

20. 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.>

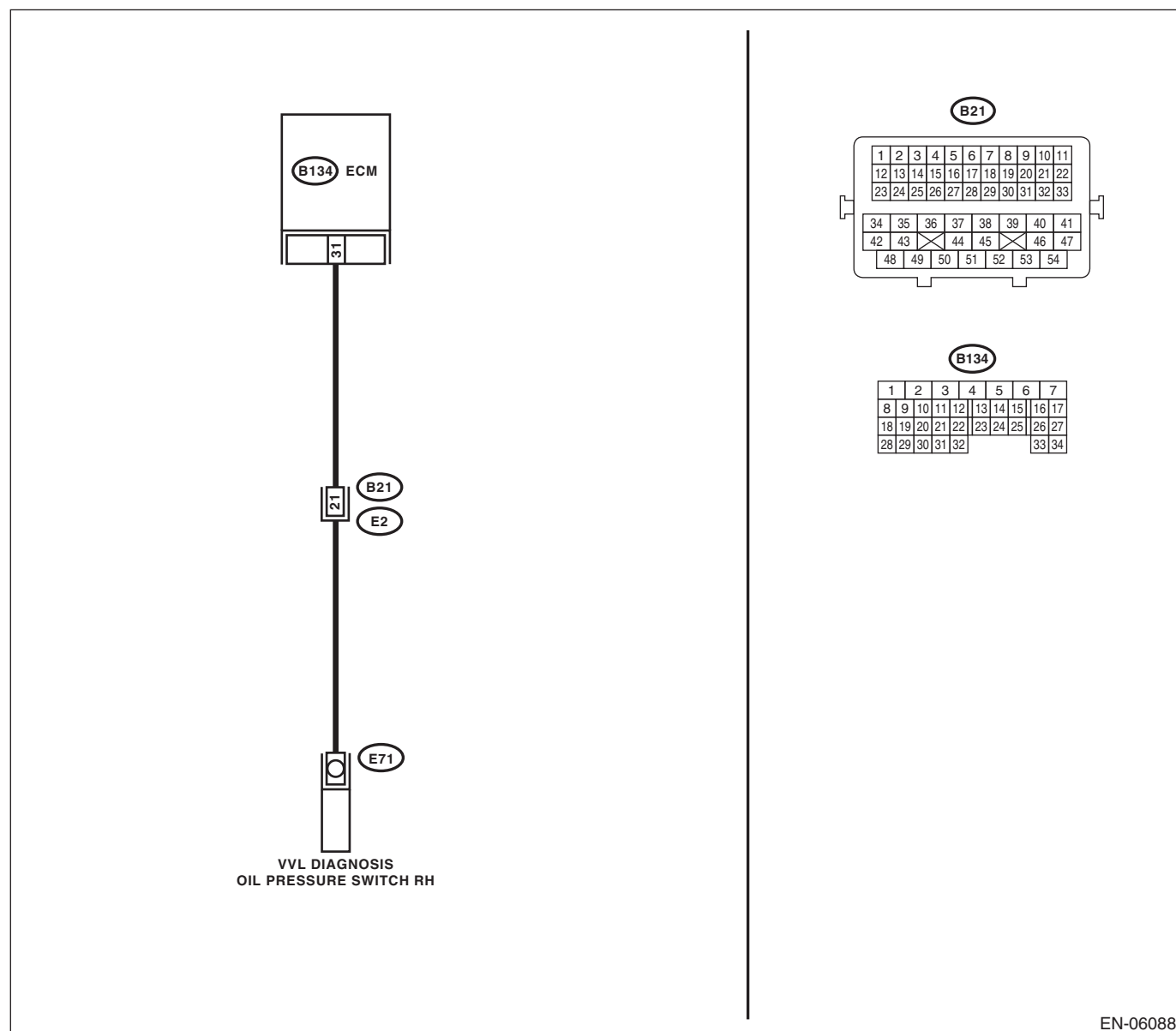
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06088

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. 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. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. Connector & terminal (B134) No. 31 — (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 connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E71) 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 variable valve lift diagnosis oil pressure switch connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E71) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch 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)-51, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, Oil Switching Solenoid Valve.> 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)-51, 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.>

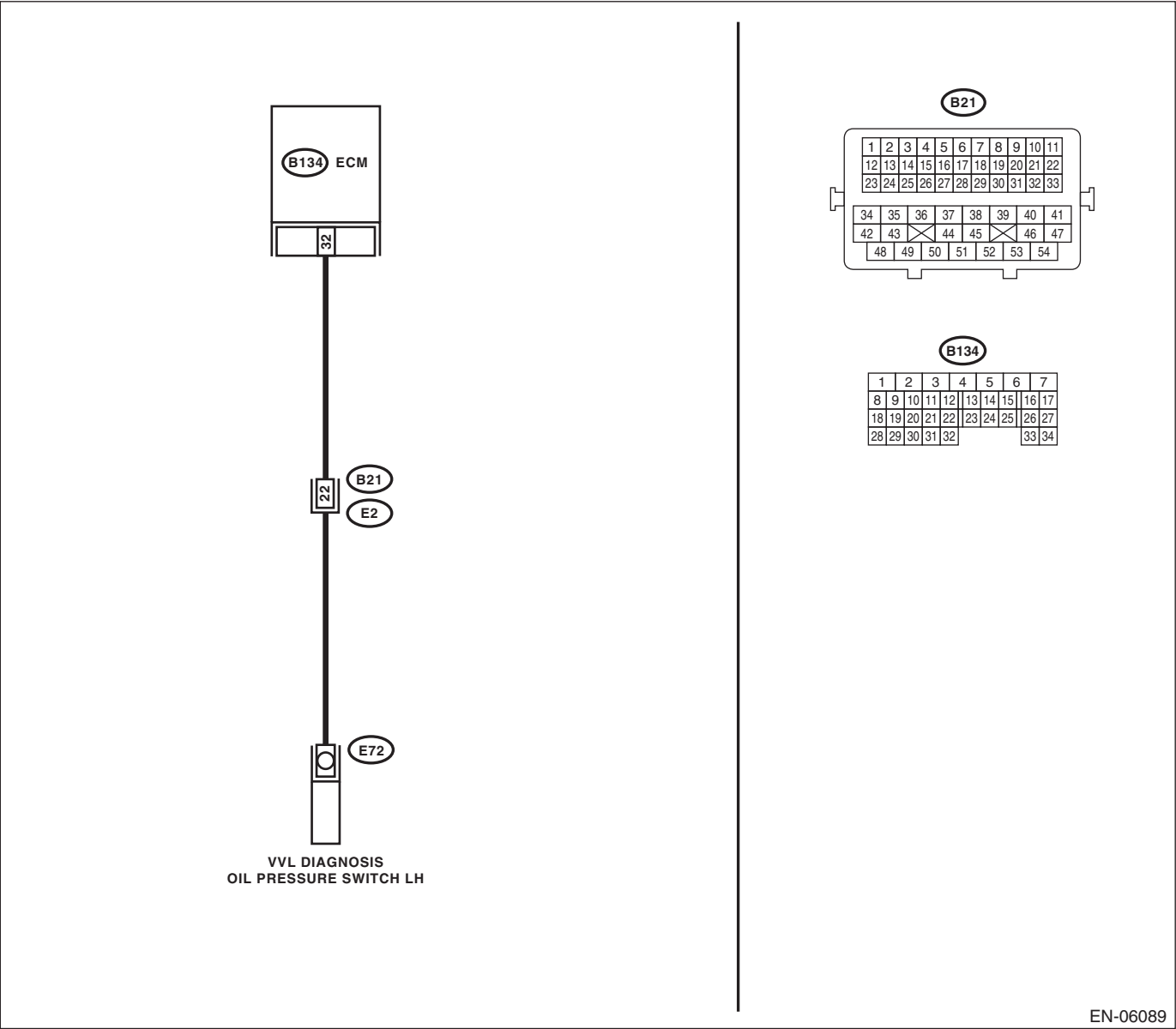
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06089

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. 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. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. Connector & terminal (B134) No. 32 — (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 connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E72) No. 1 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E72) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch 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)-51, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, Oil Switching Solenoid Valve.> 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)-51, Clear Memory Mode.>	Is DTC displayed?	Check for oil routing.	END.

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

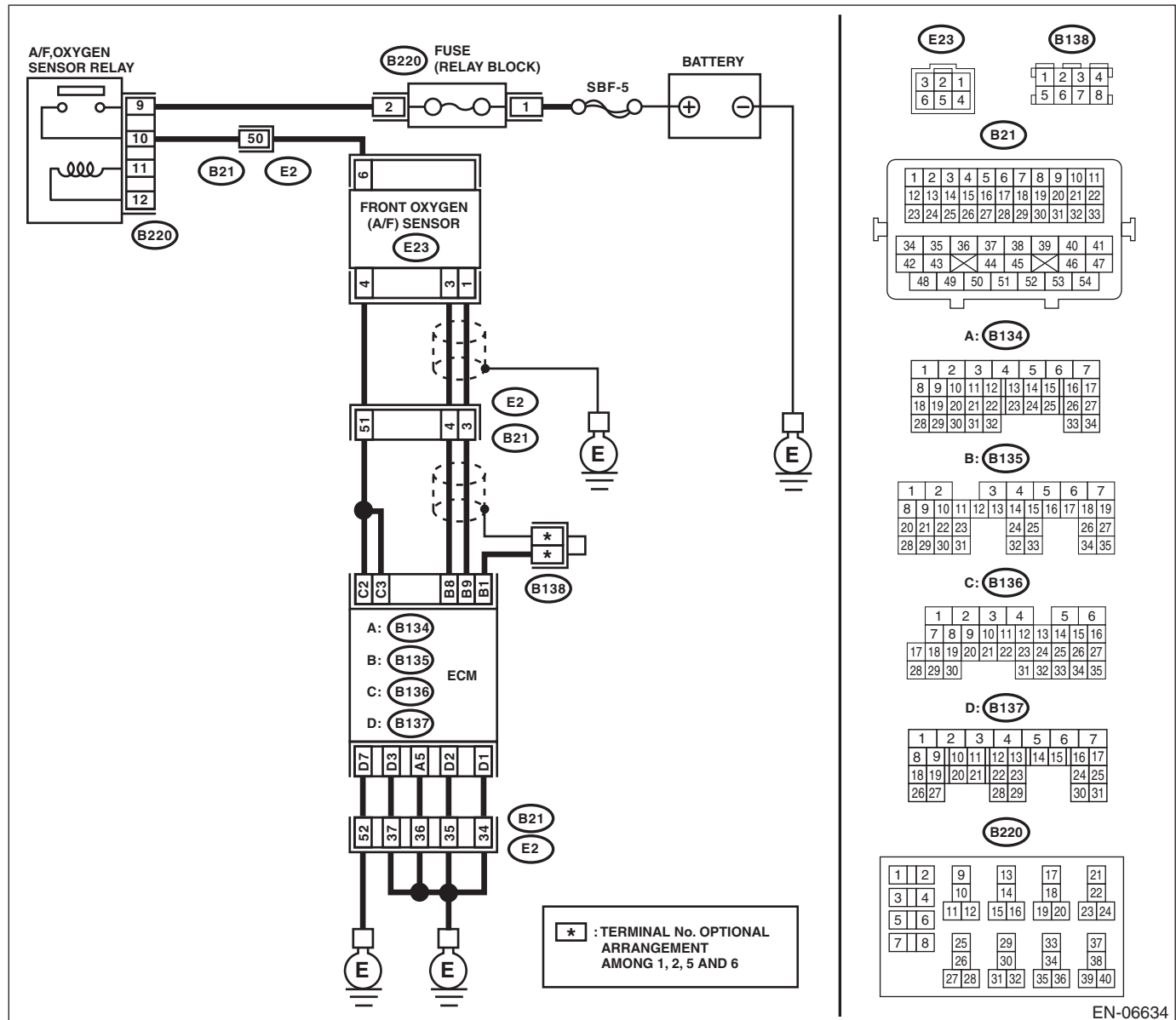
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-10, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

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 the 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. 2 — (E23) No. 4: (B136) No. 3 — (E23) No. 4:	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 HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) 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 FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor terminals. Terminals No. 6 — No. 4:	Is the resistance between 2 — 3 Ω ?	Go to step 4.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-35, Front Oxygen (A/F) Sensor.>
4 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in 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)

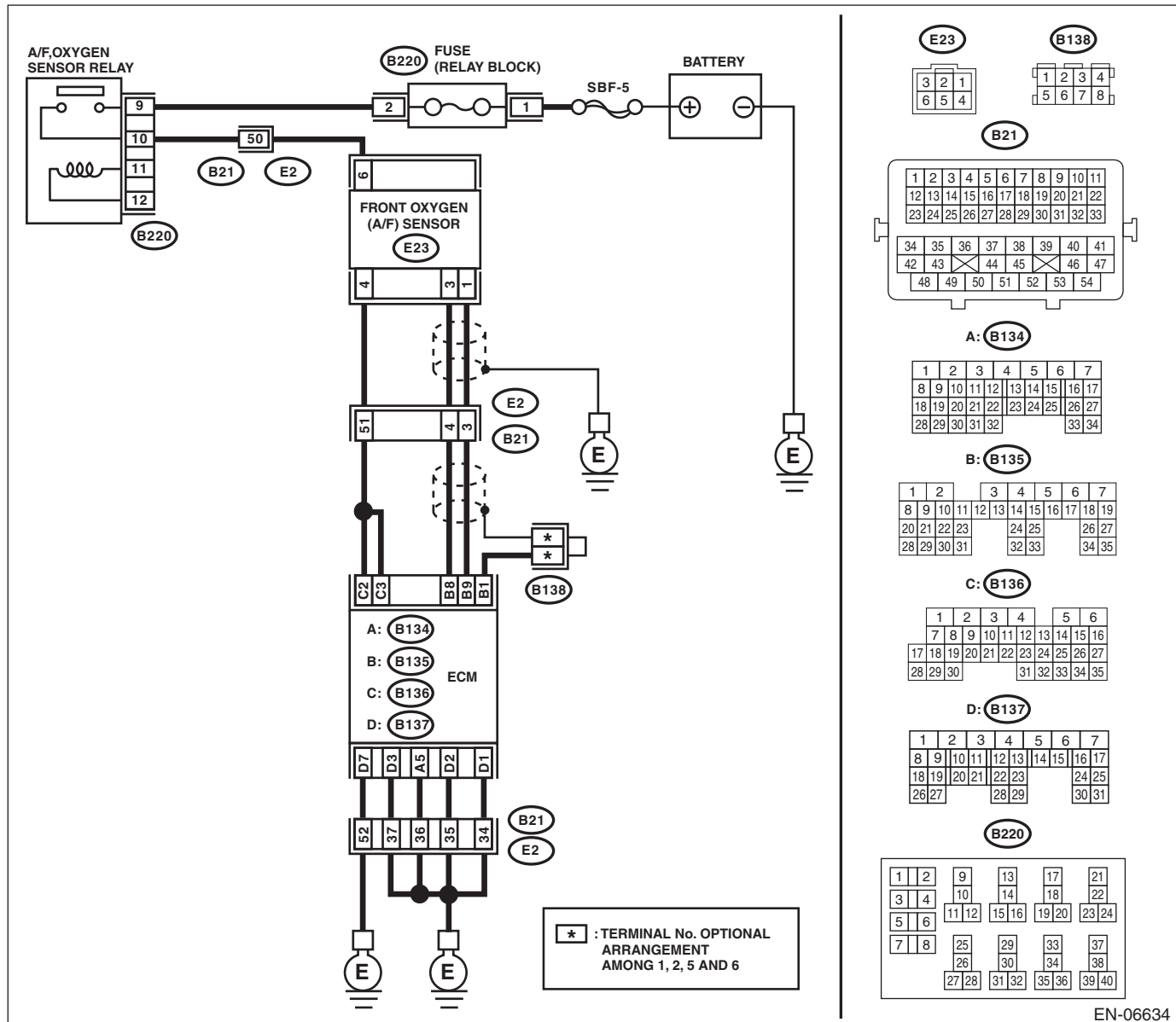
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-12, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

