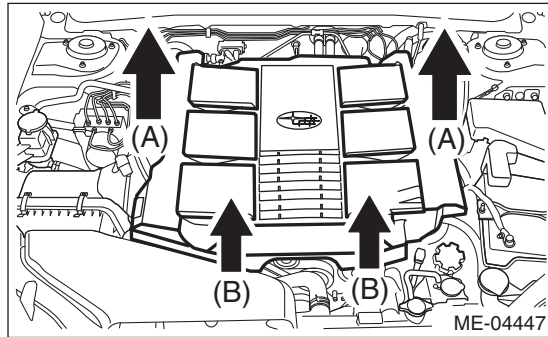
A: REMOVAL

1) Remove the collector cover.

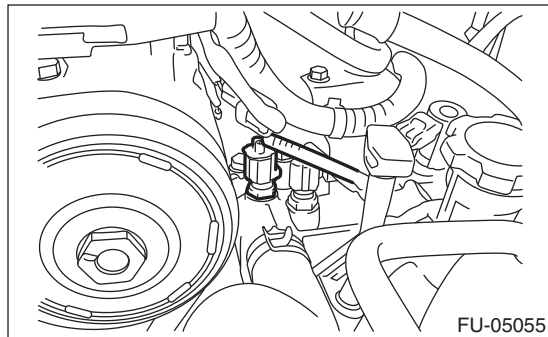
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Drain engine coolant. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Disconnect the connectors from the engine coolant temperature sensor.



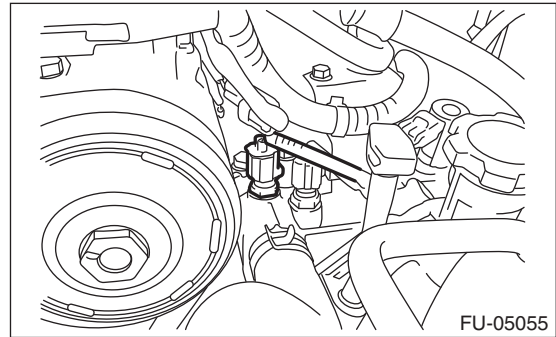
5) Remove the engine coolant temperature sensor.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

22 N·m (2.2 kgf-m, 16.2 ft-lb)

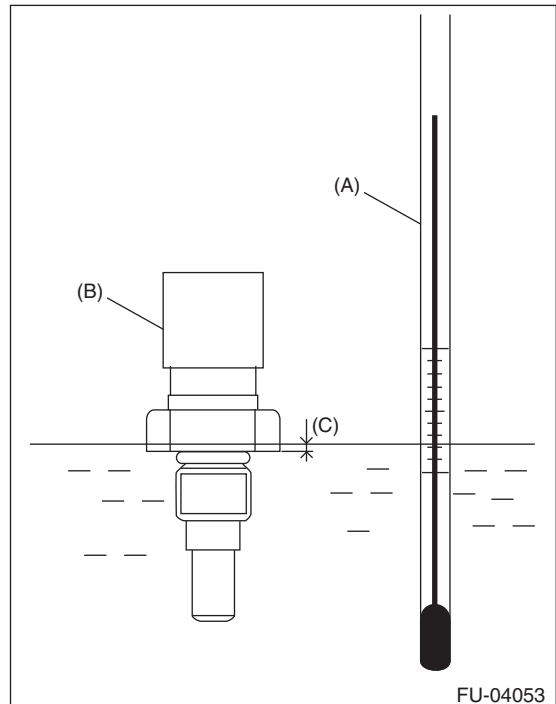


C: INSPECTION

- 1) Check that the engine coolant temperature sensor has no deformation, cracks or other damages.
- 2) Immerse the engine coolant temperature sensor and a thermometer in water.

CAUTION:

Take care not to allow water to get into the engine coolant temperature sensor connector. Completely remove any water inside.



- (A) Thermometer
(B) Engine coolant temperature sensor
(C) Hexagonal part height: To approx. $\frac{1}{3}$

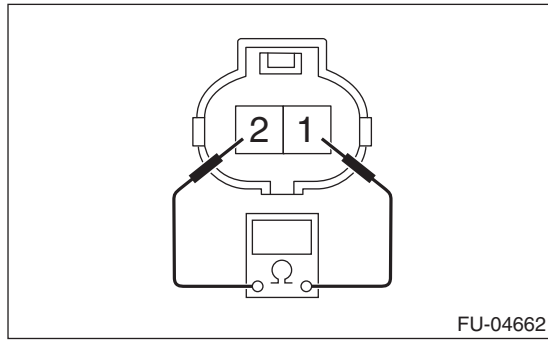
3) Raise water temperature gradually, measure the resistance between the engine coolant temperature sensor terminals when the temperature is 20°C (68°F) and 80°C (176°F).

Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

NOTE:

Agitate the water for even temperature distribution.



Water temperature	Terminal No.	Standard
20°C (68°F)	1 and 2	2.45±0.2 kΩ
80°C (176°F)		0.318±0.013 kΩ

Crankshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

5. Crankshaft Position Sensor

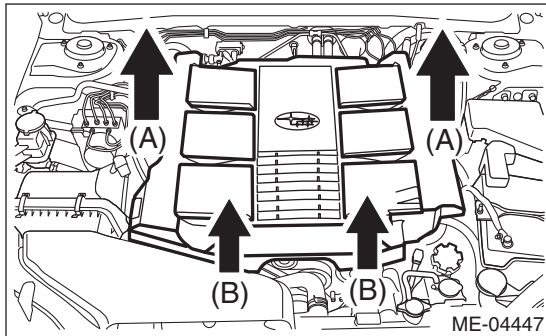
A: REMOVAL

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.

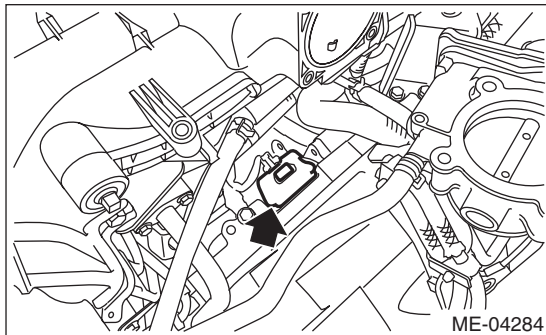


- 2) Disconnect the ground cable from battery.
- 3) Remove the air intake boot assembly. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 4) Remove the throttle body from the intake manifold.

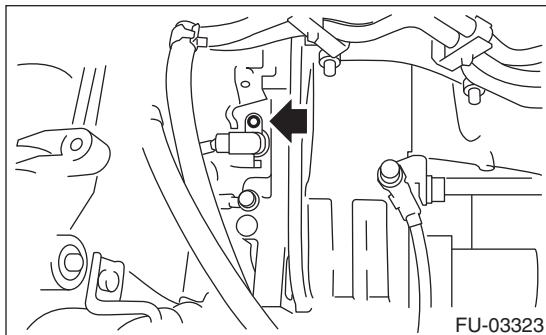
NOTE:

Do not disconnect the inlet and outlet hoses of engine coolant.

5) Remove the service hole plug.



6) Remove the crankshaft position sensor.



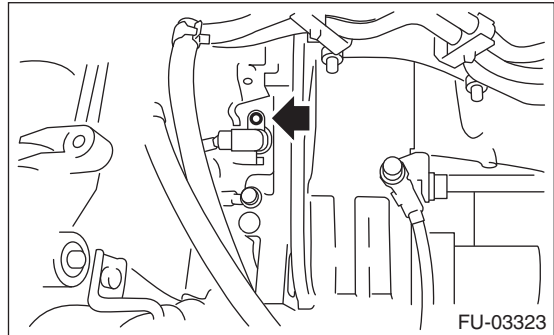
7) Disconnect the connector from crankshaft position sensor.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

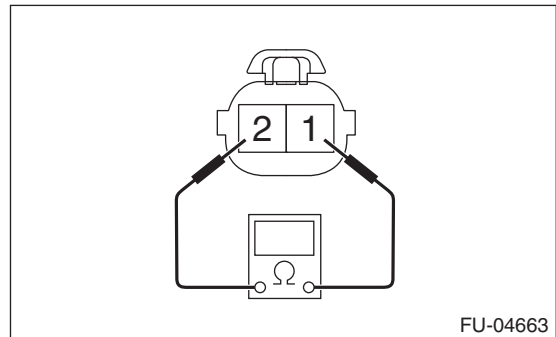
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



C: INSPECTION

1. CRANKSHAFT POSITION SENSOR (METHOD WITH CIRCUIT TESTER)

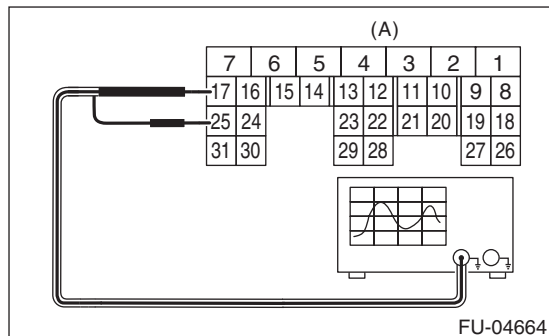
Measure the resistance between crankshaft position sensor terminals.



Terminal No.	Standard
1 and 2	1.86±0.186 kΩ

2. CRANKSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

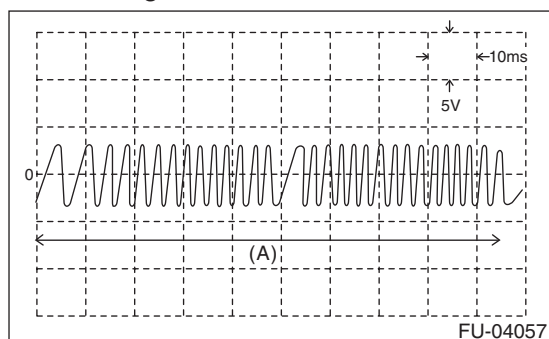
- 1) Prepare an oscilloscope.
- 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 3) Connect the probe to ECM connector.



(A) To ECM connector

Terminal No.	Probe
17	+
25	-

- 4) Start the engine and let it idle.
- 5) Check that the pattern is the same as the wave-form and voltage shown below.



(A) One crankshaft rotation

- 6) After inspection, install the related parts in the reverse order of removal.

3. OTHER INSPECTIONS

Check that the crankshaft position sensor has no deformation, cracks or other damages.

Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

6. Camshaft Position Sensor

A: REMOVAL

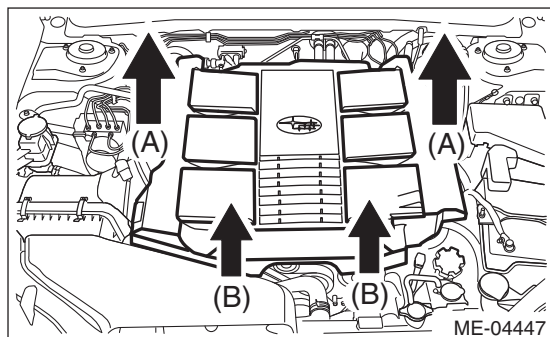
1. INTAKE SIDE

1) Remove the collector cover.

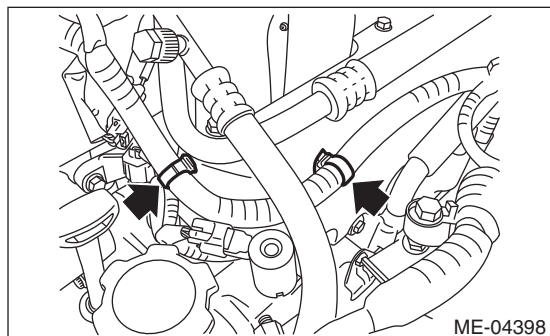
NOTE:

Follow these procedures for removal of the collector cover.

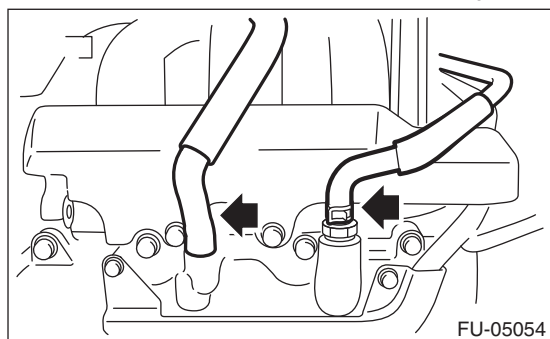
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



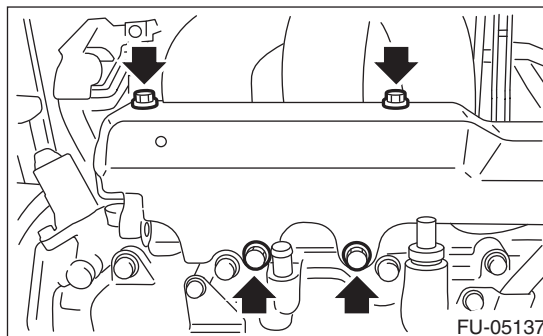
- 2) Disconnect the ground cable from battery.
- 3) Remove the securing clips from the two locations on the fuel pipe protector LH.



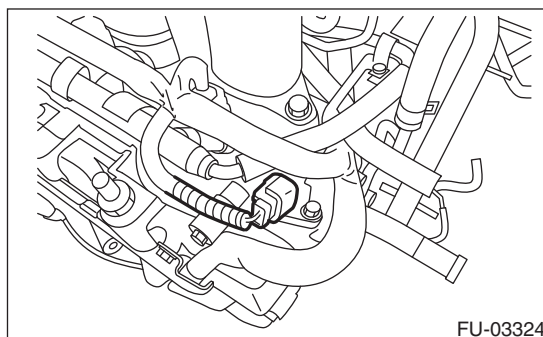
4) Disconnect the PCV hose and blow-by hose.



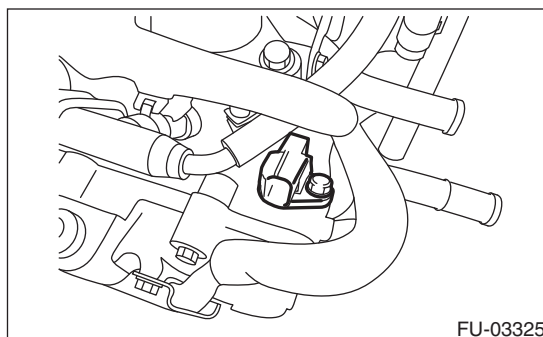
5) Remove the fuel pipe protector LH.



6) Disconnect the connector from intake camshaft position sensor LH.



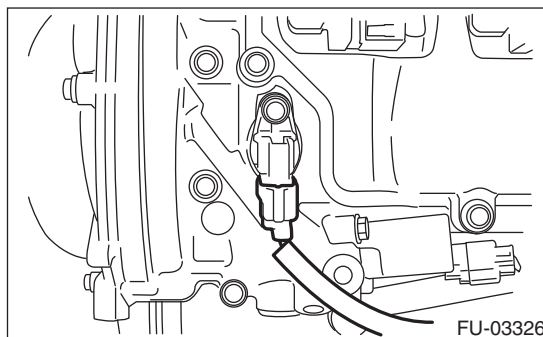
7) Remove the intake camshaft position sensor LH.



8) Remove the intake camshaft position sensor RH in the same procedure as LH side.

2. EXHAUST SIDE

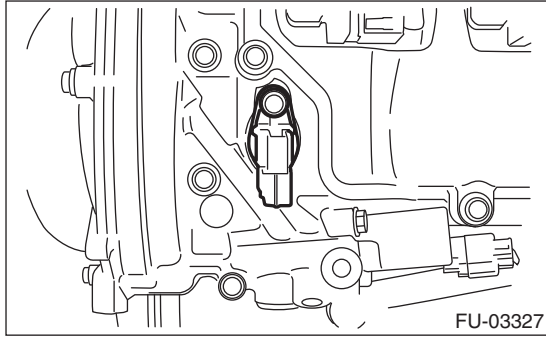
- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the under cover.
- 4) Disconnect the connector from exhaust camshaft position sensor LH.



Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

5) Remove the exhaust camshaft position sensor LH.



6) Remove the exhaust camshaft position sensor RH in the same procedure as LH side.

B: INSTALLATION

1. INTAKE SIDE

Install in the reverse order of removal.

Tightening torque:

Intake camshaft position sensor
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

Fuel pipe protector
19 N·m (1.9 kgf-m, 14.0 ft-lb)

2. EXHAUST SIDE

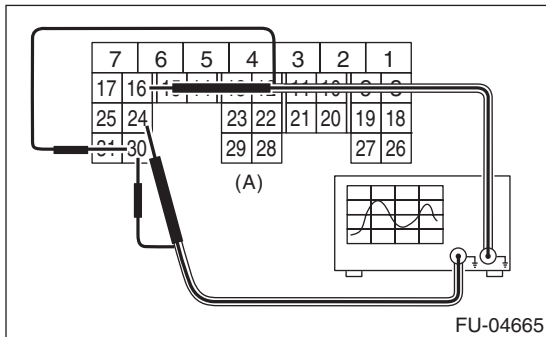
Tightening torque:

Exhaust camshaft position sensor
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1. CAMSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

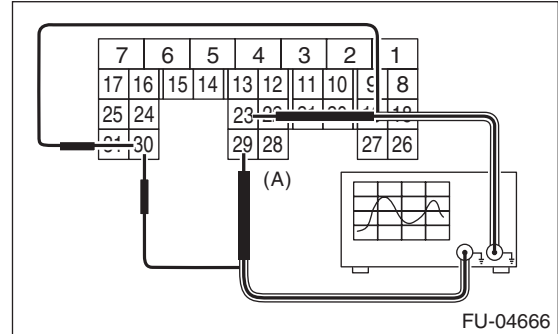
- 1) Prepare an oscilloscope.
 - 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
 - 3) Connect the probe to ECM connector.
- Intake camshaft position sensor



(A) To ECM connector

Camshaft position sensor	Terminal No.	Probe
RH	24	+
LH	16	+
RH and LH	30	-

- Exhaust camshaft position sensor

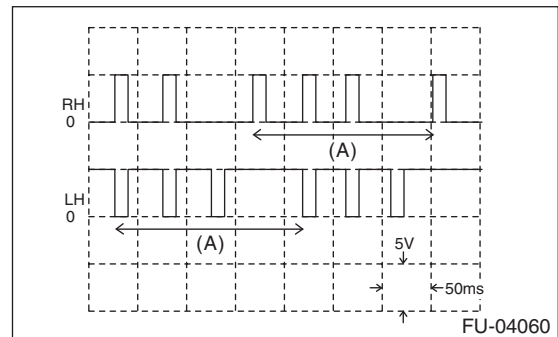


(A) To ECM connector

Camshaft position sensor	Terminal No.	Probe
RH	23	+
LH	29	+
RH and LH	30	-

4) Start the engine and let it idle.

5) Check that the pattern is the same as the waveform and voltage shown below.



(A) One camshaft rotation

6) After inspection, install the related parts in the reverse order of removal.

2. OTHER INSPECTIONS

Check that the camshaft position sensor has no deformation, cracks or other damages.

Knock Sensor

FUEL INJECTION (FUEL SYSTEMS)

7. Knock Sensor

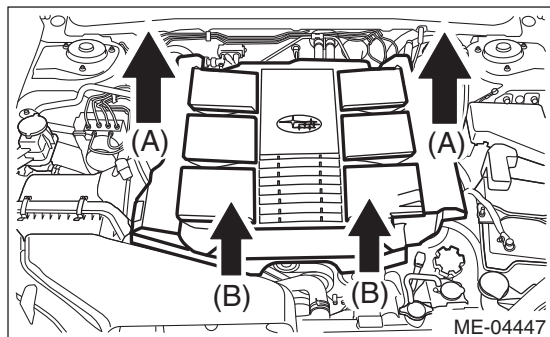
A: REMOVAL

- 1) Remove the collector cover.

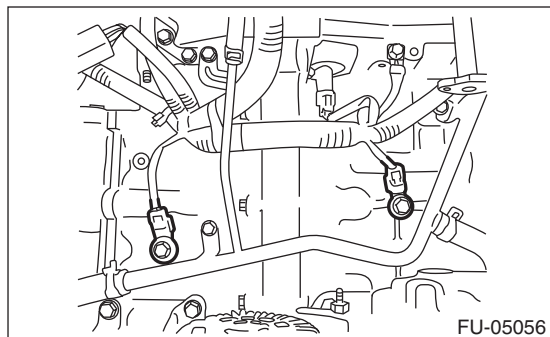
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Remove the intake manifold. <Ref. to FU(H6DO)-21, REMOVAL, Intake Manifold.>
- 4) Disconnect the knock sensor connector.
- 5) Remove the knock sensor from cylinder block.



B: INSTALLATION

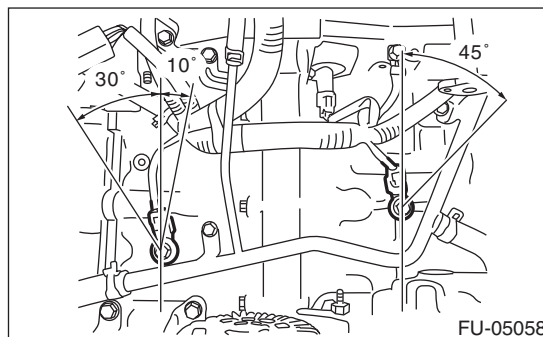
- 1) Install the knock sensor to the cylinder block.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

NOTE:

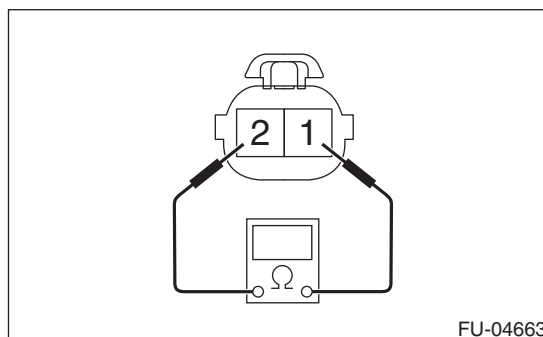
For the knock sensor installation angle, refer to the figure below.



- 2) Connect the knock sensor connector.
- 3) Install the intake manifold. <Ref. to FU(H6DO)-23, INSTALLATION, Intake Manifold.>
- 4) Connect the ground cable to battery.
- 5) Install the collector cover.

C: INSPECTION

- 1) Check that the knock sensor has no deformation, cracks or other damages.
- 2) Measure the resistance between knock sensor terminals.



Terminal No.	Standard
1 and 2	560±28 kΩ

8. Throttle Position Sensor

A: SPECIFICATION

Throttle body is a non-disassembled part, so do not remove the throttle position sensor from throttle body.

Refer to “Throttle Body” for removal and installation procedure. <Ref. to FU(H6DO)-19, REMOVAL, Throttle Body.> <Ref. to FU(H6DO)-19, INSTALLATION, Throttle Body.>

Manifold Absolute Pressure Sensor

FUEL INJECTION (FUEL SYSTEMS)

9. Manifold Absolute Pressure Sensor

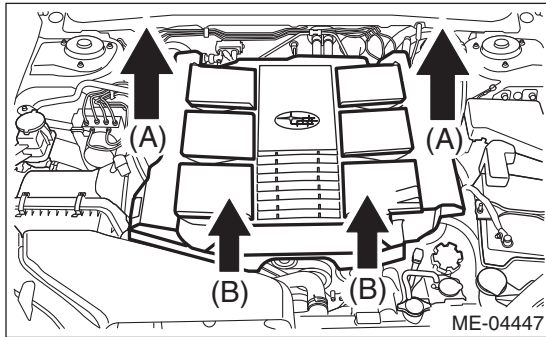
A: REMOVAL

1) Remove the collector cover.

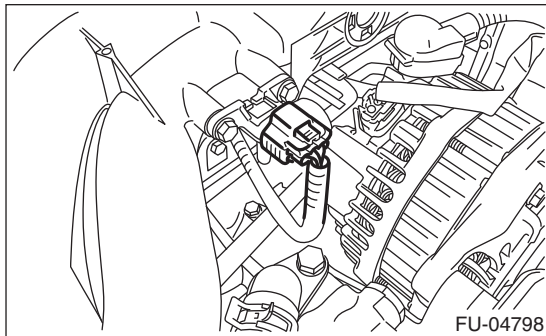
NOTE:

Follow these procedures for removal of the collector cover.

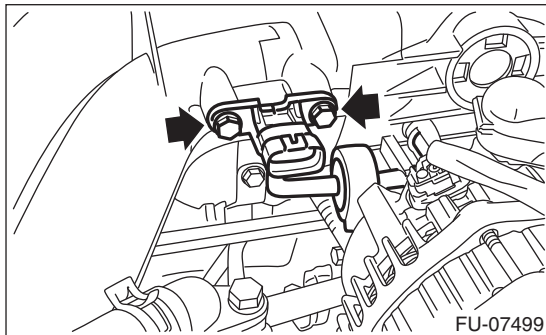
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Disconnect the manifold pressure sensor connector.



- 4) Remove the manifold pressure sensor and the filter and hose from intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

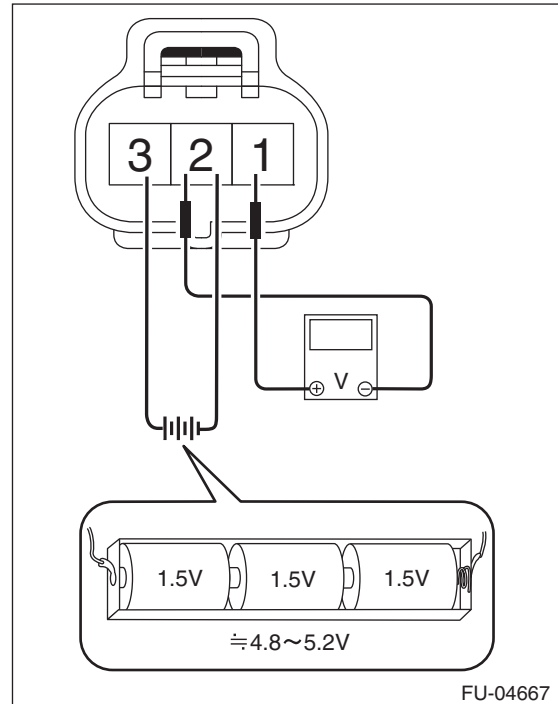
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

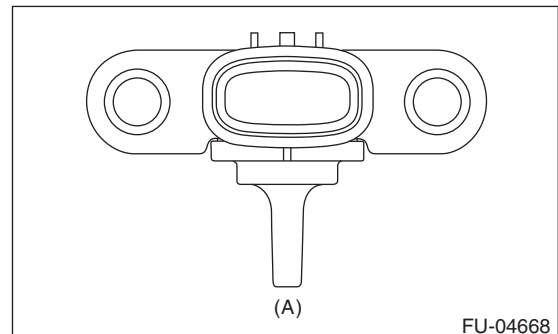
- 1) Check that the manifold absolute pressure sensor has no deformation, cracks or other damages.
- 2) Connect dry-cell battery positive terminal to terminal No. 3 and dry-cell battery ground terminal to terminal No. 1, circuit tester positive terminal to terminal No. 2 and the circuit tester negative terminal to terminal No. 1.

NOTE:

- Use new dry-cell batteries.
- Using circuit tester, check the voltage of a single dry-cell battery is 1.6 V or more. And also check the voltage of three batteries in series is between 4.8 V and 5.2 V.



- 3) Connect the Mighty Vac to the pressure port (A) of manifold absolute pressure sensor.



4) Check the voltage when generating vacuum and positive pressure using Mighty Vac.

CAUTION:

Do not apply vacuum of less than -88 kPa (-0.9 kgf/cm², -12.8 psi). Doing so may damage the manifold absolute pressure sensor.

NOTE:

When vacuum occurs at the pressure port of manifold absolute pressure sensor, the voltage will drop from the value as in step 3). When positive pressure occurs, on the other hand, the voltage will rise.

Pressure	Terminal No.	Standard
-88 kPa (-0.9 kgf/cm ² , -12.8 psi)	2 (+) and 1 (-)	Approx. 1 V (when 25°C (77°F))
-35 kPa (-0.4 kgf/cm ² , -5.1 psi)		Approx. 2.6 V (when 25°C (77°F))
19 kPa (-0.2 kgf/cm ² , 2.8 psi)		Approx. 4.2 V (when 25°C (77°F))

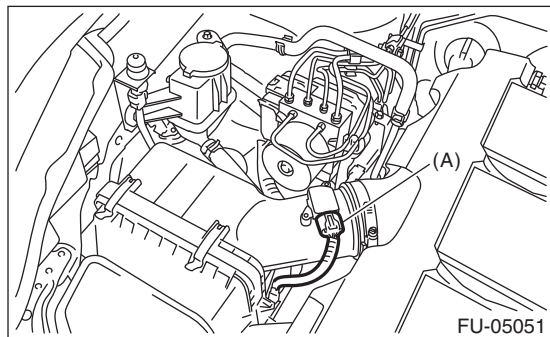
Mass Air Flow and Intake Air Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

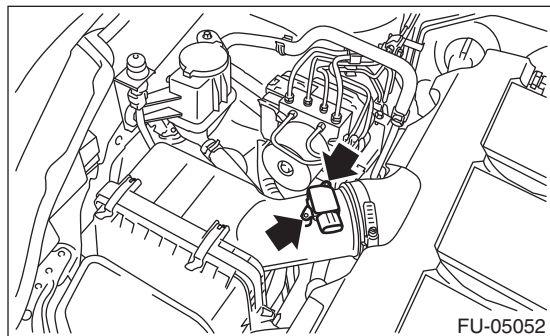
10. Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector (A) from air flow and intake air temperature sensor.



- 3) Remove the mass air flow and intake air temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

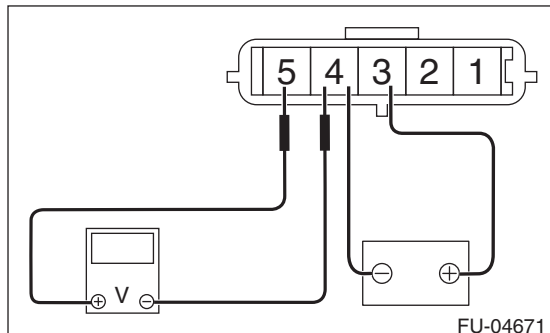
Tightening torque:

1 N·m (0.1 kgf·m, 0.7 ft·lb)

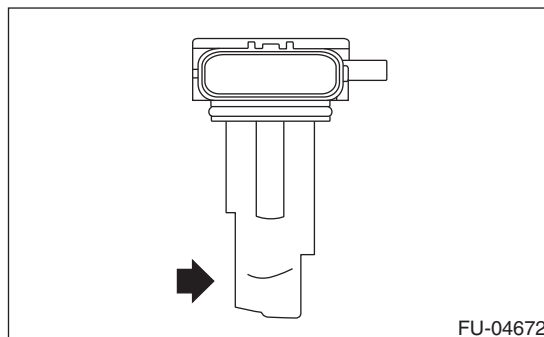
C: INSPECTION

1. CHECK MASS AIR FLOW SENSOR UNIT

- 1) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, circuit tester positive terminal to terminal No. 5 and the circuit tester negative terminal to terminal No. 4.

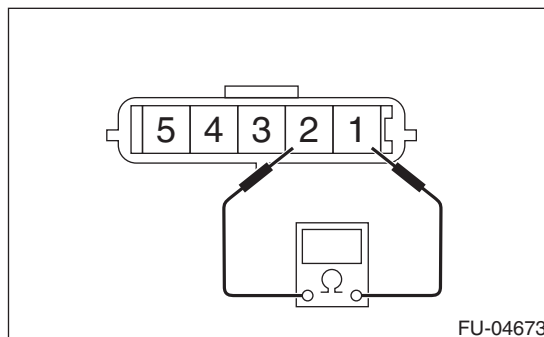


- 2) Check that the voltage changes when air is blown to the mass air flow sensor unit from arrow direction.



2. CHECK INTAKE AIR TEMPERATURE SENSOR UNIT

Measure the resistance between intake air temperature sensor terminals.



Temperature	Terminal No.	Standard
-20°C (-4°F)	1 and 2	16.0±2.4 kΩ
20°C (68°F)		2.45±0.24 kΩ
60°C (140°F)		0.58±0.087 kΩ

3. OTHER INSPECTIONS

- 1) Check that the mass air flow and intake air temperature sensor has no deformation, cracks or other damages.
- 2) Check that the mass air flow and intake air temperature sensor has no dirt.

11.EGR Valve

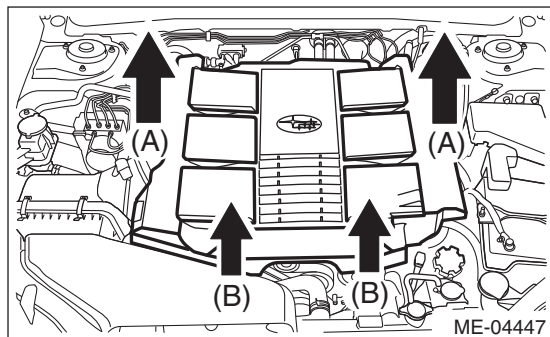
A: REMOVAL

1) Remove the collector cover.

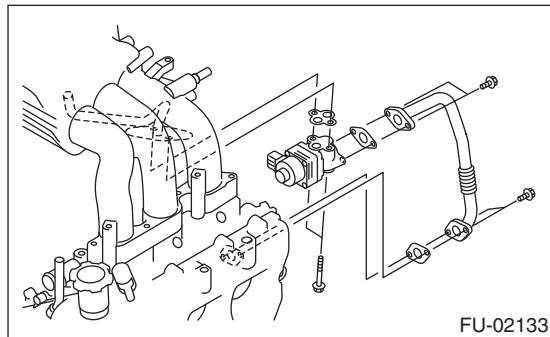
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Remove the air intake boot assembly. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 4) Remove the starter. <Ref. to SC(H4SO)-9, REMOVAL, Starter.>
- 5) Remove the EGR pipe from EGR valve and cylinder head.
- 6) Remove the EGR valve from intake manifold.



- 7) Disconnect the connector from EGR valve.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

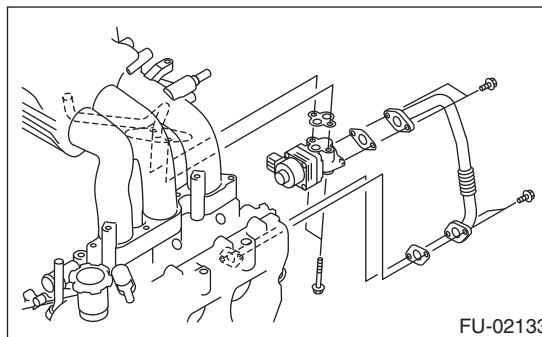
Tightening torque:

EGR valve

19 N·m (1.9 kgf-m, 14.0 ft-lb)

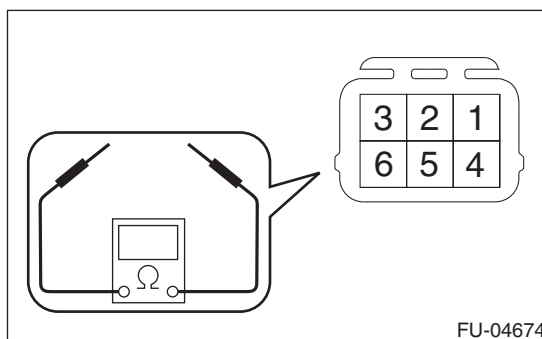
EGR pipe

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



C: INSPECTION

- 1) Check that the EGR valve has no deformation, cracks or other damages.
- 2) Measure the resistance between EGR valve terminals.



Terminal No.	Standard
2 and 1	22±2 Ω
2 and 3	22±2 Ω
5 and 4	22±2 Ω
5 and 6	22±2 Ω

12. Fuel Injector

A: REMOVAL

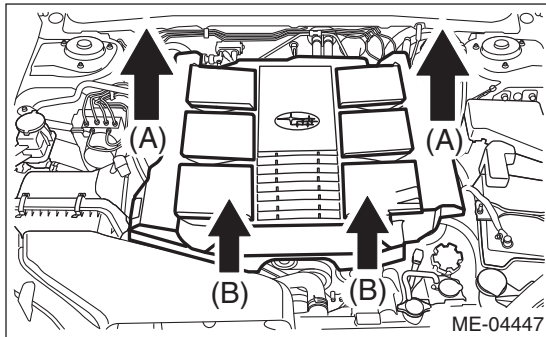
1. RH SIDE

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



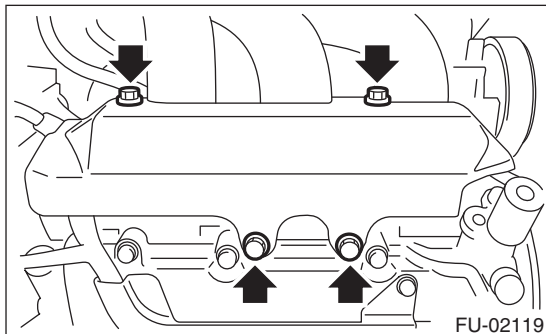
2) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

4) Open the fuel filler lid and remove the fuel filler cap.

5) Remove the air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>

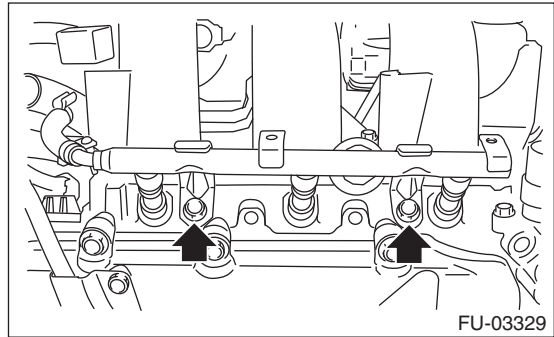
6) Remove the fuel pipe protector RH.



7) Disconnect the connector from fuel injector.

8) Remove the engine harness from the fuel injector pipe RH.

9) Remove the bolt which holds fuel injector pipe onto cylinder head.



10) Remove the fuel injector while lifting up the fuel injector pipe.

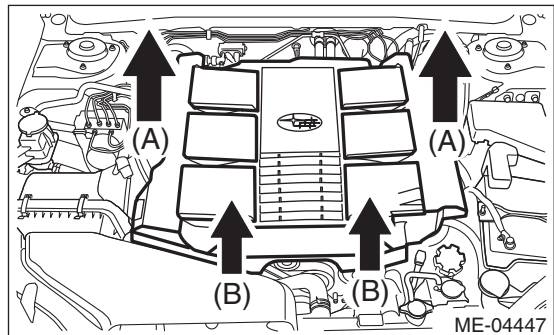
2. LH SIDE

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.

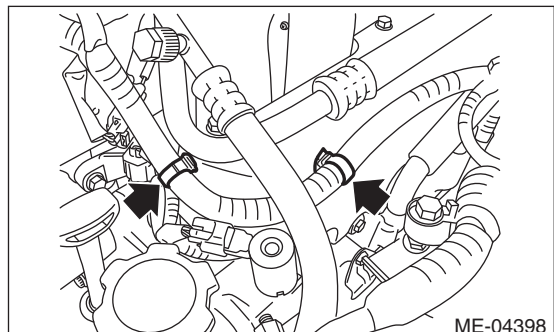


2) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

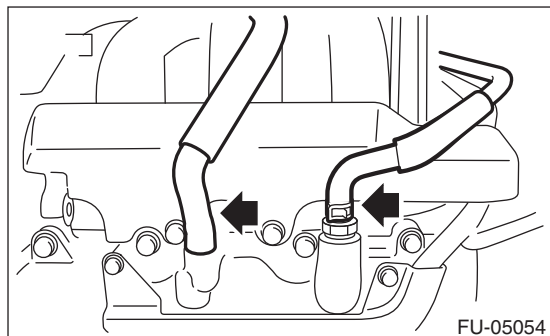
3) Remove the battery. <Ref. to SC(H4SO)-26, REMOVAL, Battery.>

4) Open the fuel filler lid and remove the fuel filler cap.

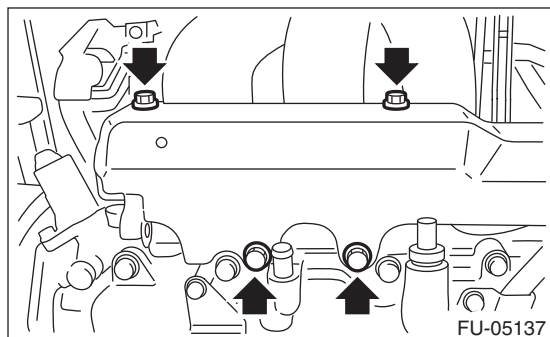
5) Remove the securing clips from the two locations on the fuel pipe protector LH.



- 6) Disconnect the PCV hose and blow-by hose.



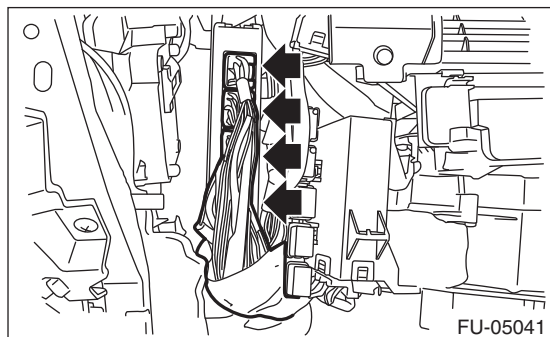
- 7) Remove the fuel pipe protector LH.



- 8) Disconnect the connector from fuel injector.

- 9) Remove the engine harness from the fuel injector pipe LH.

- 10) Remove the bolt which holds fuel injector pipe onto cylinder head.



- 11) Remove the fuel injector while lifting up the fuel injector pipe.

B: INSTALLATION

1. RH SIDE

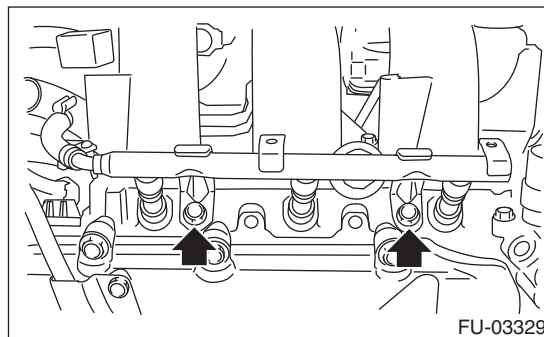
Install in the reverse order of removal.

NOTE:

Use a new seal ring.

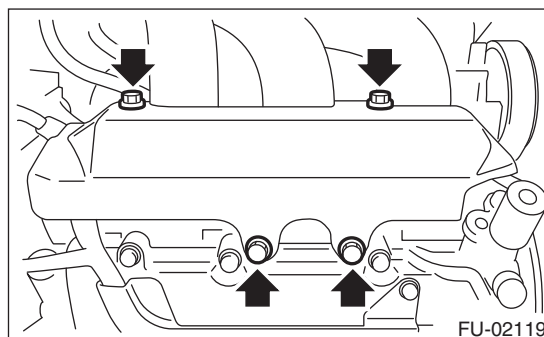
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



2. LH SIDE

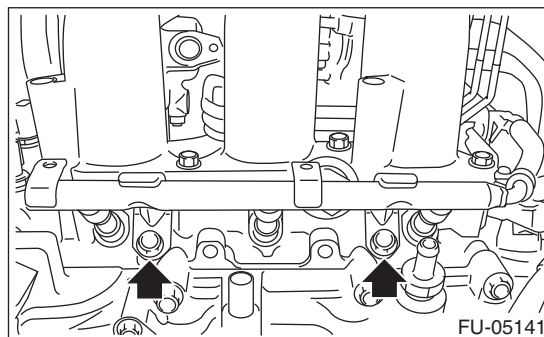
Install in the reverse order of removal.

NOTE:

Use a new seal ring.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

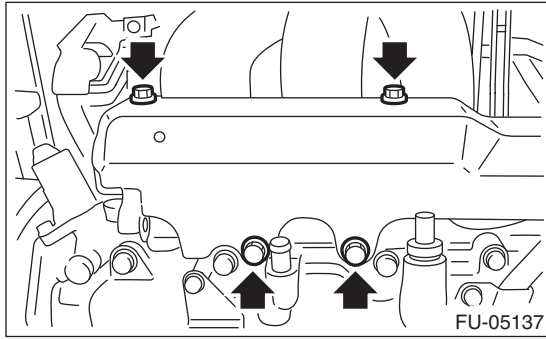


Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



13. Oil Flow Control Solenoid Valve

A: REMOVAL

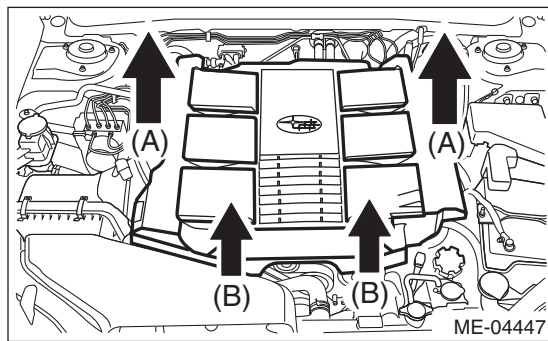
1. INTAKE SIDE

- 1) Remove the collector cover.

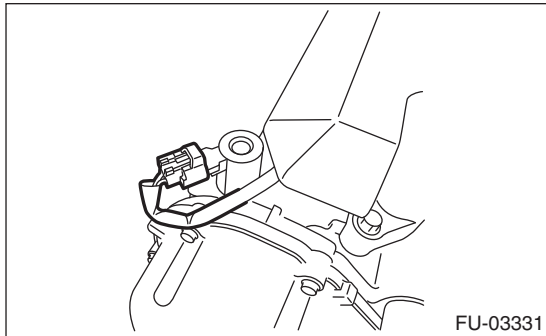
NOTE:

Follow these procedures for removal of the collector cover.

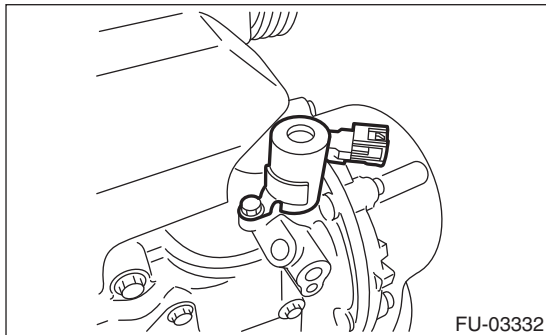
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Disconnect the connector from the intake oil flow control solenoid valve RH.



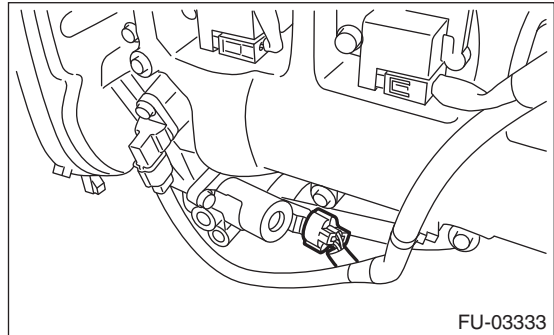
- 4) Remove the intake oil flow control solenoid valve RH.



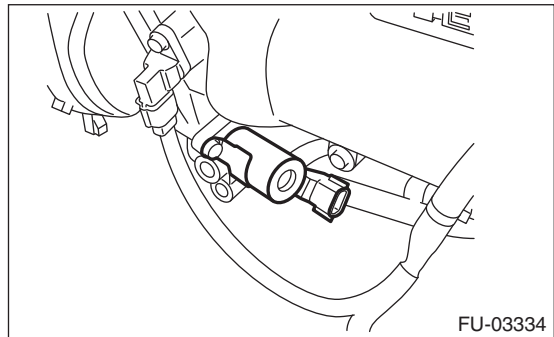
- 5) Remove the intake oil flow control solenoid valve LH in the same procedure as the intake oil flow control solenoid valve RH.

2. EXHAUST SIDE

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Disconnect the connector from the exhaust oil flow control solenoid valve LH.



- 5) Remove the exhaust oil flow control solenoid valve LH.



- 6) Remove the exhaust oil flow control solenoid valve RH in the same procedure as the exhaust oil flow control solenoid valve LH.

B: INSTALLATION

1. INTAKE SIDE

Install in the reverse order of removal.

Tightening torque:

Intake oil flow control solenoid valve
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

2. EXHAUST SIDE

Tightening torque:

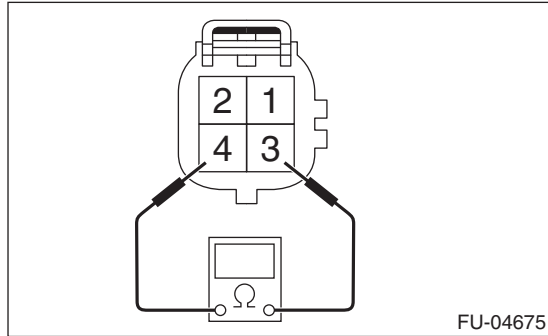
Exhaust oil flow control solenoid valve
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

Oil Flow Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

C: INSPECTION

- 1) Check that the oil flow control solenoid valve has no deformation, cracks or other damages.
- 2) Measure the resistance between oil flow control solenoid valve terminals.



Terminal No.	Standard
1 and 2	$7.4 \pm 0.5 \Omega$ (when 20°C (68°F))

14.Oil Temperature Sensor

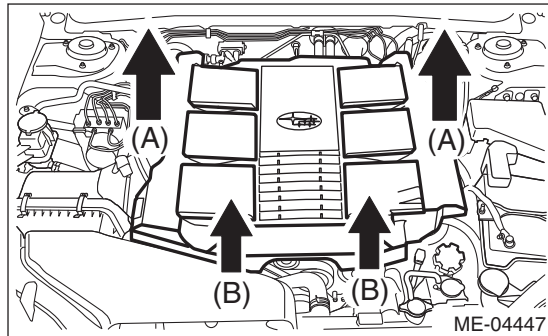
A: REMOVAL

1) Remove the collector cover.

NOTE:

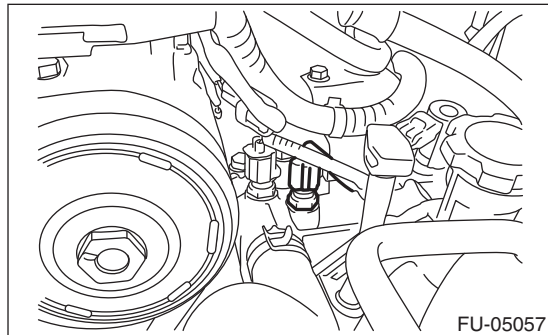
Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



2) Disconnect the ground cable from battery.

3) Disconnect the connector from oil temperature sensor.



4) Remove the oil temperature sensor.

B: INSTALLATION

Install in the reverse order of removal.

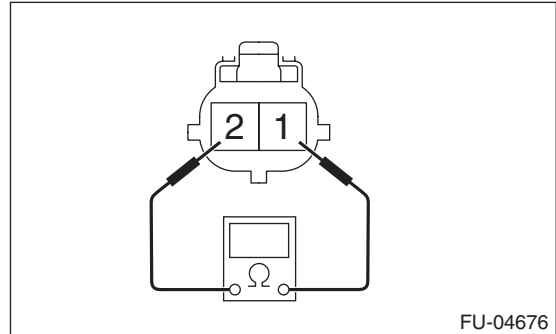
Tightening torque:

22 N·m (2.2 kgf-m, 16.2 ft-lb)

C: INSPECTION

1) Check that the oil temperature sensor has no deformation, cracks or other damages.

2) Measure the resistance between oil temperature sensor terminals.



Terminal No.	Standard
1 and 2	2.45±0.2 Ω (when 20°C (68°F))

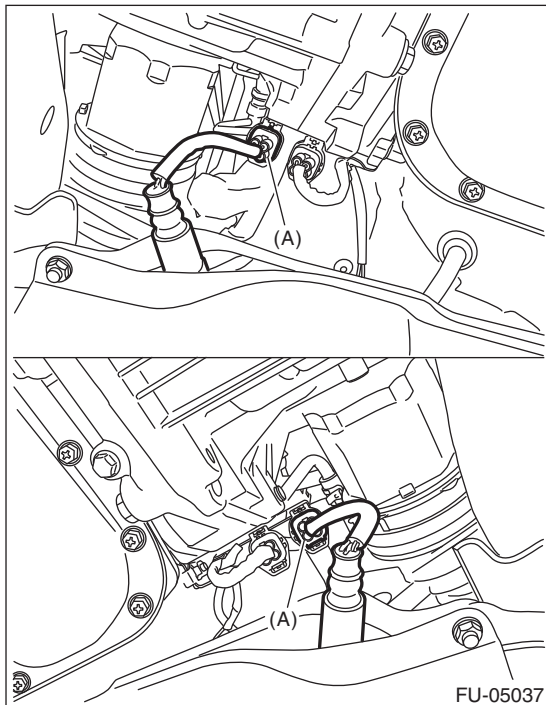
Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

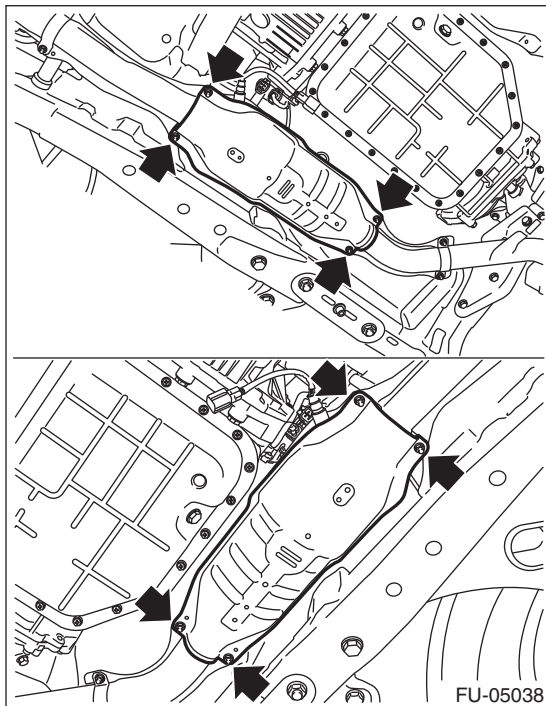
15. Front Oxygen (A/F) Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Disconnect the connector (A) of the front oxygen (A/F) sensor.



- 4) Remove the catalytic converter lower cover. (U5 model)

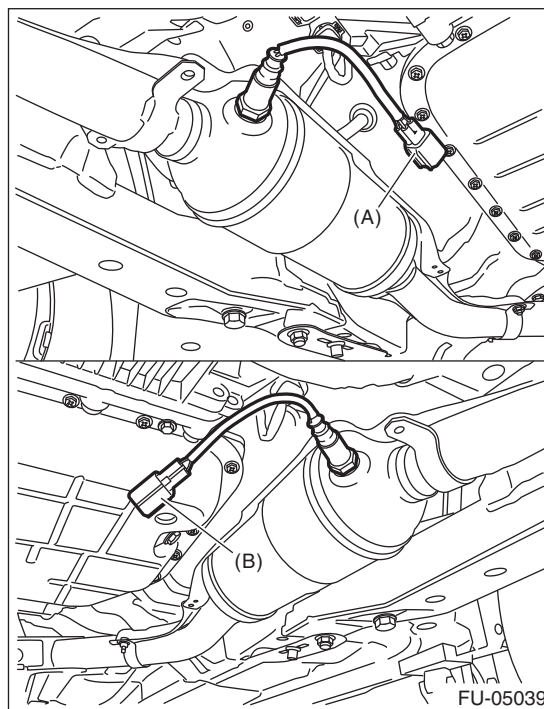


- 5) Apply spray-type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.

- 6) Remove the front oxygen (A/F) sensor.

CAUTION:

When removing the front oxygen (A/F) sensor, wait until exhaust pipe cools, otherwise it will damage the exhaust pipe.



(A) Front oxygen sensor RH

(B) Front oxygen sensor LH

B: INSTALLATION

CAUTION:

If lubricant is spilt over the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

- 1) Before installing front oxygen (A/F) sensor, apply anti-seize compound only to the threaded portion of front oxygen (A/F) sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of front oxygen (A/F) sensor.

Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or equivalent

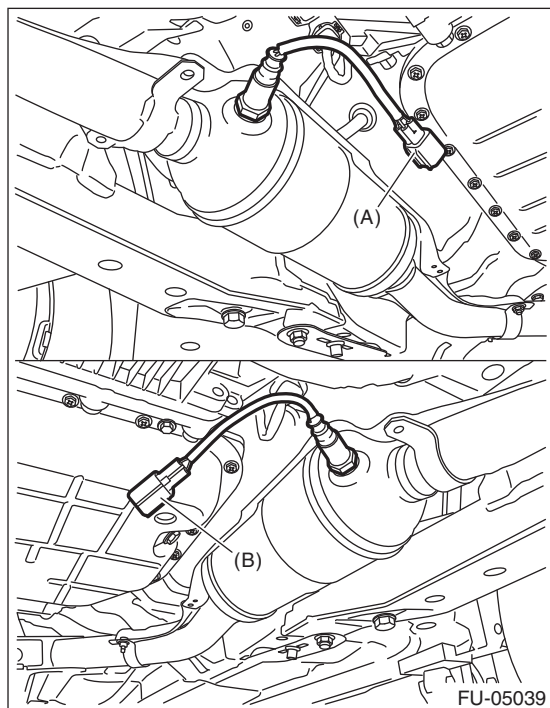
- 2) Install the front oxygen (A/F) sensor.

Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

21 N·m (2.1 kgf-m, 15.5 ft-lb)



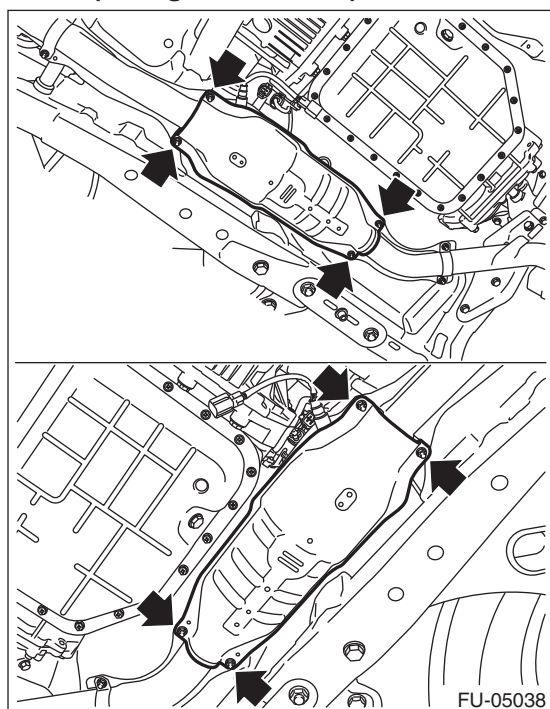
(A) Front oxygen sensor RH

(B) Front oxygen sensor LH

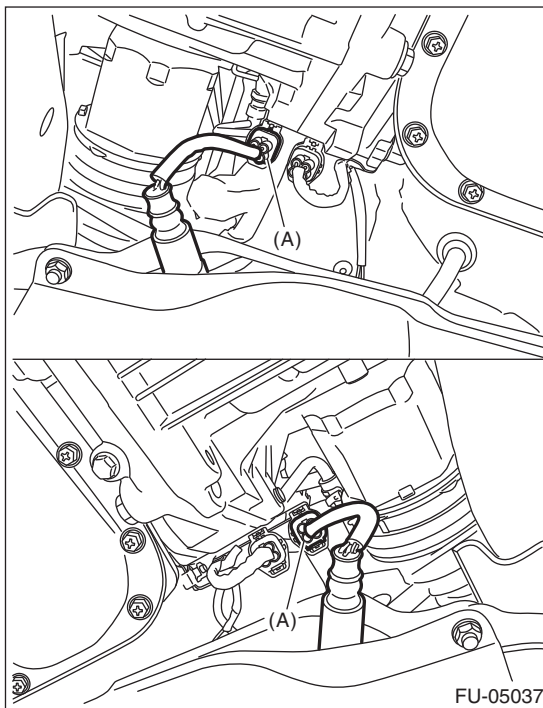
3) Install the catalytic converter lower cover. (U5 model)

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)



4) Connect the connector (A) of front oxygen (A/F) sensor.



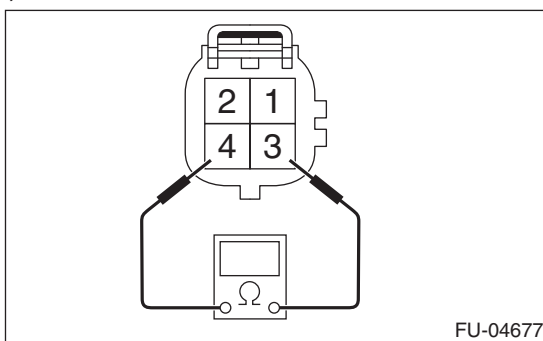
5) Lower the vehicle.

6) Connect the ground cable to battery.

C: INSPECTION

1) Check that the front oxygen (A/F) sensor has no deformation, cracks or other damages.

2) Measure the resistance between front oxygen (A/F) sensor terminals.



Terminal No.	Standard
3 and 4	2.4±0.24 Ω (when 20°C (68°F))

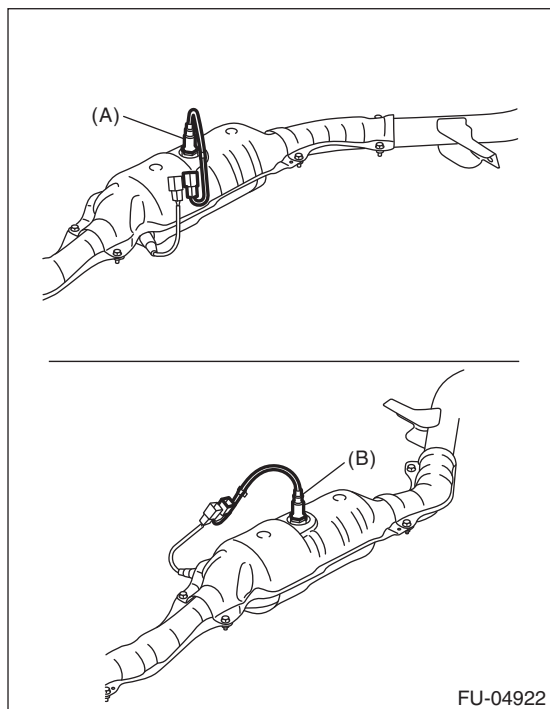
16.Rear Oxygen Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the front exhaust pipe. <Ref. to EX(H6DO)-5, REMOVAL, Front Exhaust Pipe.>
- 4) Apply spray-type lubricant to the threaded portion of rear oxygen sensor, and leave it for one minute or more.
- 5) Remove the rear oxygen sensor.

CAUTION:

When removing the rear oxygen sensor, wait until exhaust pipe cools, otherwise it will damage the exhaust pipe.



- (A) Rear oxygen sensor RH
(B) Rear oxygen sensor LH

B: INSTALLATION

CAUTION:

If lubricant is spilt over the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

- 1) Before installing rear oxygen sensor, apply the anti-seize compound only to the threaded portion of rear oxygen sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of rear oxygen sensor.

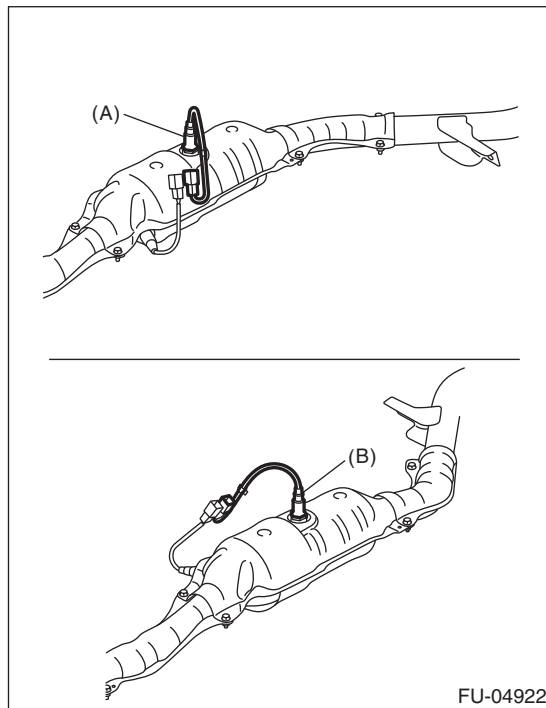
Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or equivalent

- 2) Install the rear oxygen sensor.

Tightening torque:

21 N·m (2.1 kgf-m, 15.5 ft-lb)

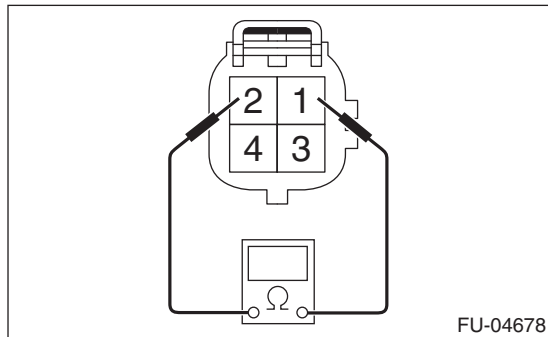


- (A) Rear oxygen sensor RH
(B) Rear oxygen sensor LH

- 3) Install the front exhaust pipe. <Ref. to EX(H6DO)-6, INSTALLATION, Front Exhaust Pipe.>
- 4) Lower the vehicle.
- 5) Connect the ground cable to battery.

C: INSPECTION

- 1) Check the rear oxygen (A/F) sensor for deformation, cracks or other damages.
- 2) Measure the resistance between rear oxygen (A/F) sensor terminals.

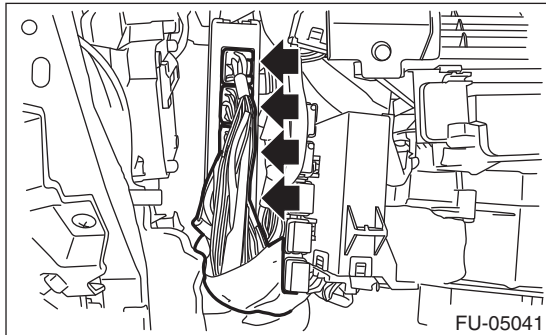


Terminal No.	Standard
1 and 2	$5.6^{+0.8}_{-0.6} \Omega$ (when 20°C (68°F))

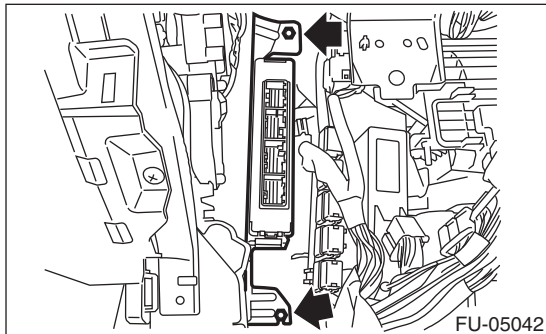
17.Engine Control Module (ECM)

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 3) Disconnect the connectors from ECM.



- 4) Remove the ECM from vehicle.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf·m, 5.5 ft-lb)

CAUTION:

- When the ECM of model with immobilizer has been replaced, be sure to perform the registration of immobilizer system. (Refer to “PC application help for Subaru Select Monitor”.)
- If replacing ECM or the bracket, replace both parts with new parts at a time.
- After installing the bracket to ECM, do not separate the bracket.
- If the bracket has been installed to ECM in the wrong direction, replace both parts to new parts.

NOTE:

When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.

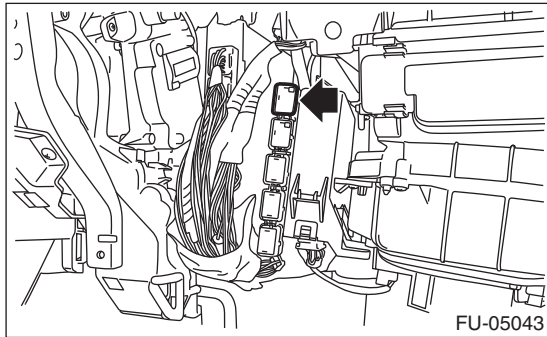
C: INSPECTION

Check that the ECM has no deformation, cracks or other damages.

18.Main Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 3) Remove the main relay.

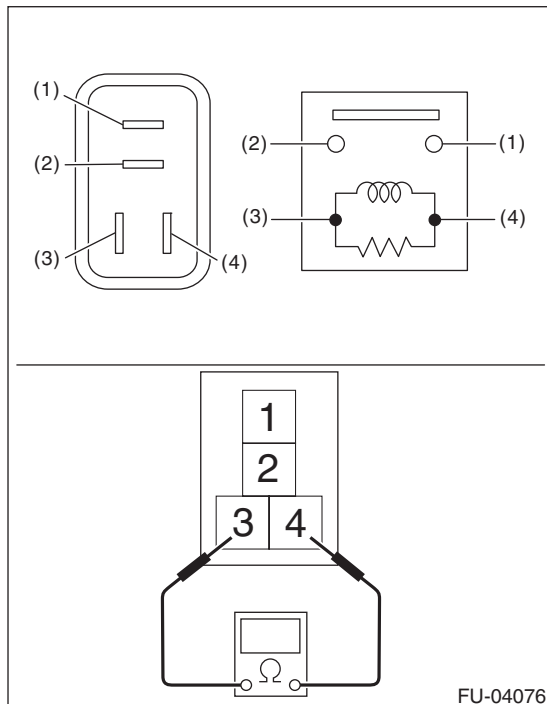


B: INSTALLATION

Install in the reverse order of removal.

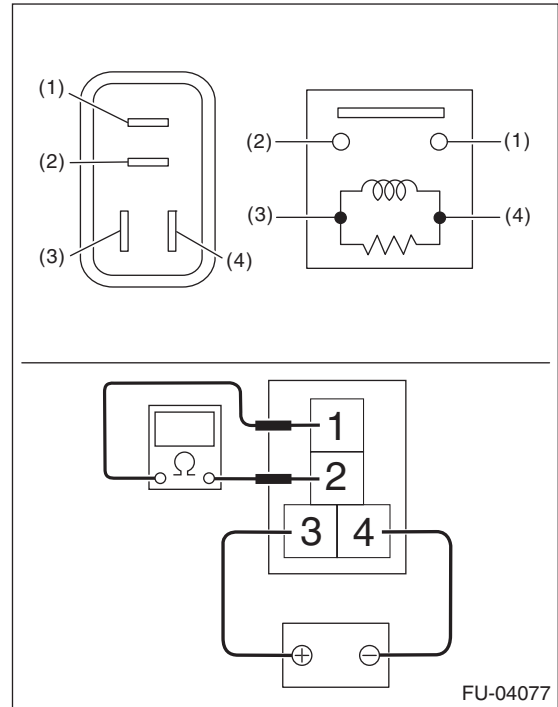
C: INSPECTION

- 1) Check that the main relay has no deformation, cracks or other damages.
- 2) Measure the resistance between main relay terminals.



Terminal No.	Standard
1 and 2	1 MΩ or more
3 and 4	130.4 — 230.8 Ω (When 20°C (68°F))

- 3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the main relay terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

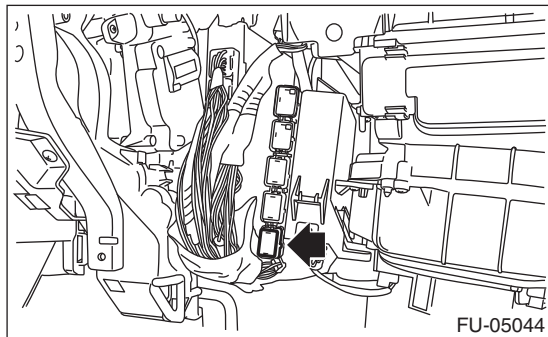
Fuel Pump Relay

FUEL INJECTION (FUEL SYSTEMS)

19. Fuel Pump Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 3) Remove the fuel pump relay.

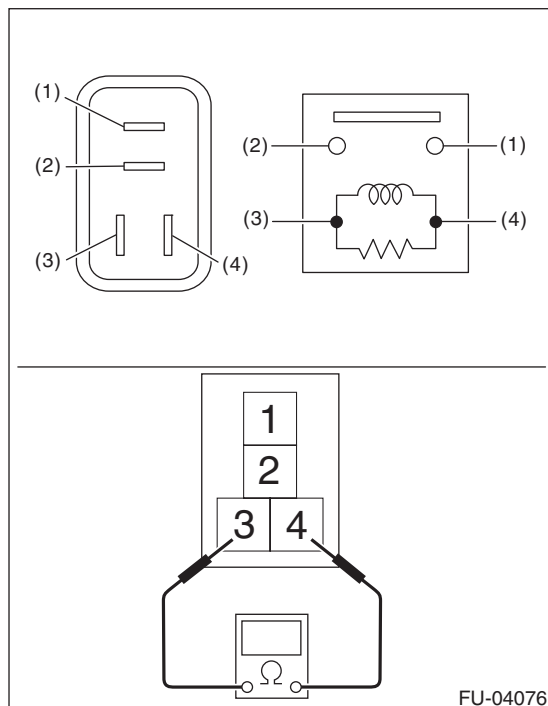


B: INSTALLATION

Install in the reverse order of removal.

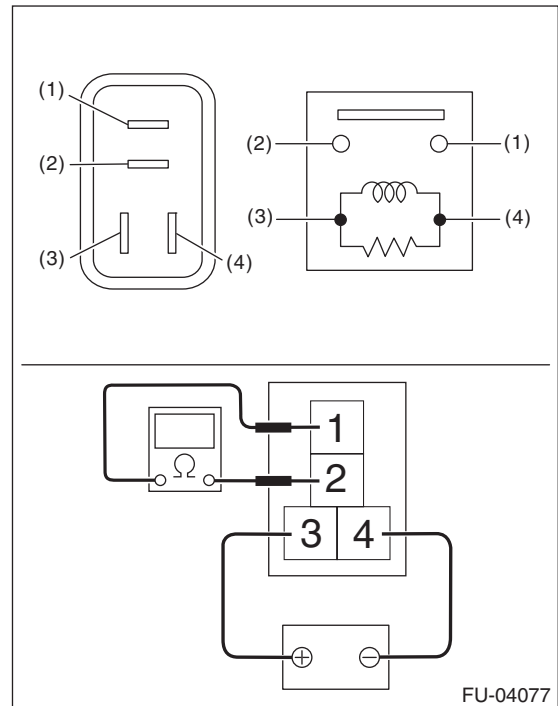
C: INSPECTION

- 1) Check that the fuel pump relay has no deformation, cracks or other damages.
- 2) Measure the resistance between fuel pump relay terminals.



Terminal No.	Standard
1 and 2	1 MΩ or more
3 and 4	93.8 — 136.4 Ω (When 20°C (68°F))

- 3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the fuel pump relay terminals.

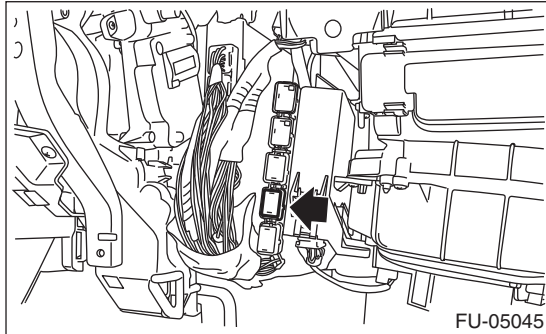


Terminal No.	Standard
1 and 2	Less than 1 Ω

20. Electronic Throttle Control Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>
- 3) Remove the electronic throttle control relay.

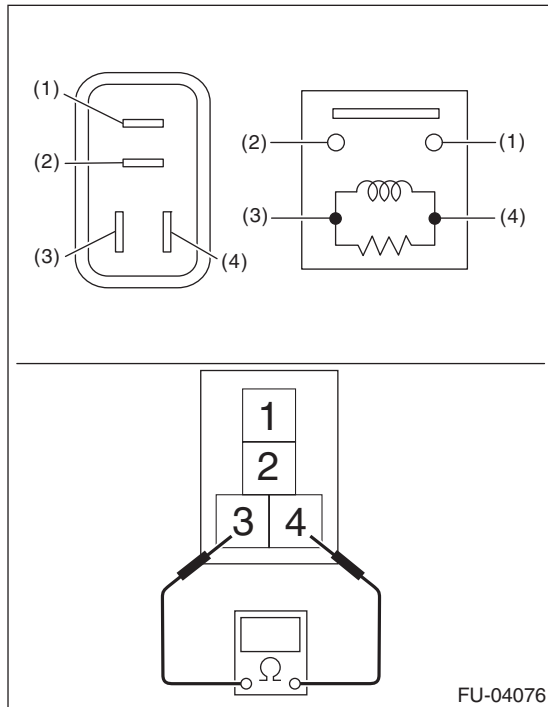


B: INSTALLATION

Install in the reverse order of removal.

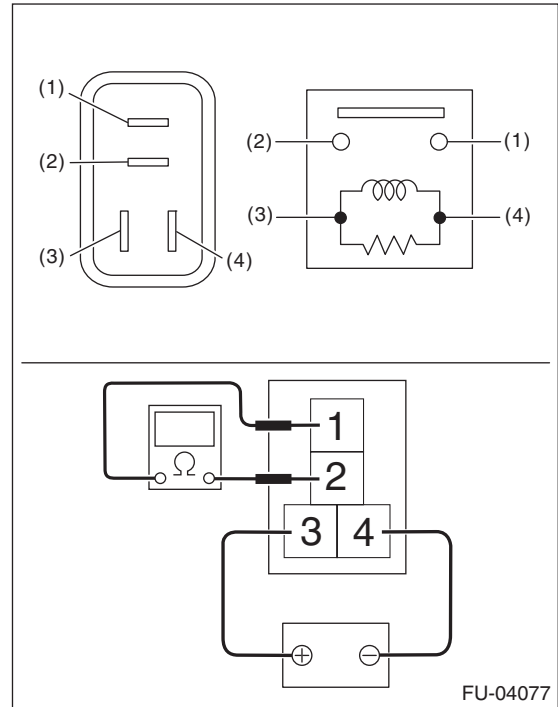
C: INSPECTION

- 1) Check that the electronic throttle control relay has no deformation, cracks or other damages.
- 2) Measure the resistance between electronic throttle control relay terminals.



Terminal No.	Standard
1 and 2	1 MΩ or more
3 and 4	93.8 — 136.4 Ω (When 20°C (68°F))

- 3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the electronic throttle control relay terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

Fuel Pump Control Unit

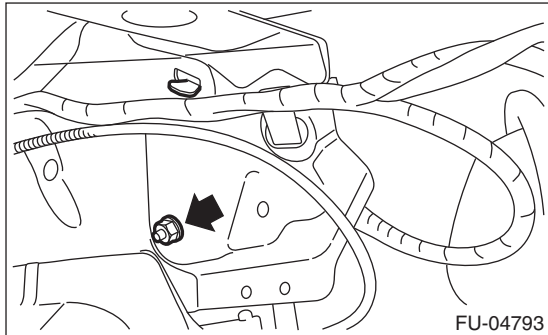
FUEL INJECTION (FUEL SYSTEMS)

21. Fuel Pump Control Unit

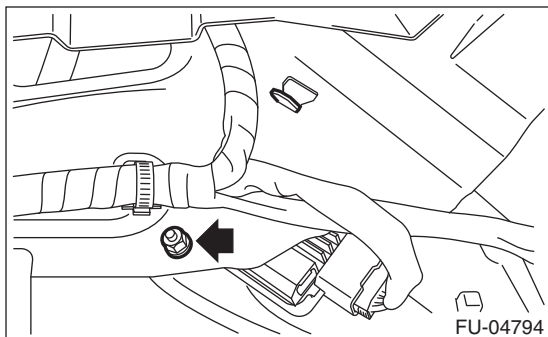
A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the trunk trim panel assembly-side RH. (Sedan model) <Ref. to EI-109, REMOVAL, Rear Quarter Trim.>
- 3) Remove the right side rear quarter trim. (OUTBACK model) <Ref. to EI-109, REMOVAL, Rear Quarter Trim.>
- 4) Remove the fuel pump control unit.

- Sedan model

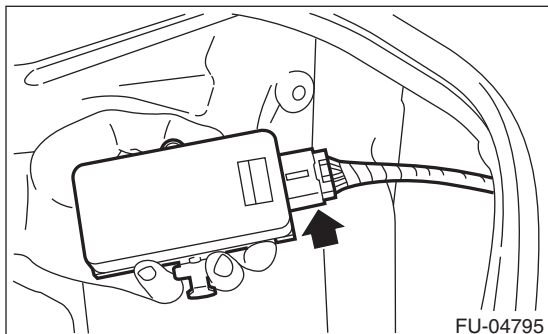


- OUTBACK model

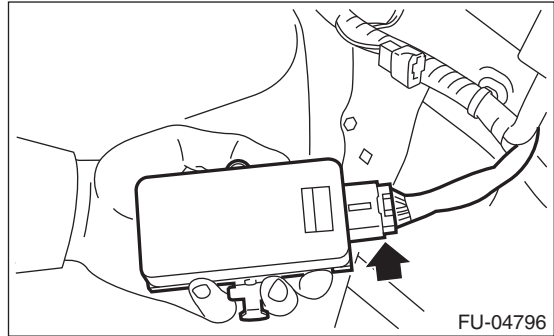


- 5) Disconnect the connector from fuel pump control unit.

- Sedan model



- OUTBACK model



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

Check that the fuel pump control unit has no deformation, cracks or other damages.

22. Fuel

A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

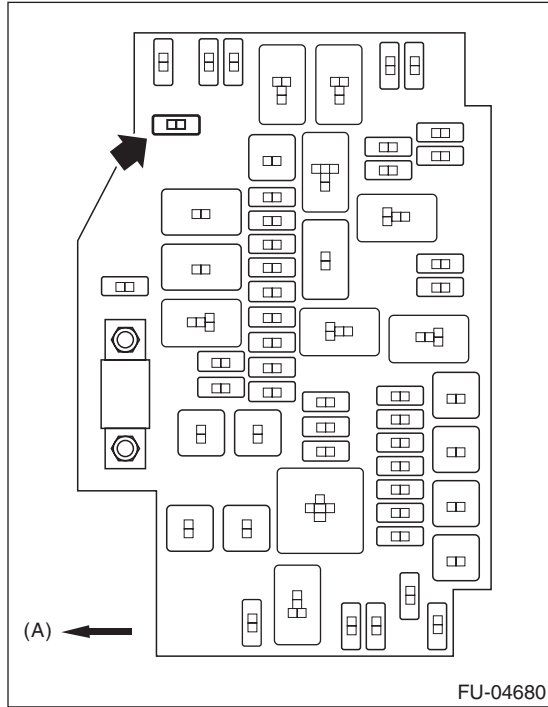
WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

Be careful not to spill fuel.

- 1) Remove the fuse of fuel pump from main fuse box.



(A) Front side

- 2) Start the engine and run it until it stalls.
- 3) After the engine stalls, crank it for five more seconds.
- 4) Turn the ignition switch to OFF.
- 5) Install the fuse of fuel pump to the main fuse box.

2. DRAINING FUEL (WITH SUBARU SELECT MONITOR)

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

Be careful not to spill fuel.

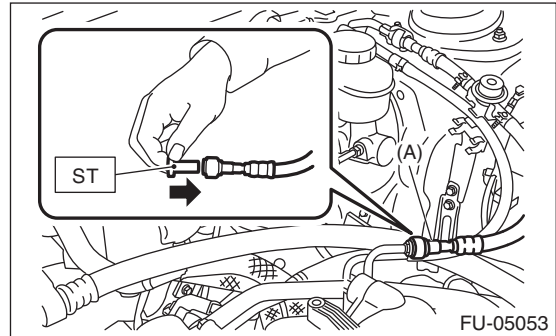
NOTE:

- If the fuel pump cannot be driven, refer to the procedures for draining from the fuel filler hose. <Ref. to FU(H6DO)-55, DRAINING FUEL (THROUGH THE FUEL FILLER HOSE), PROCEDURE, Fuel.>
 - Be careful not to let the battery run-out.
- 1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
 - 2) Remove the collector cover.
 - 3) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the fuel delivery hose (A).

ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



- 4) Connect ST to the fuel delivery hose.
- ST 18471AA000 FUEL PIPE ADAPTER
- 5) Connect the gasoline proof hose to the fuel damper, and put the hose end into the container.
 - 6) Drive the fuel pump and drain the fuel using Subaru Select Monitor. (Refer to “PC application help for Subaru Select Monitor”.)

CAUTION:

Be careful not to spill fuel.

- 7) Install the related parts in the reverse order after draining the fuel.

3. DRAINING FUEL (THROUGH THE FUEL FILLER HOSE)

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

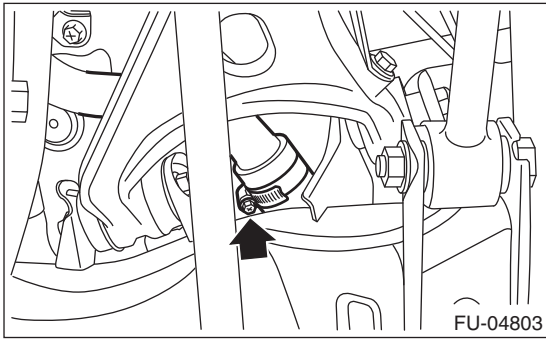
- Be careful not to spill fuel.
- Fuel may remain in the fuel filler pipe. Draining the fuel from the fuel filler pipe through the fill opening using the gasoline proof pump and the gasoline proof hose (ø10 or less) before the operation.

FUEL INJECTION (FUEL SYSTEMS)

- 1) Lift up the vehicle.
- 2) Remove the rear exhaust pipe and muffler.
<Ref. to EX(H6DO)-8, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(H6DO)-9, REMOVAL, Muffler.>
- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Drain the fuel from the fuel filler pipe through the filler opening using the gasoline proof pump and the gasoline proof hose (ø10 or less).
- 5) Disconnect the fuel filler hoses from the fuel filler pipe.

CAUTION:

- **Be careful not to spill fuel.**
- **Catch the fuel from hoses using a container or cloth.**



- 6) Set the container under the vehicle and insert the gasoline proof hose (ø10 or less) into the fuel filler hose to drain the fuel.

CAUTION:

Be careful not to spill fuel.

- 7) Install the related parts in the reverse order after draining the fuel.

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)

23. Fuel Tank

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

Be careful not to spill fuel.

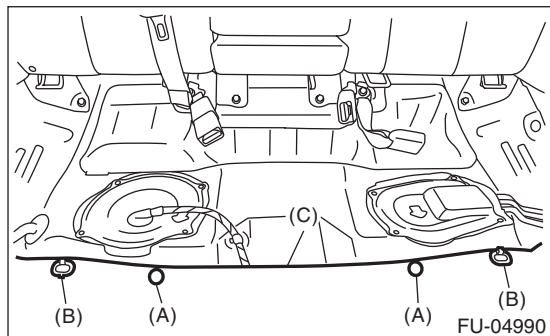
1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Drain fuel. <Ref. to FU(H6DO)-55, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

4) Remove the rear seat cushion. <Ref. to SE-32, REMOVAL, Rear Seat.>

5) Remove the clips (A) and seat cushion hooks (B), and turn over the floor mat (C).

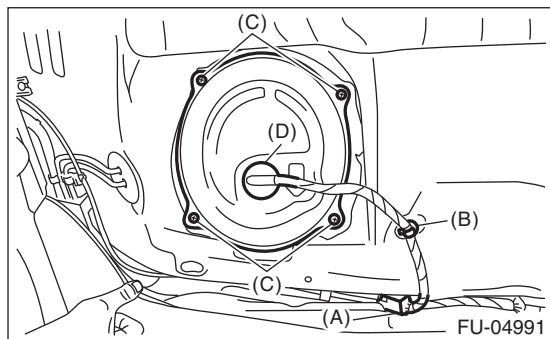


6) Remove the service hole cover of fuel pump.

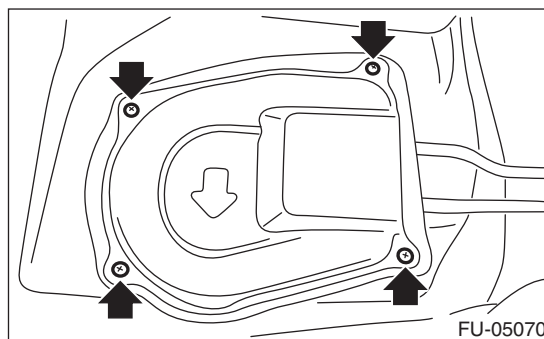
(1) Disconnect the fuel cord connector (A), and remove the clip (B).

(2) Remove the screw (C).

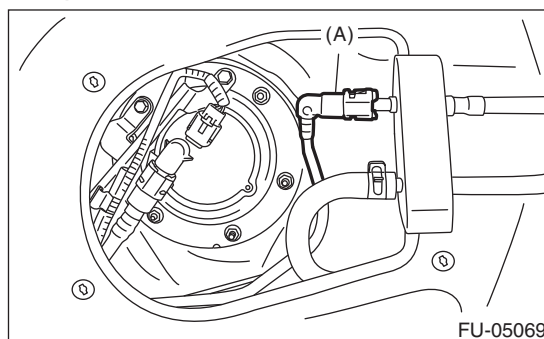
(3) Push the grommet (D) down and remove the service hole cover.



7) Remove the service hole cover of fuel sub level sensor.



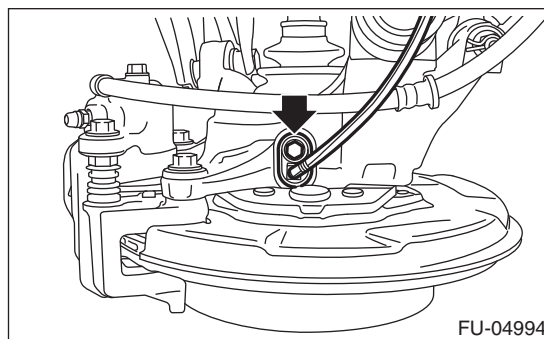
8) Disconnect the quick connector on the fuel delivery tube (A). <Ref. to FU(H6DO)-76, Fuel Delivery and Evaporation Lines.>



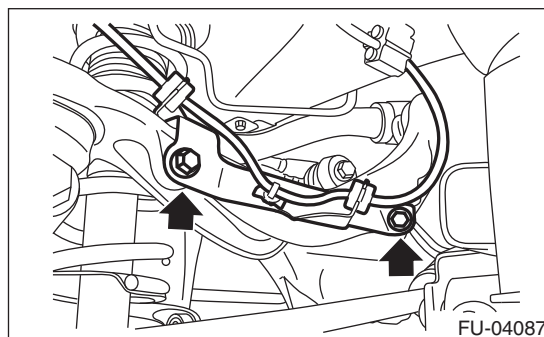
9) Remove the rear wheels.

10) Lift up the vehicle.

11) Remove the rear ABS wheel speed sensor from the rear housing.



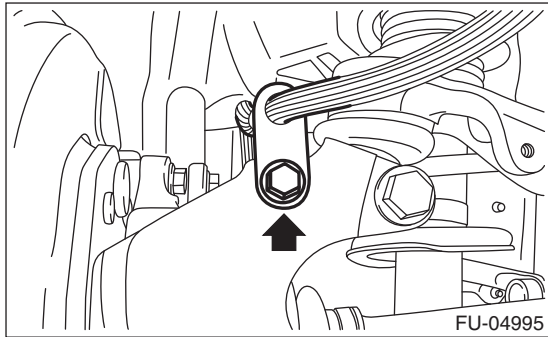
12) Remove the rear ABS wheel speed sensor harness bracket from the upper arm.



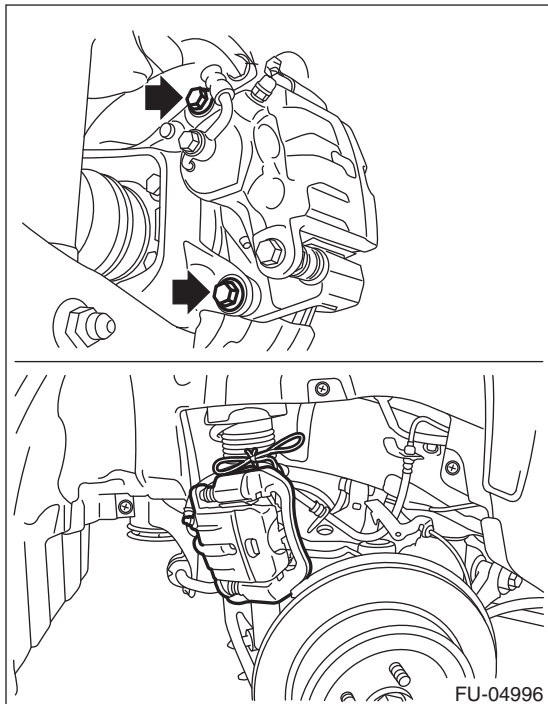
Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

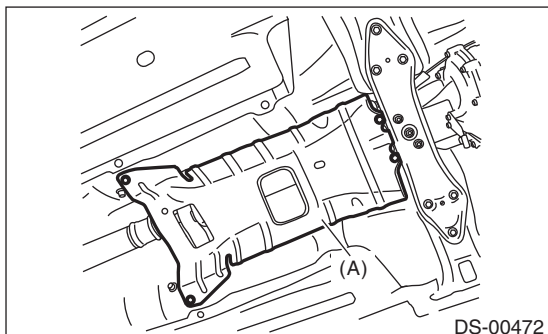
- 13) Remove the rear brake hose bracket from rear housing.



- 14) Remove the rear disc brake assembly and tie it to the body side of the vehicle.



- 15) Remove the parking brake cable from parking brake assembly. <Ref. to PB-6, REMOVAL, Parking Brake Assembly (Rear Disc Brake).>
16) Remove the rear exhaust pipe and muffler. <Ref. to EX(H6DO)-8, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(H6DO)-9, REMOVAL, Muffler.>
17) Remove the heat shield cover.

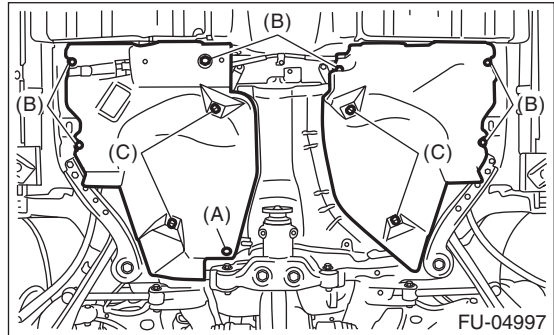


(A) Heat shield cover

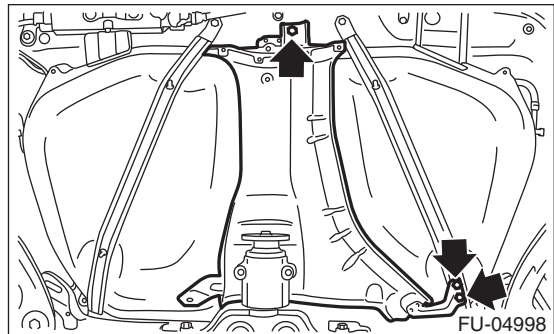
- 18) Remove the propeller shaft. <Ref. to DS-10, REMOVAL, Propeller Shaft.>

- 19) Remove the clip (A) securing the fuel tank protector and heat shield cover.

- 20) Remove the bolts (B) and nuts (C) securing the fuel tank protector, and remove the fuel tank protector.



- 21) Remove the bolts and nuts securing the heat shield cover and remove the heat shield cover.

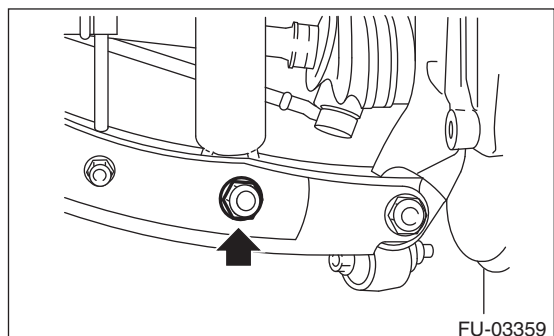


- 22) Remove the rear suspension assembly.

WARNING:

A helper is required to perform this work.

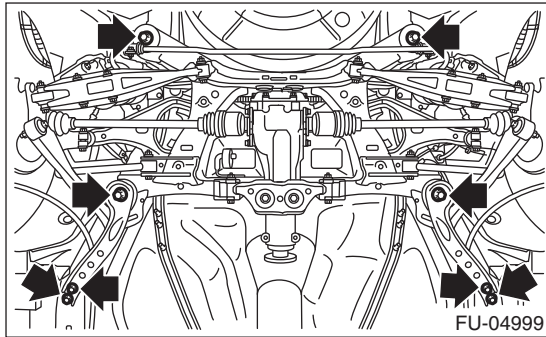
- (1) Support the rear differential with the transmission jack.
(2) Remove the bolt and nut which secure rear shock absorber to rear suspension arm.



Fuel Tank

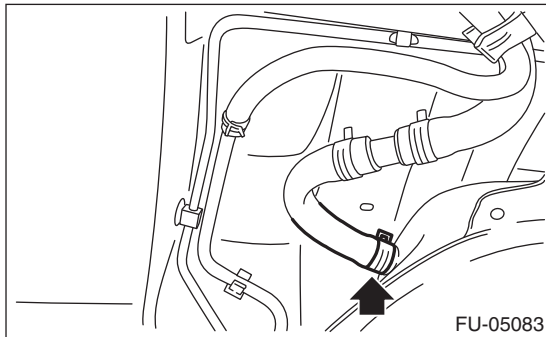
FUEL INJECTION (FUEL SYSTEMS)

(3) Remove the bolts which secure the rear suspension assembly to the body.



(4) Remove the rear suspension assembly.

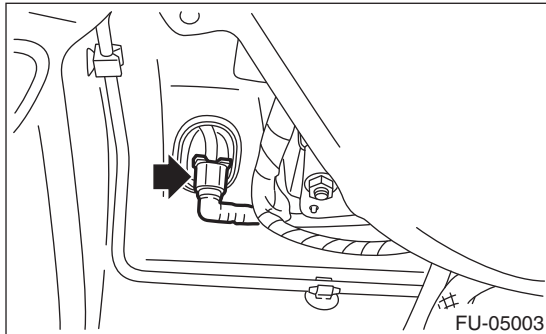
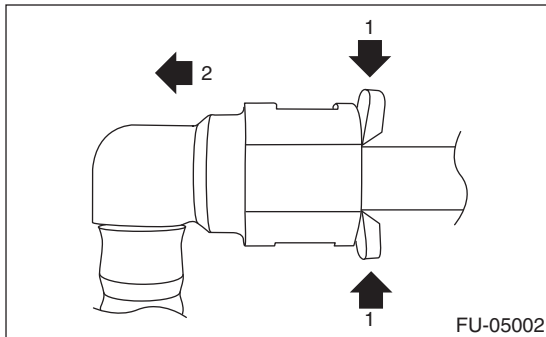
23) Disconnect the air vent hose from the fuel tank.



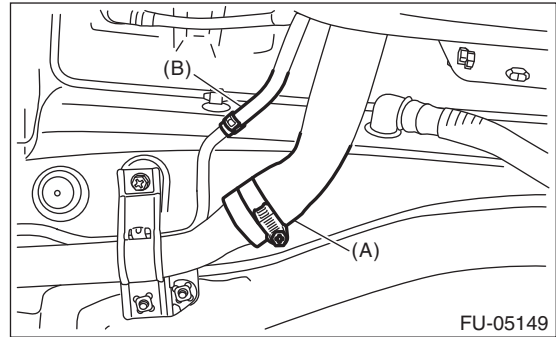
24) Disconnect the quick connector of the circulate tube from evaporation pipe.

NOTE:

Disconnect the quick connector as shown in the figure.



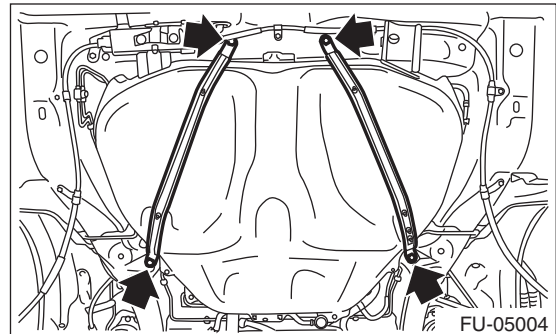
25) Disconnect the fuel filler hose (A) and circulate hose (B) from the fuel filler pipe assembly.



26) Support the fuel tank with a transmission jack, remove the bolts from the fuel tank band, and remove the fuel tank from the vehicle.

WARNING:

- A helper is required to perform this work.
- Fuel may remain in the fuel tank. This will cause the left and right sides to be unbalanced. Be careful not to drop the fuel tank when removing.

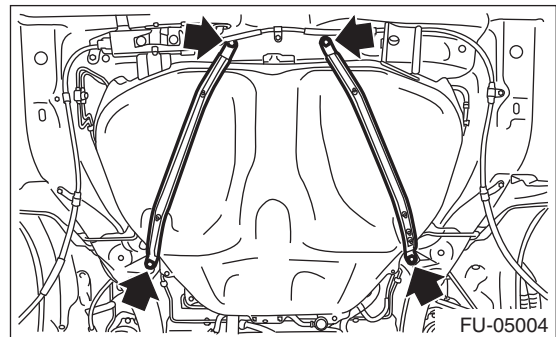


B: INSTALLATION

1) Support the fuel tank with a transmission jack, set the fuel tank in place, and temporarily tighten the bolts of the fuel tank band.

WARNING:

A helper is required to perform this work.



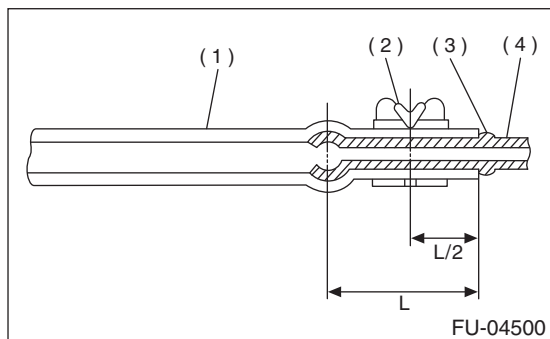
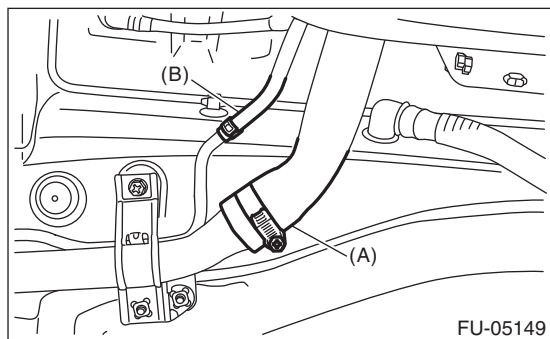
2) Securely insert the fuel filler hose (A) and circulate hose (B) to the spool, then attach the clamp or clip as shown in the figure.

Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



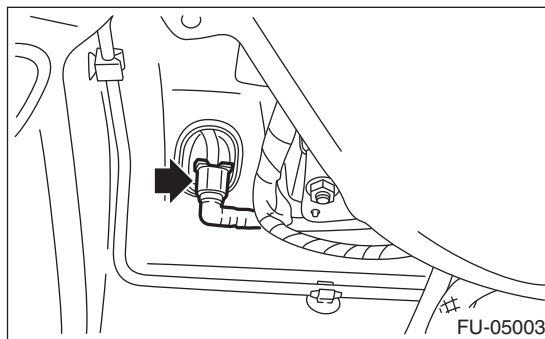
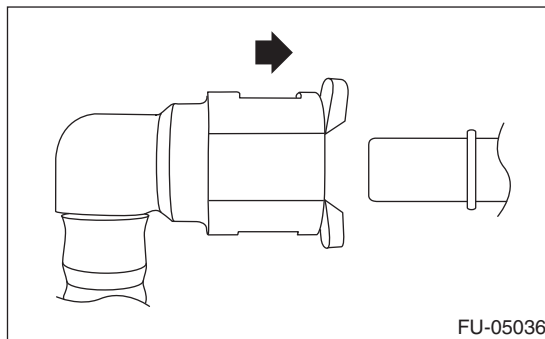
- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

3) Connect the quick connector of the circulate tube to the evaporation pipe as shown in the figure.

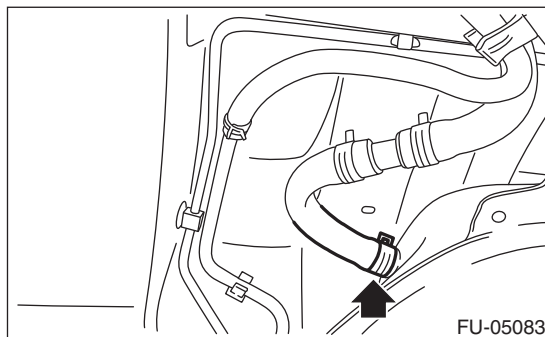
CAUTION:

• Check that there is no damage or dust on the quick connector. If necessary, clean the seal surface of the pipe.

• Make sure that the quick connector is securely connected.



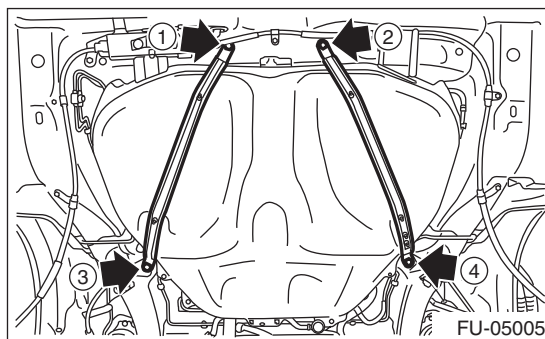
4) Connect the air vent hose to fuel tank.



5) Tighten the bolts of the fuel tank band in the order shown in the figure.

Tightening torque:

33 N·m (3.4 kgf-m, 24.3 ft-lb)



6) Install the rear suspension assembly.

WARNING:

A helper is required to perform this work.

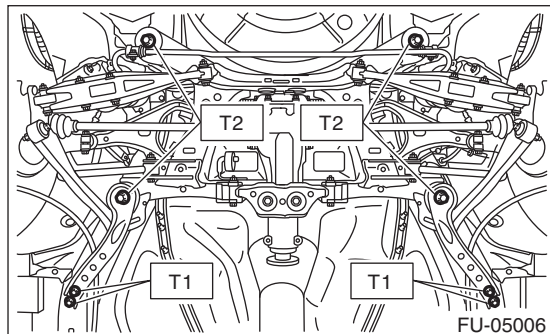
(1) Support the rear differential with the transmission jack.

(2) While supporting the rear suspension assembly, install the rear suspension assembly to the body.

Tightening torque:

T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)

T2: 200 N·m (20.4 kgf-m, 147.5 ft-lb)



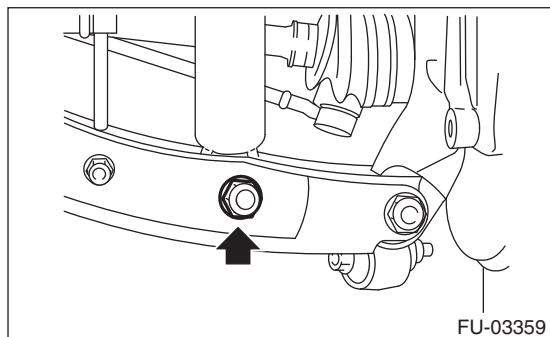
(3) Install the rear shock absorber to the rear suspension arm.

NOTE:

Use a new self-locking nut.

Tightening torque:

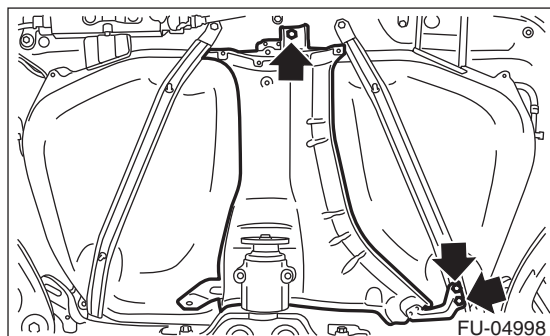
120 N·m (12.2 kgf-m, 88.5 ft-lb)



7) Install the heat shield cover.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

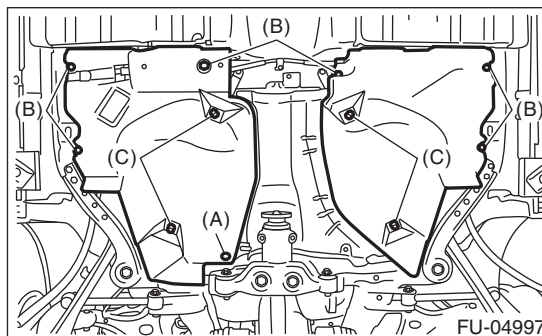


8) Install the bolts (B) and nuts (C) securing the fuel tank protector and install the clip (A) securing the fuel tank protector and heat shield cover.

Tightening torque:

Nut (C): 9 N·m (0.9 kgf-m, 6.6 ft-lb)

Bolt (B): 18 N·m (1.8 kgf-m, 13.3 ft-lb)

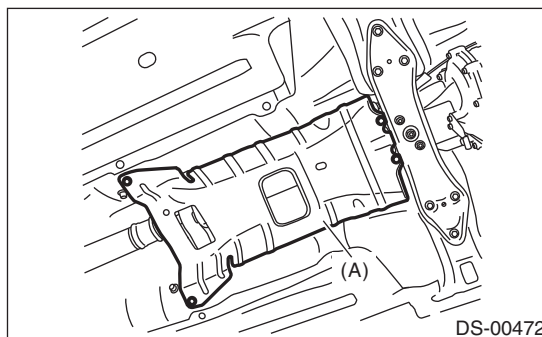


9) Install the propeller shaft. <Ref. to DS-10, INSTALLATION, Propeller Shaft.>

10) Install the heat shield cover.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Heat shield cover

11) Install the rear exhaust pipe and muffler. <Ref. to EX(H6DO)-8, INSTALLATION, Rear Exhaust Pipe.> <Ref. to EX(H6DO)-9, INSTALLATION, Muffler.>

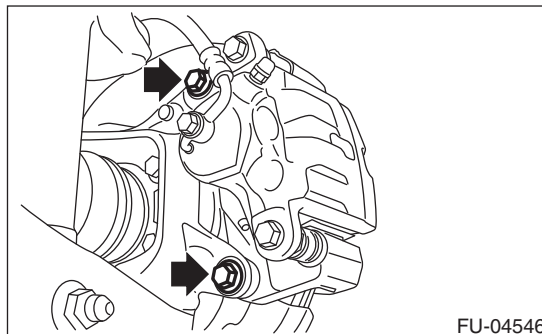
12) Lower the vehicle.

13) Connect the parking brake cable to the parking brake assembly. <Ref. to PB-7, INSTALLATION, Parking Brake Assembly (Rear Disc Brake).>

14) Install the rear disc brake assembly.

Tightening torque:

66 N·m (6.7 kgf-m, 48.7 ft-lb)



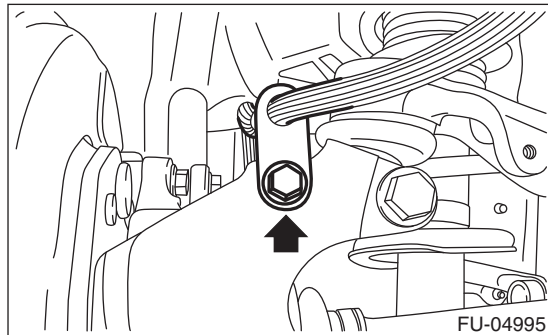
Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

15) Install the rear brake hose bracket to the rear housing.

Tightening torque:

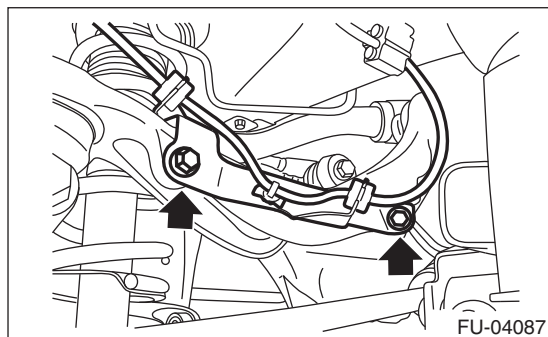
33 N·m (3.4 kgf-m, 24.3 ft-lb)



16) Install the rear ABS wheel speed sensor harness bracket to the upper arm.

Tightening torque:

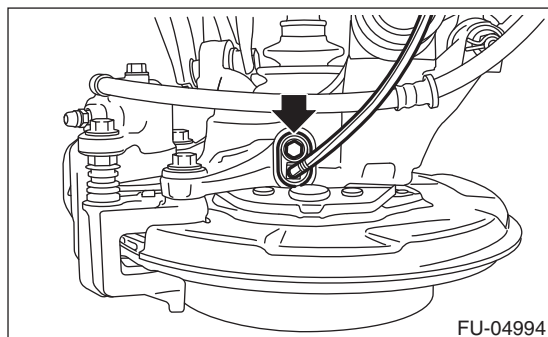
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



17) Install the rear ABS wheel speed sensor to the rear housing.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

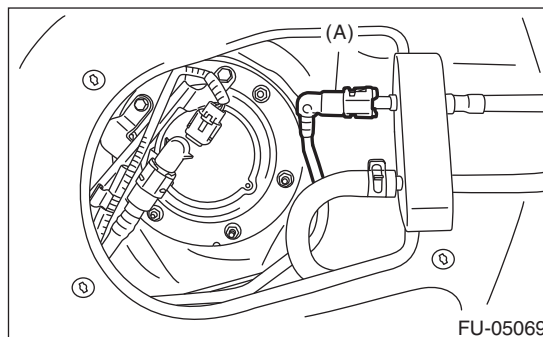


18) Install the rear wheels.

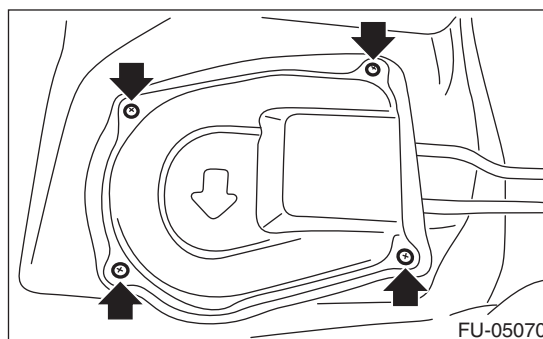
Tightening torque:

120 N·m (12.2 kgf-m, 88.5 ft-lb)

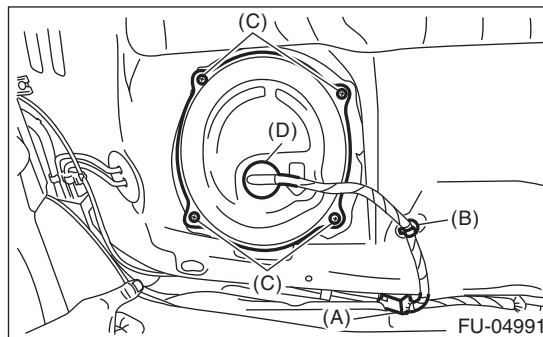
19) Connect the quick connector of the fuel delivery tube (A). <Ref. to FU(H6DO)-78, INSTALLATION, Fuel Delivery and Evaporation Lines.>



20) Install the service hole cover of fuel sub level sensor.

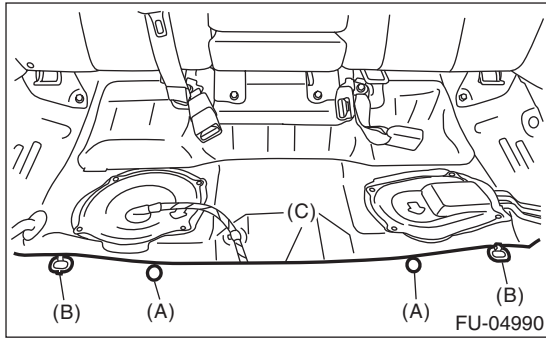


21) Install the service hole cover of the fuel pump, and install the connector and clip.



- (A) Connector
- (B) Clip
- (C) Screw
- (D) Grommet

22) Set the floor mat (C), and install clips (A) and seat cushion hooks (B).



23) Install the rear seat cushion. <Ref. to SE-47, INSTALLATION, Rear Seat.>

24) Connect the ground cable to battery.

25) Inspect the wheel alignment and adjust if necessary.

C: INSPECTION

1) Check that the fuel tank and fuel pipe have no deformation, cracks and other damages.

2) Check that the fuel hose has no cracks, damage or loose part.

24. Fuel Filler Pipe

A: REMOVAL

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

Be careful not to spill fuel.

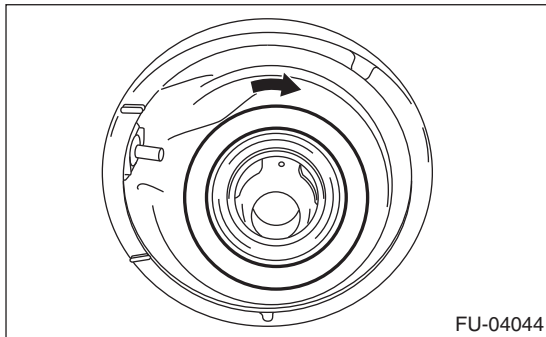
1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Drain fuel. <Ref. to FU(H6DO)-55, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

4) Open the fuel filler lid, and remove the filler cap.

5) Turn the fuel filler pipe protector in the direction of the arrow to unlock and remove it.



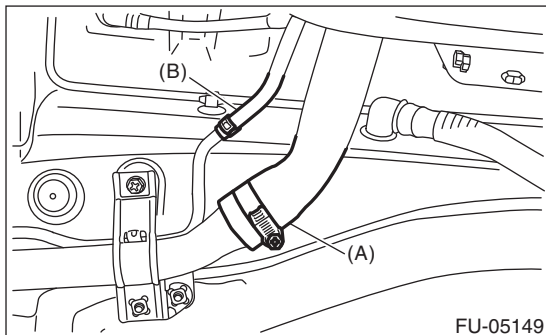
6) Remove the rear wheel RH.

7) Lift up the vehicle.

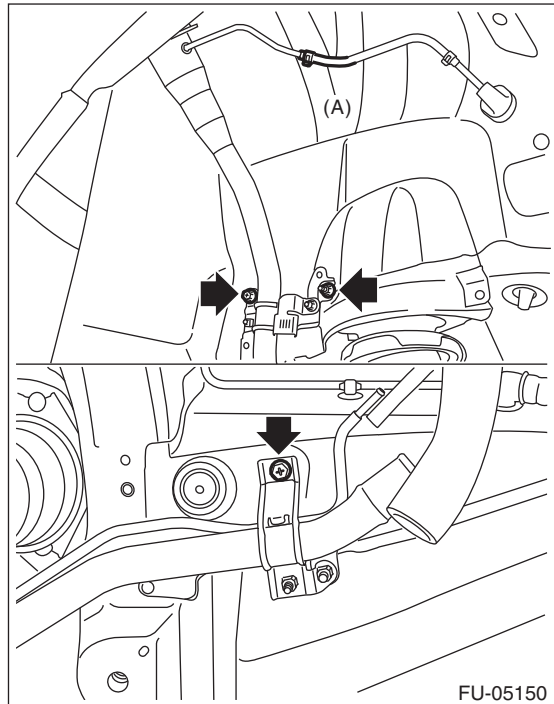
8) Remove the rear mud guard RH. <Ref. to EI-38, REMOVAL, Mud Guard.>

9) Remove the rear sub frame. <Ref. to RS-17, REMOVAL, Rear Sub Frame.>

10) Disconnect the fuel filler hose (A) and circulate hose (B) from the fuel filler pipe assembly.



11) Disconnect the evaporation hose (A) from fuel filler pipe assembly and remove the bolts and nuts securing the fuel filler pipe assembly to the vehicle body.



12) Remove the fuel filler pipe assembly from the underside of the vehicle.

B: INSTALLATION

1) Open the fuel filler lid.

2) Insert the fuel filler pipe assembly into the rubber saucer from inside of the rear fender.

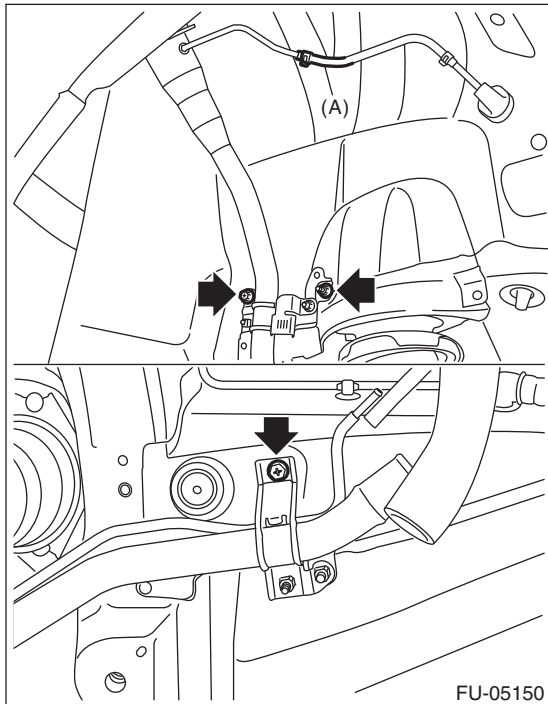
3) Install the fuel filler pipe assembly to the vehicle body and connect the evaporation hose (A) and circulate hose (B) to the fuel filler pipe assembly.

Fuel Filler Pipe

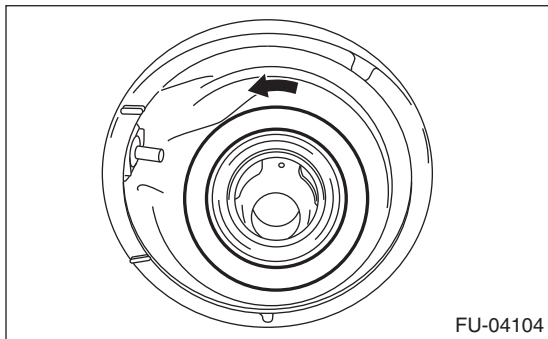
FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



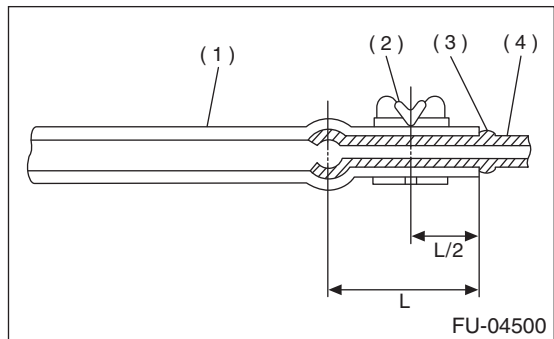
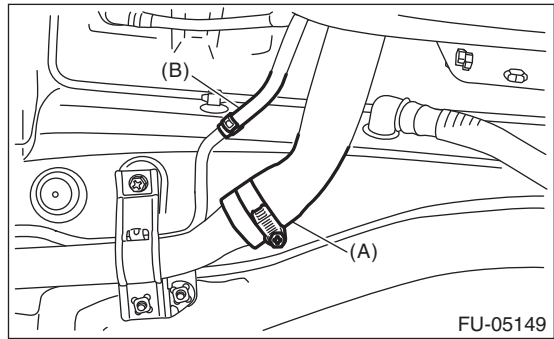
4) Align the cutout on the fuel filler pipe protector and the protrusion of the neck holder and insert them all the way, and then turn the fuel filler pipe protector in the direction of the arrow until it is locked.



5) Securely insert the fuel filler hose (A) and circulate hose (B) to the spool, then attach the clamp or clip as shown in the figure.

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

6) Install the rear sub frame. <Ref. to RS-18, INSTALLATION, Rear Sub Frame.>

7) Install the rear mud guard RH. <Ref. to EI-38, INSTALLATION, Mud Guard.>

8) Lower the vehicle.

9) Install the rear wheel RH.

Tightening torque:

120 N·m (12.2 kgf-m, 88.5 ft-lb)

10) Connect the ground cable to battery.

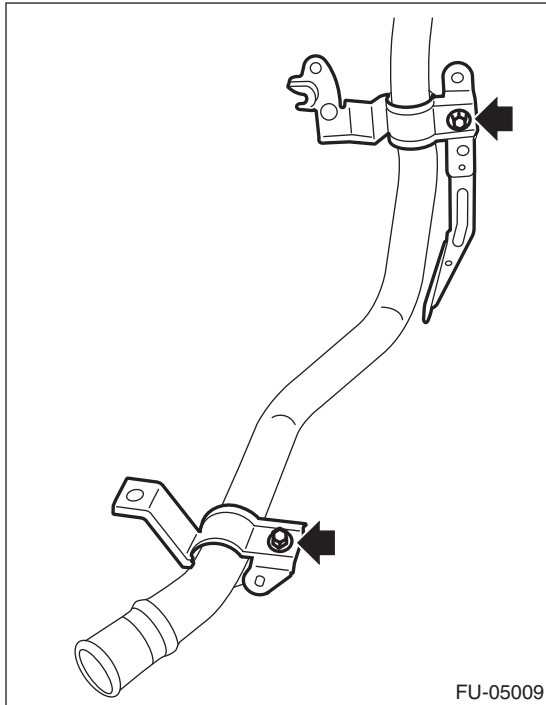
11) Inspect the wheel alignment and adjust if necessary.

Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

C: DISASSEMBLY

Remove the fuel filler pipe bracket from the fuel filler pipe.



E: INSPECTION

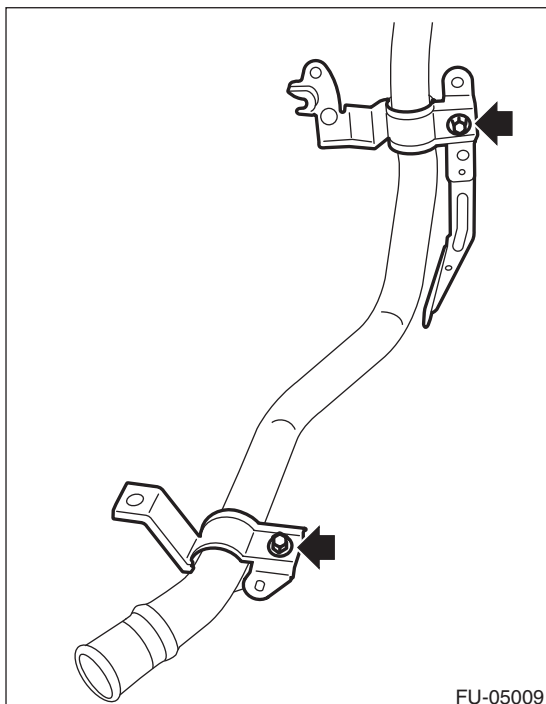
Check that the fuel filler pipe does not have deformation, cracks or other damages.

D: ASSEMBLY

Install the fuel filler pipe bracket to the fuel filler pipe.

Tightening torque:

7.35 N·m (0.7 kgf-m, 5.4 ft-lb)



25. Fuel Pump

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

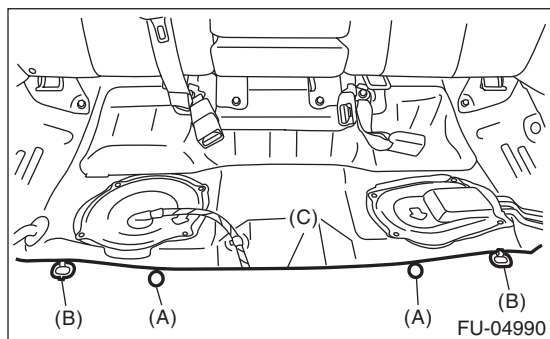
CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

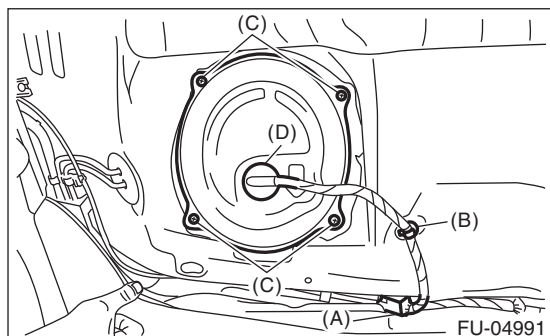
NOTE:

Fuel pump assembly consists of fuel pump, fuel filter, fuel chamber and fuel level sensor.

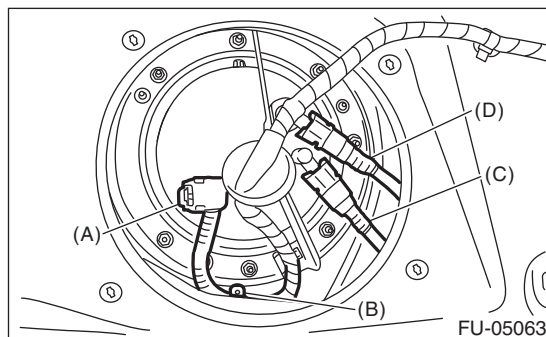
- 1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Drain fuel. <Ref. to FU(H6DO)-55, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>
- 3) Disconnect the ground cable from battery.
- 4) Remove the rear seat cushion. <Ref. to SE-32, REMOVAL, Rear Seat.>
- 5) Remove the clips (A) and seat cushion hooks (B), and turn over the floor mat (C).



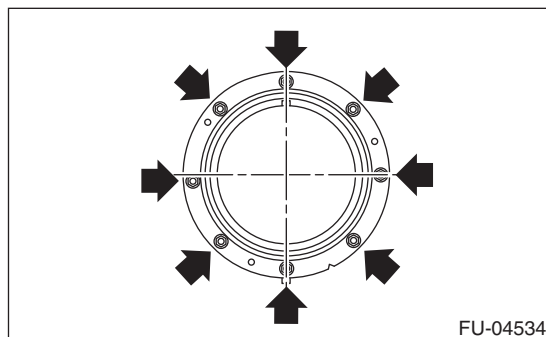
- 6) Remove the service hole cover.
 - (1) Disconnect the fuel cord connector (A), and remove the clip (B).
 - (2) Remove the screw (C).
 - (3) Push the grommet (D) down and remove the service hole cover.



- 7) Disconnect the connector (A) from fuel pump, and remove the clip (B) securing the harness.
- 8) Disconnect the quick connector of fuel delivery tube (C) and fuel sub delivery tube (D). <Ref. to FU(H6DO)-76, REMOVAL, Fuel Delivery and Evaporation Lines.>



- 9) Remove the nuts securing the fuel pump upper plate to the fuel tank and remove the fuel pump upper plate.



- 10) Remove the fuel pump assembly from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Insert the protrusion (B) of gasket to the fuel pump upper plate. (3 places)
- Align the protrusion (C) of fuel pump assembly with the cutout on the fuel pump upper plate.
- Tighten the nuts to the specified torque in the order as shown in the figure.

NOTE:

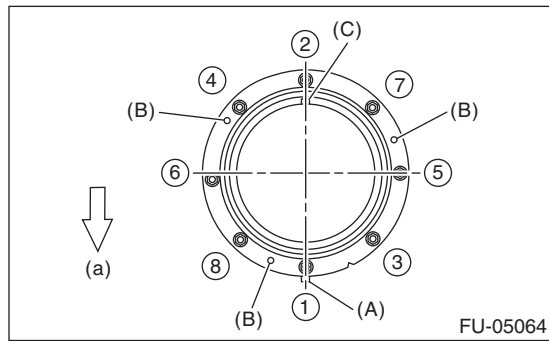
Use a new gasket and retainer.

Fuel Pump

FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



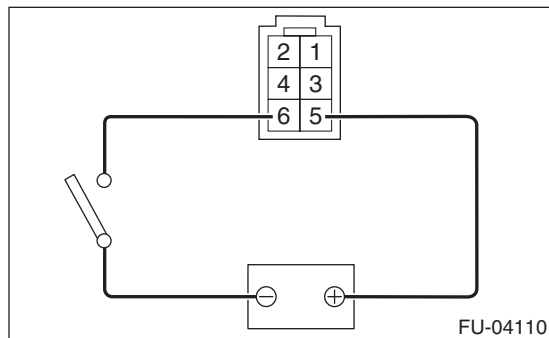
(a) Front side of vehicle

C: INSPECTION

- 1) Check that the fuel pump has no deformation, cracks or other damages.
- 2) Connect battery positive terminal to terminal No. 5 and battery ground terminal to terminal No. 6, and inspect the fuel pump operation.

WARNING:

- Wipe off fuel completely.
- Keep the battery as far apart from fuel pump as possible.
- Do not run the fuel pump for a long time under non-load condition.



26. Fuel Level Sensor

A: REMOVAL

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

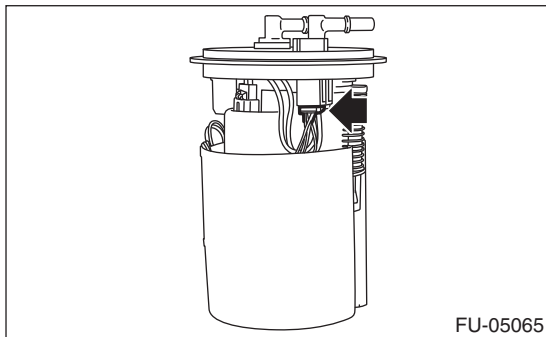
- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

NOTE:

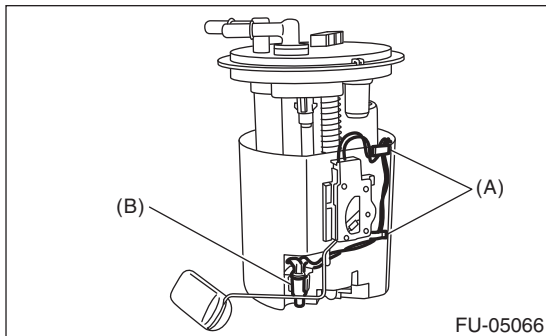
The fuel level sensor is built in fuel pump assembly.

1) Remove the fuel pump assembly. <Ref. to FU(H6DO)-67, REMOVAL, Fuel Pump.>

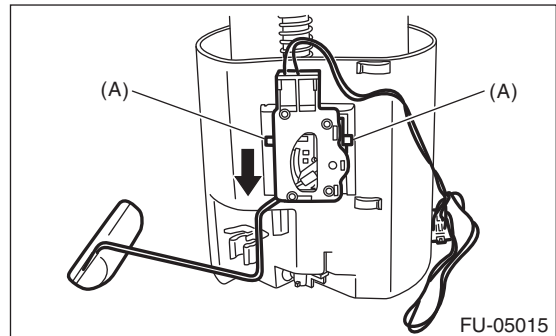
2) Disconnect the connector from the fuel filter assembly.



3) Remove the harness from the hooks (A) on the fuel chamber assembly and remove the fuel temperature sensor (B) from fuel chamber assembly.



4) Press two claws (A) of the fuel level sensor, and slide the fuel level sensor in the direction of the arrow to remove the fuel level sensor.



B: INSTALLATION

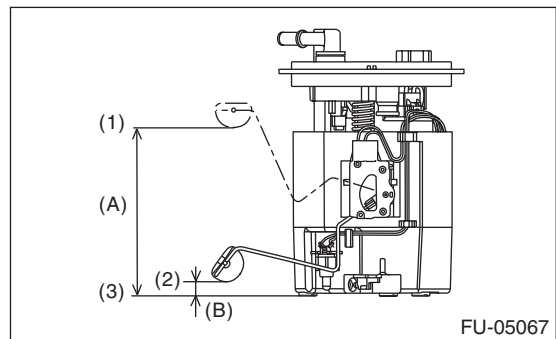
Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the fuel level sensor has no damage.
- 2) Measure the fuel level sensor float position.

NOTE:

When inspecting the fuel level sensor, perform the work with the sensor installed to the fuel pump.



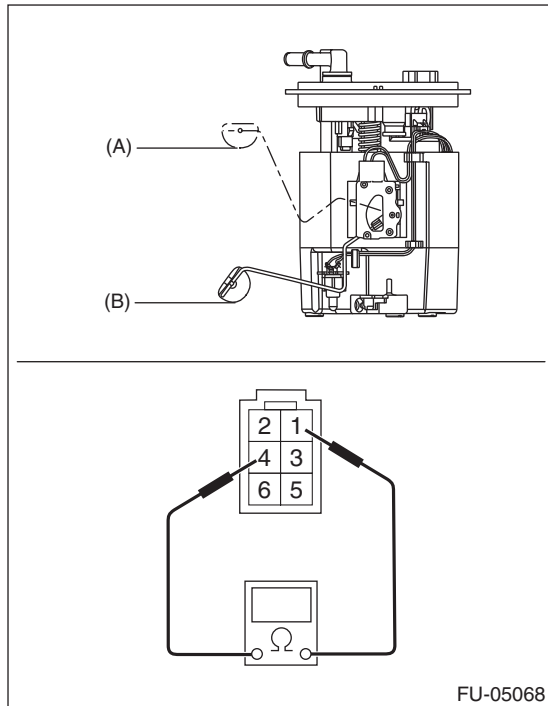
- (1) FULL
- (2) EMPTY
- (3) Fuel tank seating surface

Float position	Standard
FULL to Fuel tank seating surface (A)	126.4±4 mm (4.976±0.157 in)
EMPTY to Fuel tank seating surface (B)	11.0±4 mm (0.433±0.157 in)

Fuel Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

3) Measure the resistance between fuel level sensor terminals.



Float position	Terminal No.	Standard
FULL (A)	1 and 4	$2.0 \pm 1.0 \Omega$
EMPTY (B)		$31.9 \pm 1.0 \Omega$

27. Fuel Sub Level Sensor

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

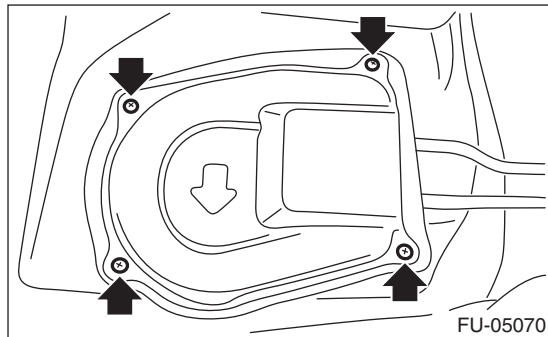
1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Drain fuel. <Ref. to FU(H6DO)-55, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

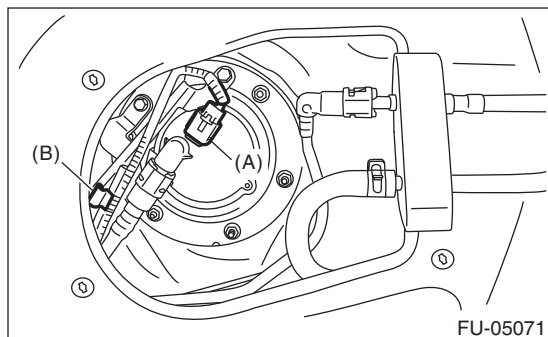
3) Disconnect the ground cable from battery.

4) Remove the rear seat cushion. <Ref. to SE-32, REMOVAL, Rear Seat.>

5) Remove the service hole cover.

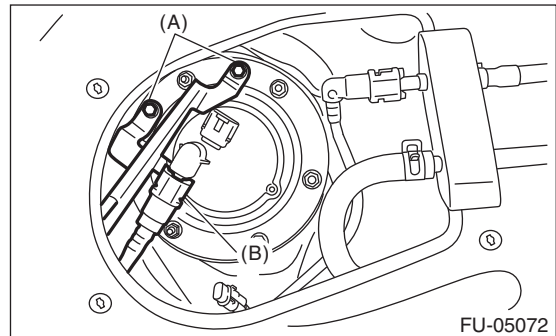


6) Disconnect the connector (A) from fuel sub level sensor, and remove the clip (B) securing the fuel cord from fuel sub level sensor protector.

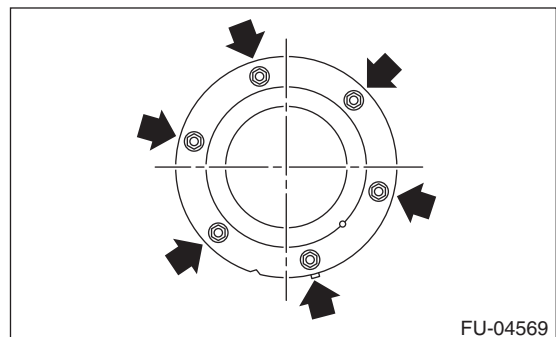


7) Remove the bolts (A) securing the fuel sub level sensor protector to the fuel sub level sensor upper plate, and remove the fuel sub level sensor protector.

8) Disconnect the quick connector on the fuel sub delivery tube (B). <Ref. to FU(H6DO)-76, REMOVAL, Fuel Delivery and Evaporation Lines.>



9) Remove the nuts securing the fuel sub level sensor upper plate to the fuel tank and remove the fuel sub level sensor upper plate.



10) Remove the fuel sub level sensor from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Align protrusion (B) of the fuel sub level sensor to the cutout in the fuel sub level sensor upper plate.
- After tightening the bolts to the specified torque in the order indicated in the figure, install the fuel sub level sensor protector.

NOTE:

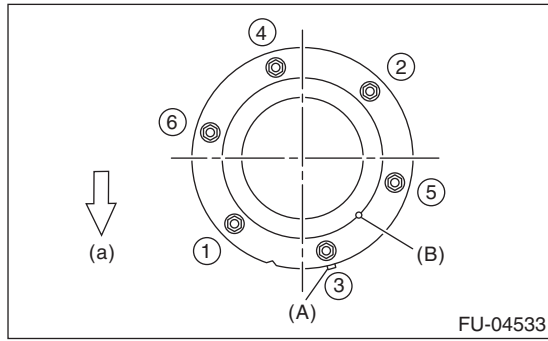
Use a new gasket and retainer.

Fuel Sub Level Sensor

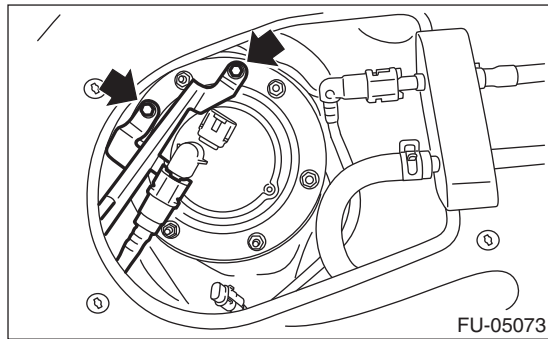
FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

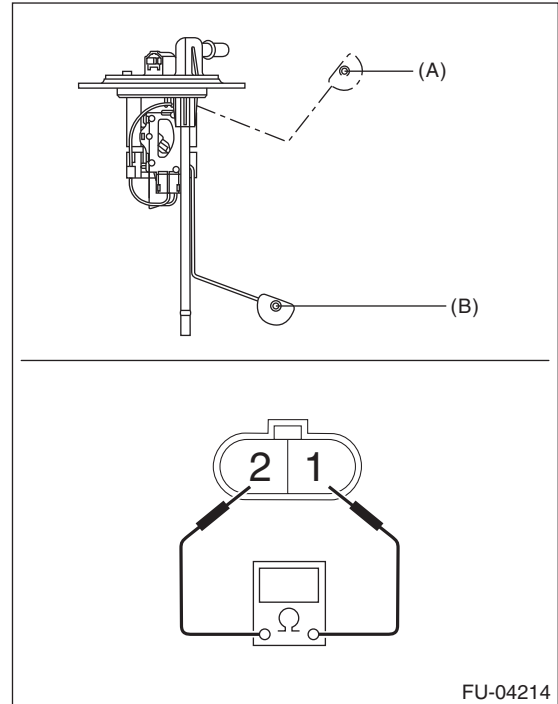
4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



(a) Front side of vehicle



3) Measure the resistance between fuel sub level sensor terminals.

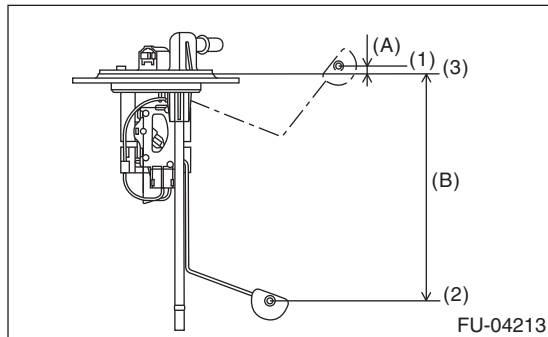


Float position	Terminal No.	Standard
FULL (A)	1 and 2	$2.0 \pm 1.0 \Omega$
EMPTY (B)		$62.1 \pm 1.0 \Omega$

C: INSPECTION

1) Check that the fuel sub level sensor has no damage.

2) Measure the fuel sub level sensor float position.



- (1) FULL
- (2) EMPTY
- (3) Datum points

Float position	Standard
FULL to Datum point (A)	$6.4 \pm 3.5 \text{ mm (0.252} \pm 0.138 \text{ in)}$
EMPTY to Datum point (B)	$163.3 \pm 3.5 \text{ mm (6.429} \pm 0.138 \text{ in)}$

28. Fuel Filter

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

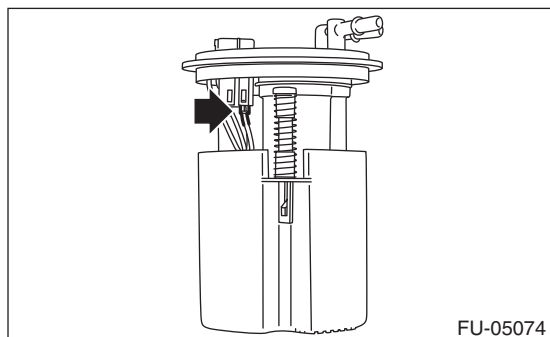
CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.
- Be careful not to drop or apply any impact to the fuel pump during work. This may deteriorate its performance.

NOTE:

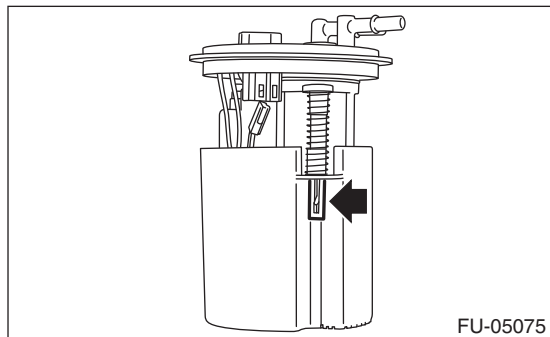
The fuel filter is built in fuel pump assembly.

- 1) Remove the fuel pump assembly. <Ref. to FU(H6DO)-67, REMOVAL, Fuel Pump.>
- 2) Remove the fuel level sensor and fuel temperature sensor. <Ref. to FU(H6DO)-69, REMOVAL, Fuel Level Sensor.>
- 3) Disconnect the connector from the fuel filter assembly.



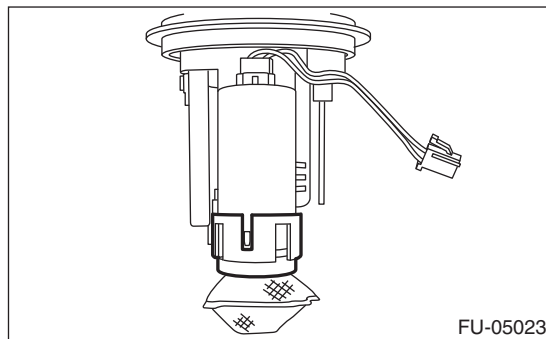
FU-05074

- 4) Disengage the claw connecting the fuel filter assembly and fuel chamber assembly, and separate fuel filter assembly and fuel chamber assembly.



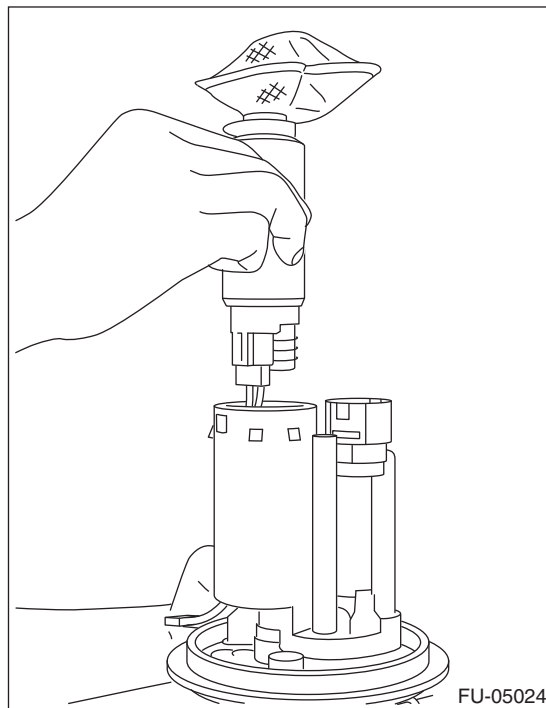
FU-05075

- 5) Remove the fuel pump holder from the fuel filter assembly.



FU-05023

- 6) Remove the fuel pump from the fuel filter assembly.



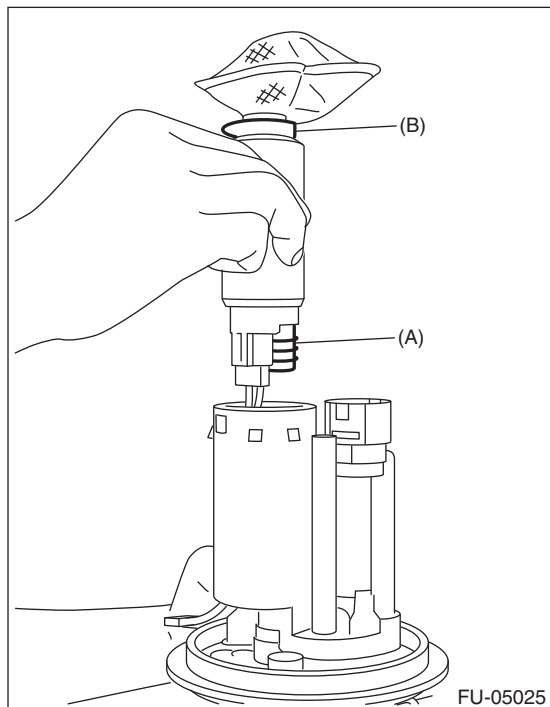
FU-05024

B: INSTALLATION

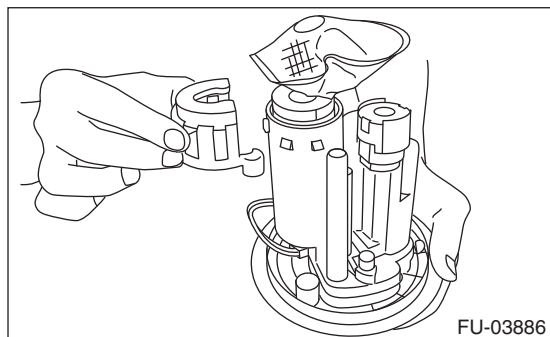
1) Assemble the gasket spacer (A) and support rubber cushion (B) to the fuel pump, and install the fuel pump to the fuel filter assembly.

NOTE:

- Use a new gasket spacer.
- Use a new support rubber cushion.
- Apply gasoline to the surface of gasket spacer and support rubber cushion.



2) Install the fuel pump holder to the fuel filter assembly.

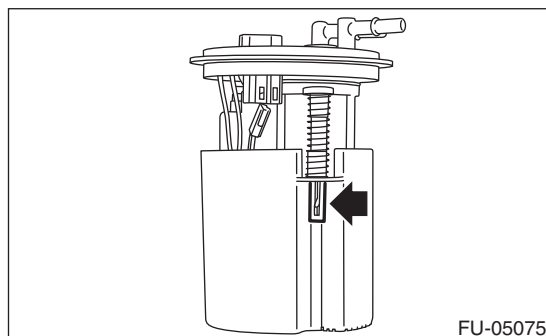
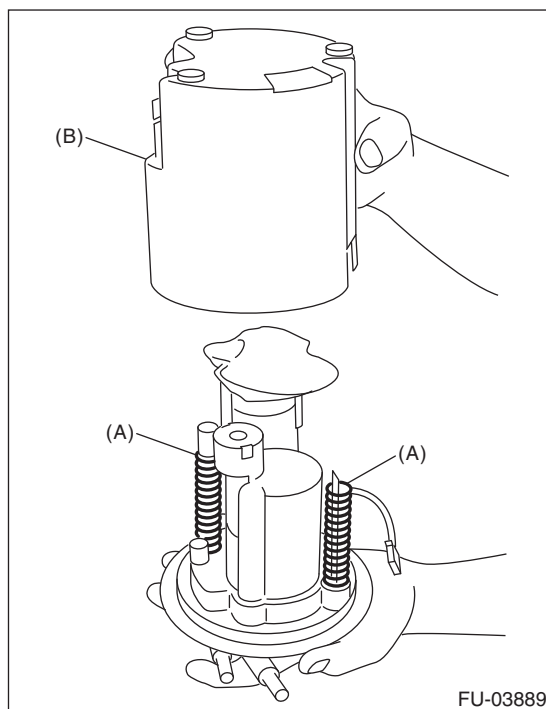


3) Install the pump module spring (A) to fuel filter assembly, and install the fuel chamber assembly (B).

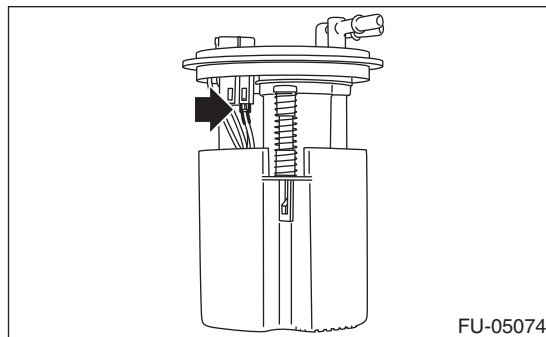
NOTE:

- Use a new fuel chamber assembly.

- Check that the claw connecting the fuel filter assembly and fuel chamber assembly is securely fastened.



4) Connect the fuel pump connector.



5) Install the fuel level sensor and fuel temperature sensor. <Ref. to FU(H6DO)-69, INSTALLATION, Fuel Level Sensor.>

6) Inspect the fuel level sensor. <Ref. to FU(H6DO)-69, INSPECTION, Fuel Level Sensor.>

7) Install the fuel pump assembly. <Ref. to FU(H6DO)-67, INSTALLATION, Fuel Pump.>

29. Fuel Damper

A: REMOVAL

WARNING:

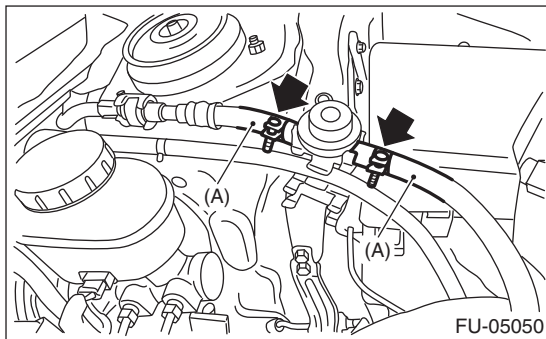
Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the fuel delivery hose (A) from fuel damper and remove the fuel damper.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

If fuel hoses or clamps are damaged, replace them with new parts.

Tightening torque:

1.25 N·m (0.1 kgf-m, 0.9 ft-lb)

C: INSPECTION

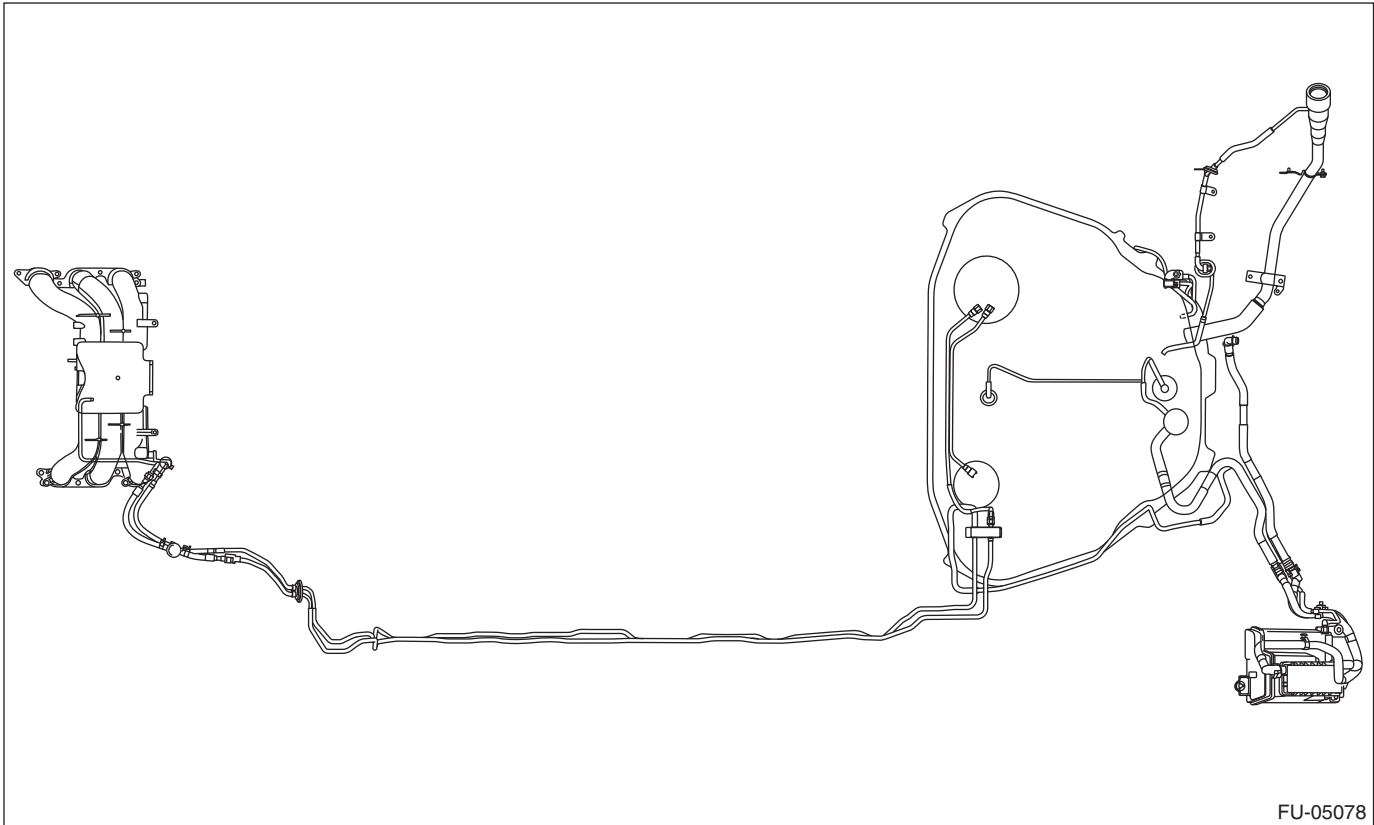
- 1) Check that the fuel damper has no deformation, cracks or other damages.
- 2) Check the fuel delivery hose for cracks, damage or looseness.

Fuel Delivery and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

30. Fuel Delivery and Evaporation Lines

A: REMOVAL



WARNING:
Place “NO OPEN FLAMES” signs near the working area.

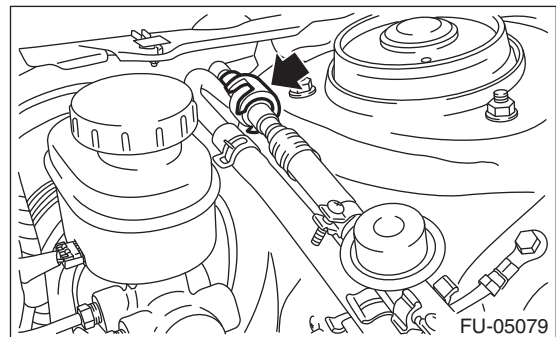
CAUTION:
Be careful not to spill fuel.

- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Remove the floor mat. <Ref. to EI-159, REMOVAL, Floor Mat.>
- 5) In the engine compartment, disconnect the fuel delivery hoses and evaporation hose.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

- (1) Remove the connect check cover from the fuel delivery hose.

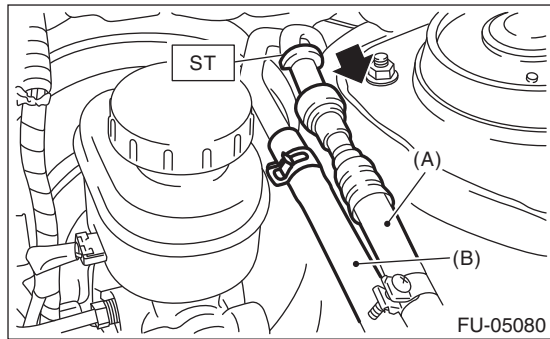


- (2) Install the ST to the fuel pipe.
ST 42099AE000 QUICK CONNECTOR RELEASE
- (3) Disconnect the quick connector of the fuel delivery hose by pushing the ST in the direction of the arrow.

Fuel Delivery and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

(4) Remove the clip and disconnect the evaporation hose from the fuel pipe.



- (A) Fuel delivery hose
- (B) Evaporation hose

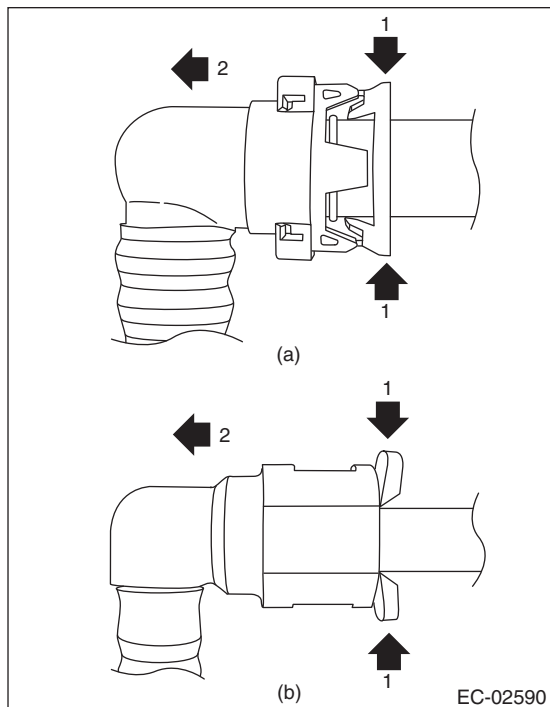
6) Remove the fuel tank. <Ref. to FU(H6DO)-57, REMOVAL, Fuel Tank.>

7) Remove the rear mud guard LH. <Ref. to EI-38, REMOVAL, Mud Guard.>

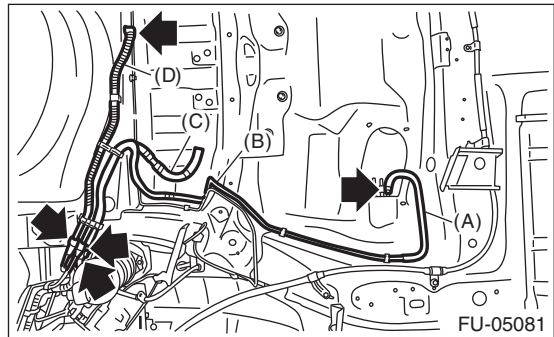
8) Remove the purge hose (A), purge pipe (B), vent hose (C) and drain tube assembly (D).

NOTE:

Disconnect the quick connector as shown in the figure.



- (a) Vent hose (C) and drain tube ASSY (D)
- (b) Purge pipe (B)



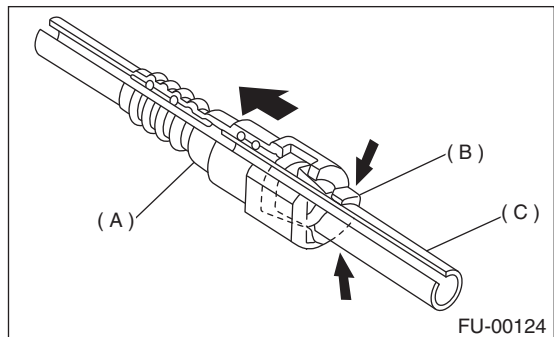
9) Remove the fuel pipe assembly from vehicle.

10) Disconnect the quick connector, and disconnect the fuel delivery tube and fuel sub delivery tube.

(1) Push the retainer in the direction of the arrow, disconnect the quick connector from pipe.

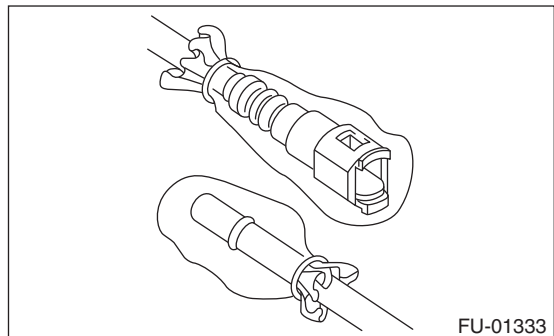
NOTE:

Clean the pipe and quick connector, if they are covered with dust.



- (A) Quick connector
- (B) Retainer
- (C) Pipe

(2) To prevent from damaging or entering foreign matter, wrap the pipes and quick connectors with plastic bag etc.



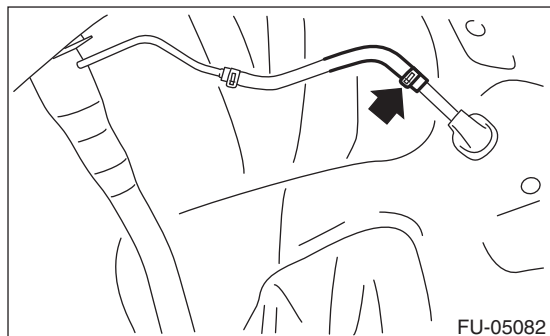
11) Remove the evaporation pipe.

(1) Remove the rear mud guard RH. <Ref. to EI-38, REMOVAL, Mud Guard.>

Fuel Delivery and Evaporation Lines

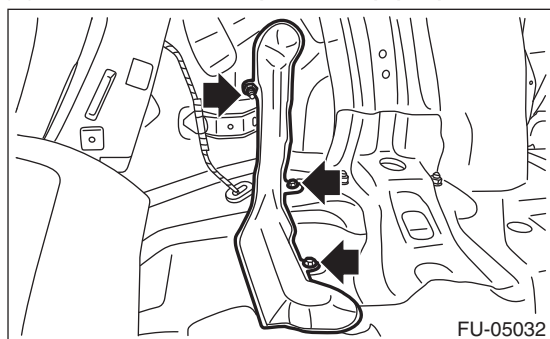
FUEL INJECTION (FUEL SYSTEMS)

- (2) Remove the evaporation hose.

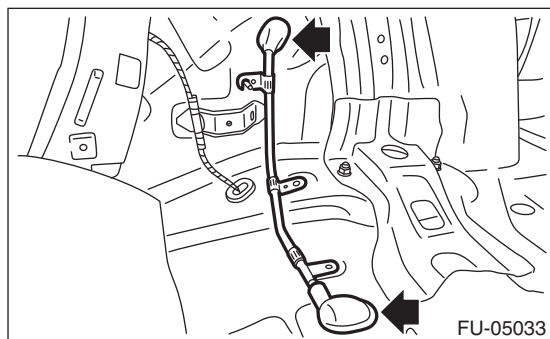


- (3) Remove the trunk side trim panel assembly - side on RH. <Ref. to EI-109, REMOVAL, Rear Quarter Trim.>

- (4) Remove the evaporation pipe protector.



- (5) Remove the evaporation pipe from the vehicle.

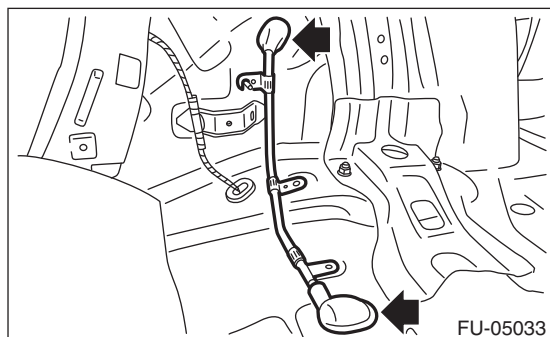


B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

1. INSTALLATION OF EVAPORATION PIPE

- 1) Install the evaporation pipe to the vehicle.

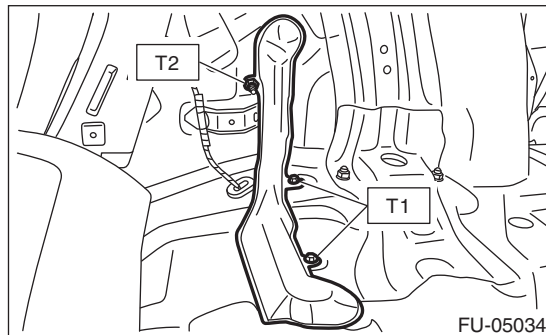


- 2) Install the evaporation pipe protector.

Tightening torque:

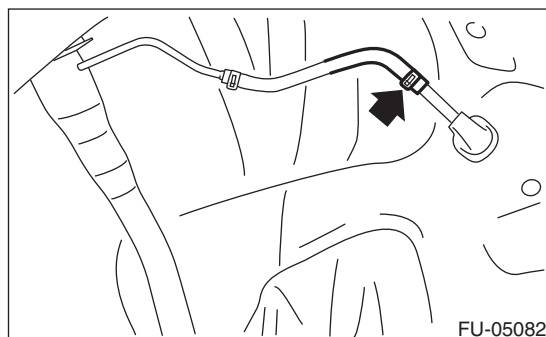
T1: 1 N·m (0.1 kgf-m, 0.7 ft-lb)

T2: 7.5 N·m (0.7 kgf-m, 5.4 ft-lb)



- 3) Install the trunk side trim panel assembly - side on RH. <Ref. to EI-119, INSTALLATION, Rear Quarter Trim.>

- 4) Install the evaporation hose.

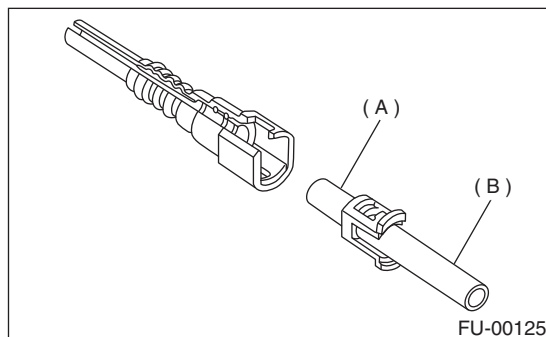


- 5) Install the rear mud guard RH. <Ref. to EI-38, INSTALLATION, Mud Guard.>

2. CONNECTING THE FUEL LINE QUICK CONNECTOR

CAUTION:

Make sure there are no damage or dust on connections. If necessary, clean seal surface of pipe.



(A) Seal surface

(B) Pipe

- 1) Set the retainer to quick connector.

Fuel Delivery and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

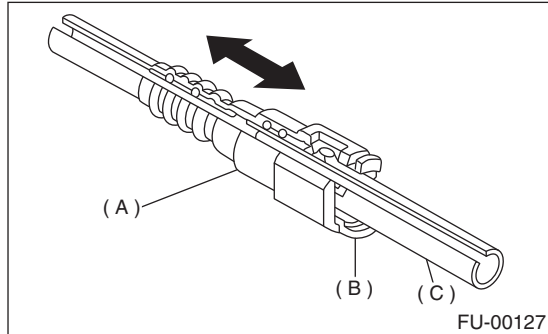
NOTE:

Use a new retainer.

2) Connect the quick connector to pipe.

CAUTION:

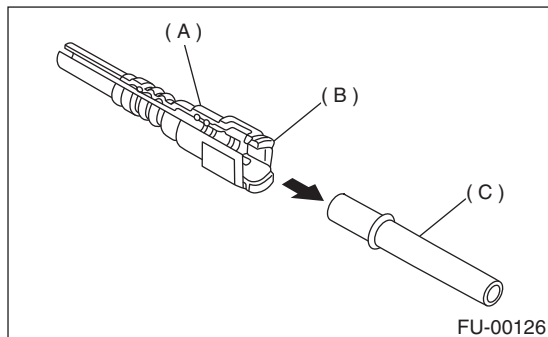
- Make sure that the quick connector is securely connected.



- (A) Quick connector
- (B) Retainer
- (C) Pipe

- Make sure the two retainer pawls are engaged in their mating positions in the quick connector.

- Be sure to inspect tubes and their connections for any leakage of fuel.



- (A) Quick connector
- (B) Retainer
- (C) Pipe

3. CONNECTING THE FUEL DELIVERY HOSE

Connect the fuel delivery hose as shown in the figure.

CAUTION:

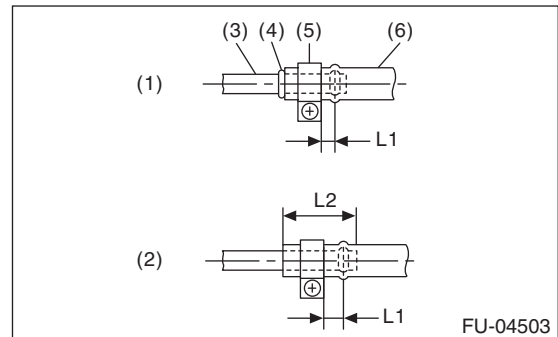
- If the connection portion has a spool or stopper, do not allow the end of the hose to bend or ride over by inserting the hose too deep.
- Be sure to inspect hoses and their connections for any leakage of fuel.

Tightening torque:

1.25 N·m (0.1 kgf-m, 0.9 ft-lb)

L1: 2.5 ± 1.5 mm (0.098 ± 0.059 in)

L2: 22.5 ± 2.5 mm (0.886 ± 0.098 in)

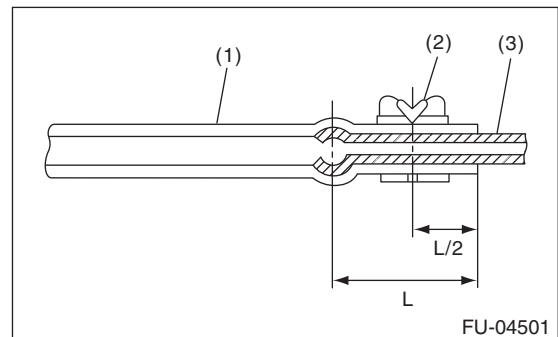


- (1) When there is a spool or stopper
- (2) When there is no spool or stopper
- (3) Pipe
- (4) Spool or stopper
- (5) Clamp
- (6) Hose

4. EVAPORATION HOSE CONNECTION

Connect the evaporation hose to the pipe with an overlap of 15 to 20 mm (0.59 to 0.79 in).

L = 17.5 ± 2.5 mm (0.689 ± 0.098 in)



- (1) Hose
- (2) Clip
- (3) Pipe

5. CONNECTING THE EVAPORATION LINE QUICK CONNECTOR

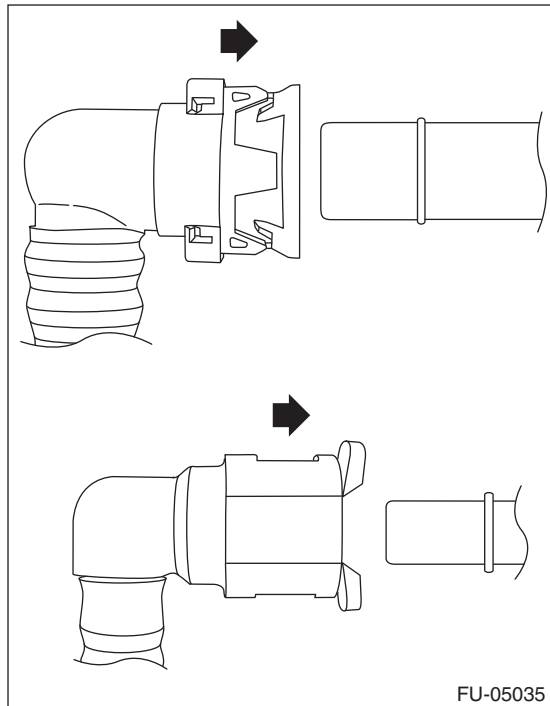
CAUTION:

- Make sure there are no damage or dust on connections. If necessary, clean the seal surface of the pipe.
- Make sure that the quick connector is securely connected.

Fuel Delivery and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

Connect the quick connector as shown in the figure.



C: INSPECTION

- 1) Check that the fuel pipe has no deformation, cracks or other damages.
- 2) Check that the hose and tube have no cracks, damage or loose part.

31. Fuel System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Insufficient fuel supply to injector	a. Fuel pump does not operate.	
	○ Defective terminal contact	Inspect contact, especially ground, and tighten it securely.
	○ Trouble in electromagnetic or electronic circuit parts	Replace the faulty parts.
	b. Decline of fuel pump function	Replace the fuel pump.
	c. Clogged fuel filter	Replace the fuel filter. Clean or replace the fuel tank if necessary.
	d. Clogged or bent pipe, hose or tube of fuel line	Clean, correct or replace the pipe, hose or tube of the fuel line.
	e. Air is mixed in fuel system.	Check the fuel line connections, and repair or replace the defective part.
	f. Damaged diaphragm of pressure regulator	Replace the pressure regulator.
Leakage or run-out of fuel	a. Loose connection in pipe, hose or tube of fuel line	Check the fuel line connections, and repair or replace the defective part.
	b. Cracks in pipe, hose or tube of fuel line	Replace the pipe, hose or tube of the fuel line.
	c. Cracks or defective welded part of fuel tank	Replace the fuel tank.
	d. Clogged or bent pipe, hose or tube of fuel line	Clean, correct or replace the pipe, hose or tube of the fuel line.
Gasoline smell inside of compartment	a. Loose connection in pipe, hose or tube of fuel line	Check the fuel line connections, and repair or replace the defective part.
	b. Improper installation of rubber saucer	Correct or replace the rubber saucer.
	c. Defective canister	Replace the canister.
Defective fuel gauge	a. Defective operation of fuel level sensor	Replace the fuel level sensor.
	b. Defective operation of combination meter	Replace the combination meter.
Noise	a. Big operation noise or vibration from fuel pump	Replace the fuel pump.

NOTE:

- When the vehicle is left unattended for an extended period of time, water may accumulate in the fuel tank. Fill fuel fully to prevent the problem.
- In snow-covered areas, mountainous areas, skiing areas, etc. where ambient temperatures drop to 0°C (32°F) or less throughout the winter season, use a water removing agent in the fuel system to prevent freezing fuel system and accumulating water.
- When water is accumulated in fuel filter, fill the water removing agent in the fuel tank.
- Before using water removing agent, follow the cautions noted on the bottle.

Fuel System Trouble in General

FUEL INJECTION (FUEL SYSTEMS)

General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

1. General Description

A: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.

B: PREPARATION TOOL

1. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance.
Mighty Vac	Used for inspection of the two-way valve.

2. Front Catalytic Converter

A: REMOVAL

The front and rear catalytic converters are integrated into the front exhaust pipe; therefore, refer to "Front Exhaust Pipe" for the removal procedure. <Ref. to EX(H6DO)-5, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

The front and rear catalytic converters are integrated into front exhaust pipe as one unit; therefore, refer to "Front Exhaust Pipe" for installation procedure. <Ref. to EX(H6DO)-6, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.

3. Rear Catalytic Converter

A: REMOVAL

The front and rear catalytic converters are integrated into the front exhaust pipe; therefore, refer to "Front Exhaust Pipe" for the removal procedure. <Ref. to EX(H6DO)-5, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

The front and rear catalytic converters are integrated into front exhaust pipe as one unit; therefore, refer to "Front Exhaust Pipe" for installation procedure. <Ref. to EX(H6DO)-6, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.

4. EGR Valve

A: REMOVAL

Refer to “EGR Valve” for removal procedure. <Ref. to FU(H6DO)-39, REMOVAL, EGR Valve.>

B: INSTALLATION

Refer to “EGR Valve” for the installation procedure. <Ref. to FU(H6DO)-39, INSTALLATION, EGR Valve.>

C: INSPECTION

Refer to “EGR Valve” for inspection procedures. <Ref. to FU(H6DO)-39, INSPECTION, EGR Valve.>

Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

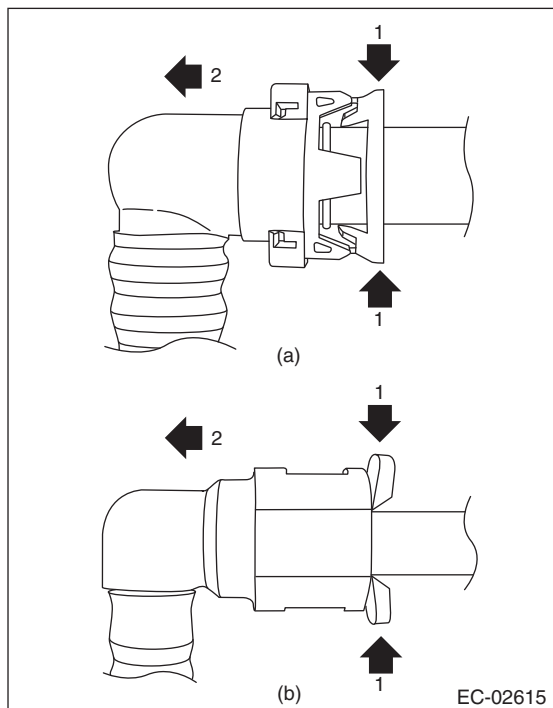
5. Canister

A: REMOVAL

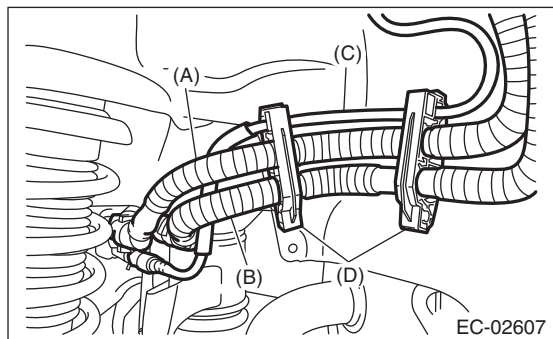
- 1) Remove the rear wheel LH.
- 2) Lift up the vehicle.
- 3) Remove the rear mud guard LH. <Ref. to EI-38, REMOVAL, Mud Guard.>
- 4) Disconnect the quick connectors of the vent tube (A), canister drain tube (B) and charge tube (C), and remove the tubes from clips (D).

NOTE:

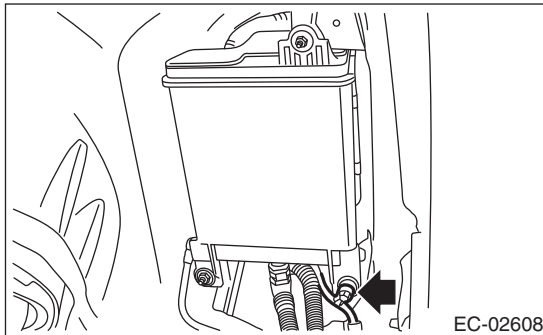
Disconnect the quick connector as shown in the figure.



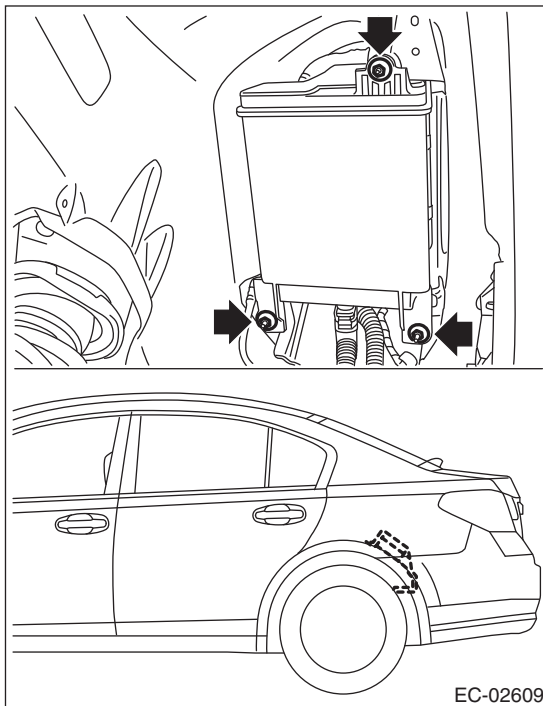
- (a) Vent tube (A) and canister drain tube (B)
(b) Charge tube (C)



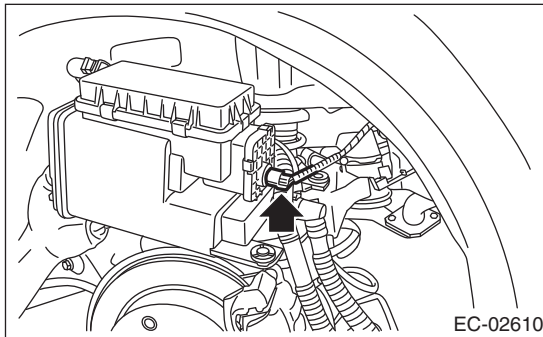
- 5) Remove the clip holding the rear wiring harness.



- 6) Remove the canister from vehicle.



- 7) Disconnect the connector from drain valve.



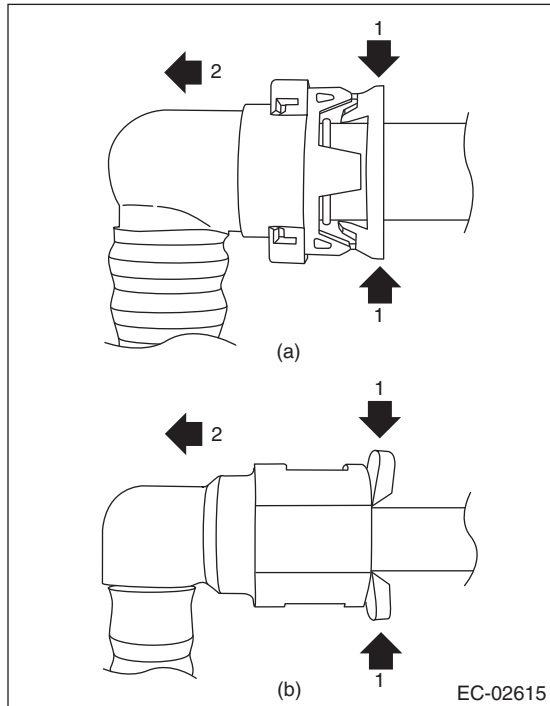
- 8) Disconnect the vent tube (A), canister drain tube (B) and charge tube (C), and remove the canister drain tube (B) from clip (D).

Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

NOTE:

Disconnect the quick connector as shown in the figure.



(a) Vent tube (A) and canister drain tube (B)

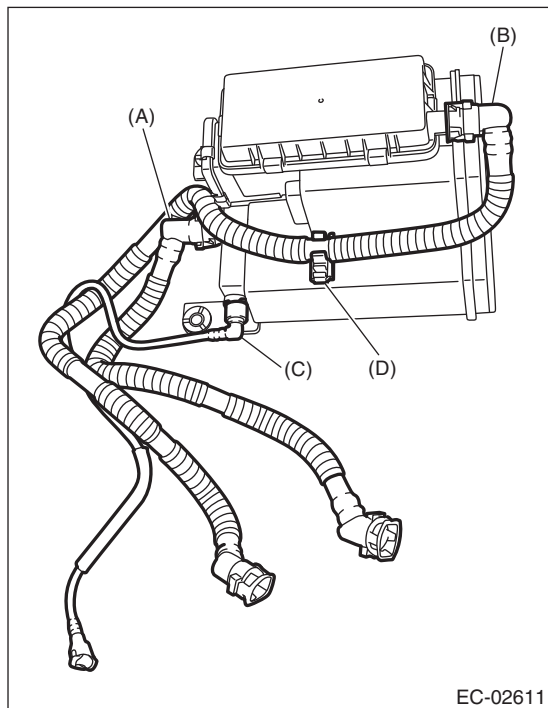
(b) Charge tube (C)

B: INSTALLATION

1) Install the vent tube (A), canister drain tube (B) and charge tube (C), and install the canister drain tube (B) to clip (D).

CAUTION:

- Make sure there are no damage or dust on connections. If necessary, clean the seal surface of the pipe.
- Make sure that the quick connector is securely connected.

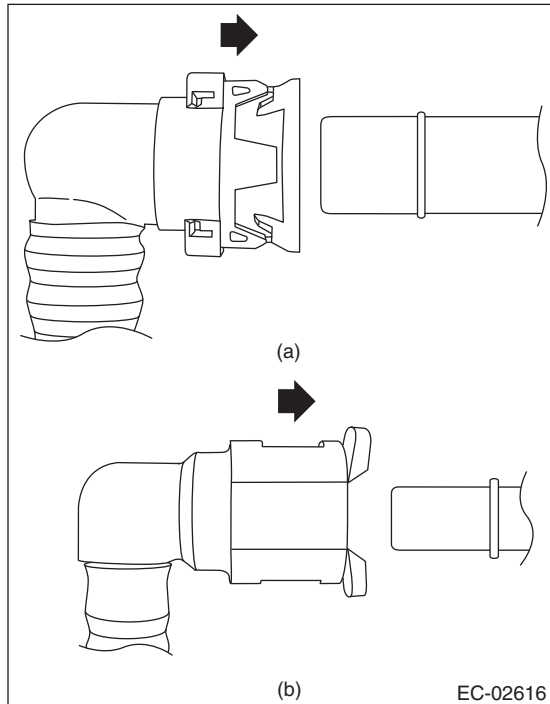


Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

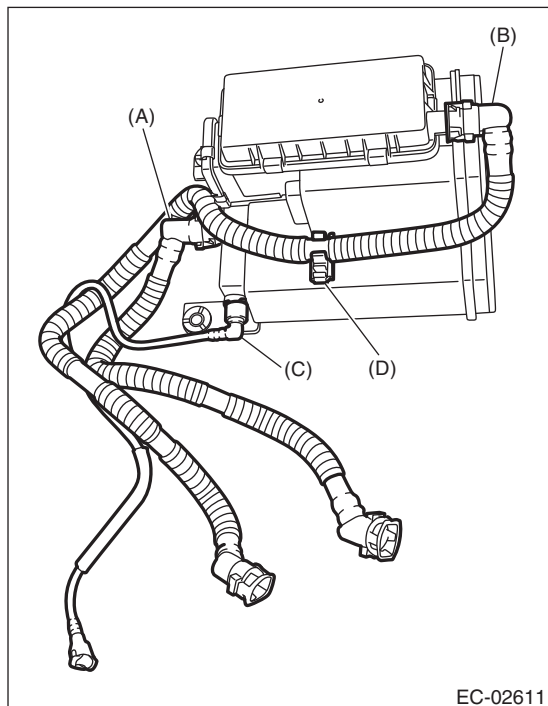
NOTE:

Connect the quick connector as shown in the figure.

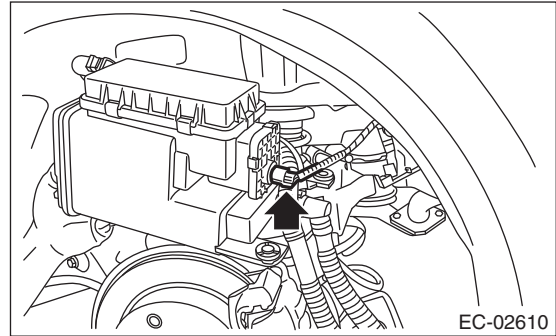


(a) Vent tube (A) and canister drain tube (B)

(b) Charge tube (C)



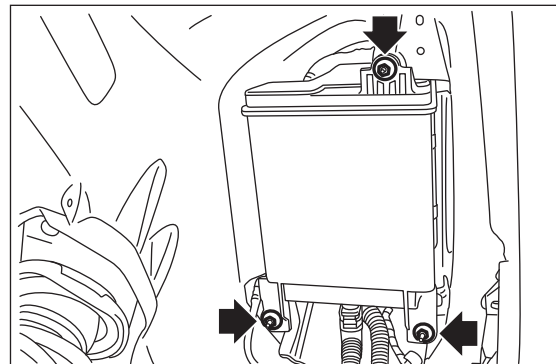
2) Connect the connector to the drain valve.



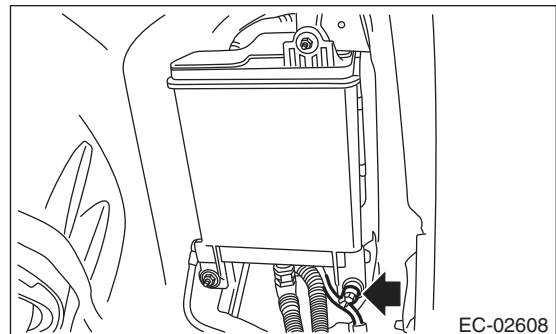
3) Install the canister to the vehicle.

Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)



4) Secure the rear wiring harness with clip.



5) Attach all tubes to clips (D), and connect the quick connectors of the vent tube (A), canister drain tube (B) and charge tube (C).

Canister

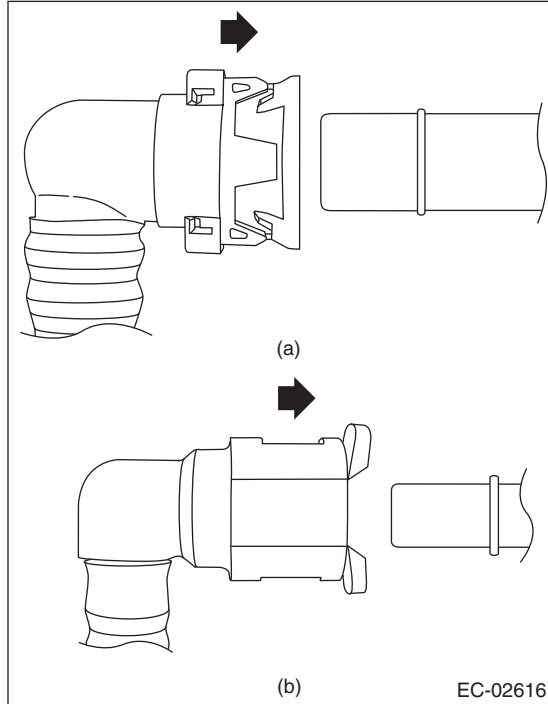
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

CAUTION:

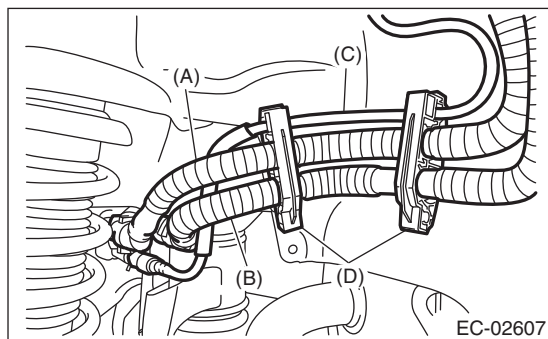
- Make sure there are no damage or dust on connections. If necessary, clean the seal surface of the pipe.
- Make sure that the quick connector is securely connected.

NOTE:

Connect the quick connector as shown in the figure.



- (a) Vent tube (A) and canister drain tube (B)
(b) Charge tube (C)



- 6) Install the rear mud guard LH. <Ref. to EI-38, INSTALLATION, Mud Guard.>
7) Lower the vehicle.
8) Install the rear wheel LH.

Tightening torque:

120 N·m (12.2 kgf·m, 88.5 ft·lb)

C: INSPECTION

- 1) Check that the canister has no deformation, cracks or other damages.
- 2) Check that the tube has no cracks, damage or loose part.

Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

6. Purge Control Solenoid Valve

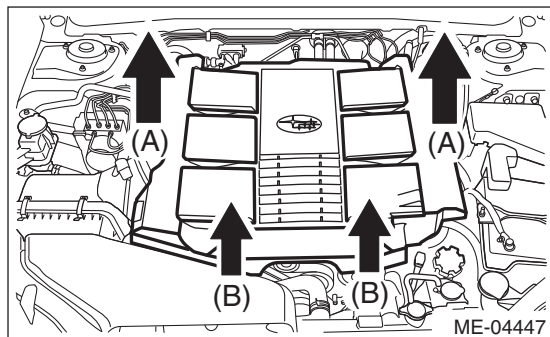
A: REMOVAL

1) Remove the collector cover.

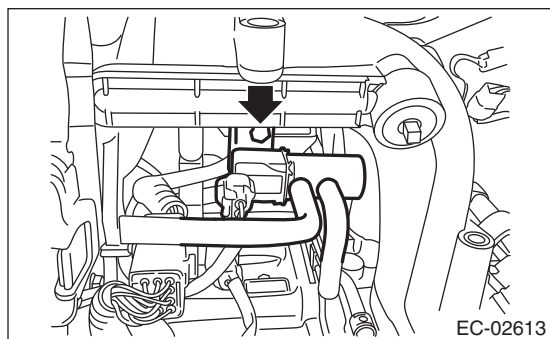
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Remove the air intake boot assembly. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 4) Disconnect the connector and hoses of purge control solenoid valve, and then remove the purge control solenoid valve.

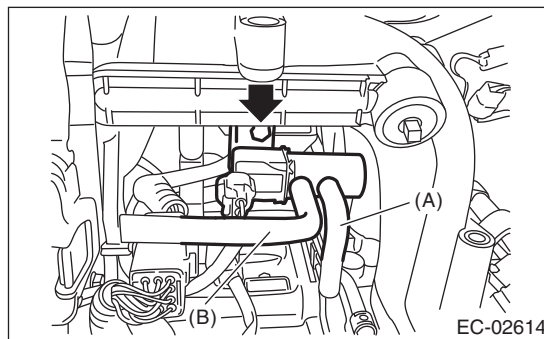


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

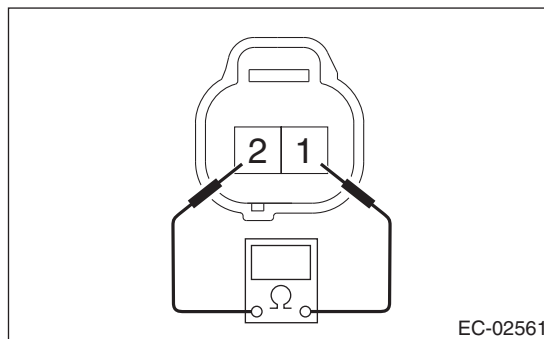


- (A) To fuel pipe (evaporation line)
(B) To intake manifold

C: INSPECTION

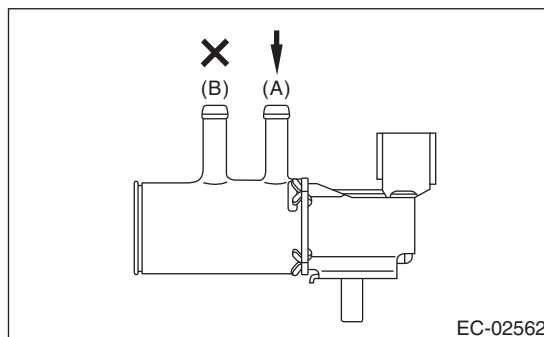
1. PURGE CONTROL SOLENOID VALVE

- 1) Check that the purge control solenoid valve has no deformation, cracks or other damages.
- 2) Measure the resistance between the purge control solenoid valve terminals.



	Terminal No.	Standard
Purge control solenoid valve	1 and 2	$32 \pm 3 \Omega$ (when 20°C (68°F))

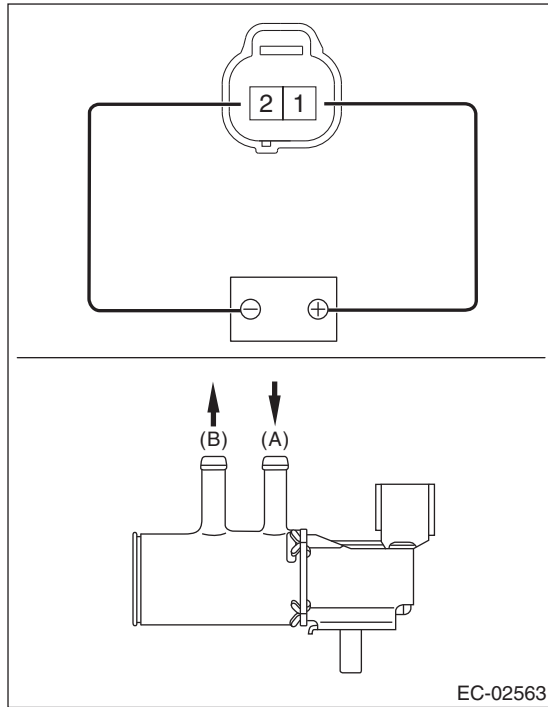
- 3) Check that air does not come out from (B) when air is blown into (A).



Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

4) With terminal No. 1 connected to the battery positive terminal and terminal No. 2 to the battery ground terminal, check that air comes out from (B) when air is blown into (A).



2. OTHER INSPECTIONS

Check that the evaporation hose has no cracks, damage or loose part.

Fuel Level Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

7. Fuel Level Sensor

A: REMOVAL

For removal procedures, refer to the "FU(H4DOTC)" section. <Ref. to FU(H6DO)-69, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

For installation procedures, refer to the "FU(H4DOTC)" section. <Ref. to FU(H6DO)-69, INSTALLATION, Fuel Level Sensor.>

C: INSPECTION

For inspection procedures, refer to the "FU(H4DOTC)" section. <Ref. to FU(H6DO)-69, INSPECTION, Fuel Level Sensor.>

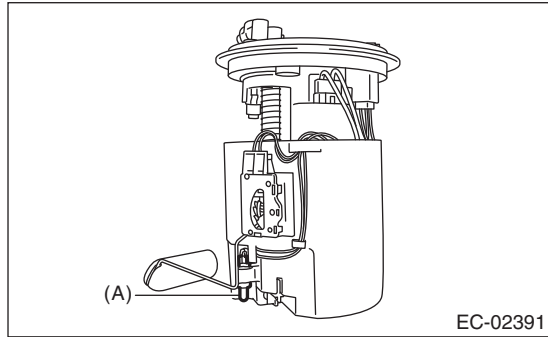
Fuel Temperature Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

8. Fuel Temperature Sensor

A: REMOVAL

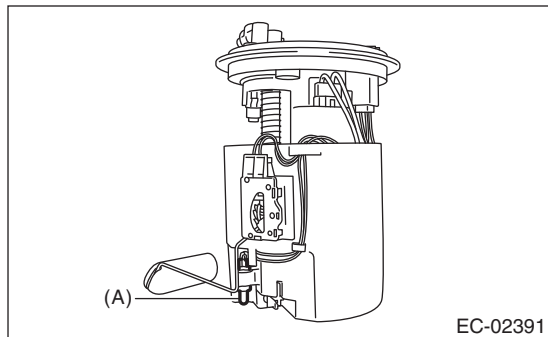
Fuel temperature sensor is integrated with the fuel level sensor. Refer to "Fuel Level Sensor" for removal procedure. <Ref. to FU(H6DO)-69, REMOVAL, Fuel Level Sensor.>



(A) Fuel temperature sensor

B: INSTALLATION

Refer to "Fuel Level Sensor" for the installation procedure. <Ref. to FU(H6DO)-69, INSTALLATION, Fuel Level Sensor.>



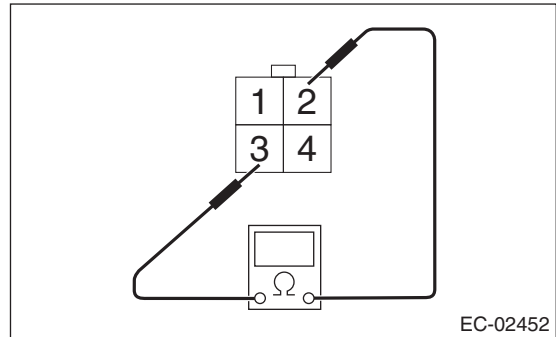
(A) Fuel temperature sensor

C: INSPECTION

- 1) Check the fuel temperature sensor for deformation, cracks or other damages.
- 2) Measure the resistance between fuel temperature sensor terminals.

CAUTION:

Make sure of the circuit tester spec and do not apply a voltage of 3 V or more when measuring the resistance. Otherwise the fuel temperature sensor will be damaged.



Temperature	Terminal No.	Standard
-10°C (14°F)	2 and 3	9.2±2.2 kΩ (at a set current of 0.5 mA)
20°C (68°F)		2.5±0.2 kΩ (at a set current of 1.0 mA)
50°C (122°F)		0.84 ^{+0.06} _{-0.05} kΩ (at a set current of 1.0 mA)

9. Fuel Sub Level Sensor

A: REMOVAL

For removal procedure, refer to “FU(H6DO)” section. <Ref. to FU(H6DO)-71, REMOVAL, Fuel Sub Level Sensor.>

B: INSTALLATION

For installation procedure, refer to “FU(H6DO)” section. <Ref. to FU(H6DO)-71, INSTALLATION, Fuel Sub Level Sensor.>

C: INSPECTION

For inspection procedures, refer to the “FU(H6DO)” section. <Ref. to FU(H6DO)-72, INSPECTION, Fuel Sub Level Sensor.>

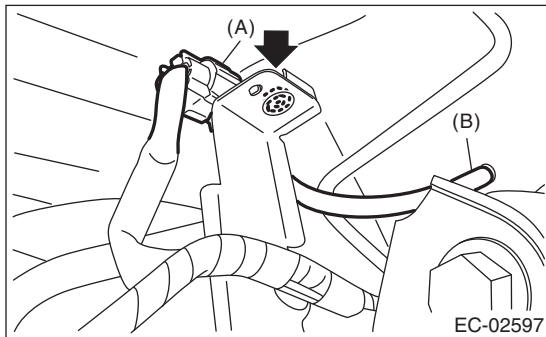
10. Fuel Tank Pressure Sensor

A: REMOVAL

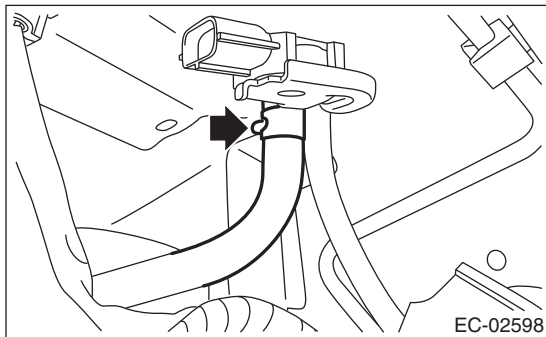
WARNING:

Place “NO OPEN FLAMES” signs near the working area.

- 1) Disconnect the ground cable from battery.
- 2) Open the fuel filler lid and remove the fuel filler cap.
- 3) Lift up the vehicle.
- 4) Disconnect connector (A) from fuel tank pressure sensor.
- 5) Pull out the vacuum hose (B) from vehicle.
- 6) Remove the fuel tank pressure sensor from the bracket.



- 7) Disconnect the pressure hose from fuel tank pressure sensor and remove the fuel tank pressure sensor.

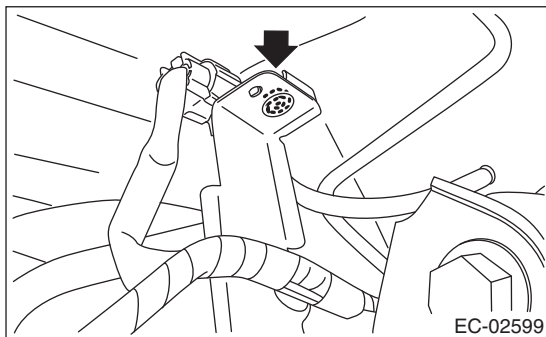


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.35 N·m (0.7 kgf·m, 5.4 ft·lb)



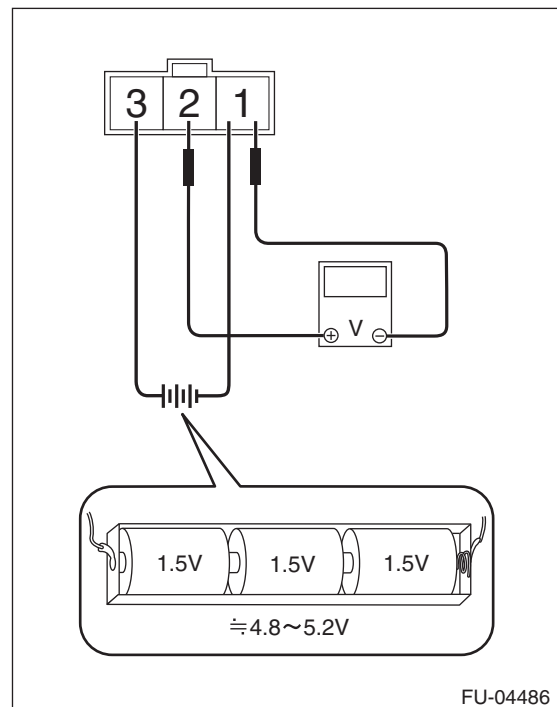
C: INSPECTION

1. FUEL TANK PRESSURE SENSOR

- 1) Check that the fuel tank pressure sensor does not have deformation, cracks or other damages.
- 2) Connect dry-cell battery positive terminal to terminal No. 3 and dry-cell battery ground terminal to terminal No. 1, circuit tester positive terminal to terminal No. 2 and the circuit tester negative terminal to terminal No. 1.

NOTE:

- Use new dry-cell batteries.
- Using circuit tester, check the voltage of a single dry-cell battery is 1.6 V or more. And also check the voltage of three batteries in series is between 4.8 V and 5.2 V.



- 3) Check the voltage at a normal atmospheric pressure.

NOTE:

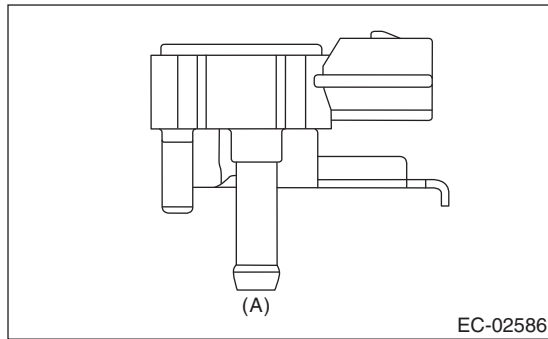
The atmospheric pressure at higher altitude is lower than normal. Therefore, the voltage is lower than the standard value.

Terminal No.	Standard
2 (+) and 1 (-)	Approx. 2.5 V (when 25°C (77°F))

Fuel Tank Pressure Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

- 4) Connect the Mighty Vac to the pressure port (A) on the fuel tank pressure sensor.



- 5) Check the voltage when generating vacuum and positive pressure using Mighty Vac.

CAUTION:

Be sure to apply pressure within a range of -10 — 20 kPa (-0.1 — 0.2 kgf/cm², -1.45 — 2.90 psi). Otherwise the fuel tank pressure sensor will be damaged.

Pressure	Terminal No.	Standard
-6.67 kPa (-0.07 kgf/cm ² , -0.97 psi)	2 (+) and 1 (–)	Approx. 0.5 V (when 25°C (77°F))
6.67 kPa (0.07 kgf/cm ² , 0.97 psi)		Approx. 4.5 V (when 25°C (77°F))

2. OTHER INSPECTIONS

Check that the hose has no cracks, damage or loose part.

11.Drain Filter

A: SPECIFICATION

Drain valve is a non-disassembled part, so do not remove the drain filter from drain valve. Refer to “Canister” for removal and installation procedures.

<Ref. to EC(H6DO)-6, REMOVAL, Canister.>

<Ref. to EC(H6DO)-7, INSTALLATION, Canister.>

Drain Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

12.Drain Valve

A: REMOVAL

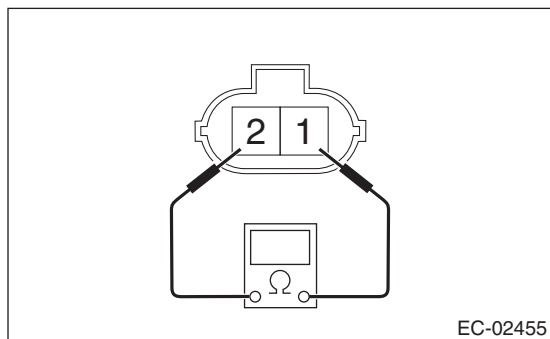
Drain valve is integrated with canister. Refer to “Canister” for removal procedure. <Ref. to EC(H6DO)-6, REMOVAL, Canister.>

B: INSTALLATION

Refer to “Canister” for the installation procedure. <Ref. to EC(H6DO)-7, INSTALLATION, Canister.>

C: INSPECTION

Measure the resistance between drain valve terminals.



Terminal No.	Standard
1 and 2	20 — 30 Ω

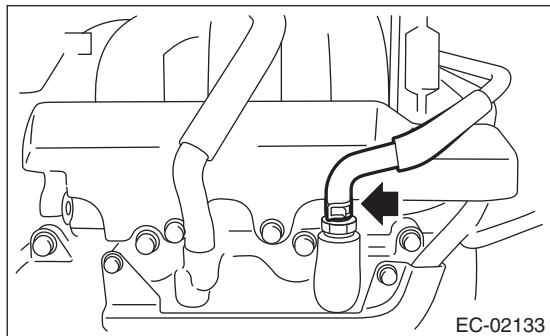
PCV Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

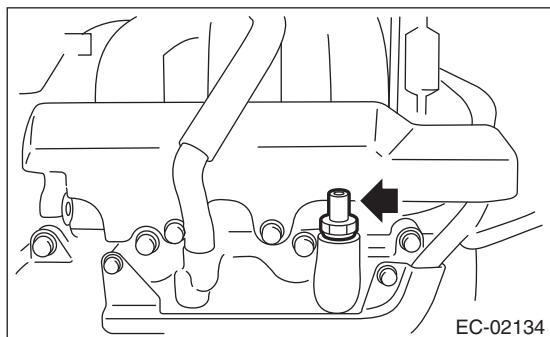
13.PCV Valve

A: REMOVAL

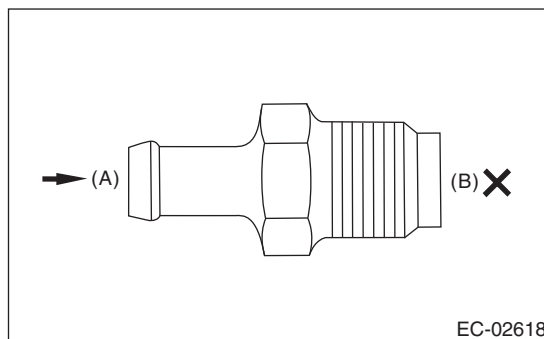
1) Disconnect the PCV hose.



2) Remove the PCV valve from rocker cover.



3) Check that air does not come out from (B) when air is blown into (A).



2. OTHER INSPECTIONS

Check the vacuum hose for cracks, damage or looseness.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Apply liquid gasket to the bolt threads of PCV valve.

Liquid gasket:

THREE BOND 1141G or equivalent

Tightening torque:

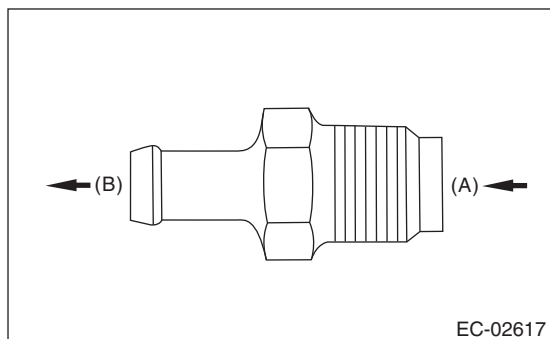
25 N·m (2.5 kgf-m, 18.4 ft-lb)

C: INSPECTION

1. PCV VALVE

1) Check that the PCV valve has no deformation, cracks or other damages.

2) Check that air is discharged from (B) when air is blown into (A).



PCV Valve

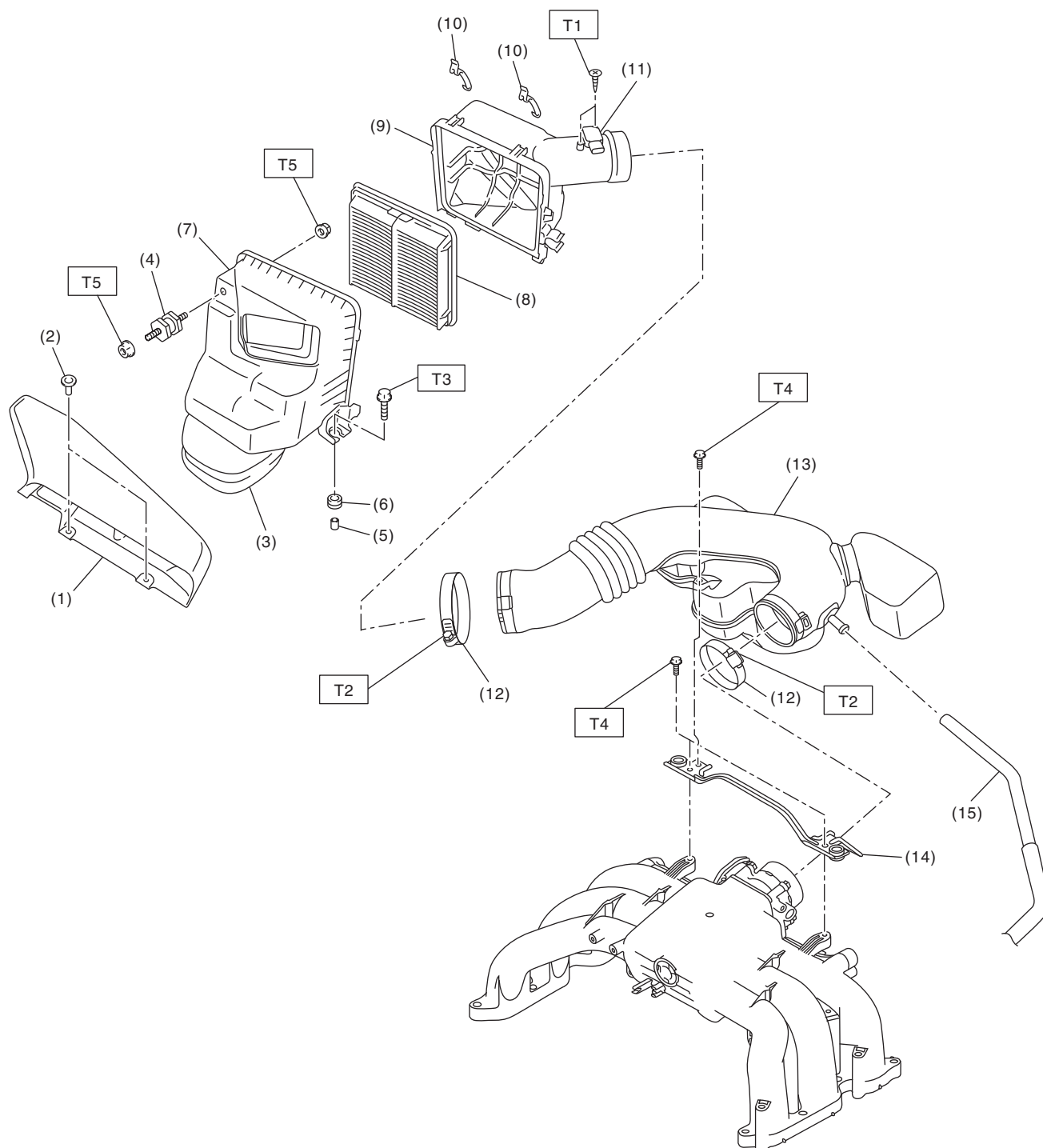
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

General Description

INTAKE (INDUCTION)

1. General Description

A: COMPONENT



IN-02774

General Description

INTAKE (INDUCTION)

(1) Air intake duct	(9) Air cleaner case (rear)	<i>Tightening torque:N·m (kgf-m, ft-lb)</i>
(2) Clip	(10) Clip	<i>T1: 1 (0.1, 0.7)</i>
(3) Resonator chamber	(11) Mass air flow and intake air temperature sensor	<i>T2: 3 (0.3, 2.2)</i>
(4) Cushion	(12) Clamp	<i>T3: 6 (0.6, 4.4)</i>
(5) Spacer	(13) Air intake boot ASSY	<i>T4: 6.5 (0.7, 4.8)</i>
(6) Cushion	(14) Collector cover bracket	<i>T5: 7.5 (0.8, 5.5)</i>
(7) Air cleaner case (front)	(15) Blow-by hose	
(8) Air cleaner element		

B: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

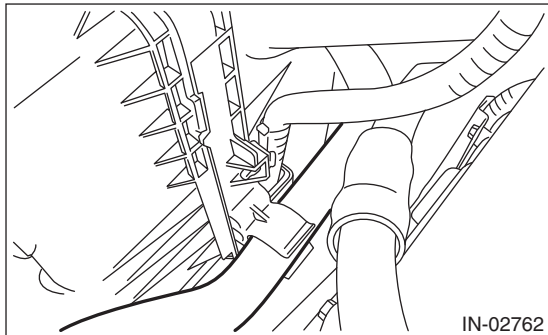
Air Cleaner Element

INTAKE (INDUCTION)

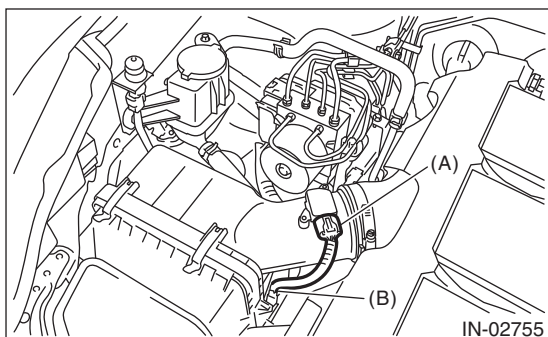
2. Air Cleaner Element

A: REMOVAL

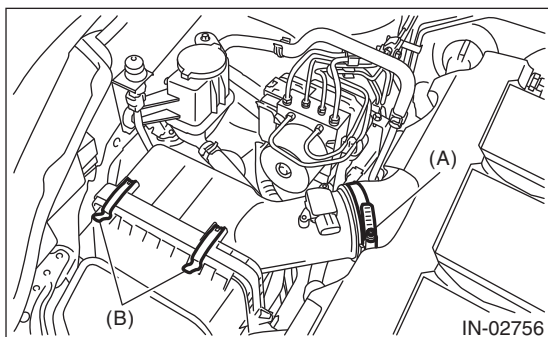
- 1) Disconnect the ground cable from battery.
- 2) Disconnect the power steering oil pressure hose (suction hose) from the clip on the side of air cleaner case (rear).



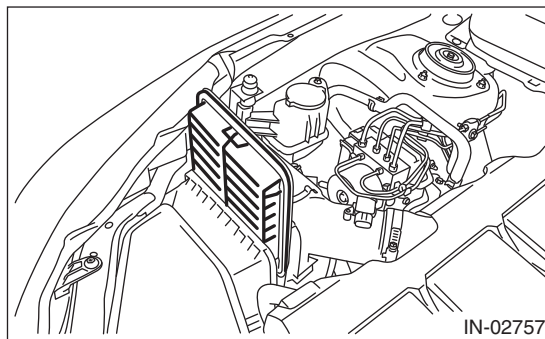
- 3) Disconnect the connector (A) from the mass air flow and intake air temperature sensor, and remove the clip (B).



- 4) Loosen the clamp (A) which connects the air cleaner case (rear) and air intake boot assembly.
- 5) Remove the clip (B) securing the upper side of air cleaner case.



- 6) Pull the air cleaner case (rear) backward of the vehicle, and remove the air cleaner element.



B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

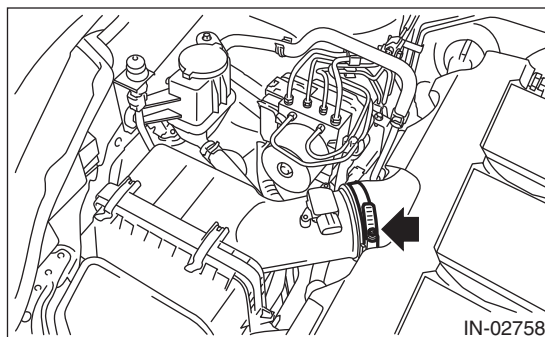
Be sure to use SUBARU genuine air cleaner element depending on the engine type when replacing the air cleaner elements. Using other air cleaner element may affect the engine performance.

NOTE:

- Check that there are no foreign objects in the air cleaner case.
- When installing the air cleaner case (rear), align the protrusion of the air cleaner case (rear) to the hole on the air cleaner case (front) to install.