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 (E23) No. 6 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. Or replace the main relay. 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
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 2 — (E23) No. 4: (B136) No. 3 — (E23) No. 4:	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. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — 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 coupling connector
4 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor terminals. Terminals No. 6 — No. 4:	Is the resistance between 2 — 3 Ω ?	Repair poor contact of the 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)

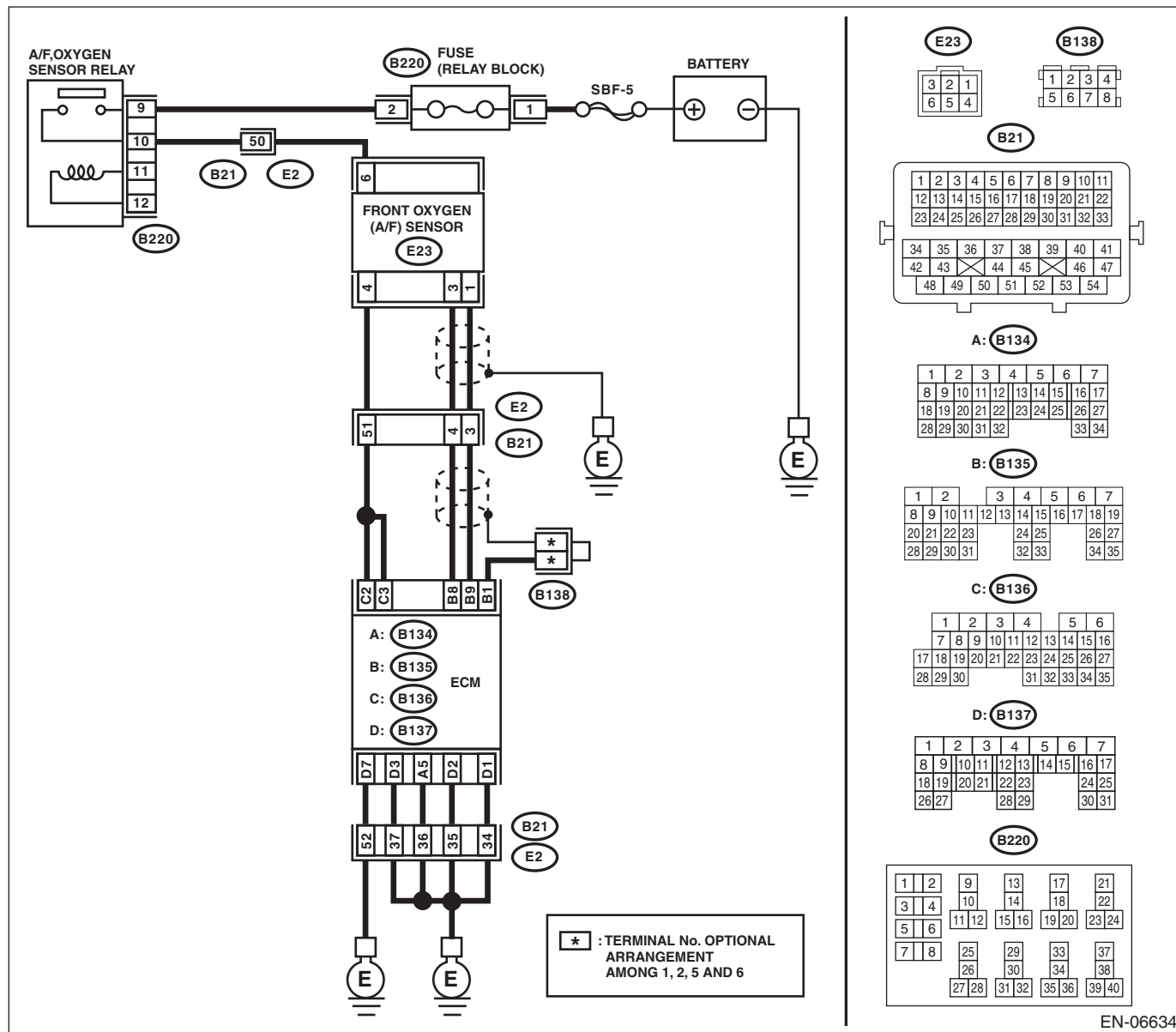
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-14, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 3 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector.	Go to step 2.
2	CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connectors from the ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of the 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

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



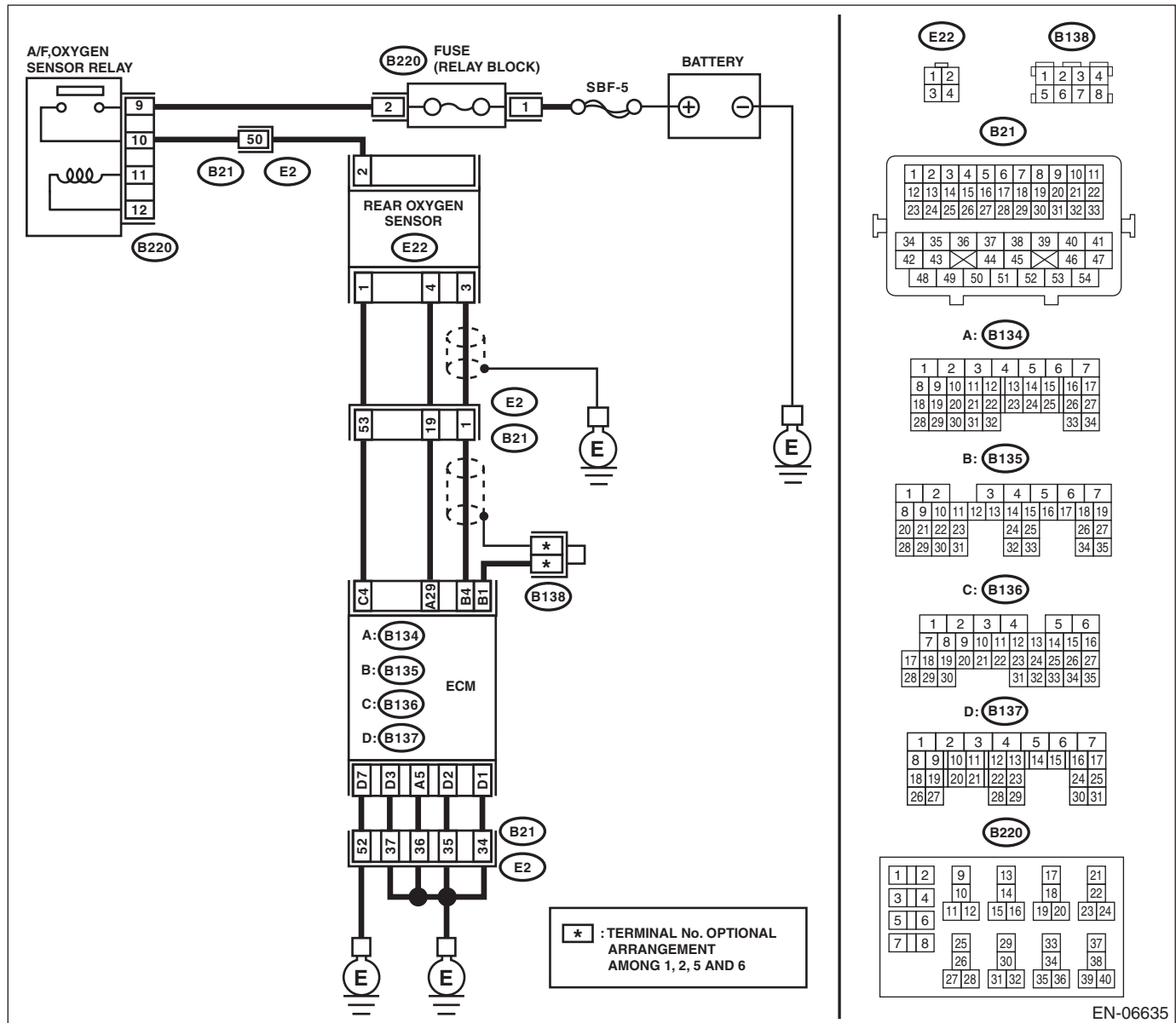
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. Connector & terminal (E22) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. Or replace the main relay. 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and oxygen sensor connector. Connector & terminal (B136) No. 4 — (E22) 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. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — 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 coupling connector
4 CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor terminals. Terminals No. 2 — No. 1:	Is the resistance between 5 — 7 Ω ?	Repair poor contact of the ECM connector.	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. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and rear oxygen sensor connector.	Go to step 2.
2 CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connectors from the ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of the 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

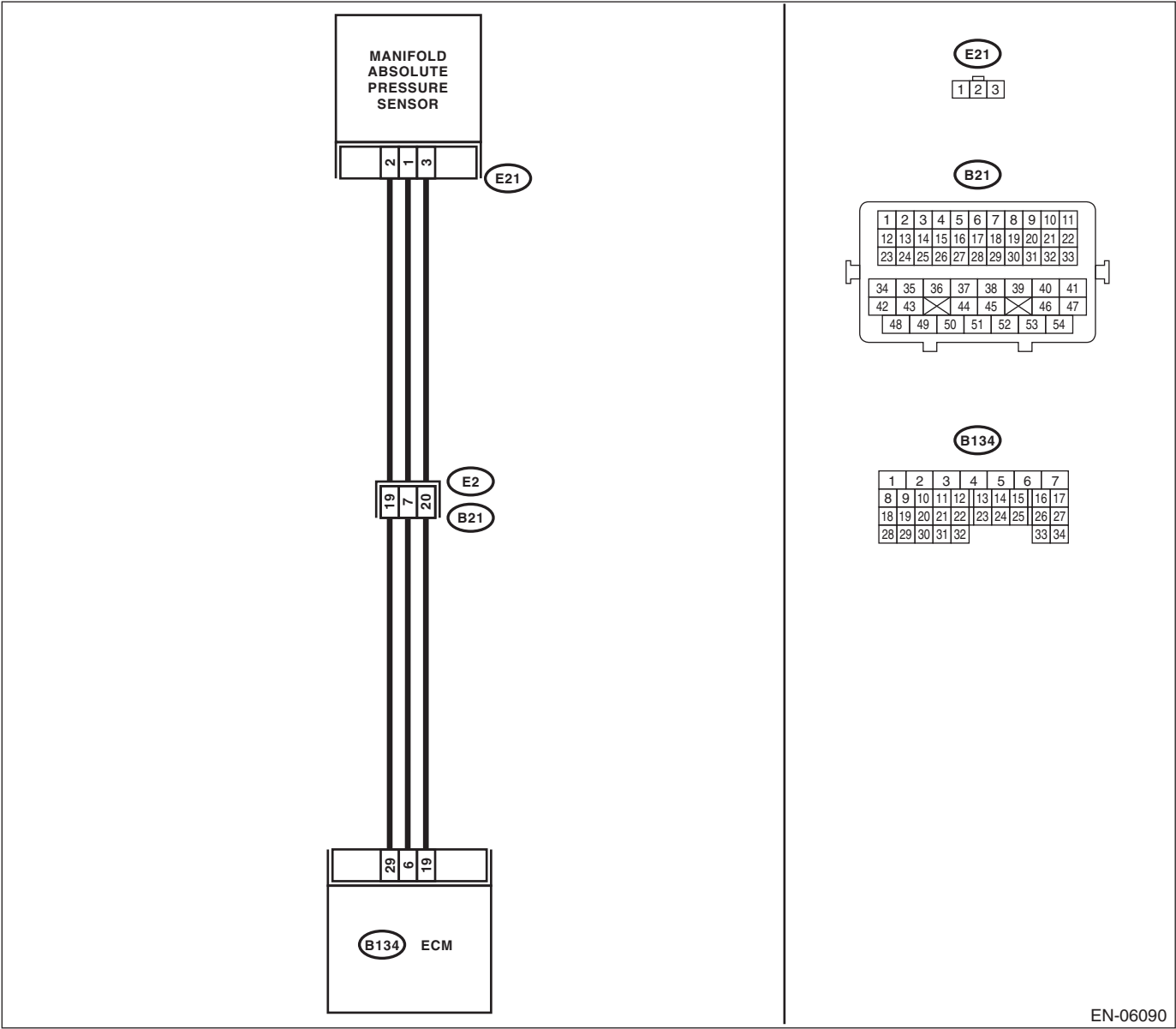
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-20, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06090

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	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.
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 AT 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)-33, 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)-27, 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)-33, 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)-13, 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)-27, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(H4SO)-13, Throttle Body.>

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)**DTC DETECTING CONDITION:**

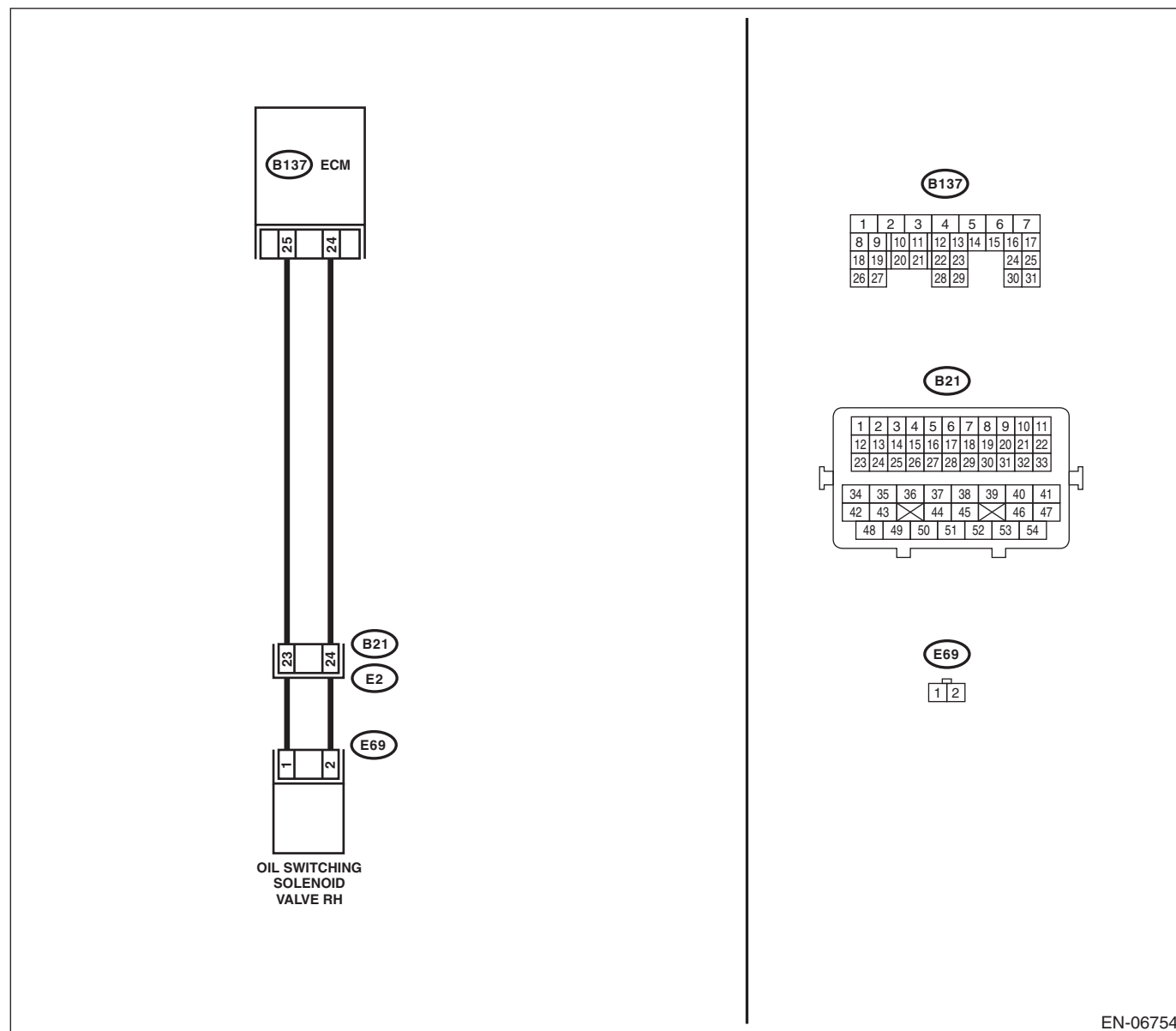
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-22, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06754

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the resistance of harness between ECM and oil switching solenoid valve. Connector & terminal (B137) No. 25 — (E69) No. 1: (B137) No. 24 — (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 of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 25 — Chassis ground: (B137) No. 24 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, 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)-23, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

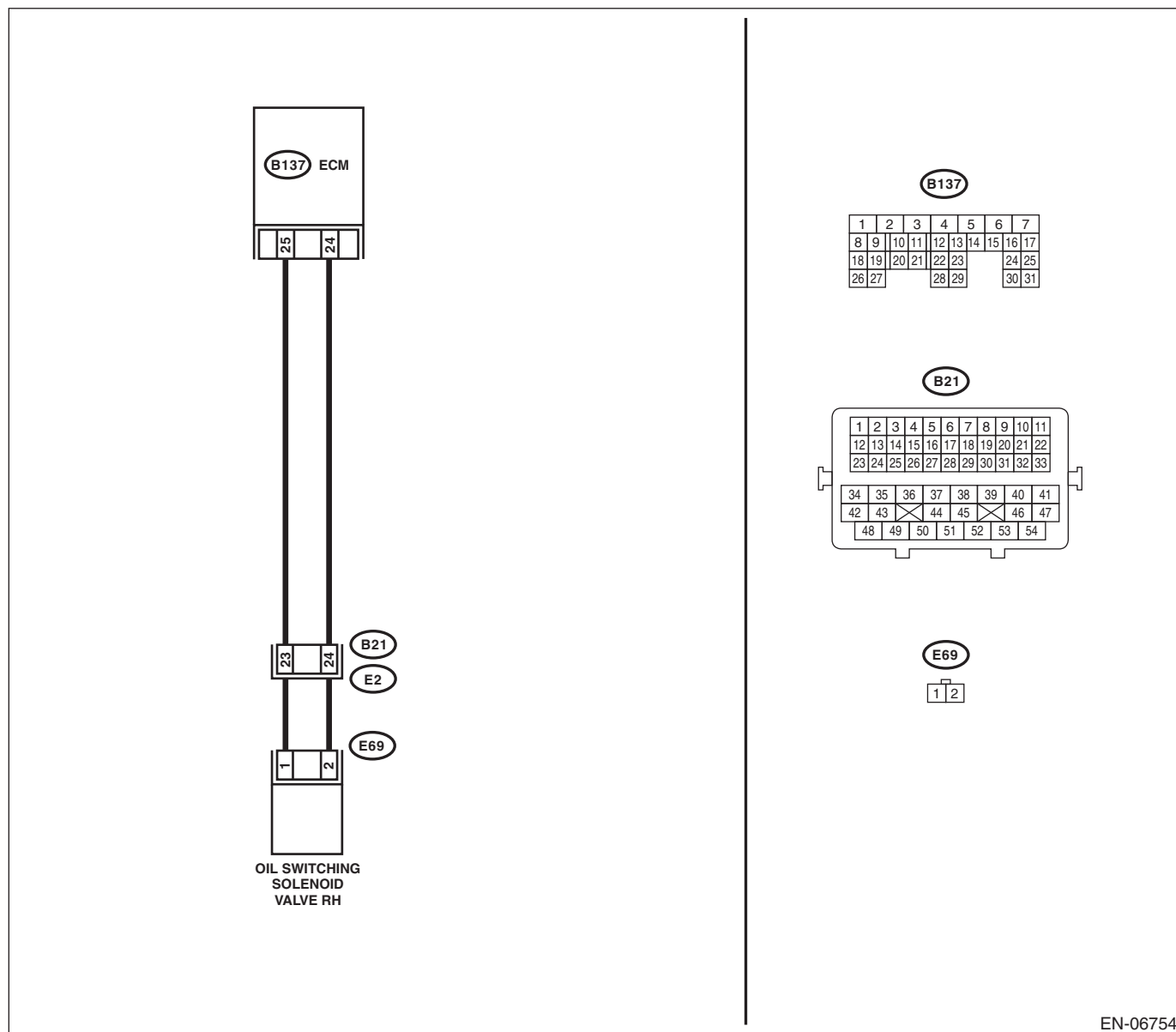
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06754

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 25 (+) — Chassis ground (-): (B137) No. 24 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance of harness between ECM and oil switching solenoid valve connector. Connector & terminal (B137) No. 25 — (E69) No. 1: (B137) No. 24 — (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 of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, Oil Switching Solenoid Valve.>

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)**DTC DETECTING CONDITION:**

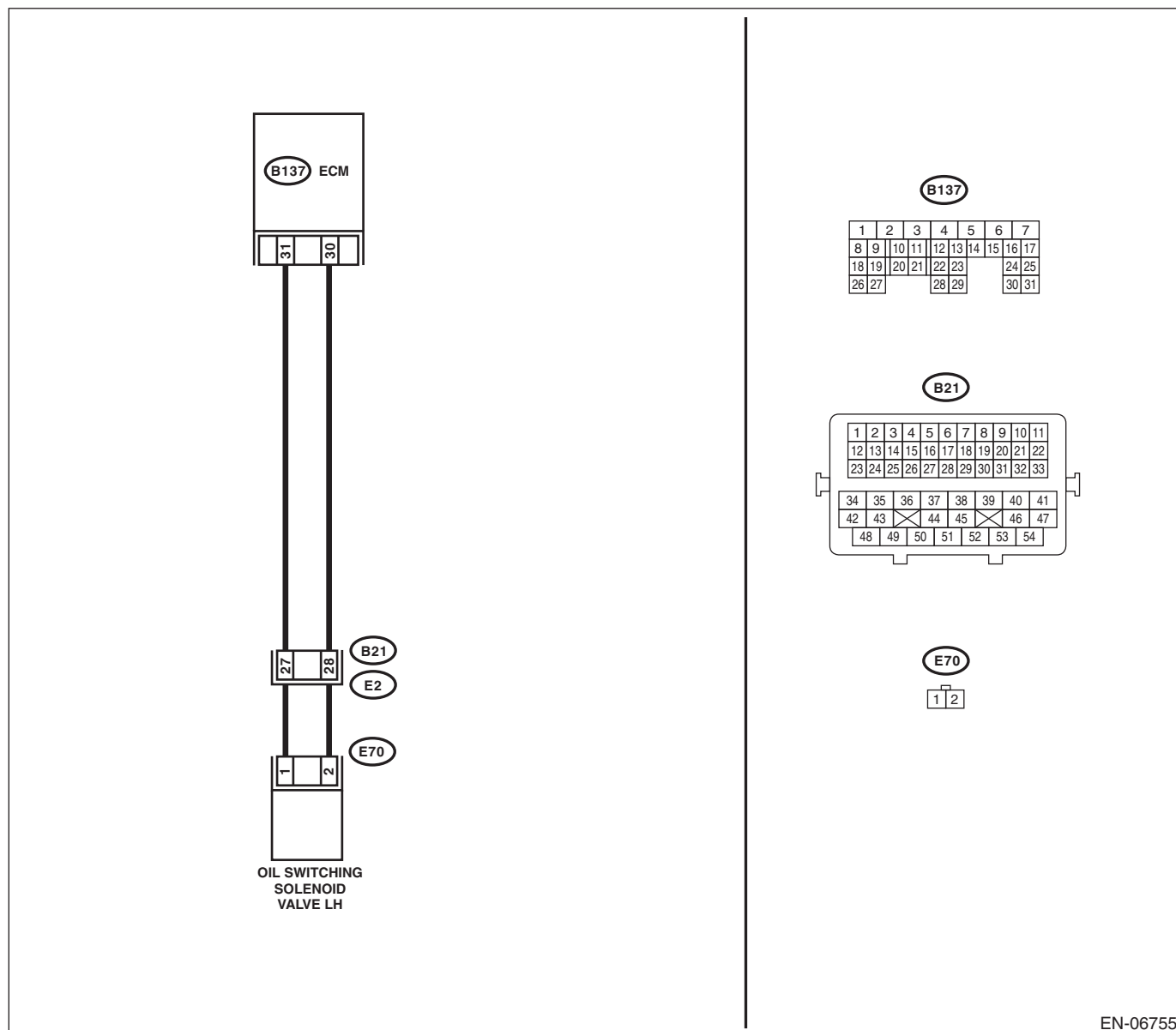
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-24, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06755

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve. Connector & terminal (B137) No. 31 — (E70) No. 1: (B137) No. 30 — (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 of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 31 — Chassis ground: (B137) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, 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.>

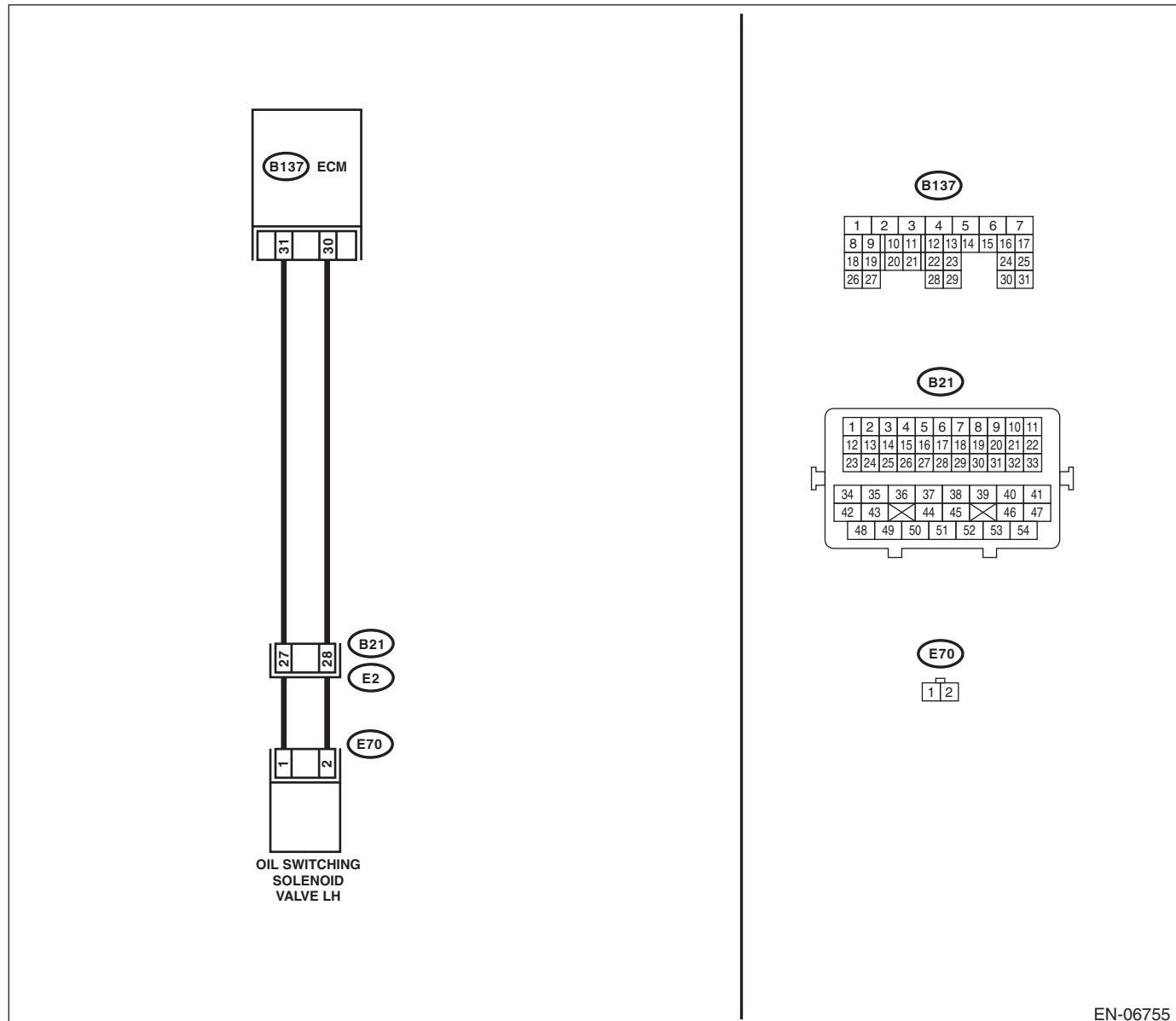
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06755

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 31 (+) — Chassis ground (-): (B137) No. 30 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between the ECM and oil switching solenoid valve connector. Connector & terminal (B137) No. 31 — (E70) No. 1: (B137) No. 30 — (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 of harness between ECM and oil switching solenoid valve connector • Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-104, Oil Switching Solenoid Valve.>

DTC DETECTING CONDITION:

- TROUBLE SYMPTOM:**

- CAUTION:**

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 the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-82, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, 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.>

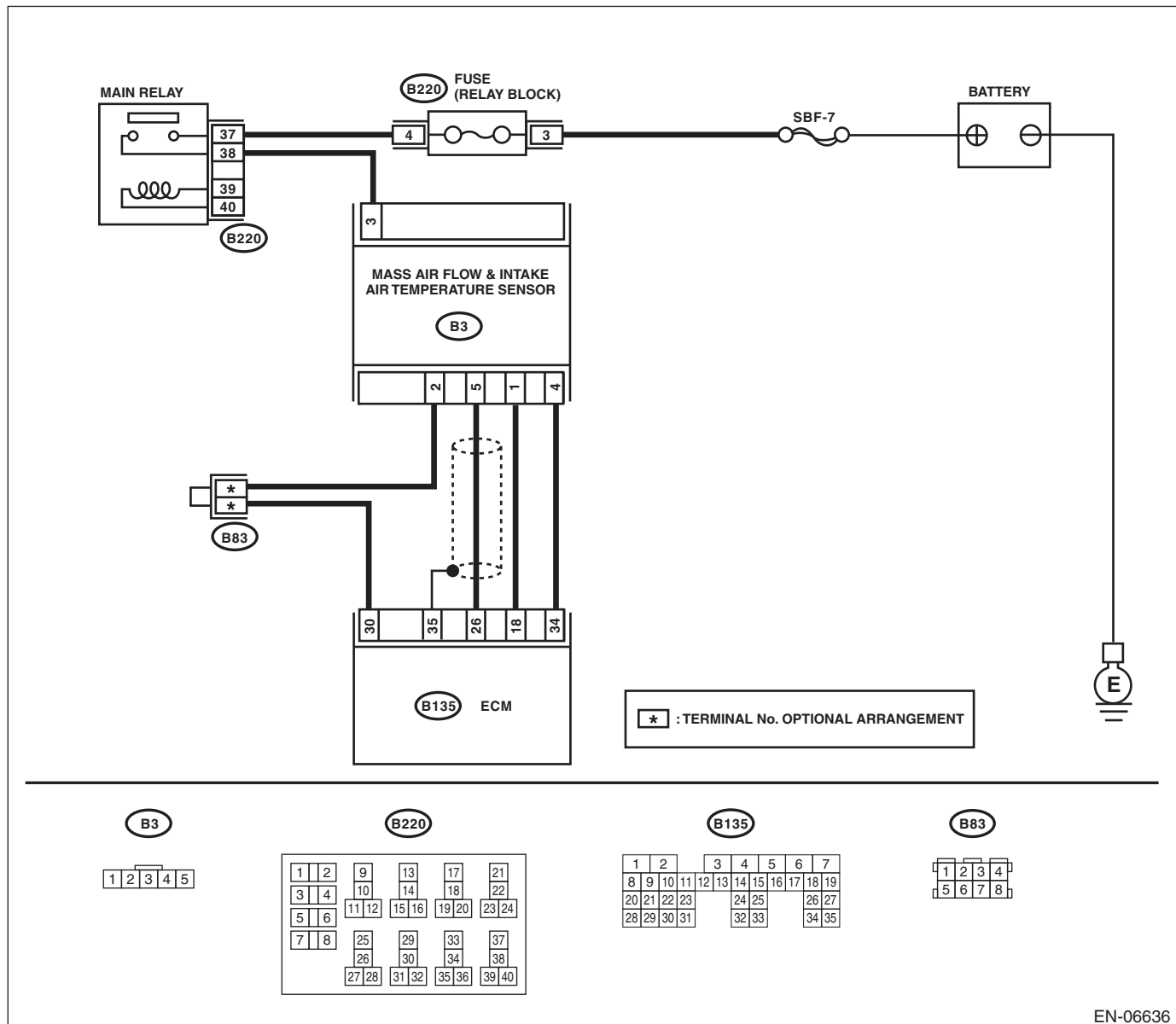
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06636