Tightening torque:

3 N·m (0.3 kgf-m, 2.2 ft-lb)



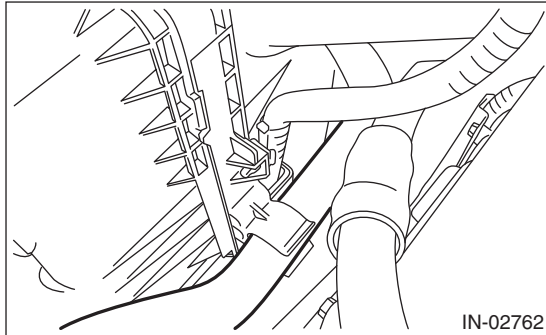
C: INSPECTION

- 1) Check that the air cleaner element has no deformation, cracks or other damages.
- 2) Check if the air cleaner element is extremely dirty.

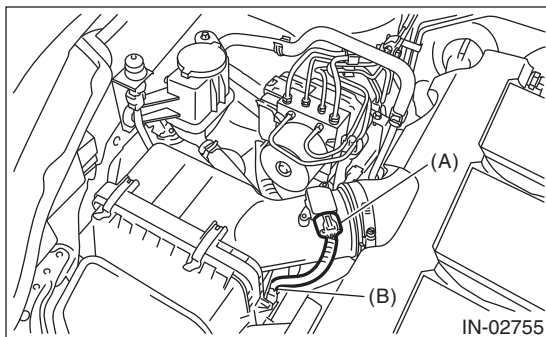
3. Air Cleaner Case

A: REMOVAL

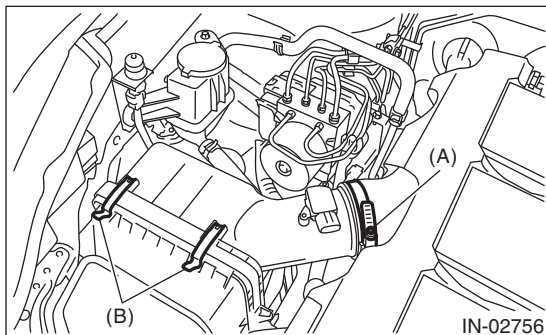
- 1) Disconnect the ground cable from battery.
- 2) Disconnect the power steering oil pressure hose (suction hose) from the clip on the side of air cleaner case (rear).



- 3) Disconnect the connector (A) from the mass air flow and intake air temperature sensor, and remove the clip (B).

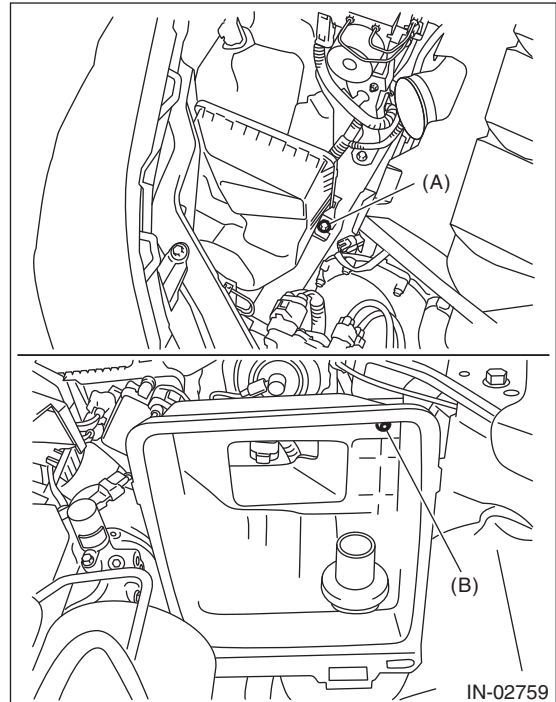


- 4) Loosen the clamp (A) which connects the air cleaner case (rear) and air intake boot.
- 5) Remove the clip (B) securing the upper side of air cleaner case (rear).



- 6) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>
- 7) Remove the air cleaner case (rear) and air cleaner element.

- 8) Remove the bolts (A) and nuts (B) which secure the air cleaner case (front) to the body.



- 9) Remove the air cleaner case (front).

B: INSTALLATION

- 1) Install the bolt (A) and nut (B) which secure the air cleaner case (front) to the body.

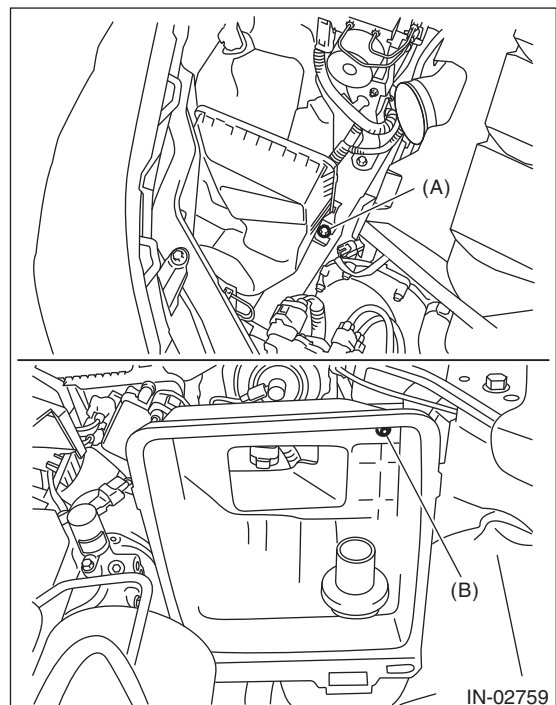
Tightening torque:

Bolt (A)

6 N·m (0.6 kgf-m, 4.4 ft-lb)

Nut (B)

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



Air Cleaner Case

INTAKE (INDUCTION)

2) Install the air cleaner case (rear) and the air cleaner element.

NOTE:

When installing the air cleaner case (rear), align the protrusion of the air cleaner case (rear) to the hole on the air cleaner case (front) to install.

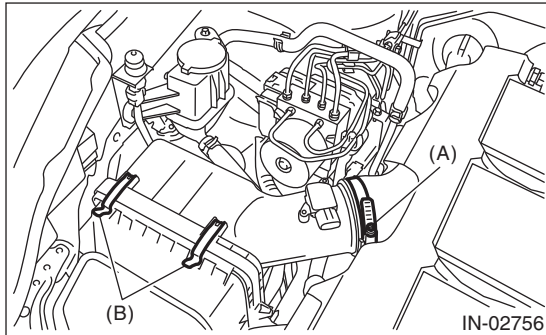
3) Install the air intake duct. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.>

4) Attach the clip (B) to the air cleaner case (front), and tighten the clamp (A) connecting the air cleaner case (rear) and air intake boot assembly.

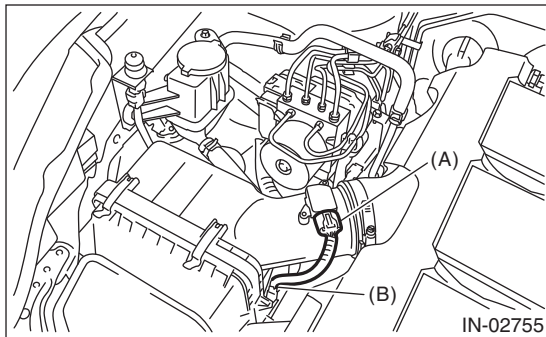
Tightening torque:

Clamp (A)

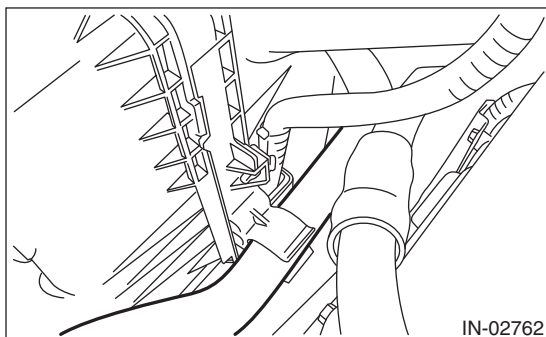
3 N·m (0.3 kgf-m, 2.2 ft-lb)



5) Connect the connector (A) to the mass air flow and intake air temperature sensor, and fasten the harness to clip (B).



6) Connect the power steering oil pressure hose (suction hose) to the clip on the side of air cleaner case (rear).



7) Connect the ground cable to battery.

C: INSPECTION

1) Check that the air cleaner case has no deformation, cracks or other damages.

2) Check the air intake boot assembly for cracks, damage or looseness.

4. Air Intake Boot

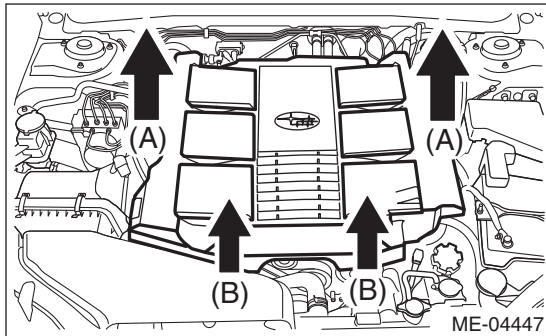
A: REMOVAL

1) Remove the collector cover.

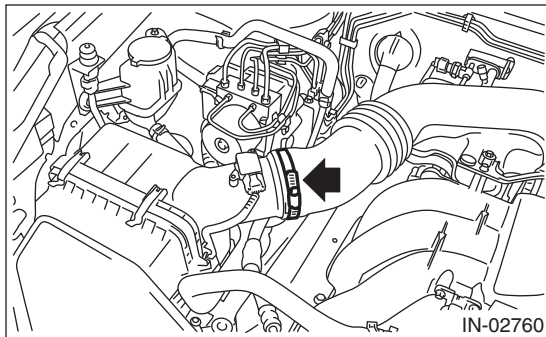
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.

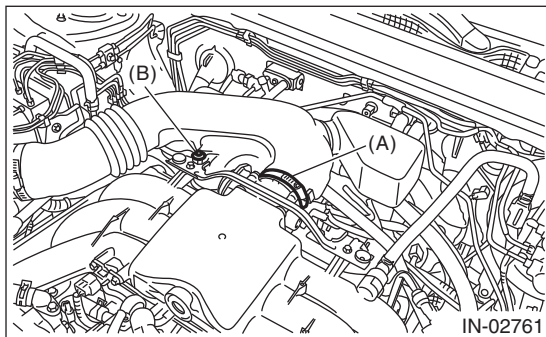


2) Loosen the clamp which connects the air intake boot assembly and air cleaner case (rear).



3) Loosen the clamp (A) which connects the air intake boot assembly and throttle body.

4) Loosen the bolt (B) which secures the air intake boot assembly and collector cover bracket.



5) Disconnect the blow-by hose and remove the air intake boot assembly.

B: INSTALLATION

1) Install the air intake boot assembly and connect the blow-by hose.

2) Tighten the clamp (A) which connects the air intake boot assembly and throttle body.

3) Tighten the bolt (B) which secures the air intake boot assembly and collector cover bracket.

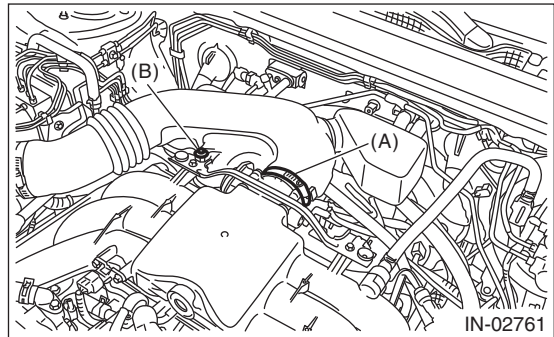
Tightening torque:

Clamp (A)

3 N·m (0.3 kgf-m, 2.2 ft-lb)

Bolt (B)

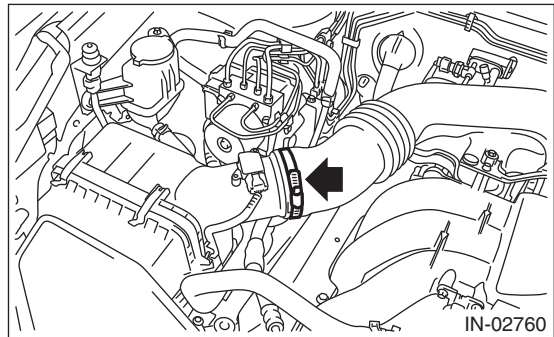
6.5 N·m (0.7 kgf-m, 4.8 ft-lb)



4) Tighten the clamp which connects the air intake boot assembly and air cleaner case (rear).

Tightening torque:

3 N·m (0.3 kgf-m, 2.2 ft-lb)



5) Install the collector cover.

C: INSPECTION

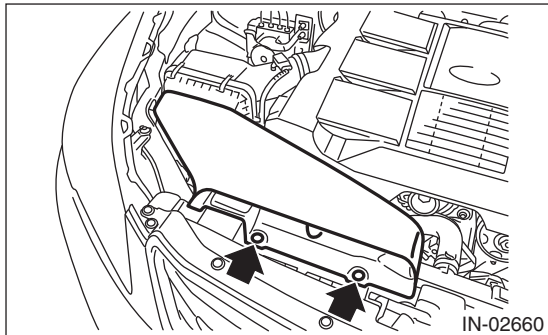
1) Check that the air intake boot assembly does not have deformation, cracks or other damages.

2) Check there is no foreign matter in the air intake boot assembly.

5. Air Intake Duct

A: REMOVAL

- 1) Remove the clip securing the air intake duct.
- 2) Remove the air intake duct.



B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the air intake duct has no deformation, cracks or other damages.
- 2) Check that no foreign matter is mixed in air intake duct.

6. Resonator Chamber

A: REMOVAL

The resonator chamber and air cleaner case are integrated into one unit; therefore, refer to “Air Cleaner Case” for removal procedure. <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.>

B: INSTALLATION

The resonator chamber and air cleaner case are integrated into one unit; therefore, refer to “Air Cleaner Case” for installation procedure. <Ref. to IN(H6DO)-5, INSTALLATION, Air Cleaner Case.>

C: INSPECTION

Check that the resonator chamber has no deformation, cracks or other damages.

Resonator Chamber

INTAKE (INDUCTION)

General Description

MECHANICAL

1. General Description

A: SPECIFICATION

Engine	Model			3.6 L
	Cylinder arrangement			Horizontally opposed, liquid cooled, 6-cylinder, 4-stroke gasoline engine
	Valve system mechanism			Chain driven, double overhead camshaft, 4-valve/cylinder
	Bore × Stroke			mm (in)
	Displacement			cm ³ (cu in)
	Compression ratio			10.5
	Compression pressure (350 rpm and fully open throttle)		kPa (kgf/cm ² , psi)	Standard
	Number of piston rings			Pressure ring: 2, Oil ring: 1
	Intake valve timing	Open	Max. retard	ATDC 10°
			Min. advance	BTDC 40°
		Close	Max. retard	ABDC 74°
			Min. advance	ABDC 24°
	Exhaust valve timing	Open	Max. retard	BBDC 4°
			Min. advance	BBDC 44°
		Close	Max. retard	ATDC 44°
			Min. advance	ATDC 4°
	Valve clearance	mm (in)		
Intake		0.20 ^{+0.04} _{-0.06} (0.0079 ^{+0.0016} _{-0.0024})		
	Exhaust		0.35±0.05 (0.0138±0.0020)	
Idle speed ["P" or "N" range]	rpm	No load	Standard	
		A/C ON	Standard	
Ignition order			1 → 6 → 3 → 2 → 5 → 4	
Ignition timing			BTDC/rpm	
			Standard	

General Description

MECHANICAL

NOTE:

OS: Oversize

US: Undersize

Camshaft	Bending limit		mm (in)		0.020 (0.00079)		
	Cam lobe height	mm (in)	Intake	Standard	45.90 — 46.00 (1.8071 — 1.8110)		
			Exhaust	Standard	44.65 — 44.75 (1.7579 — 1.7618)		
	Cam base circle diameter	mm (in)	Intake	Standard	36.00 (1.4173)		
			Exhaust	Standard	36.00 (1.4173)		
	Journal O.D.	mm (in)	Front	Standard	37.946 — 37.963 (1.4939 — 1.4946)		
			Except for front	Standard	25.946 — 25.963 (1.0215 — 1.0222)		
	Oil clearance			mm (in)		Standard 0.037 — 0.072 (0.0015 — 0.0028)	
Thrust clearance	mm (in)	Intake	Standard	0.075 — 0.135 (0.0030 — 0.0053)			
		Exhaust	Standard	0.075 — 0.135 (0.0030 — 0.0053)			
Cylinder head	Warping limit (Mating surface with cylinder block)			mm (in)		0.020 (0.0008)	
	Standard height			mm (in)		124±0.05 (4.88±0.0020)	
Valve seat	Seating angle between valve and valve seat				90°		
	Contacting width of valve and valve seat	mm (in)	Intake	Standard	1.0 (0.039)		
			Exhaust	Standard	1.5 (0.059)		
Valve guide	Clearance between the valve guide and valve stem	mm (in)	Intake	Standard	0.030 — 0.057 (0.0012 — 0.0022)		
			Exhaust	Standard	0.040 — 0.067 (0.0016 — 0.0026)		
	Inside diameter		mm (in)		5.500 — 5.512 (0.2165 — 0.2170)		
	Valve stem outer diameter	mm (in)	Intake		5.455 — 5.470 (0.2148 — 0.2154)		
			Exhaust		5.445 — 5.460 (0.2144 — 0.2150)		
	Valve guide protrusion amount	Intake		mm (in)		8.6 — 9.0 (0.3386 — 0.3543)	
Exhaust		mm (in)		10.7 — 11.1 (0.4213 — 0.4370)			
Valve	Head edge thickness	mm (in)	Intake	Standard	1.0 (0.039)		
			Exhaust	Standard	1.2 (0.047)		
	Overall length	mm (in)	Intake		103.5 (4.075)		
Exhaust			103.2 (4.063)				
Valve spring	Free length	mm (in)	Intake		49.06 (1.9315)		
			Exhaust		49.06 (1.9315)		
	Tension/spring height	N (kgf, lb)/mm (in)	Set	182 — 210 (18.6 — 21.4, 40.9 — 47.2) /31.0 (1.220)			
			Lift	316 — 350 (32.2 — 35.7, 71.0 — 78.7) /21.0 (0.827)			
Squareness			2.5°, 2.1 mm (0.083 in)				
Valve lifter	Outer diameter		mm (in)		Standard	32.959 — 32.975 (1.2976 — 1.2982)	
	Inner diameter of valve lifter mating surface		mm (in)		Standard	32.994 — 33.016 (1.2990 — 1.2998)	
	Clearance between valve lifter and valve lifter mating surface		mm (in)		Standard	0.019 — 0.057 (0.0007 — 0.0022)	
Cylinder block	Warping limit (Mating surface with cylinder head)			mm (in)		0.020 (0.0008)	
	Standard height			mm (in)		202 (7.95)	
	Taper		mm (in)		Standard	0.030 (0.0012)	
	Out-of-roundness		mm (in)		Standard	0.010 (0.0004)	
	Cylinder to piston clearance at 20°C (68°F):		mm (in)		Standard	−0.010 — 0.010 (−0.0004 — 0.0004)	
	Cylinder inner diameter boring limit (diameter)			mm (in)		92.515 (3.6717)	

General Description

MECHANICAL

Piston	Piston grade point		mm (in)	37.3 (1.4685)		
	Outer diameter	mm (in)	Standard	A	92.005 — 92.015 (3.6222 — 3.6226)	
			B	91.995 — 92.005 (3.6218 — 3.6222)		
		0.25 (0.0098) OS		92.245 — 92.265 (3.6317 — 3.6325)		
	0.50 (0.0197) OS		92.495 — 92.515 (3.6415 — 3.6423)			
Inner diameter of piston pin hole			mm (in)	Standard	22.000 — 22.006 (0.8661 — 0.8664)	
Piston pin	Degree of fit				Piston pin must be fitted into position with thumb at 20°C (68°F).	
	Outer diameter			mm (in)	Standard	21.994 — 22.000 (0.8659 — 0.8661)
	Clearance between piston and piston pin			mm (in)	Standard	0.004 — 0.008 (0.0002 — 0.0003)
Piston ring	Piston ring gap	mm (in)	Top ring	Standard	0.20 — 0.25 (0.0079 — 0.0098)	
			Second ring	Standard	0.40 — 0.50 (0.0157 — 0.0197)	
			Oil ring	Standard	0.20 — 0.50 (0.0079 — 0.0197)	
	Clearance between piston ring and piston ring groove	mm (in)	Top ring	Standard	0.040 — 0.080 (0.0016 — 0.0031)	
			Second ring	Standard	0.030 — 0.070 (0.0012 — 0.0028)	
			Oil ring	Standard	0.065 — 0.165 (0.0026 — 0.0065)	
Connecting rod and connecting rod bearing	Bend or twist per 100 mm (3.94 in) in length			mm (in)	Service limit	0.10 (0.0039 in)
	Thrust clearance			mm (in)	Standard	0.070 — 0.330 (0.0028 — 0.0130)
	Oil clearance			mm (in)	Standard	0.016 — 0.043 (0.0006 — 0.0017)
	Bearing size (Thickness at center)	mm (in)	Standard		1.489 — 1.505 (0.0586 — 0.0593)	
			0.03 (0.0012) US		1.507 — 1.515 (0.0593 — 0.0596)	
			0.05 (0.0020) US		1.517 — 1.525 (0.0597 — 0.0600)	
			0.25 (0.0098) US		1.617 — 1.625 (0.0637 — 0.0640)	
Bushing of small end	Clearance between piston pin and bushing			mm (in)	Standard	0 — 0.022 (0 — 0.0009)

General Description

MECHANICAL

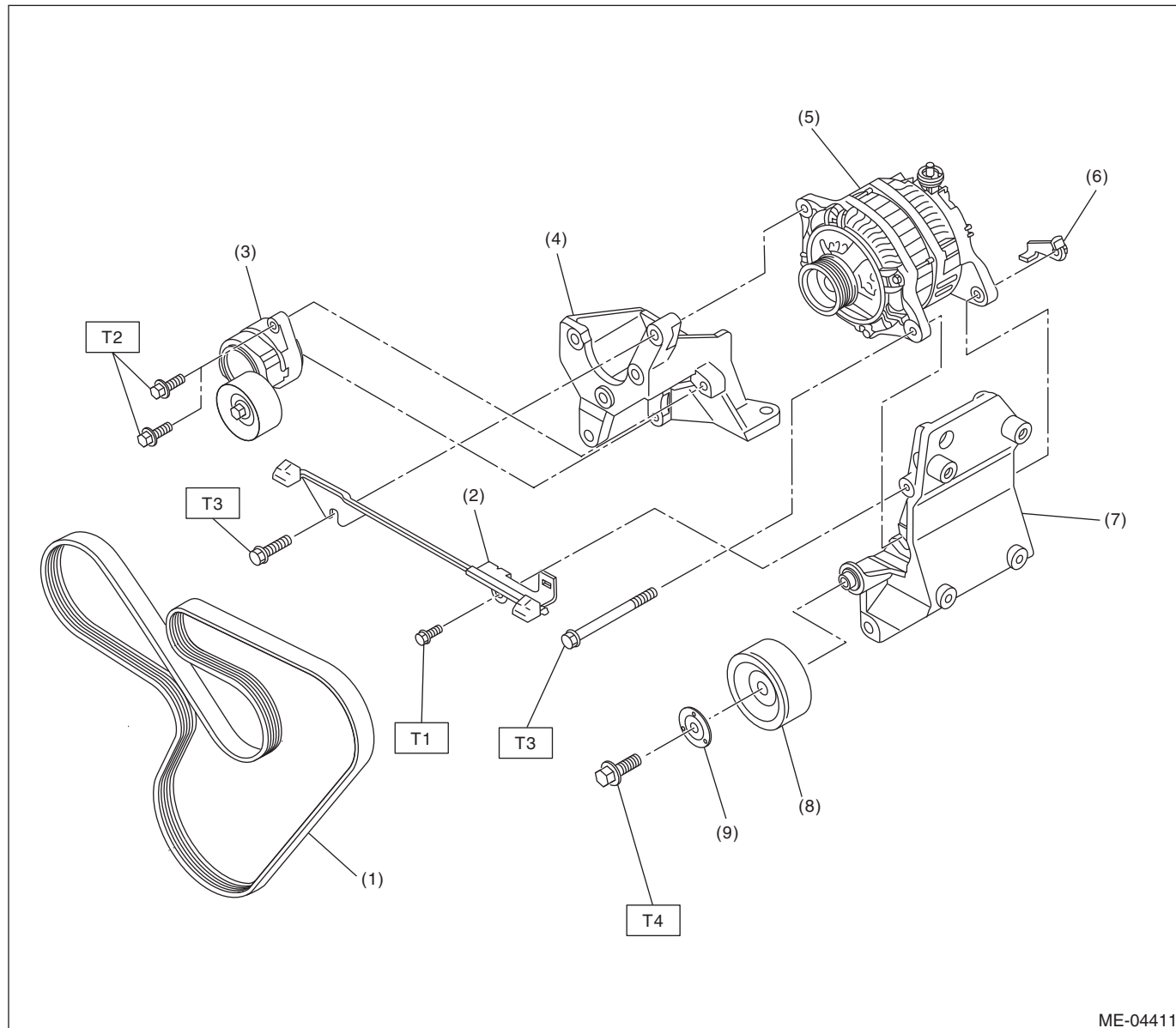
Crankshaft and crankshaft bearing	Bending limit		mm (in)	0.035 (0.0014)		
	Crank pin	Out-of-roundness	mm (in)	0.005 (0.0002)		
		Cylindricality	mm (in)	0.006 (0.0002)		
		Grinding limit	mm (in)	51.734 (2.0368)		
	Crank journal	Out-of-roundness	mm (in)	0.005 (0.0002)		
		Cylindricality	mm (in)	0.006 (0.0002)		
		Grinding limit	mm (in)	63.742 (2.5095)		
	Crank pin outer diameter		mm (in)	Standard	51.976 — 52.000 (2.0463 — 2.0472)	
				0.03 (0.0012) US	51.954 — 51.970 (2.0454 — 2.0461)	
				0.05 (0.0020) US	51.934 — 51.950 (2.0446 — 2.0453)	
				0.25 (0.0098) US	51.734 — 51.750 (2.0368 — 2.0374)	
	Crank journal outer diameter	mm (in)	#1, #3, #5, #7	Standard	63.992 — 64.016 (2.5194 — 2.5203)	
				0.03 (0.0012) US	63.962 — 63.978 (2.5182 — 2.5188)	
				0.05 (0.0020) US	63.942 — 63.958 (2.5174 — 2.5180)	
				0.25 (0.0098) US	63.742 — 63.758 (2.5095 — 2.5102)	
			#2, #4, #6	Standard	63.992 — 64.016 (2.5194 — 2.5203)	
				0.03 (0.0012) US	63.962 — 63.978 (2.5182 — 2.5188)	
				0.05 (0.0020) US	63.942 — 63.958 (2.5174 — 2.5180)	
				0.25 (0.0098) US	63.742 — 63.758 (2.5095 — 2.5102)	
		Bearing size (Thickness at center)	mm (in)	#1, #3, #5	Standard	1.996 — 2.013 (0.0786 — 0.0793)
					0.03 (0.0012) US	2.011 — 2.014 (0.0792 — 0.0793)
					0.05 (0.0020) US	2.021 — 2.024 (0.0796 — 0.0797)
					0.25 (0.0098) US	2.121 — 2.124 (0.0835 — 0.0836)
			#2, #4, #6	Standard	1.996 — 2.013 (0.0786 — 0.0793)	
				0.03 (0.0012) US	2.015 — 2.018 (0.0793 — 0.0794)	
				0.05 (0.0020) US	2.025 — 2.028 (0.0797 — 0.0798)	
				0.25 (0.0098) US	2.125 — 2.128 (0.0837 — 0.0838)	
			#7	Standard	1.992 — 2.009 (0.0784 — 0.0791)	
				0.03 (0.0012) US	2.011 — 2.014 (0.0792 — 0.0793)	
				0.05 (0.0020) US	2.021 — 2.024 (0.0796 — 0.0797)	
				0.25 (0.0098) US	2.121 — 2.124 (0.0835 — 0.0836)	
	Thrust clearance		mm (in)	Standard	0.030 — 0.115 (0.0012 — 0.0045)	
	Oil clearance		mm (in)	Standard	0.010 — 0.030 (0.0004 — 0.0012)	

General Description

MECHANICAL

B: COMPONENT

1. V-BELT



(1) V-belt	(6) Generator plate
(2) Collector cover bracket	(7) A/C compressor stay
(3) Belt tensioner ASSY	(8) Idler pulley
(4) Power steering pump bracket	(9) Idler pulley cover
(5) Generator	

Tightening torque:N·m (kgf-m, ft-lb)

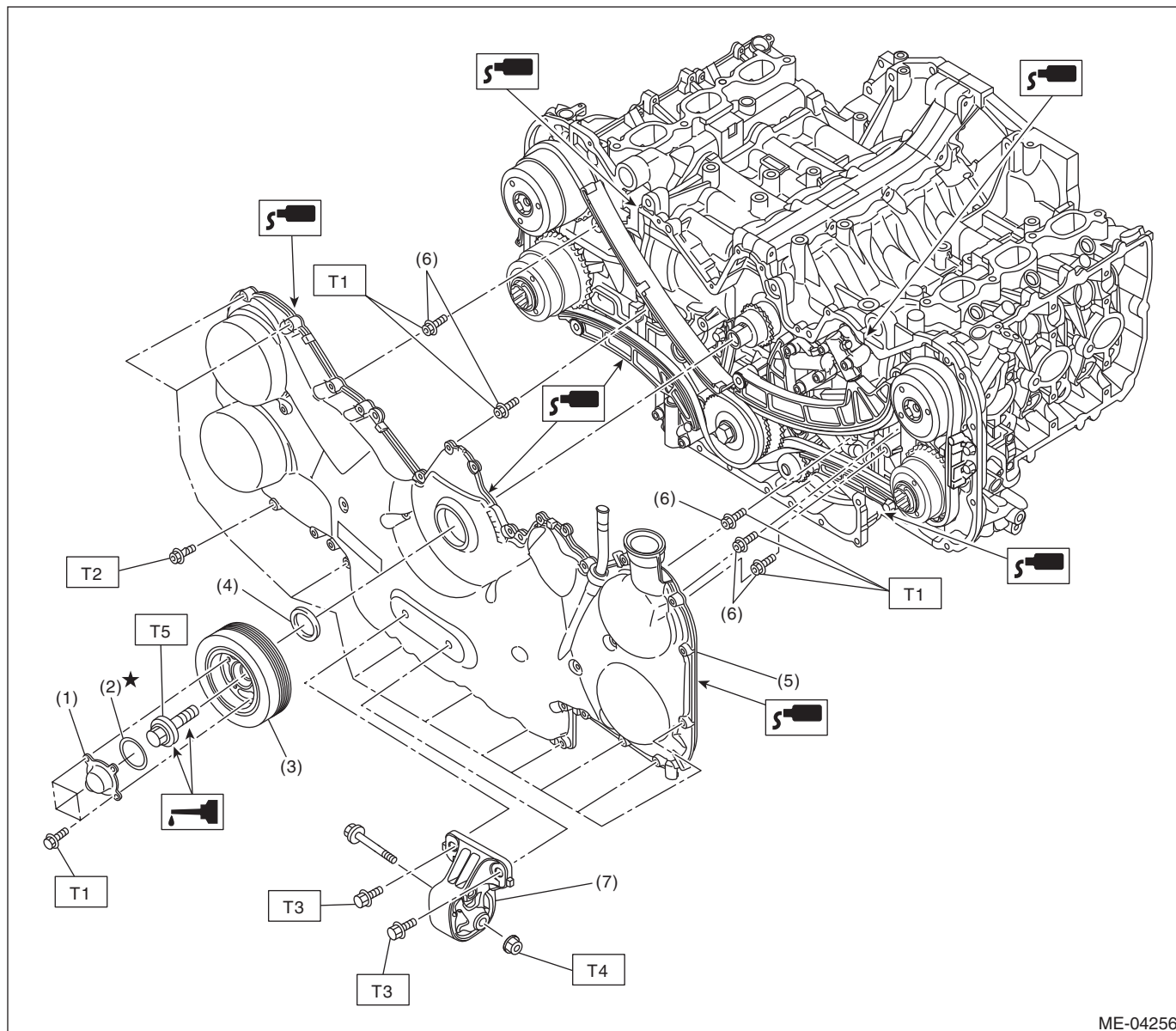
T1: 6.4 (0.7, 4.7)

T2: 20 (2.0, 14.8)

T3: 25 (2.5, 18.4)

T4: 33 (3.4, 24.3)

2. CHAIN COVER



ME-04256

- (1) Crank pulley cover
- (2) O-ring
- (3) Crank pulley
- (4) Oil seal
- (5) Chain cover
- (6) Bolt

- (7) Front mount

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 10 (1.0, 7.4)

T3: 25 (2.5, 18.4)

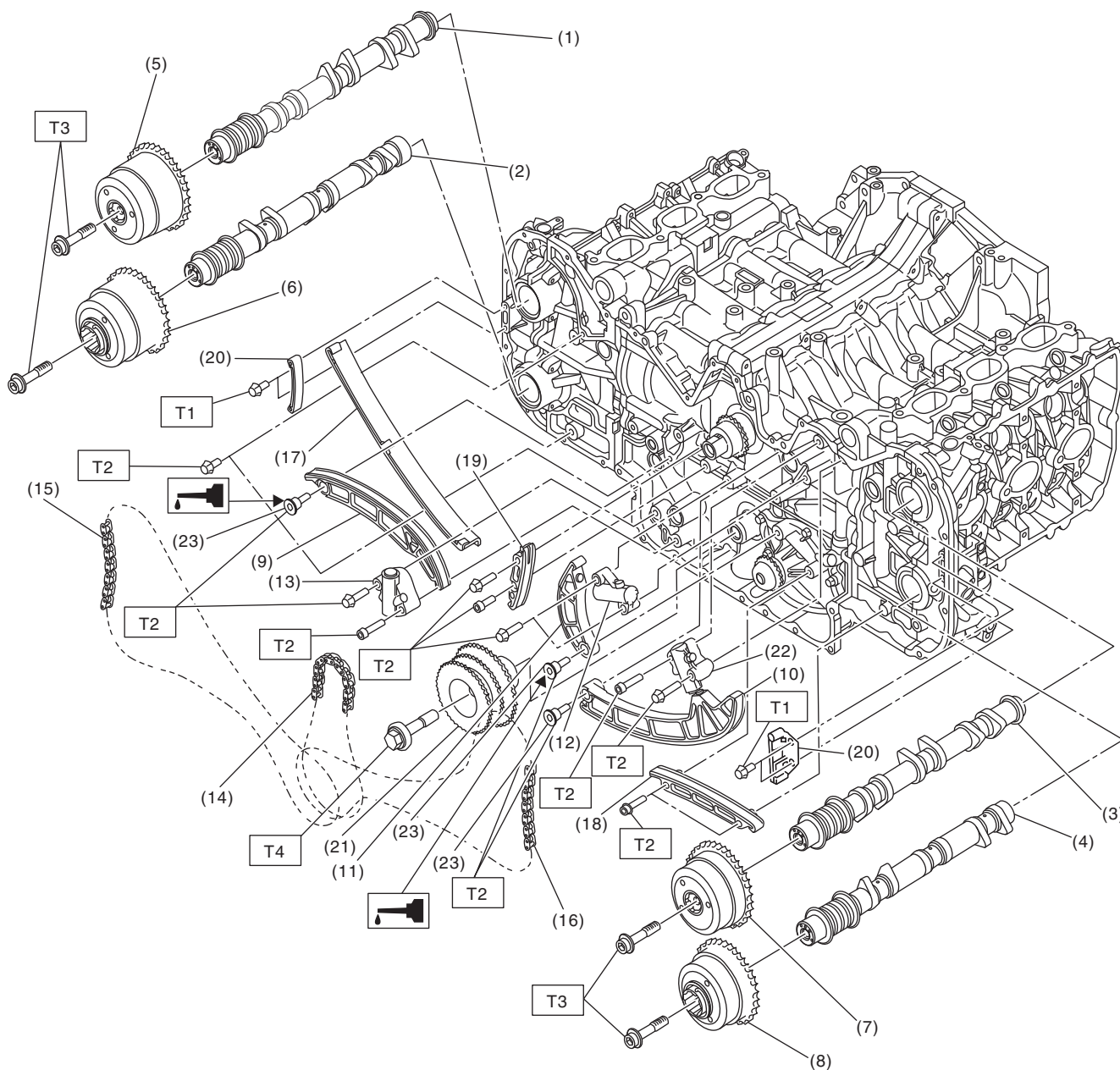
T4: 45 (4.6, 33.2)

T5: 195 (19.9, 143.8)

General Description

MECHANICAL

3. TIMING CHAIN



ME-04428

General Description

MECHANICAL

(1) Intake camshaft (RH)	(11) Chain tensioner lever (Main)	(21) Idler sprocket
(2) Exhaust camshaft (RH)	(12) Chain tensioner (Main)	(22) Chain tensioner (LH)
(3) Intake camshaft (LH)	(13) Chain tensioner (RH)	(23) Chain tensioner lever shaft
(4) Exhaust camshaft (LH)	(14) Timing chain (Main)	
(5) Intake cam sprocket (RH)	(15) Timing chain (RH)	
(6) Exhaust cam sprocket (RH)	(16) Timing chain (LH)	
(7) Intake cam sprocket (LH)	(17) Chain guide (RH)	
(8) Exhaust cam sprocket (LH)	(18) Chain guide (LH)	
(9) Chain tensioner lever (RH)	(19) Chain guide (Main)	
(10) Chain tensioner lever (LH)	(20) Chain guide (Between cams)	

Tightening torque:N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 16 (1.6, 11.8)

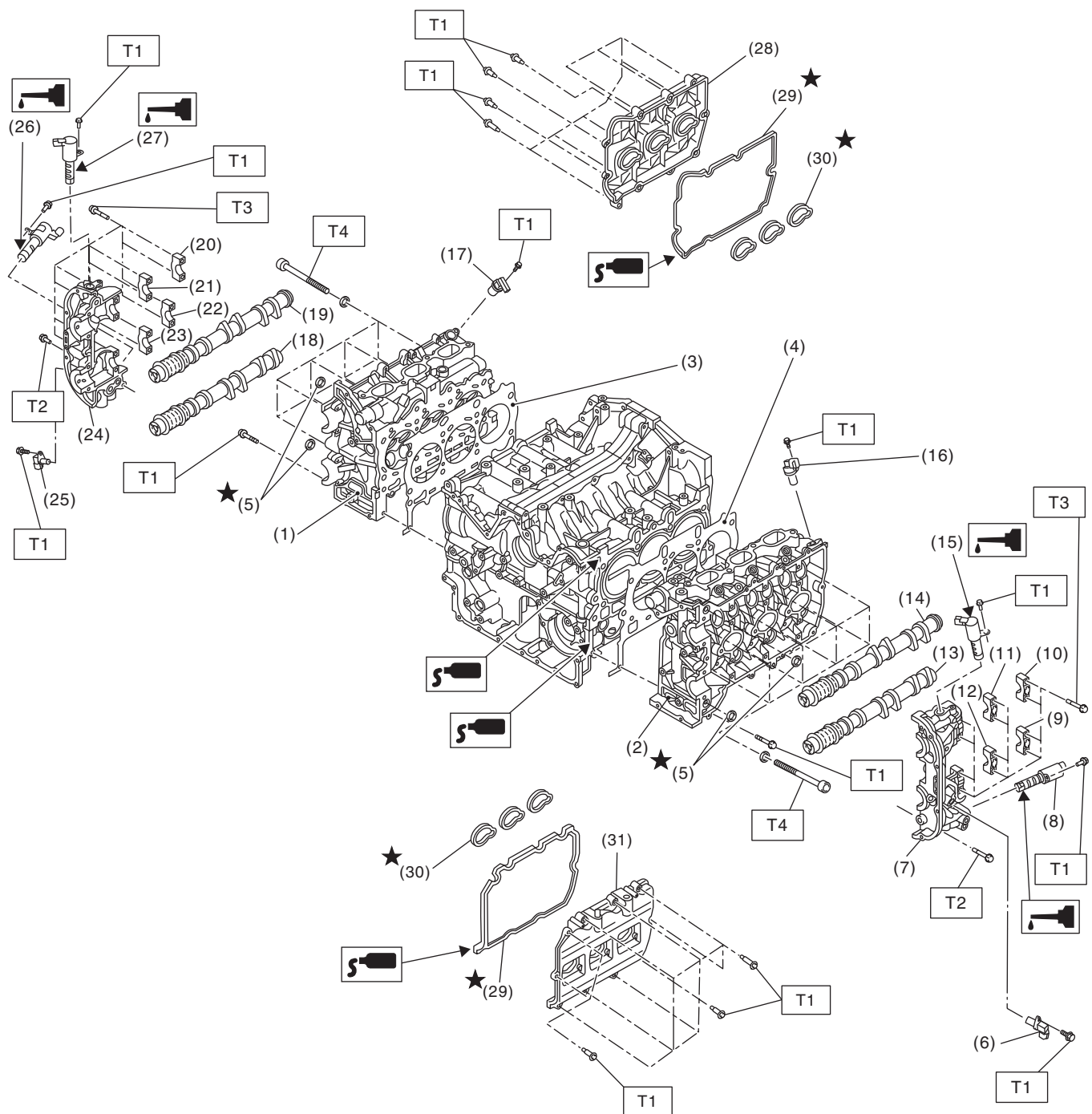
T3: <Ref. to ME(H6DO)-77, Cam Sprocket.>

T4: 120 (12.2, 88.5)

General Description

MECHANICAL

4. CYLINDER HEAD AND CAMSHAFT



ME-03338

General Description

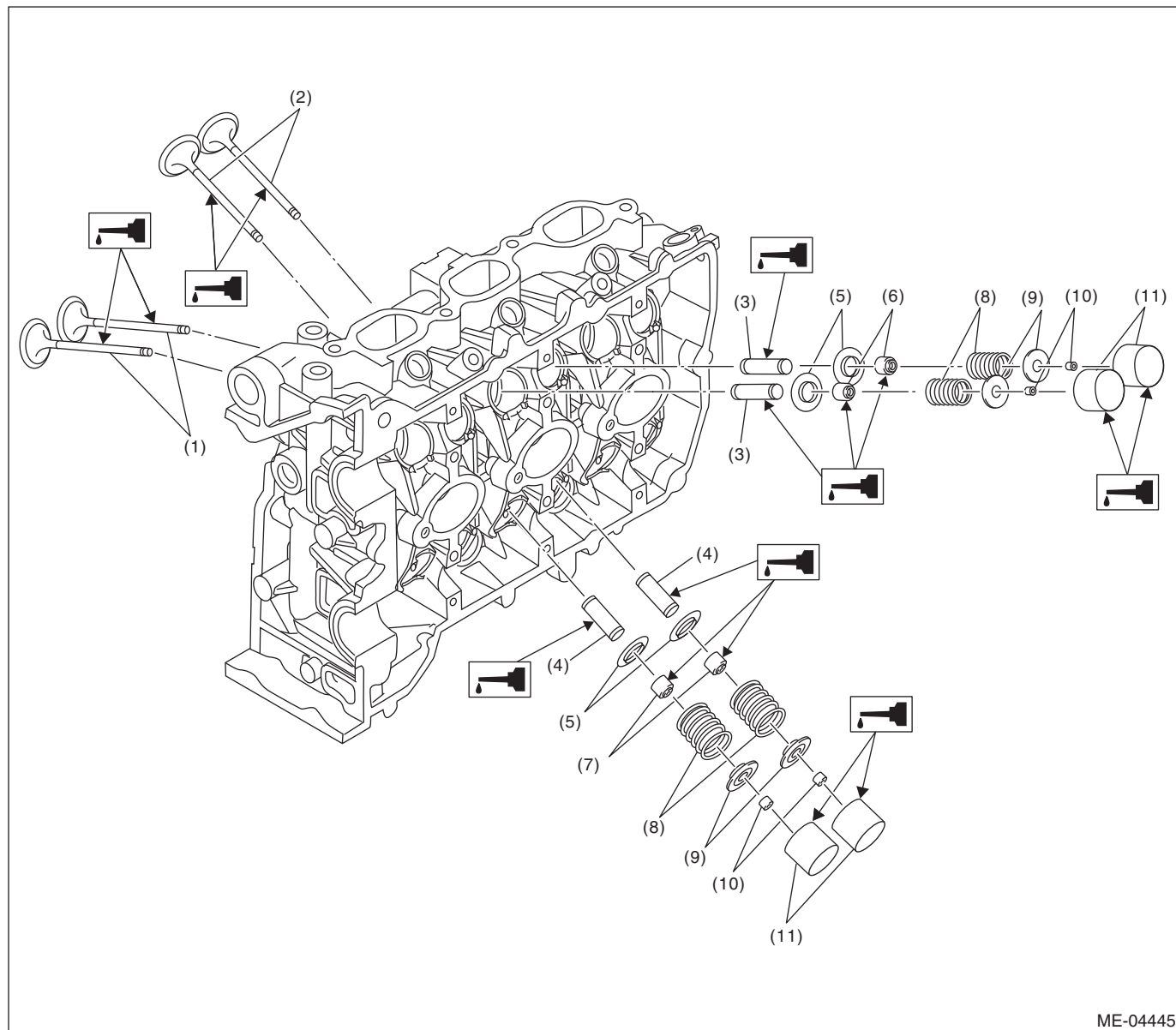
MECHANICAL

(1) Cylinder head (RH)	(14) Intake camshaft (LH)	(27) Intake oil flow control solenoid valve (RH)
(2) Cylinder head (LH)	(15) Intake oil flow control solenoid valve (LH)	(28) Rocker cover (RH)
(3) Cylinder head gasket (RH)	(16) Intake camshaft position sensor (LH)	(29) Gasket
(4) Cylinder head gasket (LH)	(17) Intake camshaft position sensor (RH)	(30) Gasket
(5) O-ring	(18) Exhaust camshaft (RH)	(31) Rocker cover (LH)
(6) Exhaust camshaft position sensor (LH)	(19) Intake camshaft (RH)	
(7) Front camshaft cap (LH)	(20) Intake camshaft cap (Rear RH)	Tightening torque:N·m (kgf-m, ft-lb) T1: 6.4 (0.7, 4.7) T2: 9.75 (1.0, 7.2) T3: 16 (1.6, 11.8) T4: <Ref. to ME(H6DO)-86, Cylinder Head.>
(8) Exhaust oil flow control solenoid valve (LH)	(21) Intake camshaft cap (Center RH)	
(9) Exhaust camshaft cap (Rear LH)	(22) Exhaust camshaft cap (Rear RH)	
(10) Intake camshaft cap (Rear LH)	(23) Exhaust camshaft cap (Center RH)	
(11) Intake camshaft cap (Center LH)	(24) Front camshaft cap (RH)	
(12) Exhaust camshaft cap (Center LH)	(25) Exhaust camshaft position sensor (RH)	
(13) Exhaust camshaft (LH)	(26) Exhaust oil flow control solenoid valve (RH)	

General Description

MECHANICAL

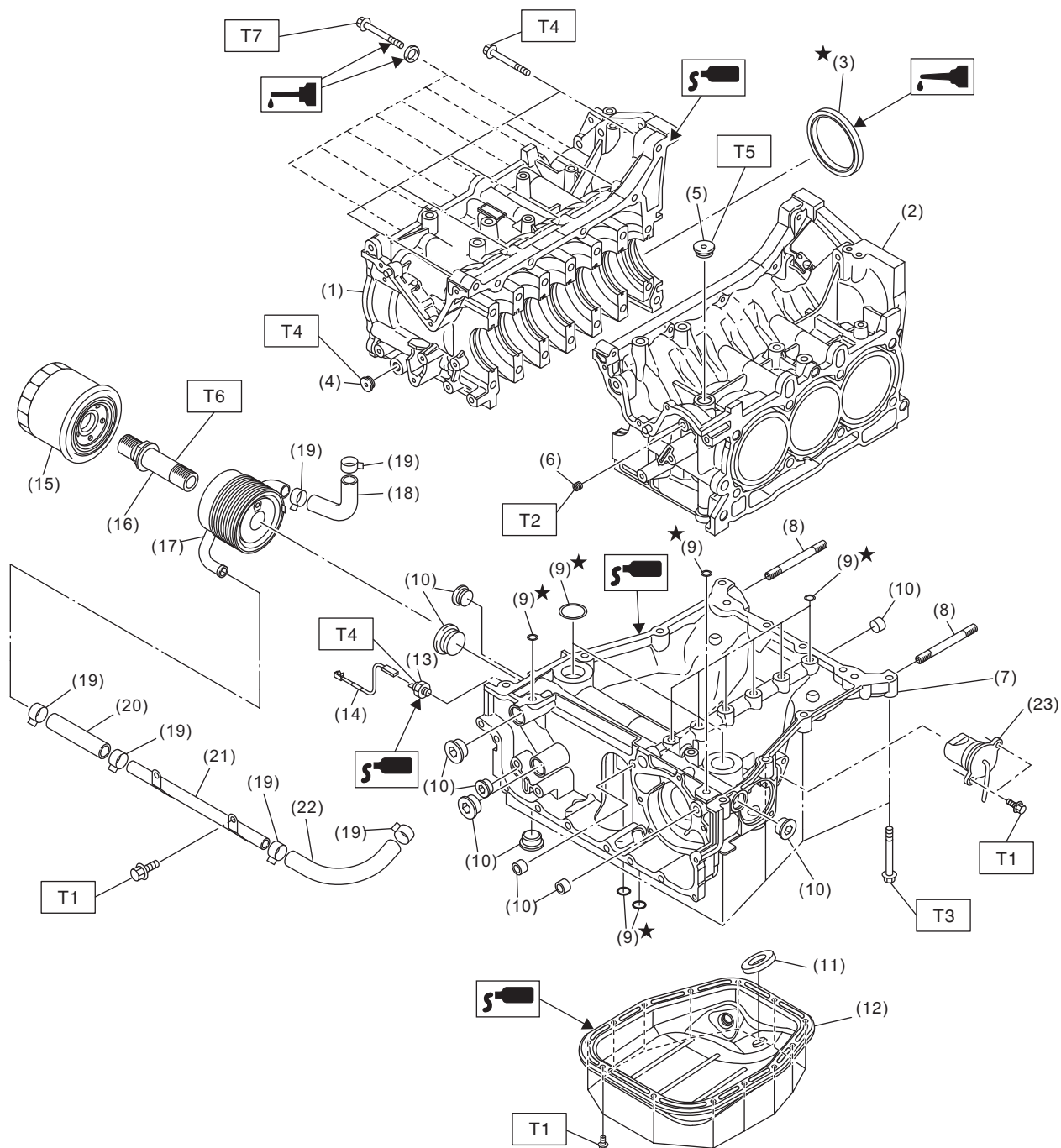
5. CYLINDER HEAD AND VALVE ASSEMBLY



ME-04445

(1) Intake valve	(5) Valve spring seat	(9) Valve spring retainer
(2) Exhaust valve	(6) Stem seal (Intake)	(10) Valve collet
(3) Valve guide (Intake)	(7) Stem seal (Exhaust)	(11) Valve lifter
(4) Valve guide (Exhaust)	(8) Valve spring	

6. CYLINDER BLOCK



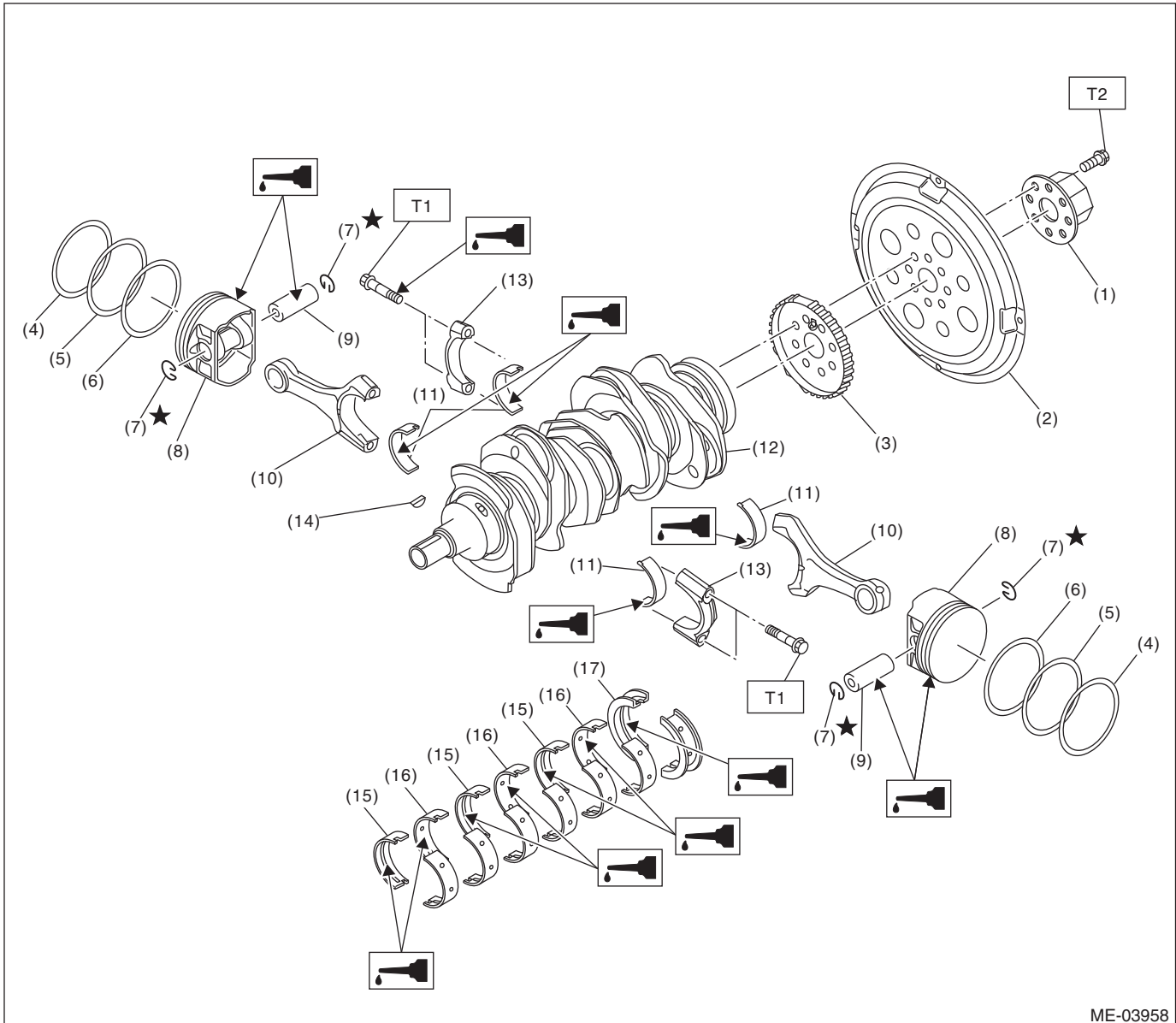
ME-04494

General Description

MECHANICAL

(1) Cylinder block (RH)	(12) Oil pan lower	(23) Oil level switch
(2) Cylinder block (LH)	(13) Oil pressure switch	
(3) Oil seal	(14) Oil pressure switch harness	<i>Tightening torque:N·m (kgf-m, ft-lb)</i>
(4) Plug	(15) Oil filter	<i>T1: 6.4 (0.7, 4.7)</i>
(5) Plug	(16) Oil cooler connector	<i>T2: 17 (1.7, 12.5)</i>
(6) Orifice	(17) Oil cooler	<i>T3: 18 (1.8, 13.3)</i>
(7) Oil pan upper	(18) Hose	<i>T4: 25 (2.5, 18.4)</i>
(8) Stud bolt	(19) Clamp	<i>T5: 37 (3.8, 27.3)</i>
(9) O-ring	(20) Hose	<i>T6: 54 (5.5, 39.8)</i>
(10) Plug	(21) Oil cooler pipe	<i>T7: <Ref. to ME(H6DO)-96, Cylinder Block.></i>
(11) Magnet	(22) Hose	

7. CRANKSHAFT AND PISTON



ME-03958

(1) Reinforcement	(9) Piston pin	(16) Crankshaft bearing #2, #4, #6
(2) Drive plate	(10) Connecting rod	(17) Crankshaft bearing #7
(3) Crankshaft sensor plate	(11) Connecting rod bearing	
(4) Top ring	(12) Crankshaft	
(5) Second ring	(13) Connecting rod cap	
(6) Oil ring	(14) Woodruff key	
(7) Snap ring	(15) Crankshaft bearing #1, #3, #5	
(8) Piston		

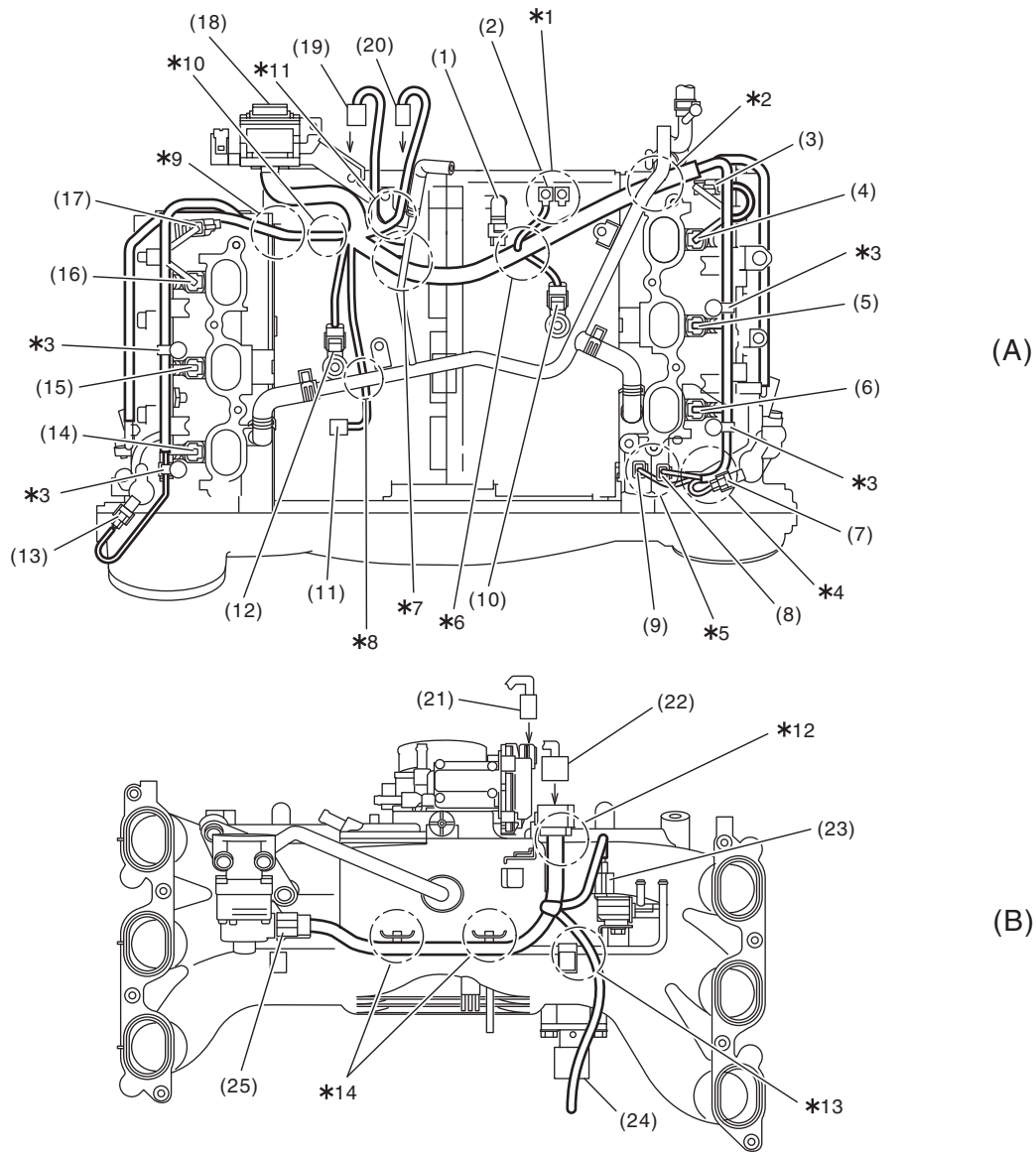
Tightening torque: N·m (kgf-m, ft-lb)
T1: 60 (6.1, 44.3)
T2: <Ref. to 5AT-65, INSTALLATION, Drive Plate.>

General Description

MECHANICAL

8. ENGINE HARNESS

Engine harness assembly diagram 1



ME-04534

General Description

MECHANICAL

(A) Cylinder block upper face	(B) Intake manifold back surface	
(1) Crankshaft position sensor connector	(10) Knock sensor LH connector	(19) Upper/lower connection connector (To intake manifold)
(2) Engine ground	(11) Power steering switch connector	(20) Electronic throttle control connector (To intake manifold)
(3) Intake camshaft position sensor LH connector	(12) Knock sensor RH connector	(21) Electronic throttle control connector (From upper part of the cylinder block)
(4) #6 injector connector	(13) Intake oil flow control solenoid valve RH connector	(22) Upper/lower connection connector (From upper part of the cylinder block)
(5) #4 injector connector	(14) #1 injector connector	(23) Purge control solenoid valve connector
(6) #2 injector connector	(15) #3 injector connector	(24) Manifold absolute pressure sensor connector
(7) Intake oil flow control solenoid valve LH connector	(16) #5 injector connector	(25) EGR valve connector
(8) Oil temperature sensor connector	(17) Intake camshaft position sensor RH connector	
(9) Engine coolant temperature sensor connector	(18) Engine harness docking connector	

*1: Install so that engine ground terminals face the rear side of vehicle.

*2: Route under the heater pipe.

*3: Attach the engine harness fixing clip to the fuel pipe stay.

*4: Route from the cutout portion on the fuel pipe protector LH.

*5: Be careful not to mix up the connectors of oil temperature sensor and engine coolant temperature sensor.

*6: Route between crankshaft position sensor and knock sensor LH.

*7: Route under the heater pipe.

*8: Route under the heater pipe.

*9: Route under the fuel pipe.

*10: Attach the engine harness fixing clip to the fixing boss on the cylinder block.

*11: Route over the heater pipe stay.

*12: Securely install the engine harness fixing stay.

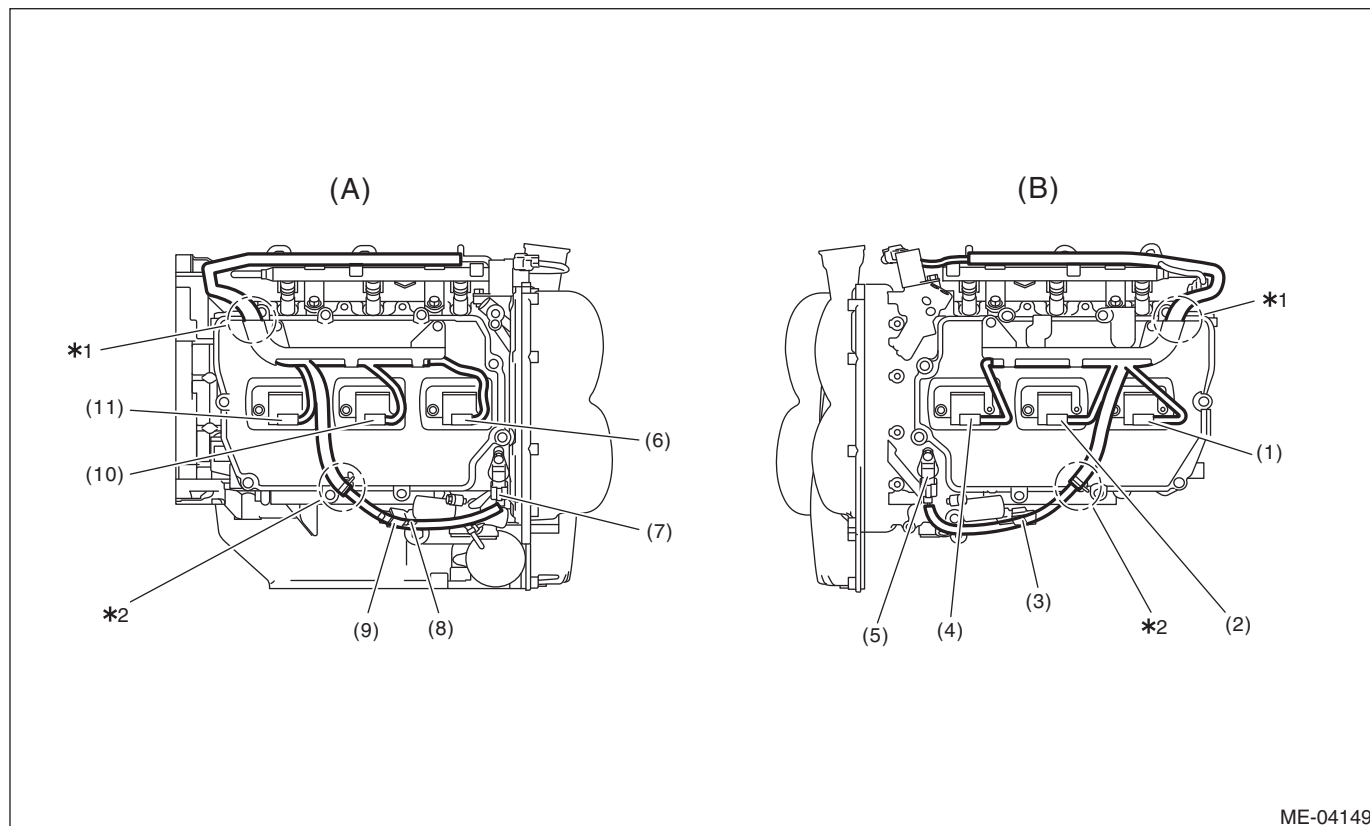
*13: Route outside the fuel pipe.

*14: Attach the engine harness fixing clip to the fixing stay on the intake manifold.

General Description

MECHANICAL

Engine harness assembly diagram 2



ME-04149

(A) Right side of the engine

(B) Left side of the engine

(1) #6 ignition coil connector	(5) Exhaust camshaft position sensor LH connector	(9) Exhaust oil flow control valve solenoid RH connector
(2) #4 ignition coil connector	(6) #1 injector connector	(10) #3 ignition coil connector
(3) Exhaust oil flow control valve solenoid LH connector	(7) Exhaust camshaft position sensor RH connector	(11) #5 ignition coil connector
(4) #2 ignition coil connector	(8) Oil pressure switch connector	

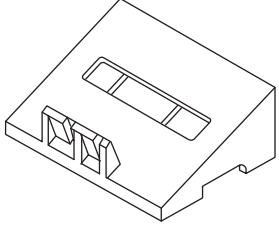
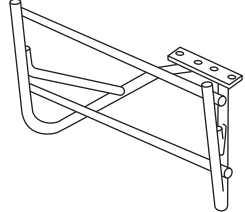
*1: Align the engine harness stay end with the end of engine harness identification tape.

*2: Attach the engine harness fixing clip to the fixing boss on the rocker cover.

C: CAUTION

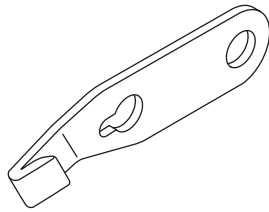
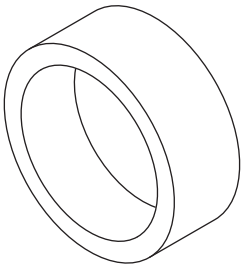
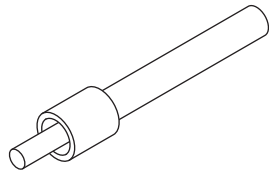
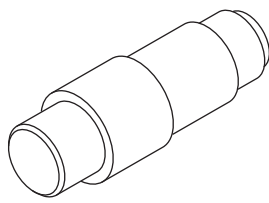
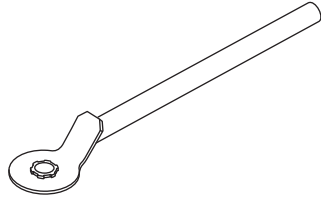
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- All parts should be thoroughly cleaned, paying special attention to engine oil passages, pistons and bearings.
- Before applying liquid gasket, completely remove the old liquid gasket and degrease it.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
- All removed parts, if to be reused, should be reinstalled in the original positions and directions.
- Bolts, nuts and washers should be replaced with new parts as required.
- Even if necessary inspections have been made in advance, proceed with assembly work while making re-checks.
- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
- Be sure not to damage coated surfaces of body panels with tools, or not to stain seats and windows with coolant or oil. Place a cover over fender, as required, for protection.
- Prior to starting work, prepare the following:
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
- Lift up or lower the vehicle when necessary. Make sure to support the correct positions.

D: PREPARATION TOOL**1. SPECIAL TOOL**

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18250AA010	18250AA010	CYLINDER HEAD TABLE	• Used for replacing valve guides. • Used for removing and installing valve spring.
 ST18232AA000	18232AA000	ENGINE STAND	Used for disassembling and assembling engine.

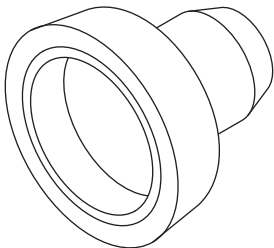
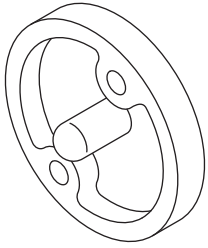
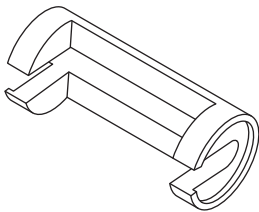
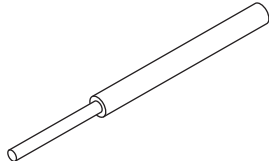
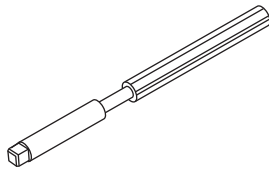
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498497100	498497100	CRANKSHAFT STOPPER	Used for stopping rotation of drive plate when removing/tightening crank pulley bolt.
 ST-398744300	398744300	PISTON GUIDE	Used for installing piston in cylinder.
 ST-499585500	499585500	VALVE OIL SEAL GUIDE	Used for press-fitting of intake and exhaust valve guide oil seals.
 ST18350AA000	18350AA000	CONNECTING ROD BUSHING REMOVER AND INSTALLER	Used for removing and installing connecting rod bushing.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing cam sprocket.

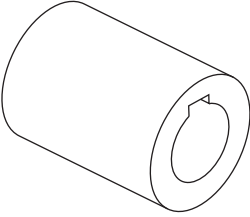
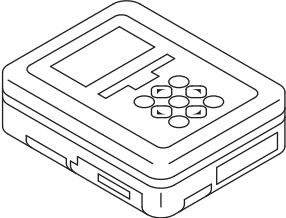
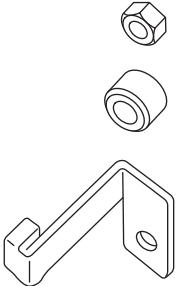
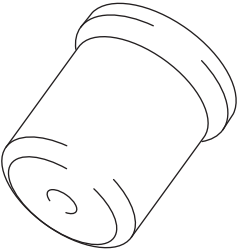
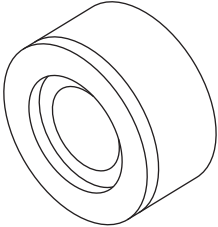
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	- Used for installing crankshaft oil seal. - Used together with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	- Used for installing crankshaft oil seal. - Used together with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499718000	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499765700	499765700	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499765900	499765900	VALVE GUIDE REAMER	Used for reaming valve guides.

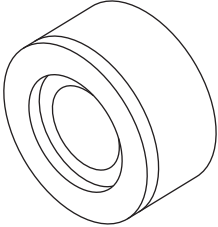
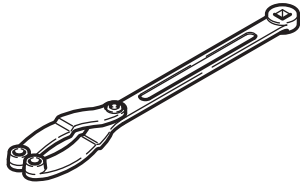
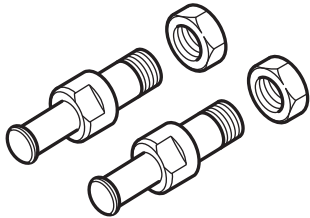
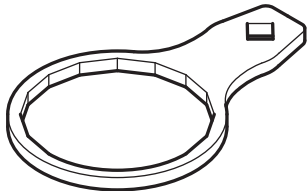
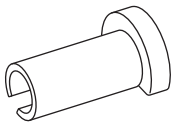
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18252AA000	18252AA000	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONI- TOR III KIT	Used for troubleshooting the electrical system.
 ST-498277200	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.
 ST-499585700	499585700	OIL SEAL GUIDE	Used for installing the chain cover oil seal.
 ST18251AA050	18251AA050	VALVE GUIDE ADJUSTER	Used for installing valve guides on intake side.

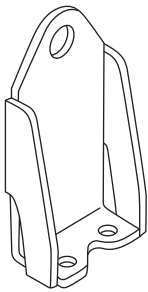
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18251AA060	18251AA060	VALVE GUIDE ADJUSTER	Used for installing valve guides on exhaust side.
 ST18355AA000	18355AA000	PULLEY WRENCH	• Used for stopping rotation of crank pulley when removing and installing crank pulley bolt. • Used for stopping rotation of idler sprocket when removing and installing idler sprocket bolt. • Used together with PULLEY WRENCH PIN SET (18334AA000).
 ST18334AA000	18334AA000	PULLEY WRENCH PIN SET	• Used for stopping rotation of crank pulley when removing and installing crank pulley bolt. • Used for stopping rotation of idler sprocket when removing and installing idler sprocket bolt. • Used together with PULLEY WRENCH (18355AA000).
 ST18332AA020	18332AA020	OIL FILTER WRENCH	Used for removing and installing oil filter.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for disconnecting quick connector of the engine compartment.

General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18360AA020	18360AA020 (Newly adopted tool)	HANGER	Used for hanging the engine.

2. GENERAL TOOL

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.
Timing light	Used for measuring ignition timing.
Vacuum gauge	Used for measuring intake manifold vacuum.
Oil pressure gauge	Used for measuring engine oil pressure.
Fuel pressure gauge	Used for measuring fuel pressure.
TORX [®] socket (E12)	Used for removing and installing connecting rod cap.

E: PROCEDURE

It is possible to conduct the following service procedures with engine on vehicle, however, the procedures described in this section are based on the condition that the engine is removed from vehicle.

- V-belt
- Timing chain

2. Compression

A: INSPECTION

CAUTION:

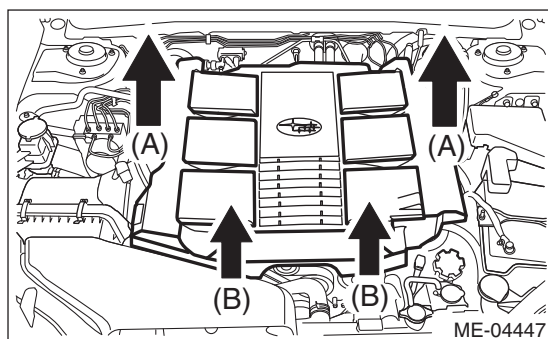
After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

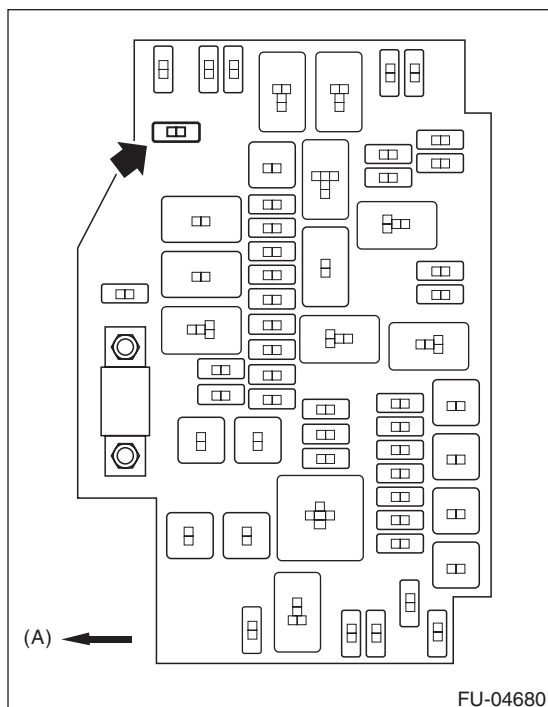
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



2) After warming-up the engine, turn the ignition switch to OFF.

3) Make sure that the battery is fully charged.

4) Remove the fuse of fuel pump from main fuse box.



(A) Front side

5) Start the engine and run it until it stalls.

6) After the engine stalls, crank it for five more seconds.

7) Turn the ignition switch to OFF.

8) Remove all spark plugs. <Ref. to IG(H6DO)-4, REMOVAL, Spark Plug.>

9) Fully open the throttle valve.

10) Check the starter motor for satisfactory performance and operation.

11) Secure the compression gauge tightly against the spark plug hole.

NOTE:

When using a screw-in type compression gauge, the screw should be less than 18 mm (0.71 in) long.
12) Crank the engine by the starter motor, and read the maximum value on the gauge when the needle of gauge is steady.

NOTE:

- Perform at least two measurements per cylinder, and make sure that the values are correct.
- If the compression pressure is out of standard, check or adjust the pistons, valves and cylinders.

Compression (350 rpm and fully open throttle):

Standard

1,275 — 1,471 kPa (13.0 — 15.0 kgf/cm², 185 — 213 psi)

Service limit

1,128 kPa (11.5 kgf/cm², 164 psi)

Difference between cylinders

49 kPa (0.5 kgf/cm², 7 psi) or less

13) After inspection, install the related parts in the reverse order of removal.

3. Idle Speed

A: INSPECTION

1) Before checking the idle speed, check the following item:

(1) Check the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and hoses are connected properly.

(2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Read the engine idle speed using Subaru Select Monitor. <Ref. to EN(H6DO)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

NOTE:

- Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted.
- If idle speed is out of standard, refer to the General Diagnosis Table under "Engine Control System". <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>

(1) Check the idle speed when no-loaded.
(Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

Idle speed (No load and gears in "P" or "N" range):

Standard

700±100 rpm

(2) Check the idle speed when loaded. (Turn the A/C switch to "ON" and operate the compressor for at least one minute before measurement.)

Idle speed (A/C ON and gear in "P" or "N" range):

Standard

700 — 910±100 rpm

4. Ignition Timing

A: INSPECTION

CAUTION:

After warming-up, engine becomes very hot. Be careful not to burn yourself at measurement.

1. METHOD WITH SUBARU SELECT MONITOR

1) Before checking the ignition timing, check the following item:

- (1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Read the ignition timing using Subaru Select Monitor. <Ref. to EN(H6DO)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

NOTE:

If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>

Ignition timing [BTDC/rpm]:

Standard

$15^{\circ} \pm 8^{\circ} / 700$

2. METHOD WITH TIMING LIGHT

1) Before checking the ignition timing, check the following item:

- (1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Stop the engine, and turn the ignition switch to OFF.

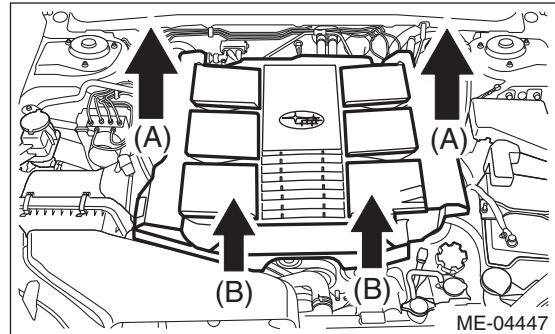
4) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).

(2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



5) Disconnect the ground cable from battery.

6) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>

7) Disconnect the connector from mass air flow and intake air temperature sensor.

8) Remove the air cleaner case and element.

9) Connect the timing light to the power wire of #1 ignition coil.

10) Install the connectors of air cleaner case, element, and the mass air flow and intake air temperature sensor.

11) Connect the ground cable to battery.

12) Start the engine, turn the timing light to the crank pulley, and check the ignition timing through the chain cover gauge.

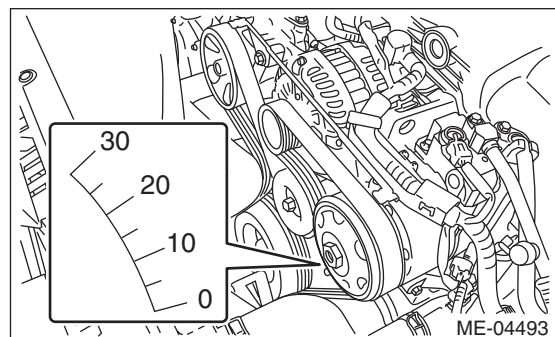
NOTE:

If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>

Ignition timing [BTDC/rpm]:

Standard

$15^{\circ} \pm 8^{\circ} / 700$



13) After inspection, install the related parts in the reverse order of removal.

5. Intake Manifold Vacuum

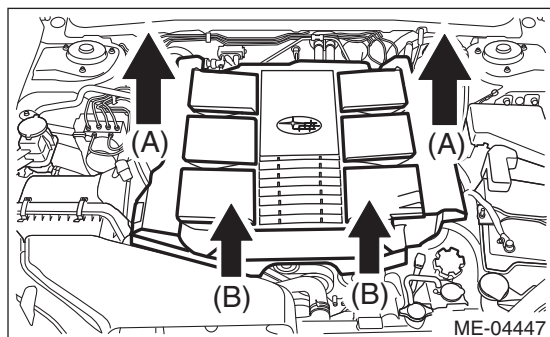
A: INSPECTION

- 1) Warm up the engine.
- 2) Remove the collector cover.

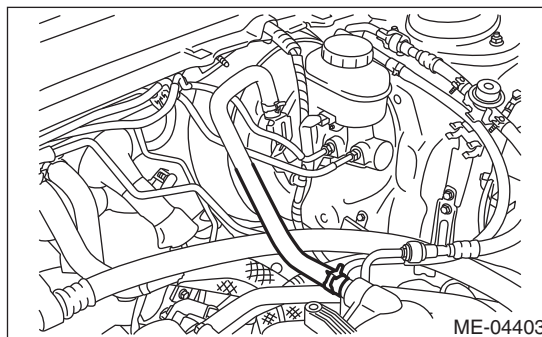
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 3) Remove the air intake boot. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 4) Disconnect the brake booster vacuum hose from the intake manifold, and attach the vacuum gauge.



- 5) Install the air intake boot. <Ref. to IN(H6DO)-7, INSTALLATION, Air Intake Boot.>
- 6) Keep the engine at idle speed and read the vacuum gauge indication.

NOTE:

Condition of engine inside can be diagnosed by observing the behavior of the vacuum gauge needle as described in table below.

Intake manifold vacuum (at idling, A/C OFF):

Standard

Less than -60.0 kPa (-450 mmHg, -17.72 inHg)

Diagnosis of engine condition by measurement of intake manifold vacuum	
Vacuum gauge indication	Possible engine condition
1. Needle is steady but lower than standard value. This tendency becomes more evident as engine temperature rises.	Leakage around intake manifold gasket, disconnection or damage of vacuum hose
2. Needle intermittently drops to position lower than standard value.	Leakage around cylinder
3. Needle drops suddenly and intermittently from standard value.	Sticky valve
4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs
5. Needle vibrates above and below standard value in narrow range.	Defective ignition system

6. Engine Oil Pressure

A: INSPECTION

- 1) Disconnect the ground cable from battery.
- 2) Remove the oil pressure switch from the oil pan upper. <Ref. to LU(H6DO)-14, REMOVAL, Oil Pressure Switch.>
- 3) Attach the oil pressure gauge to the oil pan upper.
- 4) Connect the ground cable to battery.
- 5) Start the engine, and measure the oil pressure.

NOTE:

- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. <Ref. to LU(H6DO)-23, Engine Lubrication System Trouble in General.>
- If the oil pressure warning light is ON and oil pressure is within specification, check the oil pressure switch. <Ref. to LU(H6DO)-7, Oil Pressure System.> <Ref. to LU(H6DO)-14, Oil Pressure Switch.>

Engine oil pressure (at oil temperature of 80°C (176°F)):

Standard

100 kPa (1.0 kgf/cm², 15 psi) or more (at 700 rpm)

500 kPa (5.1 kgf/cm², 73 psi) or more (at 5,000 rpm)

- 6) After inspection, install the related parts in the reverse order of removal.

7. Fuel Pressure

A: INSPECTION

CAUTION:

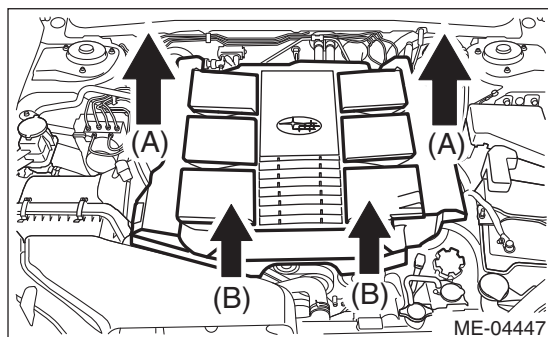
- Before removing the fuel pressure gauge, release the fuel pressure.
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

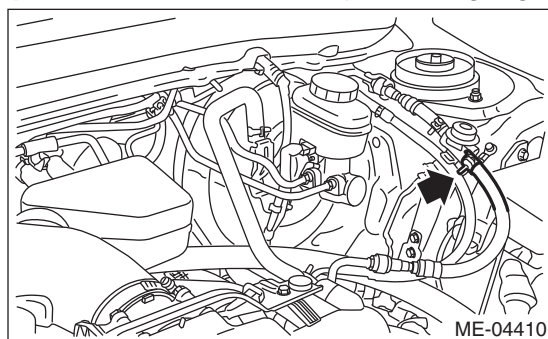
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



2) Release the fuel pressure. <Ref. to FU(H6DO)-55, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

3) Open the fuel filler lid and remove the fuel filler cap.

4) Disconnect the fuel delivery hose from the fuel damper, and connect the fuel pressure gauge.



5) Start the engine.

6) Measure the fuel pressure after warming up the engine.

NOTE:

- The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.

- Check or replace the fuel pump and fuel delivery line if the fuel pressure is out of the standard.

Fuel pressure:

Standard

338 — 348 kPa (3.4 — 3.5 kgf/cm², 49 — 50.5 psi)

7) After inspection, install the related parts in the reverse order of removal.

8. Valve Clearance

A: INSPECTION

CAUTION:

If engine oil is spilt onto the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

NOTE:

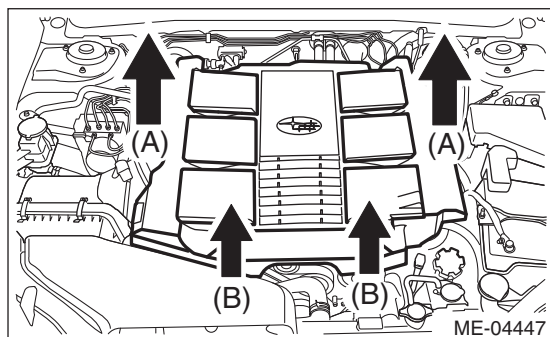
Inspection of valve clearance should be performed while engine is cold.

1) Remove the collector cover.

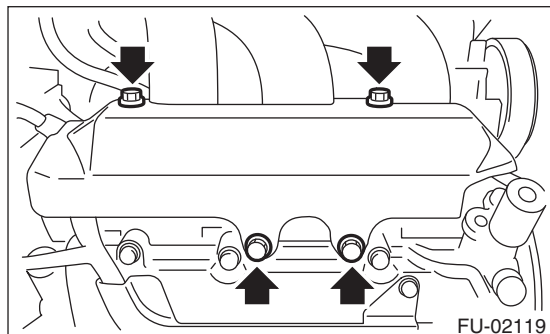
NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 5) Lower the vehicle.
- 6) When inspecting #1, #3 and #5 cylinders
 - (1) Remove the air intake duct, air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.> <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
 - (2) Remove the fuel pipe protector (RH).



(3) Disconnect the connector of oil pressure switch.

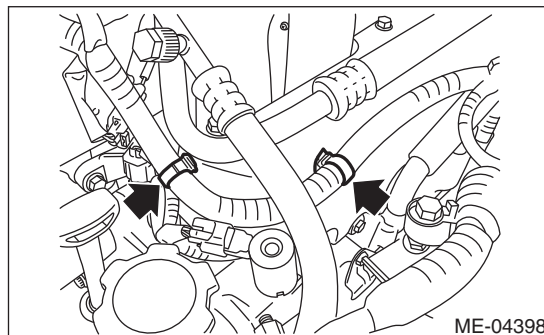
(4) Remove the ignition coil. <Ref. to IG(H6DO)-7, REMOVAL, Ignition Coil.>

(5) Remove the rocker cover (RH). <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>

7) When inspecting #2, #4 and #6 cylinders

(1) Disconnect the battery cable, and then remove the battery and battery carrier. <Ref. to SC(H4SO)-26, REMOVAL, Battery.>

(2) Remove two fixing clips on the fuel pipe protector (LH).



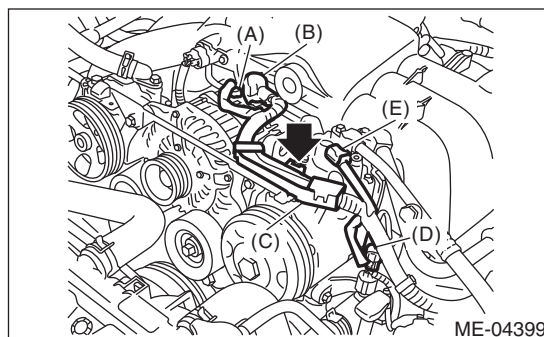
(3) Generator connector

(4) Generator terminal B

(5) Remove the harness cover from collector cover bracket.

(6) A/C compressor solenoid connector

(7) Flow sensor connector



(A) Generator connector

(B) Terminal B

(C) Harness cover

(D) A/C compressor solenoid connector

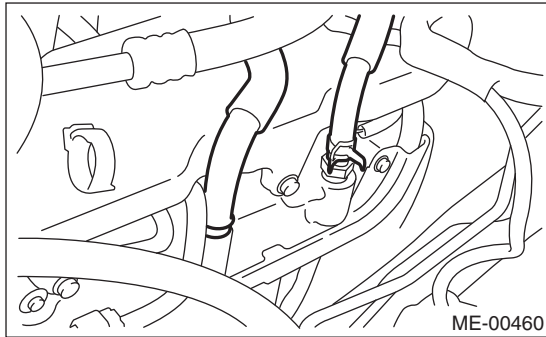
(E) Flow sensor connector

(8) Slide the harness and connector to the battery side.

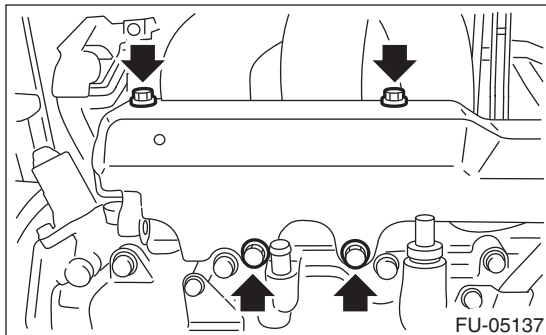
Valve Clearance

MECHANICAL

- (9) Disconnect the PCV hose and blow-by hose from the rocker cover (LH).



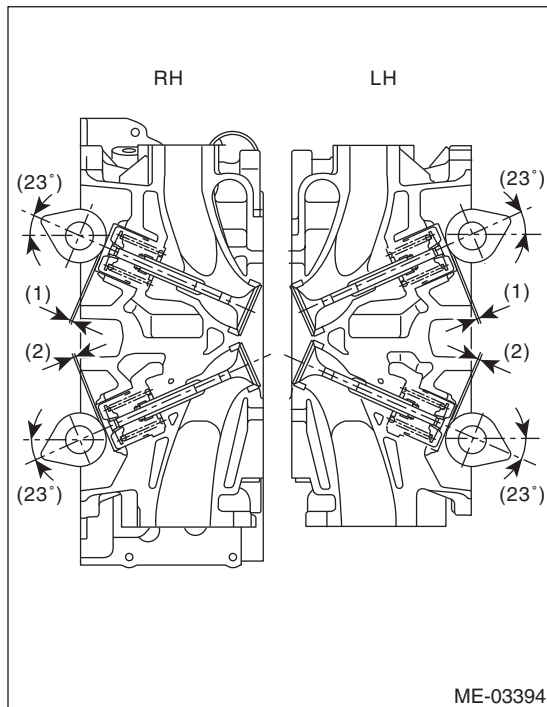
- (10) Remove the fuel pipe protector (LH).



- (11) Remove the ignition coil. <Ref. to IG(H6DO)-7, REMOVAL, Ignition Coil.>

- (12) Remove the rocker cover (LH). <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>

- 8) Turn the crankshaft clockwise until the camshaft is set to position shown in the figure.



- (1) Valve clearance (Intake side)
(2) Valve clearance (Exhaust side)

- 9) Measure the clearance of intake valve and exhaust valve using thickness gauge (A).

NOTE:

- Measure it within the range of $\pm 30^\circ$ from specified position shown in the figure.
- Insert a thickness gauge in a direction as horizontal as possible with respect to the valve lifter.

Valve clearance (inspection value):

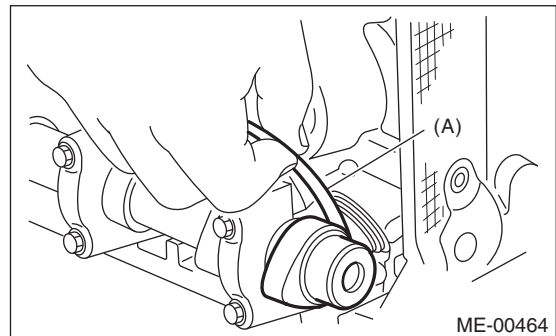
Intake

$$0.20^{+0.04}_{-0.06} \text{ mm } (0.0079^{+0.0016}_{-0.0024} \text{ in})$$

Exhaust

$$0.35 \pm 0.05 \text{ mm } (0.0138 \pm 0.0020 \text{ in})$$

- If the measured value is not within specification, take notes of the value in order to adjust the valve clearance later on.



- 10) If necessary, adjust the valve clearance. <Ref. to ME(H6DO)-32, ADJUSTMENT, Valve Clearance.>

- 11) Further turn the crank pulley clockwise and then measure the valve clearances again.

- 12) After inspection, install the related parts in the reverse order of removal. <Ref. to ME(H6DO)-81, INSTALLATION, Camshaft.>

B: ADJUSTMENT

1. INTAKE SIDE

CAUTION:

If engine oil is spilt onto the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

NOTE:

Adjustment of valve clearance should be performed while engine is cold.

- 1) Measure all the valve clearances. <Ref. to ME(H6DO)-31, INSPECTION, Valve Clearance.>

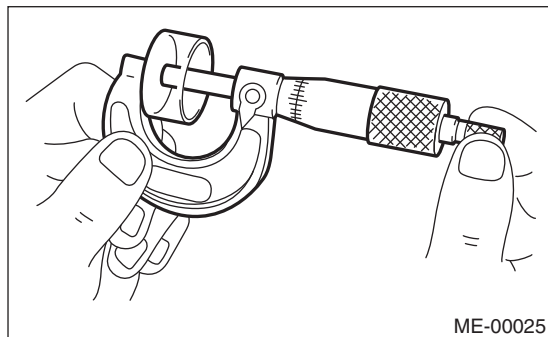
NOTE:

Record each valve clearance after measurement.

- 2) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>

- 3) Remove the cam sprocket. <Ref. to ME(H6DO)-77, REMOVAL, Cam Sprocket.>

- 4) Remove the camshaft. <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>
- 5) Remove the valve lifter.
- 6) Measure the thickness of valve lifter using micrometer.



- 7) Select a valve lifter of suitable thickness using the measured valve clearance and valve lifter thickness, and install it.

NOTE:

Use a new valve lifter.

Unit: mm (in)
$S = (V + T) - 0.20 \text{ (0.0079)}$
S: Valve lifter thickness required
V: Measured valve clearance
T: Valve lifter thickness to be used

- 8) Install the camshaft. <Ref. to ME(H6DO)-81, INSTALLATION, Camshaft.>
- 9) Install the cam sprocket. <Ref. to ME(H6DO)-77, INSTALLATION, Cam Sprocket.>
- 10) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 11) Measure all valve clearance again at this time. If the valve clearance is not correct, repeat the procedure over again from the first step.

Valve clearance (adjustment value):

$0.20^{+0.04}_{-0.06} \text{ mm } (0.0079^{+0.0016}_{-0.0024} \text{ in})$

- 12) After measuring, install the related parts in the reverse order of removal.

NOTE:

Use a new rocker cover gasket.

2. EXHAUST SIDE

CAUTION:

If engine oil is spilt onto the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

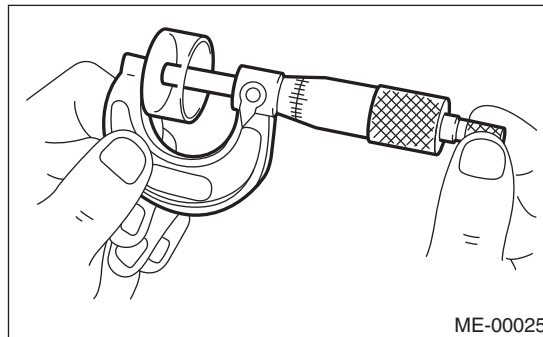
NOTE:

Adjustment of valve clearance should be performed while engine is cold.

- 1) Measure all the valve clearances. <Ref. to ME(H6DO)-31, INSPECTION, Valve Clearance.>

NOTE:

- Record each valve clearance after measurement.
- 2) Remove the camshaft. <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>
- 3) Remove the valve lifter.
- 4) Measure the thickness of valve lifter using micrometer.



- 5) Select a valve lifter of suitable thickness using the measured valve clearance and valve lifter thickness, and install it.

NOTE:

Use a new valve lifter.

Unit: mm (in)
$S = (V + T) - 0.35 \text{ (0.0138)}$
S: Valve lifter thickness required
V: Measured valve clearance
T: Valve lifter thickness to be used

- 6) Install the camshaft. <Ref. to ME(H6DO)-81, INSTALLATION, Camshaft.>
- 7) Install the cam sprocket. <Ref. to ME(H6DO)-77, INSTALLATION, Cam Sprocket.>
- 8) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 9) Measure all valve clearance again at this time. If the valve clearance is not correct, repeat the procedure over again from the first step.

Valve clearance (adjustment value):

$0.35 \pm 0.05 \text{ mm } (0.0138 \pm 0.0020 \text{ in})$

- 10) After measuring, install the related parts in the reverse order of removal.

NOTE:

Use a new rocker cover gasket.

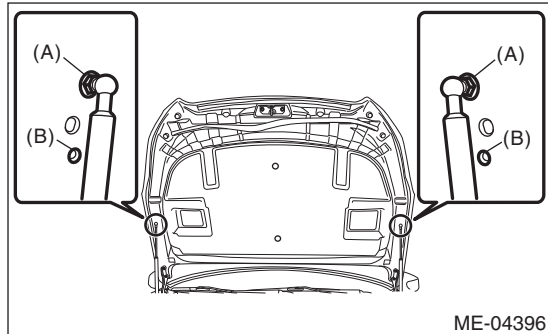
9. Engine Assembly

A: REMOVAL

1) Change the front hood damper bolt mounting position from (A) to (B), and completely open the front hood.

Tightening torque:

20 N·m (2.0 kgf-m, 14.8 ft-lb)

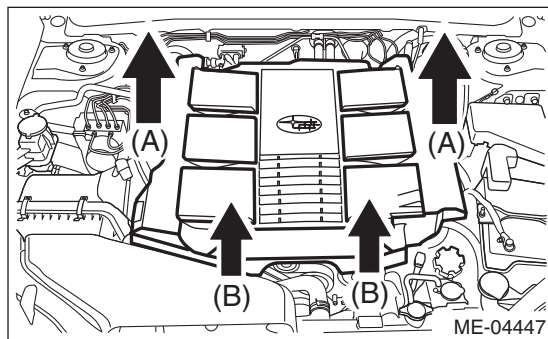


2) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



3) Collect the refrigerant from A/C system. <Ref. to AC-18, PROCEDURE, Refrigerant Recovery Procedure.>

4) Release the fuel pressure. <Ref. to FU(H6DO)-55, PROCEDURE, Fuel.>

5) Disconnect the ground cable from battery.

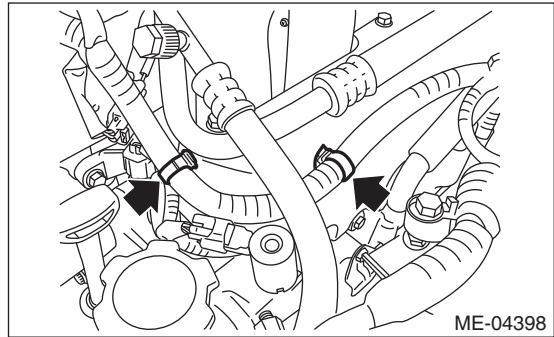
6) Open the fuel filler lid and remove the fuel filler cap.

7) Remove the air intake duct, air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.> <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>

8) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>

9) Disconnect the following connector.

(1) Remove two fixing clips on the fuel pipe protector (LH).



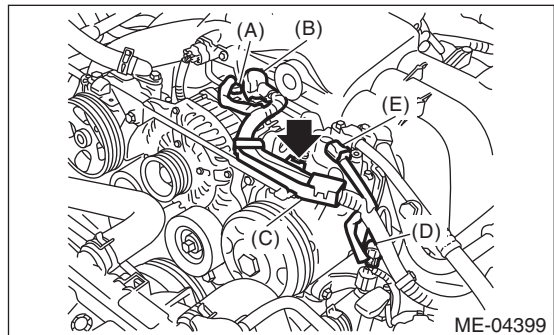
(2) Generator connector

(3) Generator terminal B

(4) Remove the harness cover from collector cover bracket.

(5) A/C compressor solenoid connector

(6) Flow sensor connector



(A) Generator connector

(B) Terminal B

(C) Harness cover

(D) A/C compressor solenoid connector

(E) Flow sensor connector

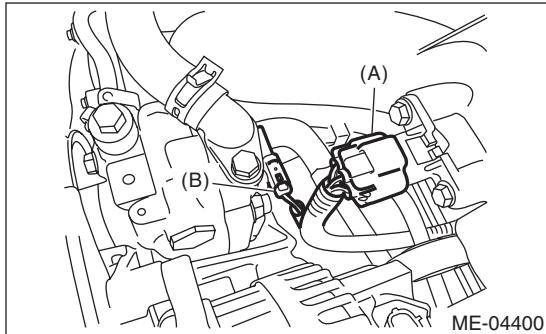
(7) Slide the harness and connector to the battery side.

10) Remove the power steering pump together with the bracket.

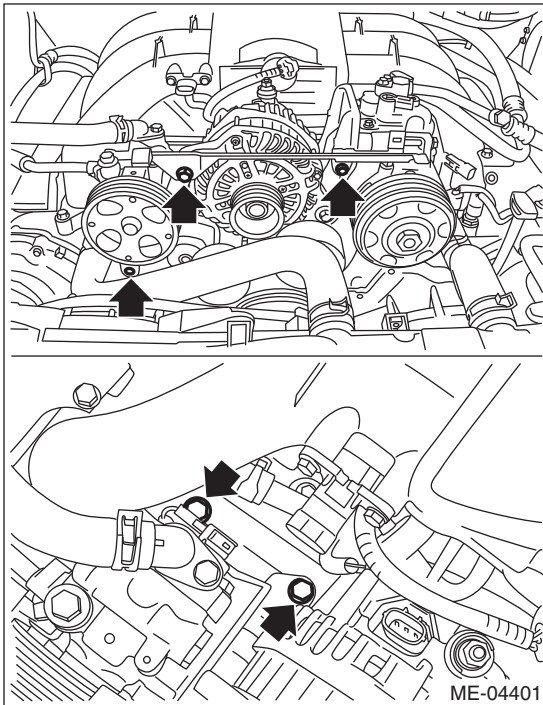
NOTE:

Do not disconnect the hose and pipe from the power steering pump.

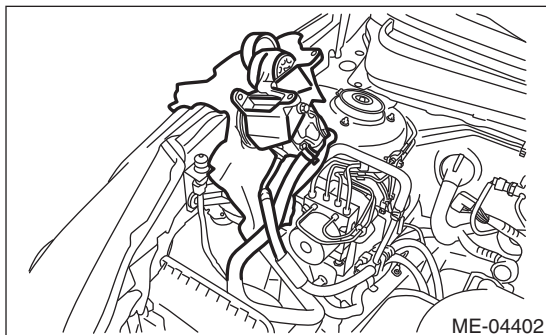
- (1) Disconnect the manifold absolute pressure sensor connector (A) and power steering pump connector (B).



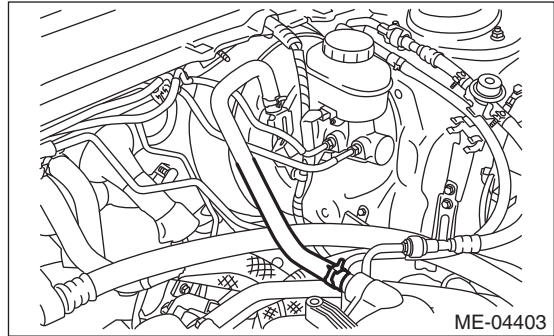
- (2) Remove the securing bolts of collector cover bracket and power steering pump bracket.



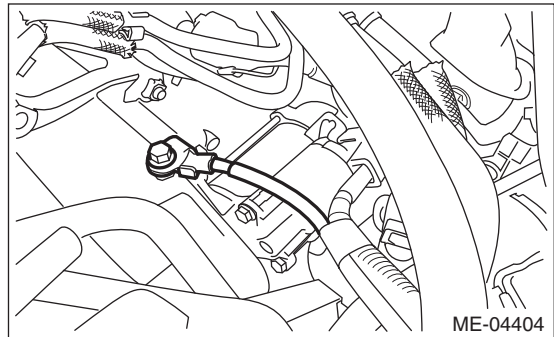
- (3) Use a cloth to protect the power steering pump and place it on the RH front strut using a wire.



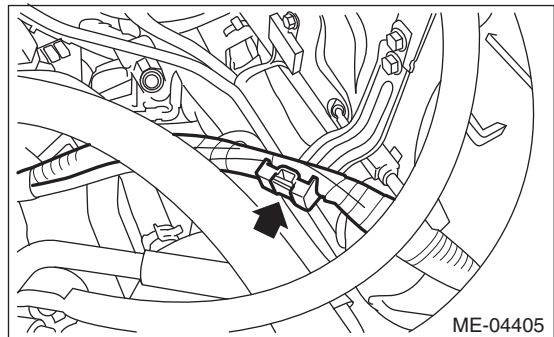
- 11) Remove the brake booster vacuum hose.



- 12) Remove the engine ground.



- 13) Remove the starter harness and engine ground from bracket.

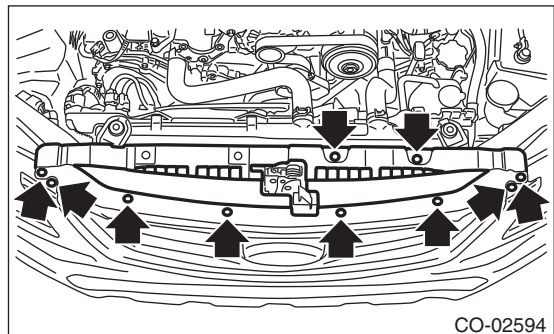


- 14) Remove the starter. <Ref. to SC(H4SO)-9, REMOVAL, Starter.>

- 15) Remove the grille bracket.

NOTE:

Remove ten clips when removing the grille bracket.



- 16) Lift up the vehicle.

- 17) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>

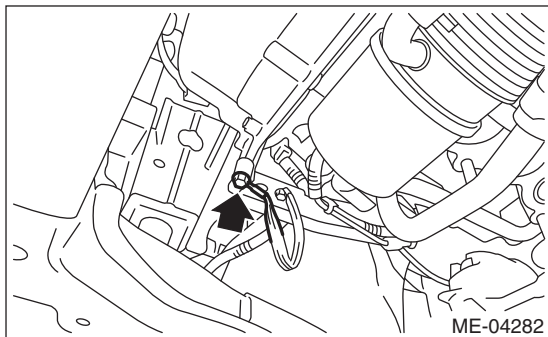
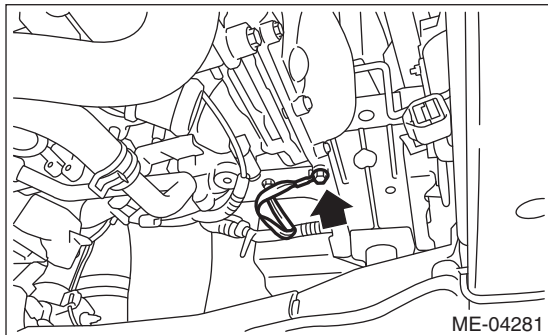
Engine Assembly

MECHANICAL

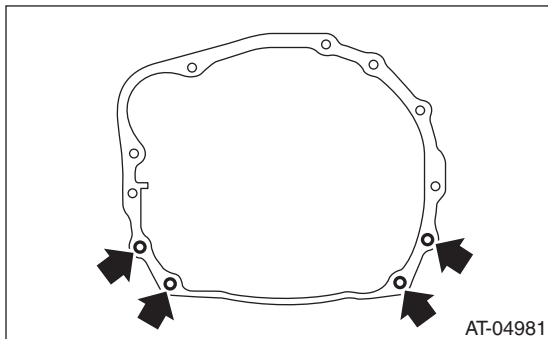
18) Drain engine coolant completely. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

19) Remove the front exhaust pipe. <Ref. to EX(H6DO)-5, REMOVAL, Front Exhaust Pipe.>

20) Remove the ground cable from the underside of chain cover.



21) Remove the connecting bolts and nuts (lower side) between the engine and transmission.

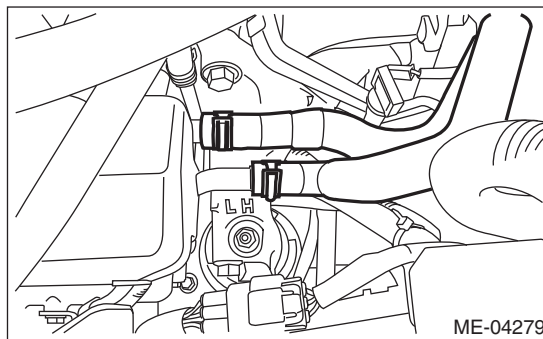


22) Lower the vehicle.

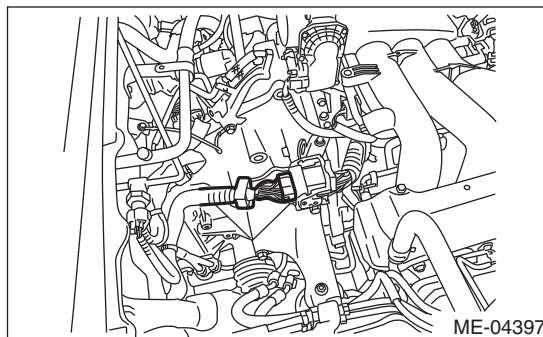
23) Remove the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-21, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, REMOVAL, Radiator Sub Fan and Fan Motor.>

24) Remove the radiator. <Ref. to CO(H6DO)-17, REMOVAL, Radiator.>

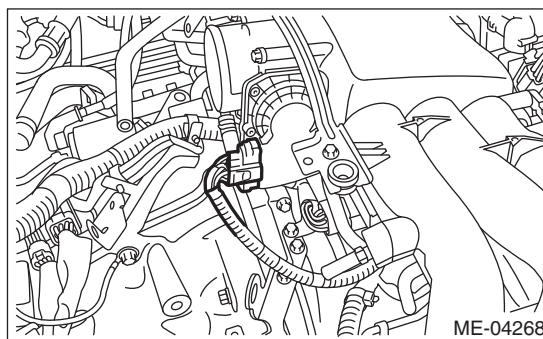
25) Remove the heater inlet hose and heater outlet hose.



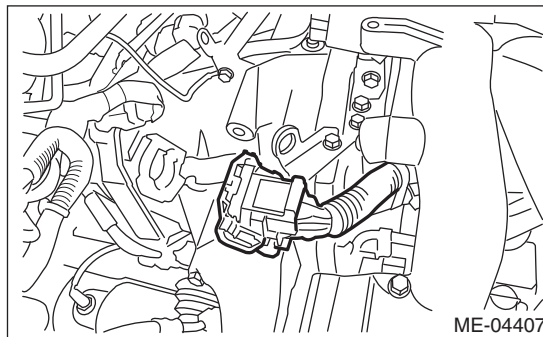
26) Disconnect the engine harness connector.



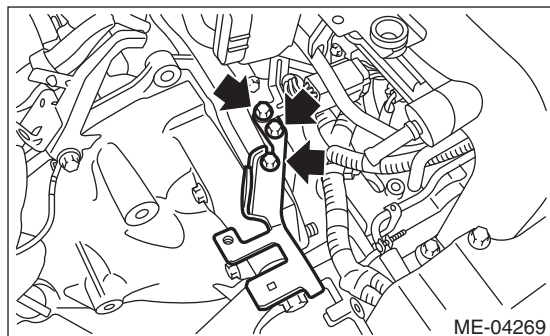
27) Disconnect the connector from the throttle body.



28) Remove the engine harness connector from the engine hanger bracket.



29) Remove the engine hanger bracket.



30) Remove the throttle body from the intake manifold.

NOTE:

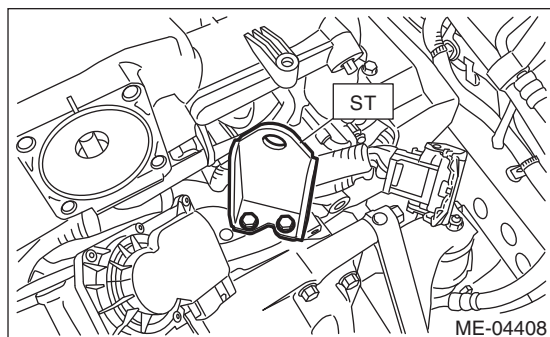
Do not disconnect the inlet and outlet hoses of engine coolant.

31) Attach the ST.

ST 18360AA020 HANGER

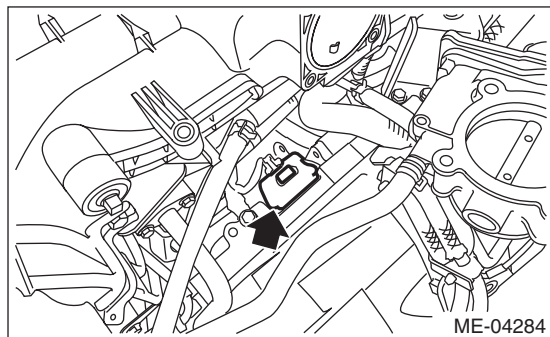
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



32) Separate the torque converter clutch from drive plate.

(1) Remove the service hole plug.



(2) Rotate the crank pulley to align the drive plate to the service hole, and remove four bolts.

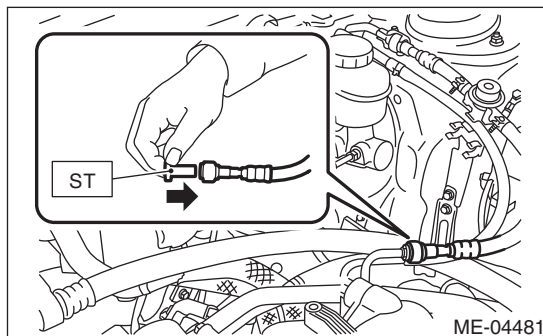
33) Disconnect the fuel delivery hose and evaporation hose.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

(1) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the quick connector of the fuel delivery hose.

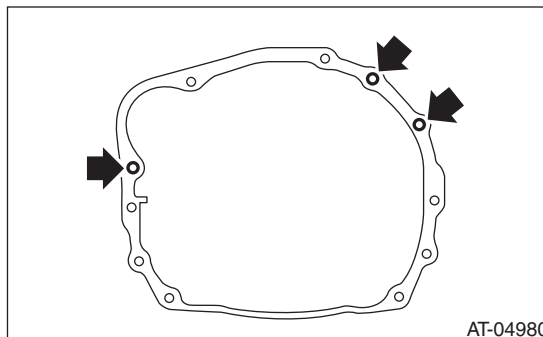
ST 42099AE000 QUICK CONNECTOR RELEASE



(2) Remove the clip and disconnect the evaporation hose.

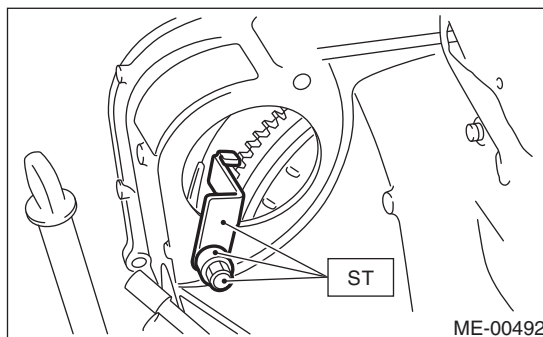
34) Disconnect the A/C pressure hoses from A/C compressor. <Ref. to AC-65, REMOVAL, Hose and Pipe.>

35) Remove the connecting bolts (upper side) between engine and transmission.



36) Set the ST to torque converter clutch case.

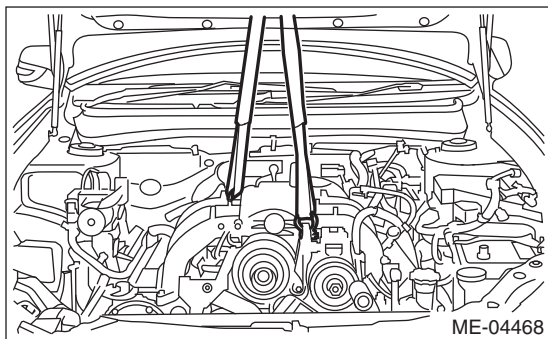
ST 498277200 STOPPER SET



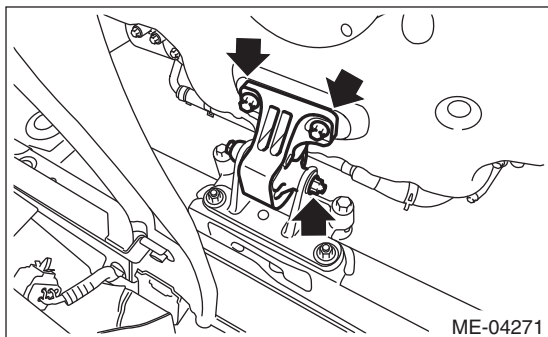
Engine Assembly

MECHANICAL

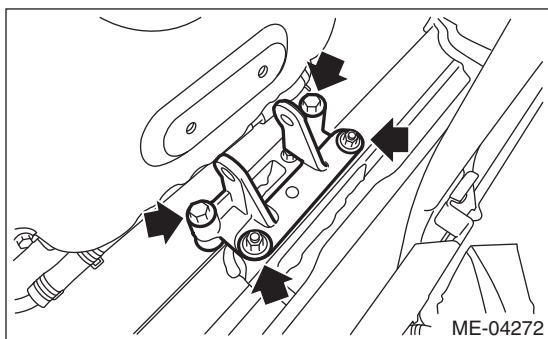
37) Support the engine with a lifting device and wire ropes.



38) Remove the front mount.



39) Remove the front mounting bracket from the cradle.



40) Remove the engine from the engine compartment.

- (1) Operate the lifter to set the engine horizontally.
- (2) Move the engine towards the front of the vehicle to disconnect it from the torque converter clutch case.
- (3) Operate the lifter to take out the engine from the engine compartment.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

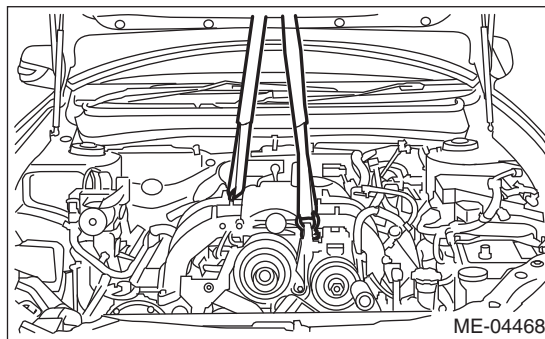
B: INSTALLATION

1) Install the engine to the vehicle.

- (1) Operate the lifter to place the engine in the engine compartment.
- (2) Operate the lifter to set the engine horizontally.
- (3) Move the engine towards the rear of the vehicle to connect it to the torque converter clutch case.

NOTE:

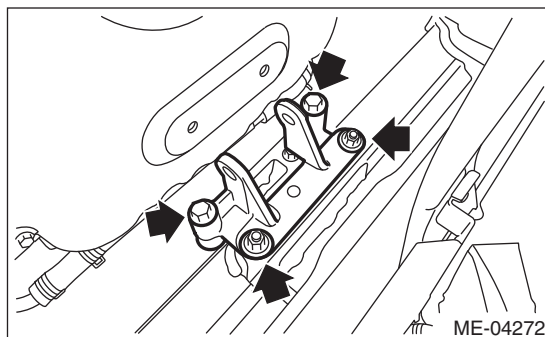
Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.



2) Install front mounting bracket to the cradle.

Tightening torque:

60 N·m (6.1 kgf-m, 44.3 ft-lb)

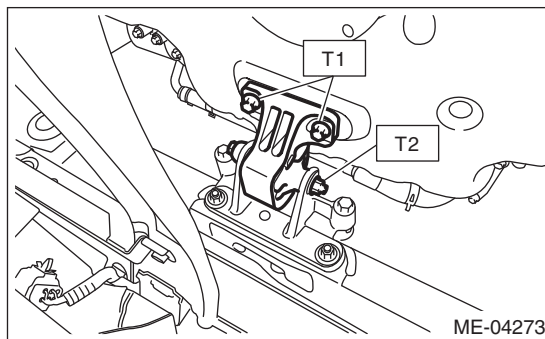


3) Install the front mount.

Tightening torque:

T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)

T2: 45 N·m (4.6 kgf-m, 33.2 ft-lb)



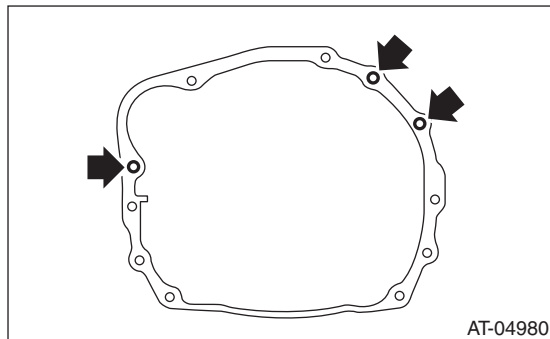
4) Install the connecting bolts (upper side) between engine and transmission.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)

NOTE:

Make sure there are no gaps in the mating surfaces between engine and transmission. If there are gaps, loosen the connecting bolts, and adjust the position while retightening the bolts.



- 5) Remove the lifting device and wire ropes.
- 6) Remove the ST from torque converter clutch case.

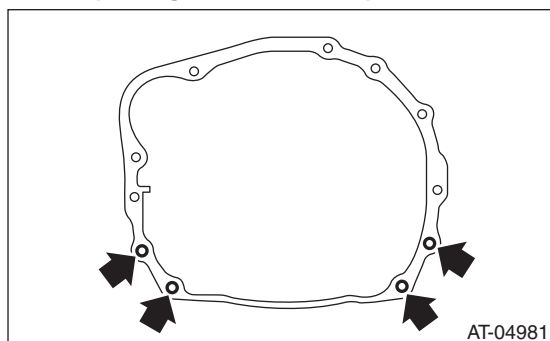
NOTE:

Be careful not to drop the ST into the torque converter clutch case when removing the ST.

- 7) Install the radiator. <Ref. to CO(H6DO)-18, INSTALLATION, Radiator.>
- 8) Install the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-22, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, INSTALLATION, Radiator Sub Fan and Fan Motor.>
- 9) Lift up the vehicle.
- 10) Attach the connecting bolts and nuts (lower side) between the engine and transmission.

Tightening torque:

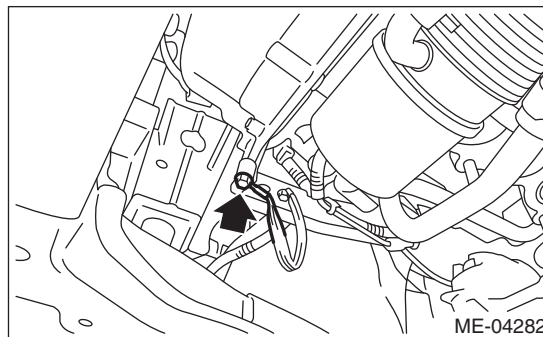
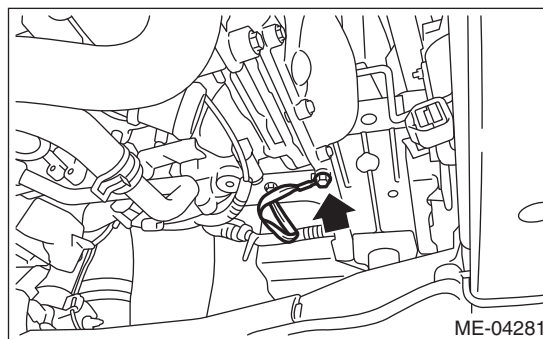
50 N·m (5.1 kgf-m, 36.9 ft-lb)



- 11) Install the ground cable to the underside of chain cover.

Tightening torque:

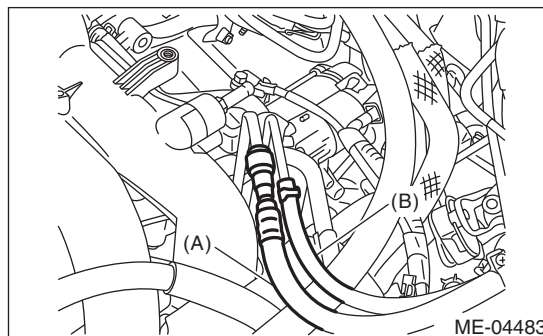
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



- 12) Install the front exhaust pipe. <Ref. to EX(H6DO)-6, INSTALLATION, Front Exhaust Pipe.>
- 13) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 14) Lower the vehicle.
- 15) Install the A/C pressure hoses to A/C compressor. <Ref. to AC-65, INSTALLATION, Hose and Pipe.>
- 16) Connect the fuel delivery hose (A) and evaporation hose (B).

NOTE:

If fuel hoses or clamps are damaged, replace them with new parts.



- 17) Connect the torque converter clutch to the drive plate.

- (1) Rotate the crank pulley to align the drive plate to the service hole, and tighten four bolts.

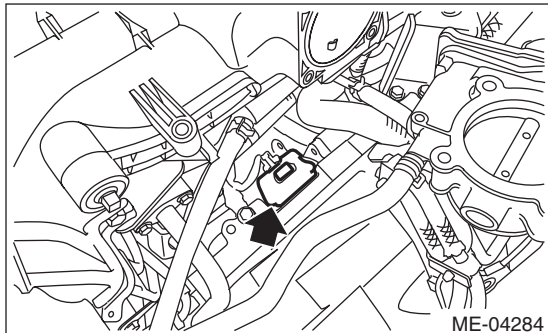
Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

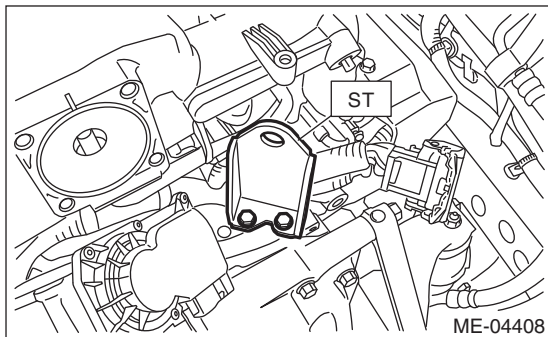
Engine Assembly

MECHANICAL

(2) Install the service hole plug.



18) Remove the ST.



19) Install the throttle body to intake manifold.

NOTE:

Use a new gasket.

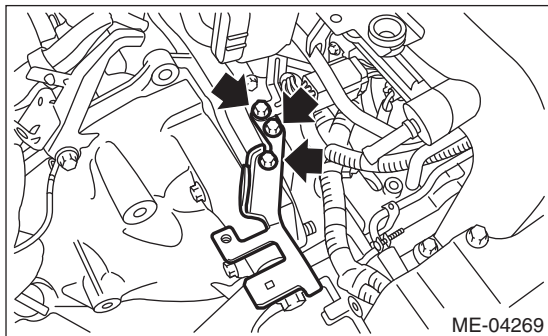
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

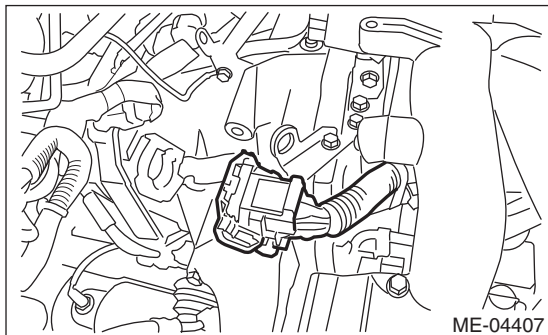
20) Install the engine hanger bracket.

Tightening torque:

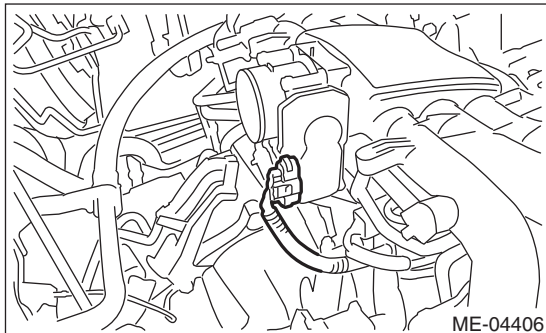
19 N·m (1.9 kgf-m, 14.0 ft-lb)



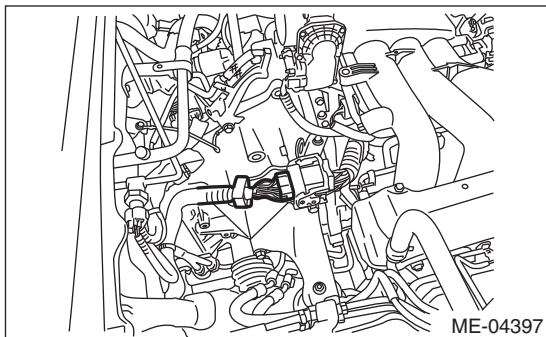
21) Install the engine harness connector to the engine hanger bracket.



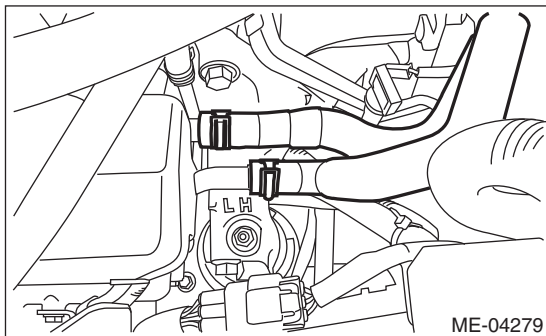
22) Connect the connector to the throttle body.



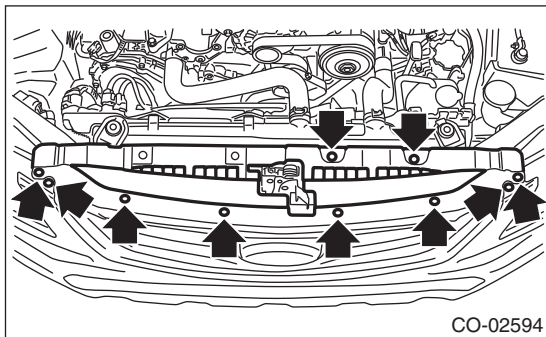
23) Connect the engine harness.



24) Install the heater inlet hose and heater outlet hose.

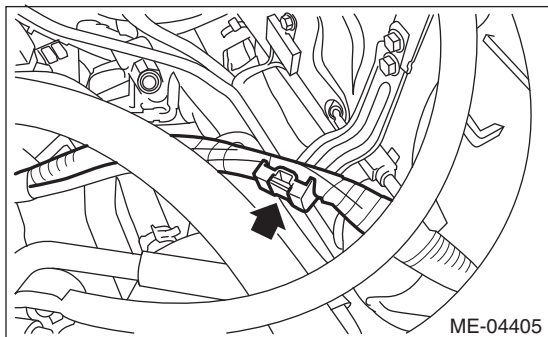


25) Attach the grille bracket.

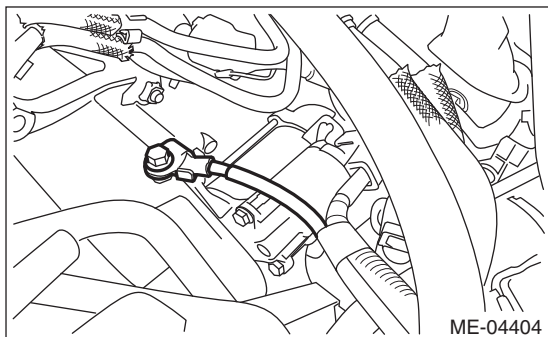


26) Install the starter. <Ref. to SC(H4SO)-9, INSTALLATION, Starter.>

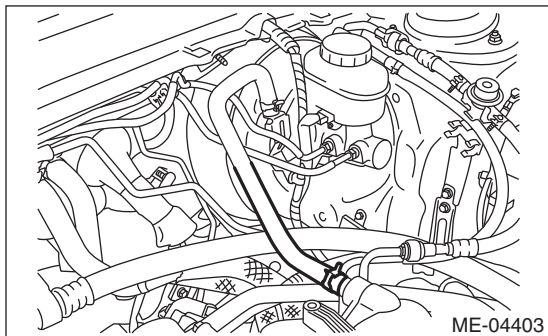
27) Install the starter harness and engine ground to the bracket.



28) Install the engine ground.



29) Install the brake booster vacuum hose.



30) Install the power steering pump together with the bracket.

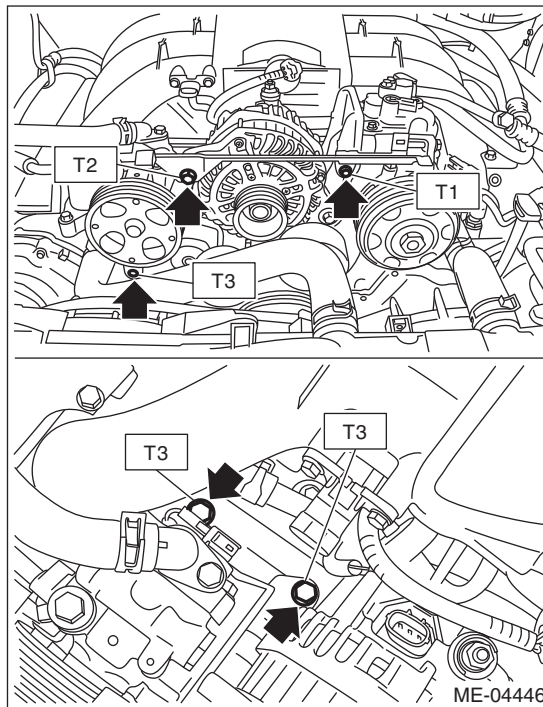
- (1) Install the power steering pump and power steering pump bracket to the cylinder block.
- (2) Install the collector cover bracket and power steering pump bracket.

Tightening torque:

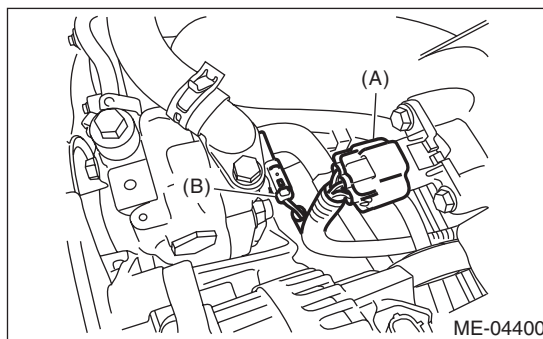
T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)

T3: 33 N·m (3.4 kgf-m, 24.3 ft-lb)



(3) Connect the manifold absolute pressure sensor connector (A) and power steering pump connector (B).



31) Connect the following connectors.

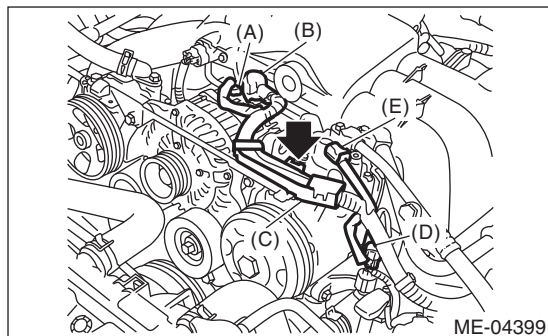
- (1) Generator connector
- (2) Generator terminal B

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

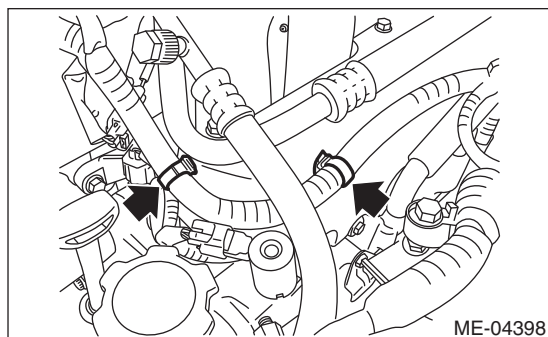
- (3) Install the harness cover to the collector cover bracket.
- (4) A/C compressor solenoid connector

(5) Flow sensor connector

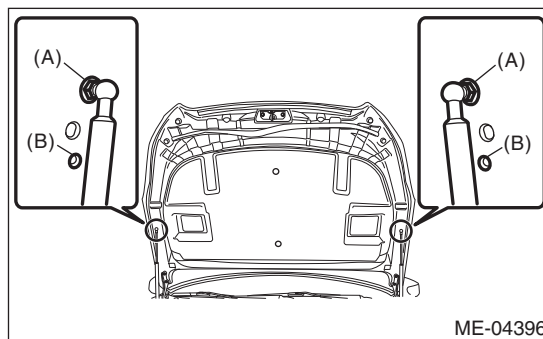


- (A) Generator connector
- (B) Generator terminal B
- (C) Install the harness cover to the collector cover bracket.
- (D) A/C compressor solenoid connector
- (E) Flow sensor connector

(6) Install with the securing clips to the two locations on the fuel pipe protector (LH).



Tightening torque:
20 N·m (2.0 kgf-m, 14.8 ft-lb)



C: INSPECTION

- 1) Check that the pipes, hoses, connectors and clips are securely connected.
- 2) Check that the engine coolant is up to specified level.
- 3) Check that the ATF is up to specified level.
- 4) Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

32) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

33) Install the air intake duct, air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.> <Ref. to IN(H6DO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H6DO)-7, INSTALLATION, Air Intake Boot.>

34) Connect the ground cable to battery.

35) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

36) Charge the A/C system with refrigerant. <Ref. to AC-19, PROCEDURE, Refrigerant Charging Procedure.>

37) Check the ATF level and replenish it if necessary. <Ref. to 5AT-28, INSPECTION, Automatic Transmission Fluid.>

38) Install the collector cover.

39) Change the front hood damper bolt mounting position from (B) to (A), and completely close the front hood.

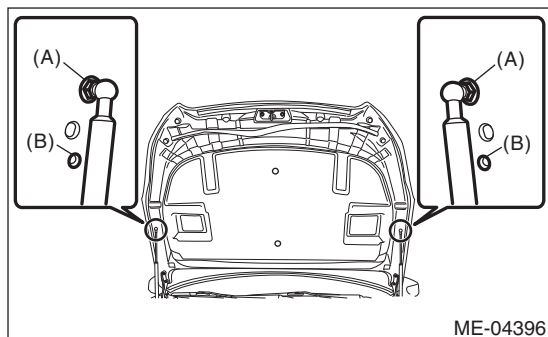
10.Engine Mounting

A: REMOVAL

1) Change the front hood damper bolt mounting position from (A) to (B), and completely open the front hood.

Tightening torque:

20 N·m (2.0 kgf-m, 14.8 ft-lb)

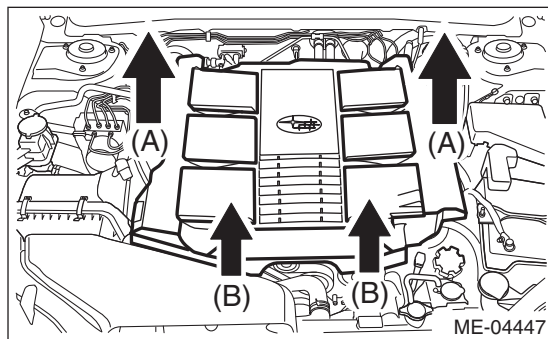


2) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.

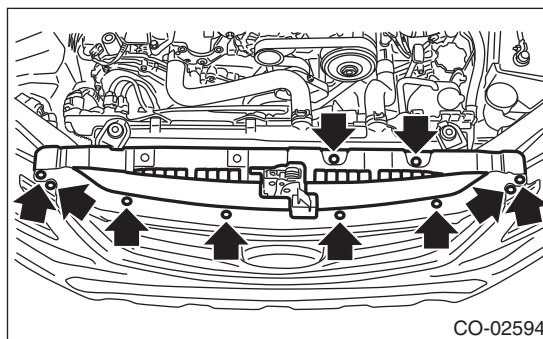


3) Remove the air intake duct, air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.> <Ref. to IN(H6DO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>

4) Remove the grille bracket.

NOTE:

Remove ten clips when removing the grille bracket.



5) Lift up the vehicle.

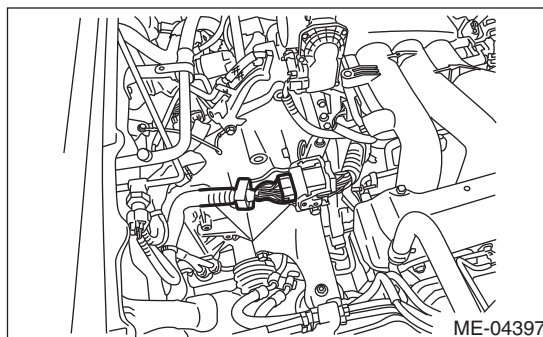
6) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>

7) Drain engine coolant completely. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

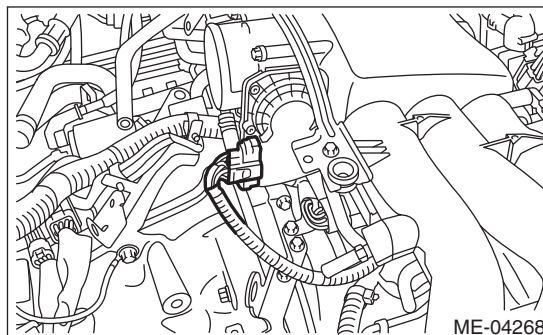
8) Lower the vehicle.

9) Remove the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-21, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, REMOVAL, Radiator Sub Fan and Fan Motor.>

10) Disconnect the engine harness.



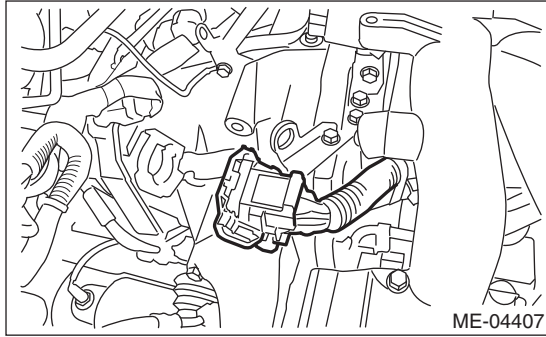
11) Disconnect the connector from the throttle body.



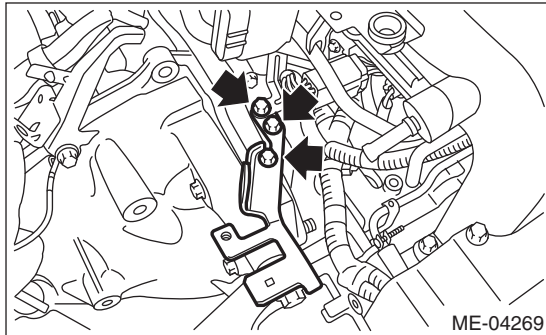
Engine Mounting

MECHANICAL

- 12) Remove the engine harness connector from the engine hanger bracket.



- 13) Remove the engine hanger bracket.



- 14) Remove the throttle body from the intake manifold.

NOTE:

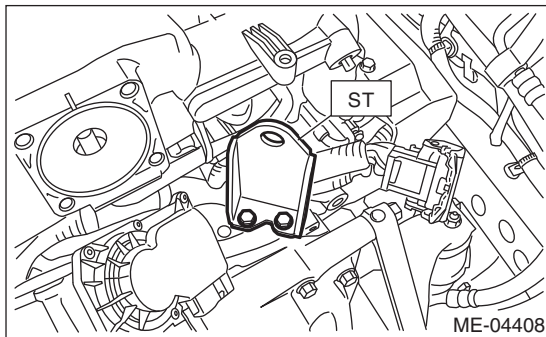
Do not disconnect the inlet and outlet hoses of engine coolant.

- 15) Attach the ST.

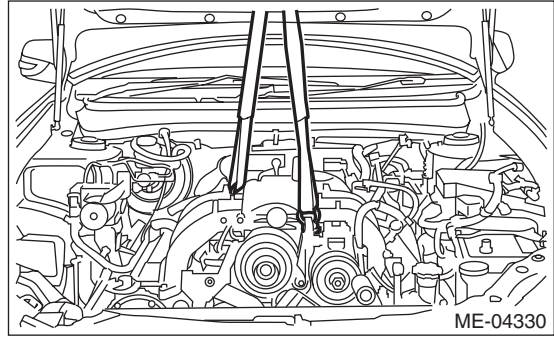
ST 18360AA020 HANGER

Tightening torque:

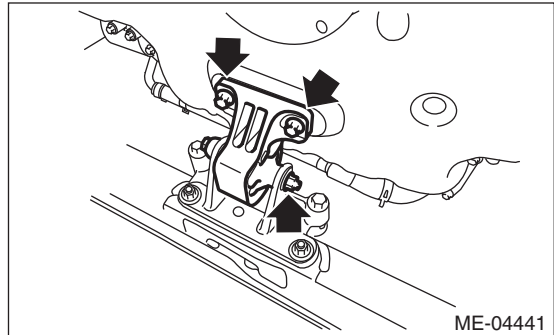
19 N·m (1.9 kgf-m, 14.0 ft-lb)



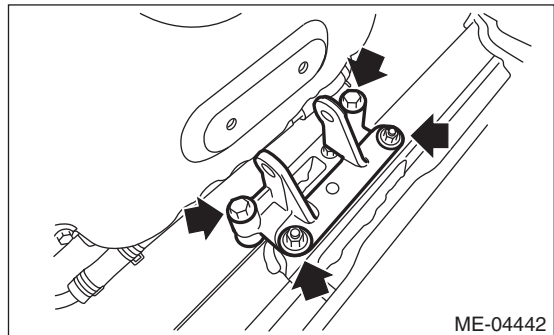
- 16) Support the engine with a lifting device and wire ropes.



- 17) Remove the front mount.



- 18) Remove the front mounting bracket from the cradle.

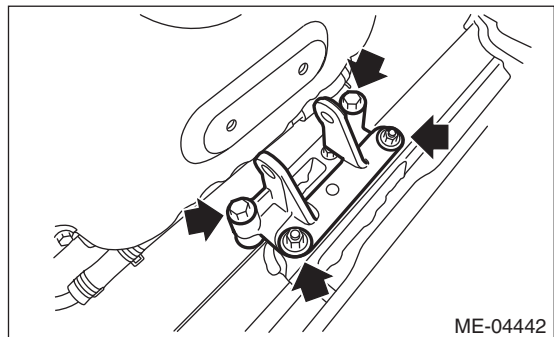


B: INSTALLATION

- 1) Install front mounting bracket to the cradle.

Tightening torque:

60 N·m (6.1 kgf-m, 44.3 ft-lb)

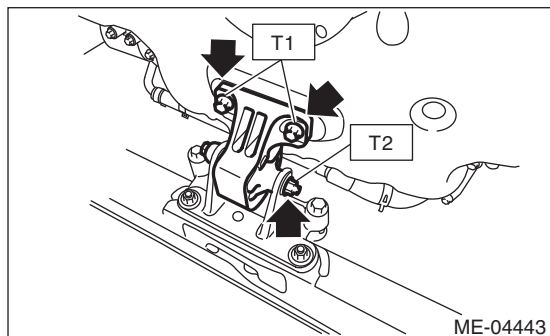


- 2) Install the front mount.

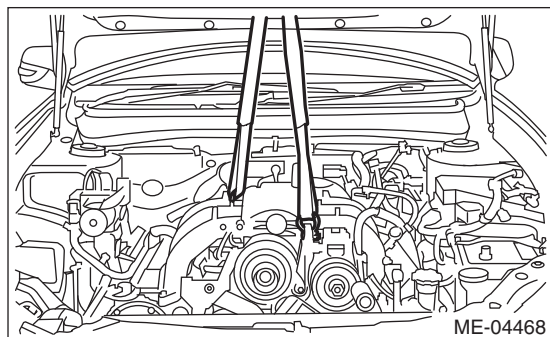
Tightening torque:

T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)

T2: 45 N·m (4.6 kgf-m, 33.2 ft-lb)



3) Remove the lifting device and wire ropes.



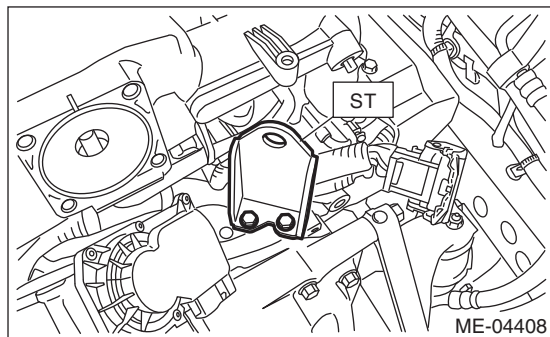
4) Install the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-22, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, INSTALLATION, Radiator Sub Fan and Fan Motor.>

5) Lift up the vehicle.

6) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

7) Lower the vehicle.

8) Remove the ST.



9) Install the throttle body to intake manifold.

NOTE:

Use a new gasket.

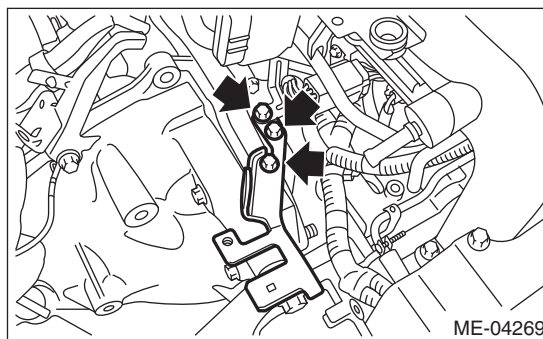
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

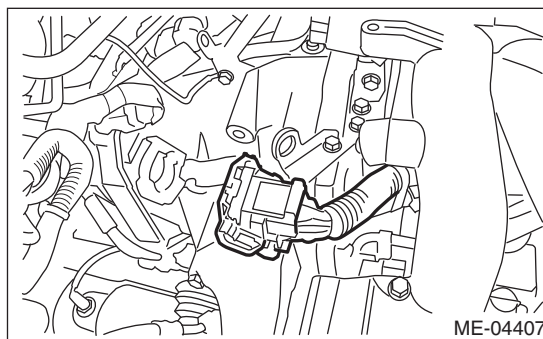
10) Install the engine hanger bracket.

Tightening torque:

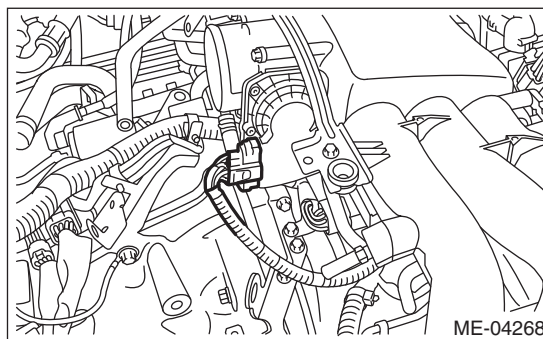
19 N·m (1.9 kgf-m, 14.0 ft-lb)



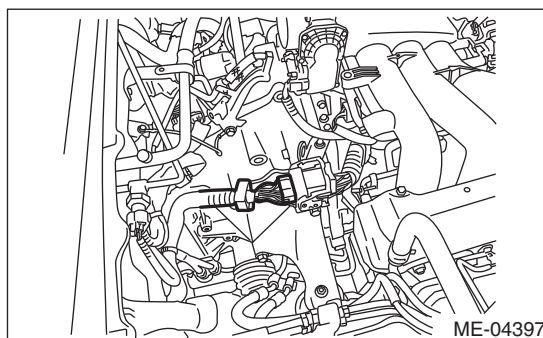
11) Install the engine harness connector to the engine hanger bracket.



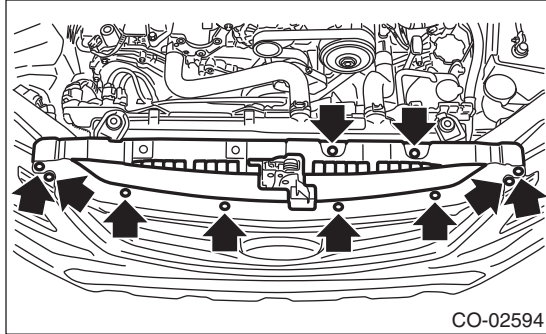
12) Connect the connector to the throttle body.



13) Connect the engine harness.



14) Attach the grille bracket.



15) Install the air intake duct, air cleaner case and air intake boot assembly. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.> <Ref. to IN(H6DO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H6DO)-7, INSTALLATION, Air Intake Boot.>

16) Connect the ground cable to battery.

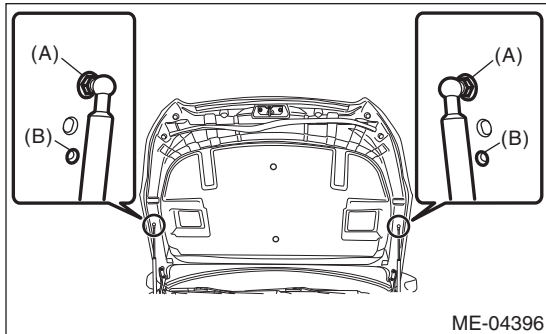
17) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

18) Install the collector cover.

19) Change the front hood damper bolt mounting position from (B) to (A), and completely close the front hood.

Tightening torque:

20 N·m (2.0 kgf-m, 14.8 ft-lb)



C: INSPECTION

Check that the front mount and front mount bracket have no deformation, cracks and other damages.

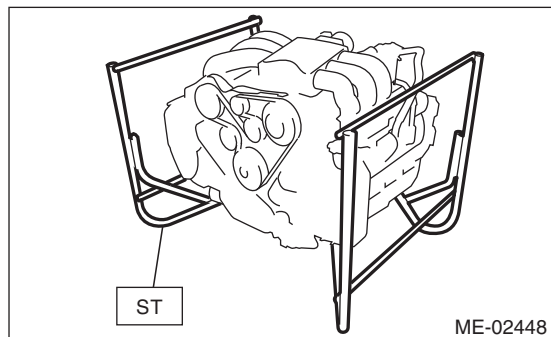
11. Preparation for Overhaul

A: REMOVAL

1) Remove the engine assembly from the body.
<Ref. to ME(H6DO)-34, REMOVAL, Engine Assembly.>

2) Set the engine on ST.

ST 18232AA000 ENGINE STAND



3) Before servicing overhaul, remove the sensor, pipe and hose that installed to engine.

(1) Remove the intake manifold. <Ref. to FU(H6DO)-21, REMOVAL, Intake Manifold.>

(2) Remove the generator. <Ref. to SC(H4SO)-18, REMOVAL, Generator.>

(3) Remove the A/C compressor. <Ref. to AC-47, REMOVAL, Compressor.>

(4) Disconnect the water pipe and hose.

(5) Disconnect the engine harness.

(6) Remove the spark plug. <Ref. to IG(H6DO)-4, REMOVAL, Spark Plug.>

(7) Remove the camshaft position sensor. <Ref. to FU(H6DO)-32, REMOVAL, Camshaft Position Sensor.>

(8) Remove the crankshaft position sensor. <Ref. to FU(H6DO)-30, REMOVAL, Crankshaft Position Sensor.>

(9) Remove the knock sensor. <Ref. to FU(H6DO)-34, REMOVAL, Knock Sensor.>

(10) Remove the engine coolant temperature sensor. <Ref. to FU(H6DO)-28, REMOVAL, Engine Coolant Temperature Sensor.>

(11) Remove the oil temperature sensor. <Ref. to FU(H6DO)-45, REMOVAL, Oil Temperature Sensor.>

(12) Remove the oil flow control solenoid valve. <Ref. to FU(H6DO)-43, REMOVAL, Oil Flow Control Solenoid Valve.>

(13) Remove the oil pressure switch. <Ref. to LU(H6DO)-14, REMOVAL, Oil Pressure Switch.>

(14) Remove the oil filter. <Ref. to LU(H6DO)-15, REMOVAL, Engine Oil Filter.>

(15) Remove the oil cooler. <Ref. to LU(H6DO)-16, REMOVAL, Oil Cooler.>

12.V-belt

A: REMOVAL

NOTE:

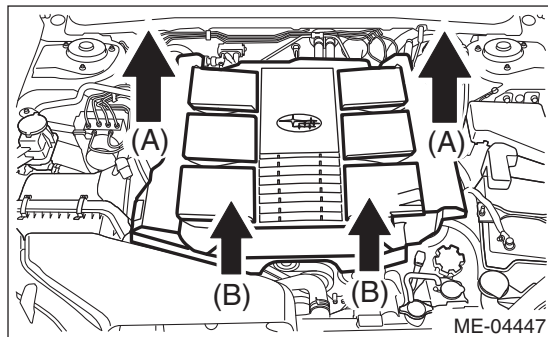
When replacing the single part, perform the work with the engine installed to body.

1) Remove the collector cover.

NOTE:

Follow these procedures for removal of the collector cover.

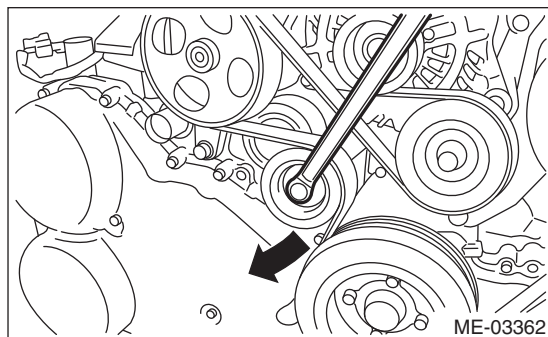
- (1) Lift up the rear side holding two positions (A).
- (2) Lift up the front side holding two positions (B) while moving it in the forward direction of the vehicle.



2) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>

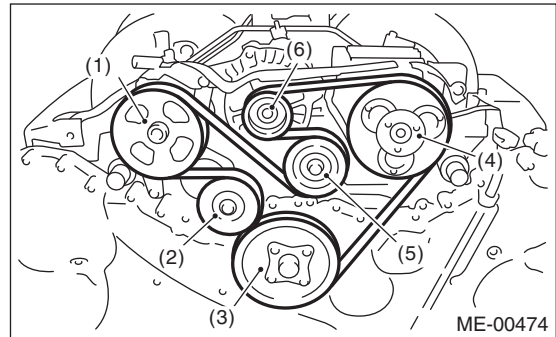
3) Install the tool to the pulley bolt of the belt tension adjuster assembly.

4) Rotate the tool clockwise and loosen the V-belt to remove.



B: INSTALLATION

Install in the reverse order of removal.

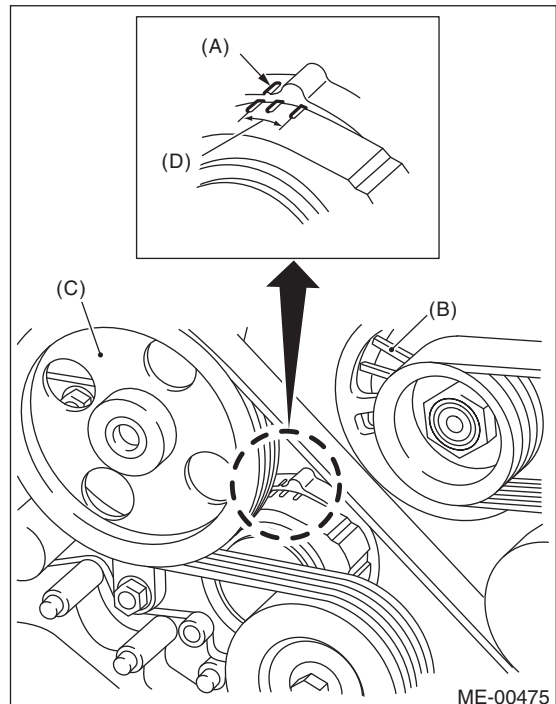


- (1) Power steering oil pump pulley
- (2) Belt tension adjuster ASSY
- (3) Crank pulley
- (4) A/C compressor pulley
- (5) Belt idler
- (6) Generator

C: INSPECTION

1) Replace the V-belt, if cracks, fraying or wear is found.

2) Make sure that the V-belt automatic belt tension indicator (A) is within the range (D).



- (A) Indicator
- (B) Generator
- (C) Power steering oil pump pulley
- (D) Service limit

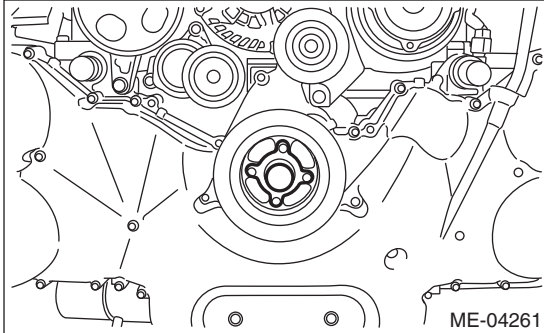
13.Crank Pulley

A: REMOVAL

NOTE:

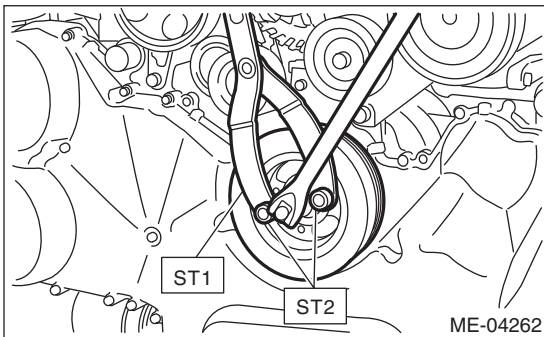
When replacing the single part, perform the work with the engine installed to body.

- 1) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 2) Remove the crank pulley cover.



- 3) Use the ST to lock the crank pulley, and remove the crank pulley bolt.

ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PULLEY WRENCH PIN SET



- 4) Remove the crank pulley.

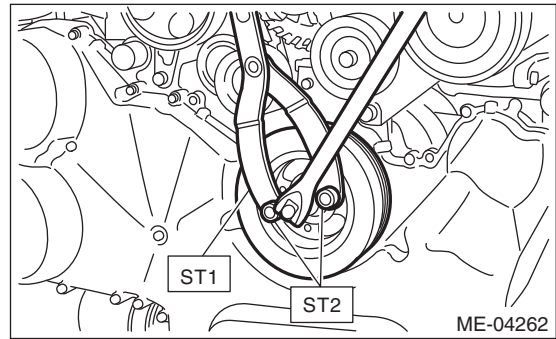
B: INSTALLATION

- 1) Clean the crankshaft thread using compressed air.
- 2) Install the crank pulley.
- 3) Apply engine oil to the crank pulley bolt seat and thread.
- 4) Use the ST to lock the crank pulley, and tighten the crank pulley bolt.

ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PULLEY WRENCH PIN SET

Tightening torque:

195 N·m (19.9 kgf-m, 143.8 ft-lb)



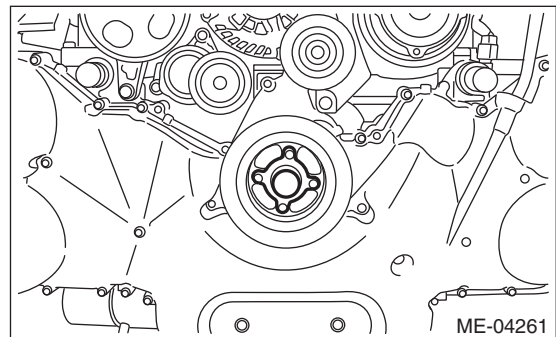
- 5) Install the O-ring, and install the crank pulley cover.

NOTE:

Use new O-rings.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 6) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

C: INSPECTION

- 1) Check for oil leaks in the crank pulley cover.
- 2) Check the crank pulley for looseness.

14.Chain Cover

A: REMOVAL

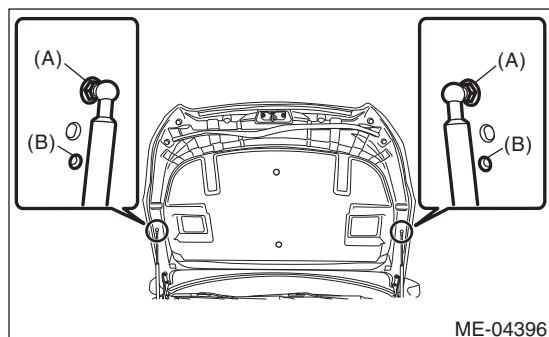
NOTE:

When replacing the single part, perform the work with the engine installed to body.

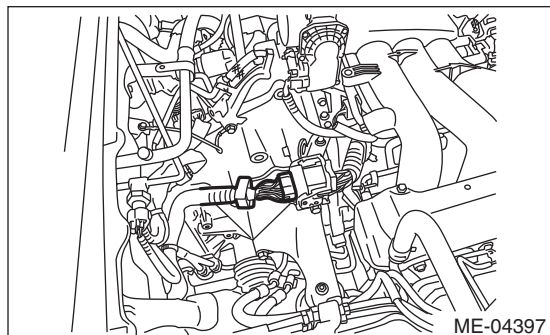
- 1) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Drain engine coolant. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 5) Remove the front exhaust pipe. <Ref. to EX(H6DO)-5, REMOVAL, Front Exhaust Pipe.>
- 6) Lower the vehicle.
- 7) Change the bolt mounting position from (A) to (B), and completely open the front hood.

Tightening torque:

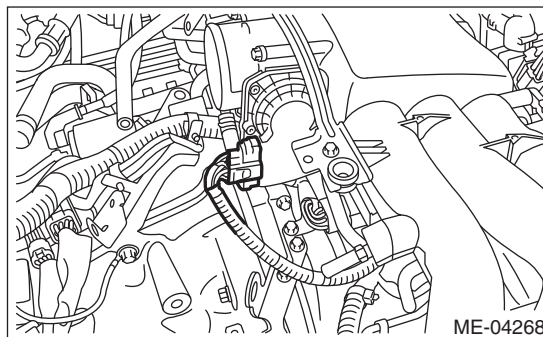
20 N·m (2.0 kgf-m, 14.8 ft-lb)



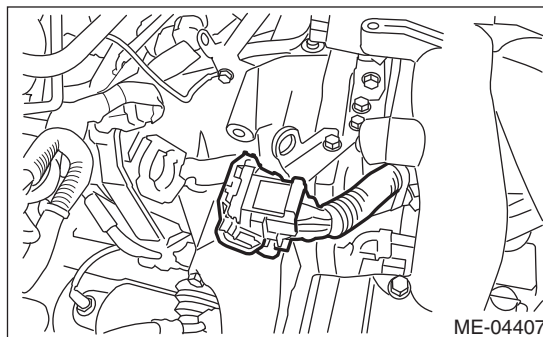
- 8) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>
- 9) Remove the air intake boot assembly. <Ref. to IN(H6DO)-7, REMOVAL, Air Intake Boot.>
- 10) Disconnect the engine harness connector.



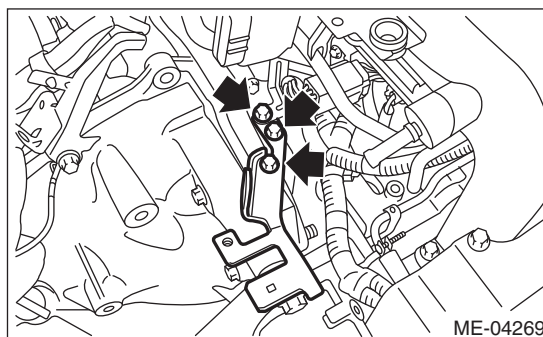
- 11) Disconnect the connector from the throttle body.



- 12) Remove the engine harness connector from the engine hanger bracket.



- 13) Remove the engine hanger bracket.



- 14) Remove the throttle body from the intake manifold.

NOTE:

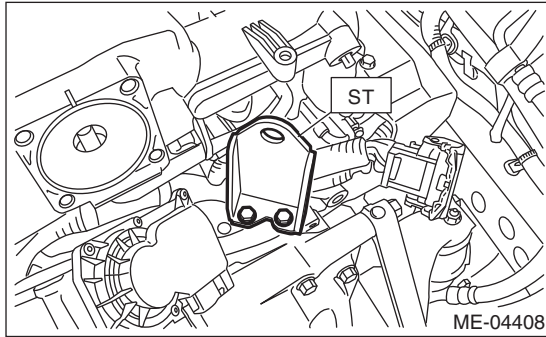
Do not disconnect the inlet and outlet hoses of engine coolant.

- 15) Attach the ST.

ST 18360AA020 HANGER

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



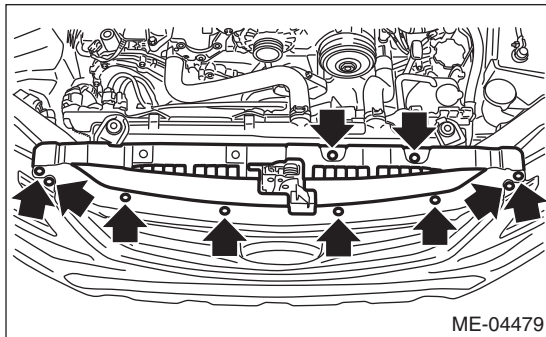
16) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>

17) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>

18) Remove the grille bracket.

NOTE:

Remove ten clips when removing the grille bracket.



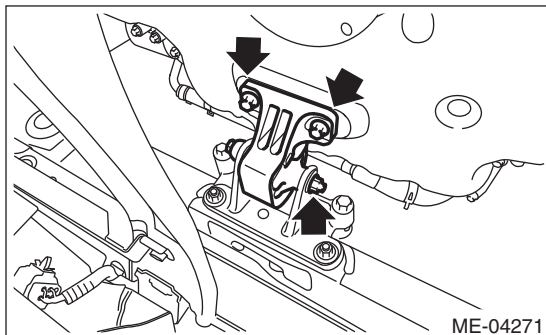
19) Remove the reservoir tank. <Ref. to CO(H6DO)-25, REMOVAL, Reservoir Tank.>

20) Remove the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-21, REMOVAL, Radiator Main Fan and Fan Motor.>

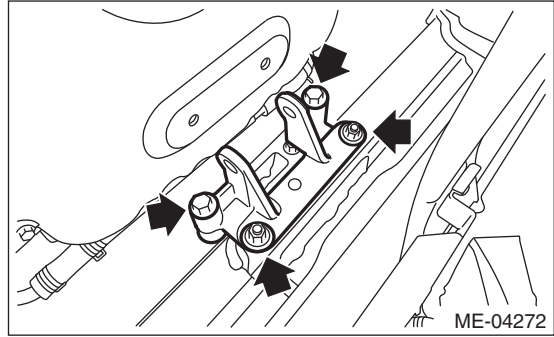
21) Remove the radiator. <Ref. to CO(H6DO)-17, REMOVAL, Radiator.>

22) Support the engine with a lifting device and wire ropes.

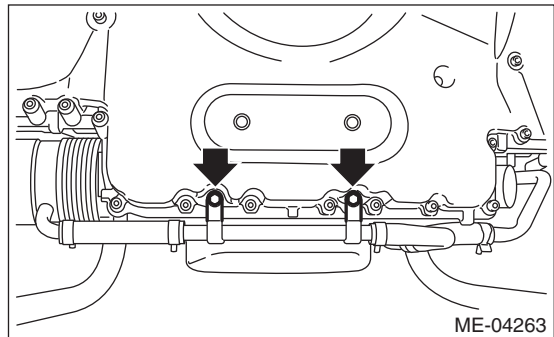
23) Remove the front mount from the chain cover.



24) Remove the front mounting bracket from the cradle.



25) Remove the oil cooler pipe from the chain cover.



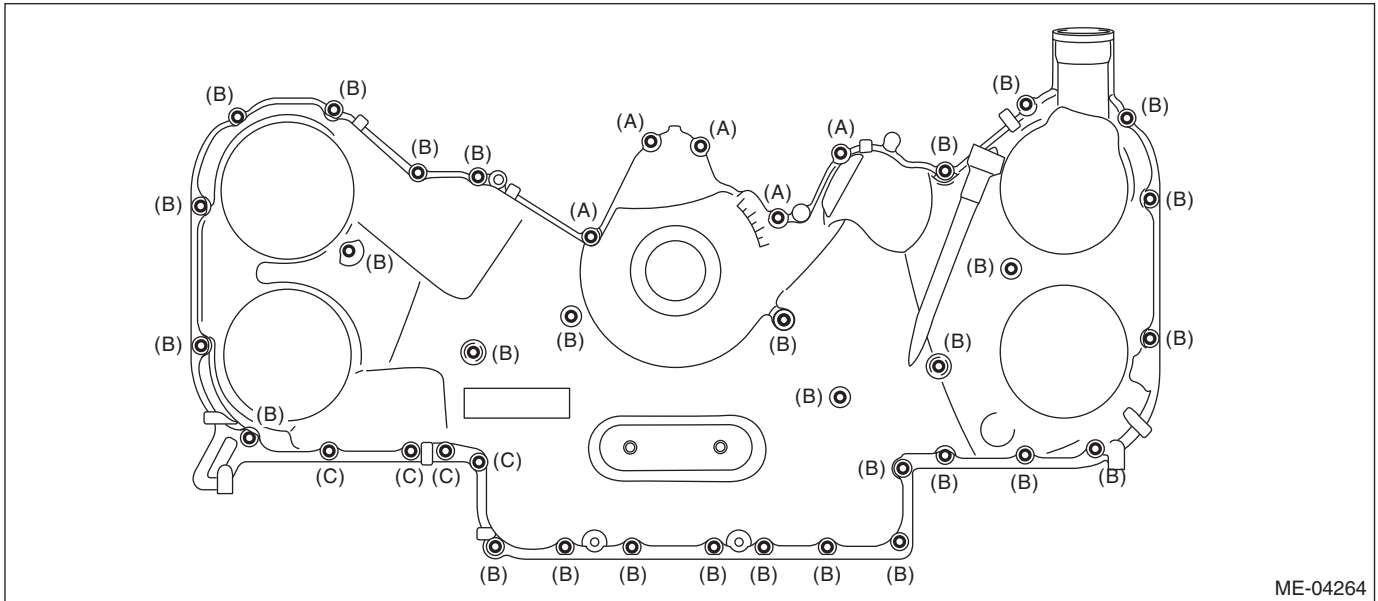
Chain Cover

MECHANICAL

26) Remove the chain cover.

NOTE:

Chain cover installation bolt has three different sizes. To prevent the confusion in installation, keep these bolts on container individually.



(A) M6 x 21

(B) M6 x 30

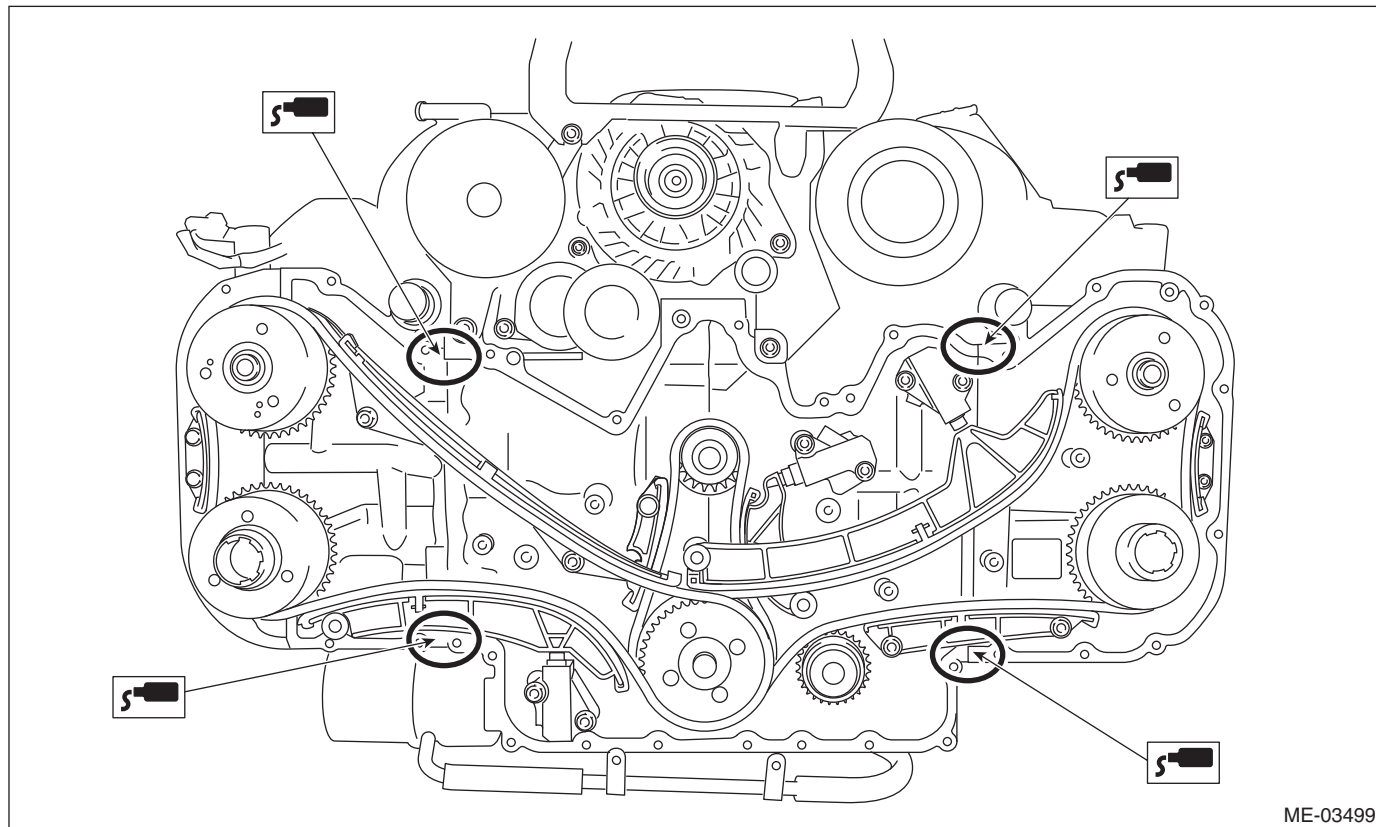
(C) M6 x 53

B: INSTALLATION

1) Apply liquid gasket to the mating surfaces of the cylinder block, cylinder head and oil pan upper as shown in the figure.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent



ME-03499

Chain Cover

MECHANICAL

2) Apply liquid gasket to the mating surface of the chain cover.

NOTE:

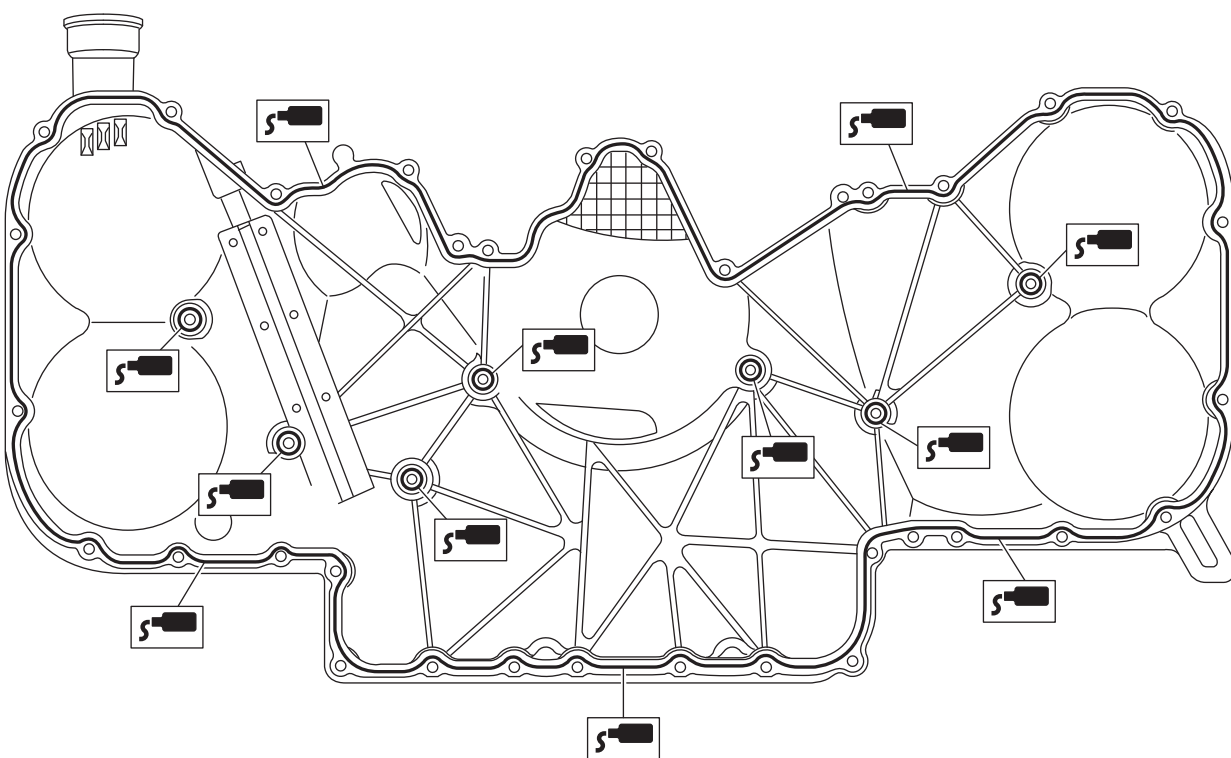
Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

3.5 ± 0.5 mm (0.138 ± 0.020 in)

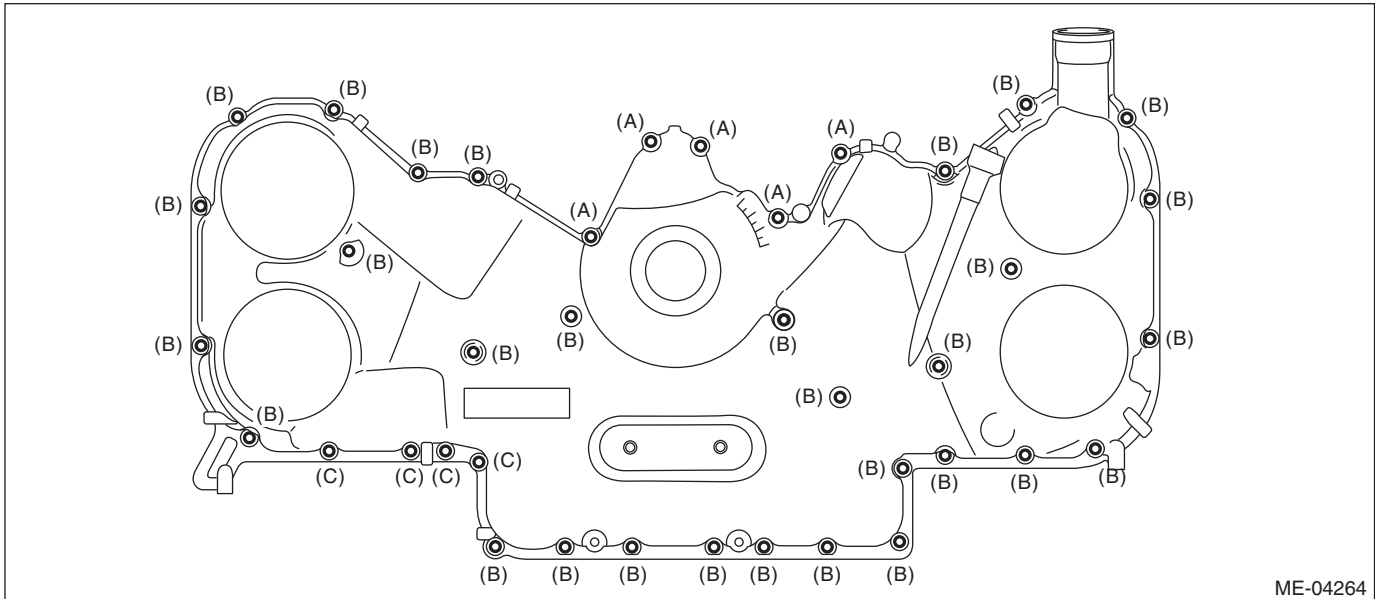


ME-03545

3) Attach the chain cover and temporarily tighten the chain cover installation bolts.

CAUTION:

Do not install the chain cover installation bolts in wrong place.



ME-04264

(A) M6 × 21

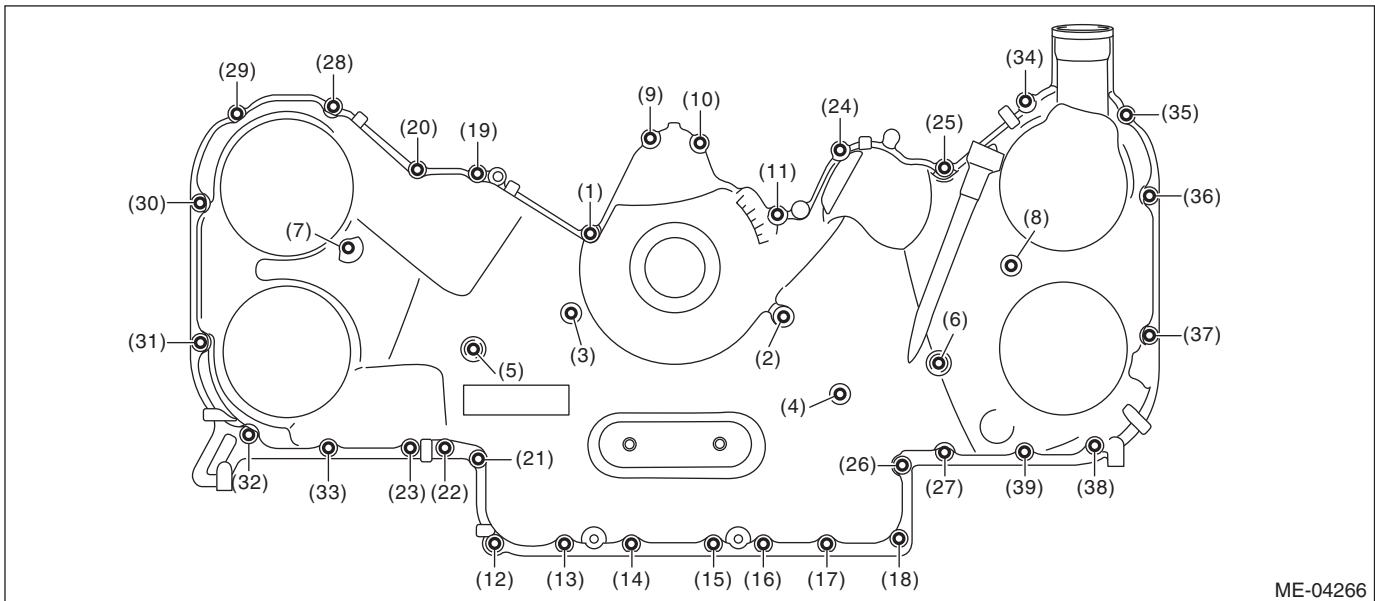
(B) M6 × 30

(C) M6 × 53

4) Tighten the chain cover installing bolts in the numerical order as shown in the figure.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)



ME-04266

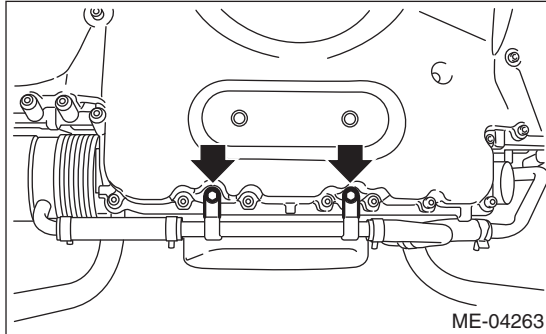
Chain Cover

MECHANICAL

5) Install the oil cooler pipe to the chain cover.

Tightening torque:

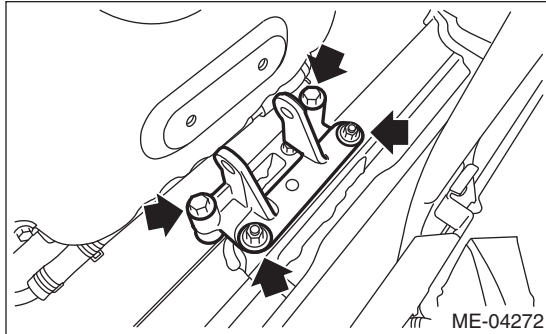
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



6) Install front mounting bracket to the cradle.

Tightening torque:

60 N·m (6.1 kgf-m, 44.3 ft-lb)

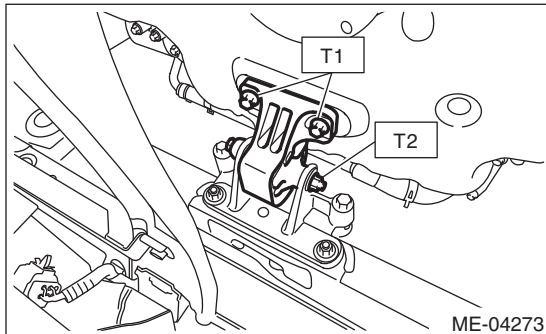


7) Install the front mount.

Tightening torque:

T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)

T2: 45 N·m (4.6 kgf-m, 33.2 ft-lb)



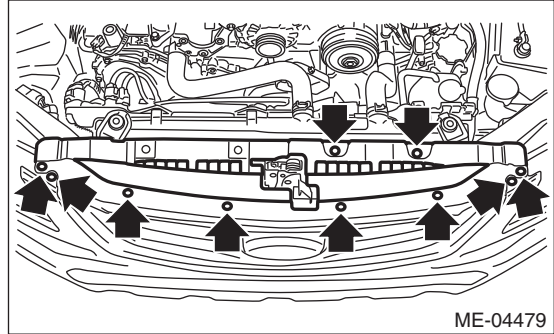
8) Remove the lifting device and wire ropes.

9) Install the radiator. <Ref. to CO(H6DO)-18, INSTALLATION, Radiator.>

10) Install the radiator main & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-22, INSTALLATION, Radiator Main Fan and Fan Motor.>

11) Install the reservoir tank. <Ref. to CO(H6DO)-25, REMOVAL, Reservoir Tank.>

12) Attach the grille bracket.



13) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>

14) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

15) Install the throttle body to intake manifold.

NOTE:

Use a new gasket.

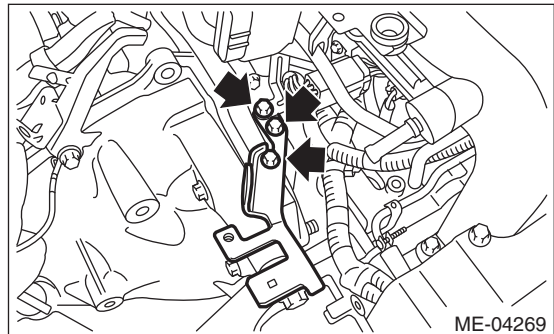
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

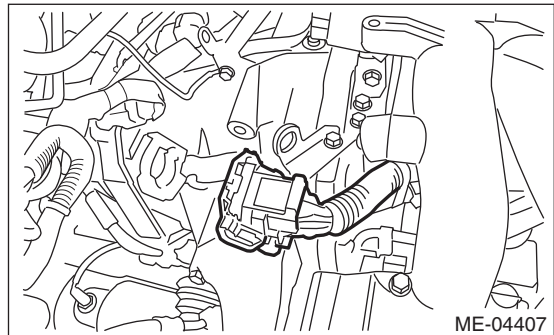
16) Remove the ST (hanger) and install the engine hanger bracket.

Tightening torque:

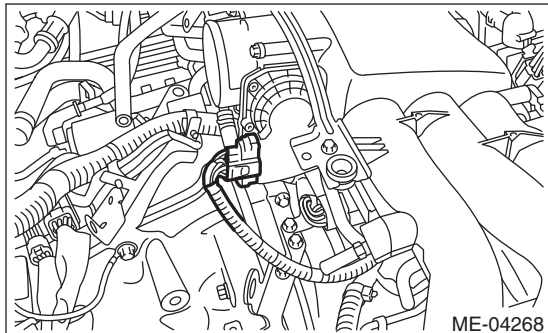
19 N·m (1.9 kgf-m, 14.0 ft-lb)



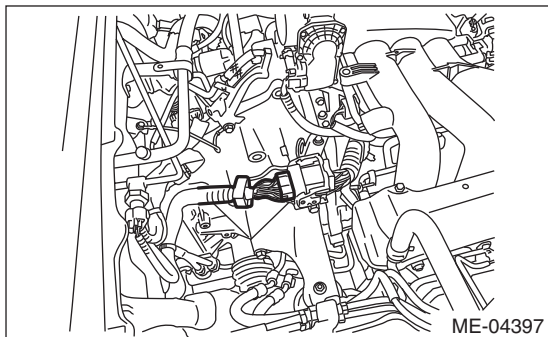
17) Install the engine harness connector to the engine hanger bracket.



- 18) Connect the connector to the throttle body.



- 19) Connect the engine harness connector.



- 20) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

- 21) Install the air intake boot assembly. <Ref. to IN(H6DO)-7, INSTALLATION, Air Intake Boot.>

- 22) Install the air intake duct. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.>

- 23) Install the front exhaust pipe. <Ref. to EX(H6DO)-6, INSTALLATION, Front Exhaust Pipe.>

- 24) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

- 25) Fill engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>

- 26) Make sure there is no oil leaks in the chain cover mating surface.

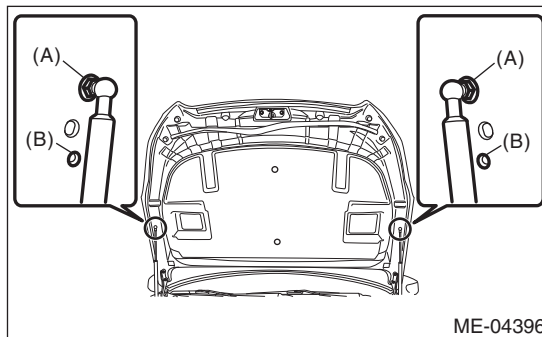
- 27) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

- 28) Install the collector cover.

- 29) Change the bolt mounting position from (B) to (A), and completely close the front hood.

Tightening torque:

20 N·m (2.0 kgf-m, 14.8 ft-lb)



C: INSPECTION

- 1) Check the chain cover surface for scratches or dents.

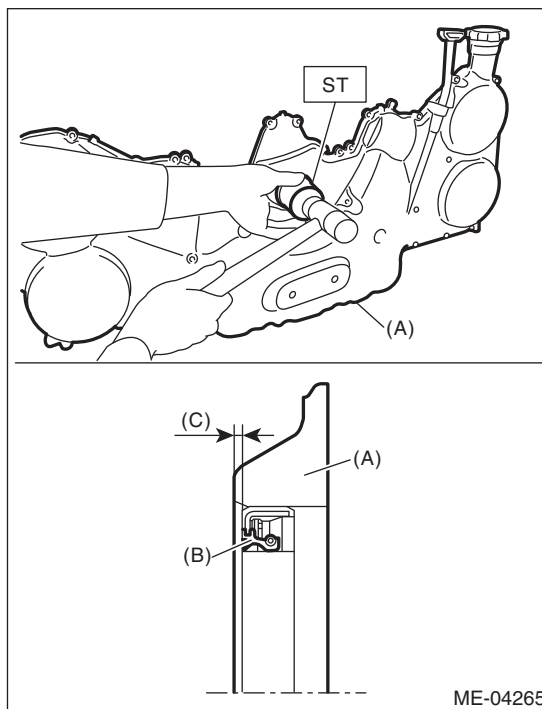
- 2) Check for oil leakage on the chain cover mating surface and installation part of crank pulley.

If there is an oil leak from the oil seal, perform replacement with a new oil seal.

ST 499585700 OIL SEAL GUIDE

Oil seal press-fit position:

Chain cover end face — Position –1 mm (–0.039 in) from the chain cover end face.



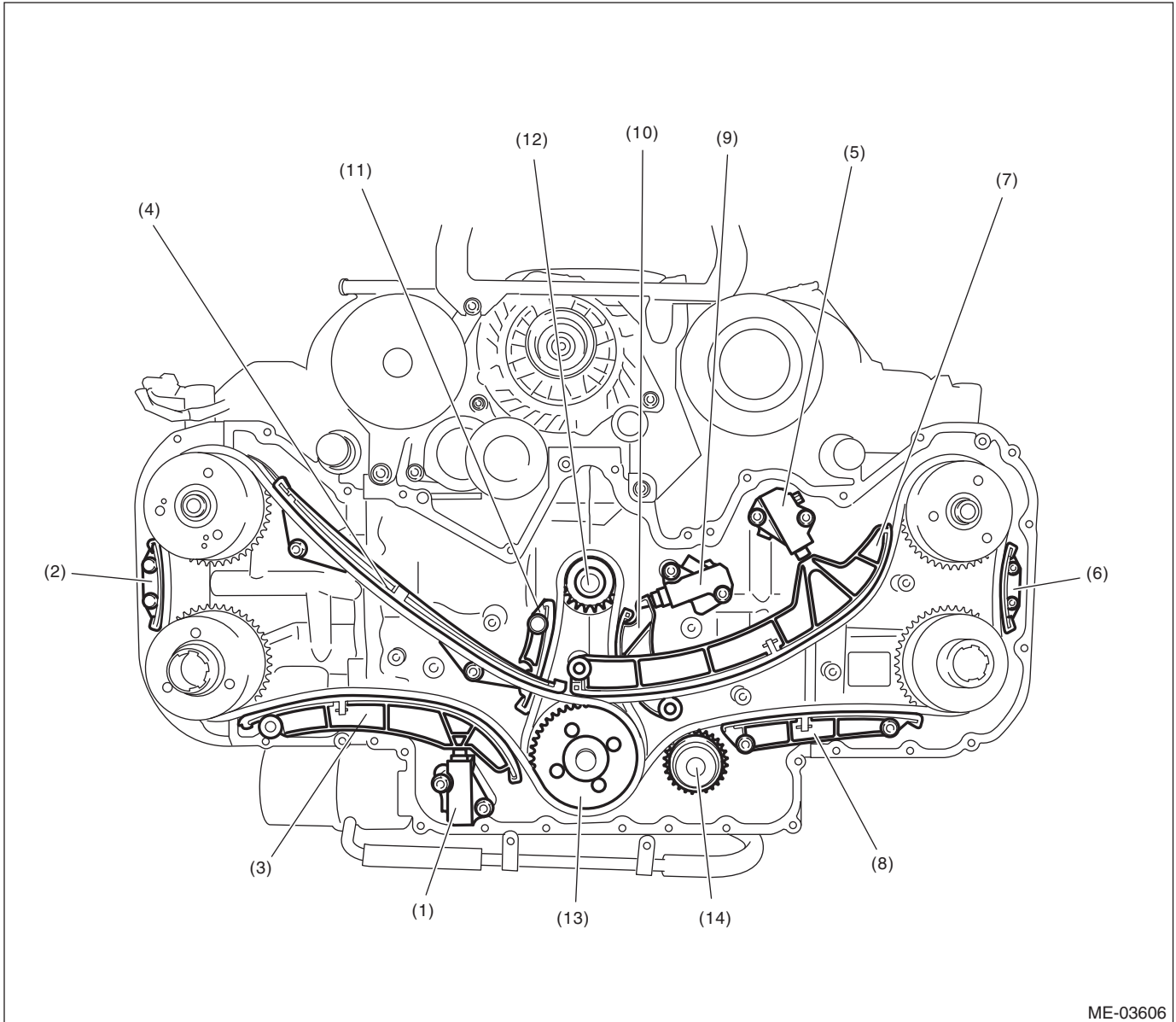
- (A) Chain cover
- (B) Oil seal
- (C) Oil seal press-fit position (chain cover edge – 1 mm (–0.039 in) position)

Timing Chain Assembly

MECHANICAL

15. Timing Chain Assembly

A: LOCATION



ME-03606

(1) Chain tensioner (RH)	(6) Chain guide (Between cams, LH)	(11) Chain guide (Main)
(2) Chain guide (Between cams, RH)	(7) Chain tensioner lever (LH)	(12) Crank sprocket
(3) Chain tensioner lever (RH)	(8) Chain guide (LH)	(13) Idler sprocket
(4) Chain guide (RH)	(9) Chain tensioner (Main)	(14) Water pump sprocket
(5) Chain tensioner (LH)	(10) Chain tensioner lever (Main)	

B: REMOVAL

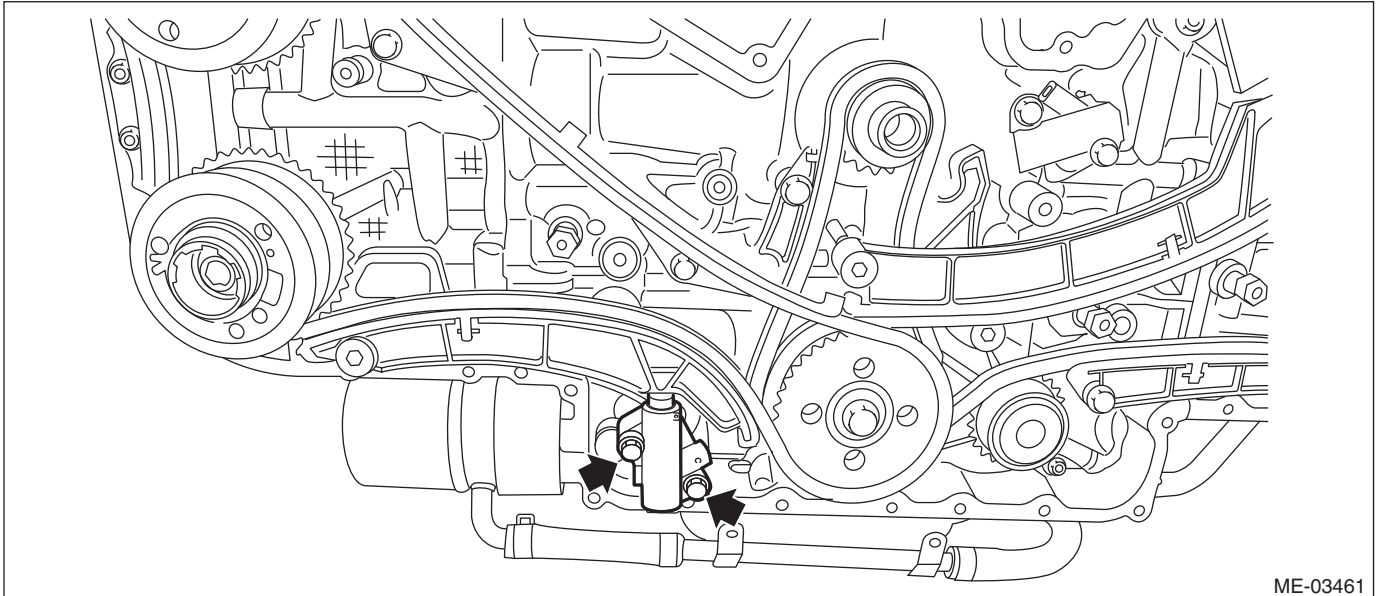
NOTE:

- When replacing the single part, perform the work with the engine installed to body.
- To avoid mixing the timing chain component parts, separate each part after their removal.

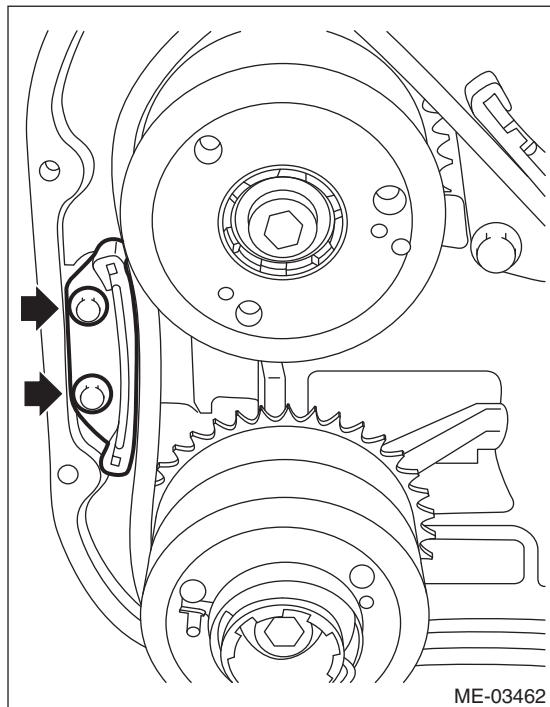
- 1) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 2) Remove the radiator. <Ref. to CO(H6DO)-17, REMOVAL, Radiator.>
- 3) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 4) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 5) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 6) Remove the chain tensioner (RH).

NOTE:

When removing chain tensioner (RH), hold the plunger by hand so that it does not come flying out.



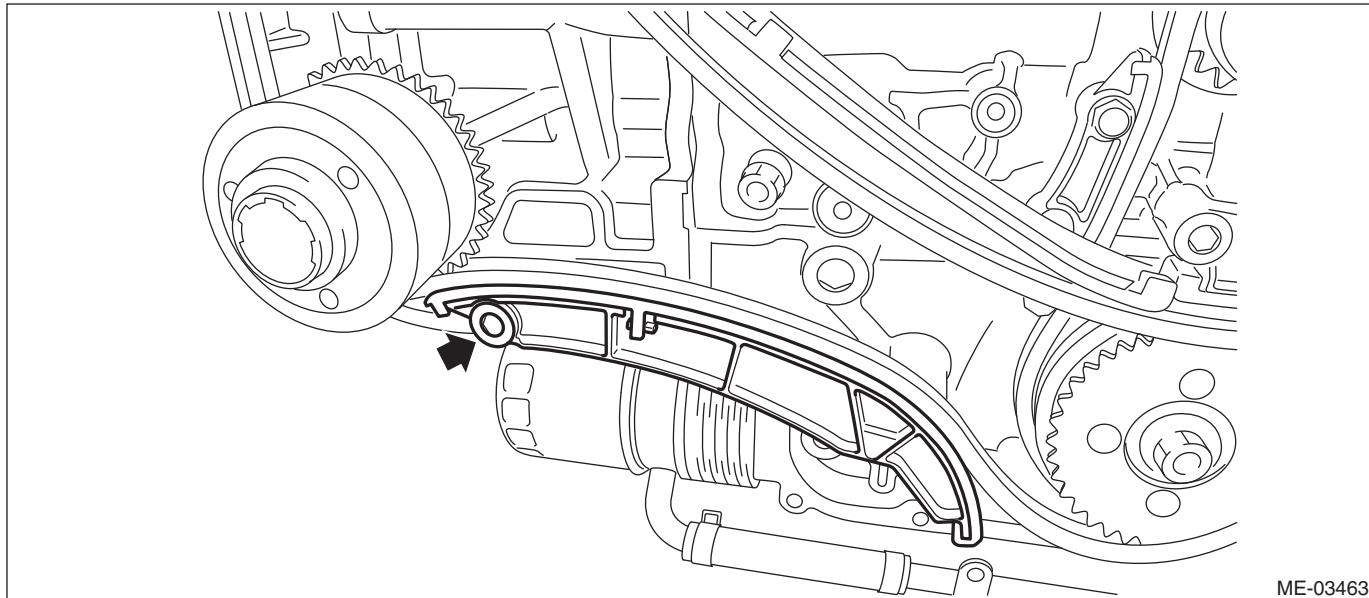
- 7) Remove the chain guide (RH: between cams).



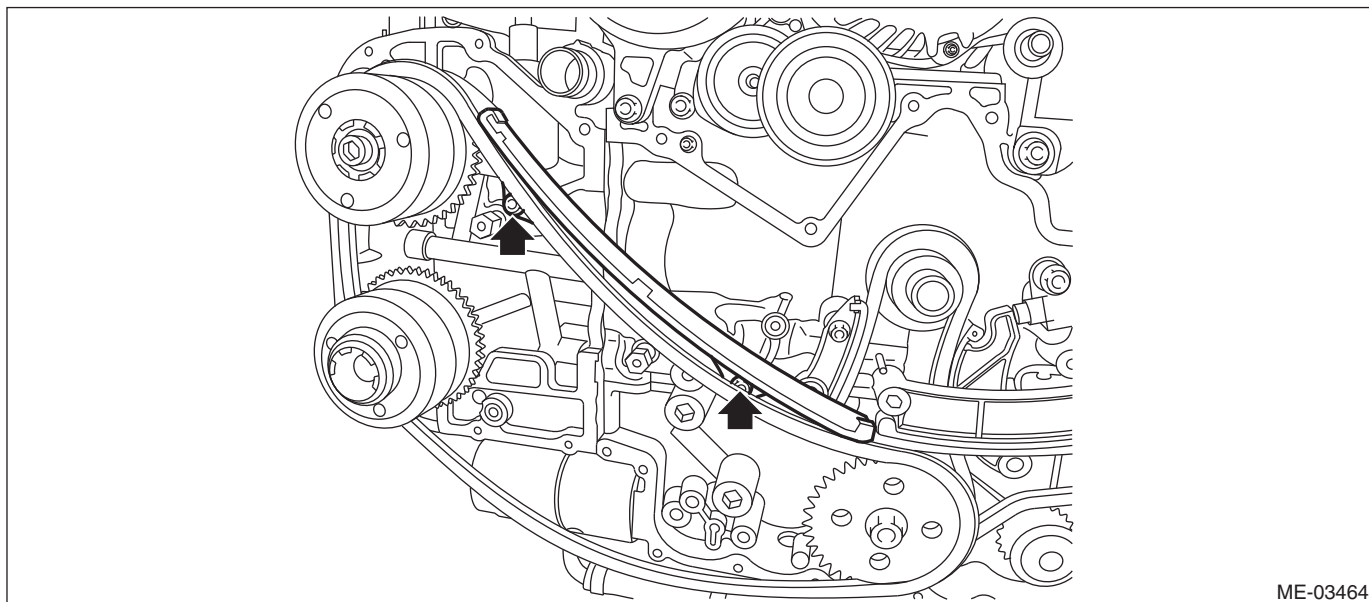
Timing Chain Assembly

MECHANICAL

8) Remove the chain tensioner lever (RH).



9) Remove the chain guide (RH).

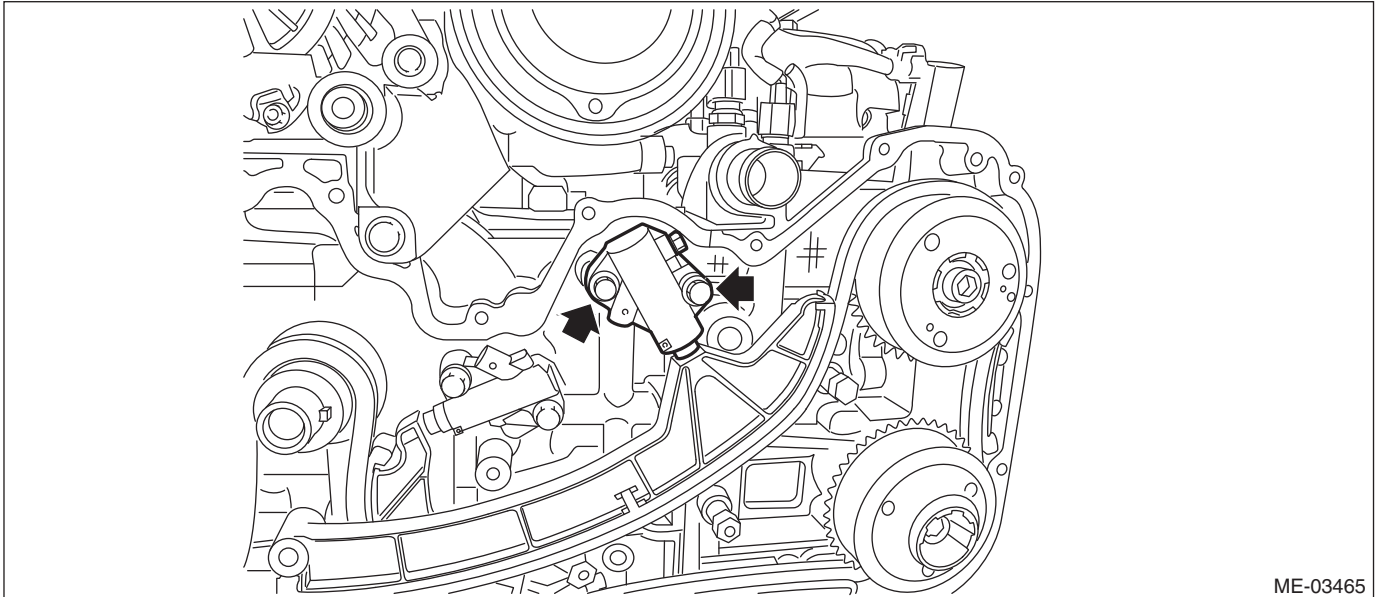


10) Remove the timing chain (RH).

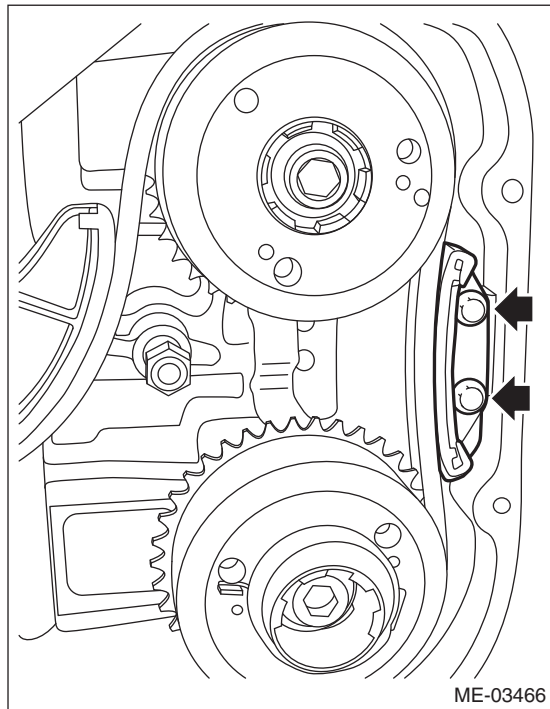
11) Remove the chain tensioner (LH).

NOTE:

When removing chain tensioner (LH), hold the plunger by hand so that it does not come flying out.



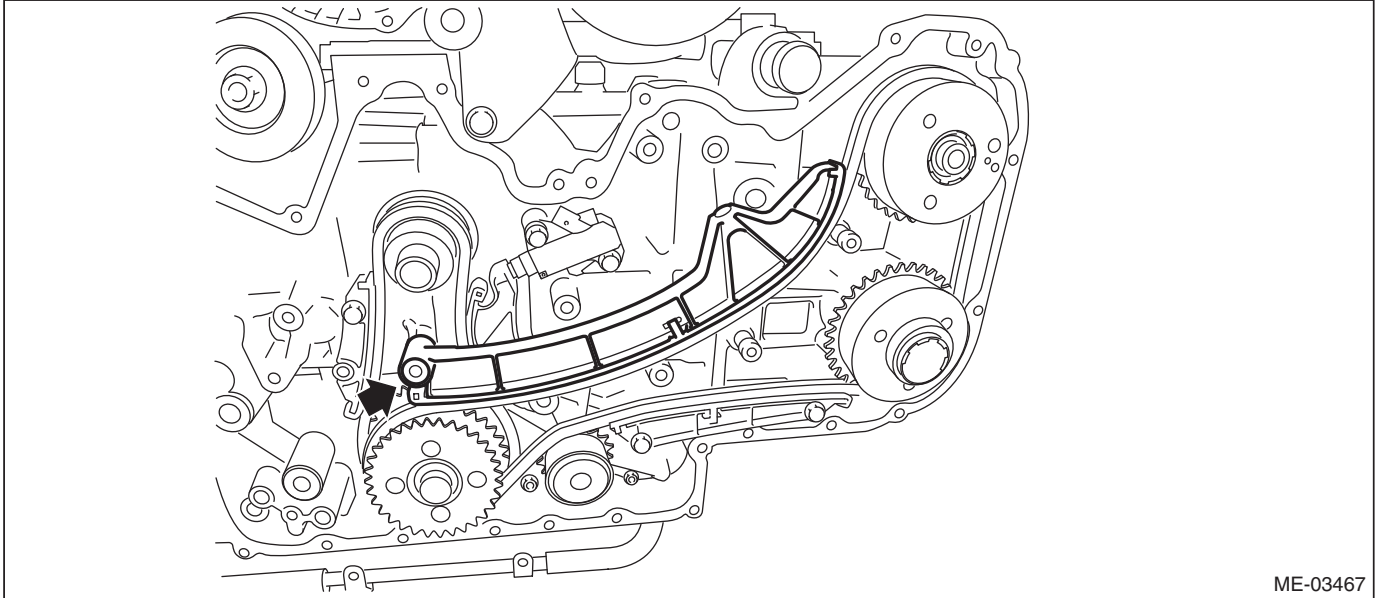
12) Remove the chain guide (LH: between cams).



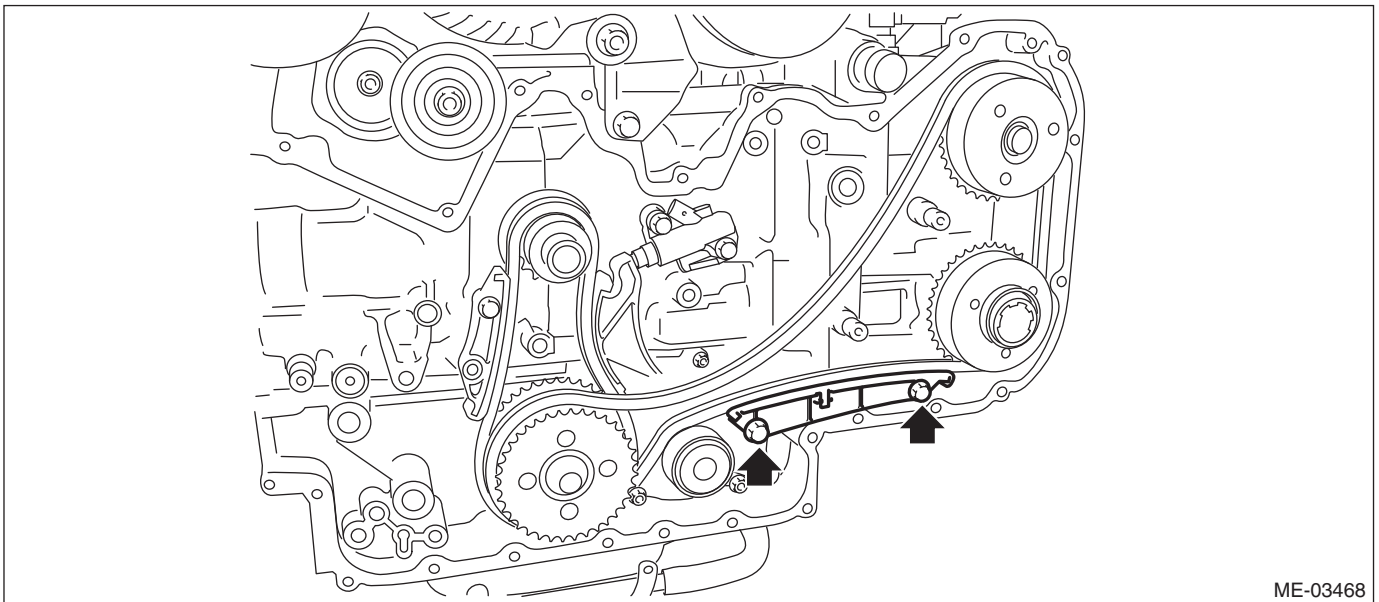
Timing Chain Assembly

MECHANICAL

13) Remove the chain tensioner lever (LH).



14) Remove the chain guide (LH).

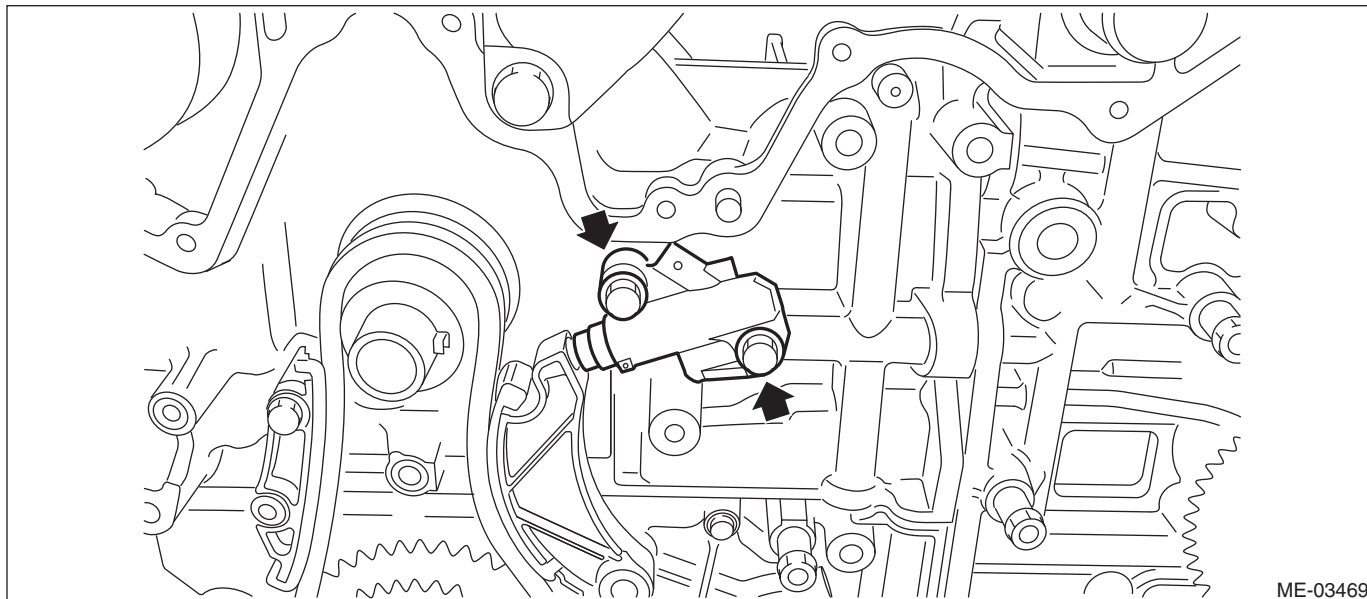


15) Remove the timing chain (LH).

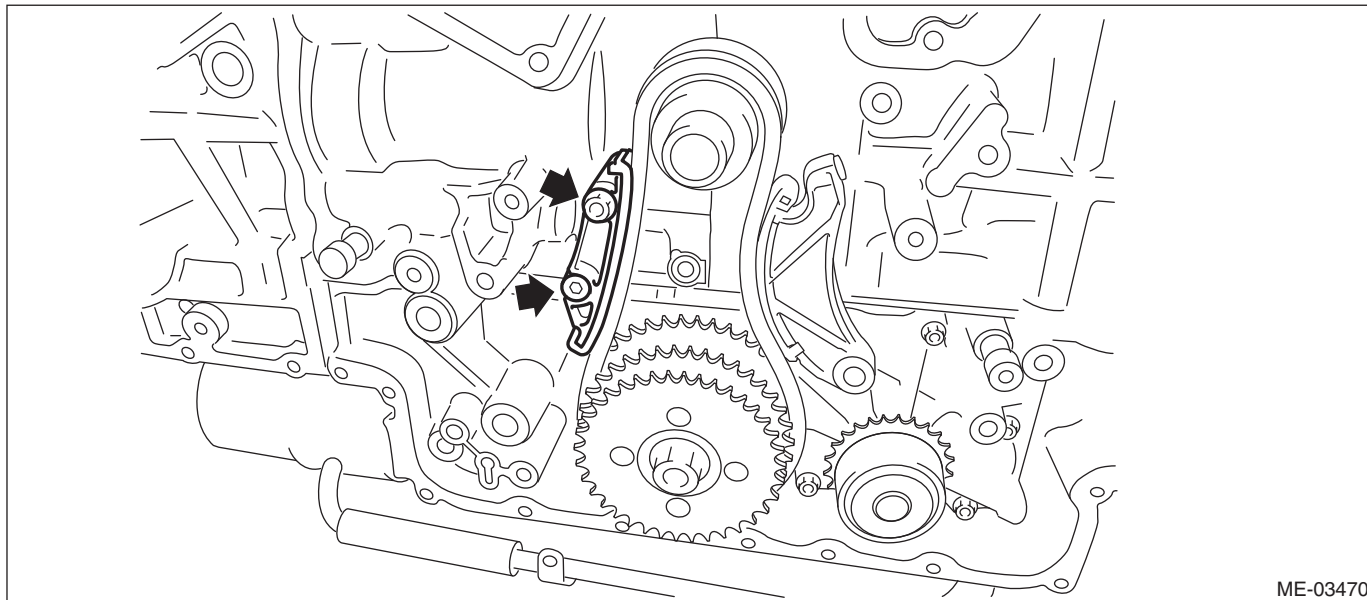
16) Remove the chain tensioner (main).

NOTE:

When removing chain tensioner (main), hold the plunger by hand so that it does not come flying out.



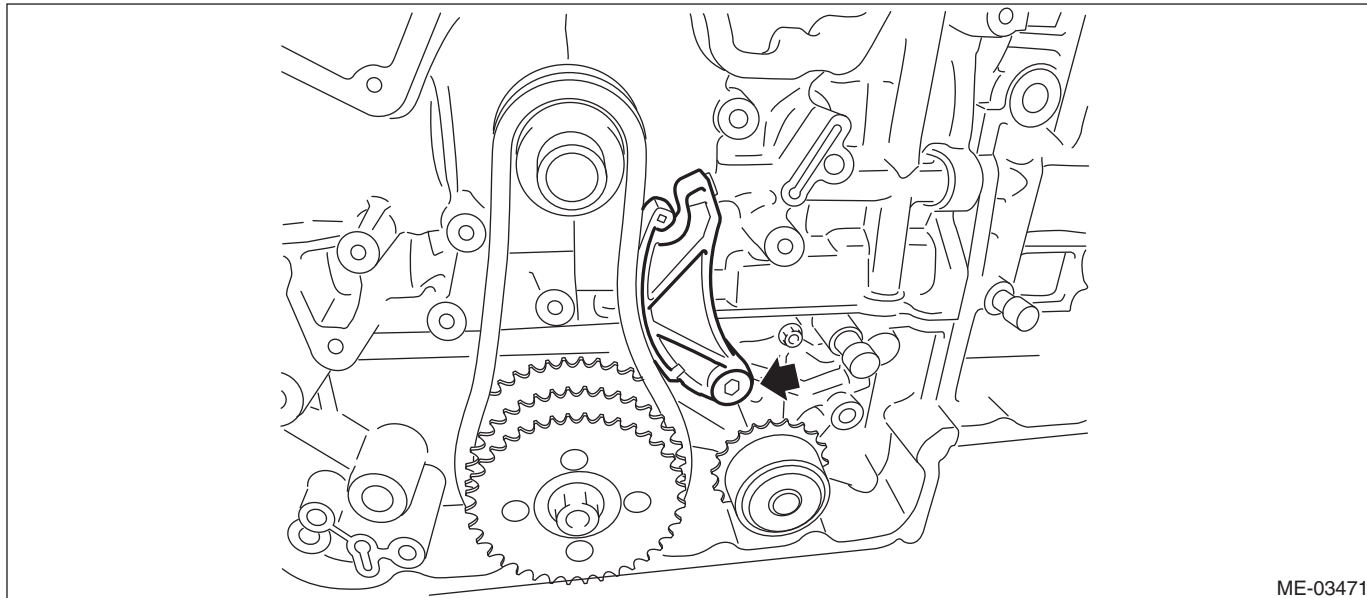
17) Remove the chain guide (main).



Timing Chain Assembly

MECHANICAL

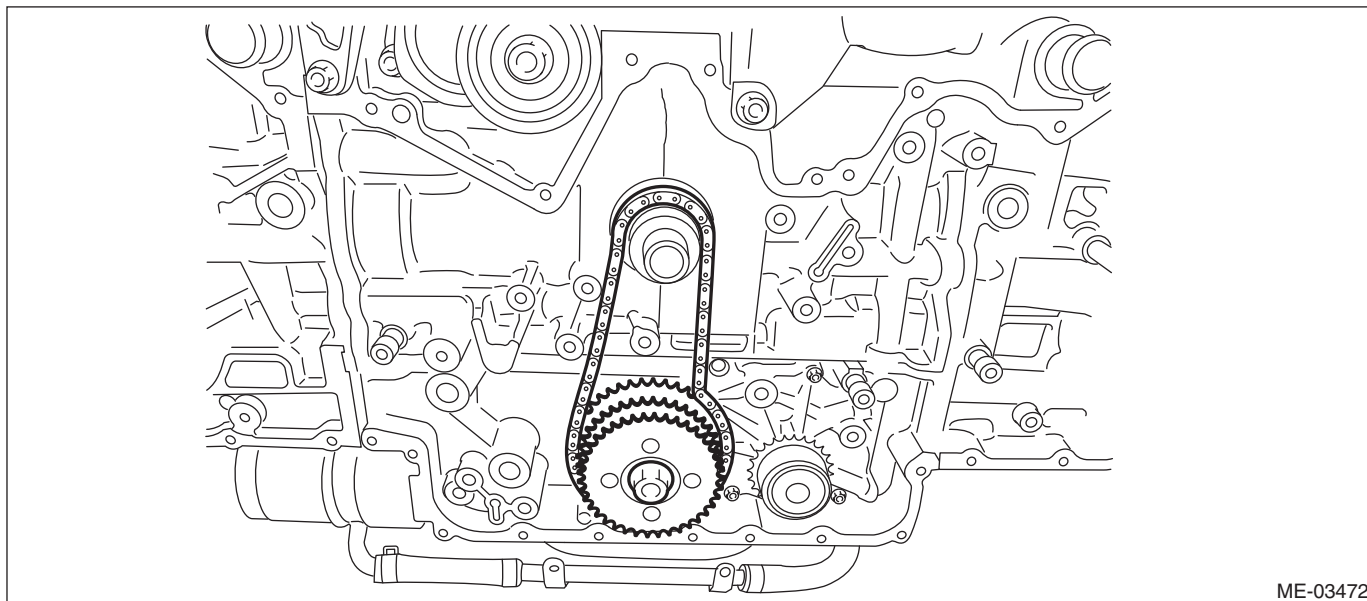
18) Remove the chain tensioner lever (main).



ME-03471

19) Use the ST to lock the idler sprocket, and loosen the idler sprocket bolt.

20) Remove the idler sprocket bolts, and remove the idler sprocket and timing chain (main).



ME-03472

ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PULLEY WRENCH PIN SET

C: INSTALLATION

NOTE:

- Be careful that the foreign matter is not into or onto the assembled component during installation.
- Apply engine oil to all component parts of the timing chain.

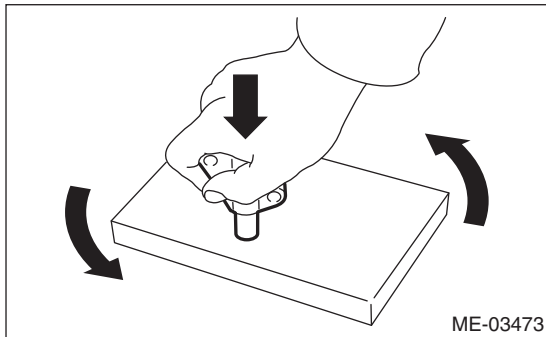
1) Prepare to attach the chain tensioner.

(1) Insert the screw, spring pin and plunger into the tensioner body.

(2) As shown in the figure, turn the rubber mat counterclockwise while holding the chain tensioner from above by hand.

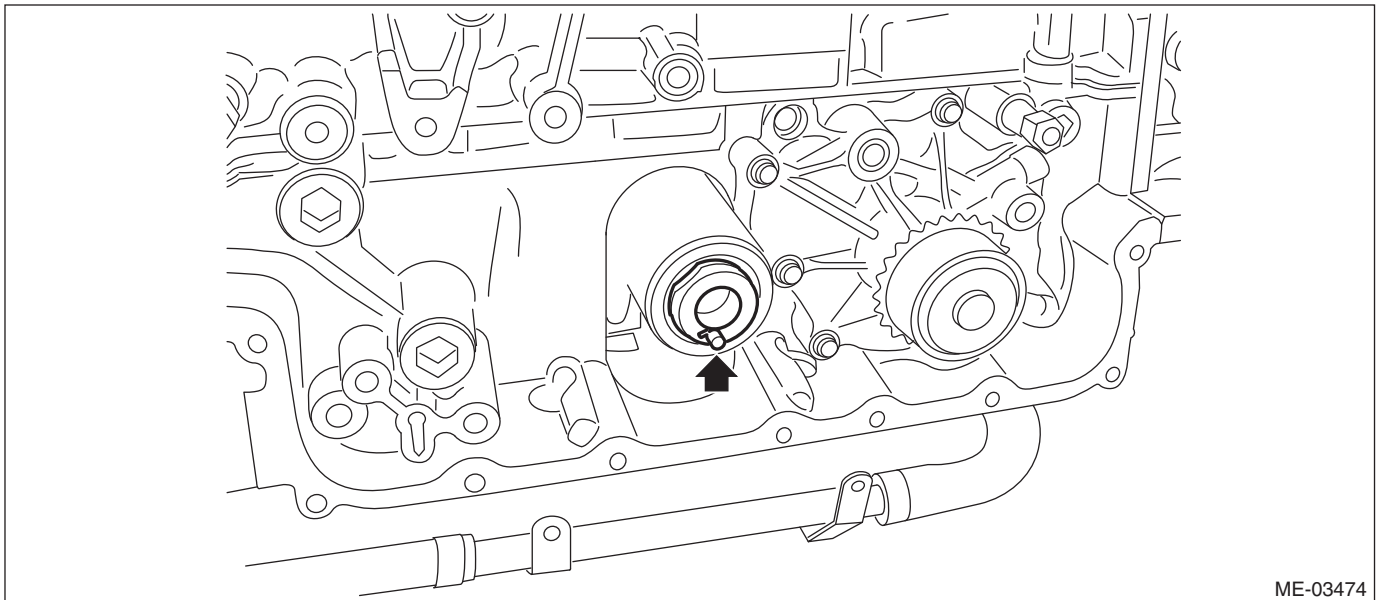
NOTE:

Degrease the contact surface between the plunger head and rubber mat, so that they do not slip.

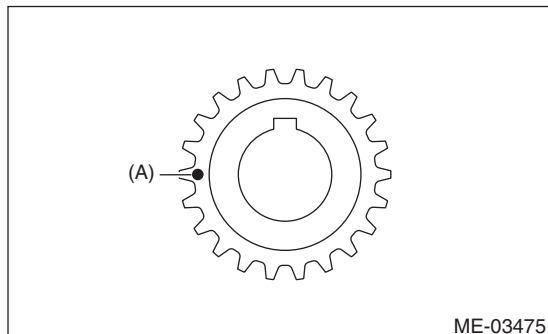


(3) Insert the stopper pin into the hole on the chain tensioner body.

2) Align the position of oil pump shaft knock pin to six o'clock position as shown in the figure.



3) Using ST, align the "Top mark" on crank sprocket to nine o'clock position as shown in the figure.

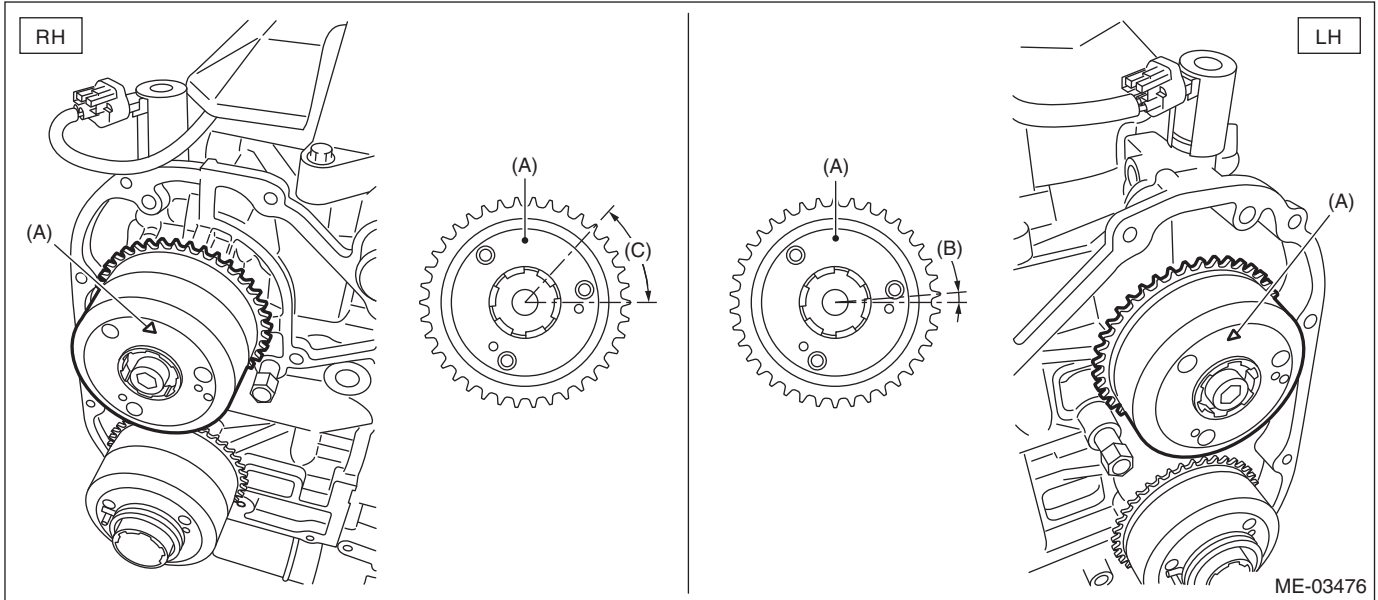


(A) Top mark

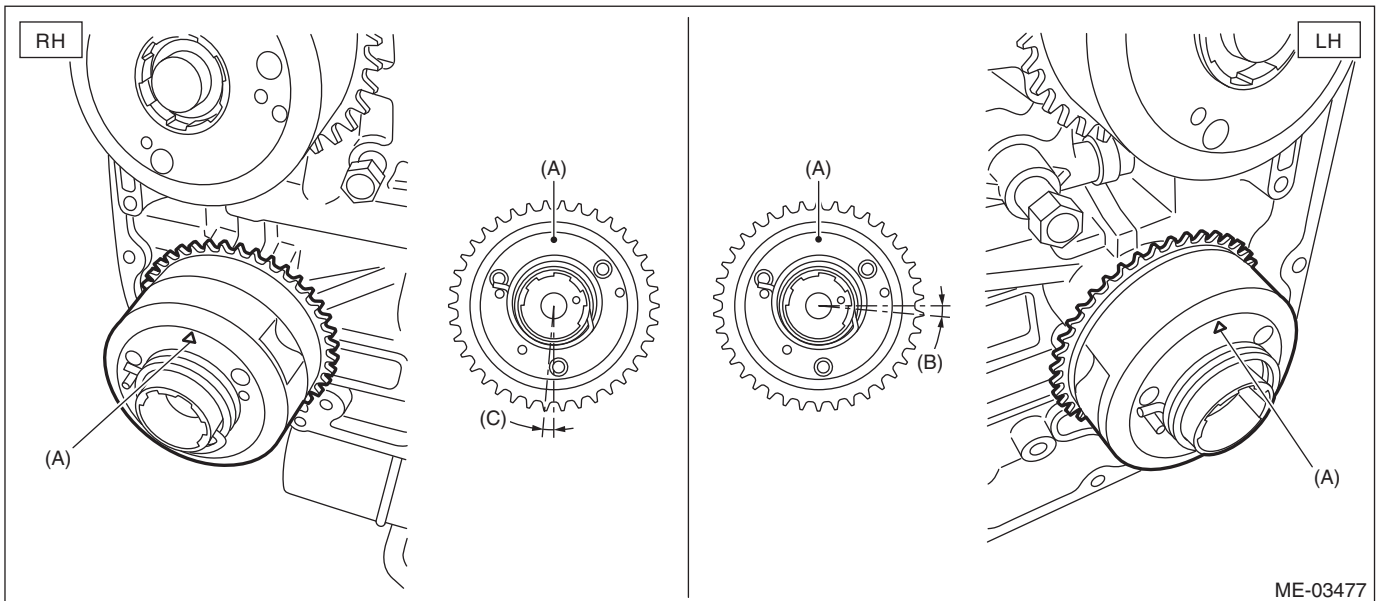
Timing Chain Assembly

MECHANICAL

4) Align the intake cam sprocket to twelve o'clock position as shown in the figure.



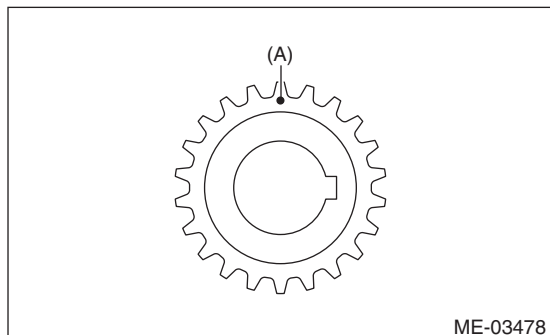
5) Align the exhaust cam sprocket to twelve o'clock position as shown in the figure.



6) Using ST, align the “Top mark” on crank sprocket to twelve o’clock position as shown in the figure.

NOTE:

- The #1 piston is positioned at TDC.
- Do not rotate the crankshaft and cam sprocket before completing timing chain installation.
- At this time, crank sprocket key is at three o’clock position.



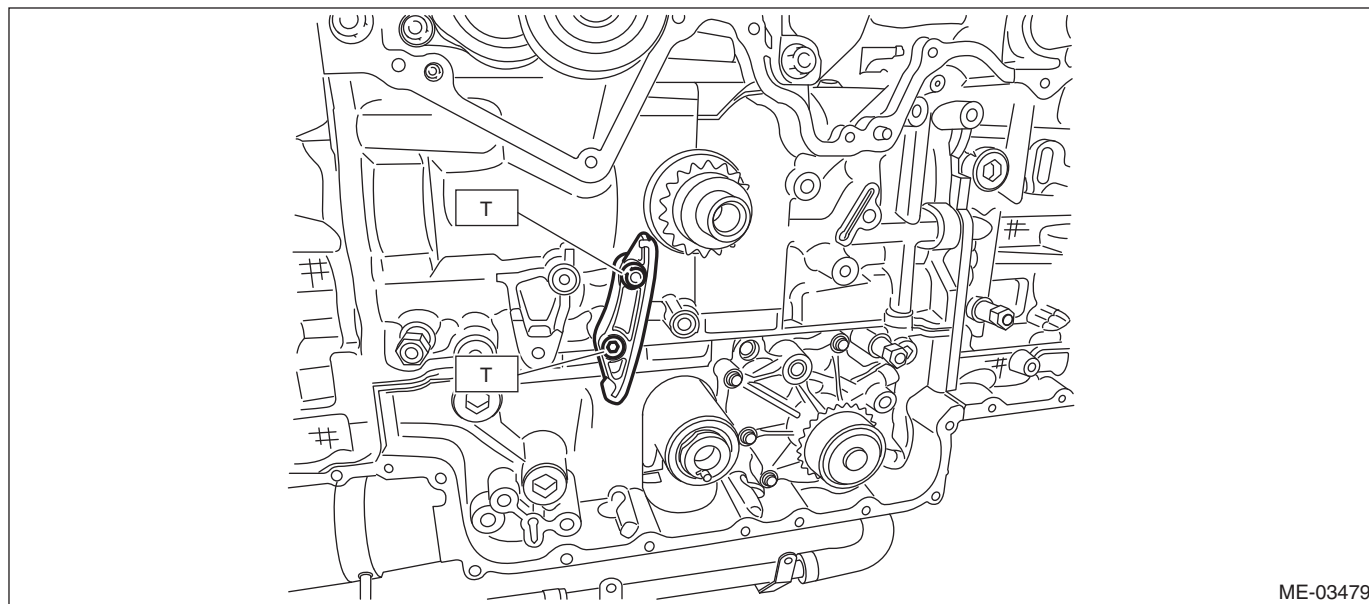
ME-03478

(A) Top mark

7) Install the chain guide (main).

Tightening torque:

16 N·m (1.6 kgf·m, 11.8 ft·lb)



ME-03479

Timing Chain Assembly

MECHANICAL

8) Install the idler sprocket and timing chain (main).

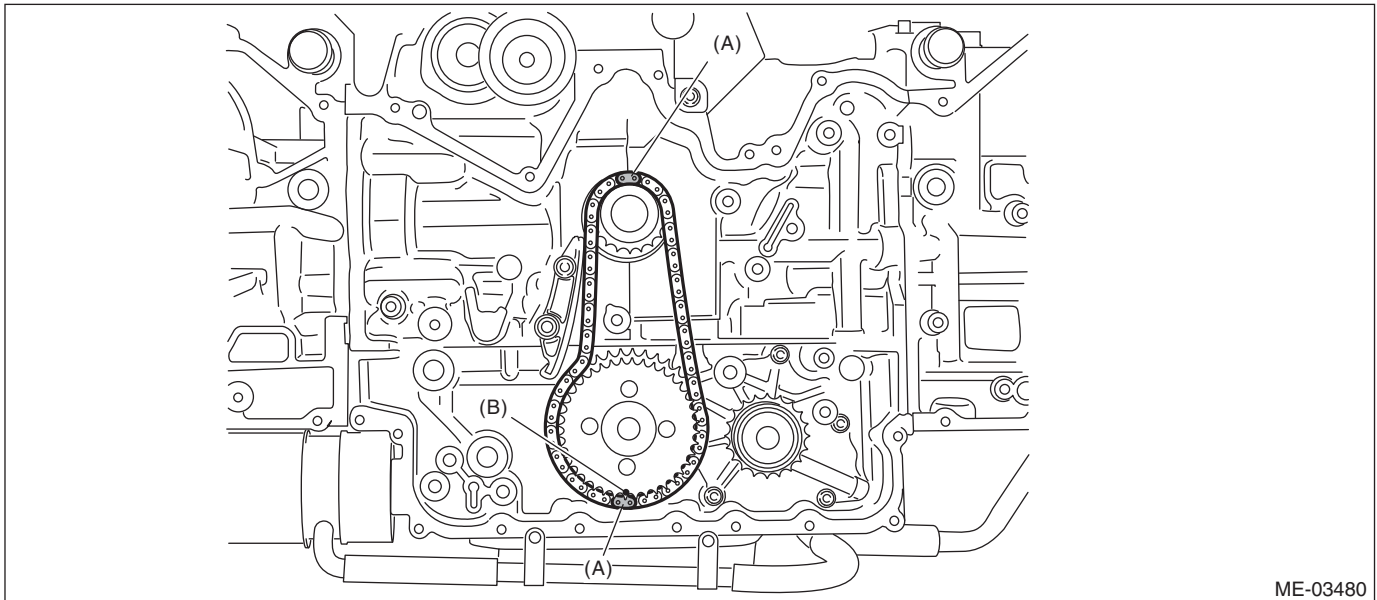
- (1) Match the timing chain mark (gold) to the timing mark position of the idler sprocket.
- (2) Align the idler sprocket timing mark at six o'clock position, and install the idler sprocket and timing chain.
- (3) Make sure that the timing chain mark (gold) is located at twelve o'clock position on the crank sprocket.
- (4) Use the ST to lock the idler sprocket, and install the idler sprocket bolt.

ST1 18355AA000 PULLEY WRENCH

ST2 18334AA000 PULLEY WRENCH PIN SET

Tightening torque:

120 N·m (12.2 kgf-m, 88.5 ft-lb)



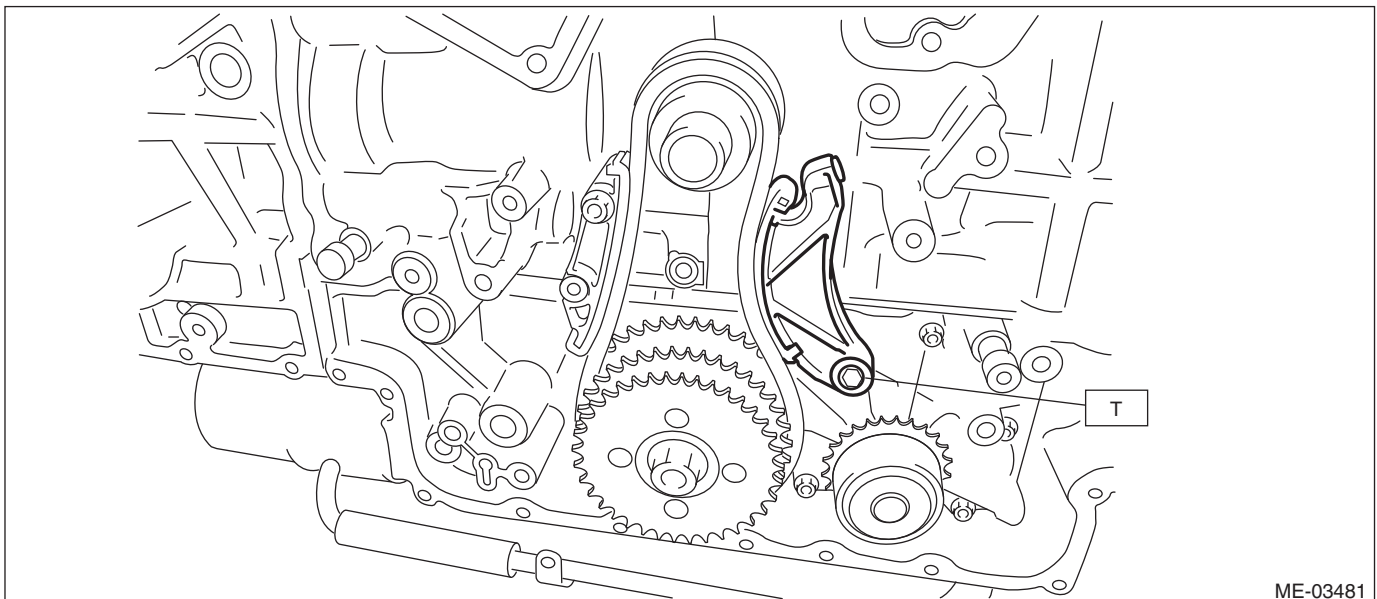
(A) Gold

(B) Timing mark

9) Install the chain tensioner lever (main).

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



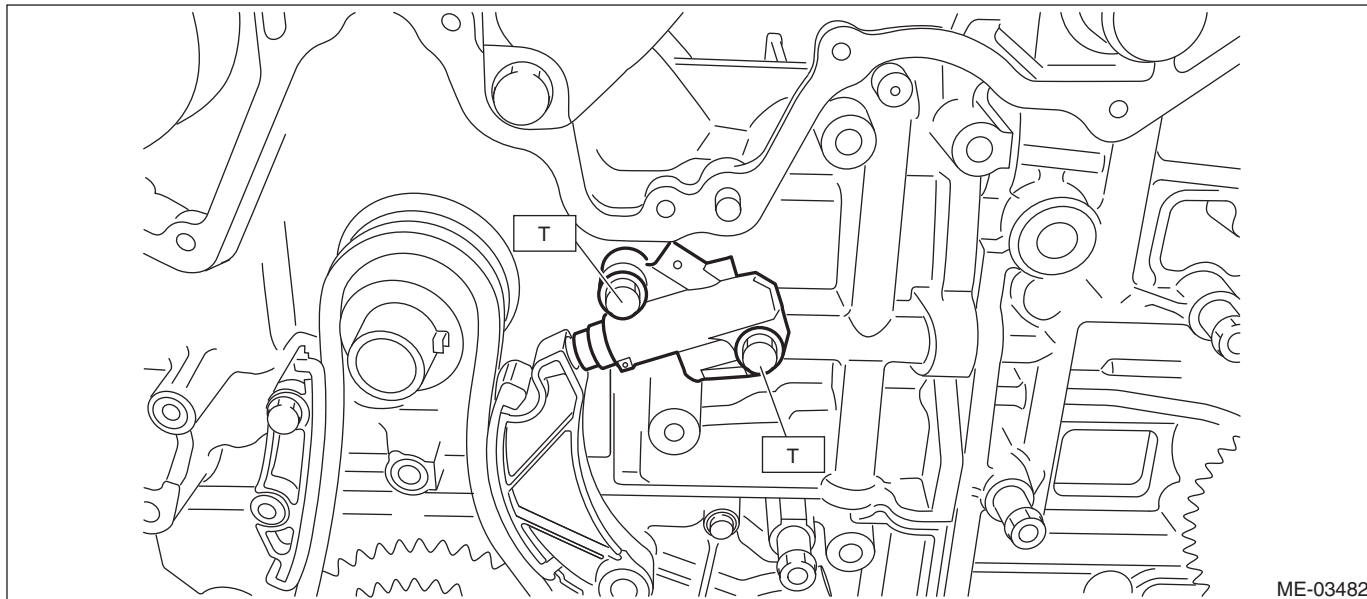
10) Install the chain tensioner (main) and pull out the stopper pin.

NOTE:

The timing chain (main) line will be complete.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

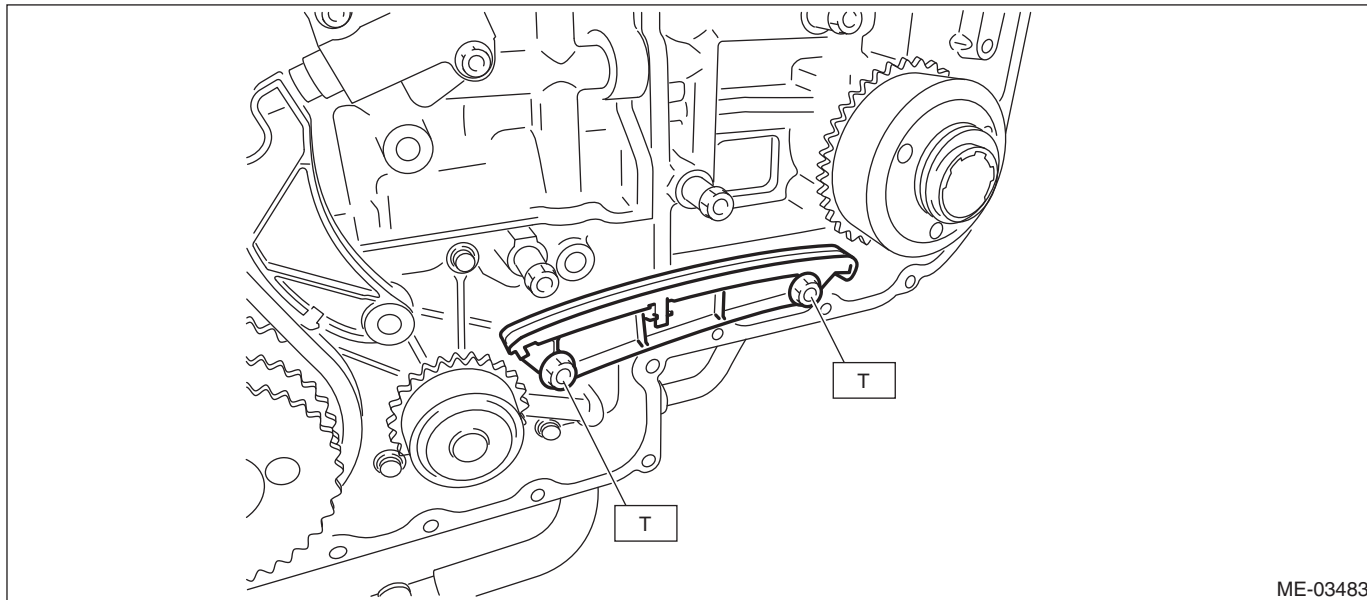


ME-03482

11) Install the chain guide (LH).

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



ME-03483

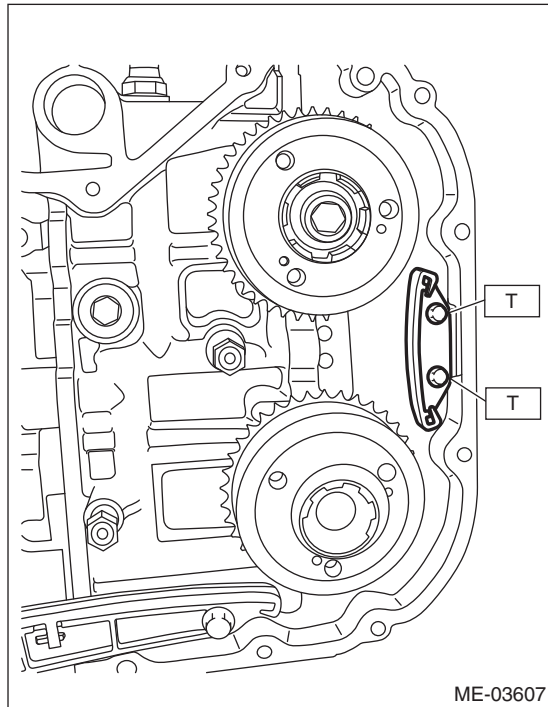
Timing Chain Assembly

MECHANICAL

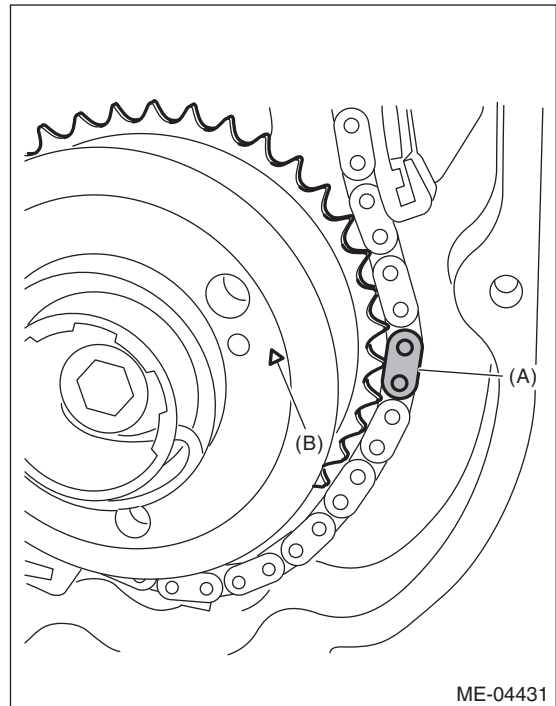
12) Install the chain guide (LH: between cams).

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



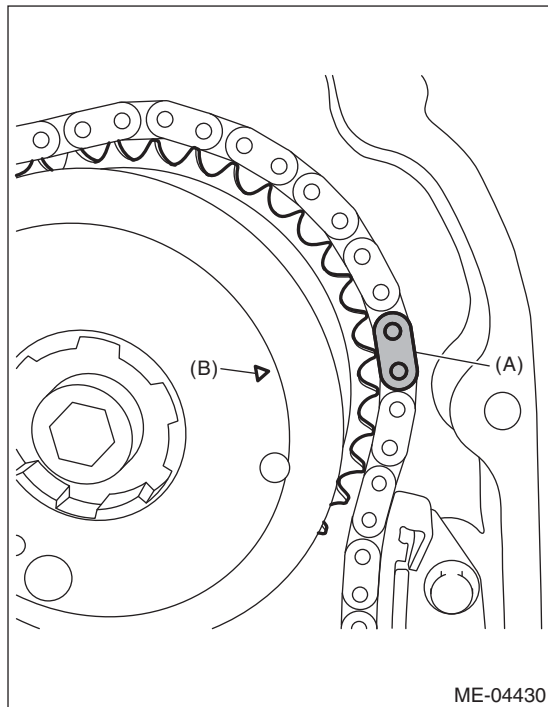
(2) Match the timing mark of exhaust cam sprocket (LH) to the timing chain mark (blue).



- (A) Blue
- (B) Timing mark

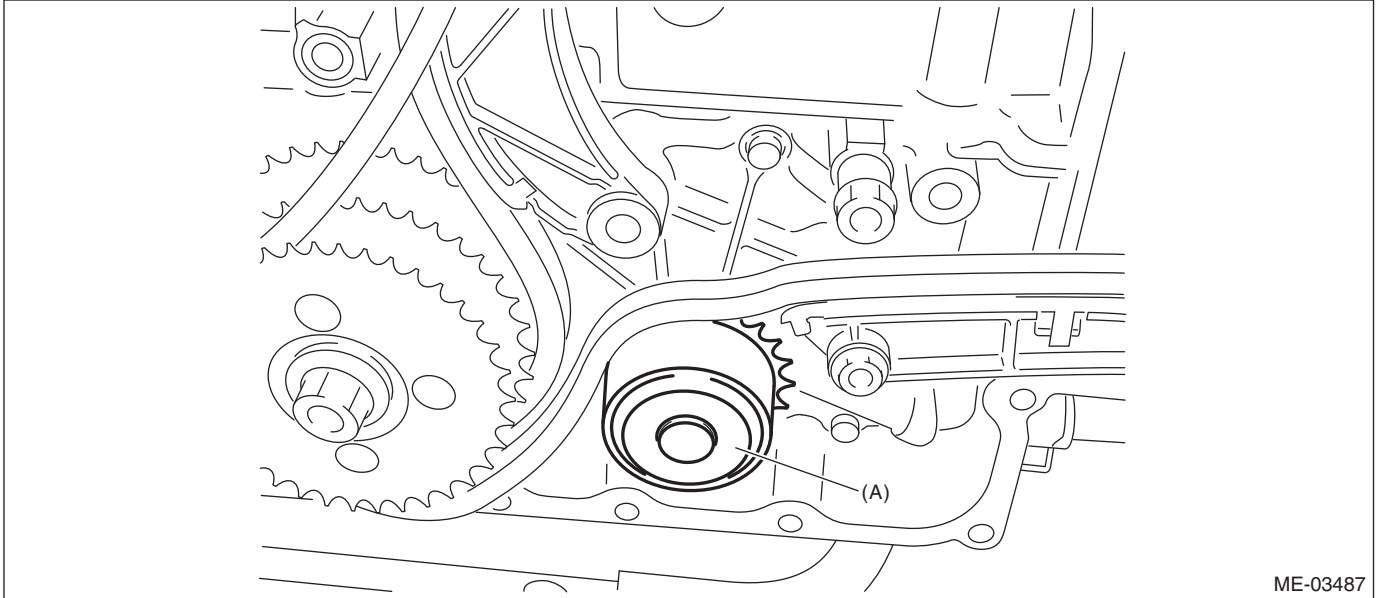
13) Install timing chain (LH).

(1) Match the timing mark of intake cam sprocket (LH) to the timing chain mark (blue).



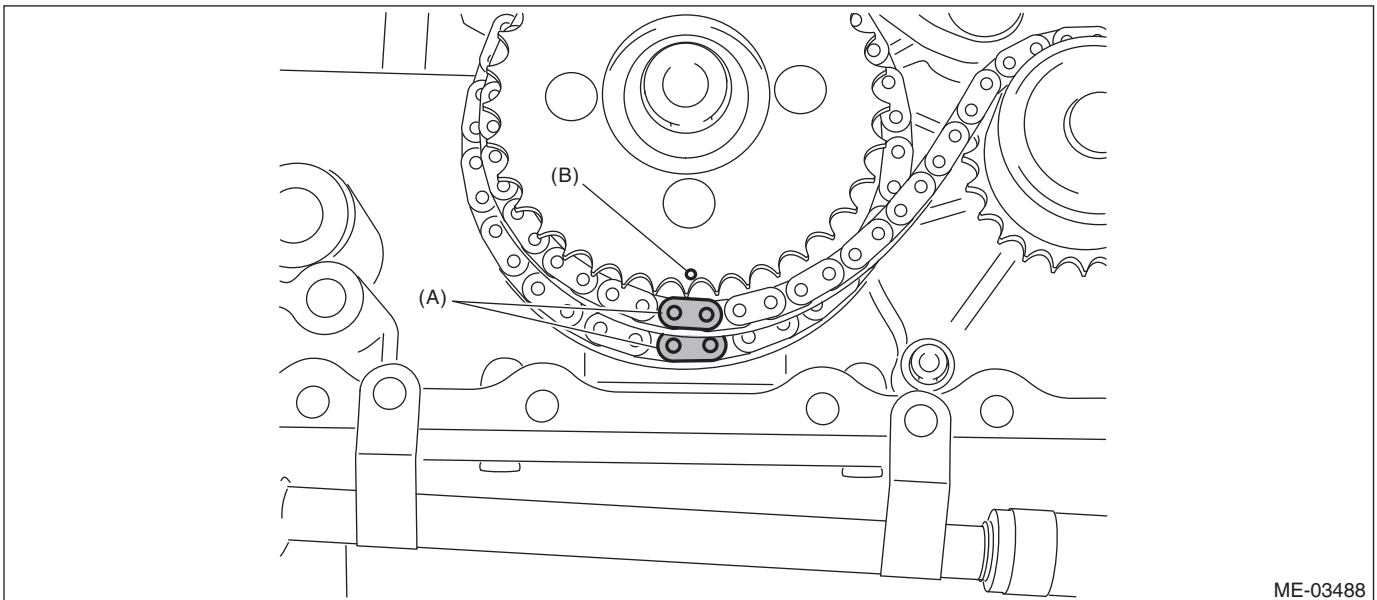
- (A) Blue
- (B) Timing mark

(3) Install the timing chain to the water pump sprocket.



(A) Water pump sprocket

(4) Match the timing mark of idler sprocket to the timing chain mark (gold).



(A) Gold

(B) Timing mark

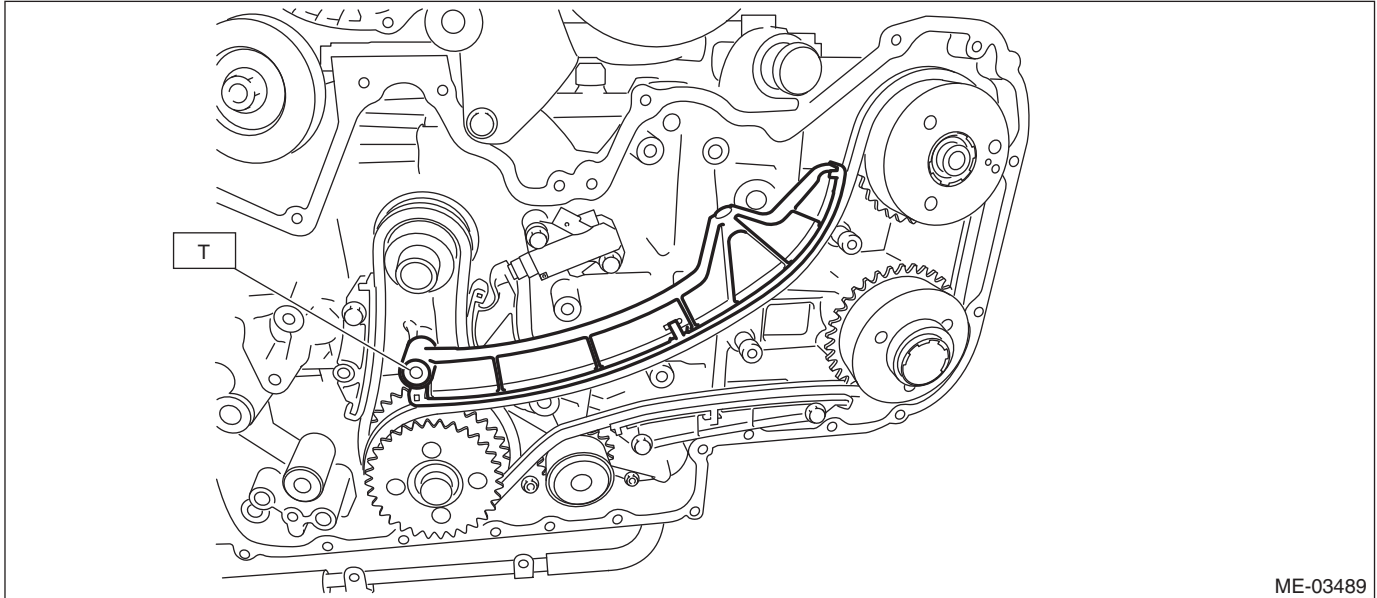
Timing Chain Assembly

MECHANICAL

14) Install the chain tensioner lever (LH).

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



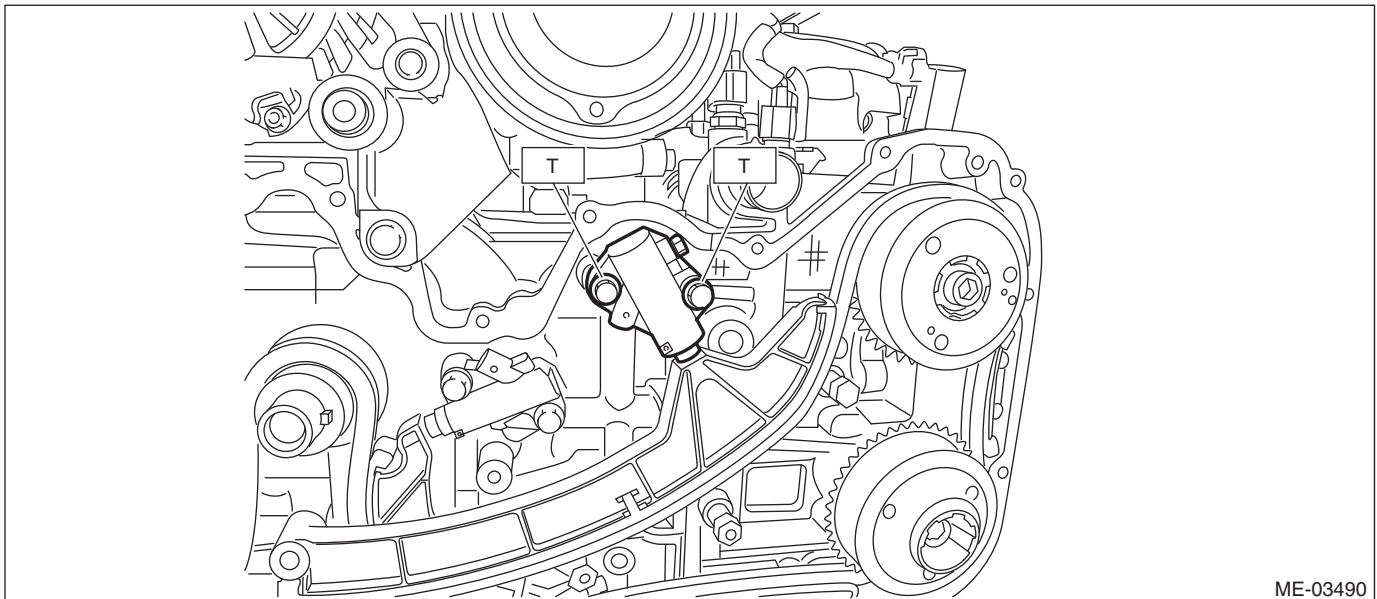
15) Install the chain tensioner (LH) and pull out the stopper pin.

NOTE:

- Make sure that there is a bolt attached on the side face of the chain tensioner housing.
- The timing chain (LH) line will be complete.

Tightening torque:

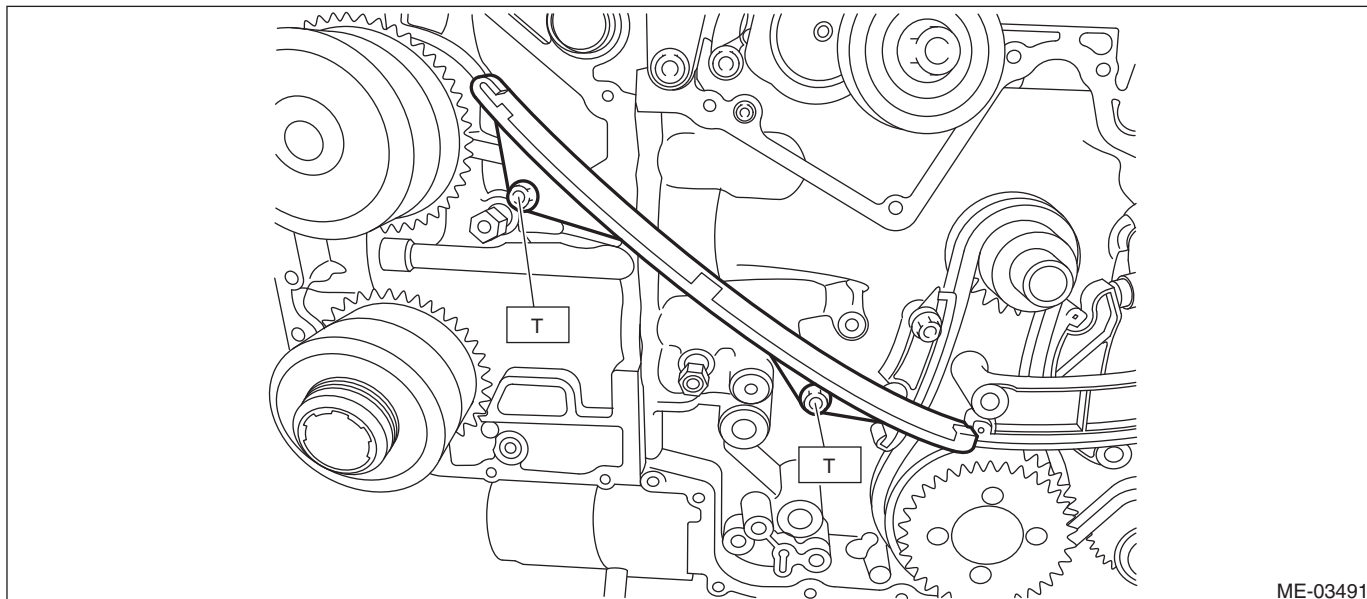
16 N·m (1.6 kgf-m, 11.8 ft-lb)



16) Install the chain guide (RH).

Tightening torque:

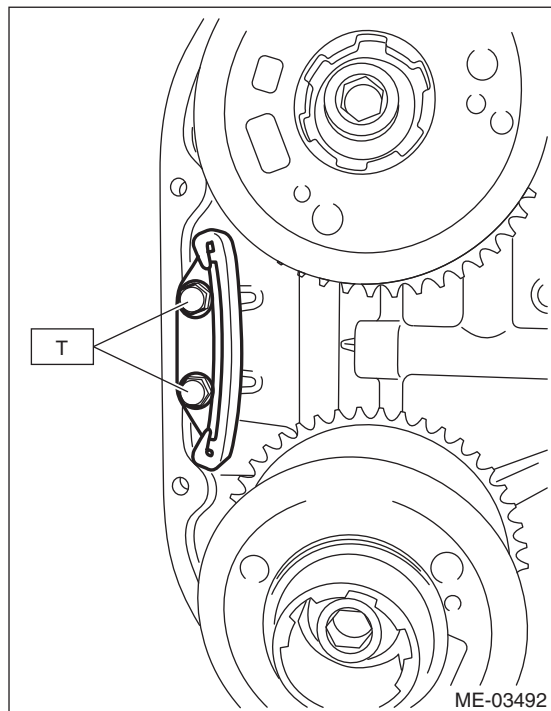
16 N·m (1.6 kgf-m, 11.8 ft-lb)



17) Install the chain guide (RH: between cams).

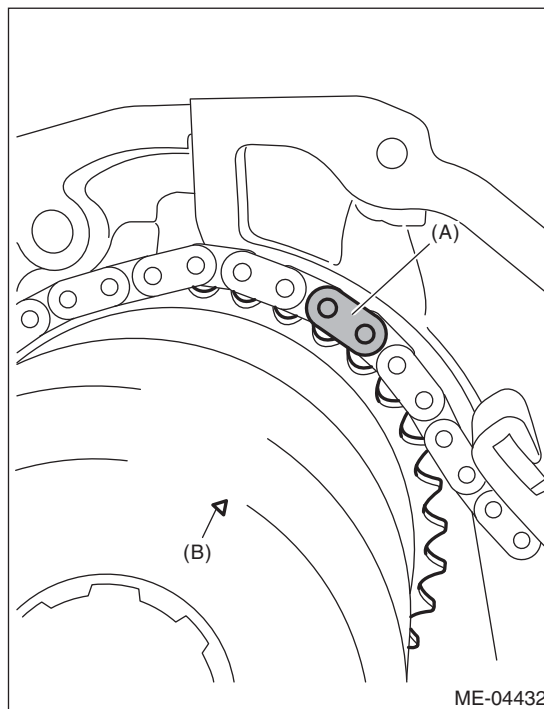
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



18) Install timing chain (RH).

(1) Match the timing mark of intake cam sprocket (RH) to the timing chain mark (blue).



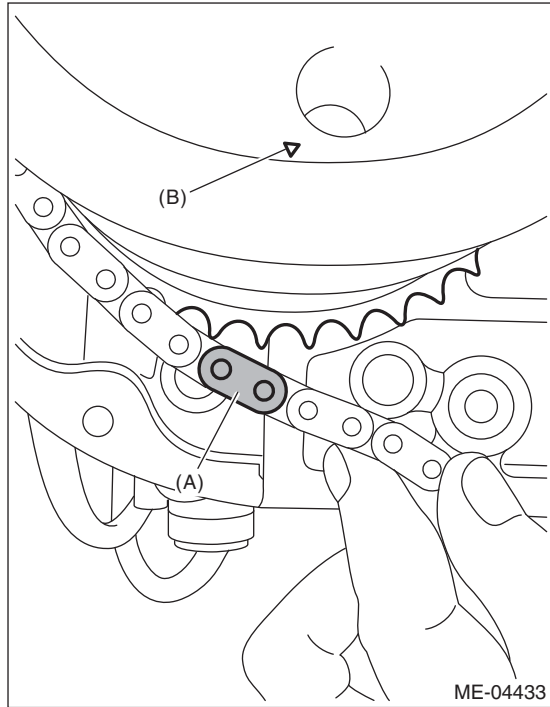
(A) Blue

(B) Timing mark

Timing Chain Assembly

MECHANICAL

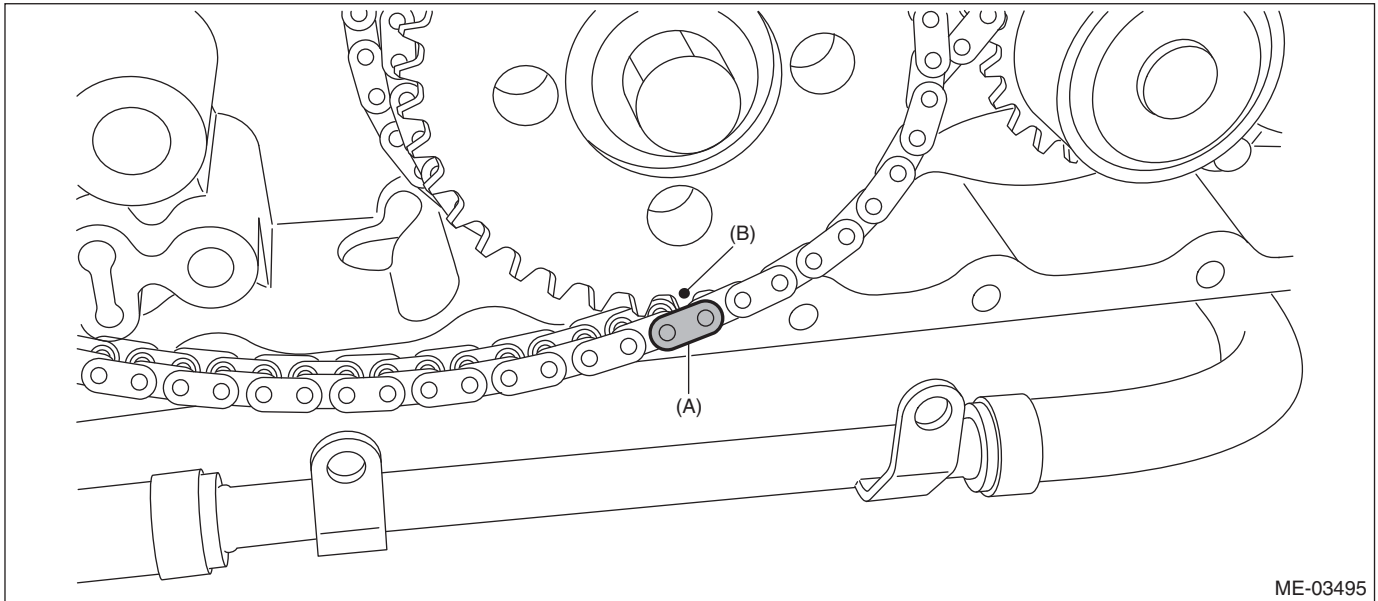
(2) Match the timing mark of exhaust cam sprocket (RH) to the timing chain mark (blue).



(A) Blue

(B) Timing mark

(3) Match the timing mark of idler sprocket to the timing chain mark (gold).



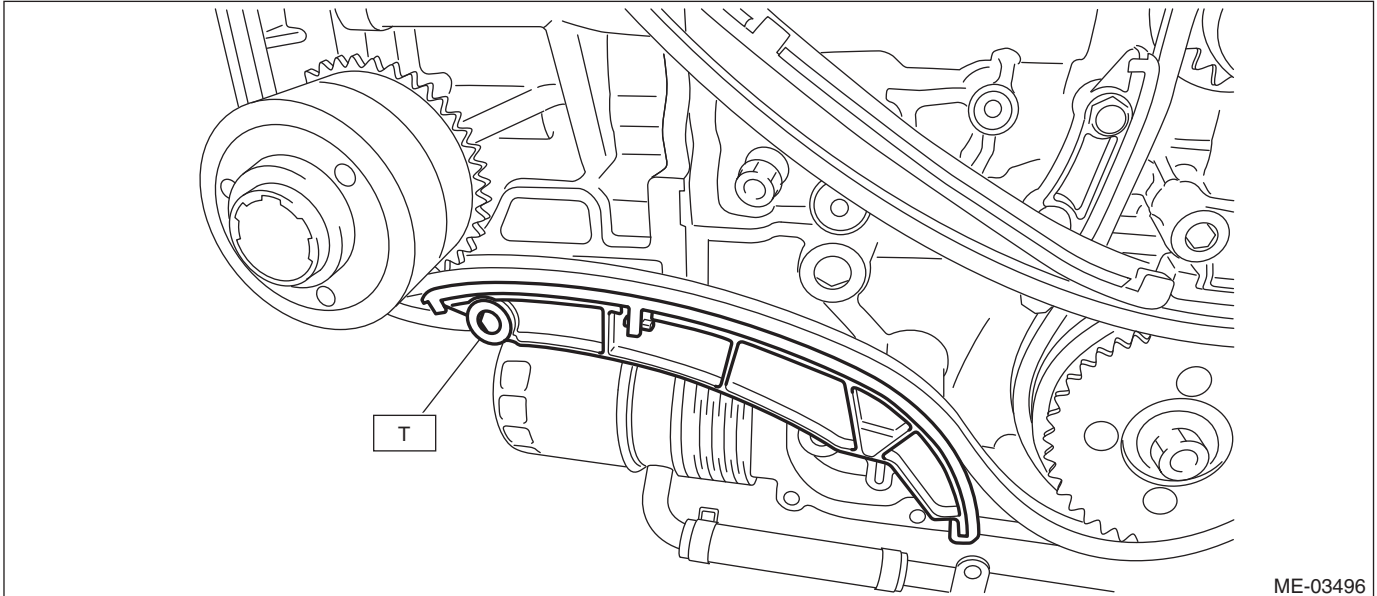
(A) Gold

(B) Timing mark

19) Install the chain tensioner lever (RH).

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



ME-03496

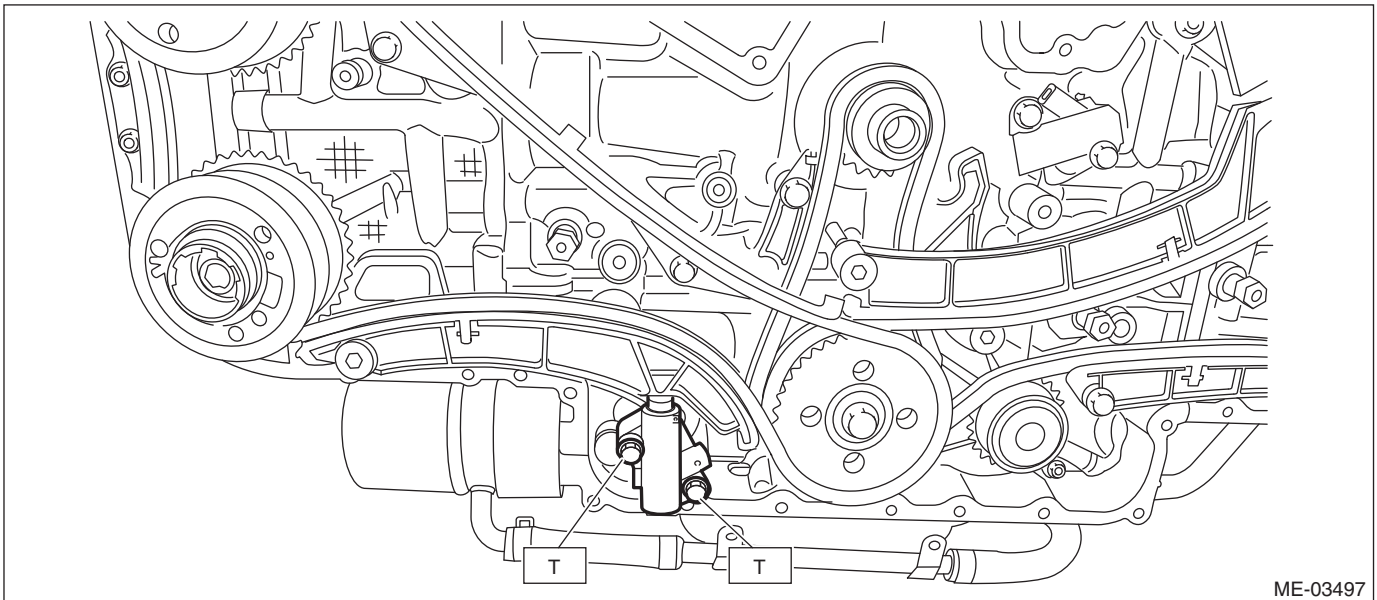
20) Install the chain tensioner (RH) and pull out the stopper pin.

NOTE:

The timing chain (RH) line will be complete.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



ME-03497

21) After installation, perform the following confirmations.

CAUTION:

Always make sure to perform this confirmation.

- (1) Make sure that the timing mark of idler sprocket is aligned to three timing chain marks (gold).
- (2) Make sure that the twelve o'clock position on the crank sprocket is aligned to the timing chain (main) mark (gold).
- (3) Make sure that the LH side cam sprocket timing mark is aligned to the timing chain mark (blue).
- (4) Make sure that the RH side cam sprocket timing mark is aligned to the timing chain mark (blue).

Timing Chain Assembly

MECHANICAL

- (5) Make sure that all bolts are tightened at the specified torque.
- 22) Using the ST, turn the crankshaft in the direction of engine rotation, and make sure that there are no abnormal conditions.

CAUTION:

Always make sure to perform this confirmation.

- 23) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>
- 24) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>
- 25) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>
- 26) Fill engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 27) Make sure there is no oil leaks in the chain cover mating surface.
- 28) Install the radiator. <Ref. to CO(H6DO)-18, INSTALLATION, Radiator.>

16. Cam Sprocket

A: REMOVAL

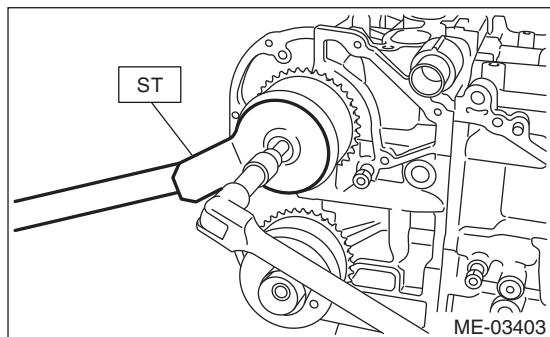
NOTE:

When replacing the single part, perform the work with the engine installed to body.

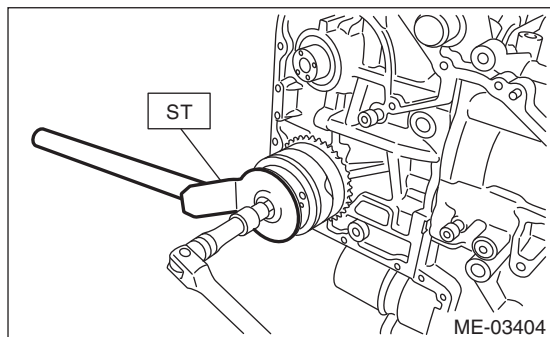
- 1) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 3) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 4) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 5) Use the ST to lock the cam sprocket, and remove the cam sprocket bolt.

ST 499977500 CAM SPROCKET WRENCH

- IN side



- EX side



- 6) Remove the cam sprocket.

B: INSTALLATION

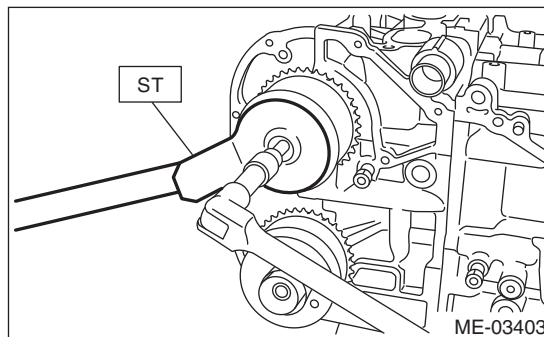
- 1) Remove the cam sprocket.
- 2) Use the ST to lock the cam sprocket, and install the cam sprocket bolt.

Tightening torque:

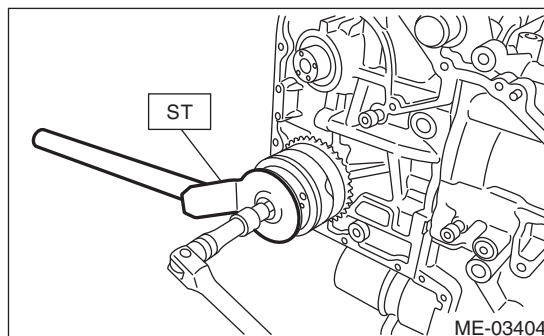
Tighten to 29.5 N·m (3.0 kgf-m, 21.8 ft-lb) of torque, and then tighten further by 45°.

ST 499977500 CAM SPROCKET WRENCH

- IN side



- EX side



- 3) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 4) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>
- 5) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>
- 6) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

C: INSPECTION

- 1) Check the cam sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between cam sprocket and key.

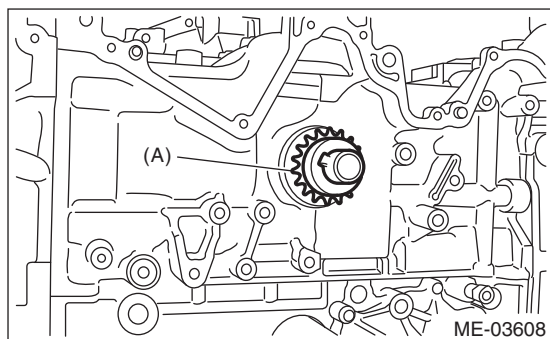
17.Crank Sprocket

A: REMOVAL

NOTE:

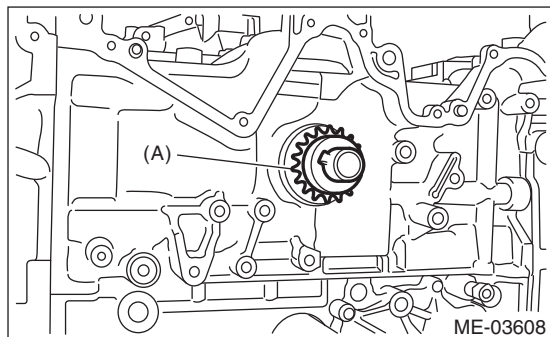
When replacing the single part, perform the work with the engine installed to body.

- 1) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 3) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 4) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 5) Remove the crank sprocket (A).



B: INSTALLATION

- 1) Install the crank sprocket (A).



- 2) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 3) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>
- 4) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>
- 5) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

C: INSPECTION

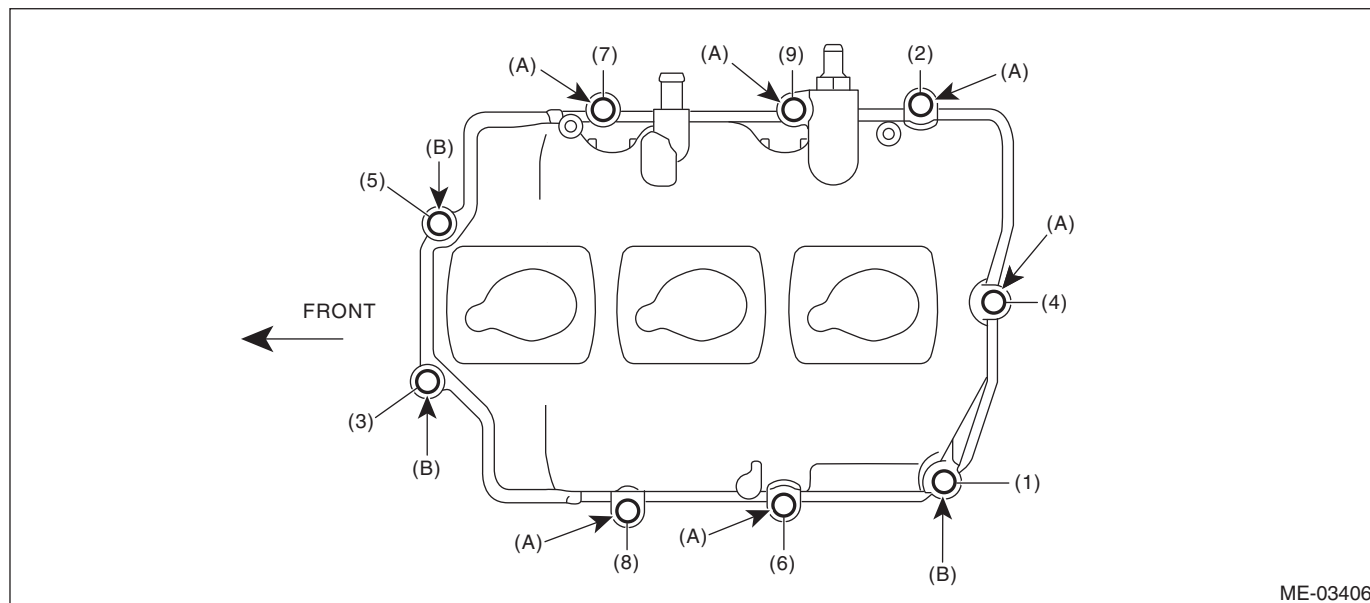
- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.

18. Camshaft

A: REMOVAL

- 1) Remove the engine from vehicle. <Ref. to ME(H6DO)-34, REMOVAL, Engine Assembly.>
- 2) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 3) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 4) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 5) Remove the cam sprocket. <Ref. to ME(H6DO)-77, REMOVAL, Cam Sprocket.>
- 6) Remove the crank sprocket. <Ref. to ME(H6DO)-78, REMOVAL, Crank Sprocket.>
- 7) Remove the exhaust oil flow control solenoid valve. <Ref. to FU(H6DO)-43, REMOVAL, Oil Flow Control Solenoid Valve.>
- 8) Remove the camshaft position sensor. <Ref. to FU(H6DO)-32, REMOVAL, Camshaft Position Sensor.>
- 9) Loosen the rocker cover bolts in the order indicated in the figure, and remove the rocker cover.

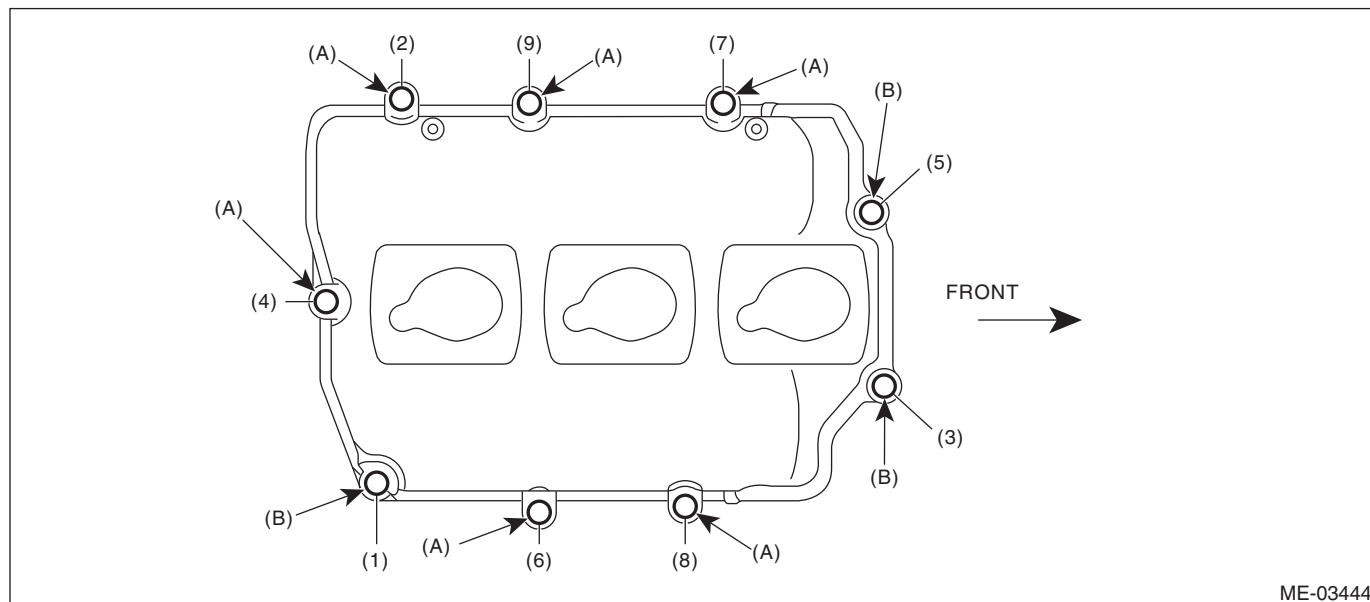
- LH side



(A) M6 × 37

(B) M6 × 23

- RH side



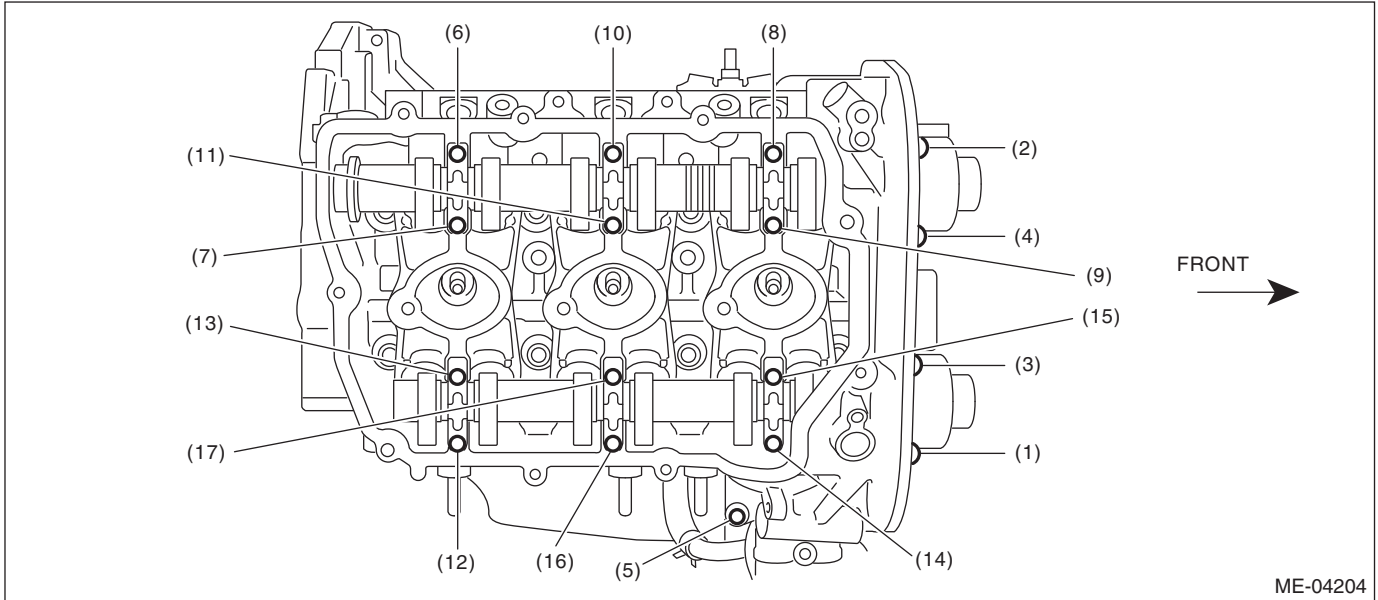
(A) M6 × 37

(B) M6 × 23

Camshaft

MECHANICAL

10) Loosen the camshaft cap bolts equally, a little at a time in numerical sequence, as shown in the figure.



11) Remove the camshaft caps and camshaft (RH).

NOTE:

Arrange camshaft caps in order so that they can be installed in their original positions.

12) Similarly, remove the camshaft (LH) and related parts.

B: INSTALLATION

1) Apply engine oil to camshaft journals, and install the camshaft.

2) Install the camshaft cap.

(1) Apply liquid gasket sparingly to back side of the front camshaft cap as shown in the figure.

NOTE:

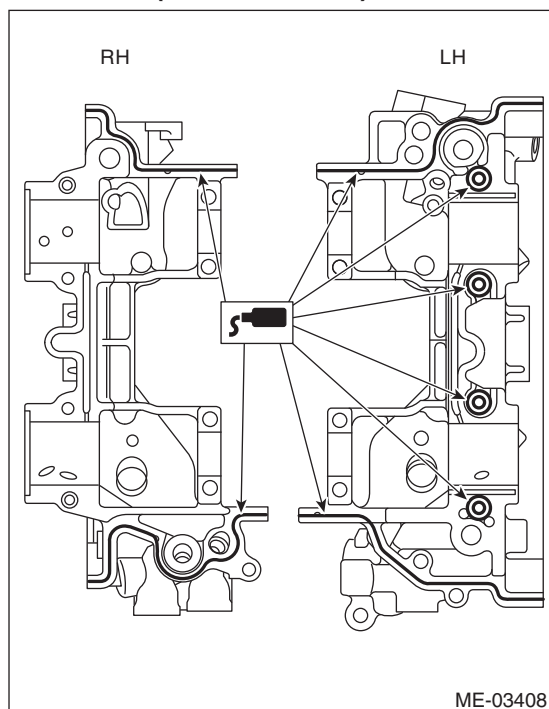
- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to come out and flow toward cam journal, resulting in engine seizure.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

2.0 ± 0.5 mm (0.079 ± 0.020 in)



(2) Apply a thin coat of engine oil to the cap journal surface, and install the camshaft cap to the camshaft.

Camshaft

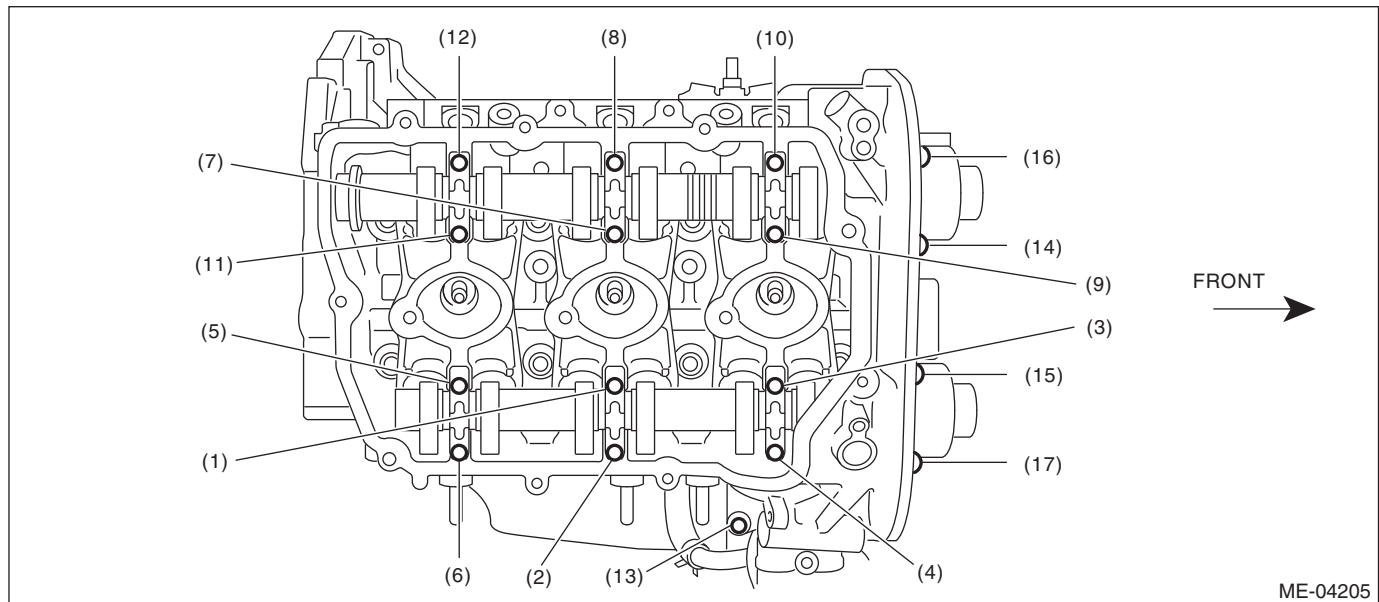
MECHANICAL

(3) Gradually tighten the camshaft cap in at least two stages in the numerical order shown in the figure, then tighten to specified torque.

Tightening torque:

(1) — (12): 16 N·m (1.6 kgf-m, 11.8 ft-lb)

(13) — (17): 9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



(4) After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at base circle.

3) Install the rocker cover.

(1) Install the rocker cover gasket to the rocker cover.

NOTE:

Use a new rocker cover gasket.

(2) Apply liquid gasket sparingly to the mating surface of cylinder head and rocker cover as shown in the figure.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to come out and flow toward cam journal, resulting in engine seizure.

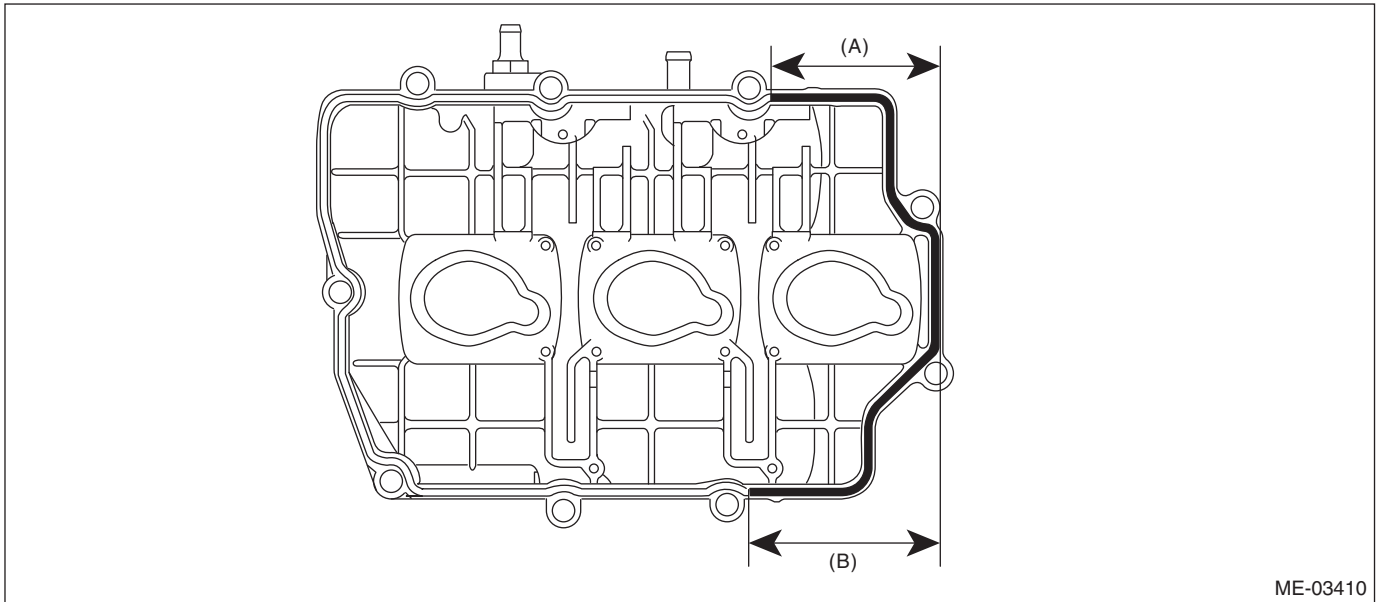
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

3.5 ± 0.5 mm (0.138 ± 0.020 in)

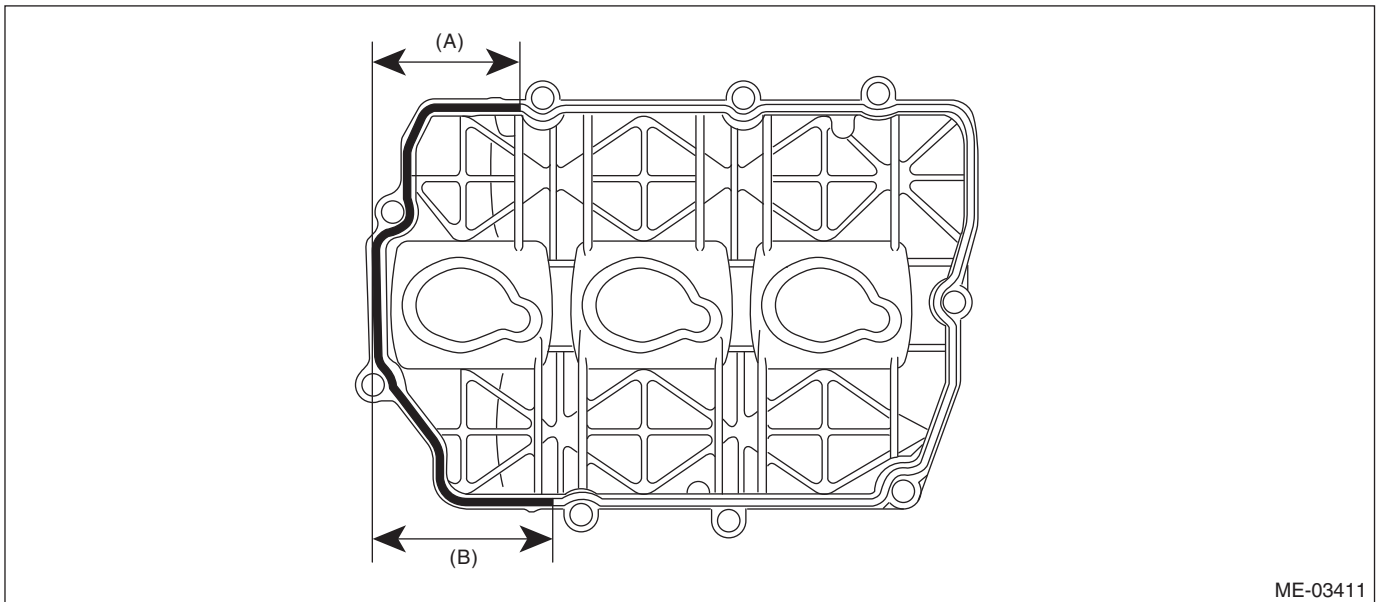
- LH side



ME-03410

- (A) 90 mm (3.543 in) or more (B) 105 mm (4.134 in) or more

- RH side



ME-03411

- (A) 80 mm (3.150 in) or more (B) 100 mm (3.937 in) or more

Camshaft

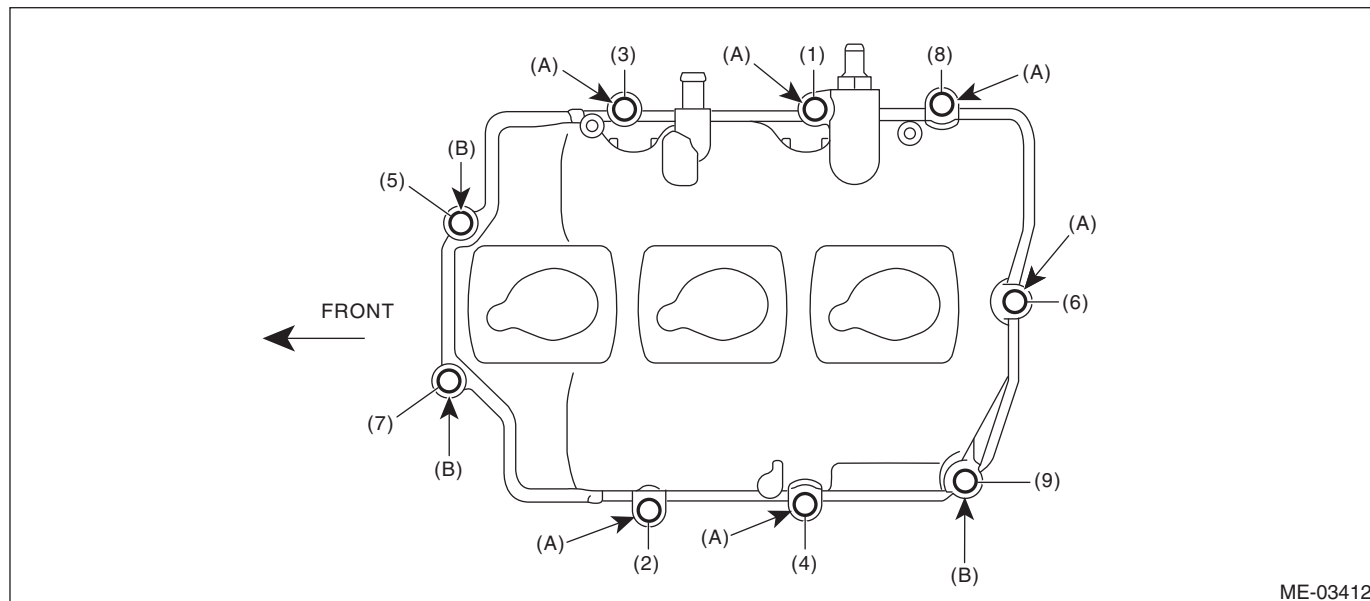
MECHANICAL

(3) Tighten the rocker cover bolts in the numerical order as shown in the figure.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

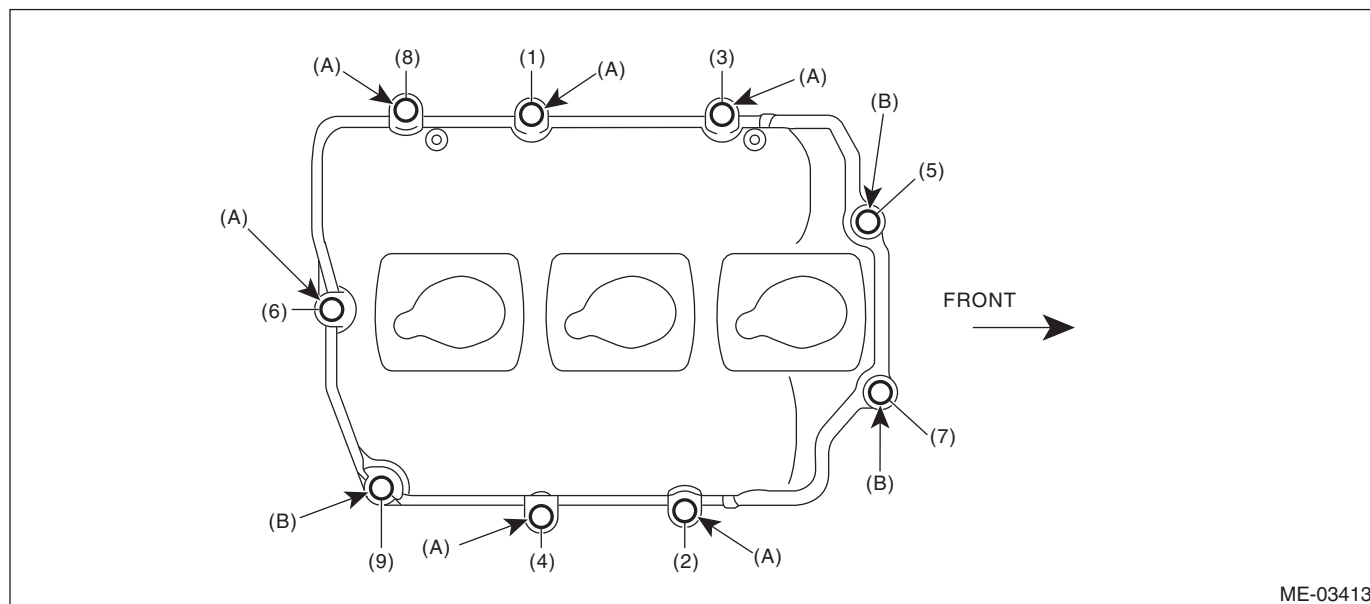
- LH side



(A) M6 x 37

(B) M6 x 23

- RH side



(A) M6 x 37

(B) M6 x 23

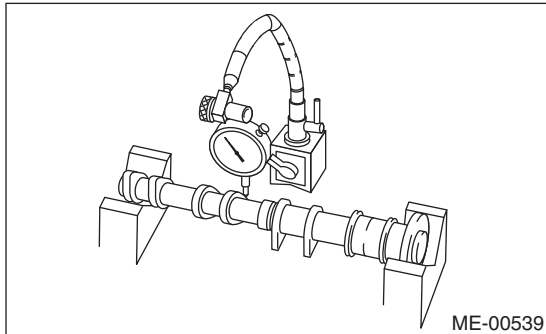
- 4) Install the crank sprocket. <Ref. to ME(H6DO)-78, INSTALLATION, Crank Sprocket.>
- 5) Install the cam sprocket. <Ref. to ME(H6DO)-77, INSTALLATION, Cam Sprocket.>
- 6) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 7) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>
- 8) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>
- 9) Install the engine to the vehicle. <Ref. to ME(H6DO)-38, INSTALLATION, Engine Assembly.>

C: INSPECTION

1) Measure and inspect the degree of bending. Repair or replace if necessary.

Camshaft bend limit:

0.020 mm (0.00079 in)



2) Check the journal for damage and wear. Replace if faulty.

3) Check the cutout portion used for camshaft sensor for damage. Replace if faulty.

4) Check the cam face condition; remove the minor faults by grinding with oil stone. Replace if there is uneven wear or others.

5) Measure the cam lobe height "H" and cam base circle diameter "A". If it exceeds the standard or off-set wear occurs, replace it.

Cam lobe height H:

Standard

Intake

45.90 — 46.00 mm (1.8071 — 1.8110 in)

Exhaust

44.65 — 44.75 mm (1.7579 — 1.7618 in)

Cam base circle diameter A:

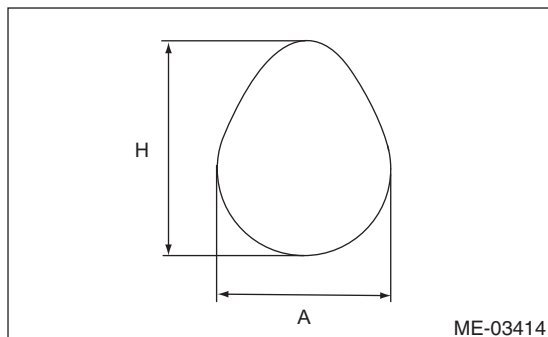
Standard

Intake

36.00 mm (1.4173 in)

Exhaust

36.00 mm (1.4137 in)



6) Measure the outside diameter of camshaft journal. If the journal diameter is not within specification, check the oil clearance.

	Camshaft journal	
	Front	Except for front
Standard mm (in)	37.946 — 37.963 (1.4939 — 1.4946)	25.946 — 25.963 (1.0215 — 1.0222)

7) Measure the oil clearance of camshaft journal.

(1) Clean the camshaft cap and cylinder head camshaft journal.

(2) Place the camshaft on cylinder head. (Without installing the valve lifter)

(3) Place a plastigauge across each camshaft journals.

(4) Gradually tighten the camshaft cap in at least two stages in the numerical order shown in the figure, then tighten to specified torque. Do not turn the camshaft.

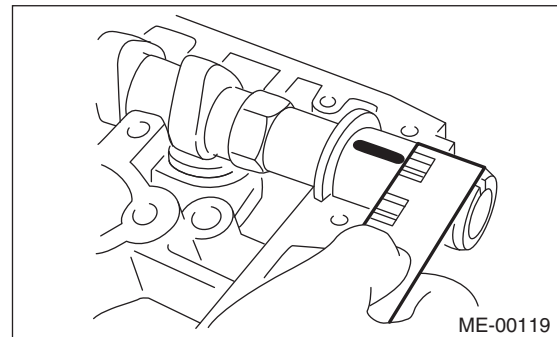
(5) Remove the camshaft cap.

(6) Measure the widest point of the plastigauge on each journal. If oil clearance exceeds the standard, replace the camshaft. If necessary, replace the camshaft caps and cylinder head as a set.

Camshaft oil clearance:

Standard

0.037 — 0.072 mm (0.0015 — 0.0028 in)



(7) Completely remove the plastigauge.

8) Measure the thrust clearance of camshaft with the dial gauge set at end of camshaft. If the clearance is not within the standard or there is offset wear, replace the camshaft caps and cylinder head as a set. If necessary replace the camshaft.

Camshaft thrust clearance:

Standard

Intake

0.075 — 0.135 mm (0.0030 — 0.0053 in)

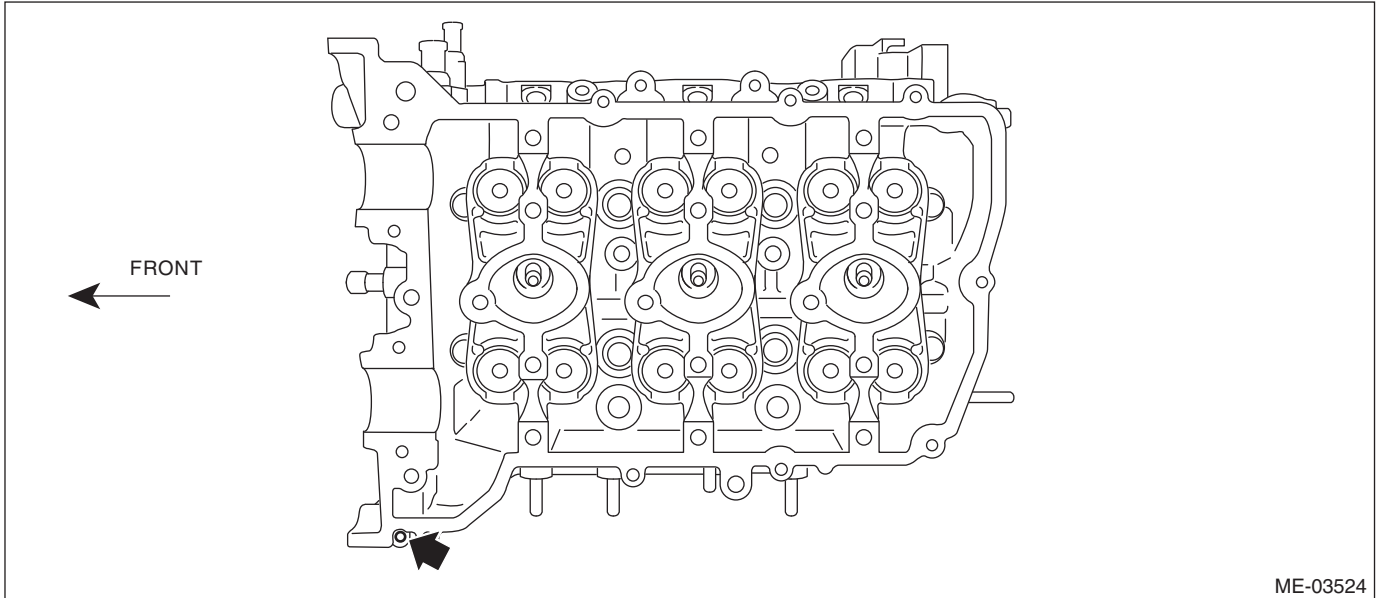
Exhaust

0.075 — 0.135 mm (0.0030 — 0.0053 in)

19. Cylinder Head

A: REMOVAL

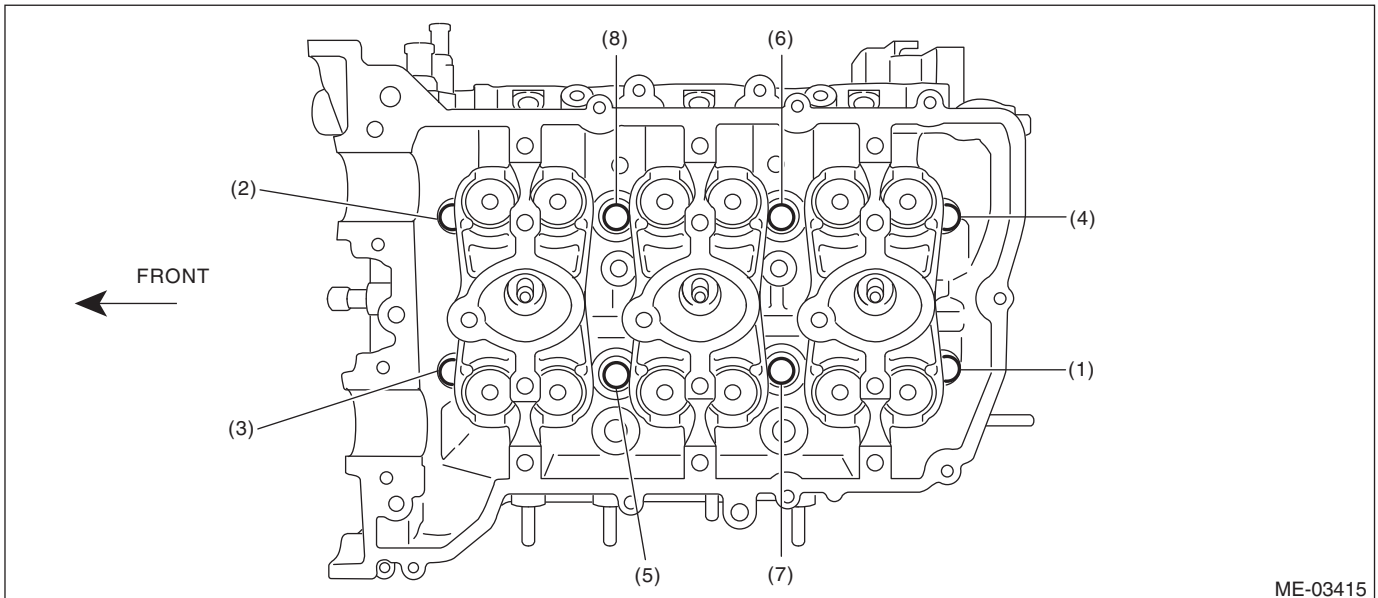
- 1) Remove the engine from vehicle. <Ref. to ME(H6DO)-34, REMOVAL, Engine Assembly.>
- 2) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 3) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 4) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 5) Remove the cam sprocket. <Ref. to ME(H6DO)-77, REMOVAL, Cam Sprocket.>
- 6) Remove the crank sprocket. <Ref. to ME(H6DO)-78, REMOVAL, Crank Sprocket.>
- 7) Remove the camshaft. <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>
- 8) Remove the seal bolt shown in the figure.



- 9) Remove the cylinder head bolts in the numerical order as shown in the figure.

NOTE:

Leave bolts (2) and (4) engaged by three or four threads to prevent the cylinder head from falling.



- 10) While tapping the cylinder head with a plastic hammer, separate it from cylinder block.
- 11) Remove the bolts (2) and (4) to remove cylinder head.
- 12) Remove the cylinder head gasket.

CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

13) Similarly, remove the cylinder head (RH).

B: INSTALLATION

1) Apply liquid gasket to the mating surface of cylinder block shown in the figure.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. If too much is applied, remove any liquid gasket that is squeezed out.

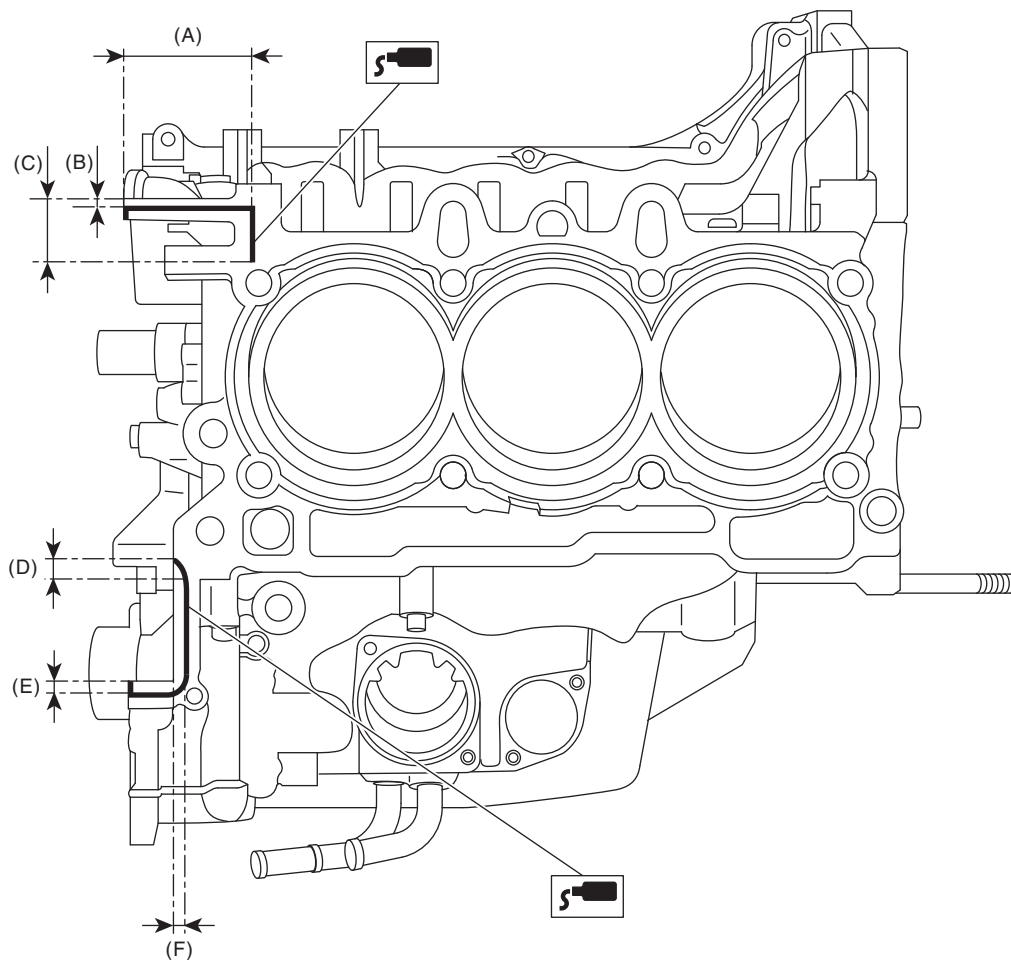
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

3.5 ± 1.0 mm (0.138 ± 0.039 in)

- LH side



ME-04497

(A) 59 mm (2.323 in)

(B) 2 mm (0.079 in)

(C) 20 mm (0.787 in)

(D) 7 mm (0.276 in)

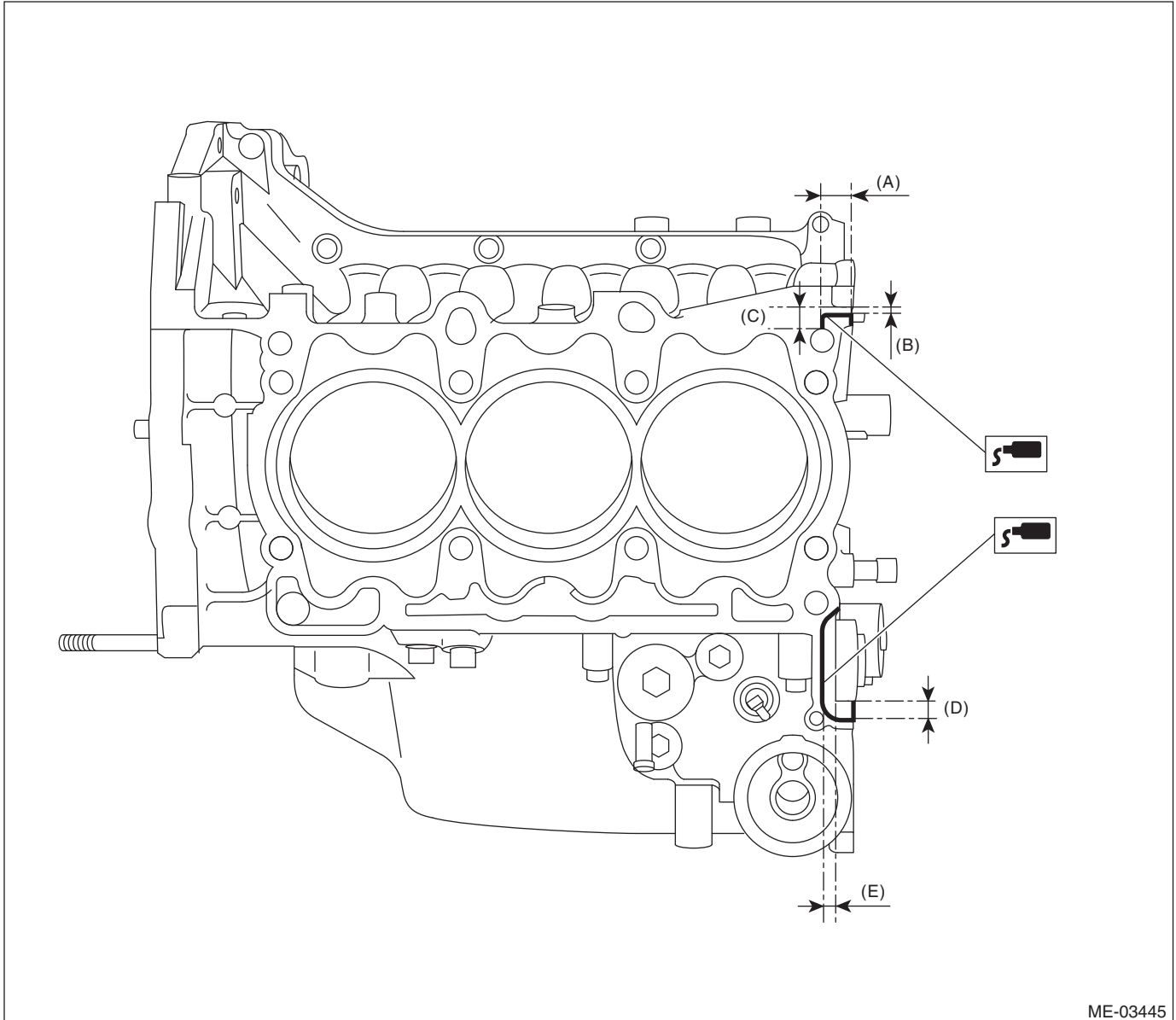
(E) 4 mm (0.157 in)

(F) 4 mm (0.157 in)

Cylinder Head

MECHANICAL

- RH side



(A) 17 mm (0.669 in)

(B) 2 mm (0.079 in)

(C) 9 mm (0.354 in)

(D) 4 mm (0.157 in)

(E) 4 mm (0.157 in)

2) Install the cylinder head gaskets LH and RH onto the cylinder block.

NOTE:

Use a new cylinder head gasket.

3) Apply liquid gasket to the mating surface of cylinder head gasket shown in the figure.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. If too much is applied, remove any liquid gasket that is squeezed out.

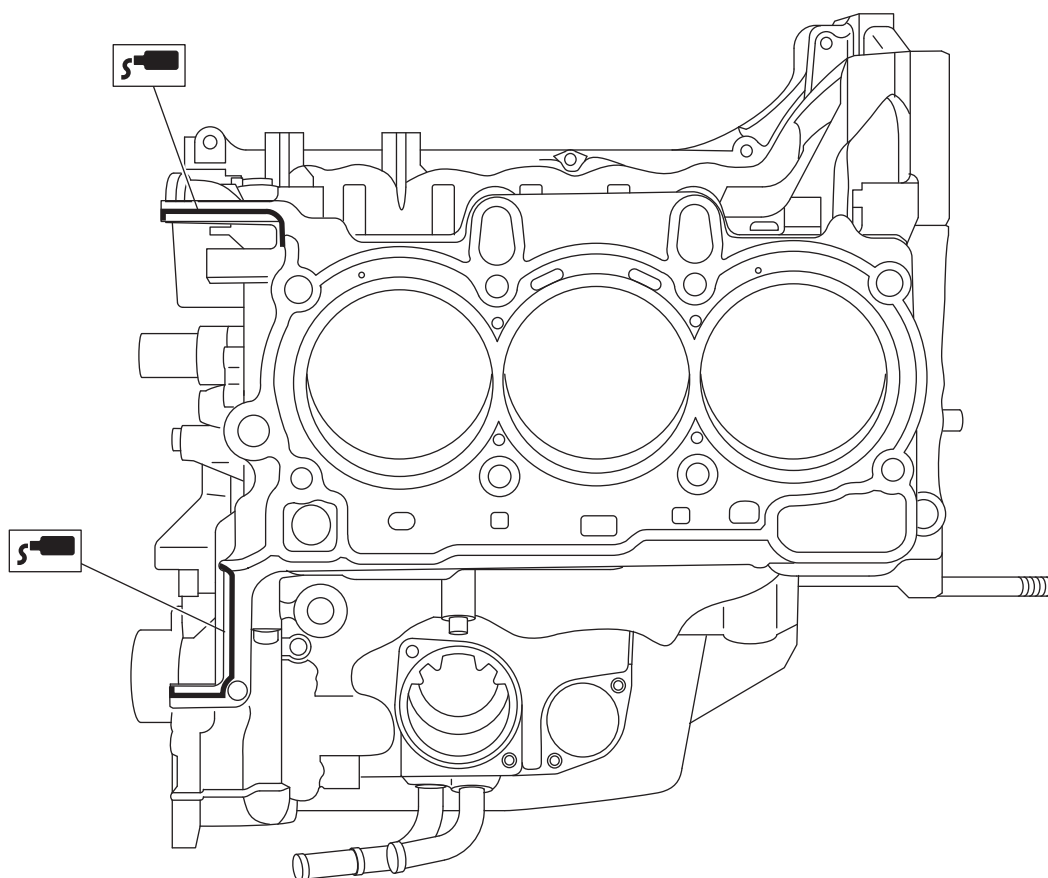
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

3.5 ± 1.0 mm (0.138 ± 0.039 in)

- LH side

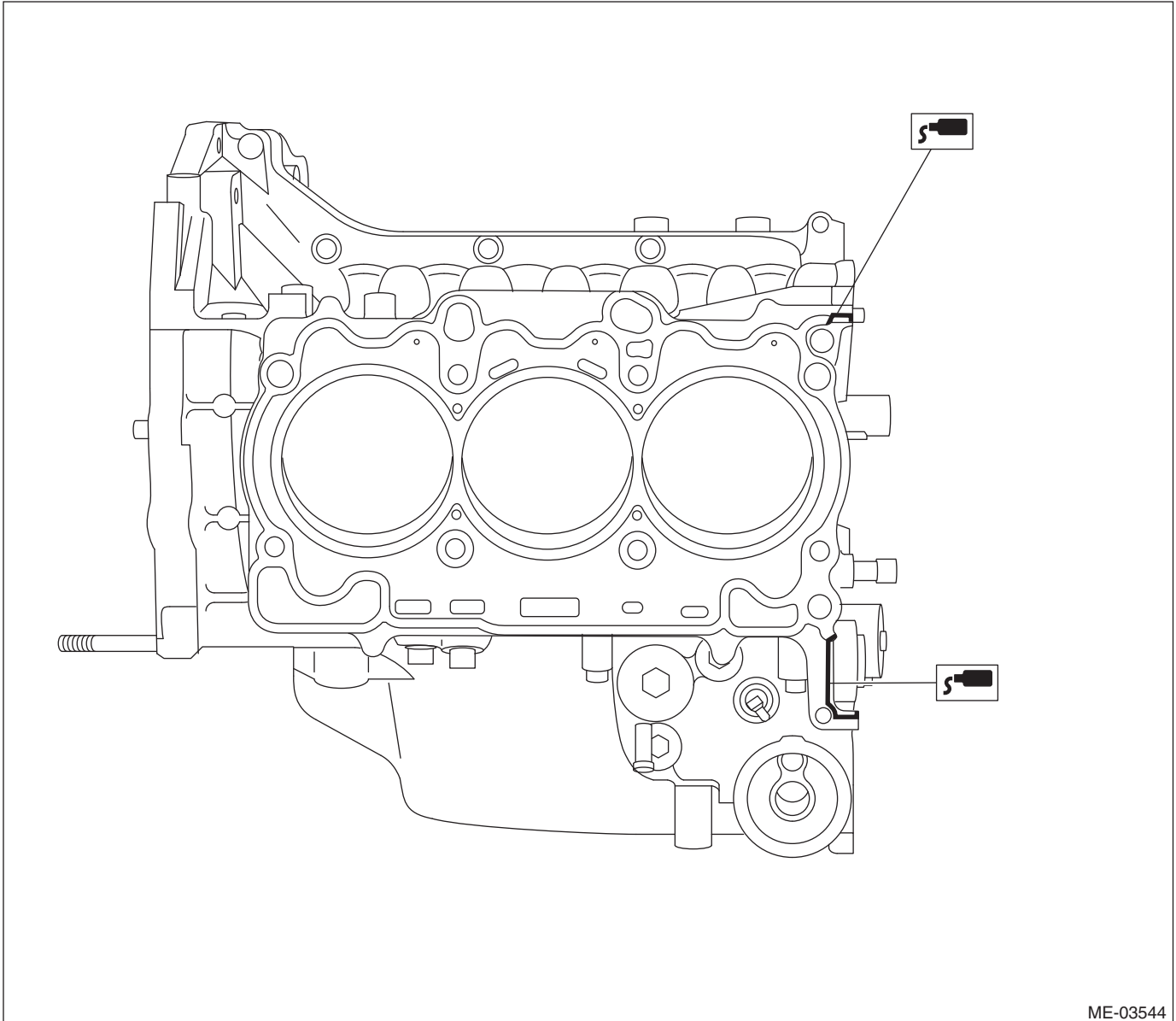


ME-04498

Cylinder Head

MECHANICAL

- RH side



ME-03544

4) Attach the cylinder head to the cylinder block.

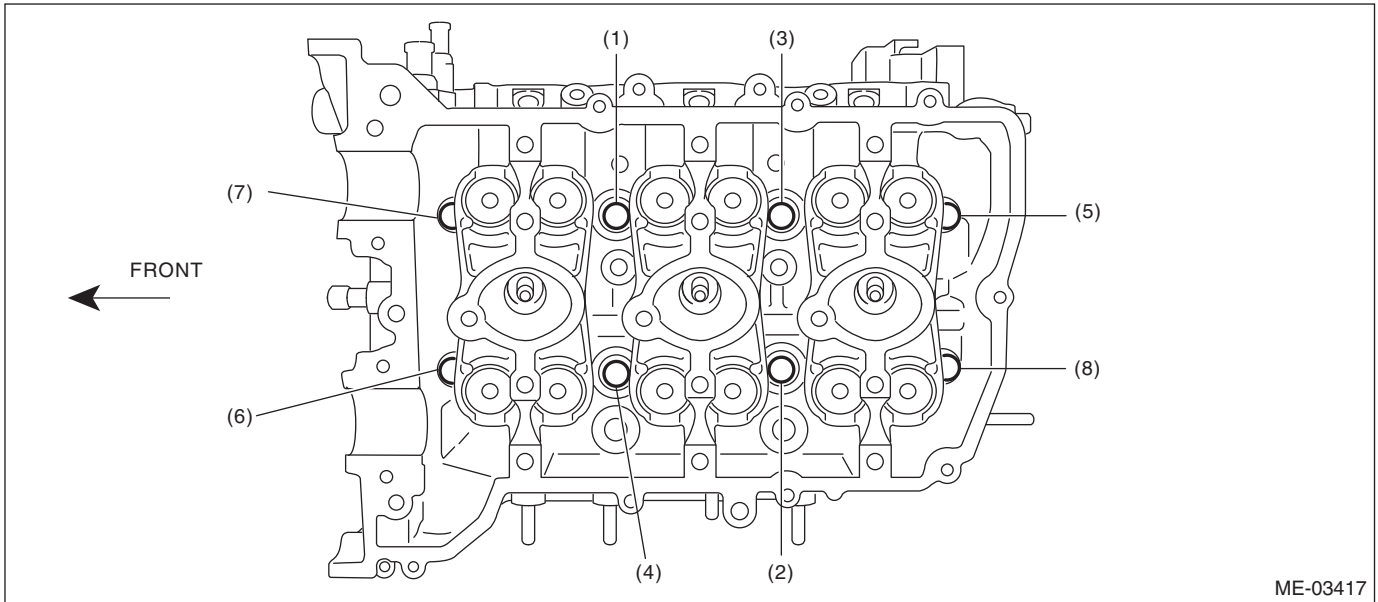
CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

5) Tighten the cylinder head bolts.

- (1) Apply a thin coat of engine oil to washers and cylinder head bolt threads.
- (2) Mount the cylinder head onto the cylinder block, then tighten the bolts with a torque of 20 N·m (2.0 kgf-m, 14.8 ft-lb) in the order indicated in the figure.
- (3) Tighten the bolts with a torque of 50 N·m (5.1 kgf-m, 36.9 ft-lb) in the order indicated in the figure.
- (4) Loosen all bolts by 180° in the reverse order of installing, and loosen them further by 180°.
- (5) Tighten the bolts with torque of 20 N·m (2.0 kgf-m, 14.8 ft-lb) in numerical sequence as shown in the figure.
- (6) Tighten the bolts (1) — (4) in the order indicated with a torque of 48 N·m (4.9 kgf-m, 35.4 ft-lb).
- (7) Tighten the bolts (5) — (8) in the order indicated with a torque of 44 N·m (4.5 kgf-m, 32.5 ft-lb).
- (8) Tighten all bolts 90° in the numerical order as shown in the figure.

(9) Tighten the bolt (1) — (4) by 45° in the numerical order.



ME-03417

6) Install the seal bolt shown in the figure.

NOTE:

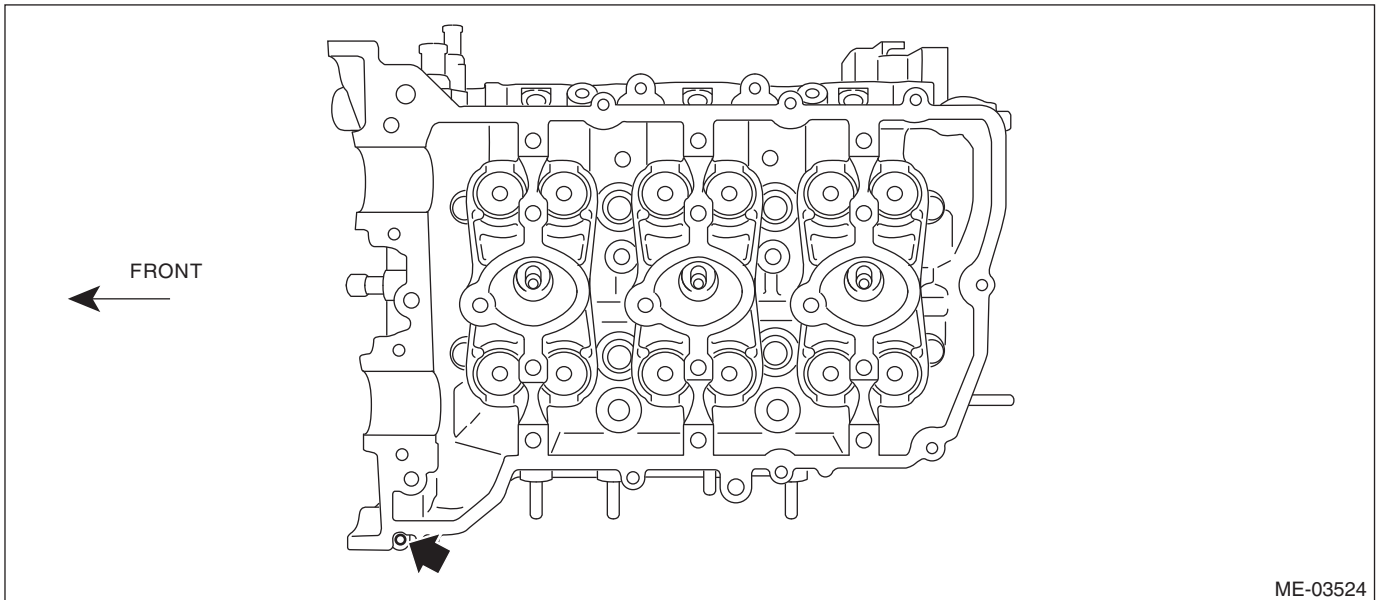
Before installing seal bolts, apply a sealing material to bolt threads.

SEAL MATERIAL:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



ME-03524

7) Install the camshaft. <Ref. to ME(H6DO)-81, INSTALLATION, Camshaft.>

8) Install the crank sprocket. <Ref. to ME(H6DO)-78, INSTALLATION, Crank Sprocket.>

9) Install the cam sprocket. <Ref. to ME(H6DO)-77, INSTALLATION, Cam Sprocket.>

10) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>

11) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>

12) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>

13) Install the engine to the vehicle. <Ref. to ME(H6DO)-38, INSTALLATION, Engine Assembly.>

Cylinder Head

MECHANICAL

C: DISASSEMBLY

1) Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

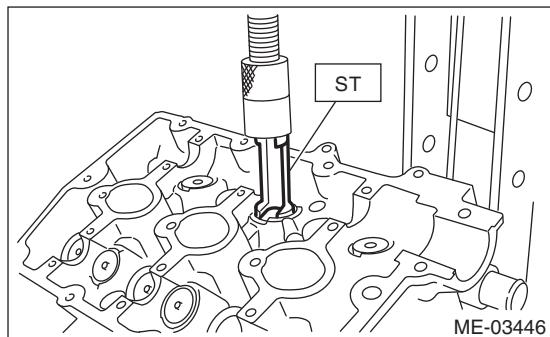
2) Remove the valve lifter.

3) Compress the valve spring using ST, and remove the valve spring retainer key, each valve and valve spring.

ST 499718000 VALVE SPRING REMOVER

NOTE:

- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.
- Keep all the removed parts in order for re-installing in their original positions.
- For removal and installation procedures of the valve guide, intake valve oil seal and exhaust valve oil seal, refer to "INSPECTION". <Ref. to ME(H6DO)-93, VALVE GUIDE, INSPECTION, Cylinder Head.> <Ref. to ME(H6DO)-95, INTAKE AND EXHAUST VALVE OIL SEAL, INSPECTION, Cylinder Head.>



D: ASSEMBLY

1) Install the valve spring and valve.

(1) Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

(2) Coat the stem of each valve with engine oil and insert the valve into valve guide.

NOTE:

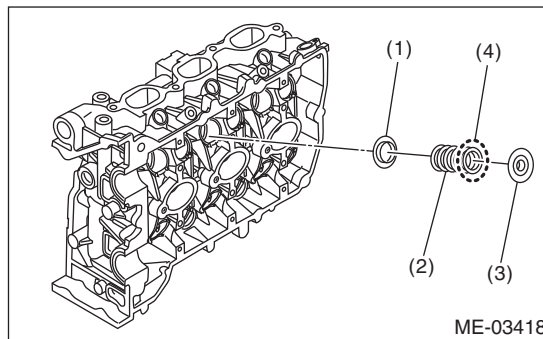
When inserting the valve into valve guide, use special care not to damage the oil seal lip.

(3) Install the valve spring and retainer.

NOTE:

- Be sure to install the valve spring with its close-coiled end facing the seat on cylinder head.

- Install the valve spring with the painted side facing to retainer.



(1) Seat

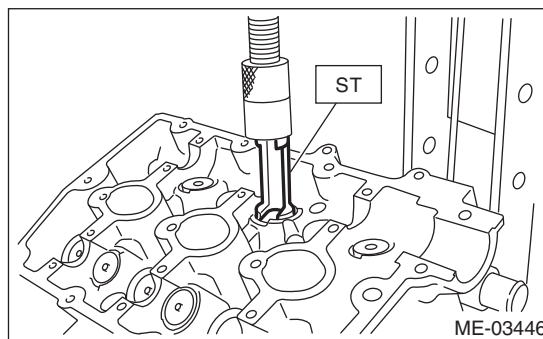
(2) Valve spring

(3) Retainer

(4) Painted face

(4) Set the ST on valve spring.

ST 499718000 VALVE SPRING REMOVER



(5) Compress the valve spring and fit the valve spring retainer key.

(6) After installing, tap the valve spring retainers lightly with a wooden hammer for better seating.

2) Apply oil to the surface of valve lifter.

3) Install the valve lifter.

E: INSPECTION

1. CYLINDER HEAD

1) Make sure that there are no cracks or other damages. Perform visual check, and use liquid penetrant tester on the important sections. Check that there are no marks of gas leaking or water leaking on gasket installing surface.

2) Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

3) Check for warpage at mating surface between the cylinder block and cylinder head using a straight edge (A) and thickness gauge (B). If the warpage exceeds limit, replace the cylinder head.

Warping limit:

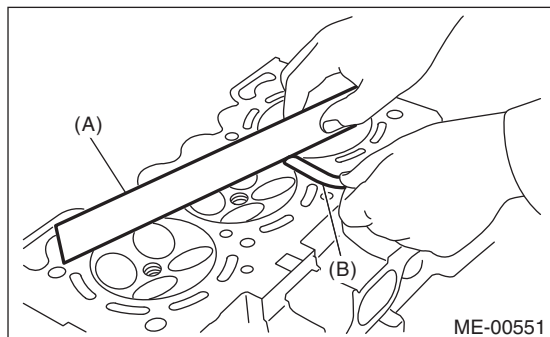
0.020 mm (0.0008 in)

Standard height of cylinder head:

124±0.05 mm (4.88±0.0020 in)

NOTE:

Uneven torque for the cylinder head bolts can cause warpage. When reinstalling, pay special attention to the torque so as to tighten evenly.



2. VALVE SEAT

Inspect the intake and exhaust valve seats, and correct the contact surfaces with a valve seat cutter if they are defective or when valve guides are replaced.

Contacting width of valve seat W :

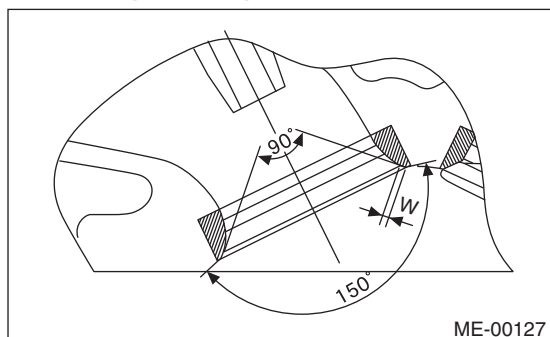
Standard

Intake

1.0 mm (0.039 in)

Exhaust

1.5 mm (0.059 in)



3. VALVE GUIDE

1) Check the clearance between valve guide and valve stem. The clearance can be checked by measuring respectively the outer diameter of valve stem with a micrometer and the inner diameter of valve guide with a caliper gauge.

Clearance between the valve guide and valve stem:

Standard

Intake

0.030 — 0.057 mm (0.0012 — 0.0022 in)

Exhaust

0.040 — 0.067 mm (0.0016 — 0.0026 in)

2) If the clearance between valve guide and valve stem exceeds the standard, replace the valve guide or valve itself, whichever shows the greater amount of wear or damage. See the following procedure for valve guide replacement.

Valve guide inner diameter:

5.500 — 5.512 mm (0.2165 — 0.2170 in)

Valve stem outer diameters:

Intake

5.455 — 5.470 mm (0.2148 — 0.2154 in)

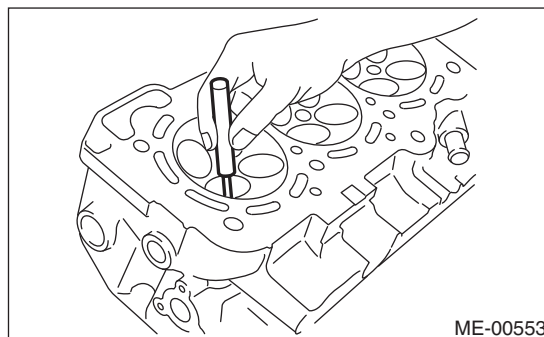
Exhaust

5.445 — 5.460 mm (0.2144 — 0.2150 in)

(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.

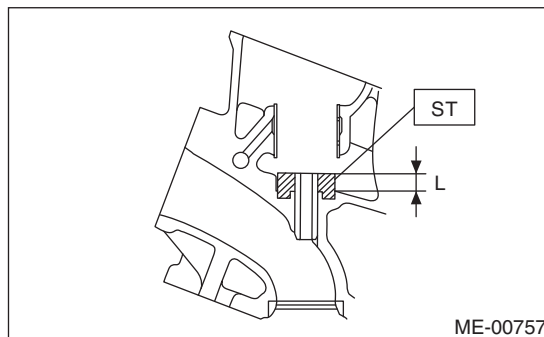
(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 18250AA010 CYLINDER HEAD TABLE
ST2 499765700 VALVE GUIDE REMOVER



(3) Turn the cylinder head upside down and place the ST as shown in the figure.

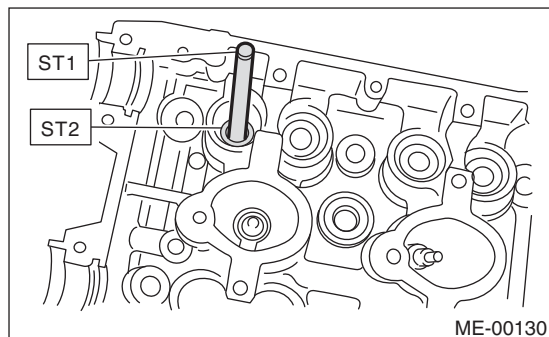
ST 18251AA050 VALVE GUIDE ADJUSTER (INTAKE SIDE)
ST 18251AA060 VALVE GUIDE ADJUSTER (EXHAUST SIDE)



(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inner surface of valve guide holes in cylinder head.

(5) Coat a new valve guide with sufficient oil, put it into the cylinder, and insert the ST1 into the valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

ST1	499765700	VALVE GUIDE REMOVER
ST2	18251AA050	VALVE GUIDE ADJUSTER (INTAKE SIDE)
ST2	18251AA060	VALVE GUIDE ADJUSTER (EXHAUST SIDE)



(6) Check the valve guide protrusion amount "L".

Valve guide protrusion amount L:

Intake

8.6 — 9.0 mm (0.3386 — 0.3543 in)

Exhaust

10.7 — 11.1 mm (0.4213 — 0.4370 in)

(7) Ream the inside of valve guide using ST. Put the reamer in valve guide, and slowly rotate the reamer clockwise while pushing it lightly. Bring the reamer back while rotating it clockwise.

ST	499765900	VALVE GUIDE REAMER

NOTE:

- Apply engine oil to the reamer when reaming.
- If the inner surface of valve guide is damaged, the edge of reamer should be slightly ground with oil stone.
- If the inner surface of valve guide becomes lustrous and the reamer does not chip, use a new reamer or remedy the reamer.

(8) After reaming, clean the valve guide to remove chips.

(9) Recheck the contact condition between valve and valve seat after replacing the valve guide.

4. INTAKE AND EXHAUST VALVE

1) Inspect the flange and stem of valve, and replace if damaged, worn or deformed, "H" exceeds the standard, or if there is uneven wear.

Head edge thickness H:

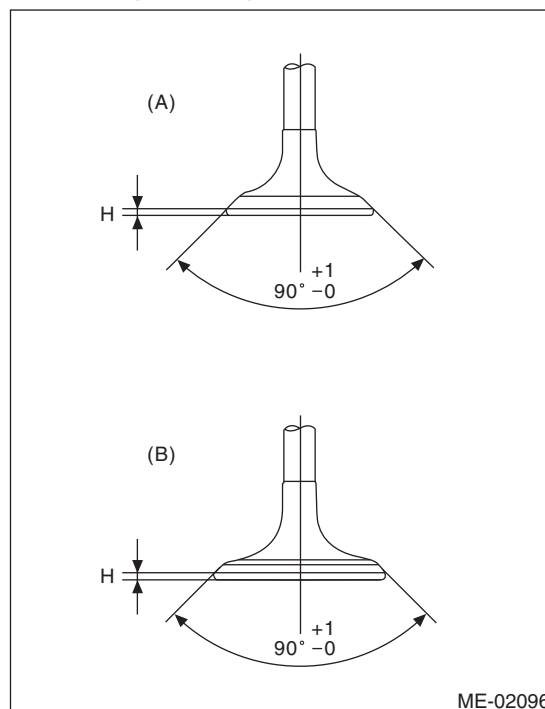
Standard

Intake (A)

1.0 mm (0.039 in)

Exhaust (B)

1.2 mm (0.047 in)



2) Put a small amount of grinding compound on the seat surface, and lap the valve and seat surface. Install a new valve oil seal after lapping.

NOTE:

It is possible to differentiate between the intake valve and the exhaust valve by their overall length.

Valve overall length:

Intake

103.5 mm (4.075 in)

Exhaust

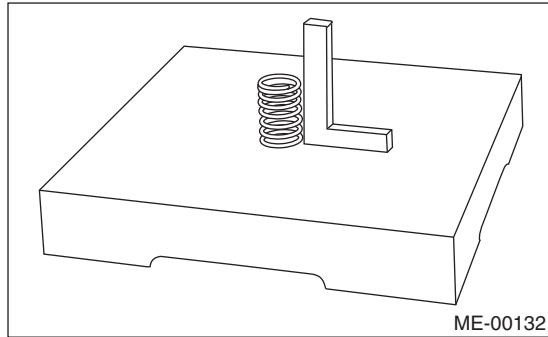
103.2 mm (4.063 in)

5. VALVE SPRING

1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.

2) To measure the squareness of the valve spring, stand the valve spring on a surface plate and measure its deflection at the top of the spring using a try square.

Free length	mm (in)	49.06 (1.9315)
Tension/spring height N (kgf, lb)/mm (in)	Set	182 — 210 (18.6 — 21.4, 40.9 — 47.2) /31.0 (1.220 in)
	Lift	316 — 350 (32.2 — 35.7, 71.0 — 78.7) /21.0 (0.827 in)
Squareness		2.5°, 2.1 mm (0.083 in) or less



6. INTAKE AND EXHAUST VALVE OIL SEAL

1) For the following, replace the oil seal with a new part.

- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of valve and valve seat.
- When replacing the valve guide.

2) Set the cylinder head on ST1.

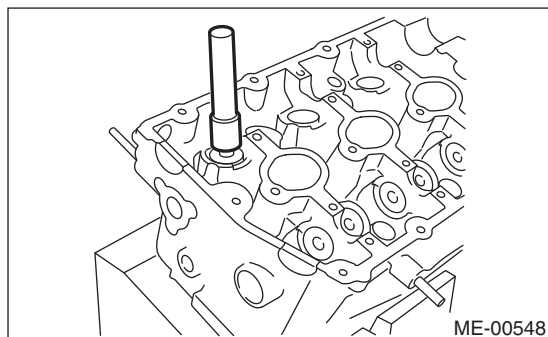
3) Using the ST2, press in the oil seal.

ST1 18250AA010 CYLINDER HEAD TABLE

ST2 499585500 VALVE OIL SEAL GUIDE

NOTE:

- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer or strike in.



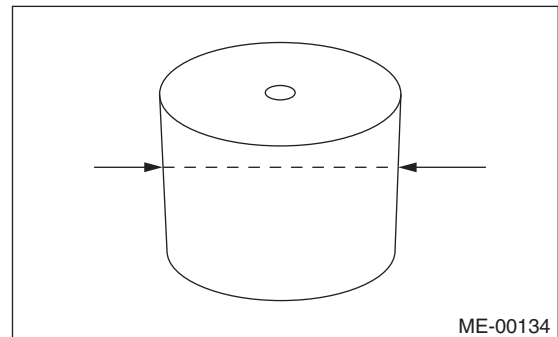
7. VALVE LIFTER

1) Perform visual check on the valve lifter.

2) Measure the valve lifter outer diameter.

Outer diameter of valve lifter:

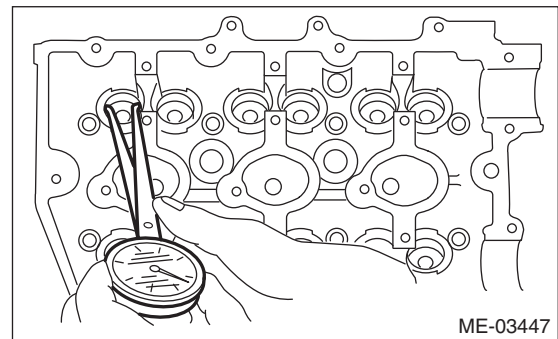
32.959 — 32.975 mm (1.2976 — 1.2982 in)



3) Measure the inner diameter of valve lifter hole of cylinder head.

Inner diameter of valve lifter mating surface:

32.994 — 33.016 mm (1.2990 — 1.2998 in)



4) Check the clearance between valve lifter and valve lifter mating surface. The clearance can be determined from the measured value of the valve lifter outer diameter and valve lifter mating surface inner diameter. If it is not within the standard or there is uneven wear in the inner surface, replace the cylinder head.

Clearance between valve lifter and valve lifter mating surface:

Standard

0.019 — 0.057 mm (0.0007 — 0.0022 in)

20. Cylinder Block

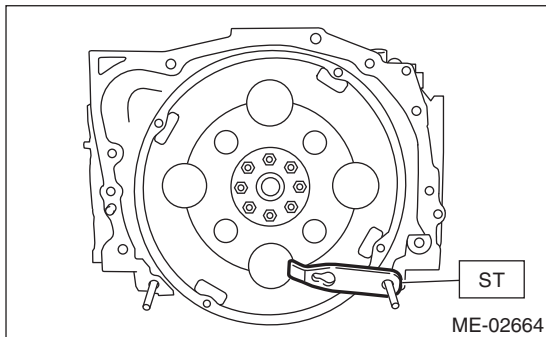
A: REMOVAL

NOTE:

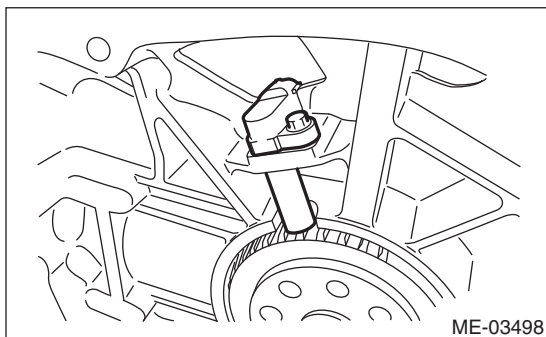
Before conducting this procedure, drain the engine oil completely.

- 1) Remove the engine from vehicle. <Ref. to ME(H6DO)-34, REMOVAL, Engine Assembly.>
- 2) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 3) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 4) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 5) Remove the cam sprocket. <Ref. to ME(H6DO)-77, REMOVAL, Cam Sprocket.>
- 6) Remove the crank sprocket. <Ref. to ME(H6DO)-78, REMOVAL, Crank Sprocket.>
- 7) Remove the camshaft. <Ref. to ME(H6DO)-79, REMOVAL, Camshaft.>
- 8) Remove the cylinder head. <Ref. to ME(H6DO)-86, REMOVAL, Cylinder Head.>
- 9) Use the ST to lock the crankshaft, and remove the drive plate.

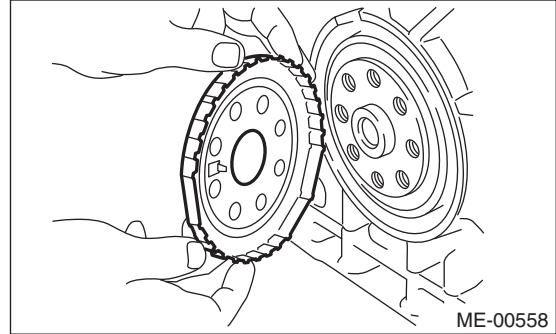
ST 498497100 CRANKSHAFT STOPPER



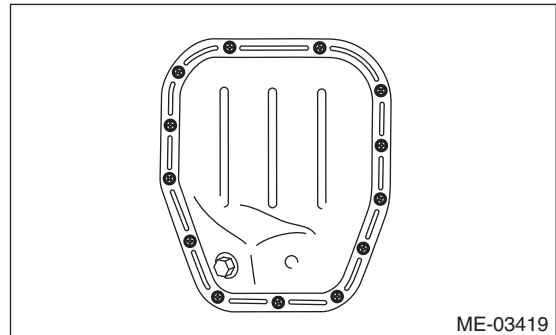
- 10) Remove the crankshaft position sensor.



- 11) Remove the crankshaft position sensor plate.



- 12) Rotate the engine to set oil pan upper.
- 13) Remove the bolts which secure oil pan lower to oil pan upper.

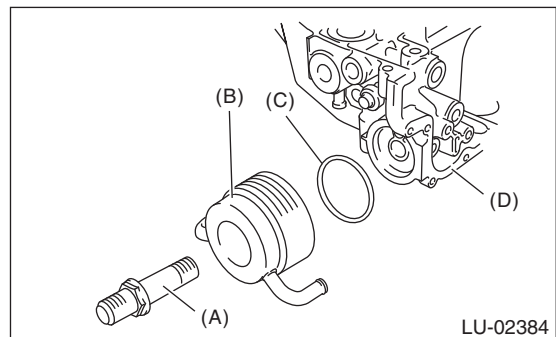


- 14) Insert an oil pan cutter blade into the gap between oil pan upper and oil pan lower, and remove the oil pan lower.

CAUTION:

Do not use a screwdriver or similar tools in place of oil pan cutter.

- 15) Remove the oil cooler connector and remove the oil cooler.

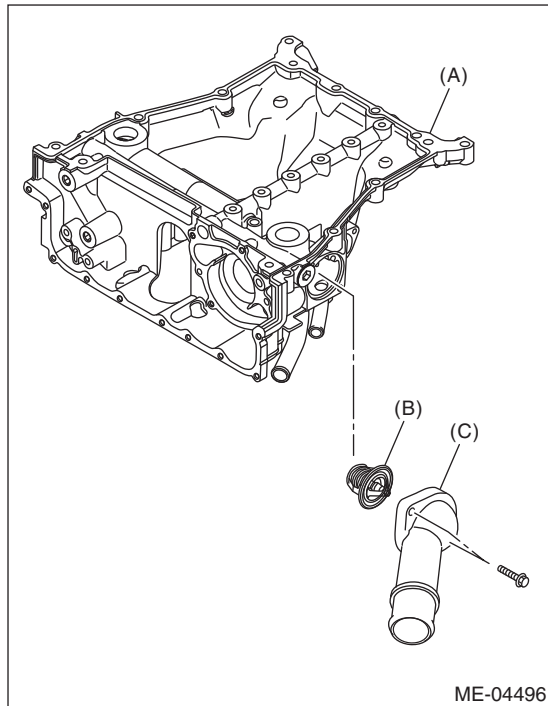


- (A) Oil cooler connector
- (B) Oil cooler
- (C) O-ring
- (D) Oil pan upper

- 16) Remove the oil pump. <Ref. to LU(H6DO)-12, REMOVAL, Oil Pump.>

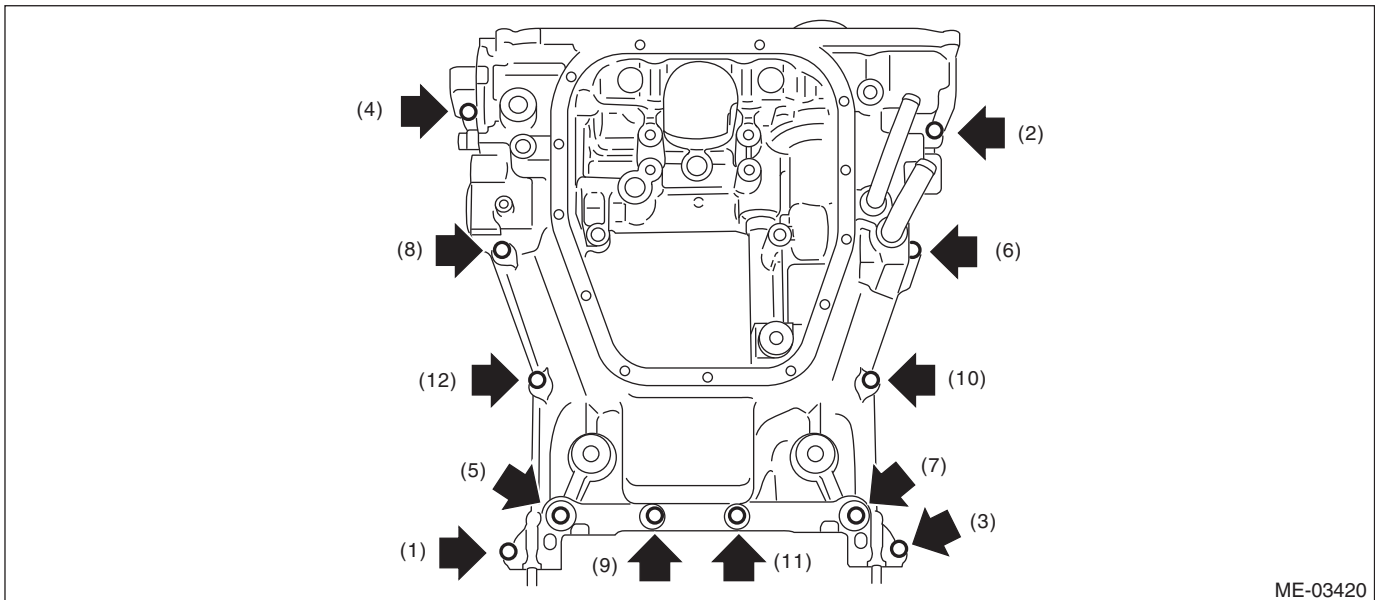
- 17) Remove the oil level switch. <Ref. to LU(H6DO)-17, REMOVAL, Oil Level Switch.>

18) Remove the thermostat cover, and then remove the thermostat.



- (A) Oil pan upper
- (B) Thermostat
- (C) Thermostat cover

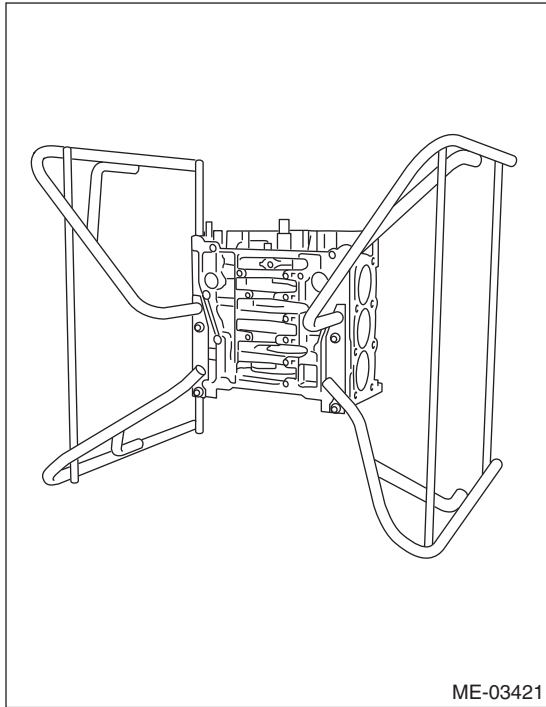
19) Remove the oil pump cover.



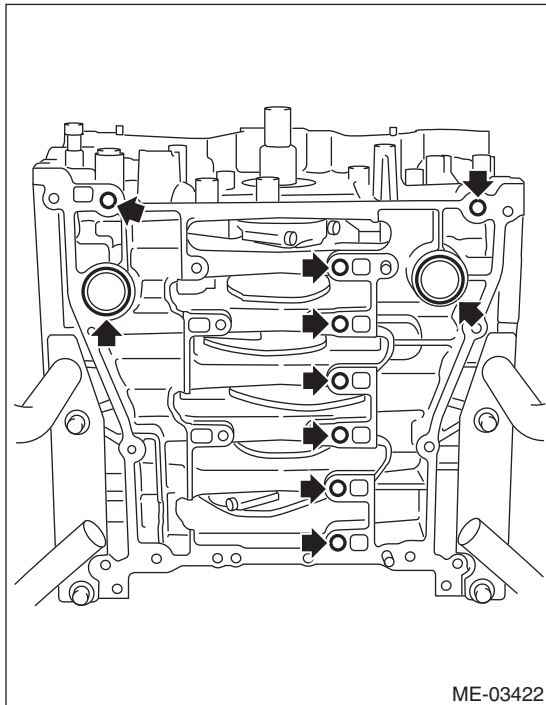
Cylinder Block

MECHANICAL

20) Face the front of the engine up, standing the engine on one end.



21) Remove ten O-rings from the underside of the cylinder block.



22) Mark the direction of front and the number of connecting rod caps.

23) Remove the #1 and #4 connecting rod caps and pistons from the cylinder block.

NOTE:

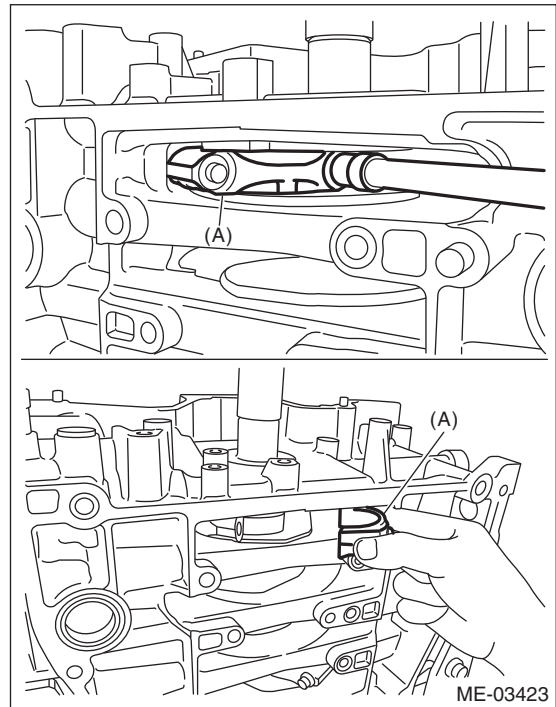
- Use 3/8 inch (9.5sq.) for the extension and TORX® socket (E12).

- After removing the two connecting rod connection bolts, turning the crankshaft (ST) counterclockwise will remove the connecting rod cap.
- Mark each connecting rod cap and piston with connecting rod cap number and piston number.
- The removal of all connecting rod caps and pistons are performed in three separate steps. First, remove the #1 and #4 connecting rod caps and pistons simultaneously, then the #2 and #5 connecting rod caps and pistons simultaneously, and then the #3 and #6 connecting rod caps and pistons simultaneously.

(1) Using the ST, turn the crankshaft and set the #1 piston at the mid point between TDC and BDC.

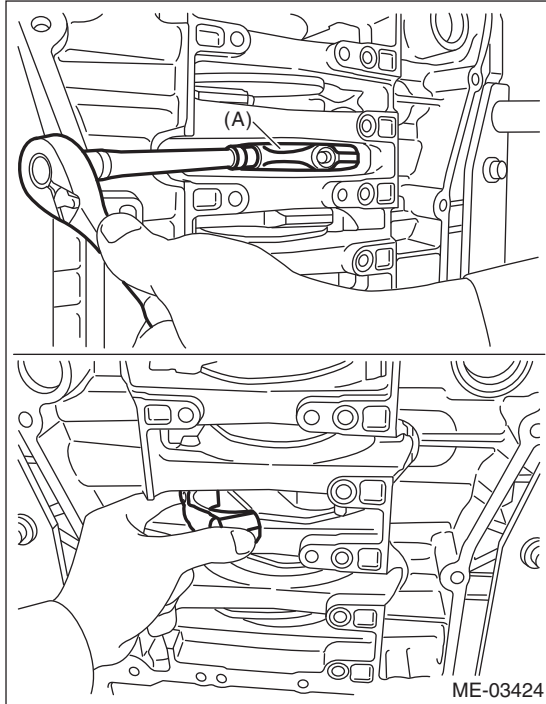
ST 18252AA000 CRANKSHAFT SOCKET

(2) Remove the two #1 connecting rod cap connection bolts, and remove the connecting rod cap.



(A) #1 connecting rod cap

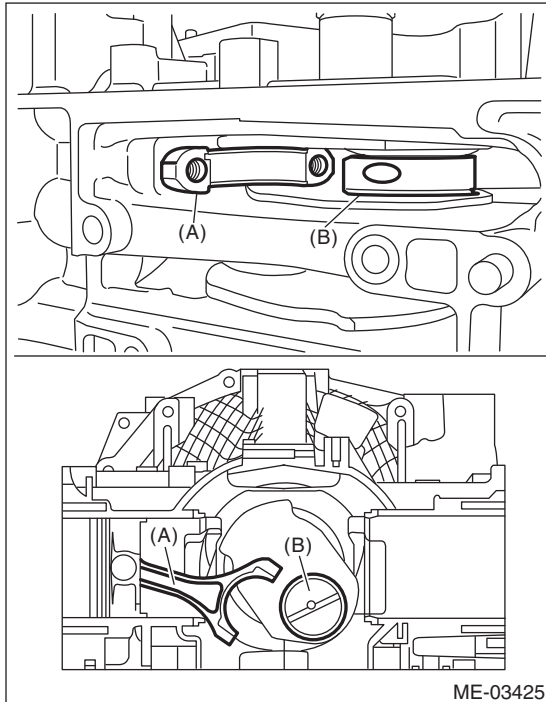
(3) Remove the two #4 connecting rod cap connection bolts, and remove the connecting rod cap.



(A) #4 connecting rod cap

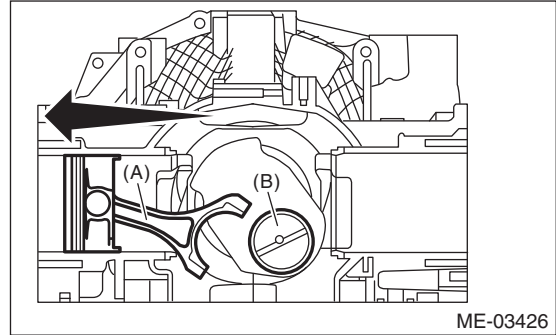
(4) Using the ST, turn the crankshaft and separate the positions of the crank pin and the large end of the #1 connecting rod.

ST 18252AA000 CRANKSHAFT SOCKET



(A) #1 connecting rod
(B) Crank pin

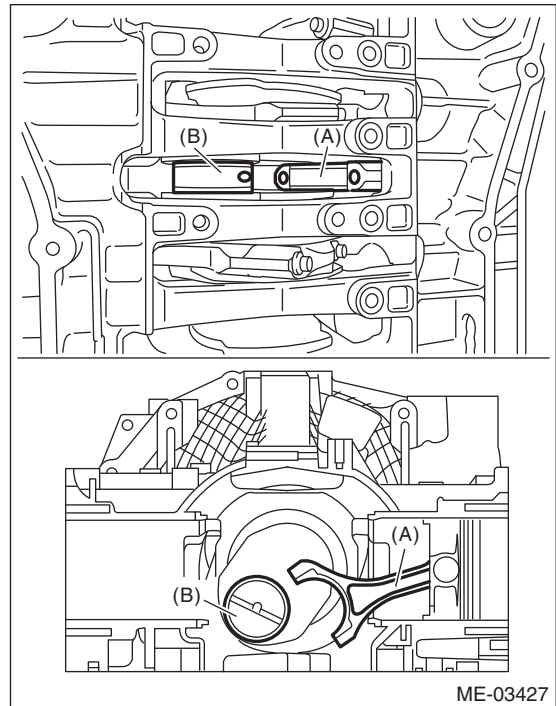
(5) Push the #1 connecting rod in the direction of the arrow, and remove the #1 piston and connecting rod from the cylinder block.



(A) #1 connecting rod
(B) Crank pin

(6) Using the ST, turn the crankshaft and separate the positions of the crank pin and the large end of the #4 connecting rod.

ST 18252AA000 CRANKSHAFT SOCKET

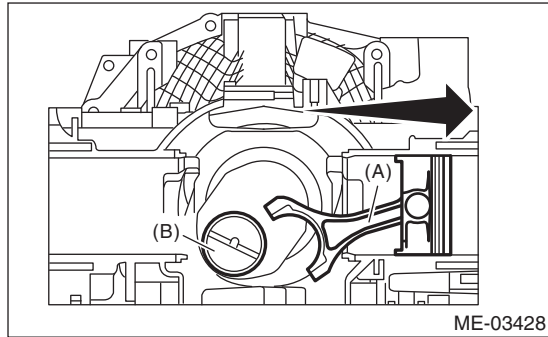


(A) #4 connecting rod
(B) Crank pin

Cylinder Block

MECHANICAL

(7) Push the #4 connecting rod in the direction of the arrow, and remove the #4 piston and connecting rod from the cylinder block.

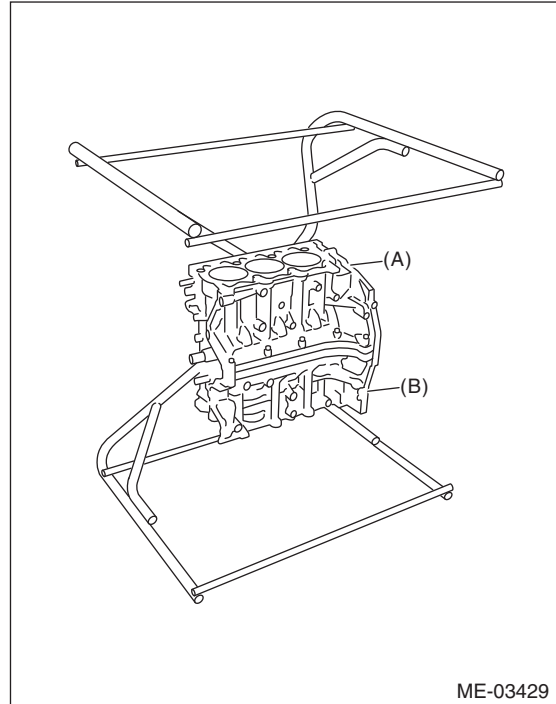


- (A) #4 connecting rod
- (B) Crank pin

24) Remove the #2 and #5 connecting rods and pistons from the cylinder block in the same manner.
ST 18252AA000 CRANKSHAFT SOCKET

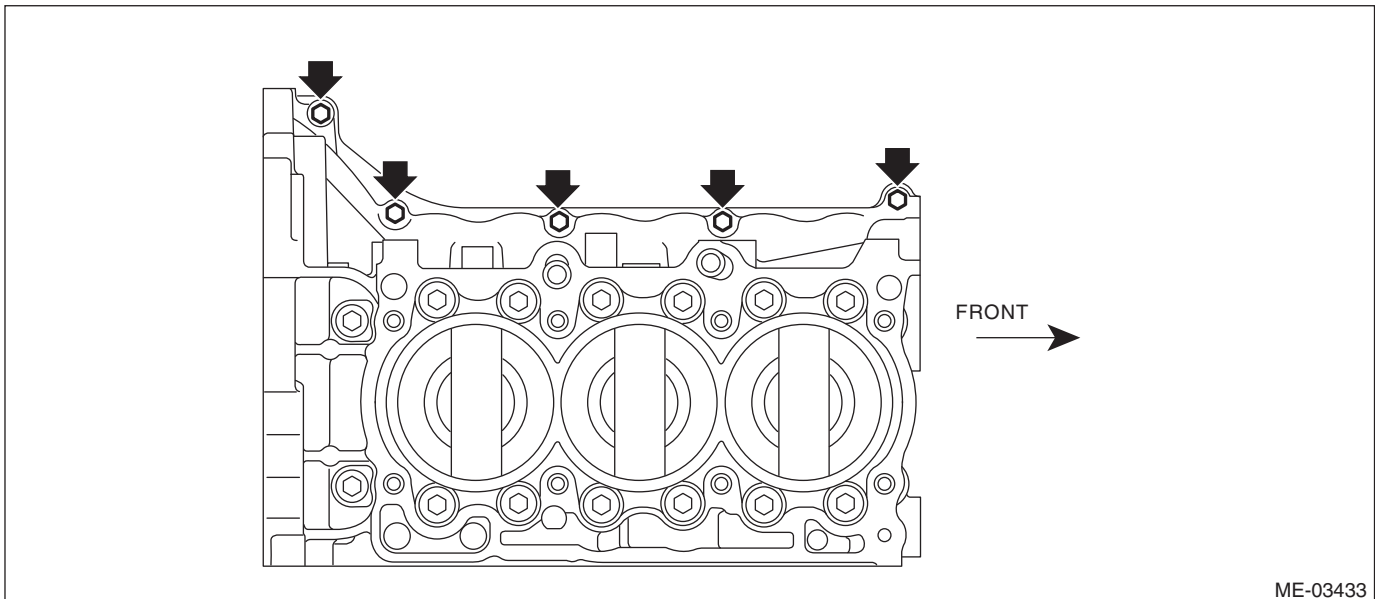
25) Remove the #3 and #6 connecting rods and pistons from the cylinder block in the same manner.
ST 18252AA000 CRANKSHAFT SOCKET

26) Face the cylinder block (RH) up.



- (A) Cylinder block (RH)
- (B) Cylinder block (LH)

27) Remove the upper bolt.

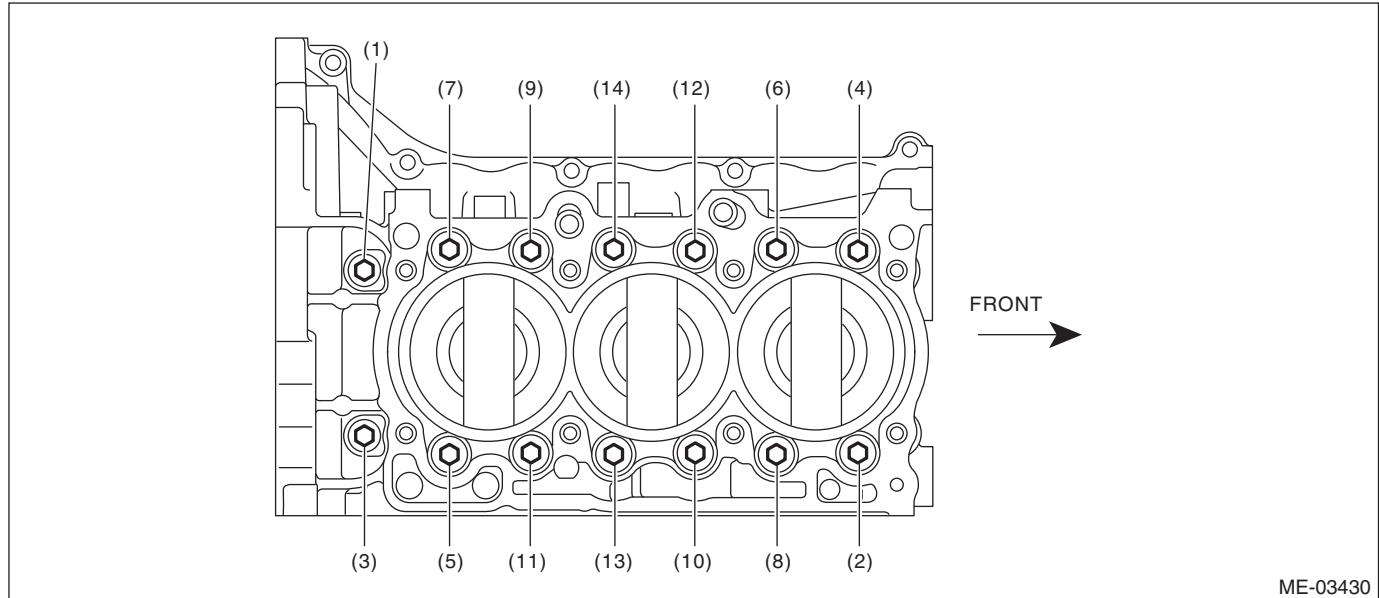


28) Loosen the cylinder block bolts in the order indicated in the figure, and separate cylinder block (RH) and (LH).

NOTE:

Confirm that the crankshaft is remaining in the cylinder block (LH).

If the cylinder block (RH) is lifted carelessly when separating, the crankshaft may stick to cylinder block (RH), then fall off.



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29) Remove the rear oil seal.

30) Remove the crankshaft from cylinder block (LH).

31) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

- Do not confuse the combination of crankshaft bearings.
- Press the bearing at the end opposite to locking lip.

B: INSTALLATION

1) After setting the cylinder block to ST, install the crankshaft bearing.

ST 18232AA000 ENGINE STAND

NOTE:

Apply a coat of engine oil to the bearing and crankshaft journal.

2) Mount the crankshaft in cylinder block (LH).

3) Apply liquid gasket to the mating surfaces of cylinder block (RH).

CAUTION:

Do not allow liquid gasket to run over into oil passages, bearing grooves, etc.

NOTE:

Install within 5 min. after applying liquid gasket.

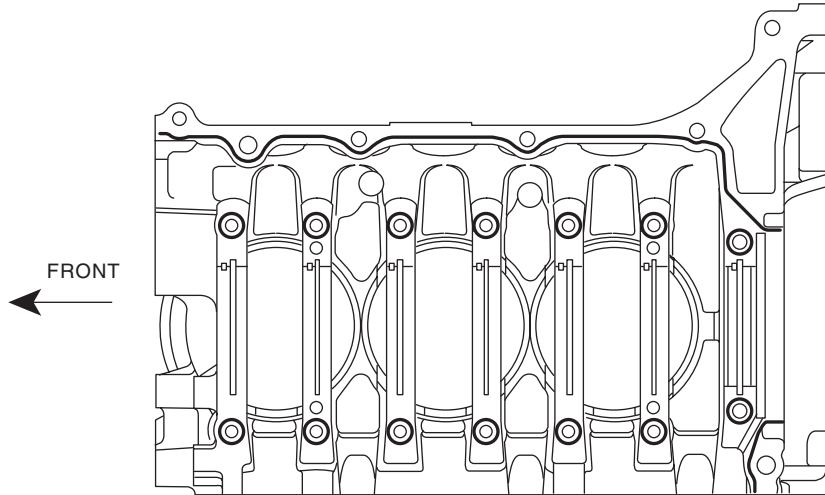
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Cylinder Block

MECHANICAL

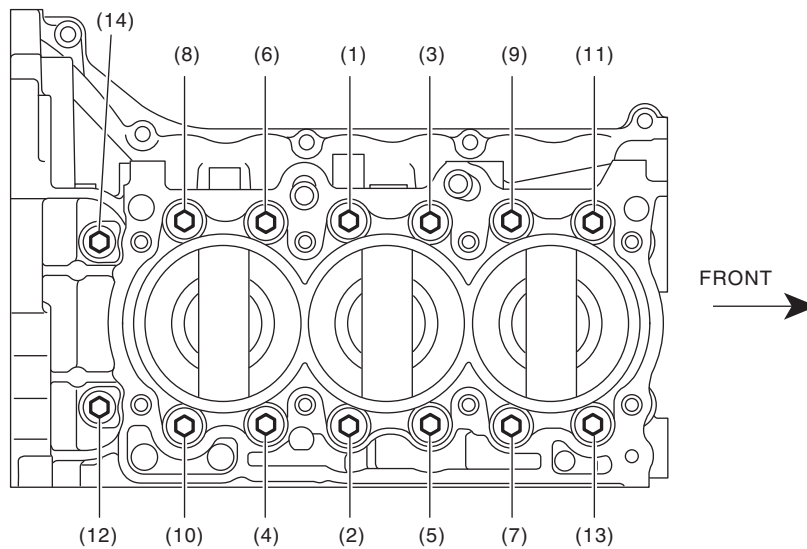
Liquid gasket applying diameter:
 1.0 ± 0.2 mm (0.039 ± 0.008 in)



ME-03431

- 4) Attach cylinder block (RH) to cylinder block (LH).
- 5) Apply a coat of engine oil to the washer and bolt thread.
- 6) Tighten all bolts in the numerical order as shown in the figure.

Tightening torque:
 12 N·m (1.2 kgf-m, 8.9 ft-lb)

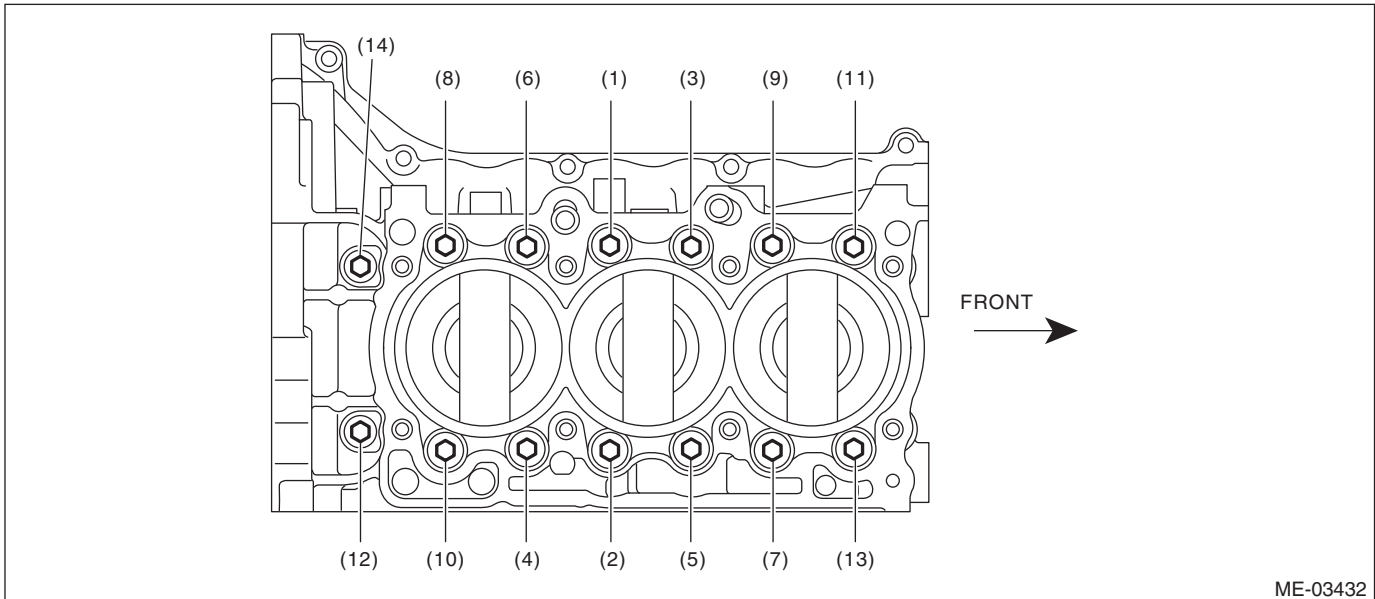


ME-03432

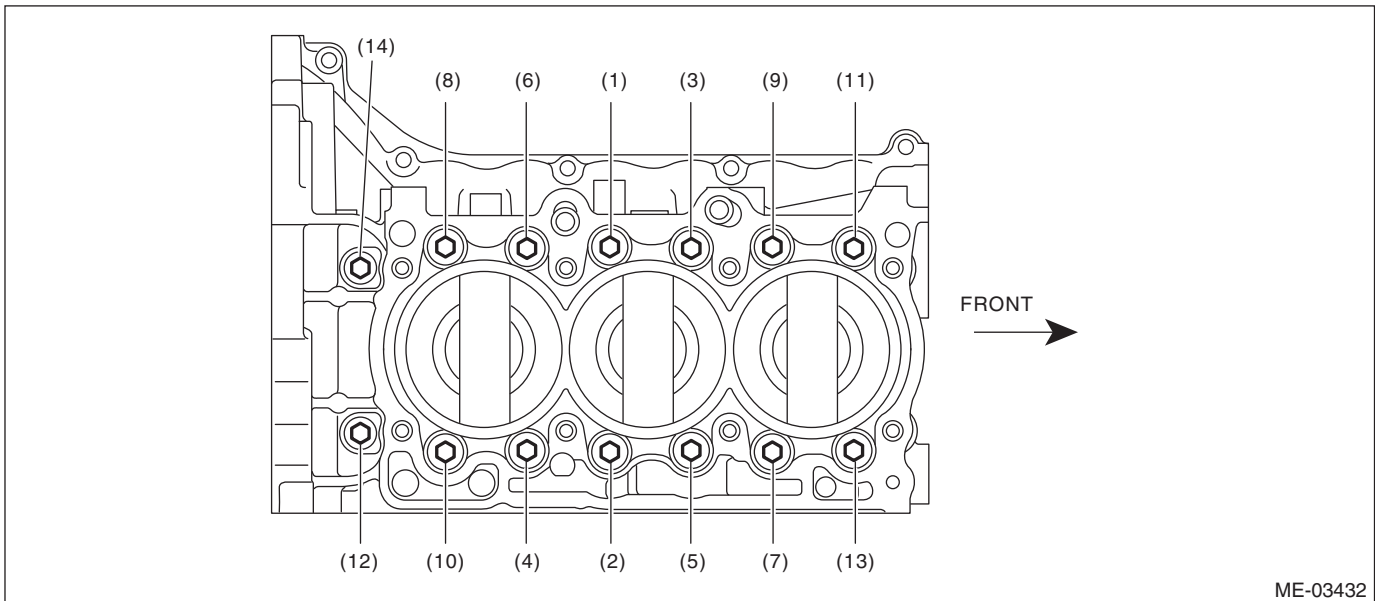
7) Retighten all bolts in the numerical order as shown in the figure.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Tighten all bolts by 90° in numerical order as shown in the figure.



Cylinder Block

MECHANICAL

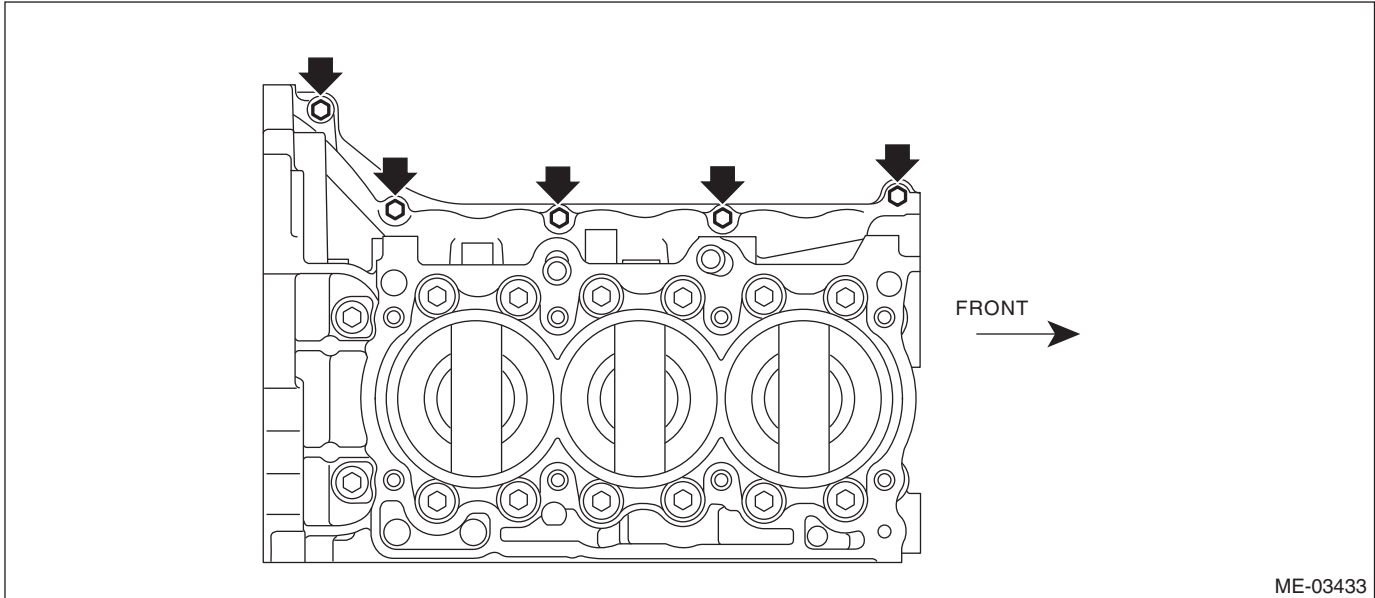
9) Install the upper bolt to cylinder block.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

NOTE:

Remove any liquid gasket squeezed out onto the seal surface between the chain cover and oil pan upper, after tightening the cylinder block connecting bolts.



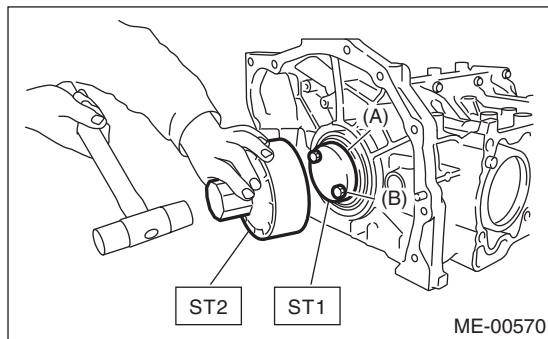
10) Apply a coat of engine oil to the oil seal periphery and install the rear oil seal using ST1 and ST2.

NOTE:

Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL
GUIDE

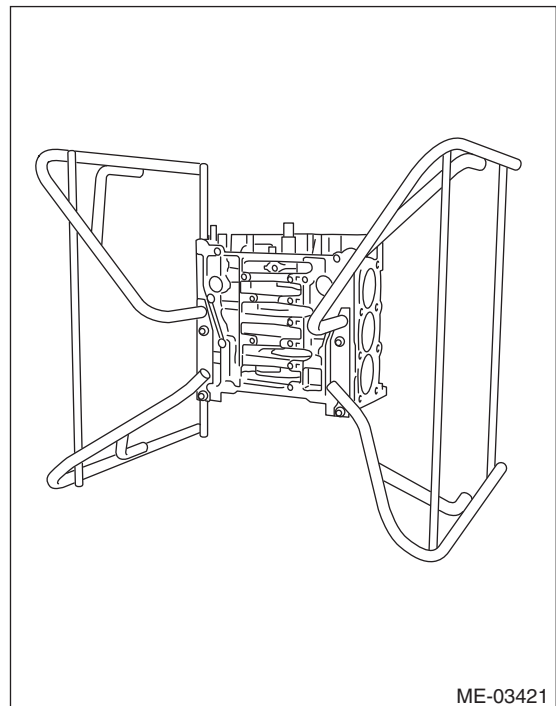
ST2 499587200 CRANKSHAFT OIL SEAL IN-
STALLER



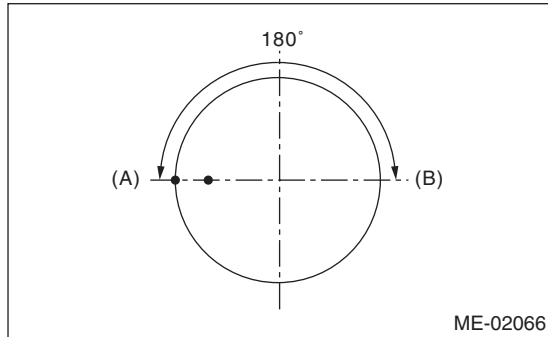
(A) Rear oil seal

(B) Drive plate installation bolt

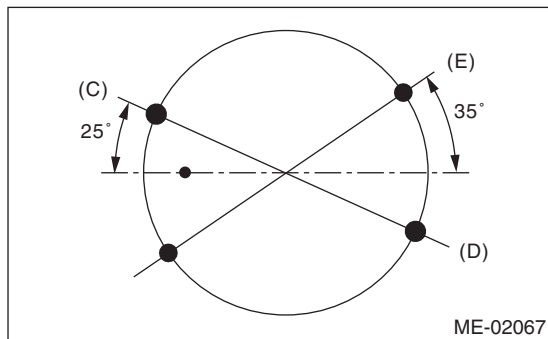
11) Face the front of the engine up, standing the engine on one end.



- 12) Attach the piston ring and oil ring to the piston.
 (1) Position the top ring gap at (A) in the figure.
 (2) Position the second ring gap at (B).



- (3) Position the upper rail gap at (C) in the figure.
 (4) Position the expander gap at (D) in the figure.
 (5) Position the lower rail gap at (E) in the figure.

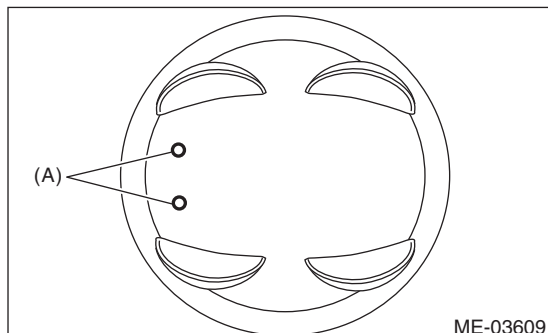


CAUTION:

- Make sure ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.
- Assemble so that the stamp mark N faces towards the top of the piston.

- 13) Install the #1 piston and connecting rod to the cylinder block.

- (1) Apply engine oil to the outer circumference of the piston and in the cylinder block.
 (2) Face the front mark of piston (A) towards the front of the engine, and set the piston to the ST.



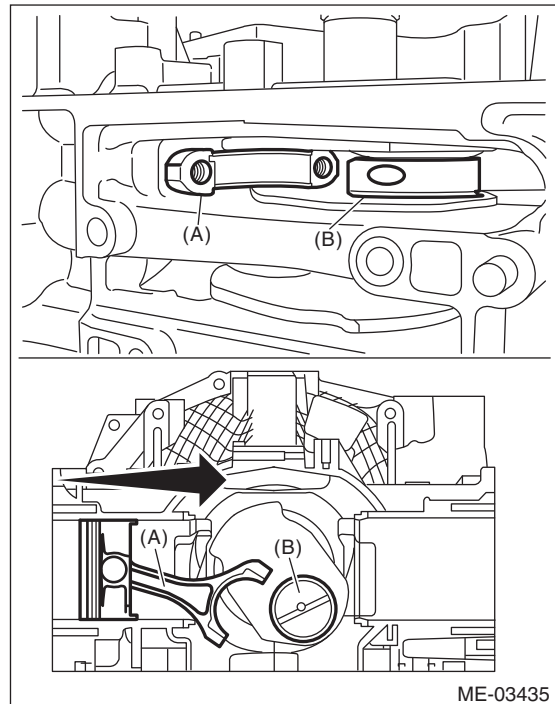
- (3) Using ST, press-fit the piston into cylinder block.

NOTE:

When inserting the piston into the cylinder block, perform according to the items listed below.

- Insert while lightly tapping the top of the piston with the handle of a plastic hammer.
- Insert while making sure that the large end of the connecting rod does not scratch the cylinder liner.
- Insert while continually making sure that the large end of the connecting rod does not touch the crankshaft.

ST 398744300 PISTON GUIDE



(A) #1 connecting rod

(B) Crank pin

- (4) Using the ST, turn the crankshaft and match the positions of the crank pin and the large end of the connecting rod.

ST 18252AA000 CRANKSHAFT SOCKET

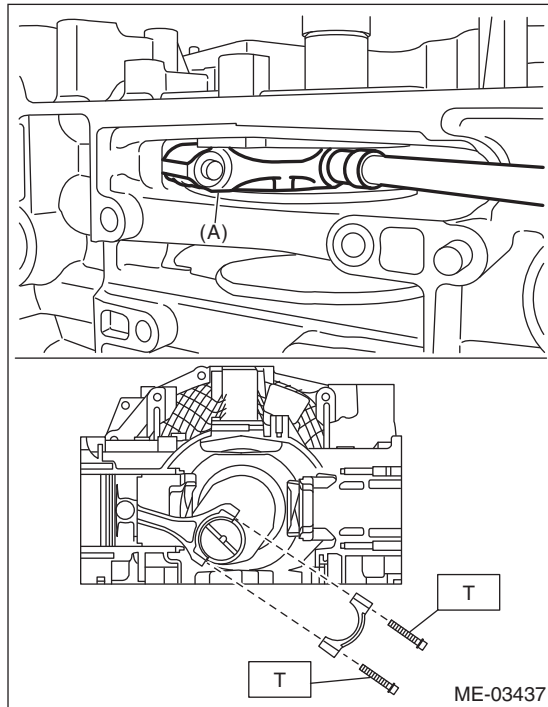
- (5) Install the connecting rod cap.

Cylinder Block

MECHANICAL

Tightening torque:

60 N·m (6.1 kgf-m, 44.3 ft-lb)



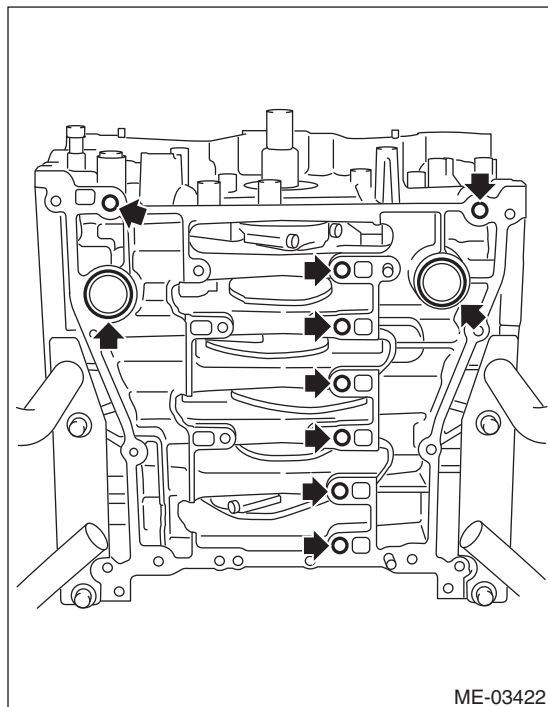
(A) #1 connecting rod

14) In the same procedures as for the #1 piston, install the piston and connecting rods to the cylinder block, in the order of #2, #3, #4, #5 and #6.

15) Install the O-ring to the underside of the cylinder block.

NOTE:

Use new O-rings.



16) Apply liquid gasket to the mating surface of oil pan upper.

NOTE:

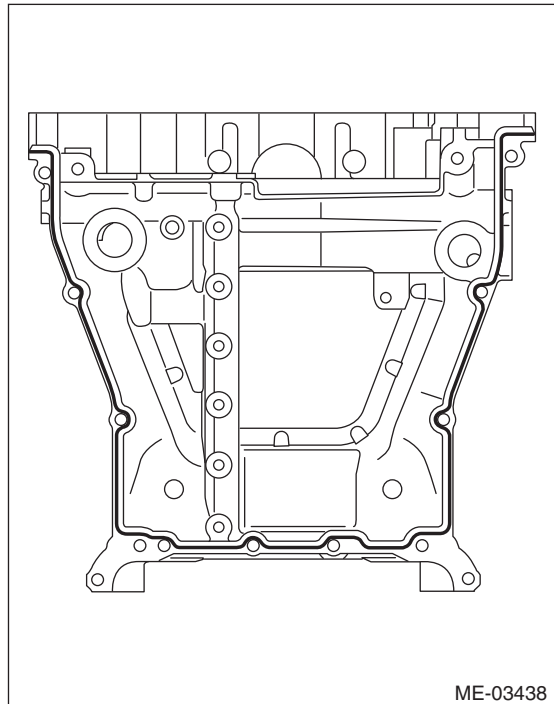
Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Liquid gasket applying diameter:

5.0±1.0 mm (0.20±0.04 in)

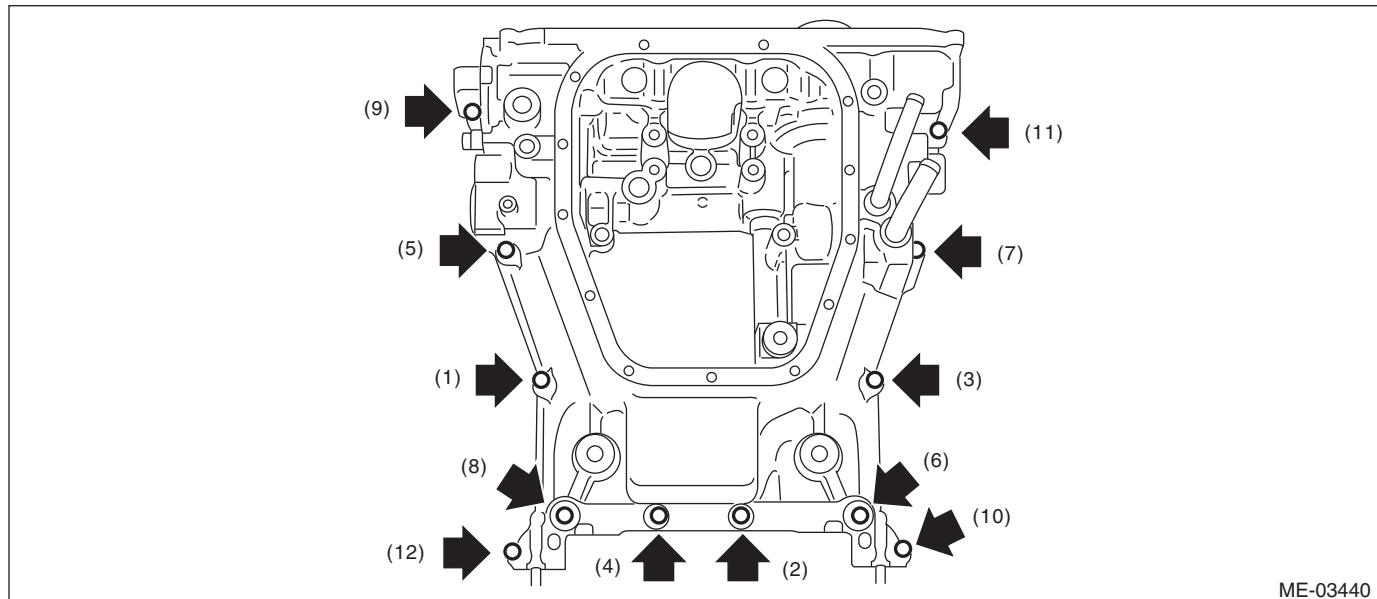


17) Temporarily tighten the oil pan upper.

18) Tighten the oil pan upper installing bolts in the numerical order as shown in the figure.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

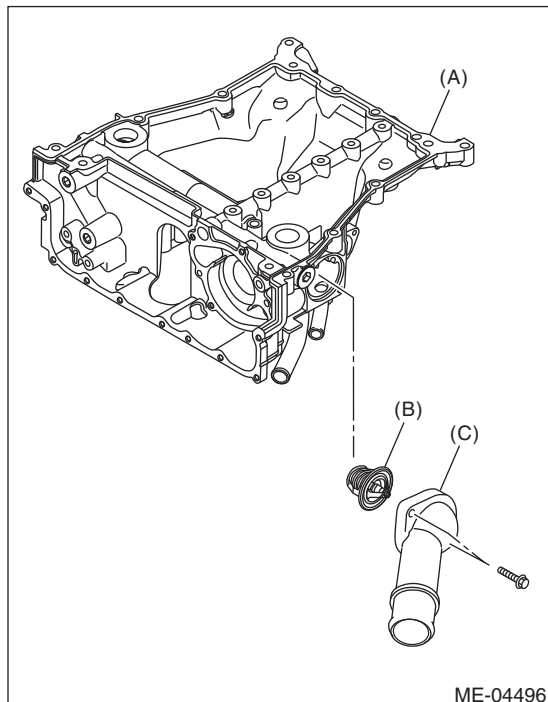


ME-03440

19) Install the thermostat and thermostat cover.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



ME-04496

- (A) Oil pan upper
- (B) Thermostat
- (C) Thermostat cover

20) Install the oil level switch. <Ref. to LU(H6DO)-17, INSTALLATION, Oil Level Switch.>

21) Install the oil pump. <Ref. to LU(H6DO)-13, INSTALLATION, Oil Pump.>

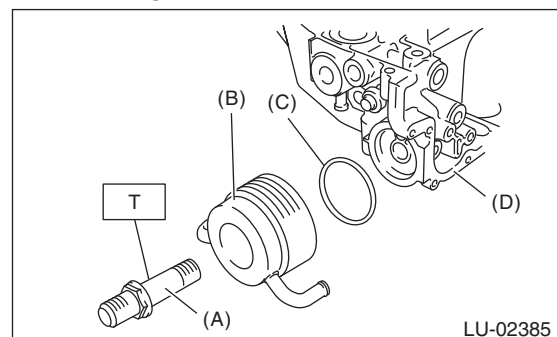
22) Tighten the oil cooler connector to install the oil cooler to the oil pan upper.

Tightening torque:

54 N·m (5.5 kgf-m, 39.8 ft-lb)

NOTE:

Use new O-rings.



LU-02385

- (A) Oil cooler connector
- (B) Oil cooler
- (C) O-ring
- (D) Oil pan upper

23) Apply liquid gasket to the matching surface of oil pan lower.

NOTE:

Install within 5 min. after applying liquid gasket.

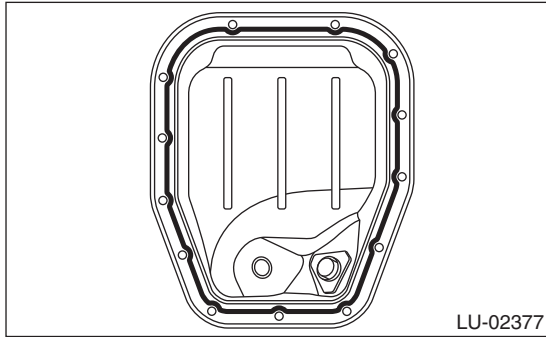
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Cylinder Block

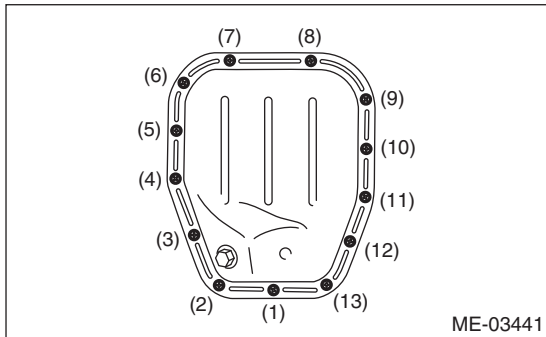
MECHANICAL

Liquid gasket applying diameter:
 5.0 ± 1.0 mm (0.20 ± 0.04 in)

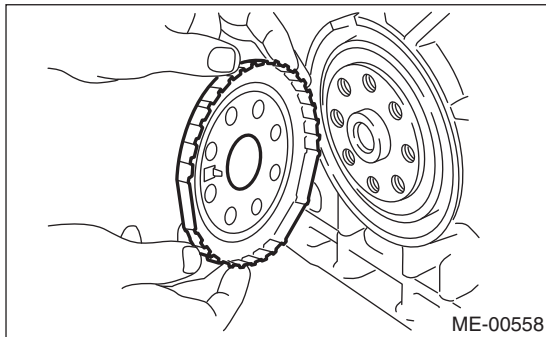


24) Tighten the oil pan lower installing bolts in the numerical order as shown in the figure.

Tightening torque:
 6.4 N·m (0.7 kgf·m, 4.7 ft·lb)

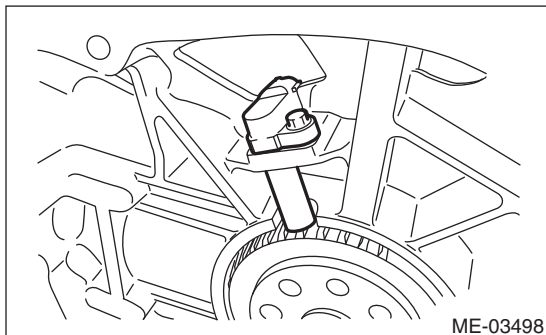


25) Install the crankshaft position sensor plate.



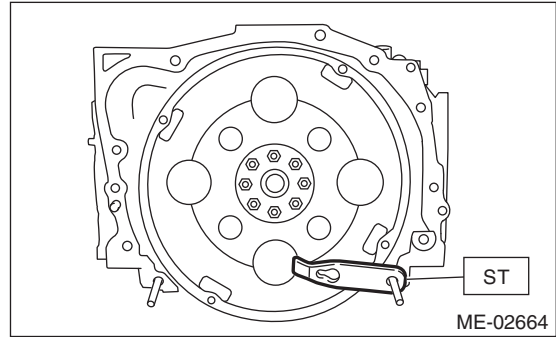
26) Install the crankshaft position sensor.

Tightening torque:
 6.4 N·m (0.7 kgf·m, 4.7 ft·lb)



27) Using the ST, install the drive plate.
ST 498497100 CRANKSHAFT STOPPER

Tightening torque:
 90 N·m (9.2 kgf·m, 66.4 ft·lb)



28) Install the cylinder head. <Ref. to ME(H6DO)-87, INSTALLATION, Cylinder Head.>

29) Install the camshaft. <Ref. to ME(H6DO)-81, INSTALLATION, Camshaft.>

30) Install the crank sprocket. <Ref. to ME(H6DO)-78, INSTALLATION, Crank Sprocket.>

31) Install the cam sprocket. <Ref. to ME(H6DO)-77, INSTALLATION, Cam Sprocket.>

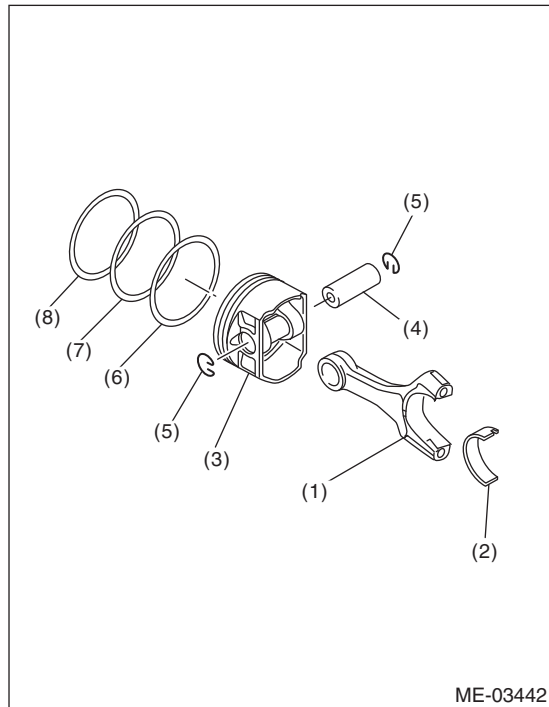
32) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>

33) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>

34) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>

35) Install the engine to the vehicle. <Ref. to ME(H6DO)-38, INSTALLATION, Engine Assembly.>

C: DISASSEMBLY



- (1) Connecting rod
- (2) Connecting rod bearing
- (3) Piston
- (4) Piston pin
- (5) Snap ring
- (6) Oil ring
- (7) Second ring
- (8) Top ring

NOTE:

To prevent confusion of various parts, mark each part.

- 1) Remove the connecting rod bearing.
- 2) Remove the piston rings using piston ring expander.
- 3) Remove the oil ring by hand.

NOTE:

Arrange the removed piston rings in proper order, to prevent confusion.

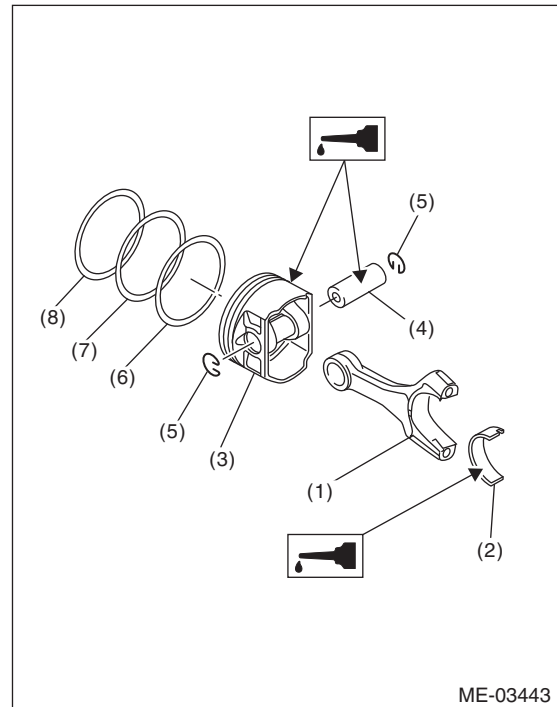
- 4) Remove the snap ring.
- 5) Using snap ring pliers, remove the snap ring.
- 6) Remove the piston pin from the piston.
- 7) Separate the piston and connecting rod.

NOTE:

Mark the direction of front side to each connecting rod.

- 8) Remove the plug and orifice from the cylinder block as necessary. <Ref. to ME(H6DO)-13, CYLINDER BLOCK, COMPONENT, General Description.>

D: ASSEMBLY



- (1) Connecting rod
- (2) Connecting rod bearing
- (3) Piston
- (4) Piston pin
- (5) Snap ring
- (6) Oil ring
- (7) Second ring
- (8) Top ring

- 1) Apply engine oil to the surface of the connecting rod bearing. Attach the connecting rod bearing to the connecting rod.

- 2) Join the connecting rod and piston.

NOTE:

Position each connecting rod with the marked side facing forward.

- 3) Apply engine oil to the piston pin, and attach the piston pin.

- 4) Using snap ring pliers, attach the snap ring.

- 5) Install the oil ring upper rail, expander and lower rail by hand.

- 6) Install the second ring and top ring using piston ring expander.

Cylinder Block

MECHANICAL

E: INSPECTION

1. CYLINDER BLOCK

- 1) Visually check for cracks or damage. Use liquid penetrant tester on the important sections.
- 2) Check the oil passages for clogging.
- 3) Inspect the cylinder block surface that mates with cylinder head for warping by using a straight edge. If the warpage exceeds limit, replace the cylinder block.

Warping limit:
0.020 mm (0.0008 in)

Standard height of cylinder block:
202 mm (7.95 in)

2. CYLINDER AND PISTON

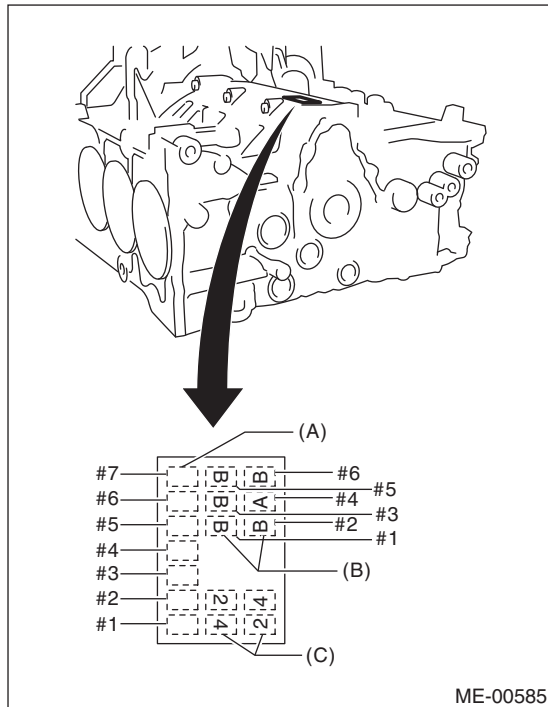
- 1) The cylinder bore size is stamped on the front upper face of the cylinder block.

NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as guide lines in selecting a standard piston.

Standard diameter:

A: 92.005 — 92.015 mm (3.6222 — 3.6226 in)
B: 91.995 — 92.005 mm (3.6218 — 3.6222 in)



- (A) Main journal size mark
(B) Cylinder bore size mark
(C) Cylinder block (RH) – (LH) combination mark

- 2) Measure inner diameter of each cylinder. Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

NOTE:

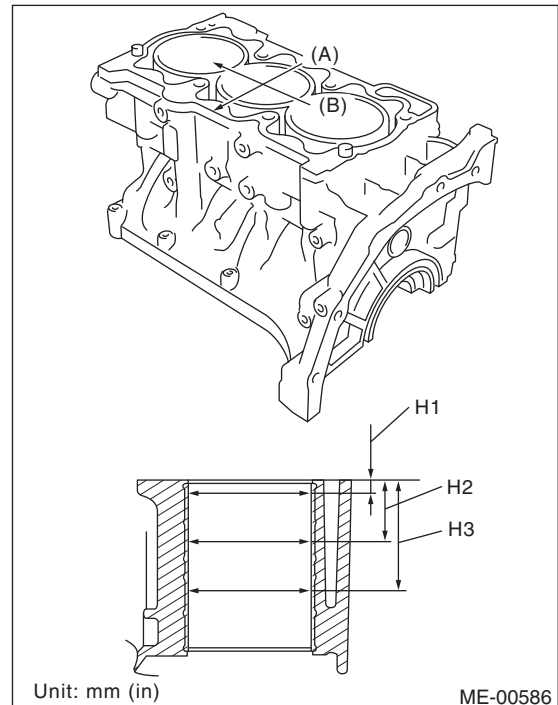
Measurement should be performed at a temperature of 20°C (68°F).

Taper:

Standard
0.030 mm (0.0012 in)

Out-of-roundness:

Standard
0.010 mm (0.0004 in)



- (A) Thrust direction
(B) Piston pin direction
H1: 10 mm (0.39 in)
H2: 45 mm (1.77 in)
H3: 80 mm (3.15 in)

- 3) When the piston is to be replaced due to general or cylinder wear, select a suitable sized piston by measuring the piston clearance.

- 4) Measure outer diameter of each piston.

Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Piston grade point H:
37.3 mm (1.4685 in)

Piston outer diameter:

Standard

A: 92.005 — 92.015 mm (3.6222 — 3.6226 in)

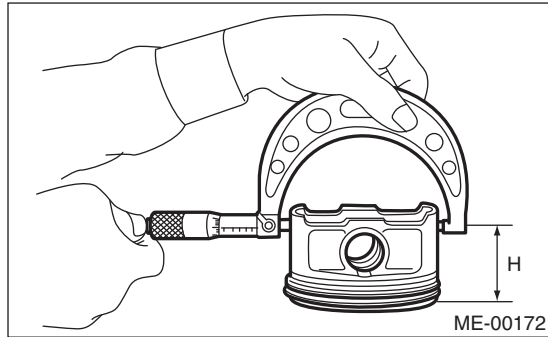
B: 91.995 — 92.005 mm (3.6218 — 3.6222 in)

0.25 mm (0.0098 in) oversize

92.245 — 92.265 mm (3.6317 — 3.6325 in)

0.50 mm (0.0197 in) oversize

92.495 — 92.515 mm (3.6415 — 3.6423 in)



5) Calculate the clearance between cylinder and piston.

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Cylinder to piston clearance at 20°C (68°F):

Standard

−0.010 — 0.010 mm (−0.0004 — 0.0004 in)

6) Boring and honing:

- (1) If any of the measured value of taper, out-of-roundness or cylinder-to-piston clearance is out of standard or if there is any damage on the cylinder wall, rebore it to replace with an oversize piston.

CAUTION:

When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and replaced with oversize pistons.

NOTE:

Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, when measuring the cylinder diameter, wait until it has cooled to room temperature.

Cylinder inner diameter boring limit (diameter):
To 92.515 mm (3.6717 in)

3. PISTON AND PISTON PIN

1) Check the piston and piston pin for damage, cracks or wear. And check the piston ring groove for wear or damage. Replace if faulty.

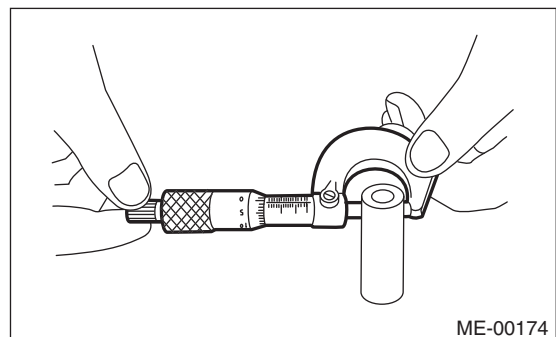
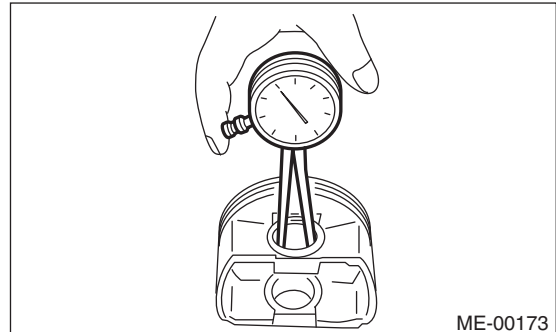
2) Measure the clearance between piston and cylinder in each cylinder. <Ref. to ME(H6DO)-110, CYLINDER AND PISTON, INSPECTION, Cylinder Block.> If the clearance exceeds the standard, replace the piston, or rebore the cylinder so that an oversize piston can be used.

3) Make sure the piston pin can be inserted into the piston pin hole by a thumb at 20°C (68°F). Replace if faulty.

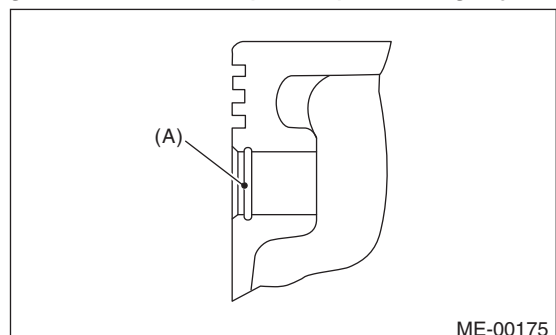
Clearance between piston pin hole and piston pin:

Standard

0.004 — 0.008 mm (0.0002 — 0.0003 in)



4) Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



5) Check the piston pin snap ring for distortion, cracks and wear.

4. PISTON RING

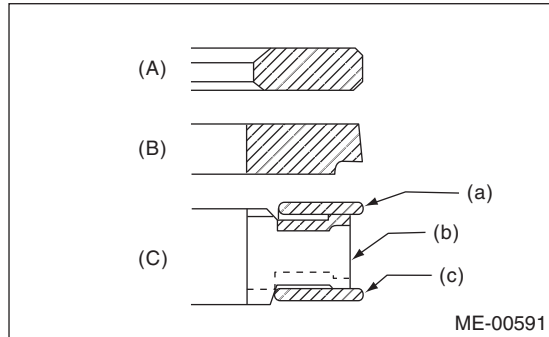
1) If the piston ring is broken, damaged or worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new part of the same size as piston.

Cylinder Block

MECHANICAL

NOTE:

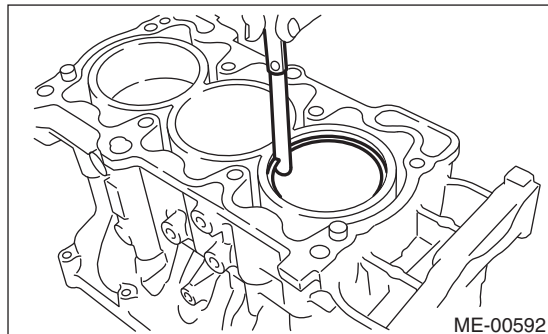
- The top ring and second ring have the mark to determine the direction for installing. When attaching the ring to the piston, face these marks towards the top side.
- Oil ring consists of the upper rail, expander and lower rail. When installing to the piston, be careful of the direction of each rail.



- (A) Top ring
- (B) Second ring
- (C) Oil ring
- (a) Upper rail
- (b) Expander
- (c) Lower rail

2) Squarely place the piston ring and oil ring in cylinder, and measure the piston ring gap with a thickness gauge.

		Standard mm (in)
Piston ring gap	Top ring	0.20 — 0.25 (0.0079 — 0.0098)
	Second ring	0.40 — 0.50 (0.0157 — 0.0197)
	Oil ring	0.20 — 0.50 (0.0079 — 0.0197)

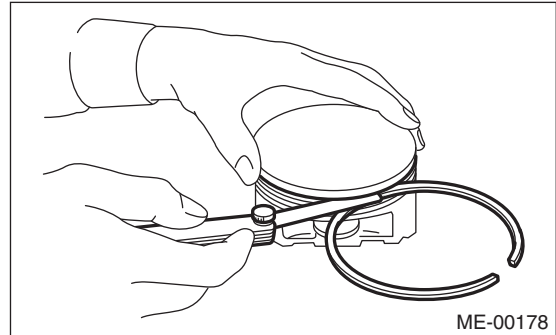


3) Fit the piston ring straight into the piston ring groove, then measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

		Standard mm (in)
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)
Clearance between oil ring and oil ring groove		0.065 — 0.165 (0.0026 — 0.0065)

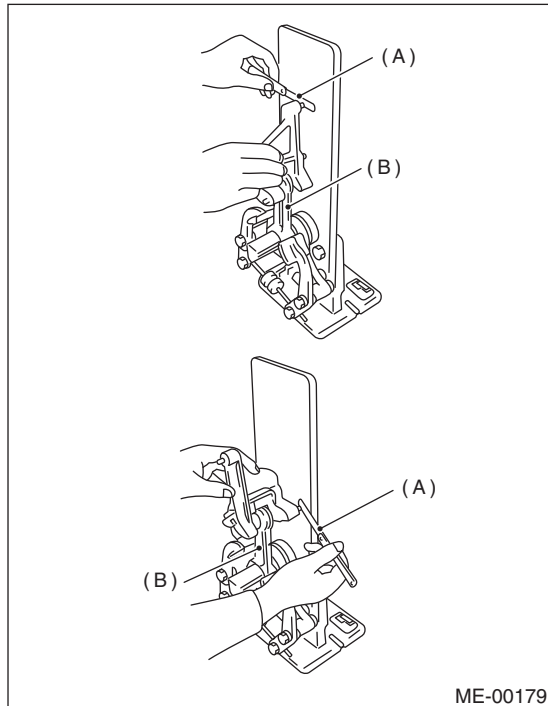


5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if it has the bend or twist.

Limit of bend or twist per 100 mm (3.94 in) in length:

0.10 mm (0.0039 in)



(A) Thickness gauge

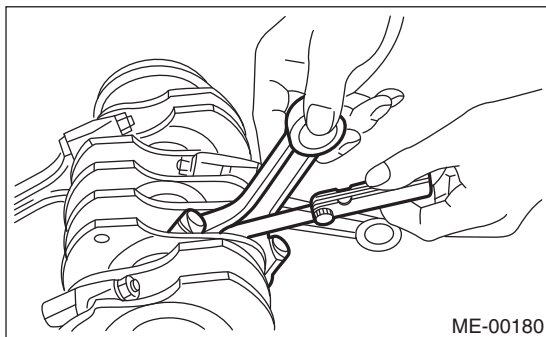
(B) Connecting rod

3) Install the connecting rod with bearings attached to the crankshaft, and using a thickness gauge, measure the thrust clearance. If the thrust clearance exceeds the standard or uneven wear is found, replace the connecting rod.

Connecting rod thrust clearance:

Standard

0.070 — 0.330 mm (0.0028 — 0.0130 in)



4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.

5) Measure the oil clearance on each connecting rod bearing using plastigauge. If any oil clearance is not within the standard, replace the defective bearing with a new part of standard size or undersize as necessary. (See the table below.)

Connecting rod oil clearance:

Standard

0.016 — 0.043 mm (0.0006 — 0.0017 in)

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.489 — 1.505 (0.0586 — 0.0593)	51.976 — 52.000 (2.0463 — 2.0472)
0.03 (0.0012) Undersize	1.507 — 1.515 (0.0593 — 0.0596)	51.954 — 51.970 (2.0454 — 2.0461)
0.05 (0.0020) Undersize	1.517 — 1.525 (0.0597 — 0.0600)	51.934 — 51.950 (2.0446 — 2.0453)
0.25 (0.0098) Undersize	1.617 — 1.625 (0.0637 — 0.0640)	51.734 — 51.750 (2.0368 — 2.0374)

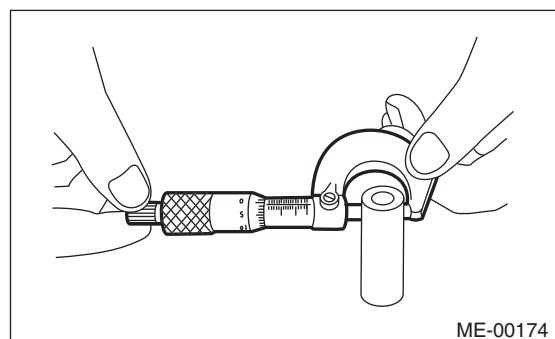
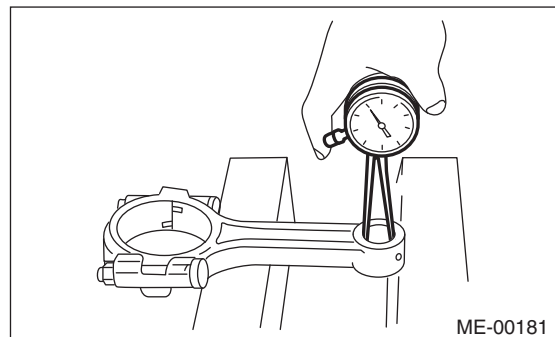
6) Inspect the bushing at connecting rod small end, and replace with a new part if worn or damaged.

7) Measure the piston pin clearance at connecting rod small end. Replace it with a new part if the value is not within the standard,

Clearance between piston pin and bushing:

Standard

0 — 0.022 mm (0 — 0.0009 in)



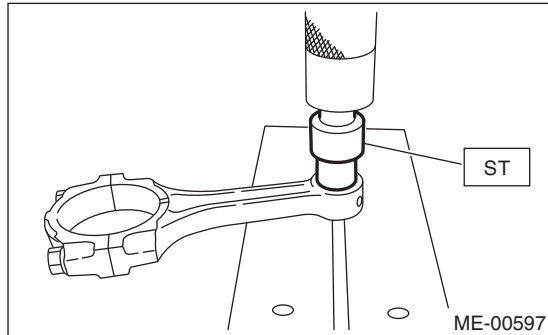
8) The replacement procedure for the connecting rod small end bushing is as follows.

(1) Remove the bushing from connecting rod with ST and press.

Cylinder Block

MECHANICAL

- (2) Apply oil on the periphery of the new bushing, and press the bushing in with the ST.
- ST 18350AA000 CONNECTING ROD BUSHING REMOVER AND INSTALLER



(3) Make two 3 mm (0.12 in) holes in the pressed bushing to match the pre-manufactured holes on the connecting rod, then ream the inside of the bushing.

(4) After completion of reaming, clean the bushing to remove chips.

6. CRANKSHAFT AND CRANKSHAFT BEARING

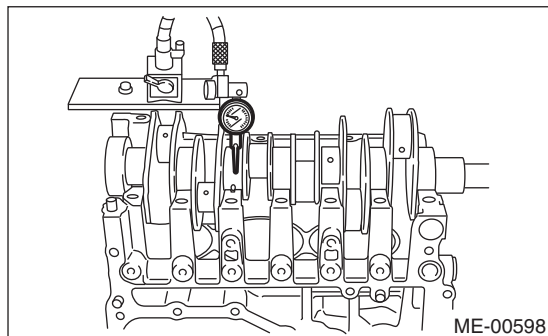
1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. If defective, replace the crankshaft.

2) Check the crankshaft for bend, and repair or replace if needed. If it exceeds the limit, correct or replace it.

NOTE:

If a suitable V-block is not available, using the #1 and #7 crankshaft bearings on cylinder block, position the crankshaft on cylinder block. Then, measure the crankshaft bend using a dial gauge.

Crankshaft bend limit:
0.035 mm (0.0014 in)



3) Inspect the crank journal and crank pin for wear. If they are not within the standard, replace the bearing with a suitable (undersize) one, and replace or grind to correct the crankshaft as necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin:

Out-of-roundness

0.005 mm (0.0002 in)

Cylindricity

0.006 mm (0.0002 in)

Grinding limit (dia.)