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 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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then reperform the diagnosis again. NOTE: In this case, temporary poor contact of connector 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 the 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 of harness between the main relay and the mass air flow and intake air temperature sensor connector. - Poor contact of main relay connector
3 CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connector. Connector & terminal (B135) No. 26 — (B3) No. 5:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between the ECM and the mass air flow and intake air temperature sensor connector.
4 CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 26 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between the ECM and the mass air flow and intake air temperature sensor connector.
5 CHECK POOR CONTACT. Check for any poor contact in the ECM or the mass air flow or intake air temperature sensor connector.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connector?	Repair any poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT**DTC DETECTING CONDITION:**

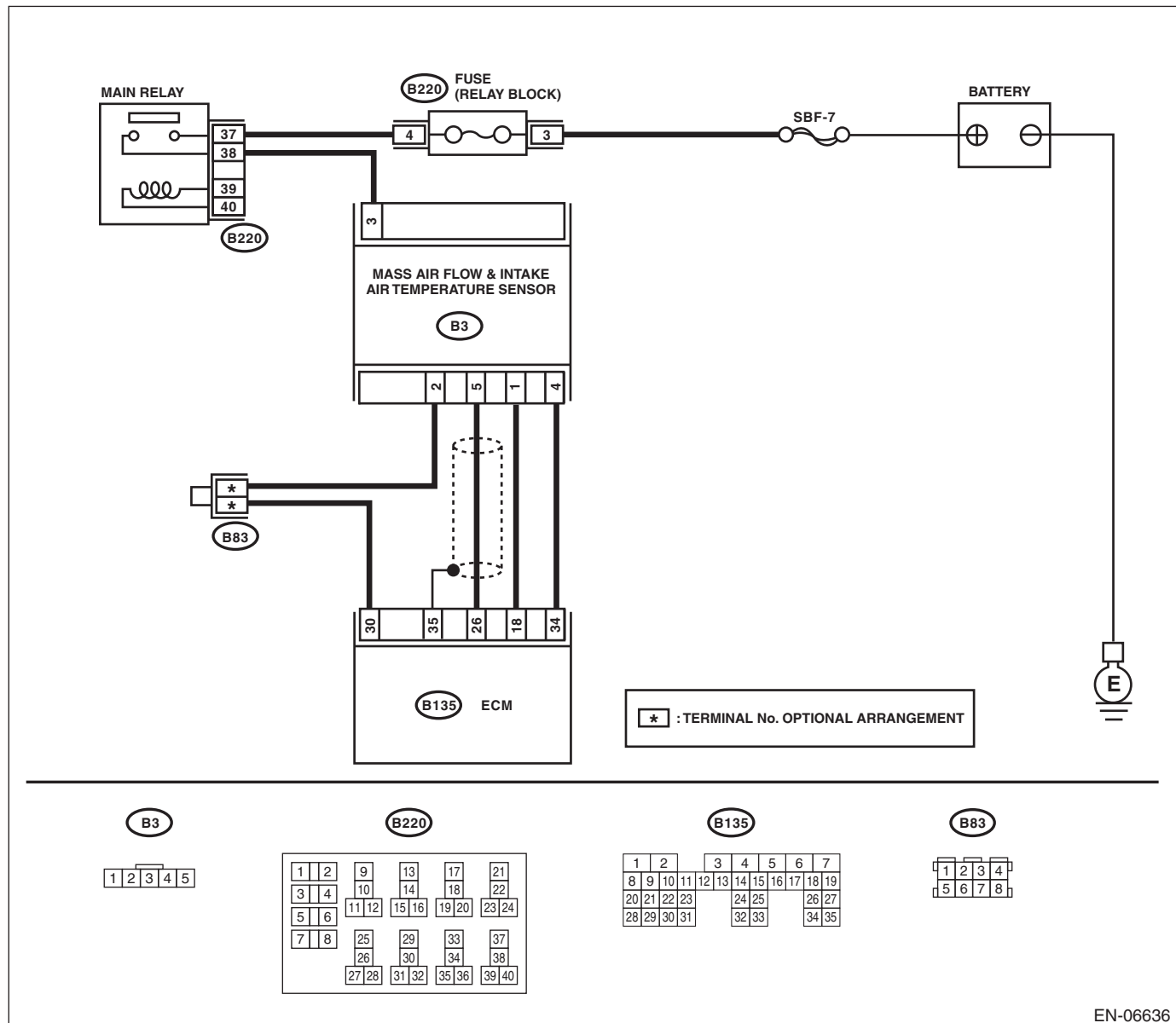
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-28, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06636

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 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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Start the engine. 4) Read the data of air flow 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)-33, 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 to power in the harness between the ECM and the mass air flow and intake air temperature sensor connectors.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 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 of harness between ECM, mass air flow and intake air temperature sensor connectors. • Poor contact in ECM connector
4 CHECK POOR CONTACT. Check for any poor contact between the mass air flow and intake air temperature sensor connectors.	Is there poor contact in the mass air flow and intake air temperature sensor connectors?	Repair any poor contact of the mass air flow and intake air temperature sensor connectors.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

**P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE
CIRCUIT LOW INPUT**

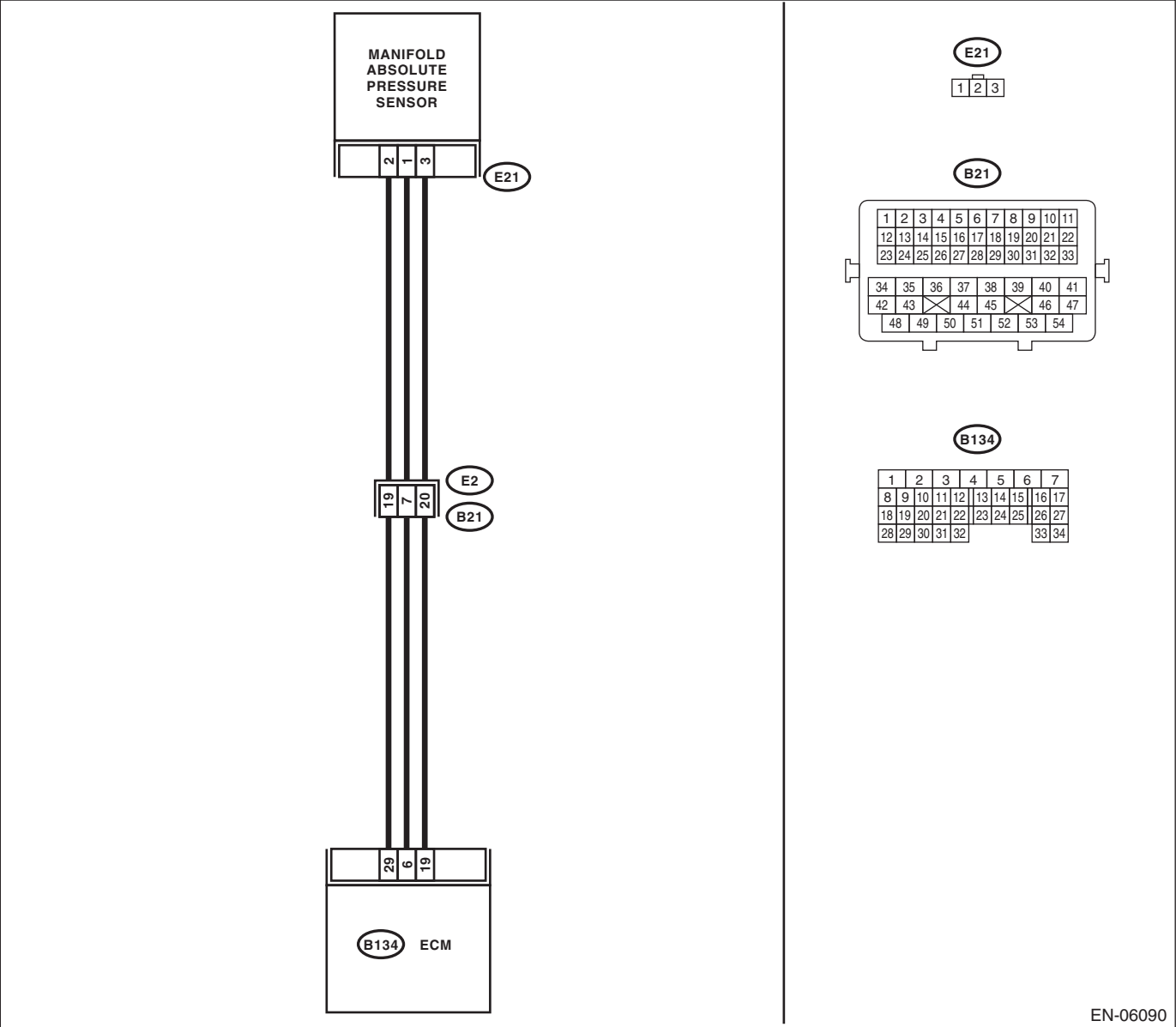
DTC DETECTING CONDITION:

- 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51,
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)

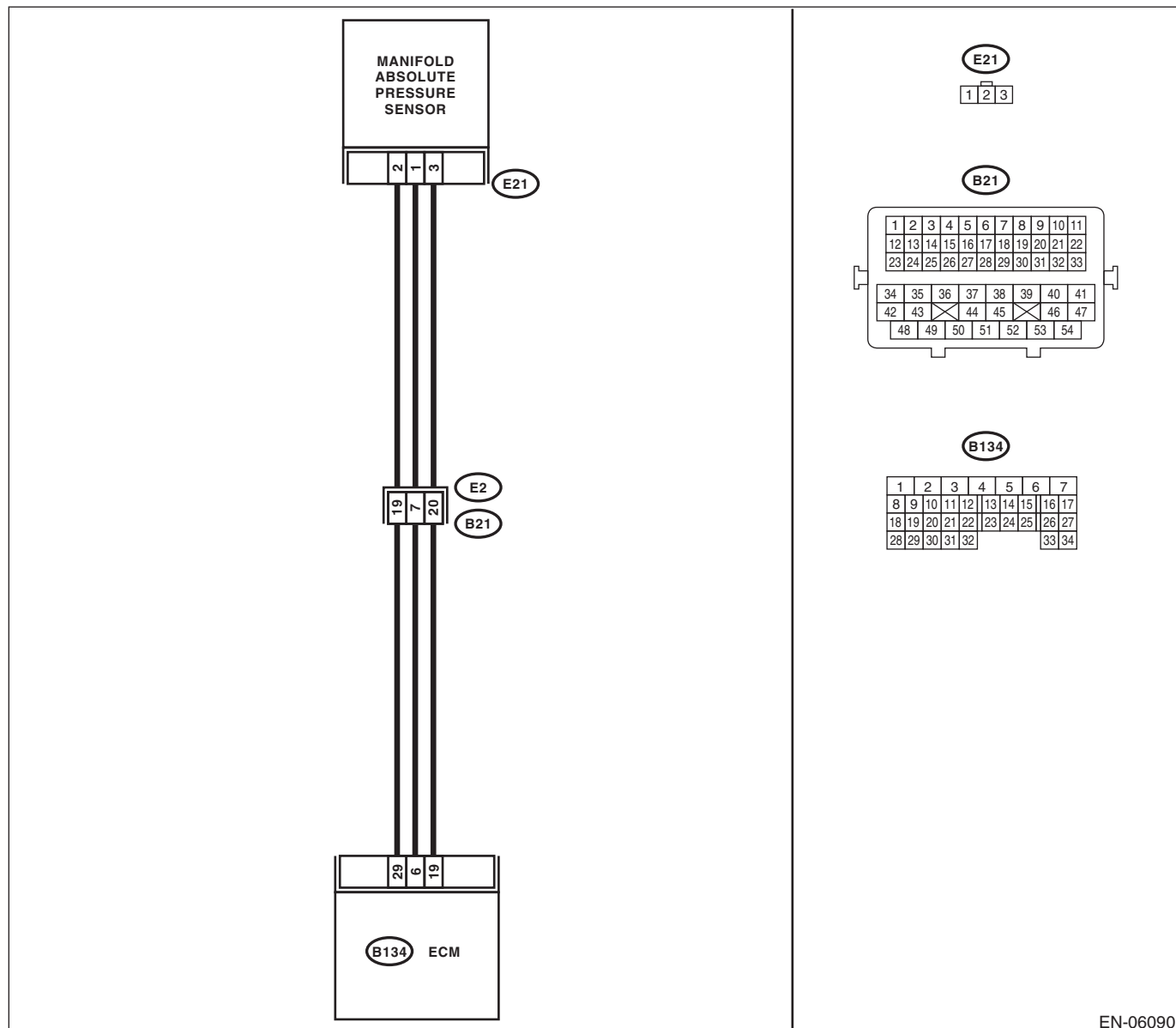
Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POWER SUPPLY OF THE 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 in 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 connectors from the ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B134) No. 6 — (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 (B134) No. 6 — 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 POOR CONTACT. Check for poor contact between the ECM and manifold pressure sensor connector.	Is there poor contact in the ECM or manifold absolute pressure sensor connector?	Repair the poor contact in the ECM or manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06090

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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
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)-33, 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 to power in the harness 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 in ECM connector • Poor contact of coupling connector
4	CHECK POOR CONTACT. Check for poor contact of the manifold absolute pressure sensor connector.	Is there poor contact in 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)-27, Manifold Absolute Pressure Sensor.>

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE**DTC DETECTING CONDITION:**

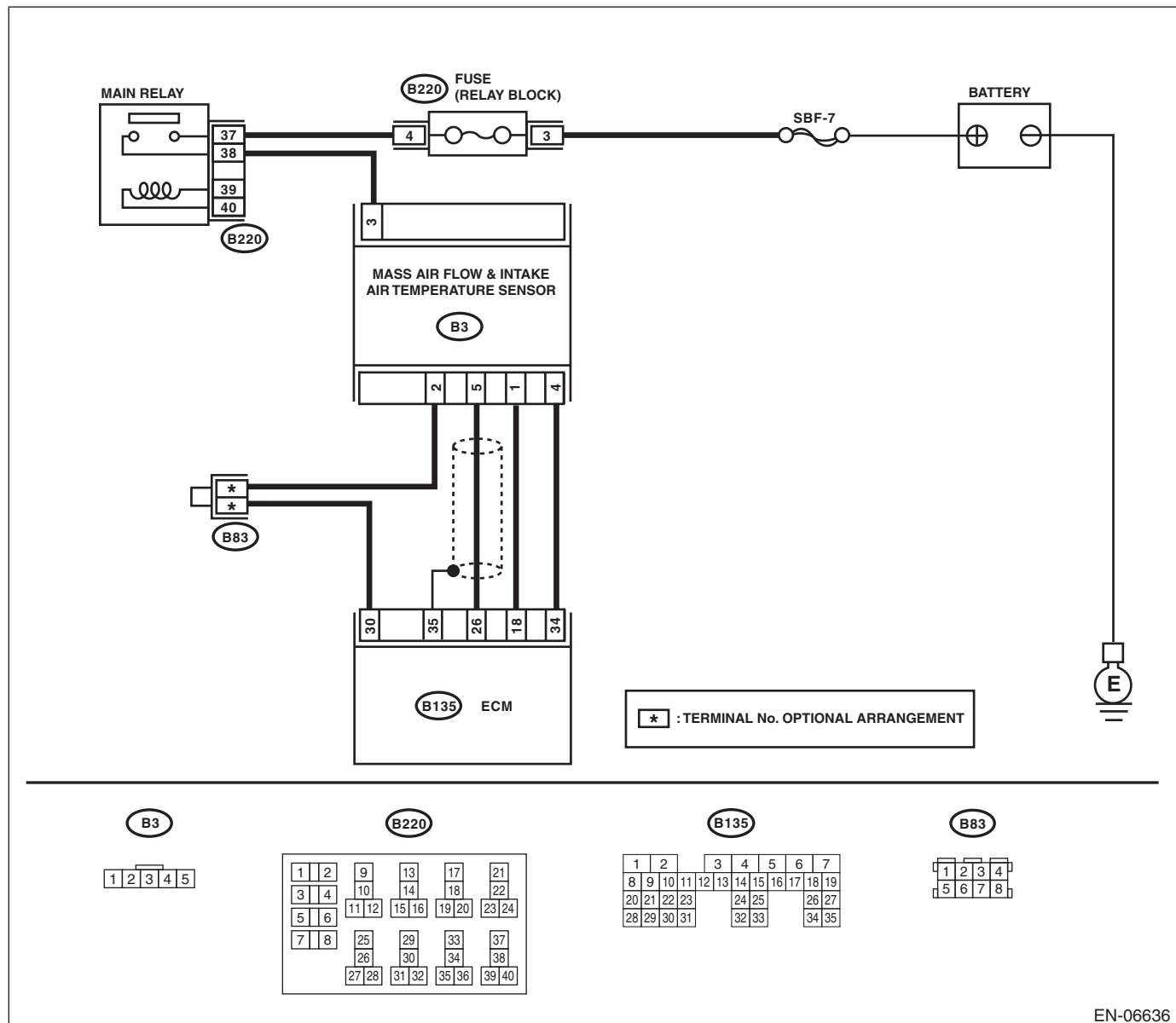
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-31, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06636

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)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Check DTC P0125 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-82, List of 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.>

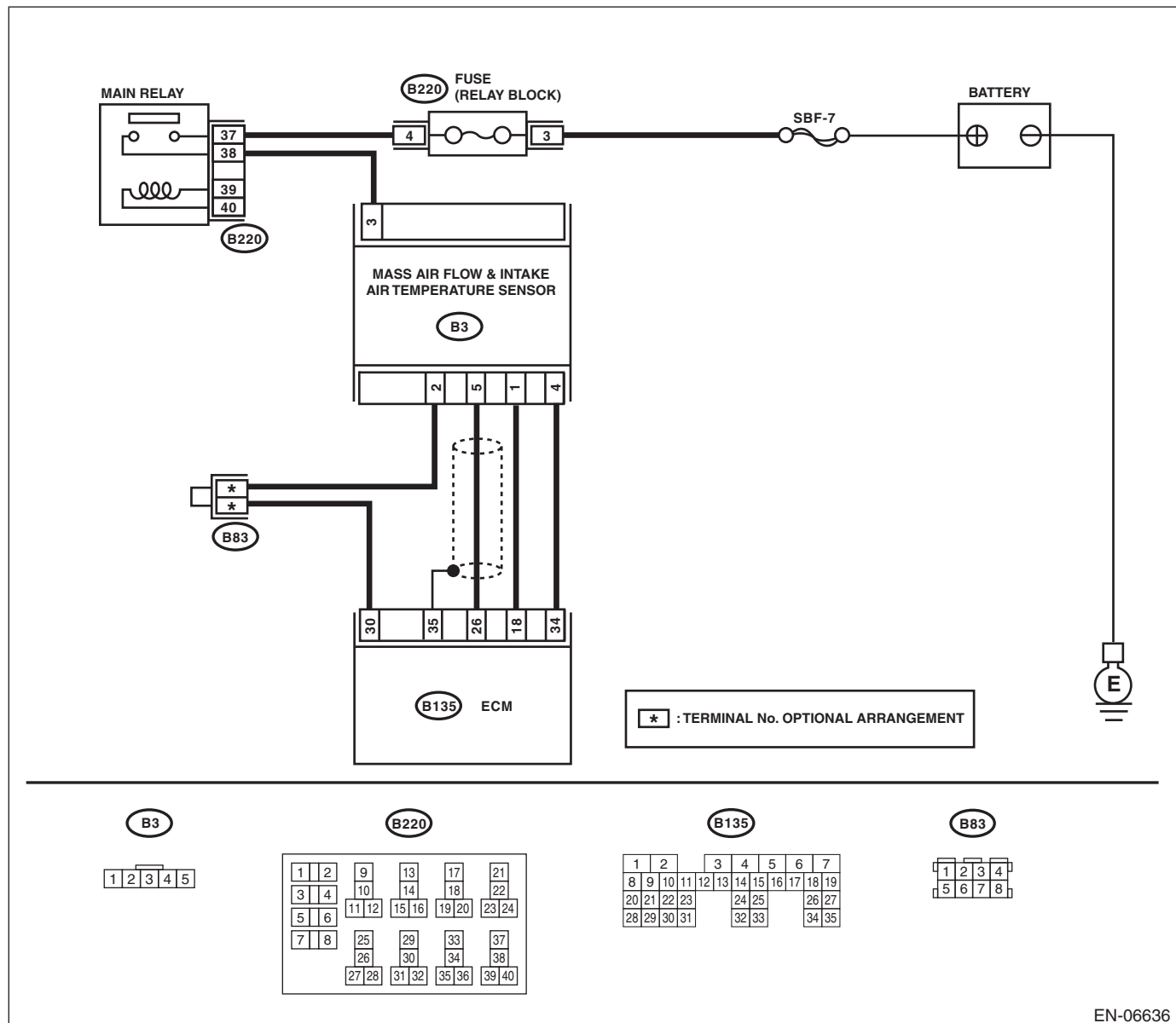
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06636

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)-33, 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 higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow & intake air temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 18 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the ground short circuit of harness between the ECM and the mass air flow & intake air temperature sensor connectors.

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.>

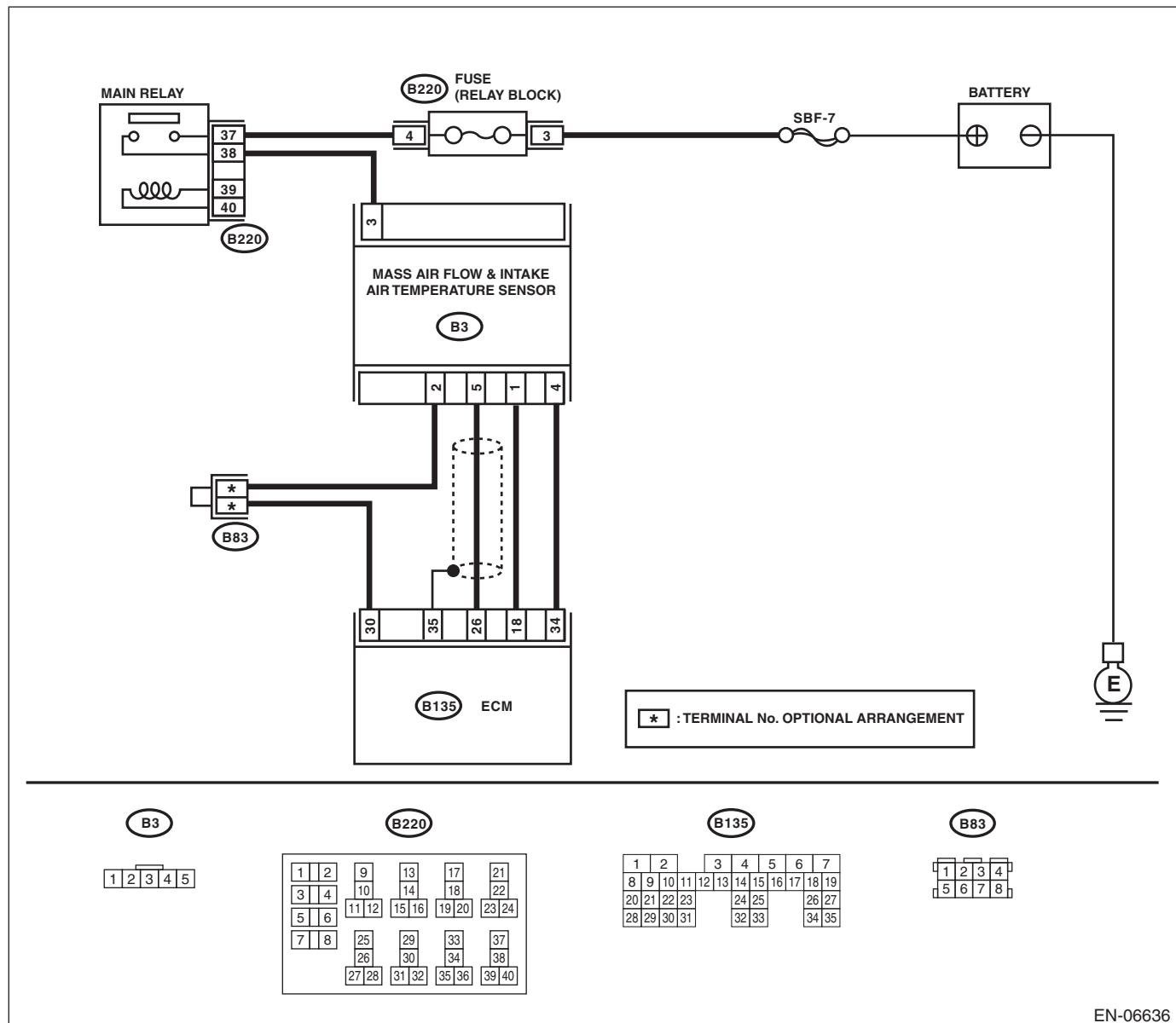
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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 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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
	CHECK POOR CONTACT. Check the poor contact between the ECM and the mass air flow and intake air temperature sensor connectors.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connectors?	Repair any poor contact between the ECM and the mass air flow and intake air temperature sensor connectors.	Go to step 3.
	CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance of harness between ECM and mass air flow and intake air temperature sensor connectors. Connector & terminal (B135) No. 18 — (B3) No. 1: (B135) No. 30 — (B3) No. 2:	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 connectors.
	CHECK HARNESS BETWEEN ECM, MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 18 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow & intake air temperature sensor connectors.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, 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.>

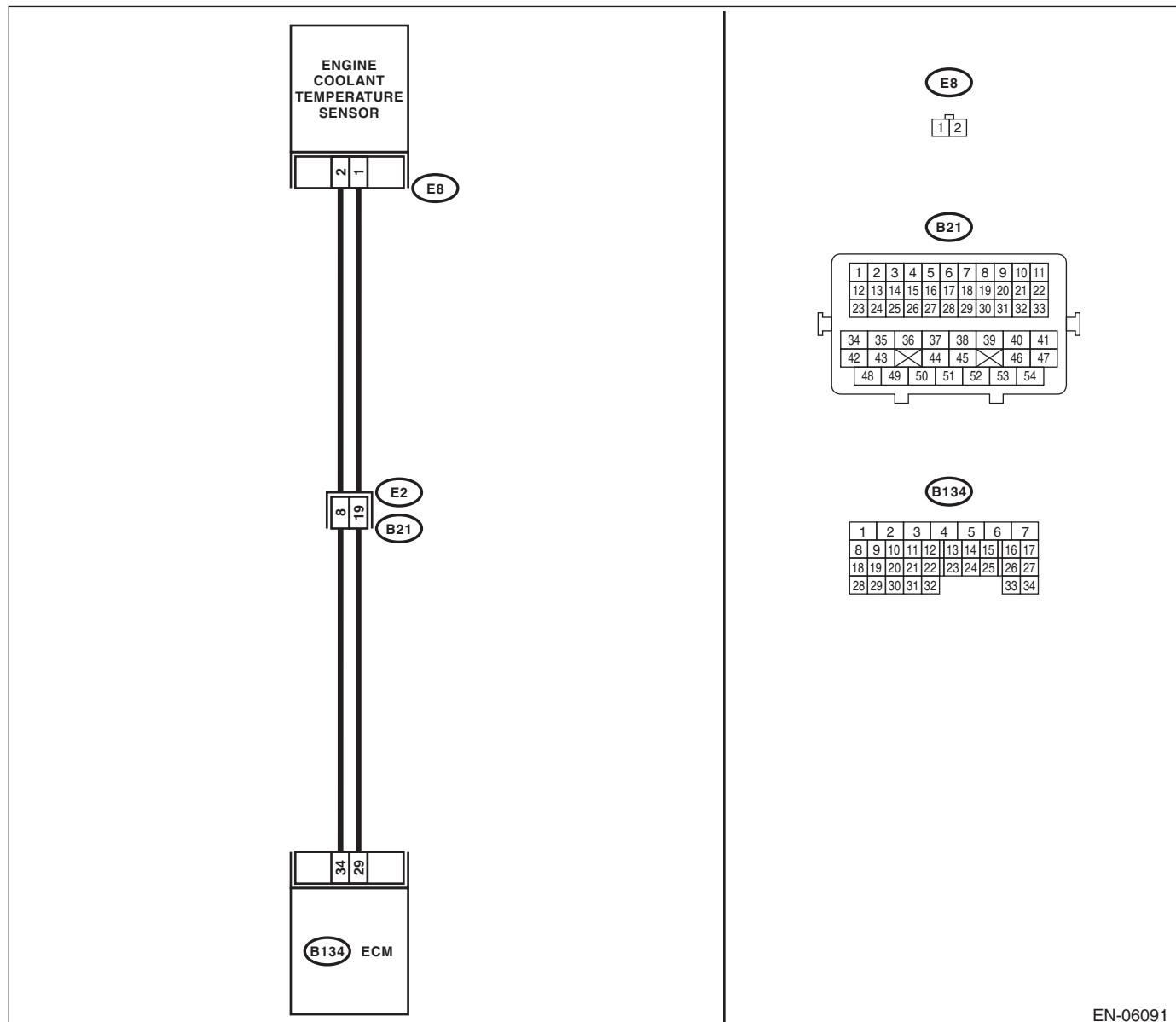
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06091

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)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 150°C (302°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and engine coolant temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 34 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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.>