To 51.734 mm (2.0368 in)

Crank journal:

Out-of-roundness

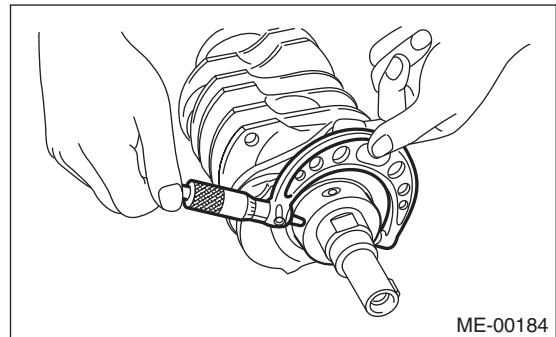
0.005 mm (0.0002 in)

Cylindricity

0.006 mm (0.0002 in)

Grinding limit (dia.)

To 63.742 mm (2.5095 in)



Cylinder Block

MECHANICAL

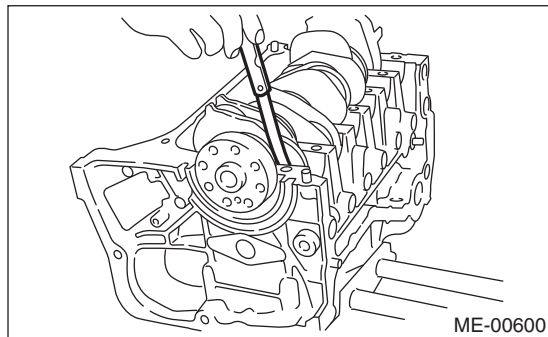
Unit: mm (in)					
		Crank journal diameter			Crank pin outer diameter
		#1, #3, #5	#7	#2, #4, #6	
Standard	Journal O.D.	63.992 — 64.016 (2.5194 — 2.5203)			51.976 — 52.000 (2.0463 — 2.0472)
	Bearing size (Thickness at center)	1.996 — 2.013 (0.0786 — 0.0793)	1.992 — 2.009 (0.0784 — 0.0791)	1.996 — 2.013 (0.0786 — 0.0793)	1.489 — 1.505 (0.0586 — 0.0593)
0.03 (0.0012) Undersize	Journal O.D.	63.962 — 63.978 (2.5182 — 2.5188)			51.954 — 51.970 (2.0454 — 2.0461)
	Bearing size (Thickness at center)	2.011 — 2.014 (0.0792 — 0.0793)	2.011 — 2.014 (0.0792 — 0.0793)	2.015 — 2.018 (0.0793 — 0.0794)	1.507 — 1.515 (0.0593 — 0.0596)
0.05 (0.0020) Undersize	Journal O.D.	63.942 — 63.958 (2.5174 — 2.5180)			51.934 — 51.950 (2.0446 — 2.0453)
	Bearing size (Thickness at center)	2.021 — 2.024 (0.0796 — 0.0797)	2.021 — 2.024 (0.0796 — 0.0797)	2.025 — 2.028 (0.0797 — 0.0798)	1.517 — 1.525 (0.0597 — 0.0600)
0.25 (0.0098) Undersize	Journal O.D.	63.742 — 63.758 (2.5095 — 2.5102)			51.734 — 51.750 (2.0368 — 2.0374)
	Bearing size (Thickness at center)	2.121 — 2.124 (0.0835 — 0.0836)	2.121 — 2.124 (0.0835 — 0.0836)	2.125 — 2.128 (0.0837 — 0.0838)	1.617 — 1.625 (0.0637 — 0.0640)

4) Use a thickness gauge to measure the thrust clearance of crankshaft at center bearing. If clearance exceeds the standard, replace the bearing.

Crankshaft thrust clearance:

Standard

0.030 — 0.115 mm (0.0012 — 0.0045 in)



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.

6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value is out of standard, replace the defective bearing with an undersize one, and replace or grind to correct the crankshaft as necessary.

Crankshaft oil clearance:

Standard

0.010 — 0.030 mm (0.0004 — 0.0012 in)

21.Oil Flow Control Solenoid Valve

A: REMOVAL

Specifications for the oil flow control solenoid valve are included in the FU section. <Ref. to FU(H6DO)-43, REMOVAL, Oil Flow Control Solenoid Valve.>

B: INSTALLATION

Specifications for the oil flow control solenoid valve are included in the FU section. <Ref. to FU(H6DO)-43, INSTALLATION, Oil Flow Control Solenoid Valve.>

22.Intake and Exhaust Valve

A: SPECIFICATION

Refer to “Cylinder Head” for removal and installation procedures of the intake and exhaust valves.
<Ref. to ME(H6DO)-86, REMOVAL, Cylinder Head.> <Ref. to ME(H6DO)-87, INSTALLATION, Cylinder Head.>

23.Piston

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of pistons. <Ref. to ME(H6DO)-96, REMOVAL, Cylinder Block.> <Ref. to ME(H6DO)-101, INSTALLATION, Cylinder Block.>

24.Connecting Rod

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of connecting rods. <Ref. to ME(H6DO)-96, REMOVAL, Cylinder Block.> <Ref. to ME(H6DO)-101, INSTALLATION, Cylinder Block.>

25.Crankshaft

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of the crankshaft. <Ref. to ME(H6DO)-96, REMOVAL, Cylinder Block.> <Ref. to ME(H6DO)-101, INSTALLATION, Cylinder Block.>

26.Engine Trouble in General

A: INSPECTION

NOTE:

The “RANK” shown in the chart shows the possibilities of the cause of trouble in order from “Very often” to “Rarely”.

A — Very often

B — Sometimes

C — Rarely

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective inhibitor switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing chain	Trouble	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3) Initial combustion occurs.	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing chain	Trouble	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing chain	Trouble	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
2. Rough idle and engine stall	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing chain	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Over-heating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Over-heating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
4. Surging	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	C
5. Engine does not return to idle.	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
8. Knocking	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Timing chain	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Over-heating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter O-ring	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B
10. Excessive fuel consumption	Engine control system <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Dirty air cleaner element	A
	Timing chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

27.Engine Noise

A: INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	- Valve mechanism is defective. - Incorrect valve clearance - Worn camshaft - Broken valve spring - Trouble of valve lifter
Heavy and dull clank	Oil pressure is low.	- Worn camshaft main bearing - Worn connecting rod bearing (large end)
	Oil pressure is normal.	Damaged front mount
High-pitched clank	Sound is noticeable when accelerating with an overload condition.	- Ignition timing advanced - Accumulation of carbon inside combustion chamber - Wrong heat range of spark plug - Improper octane value gasoline
Clank when engine speed is between 1,000 and 2,000 rpm.	Noise is reduced when fuel injector connector of noisy cylinder is disconnected. *	- Worn crankshaft main bearing - Worn connecting rod bearing (large end)
Knocking sound when engine is operating under idling speed and engine is warm	Noise is reduced when fuel injector connector of noisy cylinder is disconnected. *	- Worn cylinder liner and piston ring - Broken or stuck piston ring - Worn piston pin and hole at piston end of connecting rod
	Sound is not reduced if each fuel injector connector is disconnected in turn. *	- Unusually worn valve lifter - Worn cam gear - Worn camshaft journal bore in cylinder head
Squeaky sound	—	Insufficient generator lubrication
Rubbing sound	—	Poor contact of generator brush and rotor
Gear scream when starting engine	—	- Defective ignition starter switch - Worn gear and starter pinion
Sound like polishing glass with a dry cloth	—	- V-belt - Defective water pump shaft
Hissing sound	—	- Insufficient compression - Air leakage in air intake system, hose, connection or manifold
Timing chain noise	—	- Loose timing chain - Timing chain contacting with adjacent part
Valve lifter noise	—	Incorrect valve clearance

* When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode <Ref. to EN(H6DO)(diag)-57, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-45, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

Engine Noise

MECHANICAL

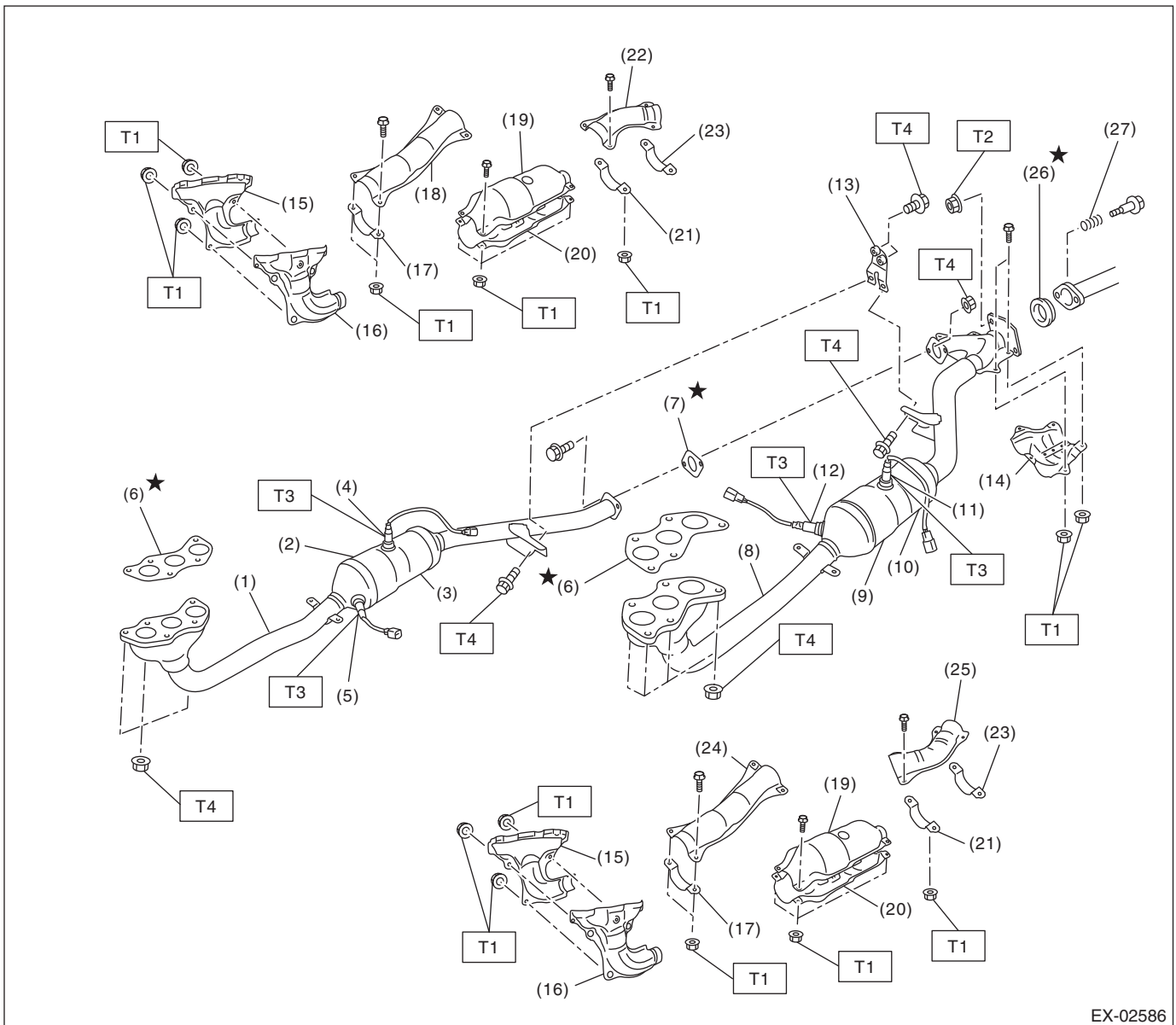
General Description

EXHAUST

1. General Description

A: COMPONENT

1. FRONT EXHAUST PIPE



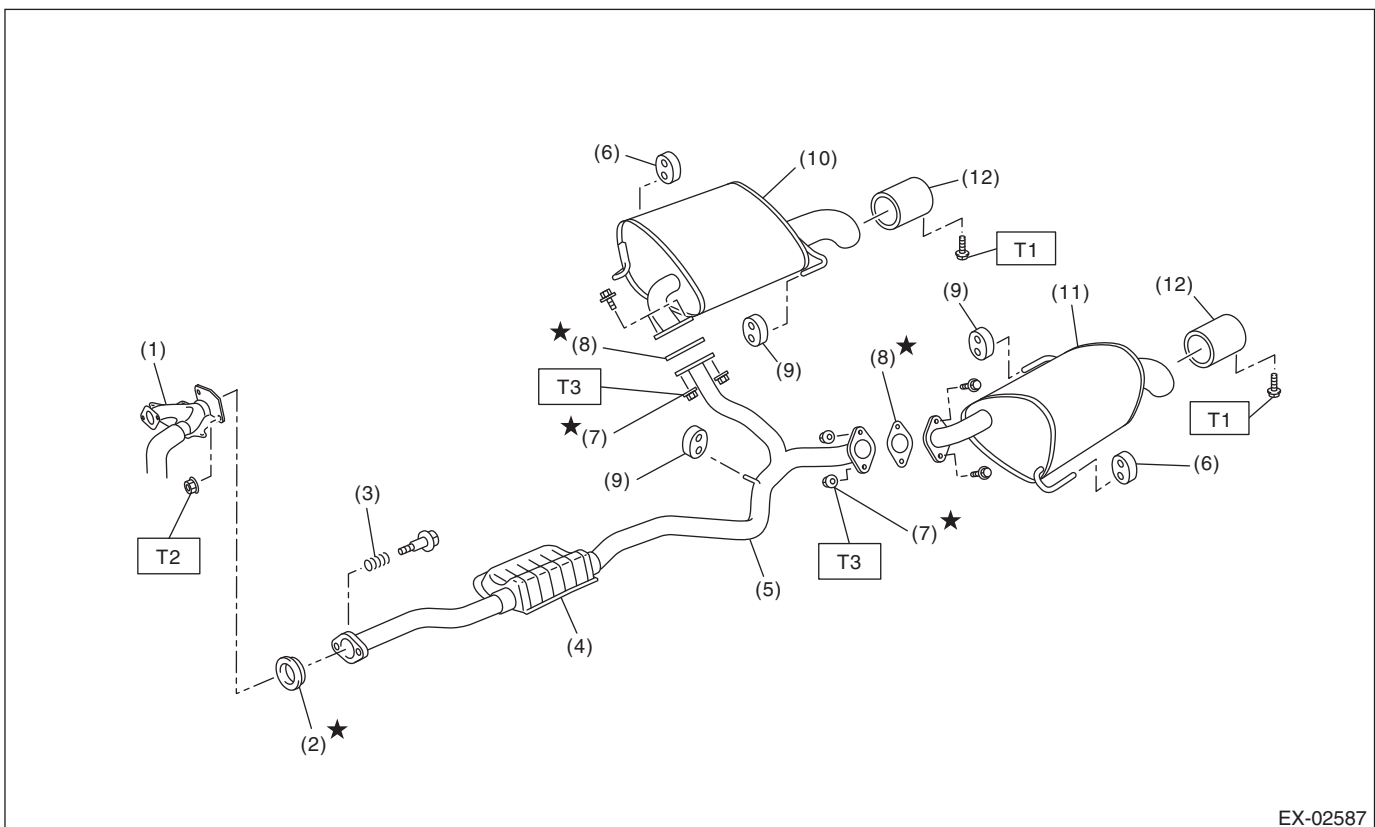
EX-02586

General Description

EXHAUST

(1) Front exhaust pipe (RH)	(12) Front oxygen sensor (LH)	(23) Clamp
(2) Front catalytic converter (RH)	(13) Bracket	(24) Front exhaust pipe upper cover (LH) (front)
(3) Rear catalytic converter (RH)	(14) Protector	(25) Front exhaust pipe upper cover (LH) (rear)
(4) Rear oxygen sensor (RH)	(15) Front exhaust pipe cover (RH)	(26) Gasket
(5) Front oxygen sensor (RH)	(16) Front exhaust pipe cover (LH)	(27) Spring
(6) Gasket	(17) Clamp	
(7) Gasket	(18) Front exhaust pipe upper cover (RH) (front)	Tightening torque:N·m (kgf-m, ft-lb)
(8) Front exhaust pipe (LH)	(19) Catalytic converter upper cover	T1: 13 (1.3, 9.6)
(9) Front catalytic converter (LH)	(20) Catalytic converter lower cover (U5 model)	T2: 18 (1.8, 13.3)
(10) Rear catalytic converter (LH)	(21) Clamp (except for U5 model)	T3: 21 (2.1, 15.5)
(11) Rear oxygen sensor (LH)	(22) Front exhaust pipe upper cover (RH) (rear)	T4: 30 (3.1, 22.1)

2. REAR EXHAUST PIPE AND MUFFLER



(1)	Front exhaust pipe (LH)	(7)	Self-locking nut	Tightening torque:N·m (kgf-m, ft-lb) T1: 7.5 (0.8, 5.5) T2: 18 (1.8, 13.3) T3: 48 (4.9, 35.4)
(2)	Gasket	(8)	Gasket	
(3)	Spring	(9)	Cushion rubber (without protrusion)	
(4)	Chamber	(10)	Muffler (RH)	
(5)	Rear exhaust pipe	(11)	Muffler (LH)	
(6)	Cushion rubber (with protrusion)	(12)	Muffler cutter	

B: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- If any fat adheres to the exhaust pipe, wipe it off. Otherwise a fire may happen.

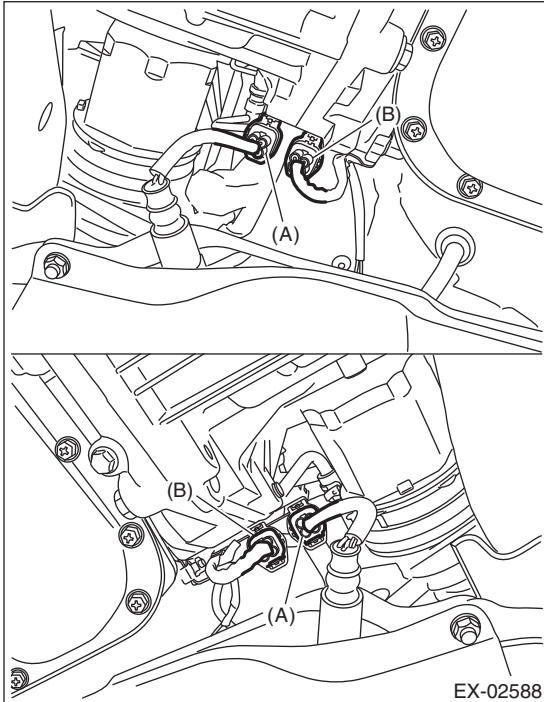
2. Front Exhaust Pipe

A: REMOVAL

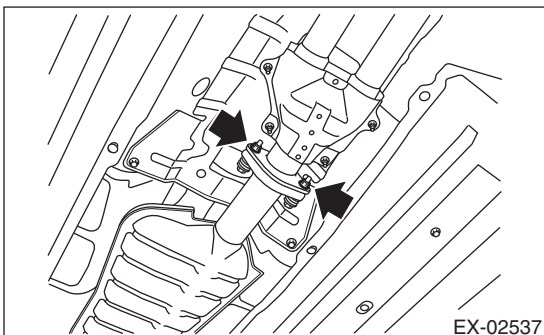
CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Disconnect the front oxygen (A/F) sensor connector (A) and rear oxygen sensor connector (B).



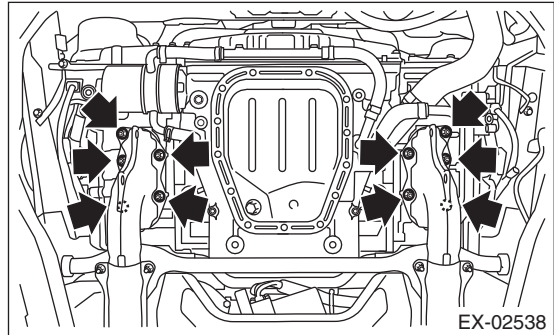
- 5) Remove the rear exhaust pipe from the front exhaust pipe assembly.



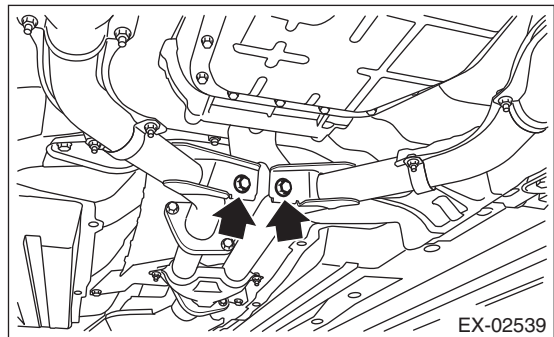
- 6) Remove the nuts which hold front exhaust pipe assembly onto cylinder heads.

CAUTION:

Be careful not to drop the front exhaust pipe assembly.



- 7) Remove the bolt which holds front exhaust pipe assembly to hanger bracket.

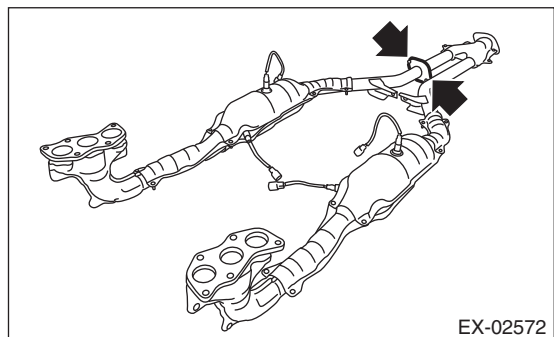


- 8) Remove the front exhaust pipe assembly.

CAUTION:

- Be careful not to let the front exhaust pipe assembly fall off when removing, since it is very heavy.
- After removing the front exhaust pipe assembly, do not apply excessive pulling force on the rear exhaust pipe.

- 9) Separate the front exhaust pipe (RH) from the front exhaust pipe (LH).



- 10) Remove the front oxygen (A/F) sensor and rear oxygen sensor. <Ref. to FU(H6DO)-46, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(H6DO)-48, REMOVAL, Rear Oxygen Sensor.>

Front Exhaust Pipe

EXHAUST

B: INSTALLATION

1) Install the front oxygen (A/F) sensor and rear oxygen sensor. <Ref. to FU(H6DO)-46, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(H6DO)-48, INSTALLATION, Rear Oxygen Sensor.>

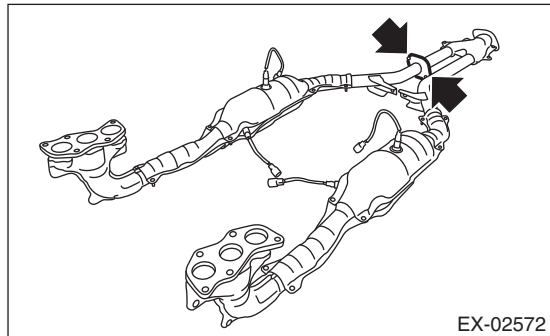
2) Install the front exhaust pipe (RH) to the front exhaust pipe (LH).

NOTE:

Use a new gasket.

Tightening torque:

30 N·m (3.1 kgf-m, 22.1 ft-lb)

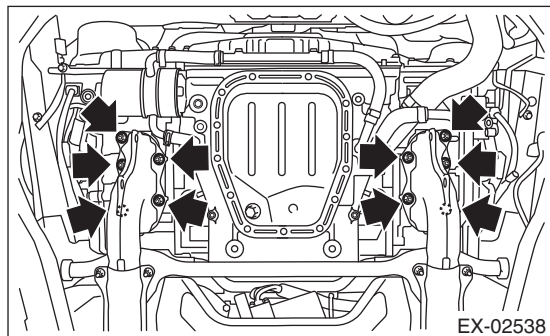


3) Install the front exhaust pipe assembly.

NOTE:

Use a new gasket.

4) Temporarily tighten the nuts which hold front exhaust pipe assembly to cylinder heads.



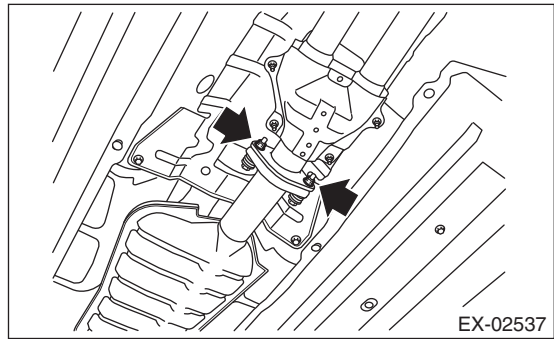
5) Install the front exhaust pipe assembly to the rear exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

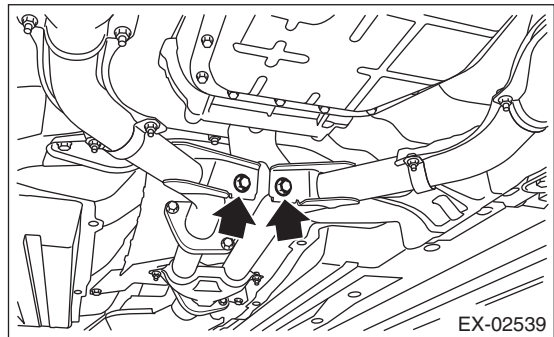
18 N·m (1.8 kgf-m, 13.3 ft-lb)



6) Tighten the bolts which hold front exhaust pipe assembly to hanger bracket.

Tightening torque:

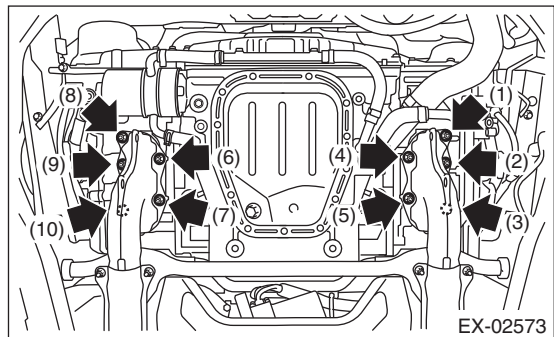
30 N·m (3.1 kgf-m, 22.1 ft-lb)



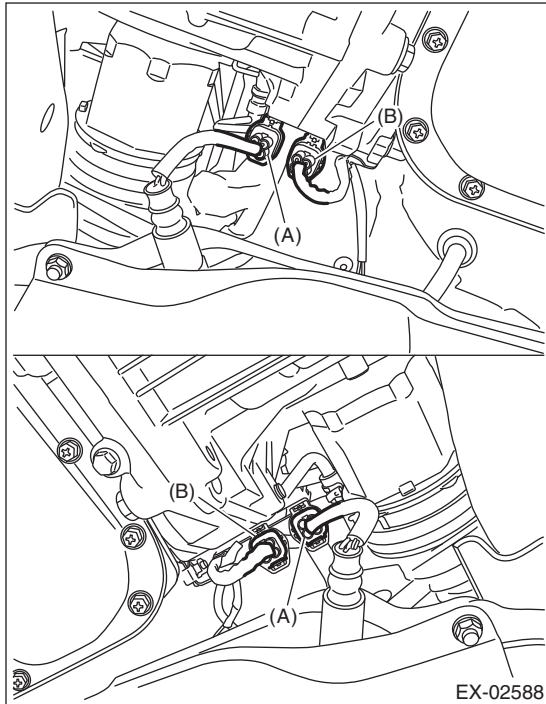
7) Tighten the nuts which hold the front exhaust pipe assembly to the cylinder heads in the numerical sequence as shown in the figure.

Tightening torque:

30 N·m (3.1 kgf-m, 22.1 ft-lb)



- 8) Connect the front oxygen (A/F) sensor connector (A) and rear oxygen sensor connector (B).



- 9) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
10) Lower the vehicle.
11) Connect the ground cable to battery.

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

Rear Exhaust Pipe

EXHAUST

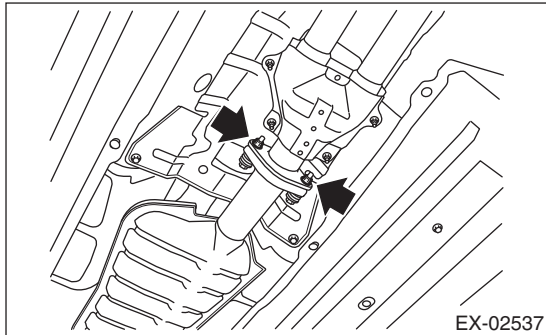
3. Rear Exhaust Pipe

A: REMOVAL

CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

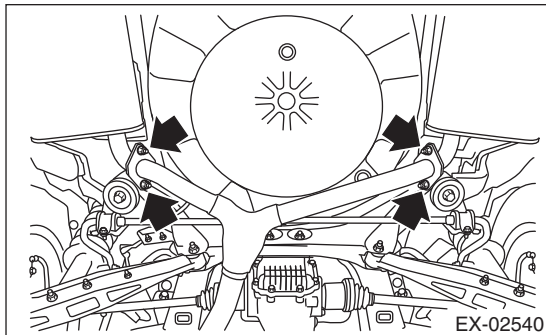
- 1) Lift up the vehicle.
- 2) Remove the rear exhaust pipe from the front exhaust pipe assembly.



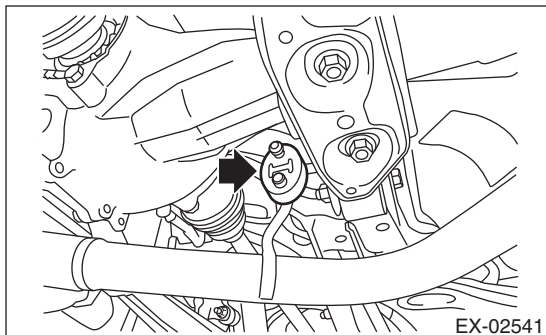
- 3) Remove the rear exhaust pipe from the muffler.

CAUTION:

Be careful not to drop the rear exhaust pipe.



- 4) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 5) Remove the rear exhaust pipe from the cushion rubber.

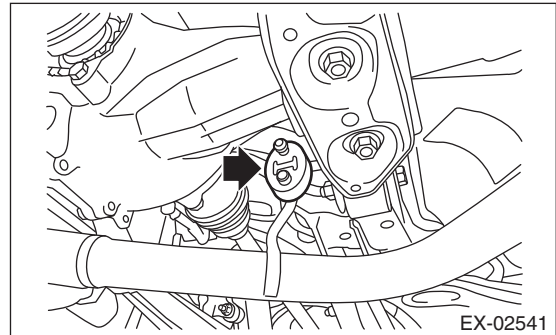


B: INSTALLATION

- 1) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 2) Install the rear exhaust pipe to the cushion rubber.

NOTE:

After assembling, degrease the lubricant which was applied to the cushion rubber while removing/ installing.



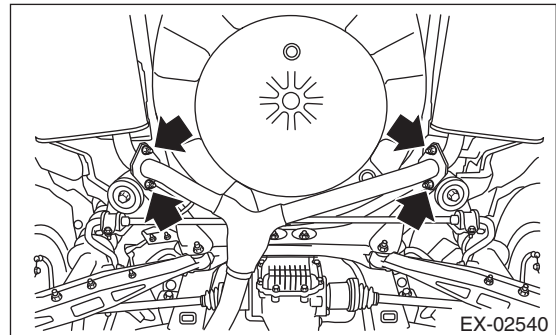
- 3) Install the rear exhaust pipe to the muffler.

NOTE:

Use a new gasket and self-locking nut.

Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)



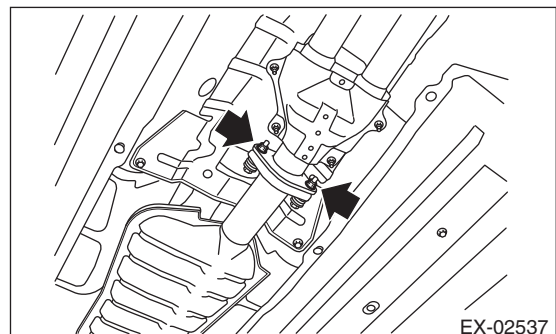
- 4) Install the rear exhaust pipe to the front exhaust pipe assembly.

NOTE:

Use a new gasket.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



- 5) Lower the vehicle.

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.
- 3) Check the cushion rubber for wear or crack.

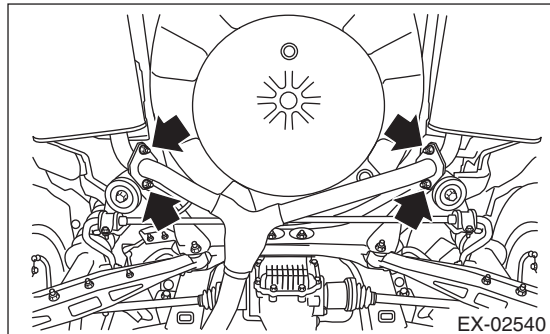
4. Muffler

A: REMOVAL

CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

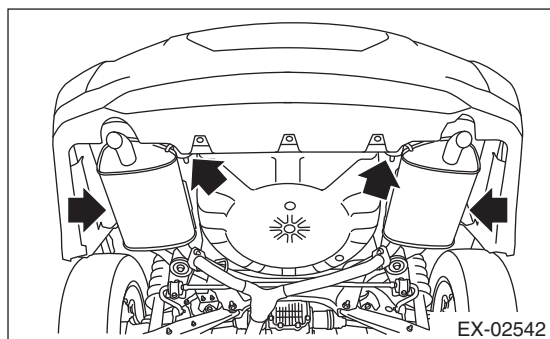
- 1) Lift up the vehicle.
- 2) Remove the muffler from rear exhaust pipe.



- 3) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 4) Remove the muffler from the cushion rubber.

CAUTION:

Be careful not to drop the muffler during removal.



B: INSTALLATION

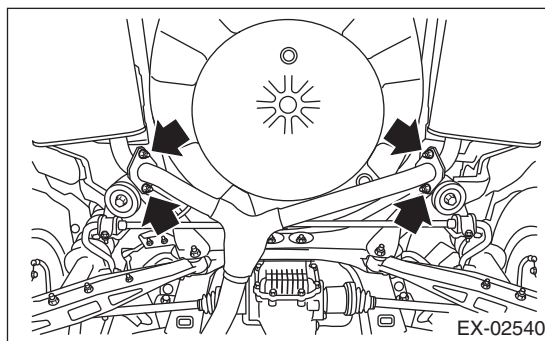
Install in the reverse order of removal.

NOTE:

- Use a new gasket and self-locking nut.
- After assembling, degrease the lubricant which was applied to the cushion rubber while removing/installing.

Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)



C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.
- 3) Check the cushion rubber for wear or crack.

Muffler

EXHAUST

General Description

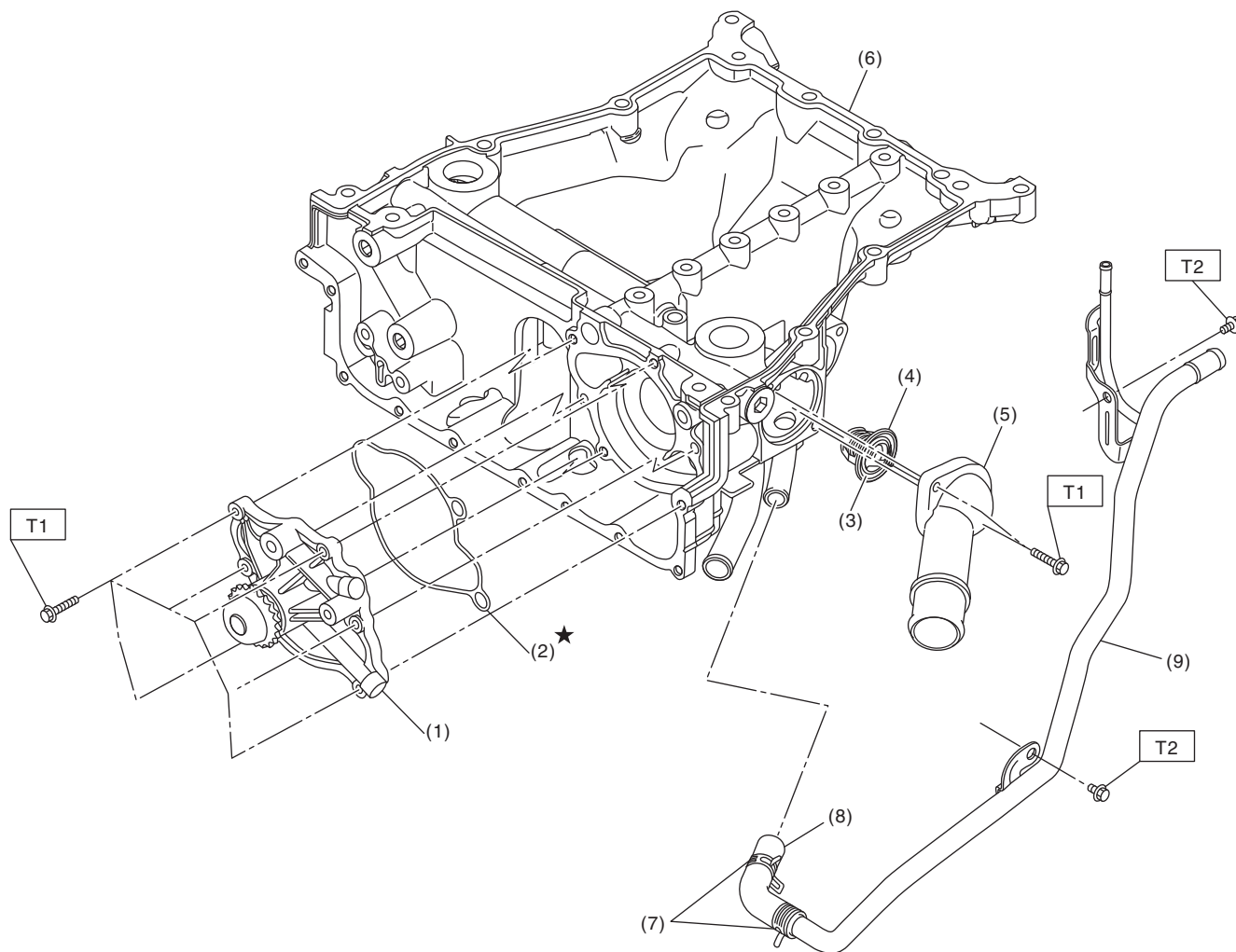
COOLING

1. General Description

A: SPECIFICATION

Cooling system					Electric fan + Forced engine coolant circulation system	
Total engine coolant capacityℓ (US qt, Imp qt)					6.5 (6.9, 5.7)	
Water pump	Type				Centrifugal impeller type	
	Discharge performance	Discharge rate	ℓ (US gal, Imp gal) /min.		240 (63.4, 52.8)	
		Pump speed — Discharge pressure			4,956 rpm — 140 kPa (14.0 mAq)	
		Engine coolant temperature			80°C (176°F)	
	Impeller diameter			mm (in)		
	Number of impeller blades			8		
	Pump sprocket outer diameter			mm (in)		
					66 (2.60)	
					8	
					60.60 (2.39)	
Thermostat	Type				Wax pellet type	
	Starting temperature to open				80 — 84°C (176 — 183°F)	
	Fully opens				95°C (203°F)	
	Valve lift				mm (in)	
	Valve bore				mm (in)	
					9.0 (0.354) or more	
					35 (1.38)	
Radiator fan	Motor input	Main fan			W	
		Sub fan			W	
	Fan diameter / Blade	Main fan			320 mm (12.6 in)/5	
		Sub fan			320 mm (12.6 in)/7	
Radiator	Type				Down flow, pressure type	
	Core dimensions	Width × Height × Thickness			mm (in)	
	Pressure range in which cap valve is open	kPa (kg/cm ² , psi)	Positive pressure side	Standard	93 — 123 (0.95 — 1.25, 14 — 18)	
			Negative pressure side	Service limit	83 (0.85, 12)	
				Standard	−1.0 — −4.9 (−0.01 — −0.05, −0.1 — −0.7)	
	Fins				Corrugated fin type	
Reservoir tank	Capacityℓ (US qt, Imp qt)				0.45 (0.48, 0.40)	

	Recommended materials	Item number	Alternative
Coolant	SUBARU Super Coolant (Concentrated type)	—	—
	SUBARU Super Coolant (Diluted type)	K0670Y0000	
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protecting agent	Cooling system conditioner	SOA345001	—

B: COMPONENT**1. WATER PUMP AND WATER PIPE**

CO-02659

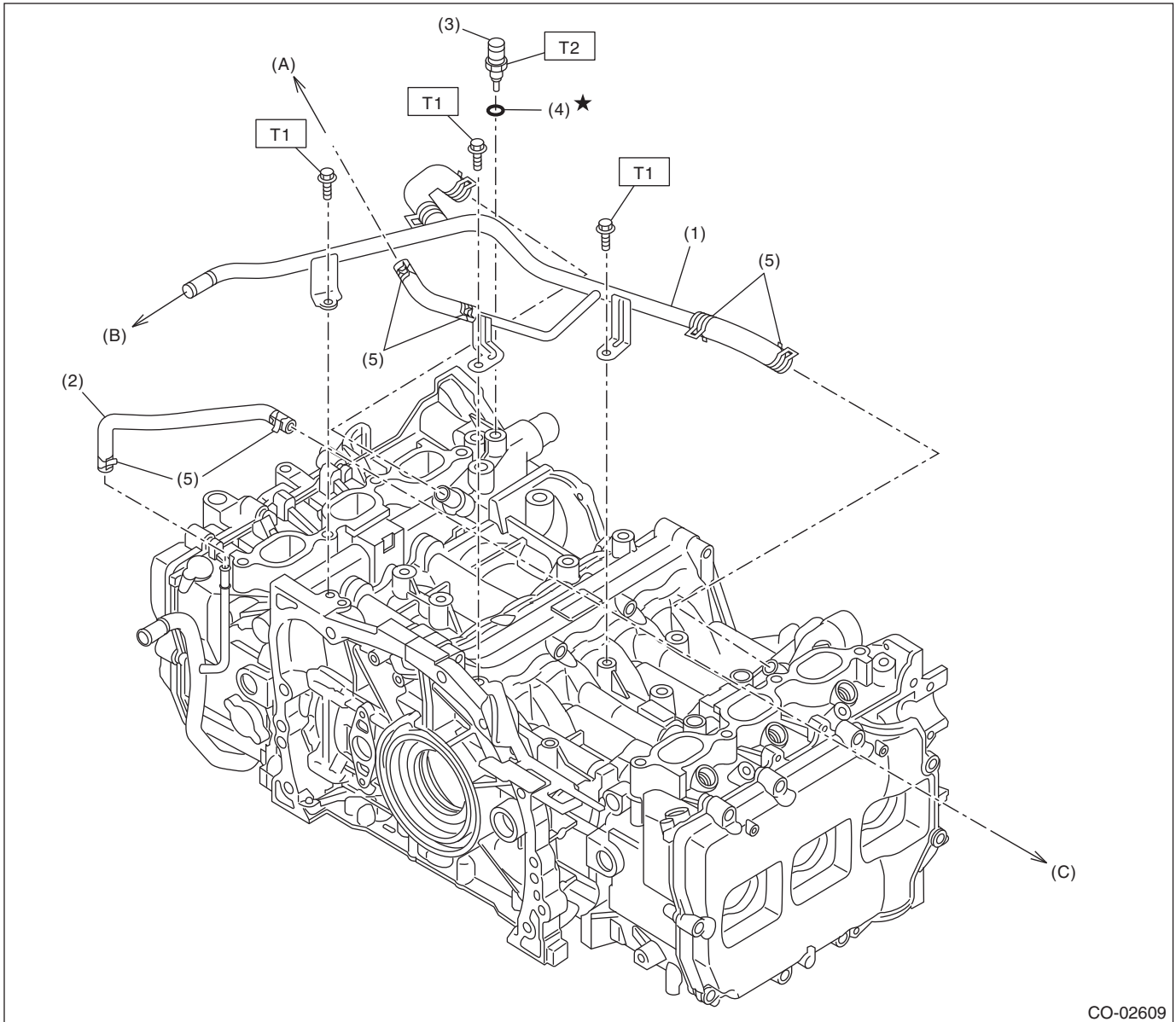
(1) Water pump ASSY	(6) Oil pan upper
(2) O-ring	(7) Clamp
(3) Thermostat	(8) Hose
(4) Gasket	(9) Water return pipe
(5) Thermostat cover	

Tightening torque: N·m (kgf-m, ft-lb)
T1: 6.4 (0.7, 4.7)**T2: 16 (1.6, 11.8)**

General Description

COOLING

2. ENGINE COOLANT TEMPERATURE SENSOR AND HEATER HOSE



CO-02609

(A) To the throttle body

(B) To the heater hose on body side

(C) To the throttle body

(1) Heater pipe

(4) Gasket

(2) Preheater hose

(5) Clamp

(3) Engine coolant temperature sensor

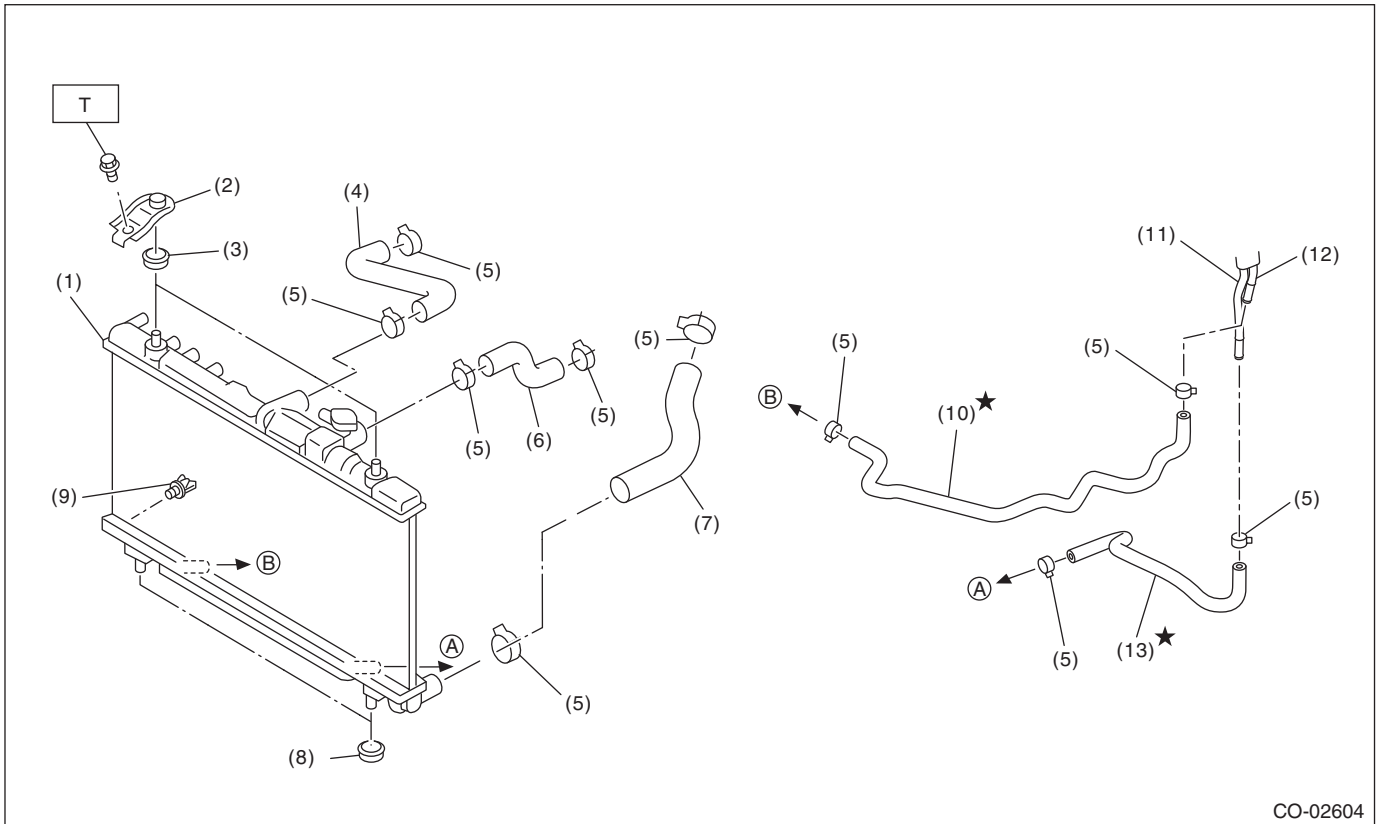
Tightening torque: N·m (kgf-m, ft-lb)

T1: 19 (1.9, 14.0)

T2: 22 (2.2, 16.2)

3. RADIATOR AND RADIATOR FAN

• Radiator



CO-02604

(1) Radiator	(7) Radiator lower hose	(12) ATF pipe A
(2) Radiator upper bracket	(8) Radiator lower cushion	(13) ATF hose B
(3) Radiator upper cushion	(9) Drain plug	
(4) Radiator upper hose RH	(10) ATF hose A	
(5) Clamp	(11) ATF pipe B	
(6) Radiator upper hose LH		

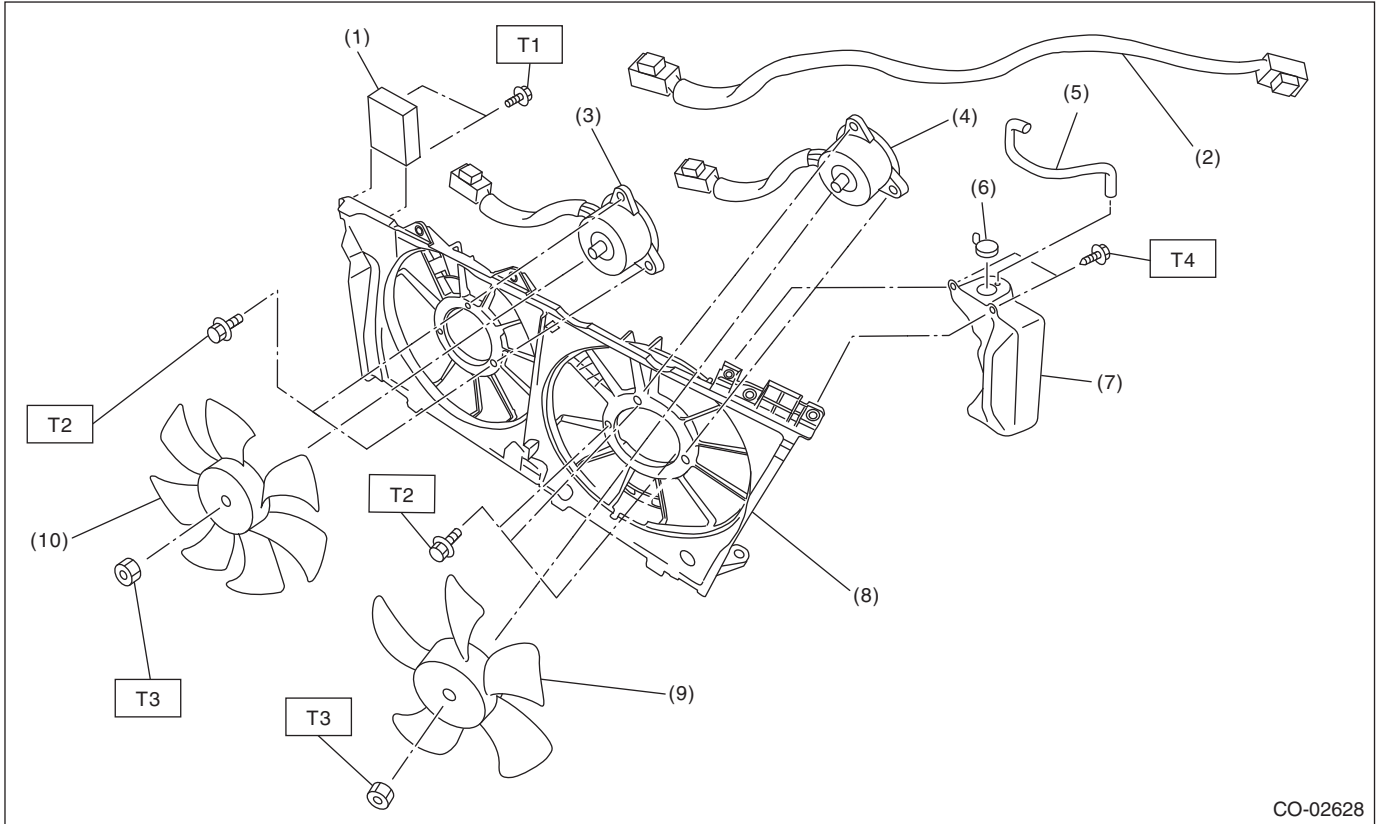
Tightening torque: N·m (kgf-m, ft-lb)

T: 12 (1.2, 8.9)

General Description

COOLING

• Radiator fan



(1) Radiator fan control unit	(6) Reservoir tank cap
(2) Radiator fan harness	(7) Reservoir tank
(3) Radiator sub fan motor	(8) Radiator fan shroud
(4) Radiator main fan motor	(9) Radiator main fan
(5) Over flow hose	(10) Radiator sub fan

Tightening torque:N·m (kgf-m, ft-lb)

T1: 2.6 (0.3, 1.9)

T2: 3.8 (0.4, 2.8)

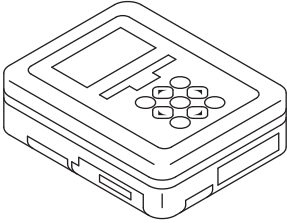
T3: 6.3 (0.6, 4.6)

T4: 7.5 (0.8, 5.5)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Prepare a container and cloth to prevent scattering of engine coolant when performing work where engine coolant can be spilled. If the fuel spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing engine coolant.

D: PREPARATION TOOL**1. SPECIAL TOOL**

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

2. GENERAL TOOL

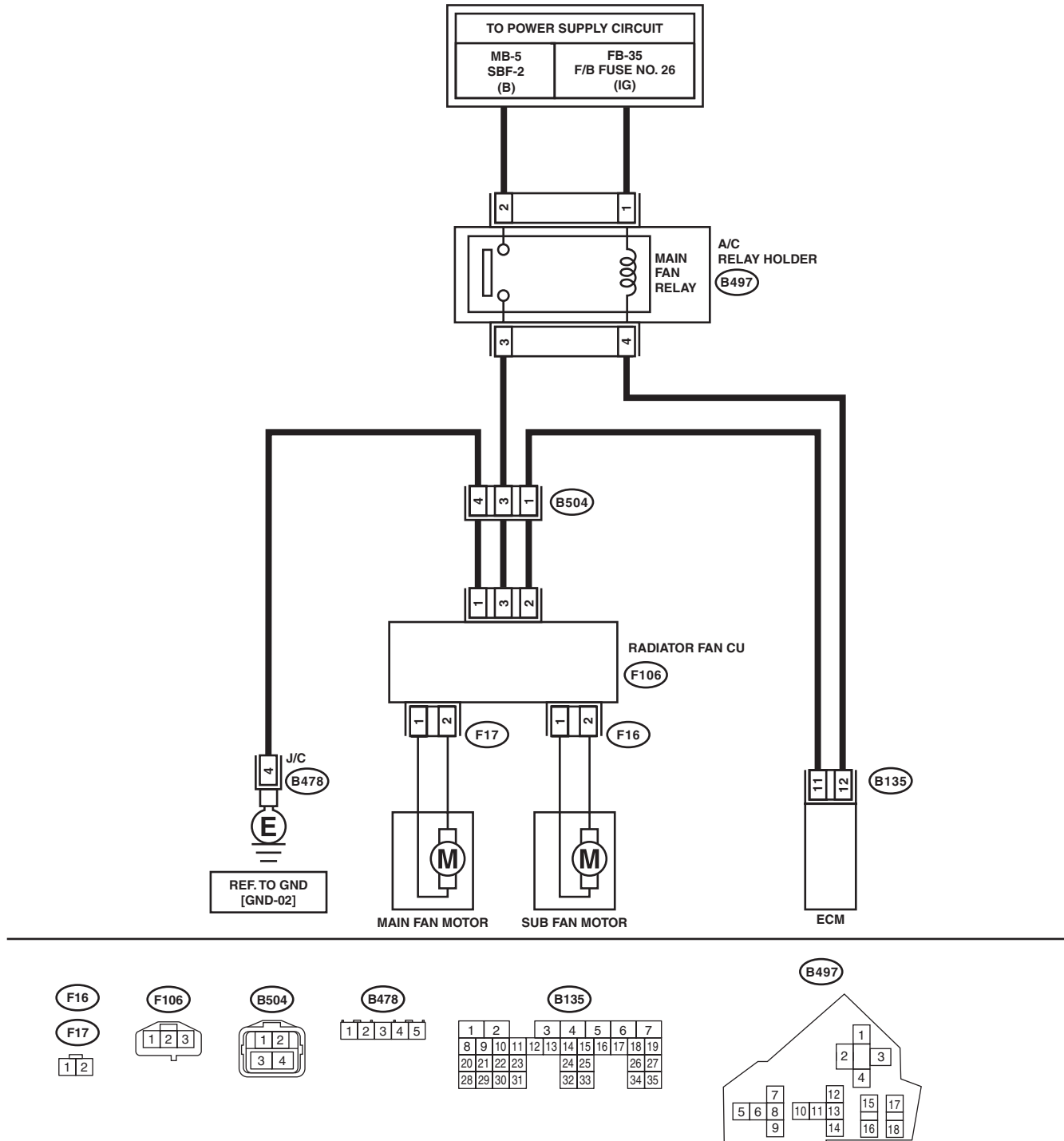
TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Radiator cap tester	Used for checking radiator and radiator cap.

Radiator Fan System

COOLING

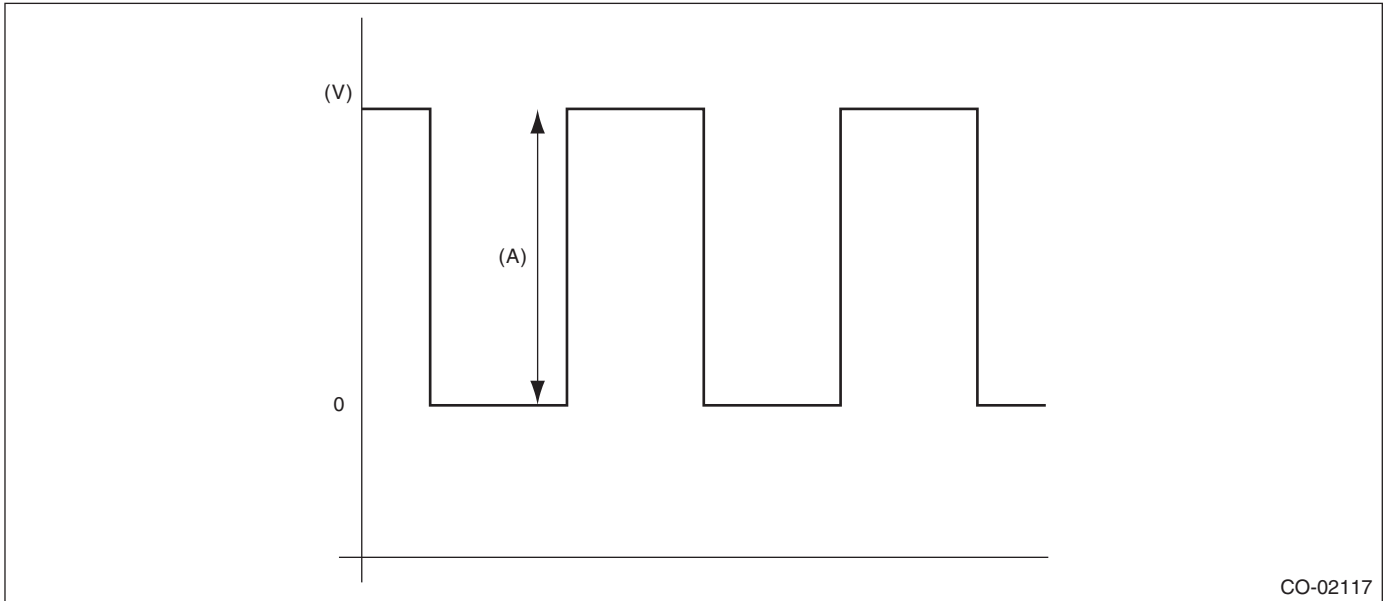
2. Radiator Fan System

A: WIRING DIAGRAM



CO-02651

B: RADIATOR FAN CONTROL OUTPUT WAVEFORM



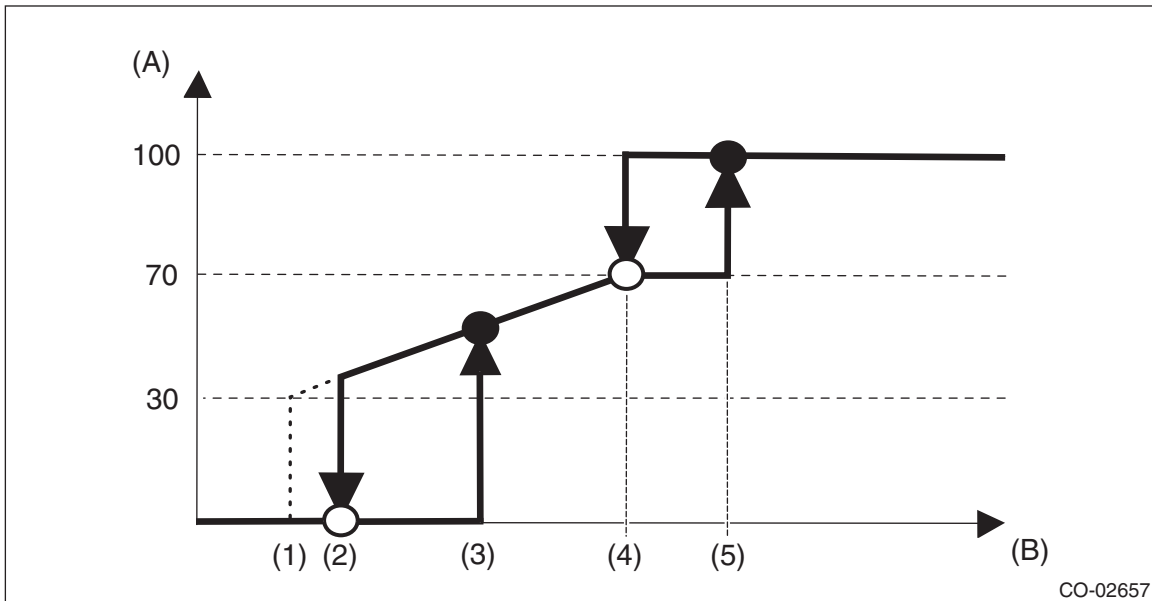
(A) 5 V

C: INSPECTION

Operating condition:

Radiator fan operates depending on the radiator fan speed related to engine coolant temperature or the radiator fan speed related to A/C compressor load, whichever is higher as a load condition.

- Radiator fan speed related to engine coolant temperature



(A) Radiator fan speed (%)

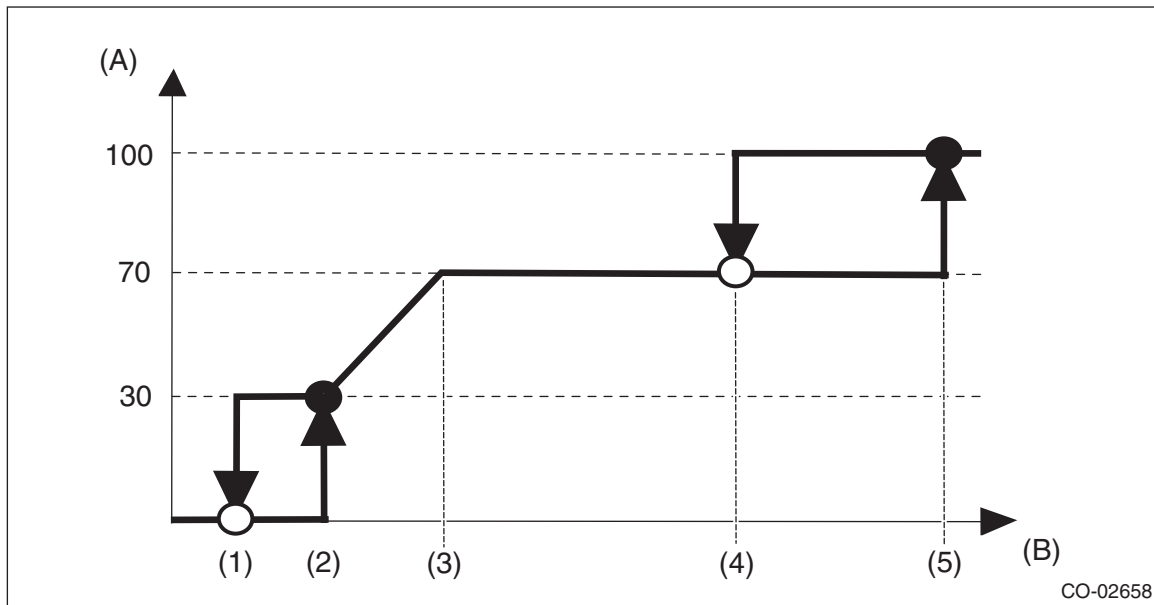
(B) Engine coolant temperature

- (1) 95°C (203°F)
- (2) 96°C (205°F)
- (3) 98°C (208°F)
- (4) 100°C (212°F)
- (5) 101°C (214°F)

Radiator Fan System

COOLING

- Radiator fan speed related to A/C compressor load



- (A) Radiator fan speed (%)
 (B) A/C compressor refrigerant pressure

- (1) 0.8 MPa (8.16 kgf/cm², 116 psi)
 (2) 1.0 MPa (10.20 kgf/cm², 145 psi)
 (3) 1.5 MPa (15.30 kgf/cm², 218 psi)
 (4) 4.0 MPa (40.79 kgf/cm², 580 psi)
 (5) 5.0 MPa (50.98 kgf/cm², 725 psi)

DIAGNOSIS:

Radiator main and sub fans do not rotate under the above conditions.

Step	Check	Yes	No
1 CHECK MAIN FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay from the relay holder. 3) Measure the resistance between main fan relay switch terminals.	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the main fan relay.
2 CHECK MAIN FAN RELAY. 1) Connect the battery to the terminal on main fan relay coil side. 2) Measure the resistance between main fan relay switch terminals.	Is the resistance less than 1 Ω?	Go to step 3.	Replace the main fan relay.
3 CHECK POWER SUPPLY FOR ECM. 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 terminal and chassis ground. Connector & terminal (B135) No. 12 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Repair the power supply line.

Radiator Fan System

COOLING

Step	Check	Yes	No
4 CHECK POWER SUPPLY FOR RADIATOR FAN CONTROL UNIT. 1) Turn the ignition switch to OFF. 2) Connect the connector to ECM. 3) Disconnect the connector from radiator fan control unit. 4) Turn the ignition switch to ON. 5) Measure the voltage between radiator fan control unit terminal and chassis ground. Connector & terminal (F106) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 5.	Repair the power supply line.
5 CHECK HARNESS BETWEEN ECM AND RADIATOR FAN CONTROL UNIT. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between radiator fan control unit and ECM connector. Connector & terminal (B135) No. 11 — (F106) No. 2:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit of harness between ECM and radiator fan control unit.
6 CHECK RADIATOR FAN CONTROL UNIT AND GROUND CIRCUIT. 1) Connect the connector to ECM and radiator fan control unit. 2) Measure the resistance between radiator fan control unit connector and chassis ground. Connector & terminal (F106) No. 1 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 7.	Repair the open circuit of harness between radiator fan control unit connector and chassis ground.
7 CHECK MAIN FAN MOTOR. 1) Disconnect the connector from radiator fan control unit. 2) Connect the battery positive (+) terminal to terminal No. 1 of the main fan motor, and the ground (-) terminal to terminal No. 2.	Does the main fan motor rotate?	Go to step 8.	Replace the main fan motor.
8 CHECK SUB FAN MOTOR. 1) Disconnect the connector from radiator fan control unit. 2) Connect the battery positive (+) terminal to terminal No. 1 of the sub fan motor, and the ground (-) terminal to terminal No. 2.	Does the sub fan motor rotate?	Go to step 9.	Replace the sub fan motor.
9 CHECK OUTPUT SIGNAL FROM ECM. 1) Turn the ignition switch to OFF. 2) Connect the delivery mode fuse. 3) Turn the ignition switch to ON. 4) Check the output waveform using oscilloscope. <Ref. to CO(H6DO)-9, RADIATOR FAN CONTROL OUTPUT WAVEFORM, Radiator Fan System.> Connector & terminal (B135) No. 11 (+) — Chassis ground (-):	Is waveform being output?	Replace the radiator fan control unit. <Ref. to CO(H6DO)-26, Radiator Fan Control Unit.>	Replace the ECM. <Ref. to FU(H6DO)-50, Engine Control Module (ECM).>

3. Engine Coolant

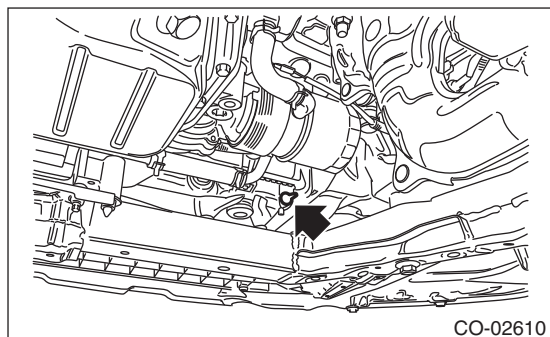
A: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 3) Remove the drain plug to drain engine coolant into container.

NOTE:

Remove the radiator cap so that engine coolant will drain faster.



- 4) Install the drain plug.
- 5) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

2. FILLING OF ENGINE COOLANT

- 1) Pour cooling system conditioner from the filler neck of the radiator.

Cooling system protecting agent:

Refer to "SPECIFICATION" for cooling system protecting agent. <Ref. to CO(H6DO)-2, SPECIFICATION, General Description.>

- 2) Pour engine coolant into the radiator up to the filler neck position.

Recommended engine coolant:

Refer to "SPECIFICATION" for recommended engine coolant. <Ref. to CO(H6DO)-2, SPECIFICATION, General Description.>

Engine coolant level:

Refer to "SPECIFICATION" for engine coolant level. <Ref. to CO(H6DO)-2, SPECIFICATION, General Description.>

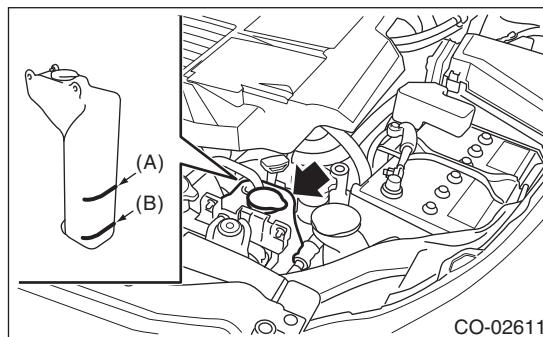
Engine coolant concentration:

Refer to "ADJUSTMENT" for the recommended engine coolant concentration. <Ref. to CO(H6DO)-13, ADJUSTMENT, Engine Coolant.>

NOTE:

The SUBARU Super Coolant is especially made for SUBARU engine, which has an aluminum cylinder block, and contains anti-freeze and anti-rust agents. Always use SUBARU Super Coolant, since other coolant may cause corrosion.

- 3) Fill engine coolant into the reservoir tank up to "FULL" level.



- (A) FULL
(B) LOW

- 4) Close the radiator cap and start the engine. Race 5 to 6 times at 3,000 rpm or less, then stop the engine. (Complete this operation within 40 seconds.)
- 5) Wait for one minute after the engine stops, and open the radiator cap. If the engine coolant level drops, add engine coolant into radiator up to the filler neck position.
- 6) Perform the procedures 4) and 5) again.
- 7) Attach the radiator cap and reservoir tank cap properly.
- 8) Start the engine and operate the heater at maximum hot position and the blower speed setting to "LO".
- 9) Run the engine at 2,000 rpm or less until radiator fan starts and stops.

NOTE:

- Be careful with the engine coolant temperature gauge to prevent overheating.
 - If the radiator hose becomes hardened with the pressure of engine coolant, air bleeding operation seems to be almost completed.
- 10) Stop the engine and wait until the engine coolant temperature lowers to 30°C (86°F) or less.
 - 11) Open the radiator cap. If the engine coolant level drops, fill engine coolant up to the radiator filler neck position and to the reservoir tank "FULL" level.
 - 12) Attach the radiator cap and reservoir tank cap properly.
 - 13) Set the heater setting to maximum hot position and the blower speed setting to "LO" and start the engine. Perform racing at 3,000 rpm or less. If the flowing sound is heard from heater core, repeat the procedures from step 9).

B: ADJUSTMENT**1. PROCEDURE TO ADJUST THE SUBARU SUPER COOLANT CONCENTRATION****CAUTION:**

Use the SUBARU Super Coolant with a 50 — 60% concentration in order to obtain maximum anti-freeze and anti-rust performance.

To adjust the concentration of SUBARU Super Coolant according to temperature, find the proper SUBARU Super Coolant concentration in the table, and add diluting water to the SUBARU Super Coolant (concentrated type) until it reaches the proper dilution.

Relationship of Subaru Super Coolant concentration and freezing temperature			
SUBARU Super Coolant concentration	50%	55%	60%
Freezing temperature	−36°C (−33°F)	−41°C (−42°F)	−50°C (−58°F)

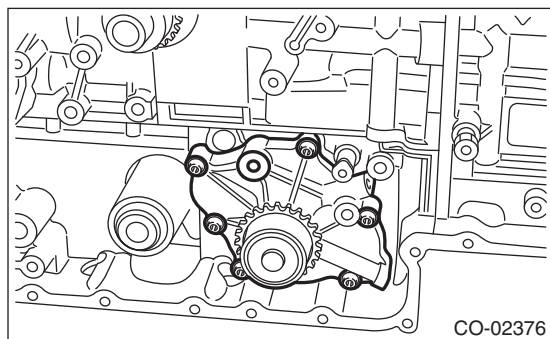
Engine coolant and diluting water:

Refer to “SPECIFICATION” for the recommended engine coolant and diluting water. <Ref. to CO(H6DO)-2, SPECIFICATION, General Description.>

4. Water Pump

A: REMOVAL

- 1) Remove the radiator. <Ref. to CO(H6DO)-17, REMOVAL, Radiator.>
- 2) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 4) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 5) Remove the timing chain assembly. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 6) Remove the water pump from the oil pan upper.



B: INSTALLATION

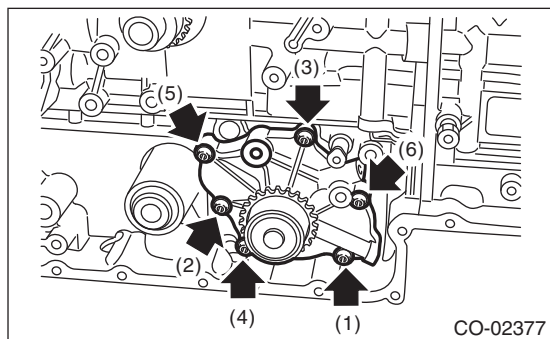
- 1) Tighten the bolts in the numerical order as shown in the figure, and install water pump to the oil pan upper.

NOTE:

Use new O-rings.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 2) Install the timing chain assembly. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>
- 3) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>
- 4) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>
- 5) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

- 6) Install the radiator. <Ref. to CO(H6DO)-18, INSTALLATION, Radiator.>

- 7) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

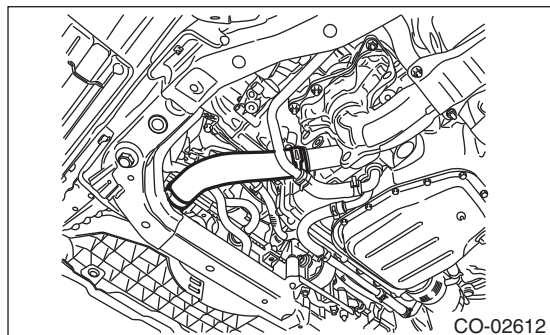
C: INSPECTION

- 1) Check the water pump bearing for smooth rotation.
- 2) Check the water pump sprocket for abnormalities.
- 3) Make sure the impeller is not abnormally deformed or damaged.
- 4) After water pump installation, check pulley shaft for engine coolant leaks or noise. If leaks or noise are noted, replace the water pump assembly.

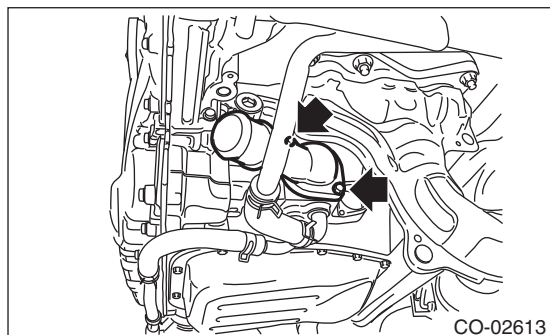
5. Thermostat

A: REMOVAL

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 3) Drain engine coolant completely. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Remove the radiator lower hose from the radiator lower and the thermostat cover.



- 5) Remove the thermostat cover, and then remove the thermostat.



B: INSTALLATION

- 1) Install a gasket to thermostat.

NOTE:

Use a new gasket.

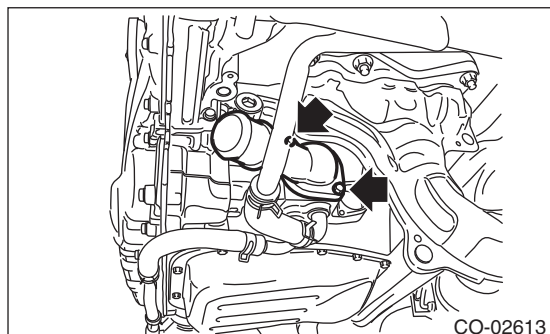
- 2) Install the thermostat and thermostat cover.

NOTE:

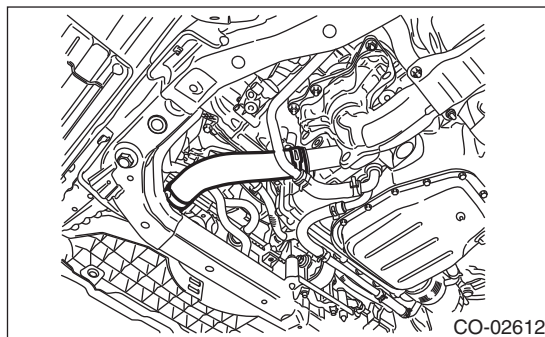
Install the parts with the jiggle pin facing the upside.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 3) Install the radiator lower hose to the radiator lower and the thermostat cover.



- 4) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 5) Lower the vehicle.
- 6) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

- 1) Check that the thermostat does not have deformation, cracks or damage.
- 2) Check that the thermostat valve closes completely at an ambient temperature.
- 3) Immerse the thermostat and a thermometer in water. Raise water temperature gradually, and check the temperature and valve lift when the valve begins to open and when the valve is fully opened. Replace the thermostat if faulty.

NOTE:

- During the test, agitate the water for even temperature distribution.
- Leave the thermostat in the boiling water for five minutes or more before measuring the valve lift.
- Hold the thermostat with a wire or the like to avoid contacting the container.

Starting temperature to open:

80 — 84°C (176 — 183°F)

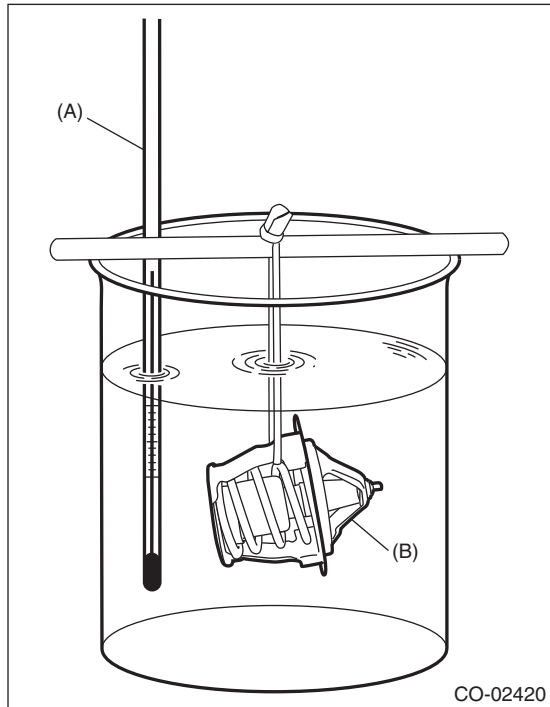
Full open temperature:

95°C (203°F)

Thermostat

COOLING

Total valve lift:
9.0 mm (0.354 in) or more



- (A) Thermometer
- (B) Thermostat

6. Radiator

A: REMOVAL

CAUTION:

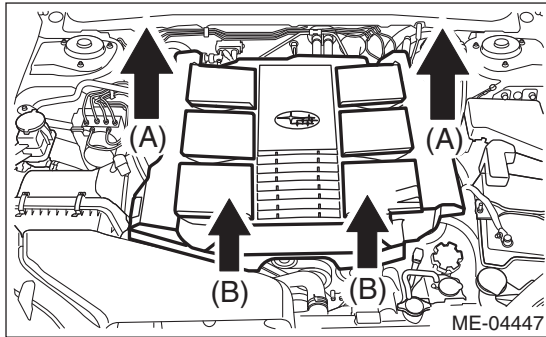
The radiator is pressurized when the engine and radiator are hot. Wait until engine and radiator cools down before working on the radiator.

1) Remove the collector cover.

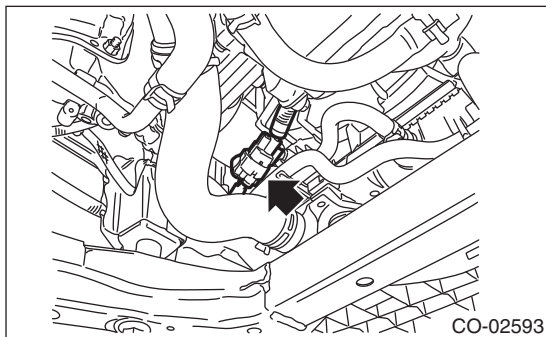
NOTE:

Follow the steps below when removing the collector cover.

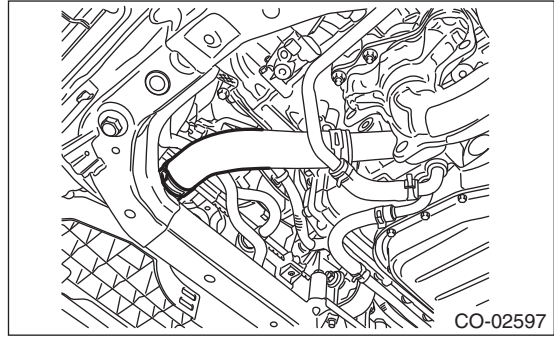
- (1) Lift up (A) in two positions at the rear.
- (2) Moving (B) in two positions at the front toward the vehicle, lift them up.



- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 5) Drain engine coolant completely. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 6) Disconnect the integrated connector of radiator main fan & fan motor and radiator sub fan & fan motor.



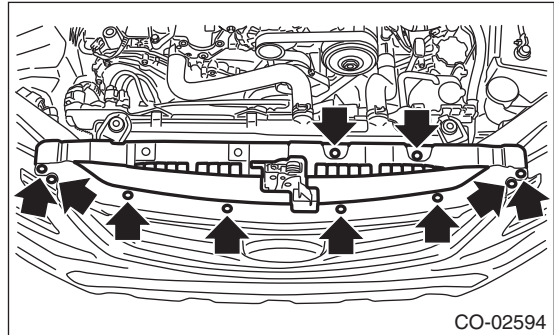
7) Disconnect the radiator lower hose from the radiator lower.



- 8) Lower the vehicle.
- 9) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>
- 10) Remove the grille bracket.

NOTE:

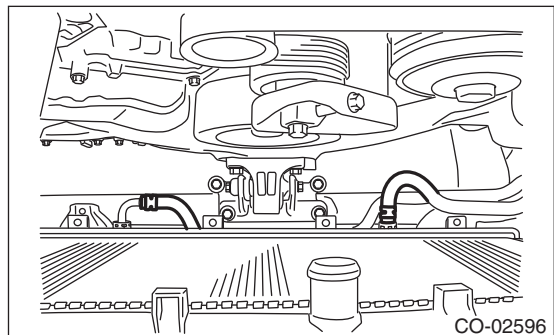
Remove ten clips when removing the grille bracket.



- 11) Remove the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-21, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, REMOVAL, Radiator Sub Fan and Fan Motor.>
- 12) Disconnect the ATF hoses A and B from the radiator.

NOTE:

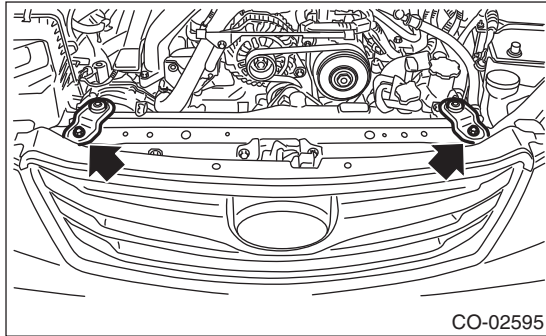
Plug the ATF hoses A and B to prevent ATF from leaking.



Radiator

COOLING

- 13) Remove the radiator upper brackets.



- 14) Lift the radiator up and away from vehicle.
15) Remove the radiator lower cushion.

B: INSTALLATION

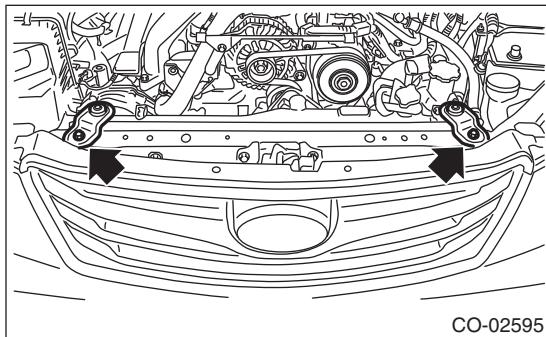
- 1) Install the radiator lower cushion.
2) Install the radiator to vehicle.

NOTE:

Insert pins on the lower side of radiator into the radiator lower cushions on vehicle side.
3) Install the radiator upper brackets.

Tightening torque:

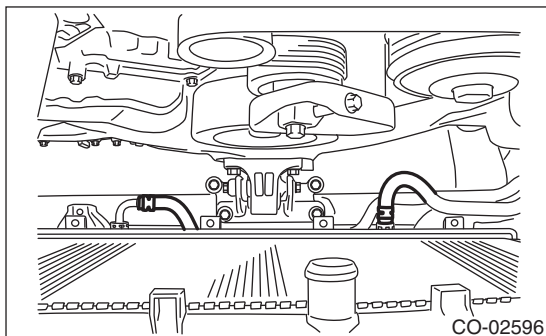
12 N·m (1.2 kgf-m, 8.9 ft-lb)



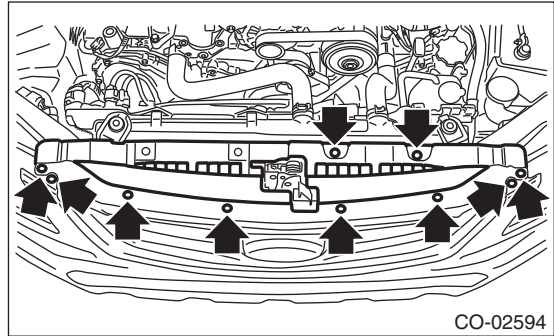
- 4) Connect the ATF hoses A and B.

NOTE:

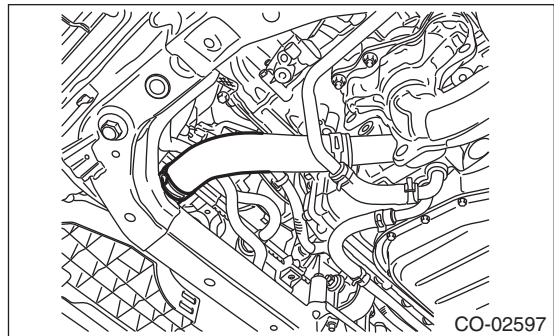
Use a new ATF hose.



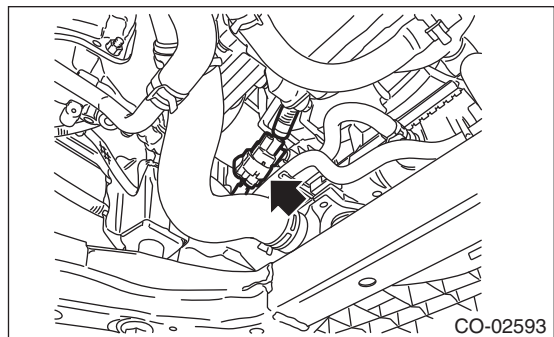
- 5) Attach the grille bracket.



- 6) Install the radiator main fan & fan motor and radiator sub fan & fan motor. <Ref. to CO(H6DO)-22, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-24, INSTALLATION, Radiator Sub Fan and Fan Motor.>
7) Lift up the vehicle.
8) Connect the radiator lower hose to the radiator lower.



- 9) Connect the integrated connector of radiator main fan & fan motor and radiator sub fan & fan motor.



- 10) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
11) Lower the vehicle.
12) Connect the ground cable to battery.
13) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
14) Check the ATF level and replenish it if necessary. <Ref. to 5AT-28, INSPECTION, Automatic Transmission Fluid.>
15) Install the air intake duct. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.>

16) Install the collector cover.

C: INSPECTION

1) Check that the radiator does not have deformation, cracks or damage.

2) Check that the hose has no cracks, damage or loose part.

3) Remove the radiator cap, fill the radiator with engine coolant, and then install the radiator cap tester to the filler neck of radiator.

4) Apply a pressure of 157 kPa (1.6 kgf/cm², 23 psi) to the radiator, and check the following items.

- Leakage from the radiator or its vicinity
- Leakage from the hose or its connections

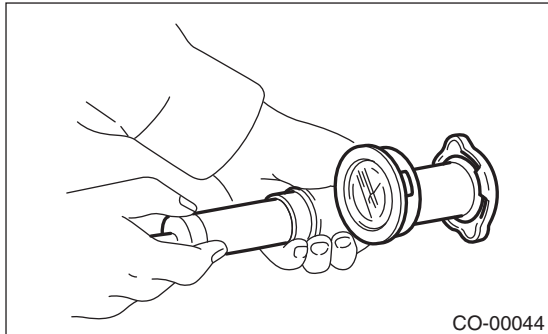
CAUTION:

- **Engine should be turned off.**
- **Wipe engine coolant from check points in advance.**
- **Be careful of engine coolant from spurting out when removing the radiator cap tester.**
- **Be careful not to deform the filler neck of radiator when installing and removing the radiator cap tester.**

7. Radiator Cap

A: INSPECTION

- 1) Check that the radiator cap does not have deformation, cracks or damage.
- 2) Attach the radiator cap tester to radiator cap.



- 3) Increase pressure until the radiator cap tester gauge needle stops. Radiator cap is functioning properly if it holds the service limit pressure for 5 — 6 seconds. Replace the radiator cap if its valve opens at less than the service limit.

Standard:

93 — 123 kPa (0.95 — 1.25 kgf/cm², 14 — 18 psi)

Service limit:

83 kPa (0.85 kgf/cm², 12 psi)

CAUTION:

Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.

8. Radiator Main Fan and Fan Motor

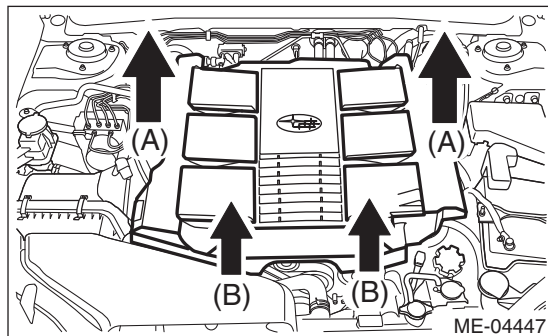
A: REMOVAL

1) Remove the collector cover.

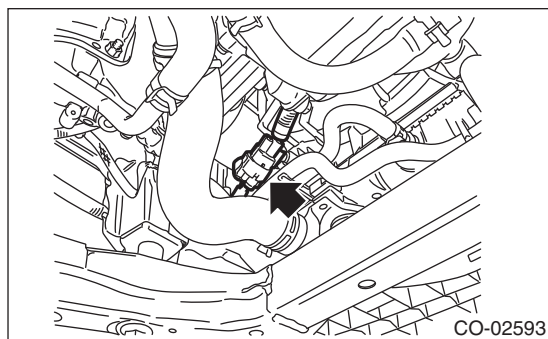
NOTE:

Follow the steps below when removing the collector cover.

- (1) Lift up (A) in two positions at the rear.
- (2) Moving (B) in two positions at the front toward the vehicle, lift them up.



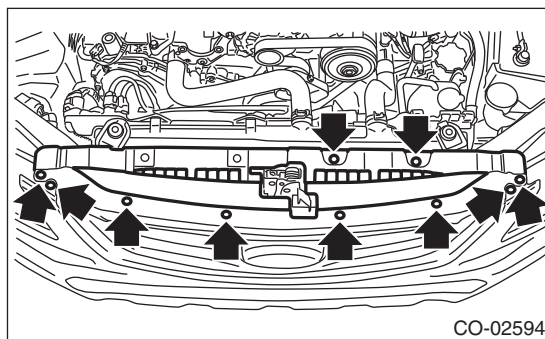
- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 5) Drain engine coolant completely. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 6) Disconnect the integrated connector of radiator main fan & fan motor and radiator sub fan & fan motor.



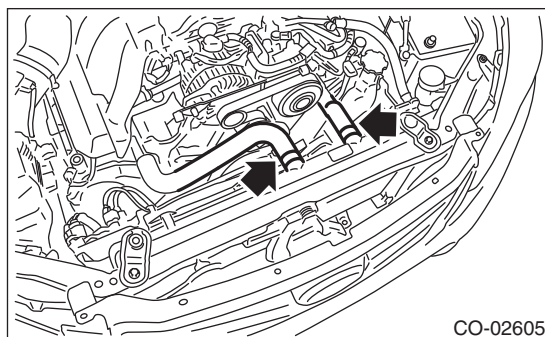
- 7) Lower the vehicle.
- 8) Remove the air intake duct. <Ref. to IN(H6DO)-8, REMOVAL, Air Intake Duct.>
- 9) Remove the grille bracket.

NOTE:

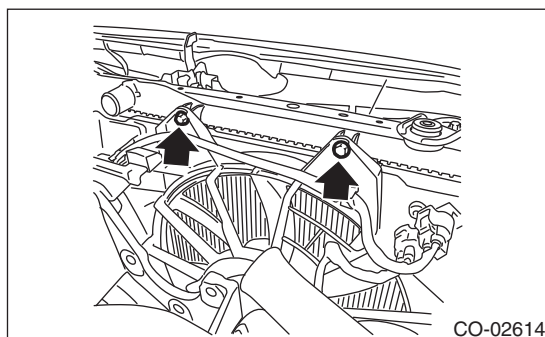
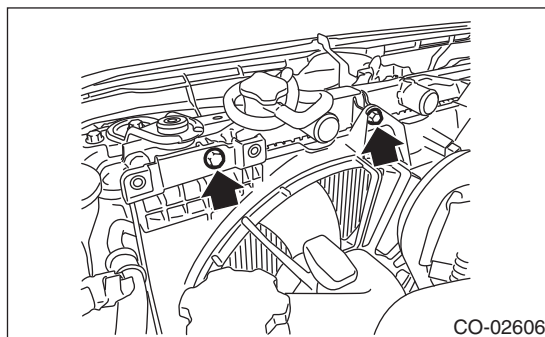
Remove ten clips when removing the grille bracket.



- 10) Remove the reservoir tank. <Ref. to CO(H6DO)-25, REMOVAL, Reservoir Tank.>
- 11) Remove radiator upper hoses LH and RH only on radiator side.



- 12) Remove the ATF hose from the clip of radiator fan shroud.
- 13) Remove bolts on the upper side of radiator fan shroud.



- 14) Remove the radiator fan shroud.

Radiator Main Fan and Fan Motor

COOLING

NOTE:

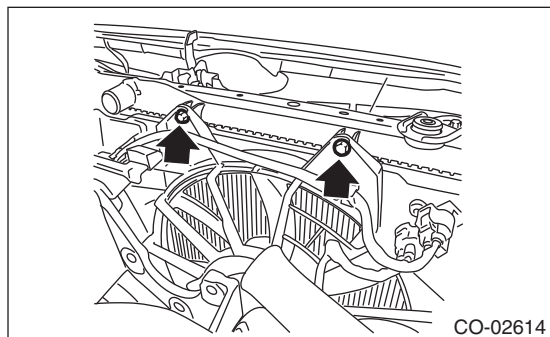
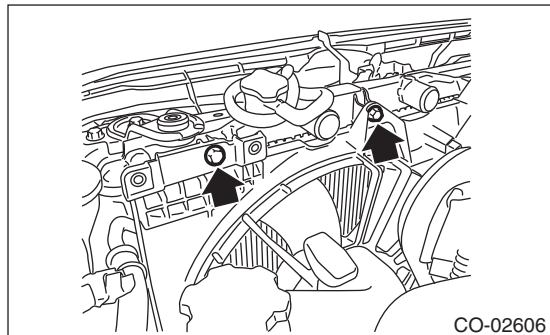
When pulling up the radiator fan shroud, be careful not to damage the radiator hose or AFT hose.

B: INSTALLATION

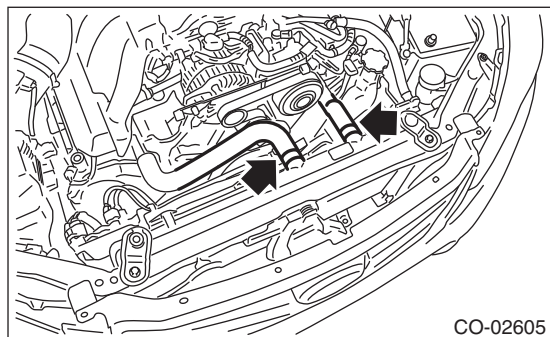
1) Tighten the bolts on the upper side of radiator fan shroud.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

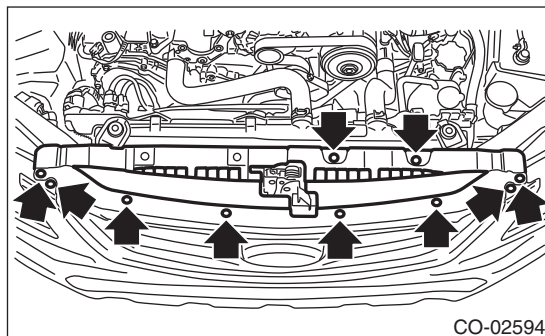


2) Install radiator upper hoses LH and RH to the radiator.



3) Install the reservoir tank. <Ref. to CO(H6DO)-25, INSTALLATION, Reservoir Tank.>

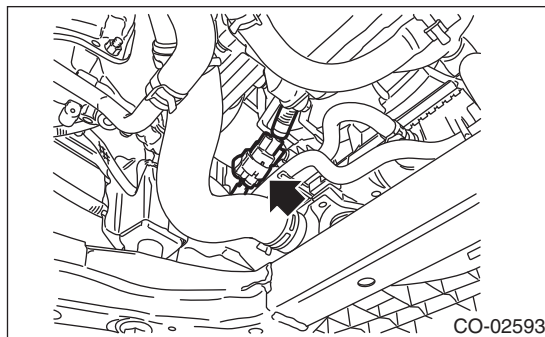
4) Attach the grille bracket.



5) Install the air intake duct. <Ref. to IN(H6DO)-8, INSTALLATION, Air Intake Duct.>

6) Lift up the vehicle.

7) Connect the integrated connector of radiator main fan & fan motor and radiator sub fan & fan motor.



8) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

9) Lower the vehicle.

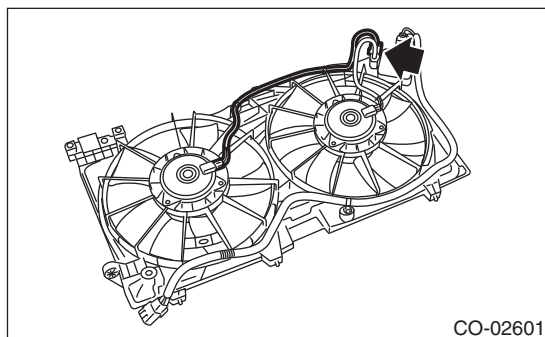
10) Fill engine coolant. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

11) Connect the ground cable to battery.

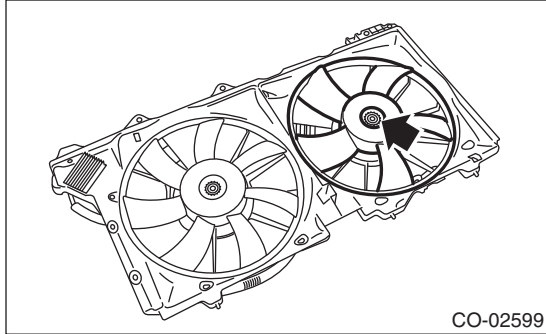
12) Install the collector cover.

C: DISASSEMBLY

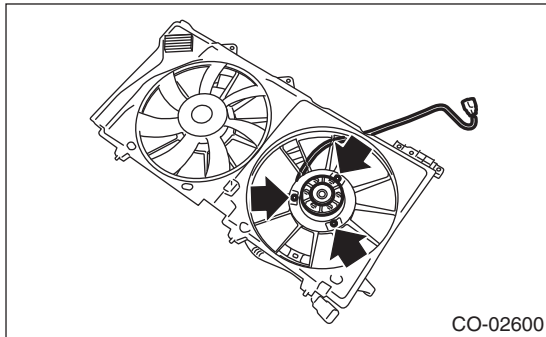
1) Disconnect the connector from the radiator fan control unit, and remove the harness.



2) Remove the radiator main fan.



3) Remove the radiator main fan motor.

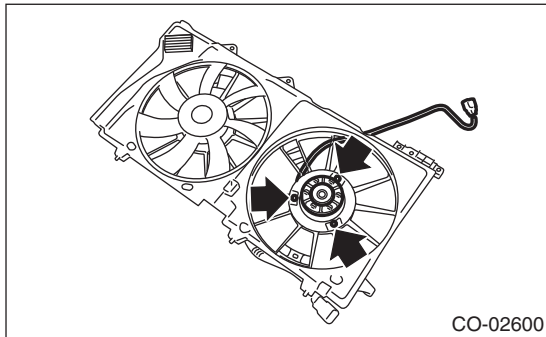


D: ASSEMBLY

Assemble in the reverse order of disassembly.

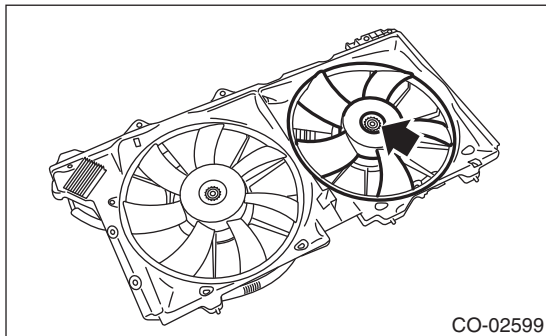
Tightening torque:

3.8 N·m (0.4 kgf-m, 2.8 ft-lb)



Tightening torque:

6.3 N·m (0.6 kgf-m, 4.6 ft-lb)



E: INSPECTION

Check that the radiator main fan, radiator main fan shroud and main fan motor do not have deformation, cracks or damage.

9. Radiator Sub Fan and Fan Motor

A: REMOVAL

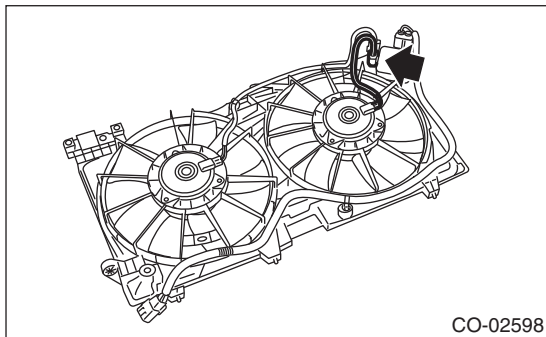
Refer to the Radiator Main Fan and Fan Motor.
<Ref. to CO(H6DO)-21, REMOVAL, Radiator Main Fan and Fan Motor.>

B: INSTALLATION

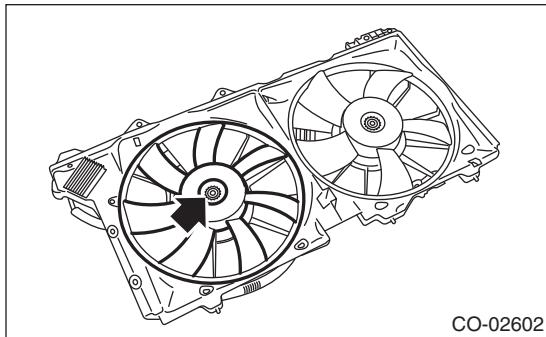
Refer to the Radiator Main Fan and Fan Motor.
<Ref. to CO(H6DO)-22, INSTALLATION, Radiator Main Fan and Fan Motor.>

C: DISASSEMBLY

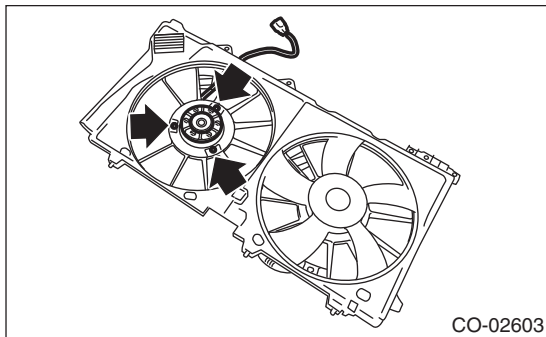
1) Disconnect the connector from the radiator fan control unit, and remove the harness.



2) Remove the radiator sub fan.



3) Remove the radiator sub fan motor.

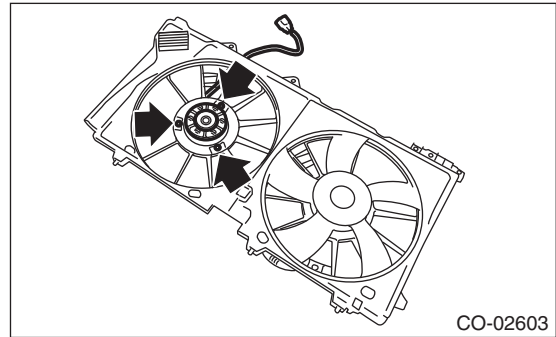


D: ASSEMBLY

Assemble in the reverse order of disassembly.

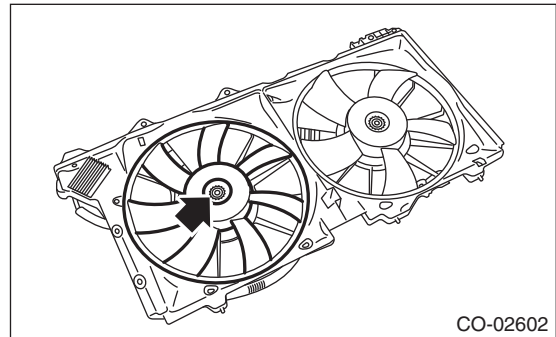
Tightening torque:

3.8 N·m (0.4 kgf-m, 2.8 ft-lb)



Tightening torque:

6.3 N·m (0.6 kgf-m, 4.6 ft-lb)



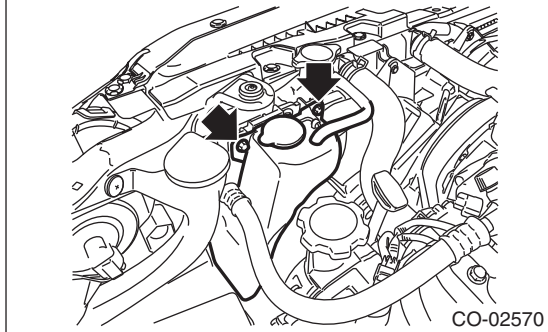
E: INSPECTION

Check that the radiator sub fan, radiator sub fan shroud and sub fan motor do not have deformation, cracks or damage.

10. Reservoir Tank

A: REMOVAL

- 1) Pull out the over flow hose.
- 2) Remove bolts which secure the reservoir tank, and remove the reservoir tank.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

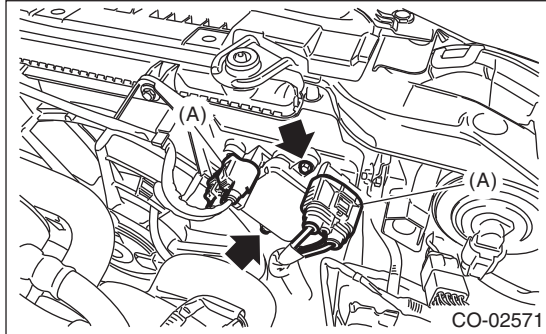
C: INSPECTION

- 1) Check that the reservoir tank does not have deformation, cracks or damage.
- 2) Check the over flow hose for cracks or damage.
- 3) Make sure the engine coolant level is between "FULL" and "LOW".

11. Radiator Fan Control Unit

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the radiator fan control unit.
 - (1) Disconnect the connector (A) from the radiator fan control unit.
 - (2) Remove screws which secure the radiator fan control unit.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

2.6 N·m (0.3 kgf-m, 1.9 ft-lb)

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Over-heating	a. Insufficient engine coolant	Replenish engine coolant, inspect for leakage, and repair it if necessary.
	b. Defective thermostat	Replace.
	c. Malfunction of water pump	Replace.
	d. Clogged engine coolant passage	Clean.
	e. Improper ignition timing	Inspect and repair the ignition control system. <Ref. to EN(H6DO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	f. Clogged or leaking radiator	Clean, repair or replace.
	g. Defective radiator cap	Replace.
	h. Improper engine oil in engine coolant	Replace the engine coolant. If ineffective, check, repair or replace engine components.
	i. Air/fuel mixture ratio too lean	Inspect and repair the fuel injection system. <Ref. to EN(H6DO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	j. Excessive back pressure in exhaust system	Clean or replace.
	k. Insufficient clearance between piston and cylinder	Adjust or replace.
	l. Dragging brake	Adjust.
	m. Defective radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or fan motor and replace them.
Over-cooling	a. Ambient temperature extremely low	Partly cover radiator front area.
	b. Defective thermostat	Replace.
Engine coolant leaks	a. Loosened or damaged connecting units on hoses	Repair or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Repair or replace.
	d. Leakage around cylinder head gasket	Retighten cylinder head bolts or replace cylinder head gasket.
	e. Damaged or cracked cylinder head and cylinder block	Repair or replace.
	f. Damaged or cracked thermostat cover	Repair or replace.
	g. Leakage from radiator	Repair or replace.
Noise	a. Defective radiator fan	Replace.
	b. Defective water pump bearing	Replace water pump.
	c. Defective water pump mechanical seal	Replace water pump.

Engine Cooling System Trouble in General

COOLING

General Description

LUBRICATION

1. General Description

A: SPECIFICATION

Lubrication method				Forced lubrication	
Oil pump	Pump type			Trochoid type	
	Number of teeth	Inner rotor		7	
		Outer rotor		8	
	Outer rotor diameter × thickness			mm (in)	
				76 × 30.2 (2.99 × 1.19)	
	Performance (Oil temperature 80°C (176°F))	600 rpm	Discharge pressure	kPa (kgf/cm ² , psi)	98 (1.0, 14)
			Discharge rate	ℓ (US qt, Imp qt)/min.	5.0 (5.3, 4.4) or more
		6,000 rpm	Discharge pressure	kPa (kgf/cm ² , psi)	392 (4.0, 57)
Discharge rate			ℓ (US qt, Imp qt)/min.	82.8 (87.5, 72.9) or more	
Oil filter	Filter type			Full-flow filter type	
	Filtration area			cm ² (sq in)	
				1,300 (201.5)	
	By-pass valve opening pressure			kPa (kgf/cm ² , psi)	
				160 (1.63, 23.2)	
Outer diameter × width			mm (in)		
			80 × 75 (3.15 × 2.95)		
Installation screw specifications			M 20 × 1.5		
Oil pressure switch	Type			Immersed contact point type	
	Operating voltage — power consumption			12 V — 3.4 W or less	
	Warning light operating pressure			kPa (kgf/cm ² , psi)	
				14.7 (0.15, 2.1)	
Proof pressure			kPa (kgf/cm ² , psi)		
			980 (10.0, 142) or more		
Engine oil	Total capacity (at overhaul)			ℓ (US qt, Imp qt)	
				7.8 (8.2, 6.9)	
	When replacing engine oil and oil filter			ℓ (US qt, Imp qt)	
			6.5 (6.9, 5.7)		
When replacing engine oil only			ℓ (US qt, Imp qt)		
			6.3 (6.7, 5.5)		

Recommended oil:

Oil corresponding to either of the following standards.

- Those with SM “Energy Conserving” logo in case of API standard.
- Those with GF-4 “starburst mark” displayed on top of the container in case of ILSAC standard.

SAE (1)						
(°C)	-30	-20	-15	0	15	30 40
(°F)	-22	-4	5	32	59	86 104
10W-30, 10W-40, 10W-50 5W-30 (2), 5W-40						
LU-02488						

- (1) SAE viscosity No. and applicable temperature
(2) Recommended

CAUTION:

It is acceptable to fill an engine with oil of another brand when replacing the oil, but make sure to use an oil with an API standard and SAE viscosity number specified by Subaru.

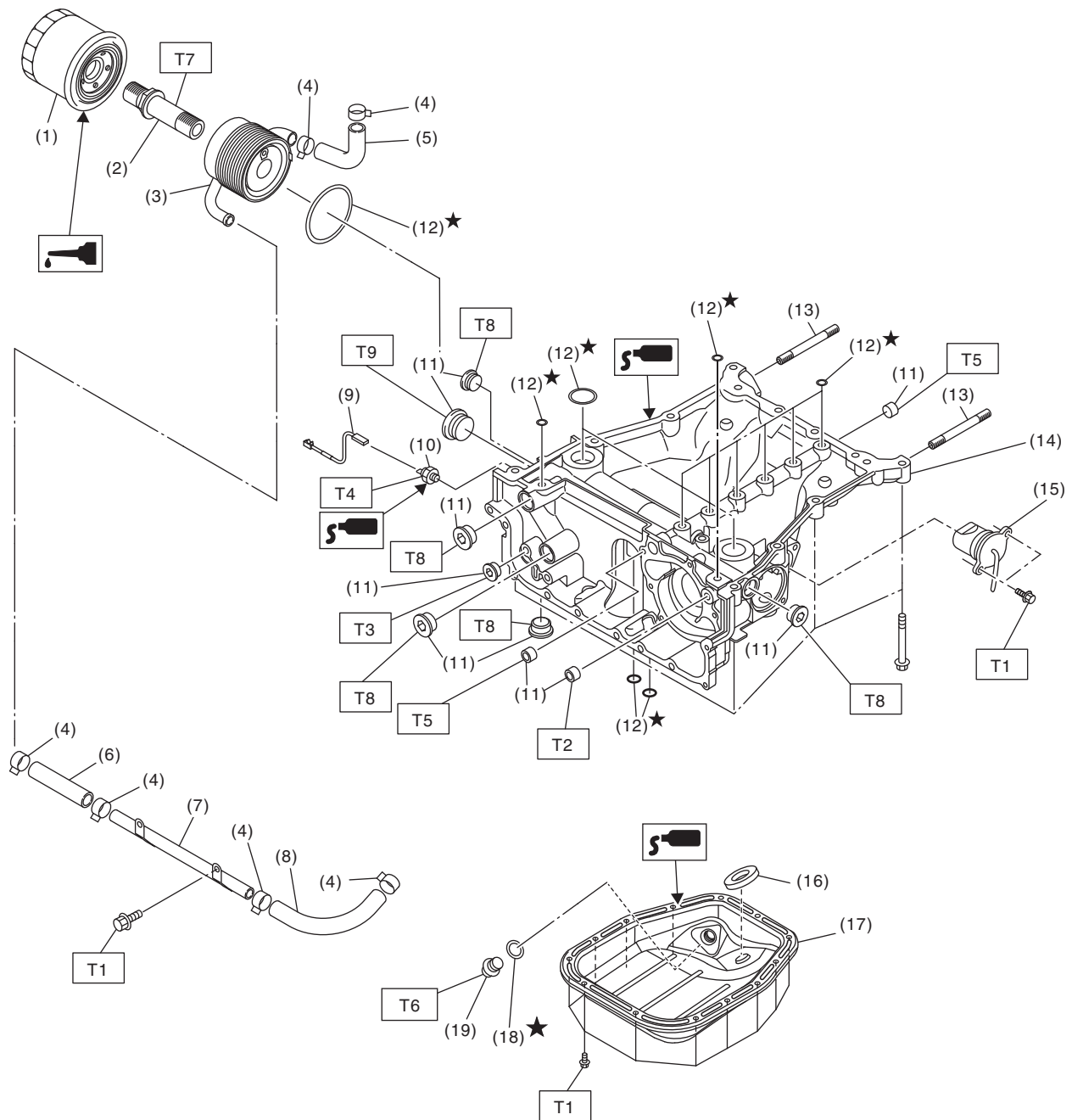
NOTE:

- The proper viscosity oil helps the engine maintain its ideal temperature, and cranking speed increased by reducing viscosity friction in hot condition.

- If the vehicle is used in regions of high temperatures or in other severe environments, use oil with the viscosities shown below.

API standard: SM or SL

SAE viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50

B: COMPONENT**1. OIL PAN UPPER, OIL COOLER, AND OIL FILTER**

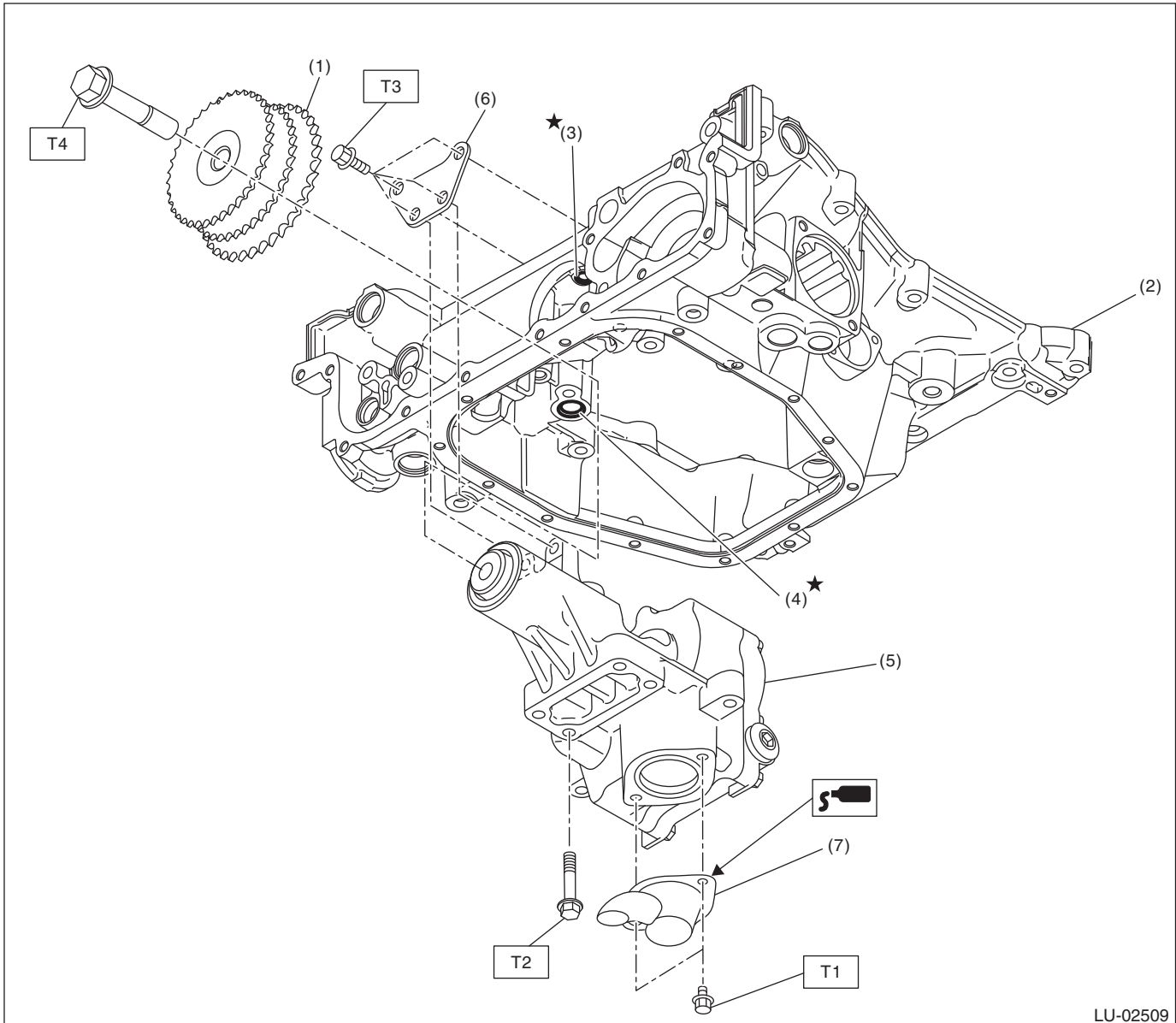
LU-02508

General Description

LUBRICATION

(1) Oil filter	(11) PLUG	<i>Tightening torque:N·m (kgf-m, ft-lb)</i>
(2) Oil cooler connector	(12) O-ring	<i>T1: 6.4 (0.7, 4.7)</i>
(3) Oil cooler	(13) Stud bolt	<i>T2: 17 (1.7, 12.5)</i>
(4) Clamp	(14) Oil pan upper	<i>T3: 23 (2.3, 17.0)</i>
(5) Water hose	(15) Oil level switch	<i>T4: 25 (2.5, 18.4)</i>
(6) Water hose	(16) Oil pan magnet	<i>T5: 34 (3.5, 25.1)</i>
(7) Engine oil cooler water pipe	(17) Oil pan lower	<i>T6: 44 (4.5, 32.5)</i>
(8) Water hose	(18) Gasket	<i>T7: 54 (5.5, 39.8)</i>
(9) Oil pressure switch harness	(19) Drain plug	<i>T8: 60 (6.1, 44.3)</i>
(10) Oil pressure switch		<i>T9: 90 (9.2, 66.4)</i>

2. OIL PUMP



LU-02509

- (1) Idler sprocket
- (2) Oil pan upper
- (3) O-ring
- (4) O-ring

- (5) Oil pump
- (6) Stiffener
- (7) Strainer

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 13 (1.3, 9.6)

T3: 24 (2.4, 17.7)

T4: 120 (12.2, 88.5)

General Description

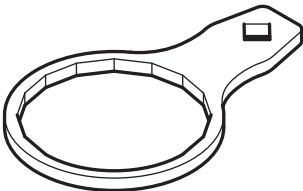
LUBRICATION

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Before applying liquid gasket, completely remove the old liquid gasket and degrease it.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.
- Prepare a container and cloth to prevent scattering of oil when performing work where fuels can be spilled. If the oil spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing of oil.

D: PREPARATION TOOL

1. SPECIAL TOOL

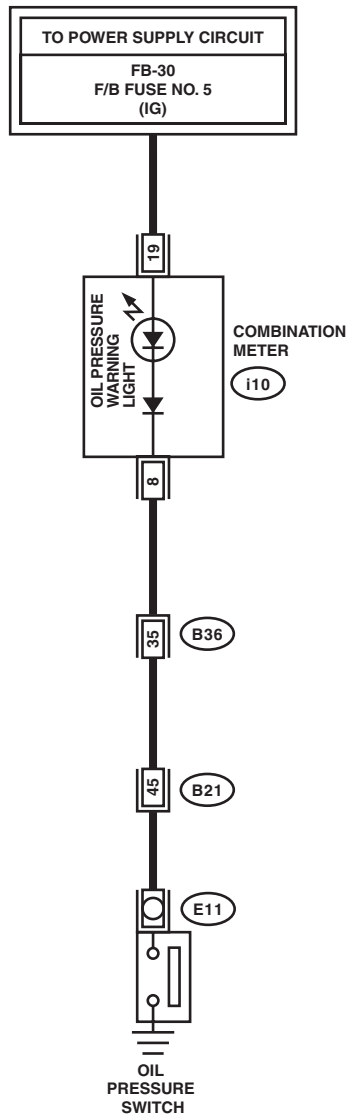
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18332AA020	18332AA020	OIL FILTER WRENCH	Used for removing and installing oil filter.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.

2. Oil Pressure System

A: WIRING DIAGRAM



i10

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

B21

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				

B36

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			

LU-02589

Oil Pressure System

LUBRICATION

B: INSPECTION

Step	Check	Yes	No
1 CHECK COMBINATION METER. 1) Turn the ignition switch to ON. (engine OFF) 2) Check the warning light of combination meter.	Does the warning light illuminate?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-10, INSPECTION, Combination Meter System.>
2 CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND OIL PRESSURE SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from oil pressure switch. 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between oil pressure switch connector and chassis ground. Connector & terminal (E11) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the oil pressure switch.	Go to step 3.
3 CHECK COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Measure the resistance of combination meter. Terminals (i10) No. 8 — (i10) No. 19:	Is the resistance less than 10 Ω ?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between combination meter and oil pressure switch • Poor contact of combination meter connector • Poor contact of oil pressure switch connector • Poor contact of coupling connector	Repair or replace the combination meter. <Ref. to IDI-10, INSPECTION, Combination Meter System.>

3. Engine Oil

A: INSPECTION

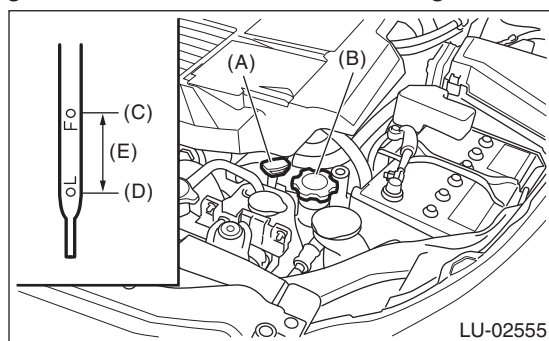
CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Park the vehicle on a level surface.
- 2) Remove the oil level gauge and wipe away the oil.
- 3) Reinsert the oil level gauge all the way. Be sure that the oil level gauge is correctly inserted and properly orientated.
- 4) Pull out the oil level gauge again, and check the oil level. If the engine oil level is below "L" line, make sure that there is no oil leakage from the engine, then add oil to raise the level up to the "F" line.
- 5) Start the engine to circulate the oil in engine room.
- 6) After turning off the engine, wait a few minutes for the oil to return to the oil pan before checking the level.

NOTE:

- Just after driving or while the engine is warm, engine oil level may be exceeding the "F" line. This is caused by thermal expansion of engine oil.
- To prevent overfilling of engine oil, do not add oil above "F" line when the engine is cold.
- As the oil level gauge is used for daily inspection, standard of "F" line and "L" line of the oil level gauge is set for the condition that engine is cold.



- (A) Oil level gauge
 (B) Engine oil filler cap
 (C) "F" line
 (D) "L" line
 (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

B: REPLACEMENT

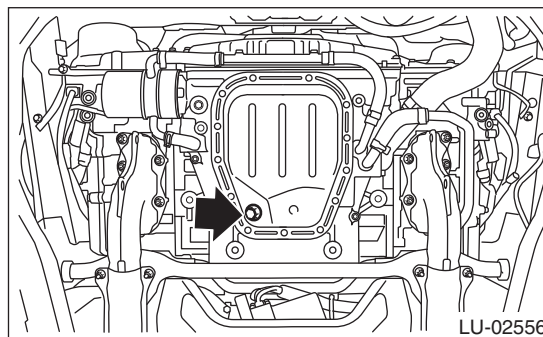
CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Open the engine oil filler cap for quick draining of engine oil.
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Drain engine oil by loosening the engine oil drain plug.

NOTE:

Prepare the container for draining of engine oil.



- 5) Tighten the engine oil drain plug after draining engine oil.

NOTE:

Use a new drain plug gasket.

Tightening torque:

44 N·m (4.5 kgf-m, 32.5 ft-lb)

- 6) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 7) Lower the vehicle. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 8) Using engine oil of proper quality and viscosity, fill engine oil through the oil filler duct to the "F" line on level gauge. Make sure that the vehicle is parked on a level surface when checking oil level.

Recommended oil:

Refer to "SPECIFICATION" for recommended oil. <Ref. to LU(H6DO)-2, SPECIFICATION, General Description.>

Engine oil capacity:

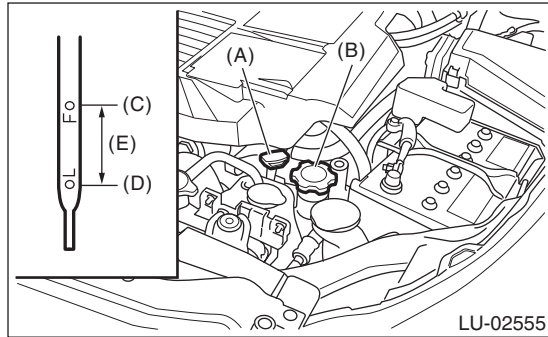
Refer to "SPECIFICATION" for engine oil capacity. <Ref. to LU(H6DO)-2, SPECIFICATION, General Description.>

- 9) Close the engine oil filler cap.
- 10) Start the engine to circulate the oil in engine room.

Engine Oil

LUBRICATION

11) After the engine stops, recheck the oil level. If necessary, add engine oil up to the “F” line on level gauge.



- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) “F” line
- (D) “L” line
- (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

4. Oil Pan

A: REMOVAL

NOTE:

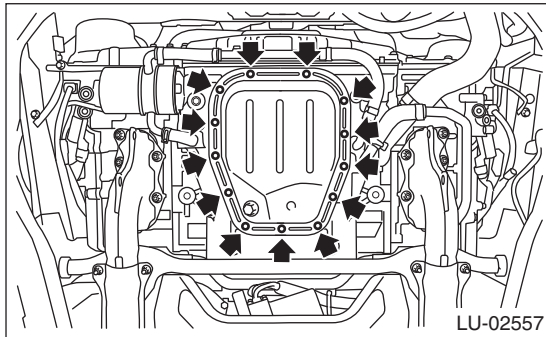
Before removing the oil pan upper, remove the engine from vehicle. <Ref. to ME(H6DO)-34, REMOVAL, Engine Assembly.> <Ref. to ME(H6DO)-96, REMOVAL, Cylinder Block.>

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 3) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 4) Insert an oil pan cutter blade into the gap between oil pan upper and oil pan lower, and remove the oil pan.

CAUTION:

Do not use a screwdriver or similar tool in place of oil pan cutter.

- 5) Remove the oil pan lower.



B: INSTALLATION

- 1) Apply liquid gasket to the mating surfaces of oil pan, and install the oil pan lower.

NOTE:

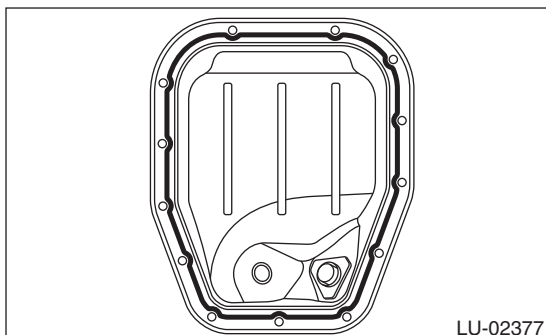
Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100)
or equivalent

Liquid gasket applying diameter:

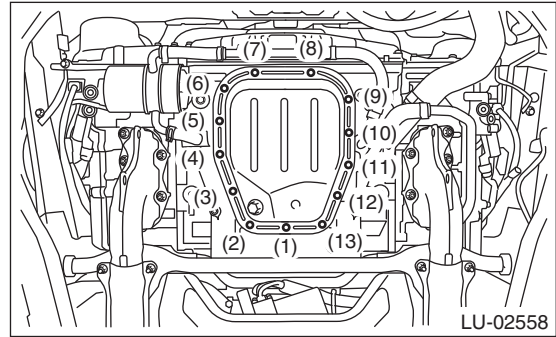
5.0 ± 1.0 mm (0.197 ± 0.039 in)



- 2) Tighten the oil pan lower installing bolts in the numerical order as shown in the figure.

Tightening torque:

6.4 N·m (0.7 kgf·m, 4.7 ft·lb)



- 3) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

- 4) Lower the vehicle.

- 5) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>

- 6) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

C: INSPECTION

Check that the oil pan upper and oil pan lower have no deformation, cracks or other damages.

5. Oil Pump

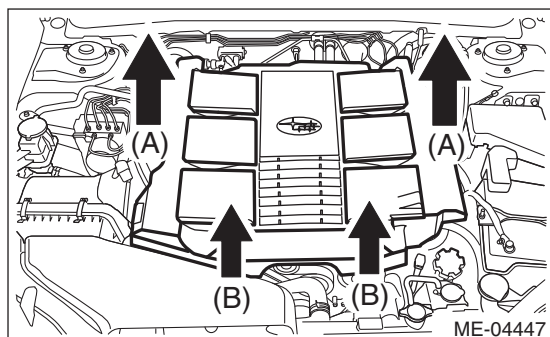
A: REMOVAL

1) Remove the collector cover.

NOTE:

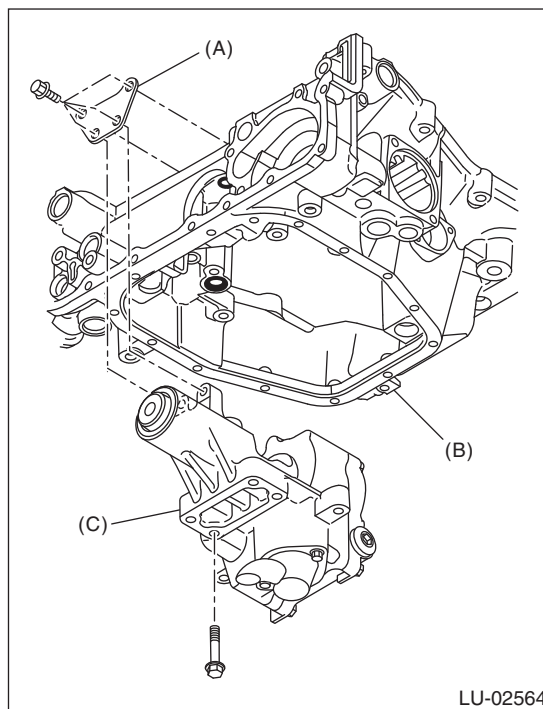
Follow the steps below when removing the collector cover.

- (1) Lift up (A) in two positions at the rear.
- (2) Moving (B) in two positions at the front toward the vehicle, lift them up.



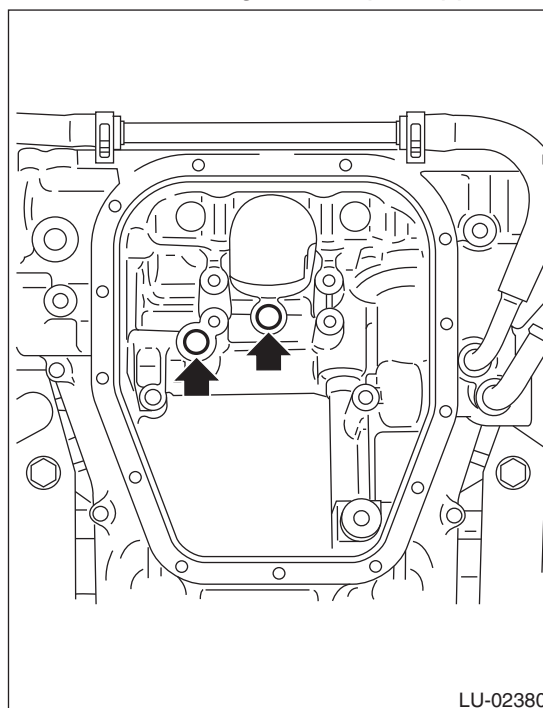
- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 5) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 6) Drain engine coolant. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 7) Lower the vehicle.
- 8) Remove the radiator. <Ref. to CO(H6DO)-17, REMOVAL, Radiator.>
- 9) Remove the V-belts. <Ref. to ME(H6DO)-48, REMOVAL, V-belt.>
- 10) Remove the crank pulley. <Ref. to ME(H6DO)-49, REMOVAL, Crank Pulley.>
- 11) Remove the chain cover. <Ref. to ME(H6DO)-50, REMOVAL, Chain Cover.>
- 12) Remove the timing chain. <Ref. to ME(H6DO)-59, REMOVAL, Timing Chain Assembly.>
- 13) Remove the oil pan lower. <Ref. to LU(H6DO)-11, REMOVAL, Oil Pan.>

14) Remove the stiffener and the oil pump.



- (A) Stiffener
- (B) Oil pan upper
- (C) Oil pump

- 15) Remove the strainer from the oil pump.
- 16) Remove the O-ring from oil pan upper.

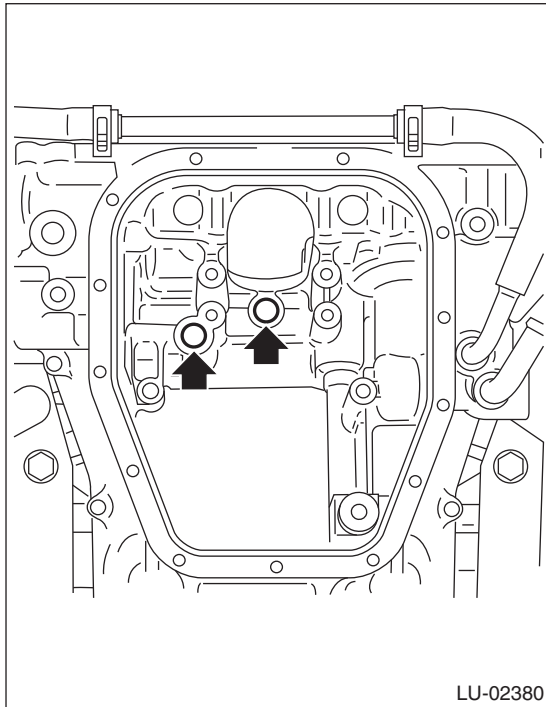


B: INSTALLATION

1) Apply engine oil to the O-ring and attach it to the oil pan upper.

NOTE:

Use new O-rings.



2) Apply liquid gasket to the mating surfaces of strainer.

Liquid gasket:

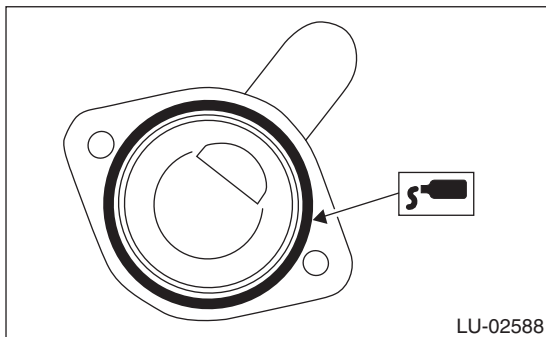
THREE BOND 1217G (Part No. K0877Y0100)
or equivalent

Liquid gasket applying diameter:

2.0 ± 1.0 mm (0.079 ± 0.039 in)

NOTE:

- Install within 5 min. after applying liquid gasket.
- After installing the strainer, remove any liquid gasket that is squeezed out.



3) Install the strainer to the oil pump.

Tightening torque:

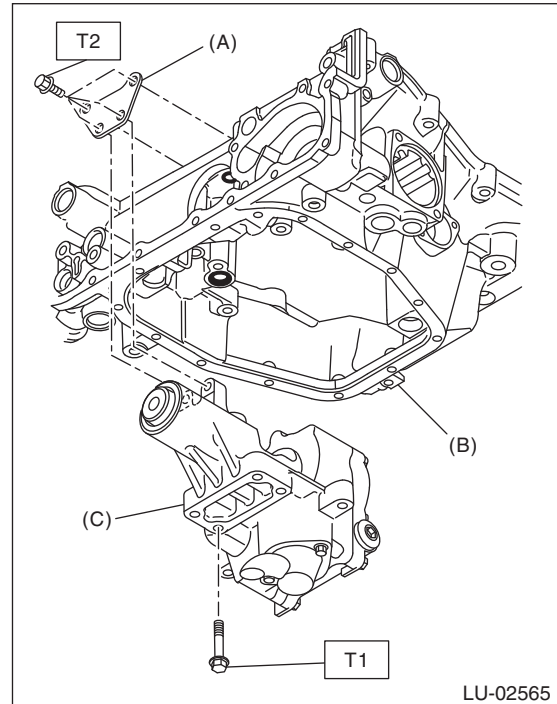
6.4 N·m (0.7 kgf·m, 4.7 ft·lb)

4) Install the stiffener and the oil pump.

Tightening torque:

T1: 13 N·m (1.3 kgf·m, 9.6 ft·lb)

T2: 24 N·m (2.4 kgf·m, 17.7 ft·lb)



(A) Stiffener

(B) Oil pan upper

(C) Oil pump

5) Install the oil pan lower. <Ref. to LU(H6DO)-11, INSTALLATION, Oil Pan.>

6) Install the timing chain. <Ref. to ME(H6DO)-65, INSTALLATION, Timing Chain Assembly.>

7) Install the chain cover. <Ref. to ME(H6DO)-53, INSTALLATION, Chain Cover.>

8) Install the crank pulley. <Ref. to ME(H6DO)-49, INSTALLATION, Crank Pulley.>

9) Install the V-belts. <Ref. to ME(H6DO)-48, INSTALLATION, V-belt.>

10) Install the radiator. <Ref. to CO(H6DO)-18, INSTALLATION, Radiator.>

11) Lift up the vehicle.

12) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

13) Lower the vehicle.

14) Fill the ATF. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

15) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>

16) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

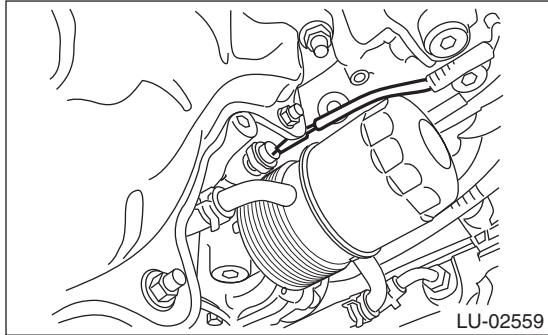
C: INSPECTION

- Visually check the oil pump for breakage.
- Visually check the strainer portion for clogging.

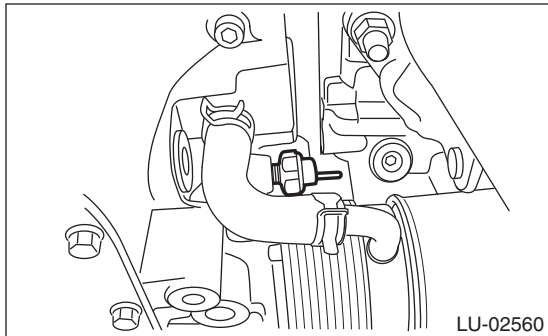
6. Oil Pressure Switch

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 5) Disconnect the terminal from oil pressure switch.



- 6) Remove the oil pressure switch.

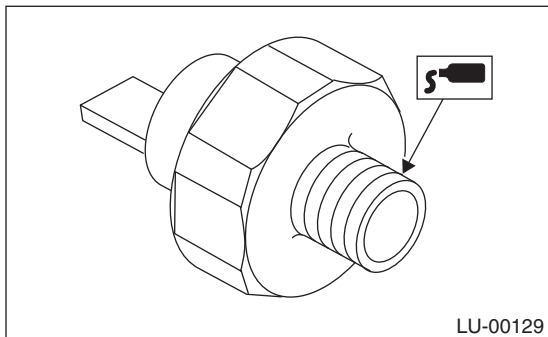


B: INSTALLATION

- 1) Apply liquid gasket to the oil pressure switch threads.

Liquid gasket:

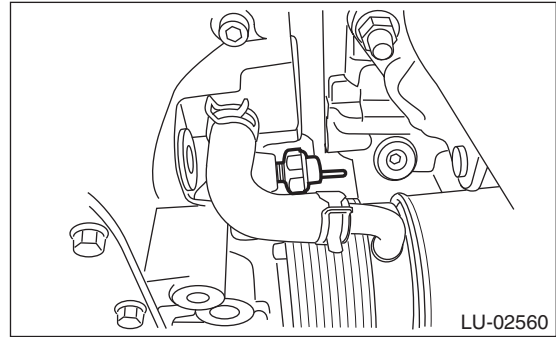
THREE BOND 1324 (Part No. 004403042) or equivalent



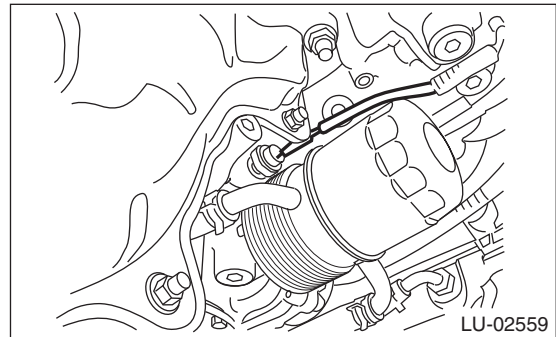
- 2) Install the oil pressure switch.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)



- 3) Connect the terminal of the oil pressure switch.



- 4) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 5) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 6) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

C: INSPECTION

- 1) Check that the oil pressure switch does not have deformation, cracks or damage.
- 2) Check the oil pressure switch installation portion for oil leakage and oil seepage.

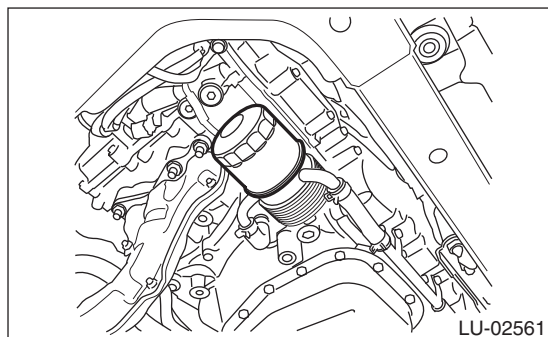
7. Engine Oil Filter

A: REMOVAL

CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Lift up the vehicle.
- 2) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Remove the engine oil filter using the ST.
ST 18332AA020 OIL FILTER WRENCH



B: INSTALLATION

CAUTION:

Do not tighten excessively, or oil may leak.

- 1) Clean the engine oil filter installation surface of the oil cooler.
- 2) Obtain a new engine oil filter and apply a thin coat of engine oil to the seal rubber.
- 3) Install the engine oil filter turning it by hand, being careful not to damage the seal rubber.
- 4) Tighten more (approx. 3/4 turn) after the seal rubber contacts the oil cooler. When using a torque wrench, tighten to 14 N·m (1.4 kgf-m, 10.3 ft-lb).
- 5) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 6) Lower the vehicle.
- 7) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 8) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

C: INSPECTION

- 1) After installing the engine oil filter, run the engine and make sure that no oil is leaking around seal rubber.

NOTE:

The filter element and filter case are permanently jointed; therefore, interior cleaning is not necessary.

- 2) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

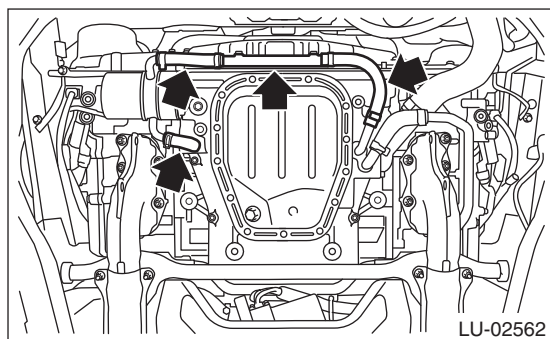
8. Oil Cooler

A: REMOVAL

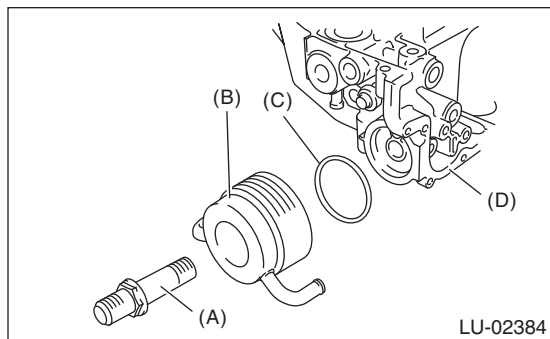
CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 3) Drain engine coolant. <Ref. to CO(H6DO)-12, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 5) Remove the bolts which hold the engine oil cooler water pipe to chain cover and disconnect the water hose from oil cooler.



- 6) Remove the engine oil filter using the ST. <Ref. to LU(H6DO)-15, REMOVAL, Engine Oil Filter.>
ST 18332AA020 OIL FILTER WRENCH
- 7) Remove the oil cooler connector and remove the oil cooler.



- (A) Oil cooler connector
- (B) Oil cooler
- (C) O-ring
- (D) Oil pan upper

B: INSTALLATION

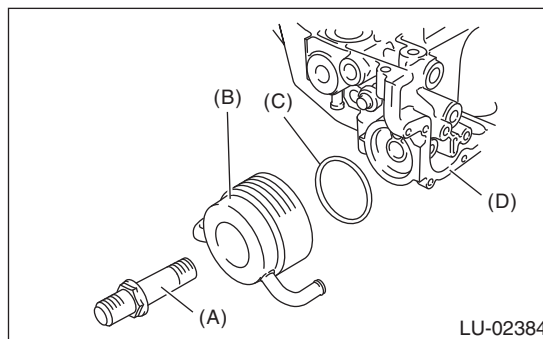
- 1) Tighten the oil cooler connector to install the oil cooler to the oil pan upper.

Tightening torque:

54 N·m (5.5 kgf-m, 39.8 ft-lb)

NOTE:

Use new O-rings.

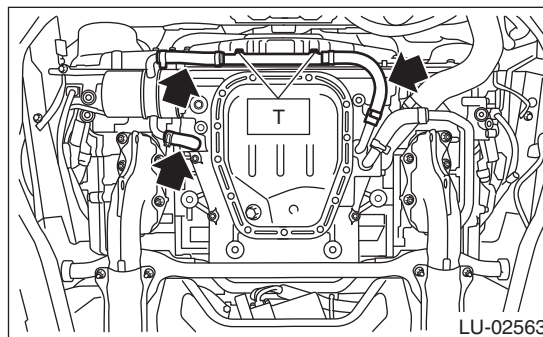


- (A) Oil cooler connector
- (B) Oil cooler
- (C) O-ring
- (D) Oil pan upper

- 2) Attach the engine oil filter. <Ref. to LU(H6DO)-15, INSTALLATION, Engine Oil Filter.>
- 3) Attach the bolts which hold the engine oil cooler water pipe to chain cover and connect the water hose to oil cooler.

Tightening torque:

T: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 4) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>
- 5) Lower the vehicle.
- 6) Fill the ATF. <Ref. to CO(H6DO)-12, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 7) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 8) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

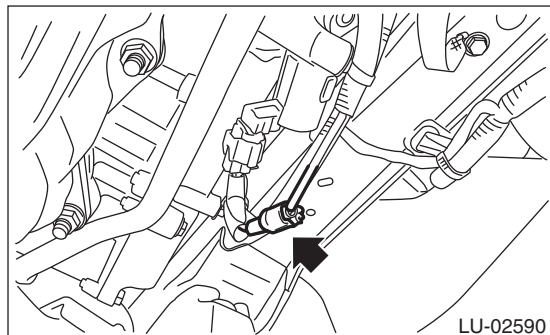
C: INSPECTION

- 1) Check that coolant passages are not clogged using an compressed air.
- 2) Check that the oil pan upper and O-ring installing surface of oil filter are not damaged.

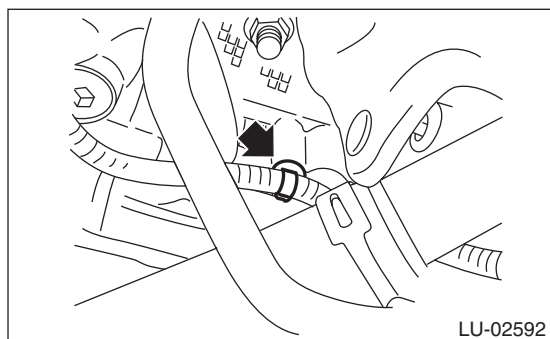
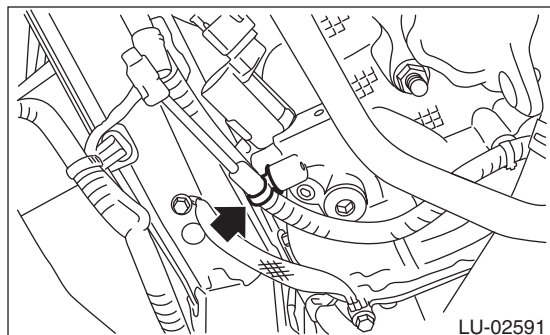
9. Oil Level Switch

A: REMOVAL

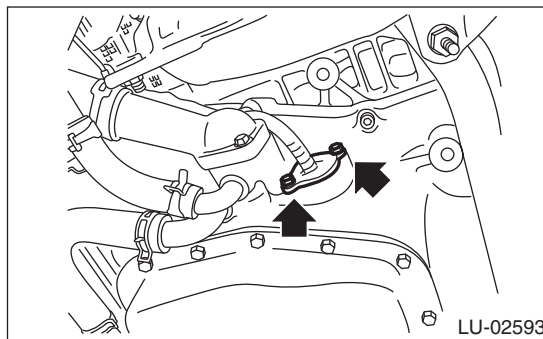
- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-35, REMOVAL, Front Under Cover.>
- 4) Drain the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>
- 5) Disconnect the connector of oil level switch from the engine harness.



- 6) Remove the clips which hold the front camshaft cap (LH) and cylinder head (LH).



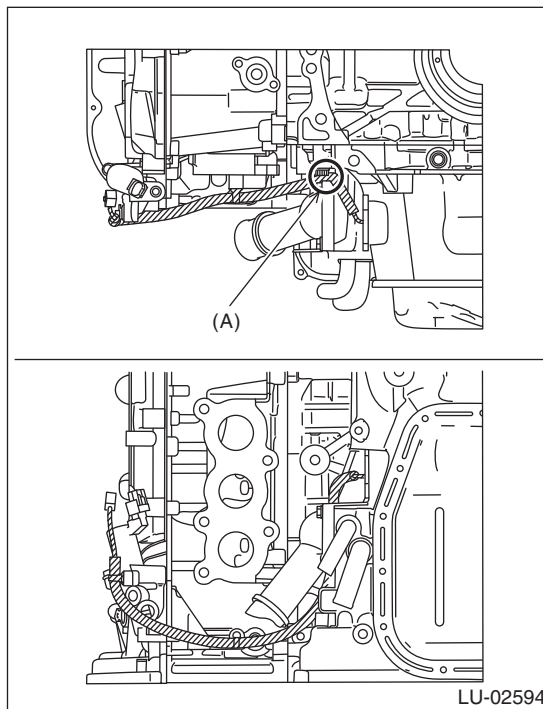
- 7) Remove the oil level switch from the oil pan upper.



- 8) Remove the oil level switch.

B: INSTALLATION

- 1) Route the oil level switch harness as shown in the figure.



- (A) Route the oil level switch harness through inside of oil pan upper bolt.

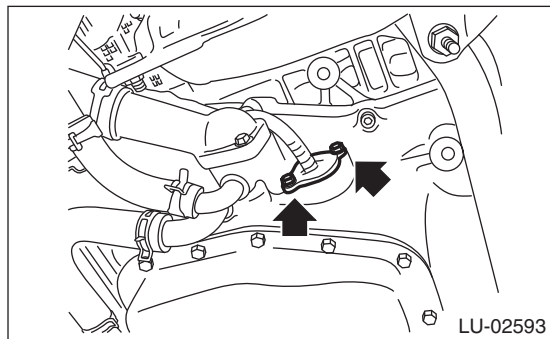
- 2) Attach the oil level switch to the oil pan upper.

Oil Level Switch

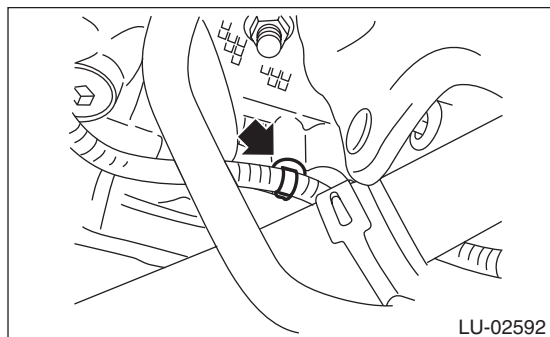
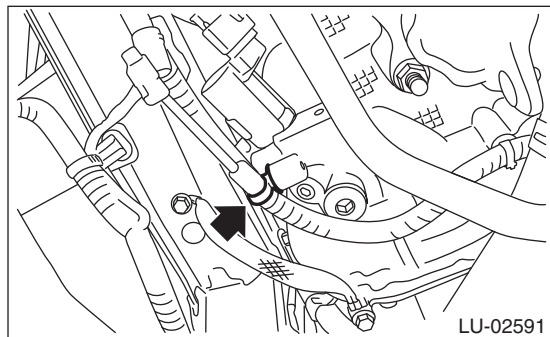
LUBRICATION

Tightening torque:

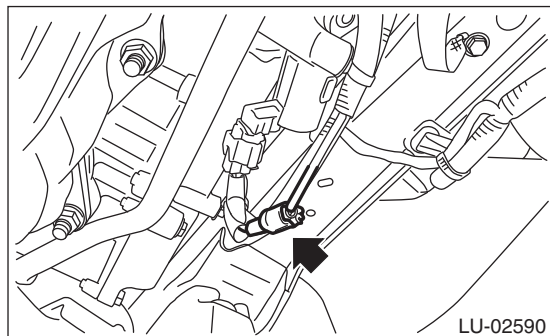
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



3) Attach the clips which hold the front camshaft cap (LH) and cylinder head (LH).



4) Connect the connector of oil level switch to the engine harness.



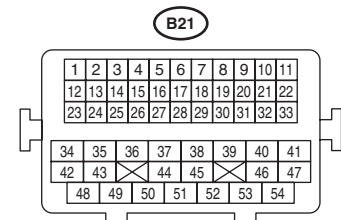
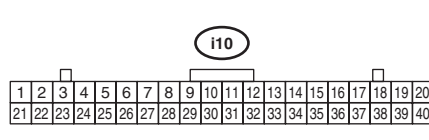
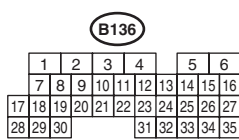
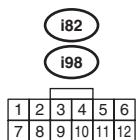
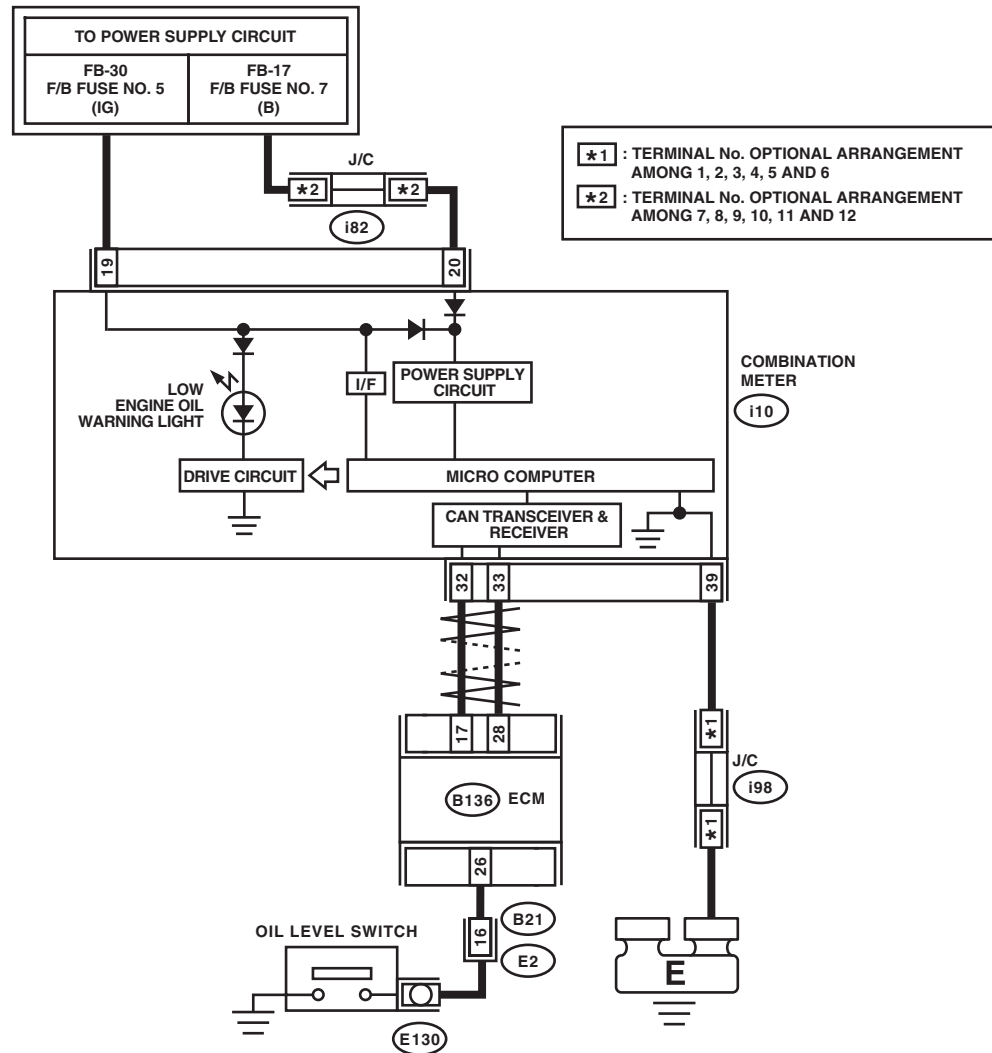
5) Install the under cover. <Ref. to EI-35, INSTALLATION, Front Under Cover.>

6) Lower the vehicle.

7) Refill the engine oil. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.>

8) Check the engine oil level. <Ref. to LU(H6DO)-9, INSPECTION, Engine Oil.>

C: WIRING DIAGRAM



LU-02654

Oil Level Switch

LUBRICATION

D: INSPECTION

1. INSPECTION WHILE OIL LEVEL SWITCH WARNING LIGHT IS ON

Step	Check	Yes	No
1 CHECK ENGINE OIL LEVEL.	Is engine oil level normal?	Go to step 2.	Replace engine oil or refill, and check again while the oil level is normal condition. <Ref. to LU(H6DO)-9, REPLACEMENT, Engine Oil.> To turn off the oil level warning light, install the spare fuse at the delivery (test) mode fuse in the main fuse box. Then turn the ignition switch to ON (engine off) again, to confirm the warning light turns off. Remove the spare fuse installed to finish this step.
2 CHECK LAN SYSTEM.	Has a DTC of the LAN system been input?	Perform the diagnosis according to DTC.	Go to step 3.
3 CHECK OIL LEVEL SWITCH CIRCUIT. 1) Turn the ignition switch to ON (engine OFF). 2) Read the current data for engine in the Subaru Select Monitor to confirm the item for "Oil level switch". <Ref. to EN(H6DO)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>	Is the "Oil level switch" signal displayed in Subaru Select Monitor HIGH?	To turn off the oil level warning light, install the spare fuse at the delivery (test) mode fuse in the main fuse box. Then turn the ignition switch to ON (engine off) again, to confirm the warning light turns off. Remove the spare fuse installed to finish this step.	Go to step 4.
4 CHECK COMBINATION METER. Perform the self-diagnosis of combination meter to check if there are any faults in the combination meter. <Ref. to IDI-6, OPERATION, Combination Meter System.>	Is the combination meter normal?	Go to step 5.	Replace the combination meter. <Ref. to IDI-20, REMOVAL, Combination Meter.>

Oil Level Switch

LUBRICATION

Step	Check	Yes	No
5 CHECK SECURE CONNECTION OF CONNECTOR BETWEEN ENGINE HARNESS AND OIL LEVEL SWITCH.	Is there any insecure connection?	Remedy the connection condition. Then, to turn off the oil level warning light, install the spare fuse at the delivery (test) mode fuse in the main fuse box. Then turn the ignition switch to ON (engine off) again, to confirm the warning light turns off. Remove the spare fuse installed to finish this step.	Go to step 6.
6 CHECK OIL LEVEL SWITCH. 1) Deliberately short circuits by connecting the engine harness connector terminal and chassis ground. 2) Turn the ignition switch to ON (engine OFF). 3) Read the current data for engine in the Subaru Select Monitor to confirm the item for "Oil level switch". <Ref. to EN(H6DO)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.> Connector & terminal (E130) No. 1 — Chassis ground:	Is the "Oil level switch" signal displayed in Subaru Select Monitor HIGH?	Replace the oil level switch. <Ref. to LU(H6DO)-17, REMOVAL, Oil Level Switch.>	Go to step 7.
7 CHECK SECURE CONNECTION OF CONNECTOR BETWEEN BULKHEAD HARNESS AND ENGINE HARNESS.	Is there any insecure connection?	Remedy the connection condition. Then, to turn off the oil level warning light, install the spare fuse at the delivery (test) mode fuse in the main fuse box. Then turn the ignition switch to ON (engine off) again, to confirm the warning light turns off. Remove the spare fuse installed to finish this step.	Go to step 8.
8 CHECK ENGINE HARNESS. 1) Disconnect the oil level switch side connector of the engine harness. 2) Disconnect the bulkhead harness side connector of the engine harness. 3) Measure the resistance between connector terminals. Connector & terminal (E2) No. 16 — (E130) No. 1:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair or replace the open circuit of engine harness.

Oil Level Switch

LUBRICATION

Step	Check	Yes	No
9 CHECK SECURE CONNECTION OF CONNECTOR BETWEEN ENGINE CONTROL MODULE (ECM) AND BULKHEAD HARNESS. Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.>	Is there any insecure connection?	Remedy the connection condition. Then, to turn off the oil level warning light, install the spare fuse at the delivery (test) mode fuse in the main fuse box. Then turn the ignition switch to ON (engine off) again, to confirm the warning light turns off. Remove the spare fuse installed to finish this step.	Go to step 10.
10 CHECK BULKHEAD HARNESS. 1) Remove the glove box lid assembly. <Ref. to EI-65, REMOVAL, Glove Box.> 2) Disconnect the engine control module (ECM) side connector of the bulkhead harness. 3) Disconnect the engine harness connectors of the bulkhead harness. 4) Measure the resistance between connector terminals. Connector & terminal (B136) No. 26 — (B21) No. 16:	Is the resistance less than 1 Ω ?	Replace the Engine Control Module (ECM). <Ref. to FU(H6DO)-50, REMOVAL, Engine Control Module (ECM).>	Repair or replace the open circuit of bulkhead harness.

2. OTHER INSPECTIONS

- 1) Check that the oil level switch does not have deformation, cracks, or damage.
- 2) Check the oil level switch installation part for oil leakage and oil seepage.

10.Engine Lubrication System Trouble in General

A: INSPECTION

Before performing diagnostics, make sure that the engine oil level is correct and no oil leakage exists.

Trouble	Possible cause	Corrective action
Warning light remains ON.	a. Oil pressure switch failure	
	○ Cracked diaphragm or oil leakage within switch	Replace.
	○ Broken spring or seized contacts	Replace.
	b. Low oil pressure	
	○ Clogging of oil filter	Replace.
	○ Malfunction of oil by-pass valve in oil filter	Replace.
	○ Malfunction of oil relief valve in oil pump	Replace.
	○ Clogged oil passage	Clean.
	○ Excessive tip clearance and side clearance of oil pump rotor	Replace.
	○ Clogged oil strainer or broken pipe	Clean or replace.
	c. No oil pressure	
	○ Insufficient engine oil (degradation, etc.)	Replace.
	○ Broken pipe of oil strainer	Replace.
	○ Stuck oil pump rotor	Replace.
Warning light does not illuminate.	a. Defective combination meter	Replace.
	b. Poor contact of switch contact points	Replace.
	c. Disconnection of wiring	Repair.
Warning light flickers momentarily.	a. Defective terminal contact	Repair.
	b. Defective wiring harness	Repair.
	c. Oil pressure switch failure	
	○ Cracked diaphragm or oil leakage within switch	Replace.
	○ Broken spring or seized contacts	Replace.
	d. Low oil pressure	
	○ Clogging of oil filter	Replace.
	○ Malfunction of oil by-pass valve in oil filter	Replace.
	○ Malfunction of oil relief valve in oil pump	Replace.
	○ Clogged oil passage	Clean.
	○ Excessive tip clearance and side clearance of oil pump rotor	Replace.
	○ Clogged oil strainer or broken pipe	Clean or replace.

Engine Lubrication System Trouble in General

LUBRICATION

1. General Description

A: SPECIFICATION

Specifications for the 3.6 L DOHC non-turbo model are the same as the 2.5 L SOHC non-turbo model.

<Ref. to SP(H4SO)-2, General Description.>

General Description

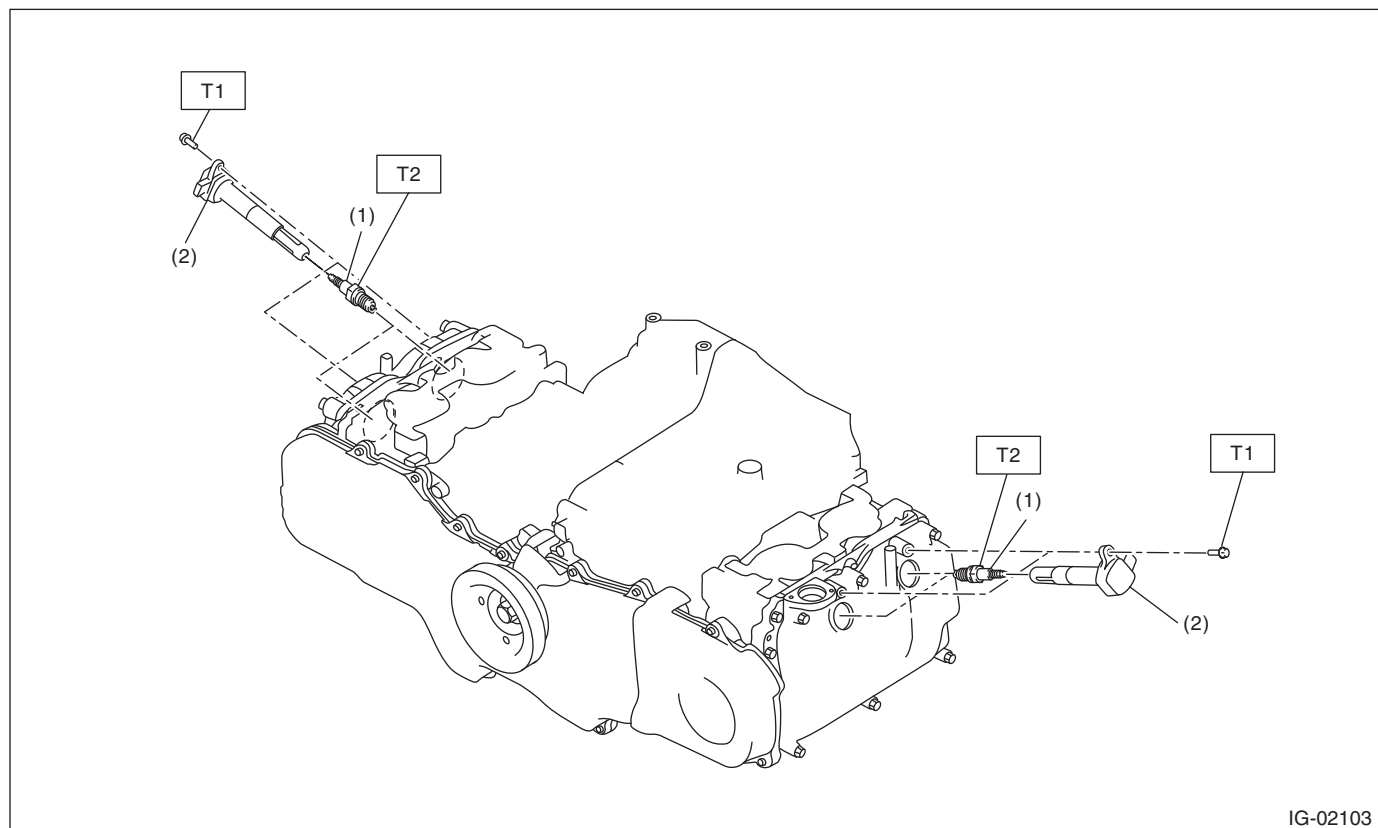
IGNITION

1. General Description

A: SPECIFICATION

Item			SPECIFICATION
Ignition coil and ignitor ASSY	Type		FK 0376
	Ignition system		Independent ignition coil
	Manufacturer		Diamond Electric
Spark plug	Manufacturer and type		NGK: SIFR6A11
	Thread size (diameter, pitch, length) mm		14,1.25,19
	Spark plug gap	mm (in) Standard	1.0 — 1.1 (0.039 — 0.043)
	Electrode		Iridium

B: COMPONENT



IG-02103

(1) Spark plug

(2) Ignition coil

Tightening torque:N·m (kgf-m, ft-lb)

T1: 9 (0.9, 6.6)

T2: 21 (2.1, 15.5)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

IG(H4SO)-2

2. Spark Plug

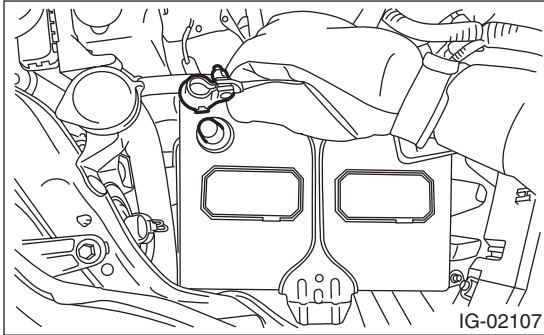
A: REMOVAL

Spark plug:

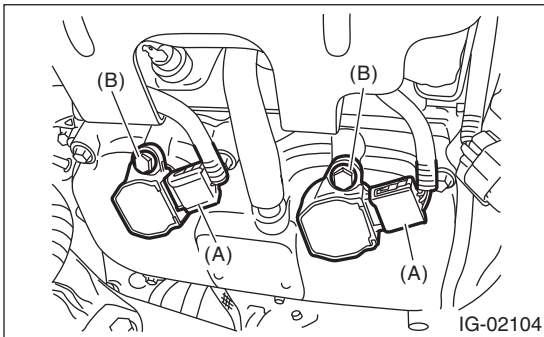
Refer to "SPECIFICATION" for the spark plug. <Ref. to IG(H4SO)-2, SPECIFICATION, General Description.>

1. RH SIDE

- 1) Disconnect the ground cable from battery.



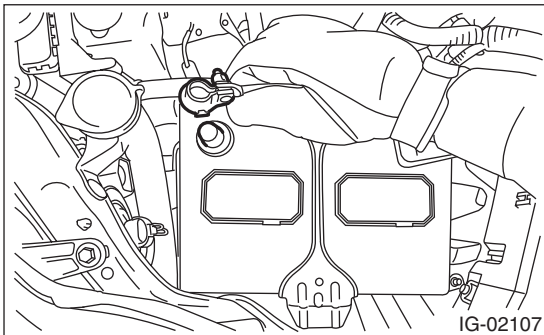
- 2) Remove the air cleaner case. <Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 3) Disconnect the connector (A) from ignition coil.
- 4) Remove the bolt (B), and remove the ignition coil.



- 5) Remove the spark plug with a spark plug socket.

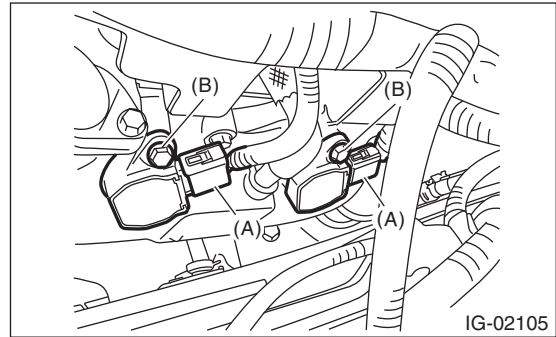
2. LH SIDE

- 1) Disconnect the ground cable from battery.



- 2) Disconnect the connector (A) from ignition coil.

- 3) Remove the bolt (B), and remove the ignition coil.



- 4) Remove the spark plug with a spark plug socket.

B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.5 ft-lb)

Tightening torque (Ignition coil):
9 N·m (0.9 kgf-m, 6.6 ft-lb)

2. LH SIDE

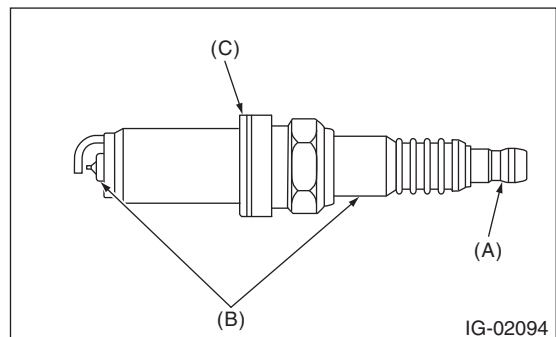
Install in the reverse order of removal.

Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.5 ft-lb)

Tightening torque (Ignition coil):
9 N·m (0.9 kgf-m, 6.6 ft-lb)

C: INSPECTION

- 1) Check the spark plug for abnormalities. If defective, replace the spark plug.



- (A) Terminal damage
- (B) Crack or damage in insulator
- (C) Damaged gasket

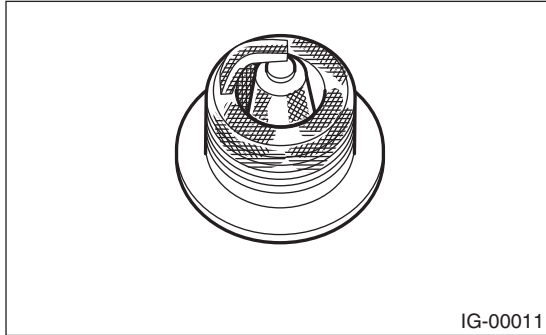
- 2) Check the spark plug electrode and condition of the insulator. If abnormal, check and repair the cause and replace the spark plug.

Spark Plug

IGNITION

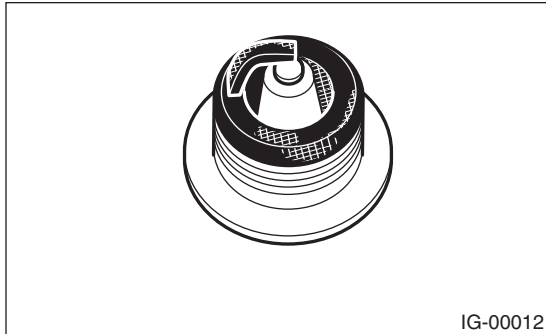
(1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



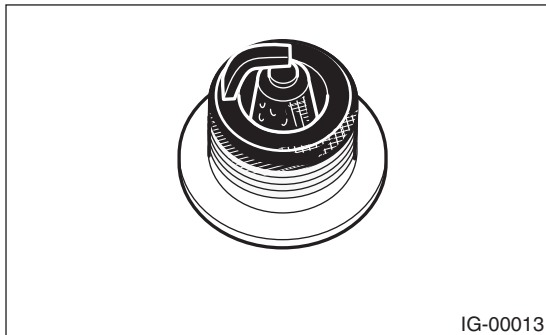
(2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, etc.



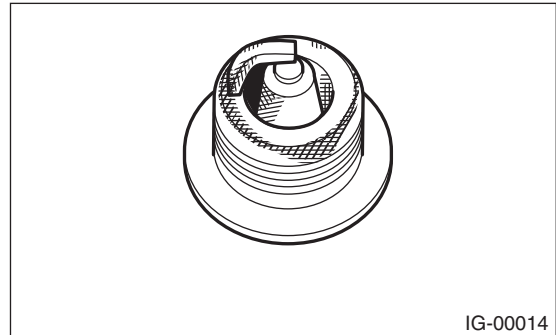
(3) Oil fouled:

Wet black deposits show oil entrance into combustion chamber through worn piston rings or increased clearance between valve guides and valve stems.



(4) Overheating:

White or light gray insulator with black or brown spots and bluish burnt electrodes indicate engine overheating, wrong selection of fuel, or loose spark plugs.



3) Using a nylon brush, etc., clean and remove the carbon or oxide deposits from the spark plug. If deposits are too stubborn, replace the spark plugs. After cleaning the spark plugs, check the spark plug gap "L" using a gap gauge. If it is not within the standard, replace the spark plug.

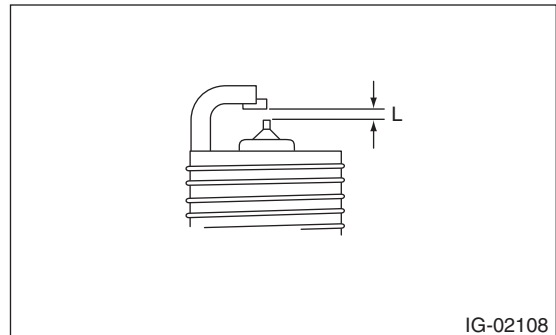
NOTE:

- Never use a plug cleaner.
- Do not use a metal brush as it may damage the electrode area.

Spark plug gap L:

Standard

1.0 — 1.1 mm (0.039 — 0.043 in)



3. Ignition Coil

A: REMOVAL

Direct ignition type is adopted. Refer to “Spark Plug” for removal procedure. <Ref. to IG(H4SO)-3, REMOVAL, Spark Plug.>

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

9 N·m (0.9 kgf-m, 6.6 ft-lb)

C: INSPECTION

For inspection procedure, refer to “Diagnostics for Engine Starting Failure”. <Ref. to EN(H4SO)(diag)-72, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>

Ignition Coil

IGNITION

IG(H4SO)-6

1. General Description

A: SPECIFICATION

Specifications for the 3.6 L DOHC non-turbo model are included in the SC (H4SO) section. <Ref. to SC(H4SO)-2, General Description.>

Basic Diagnostic Procedure

ENGINE (DIAGNOSTICS)

1. Basic Diagnostic Procedure

A: PROCEDURE

1. ENGINE

	Step	Check	Yes	No
1	CHECK ENGINE START FAILURE. 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to EN(H4SO)(diag)-4, CHECK, Check List for Interview.> 2) Start the engine.	Does the engine start?	Go to step 2.	Inspection using "Diagnostics for Engine Start Failure". <Ref. to EN(H4SO)(diag)-65, Diagnostics for Engine Starting Failure.>
2	CHECK ILLUMINATION OF MALFUNCTION INDICATOR LIGHT.	Does the malfunction indicator light illuminate?	Go to step 3.	Inspection using "General Diagnostic Table". <Ref. to EN(H4SO)(diag)-299, INSPECTION, General Diagnostic Table.>
3	CHECK COMMUNICATION STATUS. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and run the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed procedures, refer to "Subaru Select Monitor". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Does Subaru select monitor or general scan tool communicate with vehicle normally?	Go to step 4.	Inspection using LAN system "Diagnostic Procedure with Diagnostic Trouble Code (DTC)". <Ref. to LAN(diag)-47, COMMUNICATION FOR INITIALIZING IMPOSSIBLE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
4	CHECK DTC. Read DTC using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor Refer to "Read Diagnostic Trouble Code" for detailed operation procedure. <Ref. to EN(H4SO)(diag)-40, Read Diagnostic Trouble Code (DTC).> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is DTC displayed on Subaru Select Monitor or general scan tool?	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).> Go to step 5.	Repair the related parts. NOTE: If DTC is not shown on display although the malfunction indicator light illuminates, perform the diagnosis of malfunction indicator light circuit or combination meter. <Ref. to EN(H4SO)(diag)-55, Malfunction Indicator Light.>

Basic Diagnostic Procedure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK FREEZE FRAME DATA. Check the freeze frame data using the Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed procedures, refer to “Subaru Select Monitor”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is freeze frame data displayed on Subaru Select Monitor or general scan tool?	Record the freeze frame data. Repair the cause of fault, and go to the next step. Go to step 6.	Go to step 6.
6 PERFORM DIAGNOSIS. 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.> 2) Perform the Inspection Mode or drive cycle. <Ref. to EN(H4SO)(diag)-41, Inspection Mode.> <Ref. to EN(H4SO)(diag)-46, Drive Cycle.>	Is DTC displayed on Subaru Select Monitor or general scan tool?	Inspect using “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-85, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

Check List for Interview

ENGINE (DIAGNOSTICS)

2. Check List for Interview

A: CHECK

1. CHECK LIST NO. 1

Check the following item when problem has occurred.

NOTE:

Use copies of this page for interviewing customers.

Customer's name		Engine No.	
Date of purchase		Fuel brand	
Date of repair		Odometer reading	km
V.I.N.			miles
Weather	☐ Fine ☐ Cloudy ☐ Rainy ☐ Snowy ☐ Various/Others:		
Ambient air temperature	°C (°F)		
	☐ Hot ☐ Warm ☐ Cool ☐ Cold		
Place	☐ Highway ☐ Suburbs ☐ Inner city ☐ Uphill ☐ Downhill ☐ Rough road ☐ Others:		
Engine temperature	☐ Cold ☐ Warming-up ☐ After warming-up ☐ Any temperature ☐ Others:		
Engine speed	rpm		
Vehicle speed	km/h (MPH)		
Driving conditions	☐ Not affected ☐ At starting ☐ While idling ☐ At racing ☐ While accelerating ☐ While cruising ☐ While decelerating ☐ While turning (RH/LH)		
Headlight	☐ ON/ ☐ OFF	Rear defogger	☐ ON/ ☐ OFF
Blower	☐ ON/ ☐ OFF	Audio	☐ ON/ ☐ OFF
A/C compressor	☐ ON/ ☐ OFF	CD/Cassette	☐ ON/ ☐ OFF
Radiator fan	☐ ON/ ☐ OFF	Car phone	☐ ON/ ☐ OFF
Front wiper	☐ ON/ ☐ OFF	Wireless device	☐ ON/ ☐ OFF
Rear wiper	☐ ON/ ☐ OFF		

Check List for Interview

ENGINE (DIAGNOSTICS)

2. CHECK LIST NO. 2

Check the following item about the vehicle's state when malfunction indicator light turns on.

NOTE:

Use copies of this page for interviewing customers.

a) Other warning lights or indicators illuminate. ☐ Yes / ☐ No
☐ Low fuel warning light ☐ Charge indicator light ☐ Engine coolant temperature warning light ☐ Oil pressure warning light ☐ ATF temperature warning light or SPORT indicator light ☐ Driver's control center differential indicator light ☐ ABS warning light ☐ VDC warning light ☐ Cruise indicator light ☐ SI-CRUISE warning light ☐ Immobilizer indicator light ☐ STEERING warning light ☐ Electronic parking brake warning light ☐ Glow indicator ☐ Sedimentor warning light ☐ Others:
b) Fuel level
- Lack of fuel: ☐ Yes / ☐ No - Indicator position of fuel gauge: - Experienced running out of fuel: ☐ Yes / ☐ No
c) Intentional connecting or disconnecting of harness connectors or spark plug cords: ☐ Yes / ☐ No
What:
d) Intentional connecting or disconnecting of hoses: ☐ Yes / ☐ No
What:
e) Installing of other parts except genuine parts: ☐ Yes / ☐ No
- What: - Where:
f) Occurrence of noise: ☐ Yes / ☐ No
- From where: - What kind:
g) Occurrence of smell: ☐ Yes / ☐ No
- From where: - What kind:
h) Intrusion of water into engine compartment or passenger compartment: ☐ Yes / ☐ No
i) Troubles occurred
☐ Engine does not start. ☐ Engine stalls during idling. ☐ Engine stalls while driving. ☐ Engine speed decreases. ☐ Engine speed does not decrease. ☐ Rough idling ☐ Poor acceleration ☐ Back fire ☐ After fire ☐ Does not shift. ☐ Excessive shift shock

3. General Description

A: CAUTION

1) Airbag system wiring harness is routed near the ECM, main relay and fuel pump relay.

CAUTION:

- Do not use electrical test equipment on the airbag system circuit.
- Be careful not to damage the airbag system wiring harness when servicing the ECM, TCM, main relay and fuel pump relay.

2) Never connect the battery in reverse polarity. Doing so will damage the ECM instantly, and other parts will also be damaged.

3) Do not disconnect the battery terminals while the engine is running. A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM etc.

4) Before disconnecting the connectors of each sensor and ECM, be sure to turn the ignition switch to OFF. Perform the Clear Memory Mode after connecting the connectors. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>

5) When measuring the voltage or resistance of individual sensor or all electrical control modules, use a tapered pin with a diameter of less than 0.6 mm (0.024 in). Do not insert the pin 4 mm (0.16 in) or more into the part.

CAUTION:

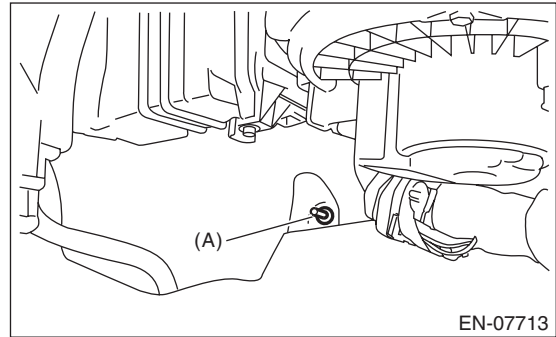
When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.

NOTE:

When replacing the ECM of the models with Immobilizer, immobilizer system must be registered. To do so, all ignition keys and ID cards need to be prepared. Refer to the "PC application help for Subaru Select Monitor".

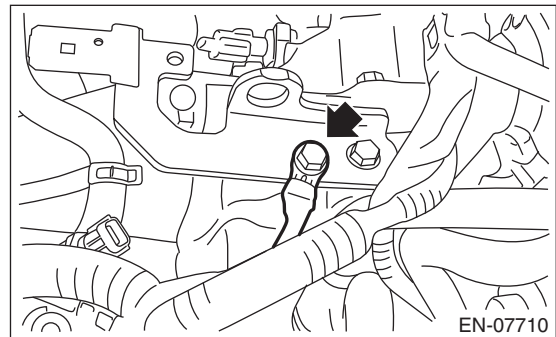
6) Take care not to allow water to get into the connectors when servicing or washing the vehicle in rainy weather. Avoid exposure to water even if the connectors are waterproof.

7) Use ECM mounting stud bolts at the body side grounding point when measuring voltage and resistance inside the passenger compartment.



(A) Stud bolt

8) Use the engine ground terminal or engine assembly for the grounding point to chassis when measuring the voltage and resistance in engine compartment.



9) Every MFI-related part is a precision part. Do not drop them.

10) Observe the following cautions when installing a radio in vehicle.

CAUTION:

- The antenna must be kept as far apart as possible from control module. (ECM is installed at the back of the glove box.)
- The antenna feeder must be placed as far apart as possible from the ECM and engine control system harness.
- Carefully adjust the antenna for correct matching.
- When mounting a large power type radio, pay special attention to the three items mentioned above.
- Incorrect installation of the radio may affect the operation of ECM.

11) When disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(H4SO)-46, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

12) For the model with ABS, the ABS warning light may illuminate when performing driving test with jacked-up or lifted-up condition, but this is not a system malfunction. The reason for this is the speed difference between the front and rear wheels. When engine control system diagnosis is finished, perform the VDC memory clearance procedure of self-diagnosis function. <Ref. to VDC(diag)-25, Clear Memory Mode.>

B: INSPECTION

Before performing diagnostics, check the following item which might affect engine problems.

1. BATTERY

1) Measure the battery voltage and specific gravity of the electrolyte.

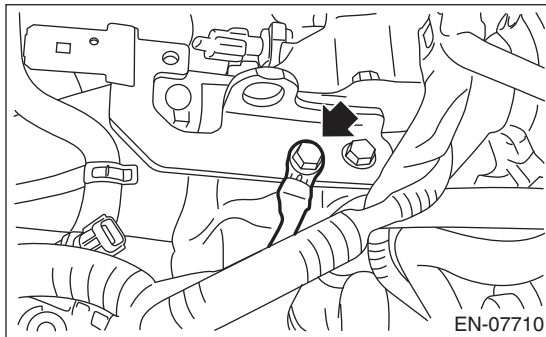
Standard voltage: 12 V

Specific gravity: 1.260 or more

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

2. ENGINE GROUND

Make sure that the engine ground terminal has no contamination, corrosion or looseness and is properly connected to the engine.



C: NOTE

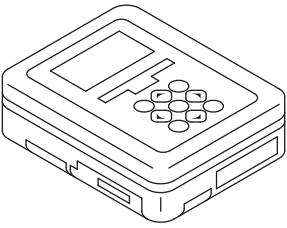
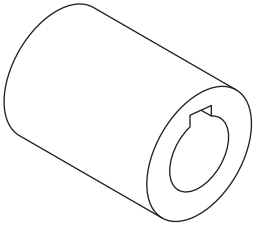
- The on-board diagnostic (OBD) system detects and indicates a fault in various inputs and outputs of the complex electronic control. Malfunction indicator light in the combination meter indicates occurrence of a fault or trouble.
- Further, against such a failure of sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.
- The OBD system incorporated with the vehicles within this type of engine complies with OBD-II regulations. The OBD system monitors the components and the system malfunction listed in "Engine Section" which affects on emissions.

- When the system decides that a malfunction occurs, malfunction indicator light illuminates. At the same time of the malfunction indicator light illumination or blinking, a DTC and a freeze frame engine conditions are stored into on-board computer.
- The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer when it detects a malfunction.
- Freeze frame engine condition data are stored until the DTCs are cleared. However when such malfunctions as fuel trim fault and misfire are detected with the freeze frame engine condition data stored, they are rewritten into those related to the fuel trim fault and misfire.
- When the malfunction does not occur again for three consecutive driving cycles, malfunction indicator light is turned off, but DTC remains at on-board computer.
- When performing diagnosis, connect the Subaru Select Monitor or general scan tool to the vehicle.

General Description

ENGINE (DIAGNOSTICS)

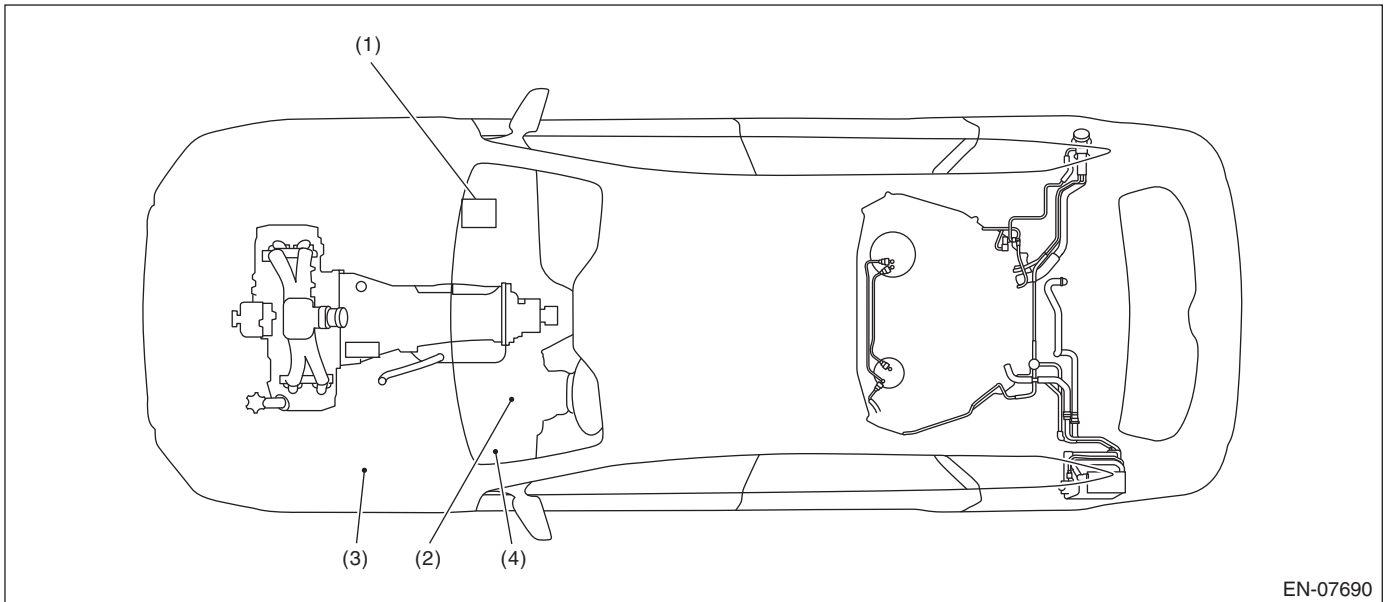
D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.

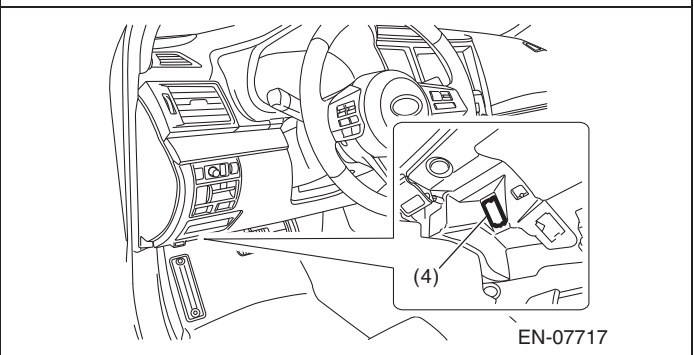
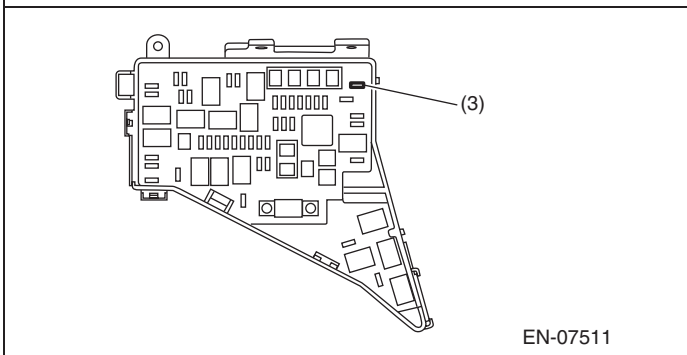
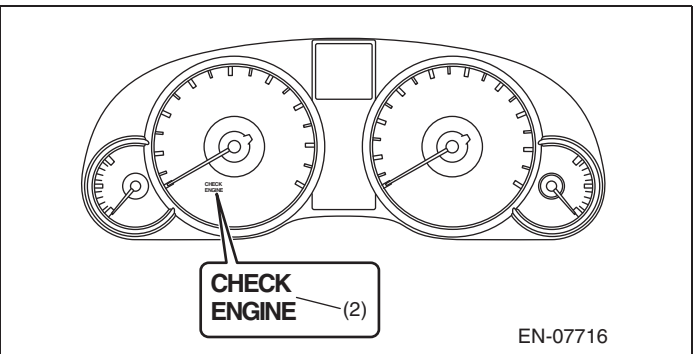
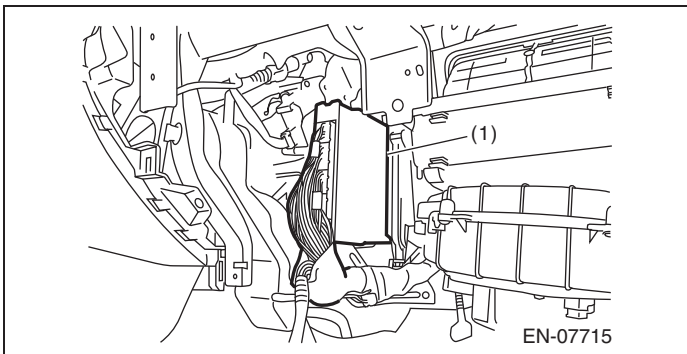
4. Electrical Component Location

A: LOCATION

1. CONTROL MODULE



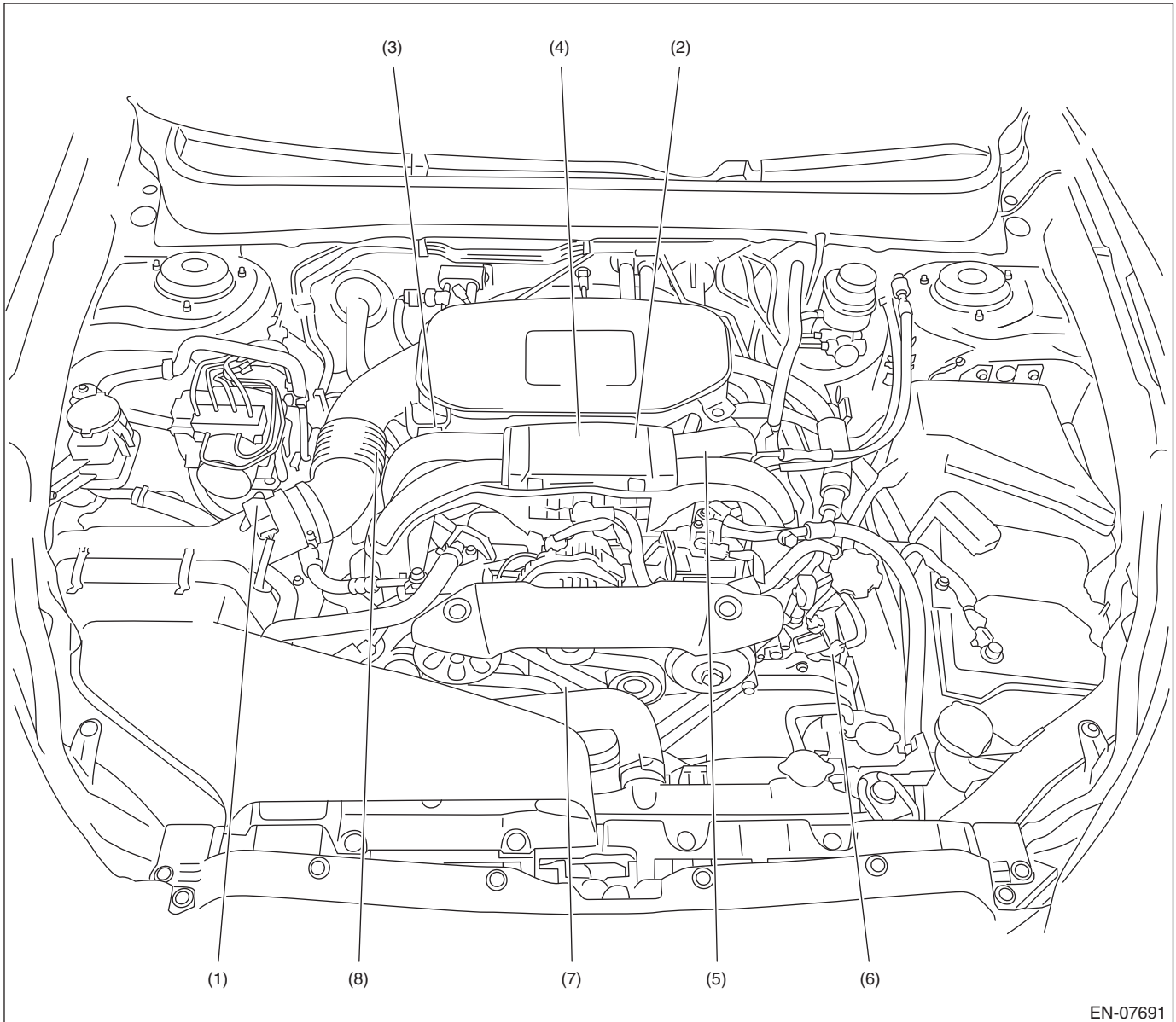
(1) Engine control module (ECM)	(3) Delivery (test) mode fuse	(4) Data link connector
(2) Malfunction indicator light		



Electrical Component Location

ENGINE (DIAGNOSTICS)

2. SENSOR

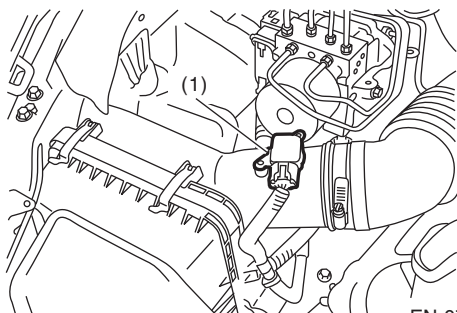


EN-07691

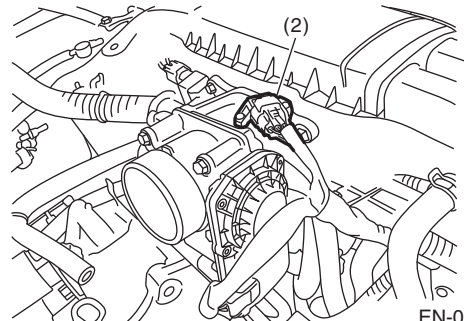
(1) Mass air flow and intake air temperature sensor	(4) Electronic throttle control	(7) Crankshaft position sensor
(2) Manifold absolute pressure sensor	(5) Knock sensor	(8) Oil temperature sensor
(3) Engine coolant temperature sensor	(6) Camshaft position sensor	

Electrical Component Location

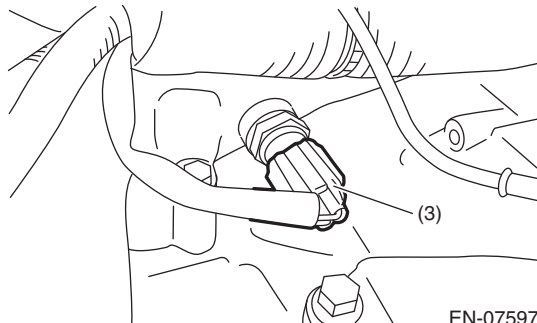
ENGINE (DIAGNOSTICS)



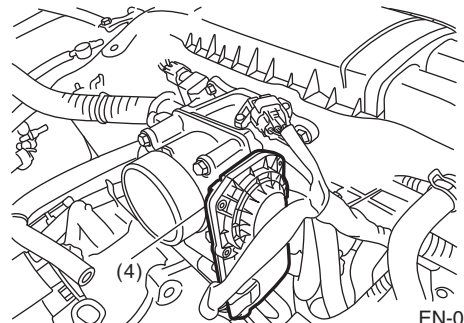
EN-07595



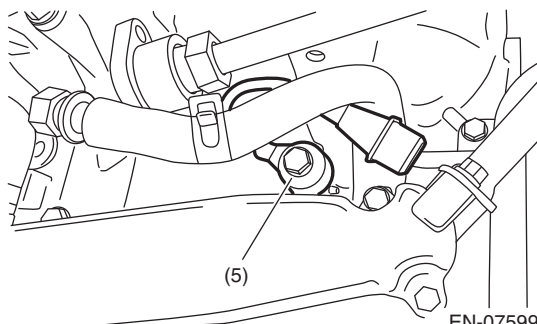
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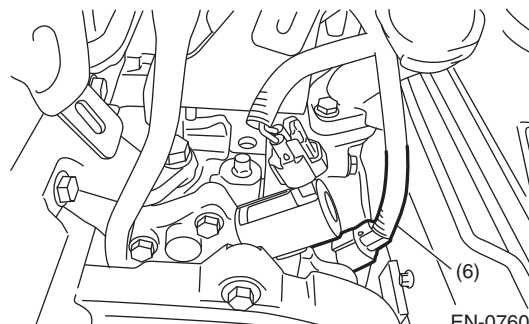
EN-07597



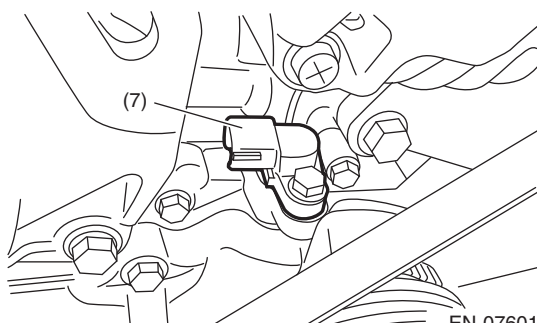
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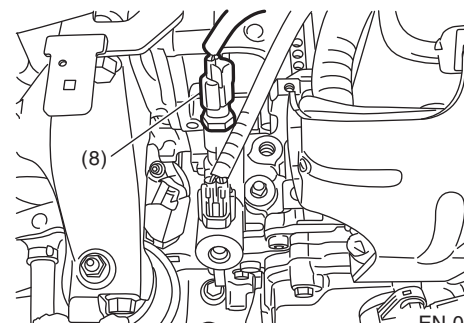
EN-07599



EN-07600



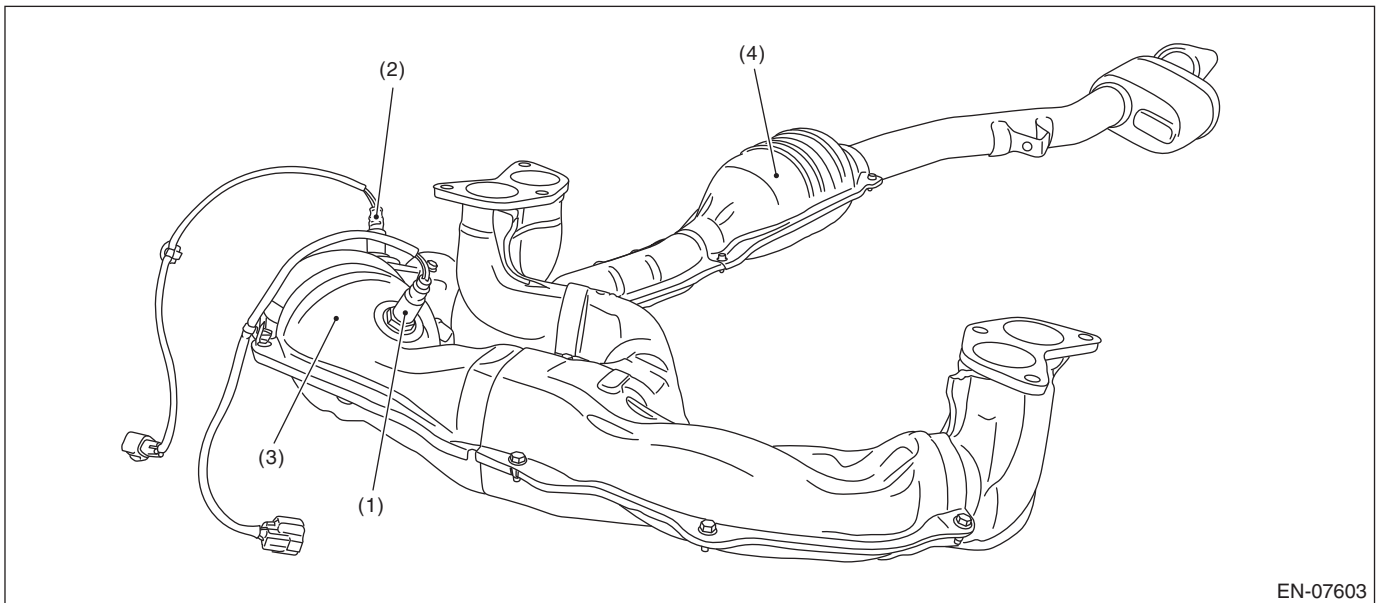
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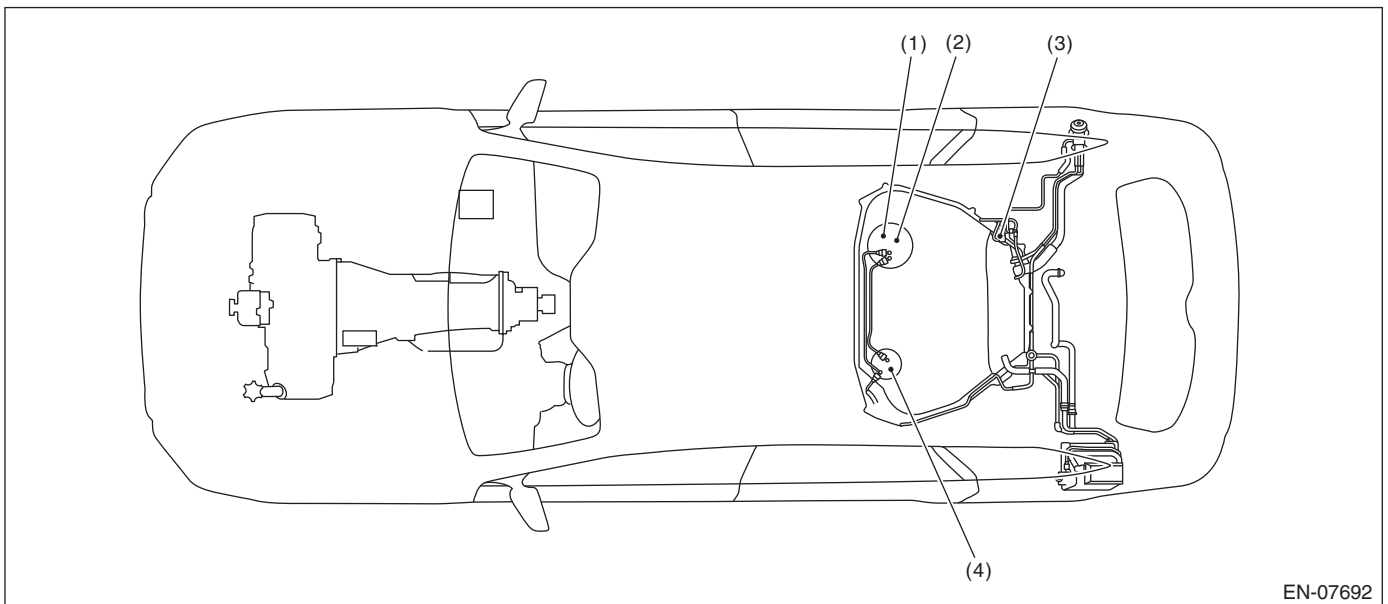
EN-07602

Electrical Component Location

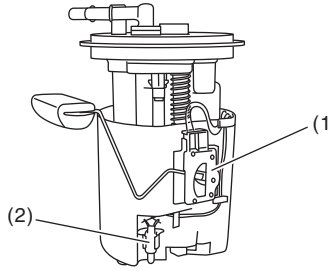
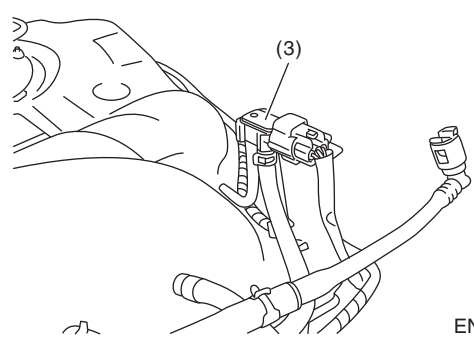
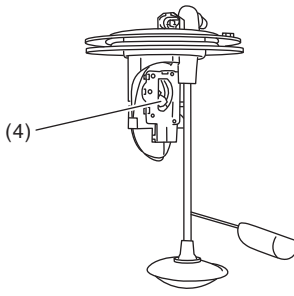
ENGINE (DIAGNOSTICS)



- (1) Front oxygen (A/F) sensor (3) Front catalytic converter (4) Rear catalytic converter
(2) Rear oxygen sensor



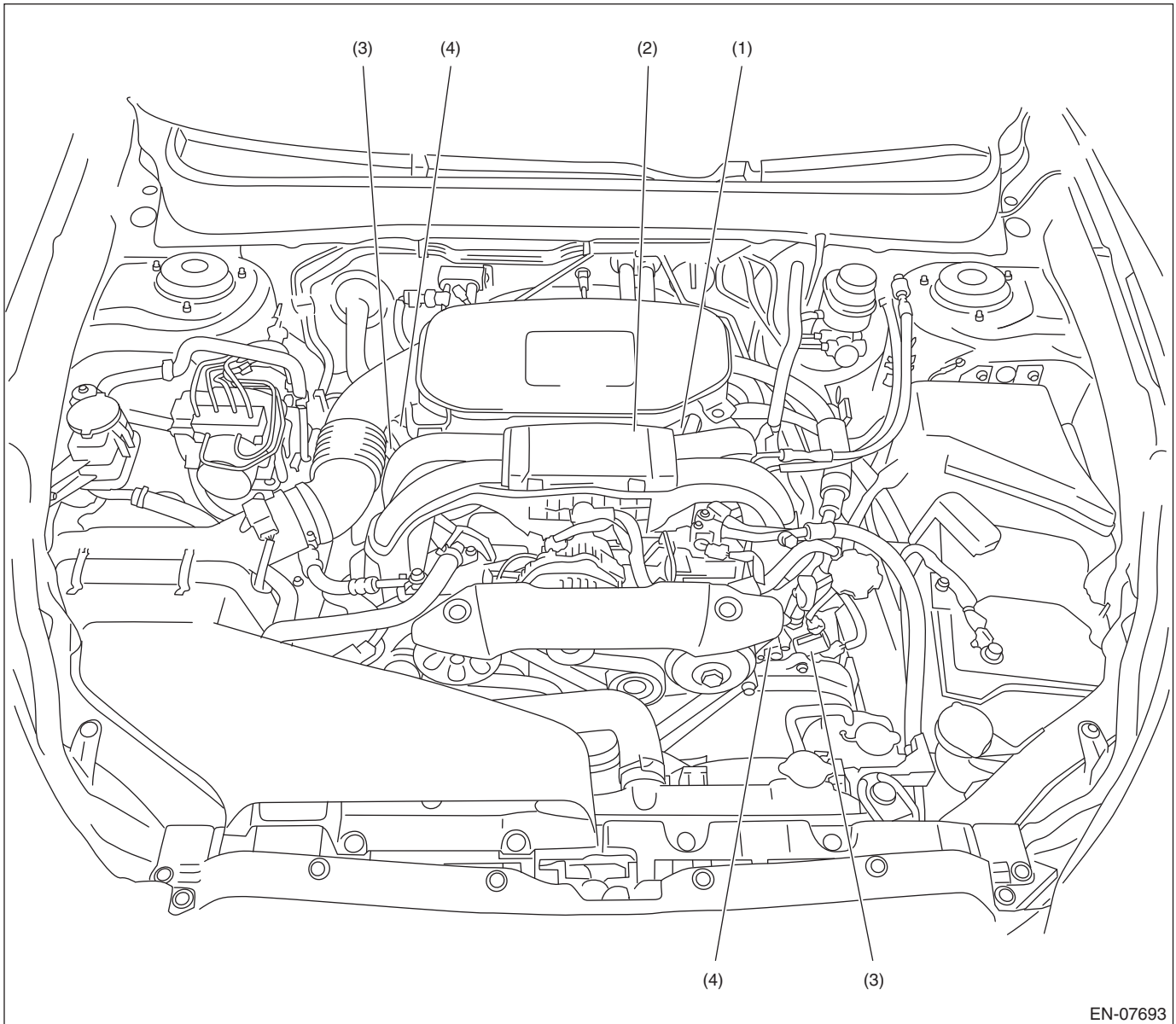
- (1) Fuel level sensor (3) Fuel tank pressure sensor (4) Fuel sub level sensor
(2) Fuel temperature sensor

 EN-07718	 EN-07719
 EN-07720	SUBARU.