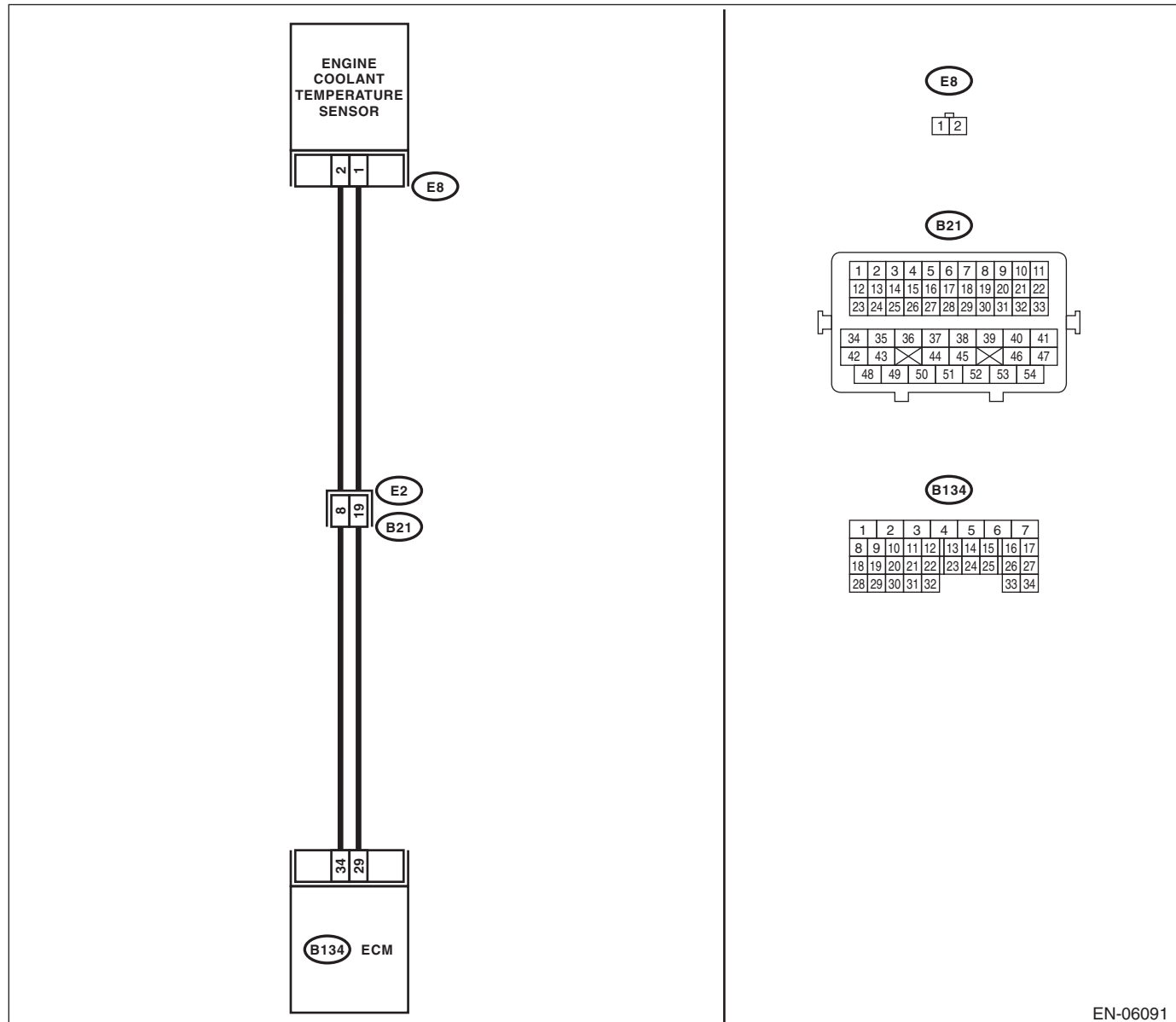
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06091

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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Check for poor contact between the ECM and engine coolant temperature sensor connectors.	Is there poor contact in the ECM or engine coolant temperature sensor connectors?	Repair any poor contact between the ECM and engine coolant temperature sensor connectors.	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 the ECM and engine coolant temperature sensor. 3) Measure the resistance of the harness between the ECM and engine coolant temperature sensor connector. Connector & terminal (B134) No. 34 — (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 (B134) No. 34 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and engine coolant temperature sensor connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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.>

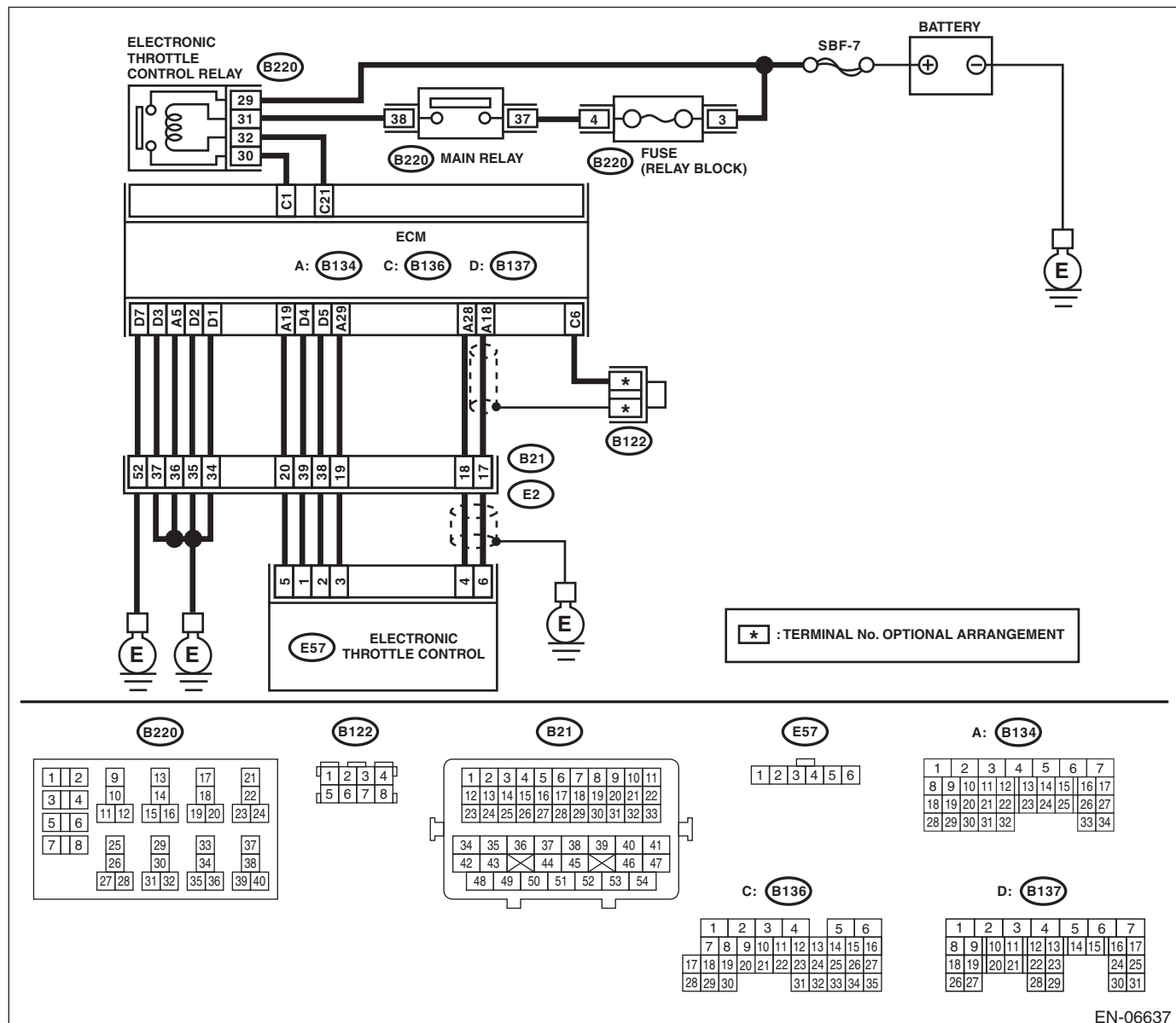
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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. 6:	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)-13, 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.>

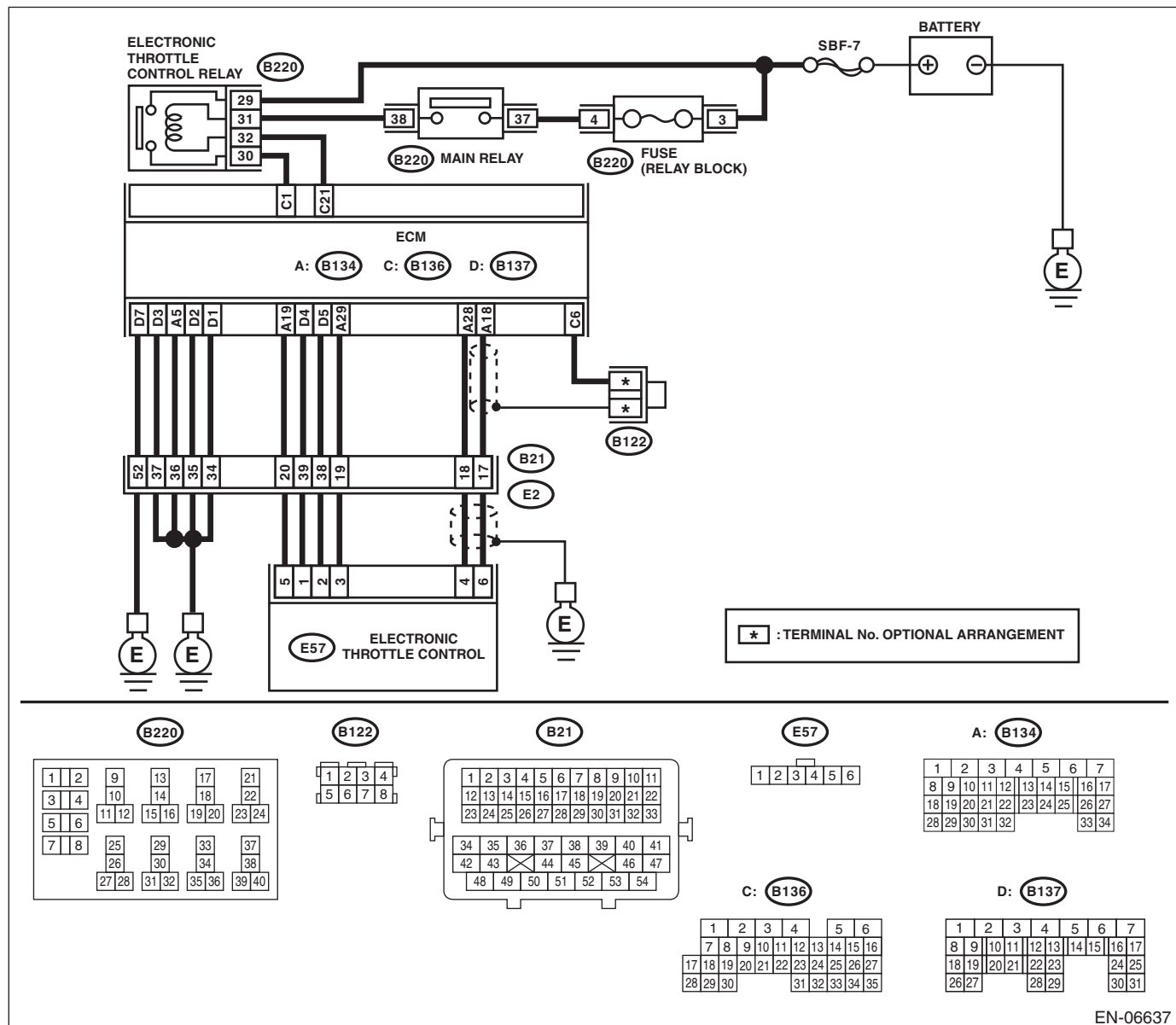
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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. 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 in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, Throttle Body.>	Repair the short circuit to power in the harness 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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 other three 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)-13, REPLACEMENT, Engine Coolant.>
3 CHECK THERMOSTAT.	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H4SO)-17, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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.>

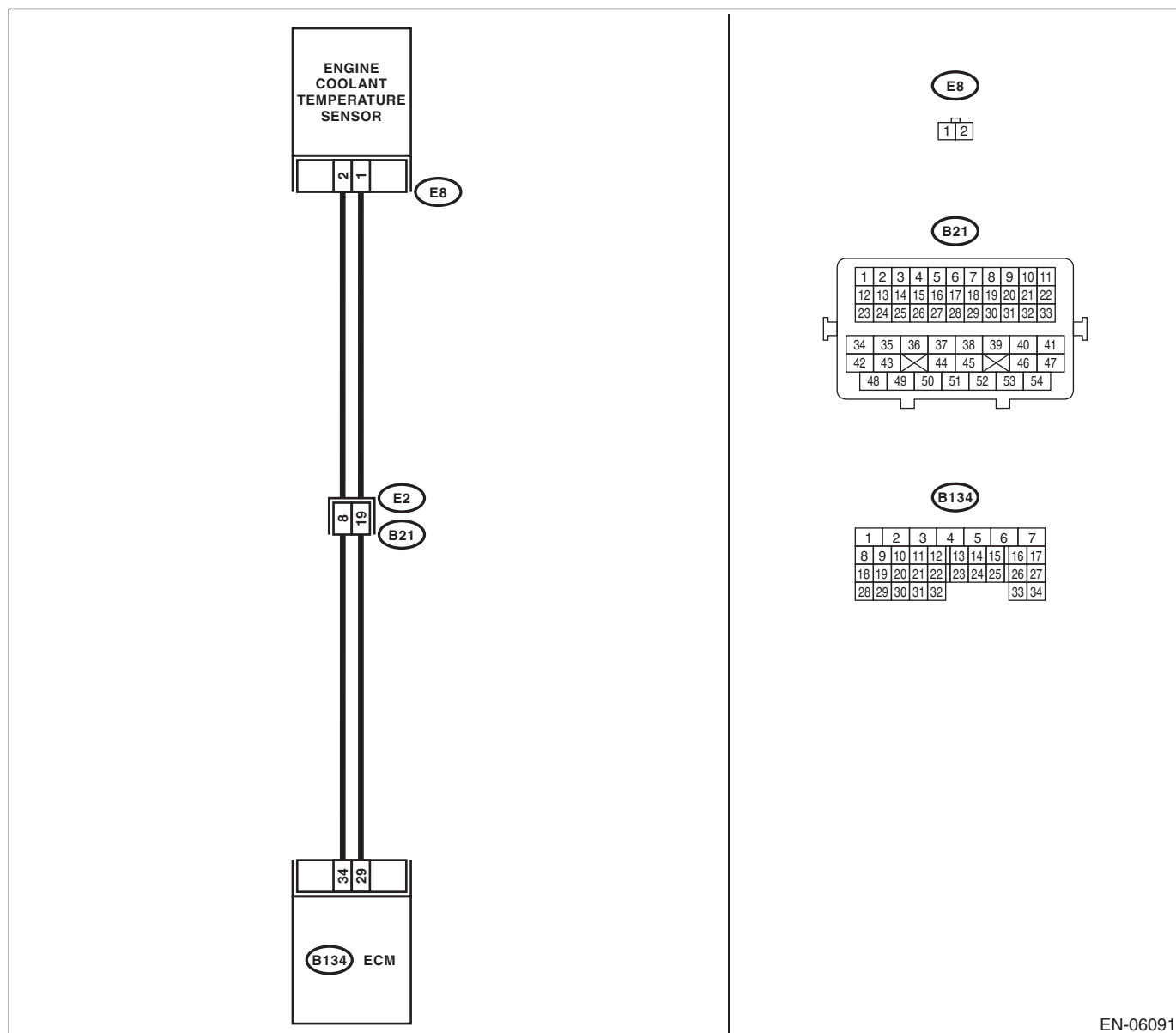
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06091

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. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed up?	Repair the poor contact of the ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ENGINE COOLANT.	Are the coolant level and mixture ratio of engine coolant to anti-freeze solution correct?	Go to step 2.	Replace the engine coolant. <Ref. to CO(H4SO)-13, REPLACEMENT, 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)-26, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-17, Thermostat.>