Electrical Component Location

ENGINE (DIAGNOSTICS)

3. SOLENOID VALVE, ACTUATOR, EMISSION CONTROL SYSTEM PARTS AND IGNITION SYSTEM PARTS

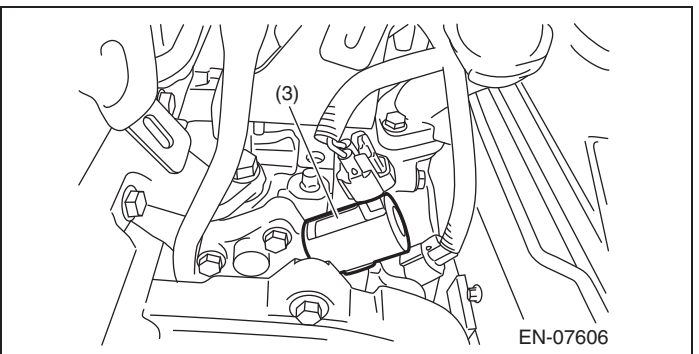
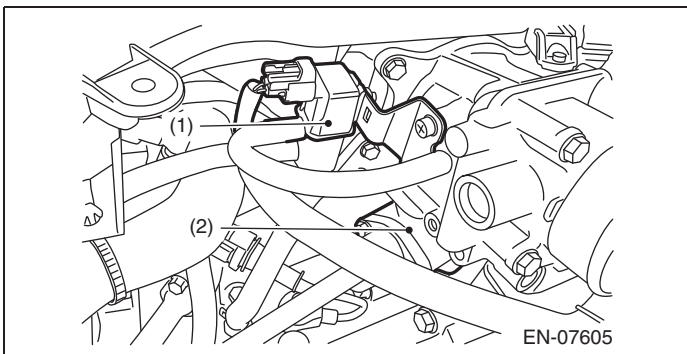


(1) Purge control solenoid valve

(3) Oil switching solenoid valve

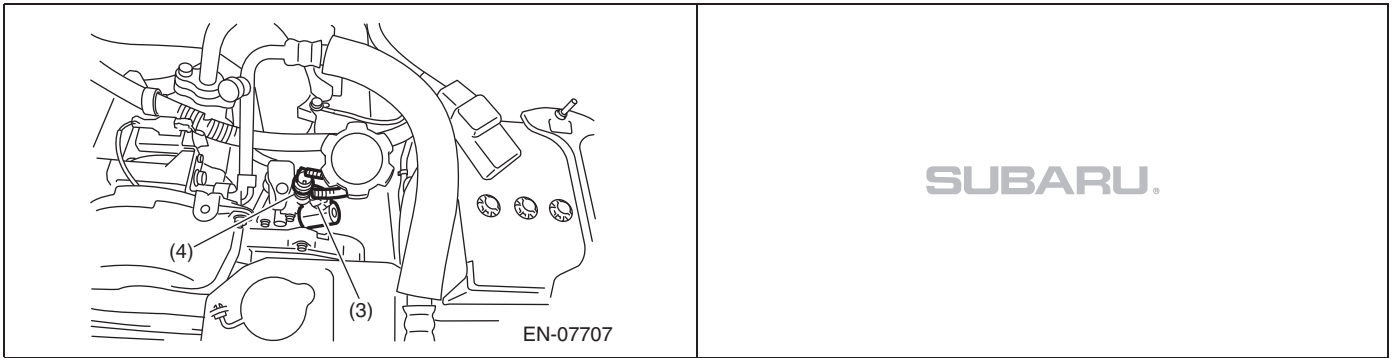
(4) Variable valve lift diagnosis oil pressure switch

(2) EGR valve



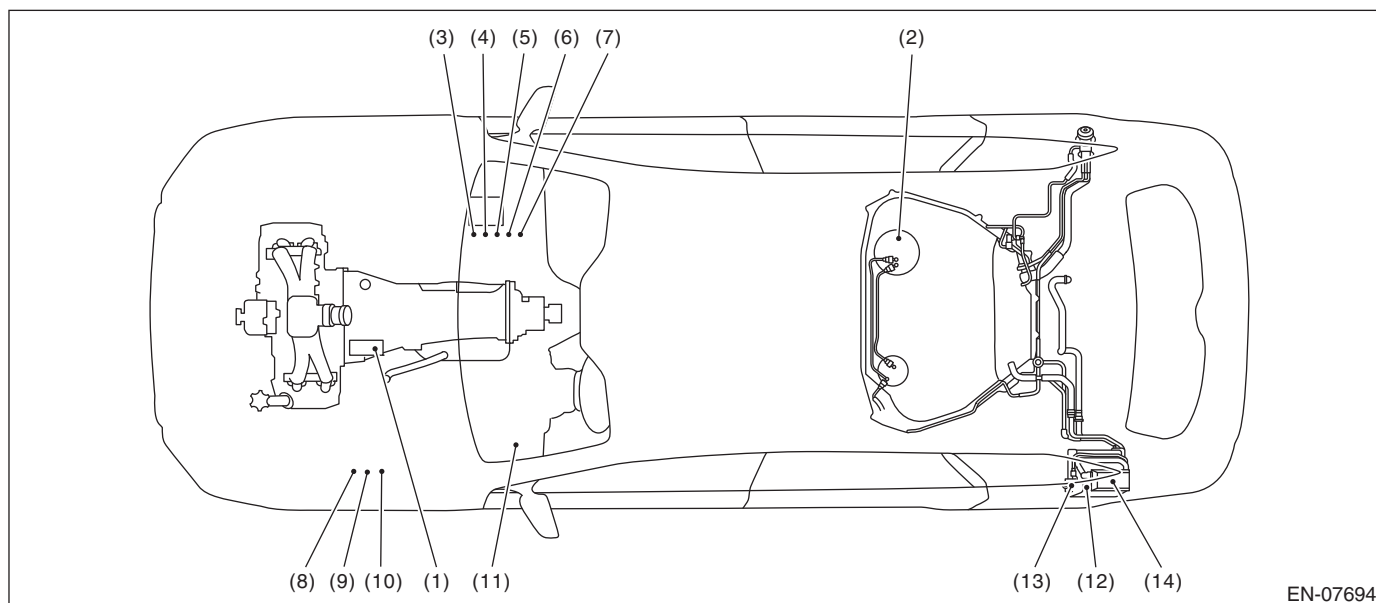
Electrical Component Location

ENGINE (DIAGNOSTICS)

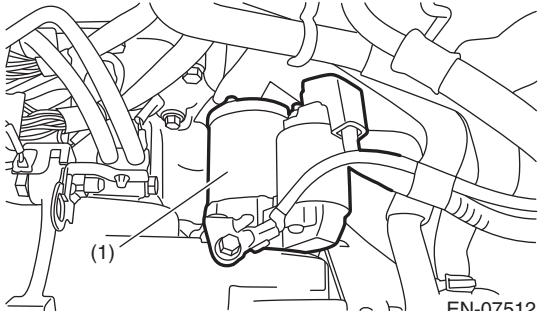
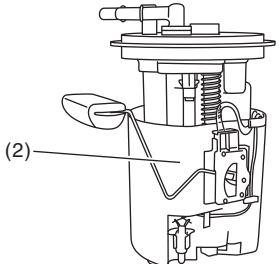
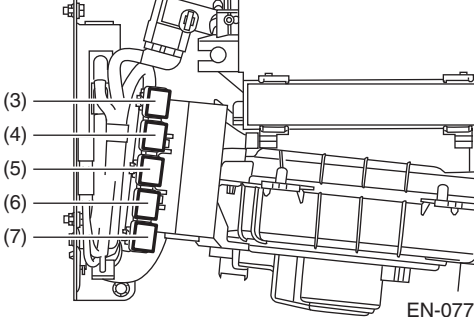
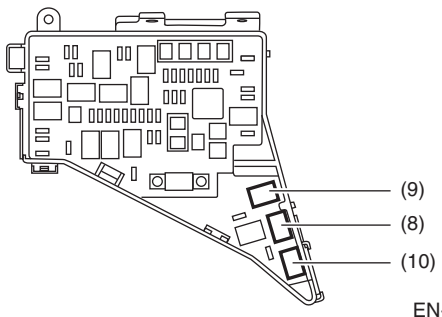
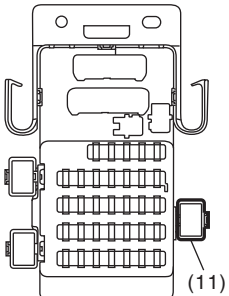
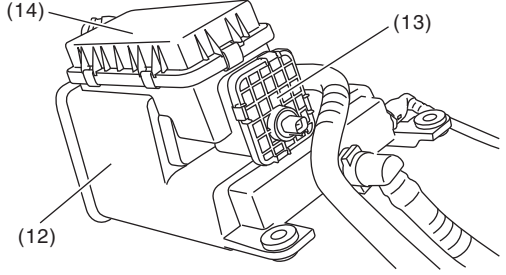


Electrical Component Location

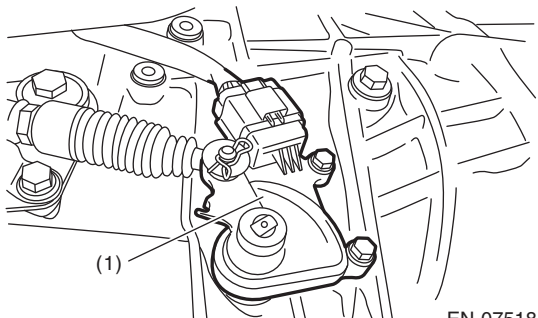
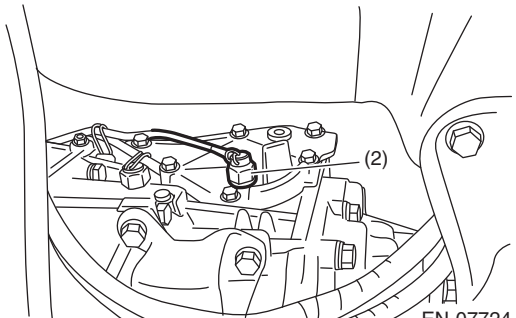
ENGINE (DIAGNOSTICS)



(1) Starter	(6) Electronic throttle control relay	(11) Starter relay
(2) Fuel pump	(7) Fuel pump relay	(12) Canister
(3) Main relay	(8) Radiator main fan relay 1	(13) Drain valve
(4) IG relay	(9) Radiator main fan relay 2	(14) Drain filter
(5) A/F, oxygen sensor relay	(10) Radiator sub fan relay	

 EN-07512	 EN-07752
 EN-07721	 EN-07514
 EN-07722	 EN-07723

4. TRANSMISSION

 EN-07518	 EN-07724

(1) Inhibitor switch (CVT model)

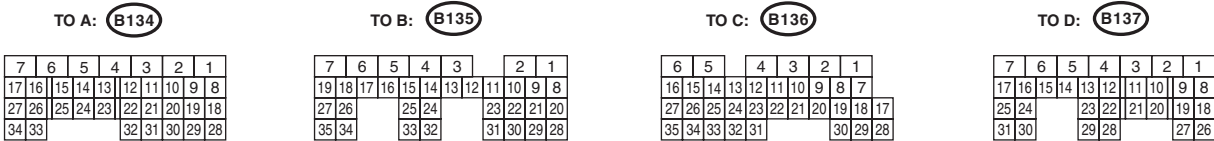
(2) Neutral position switch (MT model)

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

5. Engine Control Module (ECM) I/O Signal

A: ELECTRICAL SPECIFICATION



EN-05288

Description		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crankshaft position sensor	Signal (+)	B137	17	0	-7 — +7	Waveform
	Signal (-)	B137	25	0	0	—
	Shield	B137	31	0	0	—
Camshaft position sensor	Signal (+)	B137	24	0	-7 — +7	Waveform
	Signal (-)	B137	30	0	0	—
	Shield	B137	31	0	0	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully open: Approx. 4.04	0.64 — 0.72 (After engine is warmed up.)	Fully closed: Approx. 0.6 Fully open: Approx. 4.04
	Sub	B134	28	1.51 — 1.58 Fully open: Approx. 4.232	1.51 — 1.58 (After engine is warmed up.)	Fully closed: Approx. 1.48 Fully open: Approx. 4.232
	Power supply	B134	19	5	5	—
	Ground (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B134	2	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor (-)		B134	1	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor power supply		B135	7	10 — 13	12 — 14	—
Electronic throttle control motor relay		B135	17	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	When ignition switch is turned to ON: ON

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Description		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Accelerator pedal position sensor	Main sensor signal	B135	23	Fully closed: 1.0 Fully opened: 3.5	Fully closed: 1.0 Fully opened: 3.5	—
	Main power supply	B135	21	5	5	—
	GND (Main sensor)	B135	29	0	0	—
	Sub sensor signal	B135	31	Fully closed: 1.0 Fully opened: 3.5	Fully closed: 1.0 Fully opened: 3.5	—
	Sub power supply	B135	22	5	5	—
	GND (Sub sensor)	B135	30	0	0	—
Rear oxygen sensor	Signal	B136	20	0	0 — 0.9	—
	Shield	B136	9	0	0	—
Front oxygen (A/F) sensor heater	Signal 1	B136	6	10 — 13	1 — 14	Duty waveform
	Signal 2	B136	5	10 — 13	1 — 14	Duty waveform
Rear oxygen sensor heater signal		B135	6	10 — 13	1 — 14	Duty waveform
Engine coolant temperature sensor		B137	22	1.0 — 1.4	1.0 — 1.4	After engine is warmed up.
Starter switch		B136	16	0	0	CVT model Cranking: 8 — 14 MT model Cranking with the clutch pedal pressed: 8 — 14
Starter relay control		B135	26	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Ignition switch		B136	30	10 — 13	12 — 14	—
Neutral position switch		B136	35	ON: 0 OFF: 12±0.5		CVT model: Switch is ON when select lever is in “P” range or “N” range. MT model: Switch is ON when shift lever is in neutral.
Delivery (test) mode fuse		B136	34	10 — 13	13 — 14	When fuse is installed: 0
Knock sensor	Signal	B137	2	2.5	2.5	—
	Shield	B137	8	0	0	—
Back-up power supply		B136	2	10 — 13	12 — 14	Ignition switch “OFF”: 10 — 13
Control module power supply		B137	7	10 — 13	12 — 14	—
		B136	1	10 — 13	12 — 14	—
Ignition control	#1	B134	21	0	12 — 14	Waveform
	#2	B134	22	0	12 — 14	Waveform
	#3	B134	31	0	12 — 14	Waveform
	#4	B134	32	0	12 — 14	Waveform
Fuel injector	#1	B134	10	10 — 13	1 — 14	Waveform
	#2	B134	11	10 — 13	1 — 14	Waveform
	#3	B134	12	10 — 13	1 — 14	Waveform
	#4	B134	13	10 — 13	1 — 14	Waveform

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Description		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Fuel pump relay control		B136	33	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 1 control		B135	12	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B135	11	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Self-shutoff control		B135	13	0.5 or less	0.5 or less	—
Malfunction indicator light		B135	33	—	—	Light “ON”: 1 or less Light “OFF”: 10 — 14
Engine speed output		B135	15	—	0 — 13 or more	Waveform
Oil temperature sensor signal		B137	21	1.0 — 1.4	1.0 — 1.4	After engine is warmed up.
Purge control solenoid valve		B137	6	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Duty waveform
EGR valve	Signal 1	B134	8	0 or 10 — 13	0 or 12 — 14	Waveform
	Signal 2	B134	9	0 or 10 — 13	0 or 12 — 14	Waveform
	Signal 3	B134	20	0 or 10 — 13	0 or 12 — 14	Waveform
	Signal 4	B134	30	0 or 10 — 13	0 or 12 — 14	Waveform
Power steering oil pressure switch		B137	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Blower motor relay		B135	19	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	Manual A/C
Oil level switch		B136	26	0	0	Oil level LOW: 10 — 14
Oil switching solenoid valve RH	Signal (+)	B134	7	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B134	15	0	0	—
Oil switching solenoid valve LH	Signal (+)	B134	5	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B134	14	0	0	—
Variable valve lift diagnosis oil pressure switch RH		B137	14	0	0	—
Variable valve lift diagnosis oil pressure switch LH		B137	13	0	0	—
Front oxygen (A/F) sensor	Signal (+)	B136	19	—	2.7 — 2.9	—
	Signal (–)	B136	18	—	2.35 — 2.25	—
	Shield	B136	9	0	0	—
Manifold absolute pressure sensor		B137	20	3.4 — 3.8	1.4 — 1.8	—
Air flow sensor	Signal	B136	22	—	0.3 — 4.5	—
	Shield	B136	10	0	0	—
	Ground	B136	11	0	0	—
Intake air temperature sensor signal		B136	31	0.3 — 4.6	0.3 — 4.6	—
Immobilizer communication		B135	25	1 or less ↔ 4 or more	1 or less ↔ 4 or more	—
SSM communication line		B135	14	1 or less ↔ 4 or more	1 or less ↔ 4 or more	—
Sensor power supply		B134	19	5	5	—
		B135	22	5	5	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Description		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Ground	Sensor	B134	29	0	0	—
		B135	30	0	0	—
	Engine 1	B134	6	0	0	—
	Engine 2	B134	4	0	0	—
	Engine 3	B134	3	0	0	—
	Engine 4	B137	1	0	0	—
	Engine 5	B137	3	0	0	—
	Body	B136	4	0	0	—
Clutch switch		B135	9	When clutch pedal is depressed: 0 When clutch pedal is released: 10 — 13	When clutch pedal is depressed: 0 When clutch pedal is released: 12 — 14	—
Brake switch 1 (brake switch)		B136	15	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2 (stop light switch)		B136	3	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control main switch		B136	13	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Cruise control command switch		B136	12	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating CANCEL: 0 — 0.5	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating CANCEL: 0 — 0.5	—
Fuel temperature sensor		B136	23	2.5 — 3.8	2.5 — 3.8	Outside temperature: 25°C (77°F)
Fuel tank pressure sensor		B136	21	2.3 — 2.7	2.3 — 2.7	Value after removing fuel filler cap and installing again
Drain valve		B135	4	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
CAN communication	(Hi)	B136	17	2.5 — 3.5	2.5 — 3.5	Waveform
	(Lo)	B136	28	1.5 — 2.5	1.5 — 2.5	Waveform

Engine Control Module (ECM) I/O Signal

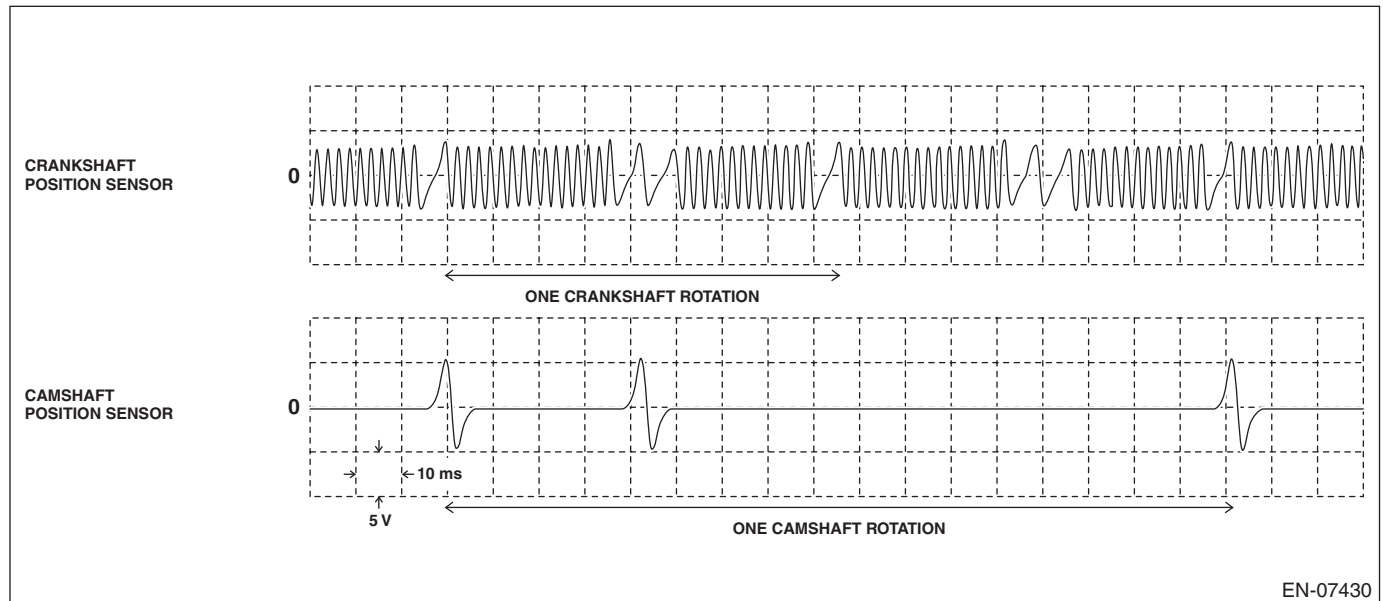
ENGINE (DIAGNOSTICS)

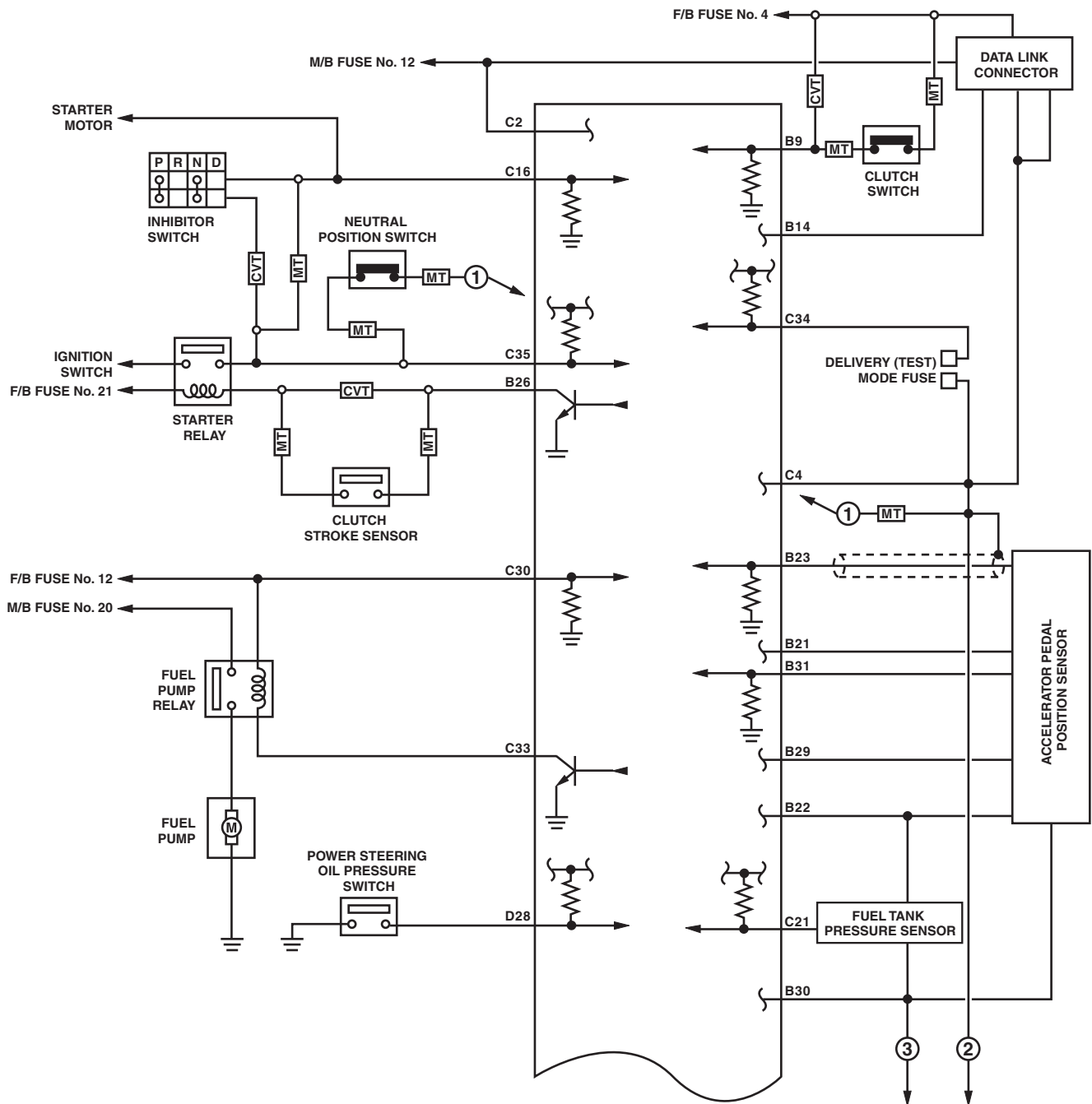
Input/output name:

- Crankshaft position sensor
- Camshaft position sensor

Measuring condition:

- After warming-up
- At idling

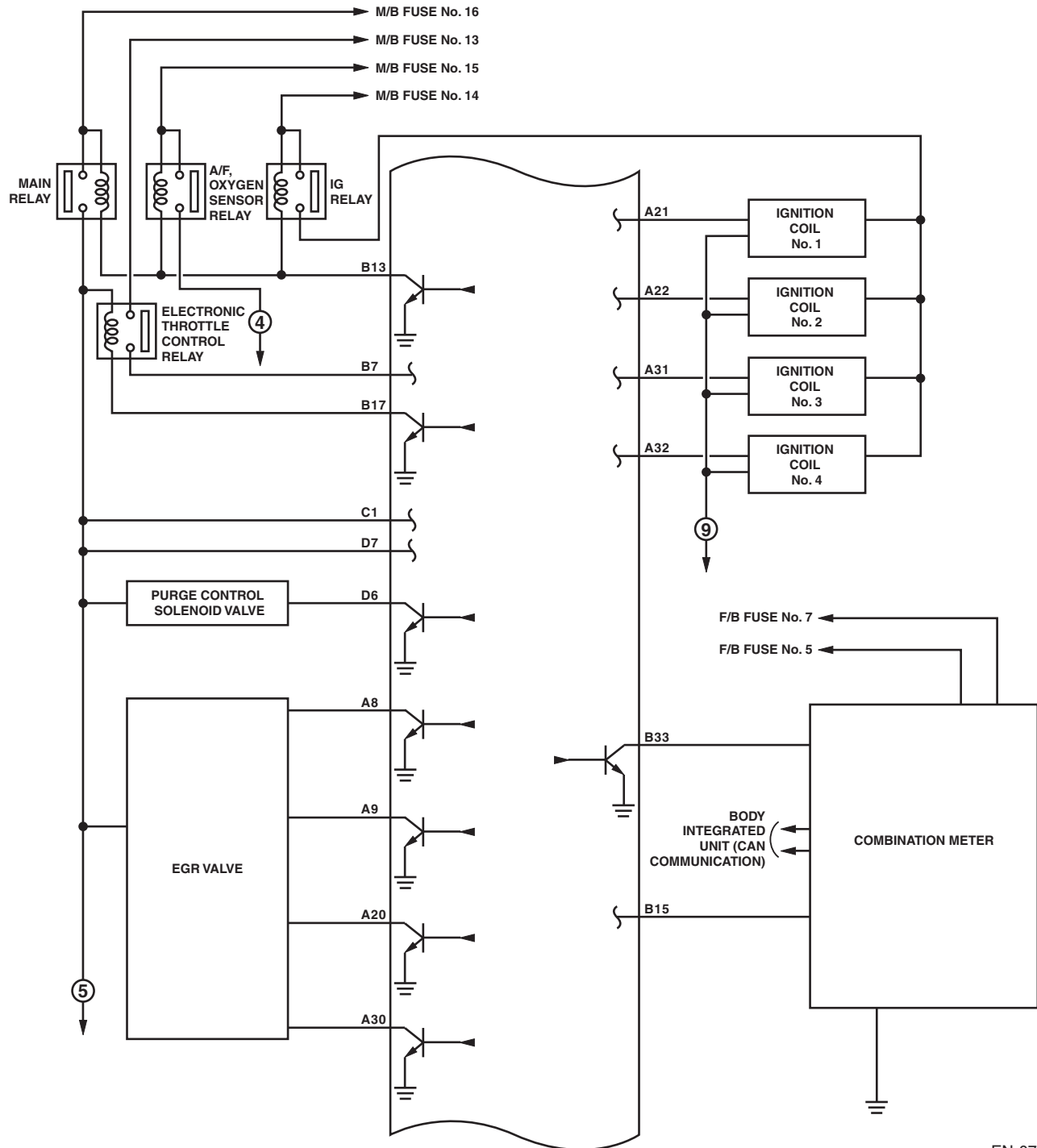




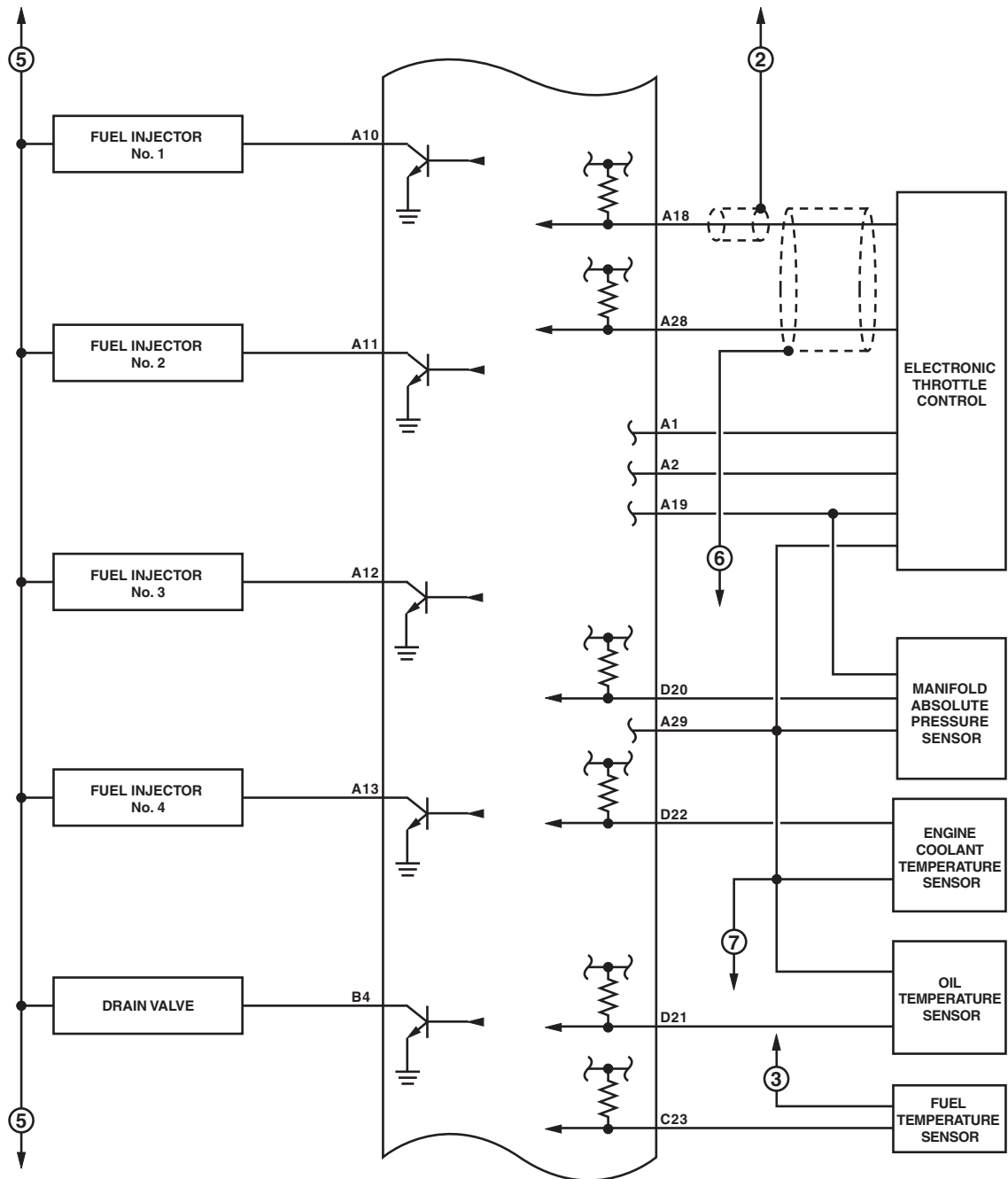
EN-07695

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

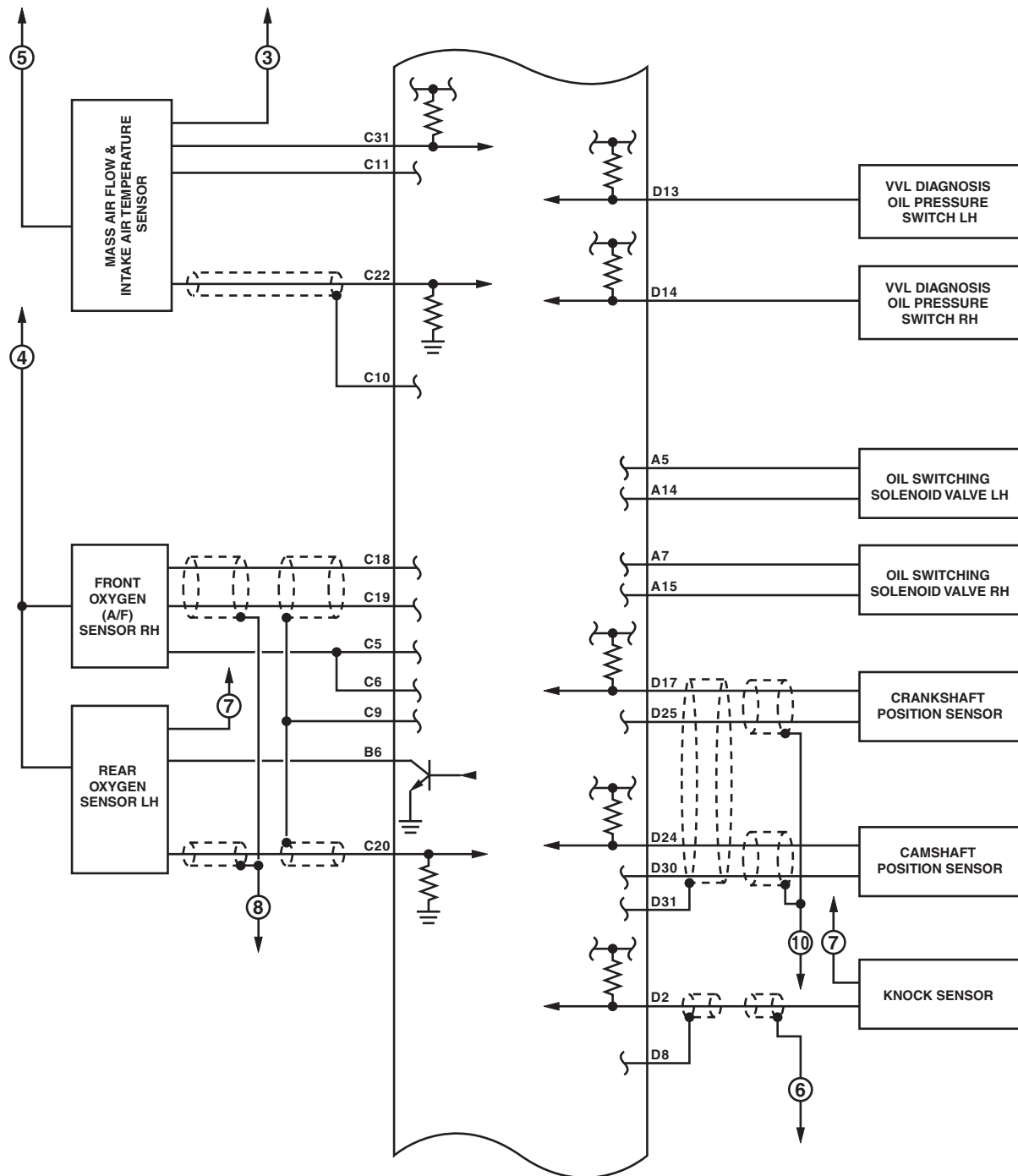


EN-07696

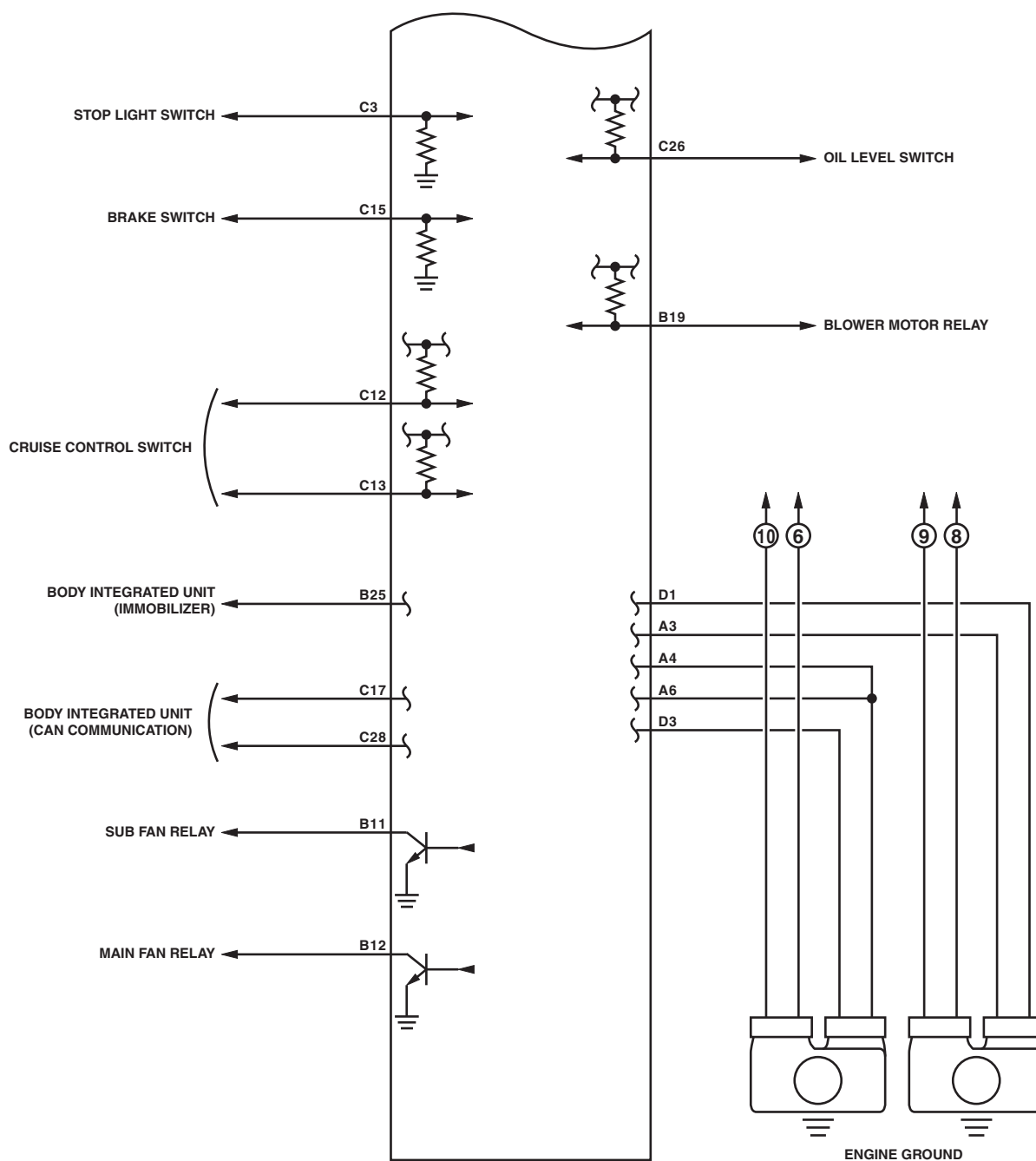


EN-07697

ENGINE (DIAGNOSTICS)



EN(H4SO)(diag)-26



EN-07699

Engine Condition Data

ENGINE (DIAGNOSTICS)

6. Engine Condition Data

A: ELECTRICAL SPECIFICATION

Contents	Specification
Engine load	17.6 — 40.5 (%): Idling
	14.7 — 29.8 (%): 2,500 rpm racing

Measuring condition:

- After engine is warmed up.
- Set the select lever in “P” range or “N” range, or the shift lever in neutral.
- Turn the A/C to OFF.
- Turn all the accessory switches to OFF.

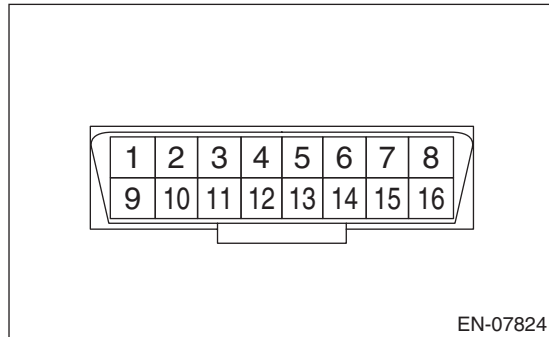
7. Data Link Connector

A: NOTE

This connector is used for Subaru Select Monitor.

CAUTION:

Do not connect any scan tools other than Subaru Select Monitor or general scan tool because the circuit for Subaru Select Monitor may be damaged.



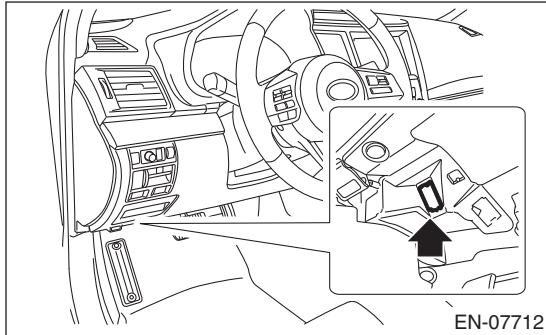
Terminal No.	Contents	Terminal No.	Contents
1	Empty	9	Empty
2	Empty	10	Empty
3	Empty	11	Empty
4	Ground	12	Empty
5	Ground	13	Empty
6	CAN communication (Hi)	14	CAN communication (Lo)
7	Subaru Select Monitor signal	15	Empty
8	Empty	16	Power supply

8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

- 1) Prepare a scan tool (general scan tool) required by SAE J1978.
- 2) Connect the general scan tool to the data link connector located in the lower portion of the instrument panel (on the driver's side).



- 3) Using the general scan tool, call up DTC and freeze frame data. General scan tool functions consist of:

- (1) MODE \$01: Current powertrain diagnostic data
- (2) MODE \$02: Powertrain freeze frame data
- (3) MODE \$03: Emission-related powertrain DTC
- (4) MODE \$04: Clear/Reset emission-related diagnostic information
- (5) MODE \$06: Request on-board monitoring test results for intermittently monitored systems
- (6) MODE \$07: Request on-board monitoring test results for continuously monitored systems
- (7) MODE \$09: Request vehicle information

Read out the data according to repair procedures.
(For detailed operation procedure, refer to the general scan tool operation manual.)

NOTE:

For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>

2. MODE \$01: (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refer to data denoting the current operating condition of analog input/output, digital input/output or the powertrain system.

A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
\$01	Number of emission-related powertrain DTC, and malfunction indicator light status and diagnosis support information	—
\$03	Fuel system control status	—
\$04	Calculated engine load value	%
\$05	Engine coolant temperature	°C
\$06	Short term fuel trim	%
\$07	Long term fuel trim	%
\$0B	Intake manifold absolute pressure	kPa
\$0C	Engine speed	rpm
\$0D	Vehicle speed	MPH
\$0E	Ignition timing advance	°
\$0F	Intake air temperature	°C
\$10	Intake air amount	g/s
\$11	Throttle valve opening angle	%
\$13	Air fuel ratio sensor	—
\$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor (Bank 1 Sensor 2)	V and %
\$1C	Supporting OBD system	—
\$1F	Elapsed time after starting the engine	sec
\$21	Driving distance after the malfunction indicator light illuminates	miles
\$24	A/F value and A/F sensor output voltage (Bank 1 Sensor 1)	— and V
\$2C	Target EGR	%
\$2D	EGR deviation	%
\$2E	Evaporative purge	%
\$2F	Fuel level	%
\$30	Number of warm ups after DTC clear	—
\$31	Driving distance after DTC clear	miles
\$32	Fuel tank pressure	Pa
\$33	Atmospheric pressure	kPa
\$34	A/F value and A/F sensor current (Bank 1 Sensor 1)	— and mA
\$3C	Catalytic temperature #1	°C
\$41	Diagnosis monitoring per drive cycle	—
\$42	ECM power voltage	V
\$43	Absolute load	%
\$44	A/F target lambda	—
\$45	Relative throttle opening angle	%
\$46	Ambient temperature	°C
\$47	Absolute throttle opening angle 2	%
\$49	Absolute acceleration opening angle 1	%
\$4A	Absolute acceleration opening angle 2	%
\$4C	Target throttle opening angle	%
\$4D	Engine operating time while malfunction indicator light is illuminating	min
\$4E	Elapsed time after DTC clear	min
\$51	Fuel used	—
\$5A	Relative acceleration opening angle	%
\$65	Neutral status	—

NOTE:

Refer to general scan tool manufacturer's instruction manual to access generic OBD-II PIDs (MODE \$01).

General Scan Tool

ENGINE (DIAGNOSTICS)

3. MODE \$02 (POWERTRAIN FREEZE FRAME DATA)

Refer to data denoting the operating condition when trouble is sensed by the on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
\$02	DTC that caused the freeze frame data storage required by CARB	—
\$03	Fuel system control status	—
\$04	Calculated engine load value	%
\$05	Engine coolant temperature	°C
\$06	Short term fuel trim (Bank 1 Sensor 1)	%
\$07	Long term fuel trim (Bank 1 Sensor 1)	%
\$0B	Intake manifold absolute pressure	kPa
\$0C	Engine speed	rpm
\$0D	Vehicle speed	MPH
\$0E	Ignition timing advance	°
\$0F	Intake air temperature	°C
\$10	Intake air amount	g/s
\$11	Throttle valve opening angle	%
\$13	Air fuel ratio sensor	—
\$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor (Bank 1 Sensor 2)	V and %
\$1C	Supporting OBD system	—
\$1F	Elapsed time after starting the engine	sec
\$2C	Target EGR	%
\$2D	EGR deviation	%
\$2E	Evaporative purge	%
\$2F	Fuel level	%
\$32	Fuel tank pressure	Pa
\$33	Atmospheric pressure	kPa
\$42	ECM power voltage	V
\$43	Absolute load	%
\$44	A/F target lambda	—
\$45	Relative throttle opening angle	%
\$46	Ambient temperature	°C
\$47	Absolute throttle opening angle 2	%
\$49	Absolute acceleration opening angle 1	%
\$4A	Absolute acceleration opening angle 2	%
\$4C	Target throttle opening angle	%
\$5A	Relative acceleration opening angle	%
\$65	Neutral status	—

NOTE:

Refer to general scan tool manufacturer's instruction manual to access freeze frame data (MODE \$02).

4. MODE \$03 (EMISSION-RELATED POWERTRAIN DTC)

Refer to "List of Diagnostic Trouble Code (DTC)" for information about data denoting emission-related powertrain DTC. <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>

5. MODE \$04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refer to the mode used to clear or reset emission-related diagnostic information (OBD-II trouble diagnostic information).

NOTE:

Refer to general scan tool manufacturer's instruction manual to clear the emission-related diagnostic information (MODE \$04).

6. MODE \$06

Refer to test value of troubleshooting and data of test limit indicated on the support data bit sequence table. A list of the support data is shown in the following table.

OBDMID	TID	SID	Diagnostic item
\$01	\$81	\$0A	A/F sensor continuity failure (Bank 1 Sensor 1)
	\$82	\$8D	
	\$83	\$14	
	\$84	\$1E	A/F sensor range failure (Bank 1 Sensor 1)
	\$85	\$1E	
	\$86	\$20	A/F sensor response failure (Bank 1 Sensor 1)
\$02	\$87	\$0B	Oxygen sensor circuit failure (Bank 1 Sensor 2)
	\$88	\$0B	
	\$07	\$0B	Oxygen sensor drop failure (Bank 1 Sensor 2)
	\$08	\$0B	
	\$A5	\$0B	
	\$05	\$10	Oxygen sensor response failure (Bank 1 Sensor 2)
	\$06	\$10	
\$21	\$89	\$20	Catalyst deterioration diagnosis (Bank 1)
\$31	\$8A	\$FD	EGR system diagnosis
\$39	\$93	\$FE	Evaporative emission control system (Cap off)
\$3B	\$94	\$FE	Evaporative emission control system (0.04 inch leak)
	\$95	\$FE	
	\$A6	\$FE	
\$3C	\$96	\$FE	Evaporative emission control system (0.02 inch leak)
	\$97	\$FE	
\$3D	\$98	\$FE	Evaporative emission control system (Purge flow)
\$41	\$99	\$24	A/F sensor heater failure (Bank 1 Sensor 1)
	\$9A	\$24	
	\$9B	\$14	A/F sensor heater characteristics failure (Bank 1 Sensor 1)
\$42	\$9C	\$24	Oxygen sensor heater failure (Bank 1 Sensor 2)
	\$9D	\$24	
\$A1	\$0B	\$24	Misfire monitoring (All cylinders)
	\$0C	\$24	
\$A2	\$0B	\$24	Misfire monitoring (#1 cylinder)
	\$0C	\$24	
\$A3	\$0B	\$24	Misfire monitoring (#2 cylinder)
	\$0C	\$24	
\$A4	\$0B	\$24	Misfire monitoring (#3 cylinder)
	\$0C	\$24	
\$A5	\$0B	\$24	Misfire monitoring (#4 cylinder)
	\$0C	\$24	

7. MODE \$07

Refer to the data of DTC (pending code) for troubleshooting result about emission in the first time.

8. MODE \$09

Refer to data of vehicle specification (V.I.N., calibration ID, diagnosis frequency etc.).

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

9. Subaru Select Monitor

A: OPERATION

1. HOW TO USE THE SUBARU SELECT MONITOR

NOTE:

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

2. READ CURRENT DATA FOR ENGINE (NORMAL MODE)

NOTE:

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
- A list of the support data is shown in the following table.

Contents	Display	Unit of measure	Note (at idling)
Engine load	Engine Load	%	21.0%
Engine coolant temperature signal	Coolant Temp.	°C or °F	85°C or 185°F or more (after warm-up)
A/F correction #1	A/F Correction #1	%	−0.8%
A/F learning #1	A/F Learning #1	%	0.0%
Intake manifold absolute pressure	Mani. Absolute Pressure	mmHg, kPa, inHg or psig	200 — 300 mmHg, 26.7 — 40 kPa, 7.8 — 11.8 inHg or 3.8 — 5.8 psig
Engine speed signal	Engine Speed	rpm	700 rpm (Agree with the tachometer indication)
Meter vehicle speed signal	Vehicle Speed	km/h or MPH	0 km/h or 0 MPH (at parking)
Ignition timing signal	Ignition Timing	deg	14 — 16 deg
Intake air temperature signal	Intake Air Temp.	°C or °F	(Ambient air temperature)
Intake air amount	Mass Air Flow	g/s or lb/m	2.5 g/s or 0.33 lb/m
Throttle opening angle signal	Throttle Opening Angle	%	2.0%
Rear oxygen sensor voltage	Rear O2 Sensor	V	0.1 — 0.7 V
Battery voltage	Battery Voltage	V	12 — 14 V
Mass air flow voltage	Air Flow Sensor Voltage	V	1.26 V
Injection 1 pulse width	Fuel Injection #1 Pulse	ms	2.82 ms
Atmospheric pressure signal	Atmosphere Pressure	mmHg, kPa, inHg or psig	(Atmospheric pressure)
Intake manifold relative pressure	Mani. Relative Pressure	mmHg, kPa, inHg or psig	(Air intake absolute pressure − Atmospheric pressure)
Learned ignition timing	Learned Ignition Timing	deg	0 deg
Acceleration opening angle signal	Accel. Opening Angle	%	0.0%
Fuel temperature signal	Fuel Temp.	°C or °F	+20°C or +68°F
Purge control solenoid duty ratio	CPC Valve Duty Ratio	%	0 — 3%
Number of EGR steps	No. of EGR steps	STEP	0 STEP
A/F sensor current value 1	A/F Sensor #1 Current	mA	−0.2 — 0.2 mA
A/F sensor resistance value 1	A/F Sensor #1 Resistance	Ω	32 Ω
A/F sensor output lambda 1	A/F Sensor #1	—	1.0
A/F correction #3	A/F Correction #3	%	0.3%
A/F learning #3	A/F Learning #3	%	0.00%
Throttle motor duty	Throttle Motor Duty	%	−15%
Throttle motor voltage	Throttle Motor Voltage	V	(Battery voltage)
Sub throttle sensor voltage	Sub-Throttle Sensor	V	1.52 V
Main throttle sensor voltage	Main-Throttle Sensor	V	0.66 V

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Unit of measure	Note (at idling)
Sub accelerator sensor voltage	Sub-Accelerator Sensor	V	0.68 V
Main acceleration sensor voltage	Main-Accelerator Sensor	V	0.68 V
Memory vehicle speed	Memorized Cruise Speed	km/h or MPH	0 km/h or 0 MPH
Fuel level sensor signal	Fuel level resistance	Ω	2 — 96 Ω
Engine oil temperature	Oil Temperature	$^{\circ}\text{C}$	$\geq 85^{\circ}\text{C}$ (after warm-up)
Oil switching solenoid valve duty RH	OSV Duty R	%	16.9%
Oil switching solenoid valve duty LH	OSV Duty L	%	16.9%
Oil switching solenoid valve current RH	OSV Current R	mA	192 mA
Oil switching solenoid valve current LH	OSV Current L	mA	192 mA
Variable valve lift lift mode	VVL Lift Mode	—	1
#1 cylinder roughness monitor	Roughness Monitor #1	—	0
#2 cylinder roughness monitor	Roughness Monitor #2	—	0
#3 cylinder roughness monitor	Roughness Monitor #3	—	0
#4 cylinder roughness monitor	Roughness Monitor #4	—	0
Knock sensor correction	Knocking Correction	deg	0.0 deg
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig	+7.7 mmHg, +1.1 kPa, +0.31 inHg or +0.15 psig
AT vehicle ID signal	AT Vehicle ID Signal	—	ON/OFF
Delivery (test) mode terminal	Test Mode Signal	—	OFF
D-check require Flag	D-check Require Flag	—	OFF
Delivery (test) mode terminal	Delivery Mode Connector (Test Mode Connector)	—	OFF
Neutral position switch signal	Neutral Position Switch	—	ON
Soft idle switch signal	Idle Switch Signal	—	ON
Ignition switch signal	Ignition Switch	—	ON
Power steering switch signal	P/S Switch Signal	—	OFF (when OFF)
Air conditioning switch signal	A/C Switch	—	OFF (when OFF)
Starter switch signal	Starter Switch	—	OFF
Rear oxygen monitor	Rear O2 Rich Signal	—	Rich/Lean
Knocking signal	Knocking Signal	—	OFF
Crankshaft position sensor signal	Crankshaft Position Sig.	—	ON
Camshaft position sensor signal	Camshaft Position Sig.	—	ON
Rear defogger switch signal	Rear Defogger SW	—	OFF (when OFF)
Blower fan switch signal	Blower Fan SW	—	OFF (when OFF)
Light switch signal	Light Switch	—	OFF (when OFF)
Radiator fan relay 1 signal	Radiator Fan Relay #1	—	OFF (when OFF)
Radiator fan relay 2 signal	Radiator Fan Relay #2	—	OFF (when OFF)
Fuel pump relay signal	Fuel Pump Relay	—	ON output
Drain valve signal	Vent. Solenoid Valve	—	OFF output
Variable valve lift diagnosis oil pressure switch signal 1	Eng. Oil Press. SW 1	—	ON
Variable valve lift diagnosis oil pressure switch signal 2	Eng. Oil Press. SW 2	—	ON
AT coordinate retard angle demand signal	Retard Signal from AT	—	OFF
AT coordinate fuel cut demand signal	Fuel Cut signal from AT	—	OFF
Vehicle dynamics control (VDC) torque down prohibition output	Ban of Torque Down	—	ON
Vehicle dynamics control (VDC) torque down demand	Request Torque Down VDC	—	OFF
AT coordinate permission signal	Torque permission signal	—	Allowed (prohibited on MT vehicles)

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Unit of measure	Note (at idling)
Electronic throttle control motor relay signal	ETC Motor Relay	—	ON
Clutch switch signal	Clutch Switch	—	OFF (when OFF)
Stop light switch signal	Stop Light Switch	—	OFF (when OFF)
SET/COAST switch signal	SET/COAST Switch	—	OFF (when OFF)
RES/ACC switch signal	RESUME/ACCEL Switch	—	OFF (when OFF)
Brake switch signal	Brake Switch	—	OFF (when OFF)
Main switch signal	Main Switch	—	OFF (when OFF)
Body integrated unit data reception	Body Int. Unit Data	—	ON
Body integrated unit counter update	Body Int. Unit Count	—	ON
Cruise control cancel switch signal	CC Cancel SW	—	OFF (when OFF)
Malfunction indicator light signal	MIL On Flag	—	OFF (when unlit)
Oil level switch	Oil level switch	—	HIGH level

3. READ CURRENT DATA FOR ENGINE (OBD MODE)**NOTE:**

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
- A list of the support data is shown in the following table.

Contents	Display	Referential value (at idling)	Unit of measure
Number of diagnosis code	Number of Diag. Code:	0	—
Condition of malfunction indicator light	MI(MIL)	OFF	—
Monitoring test of misfire	Misfire monitoring (Supp)	YES	—
Monitoring test of misfire	Misfire monitoring (Rdy)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Supp)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Rdy)	YES	—
Monitoring test of comprehensive component	Component monitoring (Supp)	YES	—
Monitoring test of comprehensive component	Component monitoring (Rdy)	YES	—
Test of catalyst	Catalyst Diagnosis (Supp)	YES	—
Test of catalyst	Catalyst Diagnosis (Rdy)	NO	—
Test of evaporative emission purge control system	Evaporative purge system (Supp)	YES	—
Test of evaporative emission purge control system	Evaporative purge system (Rdy)	NO	—
Test of oxygen sensor	Oxygen sensor (Supp)	YES	—
Test of oxygen sensor	Oxygen sensor (Rdy)	NO	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Supp)	YES	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Rdy)	NO	—
Test of EGR system	EGR system (Supp)	YES	—
Test of EGR system	EGR system (Rdy)	NO	—
Air fuel ratio control system for bank 1	Fuel system for Bank 1	Cl_normal	—
Engine load data	Calculated load value	23.0	%
Engine coolant temperature signal	Coolant Temp.	92	°C
Short term fuel trim by front oxygen (A/F) sensor (Bank 1)	Short term fuel trim B1	−0.8	%
Long term fuel trim by front oxygen (A/F) sensor (Bank 1)	Long term fuel trim B1	0.0	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	28	kPa
Engine speed signal	Engine Speed	700	rpm
Vehicle speed signal	Vehicle Speed	0	km/h
#1 Cylinder ignition timing	Ignition timing adv. #1	16.0	°
Intake air temperature signal	Intake Air Temp.	36	°C
Intake air amount	Mass Air Flow	2.7	g/s
Throttle position signal	Throttle Opening Angle	13	%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	0.7	V
A/F correction (Bank 1 Sensor 2)	Short term fuel trim #12	0.0	%
On-board diagnostic system	OBD System	OBD/OBD2	—
Elapsed time after engine start	Time Since Engine Start	—	sec
Travel distance after the malfunction indicator light illuminates	Lighted MI lamp history	—	km
A/F lambda signal (Bank 1 Sensor 1)	A/F Sensor #11	1.001	—
A/F sensor output signal (Bank 1 Sensor 1)	A/F Sensor #11	2.79	V

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Referential value (at idling)	Unit of measure
Target EGR	Commanded EGR	—	%
EGR deviation	EGR Error	—	%
Evaporative purge	Commanded Evap Purge	0	%
Fuel level signal	Fuel Level	—	%
Number of warm ups after DTC clear	Number of warm-ups	—	—
Travel distance after DTC clear	Meter since DTC cleared	—	km
Fuel tank pressure signal	Fuel Tank Pressure	−32.00	Pa
Atmospheric pressure signal	Atmosphere Pressure	Atmospheric pressure	kPa
A/F lambda signal (Bank 1 Sensor 1)	A/F Sensor #11	1.001	—
A/F sensor current (Bank 1 Sensor 1)	A/F Sensor #11	0.00	mA
Catalyst temperature #1	Catalyst Temperature #11	—	°C
Monitoring test of misfire	Misfire monitoring (Enable)	YES	—
Monitoring test of misfire	Misfire monitoring (Comp)	NO	—
Monitoring test of fuel system	Fuel system monitoring (Enable)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Comp)	NO	—
Monitoring test of comprehensive component	Component monitoring (Enable)	YES	—
Monitoring test of comprehensive component	Component monitoring (Comp)	NO	—
Test of catalyst	Catalyst Diagnosis (Enable)	YES	—
Test of catalyst	Catalyst Diagnosis (Comp)	NO	—
Test of evaporative emission purge control system	Evaporative purge system (Enable)	YES	—
Test of evaporative emission purge control system	Evaporative purge system (Comp)	NO	—
Test of oxygen sensor	Oxygen sensor (Enable)	YES	—
Test of oxygen sensor	Oxygen sensor (Comp)	NO	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Enable)	YES	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Comp)	NO	—
Test of EGR system	EGR system (Enable)	YES	—
Test of EGR system	EGR system (Comp)	NO	—
ECM power supply voltage	Control module voltage	13.789	V
Absolute load	Absolute Load Value	22	%
A/F target lambda	Target Equivalence Ratio	0.976	—
Relative throttle opening angle	Relative Throttle Pos.	2	%
Ambient temperature	Ambient Temperature	Ambient air temperature	°C
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	32	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	13	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	13	%
Target throttle opening angle	Target Throt. Act. Cont.	0	%
Engine operating time while malfunction indicator light lit	Time while MIL lighted	—	min
Elapsed time after DTC clear	Time since DTC cleared	—	min
Type of fuel	Type of fuel	GAS	—
Relative acceleration opening angle	Relative Acceler. Pos.	0	%
Neutral condition	AT drive status/MT gear status	NEUT	—

4. READ FREEZE FRAME DATA FOR ENGINE (OBD MODE)

NOTE:

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
- A list of the support data is shown in the following table.

Description	Display	Unit of measure
DTCs of freeze frame data	Freeze frame data	—
Air fuel ratio control system for bank 1	Fuel system for Bank 1	—
Engine load data	Calculated load value	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor	Long term fuel trim B1	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg, kPa, inHg or psig
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing advance for #1 cylinder	Ignition timing adv. #1	°
Intake air temperature signal	Intake Air Temp.	°C or °F
Intake air amount	Mass Air Flow	g/s or lb/m
Throttle position signal	Throttle Opening Angle	%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	V
A/F correction (Bank 1 Sensor 2)	Short term fuel trim #12	%
On-board diagnostic system	OBD System	—
Elapsed time after engine start	Time Since Engine Start	sec
Target EGR	Commanded EGR	%
EGR deviation	EGR Error	%
Evaporative purge	Commanded Evap Purge	%
Fuel level signal	Fuel Level	%
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig
Atmospheric pressure	Atmosphere Pressure	mmHg, kPa, inHg or psig
ECM power supply voltage	Control module voltage	V
Absolute load	Absolute Load Value	%
A/F target lambda	Target Equivalence Ratio	—
Relative throttle opening angle	Relative Throttle Pos.	%
Ambient temperature	Ambient Temperature	°C or °F
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	%
Target throttle opening angle	Target Throt. Act. Cont.	%
Neutral condition	AT drive status/MT gear status	—

5. V.I.N REGISTRATION

- 1) On «Main Menu» display, select {Each System Check}.
- 2) On «System Selection Menu» display, select {Engine Control System}.
- 3) Click the [OK] button after the information of engine type has been displayed.
- 4) On «Engine Diagnosis» display, select {Entry VIN}.
- 5) Perform the procedures shown on the display screen.

10. Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. SUBARU SELECT MONITOR

NOTE:

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
- For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>

2. GENERAL SCAN TOOL

Refer to data denoting emission-related powertrain DTC.

For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>

NOTE:

Refer to general scan tool manufacturer’s instruction manual to access powertrain DTC (MODE \$03).

11. Inspection Mode

A: PROCEDURE

Perform the diagnosis shown in the following DTC table.

When performing the diagnosis not listed in “List of Diagnostic Trouble Code (DTC)”, refer to the item on the drive cycle. <Ref. to EN(H4SO)(diag)-46, Drive Cycle.>

DTC	Item	Condition
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	—
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	—
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	—
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	—
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	—
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	—
P0102	Mass or Volume Air Flow Circuit Low Input	—
P0103	Mass or Volume Air Flow Circuit High Input	—
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	—
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	—
P0112	Intake Air Temperature Sensor 1 Circuit Low	—
P0113	Intake Air Temperature Sensor 1 Circuit High	—
P0117	Engine Coolant Temperature Circuit Low	—
P0118	Engine Coolant Temperature Circuit High	—
P0122	Throttle/Pedal Position Sensor/Switch “A” Circuit Low	—
P0123	Throttle/Pedal Position Sensor/Switch “A” Circuit High	—
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	—
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	—
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	—
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	—
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	—
P0182	Fuel Temperature Sensor “A” Circuit Low Input	—
P0183	Fuel Temperature Sensor “A” Circuit High Input	—
P0197	Engine Oil Temperature Sensor Low	—
P0198	Engine Oil Temperature Sensor High	—
P0222	Throttle/Pedal Position Sensor/Switch “B” Circuit Low	—
P0223	Throttle/Pedal Position Sensor/Switch “B” Circuit High	—
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	—
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	—
P0335	Crankshaft Position Sensor “A” Circuit	—
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	—
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	—
P0341	Camshaft Position Sensor “A” Circuit Range/Performance (Bank 1 or Single Sensor)	—
P0447	Evaporative Emission Control System Vent Control Circuit Open	—
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	—
P0452	Evaporative Emission Control System Pressure Sensor Low Input	—
P0453	Evaporative Emission Control System Pressure Sensor High Input	—
P0458	Evaporative Emission System Purge Control Valve Circuit Low	—
P0462	Fuel Level Sensor “A” Circuit Low	—
P0463	Fuel Level Sensor “A” Circuit High	—
P0500	Vehicle Speed Sensor “A”	—
P0512	Starter Request Circuit	—
P0513	Incorrect Immobilizer Key	—

Inspection Mode

ENGINE (DIAGNOSTICS)

DTC	Item	Condition
P0604	Internal Control Module Random Access Memory (RAM) Error	—
P0605	Internal Control Module Read Only Memory (ROM) Error	—
P0607	Throttle Control System Circuit Range/Performance	—
P0638	Throttle Actuator Control Range/Performance (Bank 1)	—
P0700	Transmission Control System (MIL Request)	—
P0851	Park/Neutral Switch Input Circuit Low	—
P0852	Park/Neutral Switch Input Circuit High	—
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank1 Sensor1)	—
P1153	O2 Sensor Circuit Range/Performance (High) (Bank1 Sensor1)	—
P1160	Return Spring Failure	—
P1518	Starter Switch Circuit Low Input	—
P1560	Back-Up Voltage Circuit Malfunction	—
P1570	Antenna	—
P1571	Reference Code Incompatibility	—
P1572	IMM Circuit Failure	—
P1574	Key Communication Failure	—
P1576	EGI Control Module EEPROM	—
P1577	IMM Control Module EEPROM	—
P1578	Meter Failure	—
P2101	Throttle Actuator Control Motor Circuit Range/Performance	—
P2102	Throttle Actuator Control Motor Circuit Low	—
P2103	Throttle Actuator Control Motor Circuit High	—
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	—
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	—
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	—
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	—
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	—
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	—
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	—
P2227	Atmospheric Pressure Sensor Range/Performance	—
P2228	Barometric Pressure Circuit Low	—
P2229	Barometric Pressure Circuit High	—

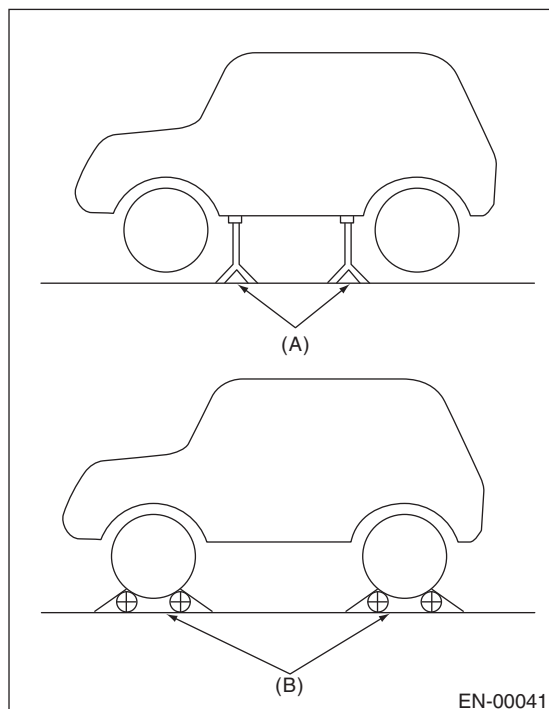
1. PREPARATION FOR THE INSPECTION MODE

1) Check battery voltage is more than 12 V and fuel remains half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].

2) 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 brakes are 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 special 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.



EN-00041

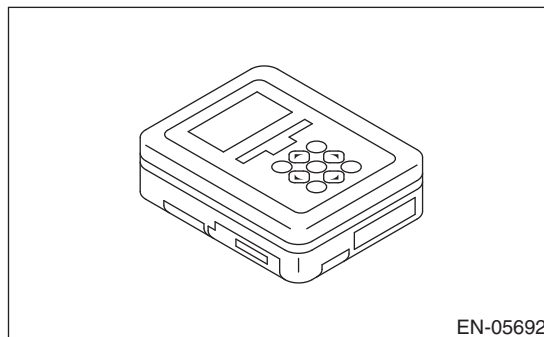
- (A) Rigid rack
(B) Free roller

2. SUBARU SELECT MONITOR

1) Check that no DTC remains after clearing memory. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>

2) Warm up the engine.

3) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-8, PREPARATION TOOL, General Description.>



4) Prepare PC with Subaru Select Monitor installed.

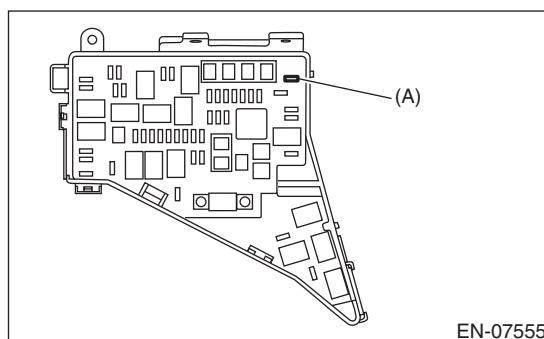
5) Connect the USB cable to SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:

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

6) Connect the diagnosis cable to SDI.

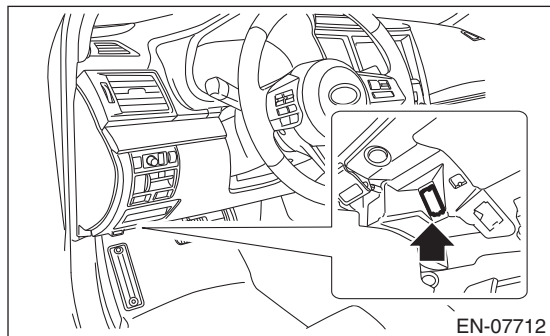
7) Install the delivery (test) mode fuse (A) of the fuse box.



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

CAUTION:

Do not connect any scan tools except Subaru Select Monitor or general scan tool.



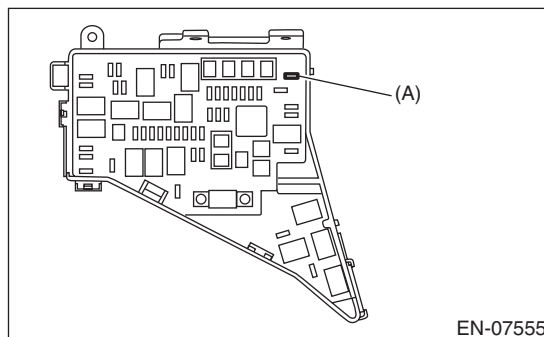
- 9) Start the PC.
- 10) Turn the ignition switch to ON (engine OFF) and run the "PC application for Subaru Select Monitor".
- 11) On «Main Menu» display, select {Each System Check}.
- 12) On «System Selection Menu» display, select {Engine Control System}.
- 13) Click the [OK] button after the information of engine type has been displayed.
- 14) On «Engine Diagnosis» display, select {Dealer Check Mode Procedure}.
- 15) When the «Perform Inspection (Dealer Check) Mode?» is shown on the screen, click the [Next] button.
- 16) Perform subsequent procedures as instructed on the display screen.
 - If trouble still remains in the memory, the corresponding DTC appears on the display screen.

NOTE:

- For detailed operation procedures, refer to "PC application help for Subaru Select Monitor".
- For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>
- Release the parking brake.
- The 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)-25, Clear Memory Mode.>

3. GENERAL SCAN TOOL

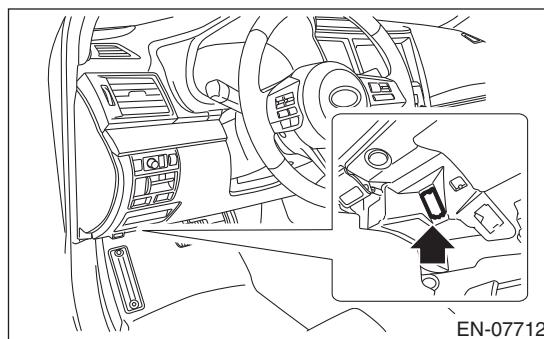
- 1) After performing the diagnostics and clearing the memory, check that no DTC remains. <Ref. to EN(H4SO)(diag)-32, MODE \$04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION), OPERATION, General Scan Tool.>
- 2) Warm up the engine.
- 3) Install the delivery (test) mode fuse (A) of the main fuse box.



- 4) Connect the general scan tool to the data link connector located in the lower portion of the instrument panel (on the driver's side).

CAUTION:

Do not connect any scan tools except Subaru Select Monitor or general scan tool.



- 5) Start the engine.

NOTE:

- Make sure the select lever is placed in "P" position before starting. (CVT model)
 - Depress the clutch pedal when starting engine. (MT model)
- 6) Turn the neutral position switch to ON operating select lever or shift lever.
 - 7) Depress the brake pedal to turn the brake switch ON. (CVT model)
 - 8) Keep the engine speed in 2,500 — 3,000 rpm range for 40 seconds.
 - 9) Place the select lever or shift lever in "D" position (CVT model) or "1st gear" (MT model) and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:

- For AWD model, release the parking brake.

- The 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 system. <Ref. to VDC(diag)-25, Clear Memory Mode.>

10) Using the general scan tool, check for DTC and record the result(s).

NOTE:

- For detailed operation procedures, refer to the general scan tool operation manual.
- For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”.

<Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>

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(H4SO)(diag)-53, Clear Memory Mode.>
- 3) Check the delivery (test) mode fuse is removed.

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.

2. DRIVE CYCLE A

DTC	Item	Condition
*P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	Engine coolant temperature at engine 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 1)	—
*P0141	O2 Sensor Heater Circuit (Bank1 Sensor2)	—
*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.
*P0196	Engine Oil Temperature Sensor Circuit Range/Performance	—
*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)	—
*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)	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.

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.

Drive Cycle

ENGINE (DIAGNOSTICS)

3. DRIVE CYCLE B

DTC	Item	Condition
*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.
*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.
*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)	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.

Diagnostic procedure:

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

4. DRIVE CYCLE C

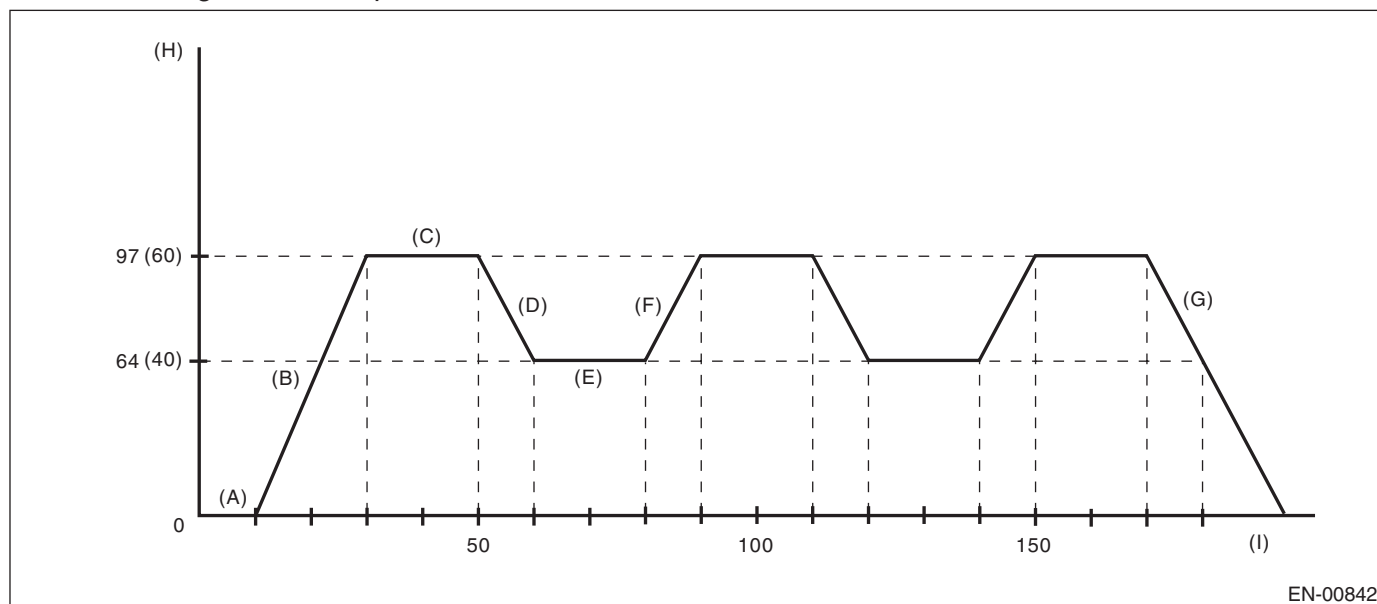
DTC	Item	Condition
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	—
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	—
*P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	—
*P0068	MAP/MAF - Throttle Position Correlation	—
P0076	Intake Valve Control Solenoid 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)	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.
*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	—
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)	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.

Drive Cycle

ENGINE (DIAGNOSTICS)

Diagnostic procedure:

Drive according to the drive pattern described below.



(A) Idle the engine for 10 seconds or more.	(D) Decelerate the vehicle to 64 km/h (40 MPH) with throttle fully closed.	(G) Stop the vehicle with throttle fully closed.
(B) Accelerate the vehicle 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 the vehicle 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 ℓ (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)-53, Clear Memory Mode.>

3) Drive the vehicle for the distance equal to the fuel of 50 ℓ (13.2 US gal, 11 Imp gal).

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.)

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)-53, Clear Memory Mode.>
- 3) Drive the vehicle for the distance equal to the fuel of 30 ℓ (7.9 US gal, 6.6 Imp gal).

NOTE:

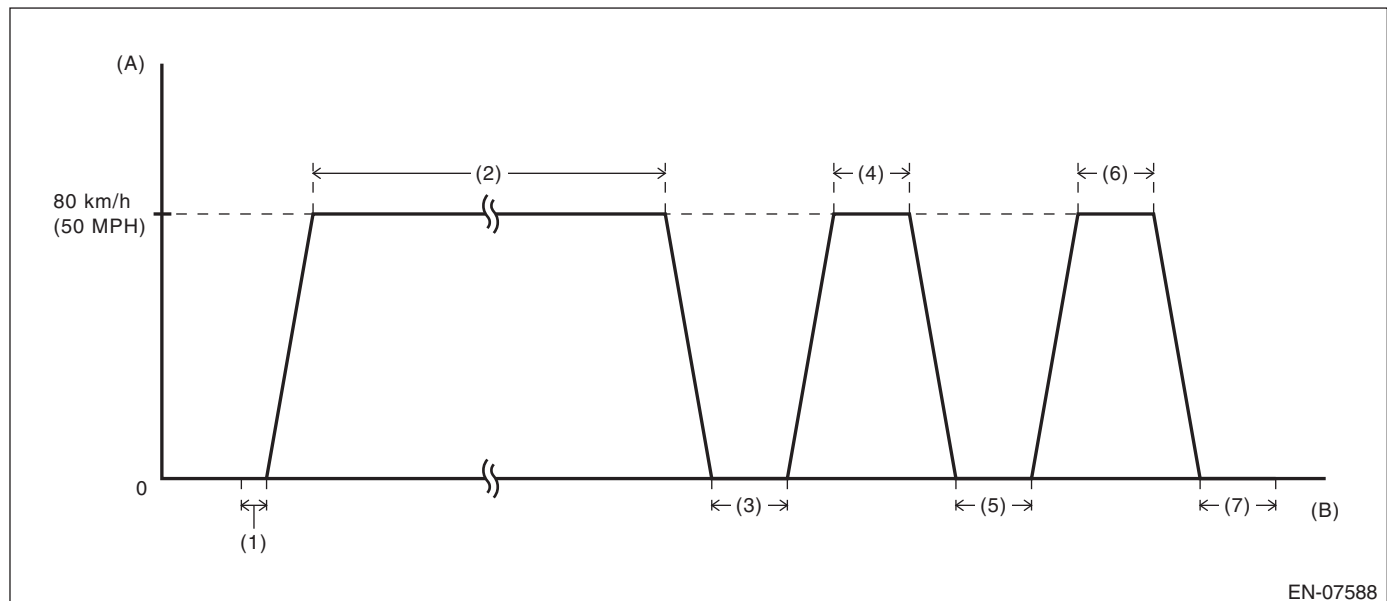
- It is acceptable to drive the vehicle intermittently.
- Do not disconnect the battery terminals while diagnosing. (Data will be cleared by disconnecting the battery terminals.)

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).

Drive Cycle

ENGINE (DIAGNOSTICS)

8. DRIVE CYCLE H

DTC	Item	Condition
*P1602	Control Module Programming Error	—

Diagnostic procedure:

- 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>
- 2) With the ignition switch ON (engine OFF), read the engine coolant temperature, intake air temperature and fuel temperature. <Ref. to EN(H4SO)(diag)-34, 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°F)

/ Engine coolant temperature — Fuel temperature / $\leq 2^{\circ}\text{C}$ (36°F)

NOTE:

- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- For CVT 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.

13. Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR

NOTE:

- Initial diagnosis of electronic throttle control is performed after memory clearance. Wait for 10 seconds or more after turning the ignition switch to ON, and then start the engine.
- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

2. GENERAL SCAN TOOL

For clear memory procedures using the general scan tool, refer to “General Scan Tool Instruction Manual”.

NOTE:

Initial diagnosis of electronic throttle control is performed after memory clearance. For this reason, start the engine after 10 seconds or more have elapsed since the ignition switch was turned to ON.

14. System Operation Check Mode

A: OPERATION

CAUTION:

After executing the system operation check mode, execute the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>

NOTE:

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

15. Malfunction Indicator Light

A: PROCEDURE

1. Activation of malfunction indicator light. <Ref. to EN(H4SO)(diag)-56, ACTIVATION OF MALFUNCTION INDICATOR LIGHT, Malfunction Indicator Light.>
↓
2. Malfunction indicator light does not come on. <Ref. to EN(H4SO)(diag)-58, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
↓
3. Malfunction indicator light does not go off. <Ref. to EN(H4SO)(diag)-60, MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF, Malfunction Indicator Light.>
↓
4. Malfunction indicator light does not blink. <Ref. to EN(H4SO)(diag)-61, MALFUNCTION INDICATOR LIGHT DOES NOT BLINK, Malfunction Indicator Light.>
↓
5. Malfunction indicator light remains blinking. <Ref. to EN(H4SO)(diag)-63, MALFUNCTION INDICATOR LIGHT REMAINS BLINKING, Malfunction Indicator Light.>

Malfunction Indicator Light

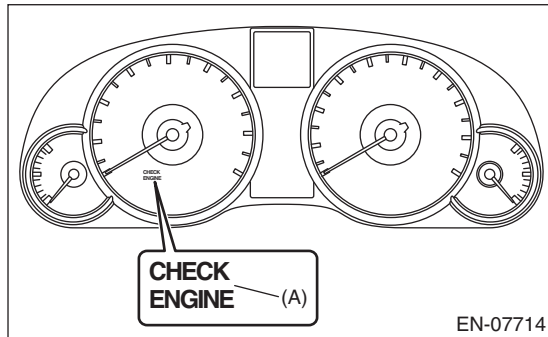
ENGINE (DIAGNOSTICS)

B: ACTIVATION OF MALFUNCTION INDICATOR LIGHT

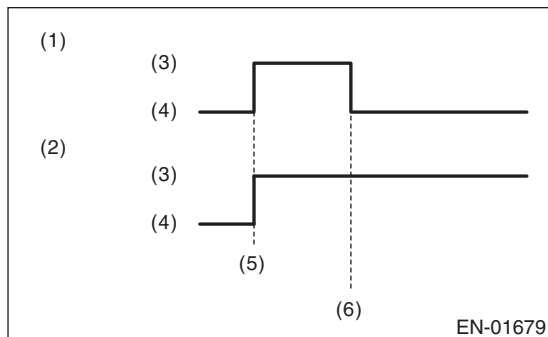
1) When the ignition switch is turned to ON (engine OFF), the malfunction indicator light (A) in the combination meter illuminates.

NOTE:

If the malfunction indicator light does not illuminate, perform diagnostics of the malfunction indicator light circuit or the combination meter circuit. <Ref. to EN(H4SO)(diag)-58, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>

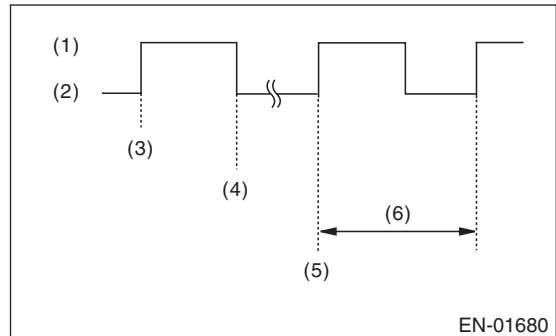


2) After starting the engine, the malfunction indicator light goes out. If it does not go off, any of the engine and emission control system has malfunction.



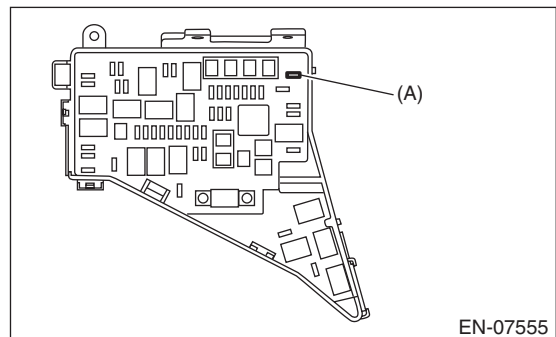
- (1) No faulty
- (2) Trouble occurs
- (3) ON
- (4) OFF
- (5) Ignition switch ON
- (6) Engine start

3) If the diagnostic system detects a misfire which could damage the catalyst, the malfunction indicator light will blink at a cycle of 1 Hz.



- (1) ON
- (2) OFF
- (3) Ignition switch ON
- (4) Engine start
- (5) Misfire start
- (6) 1 second

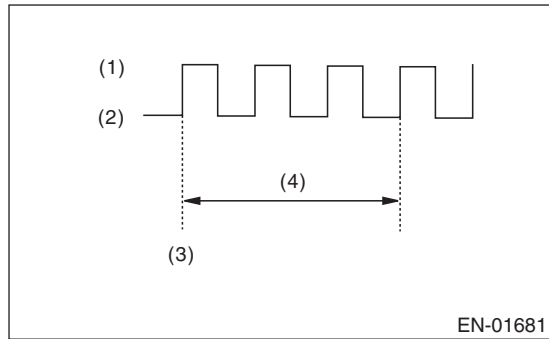
4) Install the delivery (test) mode fuse (A) with ignition switch to OFF.



(1) When the ignition switch is turned to ON (engine OFF), the malfunction indicator light illuminates.

(2) After the engine starts, malfunction indicator light blinks in a cycle of 0.5 Hz. (During diagnosis)

(3) Malfunction indicator light blinks at a cycle of 3 Hz after diagnosis if there is no trouble. Malfunction indicator light illuminates if faulty.



- (1) ON
- (2) OFF
- (3) Ignition switch ON
- (4) 1 second

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

C: MALFUNCTION INDICATOR LIGHT DOES NOT COME ON

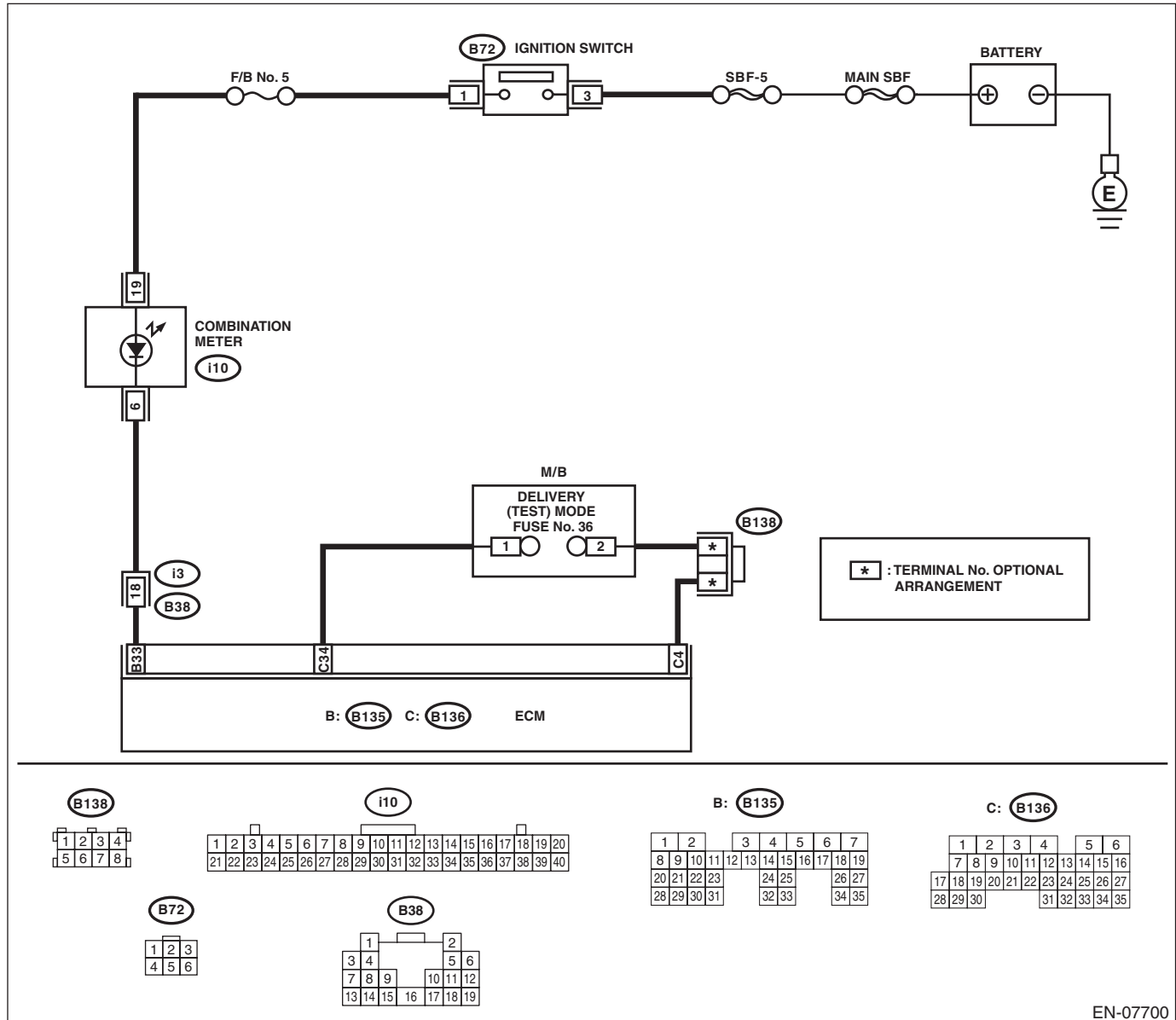
DIAGNOSIS:

The malfunction indicator light circuit is open or shorted.

TROUBLE SYMPTOM:

When the ignition switch is turned to ON (engine OFF), malfunction indicator light does not illuminate.

WIRING DIAGRAM:



EN-07700

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 33 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 5.	Go to step 2.

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. <Ref. to IDI-20, Combination Meter.> 3) Disconnect the connector from ECM and combination meter. 4) Measure the resistance of harness between ECM and combination meter connector. Connector & terminal (B135) No. 33 — (i10) No. 6:	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 combination meter connector • Poor contact of coupling connector
3 CHECK FOR POOR CONTACT. Check for poor contact of combination meter connector.	Is there poor contact of combination meter connector?	Repair the poor contact of combination meter connector.	Go to step 4.
4 CHECK HARNESS BETWEEN COMBINATION METER AND IGNITION SWITCH CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between combination meter connector and chassis ground. Connector & terminal (i10) No. 19 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the meter case assembly of combination meter. <Ref. to IDI-20, Combination Meter.>	Check the following item and repair if necessary. NOTE: • Blown-out of fuse (F/B No. 5) • Open circuit or short circuit to ground in harness of power supply circuit
5 CHECK FOR POOR CONTACT. Check for poor connection by shaking or pulling ECM harness.	Does the malfunction indicator light illuminate?	Repair the poor contact of ECM connector.	Go to step 6.
6 CHECK ECM CONNECTOR. Check the connection of ECM connector.	Is the ECM connector correctly connected?	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>	Repair the connection of ECM connector.

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

D: MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF

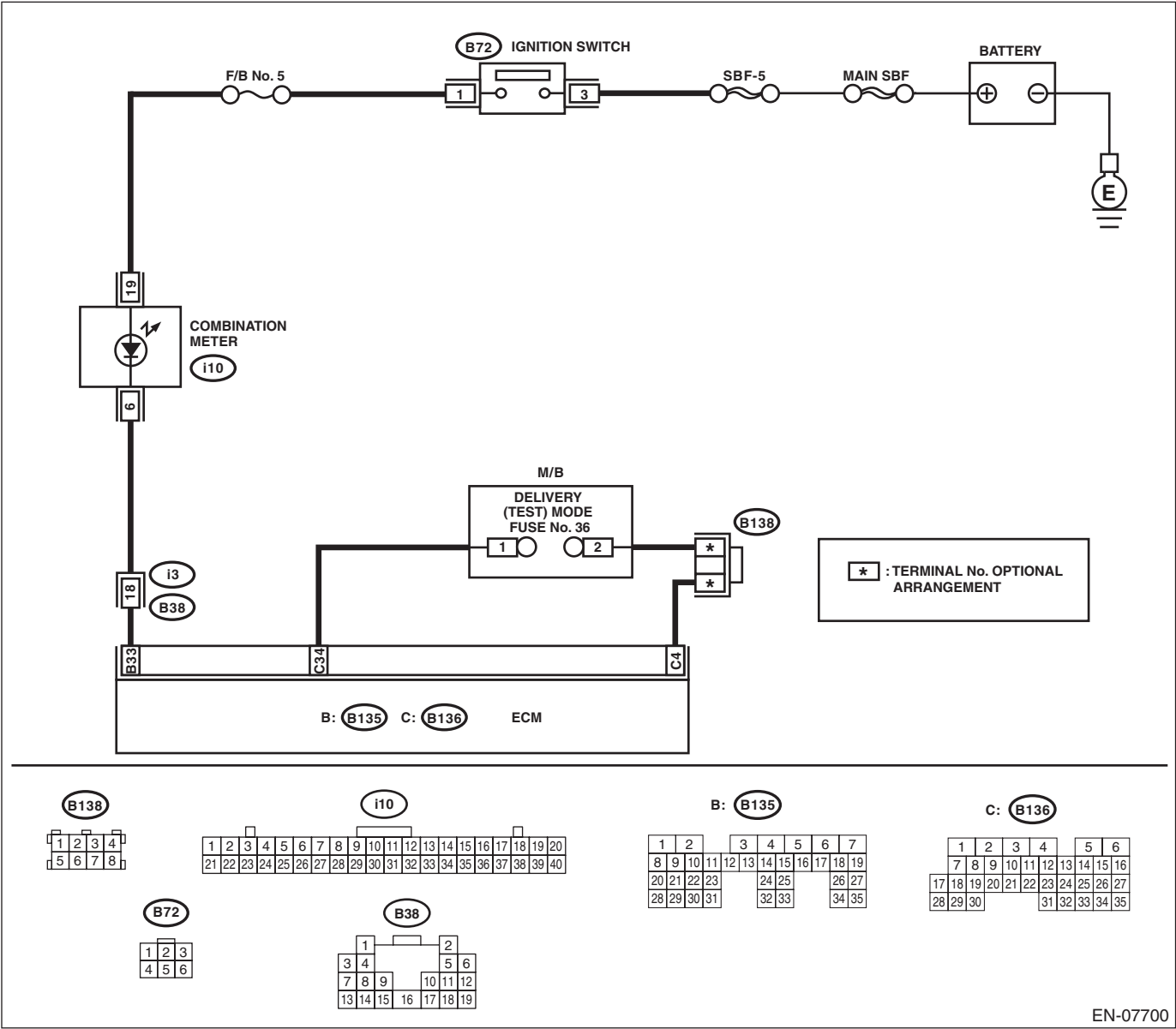
DIAGNOSIS:

The malfunction indicator light circuit is shorted.

TROUBLE SYMPTOM:

Although malfunction indicator light comes on when the engine runs, DTC is not shown on the Subaru Select Monitor display.

WIRING DIAGRAM:



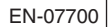
EN-07700

Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Turn the ignition switch to ON.	Repair the ground short circuit of harness between ECM and combination meter connector.	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

DIAGNOSIS:

- ## TROUBLE SYMPTOM:

WIRING DIAGRAM:



Malfunction Indicator Light

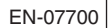
ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK STATUS OF MALFUNCTION INDICATOR LIGHT. 1) Turn the ignition switch to OFF. 2) Check the delivery (test) mode fuse is removed. 3) Turn the ignition switch to ON. (engine OFF)	Does the malfunction indicator light illuminate?	Go to step 2.	Repair the malfunction indicator light circuit. <Ref. to EN(H4SO)(diag)-58, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
2	CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair the ground short circuit of harness between ECM and combination meter connector.	Go to step 3.
3	CHECK HARNESS BETWEEN ECM AND DELIVERY (TEST) MODE FUSE. 1) Turn the ignition switch to OFF. 2) Install the delivery (test) mode fuse of the main fuse box. 3) Measure the resistance of harness between ECM connectors. Connector & terminal (B136) No. 34 — (B136) 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 of harness between ECM and delivery (test) mode fuse • Poor contact of joint connector
4	CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

DIAGNOSIS:

TROUBLE SYMPTOM:

WIRING DIAGRAM:



EN(H4SO)(diag)-63

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND CHASSIS GROUND. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B136) No. 34 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the short circuit to ground in harness between ECM and delivery (test) mode fuse.	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

16. Diagnostics for Engine Starting Failure

A: PROCEDURE

1. Check of the fuel amount
↓
2. Inspection of starter motor circuit. <Ref. to EN(H4SO)(diag)-66, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-70, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>
↓
4. Inspection of ignition control system. <Ref. to EN(H4SO)(diag)-72, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel pump circuit. <Ref. to EN(H4SO)(diag)-74, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection of fuel injector circuit. <Ref. to EN(H4SO)(diag)-76, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

Diagnostics for Engine Starting Failure

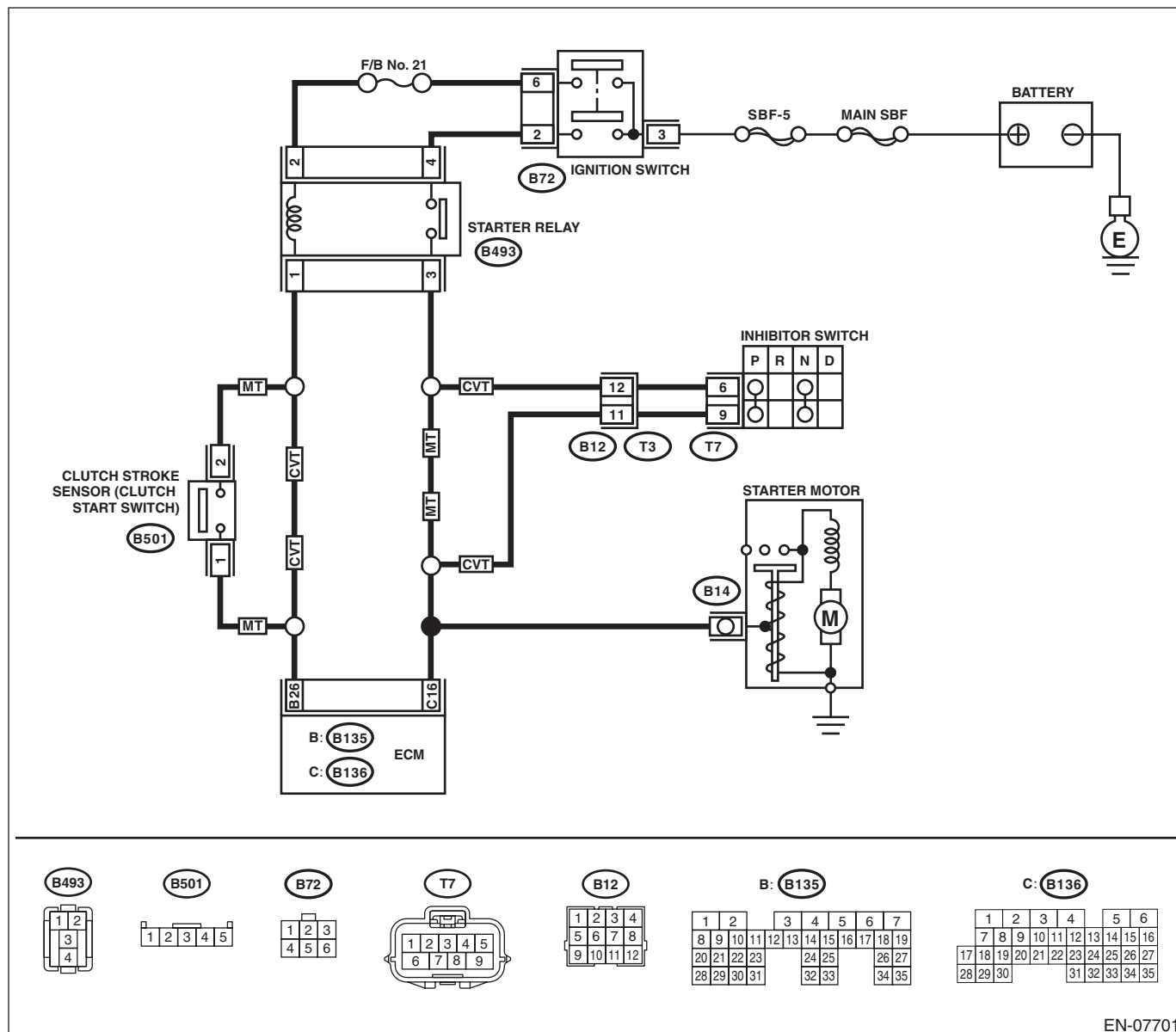
ENGINE (DIAGNOSTICS)

B: STARTER MOTOR CIRCUIT

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, Inspection Mode.>.

WIRING DIAGRAM:



EN-07701

Step	Check	Yes	No
1	CHECK BATTERY. Check the battery voltage.	Go to step 2.	Charge or replace the battery.
2	CHECK OPERATION OF STARTER MOTOR. NOTE: Make sure the security alarm does not sound.	Go to step 3.	Go to step 4.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No	
3	CHECK DTC.	Is DTC displayed? <Ref. to EN(H4SO)(diag)-40, OPERATION, Read Diagnostic Trouble Code (DTC).>	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	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.
4	CHECK INPUT SIGNAL FOR STARTER MOTOR. 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 the starter motor connector and the engine ground. Connector & terminal (B14) No. 1 (+) — Engine ground (-): NOTE: For CVT model, place the select lever in "P" range or "N" range. For MT model, depress the clutch pedal.	Is the voltage 10 V or more?	Check the starter motor. <Ref. to SC(H4SO)-9, Starter.>	Go to step 5.
5	CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition switch. 3) Measure the voltage between ignition switch connector and chassis ground. Connector & terminal (B72) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Repair the power supply circuit.
6	CHECK IGNITION SWITCH. Measure the resistance between ignition switch terminals after turning the ignition switch to START position. Terminals No. 3 — No. 2: No. 3 — No. 6:	Is the resistance less than 1 Ω?	Go to step 7.	Replace the ignition switch. <Ref. to SL-59, REPLACEMENT, Ignition Key Lock.>
7	CHECK INPUT VOLTAGE OF STARTER RELAY. 1) Turn the ignition switch to OFF. 2) Remove the starter relay. 3) Connect the connector to ignition switch. 4) Measure the input voltage between starter relay connector and chassis ground after turning the ignition switch to START position. Connector & terminal (B493) No. 2 (+) — Chassis ground (-): (B493) No. 4 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 8.	Repair open or short circuit to ground in harness between starter relay and ignition switch connector.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK STARTER RELAY. 1) Connect the battery to starter relay terminals No. 1 and No. 2. 2) Measure the resistance between starter relay terminals. Terminals No. 3 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 9.	Replace the starter relay. <Ref. to EN(H4SO)(diag)-9, Electrical Component Location.>
9 CHECK HARNESS BETWEEN ECM AND STARTER RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness connector between ECM and starter relay. Connector & terminal (B493) No. 1 — (B135) No. 26:	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit of harness between ECM and starter relay connector.
10 CHECK TRANSMISSION TYPE.	Is the transmission type CVT?	Go to step 11.	Go to step 15.
11 CHECK ECM INPUT VOLTAGE. 1) Turn the ignition switch to START. 2) Measure the input voltage between ECM and chassis ground. Connector & terminal (B135) No. 26 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 12.	Repair the open circuit of harness between ECM and ignition switch connector.
12 CHECK HARNESS BETWEEN STARTER RELAY AND INHIBITOR SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from inhibitor switch. 3) Measure the resistance of harness between the starter relay and inhibitor switch. Connector & terminal (B493) No. 3 — (T7) No. 6:	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 starter relay connector and inhibitor switch connector • Poor contact of coupling connector
13 CHECK HARNESS BETWEEN INHIBITOR SWITCH AND STARTER MOTOR. Measure the resistance of harness between the inhibitor switch and starter motor. Connector & terminal (T7) No. 9 — (B14) No. 1:	Is the resistance less than 1 Ω ?	Go to step 14.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between inhibitor switch connector and starter motor • Poor contact of coupling connector
14 CHECK INHIBITOR SWITCH. 1) Place the select lever in "P" range or "N" range. 2) Measure the resistance between inhibitor switch terminals. Terminals No. 6 — No. 9:	Is the resistance less than 1 Ω ?	Check the ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-70, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>	Replace the inhibitor switch. <Ref. to CVT-94, Inhibitor Switch.>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
15 CHECK HARNESS BETWEEN IGNITION SWITCH AND CLUTCH STROKE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from clutch stroke sensor. 3) Turn the ignition switch to START. 4) Measure the voltage between clutch stroke sensor connector and chassis ground. Connector & terminal (B501) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 16.	Repair the open circuit in harness between ignition switch connector and clutch stroke sensor connector.
16 CHECK CLUTCH STROKE SENSOR. Measure the resistance between clutch stroke sensor terminals while depressing the clutch. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Go to step 17.	Replace the clutch stroke sensor. <Ref. to PB(diag)-10, Electrical Component Location.>
17 CHECK HARNESS BETWEEN ECM AND CLUTCH STROKE SENSOR CONNECTOR. Measure the resistance of harness between ECM and clutch stroke sensor connector. Connector & terminal (B135) No. 26 — (B501) No. 1:	Is the resistance less than 1 Ω ?	Go to step 18.	Repair the open circuit of harness between ECM and clutch stroke sensor connector.
18 CHECK HARNESS BETWEEN STARTER RELAY AND STARTER MOTOR. Measure the resistance of harness between starter relay connector and starter motor. Connector & terminal (B493) No. 3 — (B14) No. 1:	Is the resistance less than 1 Ω ?	Check the ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-70, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>	Repair the open circuit of the harness between starter relay connector and starter motor.

Diagnostics for Engine Starting Failure

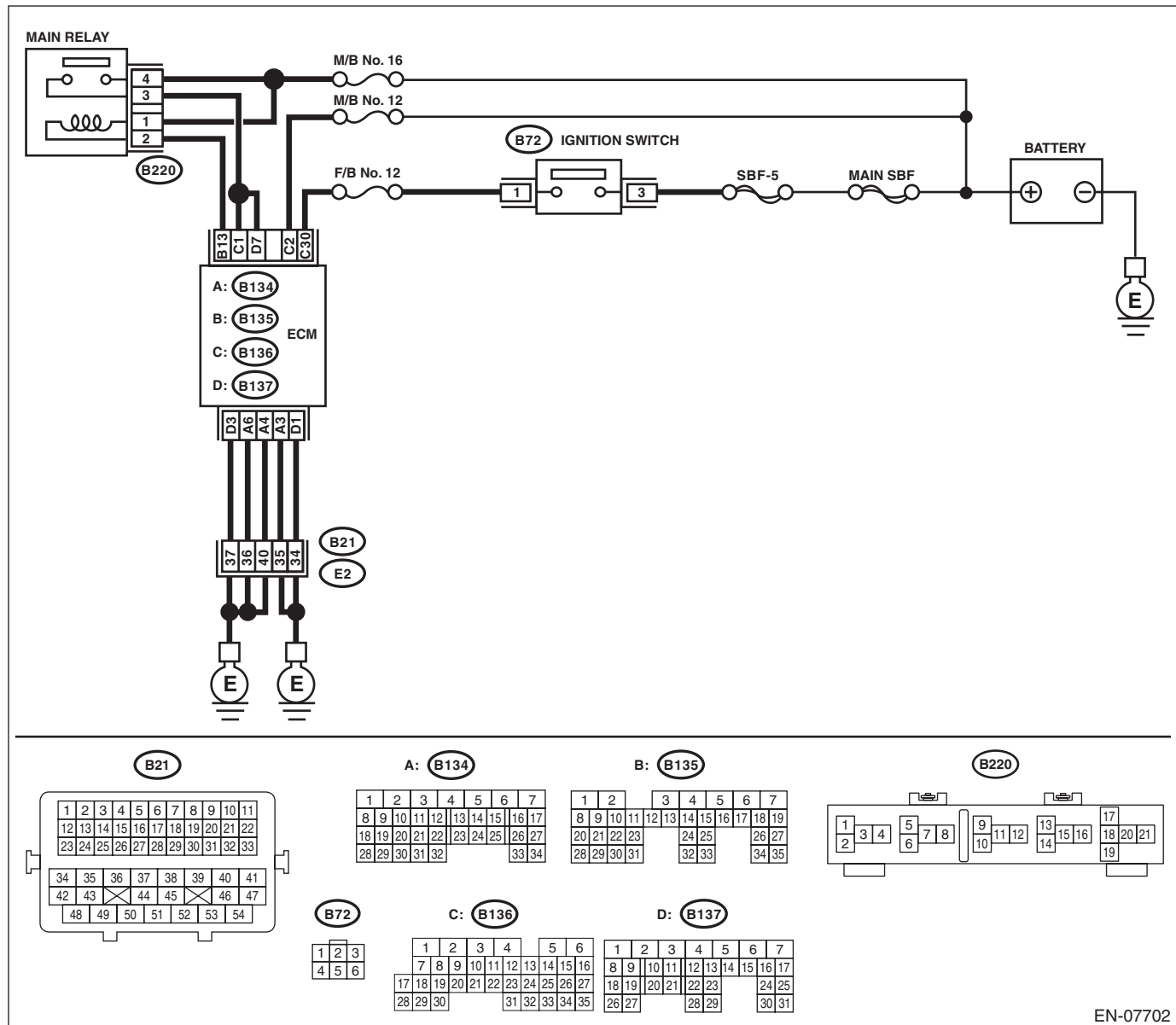
ENGINE (DIAGNOSTICS)

C: CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM)

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07702

Step	Check	Yes	No
1 CHECK MAIN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main relay. 3) Connect the battery to main relay terminals No. 1 and No. 2. 4) Measure the resistance between main relay terminals. Terminals No. 3 — No. 4:	Is the resistance less than 1 Ω?	Go to step 2.	Replace the main relay. <Ref. to FU(H4SO)-40, Main Relay.>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B134) No. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — 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 in harness between ECM and engine ground terminal • Poor contact of coupling connector
3 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 30 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Repair the open or ground short circuit of harness of power supply circuit.
4 CHECK INPUT VOLTAGE OF MAIN RELAY. Measure the voltage between main relay connector and chassis ground. Connector & terminal (B220) No. 1 (+) — Chassis ground (-): (B220) No. 4 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 5.	Repair the open or ground short circuit of harness of power supply circuit.
5 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Install the main relay. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Repair the open circuit in harness between ECM and main relay connector.
6 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Connect the connector to ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 1 (+) — Chassis ground (-): (B137) No. 7 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Check ignition control system. <Ref. to EN(H4SO)(diag)-72, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and main relay connector • Poor contact of main relay connector • Poor contact of ECM connector

Diagnostics for Engine Starting Failure

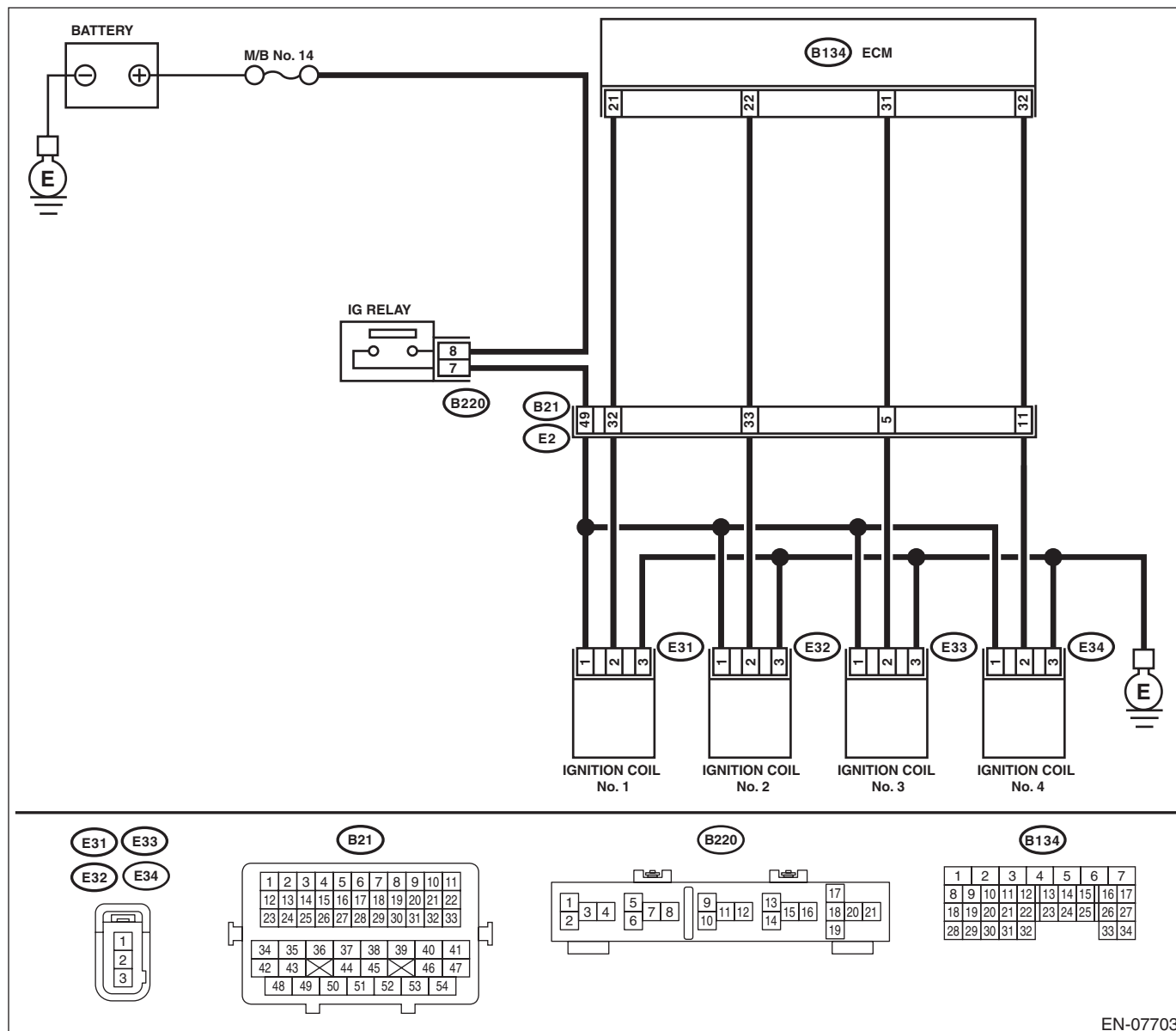
ENGINE (DIAGNOSTICS)

D: IGNITION CONTROL SYSTEM

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, Inspection Mode.>.

WIRING DIAGRAM:



EN-07703

Step	Check	Yes	No
1 CHECK SPARK PLUG CONDITION. 1) Remove the spark plug. <Ref. to IG(H4SO)-3, REMOVAL, Spark Plug.> 2) Check the spark plug condition. <Ref. to IG(H4SO)-3, INSPECTION, Spark Plug.>	Is the spark plug condition normal?	Go to step 2.	Replace the spark plug. <Ref. to IG(H4SO)-3, Spark Plug.>

Diagnostics for Engine Starting Failure

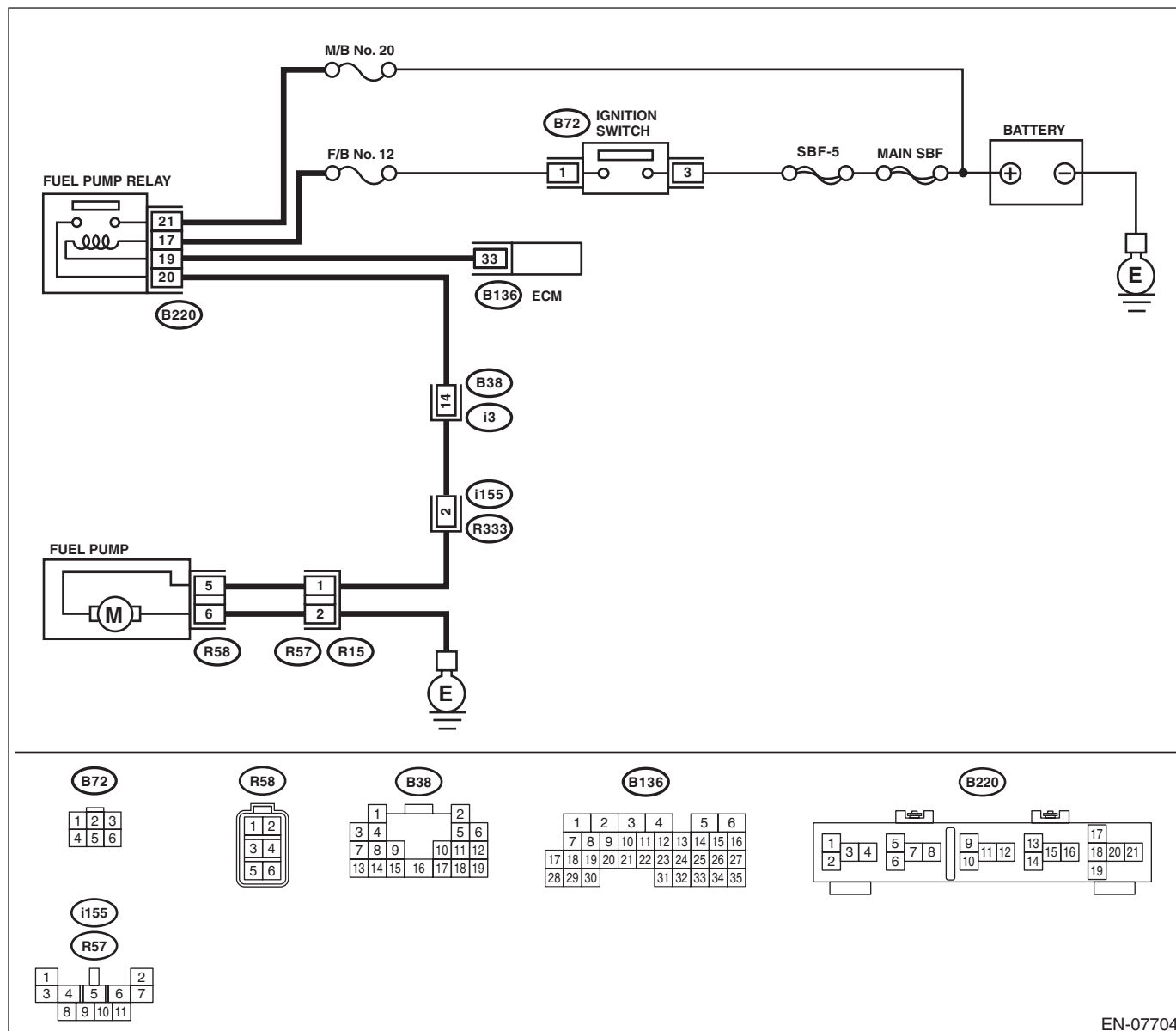
ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK IGNITION SYSTEM FOR SPARKS. 1) Connect the spark plug to ignition coil. 2) Release the fuel pressure. <Ref. to FU(H4SO)-46, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.> 3) Contact the spark plug thread portion to engine. 4) While opening the throttle valve fully, crank the engine to check that spark occurs at each cylinder.	Does spark occur at each cylinder?	Check fuel pump system. <Ref. to EN(H4SO)(diag)-74, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step 3.
3 CHECK IGNITION COIL POWER SUPPLY CIRCUIT. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition coil. 3) Turn the ignition switch to ON. 4) Measure the voltage between ignition coil connector and engine ground. Connector & terminal (E31) No. 1 (+) — Engine ground (-): (E32) No. 1 (+) — Engine ground (-): (E33) No. 1 (+) — Engine ground (-): (E34) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit or short circuit to ground in harness of power supply circuit • Poor contact of coupling connector • Blown out of fuse (M/B No. 14)
4 CHECK HARNESS OF IGNITION COIL GROUND CIRCUIT. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between ignition coil connector and engine ground. Connector & terminal (E31) No. 3 — Engine ground: (E32) No. 3 — Engine ground: (E33) No. 3 — Engine ground: (E34) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair the open circuit in harness between ignition coil connector and engine grounding terminal.
5 CHECK HARNESS BETWEEN ECM AND IGNITION COIL CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and ignition coil connector. Connector & terminal (B134) No. 21 — (E31) No. 2: (B134) No. 22 — (E32) No. 2: (B134) No. 31 — (E33) No. 2: (B134) No. 32 — (E34) No. 2:	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 of harness between ECM and ignition coil connector • Poor contact of coupling connector
6 CHECK HARNESS BETWEEN ECM AND IGNITION COIL CONNECTOR. Measure the resistance of harness between ECM and engine ground. Connector & terminal: (B134) No. 21 — Engine ground: (B134) No. 22 — Engine ground: (B134) No. 31 — Engine ground: (B134) No. 32 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and ignition coil connector.
7 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Replace the ignition coil. <Ref. to IG(H4SO)-5, Ignition Coil.>

ENGINE (DIAGNOSTICS)

CAUTION:

WIRING DIAGRAM:



	Step	Check	Yes	No
1	CHECK OPERATING SOUND OF FUEL PUMP. Check if the fuel pump operates for two seconds when turning the ignition switch to ON. NOTE: Fuel pump operation can be executed using the Subaru Select Monitor. For detailed procedures, refer to “SYSTEM OPERATION CHECK MODE”. <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the fuel pump emit operating sound?	Check the fuel injector circuit. <Ref. to EN(H4SO)(diag)-76, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step 2.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK GROUND CIRCUIT OF FUEL PUMP. 1) Turn the ignition switch to OFF. 2) Remove the fuel pump access hole lid. 3) Disconnect the connector from fuel pump. 4) Measure the resistance of harness connector between fuel pump and chassis ground. Connector & terminal (R58) No. 6 — 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 in harness between fuel pump connector and chassis grounding terminal • Poor contact of coupling connector
3 CHECK POWER SUPPLY TO FUEL PUMP. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel pump connector and chassis ground. Connector & terminal (R58) No. 5 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the fuel pump. <Ref. to FU(H4SO)-58, Fuel Pump.>	Go to step 4.
4 CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between fuel pump connector and fuel pump relay connector. Connector & terminal (R58) No. 5 — (B220) No. 20:	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 fuel pump connector and fuel pump relay connector • Poor contact of coupling connector
5 CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR. Measure the resistance of harness between fuel pump and fuel pump relay connector. Connector & terminal (R58) No. 5 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 6.	Repair the short circuit to ground in harness between fuel pump connector and fuel pump relay connector.
6 CHECK FUEL PUMP RELAY. 1) Remove the fuel pump relay. 2) Connect the battery to fuel pump relay terminals No. 17 and No. 19. 3) Measure the resistance between terminals of fuel pump relay. Terminals No. 20 — No. 21:	Is the resistance less than 1 Ω ?	Go to step 7.	Replace the fuel pump relay. <Ref. to FU(H4SO)-42, Fuel Pump Relay.>
7 CHECK HARNESS BETWEEN ECM AND FUEL PUMP RELAY CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and fuel pump relay connector. Connector & terminal (B136) No. 33 — (B220) No. 19:	Is the resistance less than 1 Ω ?	Go to step 8.	Repair the open circuit of harness between ECM and fuel pump relay connector.
8 CHECK POWER SUPPLY OF FUEL PUMP RELAY. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel pump relay connector and chassis ground. Connector & terminal (B220) No. 17 (+) — Chassis ground (-): (B220) No. 21 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of ECM connector.	Repair the open or ground short circuit of harness of power supply circuit.

Diagnostics for Engine Starting Failure

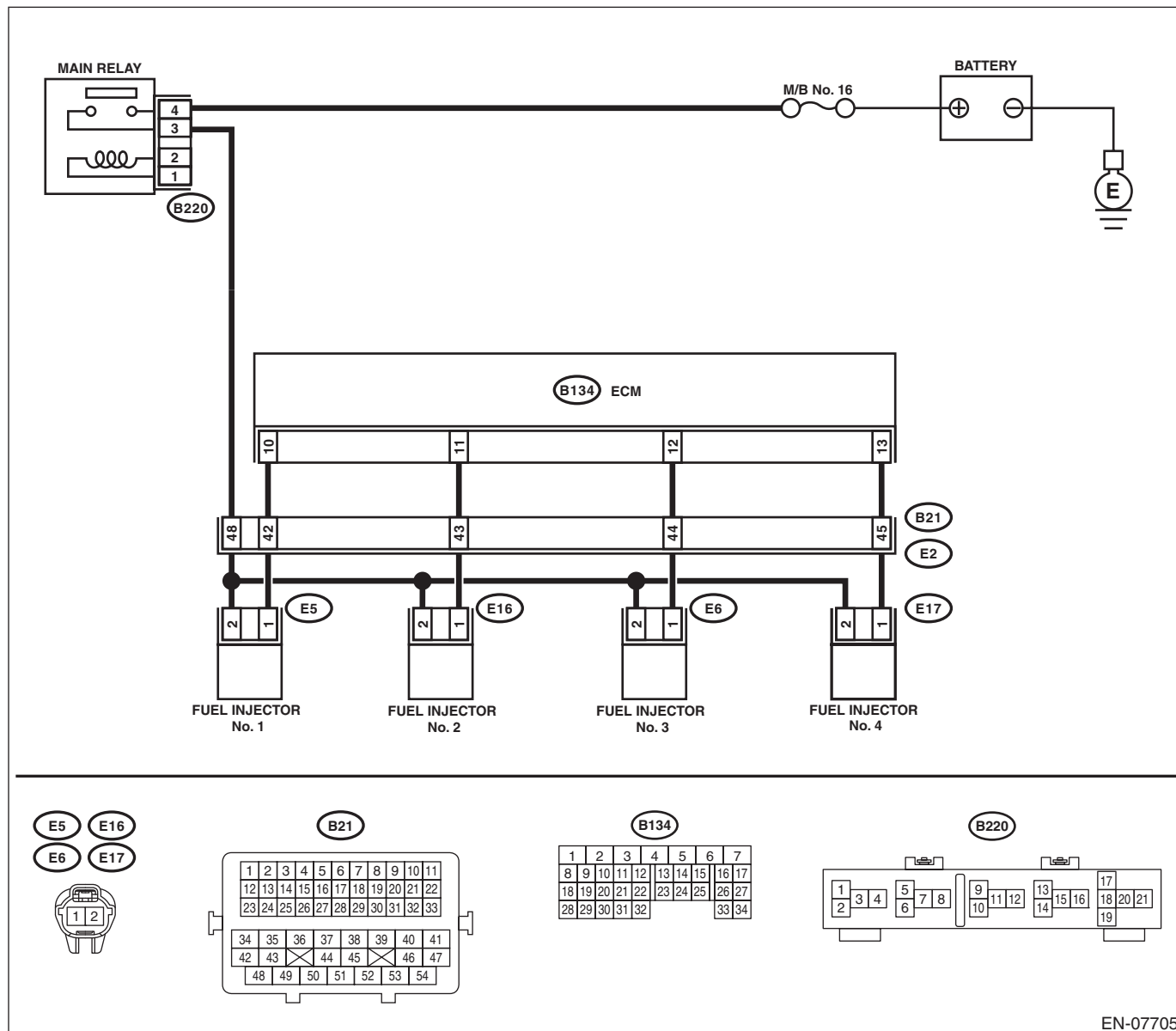
ENGINE (DIAGNOSTICS)

F: FUEL INJECTOR CIRCUIT

CAUTION:

- Check or repair only faulty parts.
- After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07705

Step	Check	Yes	No
1	CHECK OPERATION OF EACH FUEL INJECTOR. While cranking the engine, check each fuel injector emits operating sound. Use a sound scope or attach a screwdriver to the injector to listen to sounds for this check.	Does the fuel pump emit operating sound? Check the fuel pressure. <Ref. to ME(H4SO)-28, INSPECTION, Fuel Pressure.>	Go to step 2.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK POWER SUPPLY TO EACH FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector. 3) Turn the ignition switch to ON. 4) Measure the voltage between fuel injector connector and the engine ground. 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?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and fuel injector connector • Poor contact of main relay connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and fuel injector connector. Connector & terminal #1 (B134) No. 10 — (E5) No. 1: #2 (B134) No. 11 — (E16) No. 1: #3 (B134) No. 12 — (E6) No. 1: #4 (B134) No. 13 — (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 HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal #1 (B134) No. 10 — Chassis ground: #2 (B134) No. 11 — Chassis ground: #3 (B134) No. 12 — Chassis ground: #4 (B134) No. 13 — 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 injector connector.
5 CHECK EACH FUEL INJECTOR. Measure the resistance between each fuel injector terminals. Terminals No. 1 — No. 2:	Is the resistance 5 — 20 Ω ?	Go to step 6.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-32, Fuel Injector.>
6 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Inspection using "General Diagnostic Table" <Ref. to EN(H4SO)(diag)-299, INSPECTION, General Diagnostic Table.>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

17.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-85, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to EN(H4SO)(diag)-87, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-89, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-91, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-93, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-95, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-97, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to EN(H4SO)(diag)-99, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to EN(H4SO)(diag)-101, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to EN(H4SO)(diag)-103, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to EN(H4SO)(diag)-105, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to EN(H4SO)(diag)-107, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-109, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to EN(H4SO)(diag)-111, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to EN(H4SO)(diag)-113, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to EN(H4SO)(diag)-115, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to EN(H4SO)(diag)-117, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-119, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to EN(H4SO)(diag)-121, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to EN(H4SO)(diag)-123, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to EN(H4SO)(diag)-125, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine Coolant Temperature Circuit High	<Ref. to EN(H4SO)(diag)-127, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low	<Ref. to EN(H4SO)(diag)-129, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High	<Ref. to EN(H4SO)(diag)-131, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to EN(H4SO)(diag)-133, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to EN(H4SO)(diag)-134, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to EN(H4SO)(diag)-136, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-137, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-139, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-141, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-143, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-145, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-147, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-149, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-151, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0141	O2 Sensor Heater Circuit (Bank1 Sensor2)	<Ref. to EN(H4SO)(diag)-153, DTC P0141 O2 SENSOR HEATER CIRCUIT (BANK1 SENSOR2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0171	System Too Lean (Bank 1)	<Ref. to EN(H4SO)(diag)-153, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0172	System Too Rich (Bank 1)	<Ref. to EN(H4SO)(diag)-154, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-156, DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0182	Fuel Temperature Sensor "A" Circuit Low Input	<Ref. to EN(H4SO)(diag)-158, DTC P0182 FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0183	Fuel Temperature Sensor "A" Circuit High Input	<Ref. to EN(H4SO)(diag)-160, DTC P0183 FUEL TEMPERATURE SENSOR "A" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-162, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0197	Engine Oil Temperature Sensor Low	<Ref. to EN(H4SO)(diag)-164, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0198	Engine Oil Temperature Sensor High	<Ref. to EN(H4SO)(diag)-166, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	<Ref. to EN(H4SO)(diag)-168, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	<Ref. to EN(H4SO)(diag)-170, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 Misfire Detected	<Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-179, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-181, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to EN(H4SO)(diag)-183, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-185, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-187, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-189, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0400	Exhaust Gas Recirculation Flow	<Ref. to EN(H4SO)(diag)-191, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to EN(H4SO)(diag)-193, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

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DTC	Item	Index
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to EN(H4SO)(diag)-197, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to EN(H4SO)(diag)-199, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to EN(H4SO)(diag)-201, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to EN(H4SO)(diag)-203, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to EN(H4SO)(diag)-205, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to EN(H4SO)(diag)-207, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to EN(H4SO)(diag)-209, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to EN(H4SO)(diag)-211, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to EN(H4SO)(diag)-213, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to EN(H4SO)(diag)-215, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel Level Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-217, DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel Level Sensor "A" Circuit Low	<Ref. to EN(H4SO)(diag)-217, DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel Level Sensor "A" Circuit High	<Ref. to EN(H4SO)(diag)-217, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to EN(H4SO)(diag)-218, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0500	Vehicle Speed Sensor "A"	<Ref. to EN(H4SO)(diag)-218, DTC P0500 VEHICLE SPEED SENSOR "A", Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to EN(H4SO)(diag)-219, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to EN(H4SO)(diag)-221, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter Request Circuit	<Ref. to EN(H4SO)(diag)-223, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0513	Incorrect Immobilizer Key	<Ref. to IM(diag)-16, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to EN(H4SO)(diag)-225, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to EN(H4SO)(diag)-226, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0607	Throttle Control System Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-227, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0638	Throttle Actuator Control Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-228, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0700	Transmission Control System (MIL Request)	<Ref. to EN(H4SO)(diag)-228, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to EN(H4SO)(diag)-229, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to EN(H4SO)(diag)-231, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to EN(H4SO)(diag)-233, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to EN(H4SO)(diag)-235, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank1 Sensor1)	<Ref. to EN(H4SO)(diag)-237, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank1 Sensor1)	<Ref. to EN(H4SO)(diag)-239, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1160	Return Spring Failure	<Ref. to EN(H4SO)(diag)-240, DTC P1160 RETURN SPRING FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to EN(H4SO)(diag)-241, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-243, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-244, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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DTC	Item	Index
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-247, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1518	Starter Switch Circuit Low Input	<Ref. to EN(H4SO)(diag)-250, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to EN(H4SO)(diag)-252, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1570	Antenna	<Ref. to IM(diag)-17, DTC P1570 ANTENNA, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1571	Reference Code Incompatibility	<Ref. to IM(diag)-19, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1572	IMM Circuit Failure	<Ref. to IM(diag)-20, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1574	Key Communication Failure	<Ref. to IM(diag)-22, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1576	EGI Control Module EEPROM	<Ref. to IM(diag)-22, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1577	IMM Control Module EEPROM	<Ref. to IM(diag)-23, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1578	Meter Failure	<Ref. to IM(diag)-24, DTC P1578 METER FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1602	Control Module Programming Error	<Ref. to EN(H4SO)(diag)-254, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	<Ref. to EN(H4SO)(diag)-263, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	<Ref. to EN(H4SO)(diag)-269, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-275, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to EN(H4SO)(diag)-280, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to EN(H4SO)(diag)-282, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	<Ref. to EN(H4SO)(diag)-283, DTC P2109 THROTTLE/PEDAL POSITION SENSOR "A" MINIMUM STOP PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	<Ref. to EN(H4SO)(diag)-284, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	<Ref. to EN(H4SO)(diag)-286, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	<Ref. to EN(H4SO)(diag)-288, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	<Ref. to EN(H4SO)(diag)-290, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	<Ref. to EN(H4SO)(diag)-292, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	<Ref. to EN(H4SO)(diag)-295, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D"/"E" VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2227	Atmospheric Pressure Sensor Range/Performance	<Ref. to EN(H4SO)(diag)-297, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2228	Barometric Pressure Circuit Low	<Ref. to EN(H4SO)(diag)-297, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2229	Barometric Pressure Circuit High	<Ref. to EN(H4SO)(diag)-298, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0073	CAN Failure, Bus 'OFF' Detection	<Ref. to EN(H4SO)(diag)-298, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0101	CAN (TCU) Data not Loaded	<Ref. to EN(H4SO)(diag)-298, DTC U0101 CAN (TCU) DATA NOT LOADED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0122	CAN (VDC) Data not Loaded	<Ref. to EN(H4SO)(diag)-298, DTC U0122 CAN (VDC) DATA NOT LOADED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0140	CAN (BCU) Data not Loaded	<Ref. to EN(H4SO)(diag)-298, DTC U0140 CAN (BCU) DATA NOT LOADED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0402	CAN (TCU) Data Abnormal	<Ref. to EN(H4SO)(diag)-298, DTC U0402 CAN (TCU) DATA ABNORMAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0416	CAN (VDC) Data Abnormal	<Ref. to EN(H4SO)(diag)-298, DTC U0416 CAN (VDC) DATA ABNORMAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0422	CAN (BCU) Data Abnormal	<Ref. to EN(H4SO)(diag)-298, DTC U0422 CAN (BCU) DATA ABNORMAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

18. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

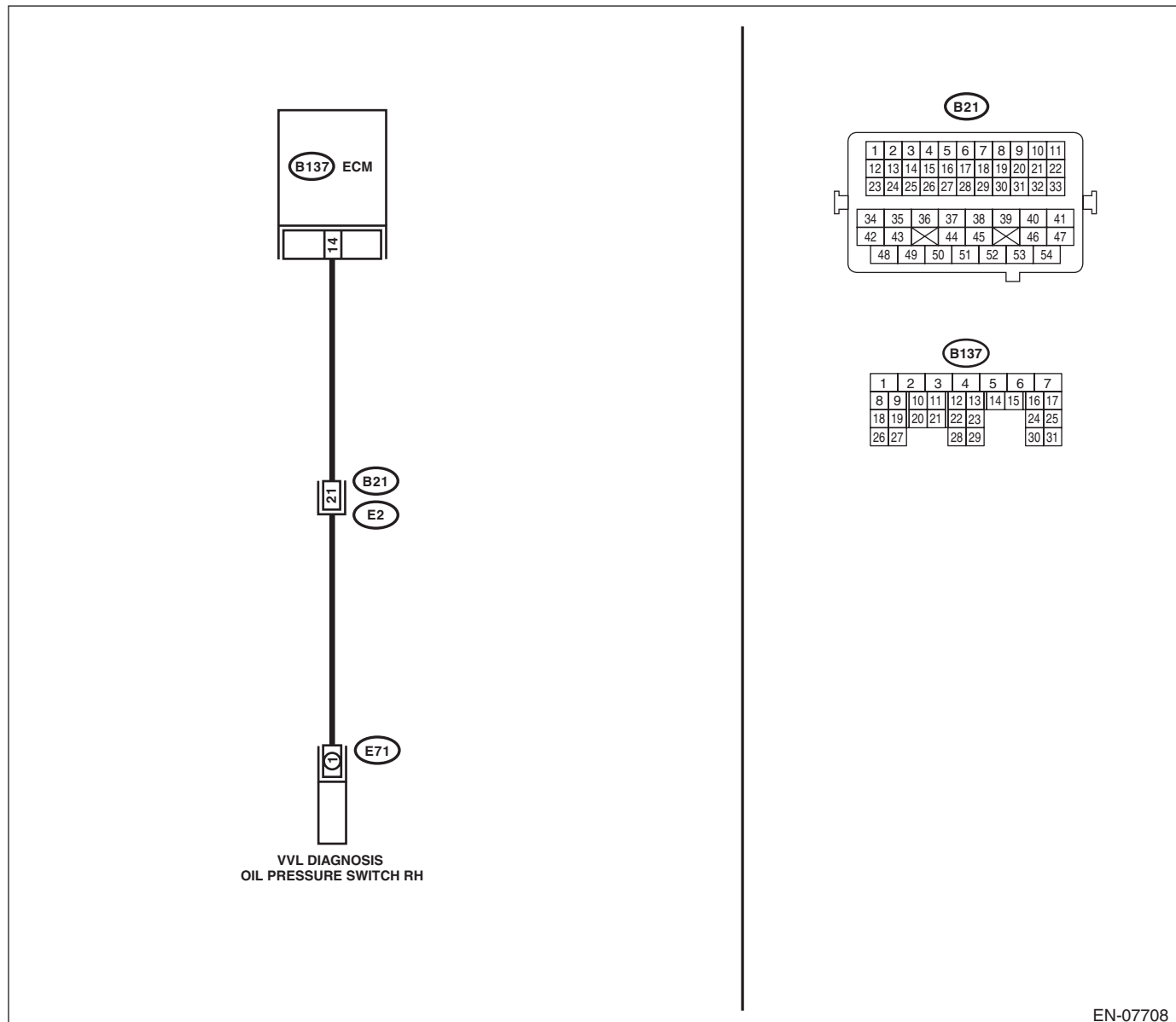
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07708

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH RH CONNECTOR. 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch RH. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch RH connector. Connector & terminal (B137) No. 14 — (E71) No. 1:	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 variable valve lift diagnosis oil pressure switch RH connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH RH CONNECTOR. Measure the resistance between the variable valve lift diagnosis oil pressure switch RH connector and engine ground. Connector & terminal (E71) No. 1 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and variable valve lift diagnosis oil pressure switch RH connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH RH CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch RH connector and engine ground. Connector & terminal (E71) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power supply in harness between ECM and variable valve lift diagnosis oil pressure switch RH connector.	Go to step 4.
4 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve RH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.> After replacement, go to the next step. Go to step 5.	End.
5 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>	Is DTC displayed?	Check for oil routing.	End.

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2)**DTC DETECTING CONDITION:**

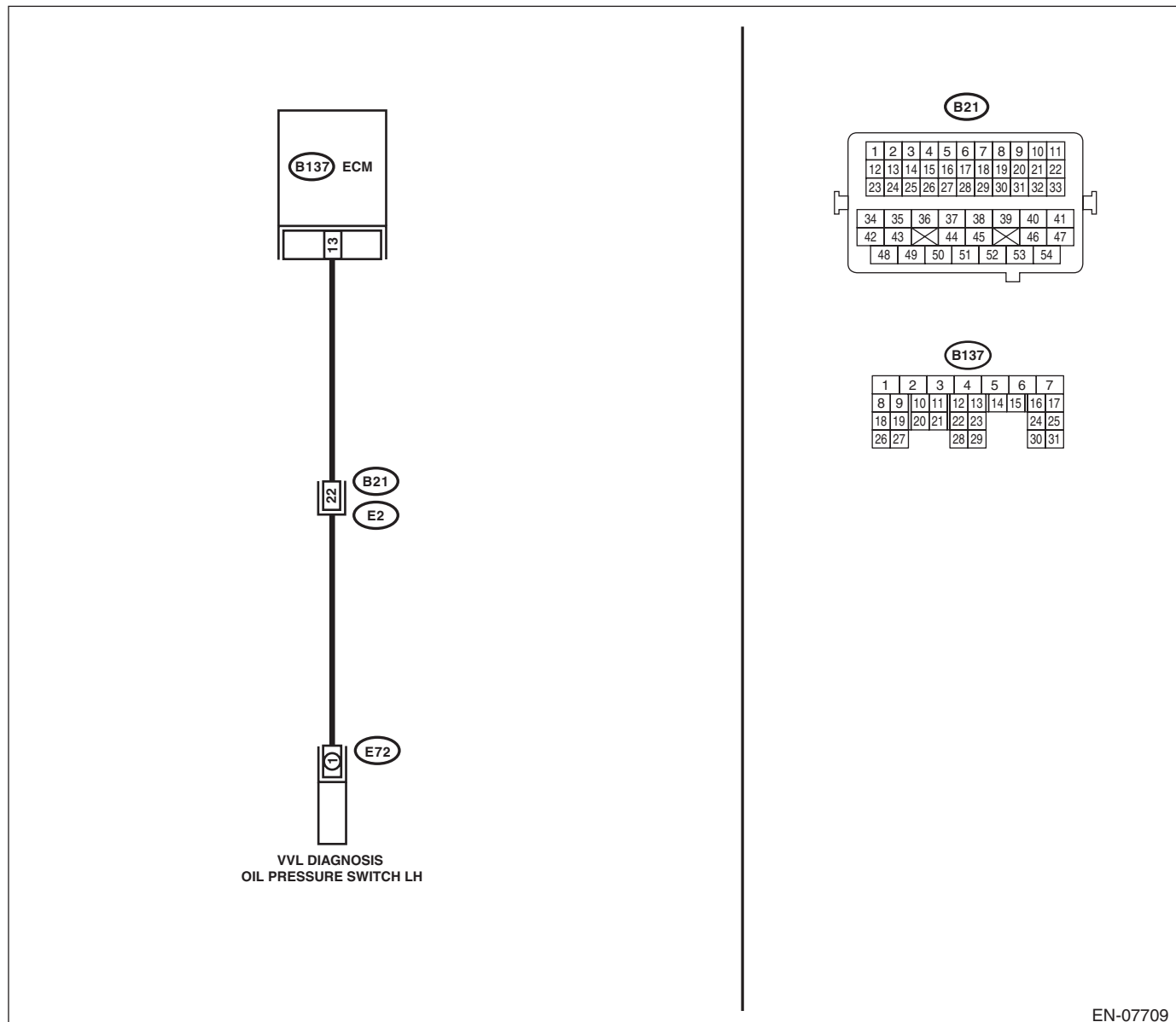
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07709

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH LH CONNECTOR. 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch LH. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch LH connector. Connector & terminal (B137) No. 13 — (E72) No. 1:	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 variable valve lift diagnosis oil pressure switch LH connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH LH CONNECTOR. Measure the resistance between the variable valve lift diagnosis oil pressure switch LH connector and engine ground. Connector & terminal (E72) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and variable valve lift diagnosis oil pressure switch LH connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH LH CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch LH connector and engine ground. Connector & terminal (E72) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power supply in harness between ECM and variable valve lift diagnosis oil pressure switch LH connector.	Go to step 4.
4 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve LH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.> After replacement, go to the next step. Go to step 5.	End.
5 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to “Clear Memory Mode”. <Ref. to EN(H4SO)(diag)-53, Clear Memory Mode.>	Is DTC displayed?	Check for oil routing.	End.

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

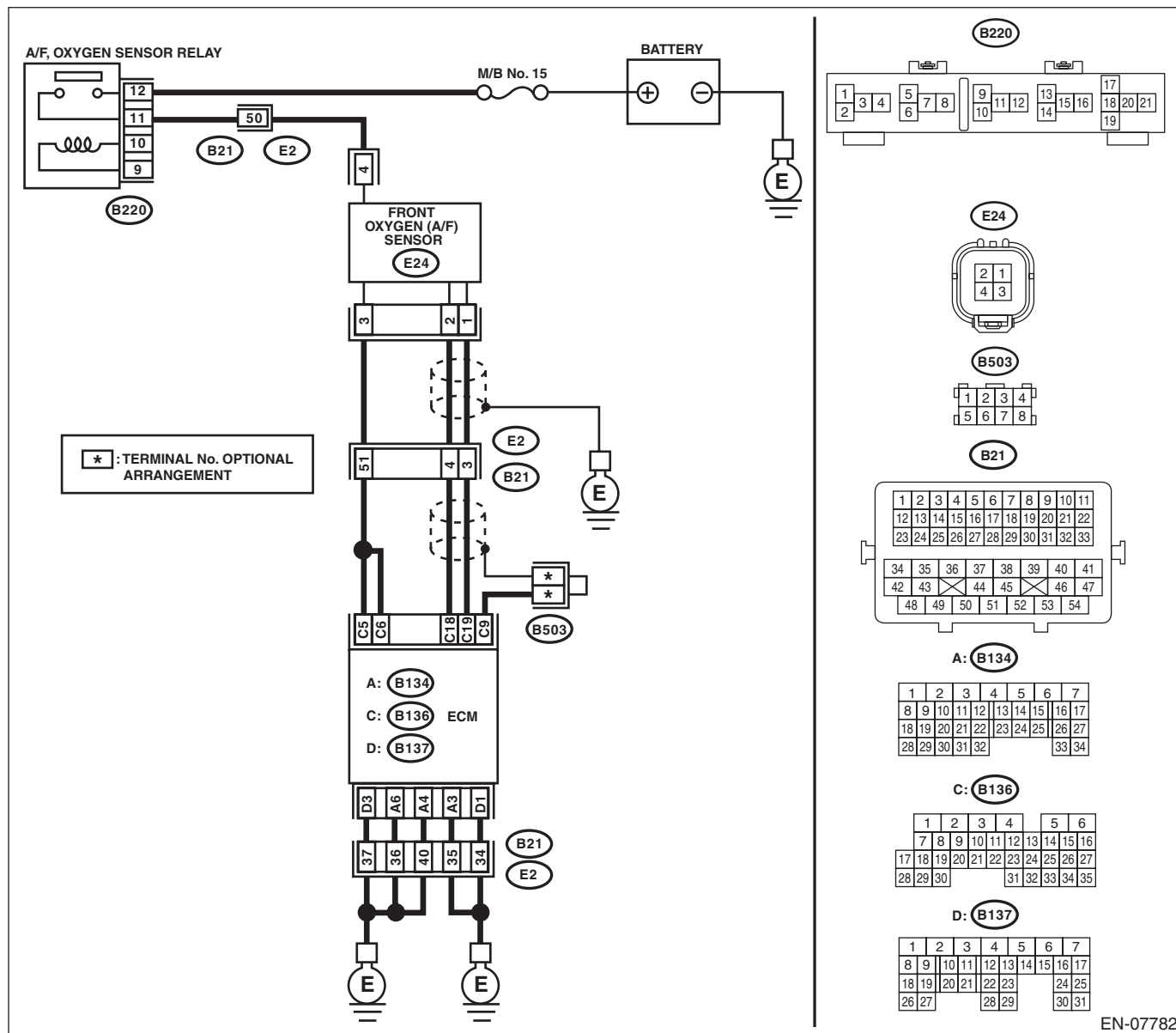
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 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. 5 — (E24) No. 3: (B136) No. 6 — (E24) No. 3: (B136) No. 18 — (E24) No. 2: (B136) No. 19 — (E24) No. 1:	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 front oxygen (A/F) sensor connector • Poor contact of coupling connector
2 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. Terminals No. 3 — No. 4:	Is the resistance 2 — 3 Ω ?	Go to step 3.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>
3 CHECK FOR POOR CONTACT. Check for poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact of 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(H4SO)-35, Front Oxygen (A/F) Sensor.>

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

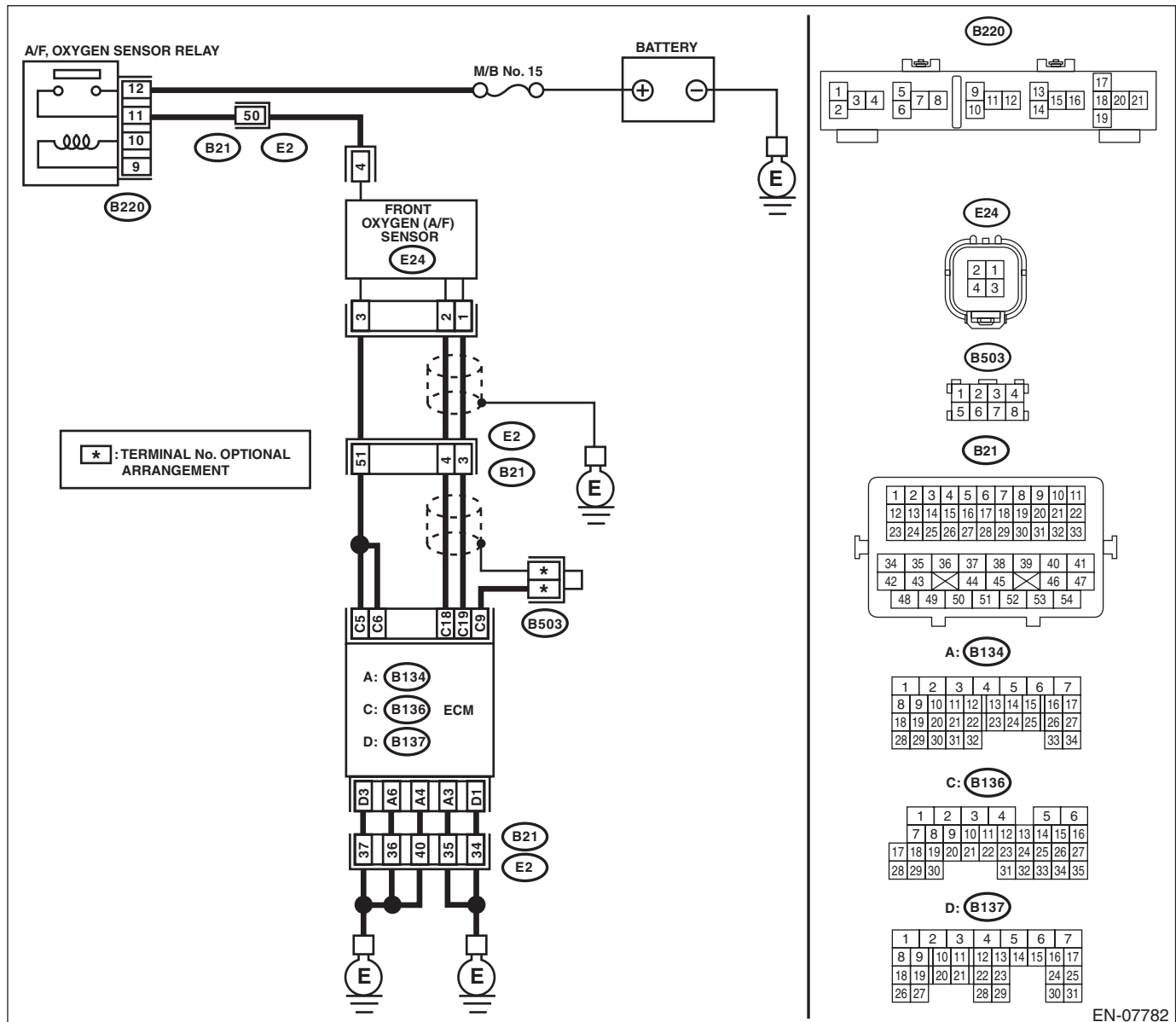
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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 (E24) No. 4 (+) — 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 in harness between A/F, oxygen sensor relay connector and front oxygen (A/F) sensor connector • Poor contact of A/F, oxygen sensor relay connector • Poor contact of coupling connector • Fault of A/F, oxygen sensor relay
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 5 — (E24) No. 3: (B136) No. 6 — (E24) 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 of coupling connector
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B134) No. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — 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 of 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. 3 — No. 4:	Is the resistance 2 — 3 Ω ?	Repair the poor contact of ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>

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

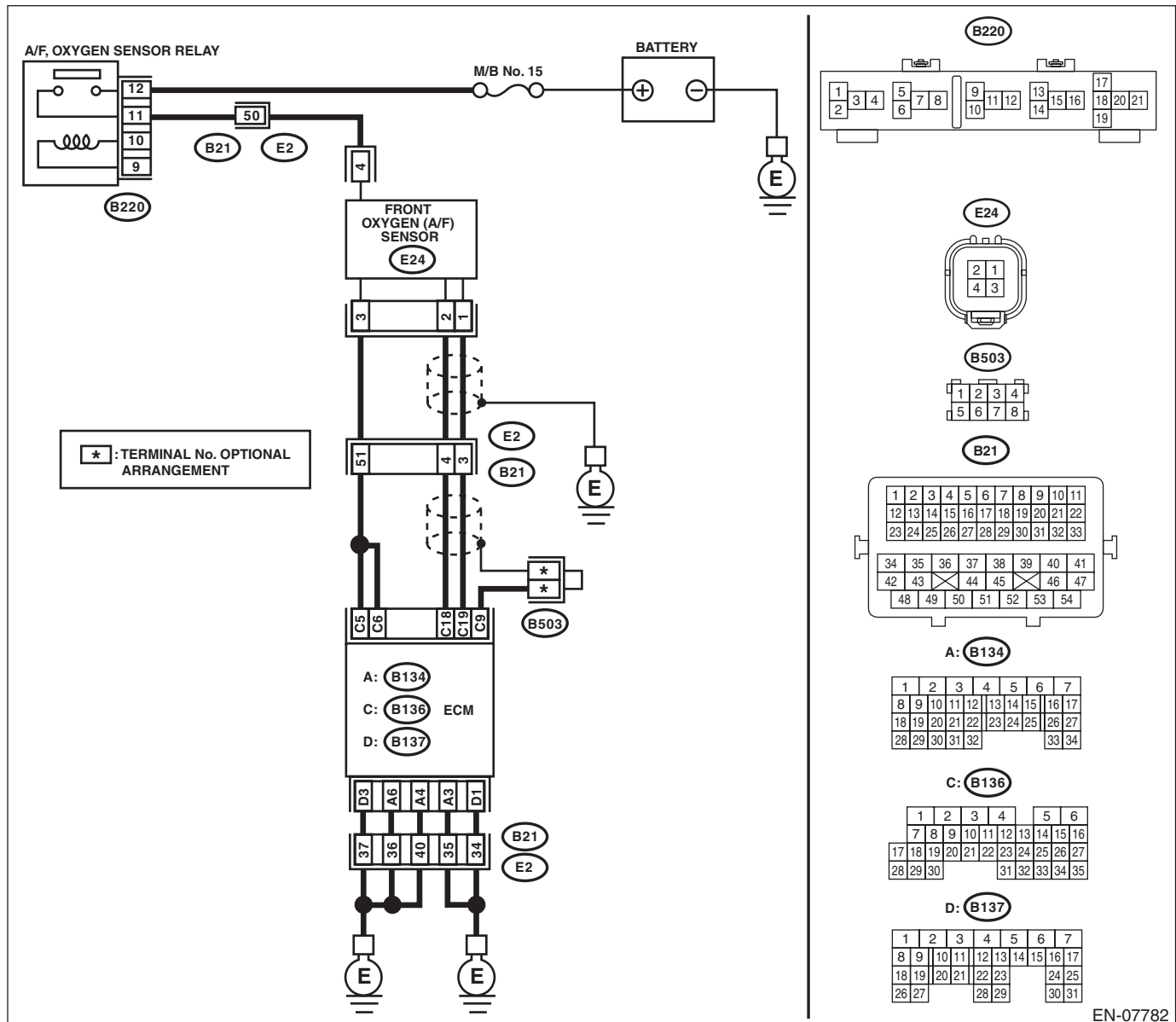
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07782

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) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 5 (+) — Chassis ground (-): (B136) No. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit of harness to power supply between ECM and front oxygen (A/F) sensor connector.	Go to step 2.
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

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

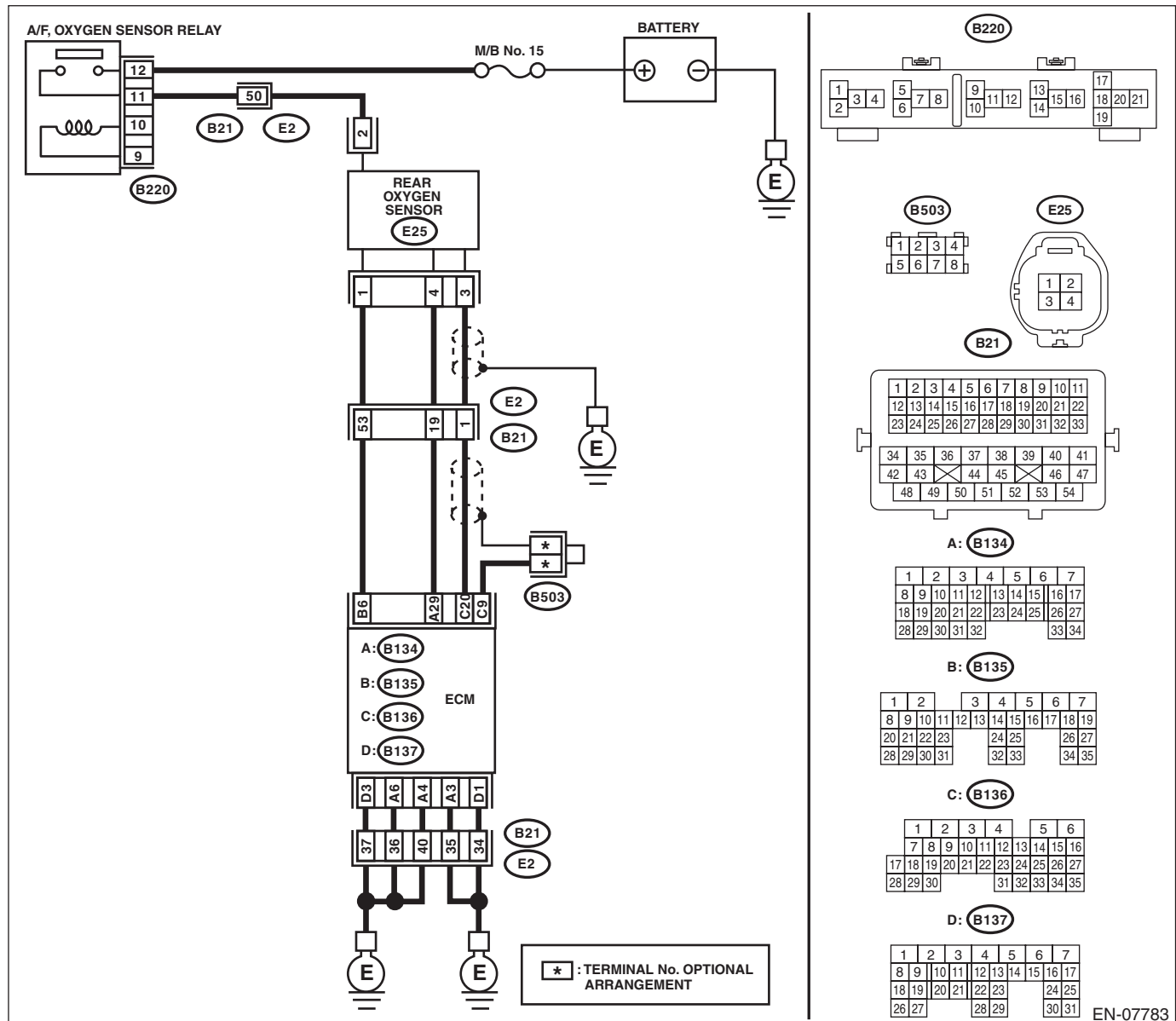
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

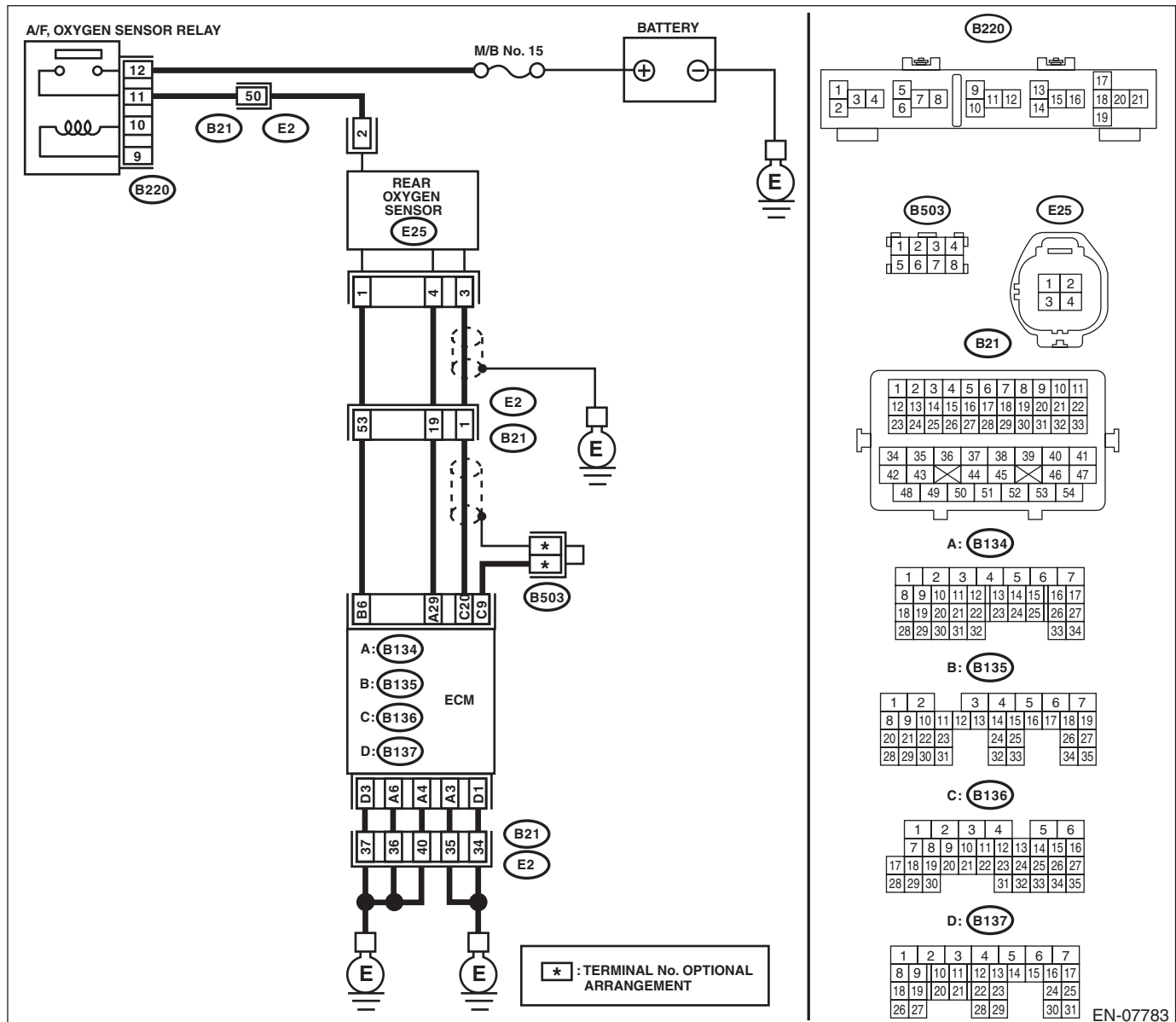
Step	Check	Yes	No
1 CHECK POWER SUPPLY TO REAR OXY-GEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. Connector & terminal (E25) No. 2 (+) — 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 in harness between A/F, oxygen sensor relay connector and rear oxygen sensor connector • Poor contact of A/F, oxygen sensor relay connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between the ECM and oxygen sensor connector. Connector & terminal (B135) No. 6 — (E25) 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 in harness between ECM and rear oxygen sensor connector • 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. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — 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 of ECM connector • Poor contact of coupling connector
4 CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor connector terminals. Terminals No. 2 — No. 1:	Is the resistance 5 — 7 Ω ?	Repair the poor contact of ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit of harness to power supply between ECM and rear oxygen sensor connector.	Go to step 2.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

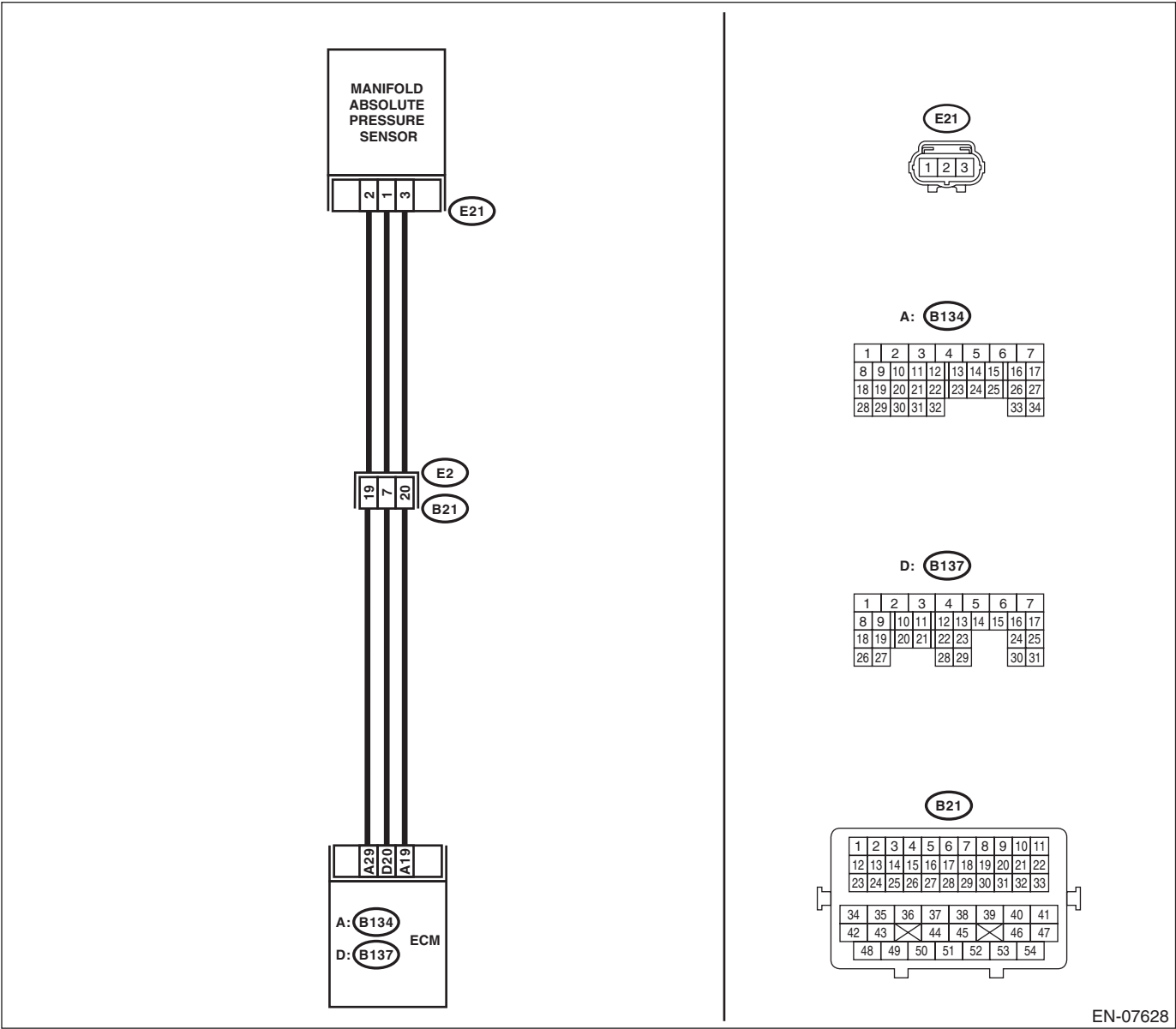
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 CVT models, set the select lever to “P” range 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, 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(H4SO)-30, 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, 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(H4SO)-14, 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(H4SO)-30, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(H4SO)-14, Throttle Body.>

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)**DTC DETECTING CONDITION:**

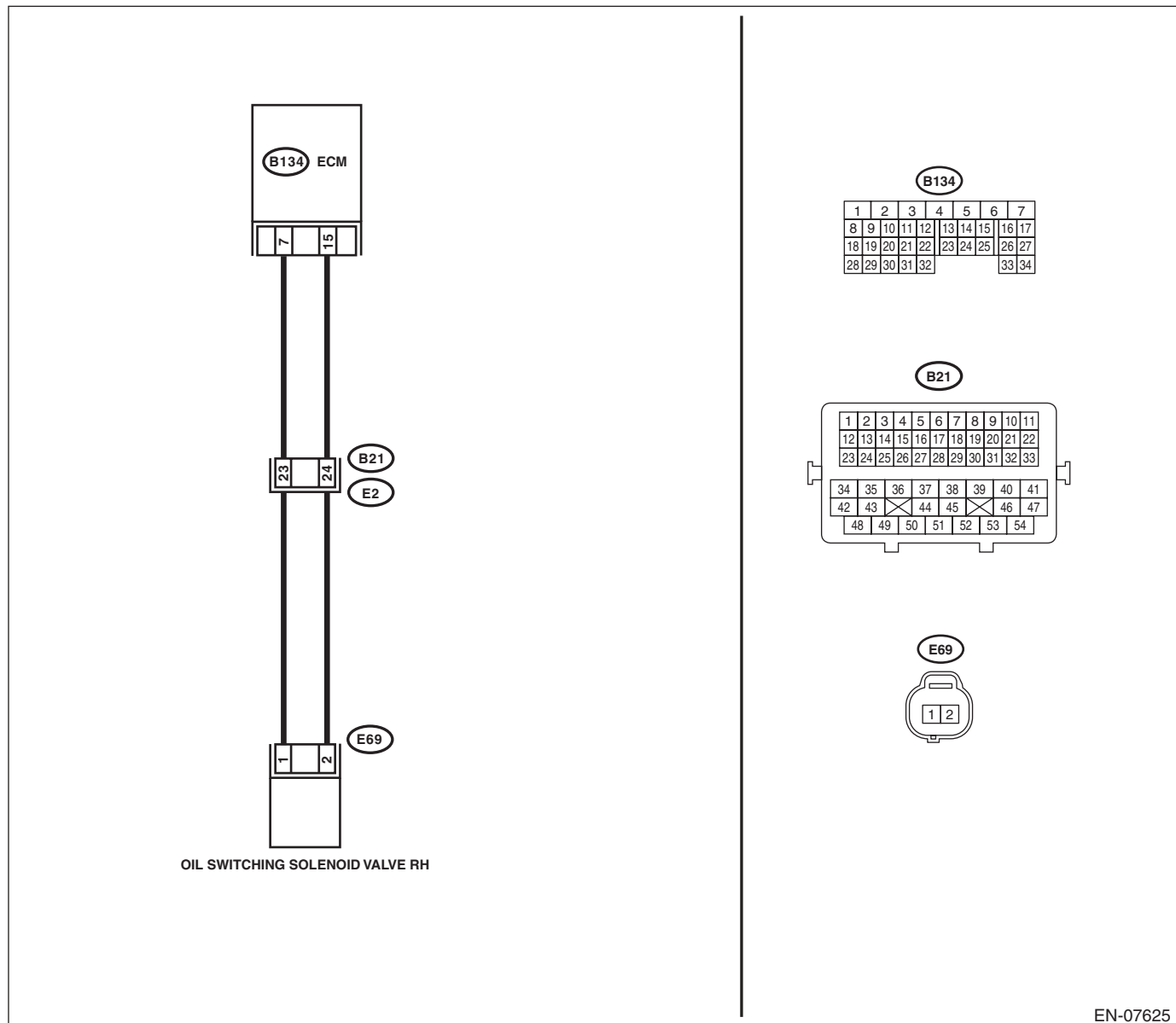
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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 SWITCHING SOLENOID VALVE RH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve RH. 3) Measure the resistance of harness between ECM and oil switching solenoid valve RH. Connector & terminal (B134) No. 7 — (E69) No. 1: (B134) No. 15 — (E69) 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 in harness between ECM and oil switching solenoid valve RH connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE RH CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 7 — Chassis ground: (B134) No. 15 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and oil switching solenoid valve RH connector.
3 CHECK OIL SWITCHING SOLENOID VALVE RH. Measure the resistance between oil switching solenoid valve RH terminals. Terminals No. 1 — No. 2:	Is the resistance 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve RH connector.	Replace the oil switching solenoid valve RH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.>

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)**DTC DETECTING CONDITION:**

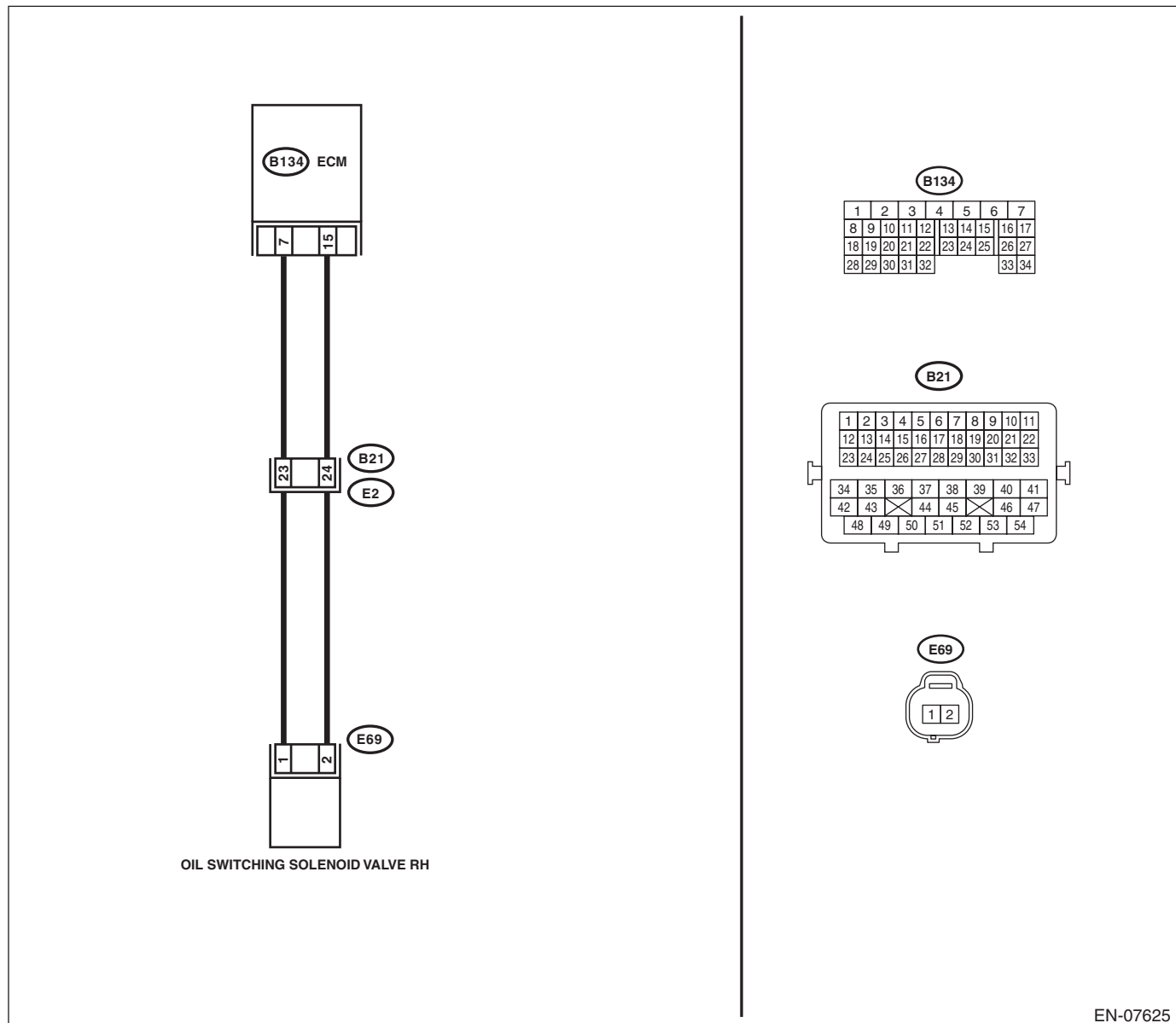
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07625

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE RH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve RH. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B134) No. 15 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power supply in harness between ECM and oil switching solenoid valve RH connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE RH CONNECTOR. Measure the resistance of harness between ECM and oil switching solenoid valve RH connector. Connector & terminal (B134) No. 7 — (E69) No. 1: (B134) No. 15 — (E69) 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 oil switching solenoid valve RH connector • Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE RH. Measure the resistance between oil switching solenoid valve RH terminals. Terminals No. 1 — No. 2:	Is the resistance 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve RH connector.	Replace the oil switching solenoid valve RH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.>

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-24, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

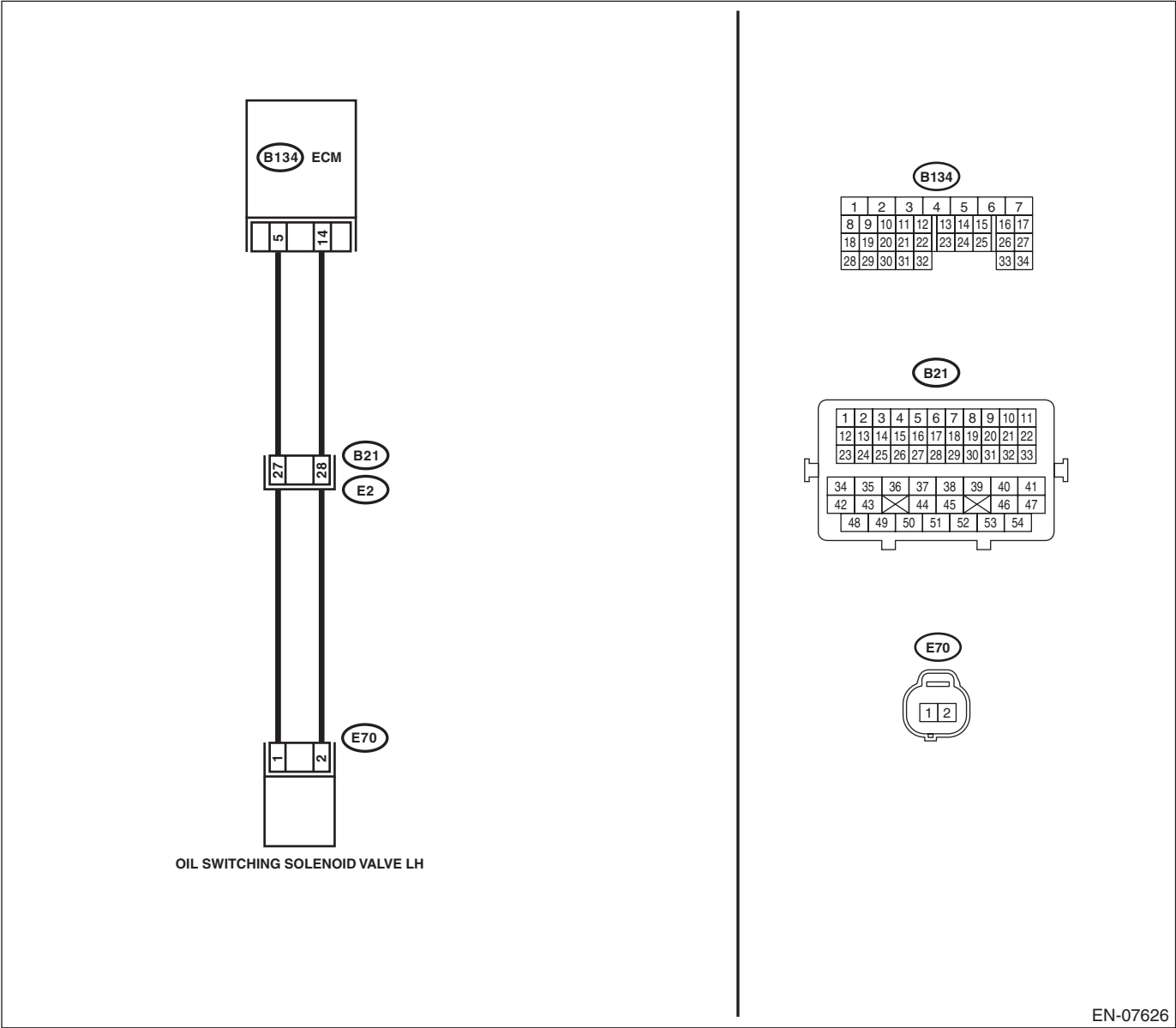
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve LH. 3) Measure the resistance between ECM and oil switching solenoid valve LH. Connector & terminal (B134) No. 5 — (E70) No. 1: (B134) No. 14 — (E70) 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 in harness between ECM and oil switching solenoid valve LH connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE LH CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B134) No. 14 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit to ground in harness between ECM and oil switching solenoid valve LH connector.
3 CHECK OIL SWITCHING SOLENOID VALVE LH. Measure the resistance between oil switching solenoid valve LH terminals. Terminals No. 1 — No. 2:	Is the resistance 6 — 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve LH connector.	Replace the oil switching solenoid valve LH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)**DTC DETECTING CONDITION:**

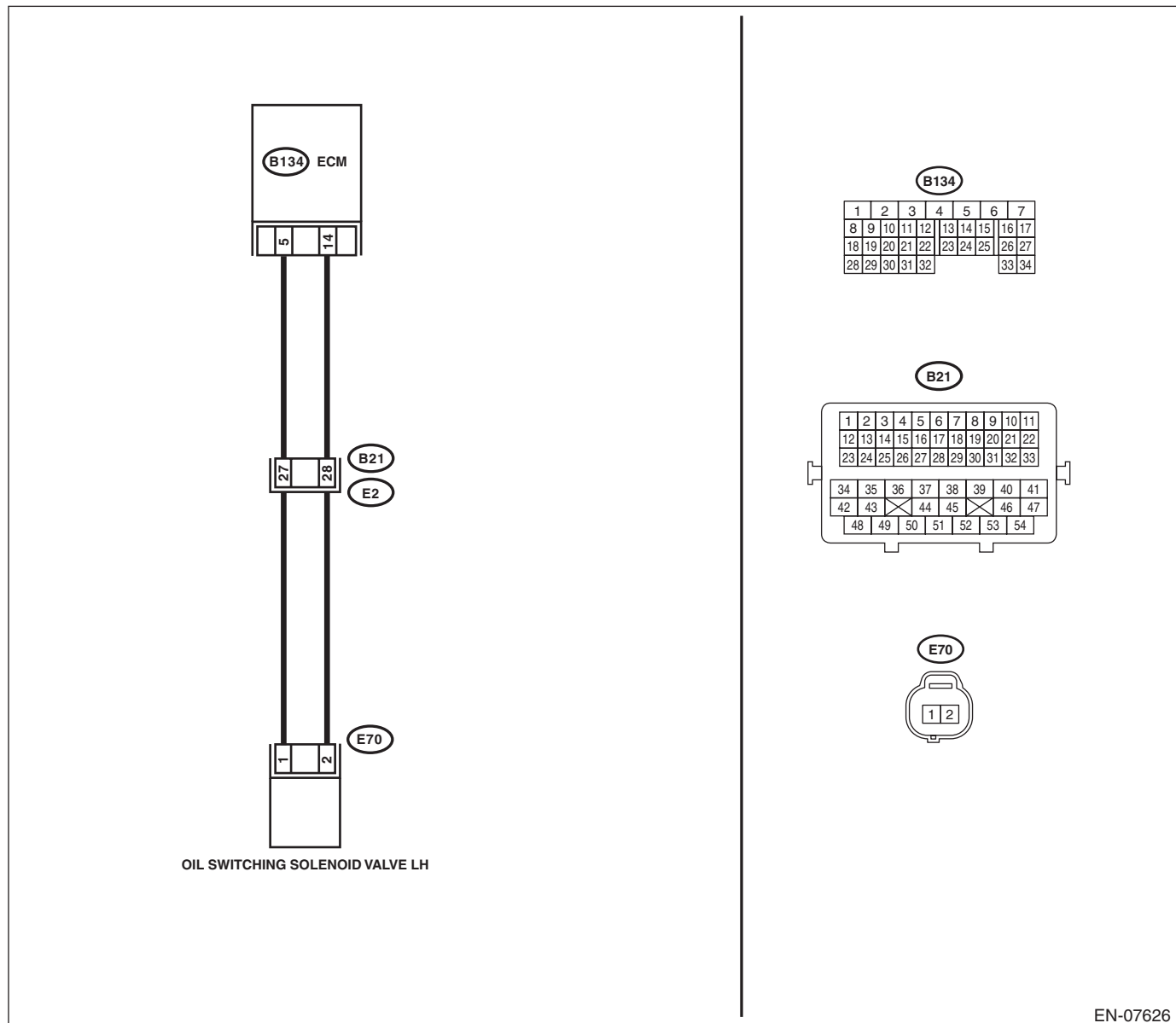
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-24, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE LH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve LH. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 5 (+) — Chassis ground (-): (B134) No. 14 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power supply in harness between ECM and oil switching solenoid valve LH connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE LH CONNECTOR. Measure the resistance between ECM and oil switching solenoid valve LH connector. Connector & terminal (B134) No. 5 — (E70) No. 1: (B134) No. 14 — (E70) 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 oil switching solenoid valve LH connector • Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE LH. Measure the resistance between oil switching solenoid valve LH terminals. Terminals No. 1 — No. 2:	Is the resistance 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve LH connector.	Replace the oil switching solenoid valve LH. <Ref. to ME(H4SO)-90, Oil Switching Solenoid Valve.>

M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE**DTC DETECTING CONDITION:**

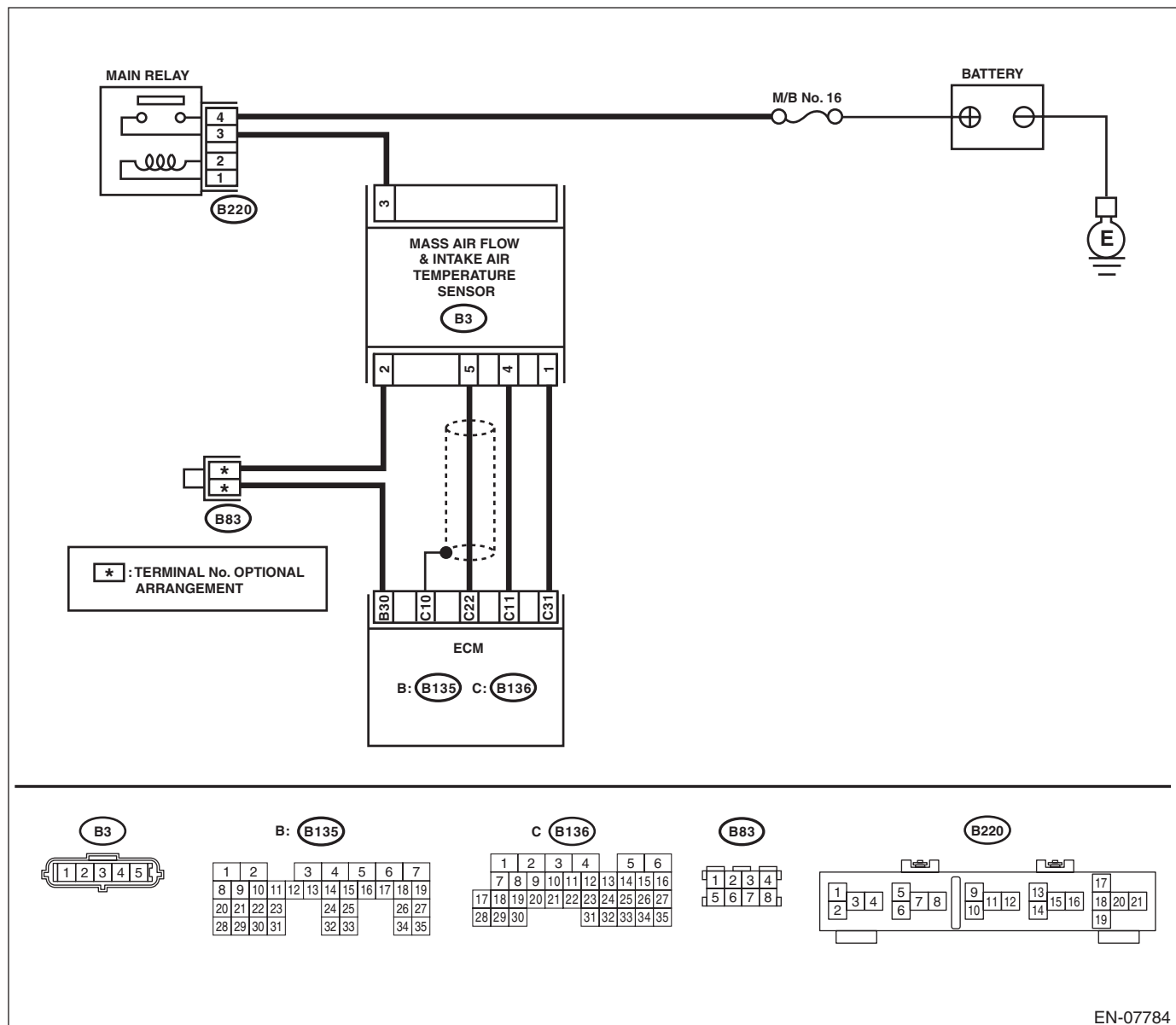
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-25, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07784

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-27, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

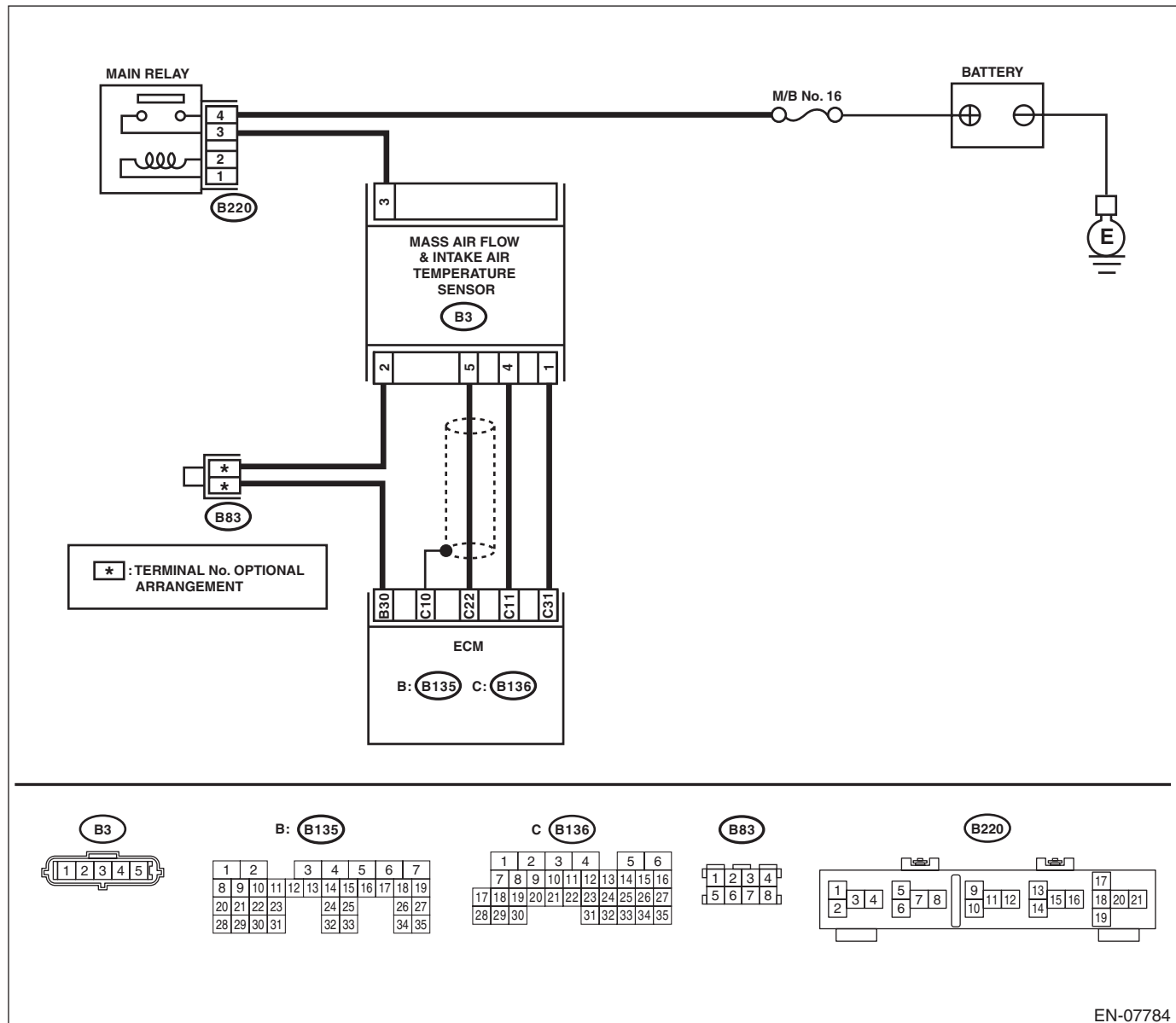
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07784

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 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(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step 2.	Even if DTC is detected, 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 CHECK POWER SUPPLY OF MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from 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. 3 (+) — 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: - Open circuit in harness between main relay and 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connector. Connector & terminal (B136) No. 22 — (B3) No. 5:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness between the ECM and mass air flow and intake air temperature sensor connector.
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 22 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and mass air flow and intake air temperature sensor connector.
5 CHECK FOR POOR CONTACT. Check for poor contact of ECM and mass air flow and intake air temperature sensor connector.	Is there poor contact of the ECM or the mass air flow and intake air temperature sensor connector?	Repair the poor contact of ECM or mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-28, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

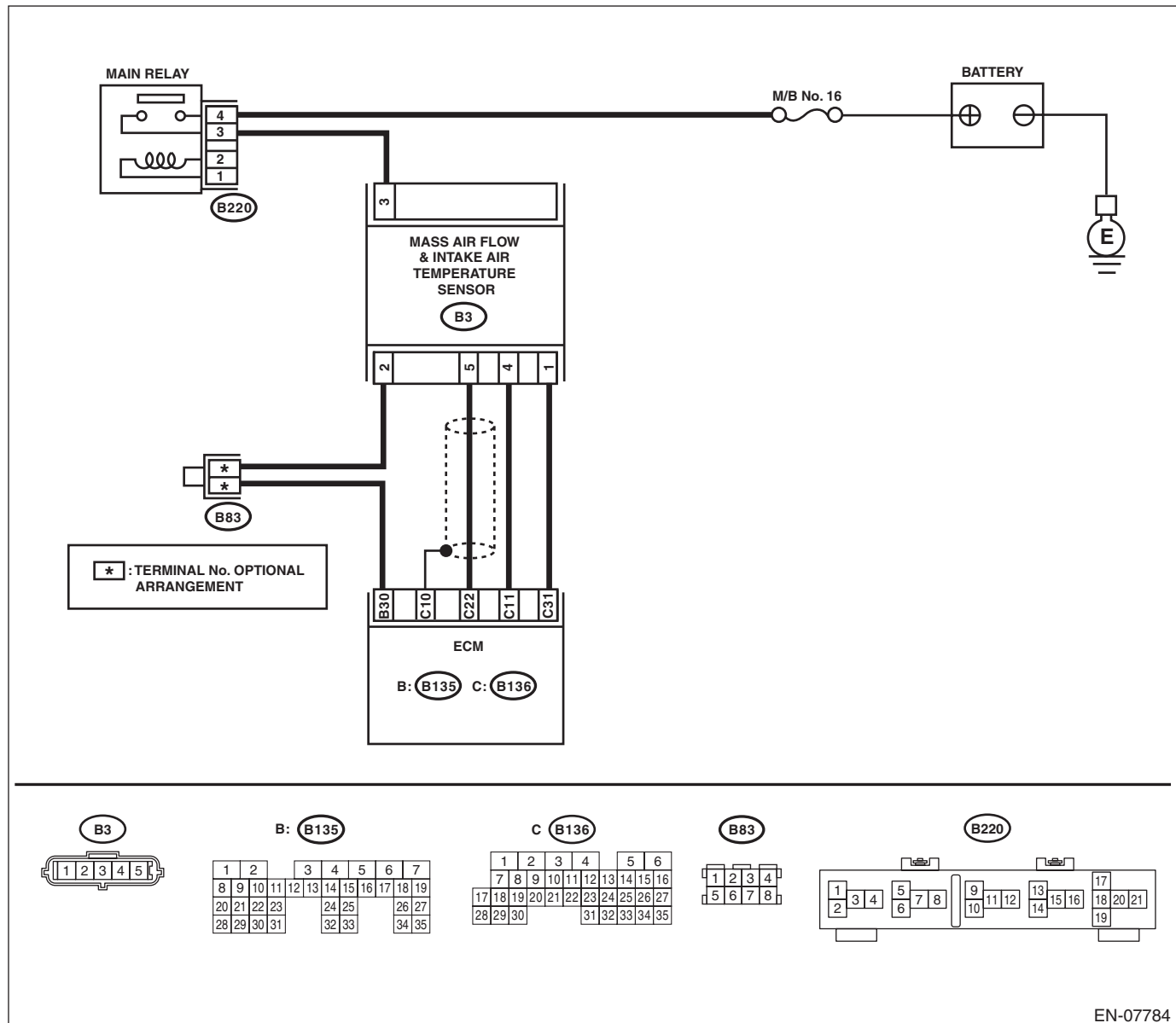
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

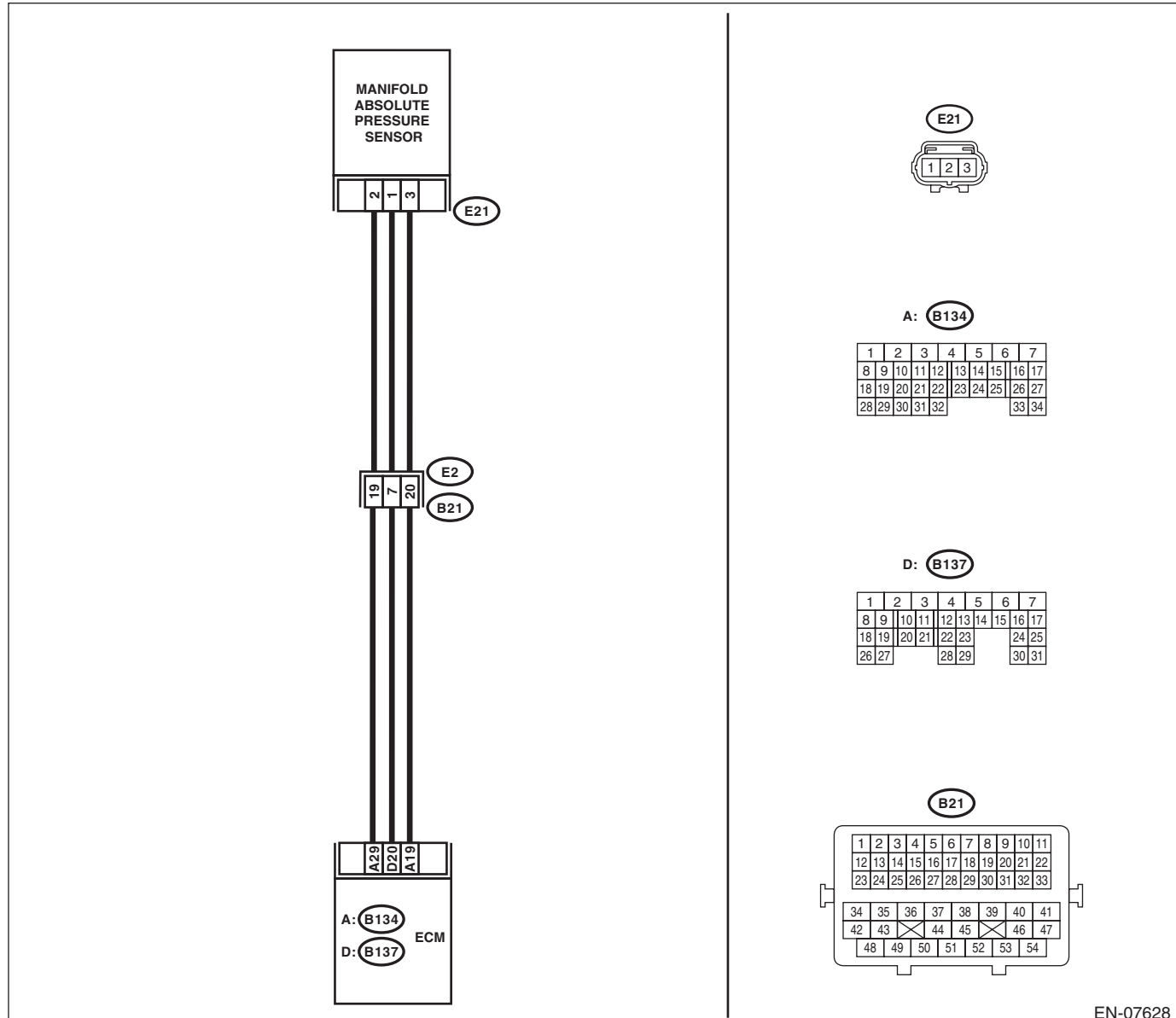
Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of air flow sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step 2.	Even if DTC is detected, 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 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from mass air flow and intake air temperature sensor. 3) Start the engine. 4) Read the data of air flow 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit of harness to power supply between ECM and 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between mass air flow and intake air temperature sensor connector and engine ground. Connector & terminal (B3) 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 mass air flow and intake air temperature sensor connector. • Poor contact of ECM connector
4 CHECK FOR POOR CONTACT. Check for poor contact of 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(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-29, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07628

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

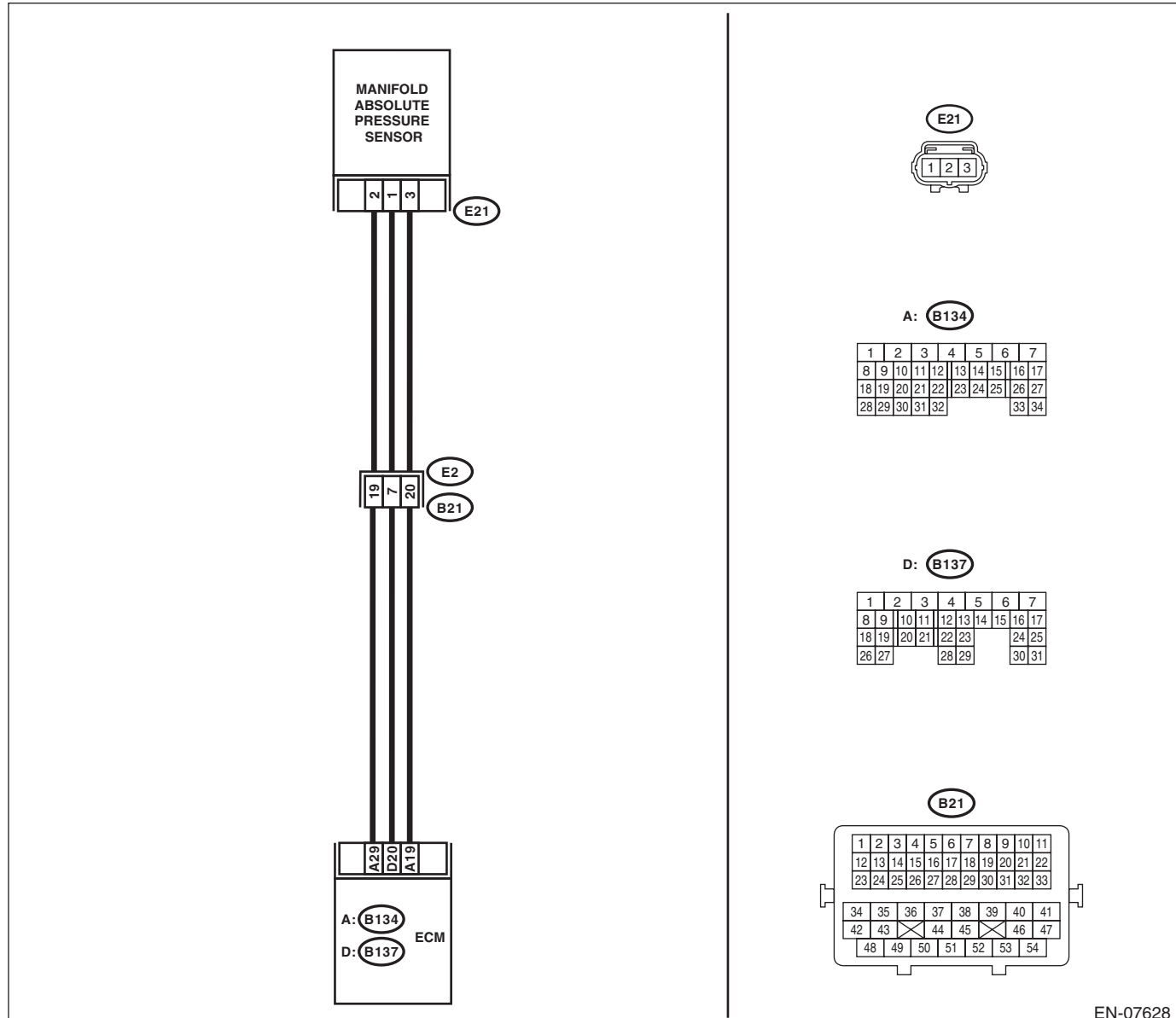
Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 DTC is detected, 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 CHECK POWER SUPPLY OF 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 of 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 connector from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B137) No. 20 — (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 (B137) No. 20 — 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 FOR POOR CONTACT. Check for poor contact of ECM and manifold absolute pressure sensor connector.	Is there poor contact of ECM or manifold absolute pressure sensor connector?	Repair the poor contact of ECM or manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-30, Manifold Absolute Pressure Sensor.>

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-30, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07628

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, 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 DTC is detected, 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 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, 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 of harness to power supply 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 of ECM connector - Poor contact of coupling connector
4 CHECK FOR POOR CONTACT. Check for poor contact of manifold absolute pressure sensor connector.	Is there poor contact of manifold absolute pressure sensor connector?	Repair the poor contact of manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-30, Manifold Absolute Pressure Sensor.>

WIRING DIAGRAM:



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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 75°C (167°F) or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>	Check for DTC P0125. <Ref. to EN(H4SO)(diag)-133, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-33, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

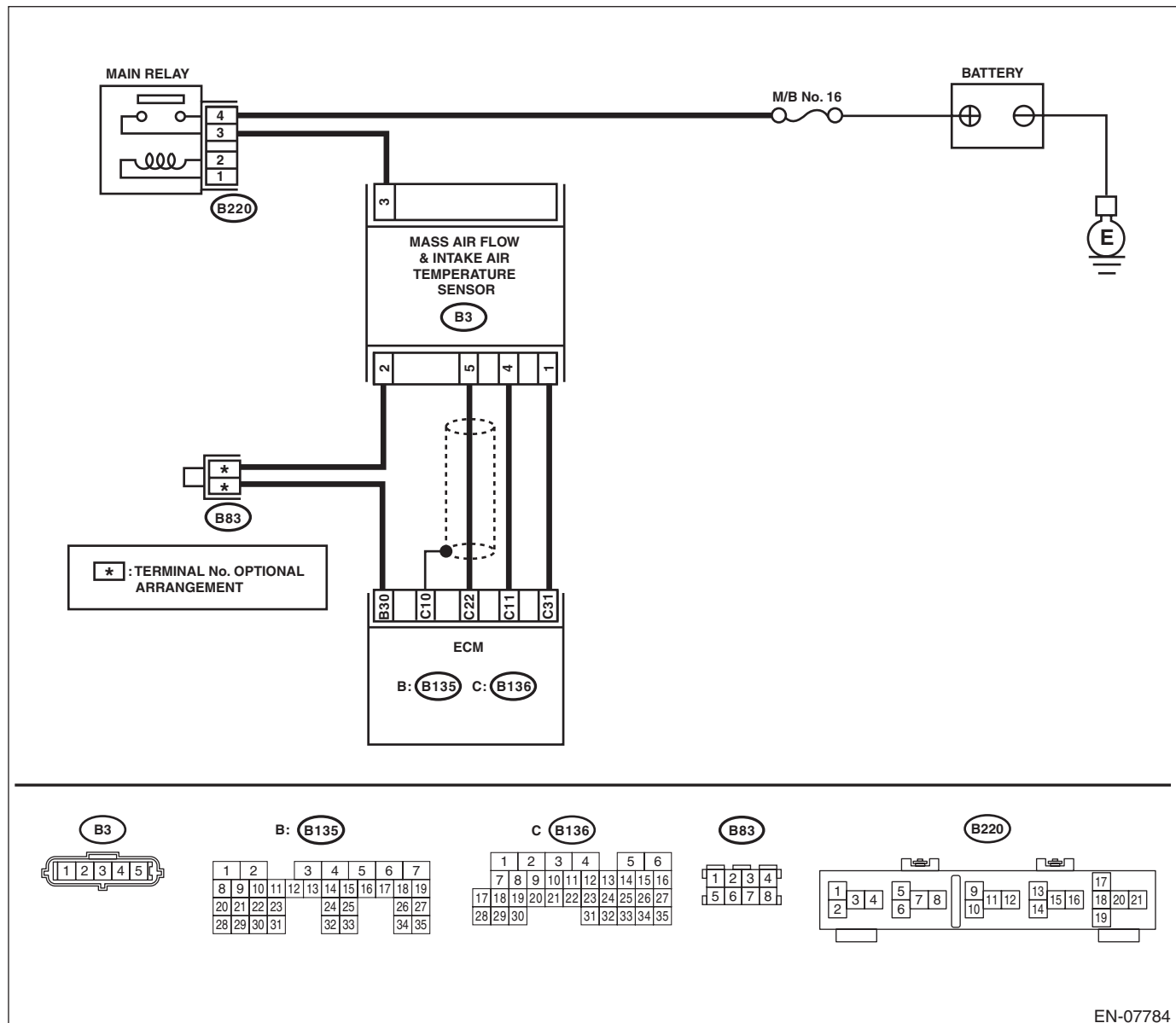
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07784

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the intake air temperature 120°C (248°F) or more?	Go to step 2.	Even if DTC is detected, 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	CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and mass air flow and intake air temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the ground short circuit of harness between ECM and mass air flow and intake air temperature sensor connector.

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-34, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

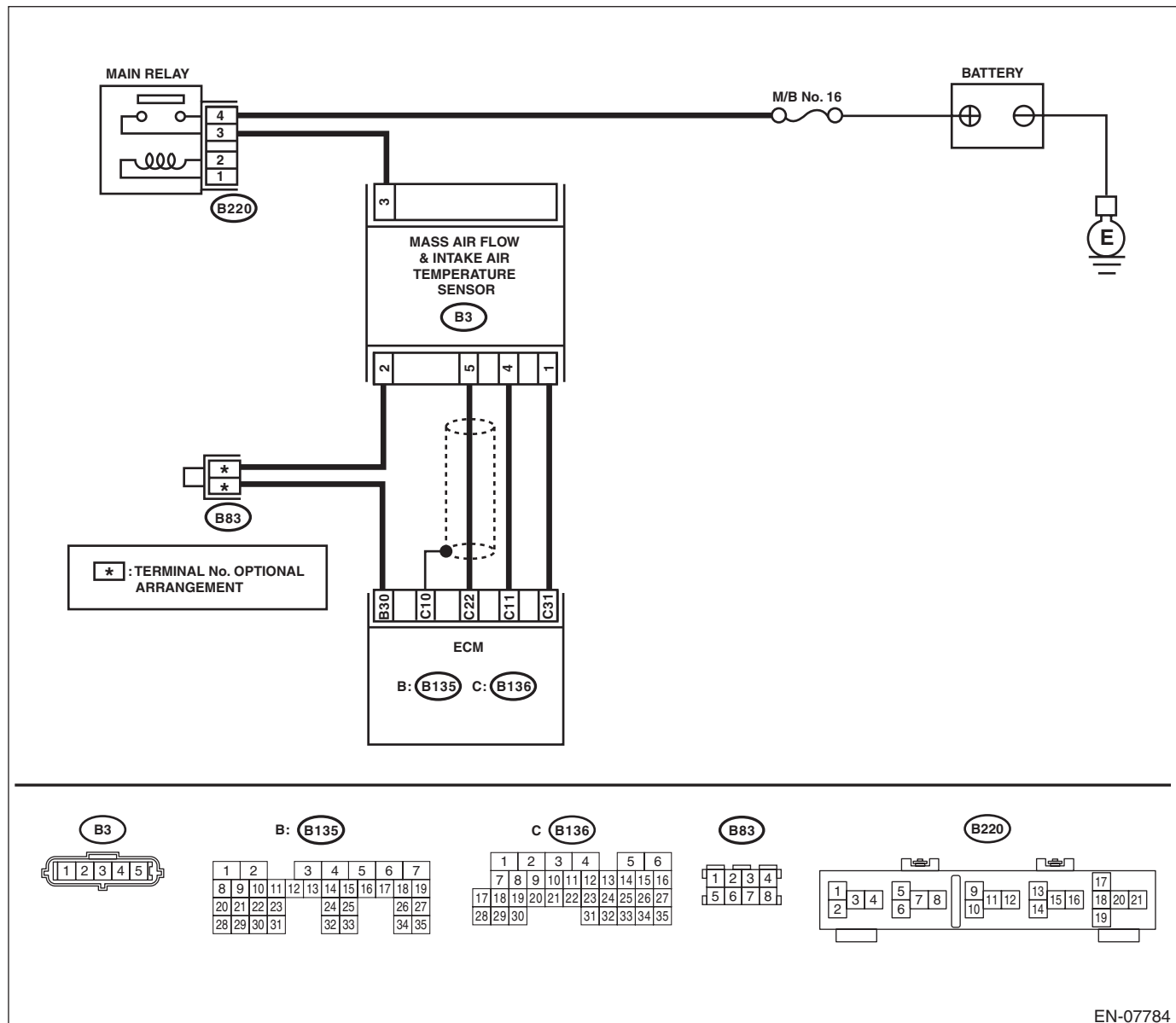
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07784

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, 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 DTC is detected, 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 CHECK FOR POOR CONTACT. Check for poor contact of ECM and mass air flow and intake air temperature sensor connector.	Is there poor contact of the ECM or the mass air flow and intake air temperature sensor connector?	Repair the poor contact of ECM or 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and 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 connector. Connector & terminal (B136) No. 31 — (B3) No. 1: (B135) No. 30 — (B3) No. 2:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: - Open circuit in harness between ECM and mass air flow and intake air temperature sensor connector. - Poor contact of joint connector
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR 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 (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit of harness to power supply between ECM and mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-35, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

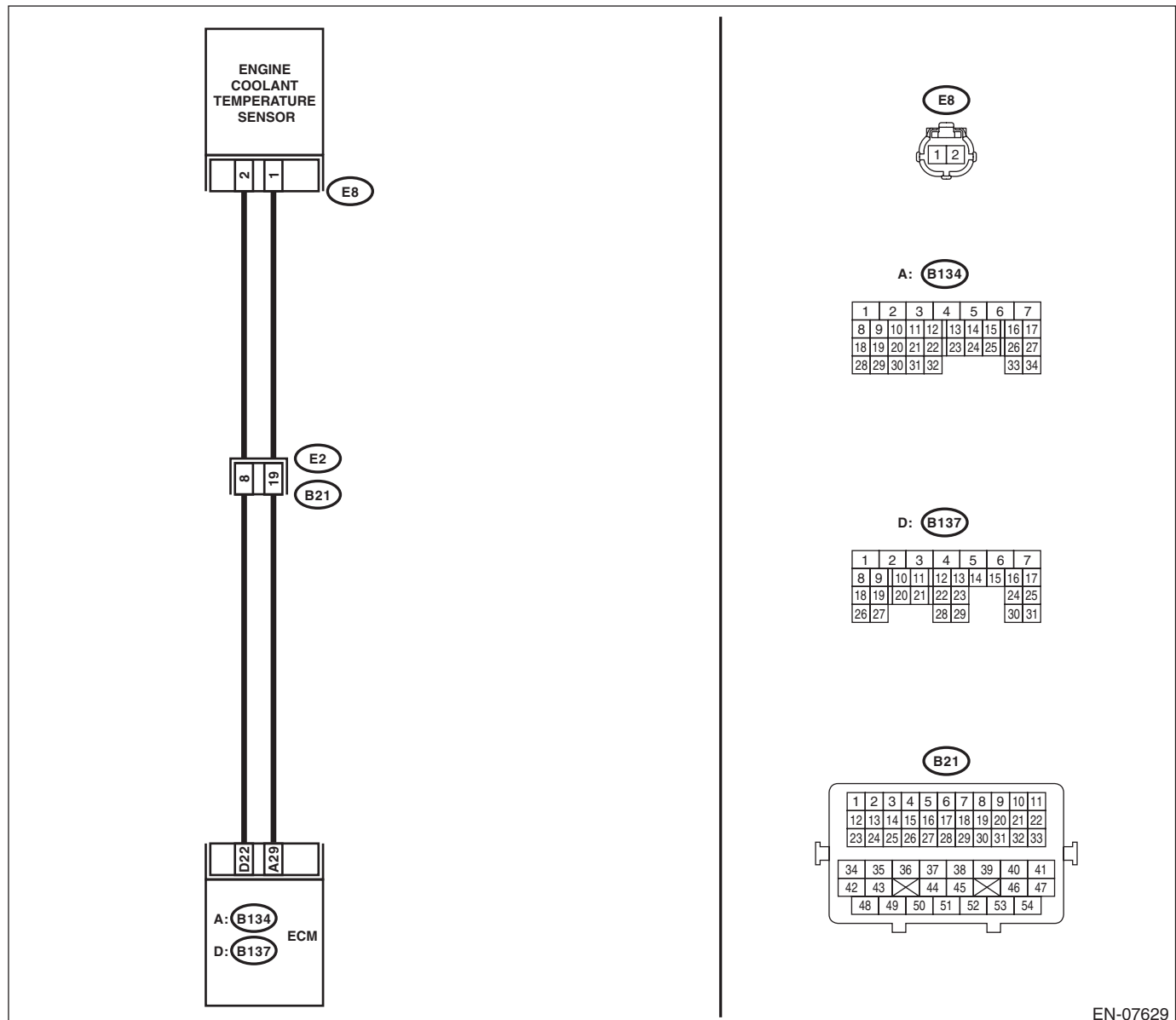
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07629

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 150°C (302°F) or more?	Go to step 2.	Even if DTC is detected, 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	CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and engine coolant temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 22 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>	Repair short circuit in harness to ground between ECM and engine coolant temperature sensor connector.

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-36, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

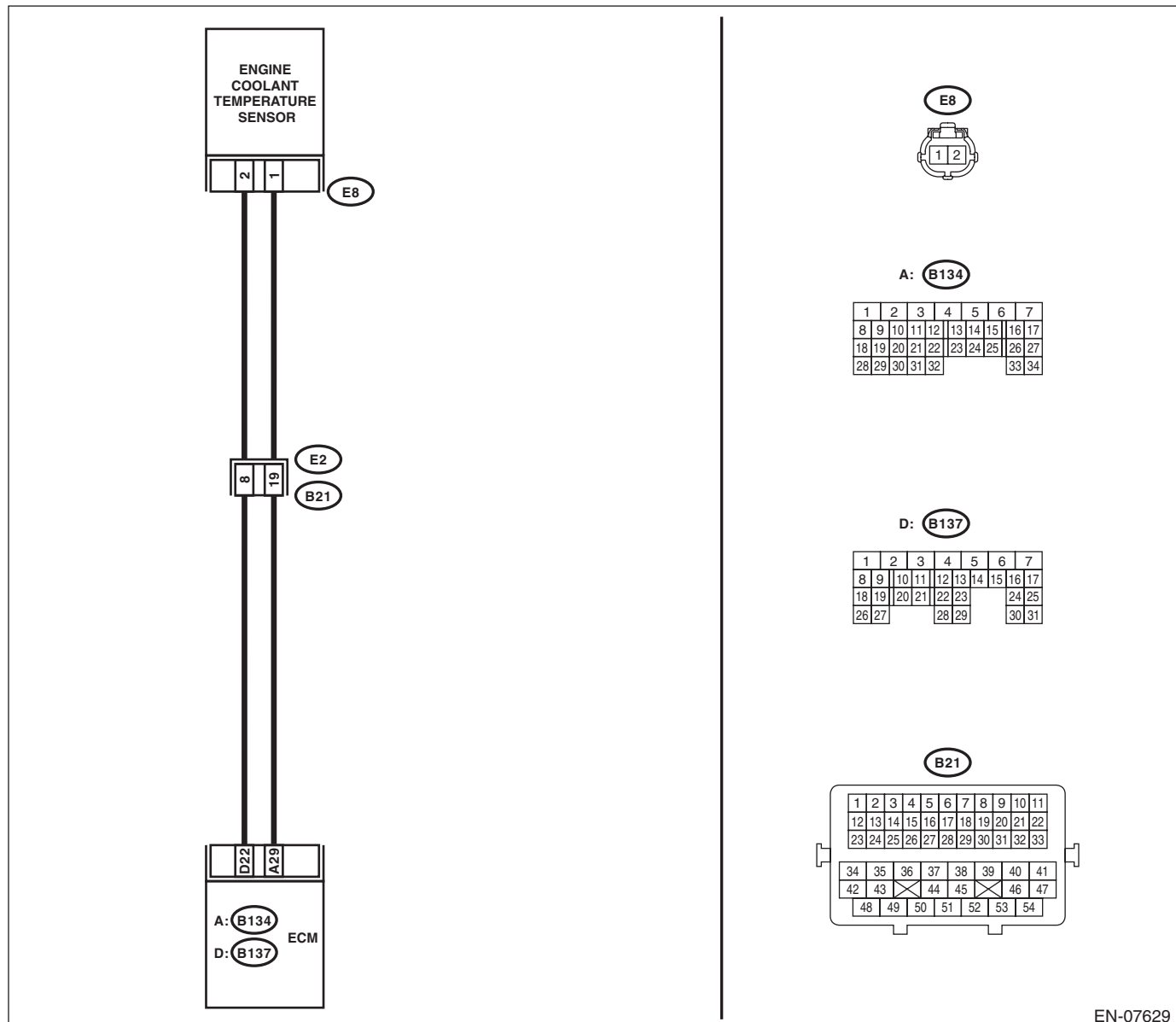
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07629

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 DTC is detected, 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 CHECK FOR POOR CONTACT. Check for poor contact of ECM and engine coolant temperature sensor connector.	Is there poor contact of ECM or engine coolant temperature sensor connector?	Repair the poor contact of ECM or engine coolant temperature sensor connector.	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 ECM and engine coolant temperature sensor. 3) Measure the resistance of harness between ECM and engine coolant temperature sensor connector. Connector & terminal (B137) No. 22 — (E8) No. 2: (B134) No. 29 — (E8) No. 1:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine coolant temperature sensor connector • Poor contact of coupling 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 (B137) No. 22 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit of harness to power supply between ECM and engine coolant temperature sensor connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-37, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

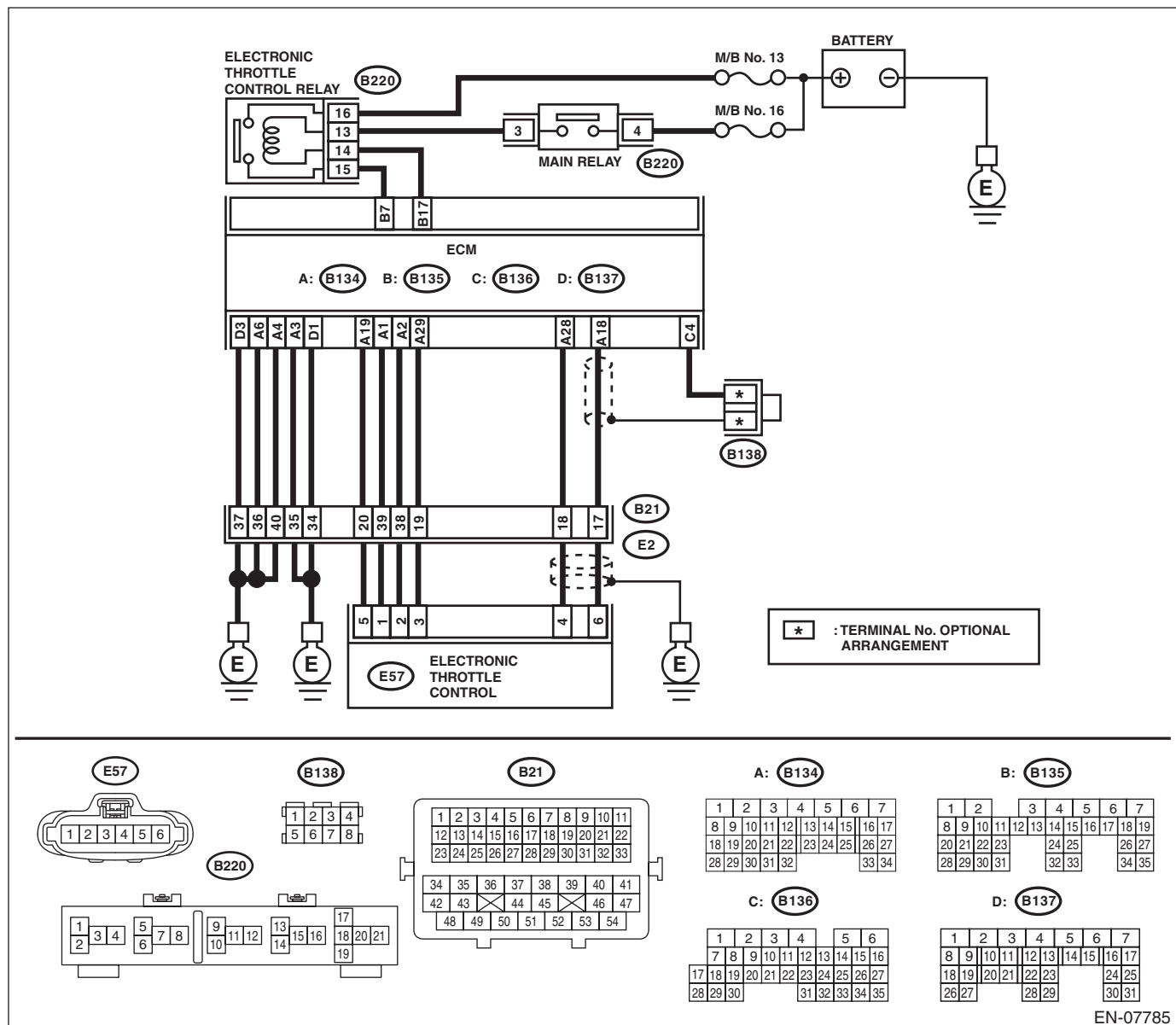
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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. 4:	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 connector to 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(H4SO)-14, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-38, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

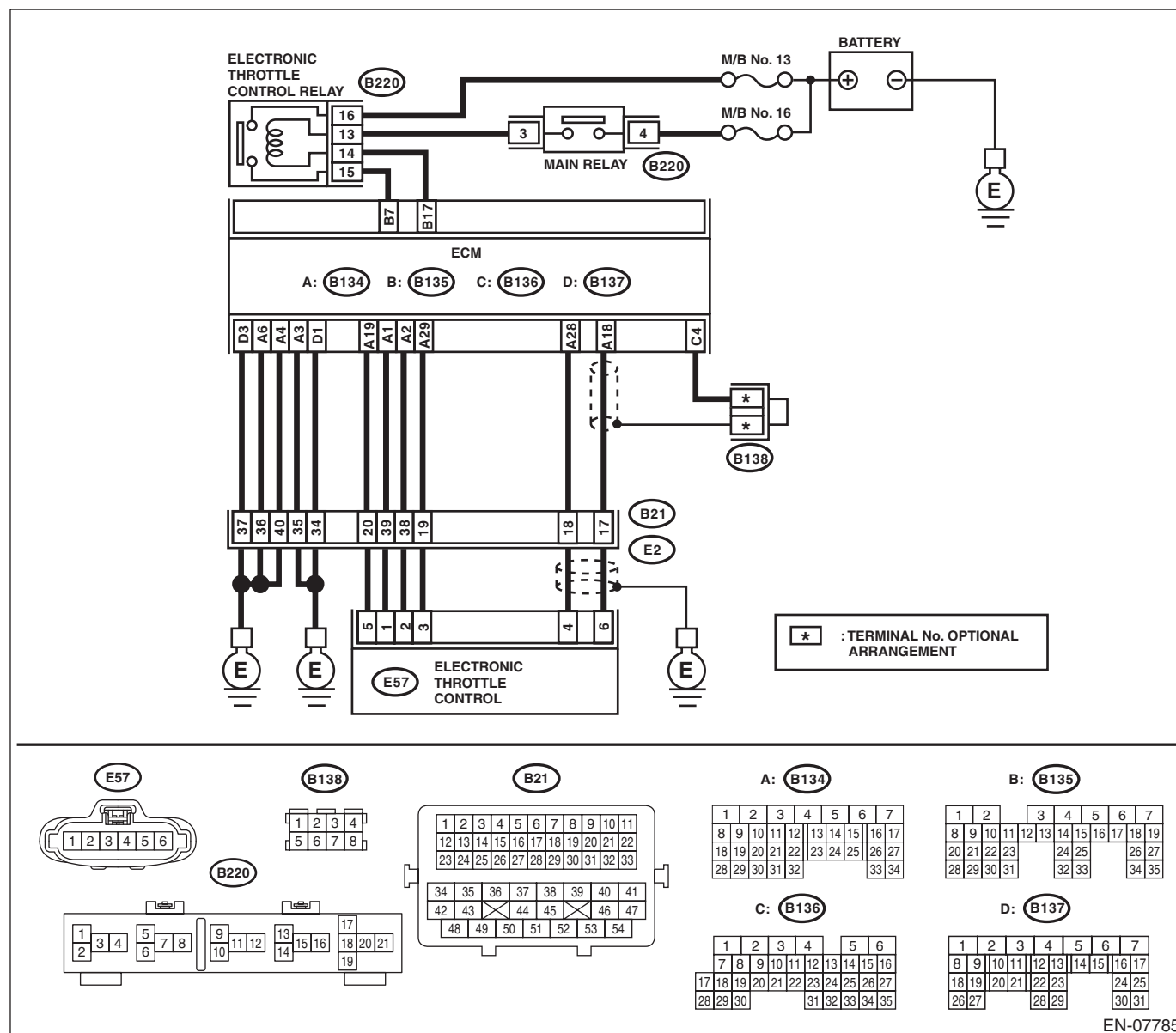
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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 CONNECTOR. 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. 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 CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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 5 V or more?	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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(H4SO)-14, Throttle Body.>	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.