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

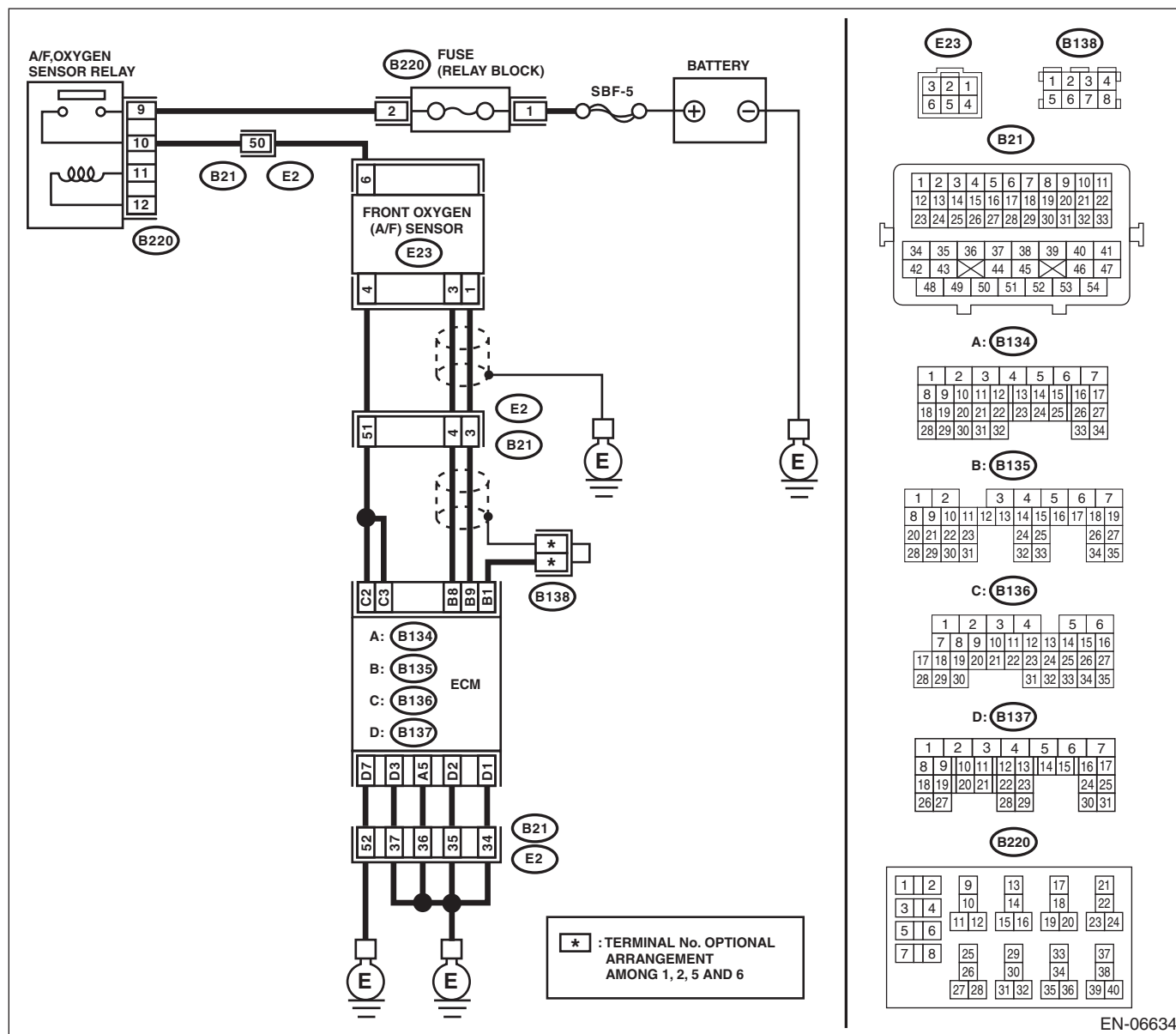
DTC DETECTING CONDITION:

- 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

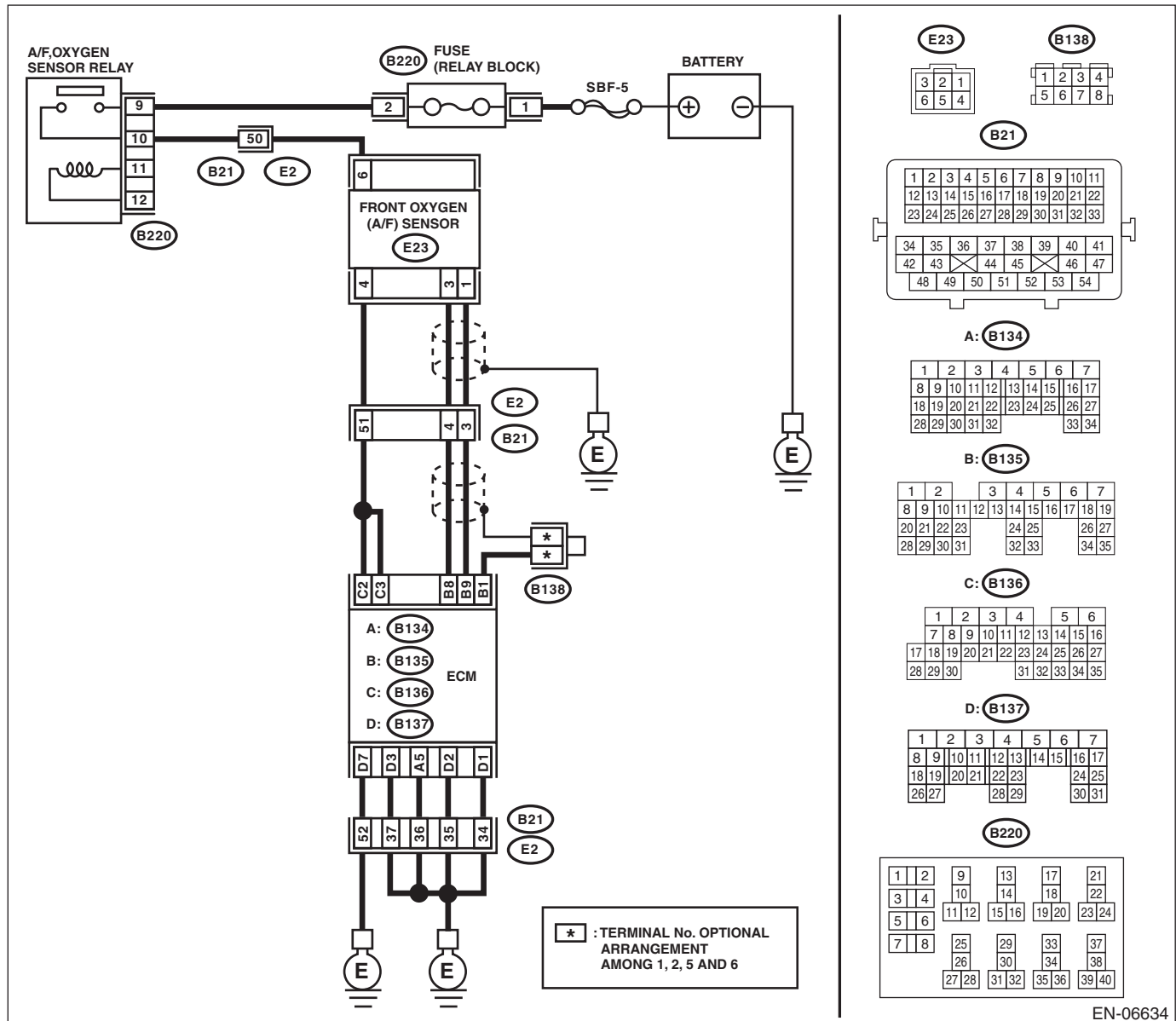
	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground: (B135) No. 8 — 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 POOR CONTACT. Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

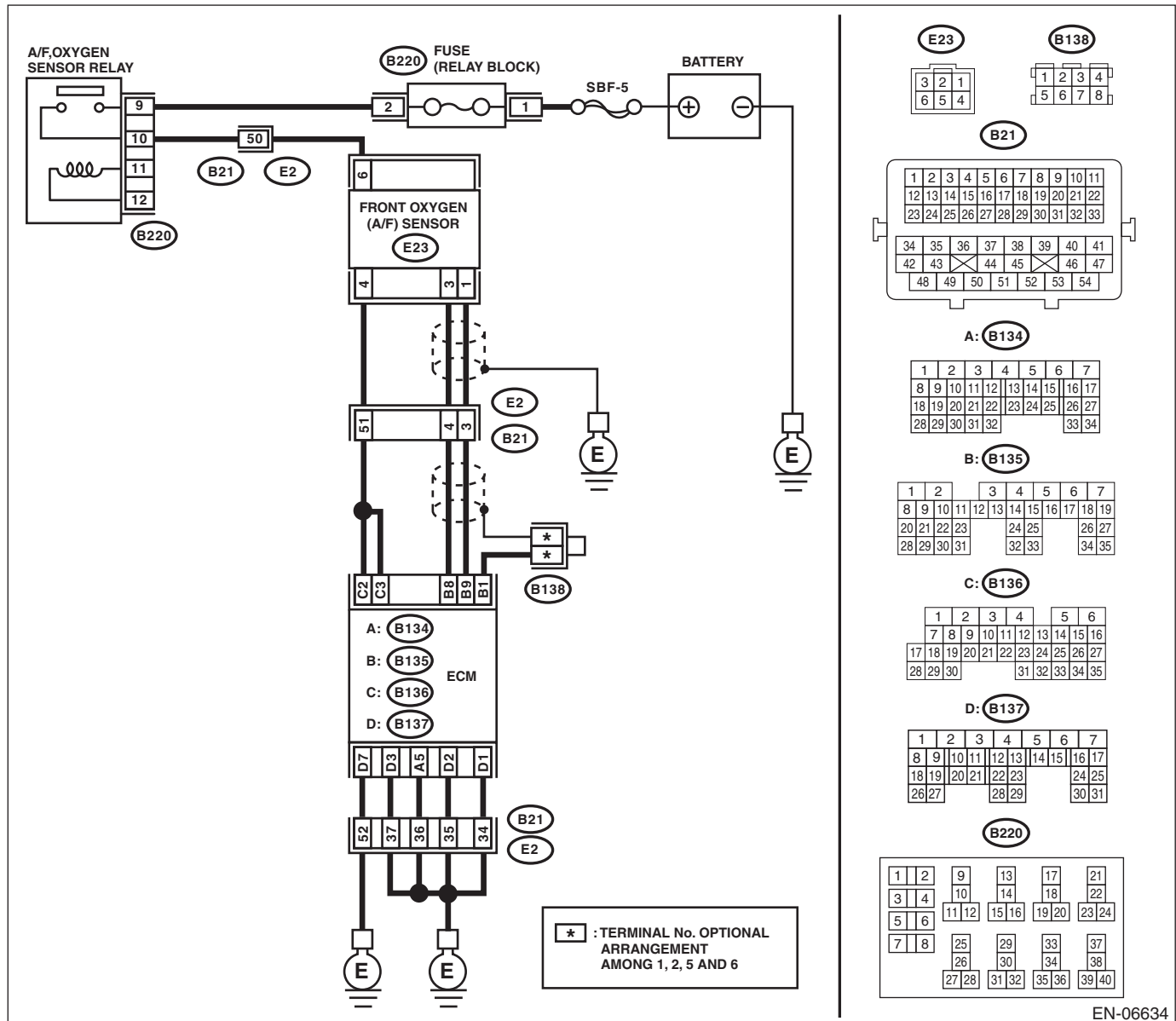
	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-): (B135) No. 8 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06634

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.>

AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

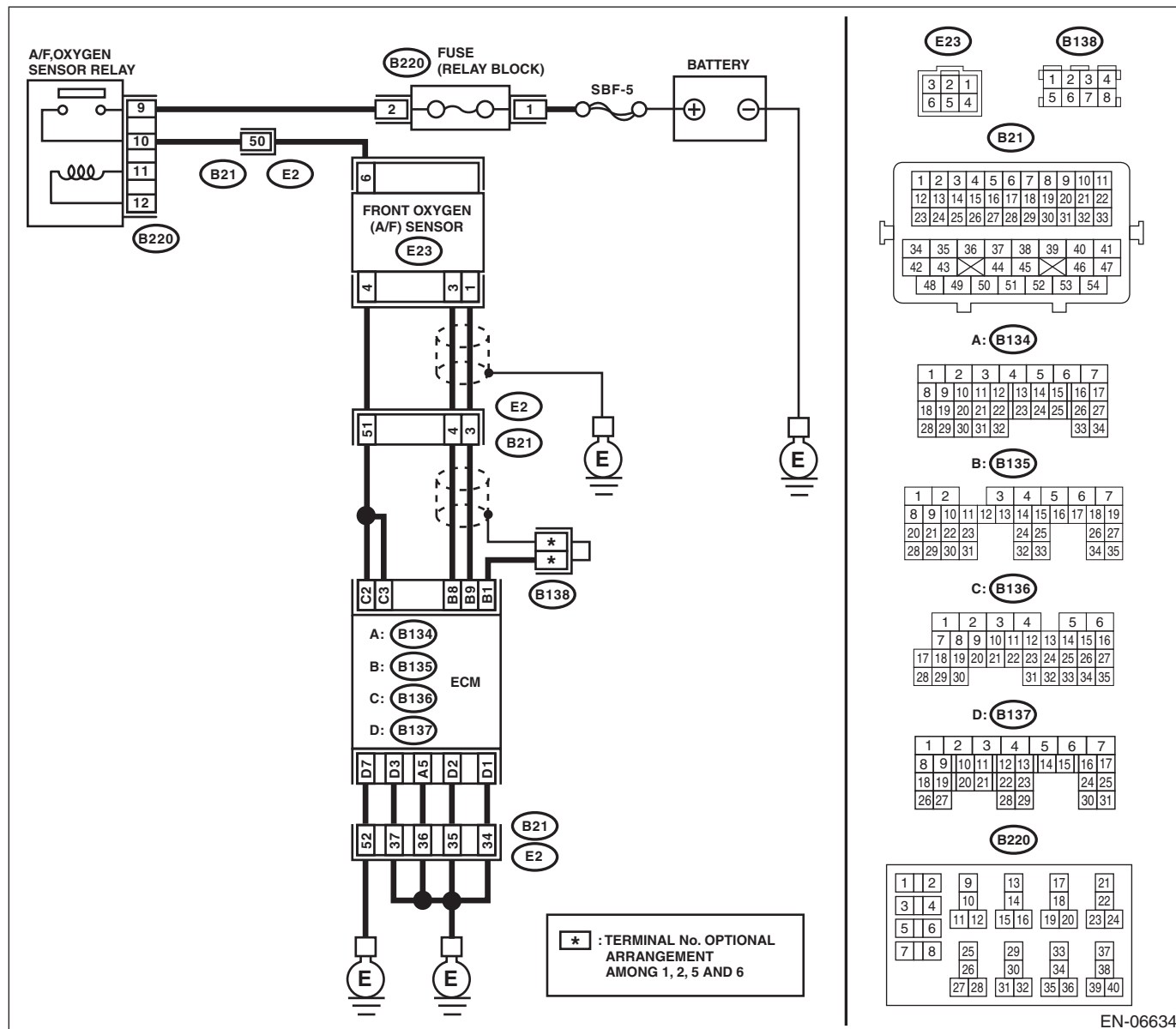
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-52, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

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 connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) 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 front oxygen (A/F) sensor connector • Poor contact of coupling connector
2 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in 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)