Y: 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(H4SO)-39, 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 servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK TIRE SIZE.	Is the tire size as specified and the same size as three other wheels?	Go to step 2.	Replace the tire.
2 CHECK ENGINE COOLANT. Check the following items: • 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)-14, REPLACEMENT, Engine Coolant.>
3 CHECK THERMOSTAT.	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H4SO)-18, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Z: 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(H4SO)-41, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

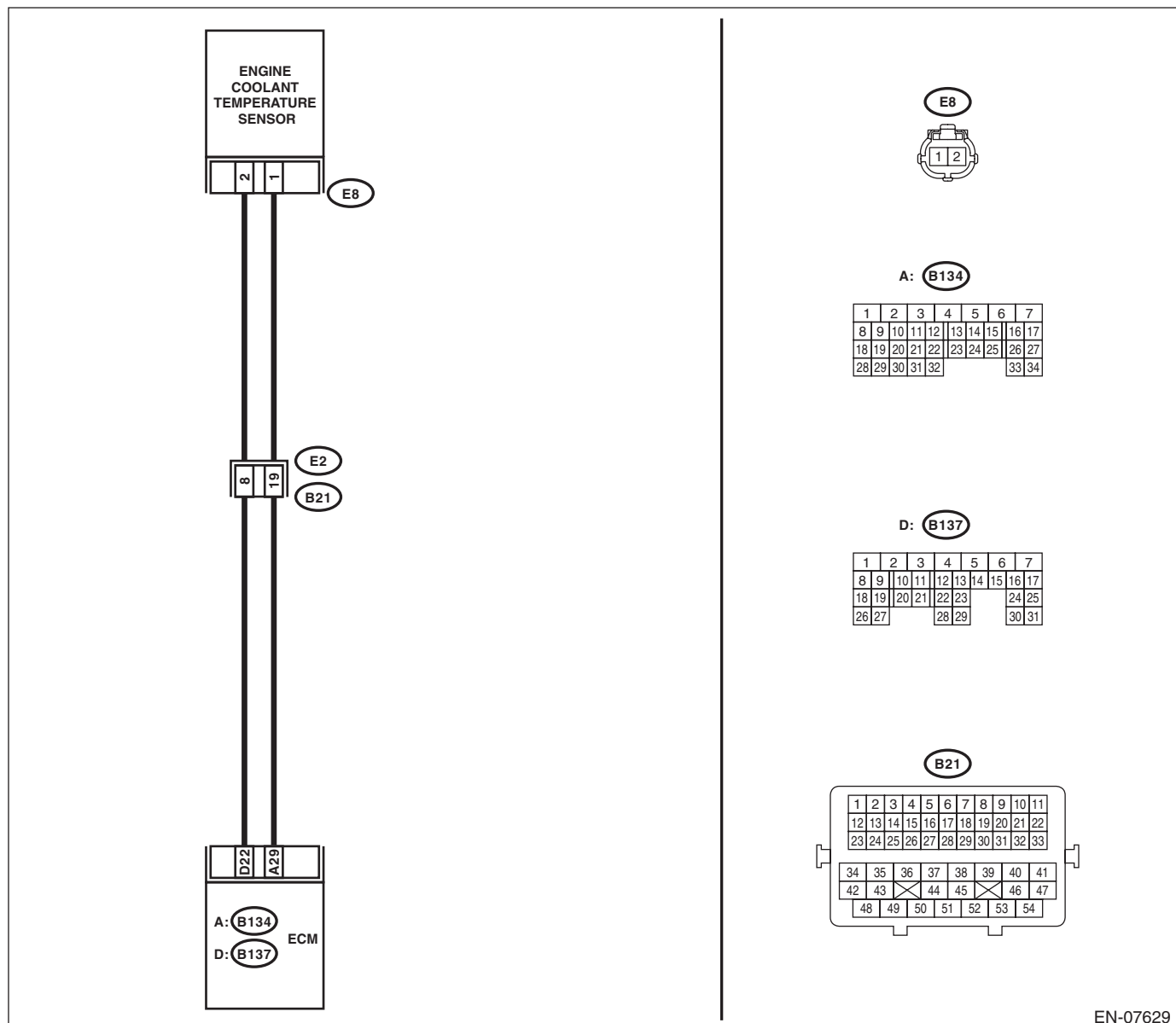
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07629

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 ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AA: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(H4SO)-43, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Thermostat remains open.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ENGINE COOLANT.	Is the engine coolant amount normal?	Go to step 2.	Refill the engine coolant. <Ref. to CO(H4SO)-14, Engine Coolant.>
2 CHECK RADIATOR FAN. 1) Start the engine. 2) Check the radiator fan operation.	Does the radiator fan continuously rotate for 3 minutes or more during idling?	Repair radiator fan circuit. <Ref. to CO(H4SO)-24, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4SO)-25, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-18, Thermostat.>

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

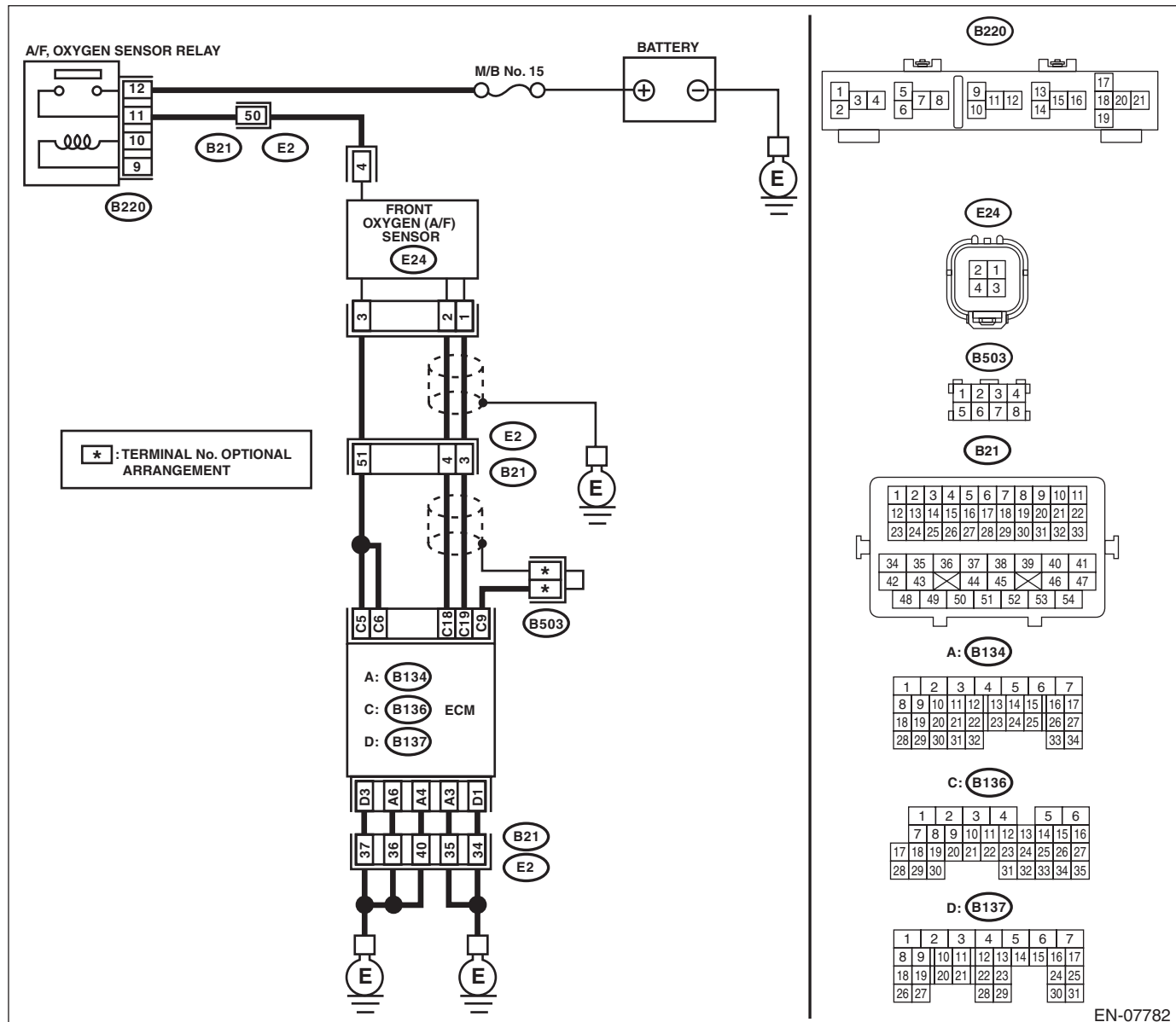
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-45, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07782

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 18 — Chassis ground: (B136) No. 19 — 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 FOR POOR CONTACT. Check for poor contact of the front oxygen (A/F) sensor connector.	Is there poor contact of front oxygen (A/F) sensor connector?	Repair the poor contact of front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>

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

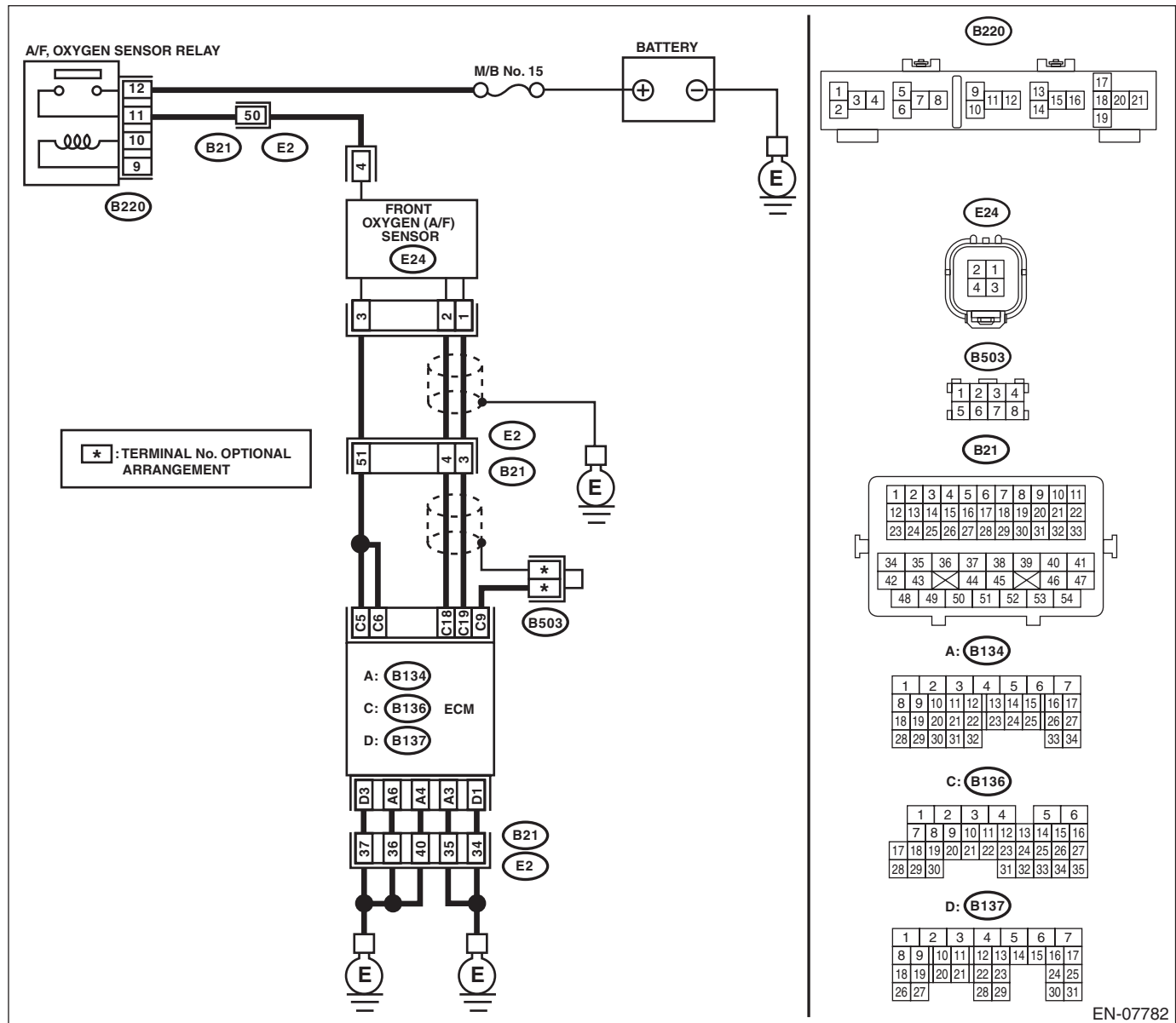
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-47, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07782

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 (B136) No. 18 (+) — Chassis ground (-): (B136) No. 19 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit of harness to power supply between ECM and front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>

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

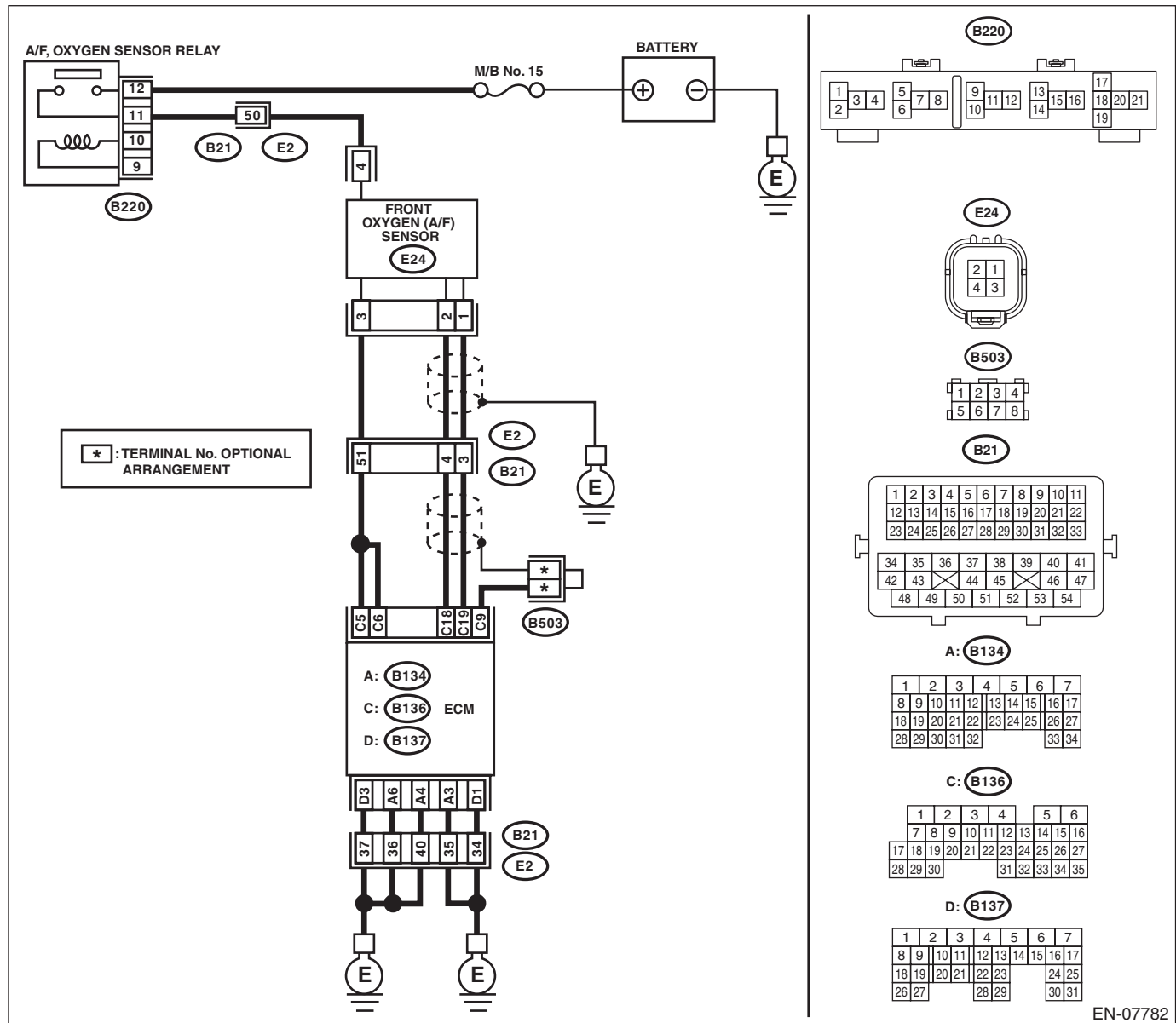
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-49, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



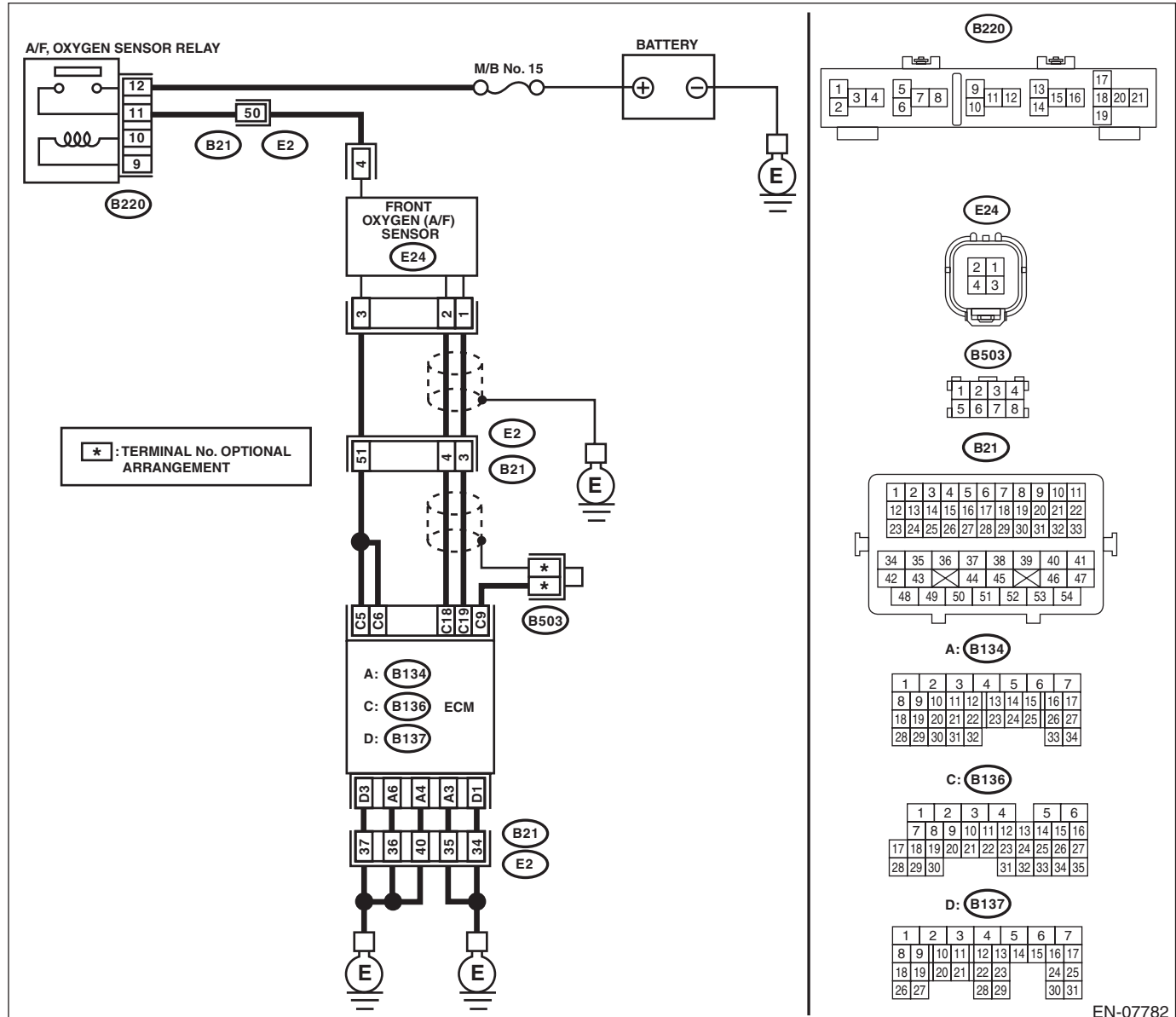
EN-07782

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK EXHAUST SYSTEM. NOTE: Check the following items. • 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(H4SO)-35, Front Oxygen (A/F) Sensor.>

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

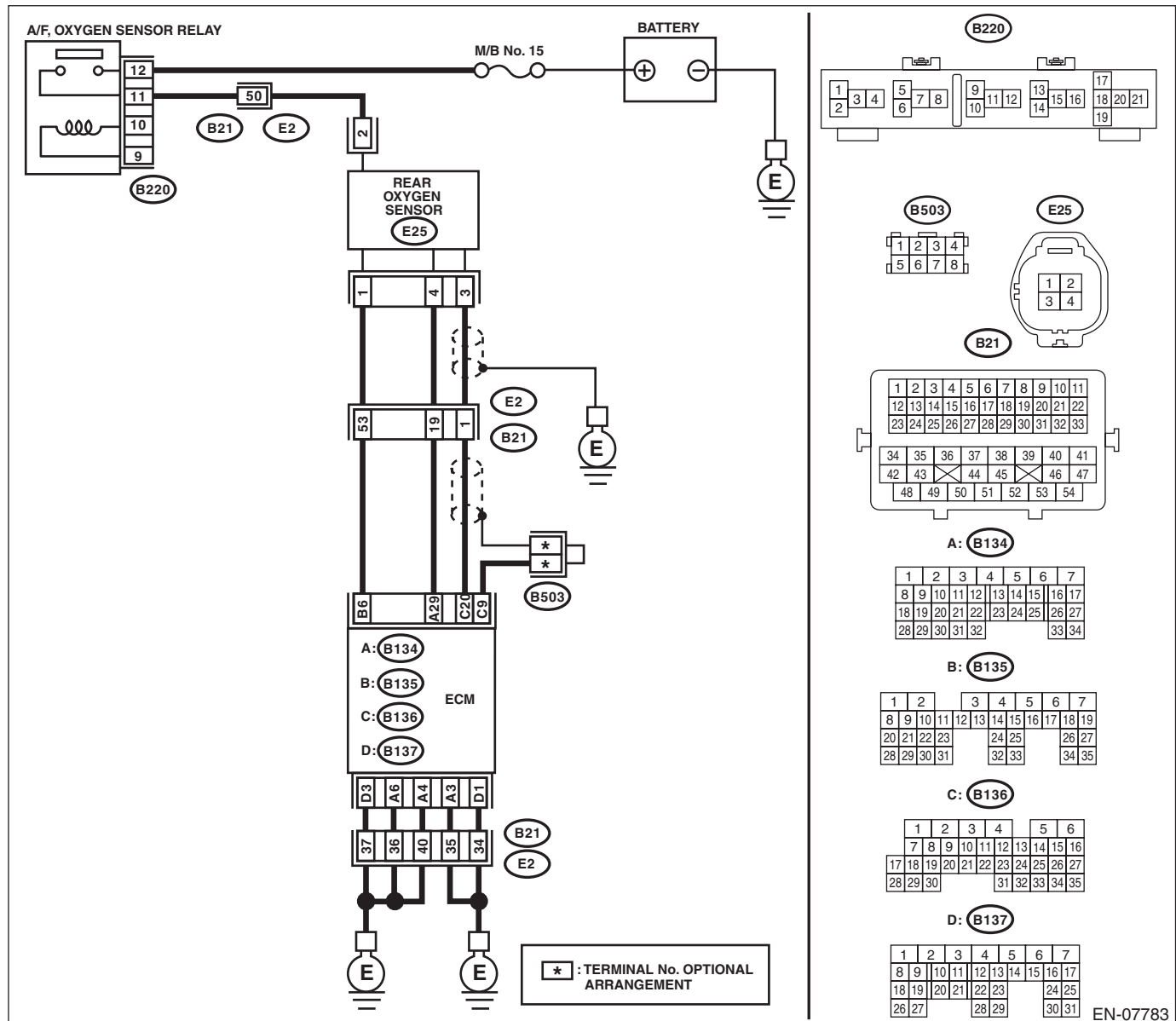
Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 18 — (E24) No. 2: (B136) No. 19 — (E24) No. 1:	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 front oxygen (A/F) sensor connector • Poor contact of coupling connector
2 CHECK FOR POOR CONTACT. Check for poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact of 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(H4SO)-35, Front Oxygen (A/F) Sensor.>

AF: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(H4SO)-54, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

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 above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) 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 ECM and rear oxygen sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of rear oxygen sensor connector • Poor contact of ECM connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Looseness and improper fitting of exhaust system parts • Damage (crack, hole etc.) of parts • Loose part and improper installation 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(H4SO)-37, Rear Oxygen Sensor.>

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

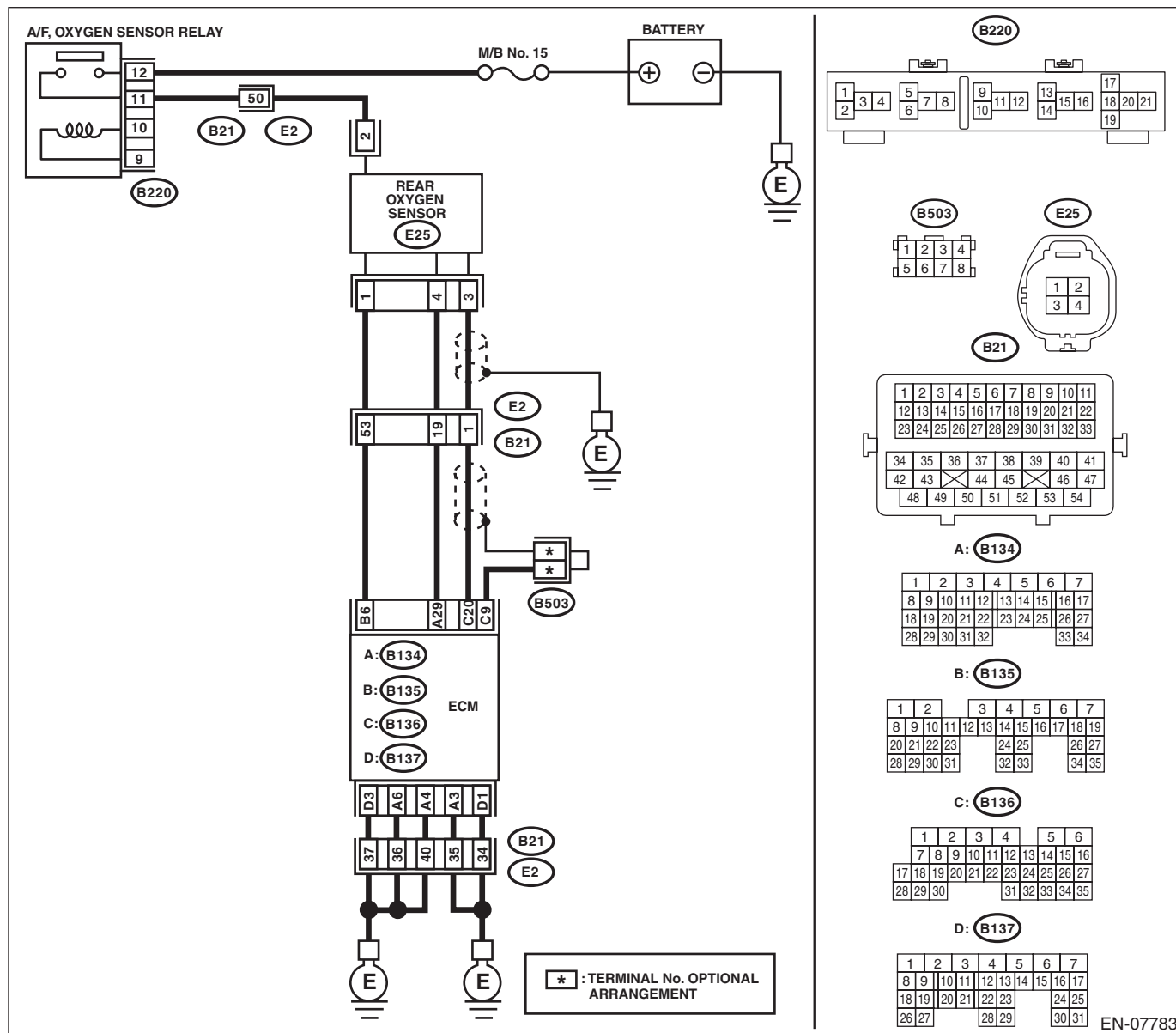
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-56, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 above 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, 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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) 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 ECM and rear oxygen sensor connector - Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: - Open circuit in harness between ECM and rear oxygen sensor connector - Poor contact of rear oxygen sensor connector - Poor contact of ECM connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. - Looseness and improper fitting of exhaust system parts - Damage (crack, hole etc.) of parts - Loose part and improper installation 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(H4SO)-37, Rear Oxygen Sensor.>

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

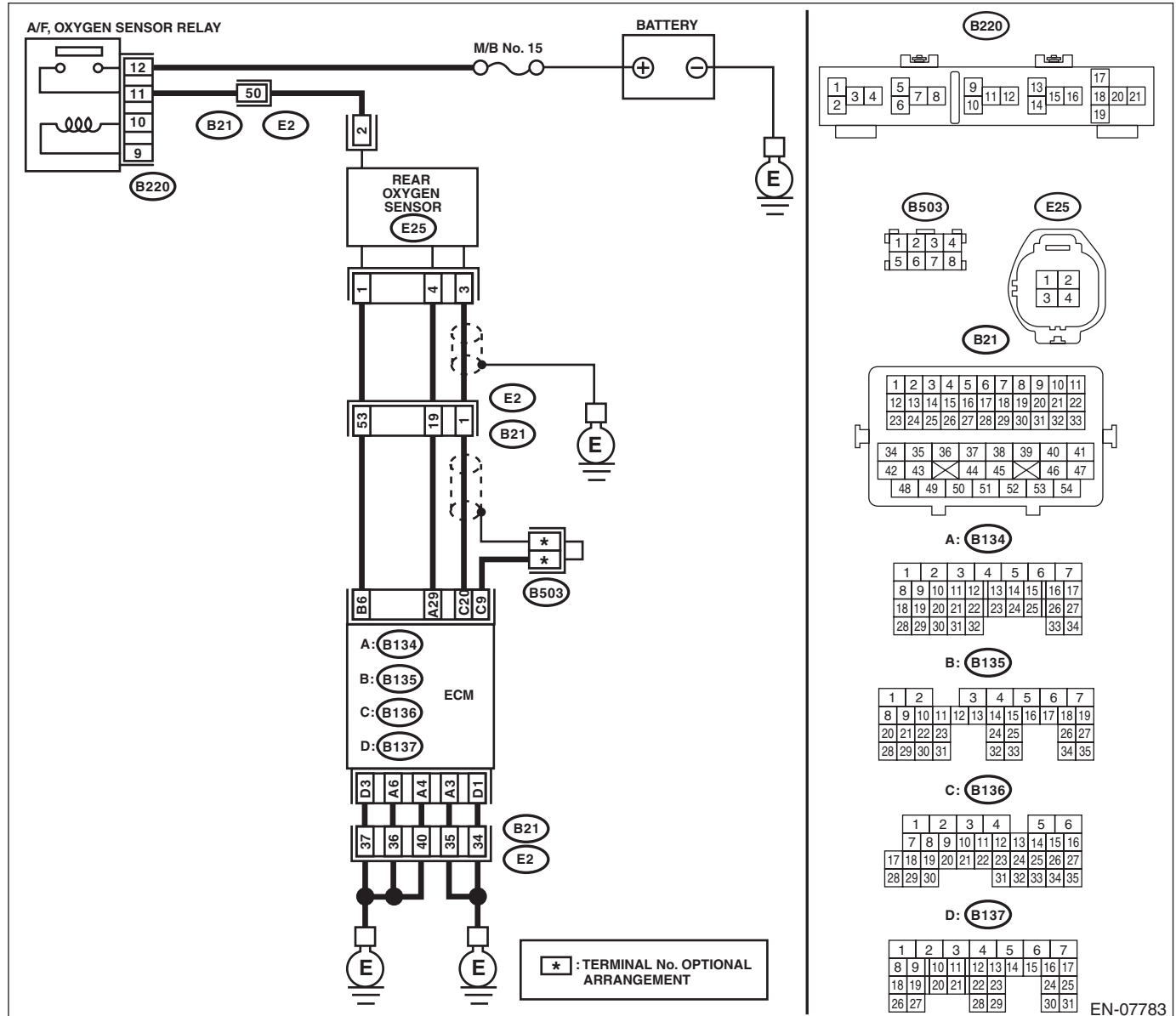
Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B136) No. 20 — (E25) 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 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 (E25) No. 3 — Chassis ground:	Is the resistance 1 M Ω 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(H4SO)-37, Rear Oxygen Sensor.>	Even if DTC is detected, 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.

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR2)**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-65, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07783

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 above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 above 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) 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 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 CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (–):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of rear oxygen sensor connector • Poor contact of ECM connector
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Looseness and improper fitting of exhaust system parts • Damage (crack, hole etc.) of parts • Loose part and improper installation 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(H4SO)-37, Rear Oxygen Sensor.>

AJ:DTC P0141 O2 SENSOR HEATER CIRCUIT (BANK1 SENSOR2)

Refer to DTC P0037 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-95, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AK:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-154, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AL:DTC P0172 SYSTEM TOO RICH (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-70, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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. <Ref. to ME(H4SO)-28, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kg/cm ² , 49 — 52 psi)?	Go to step 4.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
4 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 75°C (167°F) or more?	Go to step 5.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 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 CVT models, set the select lever to “P” range 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 6.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air 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 70°C (158°F). 2) For CVT models, set the select lever to “P” range 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Repair the poor contact of ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

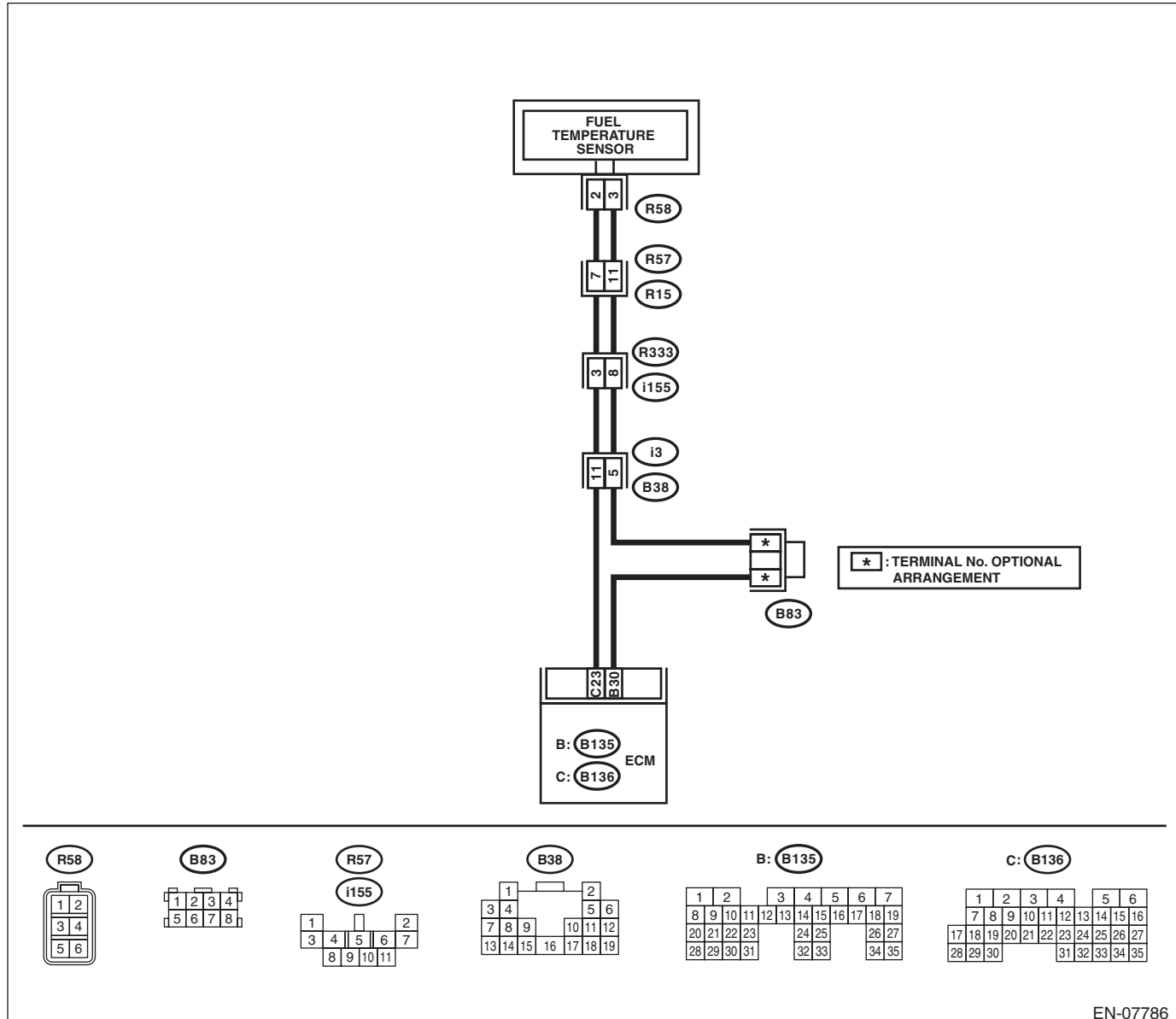
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-71, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07786

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-13, Fuel Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AN:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

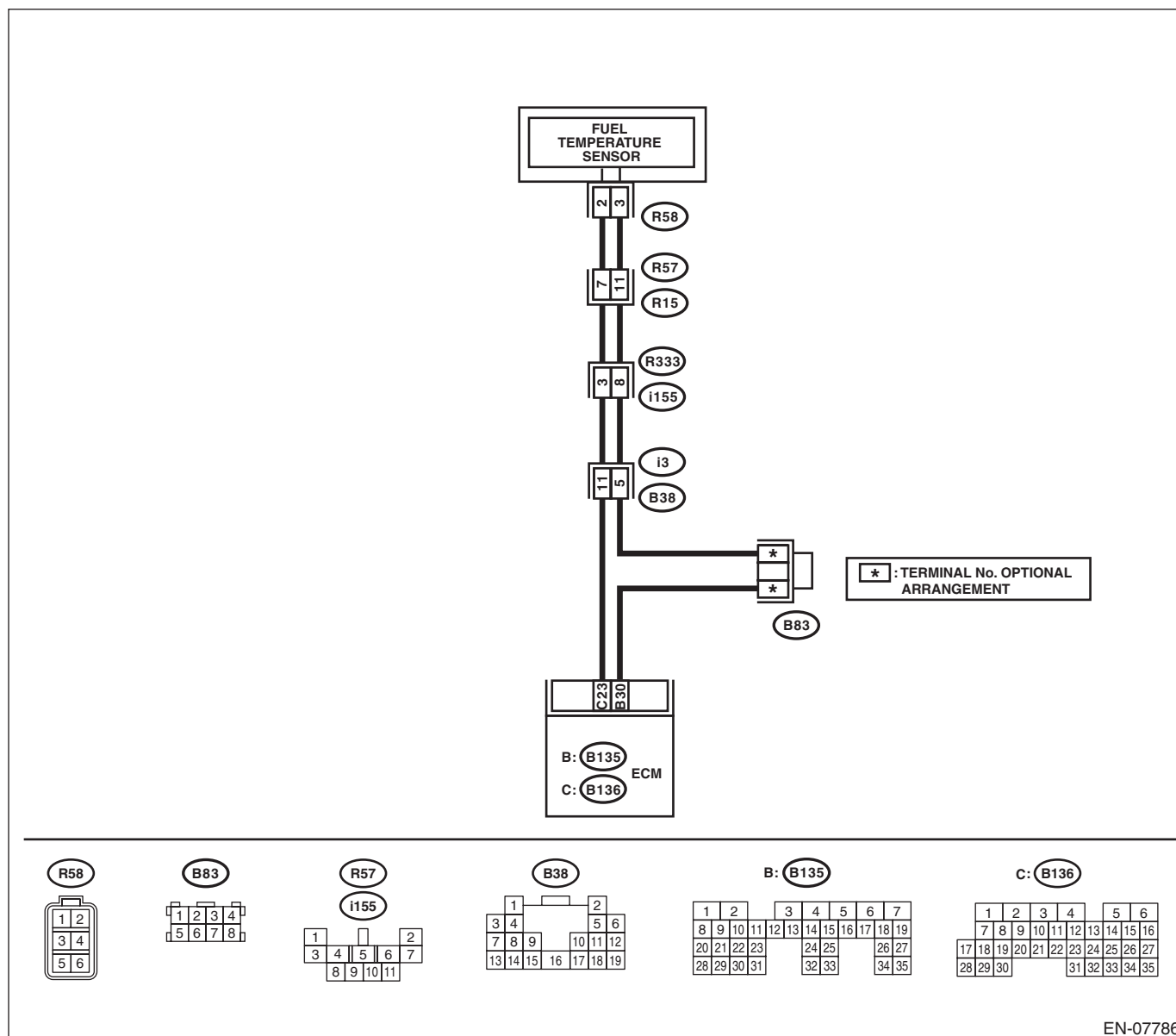
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-74, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07786

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.>	Is the temperature 120°C (248°F) or higher?	Go to step 2.	Even if DTC is detected, 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 CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and fuel temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 23 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-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)

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

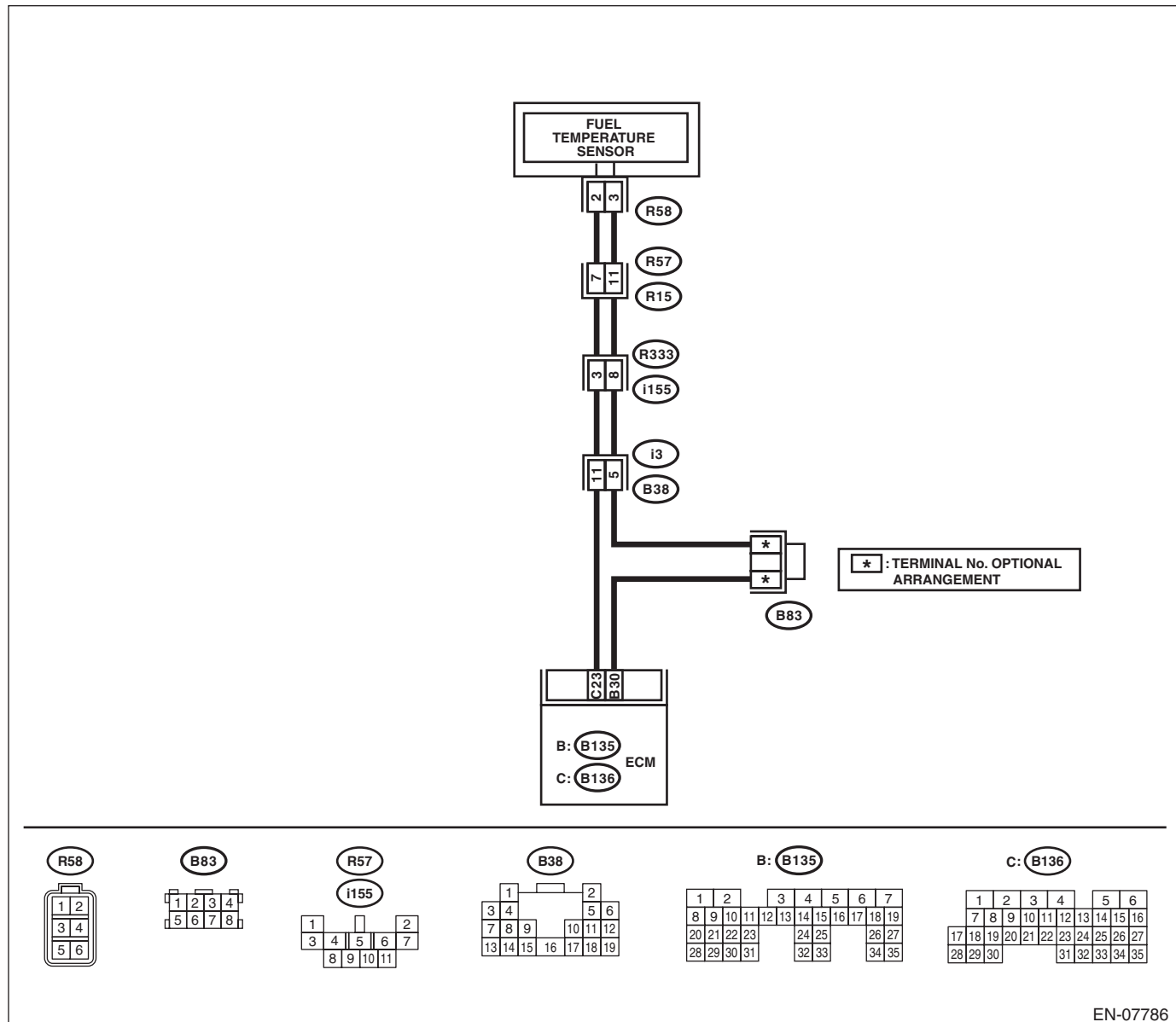
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-75, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

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 fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.>	Is the temperature less than -40°C (-40°F)?	Go to step 2.	Even if DTC is detected, 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 CHECK FOR POOR CONTACT. Repair any poor contact between the ECM and fuel temperature sensor connectors.	Is there poor contact of 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 connector from ECM and fuel temperature sensor. 3) Measure the resistance of the harness between the ECM and fuel temperature sensor connector. Connector & terminal (B136) No. 23 — (R58) No. 2: (B135) No. 30 — (R58) No. 3:	Is the resistance less than $1\ \Omega$?	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 temperature sensor connector • Poor contact of coupling connector • Poor contact of joint 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 (B136) No. 23 (+) — 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(H4SO)-13, Fuel Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AP:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-76, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

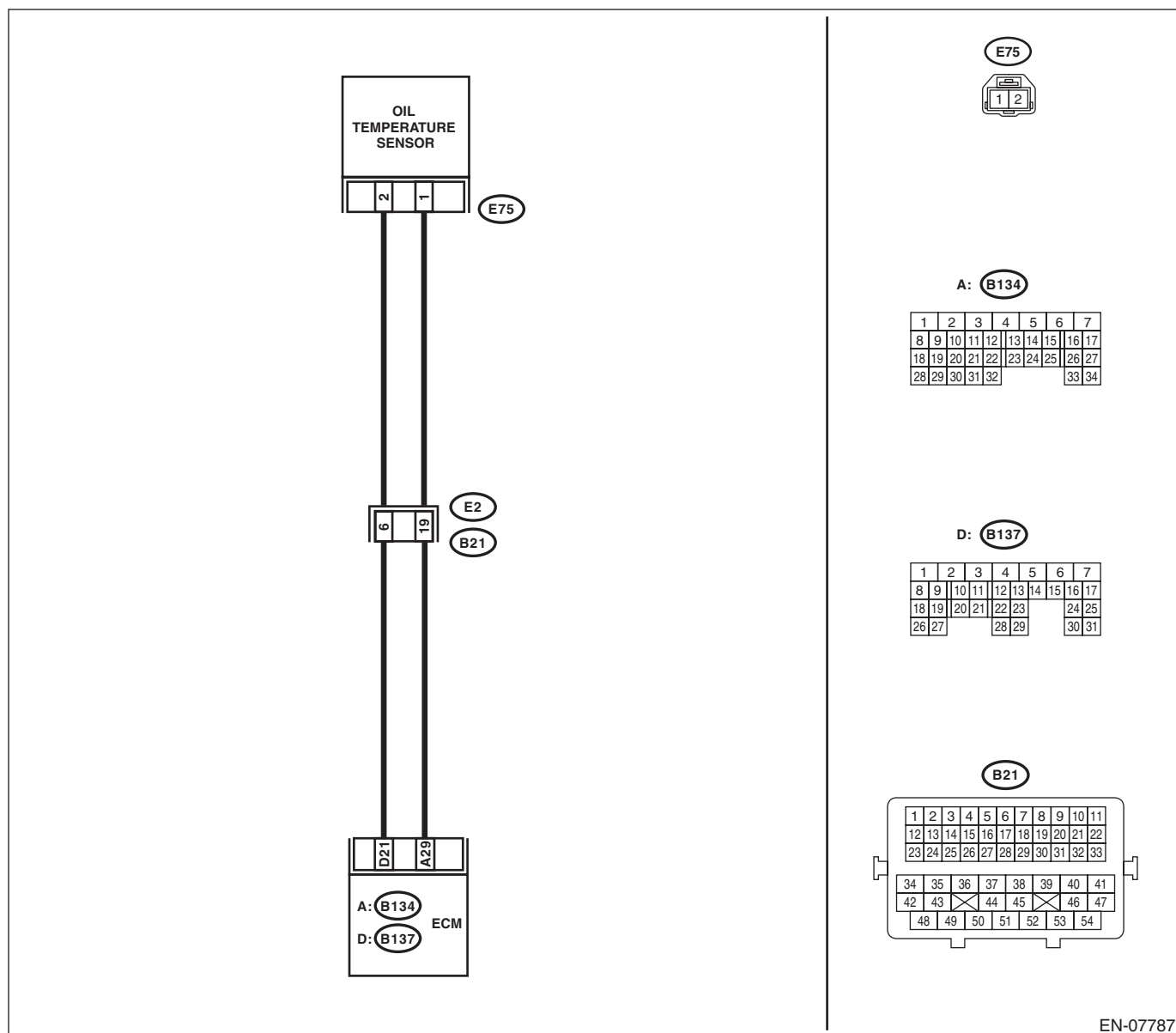
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07787

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the oil temperature sensor. <Ref. to FU(H4SO)-34, Oil Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AQ:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-78, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

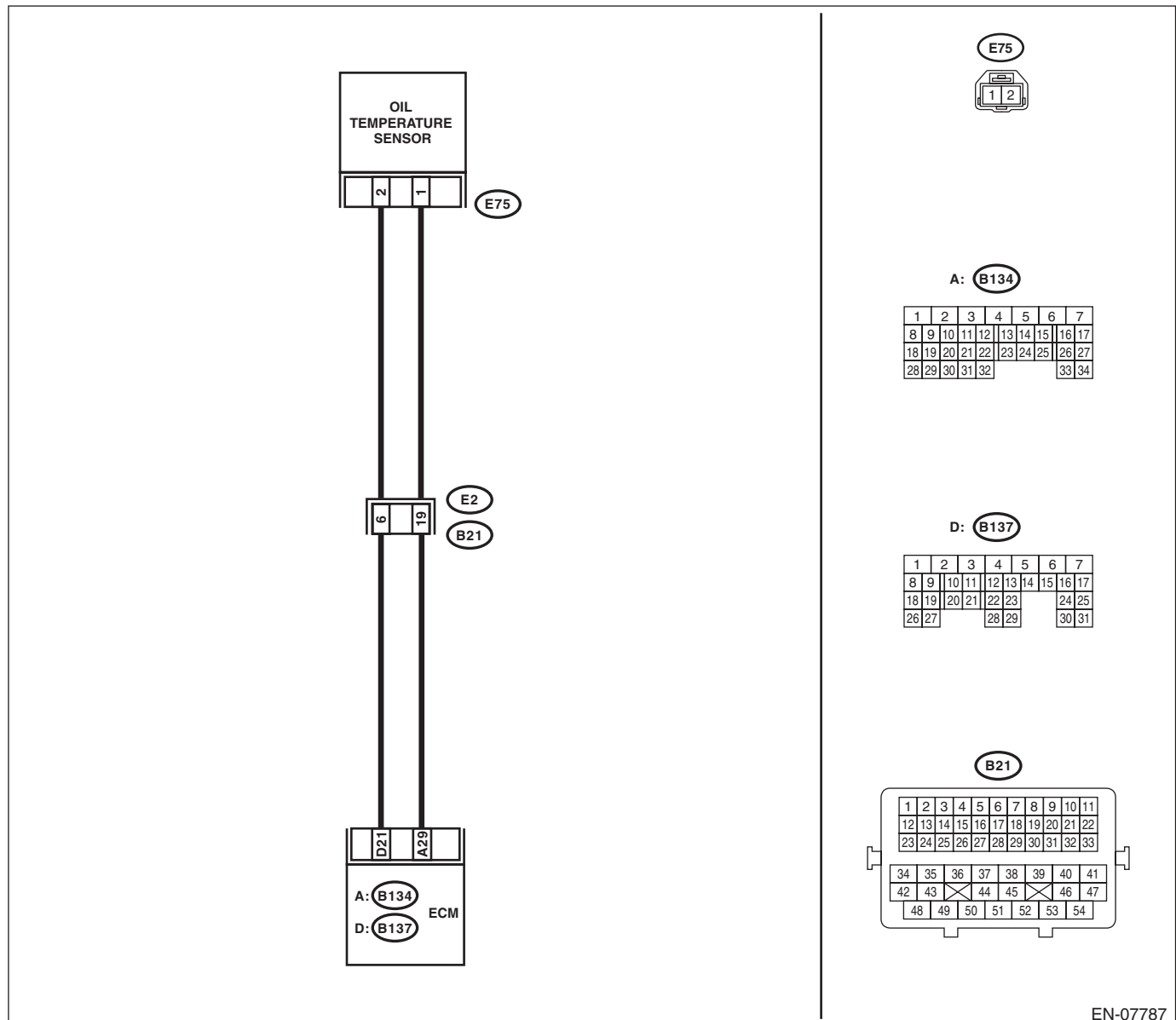
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07787

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 oil 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(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the oil temperature 215°C (419°F) or more?	Go to step 2.	Even if DTC is detected, 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	CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and oil temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 21 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the oil temperature sensor. <Ref. to FU(H4SO)-34, Oil Temperature Sensor.>	Repair the short circuit to ground in harness between ECM and oil temperature sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AR:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-79, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

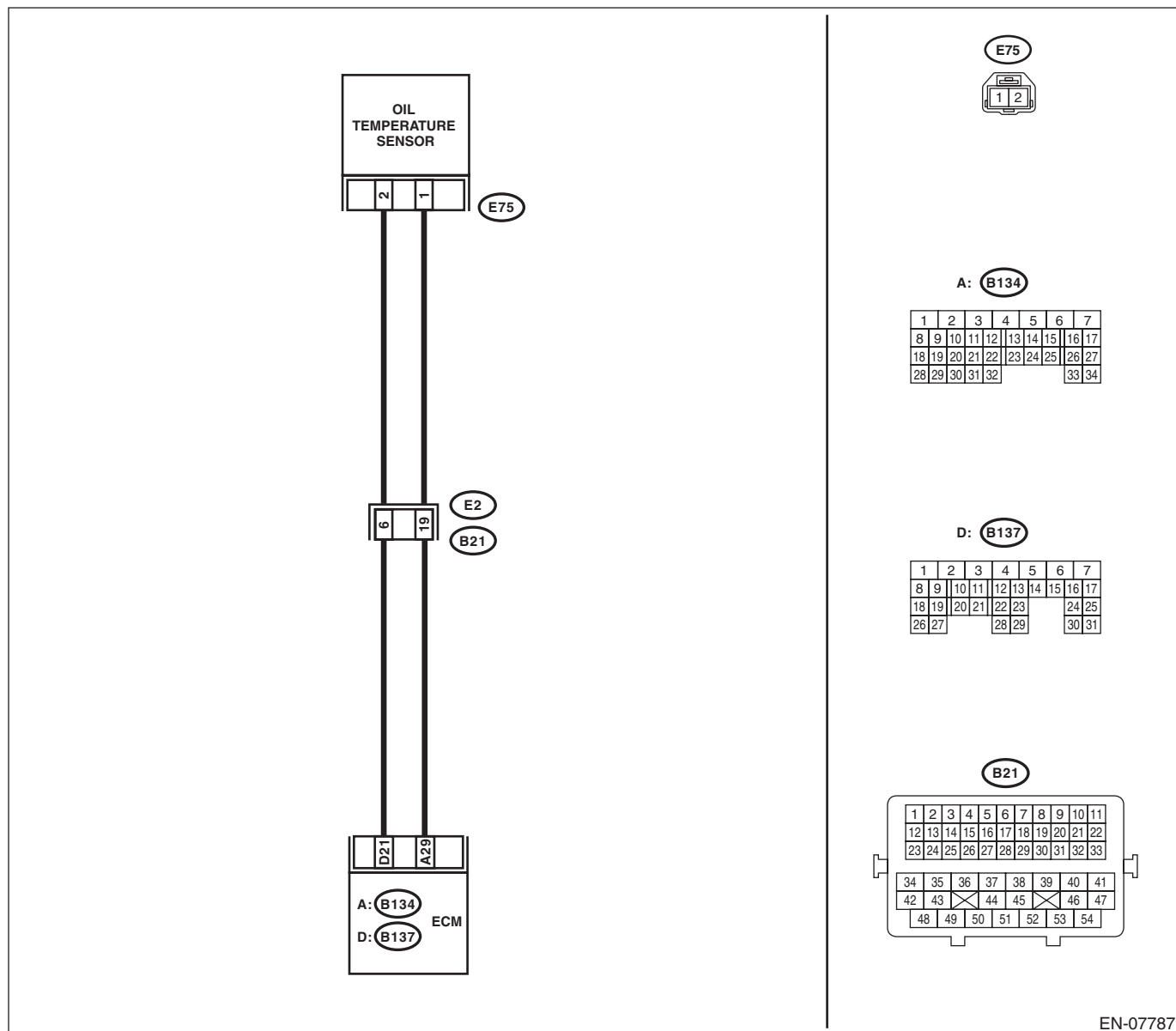
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07787

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 oil 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(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the oil temperature less than -40°C (-40°F)?	Go to step 2.	Even if DTC is detected, 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 CHECK FOR POOR CONTACT. Check for poor contact of ECM and oil temperature sensor connector.	Is there poor contact of ECM or oil temperature sensor connector?	Repair the poor contact of ECM or oil temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and oil temperature sensor. 3) Measure the resistance of harness between ECM and oil temperature sensor connector. Connector & terminal (B137) No. 21 — (E75) No. 2: (B134) No. 29 — (E75) 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 oil temperature sensor connector - Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND OIL 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 (B137) No. 21 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power supply in harness between ECM and oil temperature sensor connector.	Replace the oil temperature sensor. <Ref. to FU(H4SO)-34, Oil Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-80, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

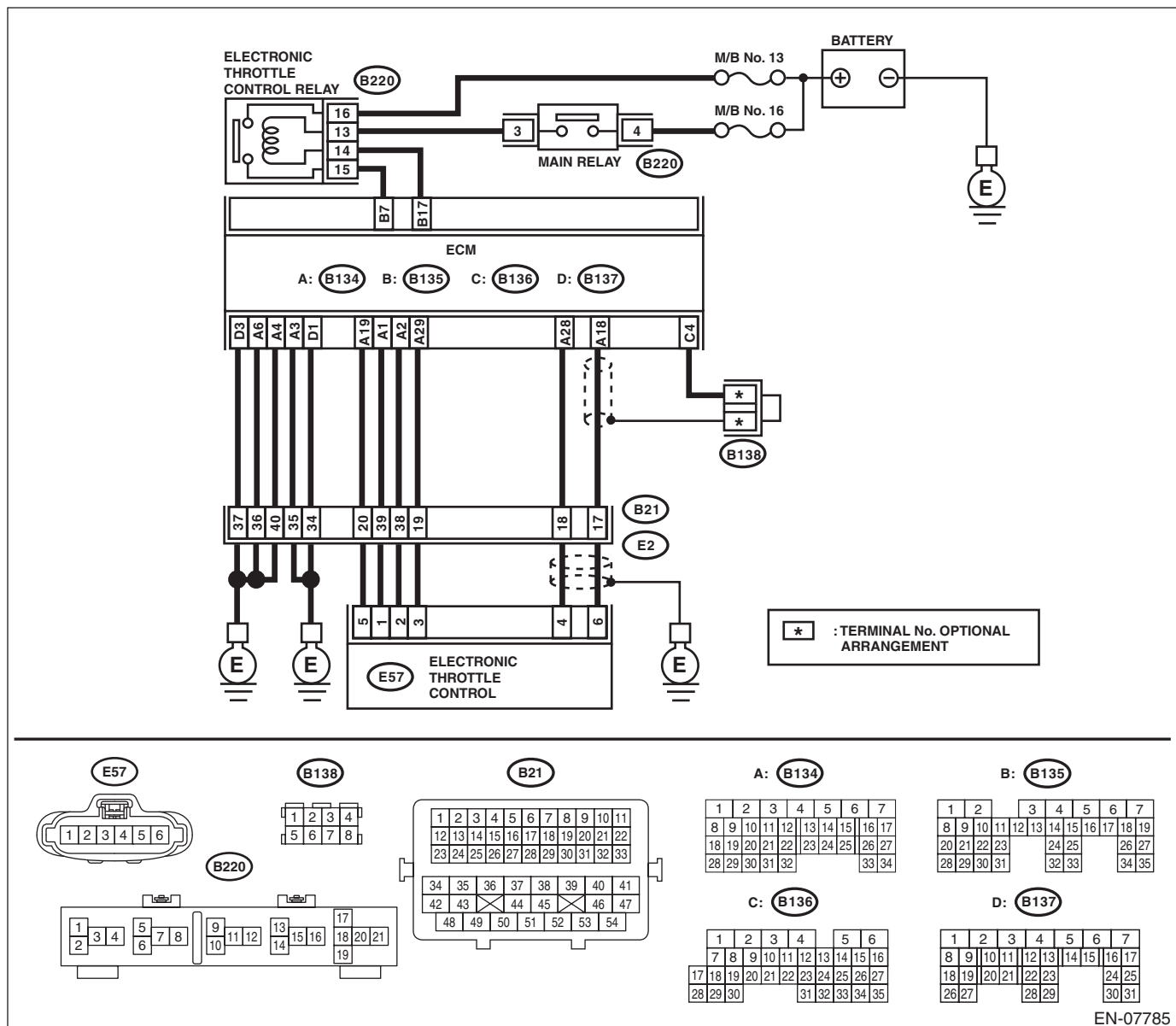
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 connector to 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(H4SO)-14, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-81, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

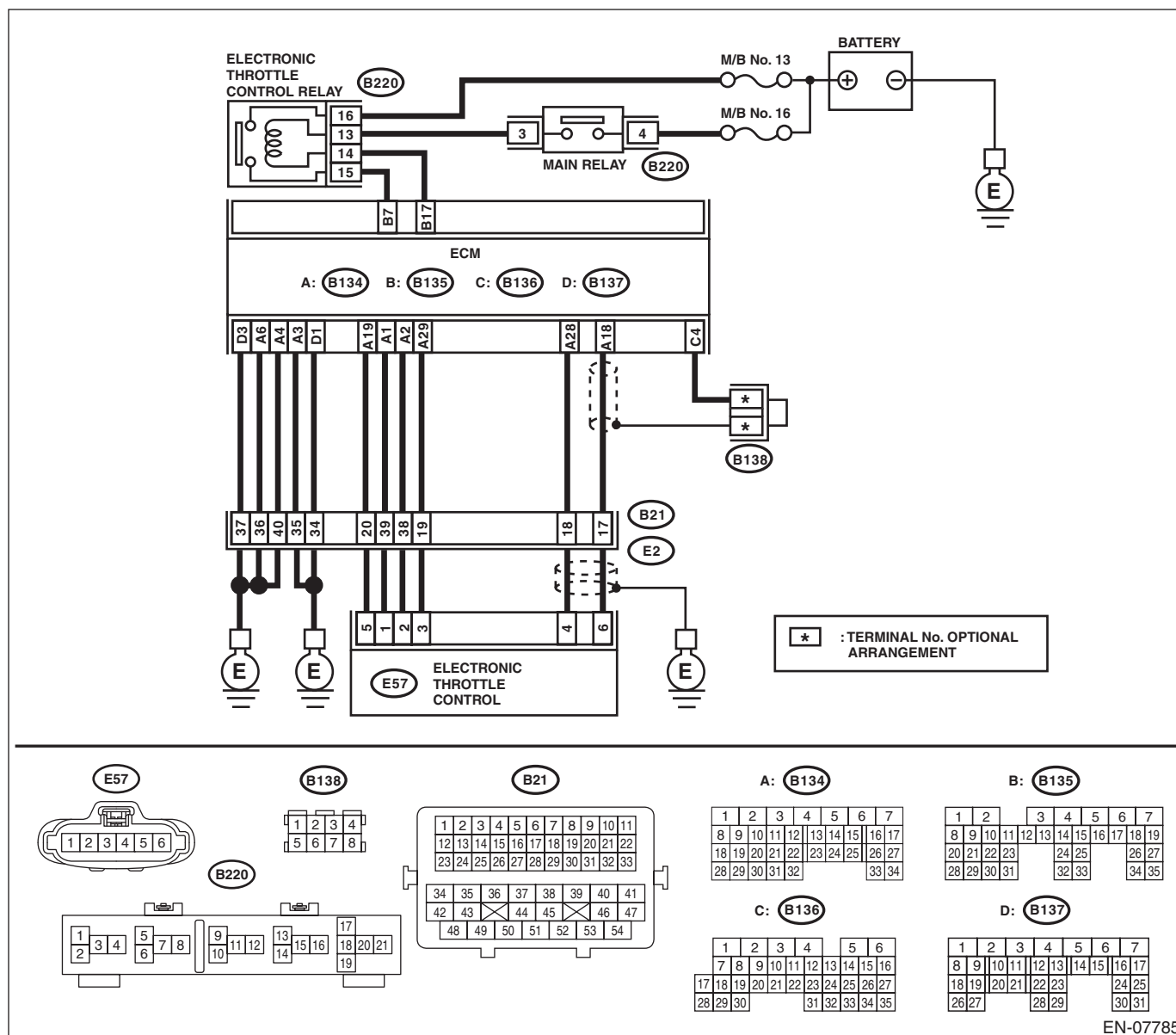
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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. 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 CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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 5 V or more?	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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(H4SO)-14, Throttle Body.>	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AU:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AV:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AW:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AX:DTC P0304 CYLINDER 4 MISFIRE DETECTED**DTC DETECTING CONDITION:**

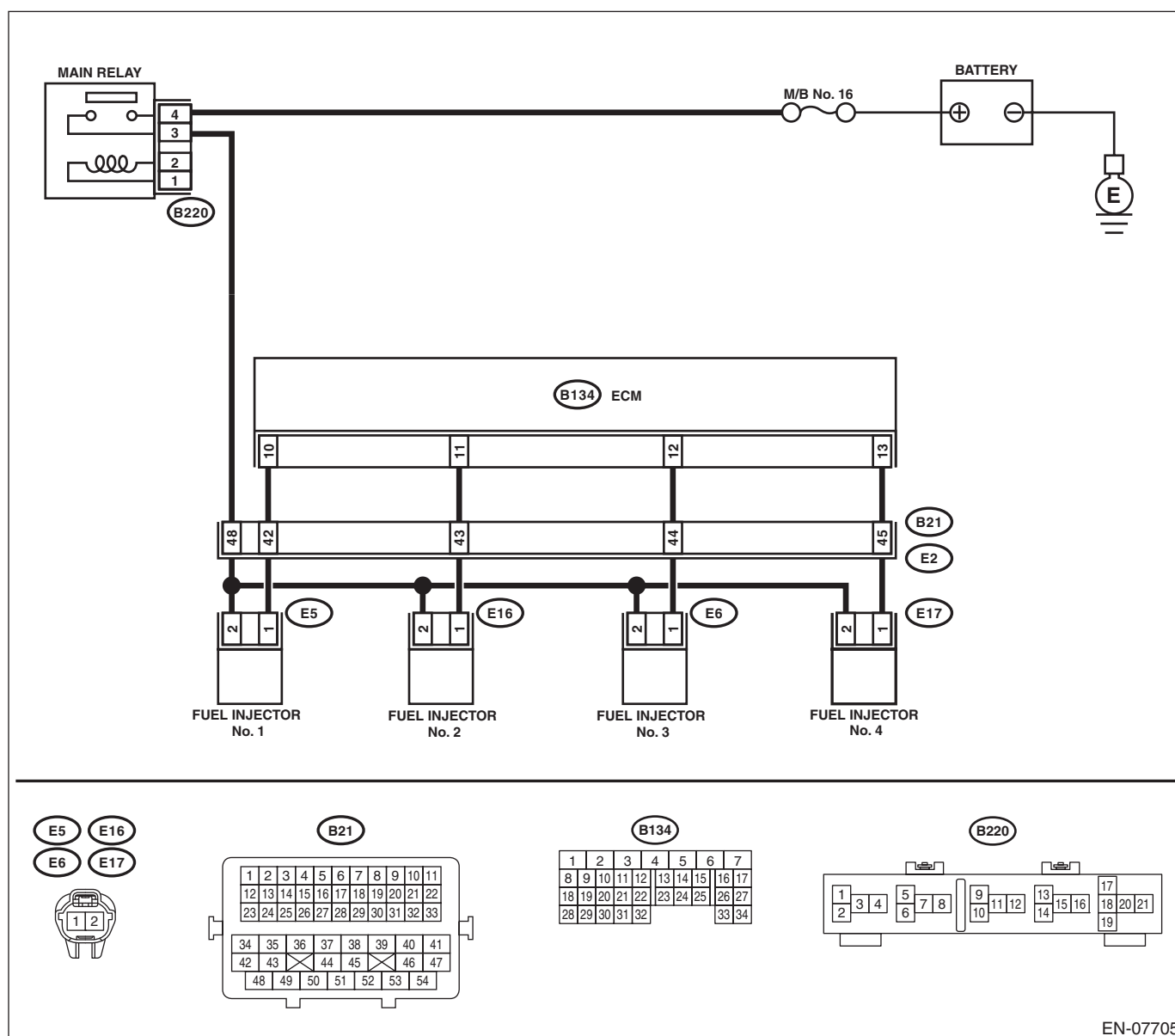
- Detected when two consecutive driving cycles with fault occur.
- Immediately at fault recognition (A misfire which could damage catalyst occurs.)
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-87, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls
- Improper idling
- Rough driving

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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 on faulty cylinders. Connector & terminal #1 (B134) No. 10 (+) — Chassis ground (-): #2 (B134) No. 11 (+) — Chassis ground (-): #3 (B134) No. 12 (+) — Chassis ground (-): #4 (B134) No. 13 (+) — 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between 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 connector.
3 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. Measure the resistance of harness between ECM and fuel injector connector on faulty cylinders. Connector & terminal #1 (B134) No. 10 — (E5) No. 1: #2 (B134) No. 11 — (E16) No. 1: #3 (B134) No. 12 — (E6) No. 1: #4 (B134) No. 13 — (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 5 — 20 Ω?	Go to step 5.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-32, 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 the main relay connector and fuel injector connector on faulty cylinders • Poor contact of coupling connector • Poor contact of main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 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 ECM and chassis ground on faulty cylinders. Connector & terminal #1 (B134) No. 10 (+) — Chassis ground (-): #2 (B134) No. 11 (+) — Chassis ground (-): #3 (B134) No. 12 (+) — Chassis ground (-): #4 (B134) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and fuel injector connector.	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 5 — 20 Ω ?	Replace the faulty fuel injector. <Ref. to FU(H4SO)-32, Fuel Injector.>	Go to step 8.
8 CHECK INSTALLATION CONDITION 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. <Ref. to ME(H4SO)-46, REMOVAL, Timing Belt Cover.>	Is the crank sprocket rusted or does it have broken teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-53, Crank Sprocket.>	Go to step 10.
10 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, and align the 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 timing belt. <Ref. to ME(H4SO)-47, Timing Belt.>	Go to step 11.
11 CHECK FUEL LEVEL.	Is the fuel meter indication higher than the "Lower" level?	Go to step 12.	Refill 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(H4SO)(diag)-53, Clear Memory Mode.> 2) Start the engine, and drive the vehicle 10 minutes or more.	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 identified when the engine is running?	Finish diagnostics operation, if the engine has no abnormality.	Repair the poor contact of connector. NOTE: In this case, repair the following item: • Poor contact of ignition coil connector • Poor contact of fuel injector connector on faulty cylinders • Poor contact of ECM connector • Poor contact of 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. • 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 the DTC. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Does the Subaru Select Monitor or general scan tool indicate only one DTC?	Go to step 20.	Go to step 16.
16 CHECK DTC.	Is DTC P0301 and P0302 displayed on the Subaru Select Monitor or general scan tool?	Go to step 21.	Go to step 17.
17 CHECK DTC.	Is DTC P0303 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step 22.	Go to step 18.
18 CHECK DTC.	Is DTC P0301 and P0303 displayed on the Subaru Select Monitor or general scan tool?	Go to step 23.	Go to step 19.
19 CHECK DTC.	Is DTC 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. • Spark plug • Spark plug cord • Fuel injector • Compression ratio	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-153, 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: • Check the following items. • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(H4SO)(diag)-72, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-153, 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: • Check the following items. • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the "IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(H4SO)(diag)-72, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-153, 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(H4SO)(diag)-153, 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(H4SO)(diag)-153, 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(H4SO)(diag)-153, 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

AY:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)**DTC DETECTING CONDITION:**

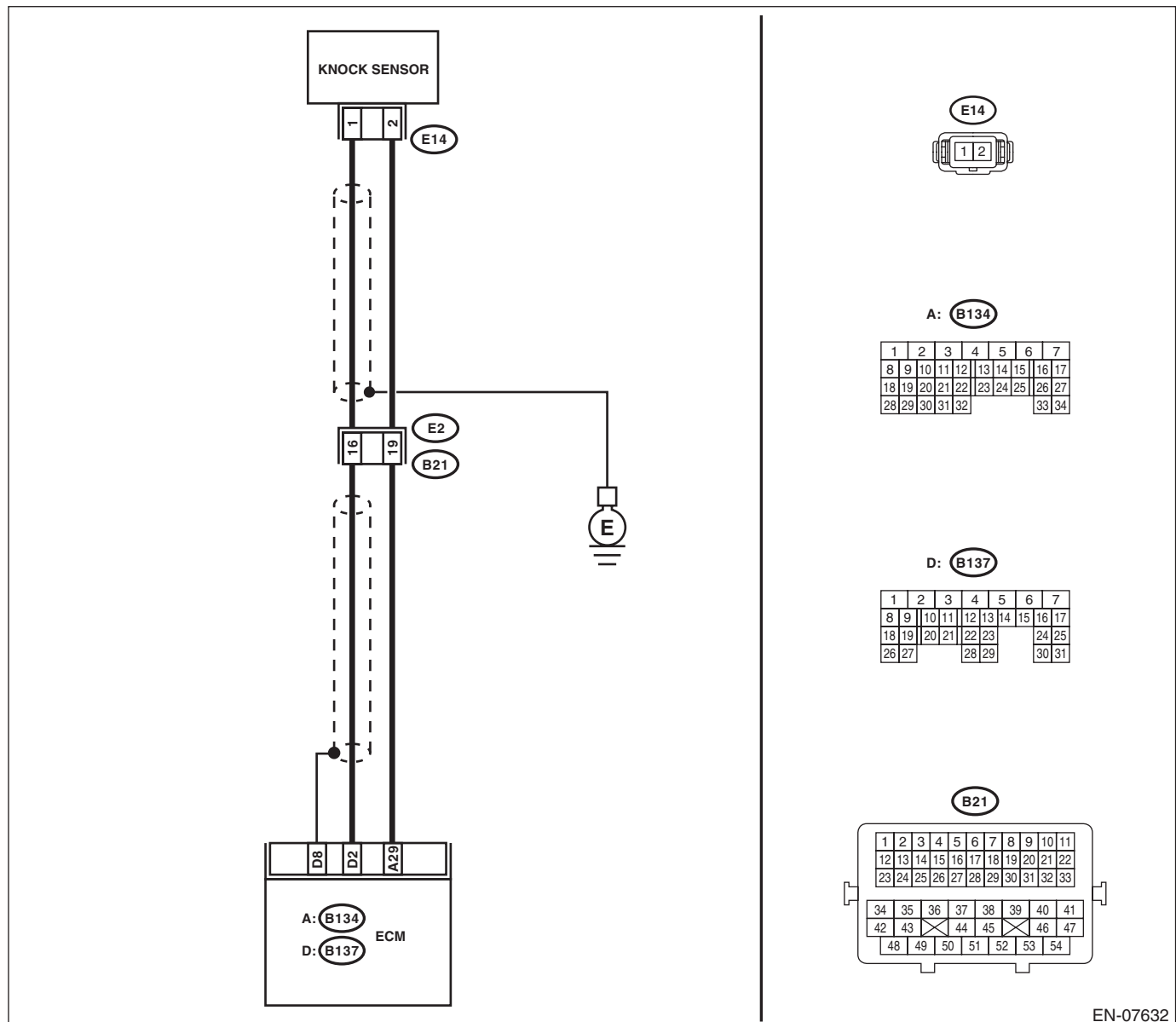
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-88, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07632

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B137) No. 2 — (B134) No. 29:	Is the resistance 600 kΩ or more?	Go to step 2.	Repair the poor contact of 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(H4SO)-26, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and knock sensor connector • Poor contact of knock sensor connector • Poor contact of coupling connector

AZ:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)**DTC DETECTING CONDITION:**

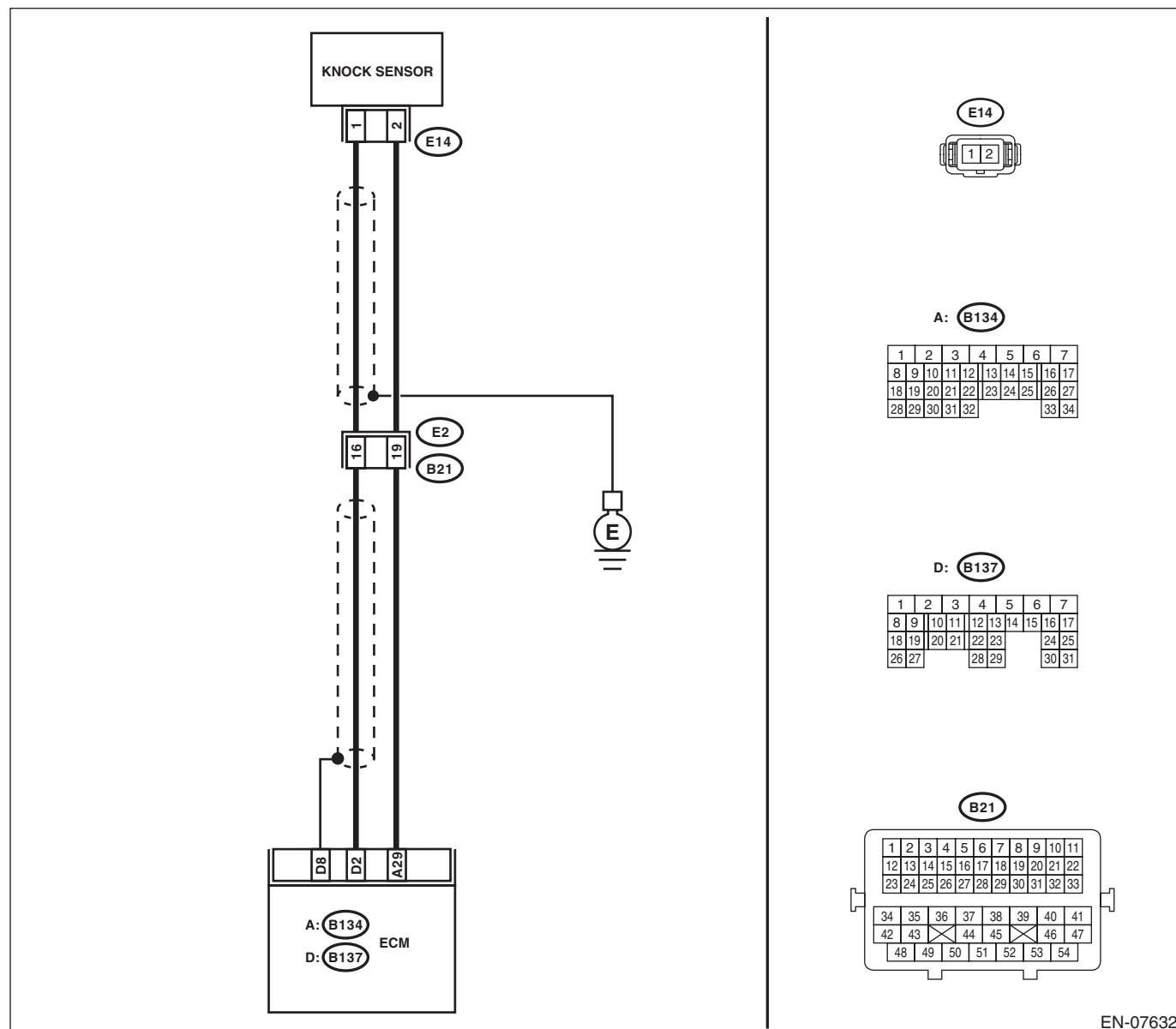
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-90, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07632

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B137) No. 2 — (B134) No. 29:	Is the resistance less than 500 kΩ?	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 terminals. Terminals No. 1 — No. 2:	Is the resistance less than 500 kΩ?	Replace the knock sensor. <Ref. to FU(H4SO)-26, Knock Sensor.>	Repair the ground short circuit of harness between ECM and knock sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the short circuit of the harness.
3 CHECK INPUT SIGNAL OF ECM. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 2 (+) — Chassis ground (-):	Is the voltage 2 V or more?	Even if DTC is detected, 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.	Repair the poor contact of ECM connector.

BA:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT**DTC DETECTING CONDITION:**

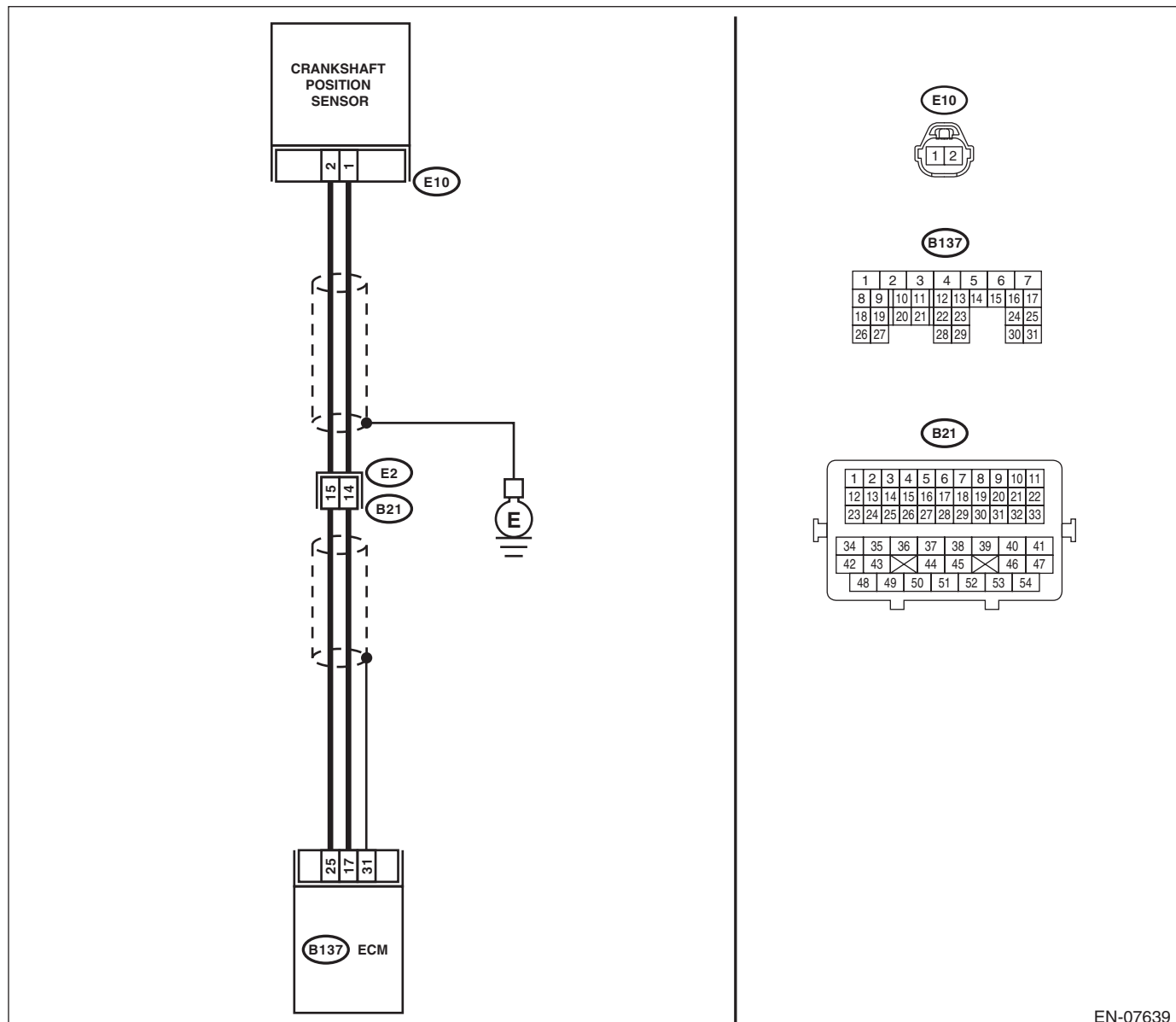
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-92, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INSTALLATION 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. <Ref. to FU(H4SO)-22, Crankshaft Position Sensor.>
2 CHECK CRANKSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Remove the crankshaft position sensor. 3) Measure the resistance between terminals of crankshaft position sensor connector. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 k Ω ?	Go to step 3.	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-22, Crankshaft Position Sensor.>
3 CHECK HARNESS BETWEEN ECM AND CRANKSHAFT POSITION SENSOR CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and crankshaft position sensor connector. Connector & terminal (B137) No. 17 — (E10) No. 1: (B137) No. 25 — (E10) No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact of ECM and crankshaft position sensor connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and crankshaft position sensor connector • Poor contact of coupling connector

BB: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(H4SO)-94, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

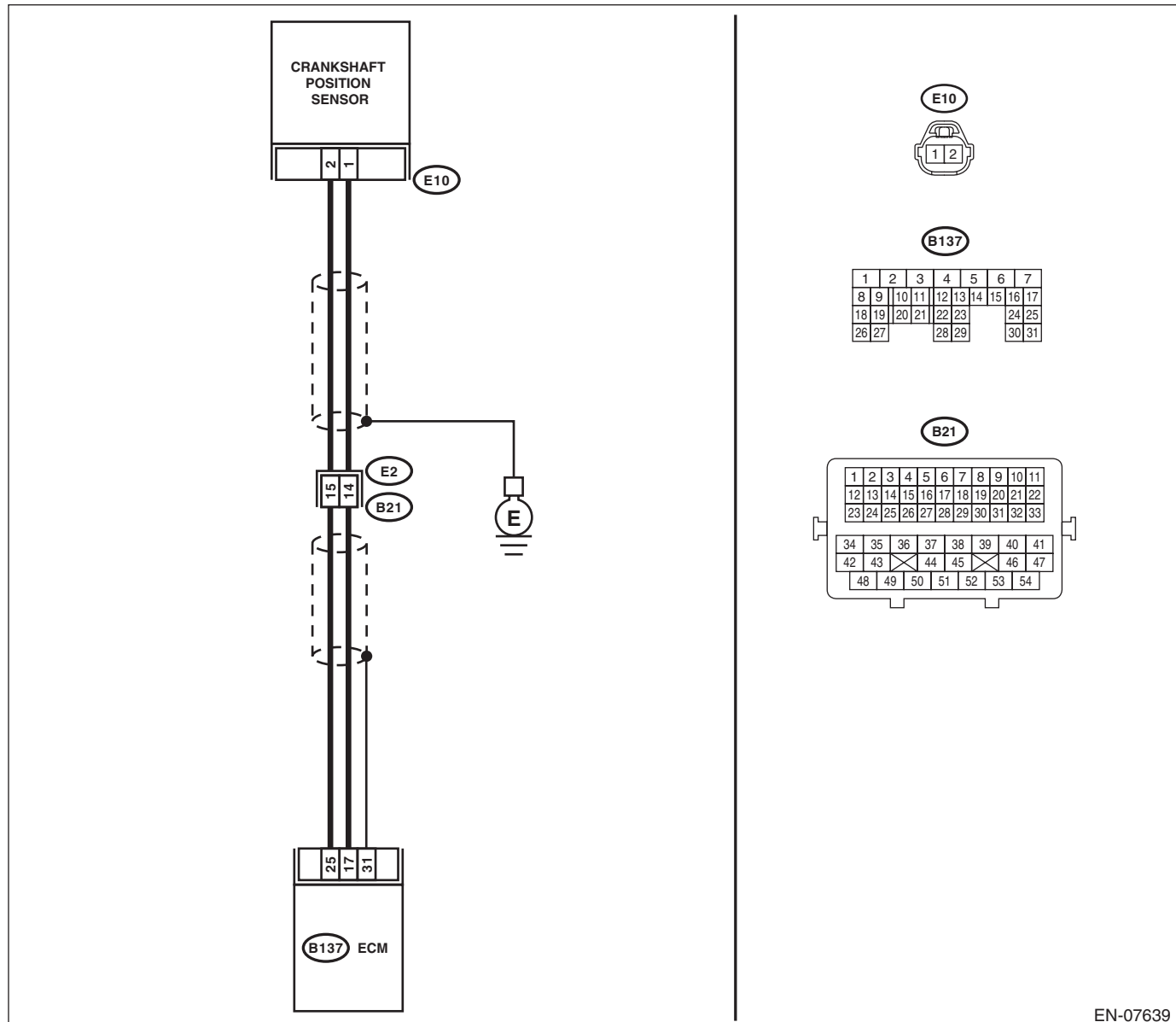
TROUBLE SYMPTOM:

- Engine stalls
- Failure of engine to start

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07639

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. <Ref. to FU(H4SO)-22, Crankshaft Position Sensor.>
2	CHECK CRANK SPROCKET. Remove the timing belt cover.	Are crank sprocket teeth cracked or damaged?	Replace the crank sprocket. <Ref. to ME(H4SO)-53, 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. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-47, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-22, Crankshaft Position Sensor.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-96, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

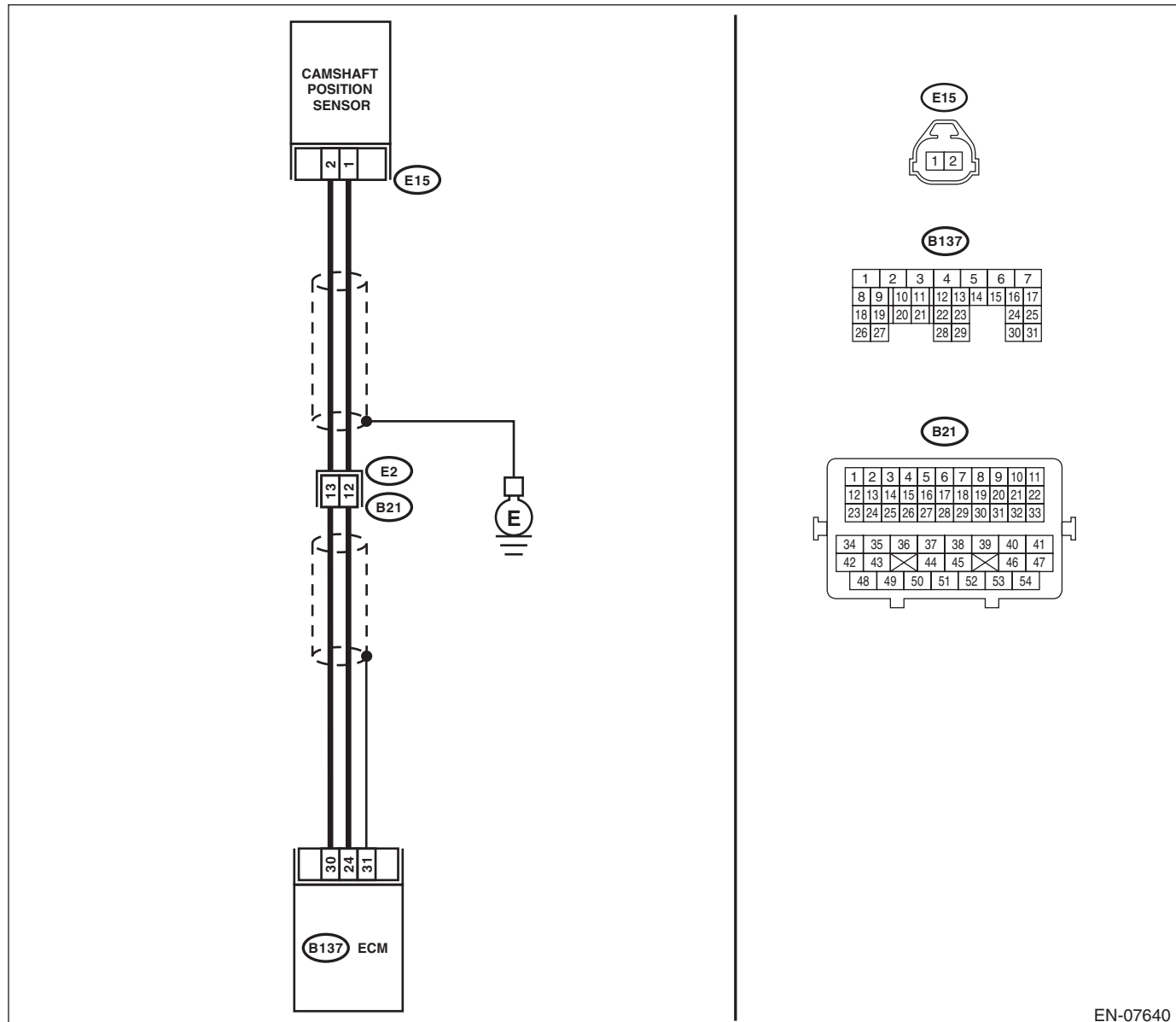
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07640

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and camshaft position sensor. 3) Measure the resistance of harness between ECM and camshaft position sensor connector. Connector & terminal (B137) No. 24 — (E15) No. 1: (B137) No. 30 — (E15) 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 in harness between ECM and camshaft position sensor connector • Poor contact of ECM connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the resistance between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair short circuit to ground in harness between ECM and camshaft position sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the ground short circuit of the harness circuit.
3 CHECK INSTALLATION CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 4.	Tighten the camshaft position sensor installation bolt securely. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>
4 CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between terminals of camshaft position sensor connector. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 kΩ?	Repair the poor contact of ECM or camshaft position sensor connector.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

BD:DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR)**DTC DETECTING CONDITION:**

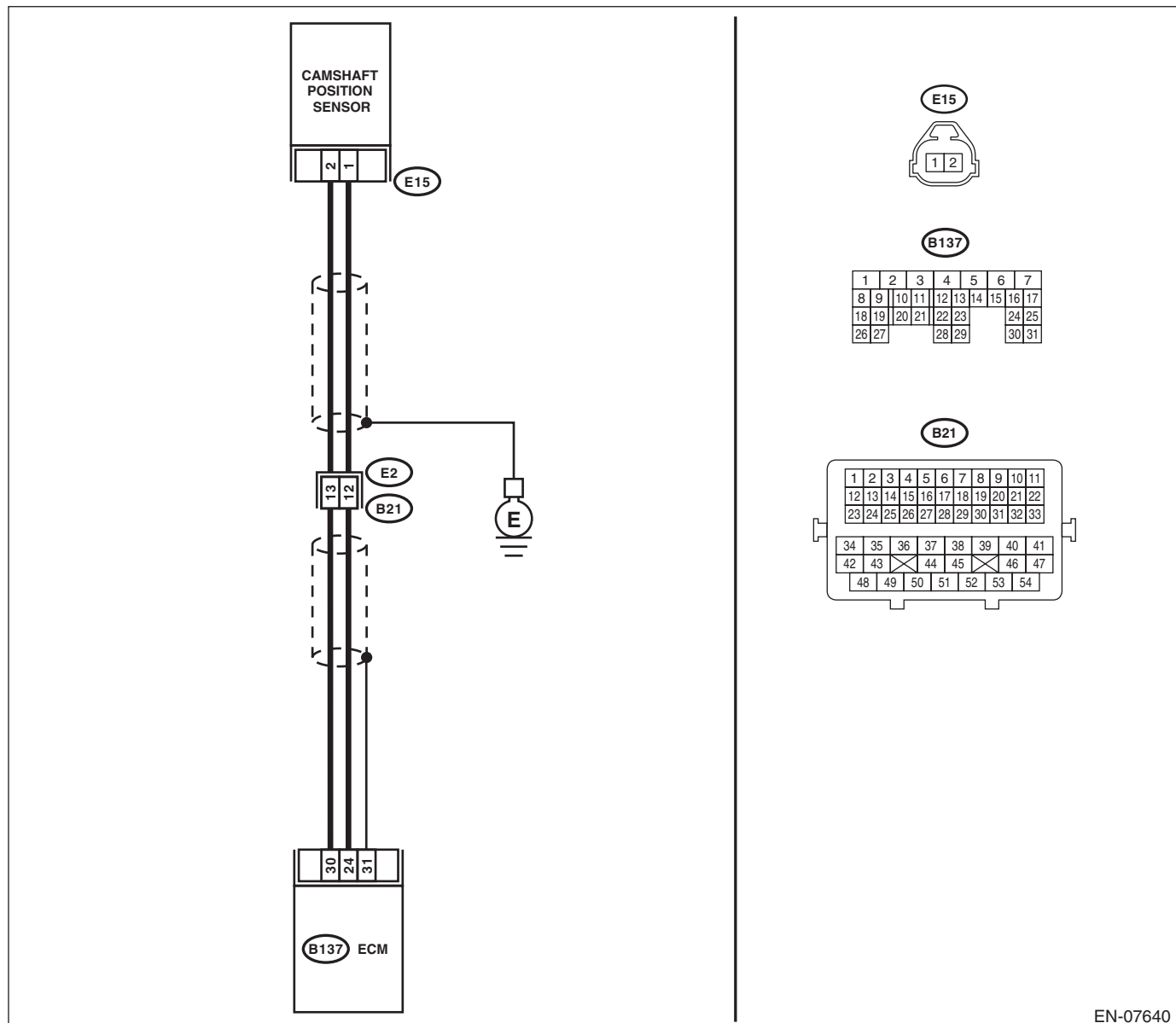
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-98, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls
- Failure of engine to start

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07640

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and camshaft position sensor. 3) Measure the resistance of harness between ECM and camshaft position sensor connector. Connector & terminal (B137) No. 24 — (E15) No. 1: (B137) No. 30 — (E15) 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 in harness between ECM and camshaft position sensor connector • Poor contact of ECM connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the resistance between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair short circuit to ground in harness between ECM and camshaft position sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the ground short circuit of the harness circuit.
3 CHECK INSTALLATION CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 4.	Tighten the camshaft position sensor installation bolt securely. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>
4 CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between terminals of camshaft position sensor connector. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 kΩ?	Go to step 5.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>
5 CHECK CAM SPROCKET. Remove the timing belt cover. <Ref. to ME(H4SO)-46, Timing Belt Cover.>	Are cam sprocket teeth cracked or damaged?	Replace the cam sprocket. <Ref. to ME(H4SO)-52, Cam Sprocket.>	Go to step 6.
6 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using the ST, and align the alignment mark on the cam sprocket with the alignment mark on the timing belt cover LH. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-47, Timing Belt.>	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

BE:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-100, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

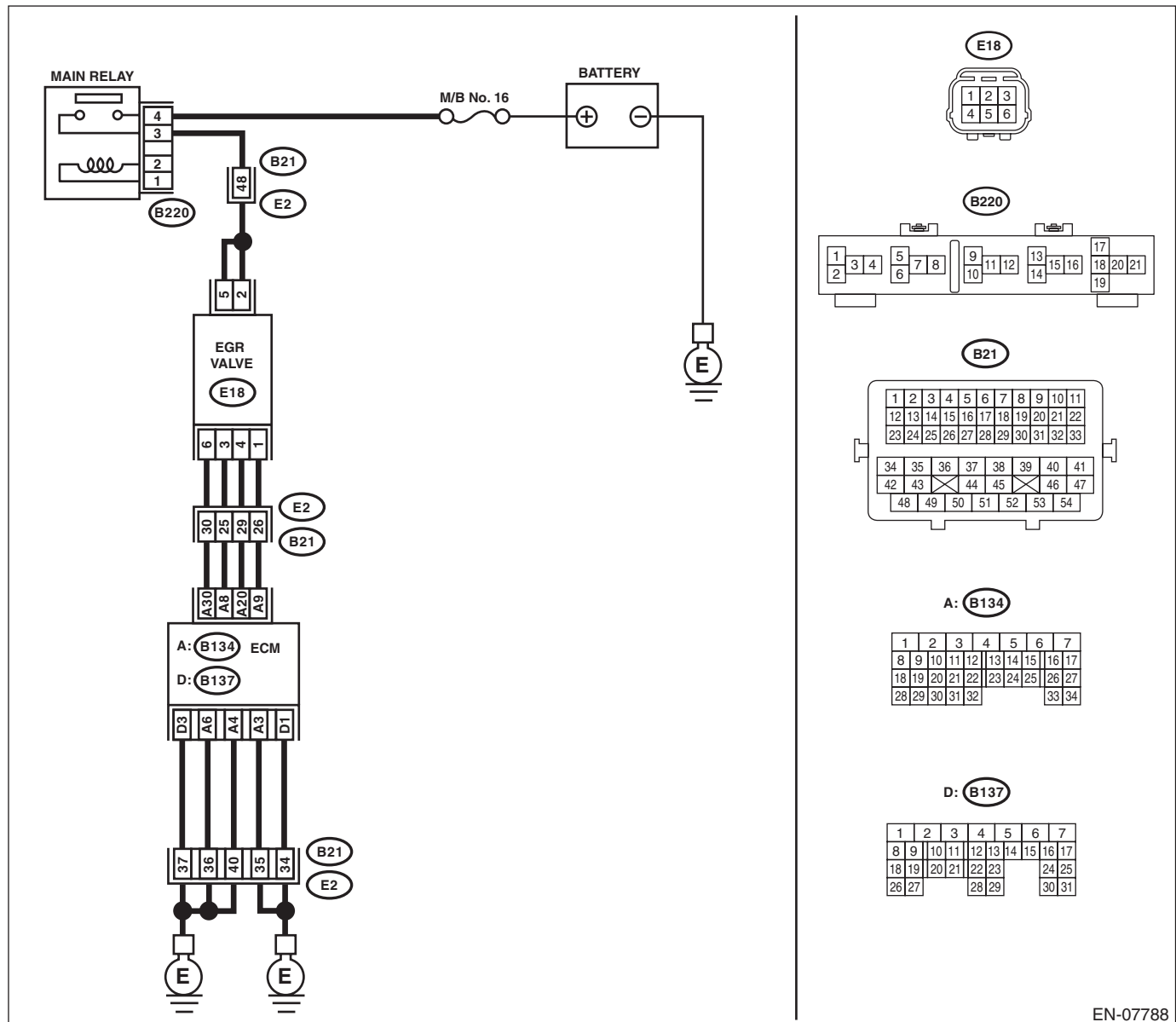
TROUBLE SYMPTOM:

- Movement performance problem when engine is low speed.
- Improper idling
- Movement performance problem

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read data of intake manifold absolute pressure 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 53.3 kPa (400 mmHg, 15.75 inHg) or more?	Make sure that the EGR valve, manifold absolute pressure sensor and throttle body are installed securely.	Go to step 2.
2	CHECK EGR VALVE. Remove the EGR valve.	Are there any holes, clogged lines or foreign matters in the EGR system?	Repair the EGR system.	Replace the EGR valve. <Ref. to FU(H4SO)-31, EGR Valve.>

BF: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(H4SO)-103, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

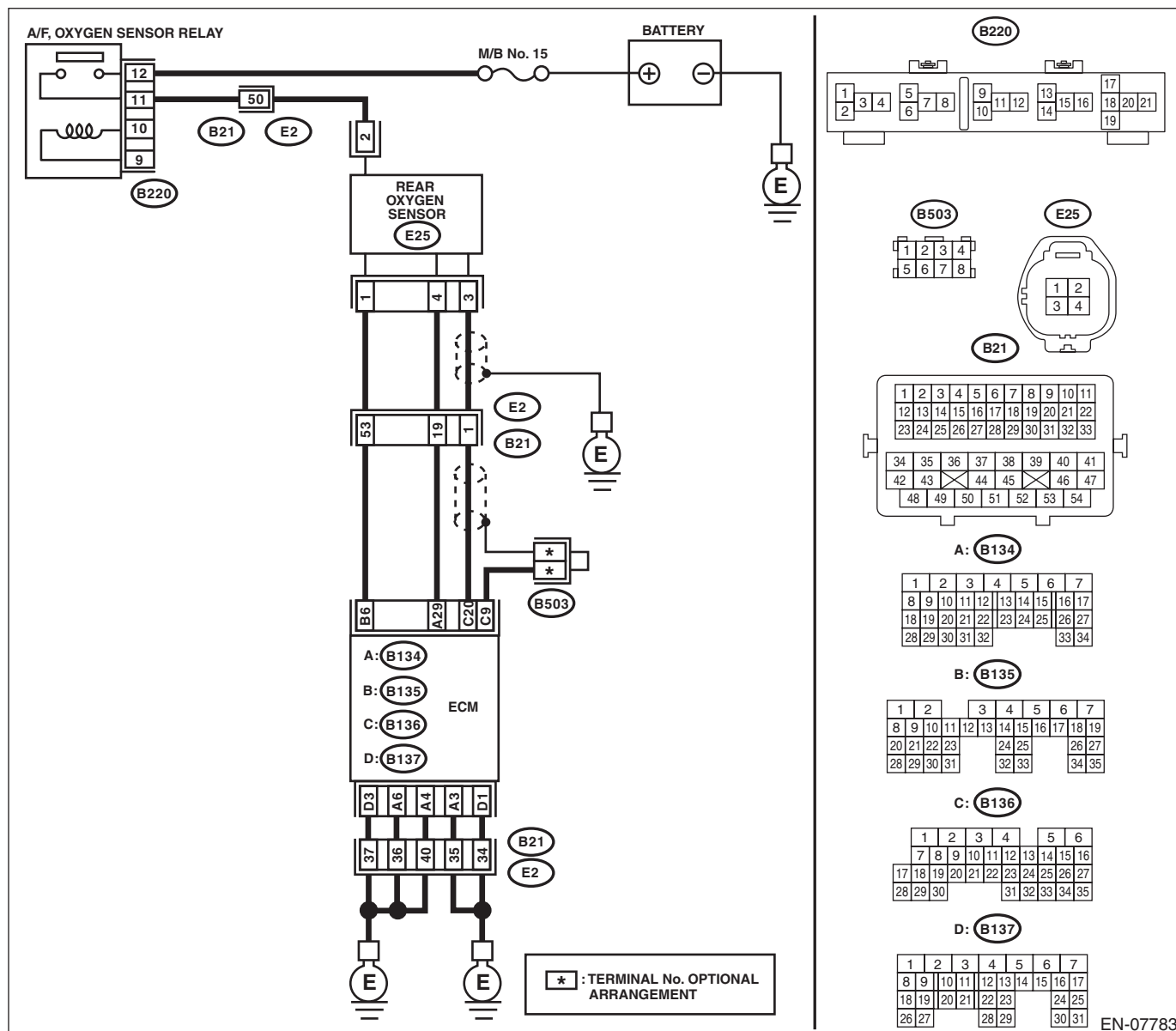
TROUBLE SYMPTOM:

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

CAUTION:

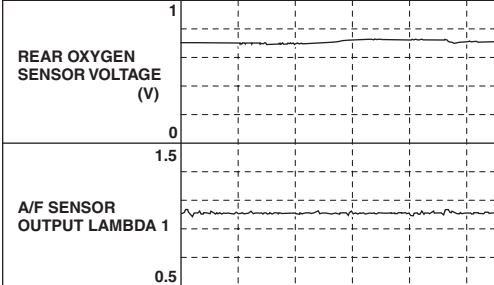
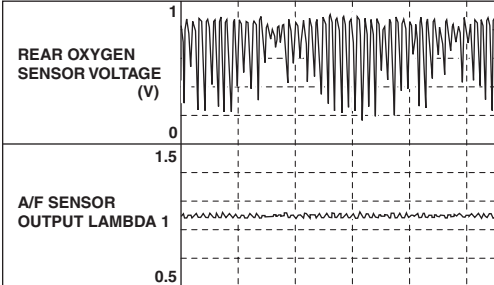
After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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. • Between cylinder head and front exhaust pipe • Between front exhaust pipe and front catalytic converter • Between front catalytic converter and rear catalytic converter • Loose or improperly attached 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(H4SO)-2, General Description.>	Go to step 2.
2 CHECK WAVEFORM DATA ON THE SUBARU SELECT MONITOR (WHILE DRIVING). 1) Drive at a constant speed of 80 — 112 km/h (50 — 70 MPH). 2) After 5 minutes have elapsed in the condition of step 1), use the Subaru Select Monitor while still driving to read the waveform data. • At normal condition  10 sec/div EN-06666 • At abnormal condition (numerous inversion)  10 sec/div EN-06667	Is a normal waveform displayed?	Even if DTC is detected, 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.	Go to step 3.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK WAVEFORM DATA ON THE SUBARU SELECT MONITOR (WHILE IDLING). 1) Run the engine at idle. 2) In the state of step 1), read the waveform data using the Subaru Select Monitor. • At normal condition REAR OXYGEN SENSOR VOLTAGE (V) 10 sec/div EN-06668 • At abnormal condition 1 (numerous inversion) REAR OXYGEN SENSOR VOLTAGE (V) 10 sec/div EN-06669 • At abnormal condition 2 (noise input) REAR OXYGEN SENSOR VOLTAGE (V) 10 sec/div EN-06670	Is a normal waveform displayed?	Go to step 4.	- The waveform is displayed at abnormal condition 1: Go to step 4. - The waveform is displayed at abnormal condition 2: Go to step 5.
4 CHECK CATALYTIC CONVERTER.	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(H4SO)-3, 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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) 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: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of coupling connector
7 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Go to step 8.	Repair the harness and connector. NOTE: Repair the following locations. • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of ECM and rear oxygen sensor • Poor contact of ECM connector
8 CHECK REAR OXYGEN SENSOR SHIELD. 1) Turn the ignition switch to OFF. 2) Expose the rear oxygen sensor connector body side harness sensor shield. 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(H4SO)-37, Rear Oxygen Sensor.>	Repair the open circuit of rear oxygen sensor harness.

BG:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECT-ED (SMALL LEAK)**DTC DETECTING CONDITION:**

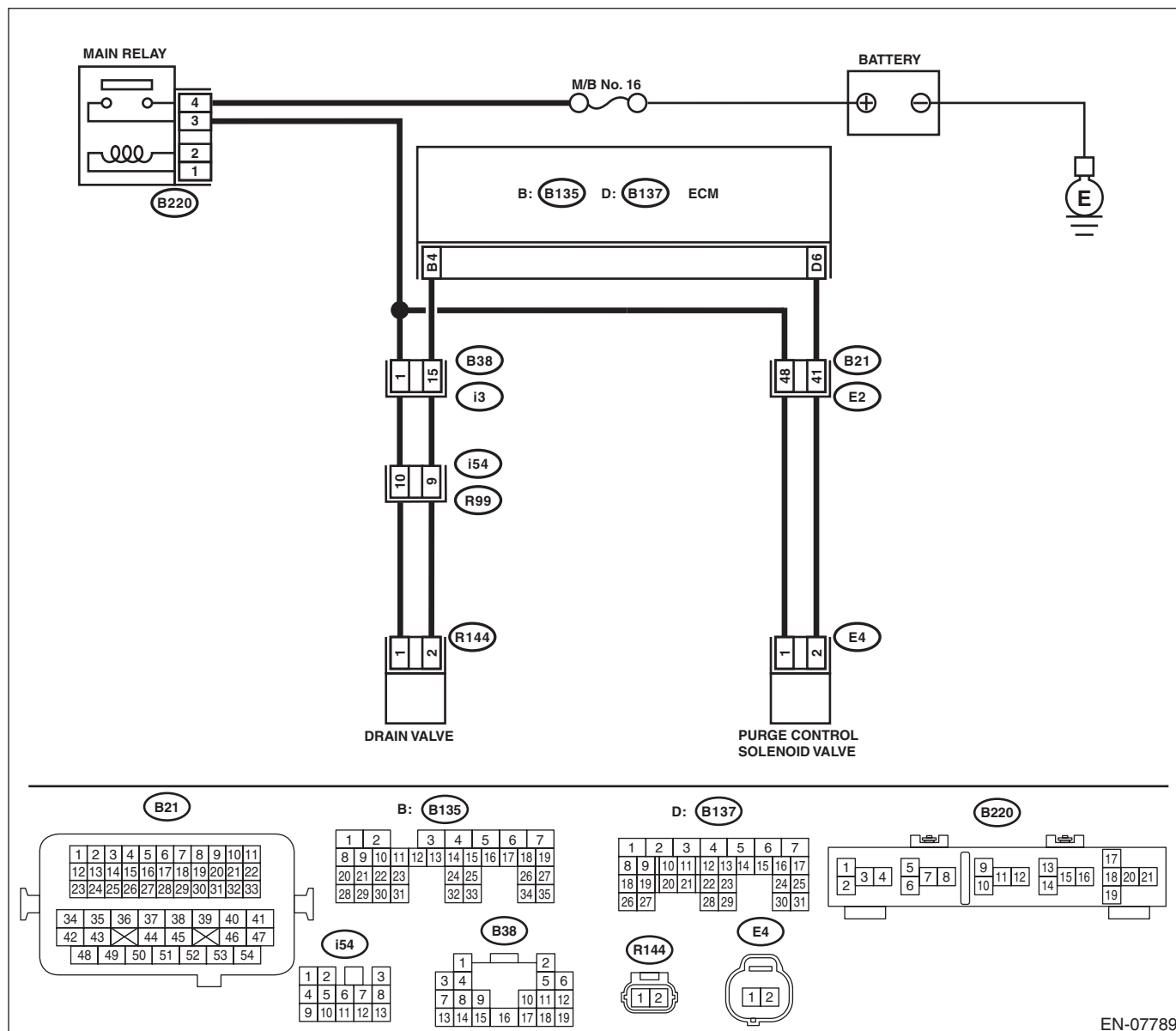
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-105, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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 servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

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 has 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(H4SO)-55, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Install the delivery (test) mode fuse. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4SO)-18, 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. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-9, Purge Control Solenoid Valve.>
6 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Check the delivery (test) mode fuse is removed.	Is there any hole of more than 1.0 mm (0.04 in) dia. on evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-66, Fuel Delivery and Evaporation Lines.>	Go to step 7.
7 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(H4SO)-5, Canister.>	Go to step 8.
8 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-48, 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(H4SO)-48, Fuel Tank.>	Go to step 9.
9 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 ECM connector.

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

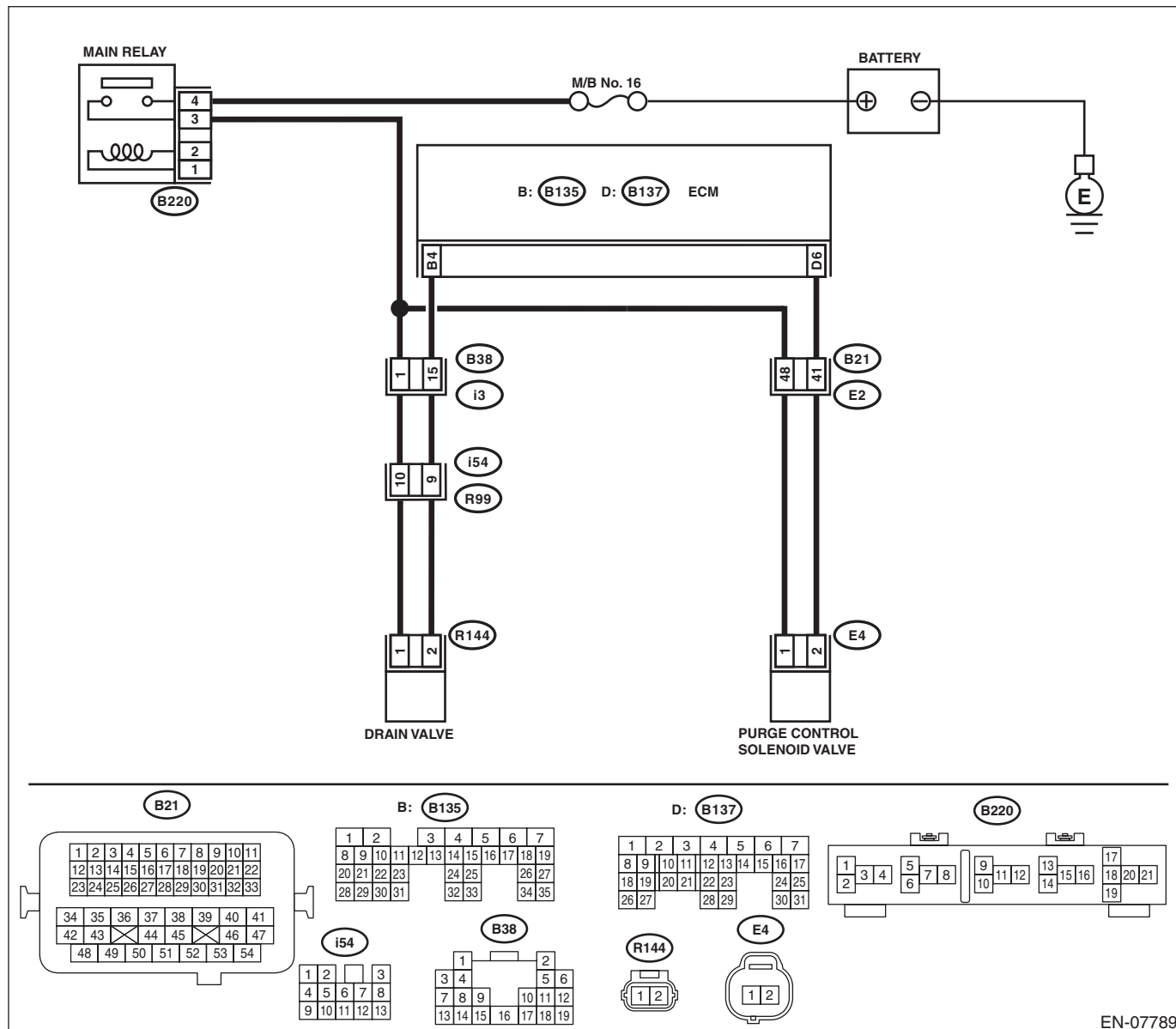
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-118, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07789

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

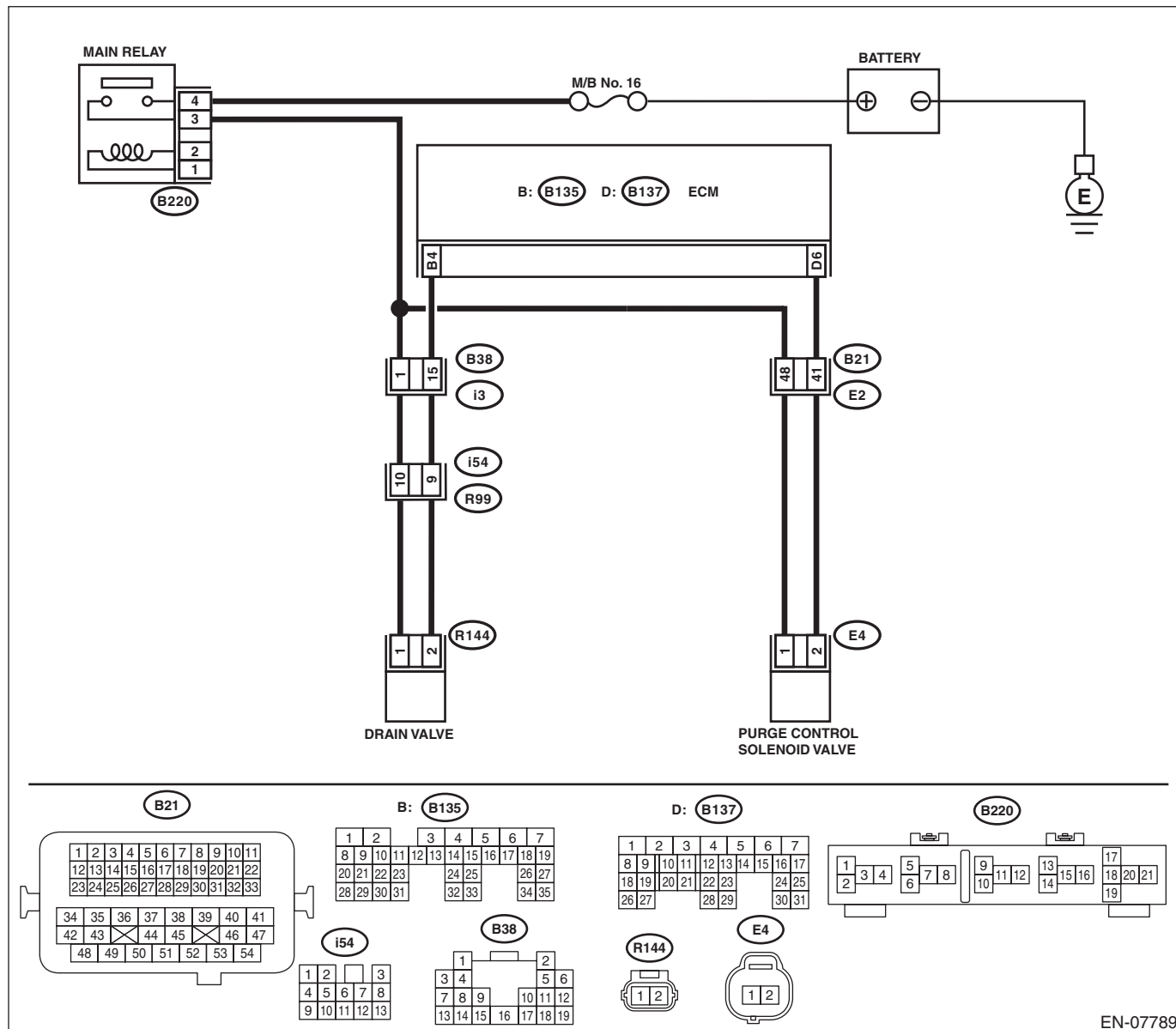
	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 4 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 2.	Go to step 3.
2	CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Even if DTC is detected, 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 open or short circuit of harness or temporary poor contact of connector may be the cause.
3	CHECK POWER SUPPLY TO DRAIN VALVE. Measure the voltage between drain valve and chassis ground. Connector & terminal (R144) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Repair the power supply circuit.
4	CHECK HARNESS BETWEEN ECM AND DRAIN VALVE CONNECTOR. 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 (R144) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and drain valve connector.
5	CHECK HARNESS BETWEEN ECM AND DRAIN VALVE CONNECTOR. Measure the resistance of harness between ECM and drain valve connector. Connector & terminal (B135) No. 4 — (R144) No. 2:	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 of harness between ECM and drain valve connector • Poor contact of coupling connector
6	CHECK DRAIN VALVE. Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance 10 — 100 Ω?	Repair the poor contact of drain valve connector.	Replace the drain valve. <Ref. to EC(H4SO)-18, Drain Valve.>

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

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-120, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

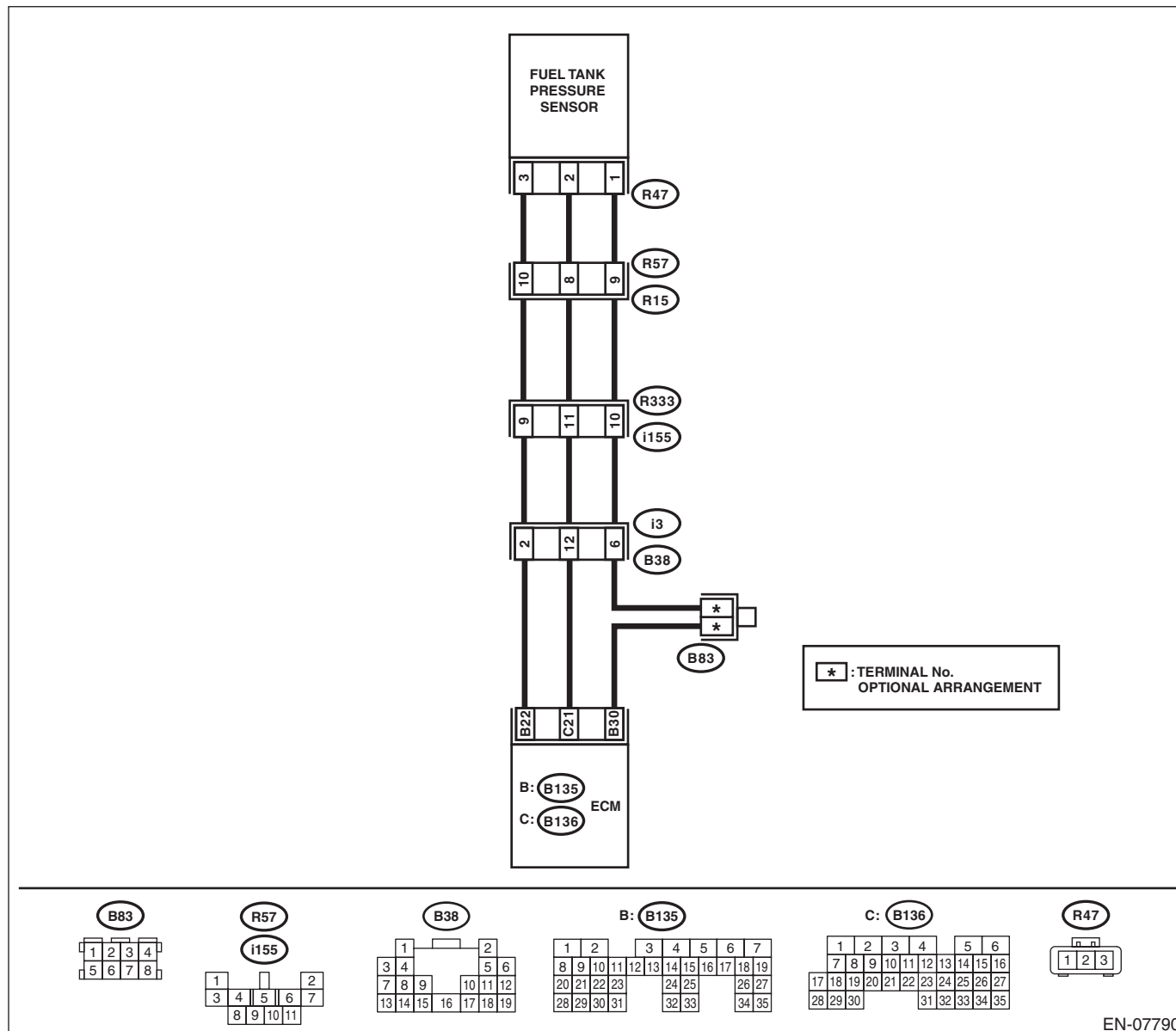
Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND DRAIN VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 4 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and drain valve connector.	Go to step 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(H4SO)-18, Drain Valve.>	Repair the poor contact of ECM connector.

BJ: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(H4SO)-122, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07790

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK PRESSURE VACUUM LINE. NOTE: Check the following items. • Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank • Disconnection, leakage and clogging of air ventilation hoses and pipes between 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(H4SO)-15, Fuel Tank Pressure Sensor.>

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

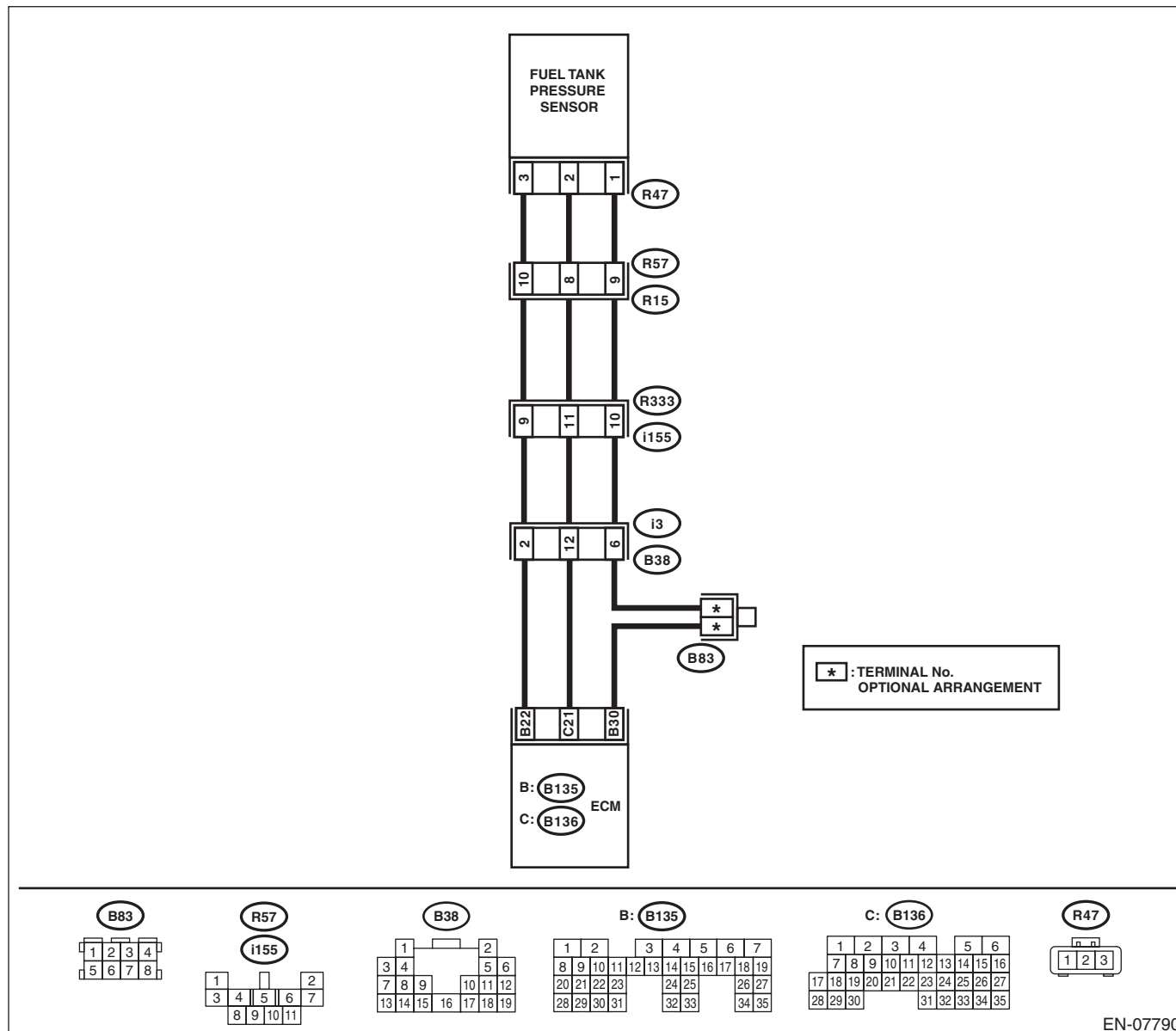
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-124, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

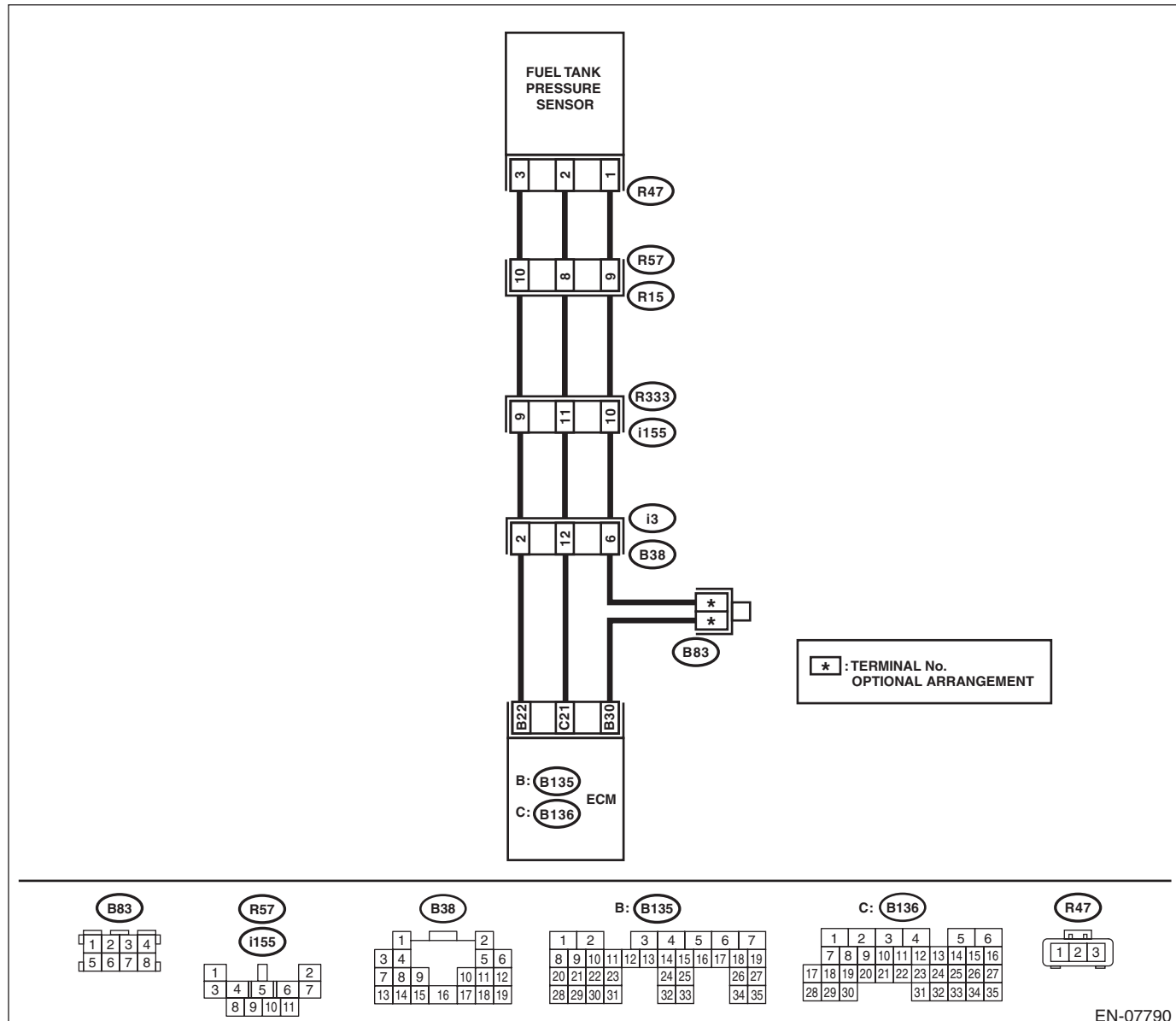
Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value less than -7.41 kPa (-55.6 mmHg, -2.19 inHg)?	Go to step 2.	Even if DTC is detected, 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 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 of 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 connector from ECM. 3) Measure the resistance of harness between the ECM and fuel tank pressure sensor connector. Connector & terminal (B136) No. 21 — (R47) 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 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 (B136) No. 21 — 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 FOR POOR CONTACT. Check for poor contact between the ECM and fuel tank pressure sensor connector.	Is there poor contact of the ECM or fuel tank pressure sensor connector?	Repair the poor contact of the ECM or fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-15, Fuel Tank Pressure Sensor.>

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

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-126, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07790

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 7.95 kPa (59.6 mmHg, 2.35 inHg) or more?	Go to step 2.	Even if DTC is detected, 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 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 7.95 kPa (59.6 mmHg, 2.35 inHg) or more?	Repair the short circuit to power in the harness between 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. 1 — 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 of ECM connector • Poor contact of coupling connector • Poor contact of joint connector
4 CHECK FOR POOR CONTACT. Check for poor contact of the fuel tank pressure sensor connector.	Is there poor contact of fuel tank pressure sensor connector?	Repair the poor contact of fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-15, Fuel Tank Pressure Sensor.>

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

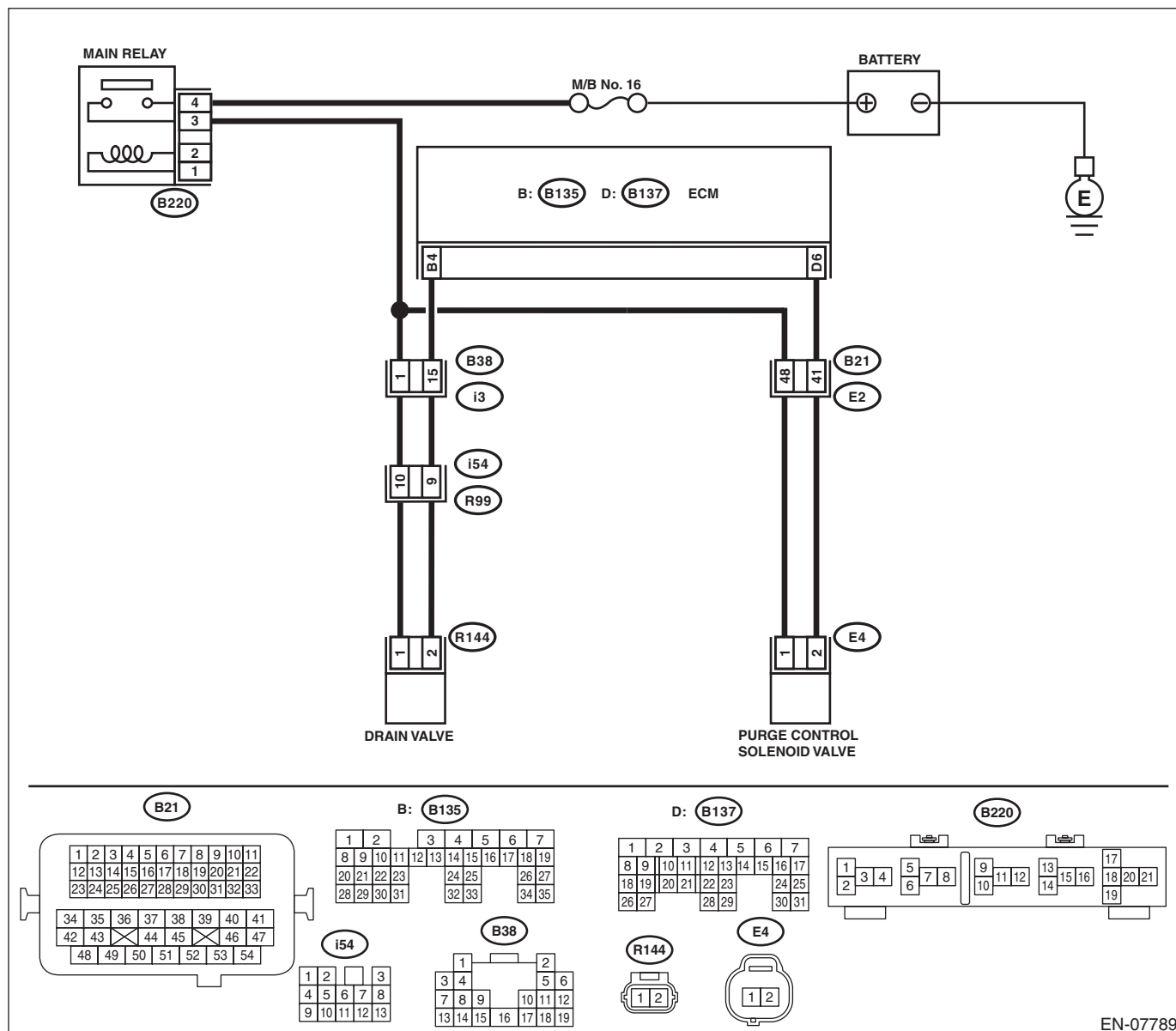
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-127, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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 servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

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 has 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(H4SO)-55, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Install the delivery (test) mode fuse. 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. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4SO)-18, 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. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-9, Purge Control Solenoid Valve.>
6 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Check the delivery (test) mode fuse is removed.	Is there any hole of more than 0.5 mm (0.020 in) dia. on evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-66, Fuel Delivery and Evaporation Lines.>	Go to step 7.
7 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(H4SO)-5, Canister.>	Go to step 8.
8 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-48, 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(H4SO)-48, Fuel Tank.>	Go to step 9.
9 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 ECM connector.

**BN:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECT-
ED (FUEL CAP LOOSE/OFF)****DTC DETECTING CONDITION:**

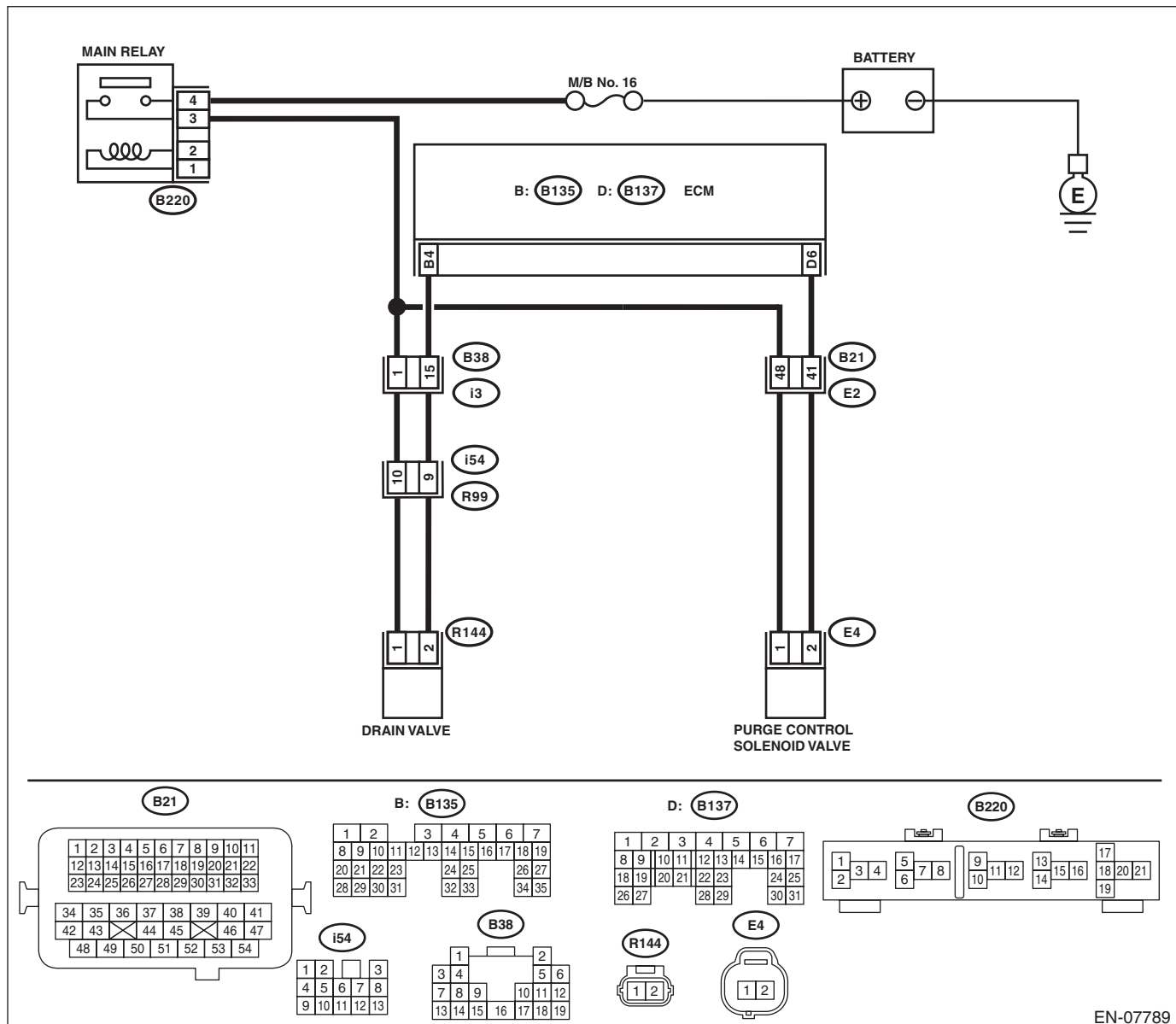
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-127, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap loose or lost

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

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 has 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(H4SO)-55, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Install the delivery (test) mode fuse. 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. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4SO)-18, 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. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 6.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-9, Purge Control Solenoid Valve.>
6 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Check the delivery (test) mode fuse is removed.	Is there any disconnection, damage or clogging on the evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-66, Fuel Delivery and Evaporation Lines.>	Go to step 7.
7 CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4SO)-5, Canister.>	Go to step 8.
8 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-48, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-48, Fuel Tank.>	Go to step 9.
9 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes, cracks, clogging, or disconnections, mis-connection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of ECM connector.

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

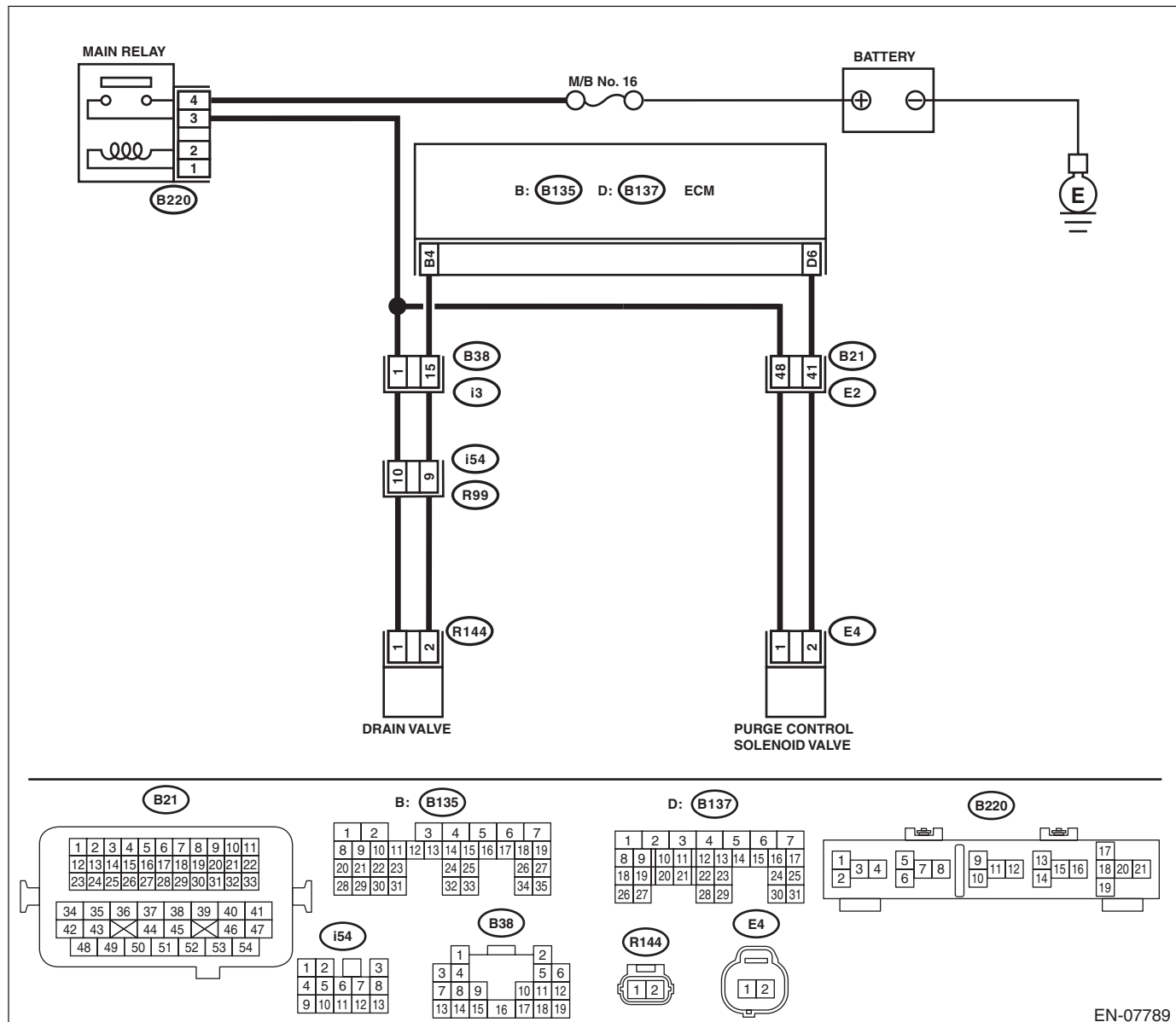
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-128, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

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. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 2.	Go to step 3.
2 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Even if DTC is detected, 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 open or short circuit of harness or temporary poor contact of connector may be the cause.
3 CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE. 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?	Go to step 4.	Repair the power supply circuit.
4 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE CONNECTOR. 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 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and purge control solenoid valve connector.
5 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE CONNECTOR. Measure the resistance of harness between ECM and purge control solenoid valve. Connector & terminal (B137) No. 6 — (E4) No. 2:	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 in harness between ECM and purge control solenoid valve connector • Poor contact of coupling connector
6 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 10 — 100 Ω ?	Repair the poor contact of purge control solenoid valve connector.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-9, Purge Control Solenoid Valve.>

BP: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(H4SO)-130, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

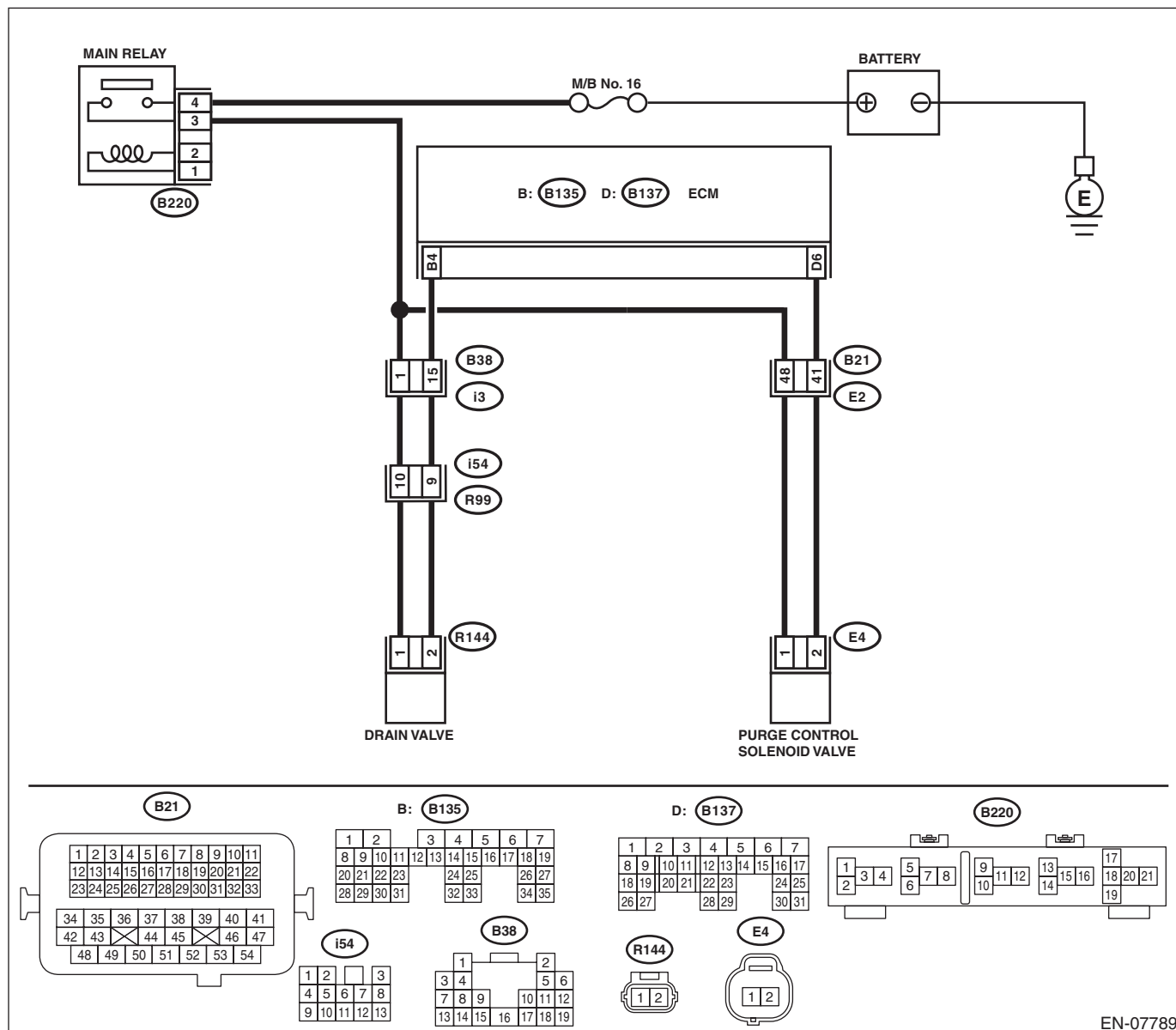
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07789

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE CONNECTOR. 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. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit of harness to power supply between 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(H4SO)-9, Purge Control Solenoid Valve.>	Repair the poor contact of ECM connector.

BQ: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(H4SO)-132, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, 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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(H4SO)-60, Fuel Level Sensor.> <Ref. to FU(H4SO)-62, Fuel Sub Level Sensor.>

BR:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW**NOTE:**

For the diagnostic procedure, refer to DTC P0463. <Ref. to EN(H4SO)(diag)-217, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BS: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(H4SO)-136, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is DTC P0462 or P0463 displayed on the Subaru Select Monitor?	Check the combination meter. <Ref. to IDI-12, CHECK FUEL LEVEL SENSOR, INSPECTION, Combination Meter System.>	Even if DTC is detected, 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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BT:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-138, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is DTC P0464 displayed on the display?	Check the combination meter. <Ref. to IDI-12, CHECK FUEL LEVEL SENSOR, INSPECTION, Combination Meter System.>	Even if DTC is detected, 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.

BU:DTC P0500 VEHICLE SPEED SENSOR “A”

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-141, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK DTC OF VDC. Check DTC of VDC.	Is DTC of VDC displayed?	Perform the diagnosis according to DTC. <Ref. to VDC(diag)-35, List of Diagnostic Trouble Code (DTC).>	Repair the poor contact of ECM connector.

BV: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(H4SO)-142, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

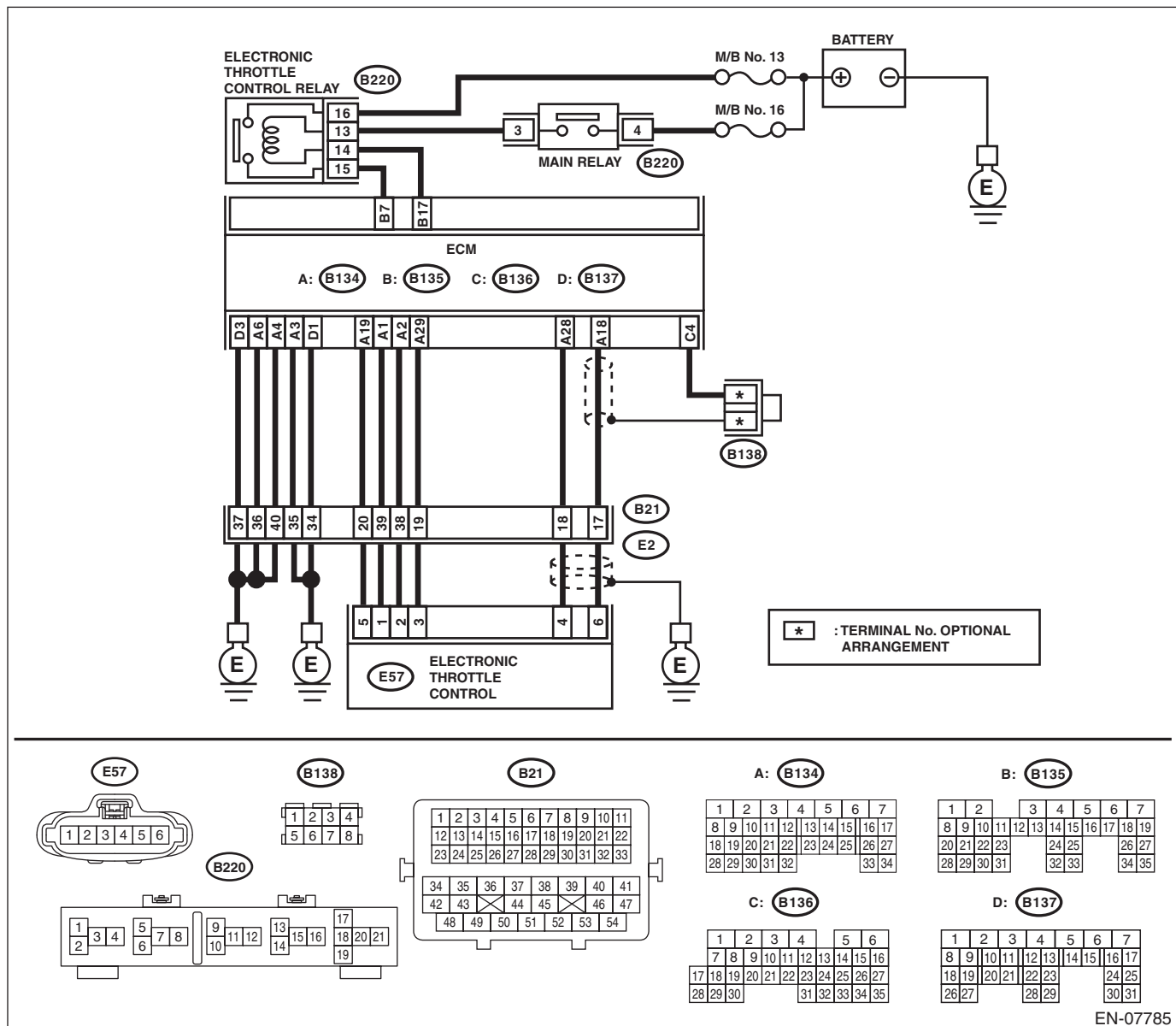
TROUBLE SYMPTOM:

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

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

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(H4SO)(diag)-78, 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 there excessive clogging on air cleaner element?	Replace the air cleaner element. <Ref. to IN(H4SO)-4, Air Cleaner Element.>	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Remove the electronic throttle control. <Ref. to FU(H4SO)-14, REMOVAL, Throttle Body.> 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(H4SO)(diag)-275, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BW: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(H4SO)-143, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

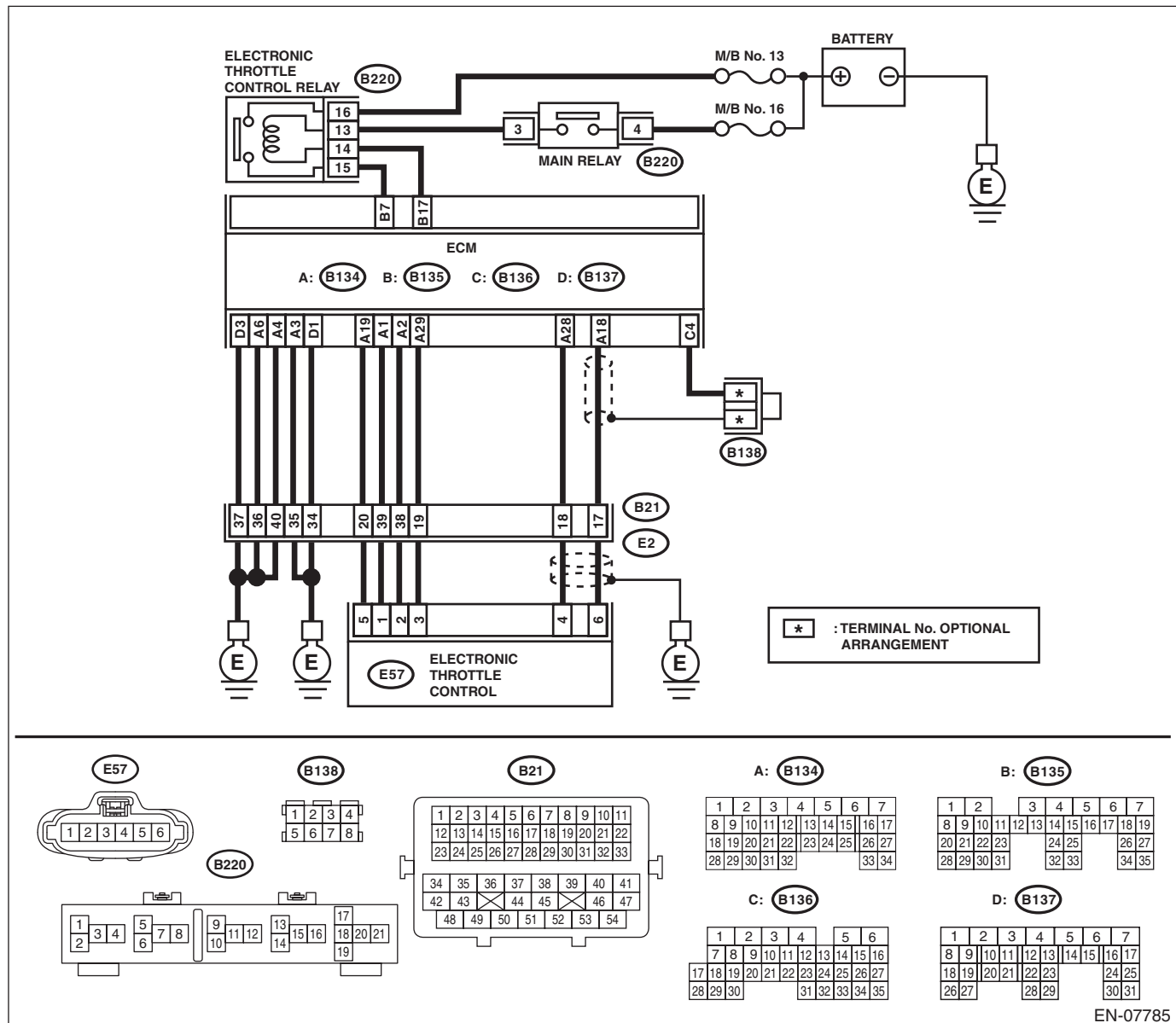
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

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(H4SO)(diag)-78, 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. <Ref. to FU(H4SO)-14, REMOVAL, Throttle Body.> 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(H4SO)(diag)-275, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BX:DTC P0512 STARTER REQUEST CIRCUIT**DTC DETECTING CONDITION:**

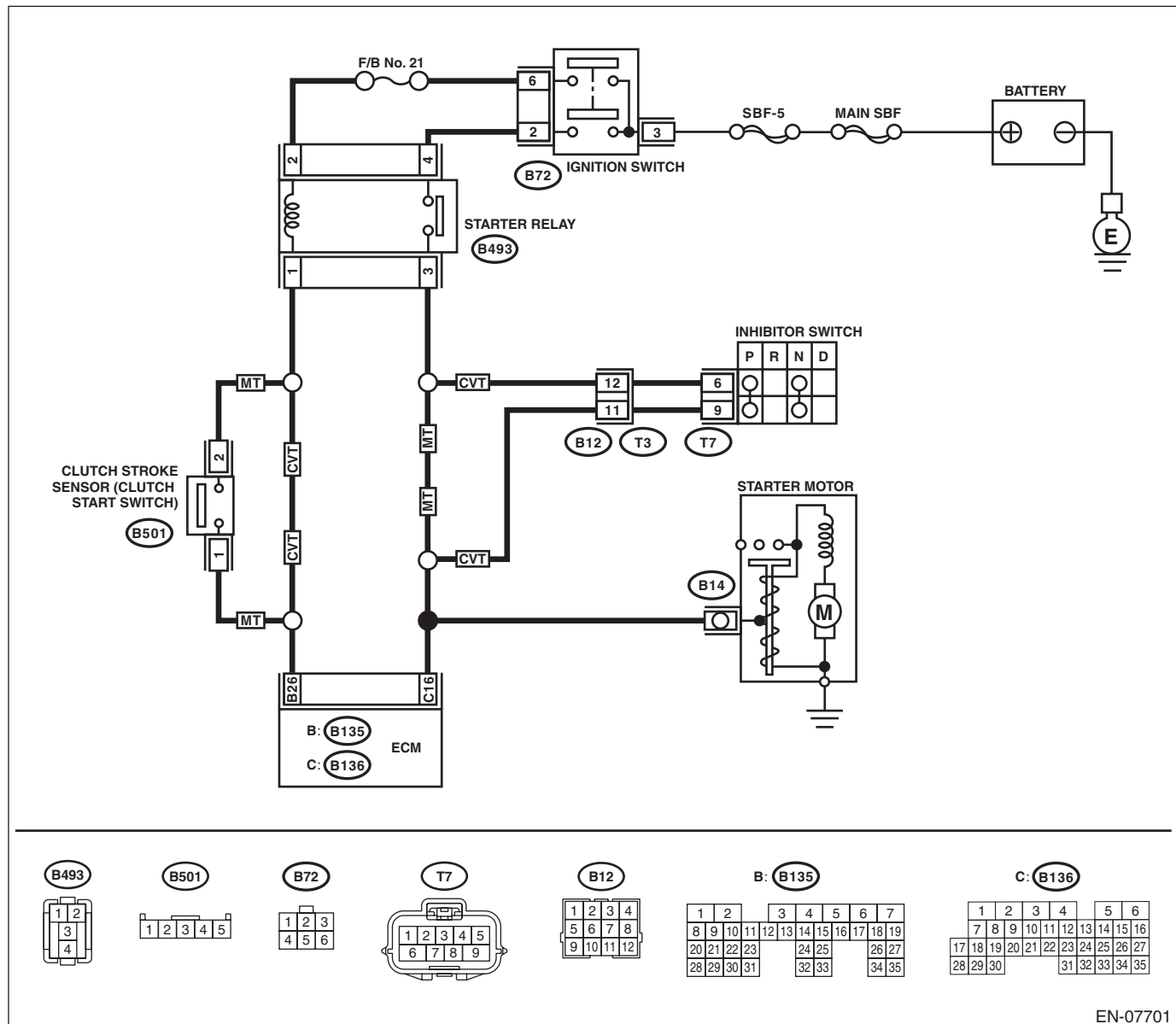
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-144, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07701

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND STARTER RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 16 (+) — Chassis ground (–): NOTE: For CVT model, place the select lever in "P" range or "N" range.	Is the voltage 10 V or more?	Repair the short circuit to power supply in harness between ECM and starter relay connector.	Repair the poor contact of ECM connector.

BY:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR**DTC DETECTING CONDITION:**

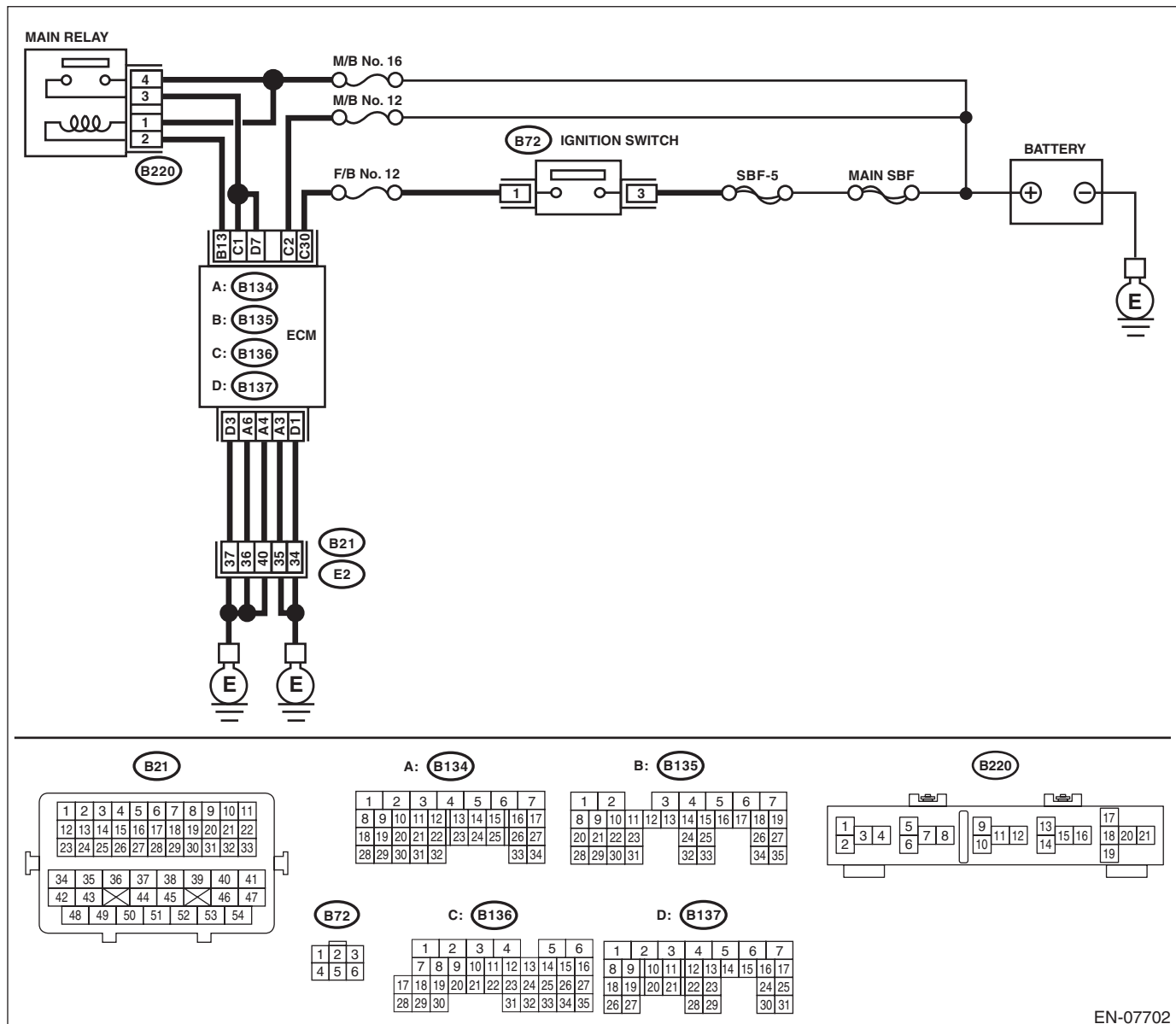
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-146, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07702

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Even if DTC is detected, 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.

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

NOTE:

For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(H4SO)(diag)-227, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CA:DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE**DTC DETECTING CONDITION:**

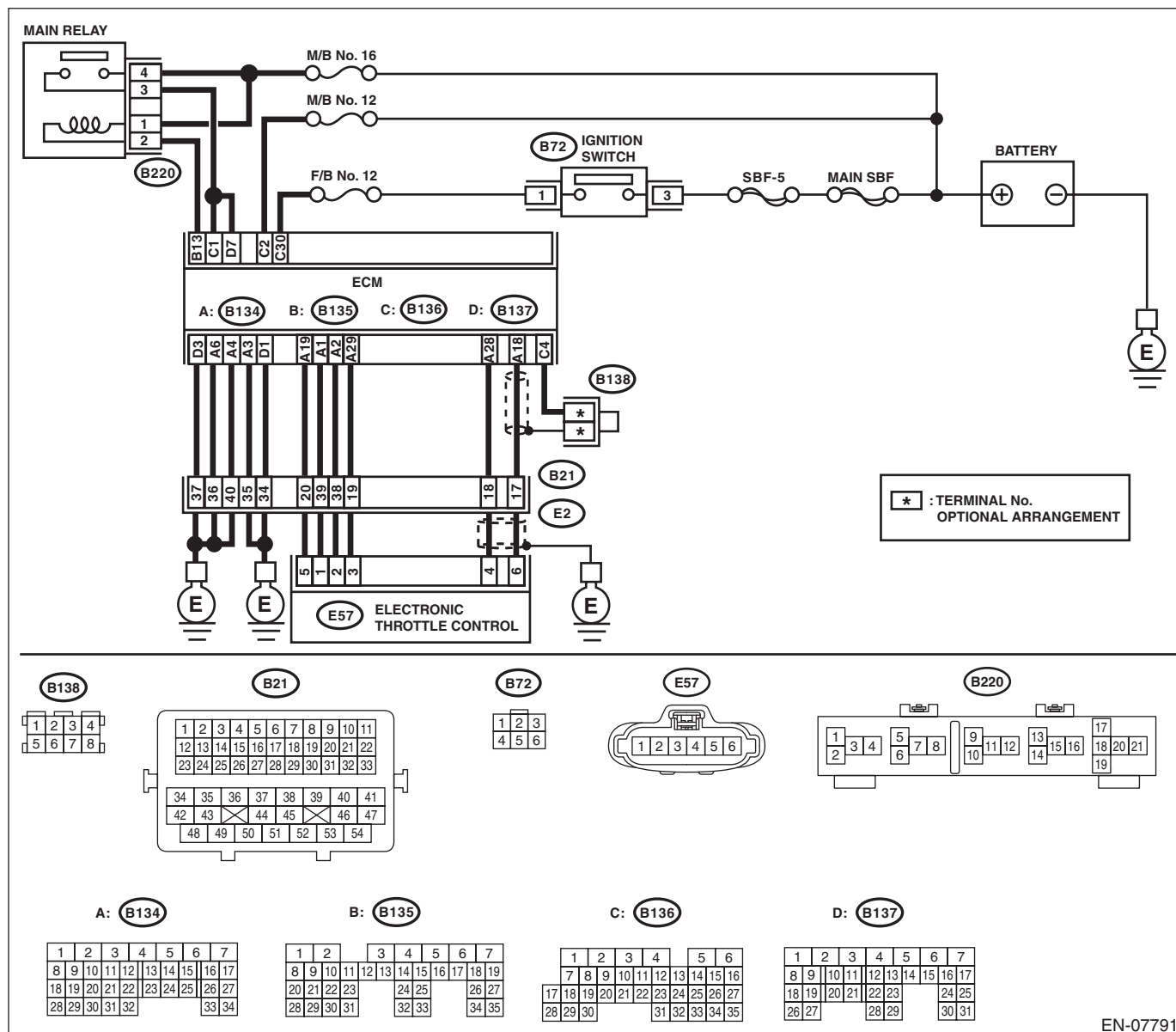
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-148, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07791

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. <i>Connector & terminal</i> <i>(B136) No. 1 (+) — Chassis ground (-):</i> <i>(B137) No. 7 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B136) No. 1 (+) — Chassis ground (-):</i> <i>(B137) No. 7 (+) — Chassis ground (-):</i>	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 CONNECTOR. 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. <i>Connector & terminal</i> <i>(B134) No. 19 — (E57) No. 5:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	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 ECM GROUND HARNESS. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 (+) — Chassis ground (-):</i> <i>(B134) No. 4 (+) — Chassis ground (-):</i> <i>(B134) No. 6 (+) — Chassis ground (-):</i> <i>(B137) No. 1 (+) — Chassis ground (-):</i> <i>(B137) No. 3 (+) — Chassis ground (-):</i>	Is the voltage less than 1 V?	Repair the poor contact of ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in ground circuit • Retightening of engine ground terminals • Poor contact of coupling connector

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

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-275, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CC:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

NOTE:

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

CD: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(H4SO)-153, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

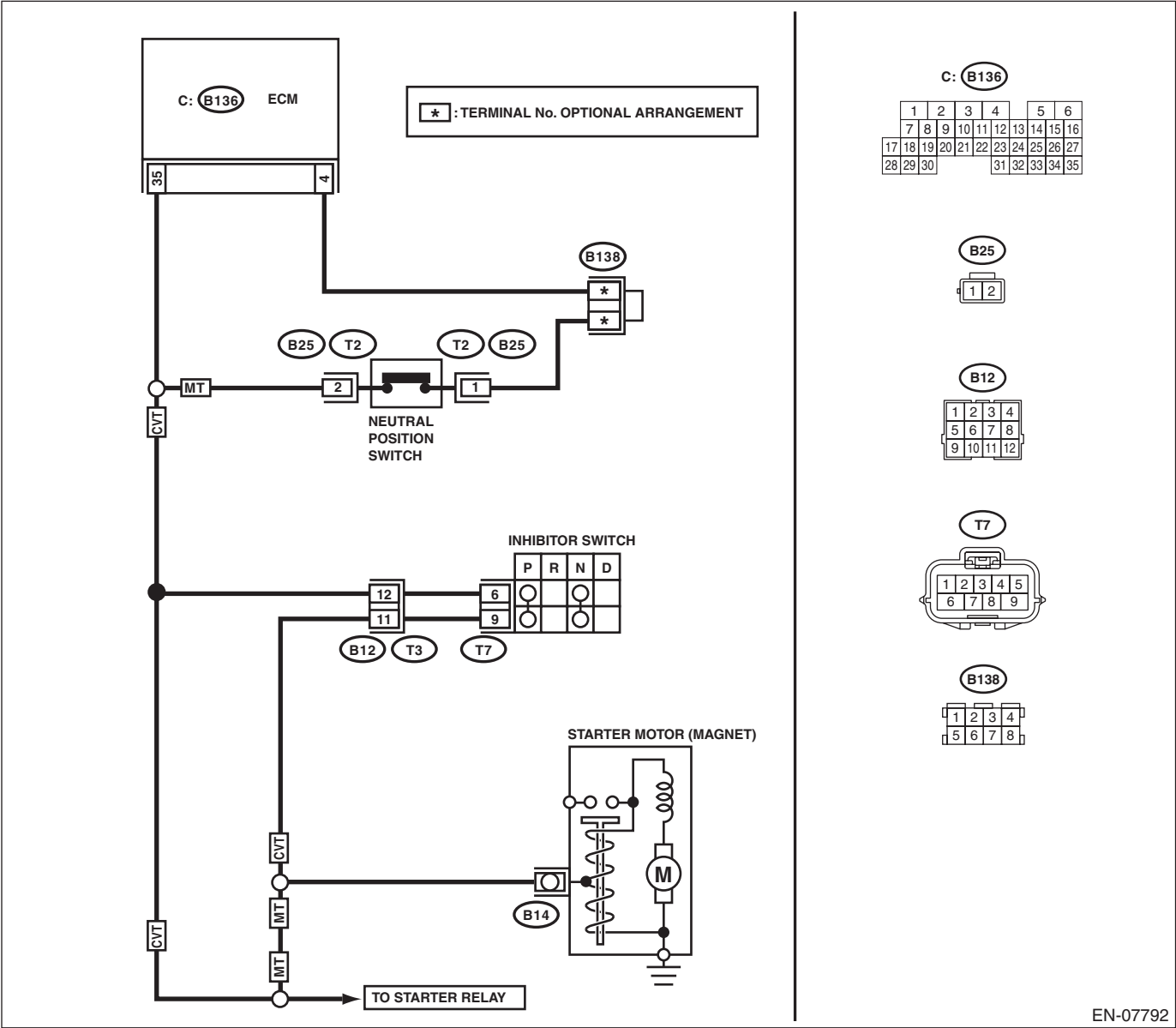
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step	Check	Yes	No
1	CHECK SELECT CABLE.	Is there any fault in select cable?	Repair or adjust the select cable. <Ref. to CS-41, Select Cable.>
			Go to step 2.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the select lever in other than "P" range and "N" range. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 35 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of 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. 35 — 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 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 CVT-94, Inhibitor Switch.>	Repair the ground short circuit of harness between transmission harness connector and inhibitor switch connector.

CE: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(H4SO)-154, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

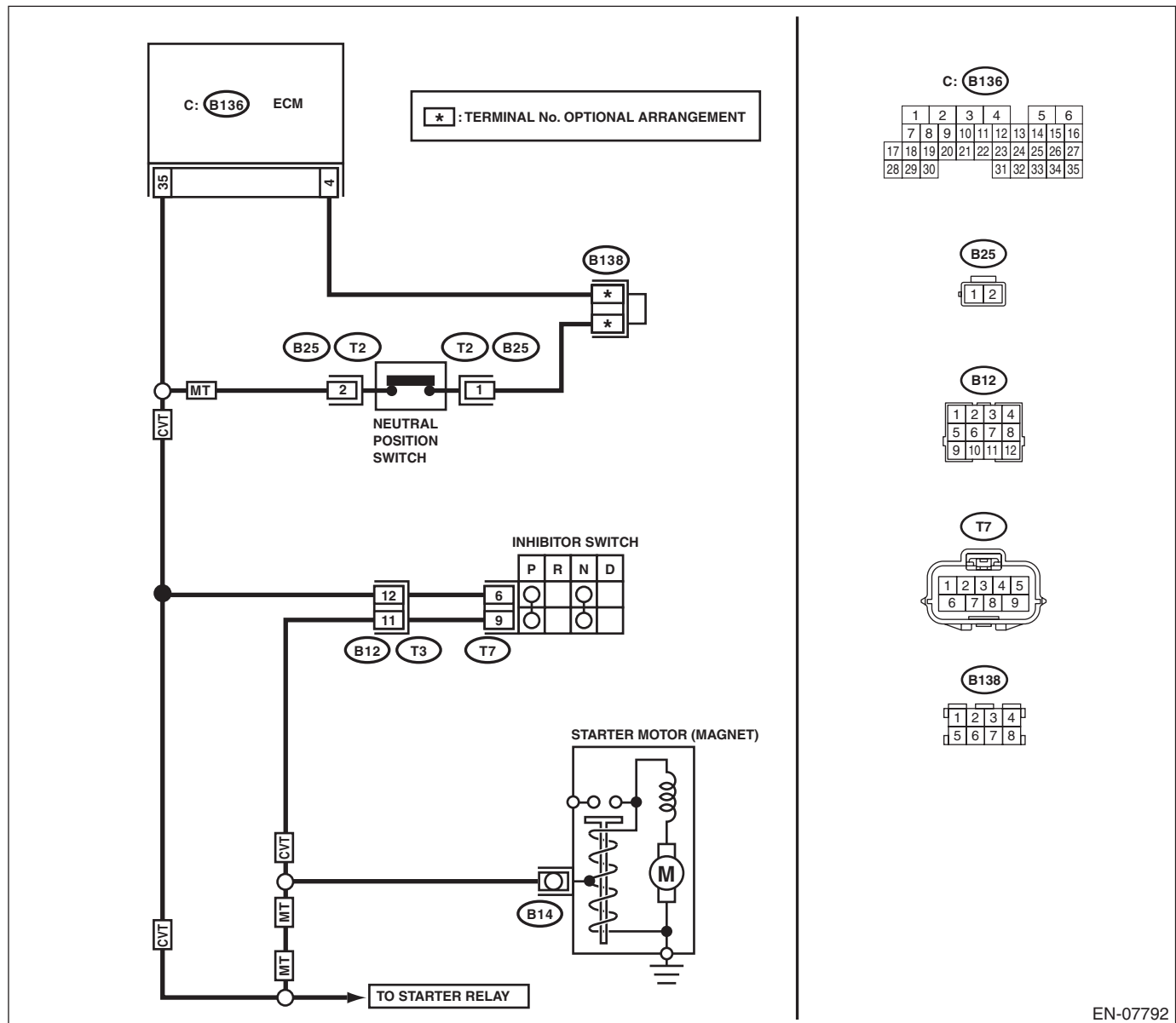
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07792

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 other than neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 35 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of ECM connector.	Go to step 2.
	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and neutral position switch. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 35 — Chassis ground:			
2		Is the resistance 1 MΩ or more?	Replace the neutral position switch. <Ref. to 6MT-36, Switches and Harness.>	Repair the short circuit to ground harness between ECM and neutral position switch connector.

CF:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)**DTC DETECTING CONDITION:**

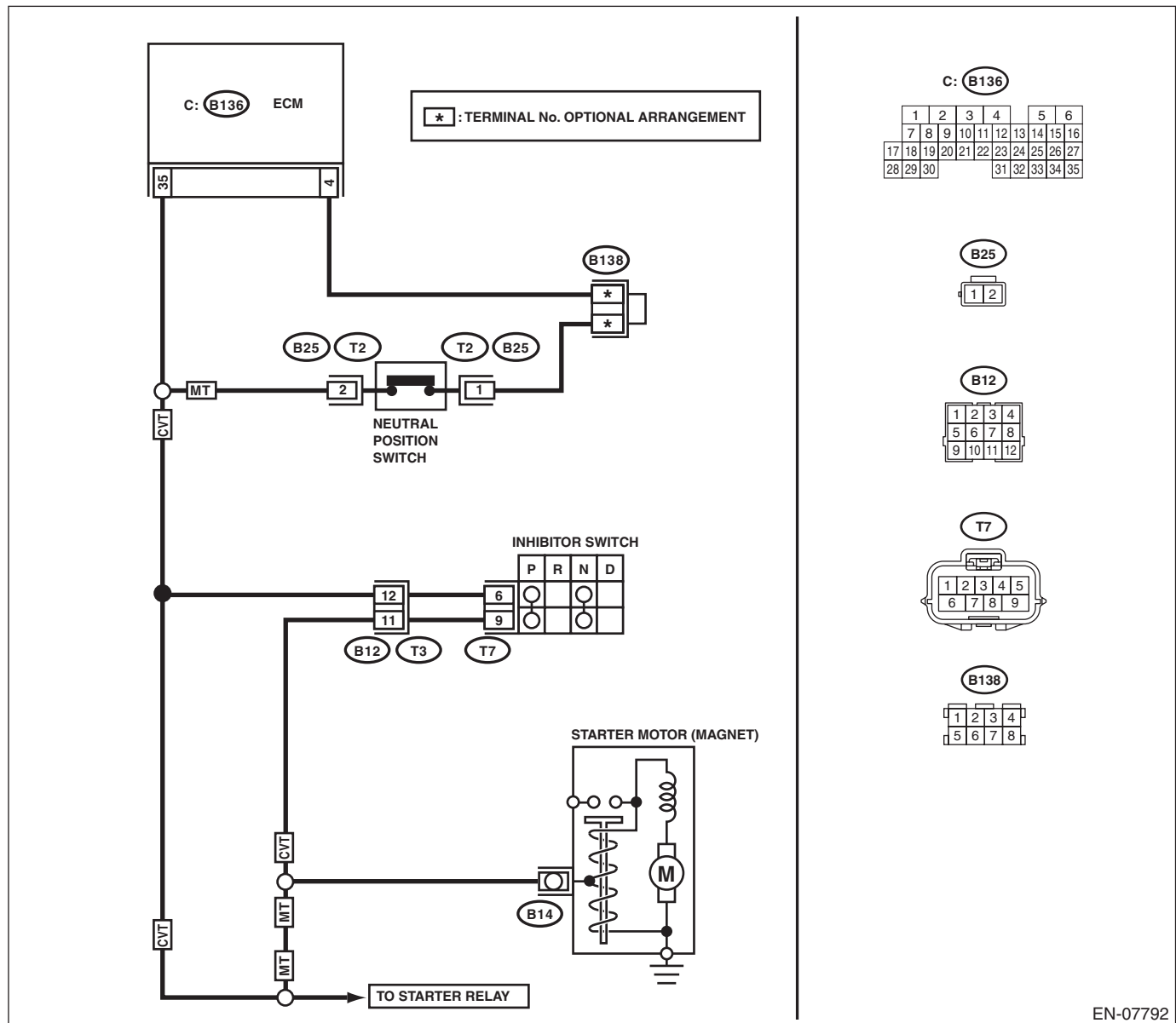
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-155, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Step	Check	Yes	No
1	CHECK SELECT CABLE.	Is there any fault in select cable?	Repair or adjust the select cable. <Ref. to CS-41, Select Cable.>
			Go to step 2.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 "P" range and "N" range. Connector & terminal (B136) No. 35 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of 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. 35 — (T7) No. 6:	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 of coupling connector
4 CHECK INHIBITOR SWITCH GROUND LINE. Measure the resistance of harness between inhibitor switch connector and engine ground. Connector & terminal (T7) No. 9 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the inhibitor switch. <Ref. to CVT-94, Inhibitor Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between inhibitor switch connector and starter motor ground line • Poor contact of coupling connector • Poor contact of starter motor connector • Poor contact of starter motor ground • Starter motor

CG:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)**DTC DETECTING CONDITION:**

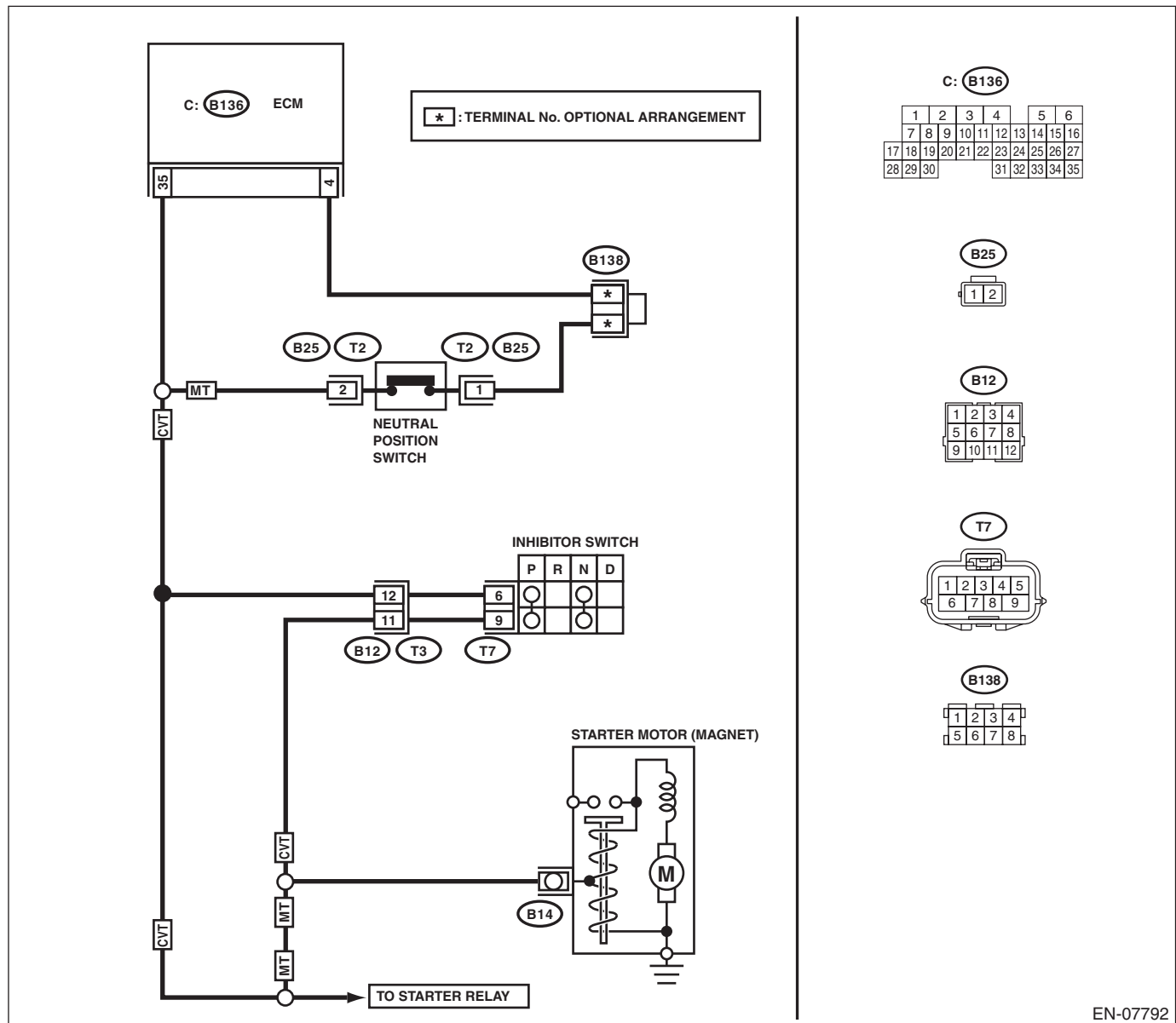
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-156, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07792

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

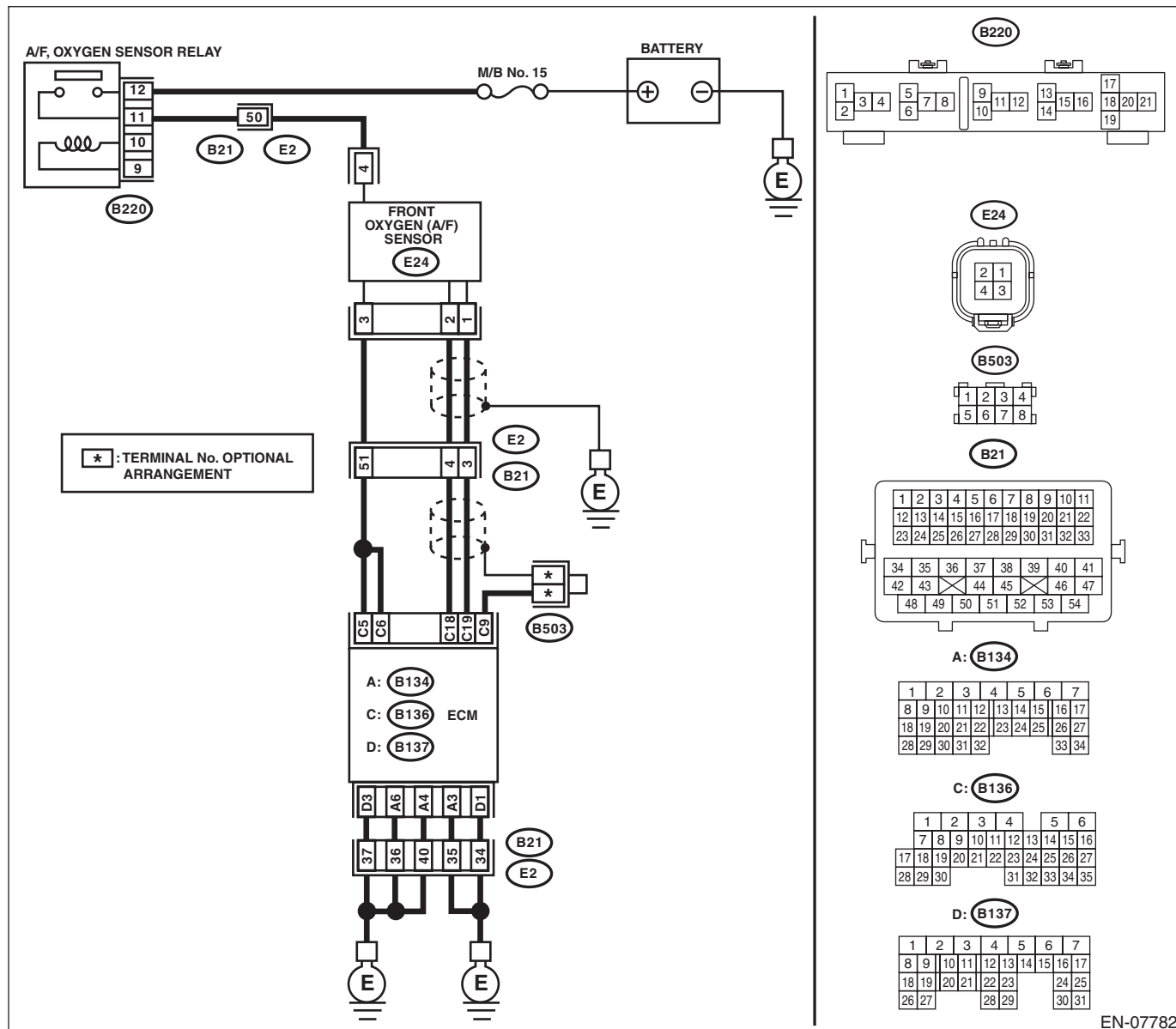
Step		Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 35 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of ECM connector.	Go to step 2.
	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and neutral position switch. 3) Measure the resistance of harness between ECM and neutral position switch connector. Connector & terminal (B136) No. 35 — (B25) No. 2: (B136) No. 4 — (B25) 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 in harness between ECM and neutral position switch connector • Poor contact of joint connector
	CHECK NEUTRAL POSITION SWITCH. 1) Place the shift lever in neutral. 2) Measure the resistance between neutral position switch terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact of neutral position switch connector.	Replace the neutral position switch. <Ref. to 6MT-36, Switches and Harness.>

CH:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1)**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-157, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07782

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

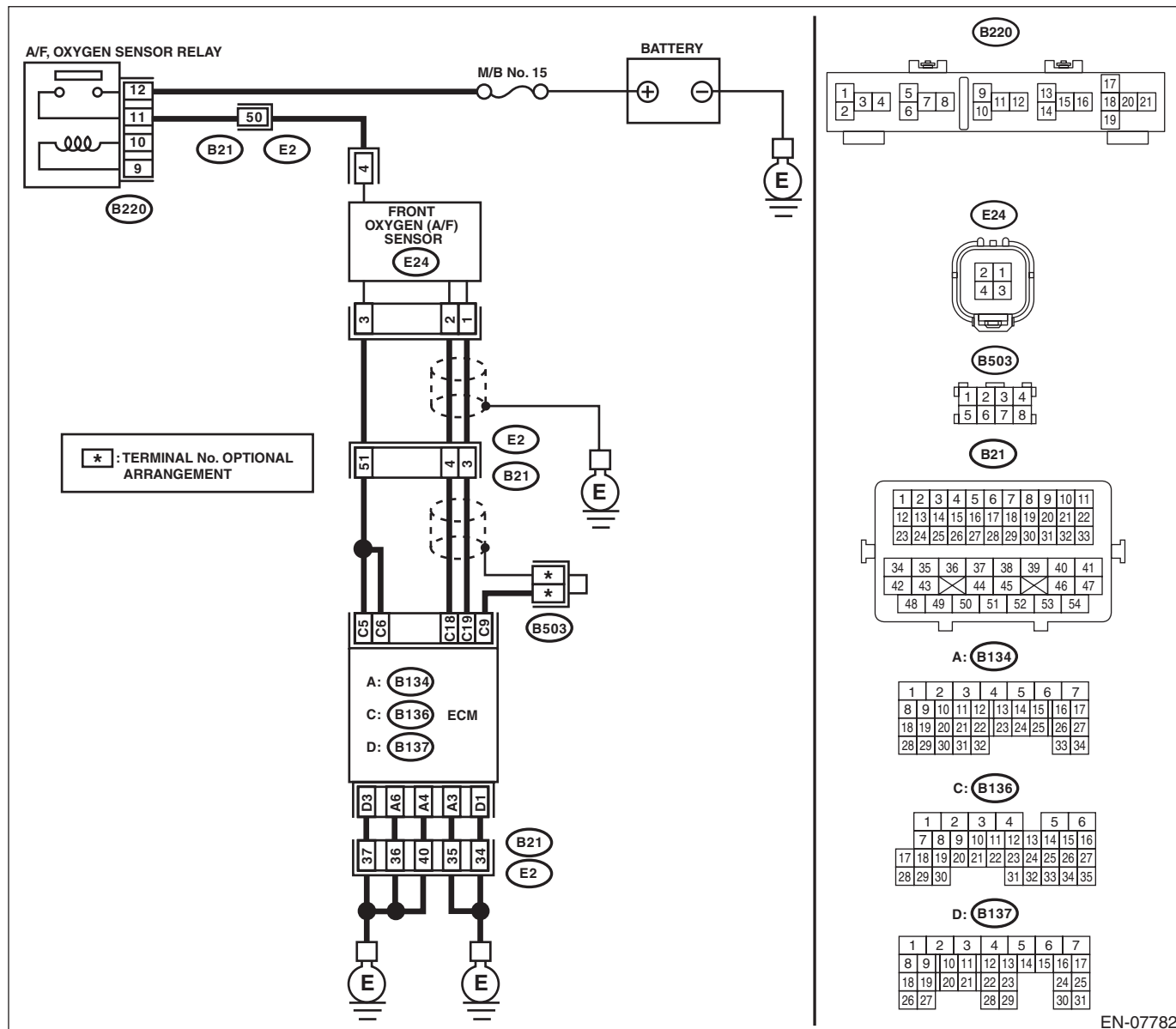
Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 18 — (E24) No. 2: (B136) No. 19 — (E24) 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 in harness between ECM and front oxygen (A/F) sensor connector • Poor contact of coupling connector
3 CHECK FOR POOR CONTACT. Check for poor contact of the front oxygen (A/F) sensor connector.	Is there poor contact of front oxygen (A/F) sensor connector?	Repair the poor contact of front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>

CI: DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1)**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-159, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07782

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 18 — Chassis ground: (B136) No. 19 — 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 connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 19 (+) — 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 (B136) No. 18 (+) — Chassis ground (-):	Is the voltage 4.95 V or more?	Go to step 5.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>
5 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 18 (+) — Chassis ground (-): (B136) No. 19 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit of harness to power supply between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>	Repair the poor contact of ECM connector.

CJ:DTC P1160 RETURN SPRING FAILURE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-275, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CK:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM**DTC DETECTING CONDITION:**

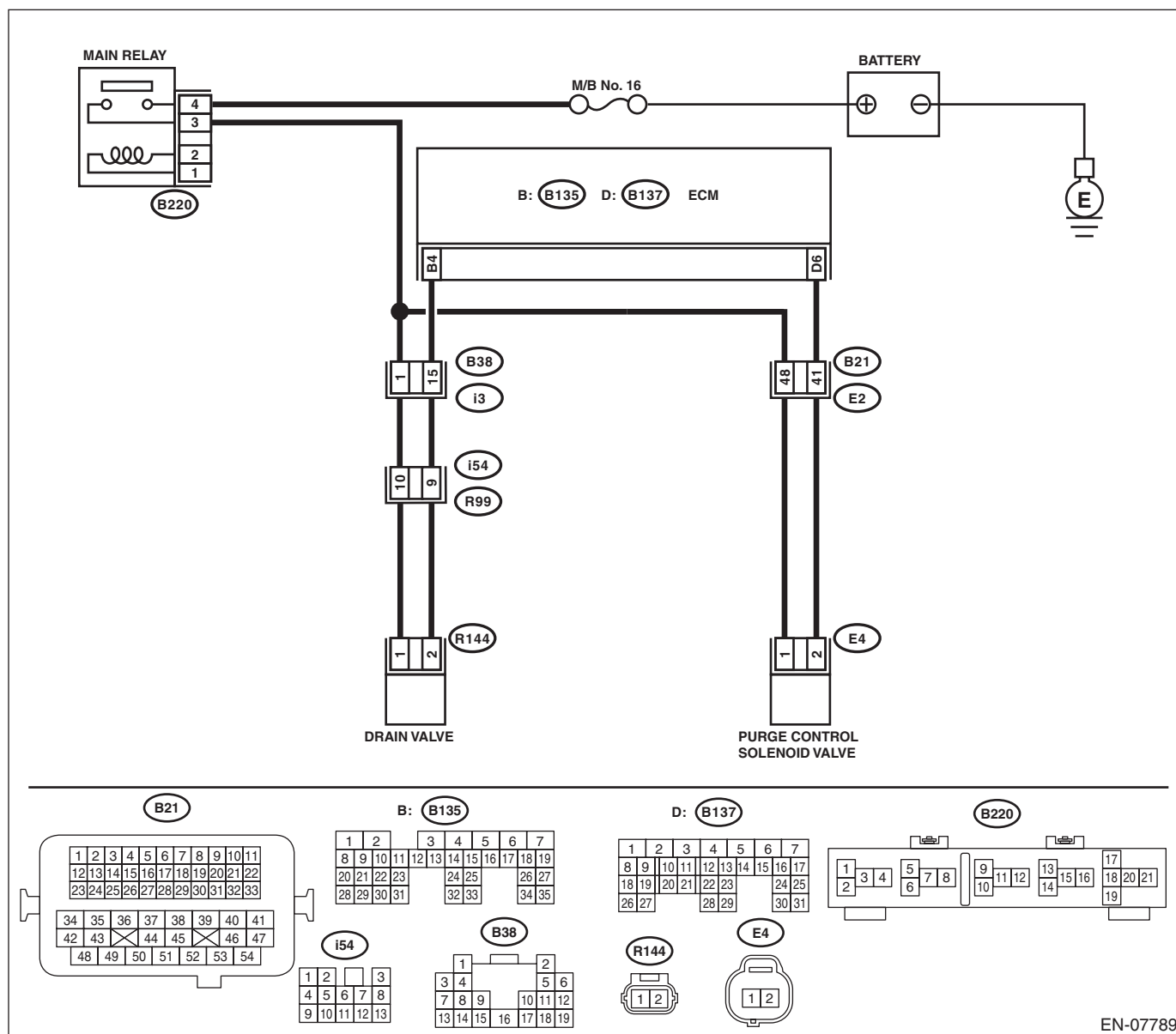
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-162, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07789

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(H4SO)(diag)-78, 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) Install the delivery (test) mode fuse. 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve can be operated using the Subaru Select Monitor. For detailed procedures, refer to "SYSTEM OPERATION CHECK MODE". <Ref. to EN(H4SO)(diag)-54, System Operation Check Mode.>	Does the drain valve operate?	Repair the poor contact of ECM connector.	Replace the drain valve. <Ref. to EC(H4SO)-18, Drain Valve.>

CL:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-244, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CM:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-247, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CN:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-244, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CO:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-247, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CP:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-244, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CQ:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-247, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CR:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-164, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

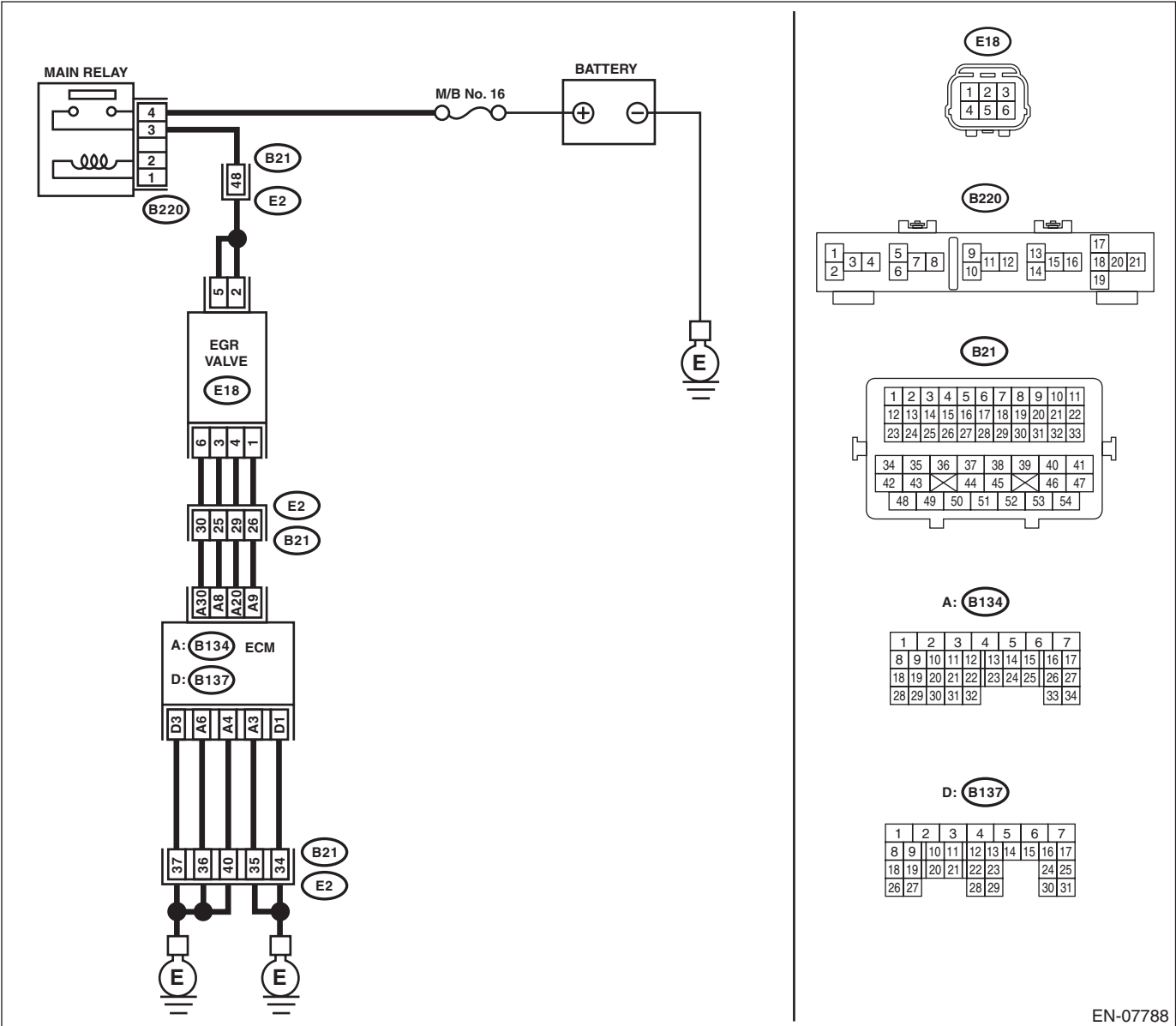
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine breathing

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK POWER SUPPLY TO EGR VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between EGR valve connector and engine ground. Connector & terminal (E18) No. 2 (+) — Engine ground (-): (E18) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between EGR valve and main relay connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND EGR VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM and EGR valve connector. Connector & terminal DTC P1492; (B134) No. 8 — (E18) No. 3: DTC P1494; (B134) No. 9 — (E18) No. 1: DTC P1496; (B134) No. 20 — (E18) No. 4: DTC P1498; (B134) No. 30 — (E18) No. 6:	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 EGR valve connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND EGR VALVE CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal DTC P1492; (B134) No. 8 — Chassis ground: DTC P1494; (B134) No. 9 — Chassis ground: DTC P1496; (B134) No. 20 — Chassis ground: DTC P1498; (B134) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the ground short in harness between ECM and EGR valve connector.
4 CHECK FOR POOR CONTACT. Check for poor contact of ECM and EGR valve connector.	Is there poor contact of ECM or EGR valve connector?	Repair the poor contact of ECM or EGR valve connector.	Replace the EGR valve. <Ref. to FU(H4SO)-31, EGR Valve.>

CS:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-166, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-168, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine breathing

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK EGR VALVE. Measure the resistance between EGR valve terminals. <i>Terminals</i> <i>DTC P1493; No. 2 — No. 3:</i> <i>DTC P1493; No. 5 — No. 3:</i> <i>DTC P1495; No. 2 — No. 1:</i> <i>DTC P1495; No. 5 — No. 1:</i> <i>DTC P1497; No. 2 — No. 4:</i> <i>DTC P1497; No. 5 — No. 4:</i> <i>DTC P1499; No. 2 — No. 6:</i> <i>DTC P1499; No. 5 — No. 6:</i>	Is the resistance 20 Ω or more?	Repair the poor contact of ECM connector.	Replace the EGR valve. <Ref. to FU(H4SO)-31, EGR Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CT:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

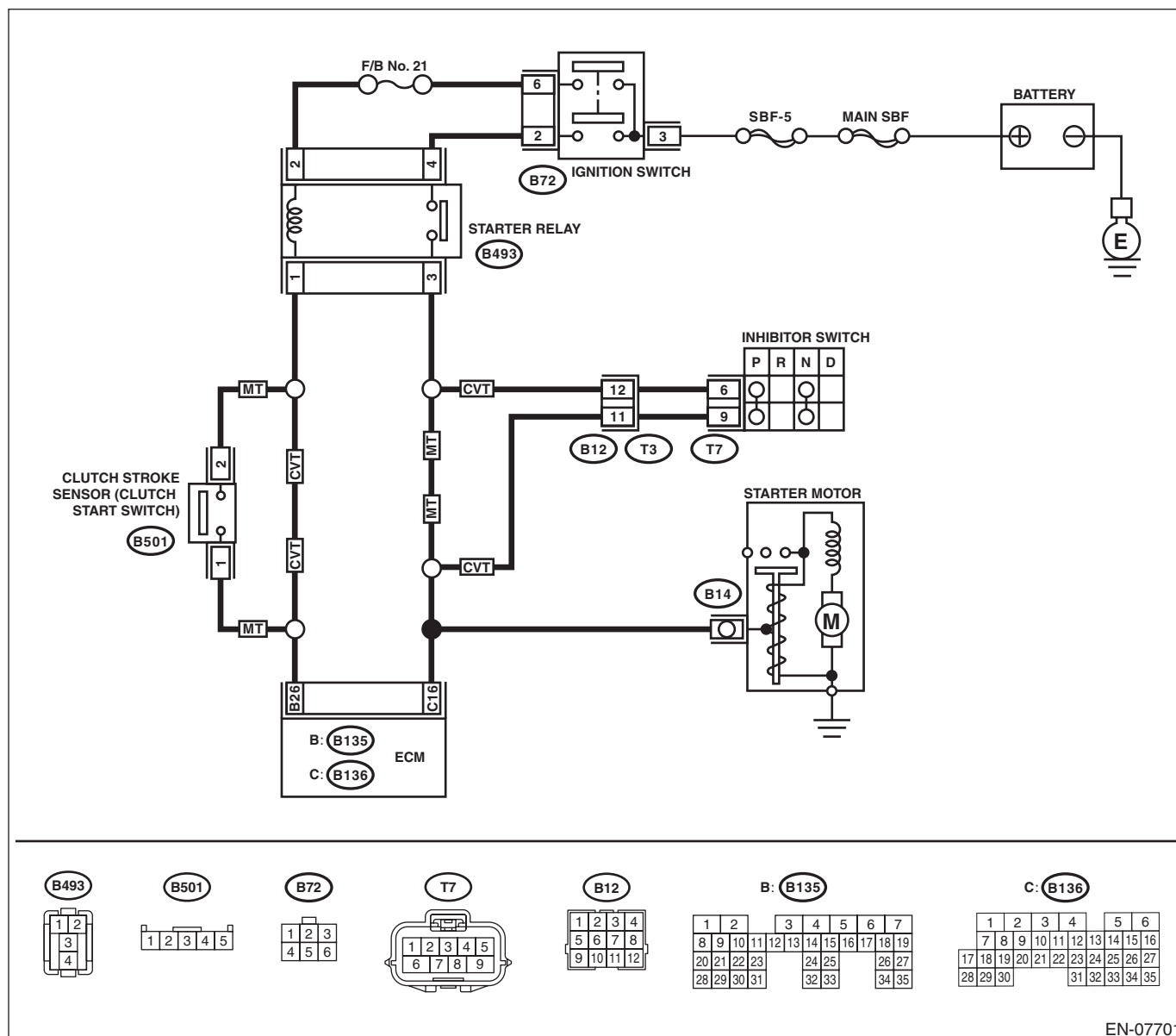
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-169, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07701

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

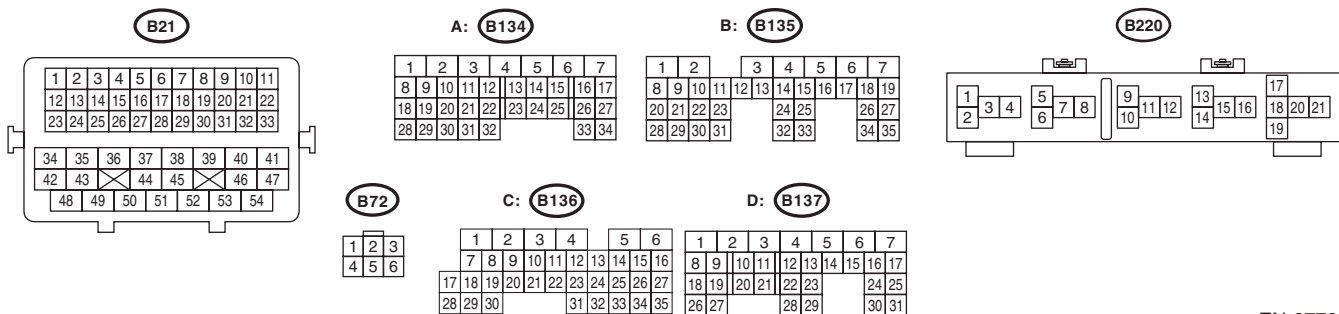
Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND STARTER RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the starter relay. 3) Disconnect the connectors from ECM and starter motor. 4) Measure the resistance of harness between ECM and starter relay connector. Connector & terminal (B136) No. 16 — (B493) No. 3: NOTE: For CVT model, place the select lever in "P" range or "N" range.	Is the resistance less than 1 Ω?	Go to step 3.	NOTE: Check the following item and repair or replace if necessary. • Open circuit of harness between ECM and starter relay connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND STARTER RELAY CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 16 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the poor contact of ECM connector.	Repair the short circuit to ground in harness between ECM and starter relay connector.

ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- CAUTION:**

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.



EN-07702

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 (B136) No. 2 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the poor contact of ECM connector.	Go to step 2.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) 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 battery terminal.
3 CHECK M/B FUSE NO. 12 (MAIN FUSE BOX).	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 of ECM connector • Poor contact of battery terminal

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CV:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-172, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

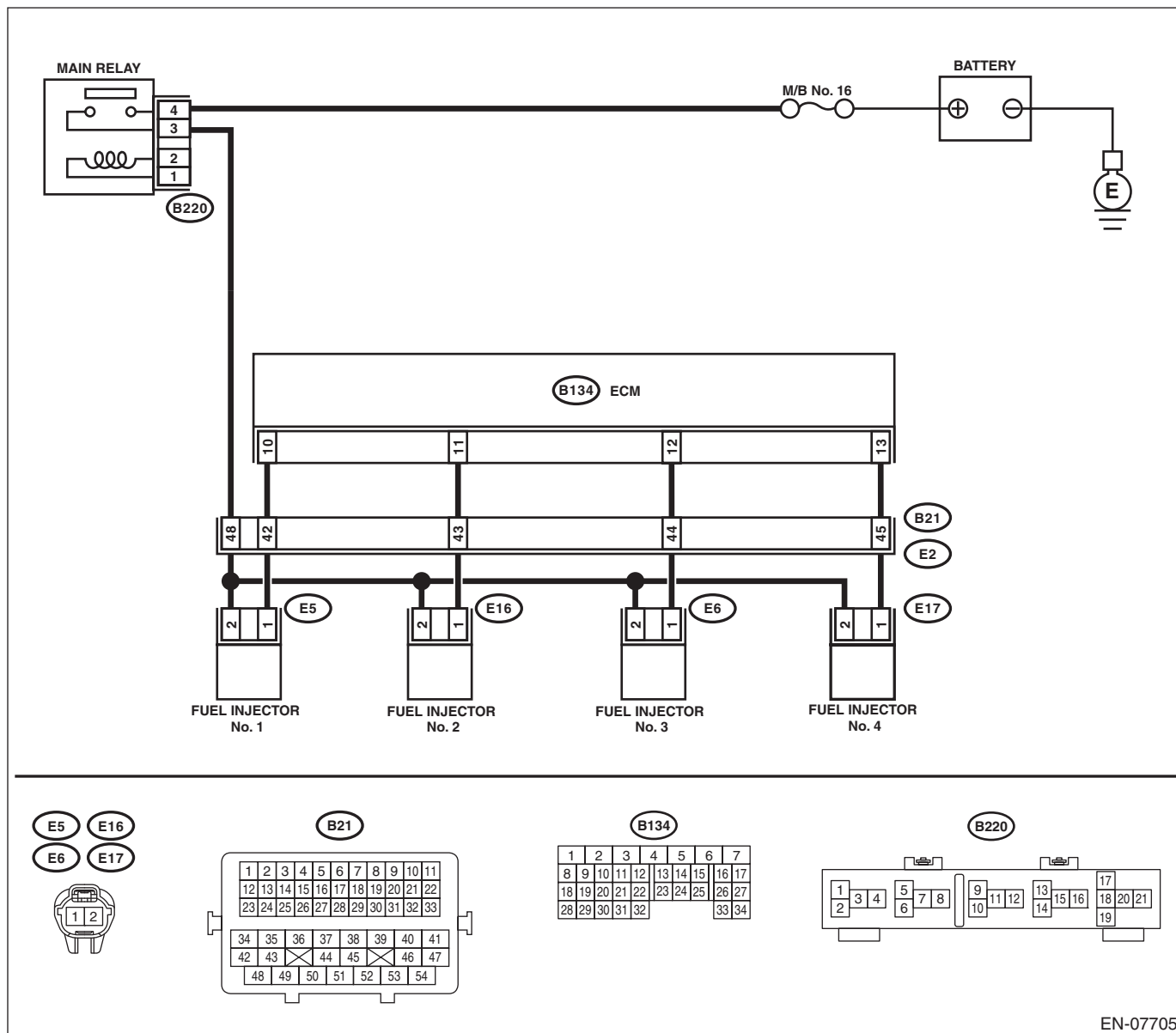
TROUBLE SYMPTOM:

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

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

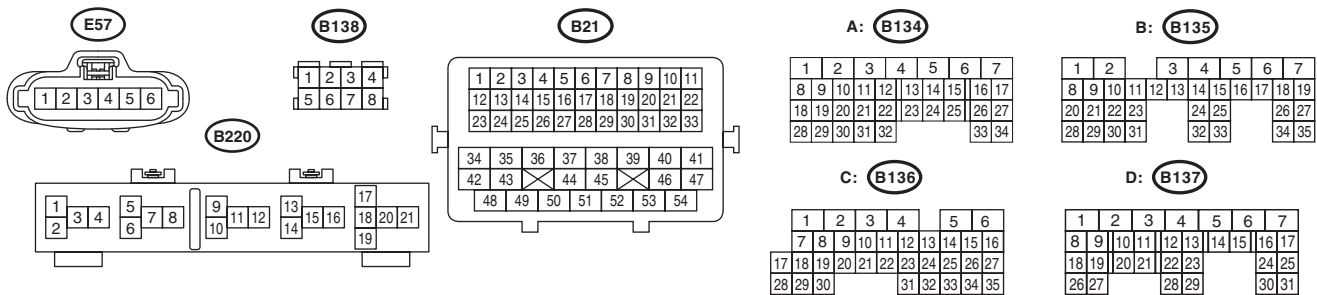
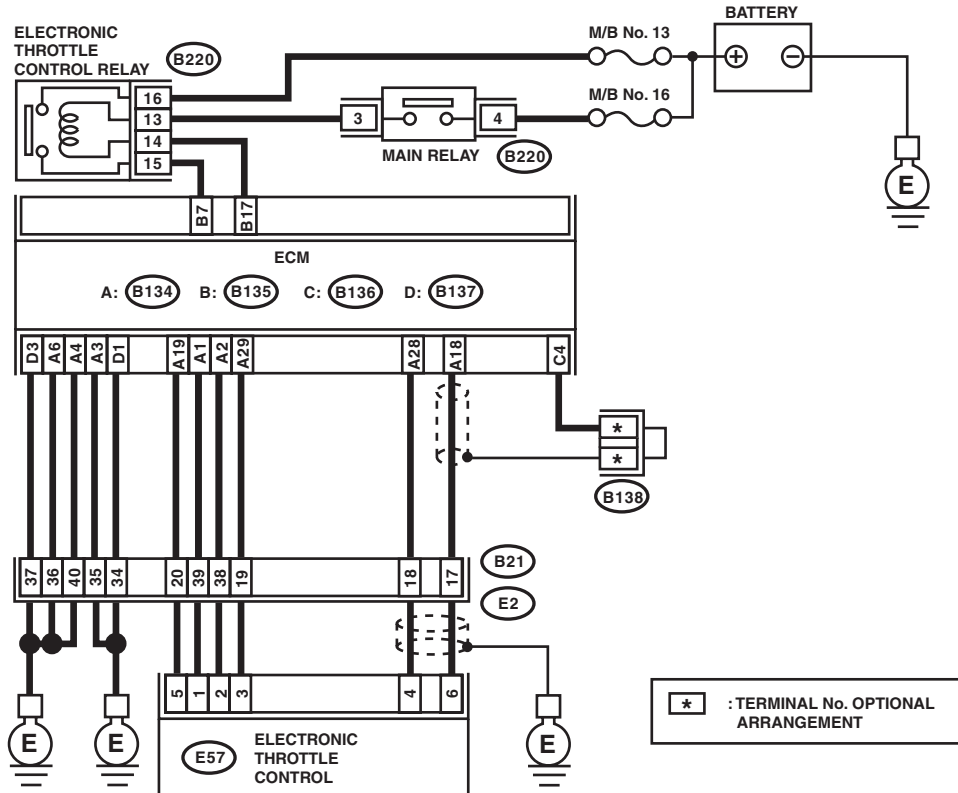
WIRING DIAGRAM:



EN-07705

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-07785

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK ENGINE OIL. Is there a proper amount of engine oil?	Go to step 3.	Replace engine oil. <Ref. to LU(H4SO)-12, 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. <Ref. to ME(H4SO)-28, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kg/cm ² , 49 — 52 psi)?	Go to step 6.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
6 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 75°C (167°F) or more?	Go to step 7.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>
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 CVT models, set the select lever to “P” range 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 8.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air 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 CVT models, set the select lever to “P” range 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 9.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
9 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground on faulty cylinders. Connector & terminal #1 (B134) No. 10 (+) — Chassis ground (-): #2 (B134) No. 11 (+) — Chassis ground (-): #3 (B134) No. 12 (+) — Chassis ground (-): #4 (B134) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 14.	Go to step 10.
10 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between 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 11.	Repair the ground short circuit of harness between ECM and fuel injector connector.
11 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. Measure the resistance of harness between ECM and fuel injector on faulty cylinders. Connector & terminal #1 (B134) No. 10 — (E5) No. 1: #2 (B134) No. 11 — (E16) No. 1: #3 (B134) No. 12 — (E6) No. 1: #4 (B134) No. 13 — (E17) No. 1:	Is the resistance less than 1 Ω?	Go to step 12.	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

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance 5 — 20 Ω ?	Go to step 13.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-32, Fuel Injector.>
13 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 the main relay connector and fuel injector connector on faulty cylinders • Poor contact of coupling connector • Poor contact of main relay connector
14 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 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 ECM and chassis ground on faulty cylinders. Connector & terminal #1 (B134) No. 10 (+) — Chassis ground (-): #2 (B134) No. 11 (+) — Chassis ground (-): #3 (B134) No. 12 (+) — Chassis ground (-): #4 (B134) No. 13 (+) — 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 15.
15 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(H4SO)-32, Fuel Injector.>	Go to step 16.
16 CHECK INSTALLATION CONDITION 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. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.> <Ref. to FU(H4SO)-22, Crankshaft Position Sensor.>	Go to step 17.
17 CHECK CRANK SPROCKET. Remove the timing belt cover. <Ref. to ME(H4SO)-46, REMOVAL, Timing Belt Cover.>	Is the crank sprocket rusted or does it have broken teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-53, Crank Sprocket.>	Go to step 18.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
18 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, and align the 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 timing belt. <Ref. to ME(H4SO)-47, Timing Belt.>	Go to step 19.
19 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. 13 and No. 14 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 15 — No. 16:	Is the resistance less than 1 Ω ?	Go to step 20.	Replace the electronic throttle control relay. <Ref. to FU(H4SO)-44, Electronic Throttle Control Relay.>
20 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 16 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 21.	Repair the open or ground short circuit of power supply circuit.
21 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. 1) Disconnect the connector from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 (+) — 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 connector.	Go to step 22.
22 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 — Chassis ground: (B220) No. 15 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 23.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. Measure the resistance between ECM and electronic throttle control relay connector. Connector & terminal (B135) No. 17 — (B220) No. 14: (B135) No. 7 — (B220) No. 15:	Is the resistance less than 1 Ω ?	Go to step 24.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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. 4: (B134) No. 28 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 25.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
25 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the connector to 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 26.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>
26 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Disconnect the connector 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 27.	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
27 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Connect the connector to 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 28.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of ECM connector • Poor contact of coupling connector
28 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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 5 V or more?	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.	Go to step 29.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
29 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 MΩ or more?	Go to step 30.	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.
30 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(H4SO)(diag)-34, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 31.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-14, Throttle Body.>
31 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 32.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-14, Throttle Body.>
32 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B134) No. 2 — (E57) No. 2: (B134) No. 1 — (E57) No. 1:	Is the resistance less than 1 Ω?	Go to step 33.	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
33 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Connect the connector to 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 ECM and electronic throttle control.	Go to step 34.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
34 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 35.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
35 CHECK HARNESS BETWEEN ELECTRONIC THROTTLE CONTROL CONNECTOR. Measure the resistance between electronic throttle control connectors. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 M Ω or more?	Go to step 36.	Repair the short circuit of harness between ECM and electronic throttle control connector.
36 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 3 — Chassis ground: (B134) No. 4 — Chassis ground: (B134) No. 6 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 3 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 37.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector
37 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals No. 2 — No. 1:	Is the resistance 50 Ω or less?	Go to step 38.	Replace the electronic throttle control. <Ref. to FU(H4SO)-14, Throttle Body.>
38 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? Standard value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-14, Throttle Body.>

CW:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1)

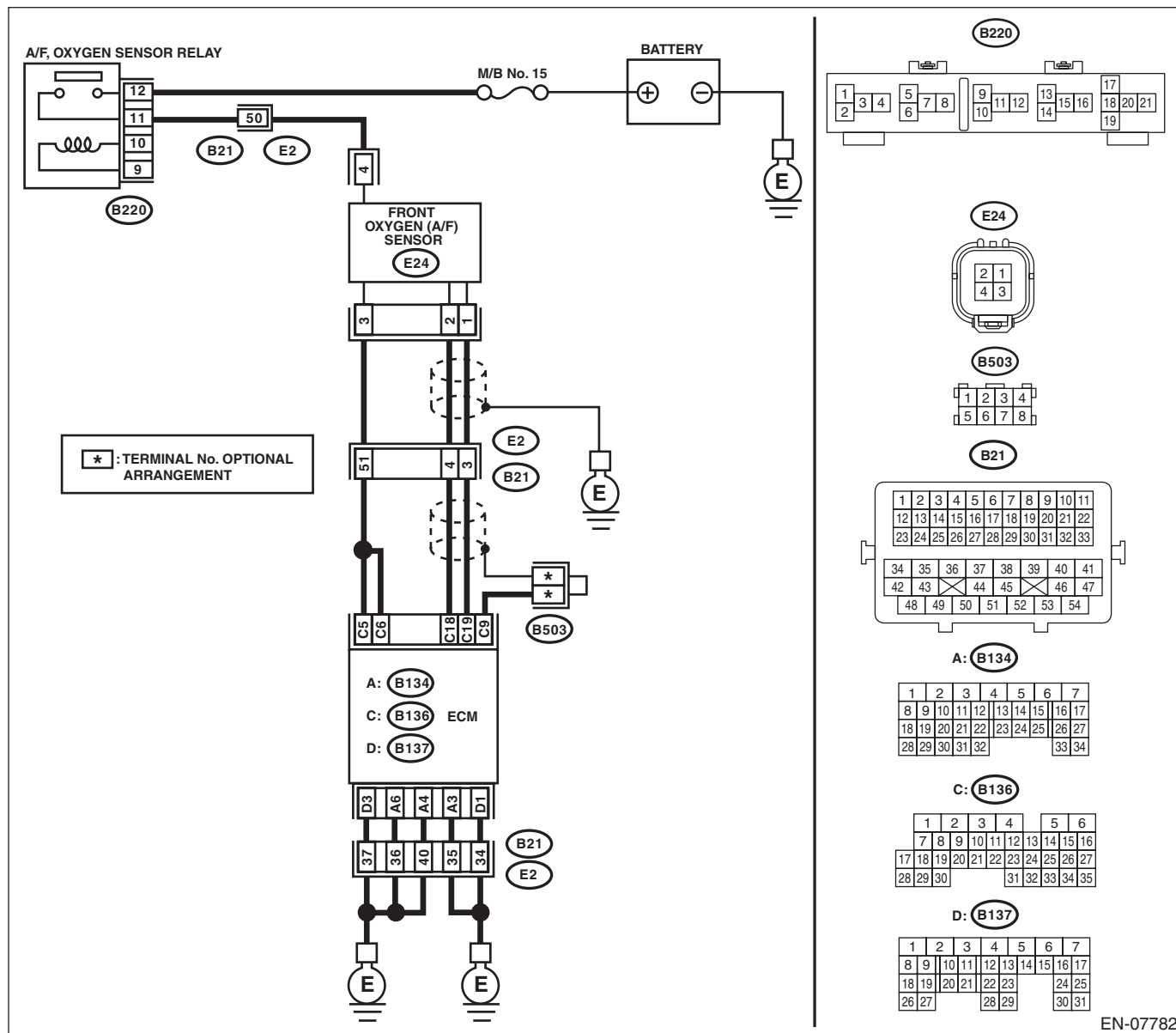
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-175, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

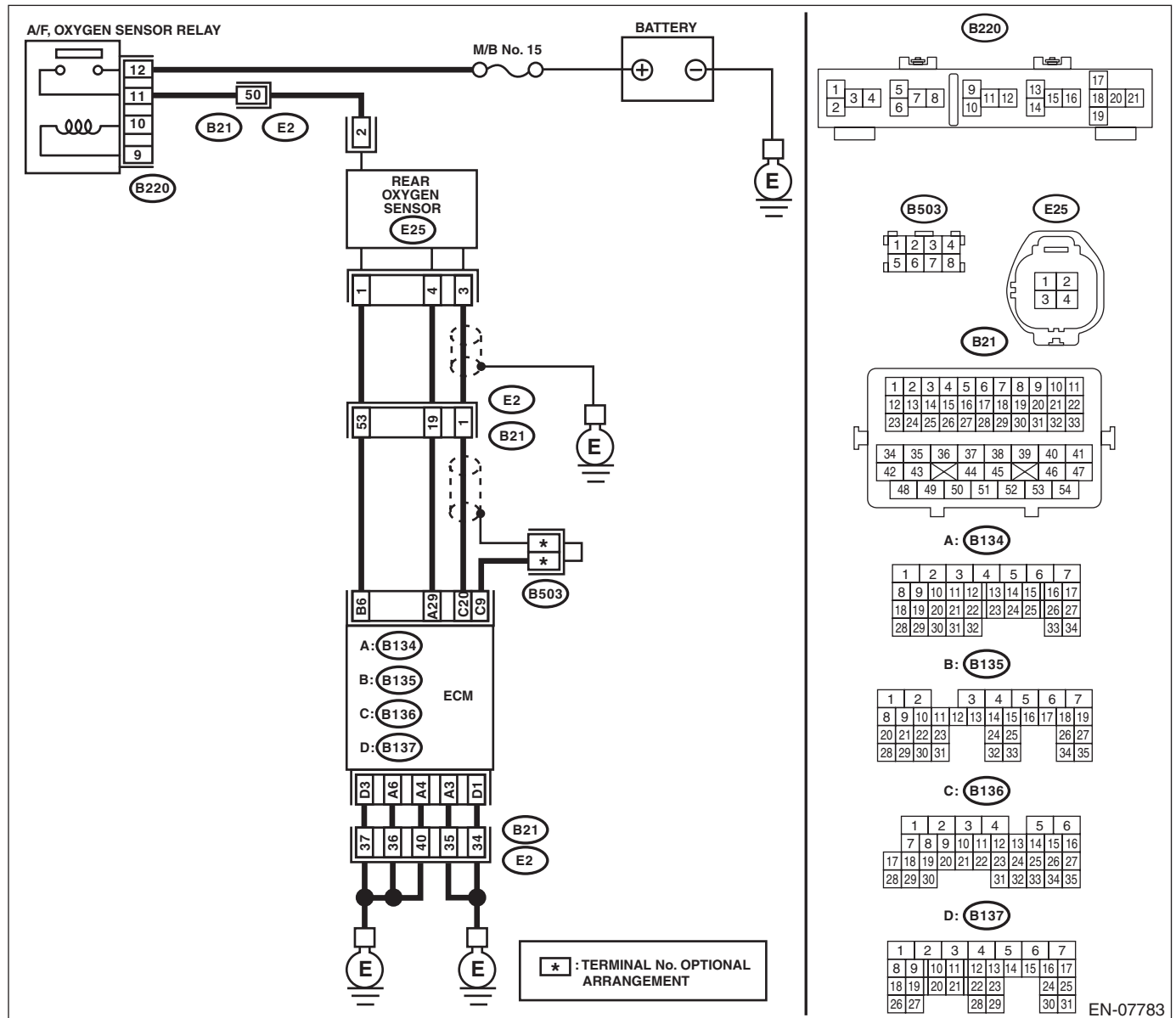
After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

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(H4SO)(diag)-78, 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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 19 — (E24) No. 1: (B136) No. 18 — (E24) 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 front oxygen (A/F) sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 19 — Chassis ground: (B136) No. 18 — Chassis ground:	Is the resistance 1 M Ω 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 connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (E24) No. 1 (+) — 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 (E24) No. 2 (+) — 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 (E24) No. 1 (+) — Chassis ground (–): (E24) No. 2 (+) — Chassis ground (–):	Is the voltage 8 V or more?	Repair the short circuit of harness to power supply between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>	Repair the poor contact of ECM connector.
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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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. <Ref. to ME(H4SO)-28, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kg/cm ² , 49 — 52 psi)?	Go to step 11.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
11 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 75°C (167°F) or more?	Go to step 12.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>
12 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 CVT models, set the select lever to “P” range 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 13.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air 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 CVT models, set the select lever to “P” range 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(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 14.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK REAR OXYGEN SENSOR DATA. 1) Warm up the engine until engine coolant temperature is above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Depress the clutch pedal. (MT model) - Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 15.	Go to step 16.
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm up the engine until engine coolant temperature is above 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: - Depress the clutch pedal. (MT model) - Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 17.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 18.
17 CHECK FRONT OXYGEN (A/F) SENSOR USING REAR OXYGEN SENSOR SIGNAL. 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: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is a voltage of 250 mV or less maintained for 5 minutes or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>	Go to step 18.
18 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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) No. 4:	Is the resistance less than 1 Ω?	Go to step 19.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of coupling connector
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of ECM connector • Poor contact of coupling connector

CX:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1)

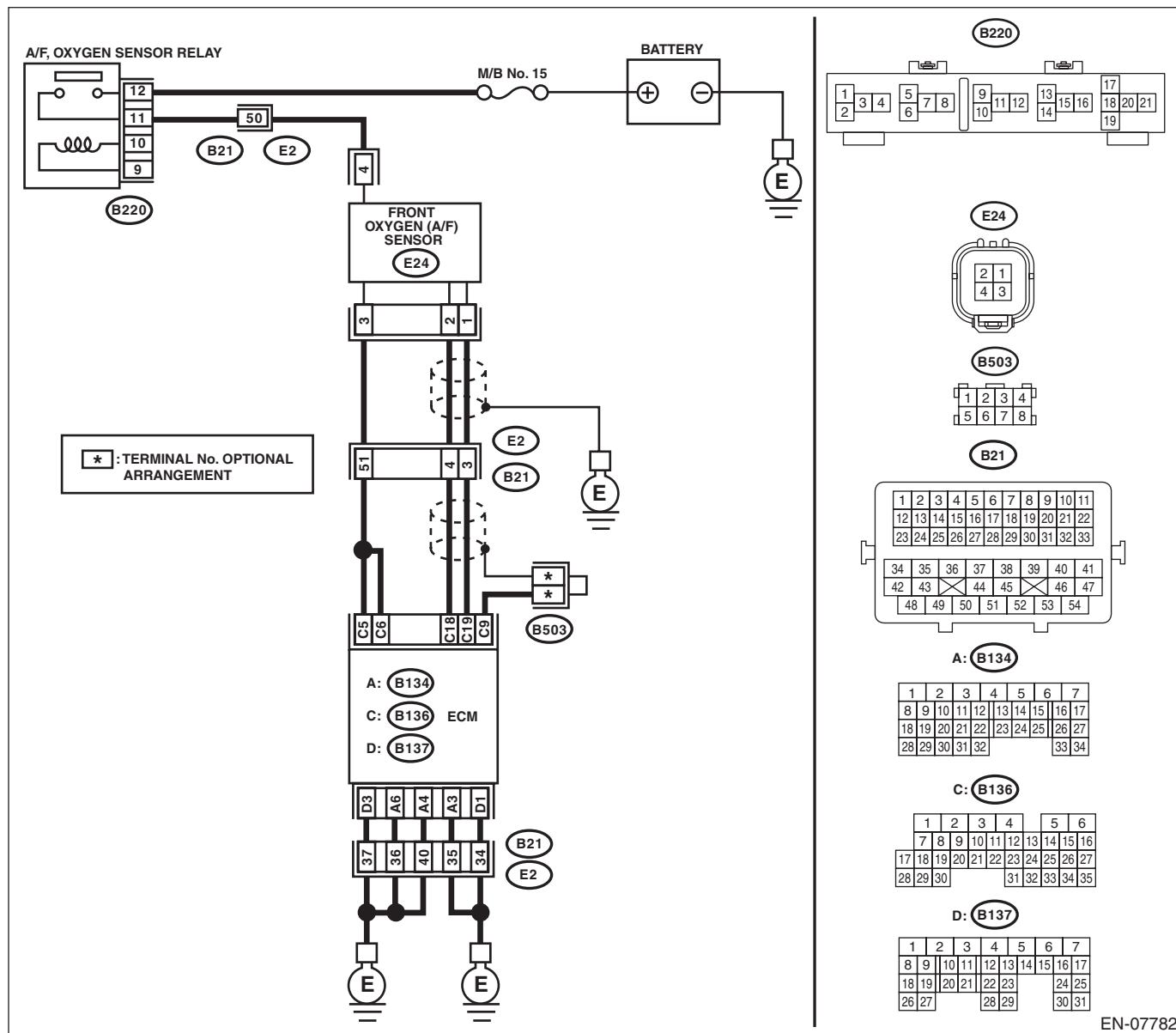
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-177, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

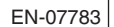
After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07782

ENGINE (DIAGNOSTICS)



EN(H4SO)(diag)-270

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 19 — (E24) No. 1: (B136) No. 18 — (E24) 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 front oxygen (A/F) sensor connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 19 — Chassis ground: (B136) No. 18 — Chassis ground:	Is the resistance 1 M Ω 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 connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (E24) No. 1 (+) — 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 (E24) No. 2 (+) — 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 (E24) No. 1 (+) — Chassis ground (–): (E24) No. 2 (+) — Chassis ground (–):	Is the voltage 8 V or more?	Repair the short circuit of harness to power supply between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>	Repair the poor contact of ECM connector.
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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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. <Ref. to ME(H4SO)-28, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kg/cm ² , 49 — 52 psi)?	Go to step 11.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
11 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the temperature 75°C (167°F) or more?	Go to step 12.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-21, Engine Coolant Temperature Sensor.>
12 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 CVT models, set the select lever to “P” range 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 procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, 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 13.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air 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 CVT models, set the select lever to “P” range 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(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 14.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-29, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK REAR OXYGEN SENSOR DATA. 1) Warm up the engine until engine coolant temperature is above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Depress the clutch pedal. (MT model) • Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 15.	Go to step 16.
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm up the engine until engine coolant temperature is above 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: • Depress the clutch pedal. (MT model) • Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 17.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 18.
17 CHECK FRONT OXYGEN (A/F) SENSOR USING REAR OXYGEN SENSOR SIGNAL. 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: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is a voltage of 0.8 V or more maintained for 5 minutes or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>	Go to step 18.
18 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 (B136) No. 20 — (E25) No. 3: (B134) No. 29 — (E25) No. 4:	Is the resistance less than 1 Ω?	Go to step 19.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of coupling connector
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear oxygen sensor connector • Poor contact of ECM connector • Poor contact of coupling connector

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-179, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

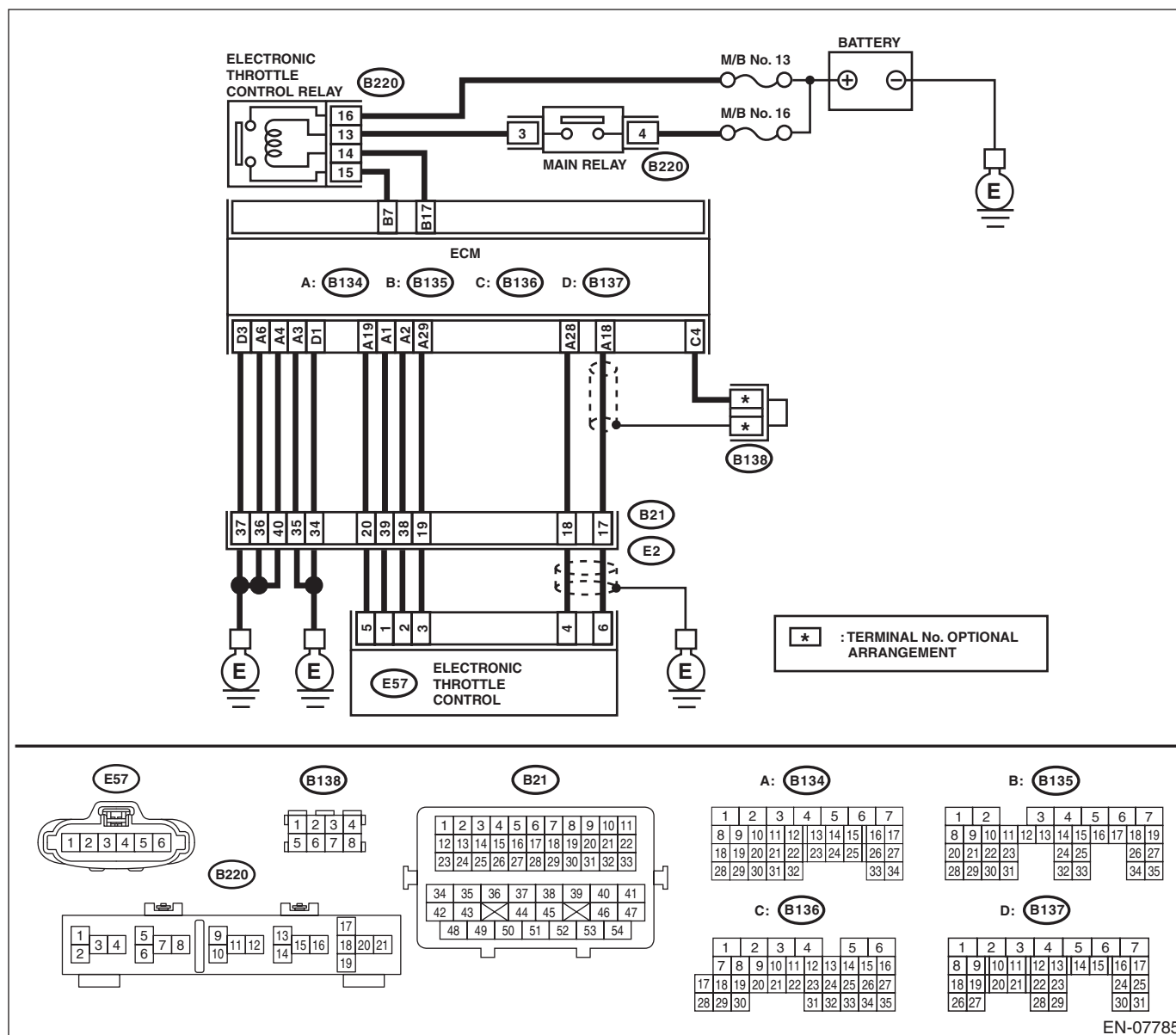
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

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. 13 and No. 14 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 15 — No. 16:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay. <Ref. to FU(H4SO)-44, 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 (B220) No. 16 (+) — 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 CONNECTOR. 1) Disconnect the connector from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 (+) — 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 connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 — Chassis ground: (B220) No. 15 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. Measure the resistance between ECM and electronic throttle control relay connector. Connector & terminal (B135) No. 17 — (B220) No. 14: (B135) No. 7 — (B220) No. 15:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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. 4: (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 connector to 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 8.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>
8 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Disconnect the connector 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 CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of coupling connector
10 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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 5 V or more?	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.	Go to step 11.
11 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 MΩ or more?	Go to step 12.	Repair the short circuit of harness to power supply 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(H4SO)(diag)-34, 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(H4SO)-14, 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-34, 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(H4SO)-14, Throttle Body.>
14 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B134) No. 2 — (E57) No. 2: (B134) No. 1 — (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 connector • Poor contact of coupling connector
15 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Connect the connector to 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 of harness to power supply between ECM and electronic throttle control connector.	Go to step 16.
16 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 ECM and electronic throttle control connector.
17 CHECK ELECTRONIC THROTTLE CONTROL CONNECTOR HARNESS. Measure the resistance between electronic throttle control connectors. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 M Ω or more?	Go to step 18.	Repair the short circuit of harness between ECM and electronic throttle control connector.

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. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 4 — Chassis ground:</i> <i>(B134) No. 6 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 19.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and engine ground • Poor contact of coupling connector
19 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. <i>Terminals</i> <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(H4SO)-14, 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? Standard value: 3 mm (0.12 in) from fully closed position	Repair the poor contact of ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-14, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CZ:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-180, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

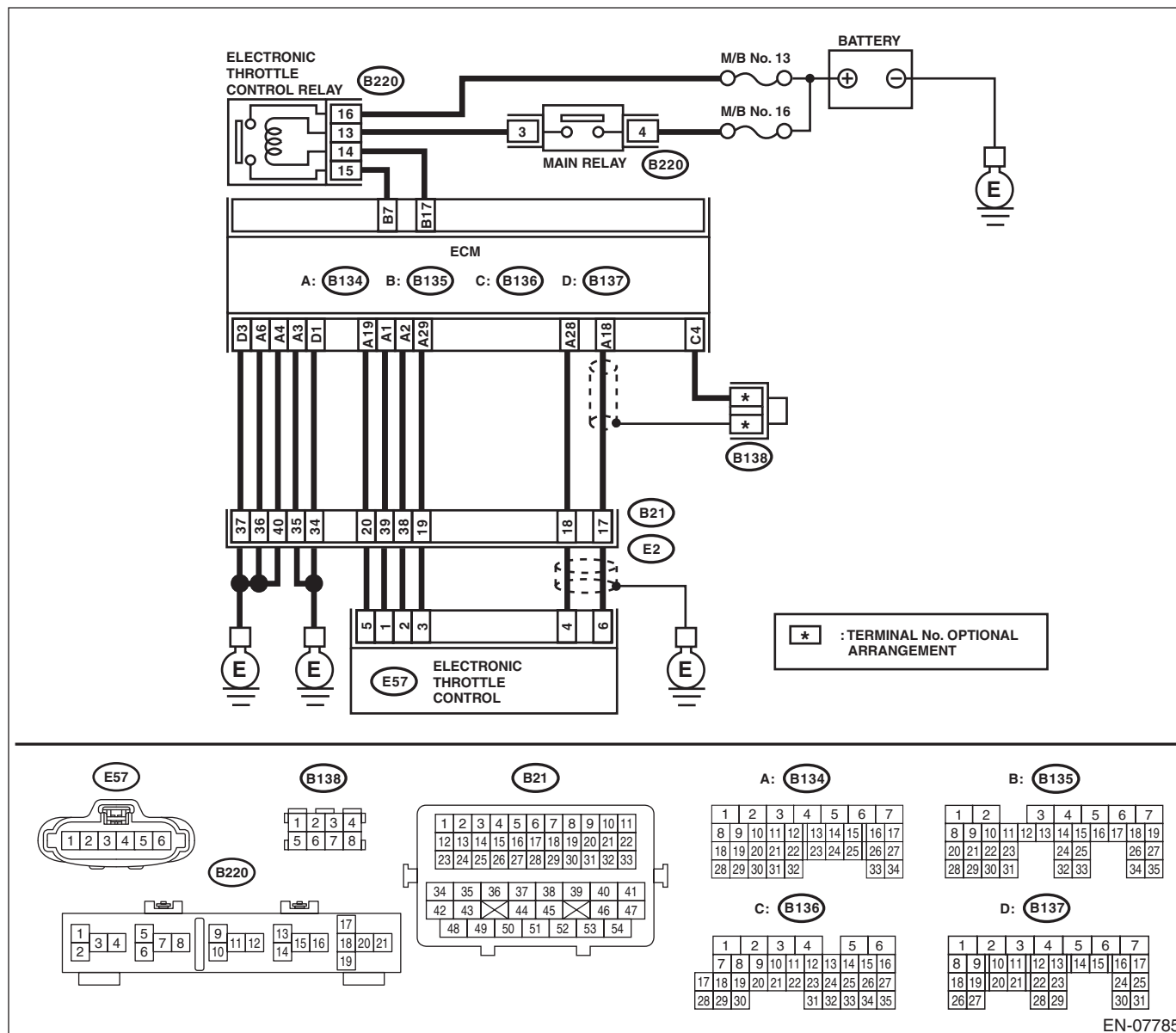
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

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. 13 and No. 14 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 15 — No. 16:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay. <Ref. to FU(H4SO)-44, 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 (B220) No. 16 (+) — 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 CONNECTOR. 1) Disconnect the connector from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 (+) — 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 connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 14 — Chassis ground: (B220) No. 15 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. Measure the resistance between ECM and electronic throttle control relay connector. Connector & terminal (B135) No. 17 — (B220) No. 14: (B135) No. 7 — (B220) No. 15:	Is the resistance less than 1 Ω ?	Repair the poor contact of ECM connector.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DA:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

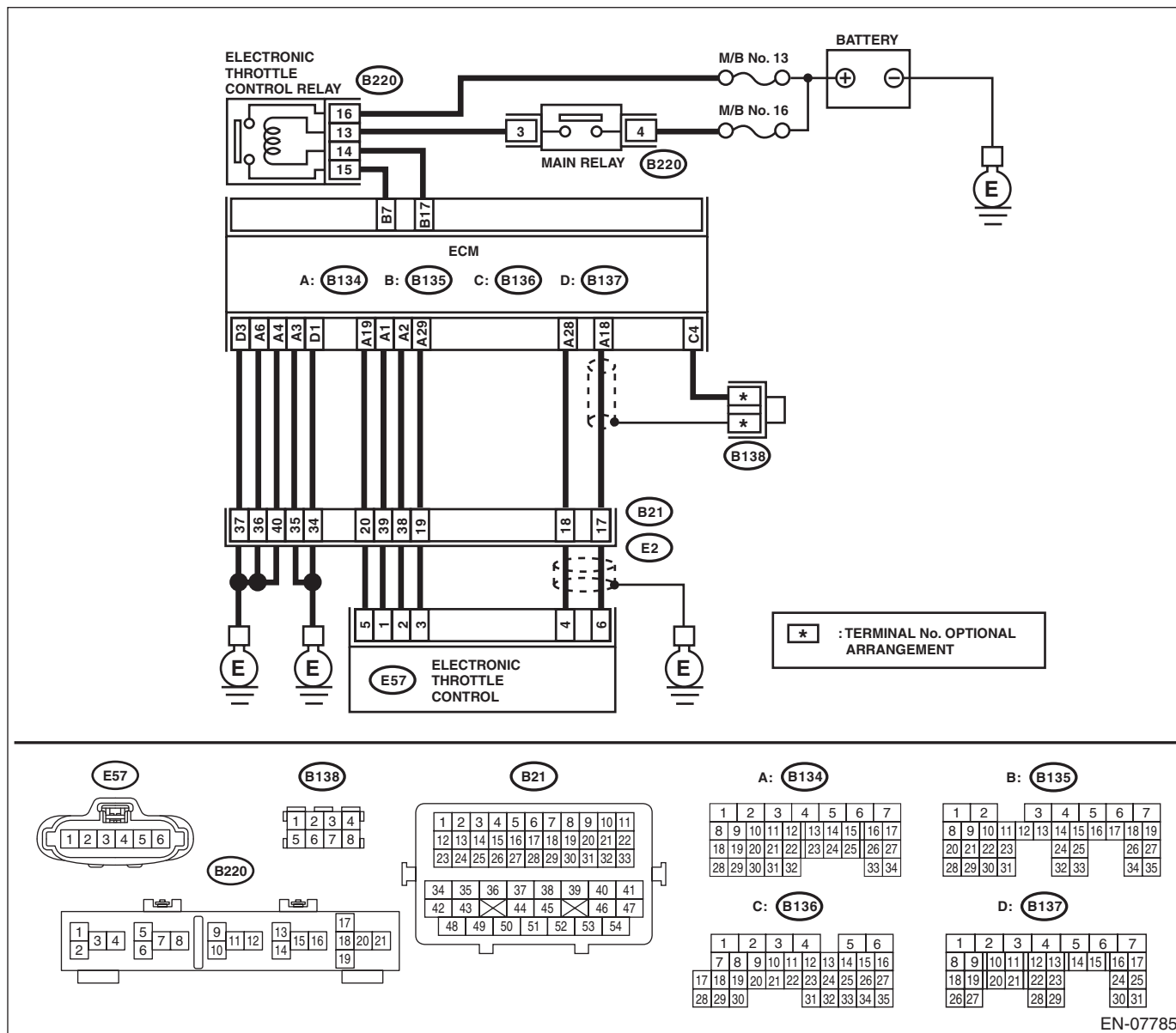
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-181, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

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. 15 — No. 16:	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the electronic throttle control relay. <Ref. to FU(H4SO)-44, Electronic Throttle Control Relay.>
2 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 (B220) No. 15 (+) — 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 connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 17 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the poor contact of ECM connector.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.

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

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-275, 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)

DC:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-183, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

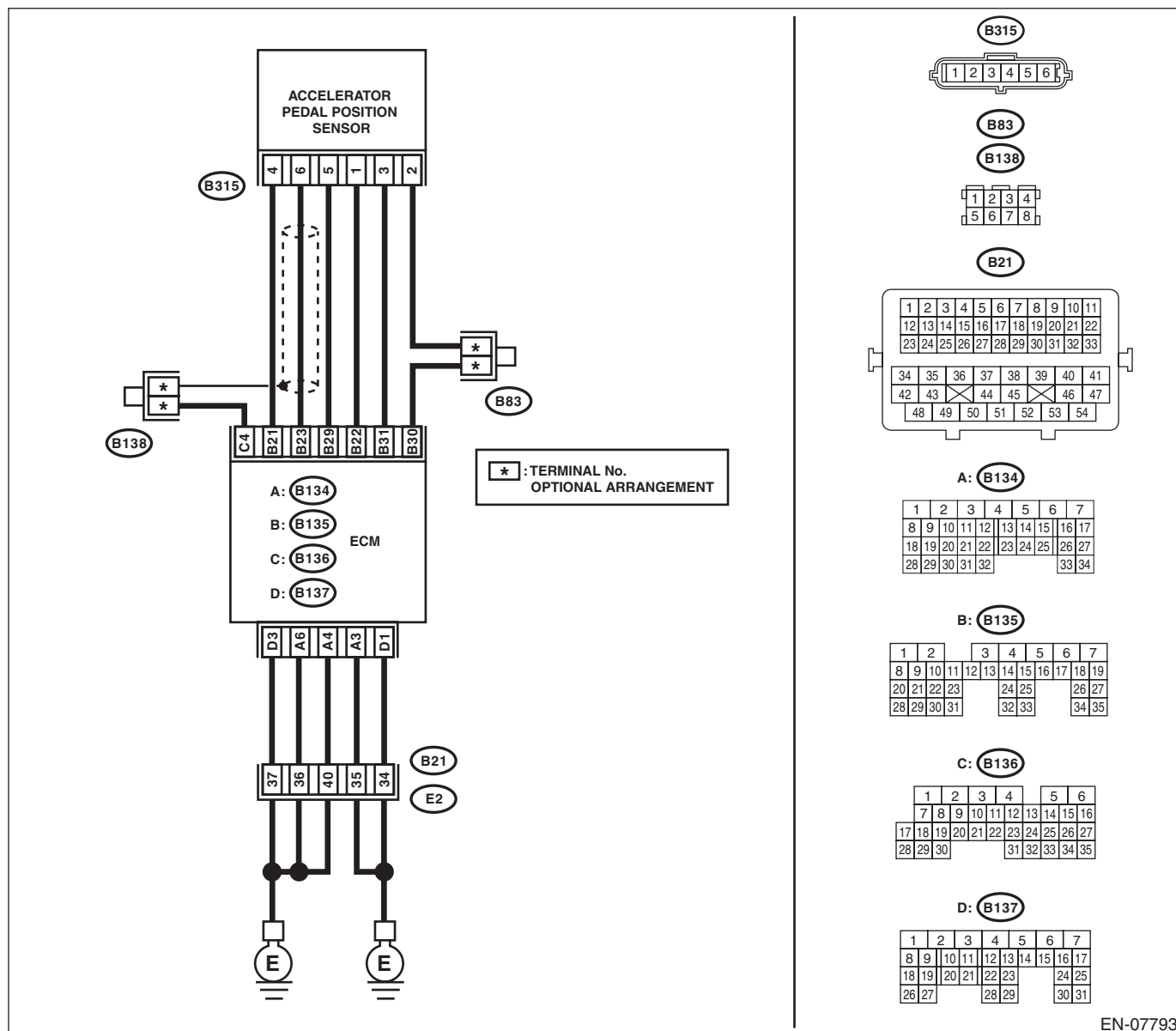
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07793

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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. 4:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit to ground in harness between ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the connector to 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)-4, Accelerator Pedal.>	Repair the short circuit to ground in harness between ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DD:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-185, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

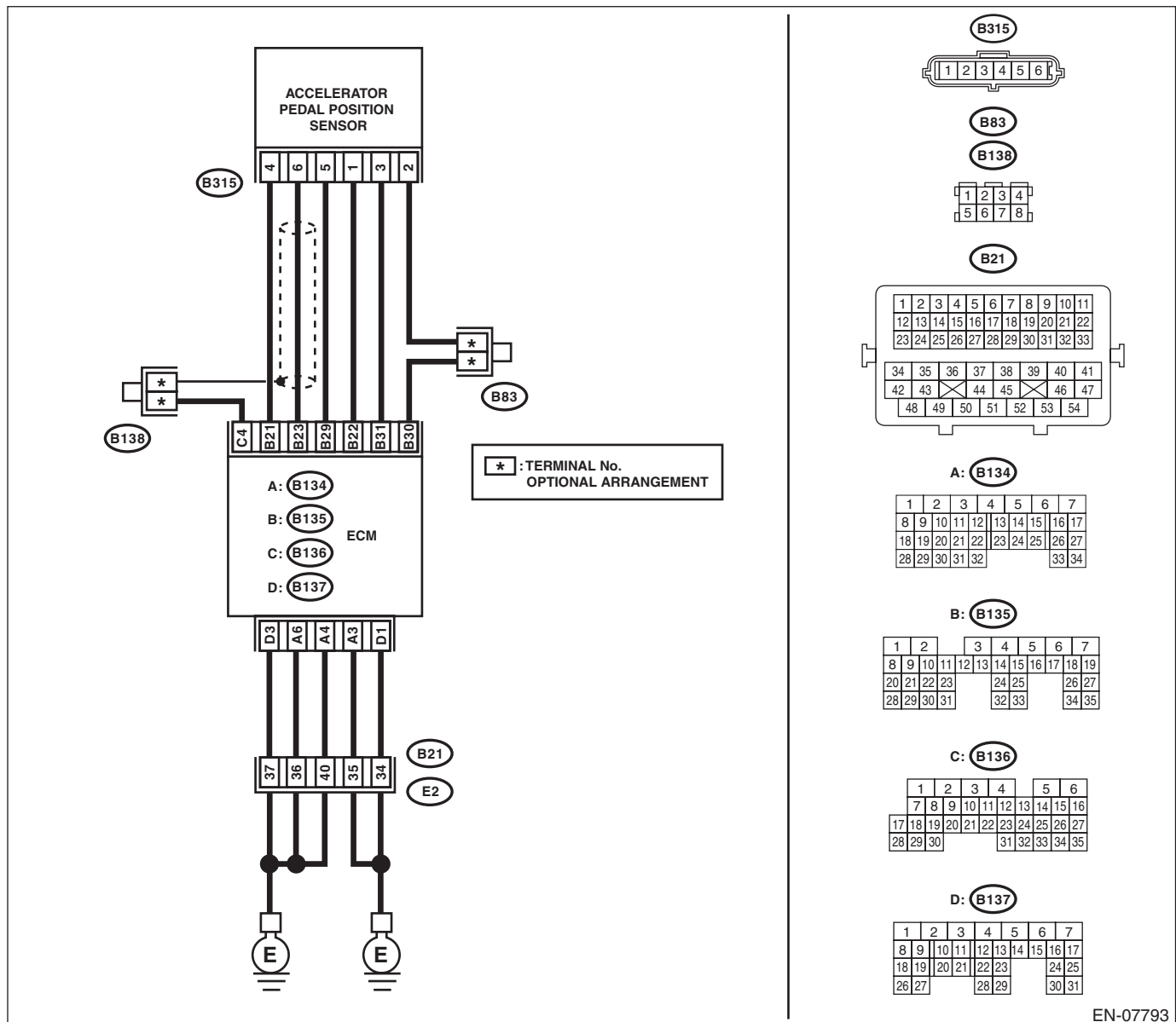
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07793

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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 harness between ECM and accelerator pedal position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 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 5 V or more?	Repair the short circuit to power supply 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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)-4, Accelerator Pedal.>	Repair the short circuit to power supply in the harness between the ECM and accelerator pedal position sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DE:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-187, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

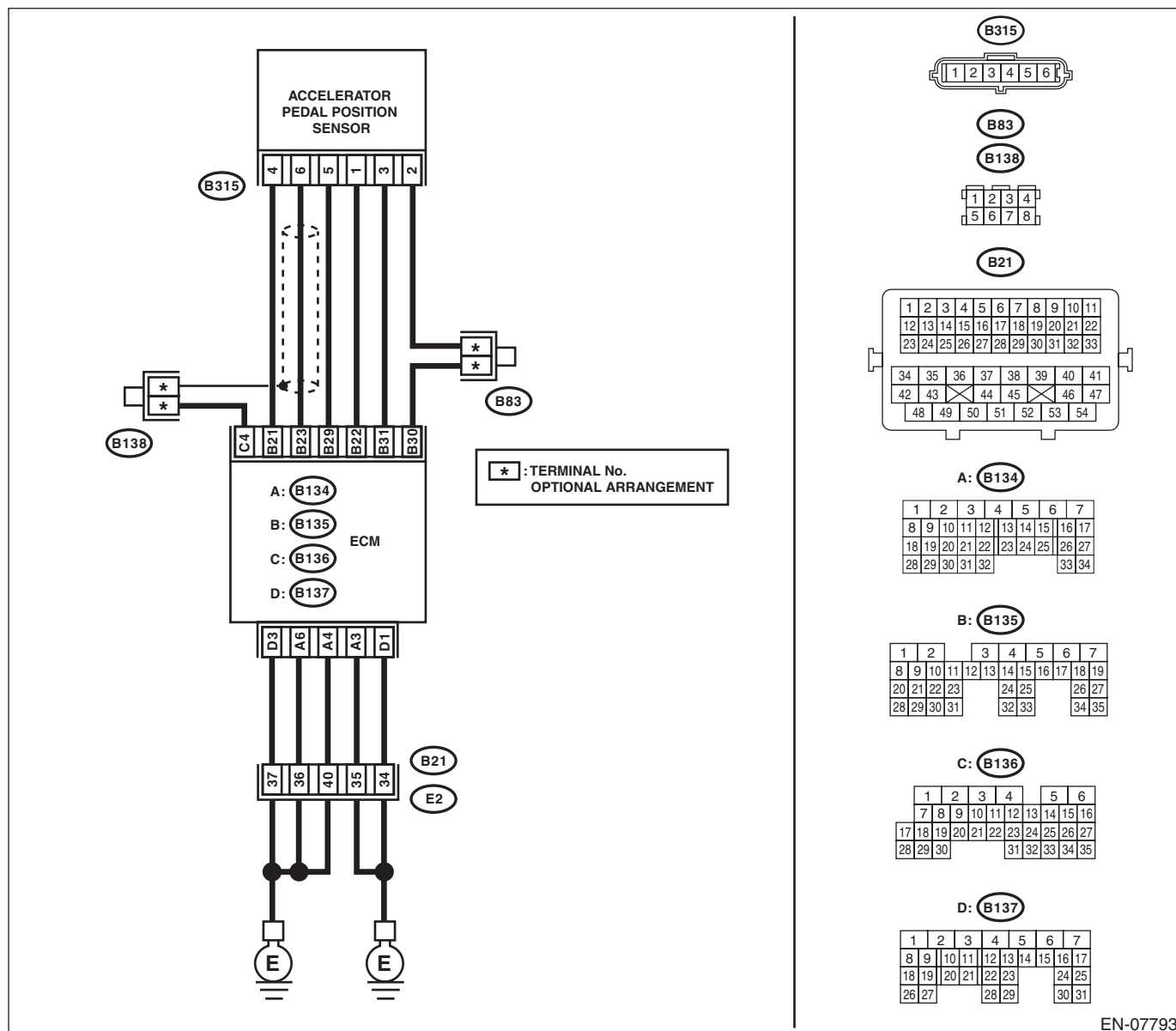
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07793

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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 short circuit to ground in harness between ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the connector to 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)-4, Accelerator Pedal.>	Repair the short circuit to ground in harness between ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DF:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-189, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

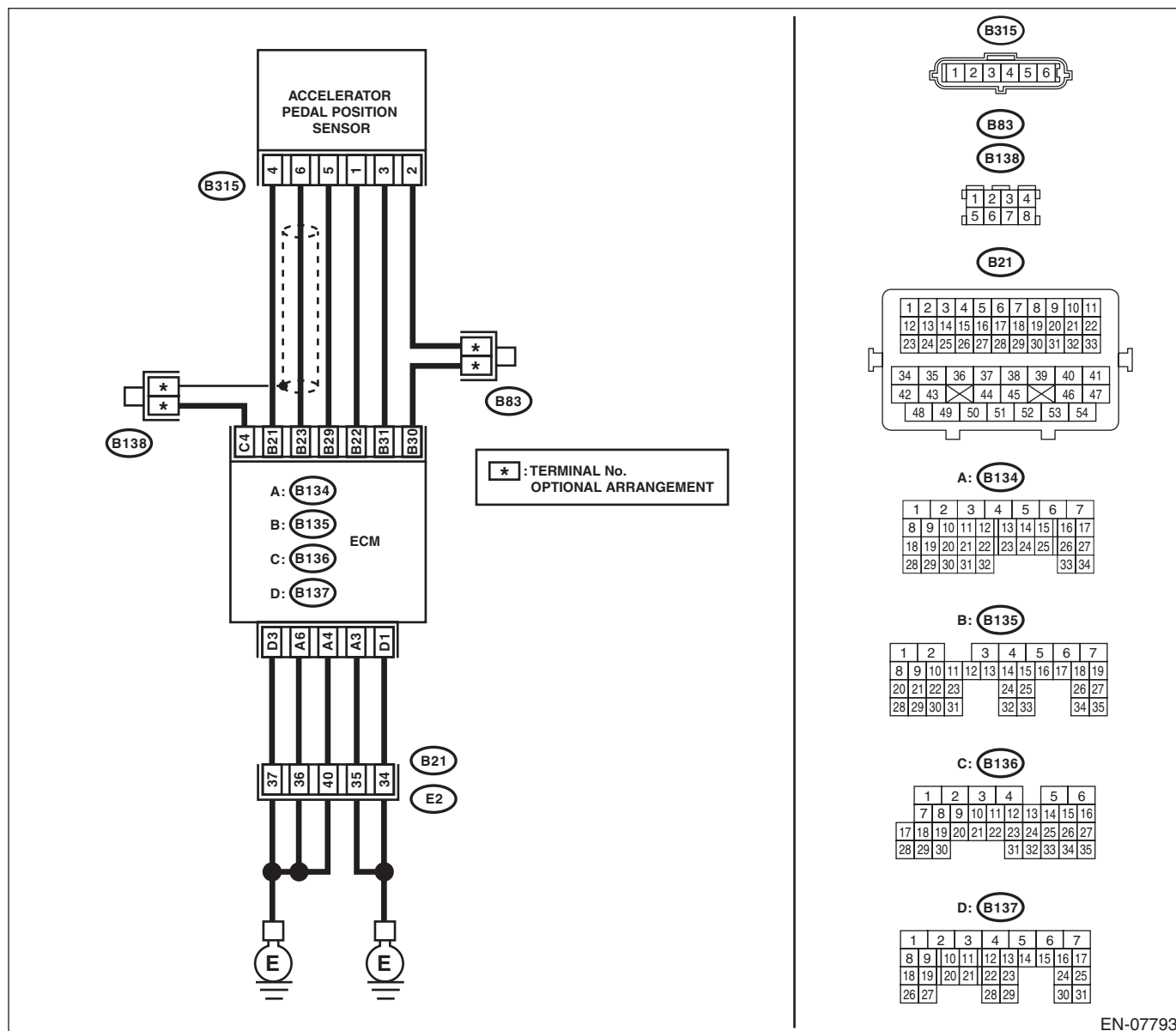
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07793

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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 harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and accelerator pedal position sensor connector. • Poor contact of joint connector
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of joint connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. 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 5 V or more?	Repair the short circuit to power supply 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B135) No. 22 — (B135) No. 31:	Is the resistance 1 MΩ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H4SO)-4, Accelerator Pedal.>	Repair the short circuit to power supply in the harness between the ECM and accelerator pedal position sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DG:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-191, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

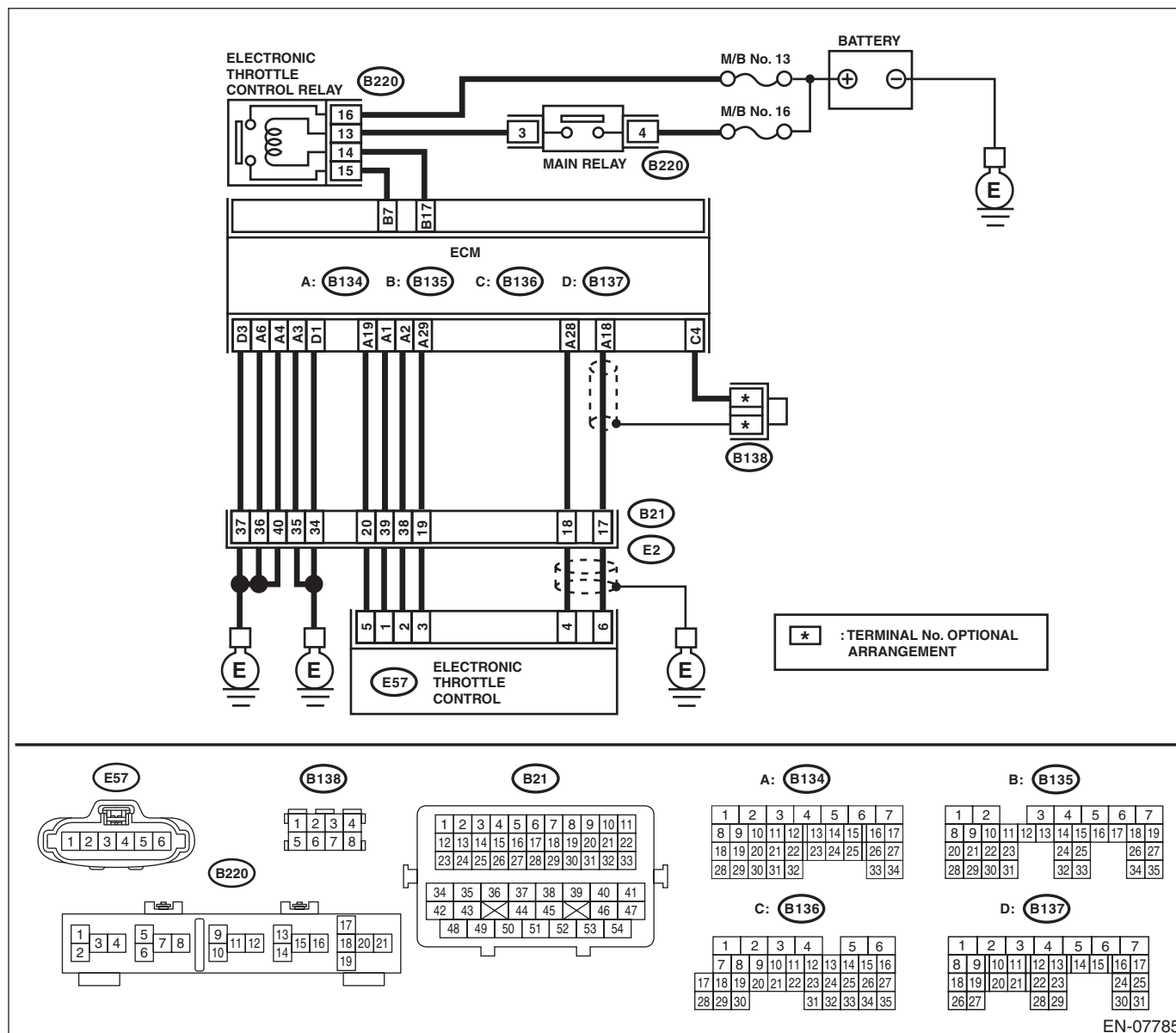
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-07785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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. 4: (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 connector to 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(H4SO)-39, Engine Control Module (ECM).>
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 1) Disconnect the connector 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 CONNECTOR. 1) Connect the connector to 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 of ECM connector • Poor contact of coupling connector
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL CONNECTOR. 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 5 V or more?	Repair the short circuit of harness to power supply 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 CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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(H4SO)-14, Throttle Body.>	Repair the short circuit of harness to power supply between ECM and electronic throttle control connector.

DH:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION**DTC DETECTING CONDITION:**

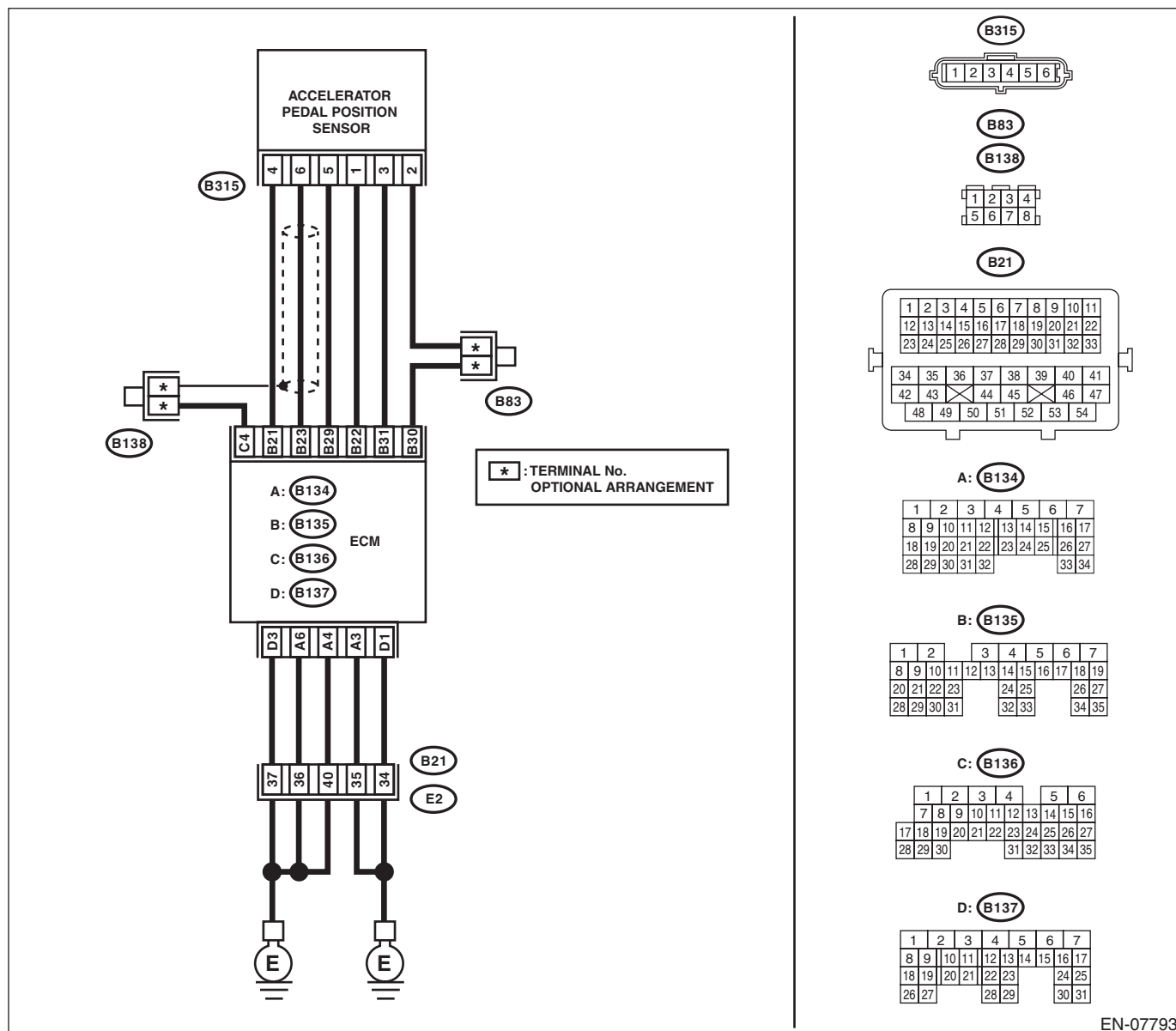
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-193, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-07793

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 between the measured value of main accelerator pedal position sensor signal and the measured value of sub accelerator pedal position sensor signal 0 V?	Go to step 3.	Go to step 2.
2 CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) 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 between the measured value of main accelerator pedal position sensor signal and the measured value of sub accelerator pedal position sensor signal 0 V?	Replace the accelerator pedal. <Ref. to SP(H4SO)-4, Accelerator Pedal.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and accelerator pedal position sensor connector. • Ground short circuit of harness between ECM and accelerator pedal position sensor connector.
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. Measure 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 ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and accelerator pedal position sensor connector. • Open circuit of harness between ECM and engine ground • Poor contact of ECM connector • Poor contact of joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DI: DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-195, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

DJ:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-196, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DK:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-197, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After servicing or replacing faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-53, OPERATION, Clear Memory Mode.>, and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

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(H4SO)(diag)-78, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

DL:DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION

NOTE:

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

DM:DTC U0101 CAN (TCU) DATA NOT LOADED

NOTE:

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

DN:DTC U0122 CAN (VDC) DATA NOT LOADED

NOTE:

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

DO:DTC U0140 CAN (BCU) DATA NOT LOADED

NOTE:

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

DP:DTC U0402 CAN (TCU) DATA ABNORMAL

NOTE:

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

DQ:DTC U0416 CAN (VDC) DATA ABNORMAL

NOTE:

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

DR:DTC U0422 CAN (BCU) DATA ABNORMAL

NOTE:

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

19. General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:

Malfunction of parts other than those listed is also possible. <Ref. to ME(H4SO)-96, Engine Trouble in General.>

Symptoms	Problem parts
1. Engine stalls during idling.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Ignition parts (*1) 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Fuel injection parts (*4) 8) Electronic throttle control
2. Rough idling	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Ignition parts (*1) 5) Air intake system (*5) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) Oxygen sensor 11) Fuel pump and fuel pump relay 12) EGR valve 13) Oil switching solenoid valve
3. Engine does not return to idle.	1) Engine coolant temperature sensor 2) Electronic throttle control 3) Manifold absolute pressure sensor 4) Mass air flow and intake air temperature sensor 5) EGR valve 6) Accelerator pedal position sensor 7) Oil temperature sensor
4. Poor acceleration	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Electronic throttle control 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) Engine torque control signal circuit 10) Ignition parts (*1) 11) EGR valve 12) Accelerator pedal position sensor 13) Oil temperature sensor 14) Oil switching solenoid valve

General Diagnostic Table

ENGINE (DIAGNOSTICS)

Symptoms	Problem parts
5. Engine stalls, hesitates, or sputters at acceleration.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Purge control solenoid valve 7) Fuel injection parts (*4) 8) Electronic throttle control 9) Fuel pump and fuel pump relay 10) EGR valve
6. Surging	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Fuel pump and fuel pump relay 9) EGR valve
7. Spark knock	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor 4) Knock sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay 7) EGR valve 8) Oil switching solenoid valve
8. After-burning in exhaust system	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay

*1: Check ignition coil and spark plug.

*2: Indicate the symptom occurring only in cold temperatures.

*3: Ensure the secure installation.

*4: Check fuel injector, fuel pressure regulator and fuel filter.

*5: Inspect air leak in air intake system.

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

1. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to GD(H4SO)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to GD(H4SO)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to GD(H4SO)-24, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to GD(H4SO)-24, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to GD(H4SO)-25, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to GD(H4SO)-27, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to GD(H4SO)-28, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to GD(H4SO)-29, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to GD(H4SO)-30, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to GD(H4SO)-31, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to GD(H4SO)-33, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to GD(H4SO)-34, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to GD(H4SO)-35, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0118	Engine Coolant Temperature Circuit High	<Ref. to GD(H4SO)-36, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low	<Ref. to GD(H4SO)-37, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High	<Ref. to GD(H4SO)-38, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to GD(H4SO)-39, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to GD(H4SO)-41, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to GD(H4SO)-43, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-45, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-47, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-49, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-52, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-54, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-56, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-57, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-65, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0141	O2 Sensor Heater Circuit (Bank1 Sensor2)	<Ref. to GD(H4SO)-67, DTC P0141 O2 SENSOR HEATER CIRCUIT (BANK1 SENSOR2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0171	System Too Lean (Bank 1)	<Ref. to GD(H4SO)-69, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0172	System Too Rich (Bank 1)	<Ref. to GD(H4SO)-70, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-71, DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0182	Fuel Temperature Sensor "A" Circuit Low Input	<Ref. to GD(H4SO)-74, DTC P0182 FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0183	Fuel Temperature Sensor "A" Circuit High Input	<Ref. to GD(H4SO)-75, DTC P0183 FUEL TEMPERATURE SENSOR "A" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to GD(H4SO)-76, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0197	Engine Oil Temperature Sensor Low	<Ref. to GD(H4SO)-78, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0198	Engine Oil Temperature Sensor High	<Ref. to GD(H4SO)-79, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	<Ref. to GD(H4SO)-80, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	<Ref. to GD(H4SO)-81, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0301	Cylinder 1 Misfire Detected	<Ref. to GD(H4SO)-82, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0302	Cylinder 2 Misfire Detected	<Ref. to GD(H4SO)-87, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0303	Cylinder 3 Misfire Detected	<Ref. to GD(H4SO)-87, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0304	Cylinder 4 Misfire Detected	<Ref. to GD(H4SO)-87, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-88, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-90, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to GD(H4SO)-92, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-94, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-96, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-98, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0400	Exhaust Gas Recirculation Flow	<Ref. to GD(H4SO)-100, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to GD(H4SO)-103, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to GD(H4SO)-105, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to GD(H4SO)-118, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to GD(H4SO)-120, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to GD(H4SO)-122, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to GD(H4SO)-124, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to GD(H4SO)-126, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to GD(H4SO)-127, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to GD(H4SO)-127, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to GD(H4SO)-128, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to GD(H4SO)-130, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0461	Fuel Level Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-132, DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0462	Fuel Level Sensor "A" Circuit Low	<Ref. to GD(H4SO)-134, DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0463	Fuel Level Sensor "A" Circuit High	<Ref. to GD(H4SO)-136, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to GD(H4SO)-138, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0500	Vehicle Speed Sensor "A"	<Ref. to GD(H4SO)-141, DTC P0500 VEHICLE SPEED SENSOR "A", Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to GD(H4SO)-142, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to GD(H4SO)-143, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0512	Starter Request Circuit	<Ref. to GD(H4SO)-144, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0513	Incorrect Immobilizer Key	<Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(H4SO)-146, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to GD(H4SO)-147, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0607	Throttle Control System Circuit Range/Performance	<Ref. to GD(H4SO)-148, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0638	Throttle Actuator Control Range/Performance (Bank 1)	<Ref. to GD(H4SO)-150, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0700	Transmission Control System (MIL Request)	<Ref. to GD(H4SO)-152, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to GD(H4SO)-153, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to GD(H4SO)-154, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to GD(H4SO)-155, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to GD(H4SO)-156, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank1 Sensor1)	<Ref. to GD(H4SO)-157, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank1 Sensor1)	<Ref. to GD(H4SO)-159, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1160	Return Spring Failure	<Ref. to GD(H4SO)-161, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to GD(H4SO)-162, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-164, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-166, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-168, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-168, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-168, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-168, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-168, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-168, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1518	Starter Switch Circuit Low Input	<Ref. to GD(H4SO)-169, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to GD(H4SO)-170, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1570	Antenna	<Ref. to GD(H4SO)-171, DTC P1570 ANTENNA, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1571	Reference Code Incompatibility	<Ref. to GD(H4SO)-171, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1572	IMM Circuit Failure	<Ref. to GD(H4SO)-171, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1574	Key Communication Failure	<Ref. to GD(H4SO)-171, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1576	EGI Control Module EEPROM	<Ref. to GD(H4SO)-171, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1577	IMM Control Module EEPROM	<Ref. to GD(H4SO)-171, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1578	Meter Failure	<Ref. to GD(H4SO)-171, DTC P1578 METER FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1602	Control Module Programming Error	<Ref. to GD(H4SO)-172, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	<Ref. to GD(H4SO)-175, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	<Ref. to GD(H4SO)-177, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to GD(H4SO)-179, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to GD(H4SO)-180, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to GD(H4SO)-181, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	<Ref. to GD(H4SO)-182, DTC P2109 THROTTLE/PEDAL POSITION SENSOR "A" MINIMUM STOP PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	<Ref. to GD(H4SO)-183, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	<Ref. to GD(H4SO)-185, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	<Ref. to GD(H4SO)-187, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	<Ref. to GD(H4SO)-189, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	<Ref. to GD(H4SO)-191, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	<Ref. to GD(H4SO)-193, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D"/"E" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2227	Atmospheric Pressure Sensor Range/Performance	<Ref. to GD(H4SO)-195, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2228	Barometric Pressure Circuit Low	<Ref. to GD(H4SO)-196, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2229	Barometric Pressure Circuit High	<Ref. to GD(H4SO)-197, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0073	CAN Failure, Bus 'OFF' Detection	<Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0101	CAN (TCU) Data not Loaded	<Ref. to GD(H4SO)-199, DTC U0101 CAN (TCU) DATA NOT LOADED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0122	CAN (VDC) Data not Loaded	<Ref. to GD(H4SO)-199, DTC U0122 CAN (VDC) DATA NOT LOADED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0140	CAN (BCU) Data not Loaded	<Ref. to GD(H4SO)-199, DTC U0140 CAN (BCU) DATA NOT LOADED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0402	CAN (TCU) Data Abnormal	<Ref. to GD(H4SO)-199, DTC U0402 CAN (TCU) DATA ABNORMAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0416	CAN (VDC) Data Abnormal	<Ref. to GD(H4SO)-199, DTC U0416 CAN (VDC) DATA ABNORMAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0422	CAN (BCU) Data Abnormal	<Ref. to GD(H4SO)-199, DTC U0422 CAN (BCU) DATA ABNORMAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

2. Diagnostic Trouble Code (DTC) Detecting Criteria

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Judge as NG with either Low NG or High NG.

A variable valve lift diagnosis oil pressure switch is installed for diagnosis. It is possible to determine whether the intake valve is in high mode (increase the amount of lift) or in low mode (suppressing the amount of lift) when the variable valve lift diagnosis oil pressure switch is turned ON or OFF.

• Normal

Oil switching solenoid valve duty	Intake valve	Variable valve lift diagnosis oil pressure switch
Large	High mode	OFF
Minimum	Low mode	ON

• Low NG

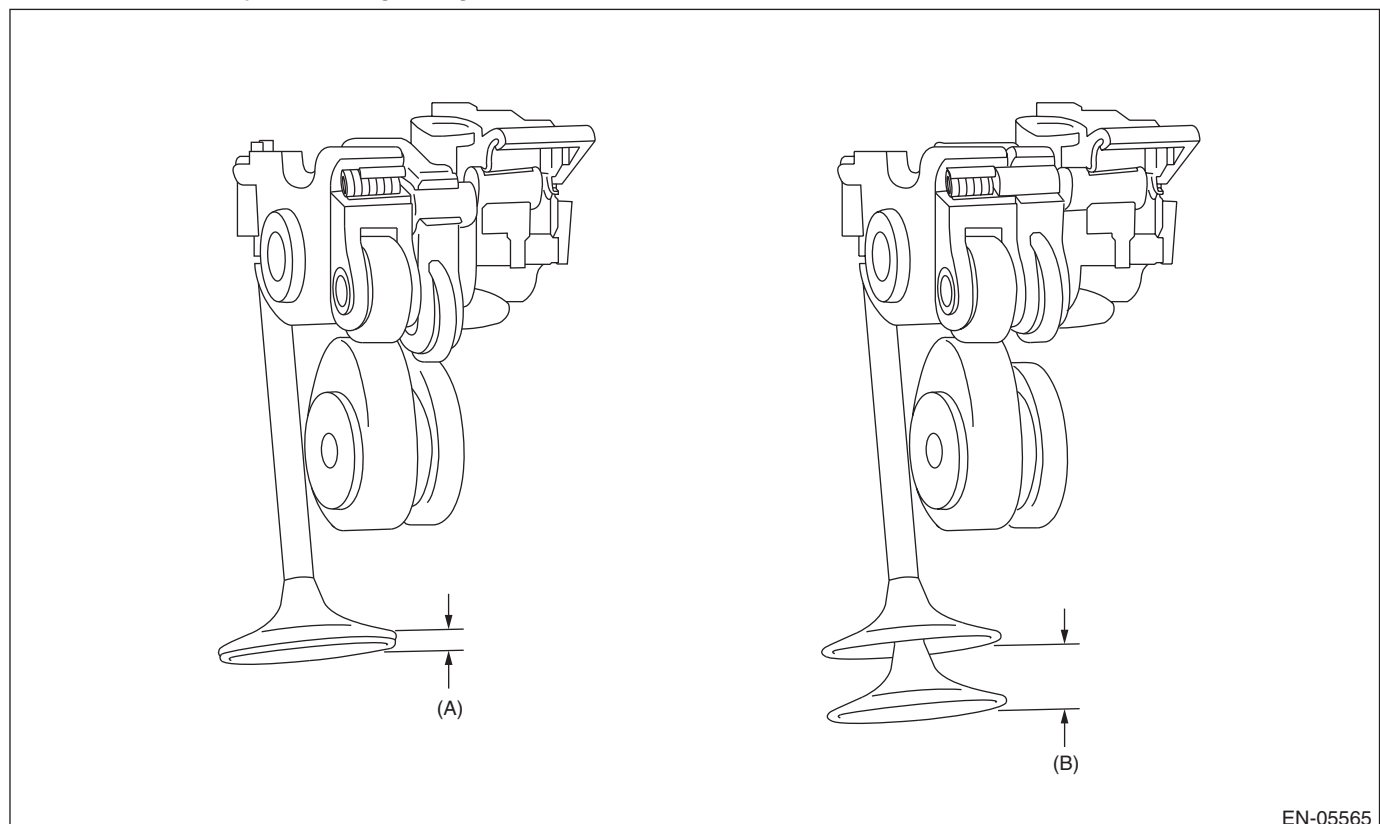
When the variable valve lift diagnosis oil pressure switch remains ON even though the intake valve tried to enter high mode (oil switching solenoid valve duty is large), this is judged as a Low NG.

• High NG

When the variable valve lift diagnosis oil pressure switch remains OFF even though the intake valve tried to enter low mode (oil switching solenoid valve duty is small), this is judged as a High NG.

2. COMPONENT DESCRIPTION

The variable valve lift system optimizes the intake valve lift by switching between the low lift cam and the high lift cam according to the engine speed. The amount of intake valve lift is varied by controlling the oil switching solenoid valve duty according to signals from the ECM.



EN-05565

(A) Low lift

(B) High lift

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
After engine starting	≥ 6000 ms
Engine oil temperature	≥ 15 °C (59 °F)
Variable valve lift control	Operation

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously 6 seconds after engine start while variable valve lift is being controlled.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Duty ratio	≥ 62 %
Variable valve lift diagnosis oil pressure switch	ON
High	
Duty ratio	< 33 %
Variable valve lift diagnosis oil pressure switch	OFF

Time Needed for Diagnosis:

Low side: 784 ms

High side: 3000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Duty ratio	≥ 62 %
Variable valve lift diagnosis oil pressure switch	OFF
High	
Duty ratio	< 33 %
Variable valve lift diagnosis oil pressure switch	ON

Time Needed for Diagnosis:

Low side: 208 ms

High side: 3000 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2)

1. OUTLINE OF DIAGNOSIS

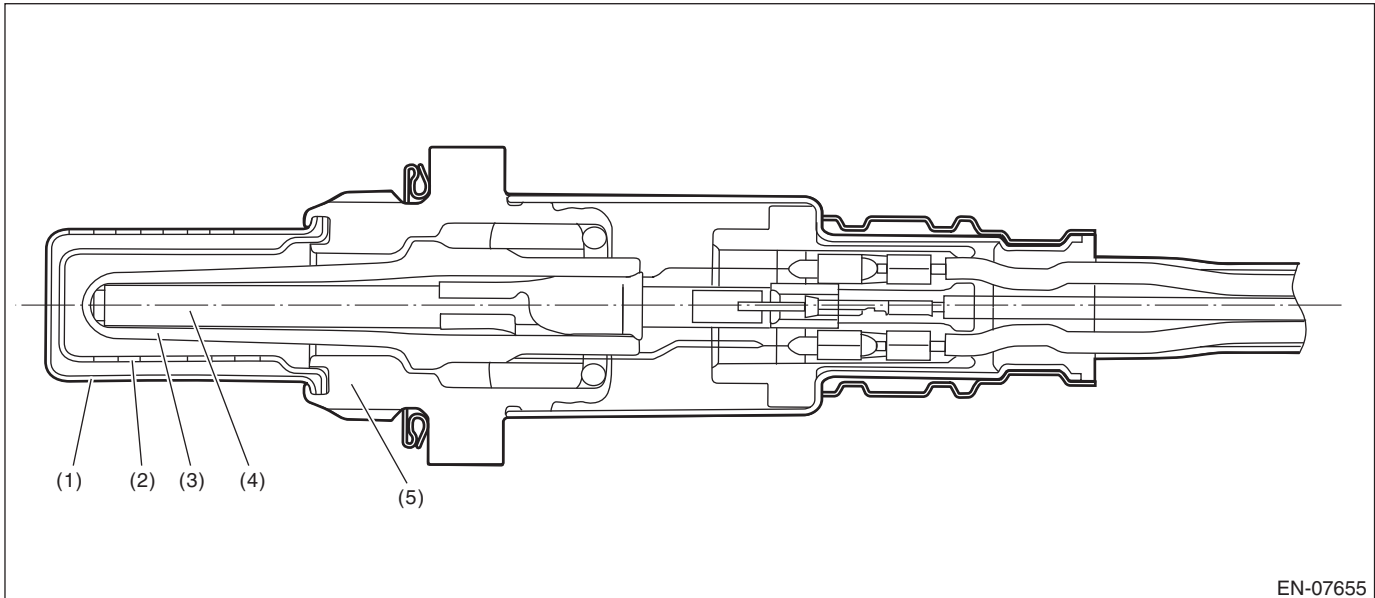
NOTE:

For the detection standard, refer to DTC P0026. <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect functional errors of the front oxygen (A/F) sensor heater.

Judge as NG when it is determined that the front oxygen (A/F) sensor impedance is large when looking at engine status such as deceleration fuel cut.

2. COMPONENT DESCRIPTION

(1) Element cover (outer)

(2) Element cover (inner)

(3) Sensor element

(4) Ceramic heater

(5) Sensor housing

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Condition established time	≥ 42000 ms
Battery voltage	≥ 10.9 V
Heater current	Permitted
Control duty ≥ 35 %	Experienced
After fuel cut	≥ 20000 ms

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 42000 ms or more have passed since the engine started.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	> 50 Ω

Time Needed for Diagnosis: 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	$\leq$ 50 Ω

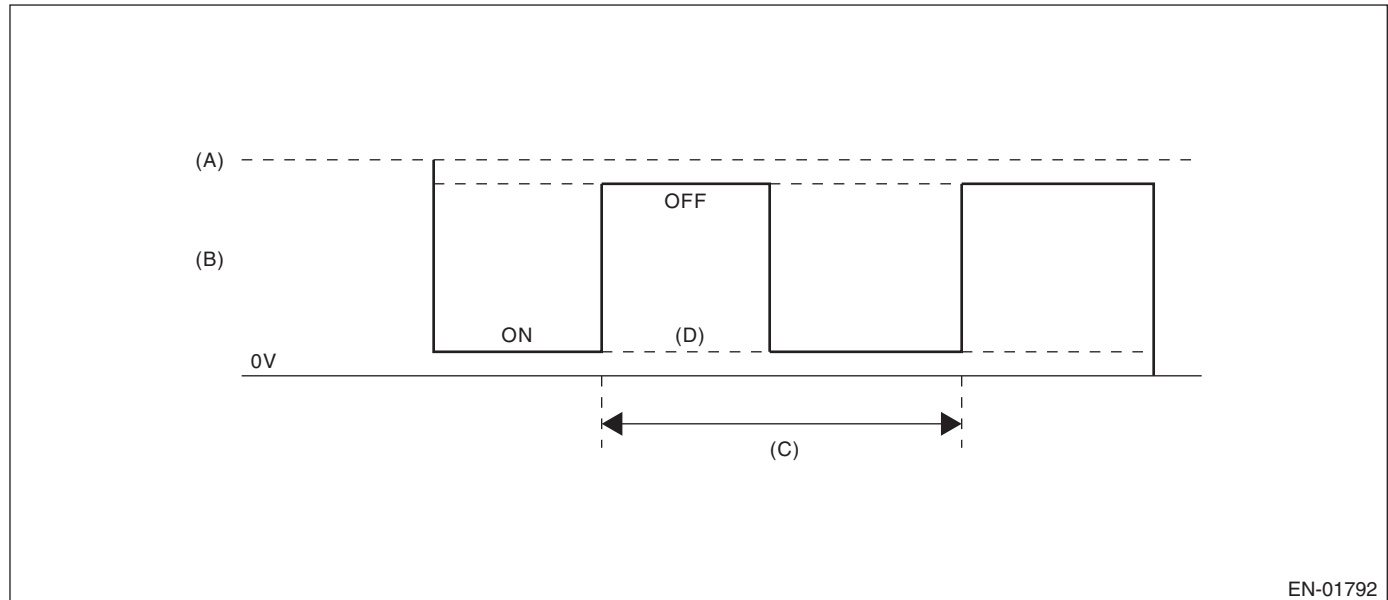
Time Needed for Diagnosis: 10000 ms

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect front oxygen (A/F) sensor heater open or short circuit.

The front oxygen (A/F) sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge as NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION

(A) Battery voltage

(B) Front oxygen (A/F) sensor heater
output voltage

(C) 128 ms

(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
Front oxygen (A/F) sensor heater control duty	< 87.5 %

Time Needed for Diagnosis: 4 ms × 250 time(s)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

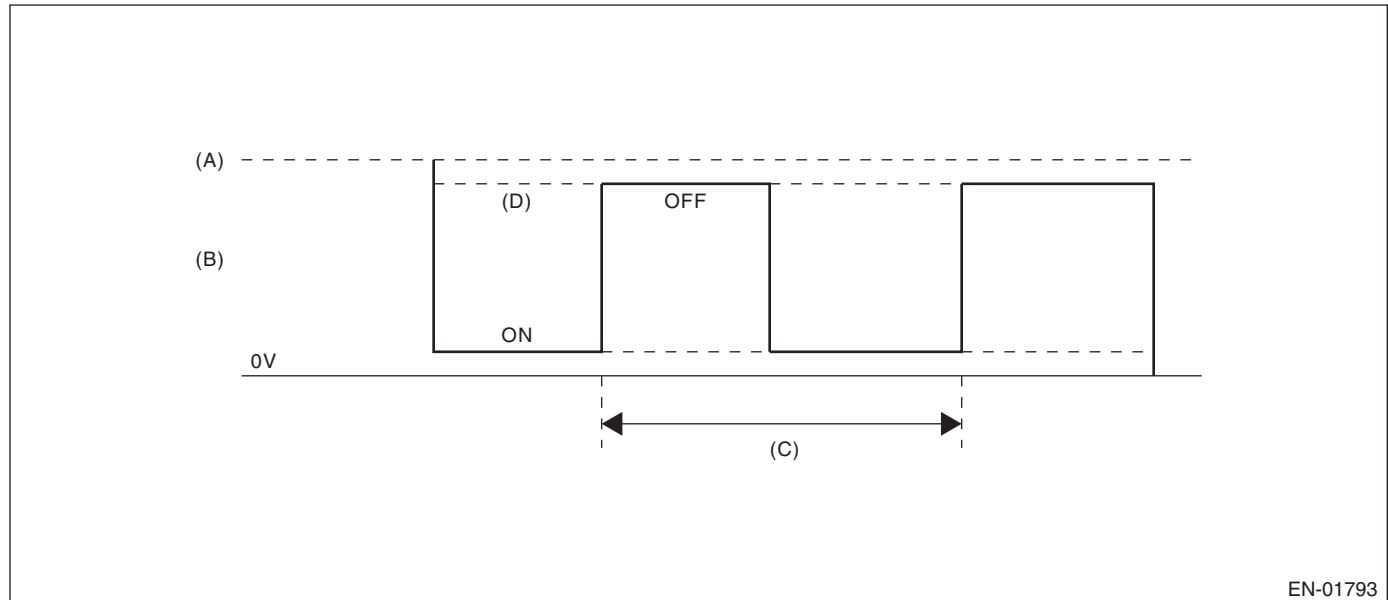
Time Needed for Diagnosis: Less than 1 second

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect front oxygen (A/F) sensor heater open or short circuit.

The front oxygen (A/F) sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge as NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION

(A) Battery voltage

(B) Front oxygen (A/F) sensor heater
output voltage

(C) 128 ms

(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Front oxygen (A/F) sensor heater control duty	$\geq 12.5 \%$

Time Needed for Diagnosis: 4 ms $\times$ 500 time(s)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low

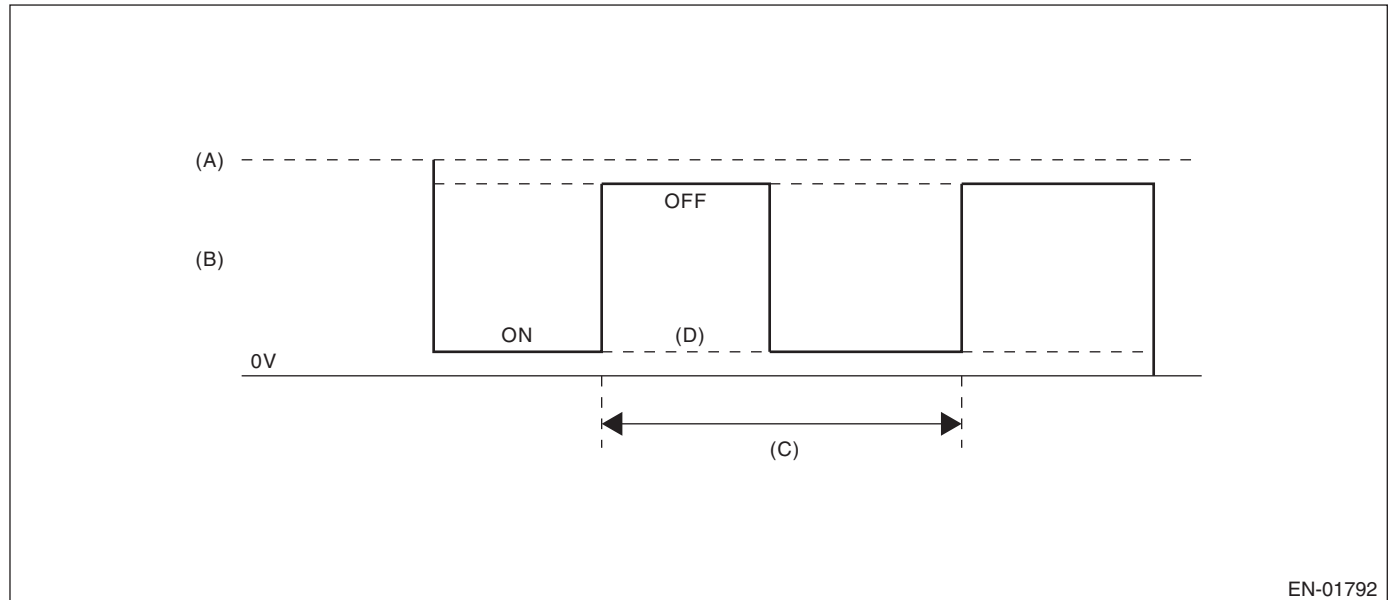
Time Needed for Diagnosis: Less than 1 second

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)**1. OUTLINE OF DIAGNOSIS**

Detect the rear oxygen sensor heater open or short circuit.

The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge as NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION

EN-01792

(A) Battery voltage

(B) Output voltage of the rear oxygen
sensor heater

(C) 256 ms (cycle)

(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 1 \text{ second}$
Engine speed	$< 8000 \text{ rpm}$

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis continuously when engine is low speed.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
Rear oxygen sensor heater control duty	< 75 %

Time Needed for Diagnosis: 8 ms × 1250 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

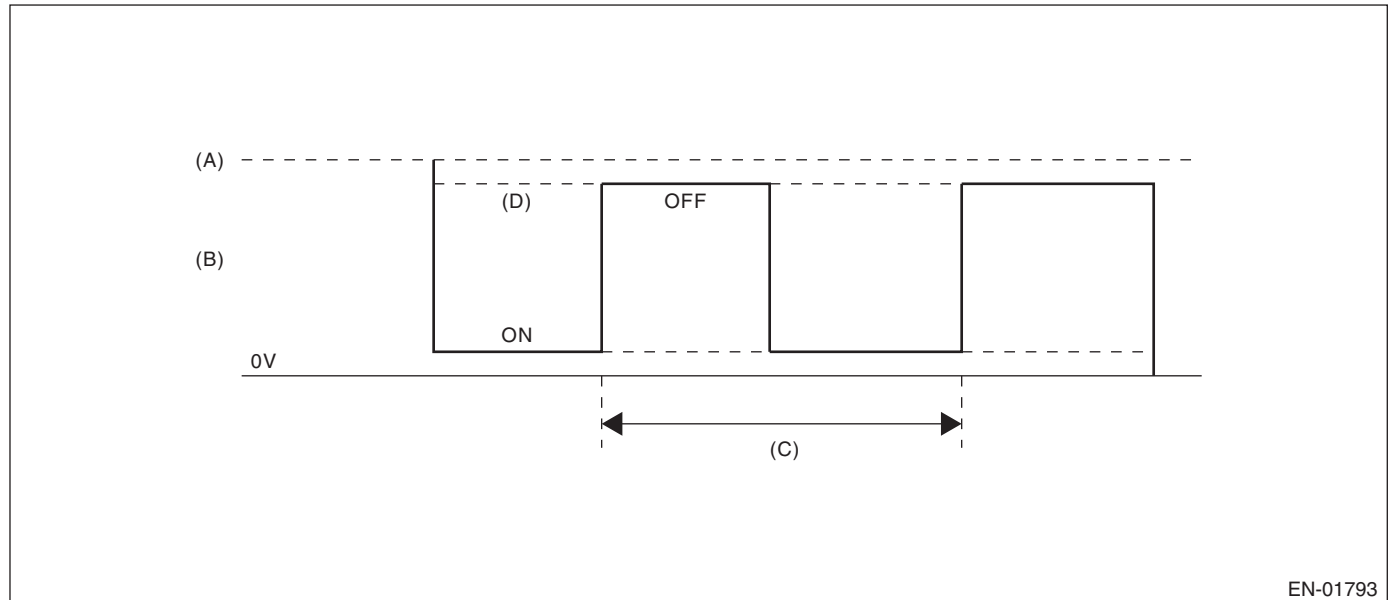
Time Needed for Diagnosis: Less than 1 second

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)**1. OUTLINE OF DIAGNOSIS**

Detect the rear oxygen sensor heater open or short circuit.

The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge as NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION

EN-01793

(A) Battery voltage

(B) Output voltage of the rear oxygen sensor heater

(C) 256 ms (cycle)

(D) High error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 1 \text{ second}$
Engine speed	$< 8000 \text{ rpm}$

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis continuously when engine is low speed.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Rear oxygen sensor heater control duty	$\geq 20 \%$

Time Needed for Diagnosis: 8 ms $\times$ 1250 time (s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

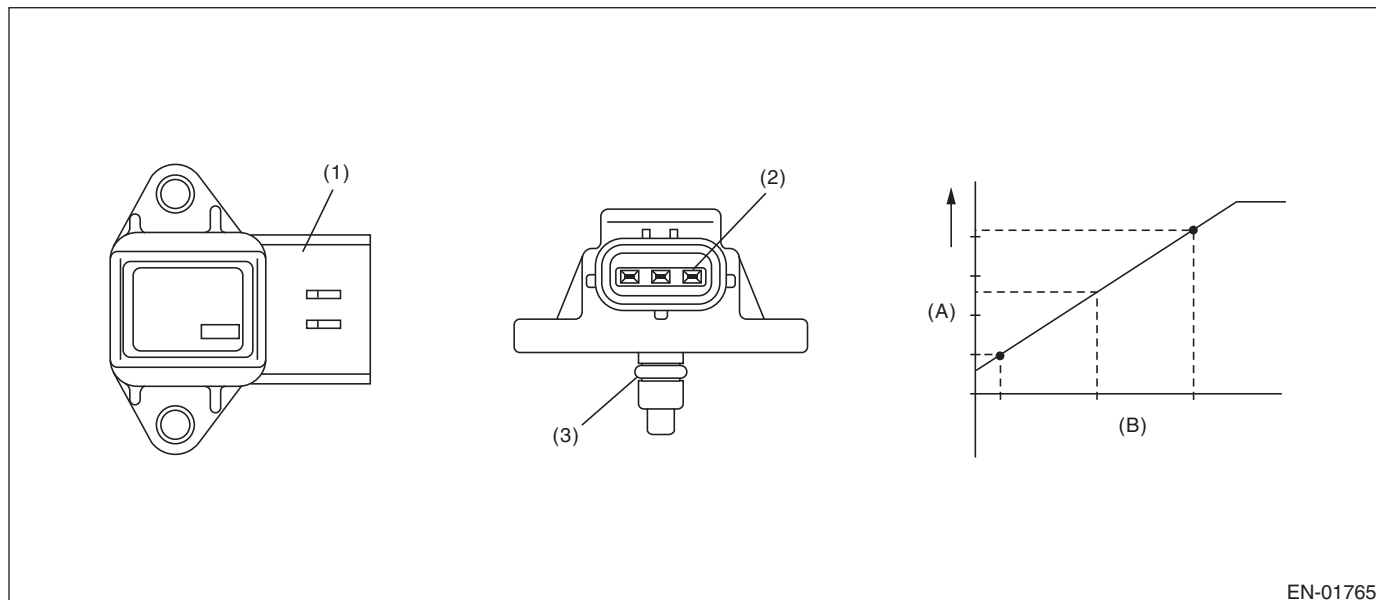
Malfunction Criteria	Threshold Value
Output voltage level	Low

Time Needed for Diagnosis: Less than 1 second

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION**1. OUTLINE OF DIAGNOSIS**

Detect problems in the intake manifold pressure sensor output properties.

Judge as NG when the intake air pressure AD value is Low whereas it seemed to be High from the viewpoint of engine condition, or when it is High whereas it seemed to be Low from the engine condition.

2. COMPONENT DESCRIPTION

EN-01765

(A) Output voltage

(B) Absolute pressure

(1) Connector

(2) Terminals

(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 60\text{ }^{\circ}\text{C}$ (140 $^{\circ}\text{F}$)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when Low side or High side becomes NG.

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Engine speed	< 2500 rpm
Throttle position	$\geq 12^\circ$
Output voltage	< 1.46 V
Engine load	> 0.5 g/rev (0.02 oz/rev)
High	
Engine speed	600 rpm — 900 rpm
Throttle position	< 4.4°
Output voltage	≥ 2.5 V
Engine load	< 0.4 g/rev (0.01 oz/rev)

Time Needed for Diagnosis:

Low side: 5000 ms

High side: 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.

If the duration of time while the following conditions are met is longer than the time indicated, judge as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Low	
Engine speed	< 2500 rpm
Throttle position	$\geq 12^\circ$
Output voltage	≥ 1.46 V
Engine load	> 0.5 g/rev (0.02 oz/rev)
High	
Engine speed	600 rpm — 900 rpm
Throttle position	< 4.4°
Output voltage	< 2.5 V
Engine load	< 0.4 g/rev (0.01 oz/rev)

Time Needed for Diagnosis:

Low side: Less than 1 s

High side: Less than 1 s

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of the oil switching solenoid valve.

Judge as NG when the current is small even though the output duty is large.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	$\geq 30 \%$
Control current	$< 0.026 \text{ A}$

Time Needed for Diagnosis: 2000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
$ \text{Oil switching solenoid valve target current value} - \text{Oil switching solenoid valve current value} $	$< 0.08 \text{ A}$
Target current	$\geq 0.11 \text{ A}$

Time Needed for Diagnosis: 2000 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect short circuits of the oil switching solenoid valve.

Judge as a short NG when the current is large even though the output duty is small.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	$< 7 \%$
Control current	$\geq 0.465 \text{ A}$

Time Needed for Diagnosis: 2000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
$ \text{Oil switching solenoid valve target current value} - \text{Oil switching solenoid valve current value} $	$< 0.08 \text{ A}$

Time Needed for Diagnosis: 2000 ms

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0076. <Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0077. <Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

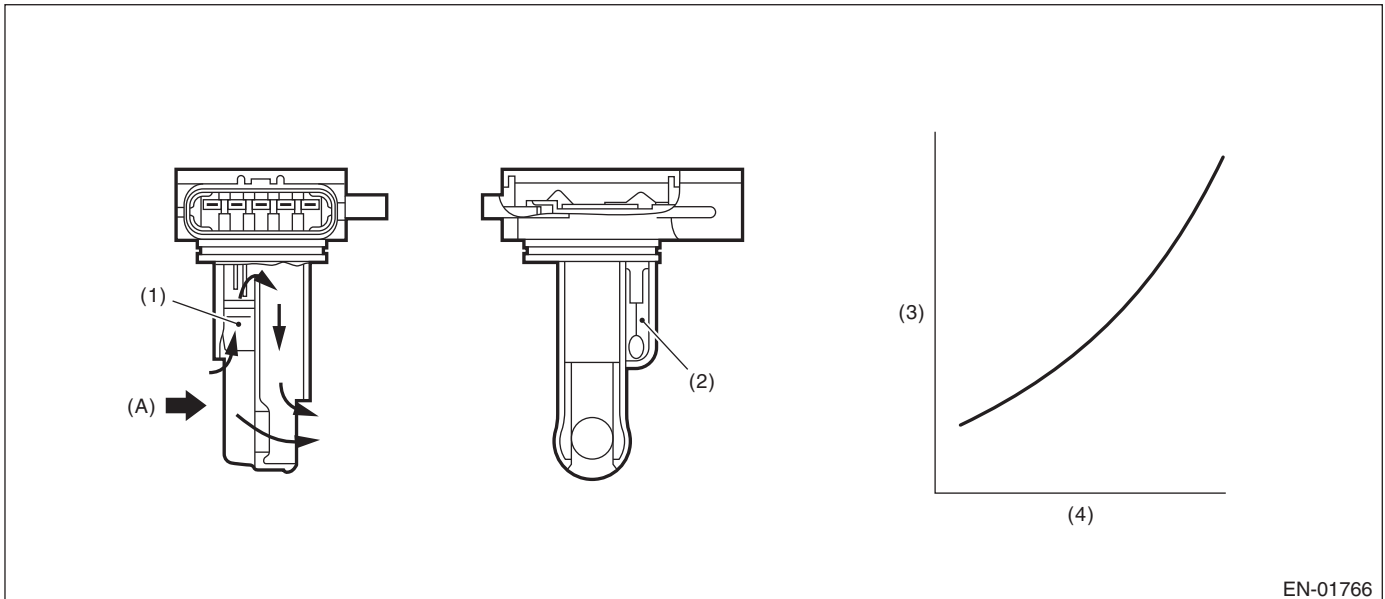
M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of air flow sensor output properties.

Judge as a low side NG when the air flow voltage indicates a small value regardless of running in a state where the air flow voltage increases. Judge as a high side NG when the air flow voltage indicates a large value regardless of running in a state where the air flow voltage decreases. Judge air flow sensor property NG when the Low side or High side becomes NG.

2. COMPONENT DESCRIPTION



EN-01766

(A) Air

(1) Air flow sensor

(3) Voltage (V)

(4) Amount of intake air (kg (lb)/s)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 60^{\circ}\text{C}$ (140°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when Low side or High side becomes NG.

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Low Output voltage Engine speed Throttle opening angle Intake manifold pressure	< 1.49 V ≥ 2500 rpm ≥ 12 ° ≥ 66.7 kPa (500 mmHg, 19.7 inHg)
High (1) Output voltage Engine speed Throttle opening angle Intake manifold pressure	≥ 2.66 V 600 rpm — 900 rpm < 4.4 ° ≥ 40 kPa (300 mmHg, 11.8 inHg)
High (2) Output voltage Engine speed Throttle opening angle Intake manifold pressure Fuel system diagnosis	≥ 1.55 V 600 rpm — 900 rpm < 4.4 ° ≥ 40 kPa (300 mmHg, 11.8 inHg) Rich side malfunction

Time Needed for Diagnosis:

Low: 5000 ms

High: 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low Output voltage Engine speed Throttle opening angle Intake manifold pressure	≥ 1.49 V ≥ 2500 rpm ≥ 12 ° ≥ 66.7 kPa (500 mmHg, 19.7 inHg)
High Output voltage Engine speed Throttle opening angle Intake manifold pressure Fuel system diagnosis	< 2.66 V 600 rpm — 900 rpm < 4.4 ° < 40 kPa (300 mmHg, 11.8 inHg) Rich side normal

Time Needed for Diagnosis:

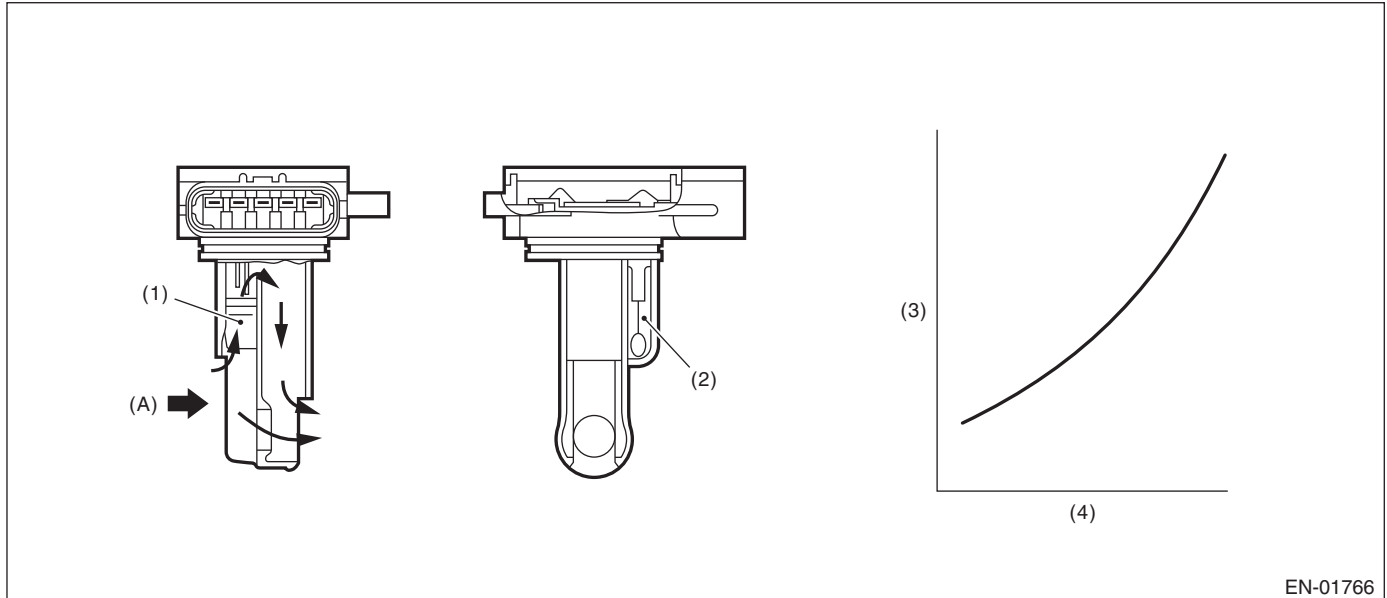
Low: Less than 1 s

High: Less than 1 s

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuits of the air flow sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

EN-01766

(A) Air

(1) Air flow sensor

(3) Voltage (V)

(4) Amount of intake air (kg (lb)/s)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.22 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	> 0.22 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

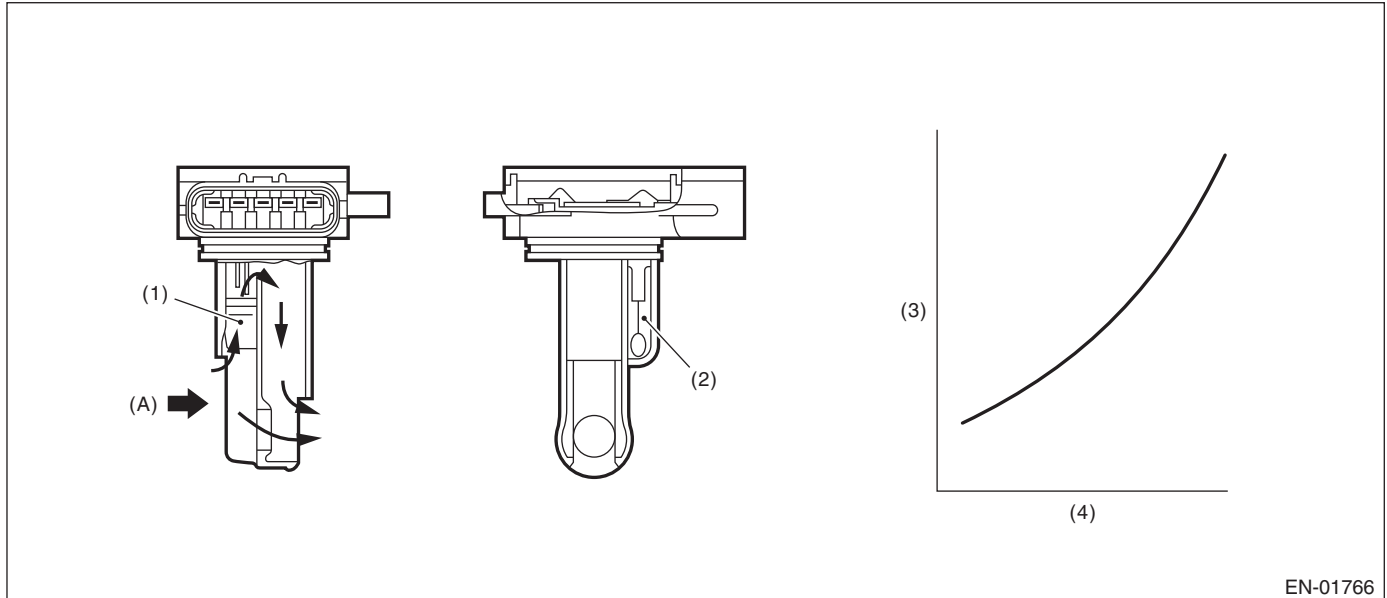
O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect open or short circuits of the air flow sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-01766

(A) Air

(1) Air flow sensor

(3) Voltage (V)

(4) Amount of intake air (kg (lb)/s)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.19 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.19 V

Time Needed for Diagnosis: Less than 1 second

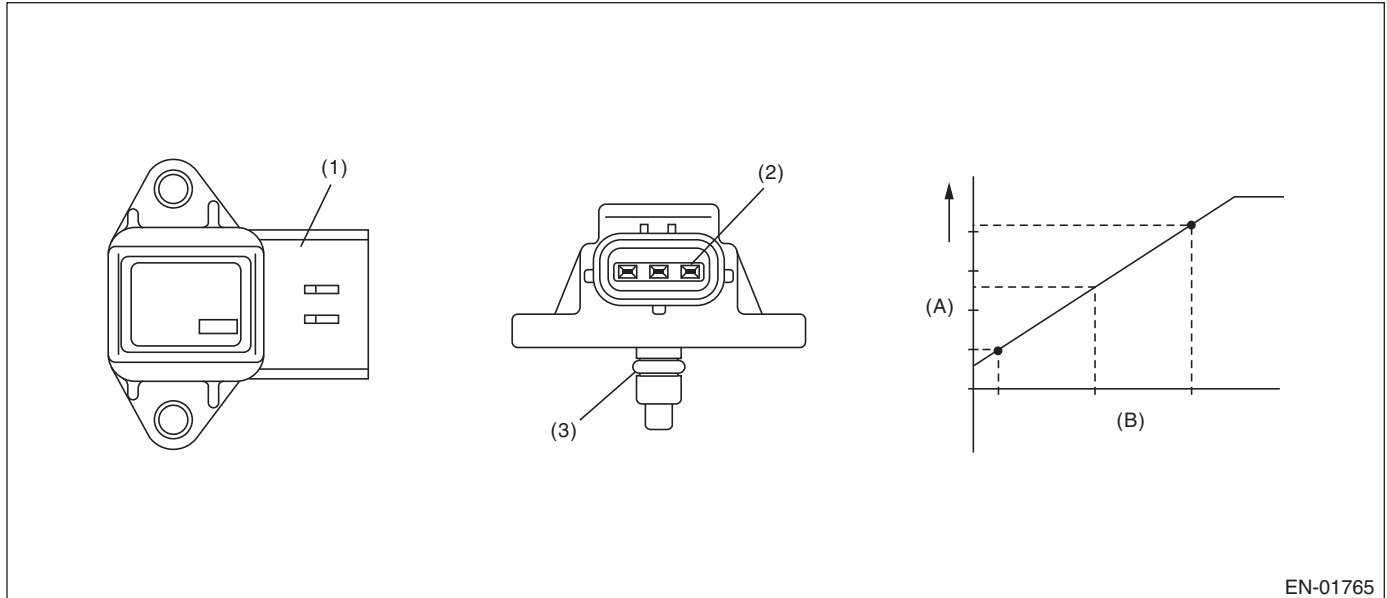
P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-01765

(A) Output voltage

(B) Absolute pressure

(1) Connector

(2) Terminals

(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\leq 0.573 \text{ V}$

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$> 0.573 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

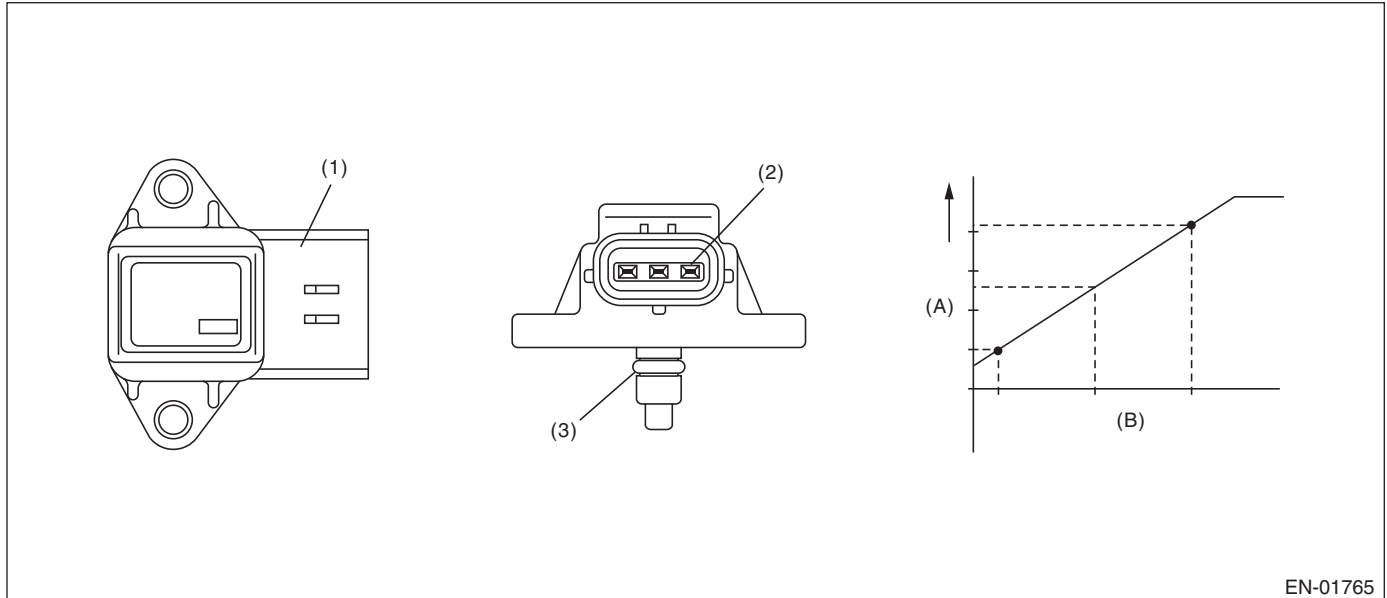
Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) Output voltage

(B) Absolute pressure

(1) Connector

(2) Terminals

(3) O-ring

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.388 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

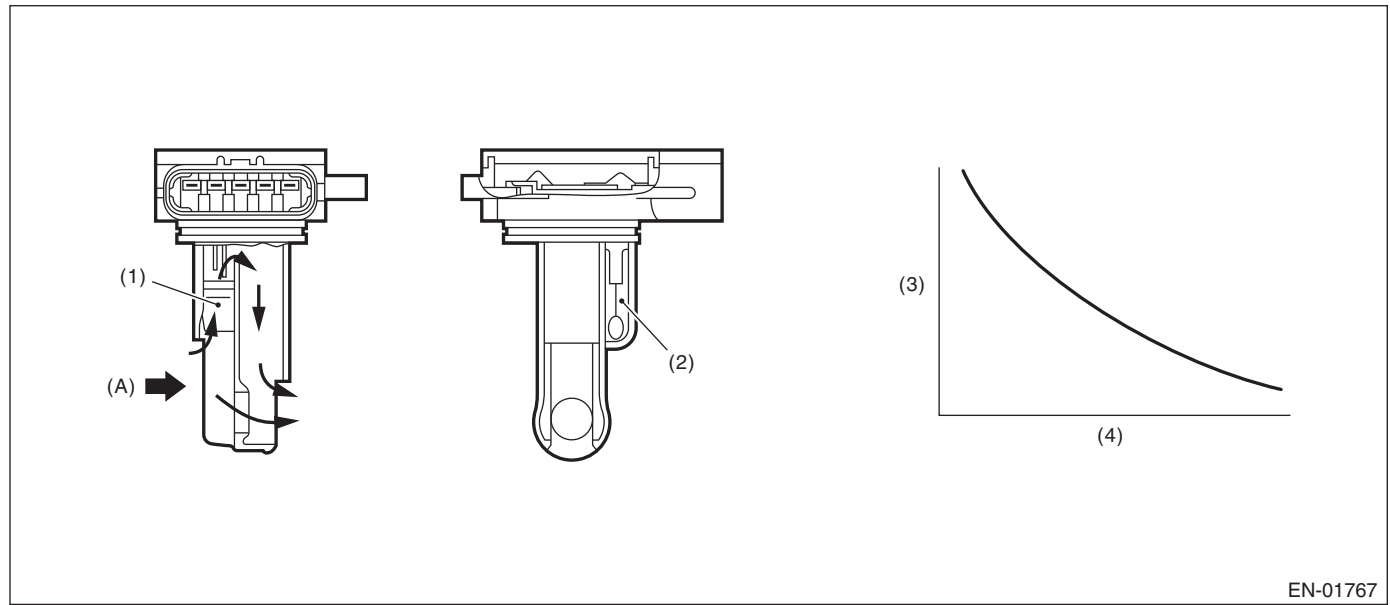
Malfunction Criteria	Threshold Value
Output voltage	< 4.388 V

Time Needed for Diagnosis: Less than 1 second

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of intake air temperature sensor output property.

Judge as NG when the intake air temperature is not varied whereas it seemed to be varied from the viewpoint of engine condition.

2. COMPONENT DESCRIPTION

EN-01767

(A) Air

(1) Air flow sensor

(3) Resistance value (Ω)

(4) Intake air temperature °C (°F)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature at engine starting	< 35 °C (95 °F)
Battery voltage	≥ 10.9 V
Continuous time when the vehicle speed is less than 140 km/h (87 MPH)	≥ 600 s
Engine coolant temperature	≥ 75 °C (167 °F)
Intake air amount sum value	$\geq$ Value of Map 1
Number of experiences under conditions below	≥ 3 time(s)
• Continuous time when vehicle speed is less than 4 km/h (2.5 MPH)	$\geq$ Value from Map 2
• Continuous time when vehicle speed is 40 km/h (24.9 MPH) or more	≥ 15 s
and	
Establishing time of 1, 2	≥ 15 s
1. Intake air amount	≥ 10 g/s (0.35 oz/s)
2. Vehicle speed	≥ 4 km/h (2.5 MPH)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 1

Engine coolant temperature °C (°F)	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)
Intake air amount sum value (g (oz)/s)	50000 (1763.5)	7400 (261)	6600 (232.78)	5800 (204.57)	4500 (158.72)

Map 2

Engine coolant temperature °C (°F)	-30 (-22)	0 (32)	10 (50)	20 (68)
Continuous time (s) when vehicle speed is less than 4 km/h (2.5 MPH)	250	40	32	24

4. GENERAL DRIVING CYCLE

Perform the diagnosis when the vehicle speed condition is met after warming up from a cold condition.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	< 0.02 V (Equivalent to approximately 0.5°C (0.9°F) near 25°C)

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

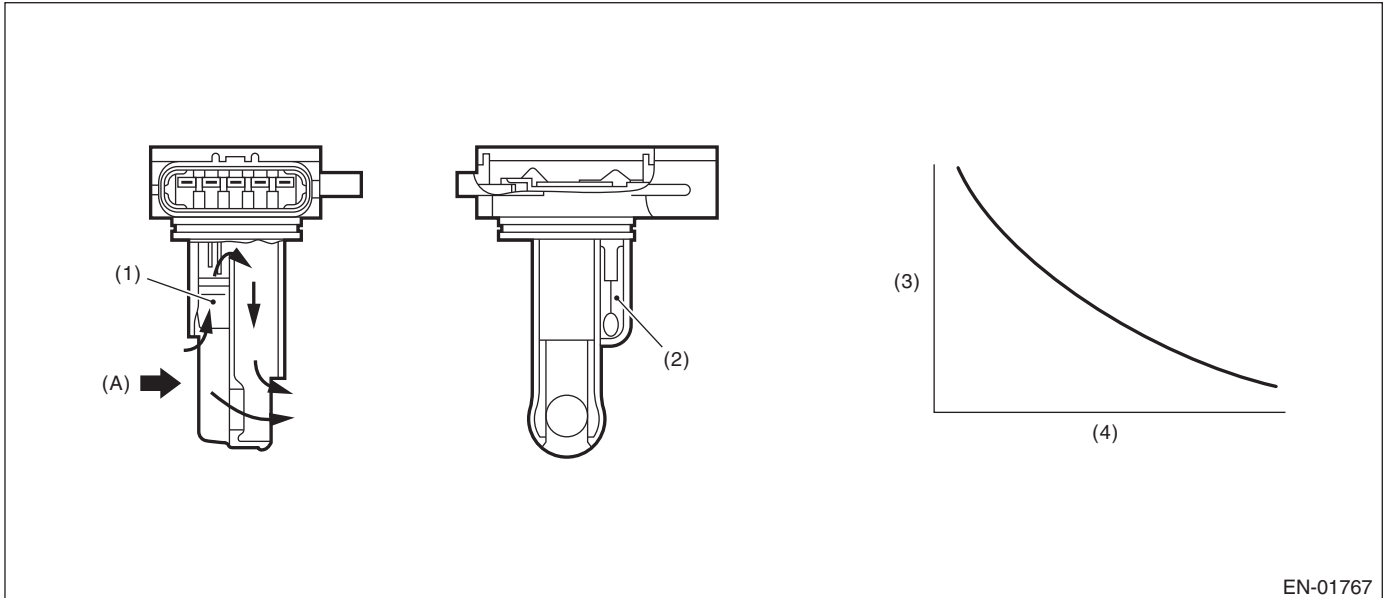
Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	≥ 0.02 V

Time Needed for Diagnosis: Less than 1 second

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuit of the intake air temperature sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

EN-01767

(A) Air

(1) Air flow sensor

(3) Resistance value (Ω)

(4) Intake air temperature °C (°F)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.231 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.231 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

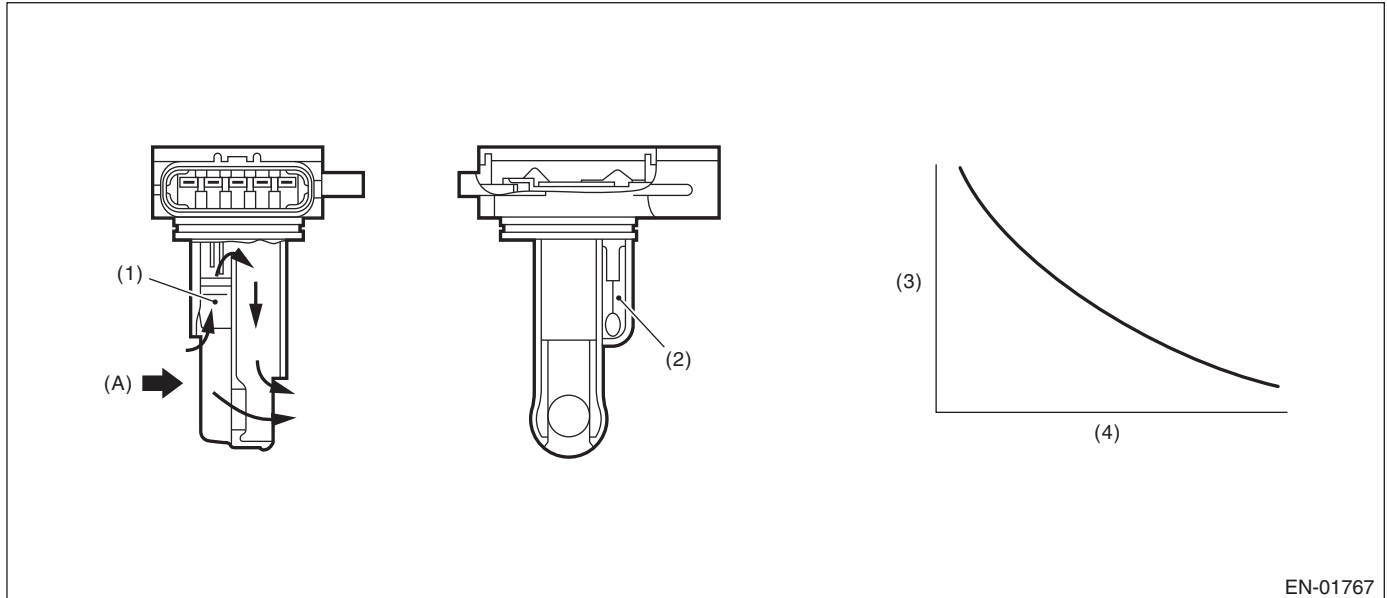
T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the intake air temperature sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-01767

(A) Air

(1) Air flow sensor

(3) Resistance value (Ω)

(4) Intake air temperature °C (°F)

(2) Intake air temperature sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

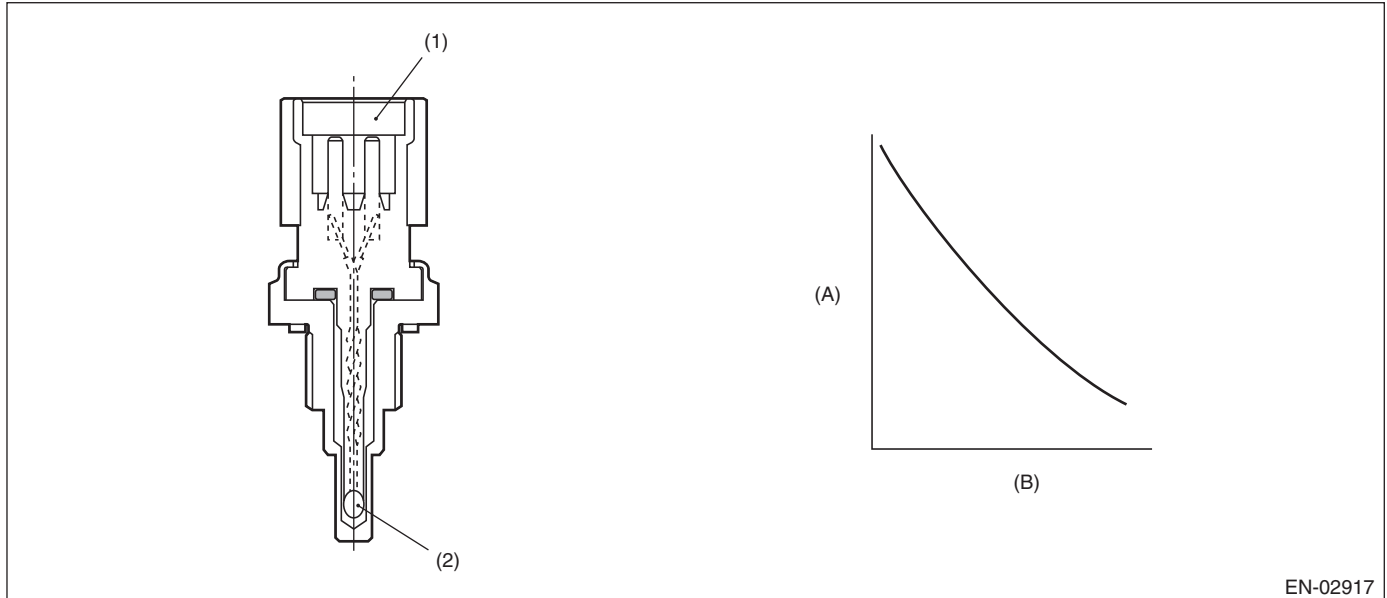
Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V

Time Needed for Diagnosis: Less than 1 second

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the engine coolant temperature sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

EN-02917

(A) Resistance value (k Ω)

(B) Temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

(1) Connector

(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.275 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.275 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

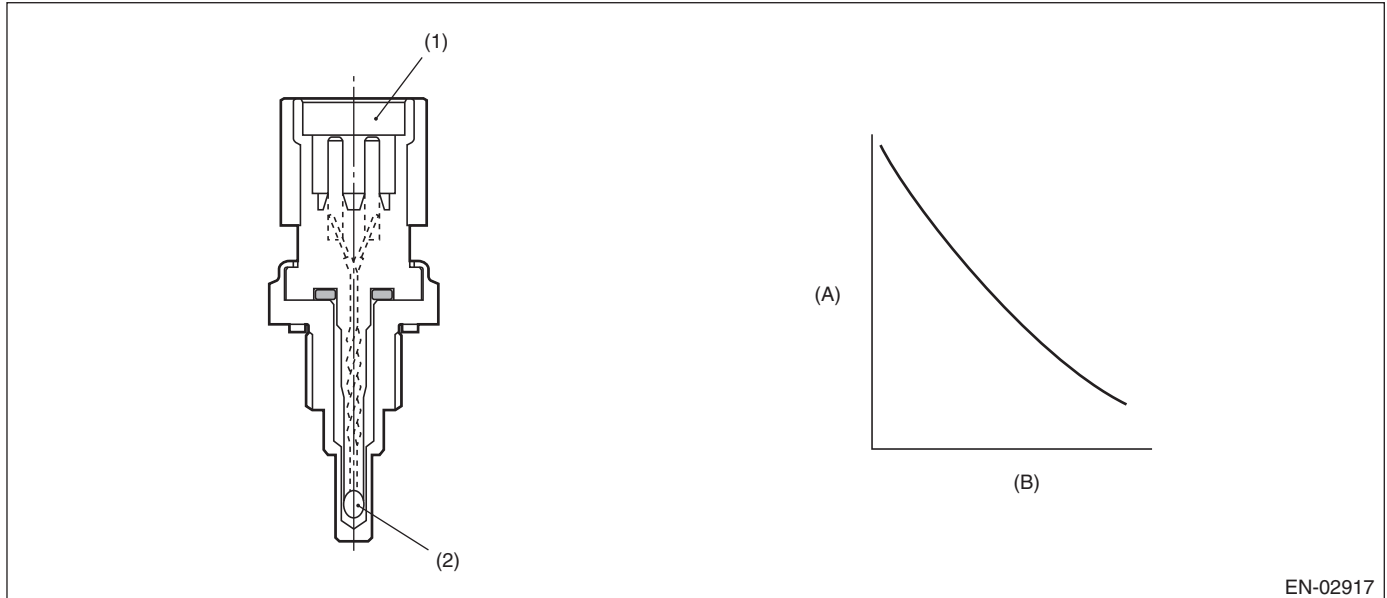
GENERAL DESCRIPTION

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-02917

- (A) Resistance value (k Ω) (B) Temperature °C (°F)
- (1) Connector (2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

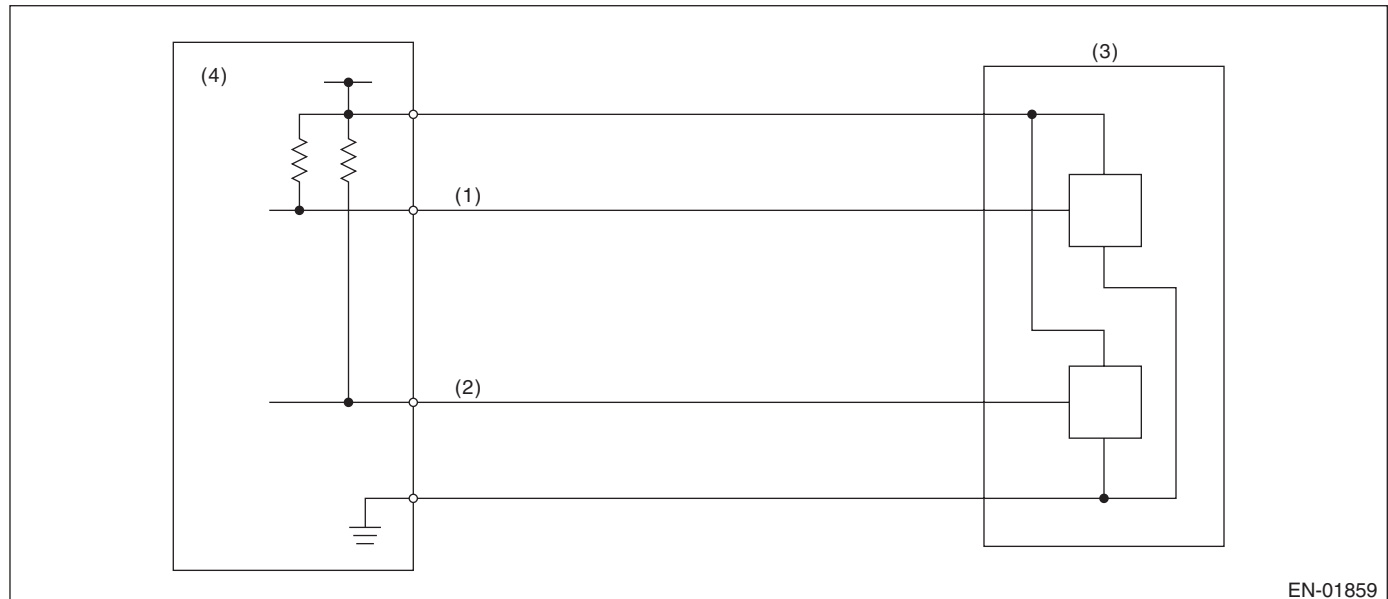
Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V

Time Needed for Diagnosis: Less than 1 second

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of throttle position sensor 1.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	$\leq 0.217 \text{ V}$

Time Needed for Diagnosis: 24 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	$> 0.217 \text{ V}$

Time Needed for Diagnosis: 24 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

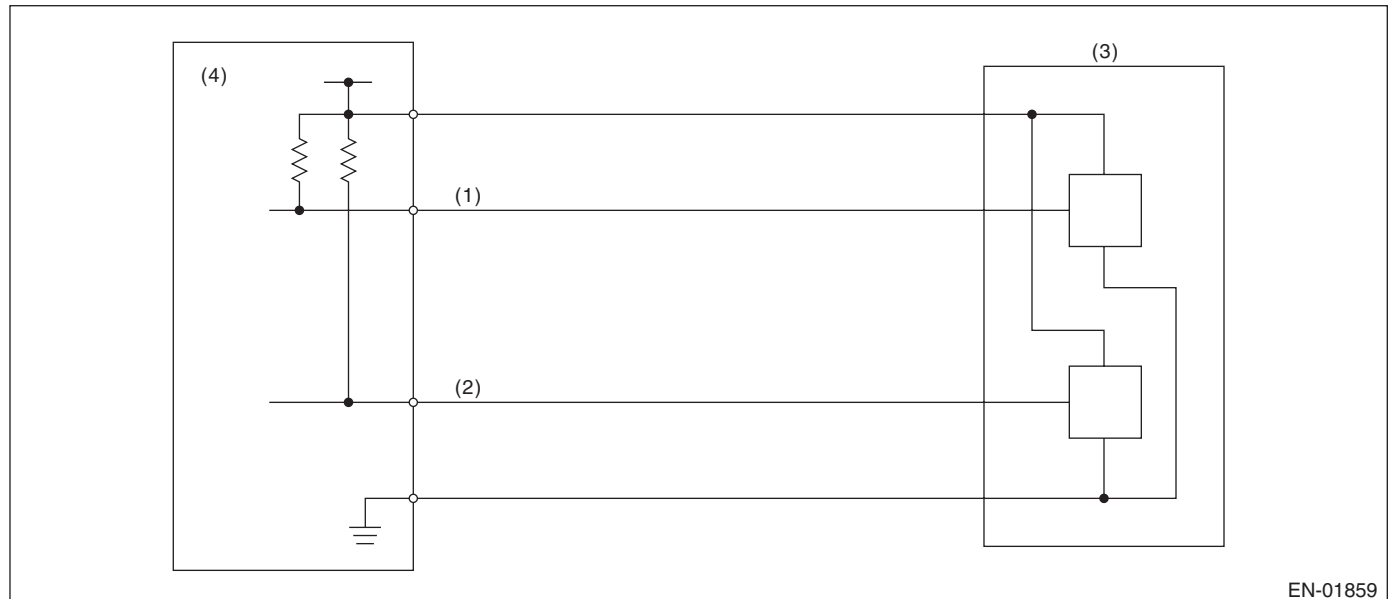
X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	$\geq 4.858 \text{ V}$

Time Needed for Diagnosis: 24 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

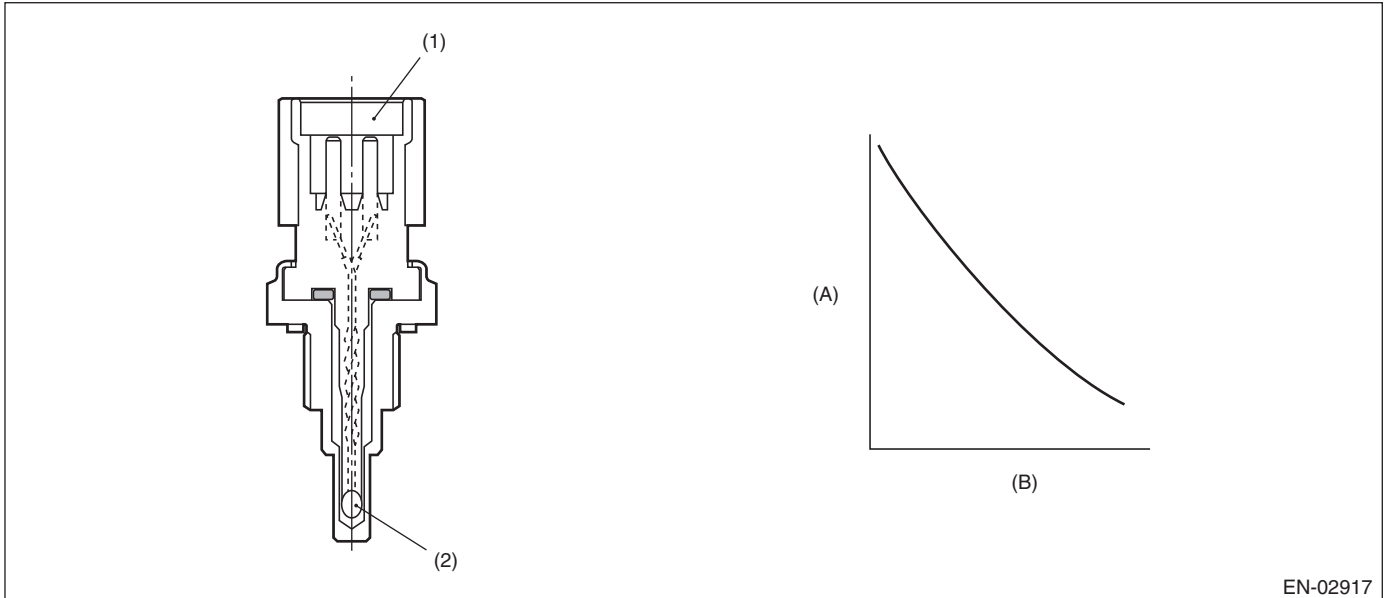
Malfunction Criteria	Threshold Value
Sensor 1 input voltage	$< 4.858 \text{ V}$

Time Needed for Diagnosis: 24 ms

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of engine coolant temperature output property.

Judge as NG when the engine coolant temperature does not rise in driving conditions where it should.

2. COMPONENT DESCRIPTION

(A) Resistance value (kΩ)

(B) Temperature °C (°F)

(1) Connector

(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	≥ Value from Map
Battery voltage	≥ 10.9 V

Map

Engine coolant temperature °C (°F)	-40 (-40)	-30 (-22)	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
Engine speed rpm	500	500	500	500	500	500	500	500

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
Engine speed rpm	500	500	500	500	500	500	500	500

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after engine start.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG if the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	< 20 °C (68 °F)
Timer for diagnosis after engine start	≥ Judgment value of timer after engine start

Timer for diagnosis after engine start

a. Timer stop at fuel cut

b. During the driving conditions except a) above, timer counts up as follows.

64 ms + TWCNT ms (at 64 ms)

TWCNT is defined as follows,

TWCNT = 0 at idle switch ON,

TWCNT show on the following table at idle switch OFF.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (9.9)	24 (14.9)	32 (19.9)	40 (24.9)	48 (29.8)	56 (34.8)
Tempera- ture °C (°F)	-20 (-4)	0 ms	32.076 ms	39.977 ms	47.879 ms	82.544 ms	117.209 ms	154.214 ms	185.26 ms
	-10 (14)	0 ms	25.704 ms	33.606 ms	41.508 ms	68.52 ms	95.532 ms	125.667 ms	155.802 ms
	0 (32)	0 ms	17.646 ms	25.548 ms	33.45 ms	53.652 ms	73.855 ms	97.12 ms	120.386 ms
	10 (50)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms
	20 (68)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms

Judgment value of timer after engine starting

$t = 573669 \text{ ms} - 33924 \text{ ms} \times T_i$

T_i : The lowest coolant temperature after engine start

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 20 °C (68 °F)

Time Needed for Diagnosis: Less than 1 second

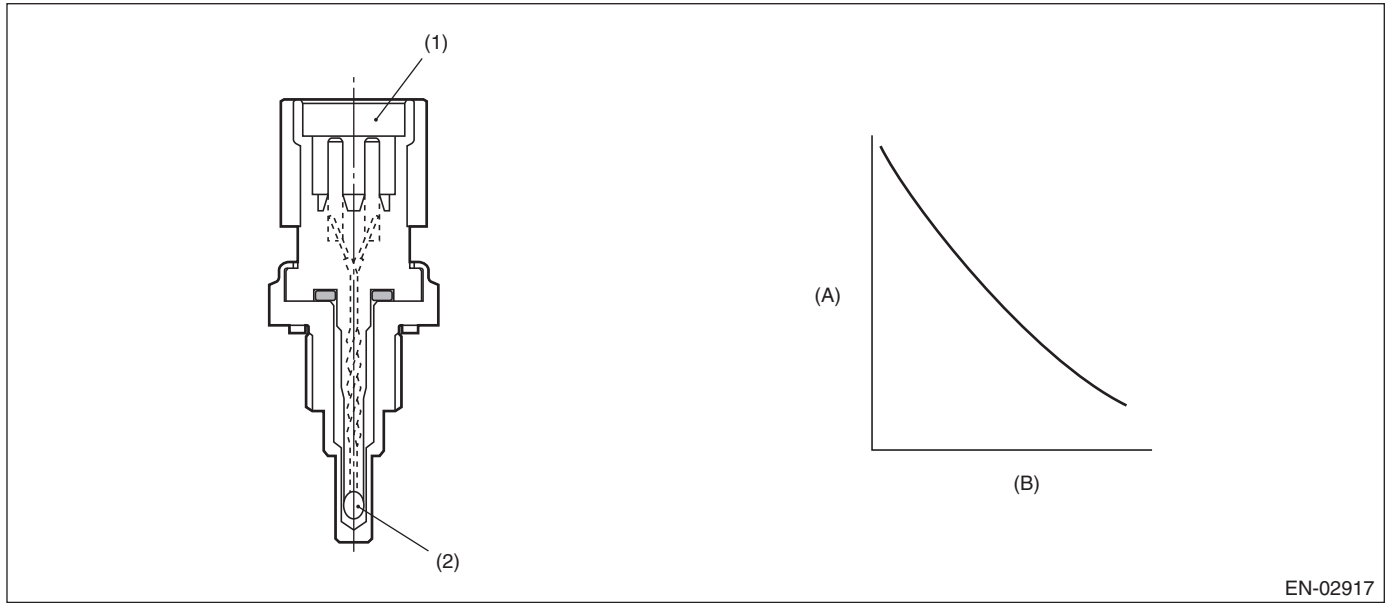
Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of the engine coolant temperature sensor characteristics.

Memorize the engine coolant temperature and fuel temperature at the last engine stop, and use them to judge as NG when the engine coolant temperature does not decrease when it should.

2. COMPONENT DESCRIPTION



EN-02917

(A) Resistance value (k Ω)

(B) Temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

(1) Connector

(2) Thermistor element

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Refueling from the last engine stop till the current engine start	None
Fuel level	$\geq 15 \text{ } \ell$ (3.96 US gal, 3.3 Imp gal)
Engine coolant temperature at the last engine stop	$\geq 75 \text{ }^{\circ}\text{C}$ (167 $^{\circ}\text{F}$)

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop — Minimum engine coolant temperature after the engine start	< 2.5 °C (36.5 °F)
Fuel temperature at the last engine stop — fuel temperature	≥ 5 °C (41 °F)
Intake air temperature — fuel temperature	< 2.5 °C (36.5 °F)
Fuel temperature	< 35 °C (95 °F)

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop — Minimum engine coolant temperature after the engine start	≥ 2.5 °C (36.5 °F)

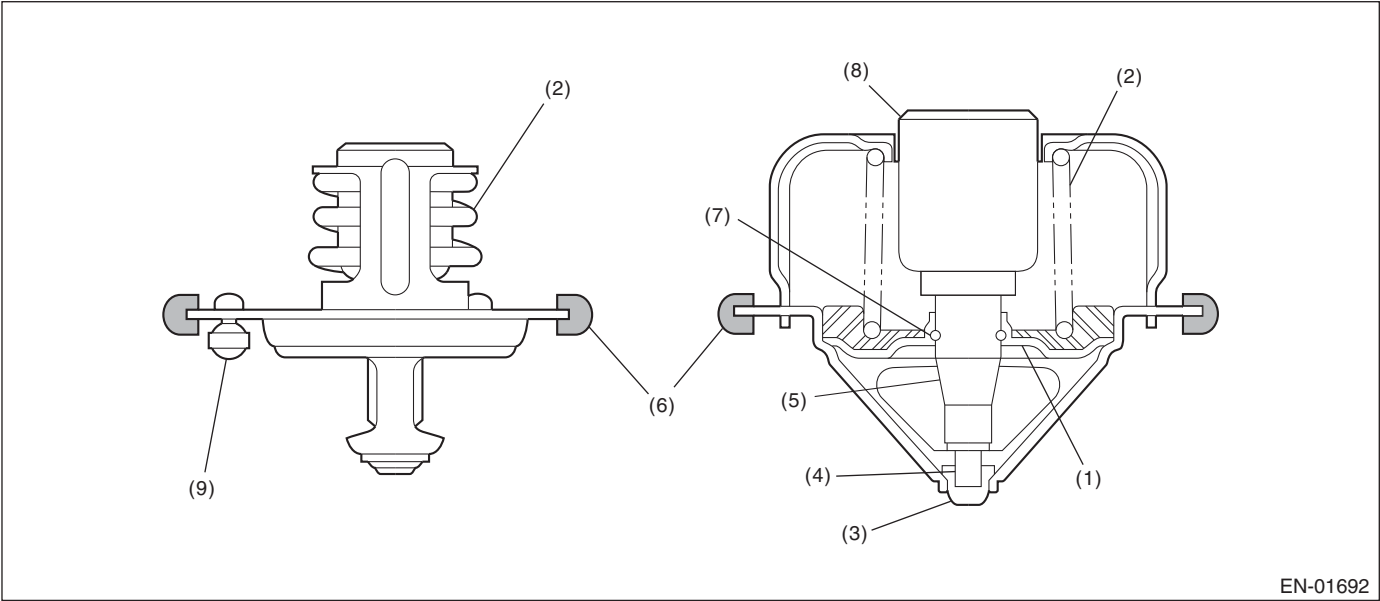
Time Needed for Diagnosis: Less than 1 second

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

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the thermostat function.
Judge as NG when the engine coolant temperature is lower than the estimated engine coolant temperature and the difference between them is large. Judge as OK when the engine coolant temperature becomes to 75°C (167°F), and the difference is small, before judging NG.

2. COMPONENT DESCRIPTION



(1) Valve	(4) Piston	(7) Stop ring
(2) Spring	(5) Guide	(8) Wax element
(3) Stopper	(6) Rubber seal	(9) Jiggle valve

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Estimate ambient temperature	$\geq -7 \text{ }^{\circ}\text{C}$ (19.4 $^{\circ}\text{F}$)
Thermostat malfunction diagnosis	Incomplete
Engine coolant temperature at engine starting	$< 55 \text{ }^{\circ}\text{C}$ (131 $^{\circ}\text{F}$)
Estimated coolant temperature	$\geq 77 \text{ }^{\circ}\text{C}$ (170.6 $^{\circ}\text{F}$)
Engine coolant temperature	$\leq 77 \text{ }^{\circ}\text{C}$ (170.6 $^{\circ}\text{F}$)
(Estimated – Measured) Engine coolant temperature	$> 30 \text{ }^{\circ}\text{C}$ (86 $^{\circ}\text{F}$)
Vehicle speed	$\geq 30 \text{ km/h}$ (18.6 MPH)

Time Needed for Diagnosis: 64 ms $\times$ 3 time(s) $\times$ 152 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Estimate ambient temperature	$\geq -7 \text{ }^{\circ}\text{C}$ (19.4 $^{\circ}\text{F}$)
Thermostat malfunction diagnosis	Incomplete
Engine coolant temperature at engine starting	$< 55 \text{ }^{\circ}\text{C}$ (131 $^{\circ}\text{F}$)
Engine coolant temperature	$\geq 77 \text{ }^{\circ}\text{C}$ (170.6 $^{\circ}\text{F}$)
(Estimated – Measured) Engine coolant temperature	$\leq 30 \text{ }^{\circ}\text{C}$ (86 $^{\circ}\text{F}$)

Time Needed for Diagnosis: Less than 1 second

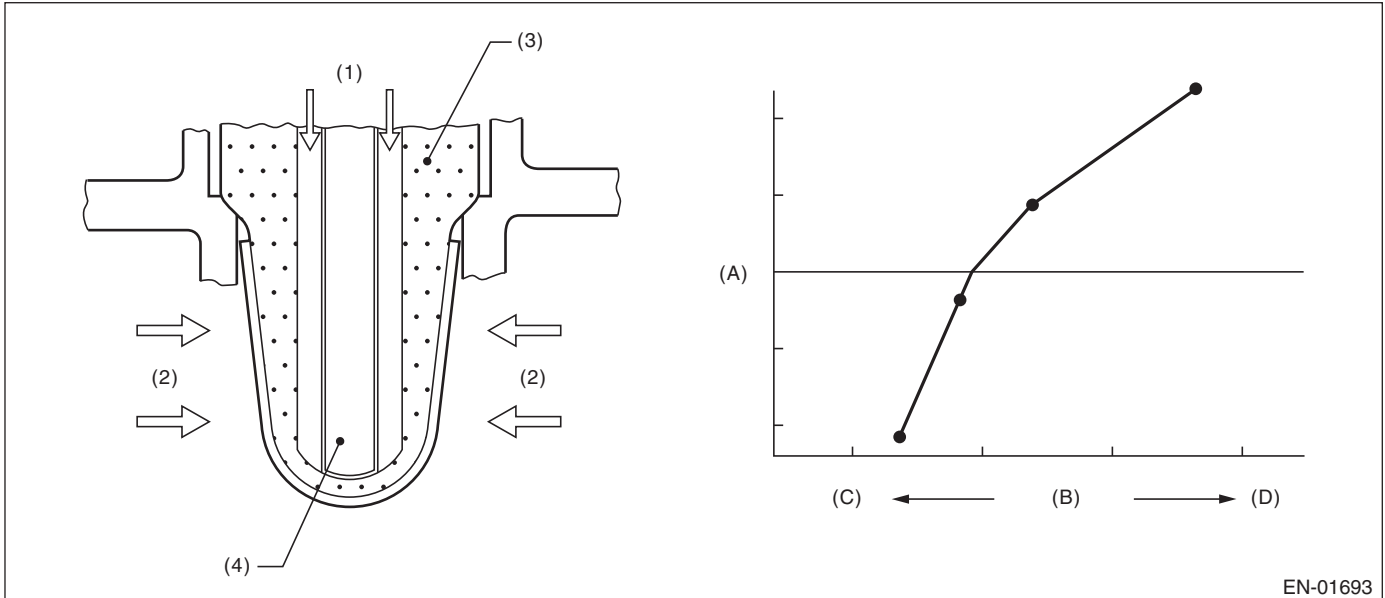
AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.

Judge as NG, when the element voltage is out of the specified range.

2. COMPONENT DESCRIPTION



EN-01693

(A) Electromotive force

(B) Air fuel ratio

(C) Lean

(D) Rich

(1) Atmosphere

(3) ZrO_2

(4) Ceramic heater

(2) Exhaust gas

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+) or Input voltage (–) or Input voltage (+) – Input voltage (–)	< 1.128 V < 0.23 V < 0.644 V

Time Needed for Diagnosis:

Input voltage (+): 1000 ms

Input voltage (–): 1000 ms

|Input voltage (+) – Input voltage (–)|: 1000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+) Input voltage (–) Input voltage (+) – Input voltage (–)	≥ 1.128 V ≥ 0.23 V ≥ 0.644 V

Time Needed for Diagnosis: Less than 1 second

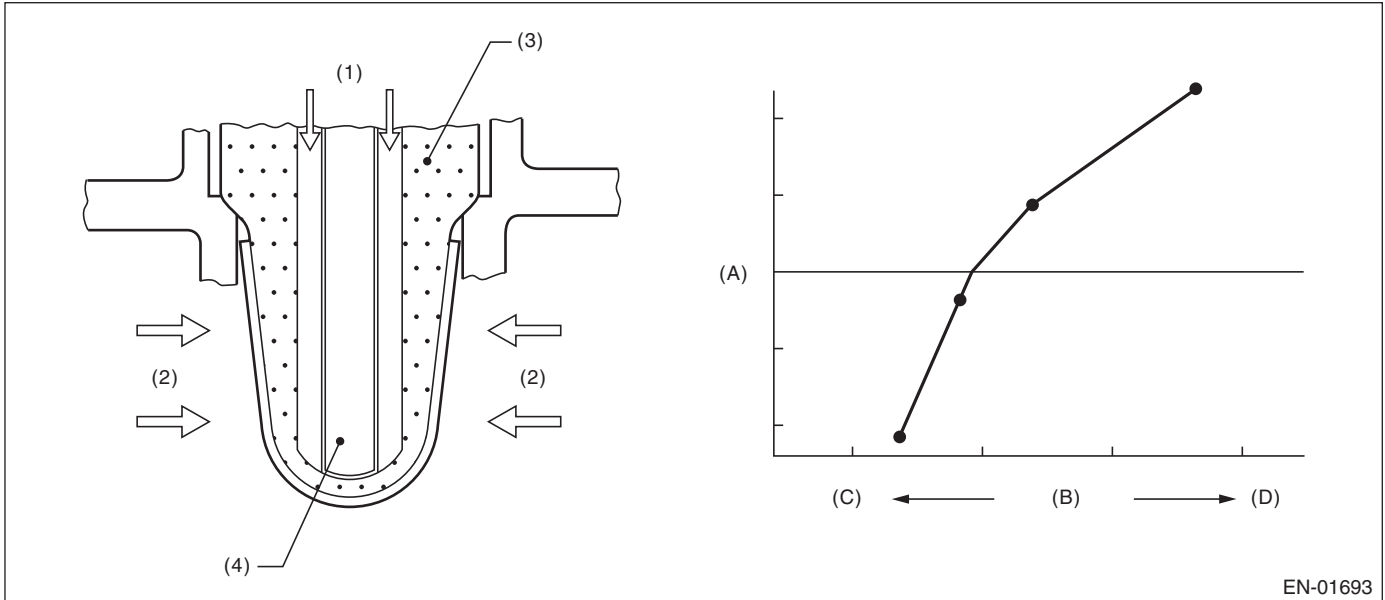
AC:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.

Judge as NG, when the element voltage is out of the specified range.

2. COMPONENT DESCRIPTION



EN-01693

(A) Electromotive force

(B) Air fuel ratio

(C) Lean

(D) Rich

(1) Atmosphere

(3) ZrO_2

(4) Ceramic heater

(2) Exhaust gas

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+) or Input voltage (–)	> 3.589 V > 3.541 V

Time Needed for Diagnosis:

Input voltage (+): 1000 ms

Input voltage (–): 1000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage (+) Input voltage (–)	≤ 3.589 V ≤ 3.541 V

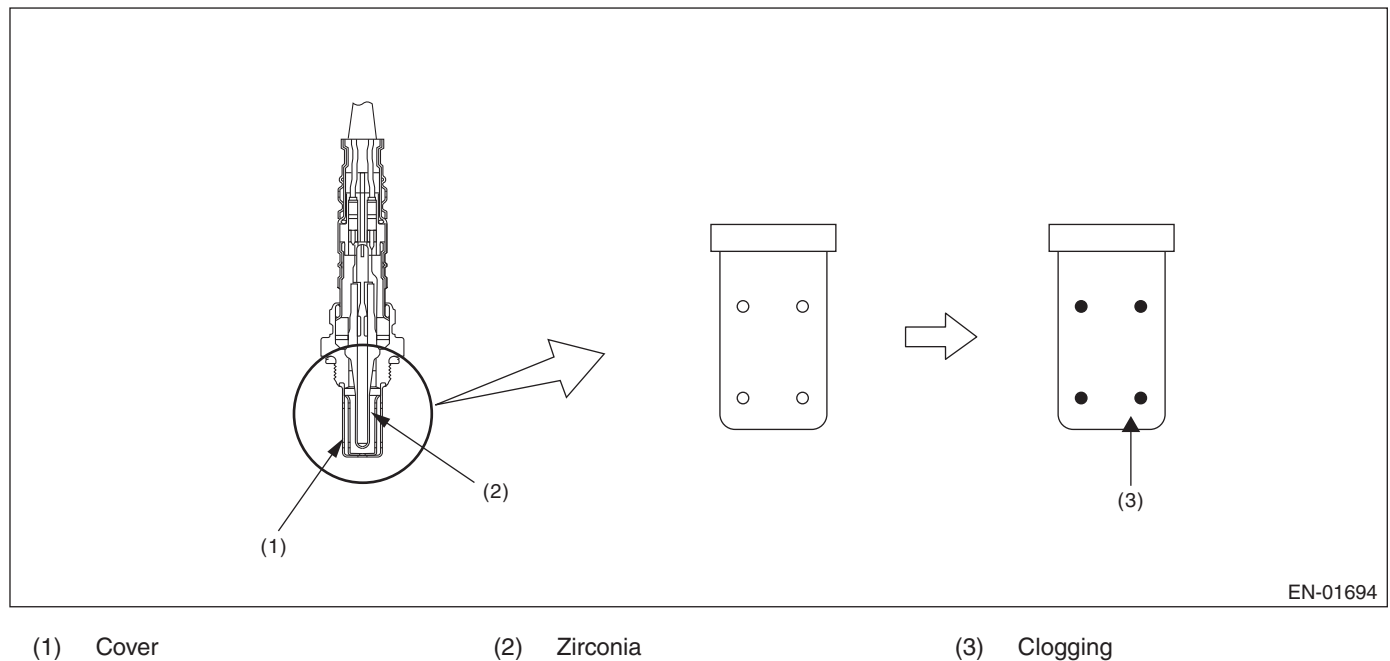
Time Needed for Diagnosis: Less than 1 second

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect the slow response of front oxygen (A/F) sensor.

Front oxygen (A/F) sensor cover has some ventilation holes for exhaust gas. Clogged ventilation holes are diagnosed.

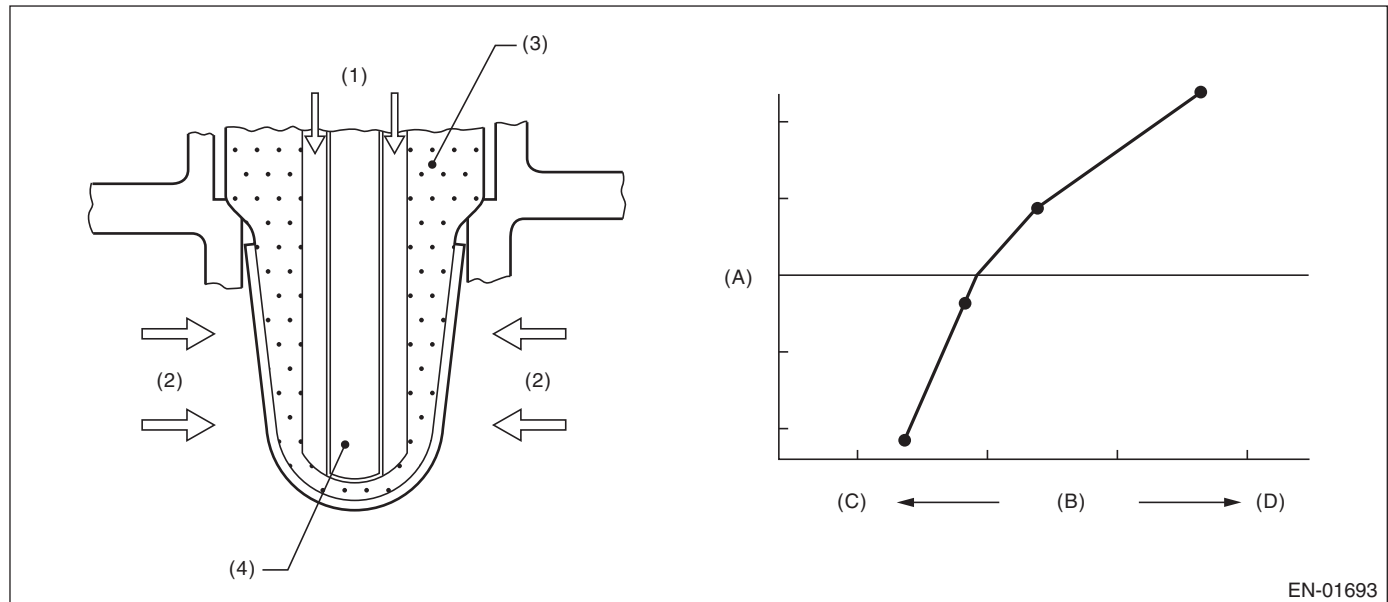
When the holes are clogged, the A/F output variation becomes slow comparing with the actual A/F variation because oxygen which reaches the zirconia layer is insufficient. Therefore, if the sensor cover holes are clogged, the rich to lean judgment in the ECM is delayed when the actual change from rich to lean occurs. Judge as NG when the actual movement in comparison to the ECM control amount is slow.



Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

2. COMPONENT DESCRIPTION



EN-01693

(A) Electromotive force

(B) Air fuel ratio

(C) Lean

(D) Rich

(1) Atmosphere

(3) ZrO_2

(4) Ceramic heater

(2) Exhaust gas

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 1024 ms
Battery voltage	≥ 10.9 V
Barometric pressure	> 75 kPa (563 mmHg, 22.2 inHg)
Closed loop control with main feedback	Operation
Front oxygen (A/F) sensor impedance	$0 \Omega - 50 \Omega$
Elapsed time after starting the engine	≥ 120000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Engine speed	1000 rpm — 3200 rpm
Vehicle speed	10 km/h — 120 km/h (6.2 MPH — 74.6 MPH)
Amount of intake air	10 g/s — 40 g/s (0.35 oz/s — 1.41 oz/s)
Engine load	< 0.02 g/rev (0 oz/rev)
Learning value of EVAP conc. during purge	< 0.2
Total time of operating canister purge	≥ 19.9 s

4. GENERAL DRIVING CYCLE

Perform diagnosis only once at a constant speed of 10 km/h — 120 km/h (6.2 MPH — 74.6 MPH) 120000 ms or more after starting the engine.

5. DIAGNOSTIC METHOD

Calculate faf difference every $32 \text{ ms} \times 4$, and the λ value difference. Calculate the diagnosis value after calculating 820 time(s).

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{para}fca = \text{td}2\text{faf}/\text{td}2\text{lmd}$ where, $\text{td}2\text{faf} (N) = \text{td}2\text{faf} (n-1) + \text{d}2\text{faf} (n) $ $\text{td}2\text{lmd} (N) = \text{td}2\text{lmd} (n-1) + \text{d}2\text{lmd} (n) $ add up to $32 \text{ ms} \times 4 \times 820 \text{ time(s)}$. $\text{d}2\text{faf} (n) = (\text{faf} (n) - \text{faf} (n-1)) - (\text{faf} (n-1) - \text{faf} (n-2))$ $\text{d}2\text{lmd} (n) = (\text{lmd} (n) - \text{lmd} (n-1)) - (\text{lmd} (n-1) - \text{lmd} (n-2))$ faf = main feedback compensation coefficient every 128 milliseconds lmd = output lambda every 128 milliseconds	> 0.3

Time Needed for Diagnosis: $32 \text{ ms} \times 4 \times 820 \text{ time(s)}$

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{para}fca = \text{td}2\text{faf}/\text{td}2\text{lmd}$ where, $\text{td}2\text{faf} (N) = \text{td}2\text{faf} (n-1) + \text{d}2\text{faf} (n) $ $\text{td}2\text{lmd} (N) = \text{td}2\text{lmd} (n-1) + \text{d}2\text{lmd} (n) $ add up to $32 \text{ ms} \times 4 \times 820 \text{ time(s)}$. $\text{d}2\text{faf} (n) = (\text{faf} (n) - \text{faf} (n-1)) - (\text{faf} (n-1) - \text{faf} (n-2))$ $\text{d}2\text{lmd} (n) = (\text{lmd} (n) - \text{lmd} (n-1)) - (\text{lmd} (n-1) - \text{lmd} (n-2))$ faf = main feedback compensation coefficient every 128 milliseconds lmd = output lambda every 128 milliseconds	≤ 0.3

Time Needed for Diagnosis: $32 \text{ ms} \times 4 \times 820 \text{ time(s)}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

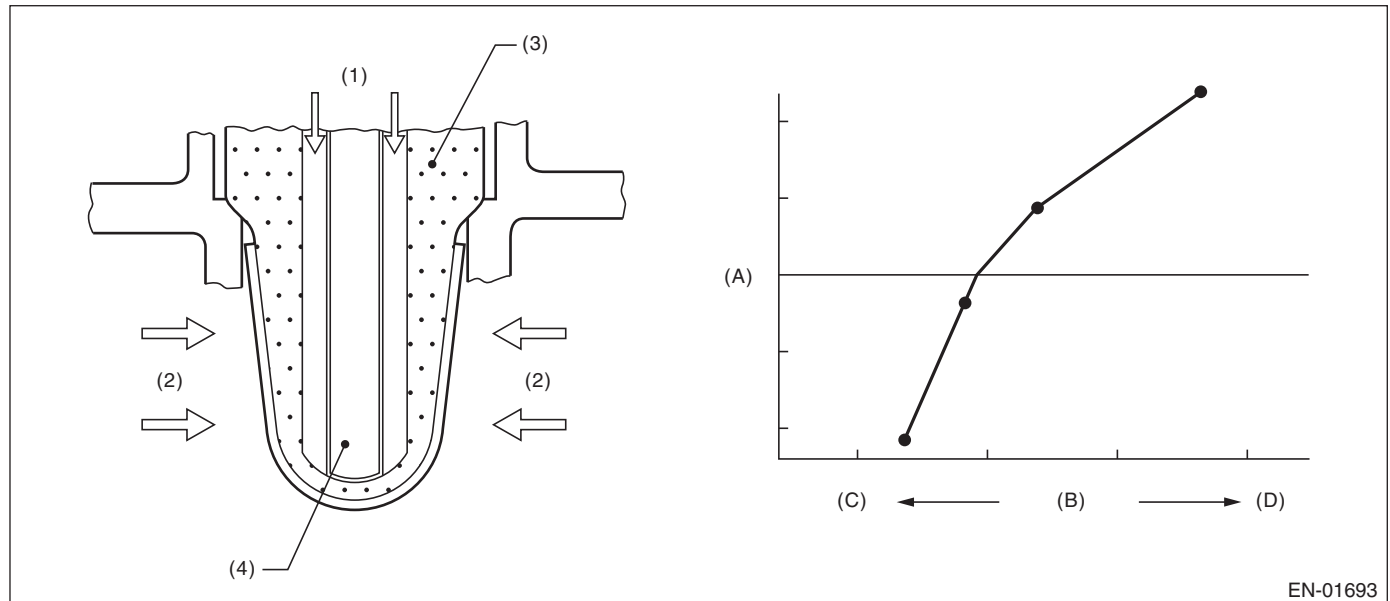
AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect open circuits of the sensor.

Judge as NG when the impedance of the element is large.

2. COMPONENT DESCRIPTION



(A) Electromotive force
(D) Rich

(B) Air fuel ratio

(C) Lean

(1) Atmosphere
(2) Exhaust gas

(3) ZrO_2

(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Time of heater control duty at 70 % or more	$\geq 36000 \text{ ms}$
Front oxygen (A/F) sensor impedance.	$> 500 \Omega$

Time Needed for Diagnosis: 5000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Front oxygen (A/F) sensor impedance.	$\leq 500 \Omega$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

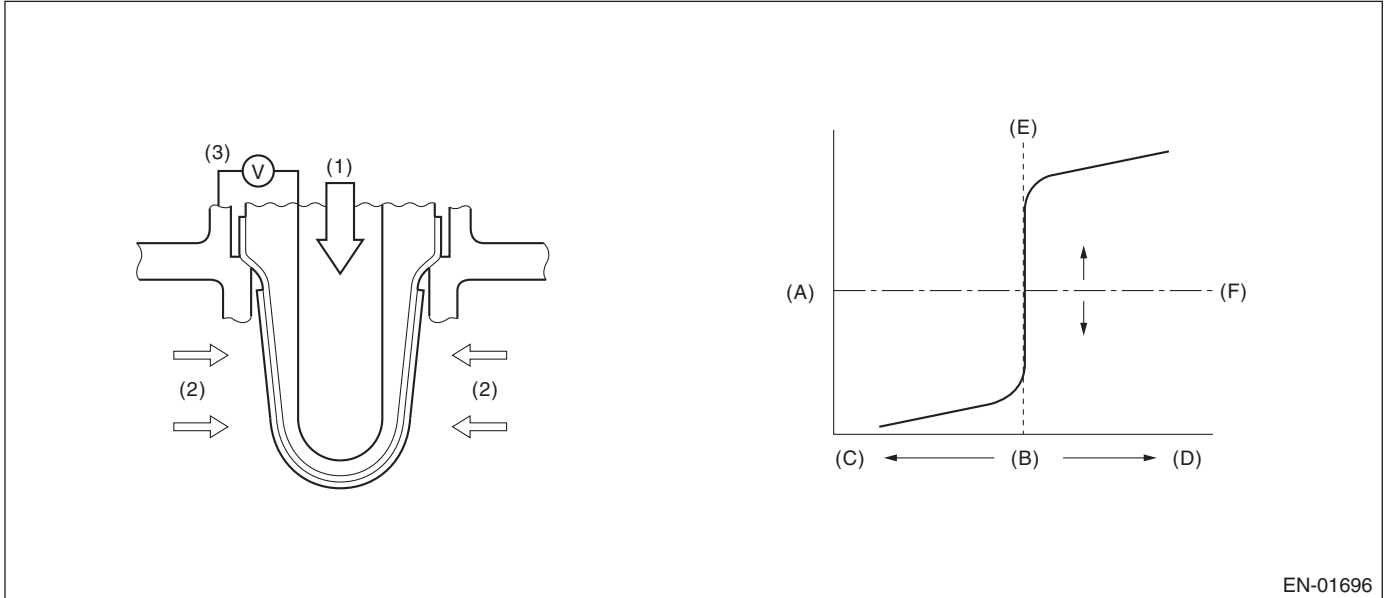
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect continuity NG of the oxygen sensor. If the oxygen sensor voltage reading is not within the probable range considering the operating conditions, judge as NG.

2. COMPONENT DESCRIPTION



EN-01696

(A) Electromotive force

(D) Lean

(1) Atmosphere

(B) Air fuel ratio

(E) Theoretical air fuel ratio

(2) Exhaust gas

(C) Rich

(F) Comparative voltage

(3) Electromotive force

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Used for abnormality judgment

Secondary Parameters	Enable Conditions
High Secondary air system Closed loop control at the oxygen sensor Misfire detection every 200 rotations Front oxygen (A/F) sensor compensation coefficient Battery voltage Engine coolant temperature	Not in operation In operation < 5 time(s) Not in limit value ≥ 10.9 V ≥ 75 °C (167 °F)
Low (1) Secondary air system Closed loop control at the oxygen sensor Misfire detection every 200 rotations Front oxygen (A/F) sensor compensation coefficient Battery voltage Engine coolant temperature Amount of intake air	Not in operation In operation < 5 time(s) Not in limit value ≥ 10.9 V ≥ 75 °C (167 °F) ≥ 10 g/s (0.35 oz/s)
Low (2) Secondary air system Closed loop control at the oxygen sensor Misfire detection every 200 rotations Front oxygen (A/F) sensor compensation coefficient Battery voltage Engine coolant temperature Amount of intake air Current continuation time of the rear oxygen sensor heater	Not in operation In operation < 5 time(s) Not in limit value ≥ 10.9 V ≥ 75 °C (167 °F) < 10 g/s (0.35 oz/s) ≥ 30000 ms
Low (3) Secondary air system Closed loop control at the oxygen sensor Misfire detection every 200 rotations Front oxygen (A/F) sensor compensation coefficient Battery voltage Engine coolant temperature Amount of intake air Current continuation time of the rear oxygen sensor heater Fuel cut	Not in operation In operation < 5 time(s) Not in limit value ≥ 10.9 V ≥ 75 °C (167 °F) < 10 g/s (0.35 oz/s) ≥ 30000 ms Experienced

Used for normality judgment

Secondary Parameters	Enable Conditions
Secondary air system Closed loop control at the oxygen sensor Misfire detection every 200 rotations Front oxygen (A/F) sensor compensation coefficient Battery voltage Engine coolant temperature	Not in operation In operation < 5 time(s) Not in limit value ≥ 10.9 V ≥ 75 °C (167 °F)

4. GENERAL DRIVING CYCLE

After starting the engine, continuously perform the diagnosis with the same engine condition.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High Sensor output voltage	> 1.2 V	P0138
Low Sensor output voltage	< 0.03 V	P0137

Time Needed for Diagnosis:

High: 2500 ms
Low (1): 20000 ms
Low (2): 40000 ms
Low (3): Value from Map

Map

Fuel cut time (ms)	0	2000	10000
Time Needed for Diagnosis (ms)	40000	40000	60000

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High Sensor output voltage	≤ 1.2 V	P0138
Low Sensor output voltage	≥ 0.03 V	P0137

Time Needed for Diagnosis:

High: Less than 1 s
Low (1): Less than 1 s
Low (2): Less than 1 s
Low (3): Less than 1 s

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

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0137. <Ref. to GD(H4SO)-54, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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

1. OUTLINE OF DIAGNOSIS

Detect the slow response of the oxygen sensor.

Judge as NG if either the rich to lean response diagnosis or lean to rich response diagnosis is NG, and Judge as OK if both are OK.

[Rich → lean diagnosis response]

1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to rich to lean. If the measured response time is larger than the threshold value, it is NG. If it is smaller, it is OK. Response time calculation is categorized in two by voltage difference.

- Response time in small voltage difference: Intermediate
- Response time in large voltage difference: Wide

2. Judge as NG when the oxygen sensor voltage is large (rich) even after deceleration fuel cut has occurred.

[Lean → rich diagnosis response]

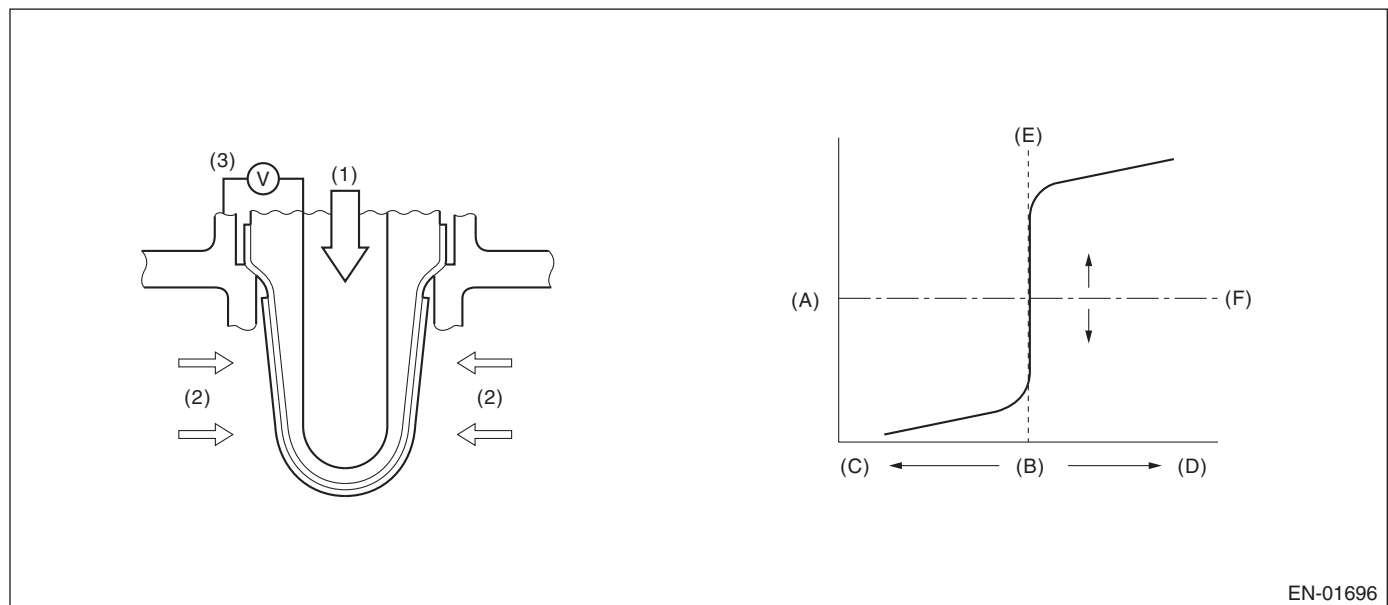
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to lean to rich. If the measured response time is larger than the threshold value, it is NG.

2. Judge as NG when the oxygen sensor voltage remains small when recovering from a deceleration fuel cut.

Diagnostic method

Measure the response time of the output change of the oxygen sensor when the A/F ratio changes to rich to lean. And Judge as NG when the measured response time is larger than the threshold value.

2. COMPONENT DESCRIPTION



EN-01696

(A) Electromotive force

(D) Lean

(1) Atmosphere

(B) Air fuel ratio

(E) Theoretical air fuel ratio

(2) Exhaust gas

(C) Rich

(F) Comparative voltage

(3) Electromotive force

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Rich → lean diagnosis response

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
A/F main feedback control condition	Complete
Deceleration fuel cut time of 5000 ms or more (intermediate)	Experienced
Deceleration fuel cut time of 5000 ms or more (wide)	
After fuel cut	≥ 2000 ms (Intermediate)
	≥ 2000 ms (Wide)
Estimated temperature of the rear oxygen sensor element	≥ 500 °C (932 °F) (Intermediate)
	≥ 500 °C (932 °F) (Wide)
Number of deceleration fuel cut	≥ 1 time(s)

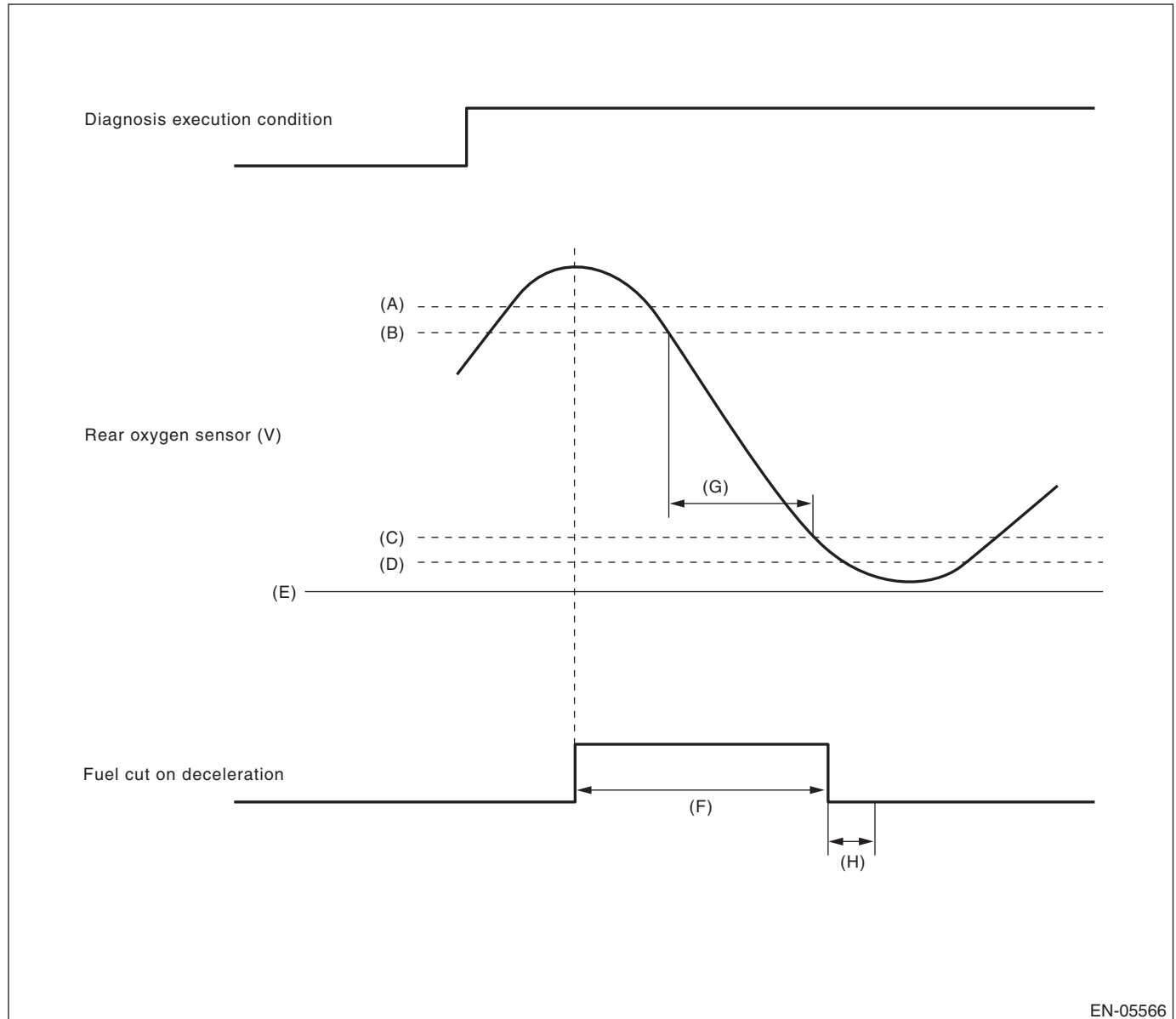
4. GENERAL DRIVING CYCLE

Perform diagnosis once during deceleration fuel cut from a constant and high speed driving, when rear oxygen sensor is warmed up sufficiently. (Pay attention to the oxygen sensor voltage for the timing of the deceleration.)

5. DIAGNOSTIC METHOD

- Intermediate

When the oxygen sensor output voltage changes from 0.55 V (rich) to 0.15 V (lean), calculate the minimum response time for output change between 0.5 V and 0.2 V for the judgment criteria.



EN-05566

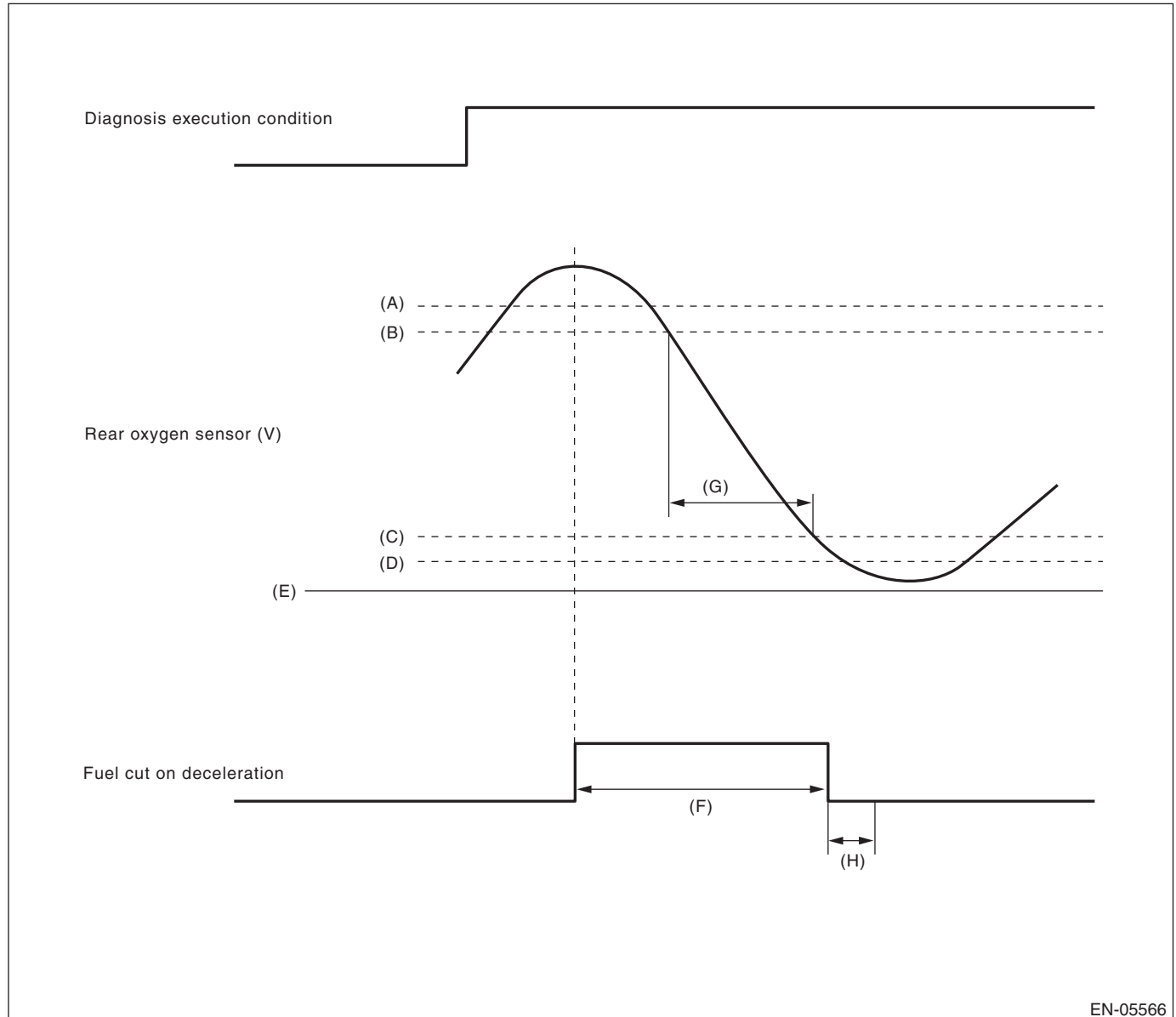
(A) 0.55 V	(B) 0.5 V	(C) 0.2 V
(D) 0.15 V	(E) 0 V	(F) More than 5000 ms
(G) Measure the response time.	(H) Execute the malfunction judgment in 2000 ms from the recovery of fuel cut on deceleration.	

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

- Wide

When the oxygen sensor output voltage changes from 0.65 V (rich) to 0.05 V (lean), calculate the minimum response time for output change between 0.6 V and 0.1 V for the judgment criteria.



EN-05566

(A) 0.65 V	(B) 0.6 V	(C) 0.1 V
(D) 0.05 V	(E) 0 V	(F) More than 5000 ms
(G) Measure the response time.	(H) Execute the malfunction judgment in 2000 ms from the recovery of fuel cut on deceleration.	

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Abnormality Judgment

1) Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal

NOTE:

Perform NG judgment only during fuel cut, when exhaust gas apparently changes from rich → lean. Even without deceleration fuel cut, judge as OK if the value is below the threshold.

2) Judge as NG when the oxygen sensor voltage at a deceleration fuel cut is large.

Judge as NG when oxygen sensor voltage is large even after a long period of deceleration fuel cut has completed.

Judgment value (Intermediate)

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O ₂ output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V or Longest time over 0.55 V	> 491 ms ≥ 2000 ms

Judgment value (Wide)

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.6 V O ₂ output) to lean (0.1 V) when voltage reduces from 0.65 V to 0.05 V or Longest time over 0.65 V	> Value from Map ≥ 2000 ms

Map

Estimated temperature of rear oxygen sensor element when fuel cut starts °C (°F)	0 (32)	450 (842)	500 (932)	1000 (1832)
Longest time in rich status after fuel cut (ms)	2000	2000	2000	2000

Time Needed for Diagnosis: 1 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

1) Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.

Response time (diagnosis value) ≤ threshold value → normal

2) Do not judge as a normal condition.

Judge as OK and clear the NG if the following conditions are established.

Judgment value (Intermediate)

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O ₂ output) to lean (0.2 V) when voltage reduces from 0.55 V to 0.15 V	≤ 491 ms

Judgment value (Wide)

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.6 V O ₂ output) to lean (0.1 V) when voltage reduces from 0.65 V to 0.05 V	≤ 2000 ms

Time Needed for Diagnosis: 1 time(s)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. ENABLE CONDITION

Lean → rich response diagnosis

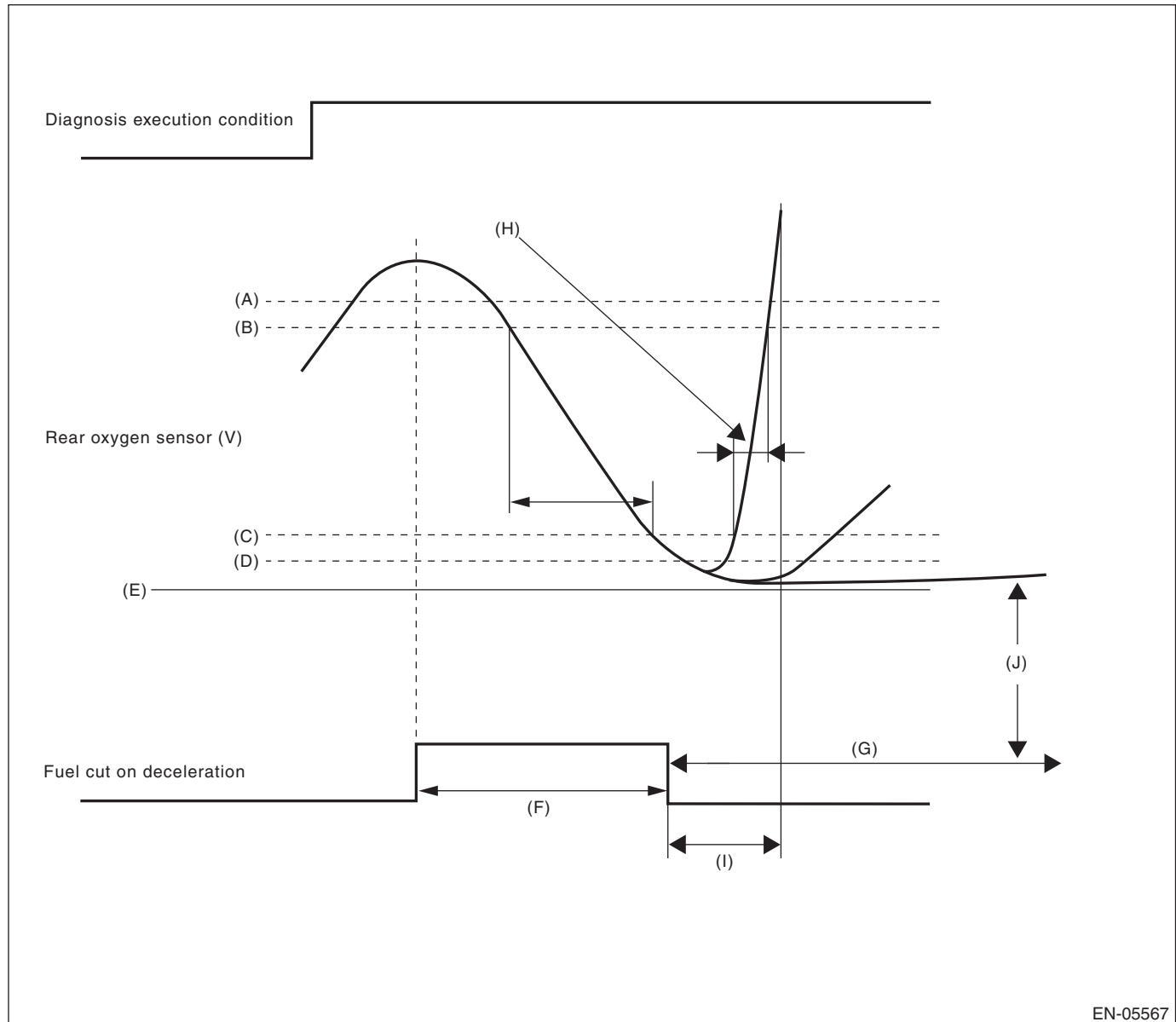
Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
A/F main feedback control condition	Complete
Deceleration fuel cut time is 6000 ms or more.	Experienced
After fuel cut	≥ 2000 ms
Number of deceleration fuel cut	≥ 1 time(s)

7. GENERAL DRIVING CYCLE

Perform diagnosis once during deceleration fuel cut from a constant and high speed driving, when rear oxygen sensor is warmed up sufficiently. (Pay attention to the oxygen sensor voltage for the timing of the deceleration.)

8. DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.25 V (lean) to 0.55 V (rich), calculate the minimum response time for output change between 0.3 V and 0.5 V for the judgment criteria.



EN-05567

(A) 0.55 V	(B) 0.5 V	(C) 0.3 V
(D) 0.25 V	(E) 0 V	(F) More than 5 seconds
(G) More than 120000 ms	(H) Measure the response time (diagnostic value).	(I) Execute the malfunction judgment in 4000 ms from the recovery of fuel cut on deceleration.
(J) Judge NG when the voltage of rear oxygen sensor is 0.25 V or less for 120000 ms or more after recovery of fuel cut on deceleration.		

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Abnormality Judgment

1) Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.

Response time (diagnosis value) > threshold value → abnormal

2) If the oxygen sensor voltage is small after recovering from a deceleration fuel cut, and remains small, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O ₂ output) to rich (0.5 V) when voltage changes from 0.25 V to 0.55 V or Longest time under 0.25 V	> 4000 ms ≥ 120000 ms

Time Needed for Diagnosis: 1 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

1) Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.

Response time (diagnosis value) ≤ threshold value → normal

2) Do not judge as a normal condition.

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O ₂ output) to rich (0.5 V) when voltage changes from 0.25 V to 0.55 V	≤ 4000 ms

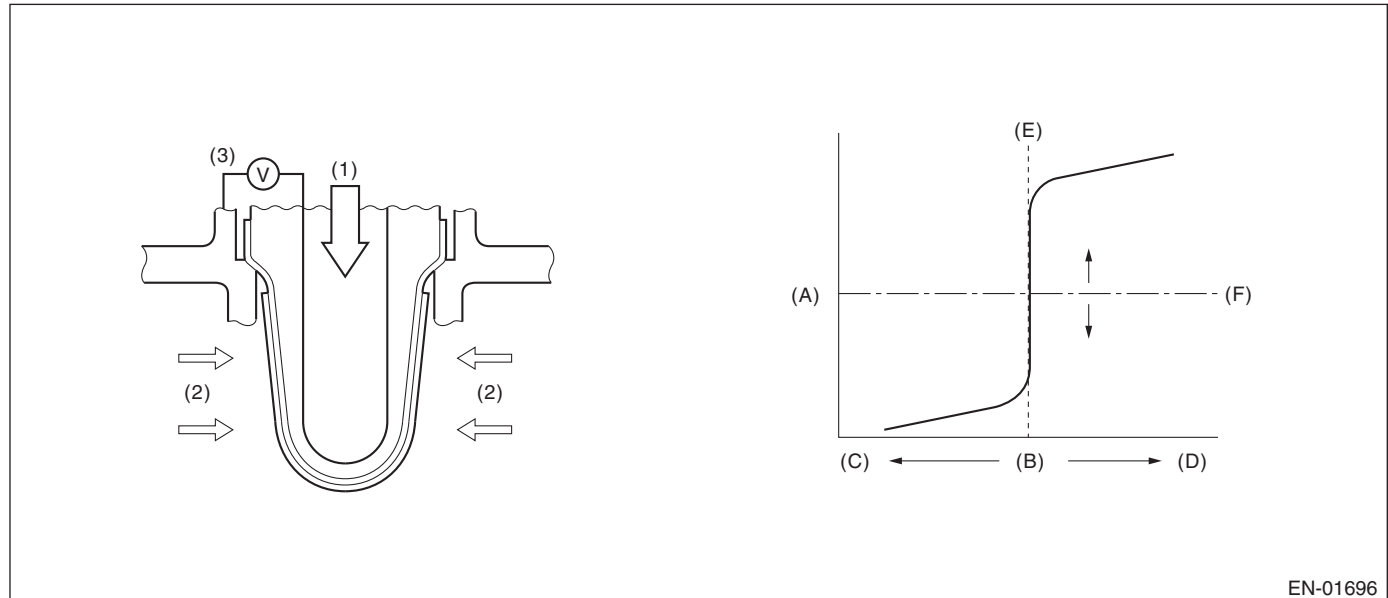
Time Needed for Diagnosis: 1 time(s)

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR2)

1. OUTLINE OF DIAGNOSIS

Detect the rear oxygen sensor open or short circuit. Judge as NG when the rear oxygen sensor voltage can be determined to be abnormal considering conditions such as intake air amount, engine coolant temperature, main feedback control and deceleration fuel cut.

2. COMPONENT DESCRIPTION



EN-01696

(A) Electromotive force

(B) Air fuel ratio

(C) Rich

(D) Lean

(E) Theoretical air fuel ratio

(F) Comparative voltage

(1) Atmosphere

(2) Exhaust gas

(3) Electromotive force

3. ENABLE CONDITION (USED ONLY FOR MALFUNCTION JUDGMENT)

Secondary Parameters	Enable Conditions
Closed loop control at the rear oxygen sensor	In operation
Target output voltage of rear oxygen sensor	$\geq 0.55 \text{ V} + 0.05 \text{ V}$
Amount of intake air	$\geq 10 \text{ g/s (0.35 oz/s)}$
Engine coolant temperature	$\geq 75 \text{ }^{\circ}\text{C (167 }^{\circ}\text{F)}$
Misfire detection every 200 rotations	$< 5 \text{ time(s)}$
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	$\geq 10.9 \text{ V}$
Deceleration fuel cut of 5000 ms or more.	Experienced

4. GENERAL DRIVING CYCLE

Perform the diagnosis once after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Minimum output voltage or Maximum output voltage	> 0.15 V < 0.55 V

Time Needed for Diagnosis: 200000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

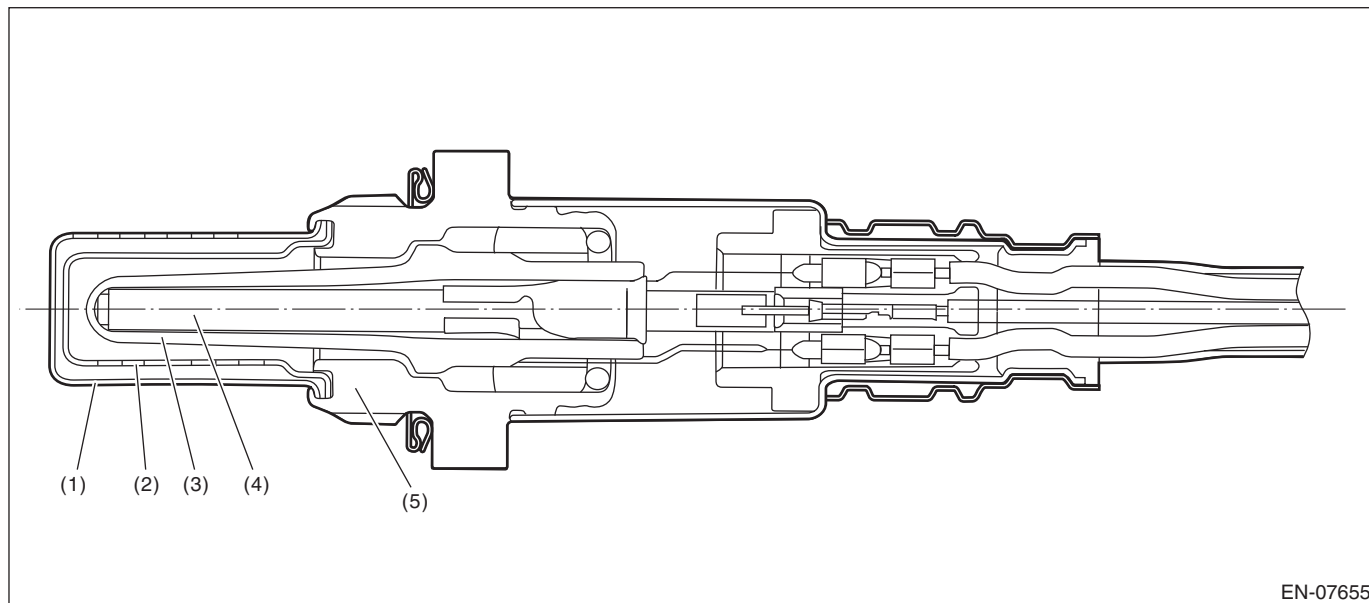
Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis of the rear oxygen sensor voltage low side Minimum output voltage Maximum output voltage	Incomplete ≤ 0.15 V ≥ 0.55 V

AJ:DTC P0141 O2 SENSOR HEATER CIRCUIT (BANK1 SENSOR2)**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of rear oxygen sensor heater.

While observing the engine condition, judge as NG if the rear oxygen sensor impedance is great.

2. COMPONENT DESCRIPTION

(1) Element cover (outer)

(2) Element cover (inner)

(3) Sensor element

(4) Ceramic heater

(5) Sensor housing

3. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 1000 \text{ ms}$
Engine coolant temperature	$\geq 75 \text{ }^{\circ}\text{C}$ (167 $^{\circ}\text{F}$)
A/F sensor element impedance	$\leq 50 \text{ }\Omega$
A/F sensor heater control duty	$\leq 75 \text{ \%}$
Rear oxygen sensor heater control duty	$< 70 \text{ \%}$

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 1000 ms seconds or more have passed since the engine started.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output terminal for heater characteristics fault detection	Low

Time Needed for Diagnosis: 4 ms × 2500 time (s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output terminal for heater characteristics fault detection	High

Time Needed for Diagnosis: 4 ms × 2500 time (s)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AK:DTC P0171 SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

Diagnostic method

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167 °F)
Engine load change	< 0.02 g/rev (0 oz/rev)
Engine load	$\geq$ Value of Map 1

Map 1

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g (oz)/rev)	na	0.208 (0.01)	0.201 (0.01)	0.185 (0.01)	0.183 (0.01)	0.193 (0.01)	0.206 (0.01)	0.206 (0.01)	0.225 (0.01)	0.245 (0.01)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition meeting the malfunction criteria below continues for 10 s $\times$ 5 time(s) or more, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$ In this case: sglmd = measured lambda tglmda = target lambda faf = Main feedback compensation coefficient (every 64 ms) flaf = main feedback learning compensation coefficient	$\geq$ Value from Map 2

Map 2

Amount of air (g (oz)/s)	0 (0)	3.2 (0.11)	6.4 (0.23)	9.6 (0.34)	12.8 (0.45)	16 (0.56)	19.2 (0.68)
fsobdL1 (%)	1.4	1.4	1.332	1.25	1.25	1.25	1.25

Time Needed for Diagnosis: 10 s $\times$ 5 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$	< 1.2

Time Needed for Diagnosis: 10 s

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AL:DTC P0172 SYSTEM TOO RICH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

Diagnostic method

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167 °F)
Engine load change	≤ 0.02 g/rev (0 oz/rev)
Learning value of EVAP conc.	< 0.15
Cumulative time of canister purge after engine start	≥ 20 s
Continuous period after canister purge starting	≥ 29884 ms
Engine load	$\geq$ Value of Map 1

Map 1

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g (oz)/rev)	na	0.208 (0.01)	0.201 (0.01)	0.185 (0.01)	0.183 (0.01)	0.193 (0.01)	0.206 (0.01)	0.206 (0.01)	0.225 (0.01)	0.245 (0.01)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition meeting the malfunction criteria below continues for 10 s $\times$ 5 time(s) or more, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$ In this case: sglmd = measured lambda tglmda = target lambda faf = Main feedback compensation coefficient (every 64 ms) flaf = main feedback learning compensation coefficient	$< \text{Value of Map 2}$

Map 2

Amount of air (g (oz)/s)	0 (0)	3.2 (0.11)	6.4 (0.23)	9.6 (0.34)	12.8 (0.45)	16 (0.56)	19.2 (0.68)
fsobdL1 (%)	0.6	0.6	0.668	0.735	0.735	0.735	0.735

Time Needed for Diagnosis: 10 s $\times$ 5 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK when the malfunction criteria below are met for 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$	≥ 0.8

Time Needed for Diagnosis: 10 s

AM:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect faults in the fuel temperature sensor output properties.

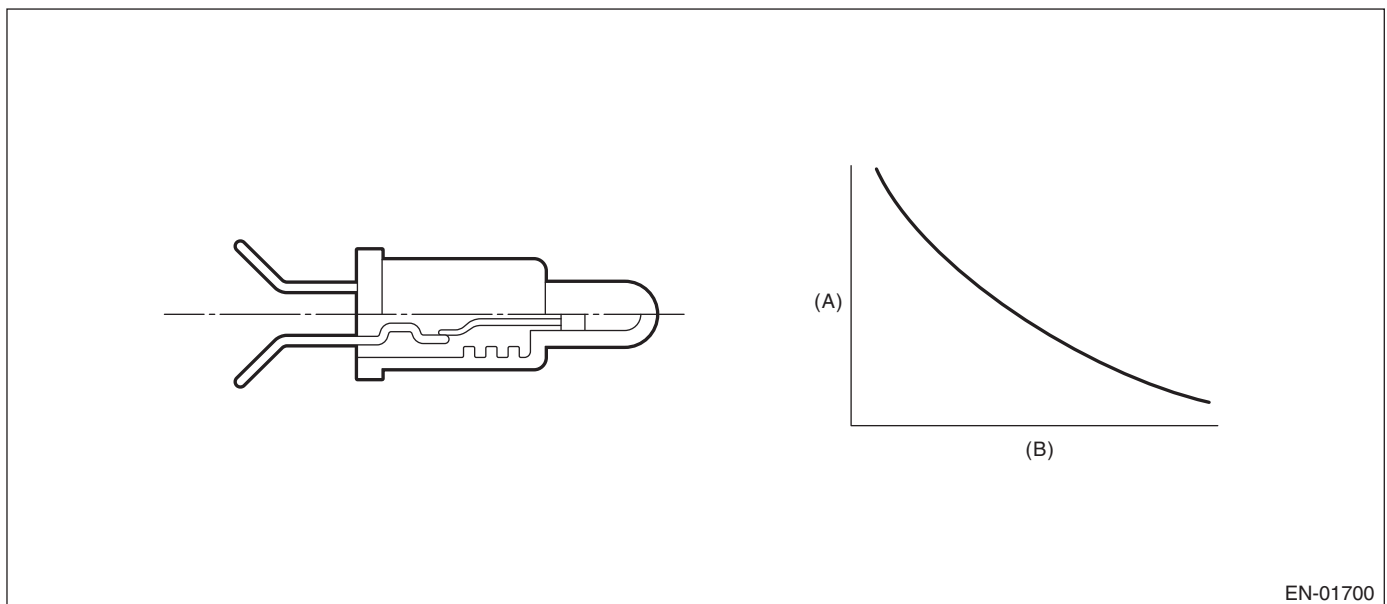
Diagnosis is performed in two methods (drift diagnosis and stuck diagnosis). If either is NG, judge as NG. If both are OK, Judge as OK and clear the NG.

Drift Diagnosis

Normally fuel temperature is lower than engine coolant temperature. When the fuel temperature becomes higher than the engine coolant temperature, the range is considered to be shifted, and judged as NG.

Stuck Diagnosis

As the engine warms up (cumulative amount of intake air after starting is large), if the fuel temperature which should rise does not, determine as being stuck and NG.

2. COMPONENT DESCRIPTION

EN-01700

(A) Resistance value (Ω)(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)**3. ENABLE CONDITION****DRIFT DIAGNOSIS**

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	$\geq 9.6 \text{ l}$ (2.54 US gal, 2.11 Imp gal)
Elapsed time after starting the engine	$\geq 20 \text{ s}$
Engine coolant temperature – Engine coolant temperature at engine start	$> 10 \text{ }^{\circ}\text{C}$ (50 $^{\circ}\text{F}$)
Fuel temperature – Engine coolant temperature	$\geq 10 \text{ }^{\circ}\text{C}$ (50 $^{\circ}\text{F}$)
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: 120 s

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	$\geq 9.6 \text{ l}$ (2.54 US gal, 2.11 Imp gal)
Elapsed time after starting the engine	$\geq 20 \text{ s}$
Engine coolant temperature – Engine coolant temperature at engine start	$> 10 \text{ }^{\circ}\text{C}$ (50 $^{\circ}\text{F}$)
Fuel temperature – Engine coolant temperature	$< 10 \text{ }^{\circ}\text{C}$ (50 $^{\circ}\text{F}$)
Battery voltage	$\geq 10.9 \text{ V}$
Engine coolant temperature	$< 75 \text{ }^{\circ}\text{C}$ (167 $^{\circ}\text{F}$)

Time Needed for Diagnosis: Less than 1 second

6. ENABLE CONDITION

Stuck Diagnosis

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	$\geq 20000 \text{ ms}$
Battery voltage	$\geq 10.9 \text{ V}$

7. GENERAL DRIVING CYCLE

Perform the diagnosis continuously 20 seconds after starting engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551043 g (19435.29 oz)
Fuel temperature difference between Max. and Min.	< 2 °C (35.6 °F)

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel temperature difference between Max. and Min.	≥ 2 °C (35.6 °F)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

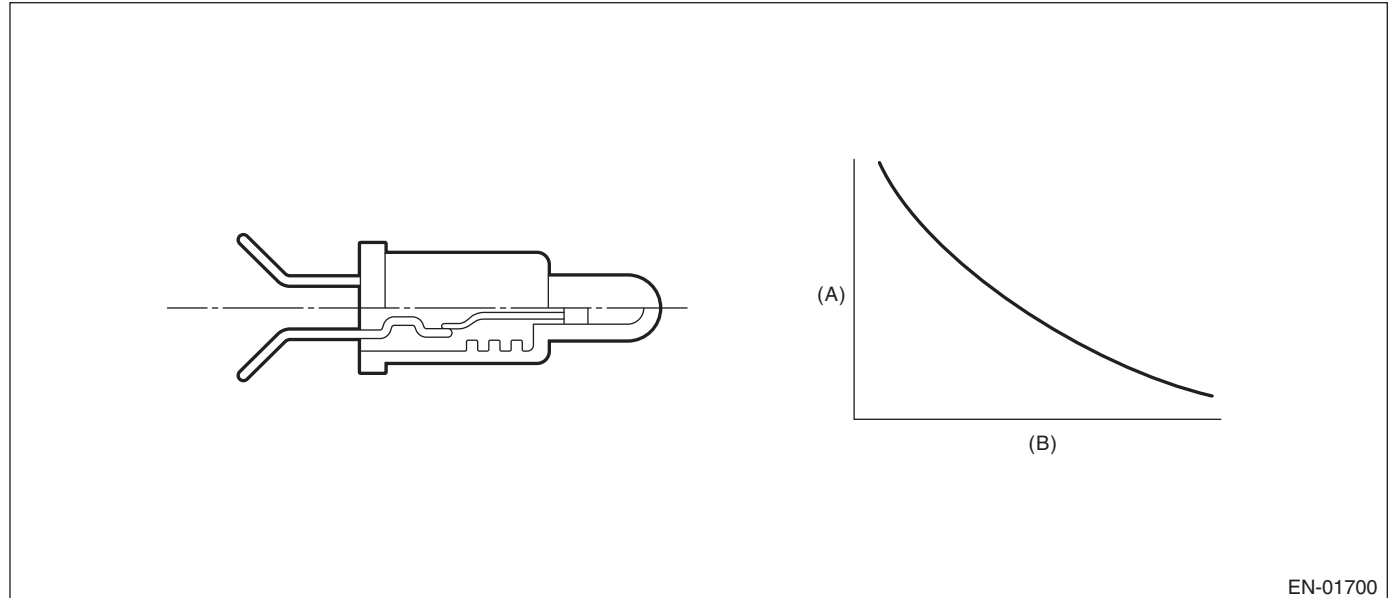
AN:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω)

(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 0.573 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

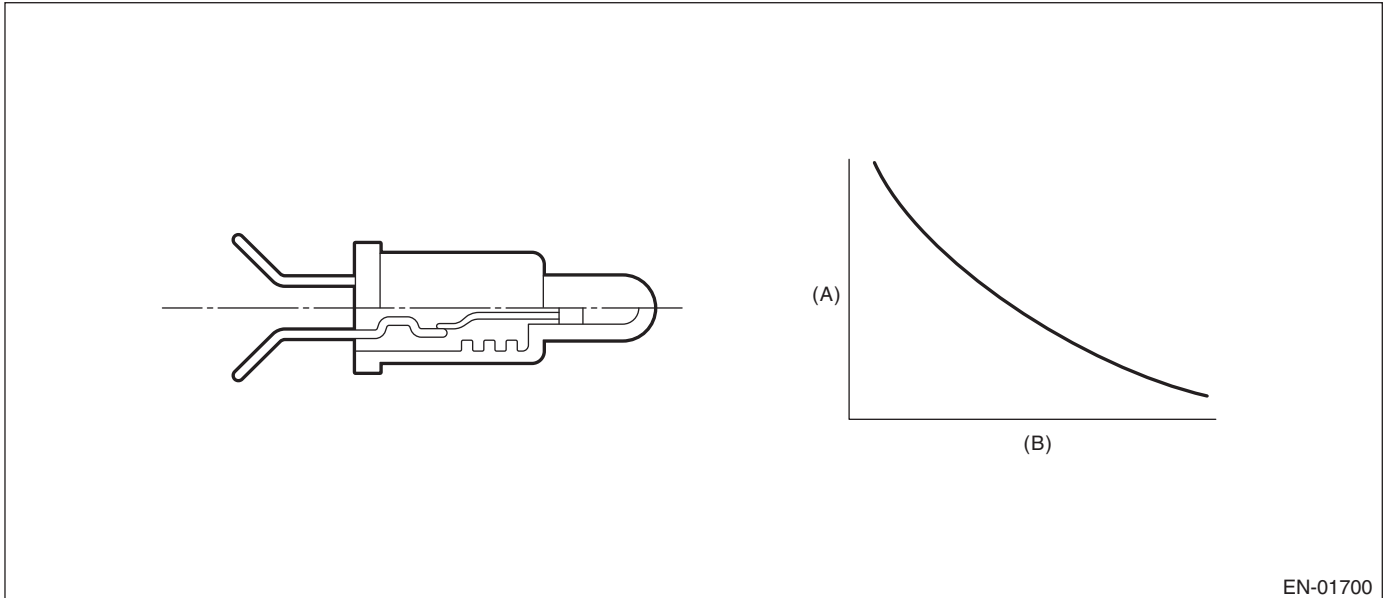
Malfunction Criteria	Threshold Value
Output voltage	$\geq 0.573 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

AO:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of fuel temperature sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

EN-01700

(A) Resistance value (Ω)(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)**3. ENABLE CONDITION**

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.716 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 4.716 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AP:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for abnormal values in the oil temperature sensor output properties.

Judge as NG when the oil temperature does not rise even though the engine is running under a condition where it should rise.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Engine speed	$\geq$ Value from Map

Map

Engine coolant temperature °C (°F)	-40 (-40)	-30 (-22)	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
Engine speed rpm	500	500	500	500	500	500	500	500

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
Engine speed rpm	500	500	500	500	500	500	500	500

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	< 15 °C (59 °F)
After engine start oil temperature sensor characteristic diagnosis timer.	≥ Judgment value for after engine start oil temperature sensor characteristic diagnosis timer

After engine start oil temperature sensor characteristic diagnosis timer (timer for diagnosis).

a. Timer stop at fuel cut

b. During the driving conditions except a) above, timer counts up as follows.

64 ms + TOILCNT ms (at 64 ms)

Where, TOILCNT is determined as follows,

TOILCNT = 0 at idle switch ON

For TOILCNT at Idle switch off, refer to the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (9.9)	24 (14.9)	32 (19.9)	40 (24.9)	48 (29.8)	56 (34.8)
Temperature °C (°F)	-30 (-22)	64 ms	73.2 ms	83.9 ms	96.3 ms	113.2 ms	133.9 ms	160.2 ms	194.6 ms
	-20 (-4)	64 ms	73.3 ms	84 ms	96.6 ms	113.7 ms	135 ms	162 ms	197.4 ms
	-10 (14)	64 ms	73.4 ms	84.2 ms	96.9 ms	114.5 ms	136.4 ms	164.4 ms	201.5 ms
	0 (32)	64 ms	73.5 ms	84.5 ms	97.4 ms	115.6 ms	138.5 ms	168 ms	207.6 ms
	10 (50)	102.2 ms	114.8 ms	129.4 ms	146.7 ms	171.7 ms	203.4 ms	245.1 ms	302.1 ms

After engine start oil temperature characteristic diagnosis timer judgment value (t).

$t = 1882940 \text{ ms} - 43302 \text{ ms} \times T_i$ ($t \geq 2400000$)

T_i = The lowest coolant temperature after starting the engine.

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	≥ 15 °C (59 °F)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AQ:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.166 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.166 V

Time Needed for Diagnosis: Less than 1 second

AR:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.716 \text{ V}$

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 4.716 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

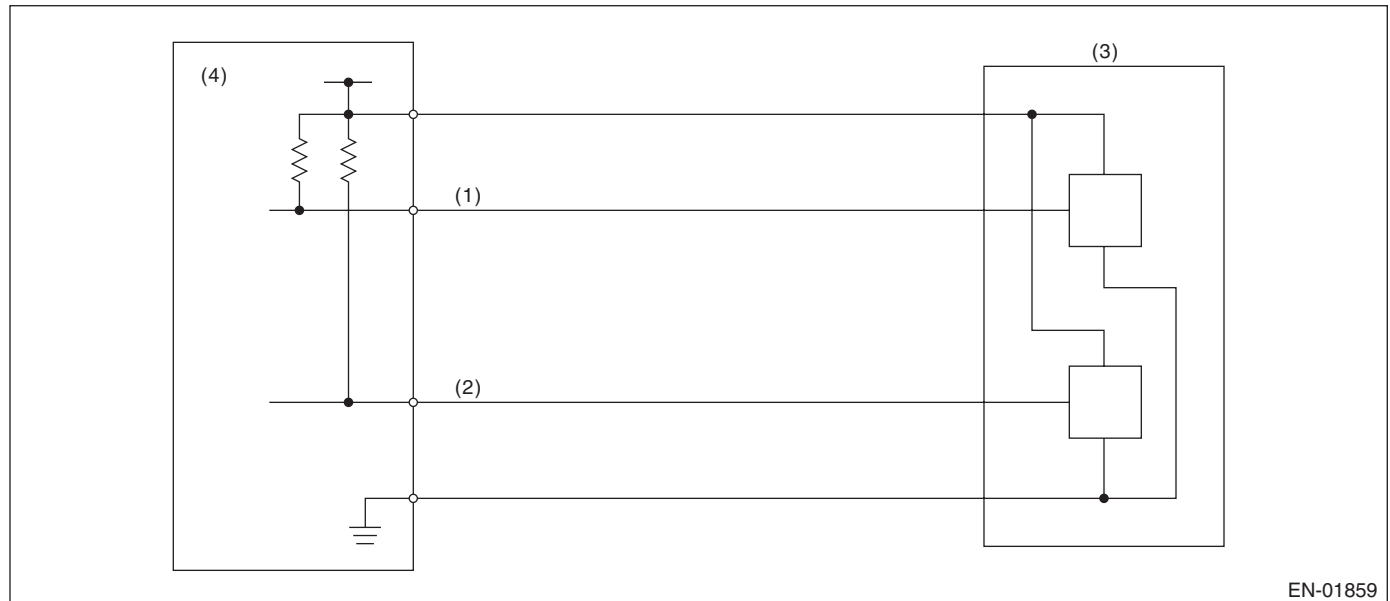
AS:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	$\leq 0.926 \text{ V}$

Time Needed for Diagnosis: 24 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

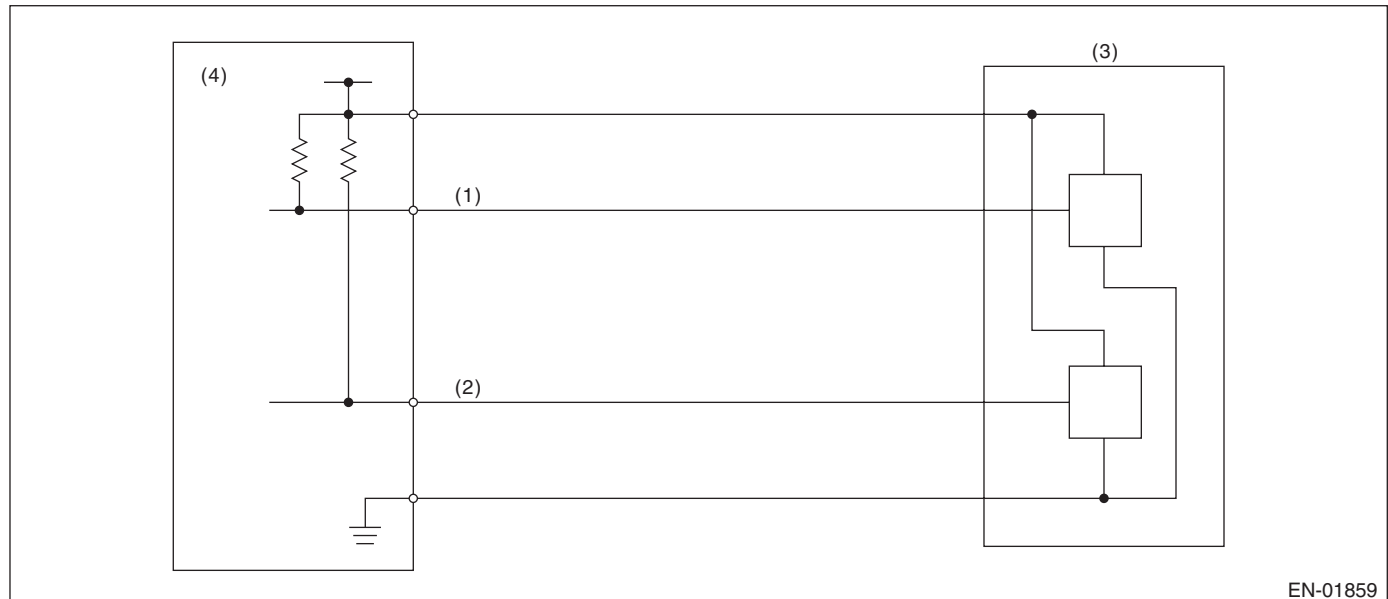
Malfunction Criteria	Threshold Value
Sensor 2 input voltage	$> 0.926 \text{ V}$

Time Needed for Diagnosis: 24 ms

AT:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of throttle position sensor 2.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	$\geq 4.858 \text{ V}$

Time Needed for Diagnosis: 24 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	$< 4.858 \text{ V}$

Time Needed for Diagnosis: 24 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AU:DTC P0301 CYLINDER 1 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

Detect the presence of misfire occurrence. (Revolution fluctuation method)

Monitoring Misfire which influences exhaust deterioration (1.5 times of FTP) and catalyst damage is made obligatory by the law. Misfire affecting these two has two patterns below. :

- Intermittent misfire (The same cylinder misfires in random, or different cylinders misfire in random.) : FTP 1.5 times misfire
- Every time misfire (The same cylinder misfires every time.) : FTP 1.5 times misfire, Catalyst damage misfire

The following detecting methods are adopted for these detection.

1) Intermittent misfire: FTP 1.5 times misfire

- 180° Interval Difference Method (MT: 1,800 rpm or less; AT: None)
- 360° Interval Difference Method (whole range)
- 720° Interval Difference Method (3,000 rpm or more)

2) Misfire every time: FTP 1.5 times misfire, Catalyst damage misfire

- 360° Interval Difference Method

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	≥ 1024 ms
180° Intake manifold pressure change at CA	$<$ Value of Map 1
Throttle position variation for 16 ms	$< 21^\circ$
Fuel shut-off function	Not in operation
Fuel level	≥ 9.6 ℓ (2.54 US gal, 2.11 Imp gal)
Vehicle dynamic control or AT torque control	Not in operation
Evaporative system leak check	Not in operation
Engine speed	500 rpm — 6300 rpm
Intake manifold pressure	$\geq$ Value from Map 2
Battery voltage	≥ 8 V
Fuel parameter determination	Not extremely low volatility
Elapsed time after starting the engine	≥ 0 ms
Engine speed variation for 32 ms	< 1000 rpm

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 1

- AT model

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)

- MT model

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)	13.3 (100, 3.9)

Map 2

- AT model

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	27.6 (207.0, 8.1)	25.6 (192.0, 7.6)	22.9 (172.0, 6.8)	23.2 (174.0, 6.9)	23.9 (179.0, 7)	23.6 (177.0, 7)	26.8 (201.0, 7.9)	29.7 (223.0, 8.8)	32.3 (242.0, 9.5)	34.1 (256.0, 10.1)	36 (270.0, 10.6)	37.9 (284.0, 11.2)	40 (300.0, 11.8)

- MT model

Vehicle speed < 64 km/h (39.8 MPH)

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	24.5 (184, 7.2)	22.7 (170.3, 6.7)	21.4 (160.2, 6.3)	21.5 (161.6, 6.4)	21.5 (161.4, 6.4)	23.2 (174.4, 6.9)	24.7 (185.5, 7.3)	25.8 (193.3, 7.6)	27.1 (203.2, 8)	28.8 (216.3, 8.5)	32.3 (242.2, 9.5)	36.3 (272, 10.7)	37.9 (284.5, 11.2)

Vehicle speed ≥ 68 km/h (42.3 MPH)

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6300
kPa (mmHg, inHg)	31.6 (237, 9.3)	31.6 (237, 9.3)	31.6 (237, 9.3)	31.1 (233, 9.2)	31.3 (235, 9.3)	33.1 (248, 9.8)	33.9 (254, 10)	28.8 (216, 8.5)	30.1 (226, 8.9)	33.3 (250, 9.8)	36.9 (277, 10.9)	40.1 (301, 11.9)	43.2 (324, 12.8)

3. GENERAL DRIVING CYCLE

- If conditions are met, it is possible to detect the misfires from idling to high engine speed. However, to avoid excessive load or harm to the engine, perform diagnosis at idle.
- Perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

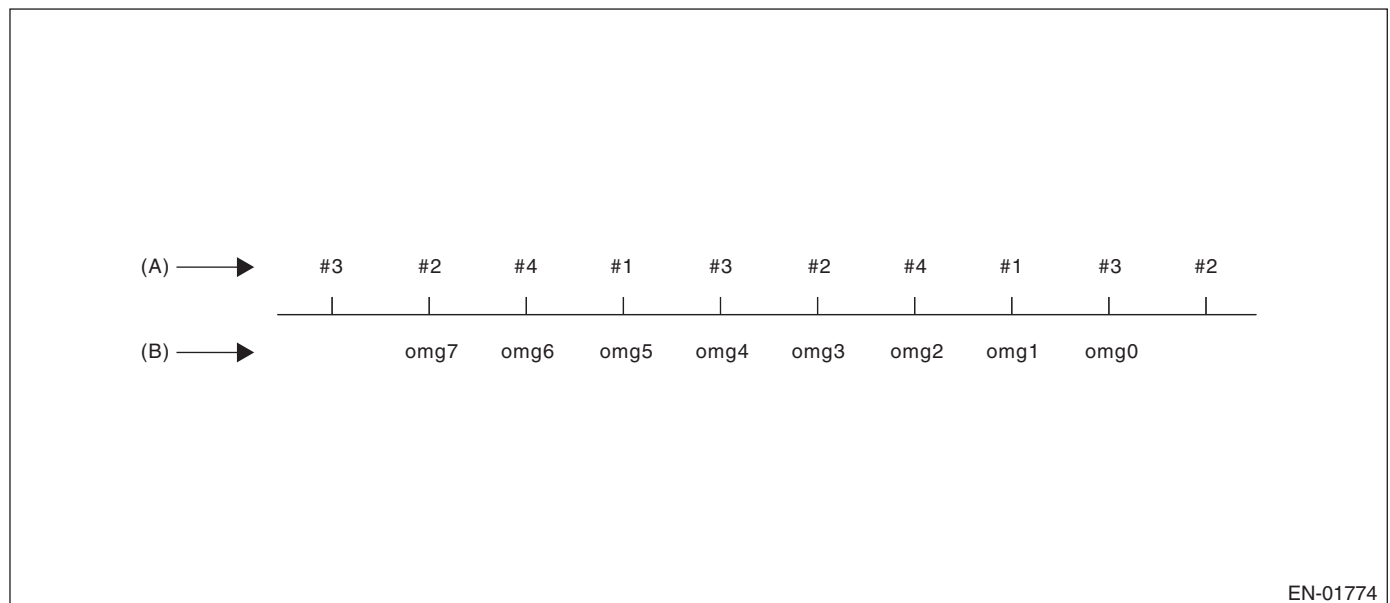
GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

When a misfire occurs, the engine speed will decreased and the crankshaft position speed will change. Calculate the interval difference value (diagnostic value) from crankshaft position speed by the following formula, and judge whether a misfire is occurring or not comparing the calculated result with judgment value. Counting the number of misfires. If the misfire ratio is higher during 1000 revs. or 200 revs., Judge corresponding cylinders as NG.

Diagnostic value calculation (Calculate from angle speed) →	Misfire detection every single ignition (Compare diagnostic value with judgment value) →	NG judgment (Misfire occurrence judgment required by the law) (Compare number of misfire with judgment)
	• 180° Interval Difference Method • 360° Interval Difference Method • 720° Interval Difference Method	• FTP 1.5 times misfire NG judgment • Catalyst damage misfire NG judgment

As shown in the following figure, pick a cylinder as the standard and name it omg 0. And the former crankshaft position speed is named omg 1, the second former crankshaft position speed is named omg 2, the third is named omg 3, etc.



EN-01774

(A) Ignition order

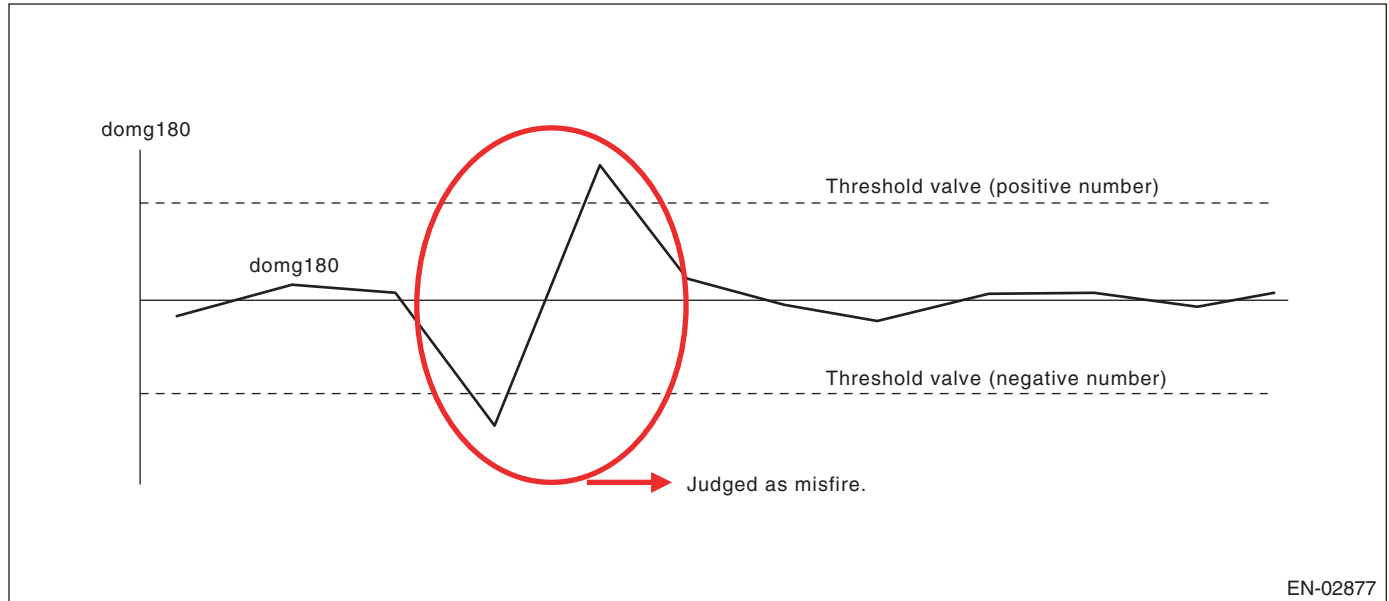
(B) Crankshaft position speed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

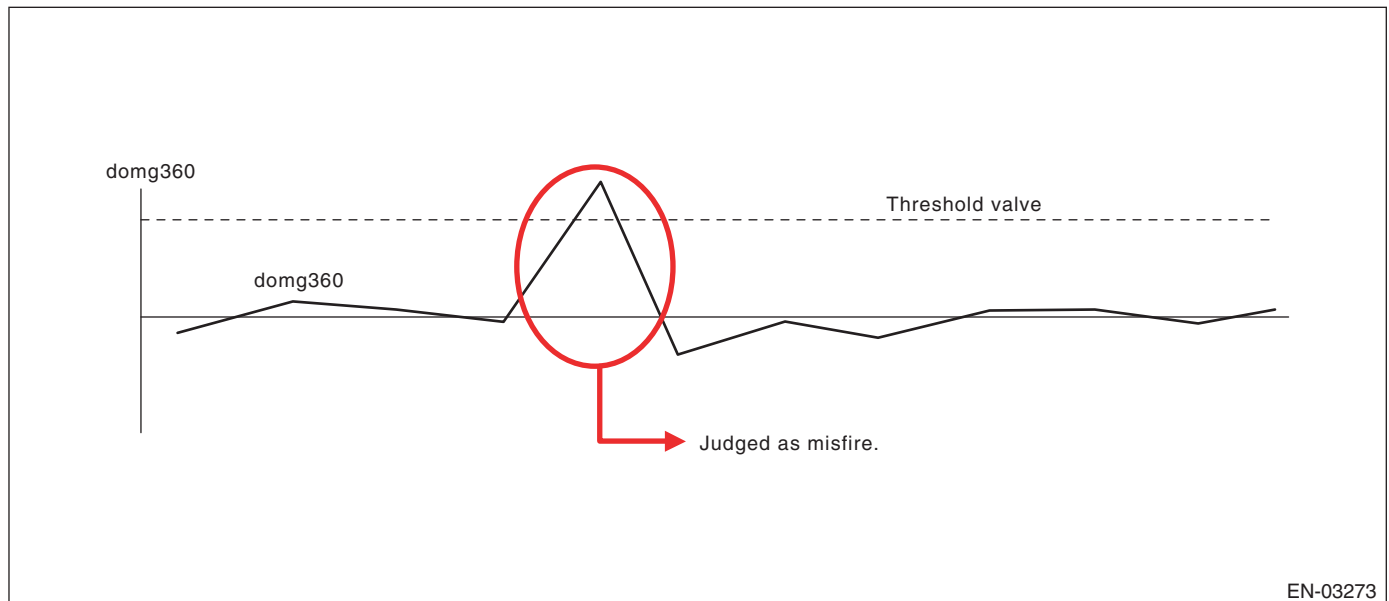
180° Interval Difference Method

Diagnostic value	$\text{domg } 180 = (\text{omg } 1 - \text{omg } 0) - (\text{omg } 5 - \text{omg } 1)/4$
Judge as a misfire in the following cases.	
• $\text{domg } 180 > \text{judgment value of positive side}$ • $\text{domg } 180 \leq \text{judgment value of negative side}$ (Judgment value before 180° CA)	



360° Interval Difference Method

Diagnostic value	$\text{domg } 360 = (\text{omg } 1 - \text{omg } 0) - (\text{omg } 3 - \text{omg } 2)$
Misfire judgment	$\text{domg } 360 > \text{Judgment value} \rightarrow \text{Judge as misfire}$

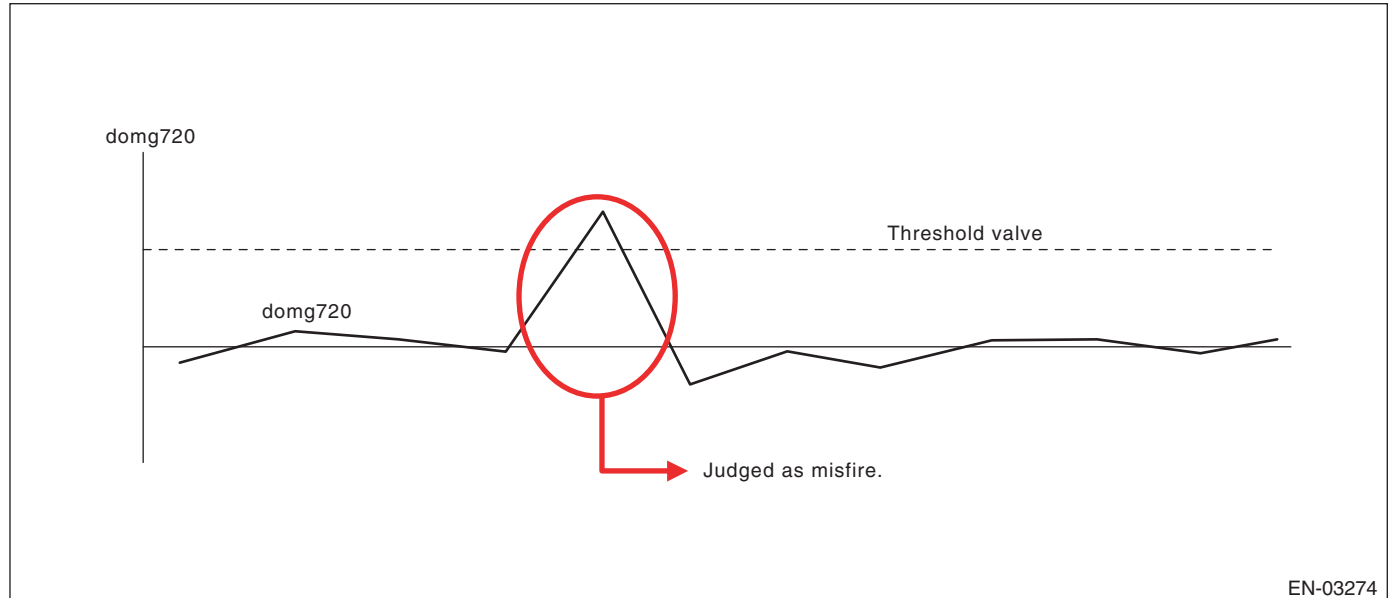


Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

720° Interval Difference Method

Diagnostic value	$\text{domg 720} = (\text{omg 1} - \text{omg 0}) - (\text{omg 5} - \text{omg 4})$
Misfire judgment	$\text{domg 720} > \text{Judgment value} \rightarrow \text{Judge as misfire}$



EN-03274

- FTP 1.5 times misfire (Misfire occurrence level which influences exhaust gas)
- Abnormality Judgment

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 1000 engine revs.)

Malfunction Criteria	Threshold Value
FTP emission judgment value	$\geq 18 \times 100/2000\%$ in 1000 revs. (PZEV AT model) $\geq 30 \times 100/2000\%$ in 1000 revs. (AT model except for PZEV) $\geq 20 \times 100/2000\%$ in 1000 revs. (MT model)

Time Needed for Diagnosis: 1000 engine revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

- Normality Judgment

Judgment Value

Malfunction Criteria	Threshold Value
FTP emission judgment value	$< 18 \times 100/2000\%$ in 1000 revs. (PZEV AT model) $< 30 \times 100/2000\%$ in 1000 revs. (AT model except for PZEV) $< 20 \times 100/2000\%$ in 1000 revs. (MT model)

Time Needed for Diagnosis: 1000 engine revs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

- Catalyst damage misfire (Misfire occurrence level damaging catalyst)
- Abnormality Judgment

Judgment Value

Malfunction Criteria	Threshold Value
Catalyst damage misfire judgment value	≥ Value of Map 3

Map 3

		Intake air (g(oz)/rev)							
		0.16 (0.01)	0.28 (0.01)	0.4 (0.01)	0.52 (0.02)	0.64 (0.02)	0.76 (0.03)	0.92 (0.03)	1.1 (0.04)
Engine speed (rpm)	700	100	100	100	100	90	80	64	48
	1000	100	100	100	100	90	80	63	44
	1500	100	100	90	80	73	67	54	40
	2000	80	80	80	80	68	57	51	44
	2500	80	80	73	67	62	57	51	44
	3000	67	67	62	57	51	44	44	44
	3500	67	67	56	44	40	36	34	31
	4000	57	57	44	31	24	20	20	20
	4500	44	44	33	31	20	20	20	20
	5000	44	44	38	31	20	20	20	20
	5500	36	36	31	27	20	20	20	20
	6000	20	20	20	20	20	20	20	20
	6300	20	20	20	20	20	20	20	20

Time Needed for Diagnosis: 200 engine revs.

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

- Normality Judgment

Judgment Value

Malfunction Criteria	Threshold Value
Catalyst damage misfire judgment value	< Value of Map 3

Time Needed for Diagnosis: 200 engine revs.

AV:DTC P0302 CYLINDER 2 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-82, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AW:DTC P0303 CYLINDER 3 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-82, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AX:DTC P0304 CYLINDER 4 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0301. <Ref. to GD(H4SO)-82, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

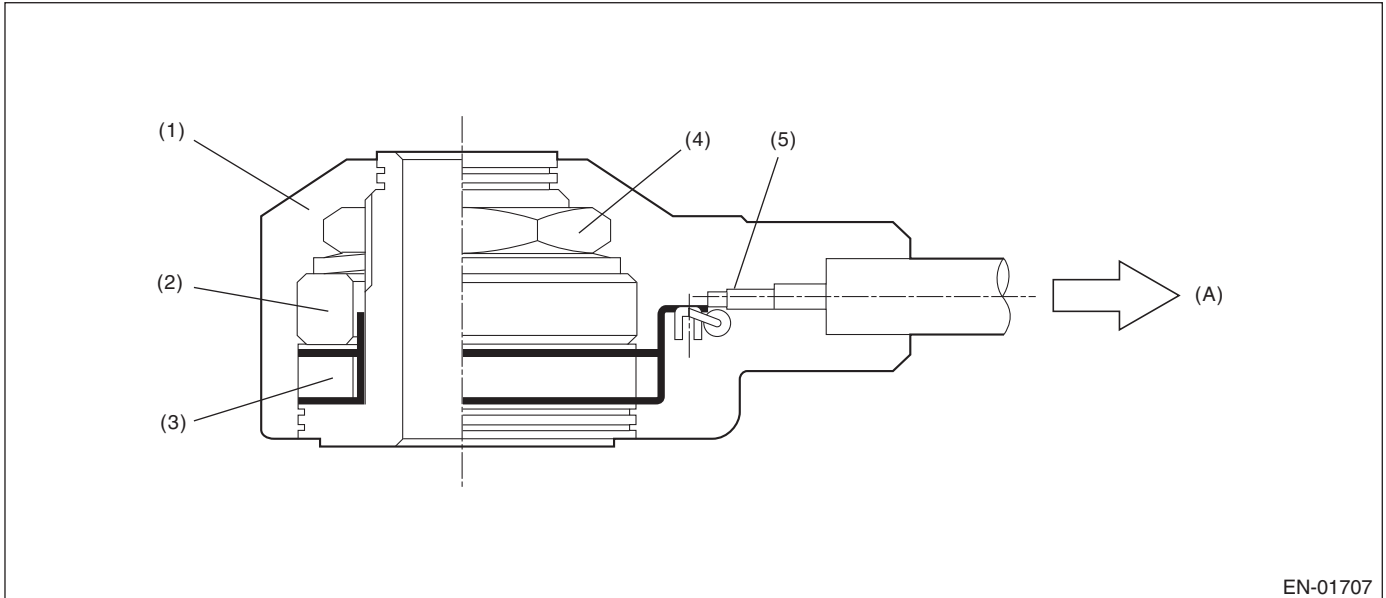
AY:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) To knock sensor harness

(1) Case

(2) Weight

(3) Piezoelectric element

(4) Nut

(5) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.243 V

Time Needed for Diagnosis: 1000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.243 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

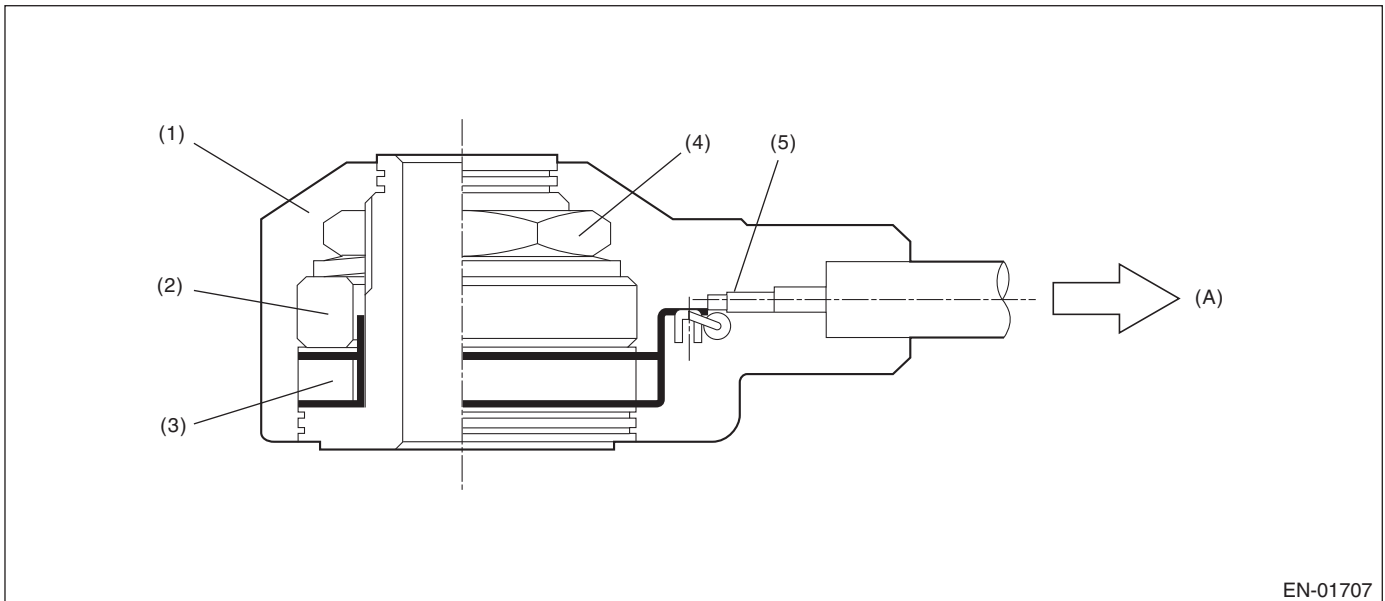
AZ:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(A) To knock sensor harness

(1) Case

(2) Weight

(3) Piezoelectric element

(4) Nut

(5) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.709 V

Time Needed for Diagnosis: 1000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.709 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

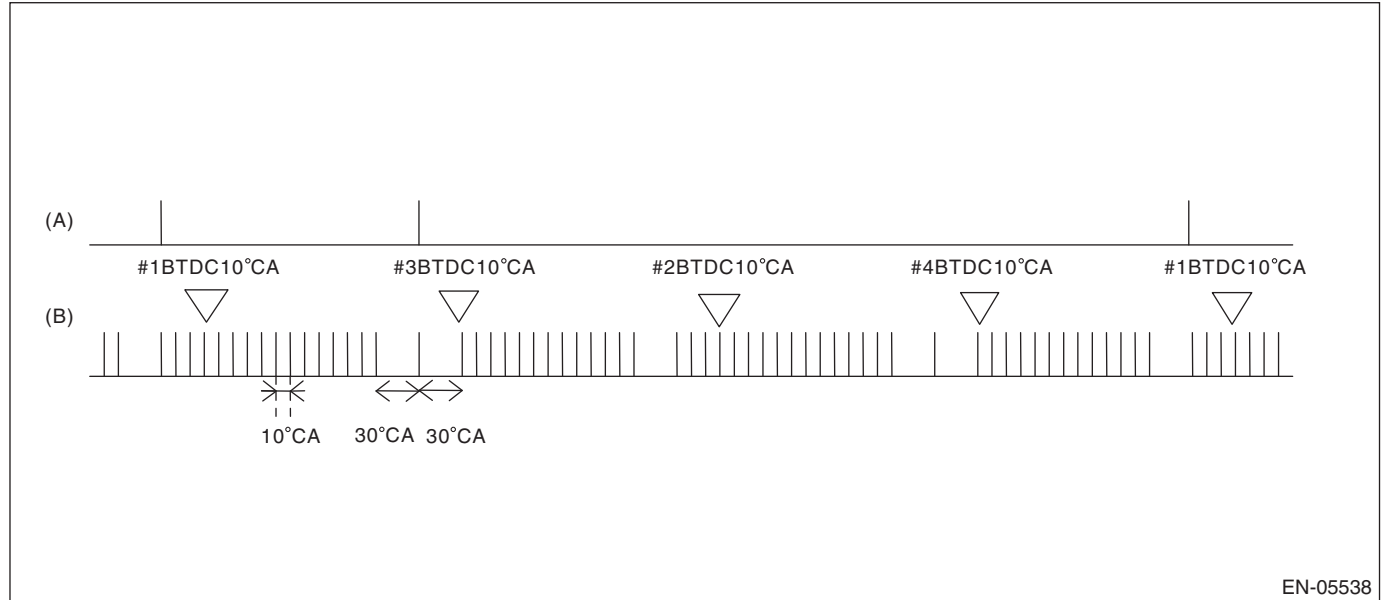
BA:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the crankshaft position sensor.

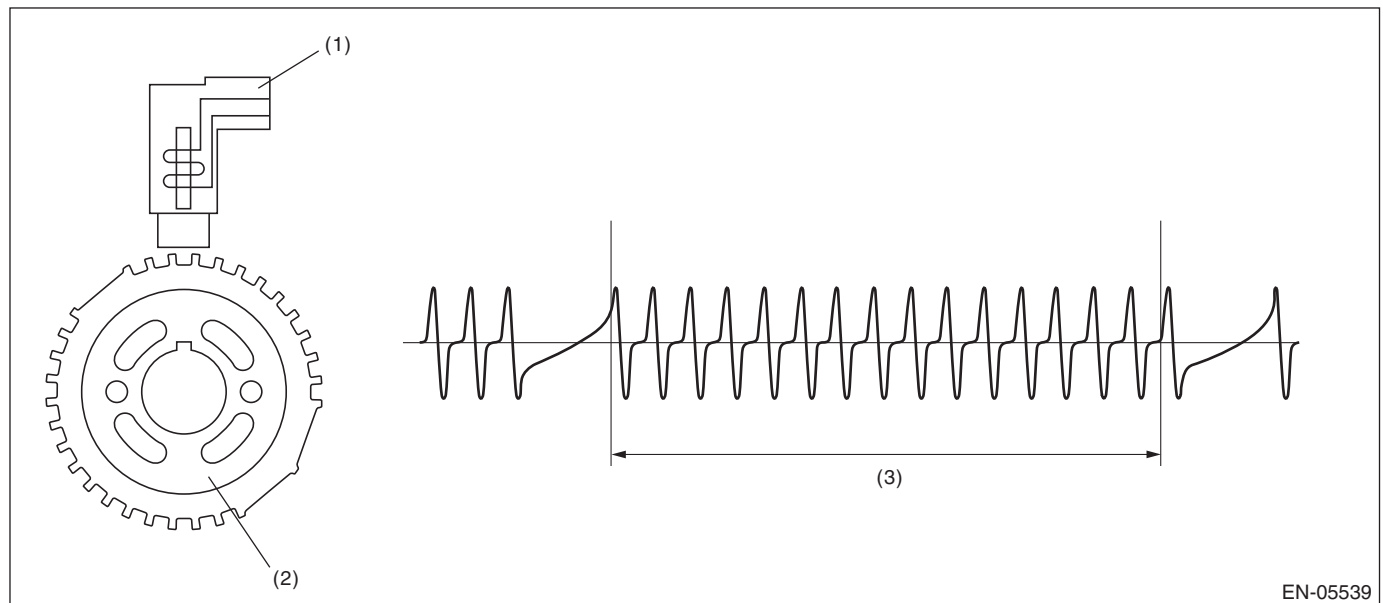
Judge as NG when the crank signal is not input even though the starter was rotated.

2. COMPONENT DESCRIPTION



(A) Cam signal

(B) Crankshaft signal



(1) Crankshaft position sensor

(2) Crank sprocket

(3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Starter switch	ON
Crankshaft position sensor signal	Not detected
Battery voltage	$\geq 8 \text{ V}$

Time Needed for Diagnosis: 3000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Crankshaft position sensor signal	Input exists
Battery voltage	$\geq 8 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

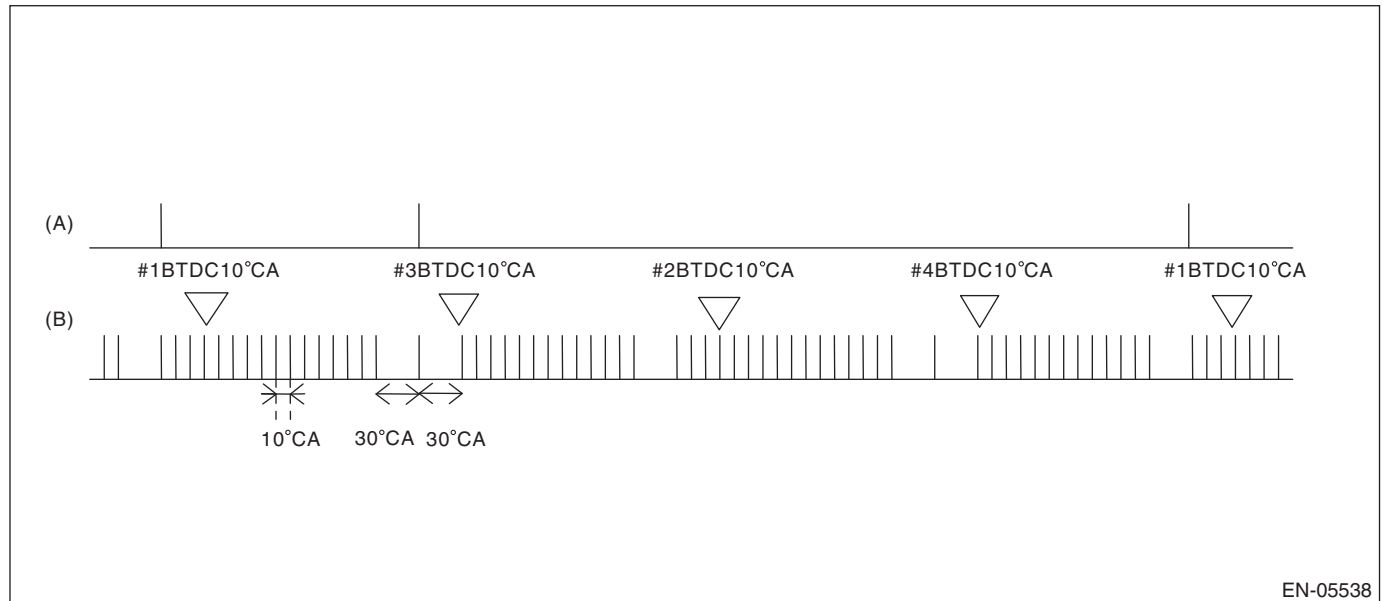
BB:DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for faults in crankshaft position sensor output properties.

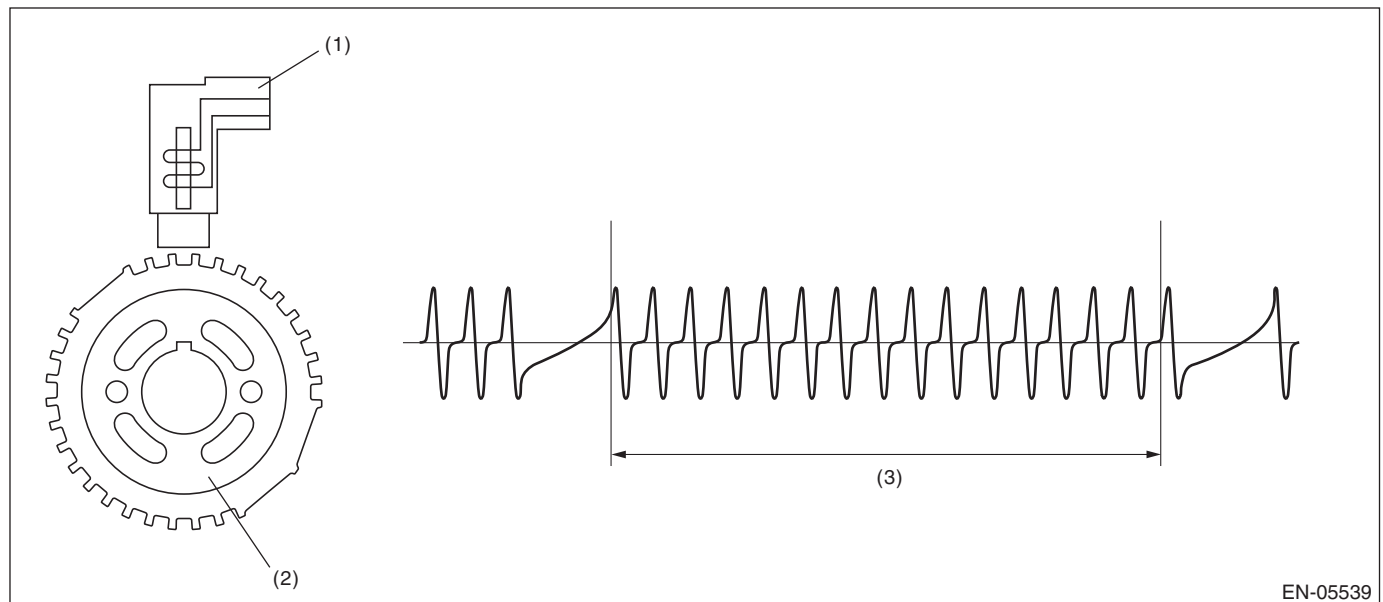
Judge as NG when there is a problem in the number of crankshaft signals for every revolution.

2. COMPONENT DESCRIPTION



(A) Cam signal

(B) Crankshaft signal



(1) Crankshaft position sensor

(2) Crank sprocket

(3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 8 \text{ V}$
Engine speed	$< 4000 \text{ rpm}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously under 3000 rpm engine speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Amount of crank sensor signal during 1 rev.	Not = 30

Time Needed for Diagnosis: 10 engine revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Amount of crank sensor signal during 1 rev.	= 30

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

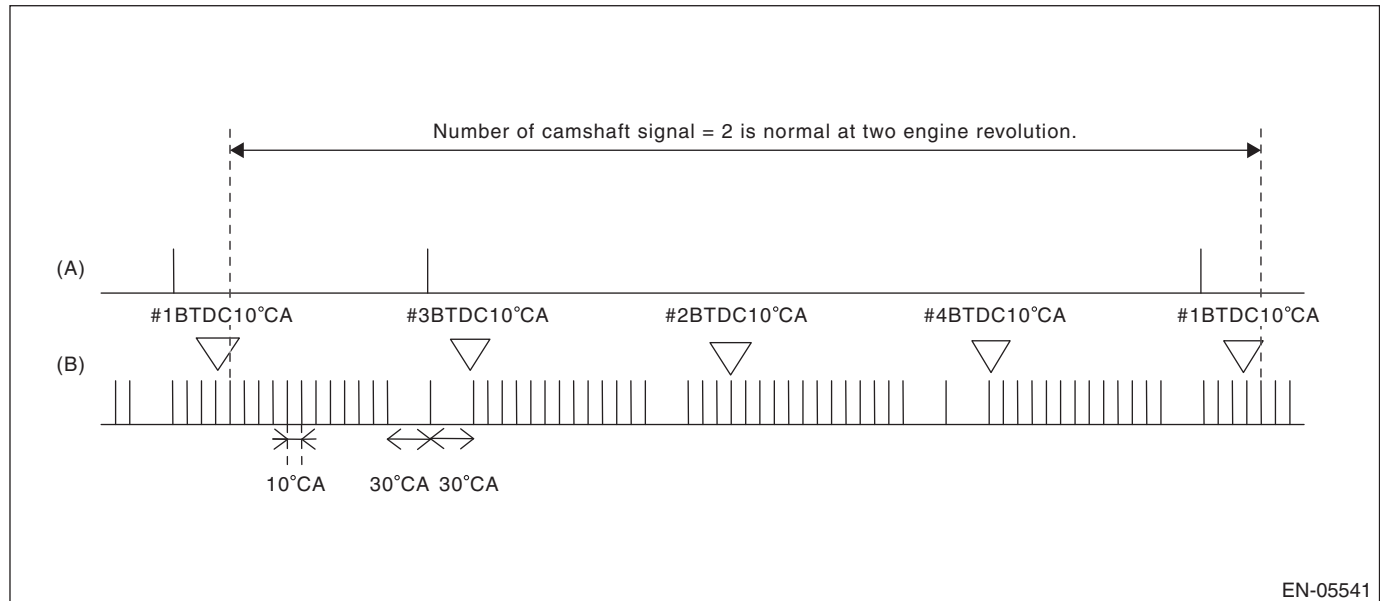
BC:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the camshaft position sensor.

Judge as NG when the number of camshaft signals remains abnormal.

2. COMPONENT DESCRIPTION



(A) Camshaft signal

(B) Crankshaft signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 8 \text{ V}$
Amount of camshaft sensor signal during 2 revs.	Not = 2

Time Needed for Diagnosis: Engine two revolutions $\times$ 4 time(s)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	$\geq 8 \text{ V}$
Amount of camshaft sensor signal during 2 revs.	= 2

Time Needed for Diagnosis: Two engine revolutions

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

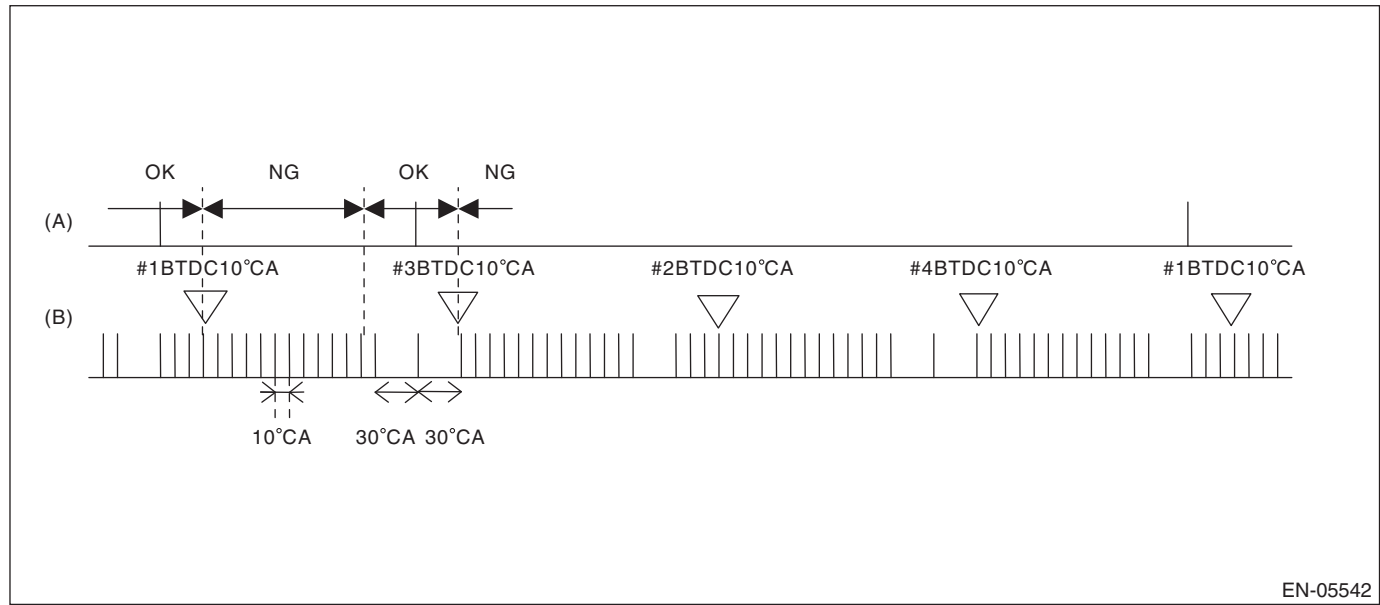
BD:DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of camshaft position sensor output property.

Judge as NG when the camshaft line signal input timing is shifted from the crankshaft signal because of timing belt tooth chip etc.

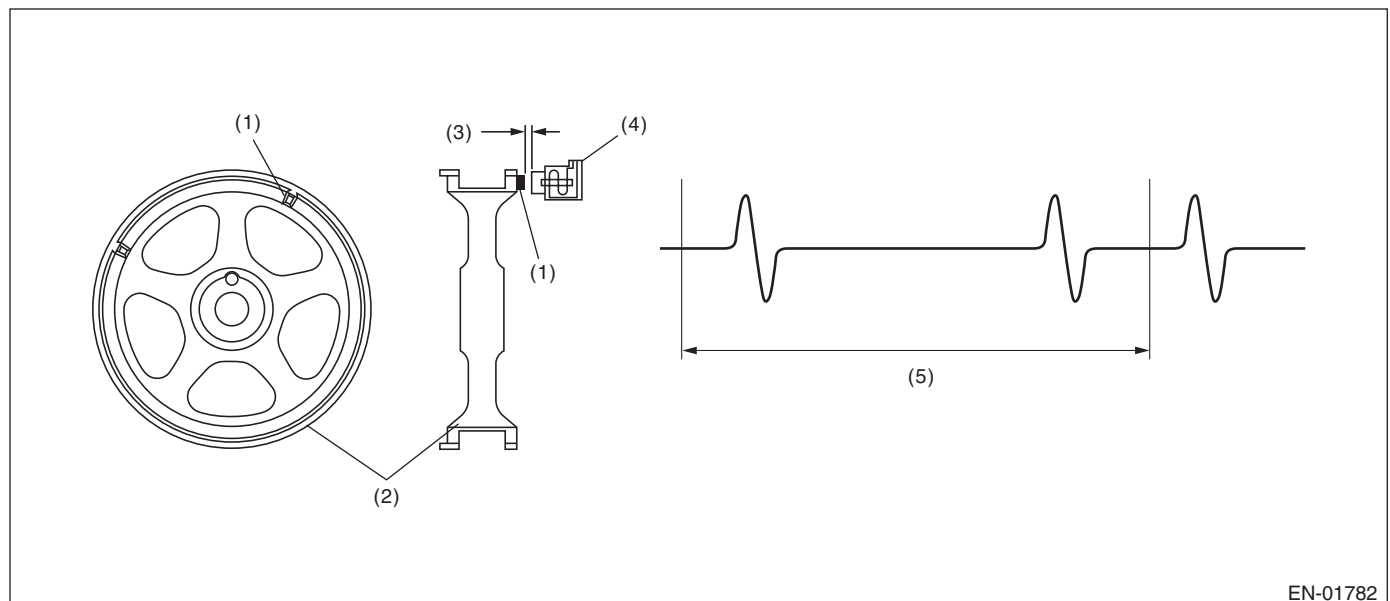
2. COMPONENT DESCRIPTION



EN-05542

(A) Camshaft signal

(B) Crankshaft signal



EN-01782

(1) Boss

(3) Air gap

(5) Camshaft one revolution (engine two revolutions)

(2) Cam sprocket

(4) Camshaft position sensor

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Cylinder number identification	Completed
Battery voltage	$\geq 8 \text{ V}$
Engine speed	550 rpm — 1000 rpm
Engine operation	Idling
Misfire	Not detected
Engine speed variation for 4 ms	$\leq 12799.8 \text{ rpm}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously at idle speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Not between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: 10 engine revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: Two engine revolutions

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

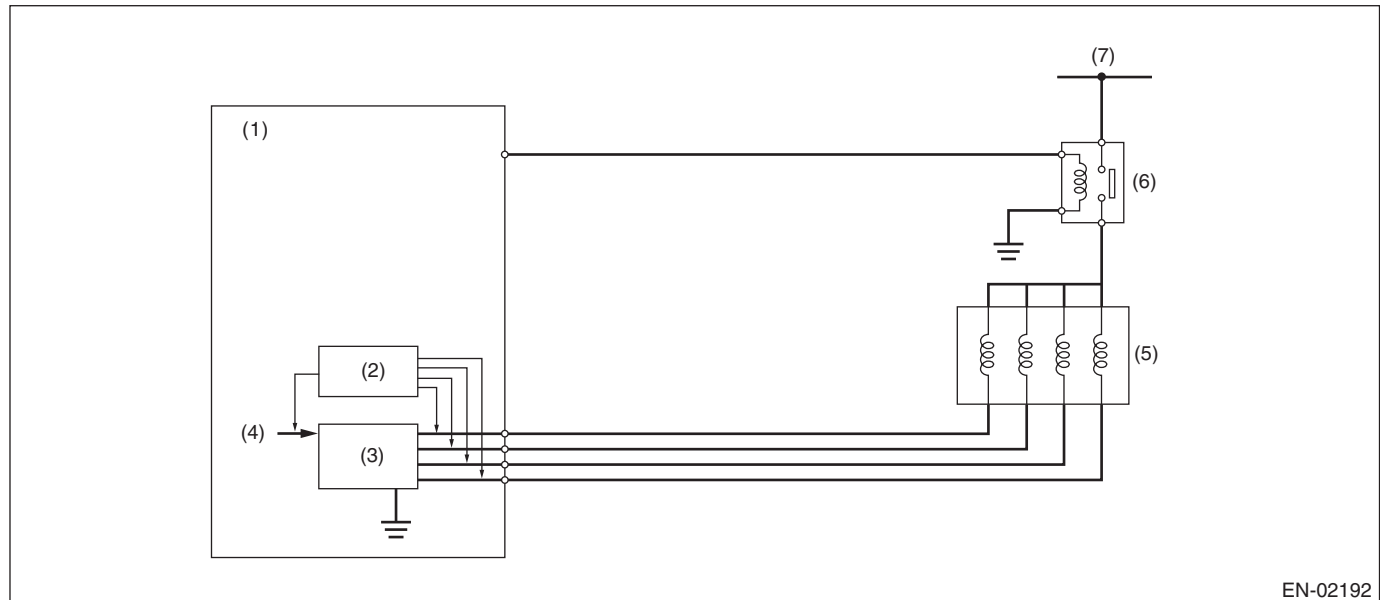
BE:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

1. OUTLINE OF DIAGNOSIS

Detect EGR system malfunction.

Intake manifold pressure (negative pressure) is constant because the throttle valve is fully closed during deceleration fuel cut. At this time, when the EGR valve is opened/closed, the intake manifold pressure will change. EGR System OK/NG is judged by the range of this change.

2. COMPONENT DESCRIPTION



EN-02192

(1) ECM	(4) CPU	(6) Main relay
(2) Detecting circuit	(5) EGR valve	(7) Battery power supply
(3) Switching circuit		

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 40 s
Engine coolant temperature	≥ 75 °C(167 °F)
Engine speed	1200 rpm — 2950 rpm
Intake manifold pressure (absolute pressure)	< 44 kPa (330 mmHg, 13 inHg)
Ambient air temperature	≥ 5 °C(41 °F)
Throttle position	< 0.25 °
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Vehicle speed	≥53 km/h (32.9 MPH)
Fuel shut-off function	In operation
Neutral switch	OFF
After neutral switch ON/OFF change	≥ Value from Map
No load change (A/C, power steering, lighting, rear defogger, heater fan and radiator fan)	≥ 5000 ms

Map

Engine coolant temperature °C (°F)	-40 (-40)	-30 (-22)	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
After neutral switch change msec	0	0	0	0	0	0	0	0

Engine coolant temperature °C (°F)	40 (104)	50 (122)	60 (140)	70 (158)	80 (176)	90 (194)	100 (212)	110 (230)
After neutral switch change msec	0	0	0	0	0	0	0	0

4. GENERAL DRIVING CYCLE

During deceleration fuel cut from 53 km/h (approx. 33 MPH) or more, perform diagnosis once.
Be careful of vehicle speed and engine speed. (Diagnosis will not be completed if the vehicle speed and engine speed conditions become out of specification due to deceleration.)

5. DIAGNOSTIC METHOD

Measure the pressure values when the enable conditions are established, and perform diagnosis by calculating those results.

1. Label the intake manifold pressure value as PMOF1, which is observed when enable conditions are established, and set the EGR target step to 50 steps (nearly full open).
2. Name the intake manifold pressure value as PMON one second after the target EGR step is set to 50 (when the enabled conditions were established). Then set the target EGR step to 0.
3. Name the intake manifold pressure value as PMOF2 one second after the target EGR step is set to 0 (two seconds after the enabled conditions were established).

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

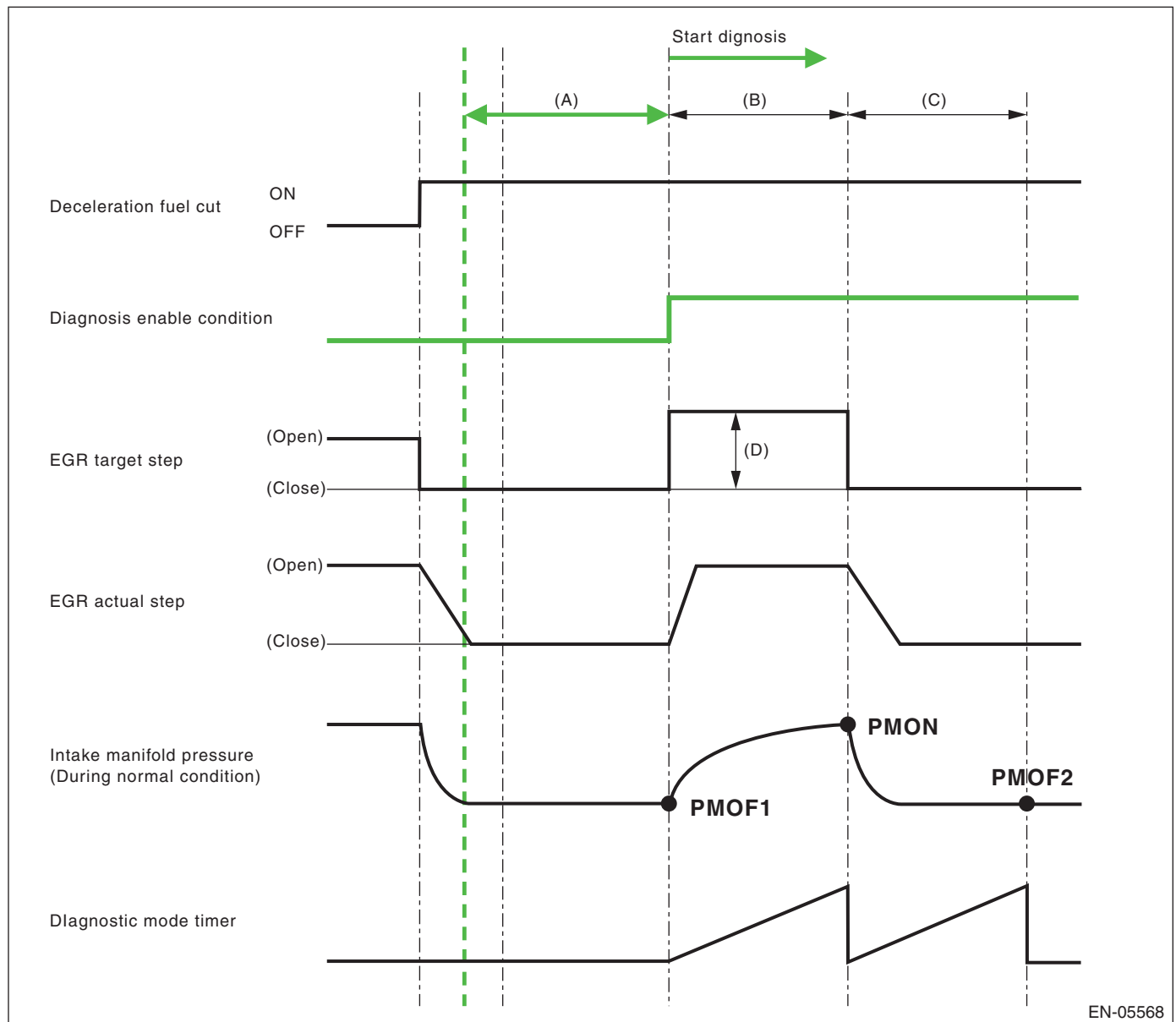
Malfunction Criteria	Threshold Value
PMON – (PMOF1 + PMOF2)/2	< 2.5 kPa (18.63 mmHg, 0.7 inHg)

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION



(A) 3000 ms

(B) 1000 ms

(C) 1000 ms

(D) 45 step(s)

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
$PMON - (PMOF1 + PMOF2)/2$	$\geq 2.5 \text{ kPa (18.63 mmHg, 0.7 inHg)}$

Time Needed for Diagnosis: 1 time

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

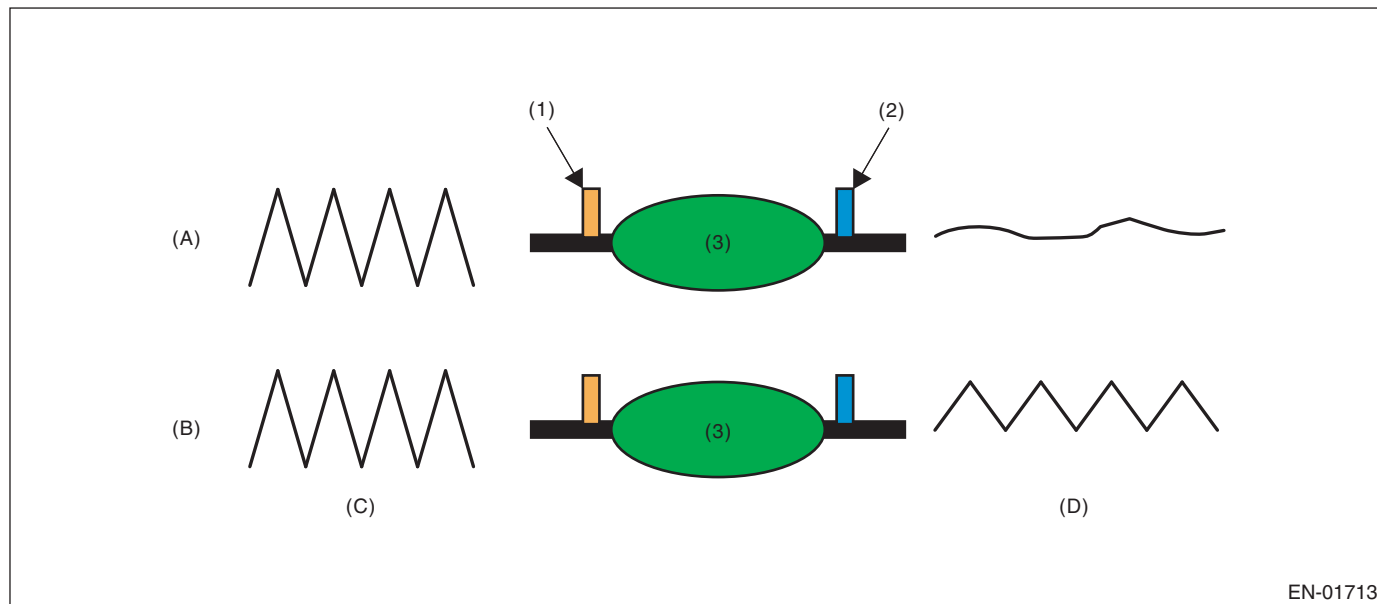
1. OUTLINE OF DIAGNOSIS

Detect the deterioration of the catalyst function.

Though the front oxygen sensor output would change slowly with a new catalyst, the sensor output with a deteriorated catalyst becomes high and the inversion time is shortened.

For this reason, the catalyst diagnosis is carried out by monitoring the front oxygen sensor output and comparing it with the front oxygen (A/F) sensor output.

2. COMPONENT DESCRIPTION



EN-01713

(A) Normal

(B) Deterioration

(C) Output waveform from the front oxygen (A/F) sensor

(D) Output waveform from the front oxygen sensor

(1) Front oxygen (A/F) sensor

(2) Front oxygen sensor

(3) Catalytic converter

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Atmospheric pressure	$\geq 75 \text{ kPa}$ (563 mmHg, 22.2 inHg)
Engine coolant temperature	$\geq 75 \text{ }^{\circ}\text{C}$ (167 $^{\circ}\text{F}$) (PZEV model) $\geq 70 \text{ }^{\circ}\text{C}$ (158 $^{\circ}\text{F}$) (except for PZEV model)
Estimated catalyst temperature	$\geq 580 \text{ }^{\circ}\text{C}$ (1076 $^{\circ}\text{F}$) (AT model) $\geq 585 \text{ }^{\circ}\text{C}$ (1085 $^{\circ}\text{F}$) (MT model)
Misfire detection every 200 rotations	$< 5 \text{ time(s)}$
Learning value of evaporation gas density	< 0.2
Sub feedback	In operation
Evaporative system diagnosis	Not in operation
Time of difference (< 0.10) between actual lambda and target lambda	$\geq 1000 \text{ ms}$
Vehicle speed	$> 75 \text{ km/h}$ (46.6 MPH)
Amount of intake air	$\geq 7 \text{ g/s}$ (0.25 oz/s) and $< 40 \text{ g/s}$ (1.41 oz/s)
Engine load change every 0.5 engine revs.	$< 0.02 \text{ g/rev}$ (0 oz/rev)
Rear oxygen output change from 660 mV or less to 660 mV or more	Experienced after fuel cut
Elapsed time after starting the engine	$\geq 225 \text{ s}$ (PZEV model) $\geq 218 \text{ s}$ (except for PZEV model)
Purge execution calculated time	$\geq 0 \text{ s}$

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once at a constant 75 km/h (46.6 MPH) or higher.

5. DIAGNOSTIC METHOD

After the enable conditions have been established, calculate the front oxygen (A/F) sensor lambda value deviation cumulative value ($\sum |(sglmd_n - sglmd_{n-1})|$), and rear oxygen sensor output voltage deviation cumulative value ($\sum |(ro2sad_n - ro2sad_{n-1})|$) in every 32 ms $\times 4$ times. If the front oxygen (A/F) sensor lambda value deviation cumulative value ($\sum |(sglmd_n - sglmd_{n-1})|$) is the predetermined value or more, calculate the judgment value.

• Abnormality Judgment

If the duration of time while the following conditions are met is within the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
$\sum (ro2sad_n - ro2sad_{n-1}) / \sum (sglmd_n - sglmd_{n-1}) $	> 11 (PZEV model) > 19.5 (except for PZEV model)

Time Needed for Diagnosis: 30 — 55 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is within the predetermined time.

Judgment Value

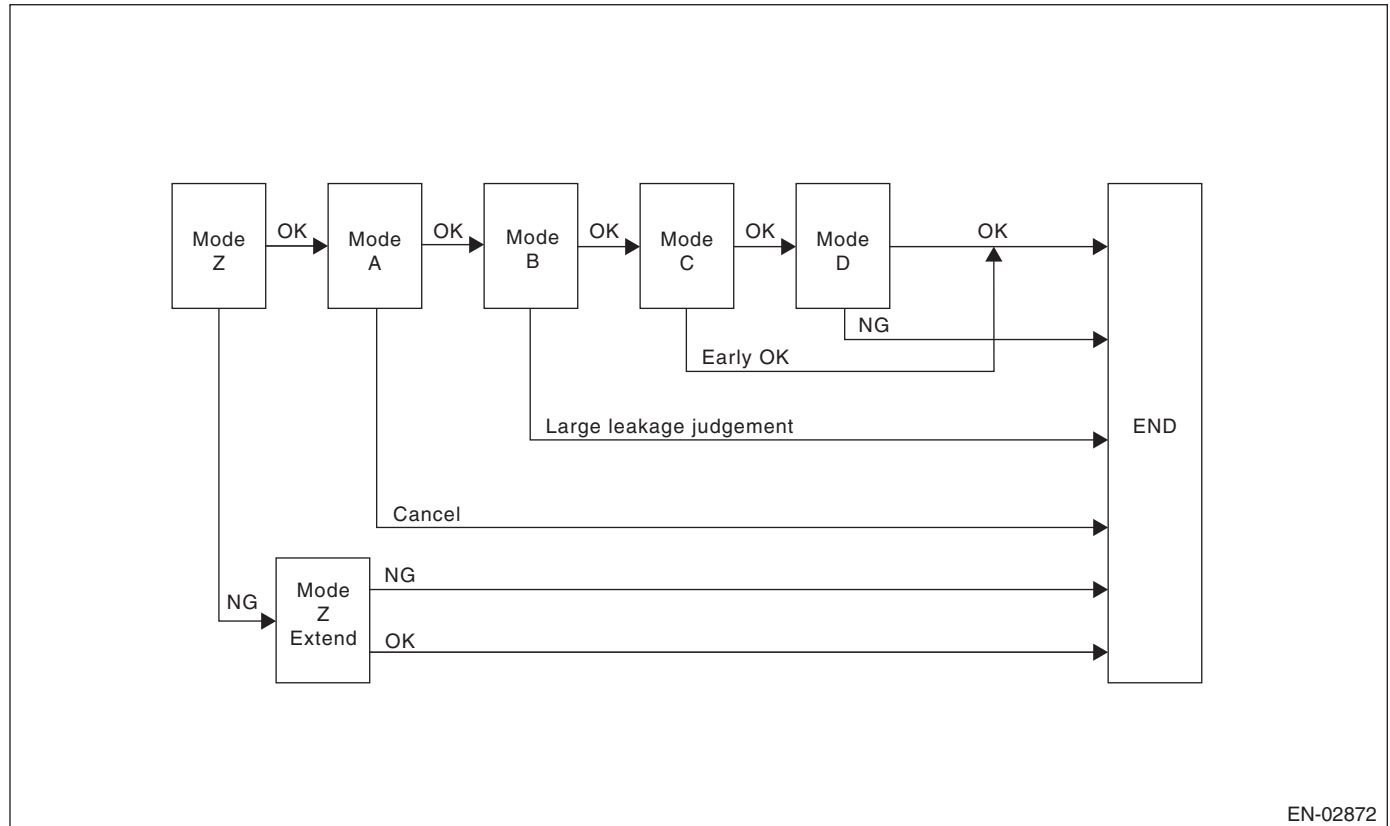
Malfunction Criteria	Threshold Value
$\sum (ro2sad_n - ro2sad_{n-1}) / \sum (sglmd_n - sglmd_{n-1}) $	≤ 11 (PZEV model) ≤ 19.5 (except for PZEV model)

Time Needed for Diagnosis: 30 — 55 seconds

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.04-inch Diagnosis



Mode	Mode Description	Diagnosis Period
Mode Z (Purge control solenoid valve opening failure diagnosis)	Perform purge control solenoid valve opening failure diagnosis from the size of tank pressure variation from diagnosis start.	5000 ms + 3000 ms — 5000 ms + 3000 ms + 13000 ms
Mode A (Estimated evaporation amount)	Calculate the tank pressure change amount (P1).	10000 ms
Mode B (Sealed negative pressure, large leakage judgment)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank. If the tank pressure cannot be reduced, it is diagnosed as large leak.	0 — 10000 ms + 25000 ms
Mode C (Pressure increase check, advanced OK judgment)	Wait until the tank pressure returns to the target (start level of P2 calculation). If the tank pressure does not become the value, make advanced OK judgment.	0 — 14013 ms
Mode D (Negative pressure variation measurement, evaporation leakage diagnosis)	Calculate the tank pressure variation (P2), and obtain the diagnostic value using P1 found in Mode A. Perform the evaporation diagnosis using the diagnostic value.	0 ms + 10000 ms

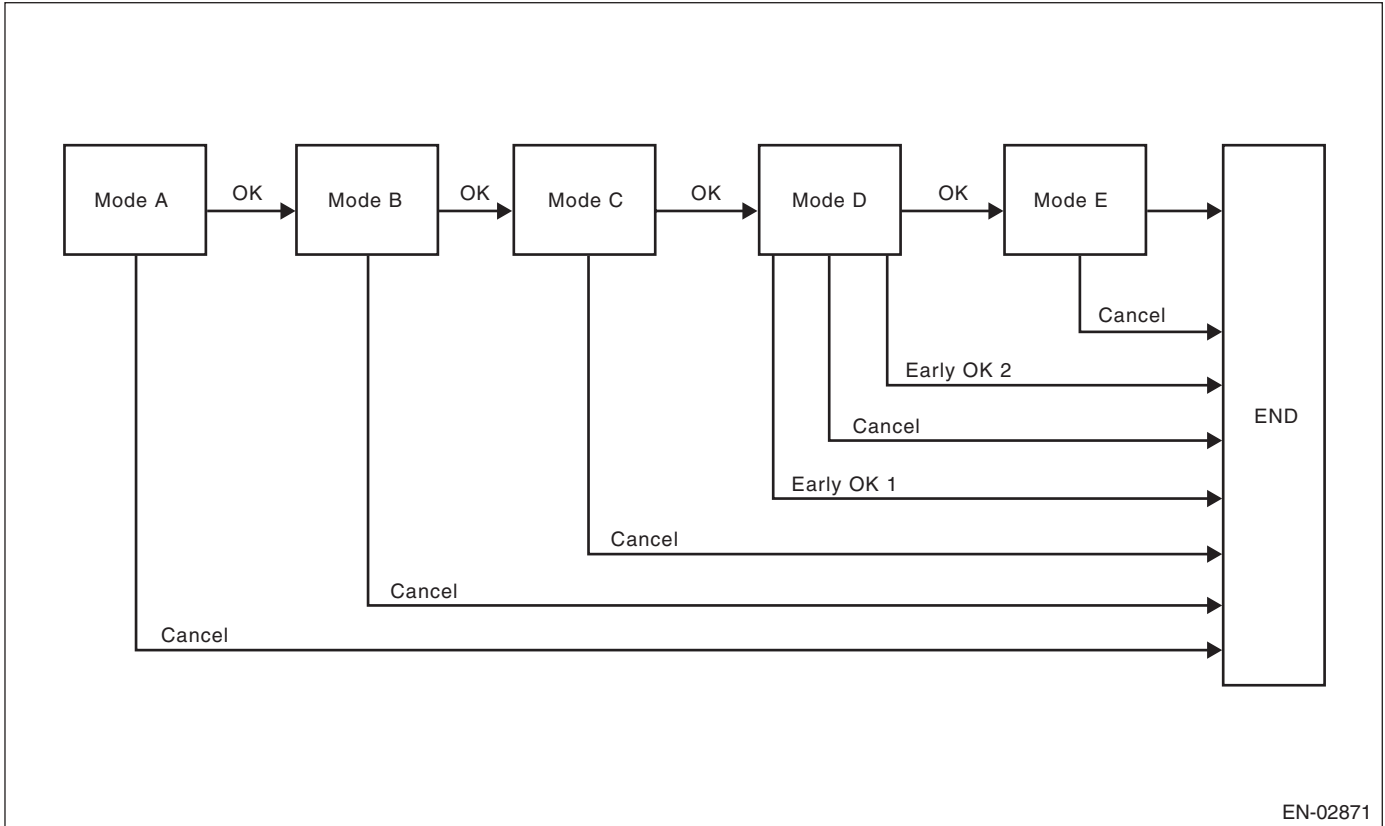
Mode Table for Evaporative Emission Control System Diagnosis

Mode	Behavior of tank internal pressure under normal conditions	Diagnostic item	DTC
Mode Z	Roughly the same as barometric pressure (Same as 0 kPa (0 mmHg, 0 inHg))	Purge control solenoid valve is judged to be open.	P0457
Mode A	Pressure is in proportion to amount of evaporative emission.	—	None
Mode B	Negative pressure is formed due to intake manifold negative pressure	Large leak	P0457
Mode C	Reaches target pressure	—	None
Mode D	Pressure change is small.	EVAP system large leak determination. [1.0 mm (0.04 in)]	P0442

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.02-inch Diagnosis



Mode	Mode Description	Diagnosis Period
Mode A (0 point compensation)	When the pressure in the tank is not near 0 mmHg, wait until it returns to 0 point (near 0 mmHg).	0 — Value of Map 1
Mode B (Negative pressure introduced)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank.	0 — Value of Map 2
Mode C (Negative pressure maintained)	Wait until the tank pressure returns to the target (start level of P2 calculation).	Value from Map 3
Mode D (Negative pressure change calculated)	Calculate the time it takes for the tank pressure to change to the Mode E shifting pressure. If the tank pressure does not change to the Mode E shifting pressure, make advanced OK judgment.	0 — 0 ms + Value from Map 4
Mode E (Evaporation generated amount calculation)	Calculate the amount of evaporation (P1).	0 — 0 ms + Value from Map 4 + Value from Map 5

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 1

Fuel level (ℓ , US gal, Imp gal)	10	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	6400	6530	6660	7020	7380	7380

Map 2

Fuel level (ℓ , US gal, Imp gal)	10.5	27, 7.13, 5.94	43, 11.36, 9.46	59.5, 15.72, 13.09
Time Needed for Diagnosis (ms)	20280	20621	21816	21816

Map 3

Fuel level (ℓ , US gal, Imp gal)	10.5	27, 7.13, 5.94	43, 11.36, 9.46	59.5, 15.72, 13.09
Time Needed for Diagnosis (ms)	21208	19288	9742	8057

Map4

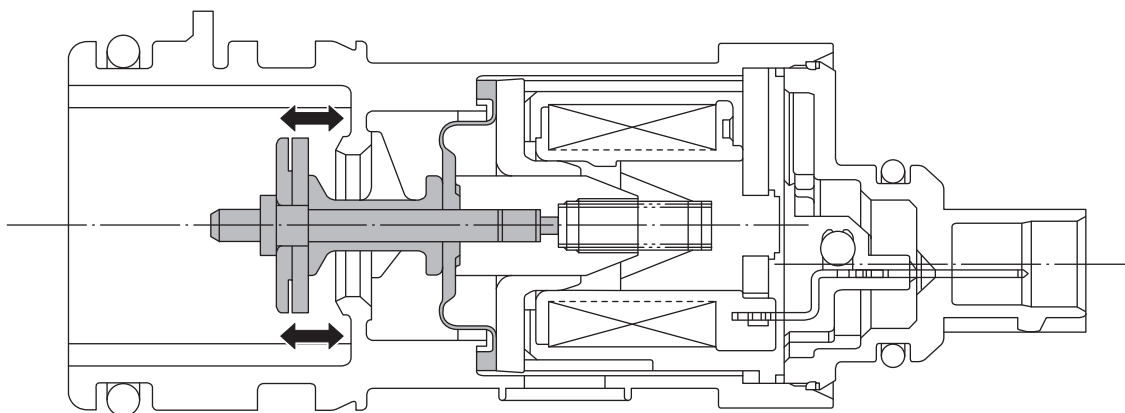
Fuel level (ℓ , US gal, Imp gal)	10	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	200000	200000	200000	200000	200000	200000

Map 5

Fuel level (ℓ , US gal, Imp gal)	10	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	80000	70000	60000	60000	60000	60000

2. COMPONENT DESCRIPTION

Drain valve controls the ambient air to be introduced to the canister.



EN-02293

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

0.04-inch Diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Total time of canister purge operation	≥ 120000 ms
Learning value of evaporation gas density	< 0.08
Engine speed	1050 rpm — 4000 rpm
Fuel tank pressure	≥ -4 kPa (-30 mmHg, -1.2 inHg)
Intake manifold relative vacuum (relative pressure)	≥ -13.3 kPa (-100 mmHg, -3.9 inHg)
Continuous time of the status where fuel level is 10.5 ℓ (2.77 US gal, 2.31 Imp gal) — 59.5 ℓ (15.72 US gal, 13.09 Imp gal)	≥ 37000 ms
Closed air/fuel ratio control	In operation
Fuel temperature	-10 °C (14 °F) — 45 °C (113 °F)
Intake air temperature	≥ -10 °C (14 °F)
Pressure variation every one second	< 1.7 mmHg (Mode A) < 1.7 mmHg (Mode D)
Minimum pressure variation value every one second – Maximum pressure variation value every one second	< 1.7 mmHg (Mode A) < 1.7 mmHg (Mode D)
Fuel level variation every 128 ms	< Value of Map 6
Air fuel ratio	0.76 — 1.25
Elapsed time after starting the engine	≥ 855 s
or	
Elapsed time after starting the engine	≥ 335 s and Vehicle speed 65 km/h (40.4 MPH) or more
or	
Elapsed time after starting the engine	≥ 335 s and Continue for 40000 ms or more at a vehicle speed of 50 km/h (31.1 MPH) or more
or	
Elapsed time after starting the engine	≥ 335 s and Continue for 83000 ms or more at a vehicle speed of 24 km/h (14.9 MPH) or more

Map 6

Fuel level (ℓ , US gal, Imp gal)	10, 2.64, 2.2	20, 5.28, 4.4	25, 6.61, 5.5	30, 7.93, 6.6	43, 11.36, 9.46	45, 11.89, 9.9	50, 13.21, 11	60, 15.85, 13.2
Change (ℓ , US gal, Imp gal)	4, 1.06, 0.88	5, 1.32, 1.1	6.5, 1.72, 1.43	4, 1.06, 0.88	5, 1.32, 1.1	5, 1.32, 1.1	6, 1.59, 1.32	8, 2.11, 1.76

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.02-inch Diagnosis

Secondary Parameters	Enable Conditions
At starting a diagnosis	
Evap. diagnosis	Incomplete
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Time since last incomplete 0.02-inch leakage	
When cancelling in mode A	> 120000 ms
When cancelling in other than mode A	> 230000 ms
Total time of canister purge operation	≥ 120000 ms
Elapsed time after starting the engine	≥ 120 s
Fuel temperature	−10 °C (14 °F) — 55 °C (131 °F)
Continuous time of the status where fuel level is 10.5 ℓ (2.77 US gal, 2.31 Imp gal) — 59.5 ℓ (15.72 US gal, 13.09 Imp gal)	≥ 37000 ms
Intake manifold relative vacuum (relative pressure)	≥ −8 kPa (−60 mmHg, −2.4 inHg)
Fuel tank pressure	−0.7 kPa (−5 mmHg, −0.2 inHg) — 0.4 kPa (2.9 mmHg, 0.1 inHg)
Closed air/fuel ratio control	In operation
Engine speed	1050 rpm — 4000 rpm
Vehicle speed	Continue the status of 50 km/h (31.1 MPH) — 510 km/h (316.9 MPH) for 125000 ms or more. or ≥ 100 km/h (62.1 MPH) or Continue for 40000 ms or more at a vehicle speed of 90 km/h (55.9 MPH) or more or Continue for 90000 ms or more at a vehicle speed of 80 km/h (49.7 MPH) or more
During diagnosis	
Change of fuel level	≤ Value of Map 7
Pressure variation every one second	< 0.1 kPa (0.44 mmHg, 0 inHg)
Minimum pressure variation value every one second – Maximum pressure variation value every one second	< 0.1 kPa (0.51 mmHg, 0 inHg) (Mode D)
Tank pressure variation every one second	≤ 0.1 kPa (0.75 mmHg, 0 inHg)
Barometric pressure change	−0.5 kPa (−3.6 mmHg, −0.1 inHg) — 0.3 kPa (2.4 mmHg, 0.1 inHg) (Mode D) −0.3 kPa (−2.4 mmHg, −0.1 inHg) — 0.3 kPa (2.4 mmHg, 0.1 inHg) (Mode E)

Map 7

Fuel level (ℓ , US gal, Imp gal)	10, 2.64, 2.2	20, 5.28, 4.4	25, 6.61, 5.5	30, 7.93, 6.6	43, 11.36, 9.46	45, 11.89, 9.9	50, 13.21, 11	60, 15.85, 13.2
Change (ℓ , US gal, Imp gal)	4, 1.06, 0.88	5, 1.32, 1.1	6.5, 1.72, 1.43	4, 1.06, 0.88	5, 1.32, 1.1	5, 1.32, 1.1	6, 1.59, 1.32	8, 2.11, 1.76

4. GENERAL DRIVING CYCLE

0.04-inch Diagnosis

- Perform the diagnosis only once in 335 seconds or more after starting the engine, at a constant speed of 24 km/h (15 MPH) or more for 83 seconds or more.
- Pay attention to the fuel temperature and fuel level.

0.02-inch Diagnosis

- Perform the diagnosis after 125 seconds or more have elapsed at a constant engine speed of 50 km/h (31 MPH) or higher to judge as NG or OK.
- If judgment cannot be made, repeat the diagnosis.
- Pay attention to the fuel level.

5. DIAGNOSTIC METHOD

Purge control solenoid valve stuck open fault diagnosis

DTC

P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Purpose of Mode Z

When performing the leakage diagnosis of EVAP system, the purge control solenoid valve must operate normally. Therefore, mode Z is used to diagnose the purge control solenoid valve stuck open condition. Note that if a purge control solenoid valve stuck open fault is detected, the EVAP system leakage diagnosis is cancelled.

Diagnostic method

Purge control solenoid valve functional diagnosis is performed by monitoring the tank pressure in mode Z.

• Abnormality Judgment

If OK judgment cannot be made, extend Mode Z, and Judge as NG when the following conditions are established after predetermined amount of time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
evptez – evptezha	> 0.9 kPa (6.5 mmHg, 0.3 inHg)	P0457
evptezini	≤ 0.4 kPa (2.9 mmHg, 0.1 inHg)	
Time of no fuel sloshing with value from Map 6 or more	≥ 40000 ms	

Time Needed for Diagnosis: 5000 ms + 3000 ms + 13000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

When judgment for purge control solenoid valve stuck open NG is made, end the evaporative diagnosis. Cancel the evaporative diagnosis when the OK/NG judgment for purge control solenoid valve stuck open cannot be made in Mode Z.

• Normality Judgment

Judge as OK and change to Mode A when the following conditions are established after 3000 ms has passed since Mode Z started.

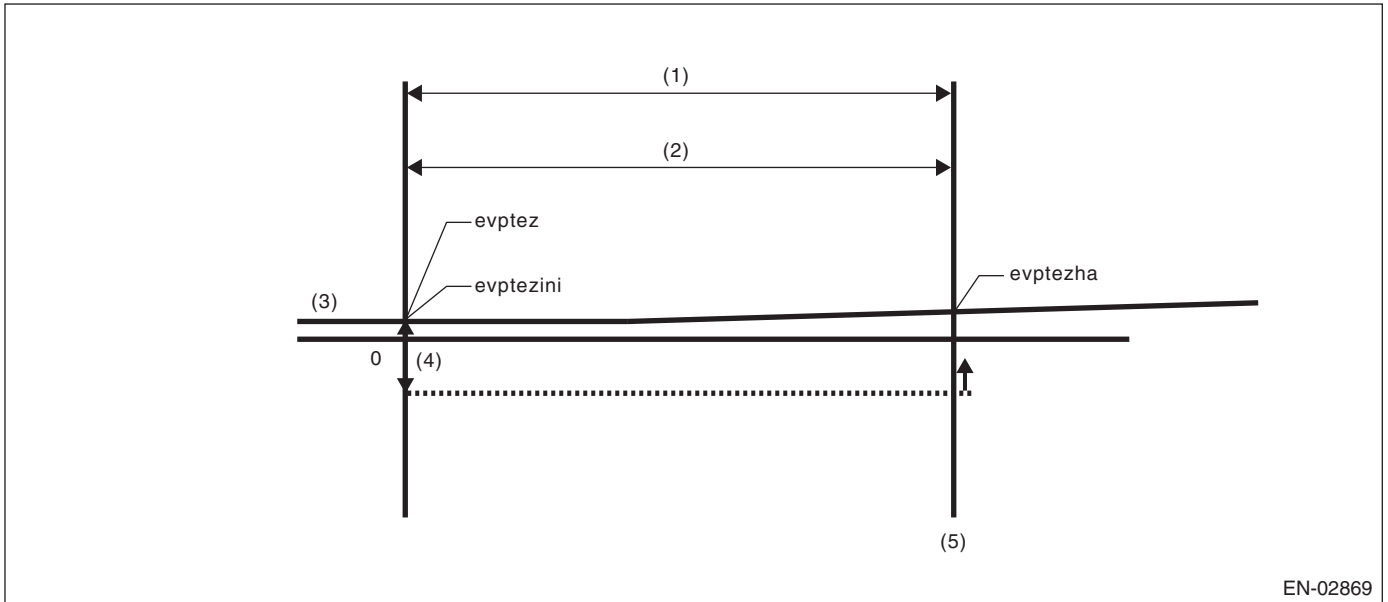
Judgment Value

Malfunction Criteria	Threshold Value	DTC
evptez – evptezha	≤ 0.4 kPa (3 mmHg, 0.1 inHg)	P0457

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Normal



- (1) Mode Z
(2) 3000 ms

- (3) Fuel tank pressure
(4) 0.4 kPa (3 mmHg, 0.1 inHg)

- (5) OK judgment

$evptez - evptezha \leq 0.4 \text{ kPa (3 mmHg, 0.1 inHg)}$ Normal when above is established

Time Needed for Diagnosis: 5000 ms + 3000 ms

GENERAL DESCRIPTION

[illegible]

(1) Mode Z	(4) Fuel tank pressure	(7) 40000 ms no fuel sloshing
(2) Extended mode Z	(5) 0.9 kPa (6.5 mmHg, 0.3 inHg)	(8) NG judgment
(3) 5000 ms + 3000 ms + 13000 ms	(6) 0.4 kPa (2.9 mmHg, 0.1 inHg)	

- GD(H4SO)-113**

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Leak Diagnosis

DTC

P0442 Evaporative Emission Control System Leak Detected (Small Leak)

P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

- The diagnostic consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to barometric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (Estimated evaporation gas amount)

Calculate the tank pressure change amount (P1) when using mode A. After calculating P1, switch to mode B.

Mode B: (Negative pressure sealed)

Introduce negative pressure in the intake manifold to the tank.

Approx. 0 → -1.4 kPa (0 → -10.5 mmHg, 0 → -0.4 inHg)

When the pressure above (desired negative pressure) is reached, enters Mode C.

In this case, if the tank pressure does not reach the target negative pressure, judge that there is a large leakage in the system and terminate the evaporative emission control system diagnosis.

Abnormality Judgment

Judge as NG (large leakage) when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
Time to reach target negative pressure or Mode B time (Min. pressure value in tank when in mode B) – (Tank pressure when mode B started)	$\geq 10000 \text{ ms} + 25000 \text{ ms}$ $\geq 10000 \text{ ms}$ $> -0.5 \text{ kPa} (-4 \text{ mmHg},$ $-0.2 \text{ inHg})$	P0457

Time Needed for Diagnosis: 5000 ms + 3000 ms + 10000 ms + 10000 ms + 25000 ms

Mode C: (Check pressure rise)

Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)

Change to Mode D when the tank pressure returns to the start level of P2 calculation.

Judge immediate OK and change to Mode E when it does not return in spite of spending the specified time.

Tank pressure when starting calculation of P2	Time for advanced OK judgment
-1.3 kPa (-9.75 mmHg, -0.4 inHg)	14013 ms

Time Needed for Diagnosis: 5000 ms + 3000 ms + 10000 ms + 10000 ms + 25000 ms + 14013 ms

Mode D: (Measure amount of negative pressure change)

Monitor the tank pressure change amount when using mode D. In this case, the tank pressure increases, (nears barometric pressure) because evaporation occurs. However, if any leakage exists, the pressure increases additionally in proportion to this leakage. The pressure variation of this tank is P2.

After calculating P2, perform a small leak diagnosis according to the items below.

When Mode D is ended

Assign tank variations measured in Mode A and Mode D, P1 and P2, to the formula below, judge small leaks in the system. If the measured judgment value exceeds the threshold value, it is judged to be a malfunction.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Abnormality Judgment

Judge as NG when the following conditions are established within the predetermined time. Judge as OK and clear the NG if the following conditions are not established within the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
P2 – 1.5 – × P1 P2: Tank pressure that changes every 10000 ms in mode D P1: Tank pressure that changes every 10000 ms in mode A	> Value of Map 8	P0442

*1.5 –: Evaporation amount compensation value when below negative pressure (Amount of evaporation occurrence increases as a vacuum condition increases.)

Map 8 Fault criteria limit for Evaporative emission control system diagnosis

Fuel temperature vs. Fuel level	15 °C (59 °F)	25 °C (77 °F)	35 °C (95 °F)	45 °C (113 °F)
10.5 ℓ (2.77 US gal, 2.31 Imp gal)	0.3 kPa (2.1 mmHg, 0.1 inHg)	0.3 kPa (2.1 mmHg, 0.1 inHg)	0.3 kPa (2.3 mmHg, 0.1 inHg)	0.3 kPa (2.4 mmHg, 0.1 inHg)
27 ℓ (7.13 US gal, 5.94 Imp gal)	0.3 kPa (2.32 mmHg, 0.1 inHg)	0.3 kPa (2.5 mmHg, 0.1 inHg)	0.4 kPa (2.73 mmHg, 0.1 inHg)	0.4 kPa (2.88 mmHg, 0.1 inHg)
43 ℓ (11.36 US gal, 9.46 Imp gal)	0.4 kPa (2.88 mmHg, 0.1 inHg)	0.4 kPa (2.97 mmHg, 0.1 inHg)	0.4 kPa (3.23 mmHg, 0.1 inHg)	0.5 kPa (3.43 mmHg, 0.1 inHg)
59.5 ℓ (15.72 US gal, 13.09 Imp gal)	0.5 kPa (3.5 mmHg, 0.1 inHg)	0.5 kPa (3.5 mmHg, 0.1 inHg)	0.5 kPa (3.5 mmHg, 0.1 inHg)	0.5 kPa (3.7 mmHg, 0.1 inHg)

Time Needed for Diagnosis: 5000 ms + 3000 ms + 10000 ms + 10000 ms + 25000 ms + 14013 ms + 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Leak Diagnosis

DTC

P0456 Evaporative Emission Control System Leak Detected (very small leak)

- The diagnostic consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to barometric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (0 point compensation)

When the pressure in the tank is not near 0 mmHg, wait until it returns to 0 point (near 0 mmHg). Shift to mode B when returned to the 0 point. Cancel the diagnosis when 0 point does not return in the specified time.

Mode B: (Negative pressure introduced)

Introduce negative pressure in the intake manifold to the tank.

Approx. 0 → -2 kPa (0 → -15 mmHg, 0 → -0.6 inHg)

When the pressure above (desired negative pressure) is reached, enters Mode C.

When the tank internal pressure does not reach the target vacuum pressure, the diagnosis is cancelled.

Mode C: (Negative pressure maintained)

Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)

Change to Mode D either when the tank pressure returns to the start level of P2 calculation, or when the predetermined amount of time has passed.

Mode D: (Calculate the amount of negative pressure change)

Monitor the tank pressure in mode D, calculate (P2) the pressure change in the tank, and measure the time (evpdset) for the tank pressure to change to the Mode E shifting pressure. When the Mode E shifting pressure is reached, Mode E is entered. If it does not change to the Mode E shifting pressure after the predetermined amount of time has passed, make advanced OK judgment or cancel the diagnosis.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Normality Judgment

Judge as OK when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Advanced OK judgment 1	
Mode D time	$\geq 0 \text{ ms} + 20000 \text{ ms}$
Tank internal pressure	$\leq \text{Value of Map 9}$
Advanced OK judgment 2	
Mode D time	$\geq 0 \text{ ms} + \text{Value of Map 10}$
P2	$\leq \text{Value of Map 11}$

Map 9

Fuel level (ℓ , US gal, Imp gal)	10.5, 2.77, 2.31	27, 7.13, 5.94	43, 11.36, 9.46	59.5, 15.72, 13.09
Tank pressure (kPa, mmHg, inHgl)	-1.9, -14.61, -0.6	-1.9, -14.61, -0.6	-1.8, -13.64, -0.5	-1.8, -13.13, -0.5

Map 10

Fuel level (ℓ , US gal, Imp gal)	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Time Needed for Diagnosis (ms)	200000	200000	200000	200000	200000	200000

Map 11

Fuel level (ℓ , US gal, Imp gal)	10.5, 2.77, 2.31	27, 7.13, 5.94	43, 11.36, 9.46	59.5, 15.72, 13.09
Tank pressure (kPa, mmHg, inHgl)	1.1, 8.52, 0.3	1.1, 8.52, 0.3	1.3, 10, 0.4	1.3, 10, 0.4

Mode E: (Evaporation occurrence amount calculation)

Calculate the change of tank pressure with the time evpdset (P1) to judge as NG/OK according to the value of P1. (ambiguous determination acceptable).

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
P1	< Value of Map 12

Map 12 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs Fuel level	40000 ms	60000 ms	105000 ms	110000 ms	140000 ms	160000 ms	180000 ms	200000 ms
10.5 ℓ (2.77 US gal, 2.31 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.1 kPa (0.70 mmHg, 0 inHg)	0.3 kPa (2.18 mmHg, 0.1 inHg)	0.3 kPa (2.23 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.4 kPa (2.72 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)
27 ℓ (7.13 US gal, 5.94 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.2 kPa (1.81 mmHg, 0.1 inHg)	0.3 kPa (2.46 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)	0.4 kPa (2.90 mmHg, 0.1 inHg)
43 ℓ (11.36 US gal, 9.46 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.2 kPa (1.53 mmHg, 0.1 inHg)	0.3 kPa (2.49 mmHg, 0.1 inHg)	0.3 kPa (2.60 mmHg, 0.1 inHg)	0.3 kPa (2.60 mmHg, 0.1 inHg)	0.3 kPa (2.60 mmHg, 0.1 inHg)	0.3 kPa (2.60 mmHg, 0.1 inHg)	0 kPa (0.00 mmHg, 0 inHg)
59.5 ℓ (15.72 US gal, 13.09 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.2 kPa (1.31 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.3 kPa (2.53 mmHg, 0.1 inHg)	0.2 kPa (1.26 mmHg, 0 inHg)	0 kPa (0.00 mmHg, 0 inHg)

Time needed for diagnosis: Value from Map 1 + Value from Map 2 + Value from Map 3 + 0 ms + Value from Map 4 + 0 ms + Value from Map 4 + Value from Map 5

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
P1	> Value of Map 13

Map 13 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs Fuel level	20000 ms	60000 ms	105000 ms	110000 ms	140000 ms	160000 ms	180000 ms	200000 ms
10.5 ℓ (2.77 US gal, 2.31 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.3 kPa (2.20 mmHg, 0.1 inHg)	0.5 kPa (3.68 mmHg, 0.1 inHg)	0.5 kPa (3.73 mmHg, 0.1 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.6 kPa (4.22 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)
27 ℓ (7.13 US gal, 5.94 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.4 kPa (3.31 mmHg, 0.1 inHg)	0.5 kPa (3.96 mmHg, 0.2 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)	0.6 kPa (4.40 mmHg, 0.2 inHg)
43 ℓ (11.36 US gal, 9.46 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.4 kPa (3.03 mmHg, 0.1 inHg)	0.5 kPa (3.99 mmHg, 0.2 inHg)	0.5 kPa (4.10 mmHg, 0.2 inHg)	0.5 kPa (4.10 mmHg, 0.2 inHg)	0.5 kPa (4.10 mmHg, 0.2 inHg)	0.5 kPa (4.10 mmHg, 0.2 inHg)	0.2 kPa (1.50 mmHg, 0.1 inHg)
59.5 ℓ (15.72 US gal, 13.09 Imp gal)	0 kPa (0.00 mmHg, 0 inHg)	0.4 kPa (2.81 mmHg, 0.1 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.5 kPa (4.03 mmHg, 0.2 inHg)	0.4 kPa (2.76 mmHg, 0.1 inHg)	0.2 kPa (1.50 mmHg, 0.1 inHg)

Time needed for diagnosis: Value from Map 1 + Value from Map 2 + Value from Map 3 + 0 ms + Value from Map 4 + 0 ms + Value from Map 4 + Value from Map 5

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

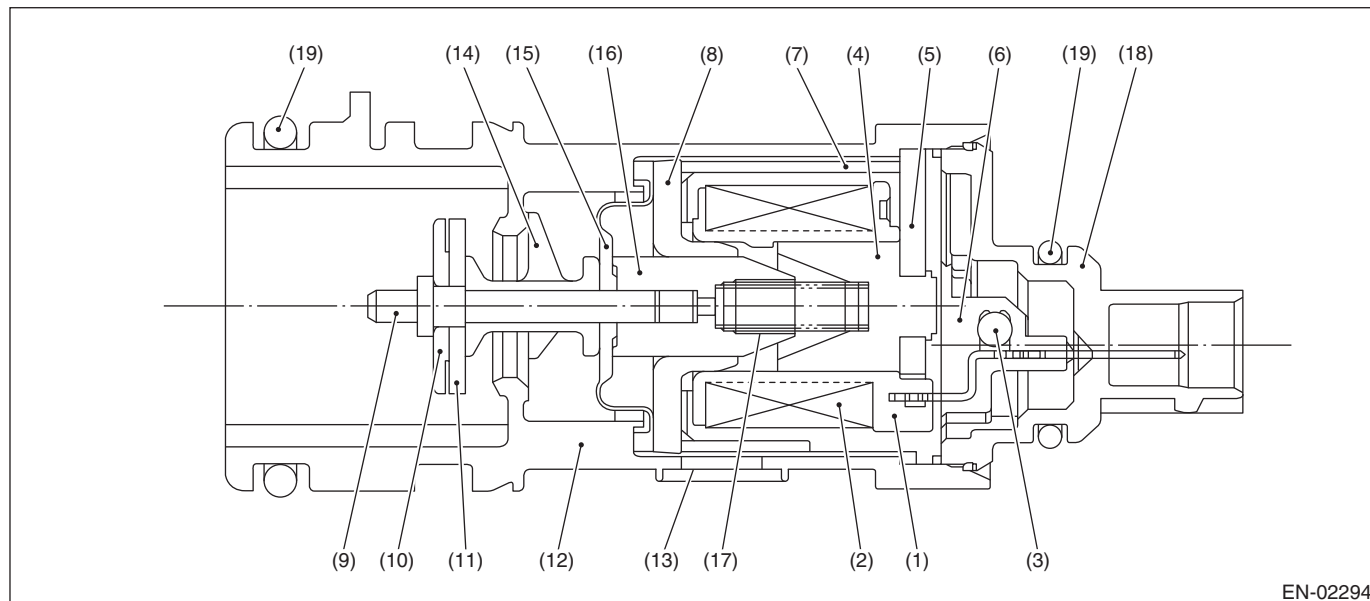
BH:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(15) Diaphragm
(2) Coil	(9) Shaft	(16) Movable core
(3) Diode	(10) Plate	(17) Spring
(4) Stator core	(11) Valve	(18) Cover
(5) End plate	(12) Housing	(19) O-ring
(6) Body	(13) Filter	
(7) Yoke	(14) Retainer	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs OFF signal	High

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

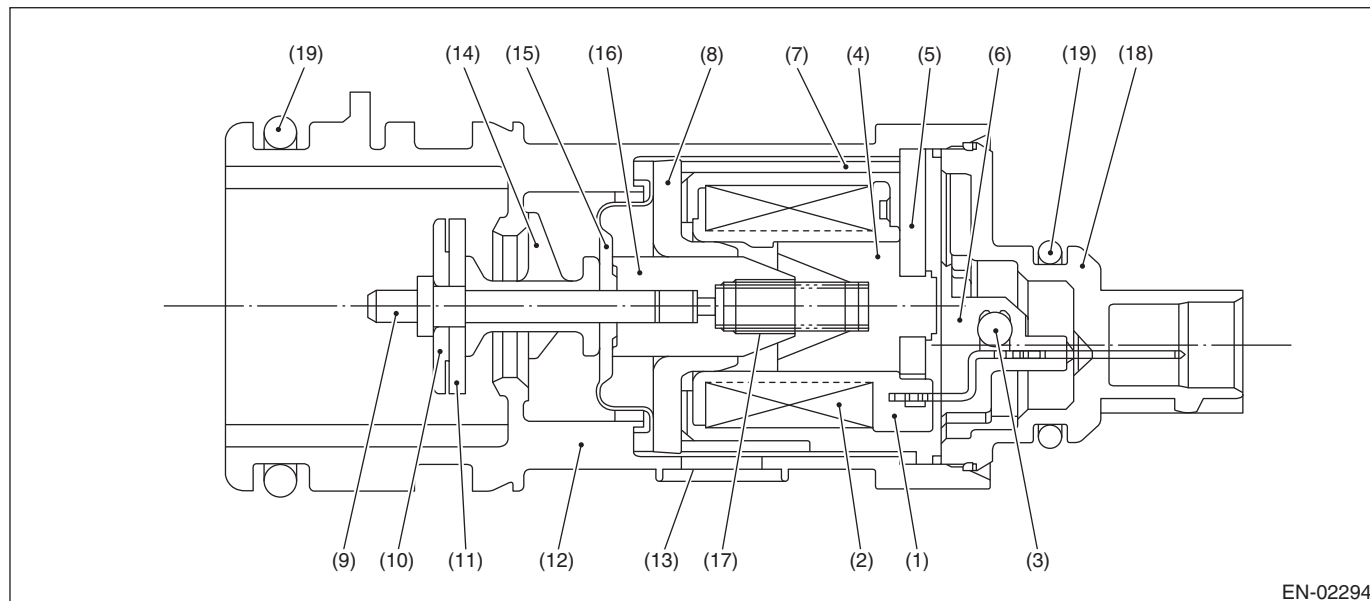
BI: DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(15) Diaphragm
(2) Coil	(9) Shaft	(16) Movable core
(3) Diode	(10) Plate	(17) Spring
(4) Stator core	(11) Valve	(18) Cover
(5) End plate	(12) Housing	(19) O-ring
(6) Body	(13) Filter	
(7) Yoke	(14) Retainer	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 1 second
Terminal output voltage when ECM outputs ON signal	Low

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

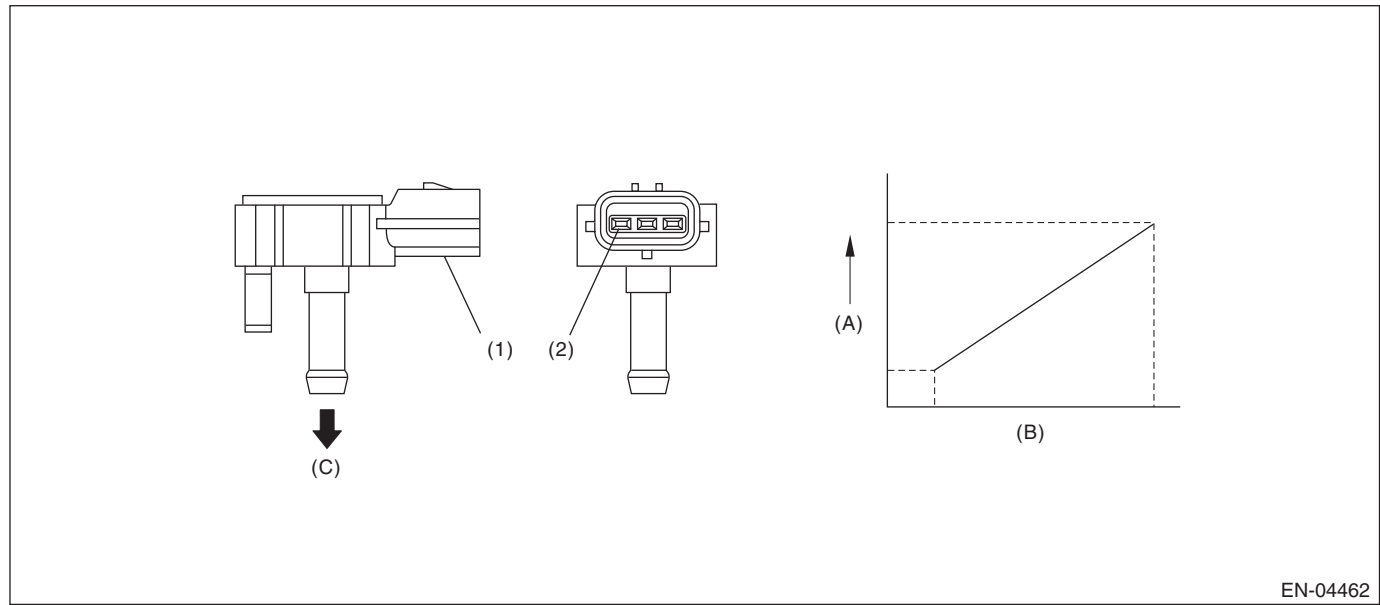
BJ:DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

1. OUTLINE OF DIAGNOSIS

Detect the tank pressure sensor output property abnormality.

Judge as NG when there is no pressure variation, which should exist in the tank, considering the engine status.

2. COMPONENT DESCRIPTION



EN-04462

(A) Output voltage

(B) Input voltage

(C) To fuel tank

(1) Connector

(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 60 s
Fuel level	≥ 9.6 ℓ (2.54 US gal, 2.11 Imp gal)
Fuel temperature	< 35 °C (95 °F)
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)

4. GENERAL DRIVING CYCLE

- Perform the diagnosis continuously after 60 s have passed since the engine started.
- Pay attention to the fuel level and temperature.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times that the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more (with enable condition established)	≥ 16 time(s)
Maximum – Minimum tank pressure (with enable condition completed)	< 0 kPa (0.375 mmHg, 0 inHg)
Maximum – Minimum fuel temperature (with enable condition completed)	≥ 7 °C (44.6 °F)

If the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is less than 2 ℓ (0.53 US gal, 0.44 Imp gal), extend 60 s and make judgment with the Max. and Min. values for the fuel level in 60 s × 2. 60 s If a difference does not appear, extend the time (60 s × 3, 60 s × 4, 60 s × 5) and continue the judgment. If the difference between the Max. fuel level every 60 s and Min. fuel level every 60 s is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more, the diagnosis counter counts up.

Time Needed for Diagnosis: 60 s × 16 time(s) or more

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum — Minimum tank pressure	≥ 0 kPa (0.375 mmHg, 0 inHg)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

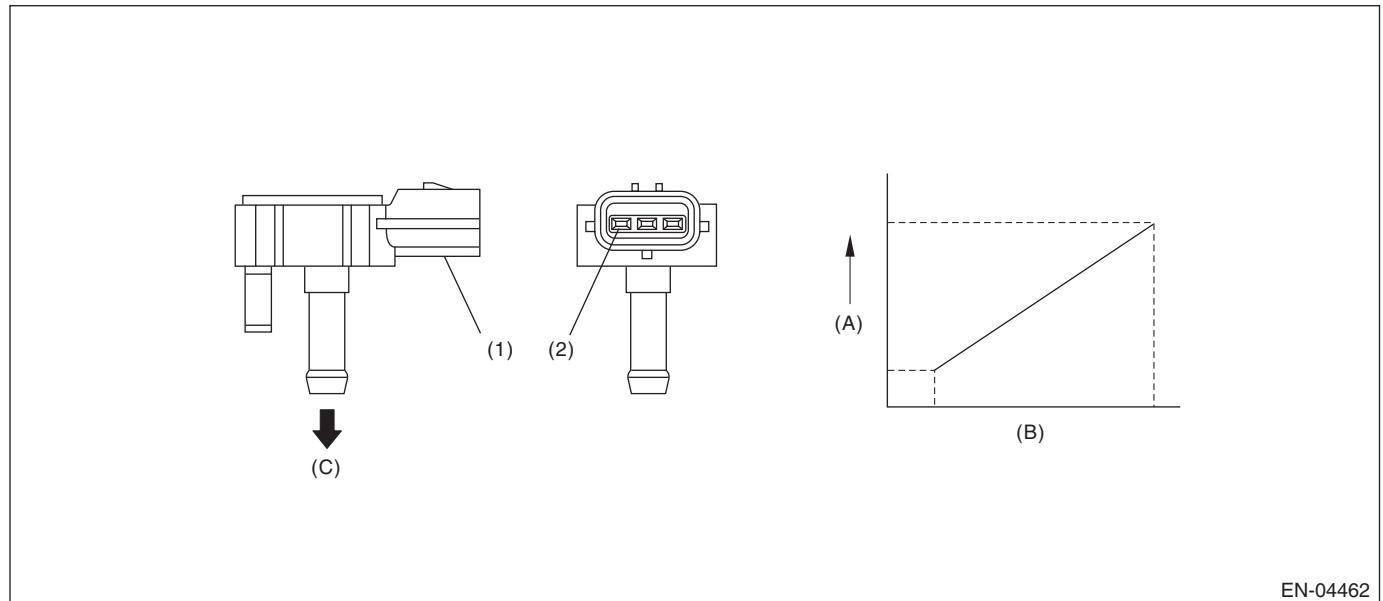
BK:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-04462

(A) Output voltage

(B) Input voltage

(C) To fuel tank

(1) Connector

(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	< -7.4 kPa (-55.6 mmHg, -2.2 inHg)
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: 15000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≥ -7.4 kPa (-55.6 mmHg, -2.2 inHg)
Battery voltage	≥ 10.9 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

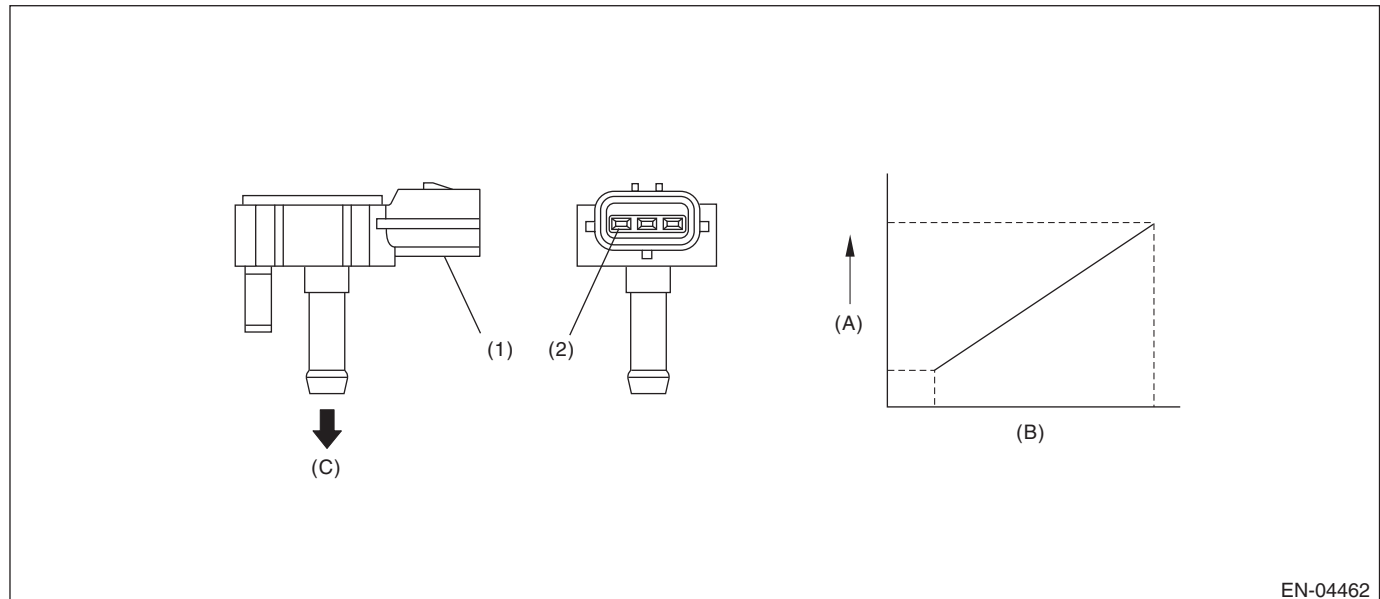
BL:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



EN-04462

(A) Output voltage

(B) Input voltage

(C) To fuel tank

(1) Connector

(2) Terminals

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 5000 ms
Vehicle speed	≥ 2 km/h (1.2 MPH)
All conditions of EVAP canister purge	Completed
Learning value of evaporation gas concentration (left and right)	< 0.08
Main feedback compensation coefficient (left and right)	≥ 0.9
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis when purging enable conditions are met without idling.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≥ 7.9 kPa (59.6 mmHg, 2.3 inHg)
Fuel temperature	< 35 °C (95 °F)
Atmospheric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)

Time Needed for Diagnosis: 15000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	< 7.9 kPa (59.6 mmHg, 2.3 inHg)

Time Needed for Diagnosis: Less than 1 second

BM:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)**1. OUTLINE OF DIAGNOSIS****NOTE:**

For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO)-105, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BN:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)**1. OUTLINE OF DIAGNOSIS****NOTE:**

For the detection standard, refer to DTC P0442. <Ref. to GD(H4SO)-105, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

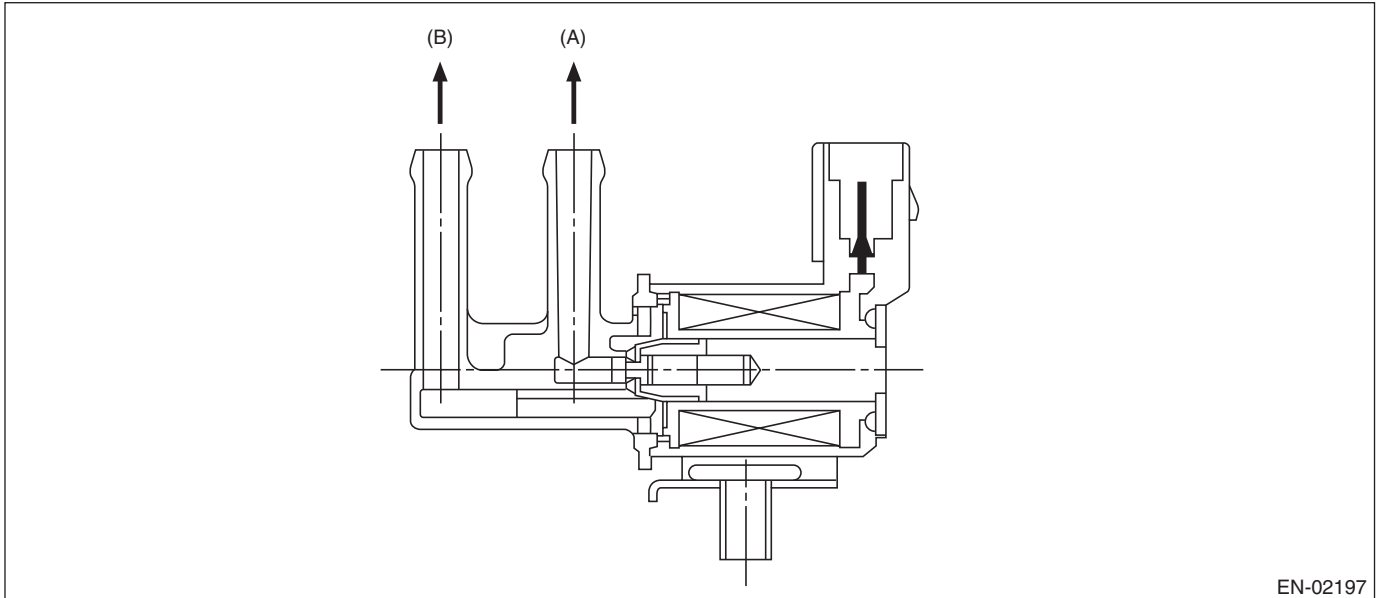
BO:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(A) To canister

(B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 1 \text{ second}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio of "ON"	< 0.75
Terminal output voltage	Low

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	High

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

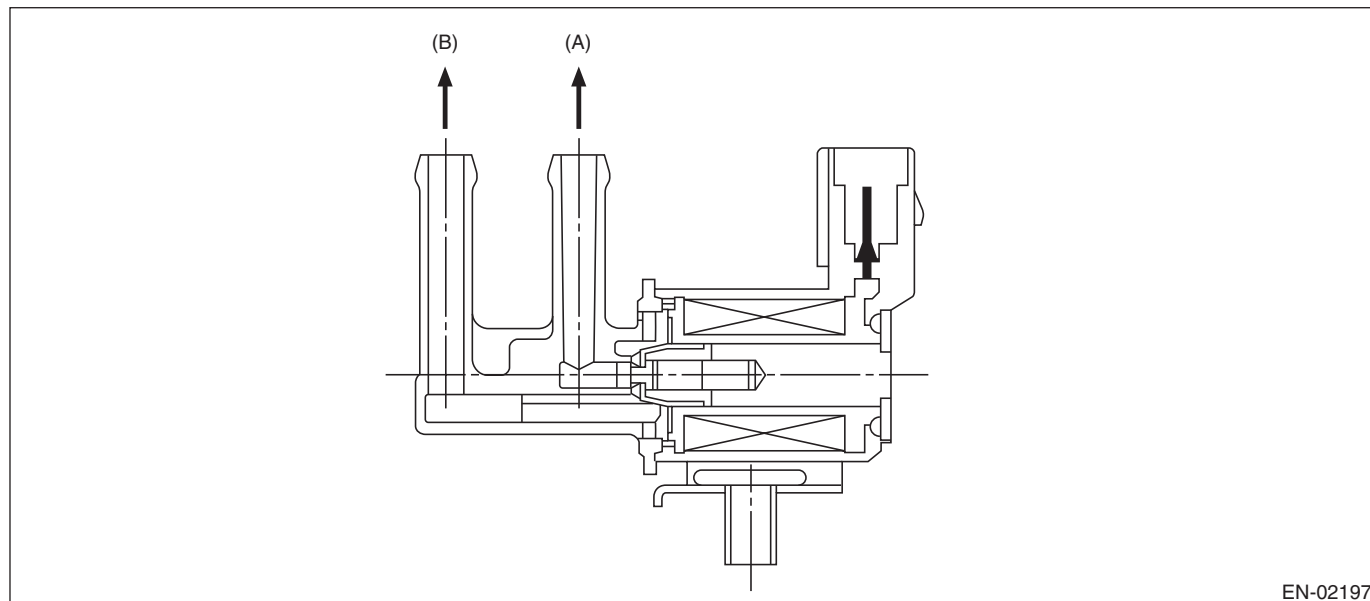
BP:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(A) To canister

(B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 1 \text{ second}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio of "ON"	≥ 0.25
Terminal output voltage	High

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	Low

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

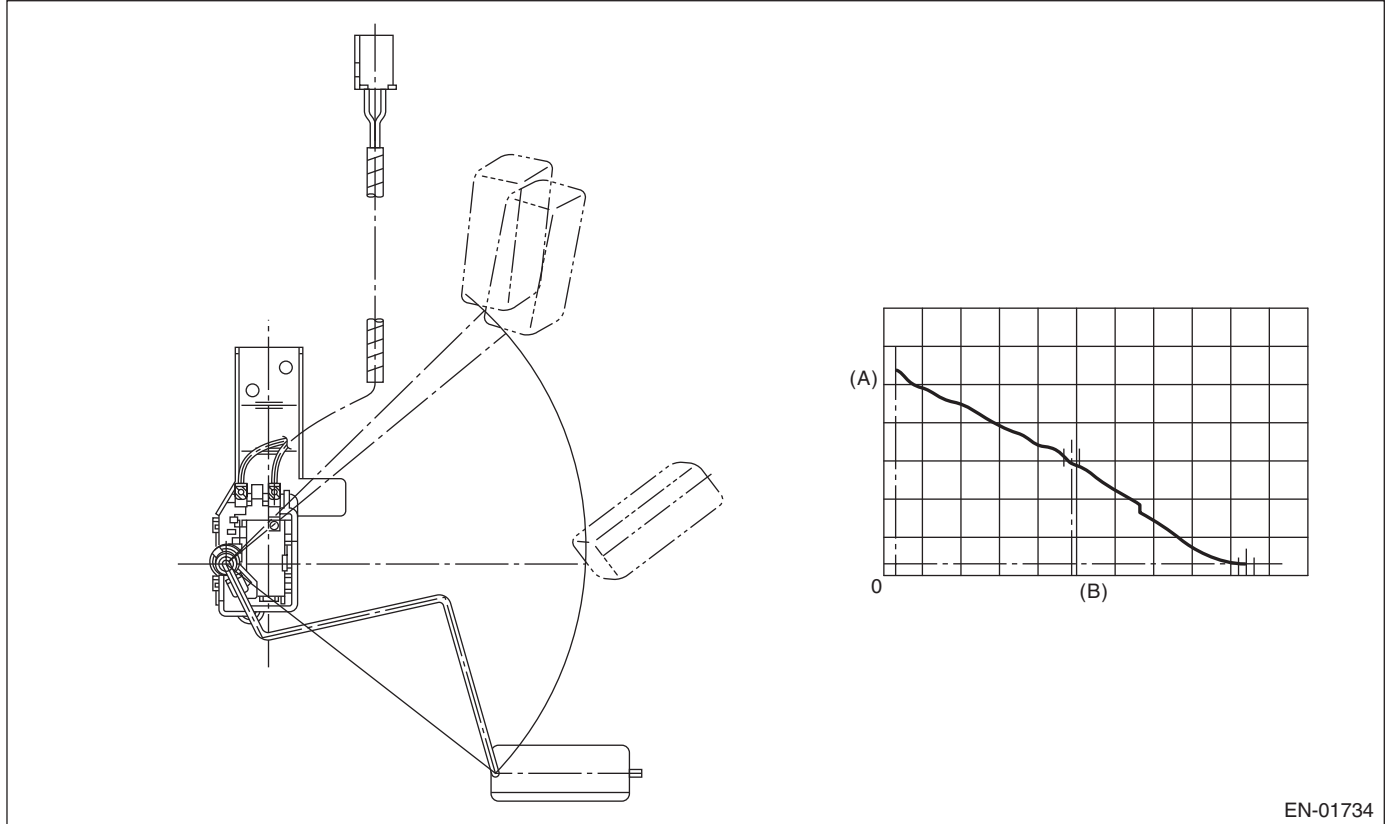
BQ:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the fuel level sensor output property.

If the fuel level does not vary in a particular driving condition / engine condition where it should, judge as NG.

2. COMPONENT DESCRIPTION



EN-01734

(A) Fuel level

(B) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 330957 g (11672.85 oz)
Max. – min. values of fuel level output	< 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
Engine speed	< 4000 rpm
Elapsed time after starting the engine	≥ 5000 ms

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 330957 g (11672.85 oz)
Max. – min. values of fuel level output	≥ 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
Engine speed	< 4000 rpm
Elapsed time after starting the engine	≥ 5000 ms

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

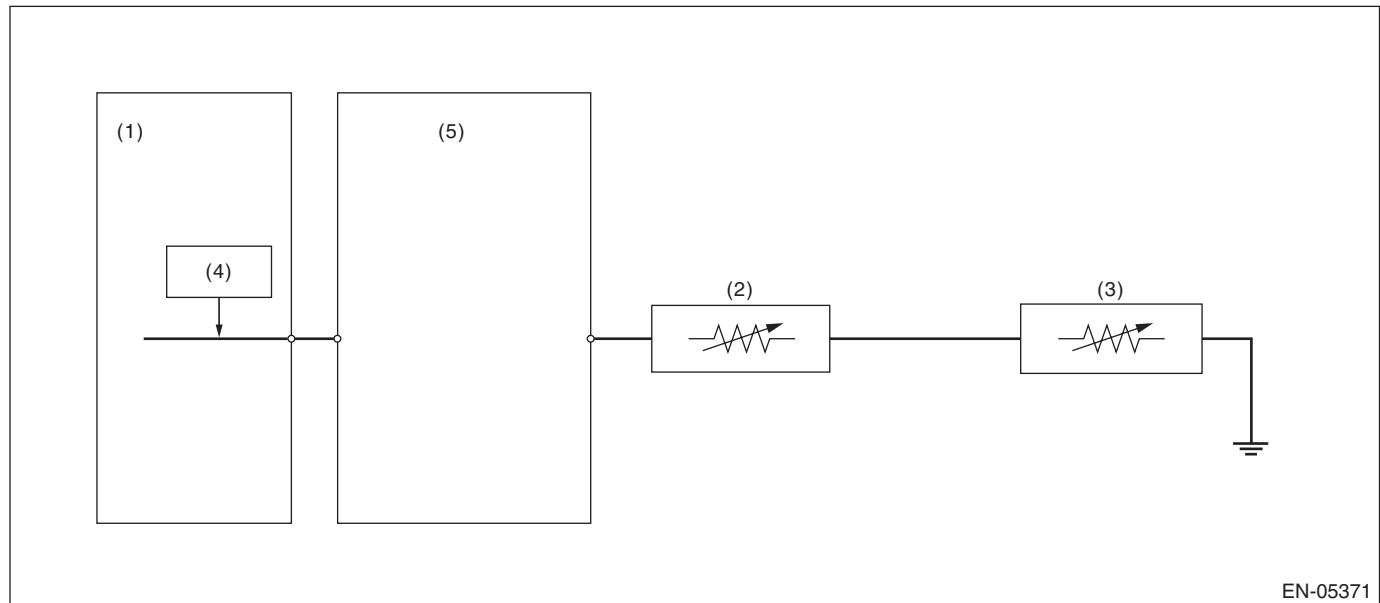
GENERAL DESCRIPTION

BR:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(2) Fuel level sensor

(3) Fuel sub level sensor

(5) Body integrated unit

(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	< 0.173 V

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 3000 ms
Output voltage	≥ 0.173 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

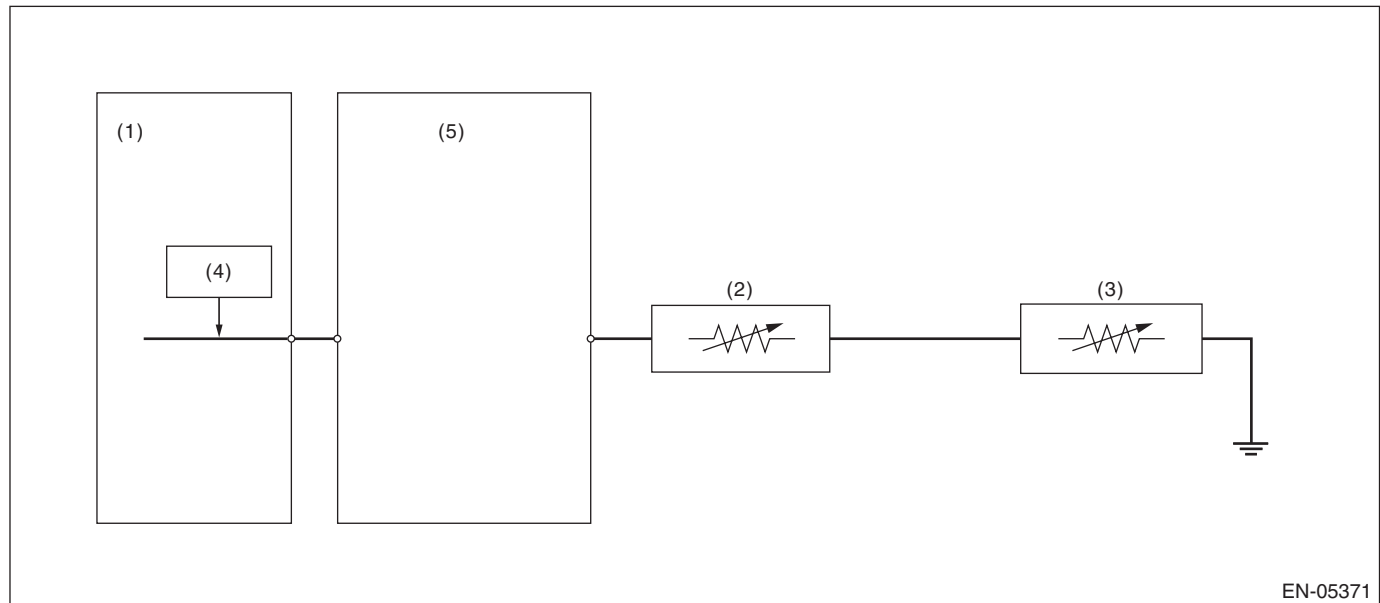
GENERAL DESCRIPTION

BS:DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(2) Fuel level sensor

(3) Fuel sub level sensor

(5) Body integrated unit

(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 3000 \text{ ms}$
Output voltage	$\geq 7.212 \text{ V}$

Time Needed for Diagnosis: 1000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Elapsed time after starting the engine	$\geq 3000 \text{ ms}$
Output voltage	$< 7.212 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BT:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

1. OUTLINE OF DIAGNOSIS

Detect the unstable output faults from the fuel level sensor caused by noise. Judge as NG when the max. value and cumulative value of output voltage variation of the fuel level sensor is larger than the threshold value.

2. ENABLE CONDITION

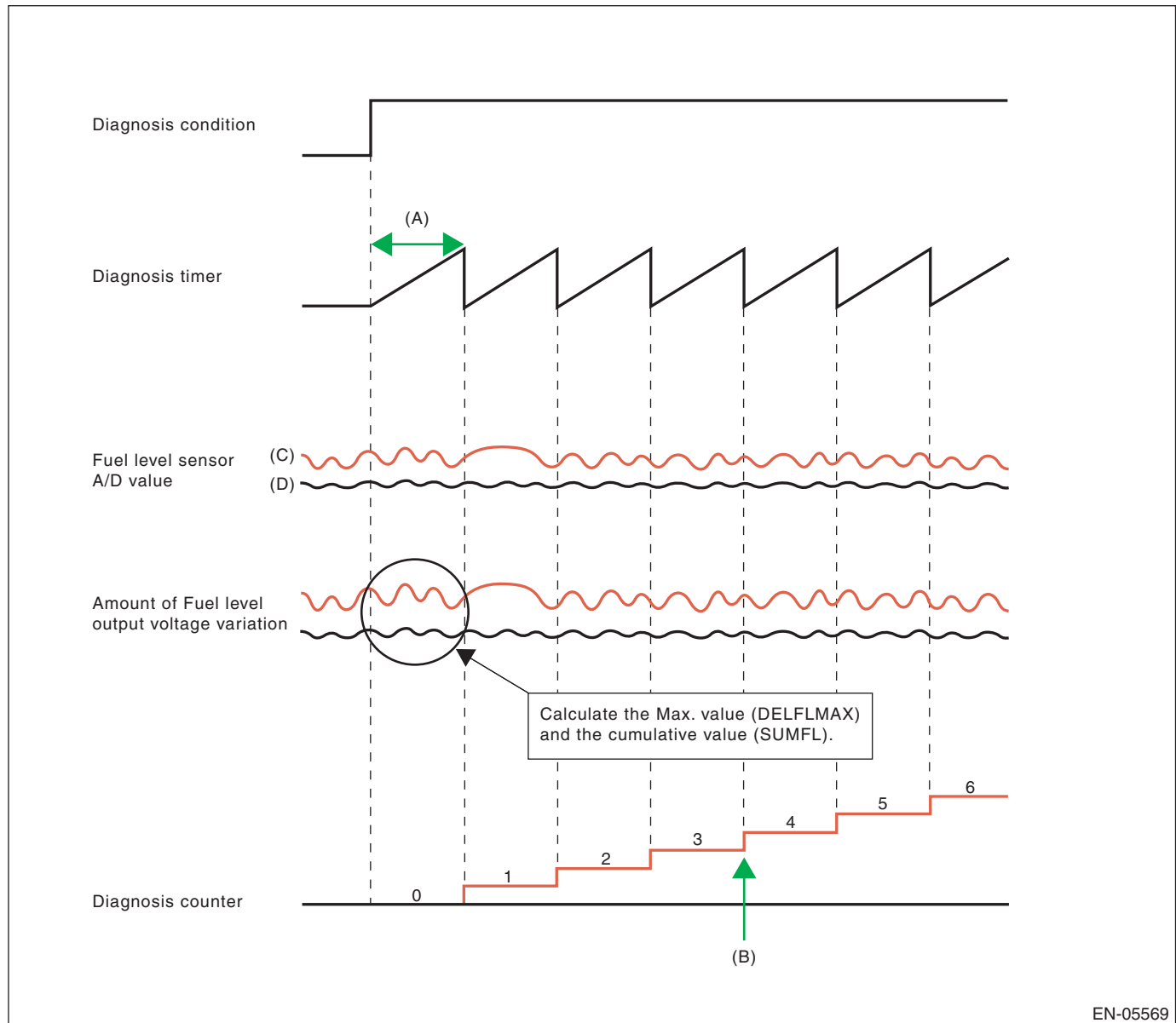
Malfunction Criteria	Threshold Value
Engine speed	≥ 500 rpm
Elapsed time after starting the engine	≥ 1 second
Battery voltage	≥ 10.9 V
Idle switch	ON
Fuel level	≥ 10.5 ℓ (2.77 US gal, 2.31 Imp gal) and < 59.5 ℓ (15.72 US gal, 13.09 Imp gal)
Vehicle speed = 0 km/h (0 MPH)	≥ 10000 ms

3. GENERAL DRIVING CYCLE

- Always perform the diagnosis continuously at idle speed.
- Pay attention to the fuel level.

4. DIAGNOSTIC METHOD

Calculate the Max. value (DELFLMAX) and cumulative value (SUMFL) of output voltage variation of fuel level sensor during 12.2 seconds. Judge it normal when both max. and cumulative values are not over the threshold value. Otherwise, when either of them is over the threshold value, the diagnosis counter counts up. Judge as NG if the counter indicated 4 time(s).



EN-05569

(A) 12288 ms

(B) NG at 4 time(s) counts

(C) Malfunction

(D) Normal

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Integrated times of the condition reaching follows, DELFLMAX or SUMFL At this time, DELFLMAX: Maximum difference of sensor output for 12288 ms SUMFL: Integrated value of the sensor output deviation for 12288 ms	≥ 4 time(s) $\geq$ Value from Map ≥ 23.8 V

Map

Fuel level (ℓ , US gal, Imp gal)	10, 2.64, 2.2	20, 5.28, 4.4	25, 6.61, 5.5	30, 7.93, 6.6	43, 11.36, 9.46	45, 11.89, 9.9	50, 13.21, 11
Measured voltage (V)	0.248	0.519	0.796	0.6	1.025	1.069	1.402

The diagnosis counter does not count up when the following conditions are completed within 12288 ms.

Maximum value – minimum value of change of tank pressure during 12288 ms	≥ 0 kPa (0.375 mmHg, 0 inHg)
Maximum value – minimum value of battery voltage during 12288 ms	≥ 1.09 V

Time Needed for Diagnosis: 12288 ms $\times$ 4 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
DELFLMAX SUMFL At this time, DELFLMAX: Maximum difference of sensor output for 12288 ms SUMFL: Integrated value of the sensor output deviation for 12288 ms	$<$ Value from Map < 23.8 V

Time Needed for Diagnosis: 12288 ms

BU:DTC P0500 VEHICLE SPEED SENSOR “A”**1. OUTLINE OF DIAGNOSIS**

Judge as NG when outside of the judgment value.

Judge NG when the received data from VDCCM&H/U is abnormal vehicle speed, and the vehicle speed data is impossible.

2. COMPONENT DESCRIPTION

Vehicle speed signals are taken in to the VDC control module and hydraulic control unit, and normal/erroneous data of the ABS wheel speed sensor is received by CAN communication from the VDC control module and hydraulic control unit.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Elapsed time after starting the engine	≥ 2000 ms

4. GENERAL DRIVING CYCLE

Always perform diagnosis more than 2000 ms after starting the engine.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Front ABS wheel speed sensor status	Malfunction
Either of the following is established	
Front left wheel speed	≥ 300 km/h (186.4 MPH)
Front right wheel speed	≥ 300 km/h (186.4 MPH)

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Front left wheel speed	> 0 km/h (0 MPH) and < 300 km/h (186.4 MPH)
Front right wheel speed	> 0 km/h (0 MPH) and < 300 km/h (186.4 MPH)

Time Needed for Diagnosis: 2500 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Battery voltage	$\geq 10.9\text{ V}$
Atmospheric pressure	$\geq 75\text{ kPa}$ (563 mmHg , 22.2 inHg)
Fuel level	$\geq 9.6\text{ l}$ (2.54 US gal , 2.11 Imp gal)
Elapsed time after starting the engine	$\geq 10.49\text{ s}$
Feedback of ISC	In operation
Lambda value (left and right)	≥ 0.81 and < 1.1
After switching air conditioner to ON/OFF	$\geq 5.1\text{ s}$
After intake manifold pressure changes by 4 kPa (30 mmHg , 1.2 inHg) or more.	$> 5.1\text{ s}$
Elapsed time after switching neutral position switch to ON/OFF	$> 5.1\text{ s}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual engine speed — Targeted engine speed	$< -100\text{ rpm}$
Feedback compensation for ISC	Max.

Time Needed for Diagnosis: $10\text{ s} \times 3\text{ time(s)}$

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Actual engine speed — Targeted engine speed	$\geq -100\text{ rpm}$

Time Needed for Diagnosis: 10 s

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Battery voltage	$\geq 10.9\text{ V}$
Atmospheric pressure	$\geq 75\text{ kPa}$ (563 mmHg , 22.2 inHg)
Fuel level	$\geq 9.6\text{ l}$ (2.54 US gal , 2.11 Imp gal)
Elapsed time after starting the engine	$\geq 10.49\text{ s}$
Feedback of ISC	In operation
Lambda value (left and right)	≥ 0.81 and < 1.1
After switching air conditioner to ON/OFF	$\geq 5.1\text{ s}$
After intake manifold pressure changes by 4 kPa (30 mmHg , 1.2 inHg) or more.	$> 5.1\text{ s}$
Elapsed time after switching neutral position switch to ON/OFF	$> 5.1\text{ s}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	$\geq 200\text{ rpm}$
Feedback value for ISC	Min.

Time Needed for Diagnosis: $10\text{ s} \times 3\text{ time(s)}$

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – Target engine speed	$< 200\text{ rpm}$

Time Needed for Diagnosis: 10 s

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BX:DTC P0512 STARTER REQUEST CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.

Judge as ON NG when the starter SW signal remains ON.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine condition	After engine starting
Starter OFF signal	Not detected
Battery voltage	$\geq 8 \text{ V}$

Time Needed for Diagnosis: 180000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Starter OFF signal	Detected
Battery voltage	$\geq 8 \text{ V}$

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BY:DTC P0513 INCORRECT IMMOBILIZER KEY

1. OUTLINE OF DIAGNOSIS

DTC	Item	Outline of Diagnosis
P0513	Incorrect Immobilizer Key	Incorrect immobilizer key (Use of unregistered key in body integrated unit)
P1570	Antenna	Faulty antenna
P1571	Reference Code Incompatibility	Reference code incompatibility between body integrated unit and ECM
P1572	IMM Circuit Failure (Except Antenna Circuit)	Communication failure between body integrated unit and ECM
P1574	Key Communication Failure	Failure of body integrated unit to verify key (transponder) ID code or transponder failure
P1576	EGI Control Module EEPROM	ECM malfunctioning
P1577	IMM Control Module EEPROM	Body integrated unit malfunctioning
P1578	Meter Failure	Reference code incompatibility between body integrated unit and combination meter

2. ENABLE CONDITION

When starting the engine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis only after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the conditions for the outline of the diagnosis of the top are established.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of microcomputer (RAM).

When there is a problem in the main CPU normal RAM, or the sub CPU normal RAM, judge as NG. Judge as OK when both are operating properly.

If it is possible to write data to the whole area of RAM in the initial routine, and is possible to read the same data, it is judged as OK, and if not, NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

Diagnosis with the initial routine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis as soon as the ignition switch is turned to ON.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A cannot be read.
Write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 cannot be read.
Sub CPU normal RAM abnormal Write 5AA5 and then read. (Whole area of RAM)	5AA5 cannot be read.
Write A55A and then read. (Whole area of RAM)	A55A cannot be read.

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal Write 5AA5A55A and then read. (Whole area of RAM)	5AA5A55A can be read.
And write A55A5AA5 and then read. (Whole area of RAM)	A55A5AA5 can be read.
Sub CPU normal RAM abnormal Write 5AA5 and then read. (Whole area of RAM)	5AA5 can be read.
And write A55A and then read. (Whole area of RAM)	A55A can be read.

CA:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR**1. OUTLINE OF DIAGNOSIS**

Judge as NG when SUM value of ROM is outside the standard value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG if the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
SUM value of ROM	Standard

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

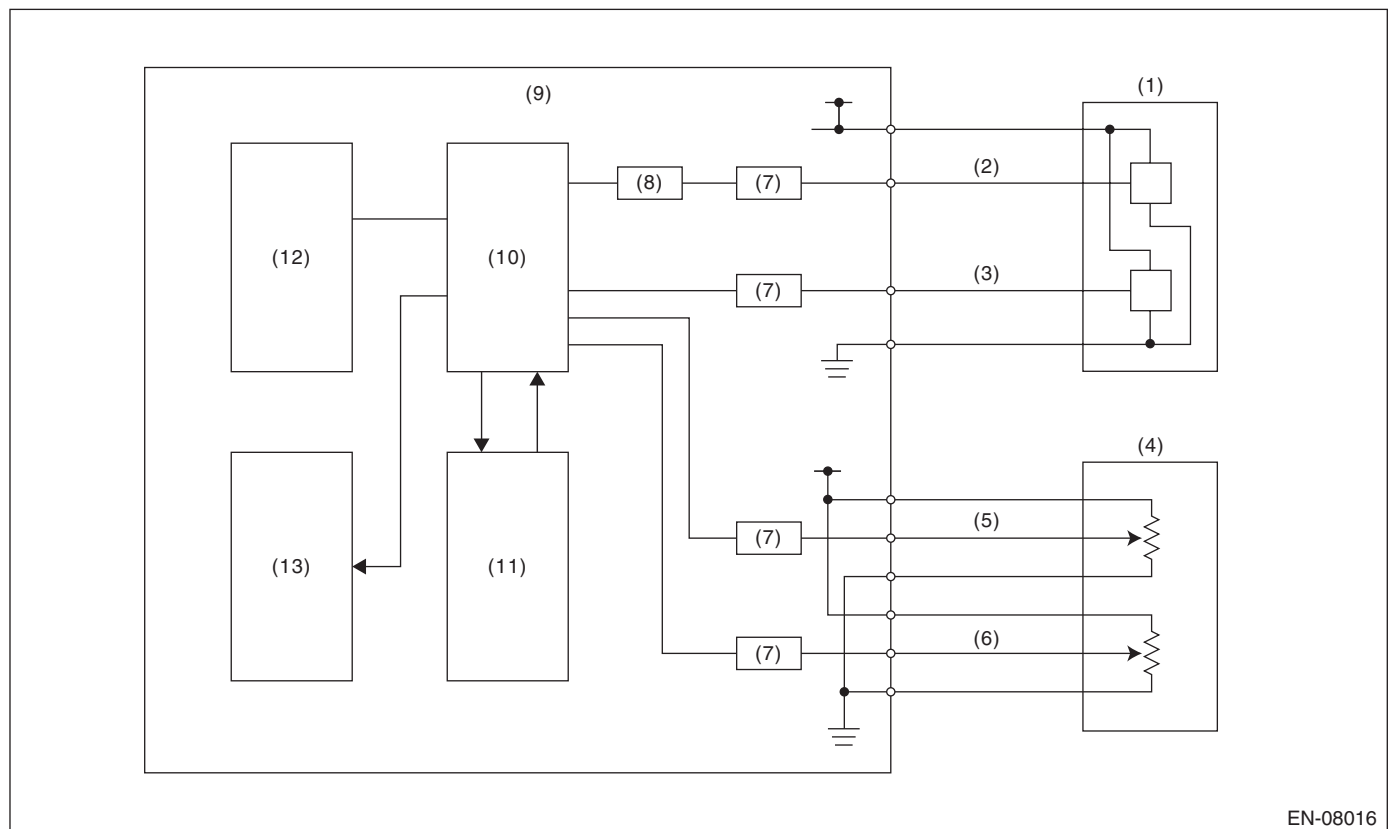
CB:DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when any one of the followings is established.

- (1) Monitoring IC operates abnormally. (Monitoring IC malfunction)
- (2) Input amplifier circuit of throttle position sensor 1 operates abnormally. (fourfold amplifier malfunction)
- (3) CPU operates abnormally. (Instruction/flow check)
- (4) A/D converter operates abnormally. (ADC malfunction)
- (5) EEPROM operates abnormally. (EEPROM malfunction)
- (6) Output IC operates abnormally. (Output driver malfunction)

2. COMPONENT DESCRIPTION



EN-08016

(1) Throttle position sensor	(6) Accelerator pedal position sensor 2	(10) CPU
(2) Throttle position sensor 1	(7) I/F circuit	(11) Monitoring IC
(3) Throttle position sensor 2	(8) Amplifier circuit	(12) EEPROM
(4) Accelerator pedal position sensor	(9) Engine control module (ECM)	(13) Output IC
(5) Accelerator pedal position sensor 1		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
(1) Battery voltage	$\geq 6 \text{ V}$
(2) Ignition switch	ON
(2) Battery voltage	$\geq 6 \text{ V}$
(3) Ignition switch	ON
(3) ETC control	Permitted
(4) Ignition switch	ON
(4) Battery voltage	$\geq 6 \text{ V}$
(5) Starter switch	OFF
(5) Battery voltage	$> 6 \text{ V}$
(6) Ignition switch	ON
(6) Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(1) Monitoring IC operation	The result and estimated value match.
(2) Throttle position sensor 1 opening angle – (Throttle position sensor 1 opening angle after passing amplifier)/4	$< 3^\circ$
(3) Main CPU calculation result	The result and estimated value match.
(4) Standard voltage – Voltage reading	$< 0.078125 \text{ V}$
(5) EEPROM writing	Writing completed
(6) Communication with output IC	Possible to communicate

Time Needed for Diagnosis:

- (1): 200 ms
- (2): 24 ms
- (3): 192 ms
- (4): 200 ms
- (5): 48 ms
- (6): 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

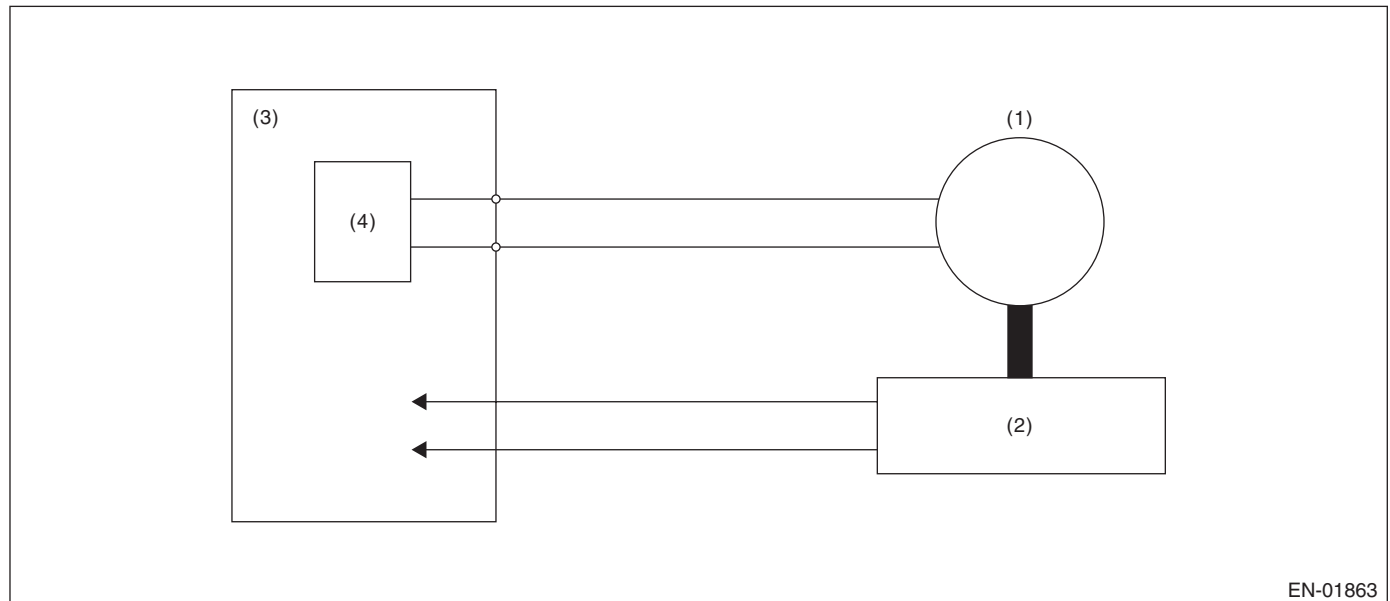
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Judge as NG when the target opening angle and actual opening angle is mismatched or the current to motor is the specified duty or more for specified time continuously.

2. COMPONENT DESCRIPTION



- (1) Motor (3) Engine control module (ECM) (4) Drive circuit
(2) Throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Normal operation of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously when the electronic throttle control is operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Difference between target opening angle and actual opening angle	Within the OK range of judgment value detail
Output duty to drive circuit	< 95 %

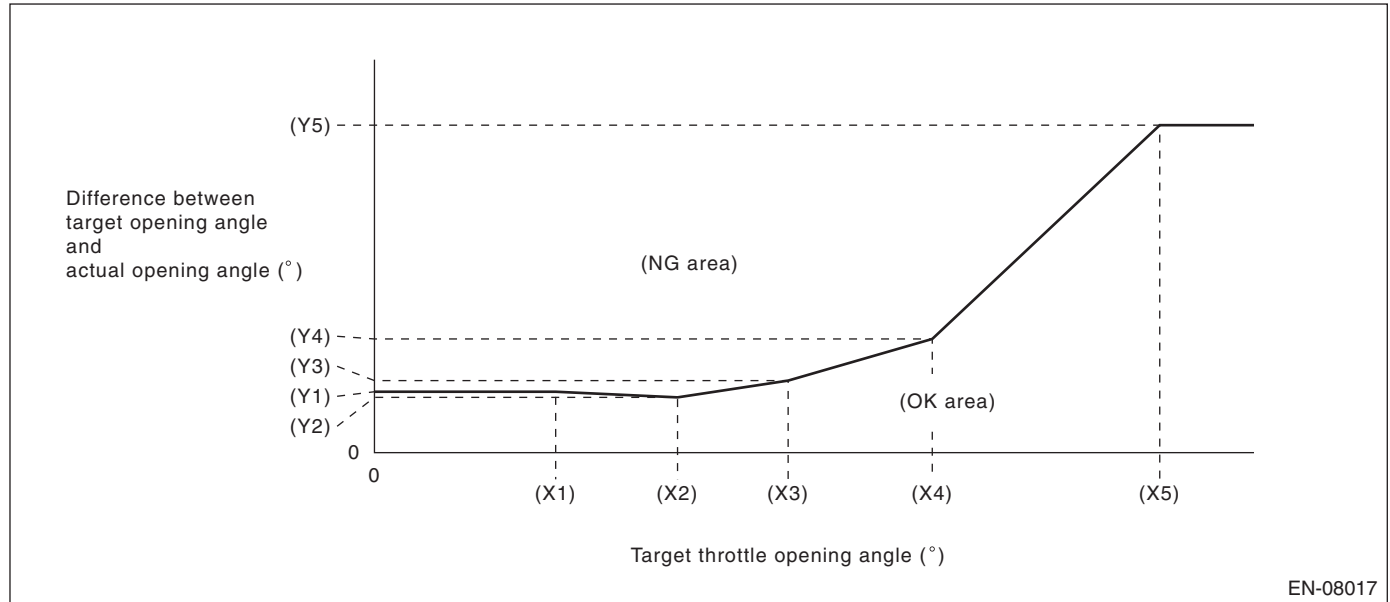
Time Needed for Diagnosis:

- Difference between target opening angle and actual opening angle:
 - NG judgment: Refer to the **judgment time detail**.
 - OK judgment: 2000 ms
- Output duty to drive circuit: 2000 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

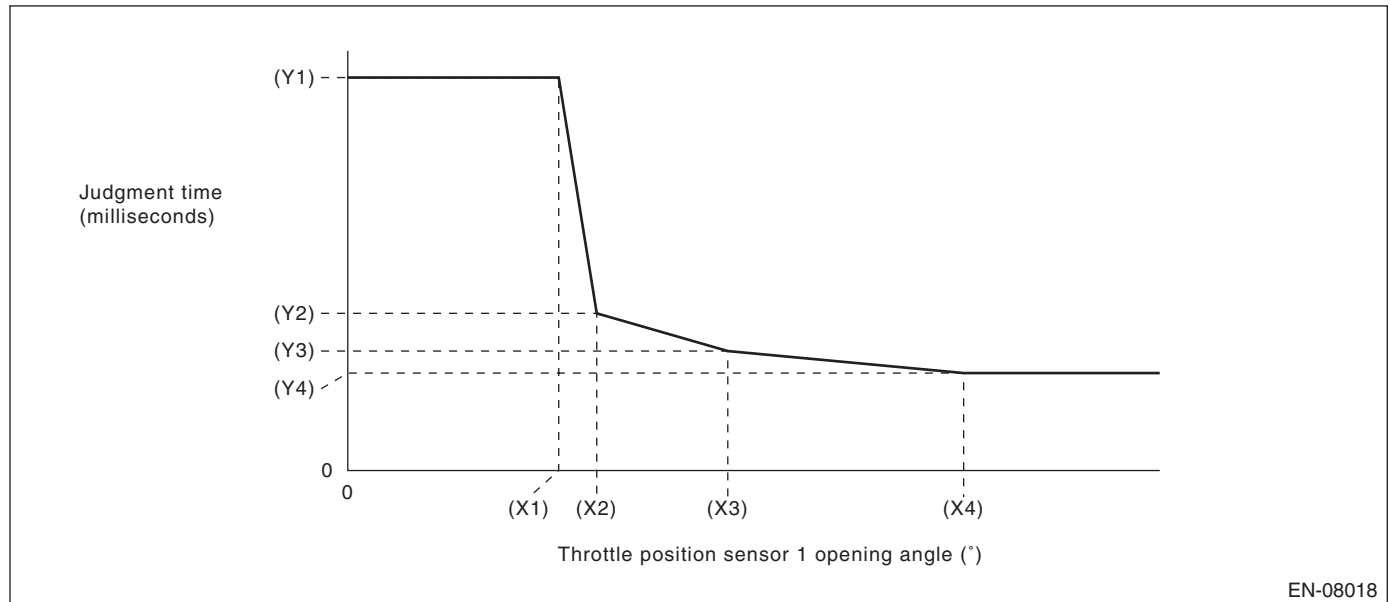
GENERAL DESCRIPTION

Details of Judgment Value



(X1) 6.915 °	(X2) 11.565 °	(X3) 15.785 °
(X4) 21.285 °	(X5) 29.965 °	
(Y1) 4.65 °	(Y2) 4.22 °	(Y3) 5.5 °
(Y4) 8.68 °	(Y5) 25 °	

Judgment time detail



(X1) 8.049999237 °	(X2) 9.5 °	(X3) 14.5 °
(X4) 23.5 °		
(Y1) 1000 ms	(Y2) 400 ms	(Y3) 304 ms
(Y4) 248 ms		

NOTE:

Judgment time is constantly 1000 ms with Actual opening angle $\leq$ Target opening angle.

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CD:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

1. OUTLINE OF DIAGNOSIS

Judge as NG when there is CAN communication with the TCM and there is a MIL lighting request.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
MIL lighting request from TCM	Yes

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
MIL lighting request from TCM	None

Time Needed for Diagnosis: Less than 1 second

CE:DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)**1. OUTLINE OF DIAGNOSIS**

Judge the open or short circuit of the neutral SW.

Judge as NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when "P"/ "N" range in TCM are "OFF" and when the other switches are "ON"	LOW (ON)

Time Needed for Diagnosis: 100 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when "P"/ "N" range in TCM are "OFF" and when the other switches are "ON"	HIGH (OFF)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.

Judge as NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed determined times or more after the neutral SW change.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	LOW (ON) continues.
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 2550 rpm & Vehicle speed ≥ 64 km/h (39.8 MPH)	

Time Needed for Diagnosis: 3 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear NG when there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	Changes to HIGH (OFF).
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 2550 rpm & Vehicle speed ≥ 64 km/h (39.8 MPH)	

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Judge the open or short circuit of the neutral SW.

Judge as NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when "P"/ "N" range in TCM are "ON" and when the other switches are "OFF"	HIGH (OFF)

Time Needed for Diagnosis: 100 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal in ECM when "P"/ "N" range in TCM are "ON" and when the other switches are "OFF"	LOW (ON)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of neutral SW.

Judge as NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter relay	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed determined times or more after the neutral SW change.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	HIGH (OFF) continues.
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 2550 rpm & Vehicle speed ≥ 64 km/h (39.8 MPH)	

Time Needed for Diagnosis: 3 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear NG when there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	Changes to LOW (ON).
Driving condition change	From a) to b)
a) Engine speed 600 rpm — 900 rpm & Vehicle speed = 0 km/h (0 MPH)	
b) Engine speed 1600 rpm — 2550 rpm & Vehicle speed ≥ 64 km/h (39.8 MPH)	

Time Needed for Diagnosis: Less than 1 second

CI: DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains low.

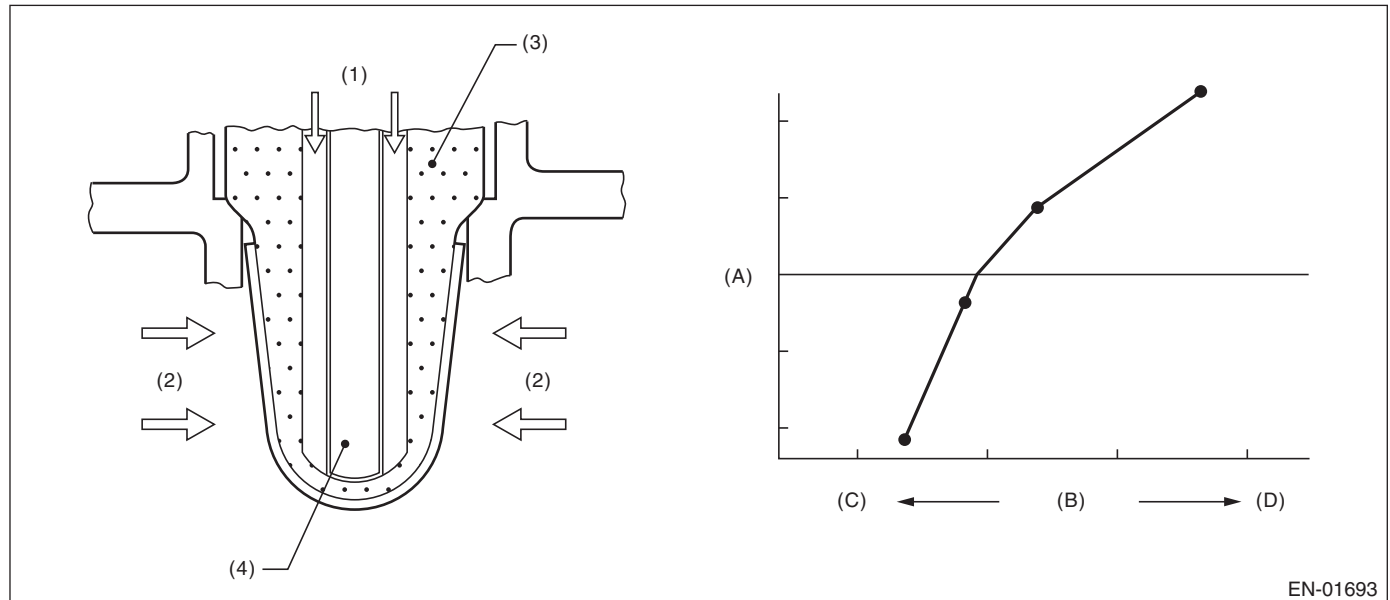
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

$\lambda > 1$: Lean

$\lambda < 1$: Rich

2. COMPONENT DESCRIPTION



EN-01693

(A) Electromotive force

(D) Rich

(B) Air fuel ratio

(3) ZrO₂

(C) Lean

(4) Ceramic heater

(1) Atmosphere

(2) Exhaust gas

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 4096 ms
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	-0.2 V — 0.1 V
or rear oxygen sensor sub feedback compensation coefficient	On Min.
or rear oxygen sensor sub feedback compensation coefficient	On Max.
Elapsed time after starting the engine	≥ 60000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Vehicle speed	≥ 20 km/h (12.4 MPH)
Amount of intake air	≥ 6 g/s (0.21 oz/s)
Load change at 180°CA	< 0.02 g/rev (0 oz/rev)
Front oxygen (A/F) sensor impedance	$0\ \Omega$ — $50\ \Omega$
Learning value of evaporation gas density	< 0.2
Total time of operating canister purge	≥ 19.9 s
Targeted lambda value load compensation coefficient	-0.03 — 0.000

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12.4 MPH) or more after 60000 ms have passed since the engine started.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	< 0.85

Time Needed for Diagnosis: 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	≥ 0.85

Time Needed for Diagnosis: Less than 1 second

CJ:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains high.

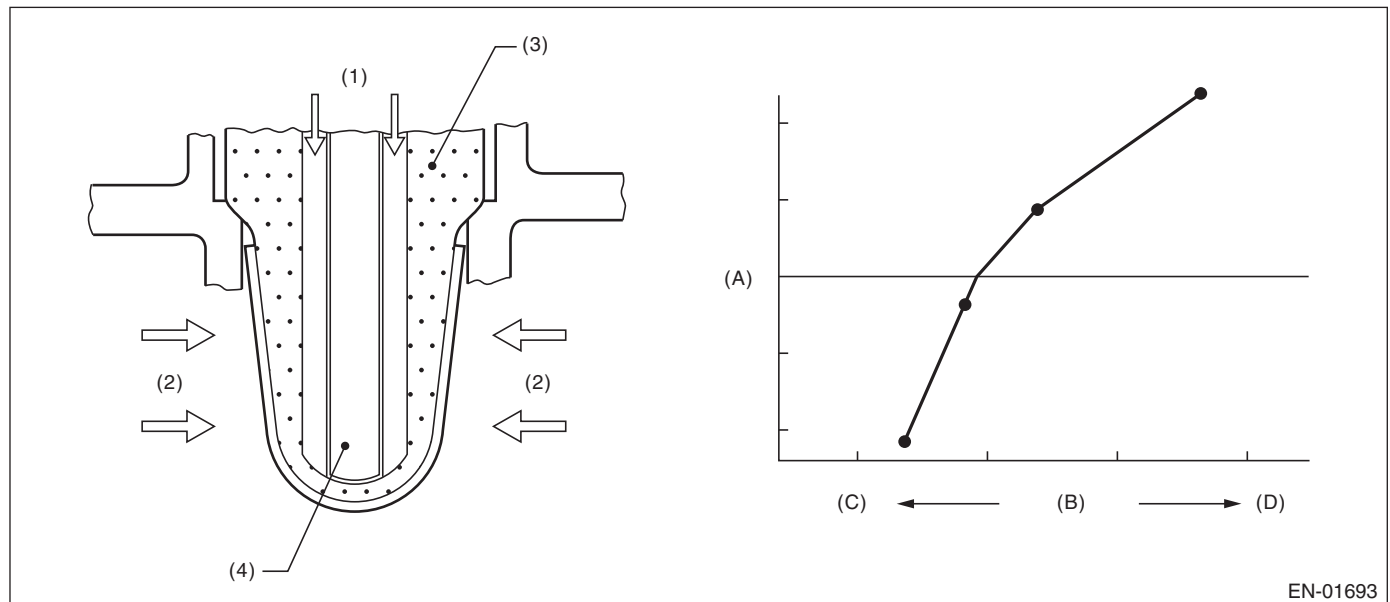
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

$\lambda > 1$: Lean

$\lambda < 1$: Rich

2. COMPONENT DESCRIPTION



EN-01693

(A) Electromotive force

(D) Rich

(B) Air fuel ratio

(3) ZrO₂

(C) Lean

(4) Ceramic heater

(1) Atmosphere

(2) Exhaust gas

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Time needed for all secondary parameters to be in enable conditions	≥ 4096 ms
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	-0.2 V — 0.1 V
or rear oxygen sensor sub feedback compensation coefficient	On Min.
or rear oxygen sensor sub feedback compensation coefficient	On Max.
Elapsed time after starting the engine	≥ 60000 ms
Engine coolant temperature	≥ 75 °C (167 °F)
Vehicle speed	≥ 20 km/h (12.4 MPH)
Amount of intake air	≥ 6 g/s (0.21 oz/s)
Load change at 180°CA	< 0.02 g/rev (0 oz/rev)
Front oxygen (A/F) sensor impedance	$0\ \Omega$ — $50\ \Omega$
Learning value of evaporation gas density	< 0.2
Total time of operating canister purge	≥ 19.9 s
Targeted lambda value load compensation coefficient	-0.03 — 0.000

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12.4 MPH) or more after 60000 ms have passed since the engine started.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
λ value	> 1.15

Time Needed for Diagnosis: 10000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

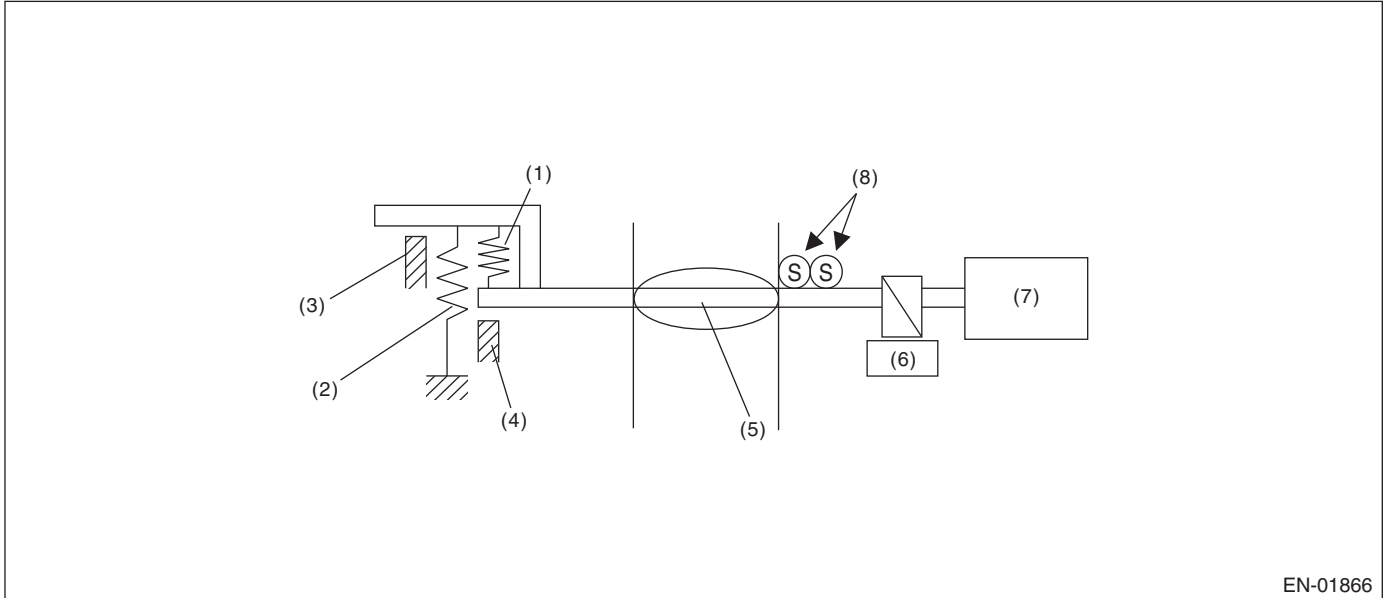
Judgment Value

Malfunction Criteria	Threshold Value
λ value	≤ 1.15

Time Needed for Diagnosis: Less than 1 second

CK:DTC P1160 RETURN SPRING FAILURE**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the valve is opened more than the default opening angle, but does not move to the close direction with the motor power stopped.

2. COMPONENT DESCRIPTION

EN-01866

(1) Opener spring	(4) Full closed stopper	(7) DC motor
(2) Return spring	(5) Throttle valve	(8) Main and sub throttle sensor
(3) Intermediate stopper	(6) Gear	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Motor continuity	OFF

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	$\geq 2^\circ$

Time Needed for Diagnosis: 1880 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

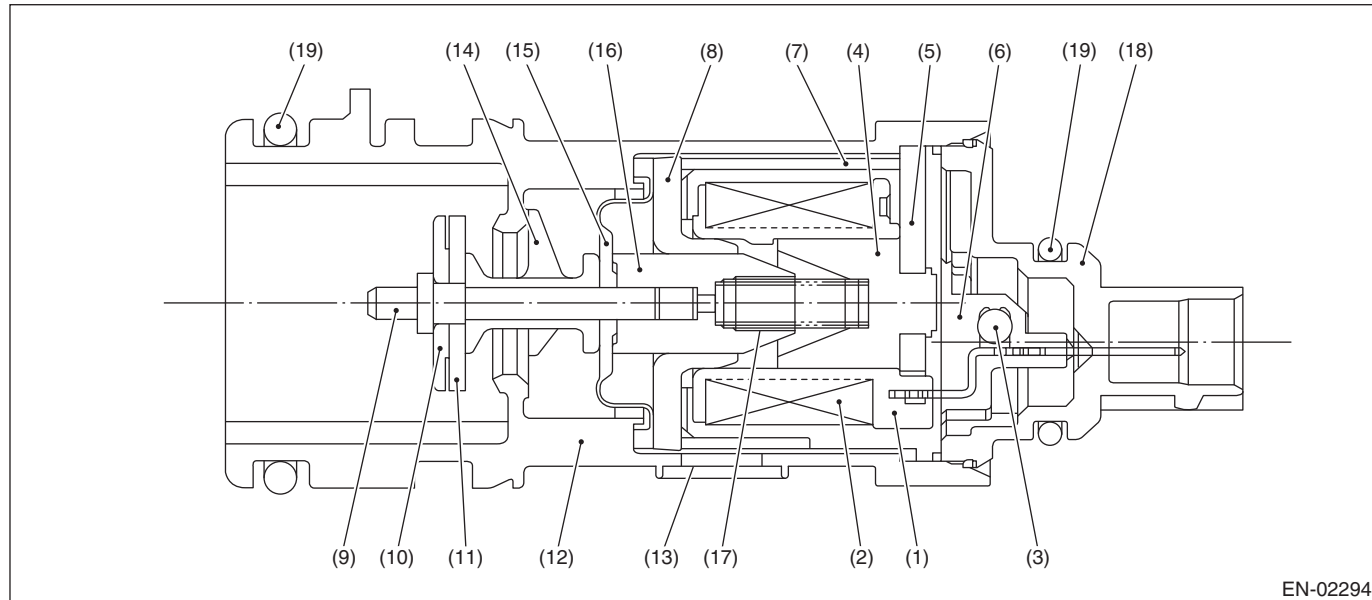
CL:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the abnormal function (stuck closed) of the drain valve.

Judge as NG when fuel tank pressure is low.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(14) Retainer
(2) Coil	(9) Shaft	(15) Diaphragm
(3) Diode	(10) Plate	(16) Movable core
(4) Stator core	(11) Valve	(17) Spring
(5) End plate	(12) Housing	(18) Cover
(6) Body	(13) Filter	(19) O-ring
(7) Yoke		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Drain valve	Open
Battery voltage	$\geq 10.9 \text{ V}$
Barometric pressure	$\geq 75 \text{ kPa}$ (563 mmHg, 22.2 inHg)
Tank pressure when starter is OFF → ON	-0.4 kPa (-3.2 mmHg , -0.1 inHg) and 1.4 kPa (10.7 mmHg, 0.4 inHg)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ -4 kPa (-30 mmHg, -1.2 inHg)

Time Needed for Diagnosis: 3000 s

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> -4 kPa (-30 mmHg, -1.2 inHg)
Cumulative time when all the malfunction criteria below are met.	≥ 30000 s
Purge control solenoid valve duty	Not = 0
Fuel temperature	-10 °C (14 °F) — 70 °C (158 °F)
Intake manifold relative pressure	≥ -26.7 kPa (-200 mmHg, -7.9 inHg)

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

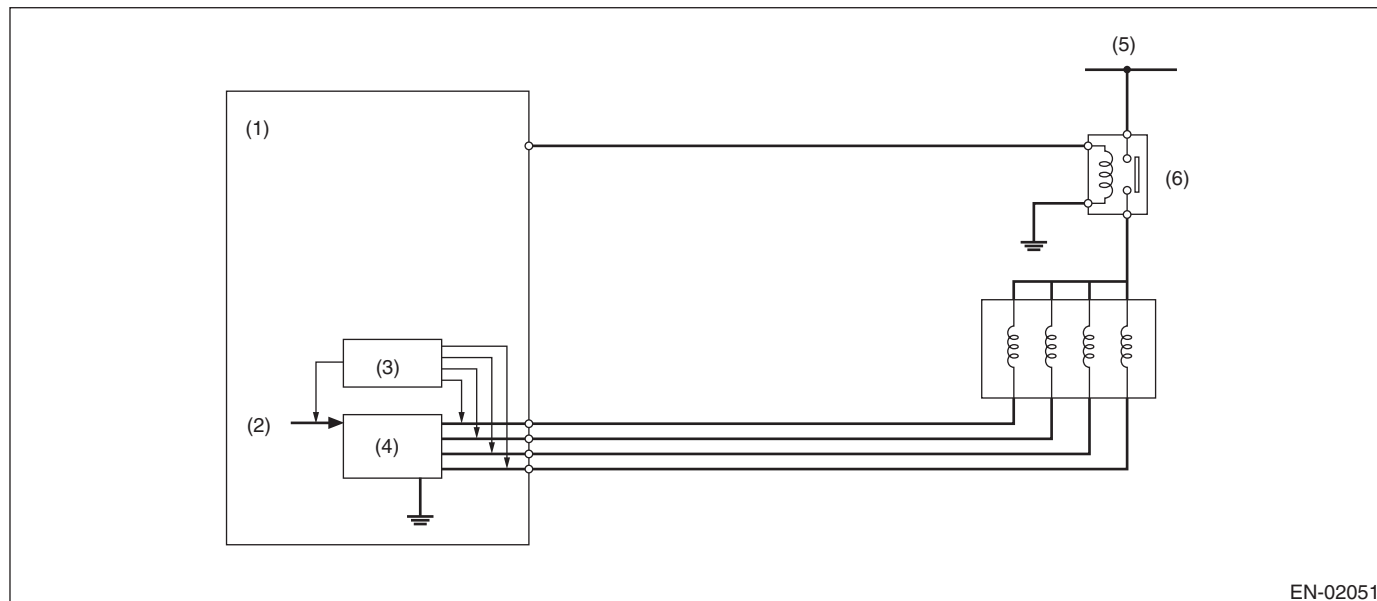
GENERAL DESCRIPTION

CM:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(2) Computer unit (CPU)

(3) Detecting circuit

(4) Switch circuit

(5) Battery voltage

(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 1 second
EGR valve target position	> 0 step
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously during EGR operation.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal or Terminal voltage level when EGR operates	Low level

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	High level
Terminal voltage level when EGR operates	High level

Time Needed for Diagnosis: 256 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

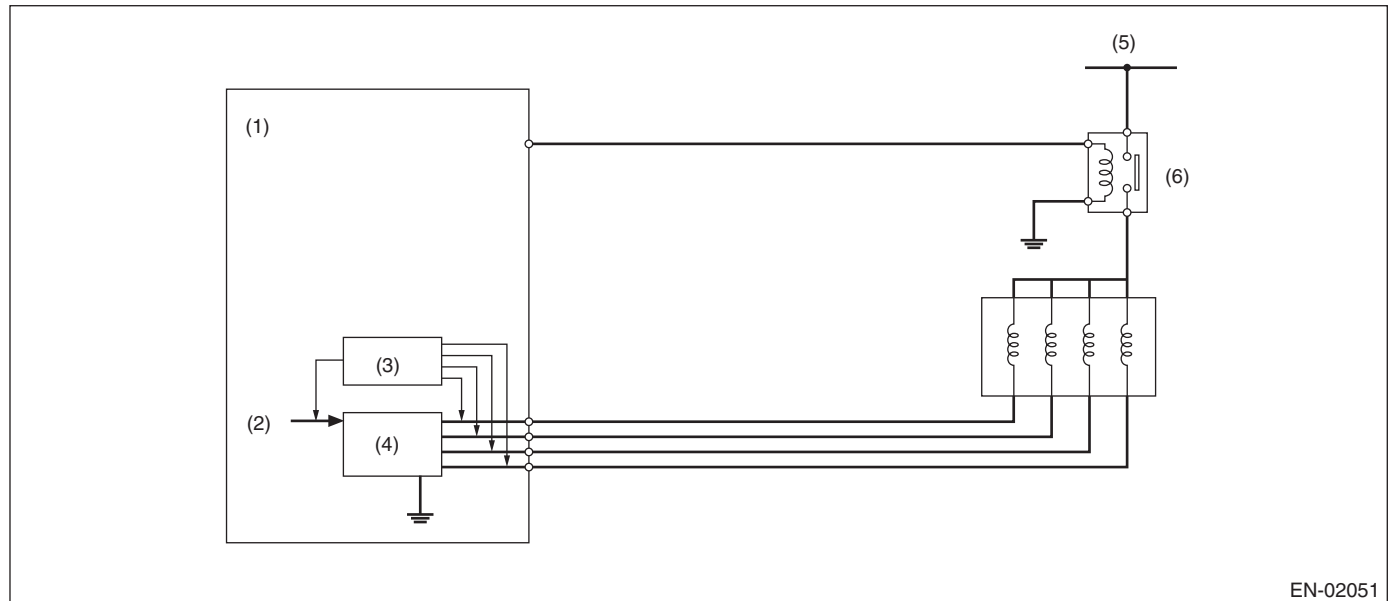
GENERAL DESCRIPTION

CN:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-02051

(1) Engine control module (ECM)	(3) Detecting circuit	(5) Battery voltage
(2) Computer unit (CPU)	(4) Switch circuit	(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Elapsed time after starting the engine	≥ 1 second
EGR valve target position	> 0 step
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal or Terminal voltage level when EGR operates	High level

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	Low level
Terminal voltage level when EGR operates	Low level

Time Needed for Diagnosis: 256 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CO:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-164, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CP:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-166, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CQ:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-164, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CR:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-166, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CS:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1492. <Ref. to GD(H4SO)-164, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CT:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P1493. <Ref. to GD(H4SO)-166, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CU:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of starter SW.

Judge as OFF NG when it becomes after engine start despite no starter ON experience.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge as OFF NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (0.6 MPH)
Starter ON signal	Not detected
Engine condition	Changed from before start to after start
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OFF OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Starter ON	Experienced
Starter ON diagnosis	No diagnosis experience
Battery voltage	≥ 8 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CV:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of back-up power supply circuit.
Judge as NG when the backup power voltage is low.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	Low
Battery voltage	≥ 10.9 V
Engine condition	After engine starting

Time Needed for Diagnosis: 2500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	High
Battery voltage	≥ 10.9 V
Engine condition	After engine starting

Time Needed for Diagnosis: Less than 1 second

CW:DTC P1570 ANTENNA

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CX:DTC P1571 REFERENCE CODE INCOMPATIBILITY

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CY:DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT)

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CZ:DTC P1574 KEY COMMUNICATION FAILURE

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DA:DTC P1576 EGI CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DB:DTC P1577 IMM CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DC:DTC P1578 METER FAILURE

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC P0513. <Ref. to GD(H4SO)-145, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DD:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the catalyst advanced idling retard angle control.

Judge as NG when ECM is not controlling the angle properly during catalyst advanced idling retard angle control.

Judge as NG if there is exhaust gas temperature diagnosis, idle speed diagnosis and final ignition timing diagnosis, and if any one of them is NG.

- Exhaust temperature diagnosis

Judge as NG when the estimated exhausted gas temperature in 14 seconds after the cold start is below the specified value.

- Idle speed diagnosis

Judge as NG when actual engine speed is not close to target engine speed after terminating the retard angle control.

- Final ignition timing diagnosis

Judge as NG when actual retard amount is under the specified value at cold start.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Atmospheric pressure	≥ 75 kPa (563 mmHg, 22.2 inHg)
Battery voltage	≥ 10.9 V
Cold start diagnosis	Incomplete
Vehicle speed	< 2 km/h (1.2 MPH)
Misfire in 200 engine revs.	< 5
Elapsed time after starting the engine	$= 14$ s

3. GENERAL DRIVING CYCLE

Perform the diagnosis at cold start.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

• Exhaust temperature diagnosis

Abnormality Judgment

When the diagnostic execution conditions are established, calculate the estimated exhaust temperature. Judge as NG when the following conditions are established after engine starting within the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust gas temperature	< Value from Map

Map (PZEV model)

Coolant temperature after starting the engine	-40 °C (-40 °F)	-30 °C (-22 °F)	-20 °C (-4 °F)	-10 °C (14 °F)	0 °C (32 °F)	10 °C (50 °F)	20 °C (68 °F)	30 °C (86 °F)	40 °C (104 °F)	50 °C (122 °F)
Threshold value (AT model)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	138 °C (280.4 °F)	138 °C (280.4 °F)	138 °C (280.4 °F)	138 °C (280.4 °F)	138 °C (280.4 °F)
Threshold value (MT model)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	160 °C (320 °F)	145 °C (293 °F)	145 °C (293 °F)

Map (except for PZEV model)

Coolant temperature after starting the engine	-40 °C (-40 °F)	-30 °C (-22 °F)	-20 °C (-4 °F)	-10 °C (14 °F)	0 °C (32 °F)	10 °C (50 °F)	20 °C (68 °F)	30 °C (86 °F)	40 °C (104 °F)	50 °C (122 °F)
Threshold value (AT model)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	140 °C (284 °F)	135 °C (275 °F)	130 °C (266 °F)	125 °C (257 °F)	125 °C (257 °F)
Threshold value (MT model)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	168 °C (334.4 °F)	160 °C (320 °F)	145 °C (293 °F)	145 °C (293 °F)

Time Needed for Diagnosis: 14 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust gas temperature	≥ Value from Map

Time Needed for Diagnosis: Less than 1 second

• Idle speed diagnosis

Abnormality Judgment

Judge as NG when the following conditions are established after the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of (Target engine speed – Actual engine speed > -300 rpm)	≥ 6000 ms
Continuous time of (actual retard amount > 30 °CA)	≥ 0 ms

Time Needed for Diagnosis: 14 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of (Target engine speed – Actual engine speed > –300 rpm)	< 6000 ms
Continuous time of (actual retard amount > 30 °CA)	< 0 ms

Time Needed for Diagnosis: Less than 1 second

• Final ignition timing diagnosis

Abnormality Judgment

Judge as NG when the following conditions are established with diagnosis enable conditions successful.

Judgment Value

Malfunction Criteria	Threshold Value
Duration time of (Standard ignition timing – Actual ignition timing ≤ 0 °CA)	> 5000 ms

Time Needed for Diagnosis: 5000 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG if the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Duration time of (Standard ignition timing – Actual ignition timing > 0 °CA)	> 1000 ms

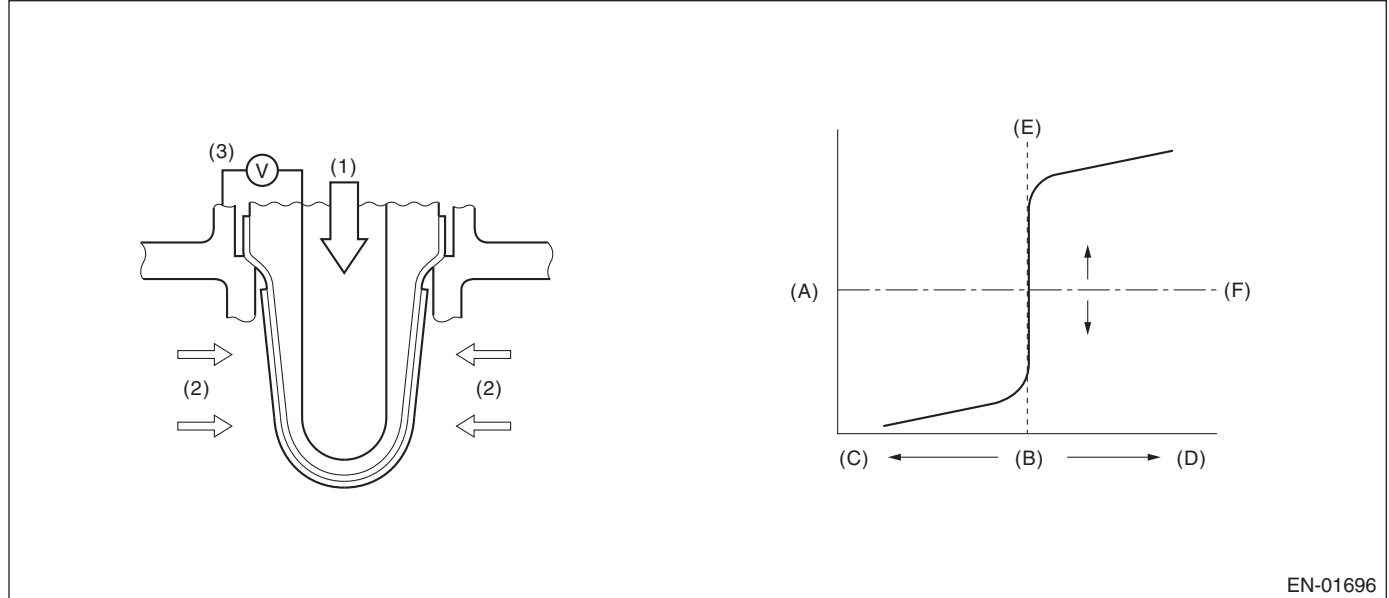
Time Needed for Diagnosis: 1000 ms

DE:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the size of the sub feedback learning value.
Control the sub feedback learning and judge as NG when the learning value is in the lean zone.

2. COMPONENT DESCRIPTION



EN-01696

(A) Electromotive force	(B) Air fuel ratio	(C) Rich
(D) Lean	(E) Theoretical air fuel ratio	(F) Comparative voltage
(1) Atmosphere	(2) Exhaust gas	(3) Electromotive force

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Conditions for carrying out the sub feedback learning	Completed
Continuous time when all conditions are established.	≥ 1 s

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the vehicle is idling or running at a constant speed of 80 km/h (50 MPH) or more.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	< -0.032

Time Needed for Diagnosis: $5 \text{ s} \times 1 \text{ time(s)}$

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	$\geq -0.032 + 0$

Time Needed for Diagnosis: 5 s

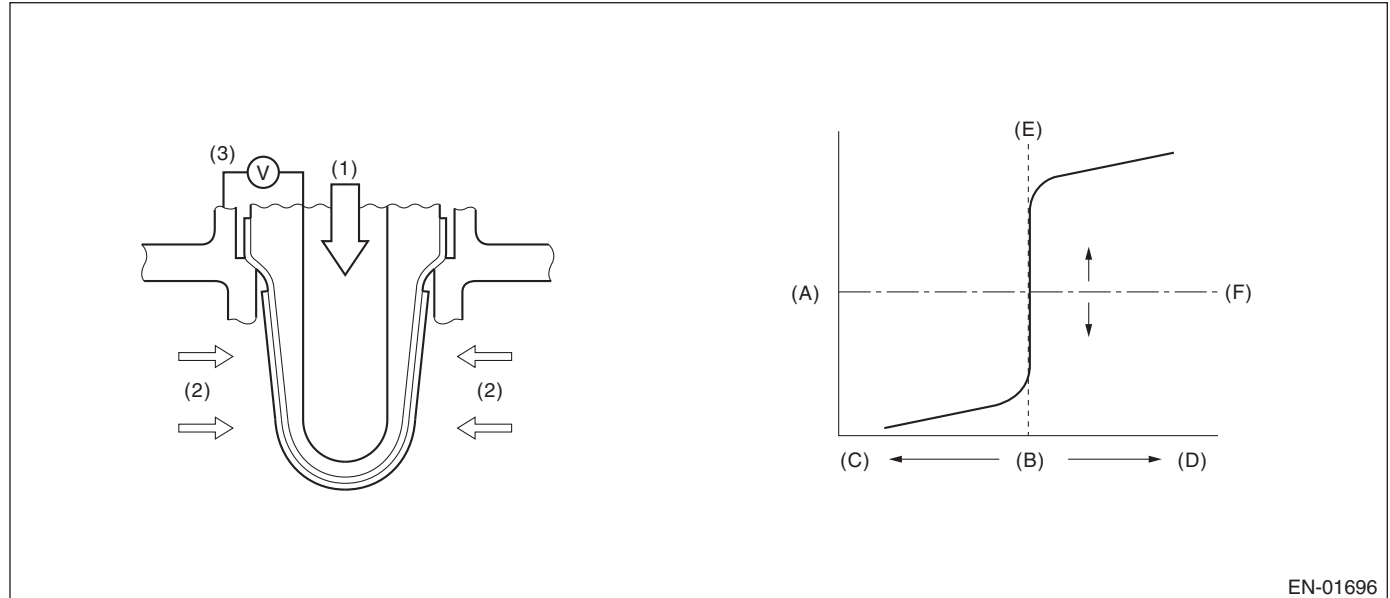
DF:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the size of the sub feedback learning value.

Sub feedback learning is being performed. When the learning value goes to the rich side, judge as NG.

2. COMPONENT DESCRIPTION



EN-01696

(A) Electromotive force

(D) Lean

(1) Atmosphere

(B) Air fuel ratio

(E) Theoretical air fuel ratio

(2) Exhaust gas

(C) Rich

(F) Comparative voltage

(3) Electromotive force

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Conditions for carrying out the sub feedback learning	Completed
Continuous time when all conditions are established.	≥ 1 s

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the vehicle is idling or running at a constant speed of 80 km/h (50 MPH) or more.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≥ 0.032 (PZEV model) ≥ 0.02 (except for PZEV model)

Time Needed for Diagnosis: 5 s $\times$ 1 time(s)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

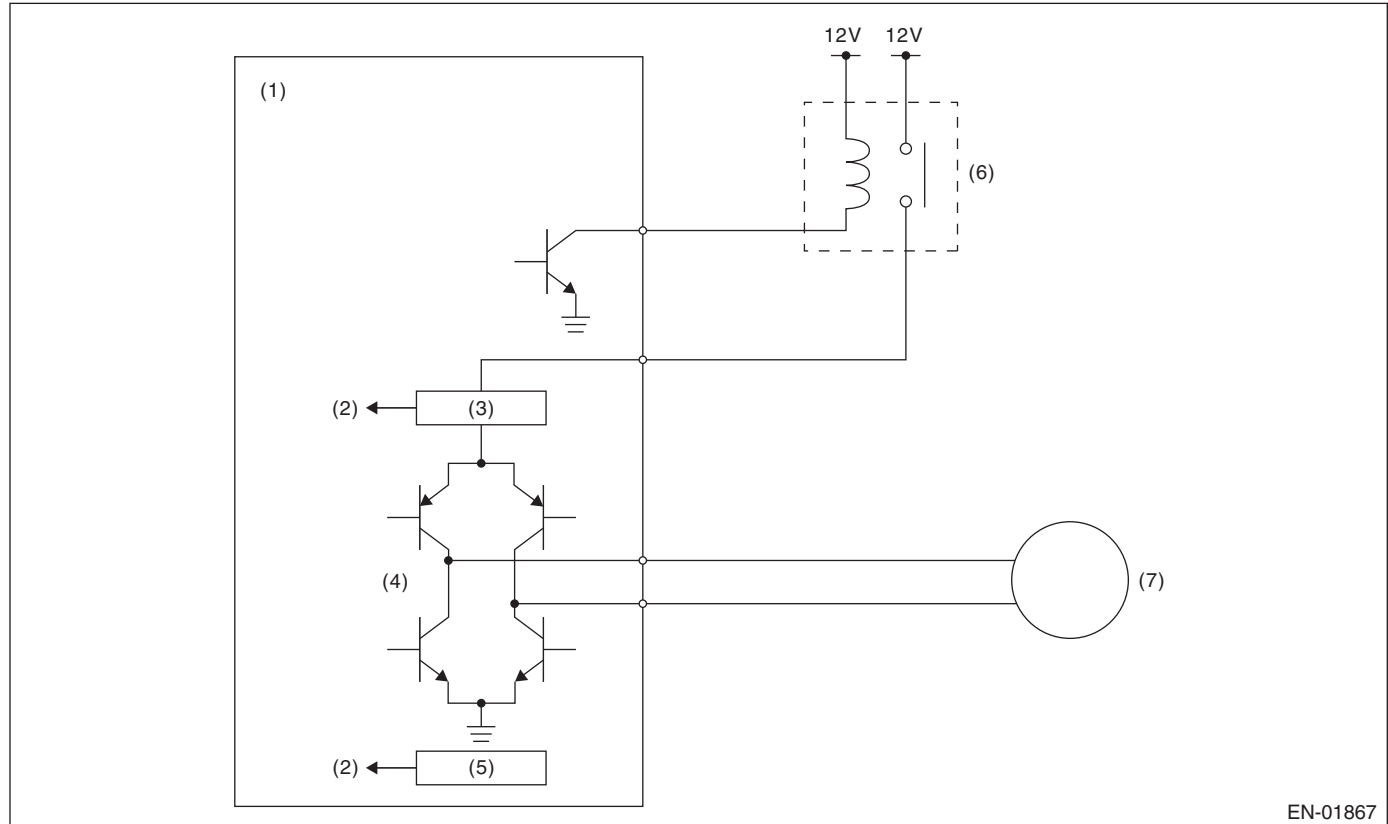
Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	$< 0.032 + 0$ (PZEV model) $< 0.02 + 0$ (except for PZEV model)

Time Needed for Diagnosis: 5 s

DG:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the motor current becomes large or drive circuit is heated.

2. COMPONENT DESCRIPTION

EN-01867

(1) Engine control module (ECM)	(4) Drive circuit	(6) Electronic throttle control relay
(2) Detecting circuit	(5) Temperature detection circuit	(7) Motor
(3) Overcurrent detection circuit		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Under control of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor current	$\leq 8 \text{ A}$
Drive circuit inner temperature	$\leq 175^{\circ}\text{C}$ (347°F)

Time Needed for Diagnosis:

- 500 ms (NG judgment)
- 2000 ms (OK judgment)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

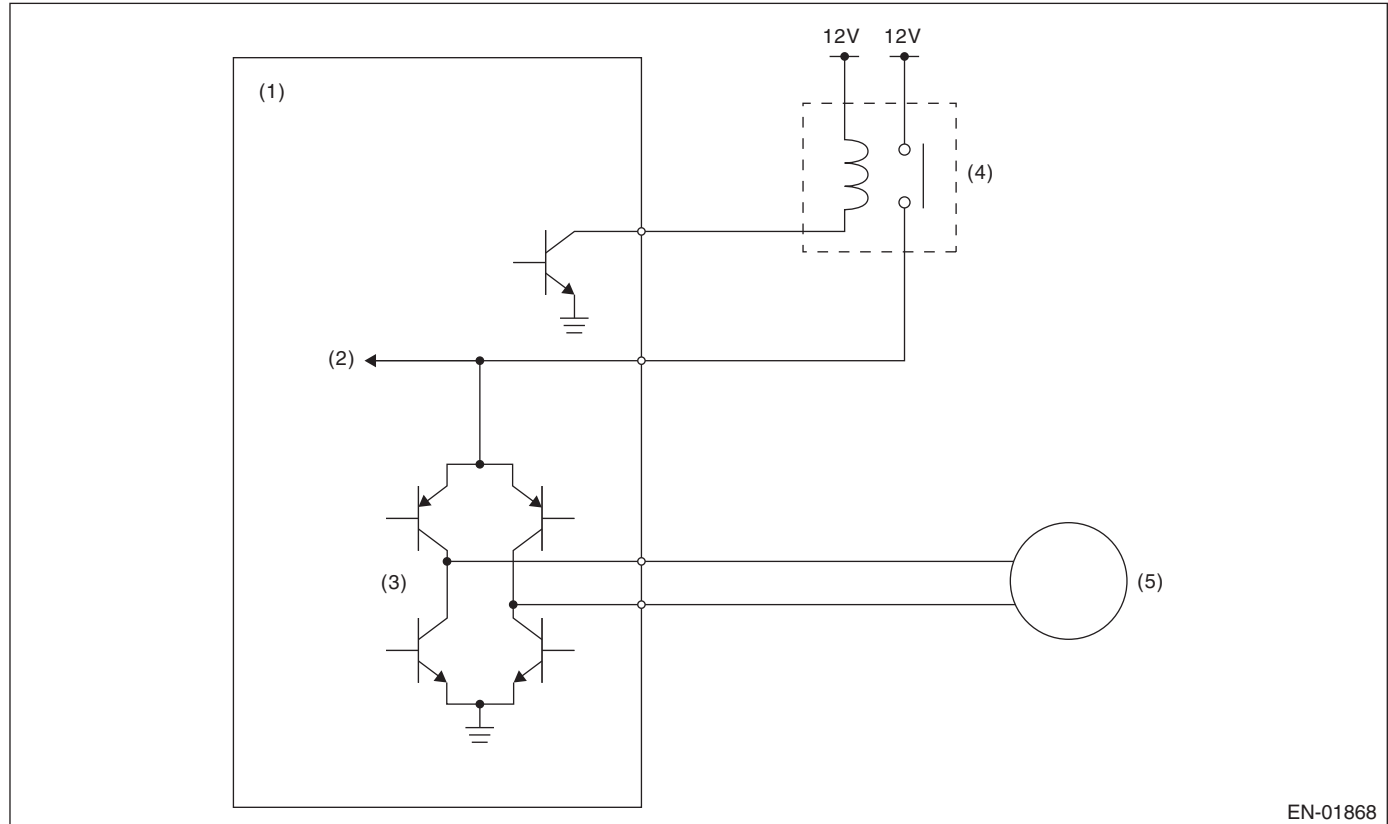
GENERAL DESCRIPTION

DH:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Judge as NG when the electronic throttle control power is not supplied even when ECM sets the electronic throttle control relay to ON.

2. COMPONENT DESCRIPTION



EN-01868

(1) Engine control module (ECM)	(3) Drive circuit	(5) Motor
(2) Voltage detection circuit	(4) Electronic throttle control relay	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	≥ 5 V

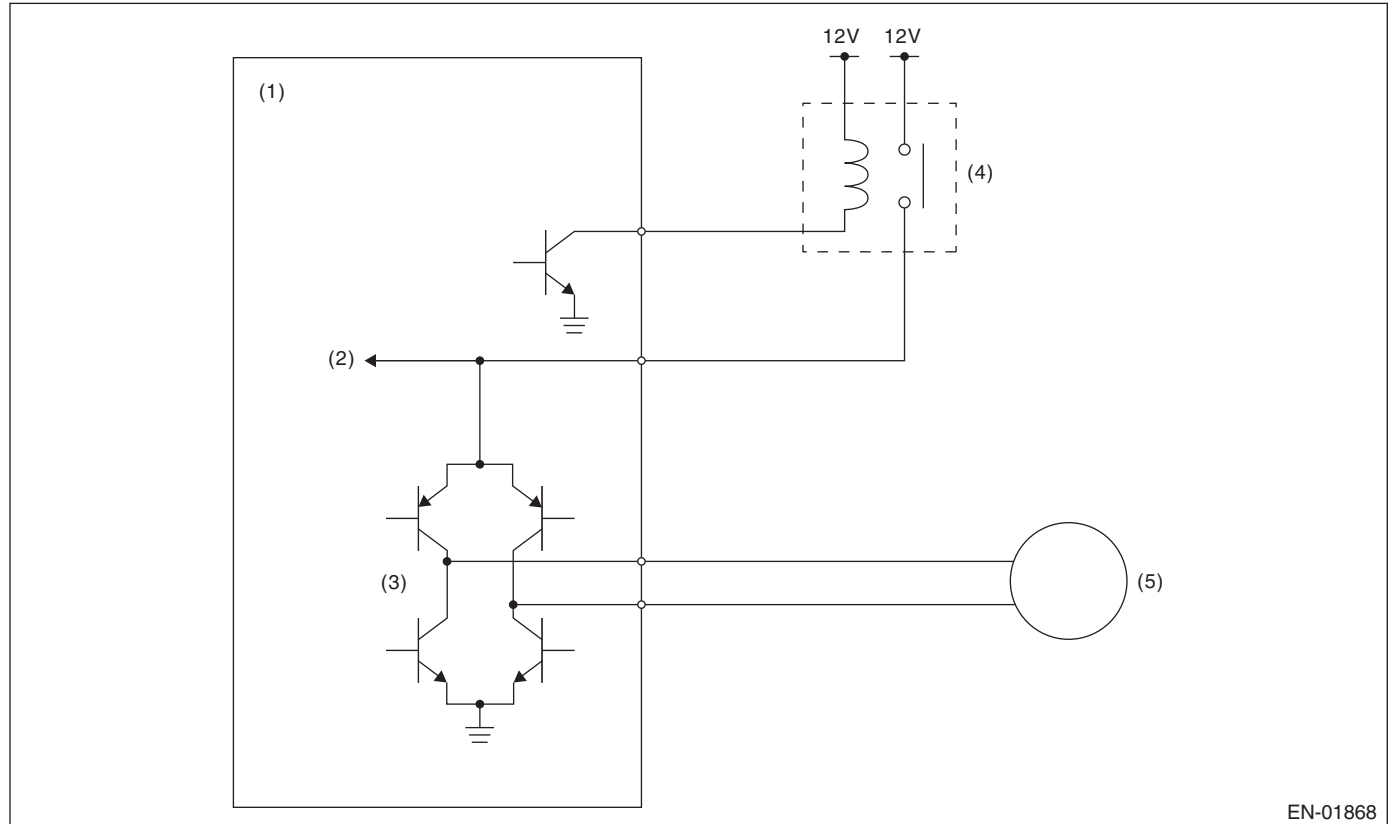
Time Needed for Diagnosis:

- 400 ms (NG judgment)
- 2000 ms (OK judgment)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

DI: DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the electronic throttle control power is supplied even when ECM sets the electronic throttle control relay to OFF.

2. COMPONENT DESCRIPTION

EN-01868

(1) Engine control module (ECM)	(3) Drive circuit	(5) Motor
(2) Voltage detection circuit	(4) Electronic throttle control relay	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	OFF

4. GENERAL DRIVING CYCLE

- When ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	$\leq 5\text{ V}$

Time Needed for Diagnosis:

- 600 ms (NG judgment)
- 400 ms (OK judgment)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

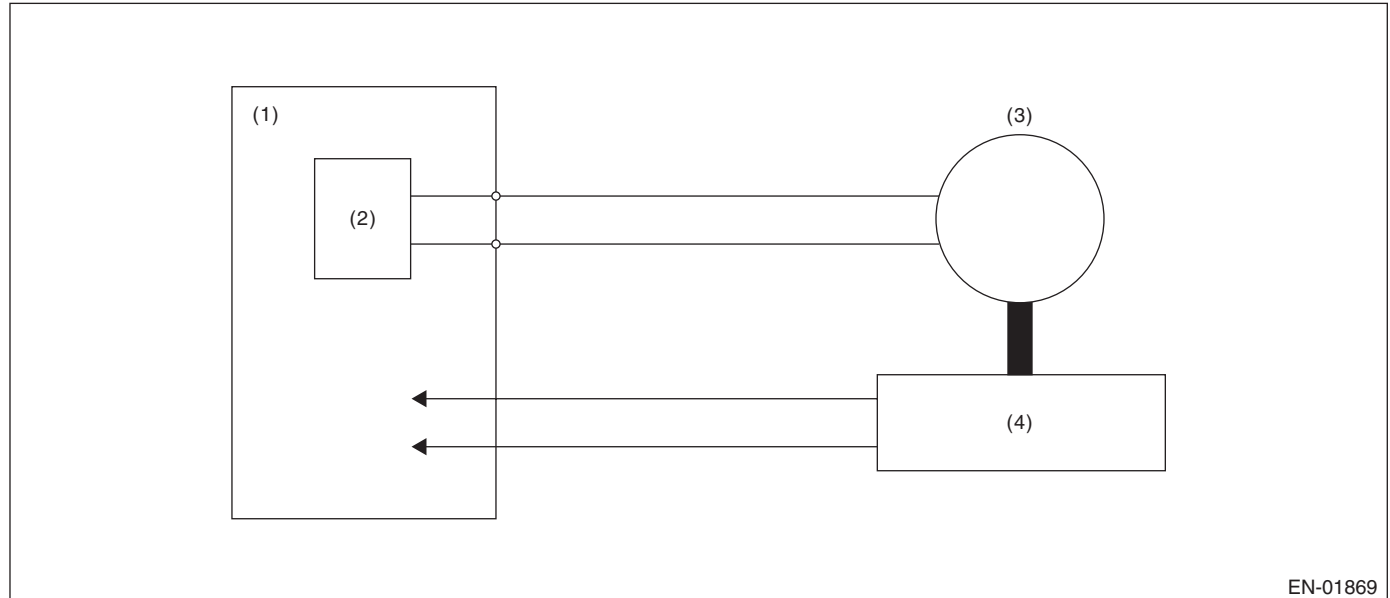
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Judge as NG when full close point learning cannot conducted or abnormal value is detected.

2. COMPONENT DESCRIPTION



EN-01869

(1) Engine control module (ECM)

(3) Motor

(4) Throttle position sensor

(2) Drive circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON → OFF
Ignition switch (only after clear memory)	OFF → ON

4. GENERAL DRIVING CYCLE

Perform the diagnosis at full closed point learning.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Throttle sensor opening angle at full close point learning	10.127° or more, 19.872° or less
Throttle opening angle when the ignition switch is ON – Throttle minimum stop position	≥ 1.683°

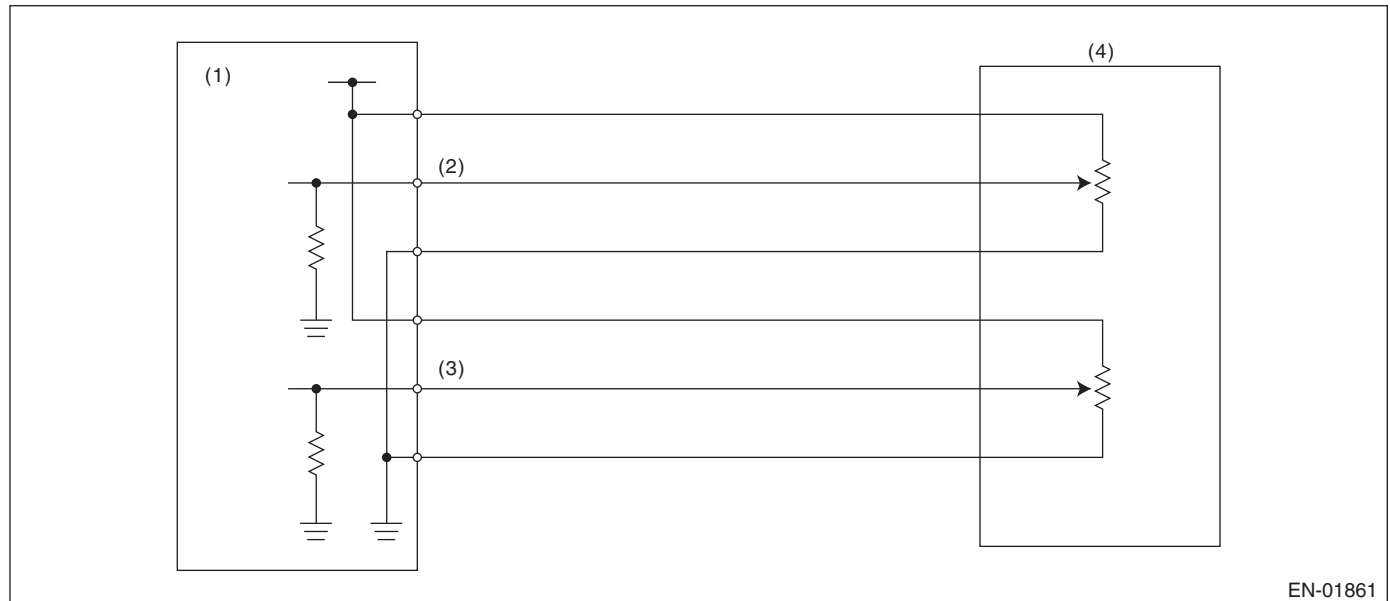
Time Needed for Diagnosis: 8 — 80 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

DK:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of accelerator pedal position sensor 1.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor 2 signal
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	< 0.217 V

Time Needed for Diagnosis: 100 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

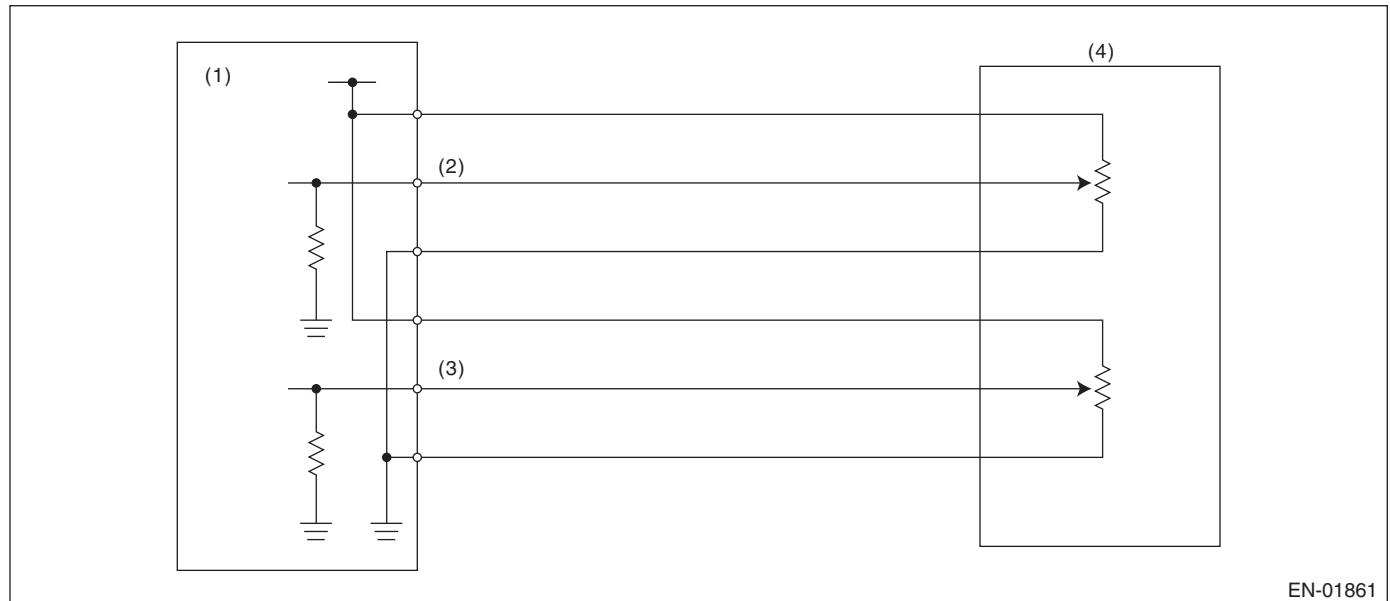
Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.217 V

Time Needed for Diagnosis: 100 ms

**DL:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT
HIGH INPUT****1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of accelerator pedal position sensor 1.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor 1 signal
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 4.783 V

Time Needed for Diagnosis: 32 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	< 4.783 V

Time Needed for Diagnosis: 32 ms

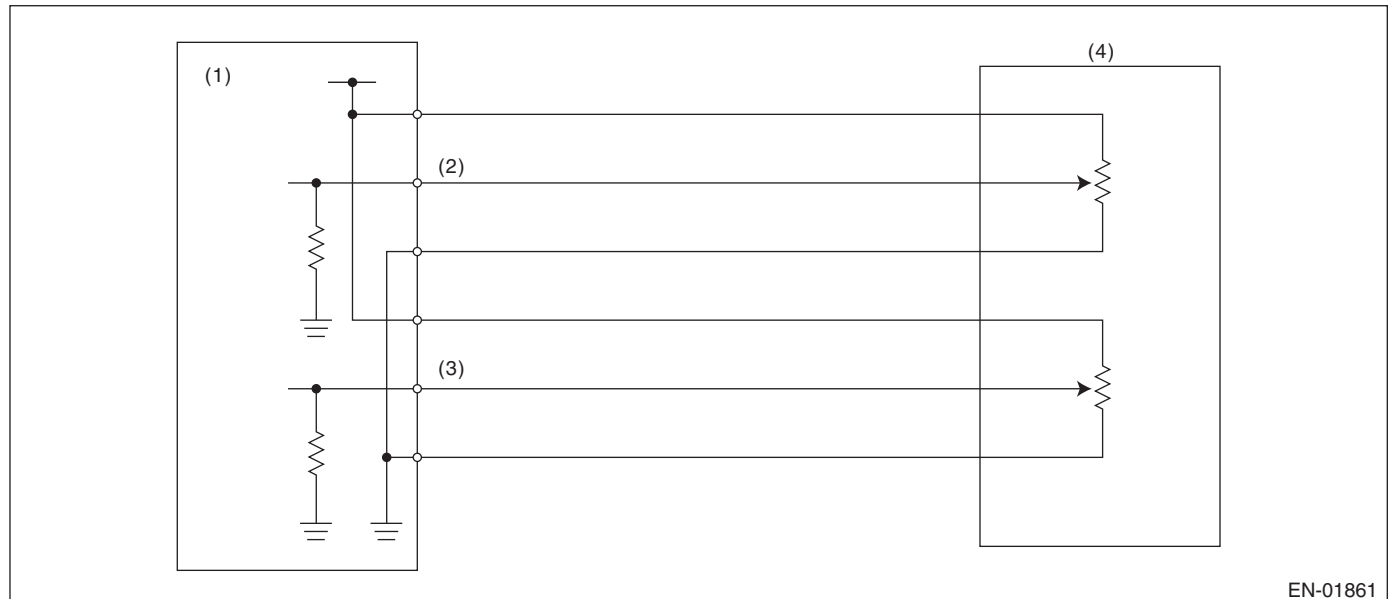
DM:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION



- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	< 0.217 V

Time Needed for Diagnosis: 100 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

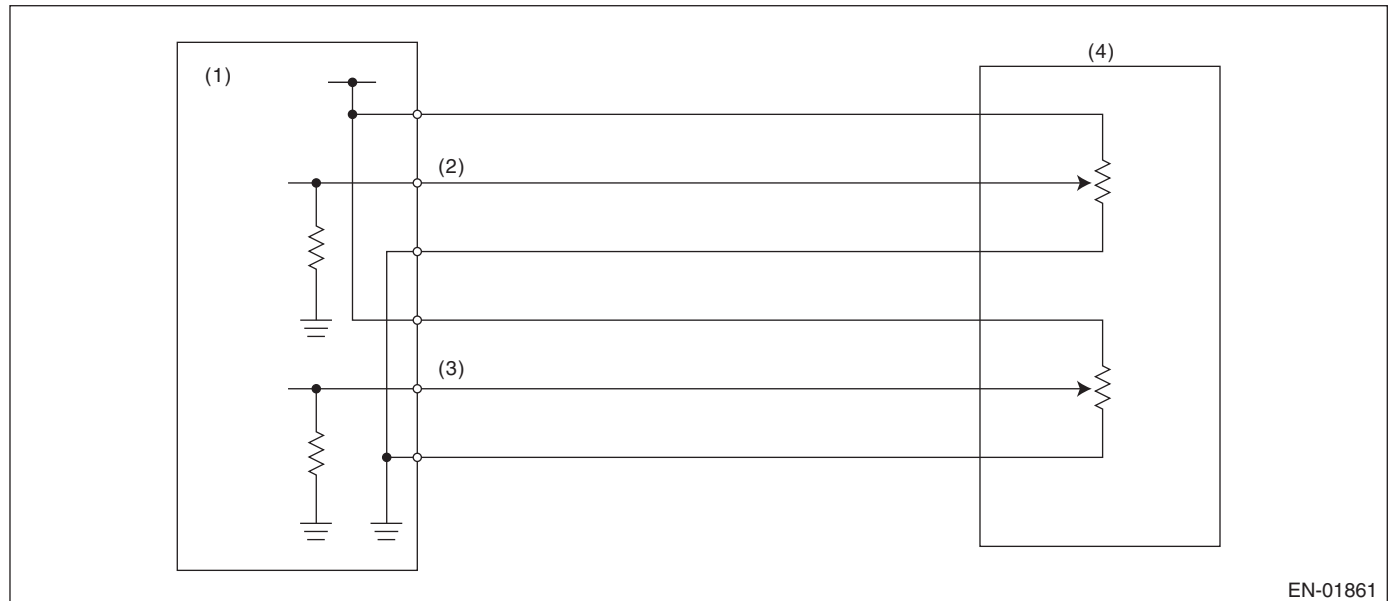
Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.217 V

Time Needed for Diagnosis: 100 ms

DN:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of accelerator pedal position sensor 2.

Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor 2 signal
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 4.783 V

Time Needed for Diagnosis: 100 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	< 4.783 V

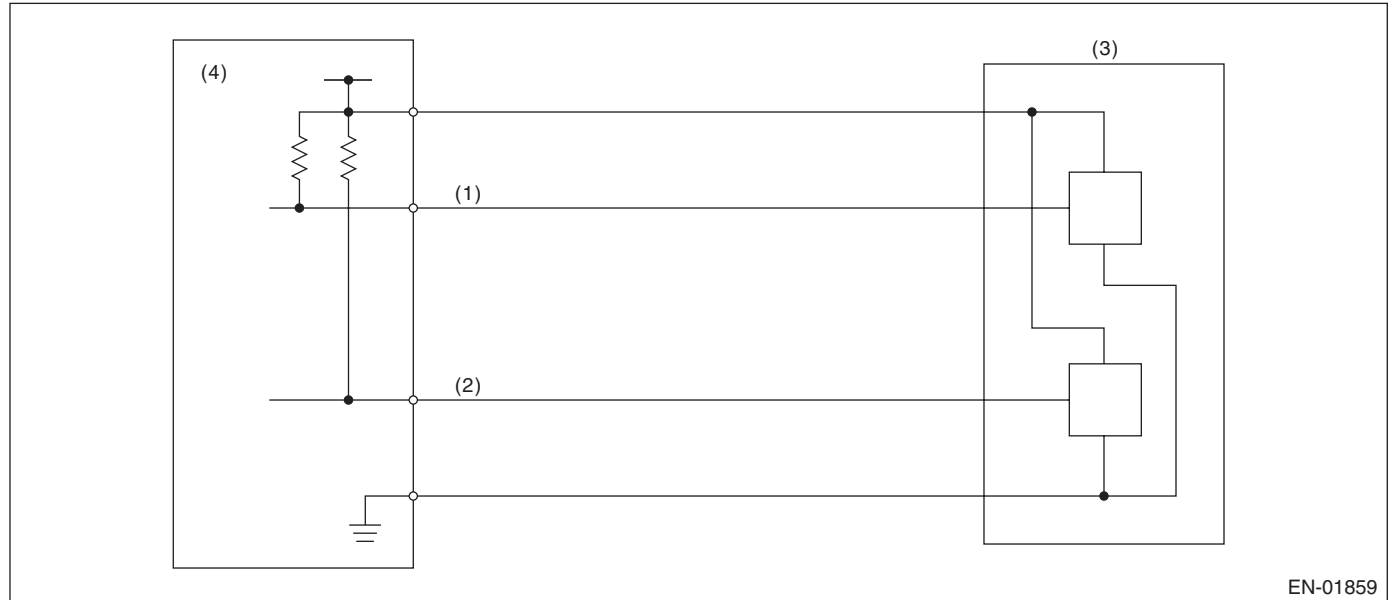
Time Needed for Diagnosis: 100 ms

DO:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLT-AGE CORRELATION

1. OUTLINE OF DIAGNOSIS

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION



EN-01859

- (1) Throttle position sensor 1 signal
- (2) Throttle position sensor 2 signal

- (3) Throttle position sensor

- (4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

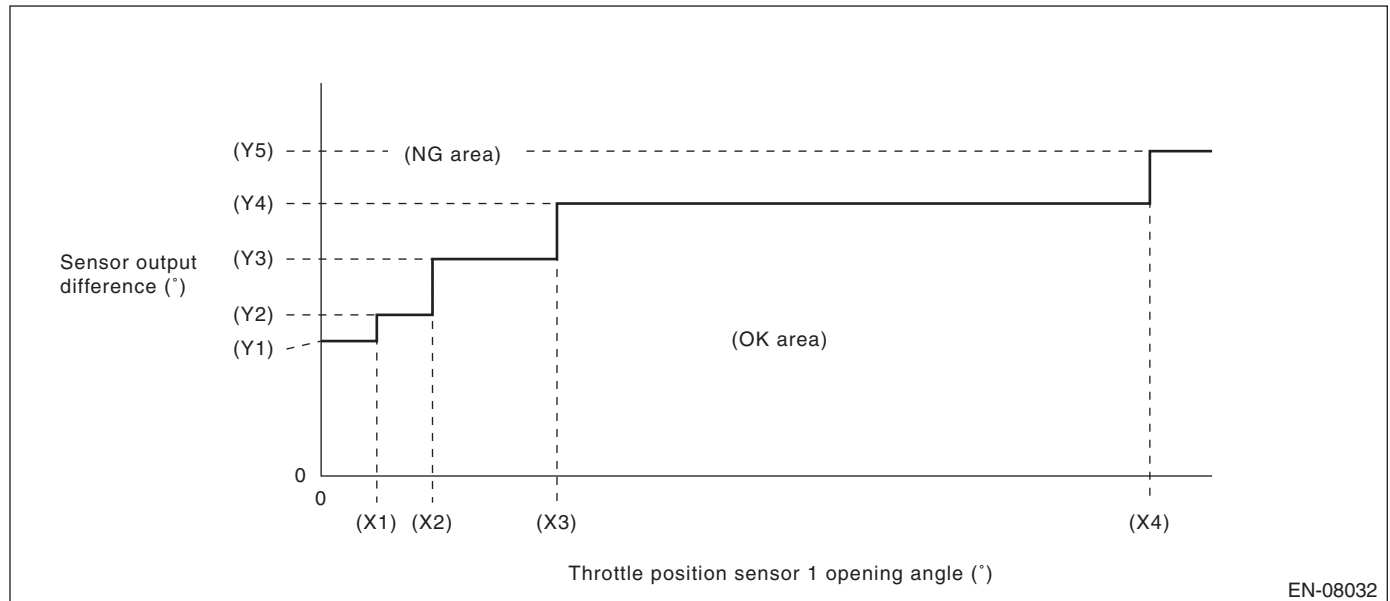
• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	Within the NG range of judgment value detail

Details of Judgment Value



(X1) 2.125 °
(X4) 31.625 °

(X2) 4.25 °

(X3) 9 °

(Y1) 5.15 °
(Y4) 10.4 °

(Y2) 6.15 °
(Y5) 12.4 °

(Y3) 8.28 °

Time Needed for Diagnosis: 212 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

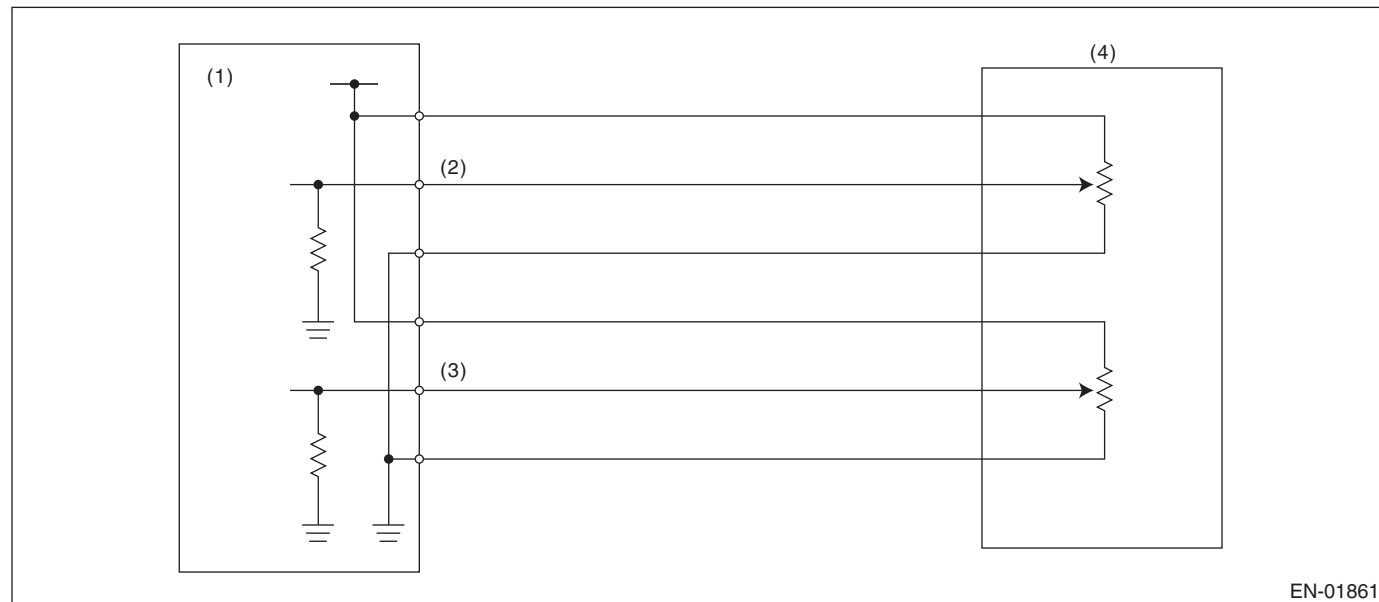
Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	Within the OK range of judgment value detail

Time Needed for Diagnosis: 24 ms

DP:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLT-AGE CORRELATION**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION

- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

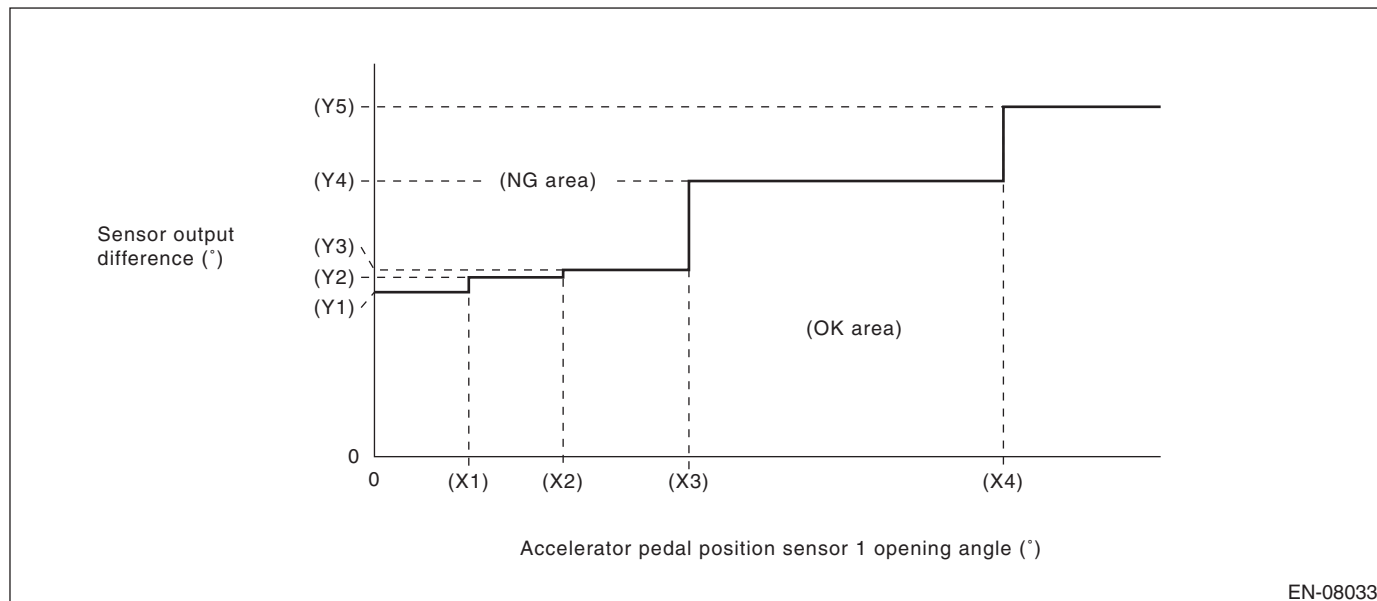
• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	Within the NG range of judgment value detail

Details of Judgment Value



(X1) 0.6 °

(X2) 1.2 °

(X3) 2 °

(X4) 4 °

(Y1) 1.465 °

(Y2) 1.597 °

(Y3) 1.663 °

(Y4) 2.455 °

(Y5) 3.116 °

Time Needed for Diagnosis: 116 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	Within the OK range of judgment value detail

Time Needed for Diagnosis: 116 ms

DQ:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of barometric pressure sensor output property.

Judge as NG when the barometric pressure sensor output is largely different from the intake manifold pressure at engine start.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 300 rpm
Vehicle speed	< 1 km/h (0.6 MPH)

4. GENERAL DRIVING CYCLE

Perform the diagnosis once at ignition switch ON.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Barometric pressure – Intake manifold pressure	≥ 26.7 kPa (200 mmHg, 7.9 inHg)
Intake manifold pressure at engine start – Intake manifold pressure	< 1.3 kPa (9.99 mmHg, 0.4 inHg)

Time Needed for Diagnosis: 328 ms

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Barometric pressure – Intake manifold pressure	< 26.7 kPa (200 mmHg, 7.9 inHg)

Time Needed for Diagnosis: 262 ms

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DR:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the barometric pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 1.707 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 1.707 V

Time Needed for Diagnosis: Less than 1 second

DS:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open/short circuit of the barometric pressure sensor.
Judge as NG if out of specification.

2. COMPONENT DESCRIPTION

The barometric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.234 V

Time Needed for Diagnosis: 500 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.234 V

Time Needed for Diagnosis: Less than 1 second

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DT:DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION

1. OUTLINE OF DIAGNOSIS

Detect malfunction of CAN communication.

When CAN communications is not possible, and CAN communications with TCM, VDC CM and body integrated unit is not possible, judge as NG if data from the TCM, VDC CM and body integrated unit are not normal.

2. COMPONENT DESCRIPTION

ECM, TCM, VDC CM and body integrated unit are connected by high speed CAN.

(Common Specifications)

CAN Protocol 2.0 B (Active)

Frame Format: 11 Bit ID Frame (Standard Frame)

(High speed CAN)

Conforms to ISO11898

Communication Speed: 500 kbps

3. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge as NG when the following conditions are established.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Starter switch	OFF
Engine	run
bus off flag or error warning flag	set (error)
or	
ID received from control module connected to driving system CAN	None during 500 milliseconds
or	
Data updated from control module connected to driving system CAN	None during 2000 milliseconds

Time Needed for Diagnosis: 2 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

• Normality Judgment

Judge as OK and clear the NG if the continuous time while the following conditions are established is more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Starter switch	OFF
Engine	run
bus off flag or error warning flag	clear (No error)
ID received from control module connected to driving system CAN	Yes
Data updated from control module connected to driving system CAN	Yes

Time Needed for Diagnosis: 1000 ms

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

DU:DTC U0101 CAN (TCU) DATA NOT LOADED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DV:DTC U0122 CAN (VDC) DATA NOT LOADED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DW:DTC U0140 CAN (BCU) DATA NOT LOADED

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DX:DTC U0402 CAN (TCU) DATA ABNORMAL

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DY:DTC U0416 CAN (VDC) DATA ABNORMAL

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DZ:DTC U0422 CAN (BCU) DATA ABNORMAL

1. OUTLINE OF DIAGNOSIS

NOTE:

For the detection standard, refer to DTC U0073. <Ref. to GD(H4SO)-198, DTC U0073 CAN FAILURE, BUS 'OFF' DETECTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION