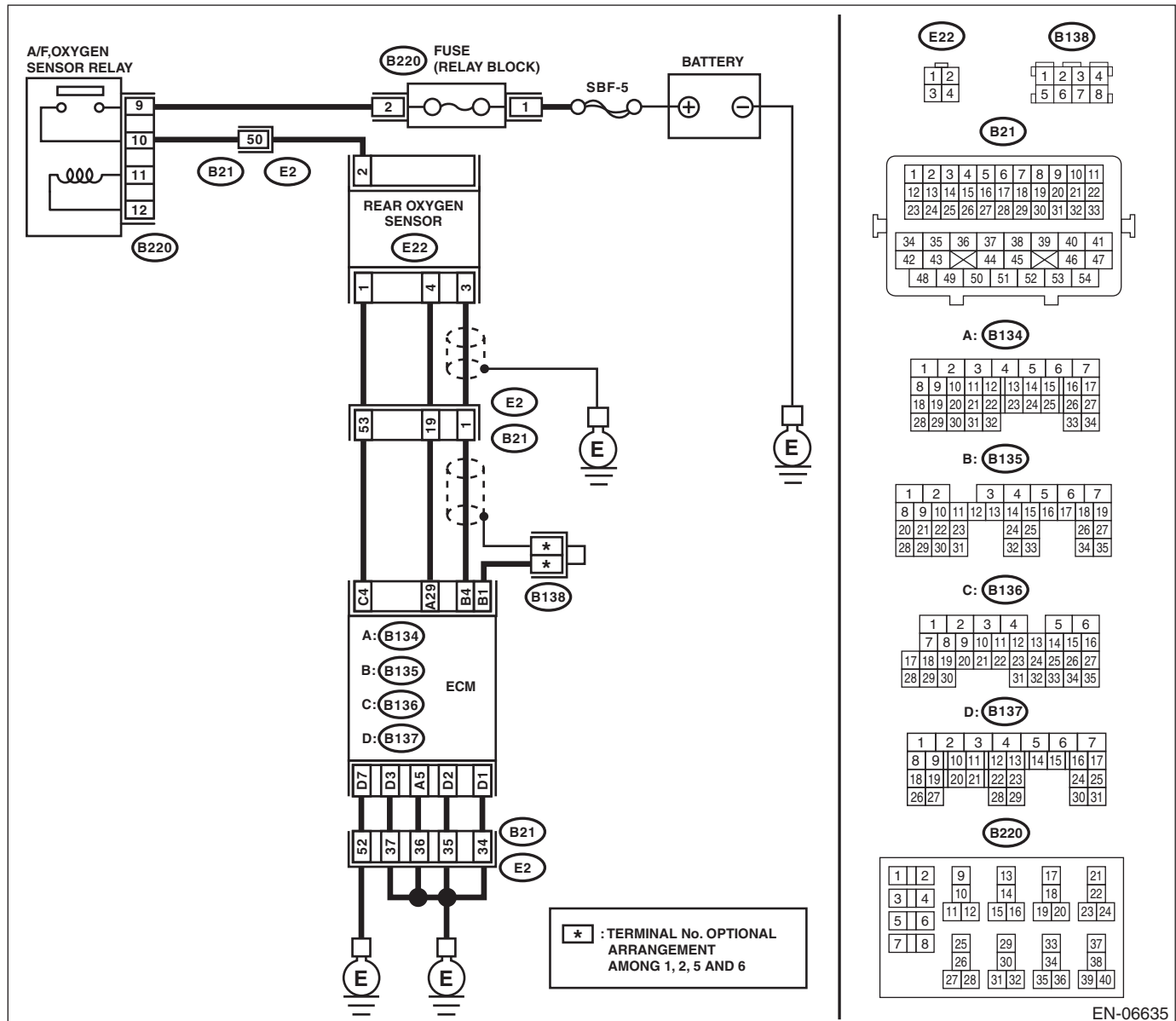
DTC DETECTING CONDITION:

- 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06635

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 higher than 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)-33, 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 (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) 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. 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 chassis ground. Connector & terminal (E22) 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 in ECM connector • Poor contact of coupling connector
5	CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Loose part and incomplete installation of exhaust system • 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)

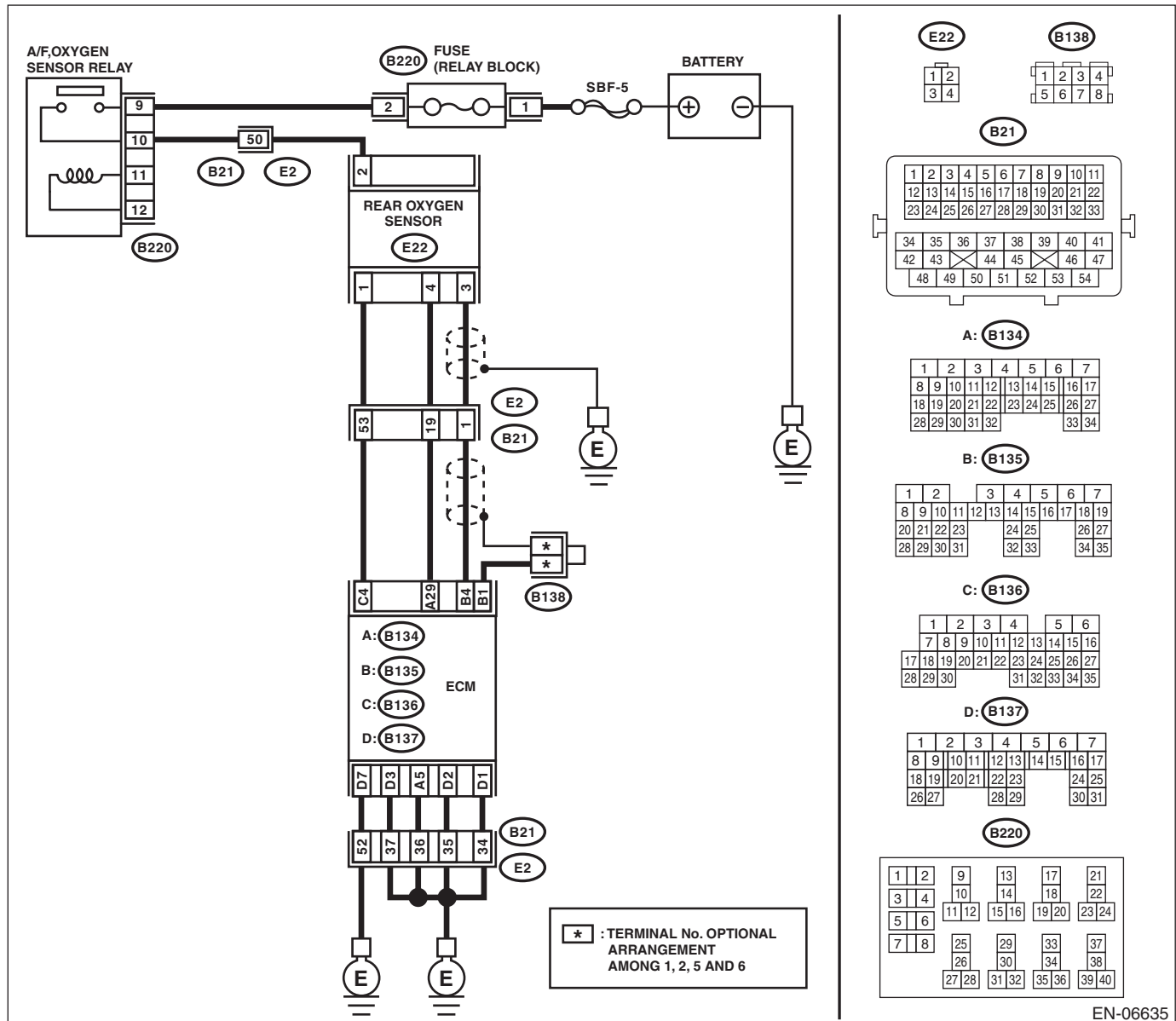
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-57, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06635

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 higher than 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)-33, 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 (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) 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. 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 chassis ground. Connector & terminal (E22) 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 in ECM connector - Poor contact of coupling connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. - Loose part and incomplete installation of exhaust system - 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.>

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

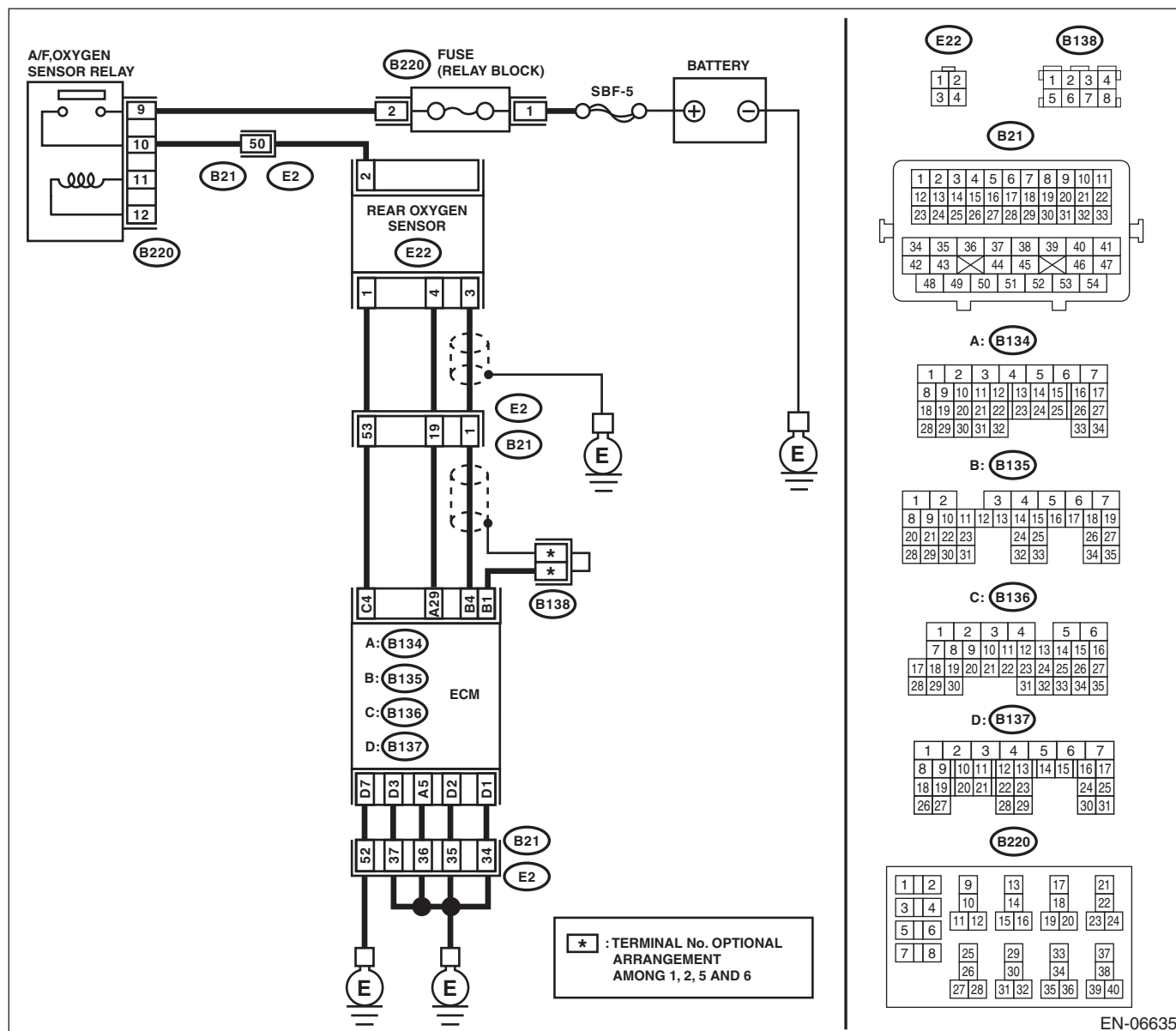
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-58, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06635

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 (B135) No. 4 — (E22) 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 (E22) 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

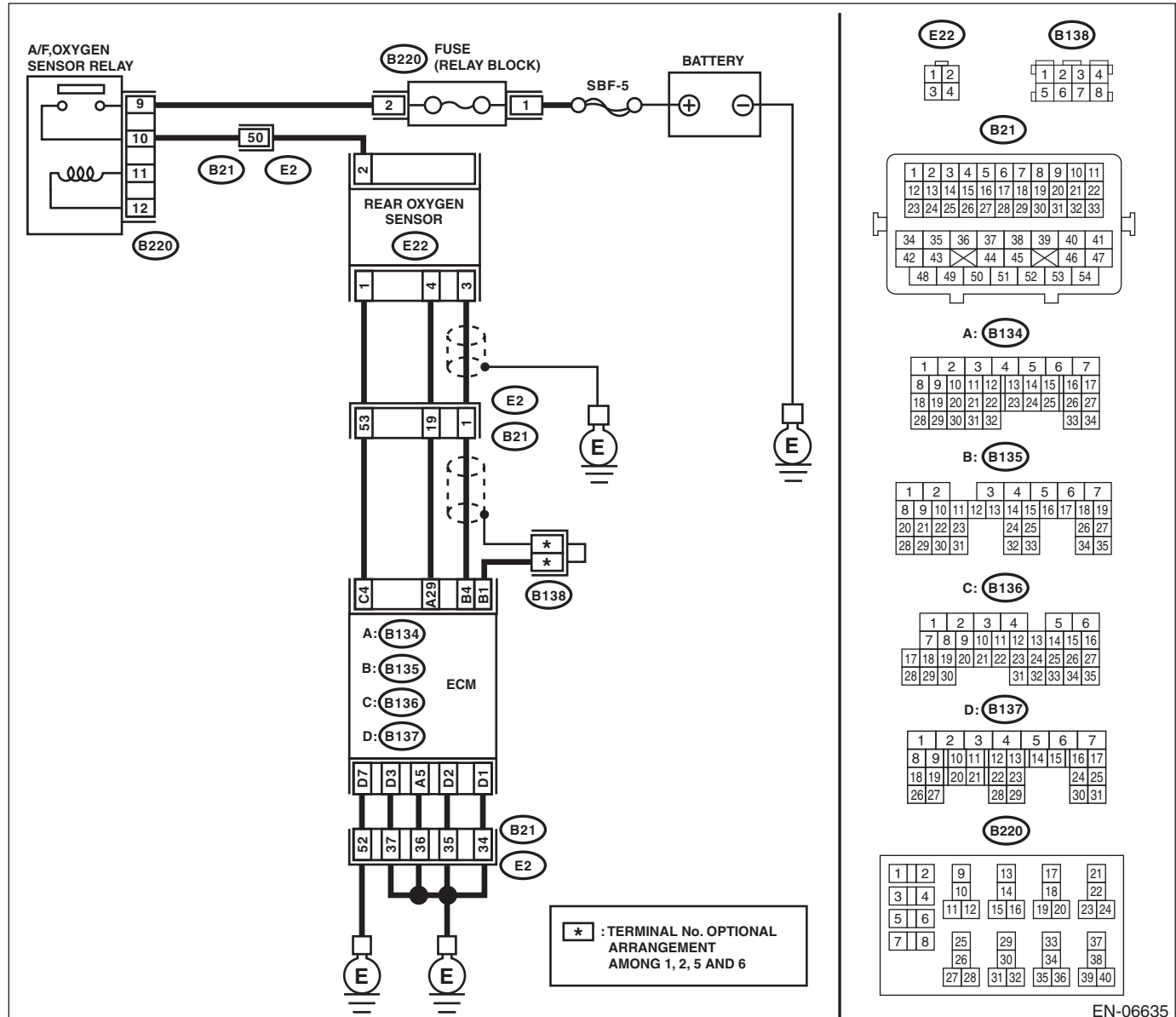
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-63, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06635

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 higher than 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)-33, 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 higher than 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)-33, 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 (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E22) 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 in ECM connector • Poor contact of coupling connector
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Loose part and improper installation of exhaust system • 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 P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-158, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AK: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)-66, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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 333.4 — 360.5 kPa (3.4 — 3.7 kg/cm ² , 48.4 — 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)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 5.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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 AT 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)-33, 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)-28, 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 75°C (167°F). 2) For AT 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)-33, 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 the ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE

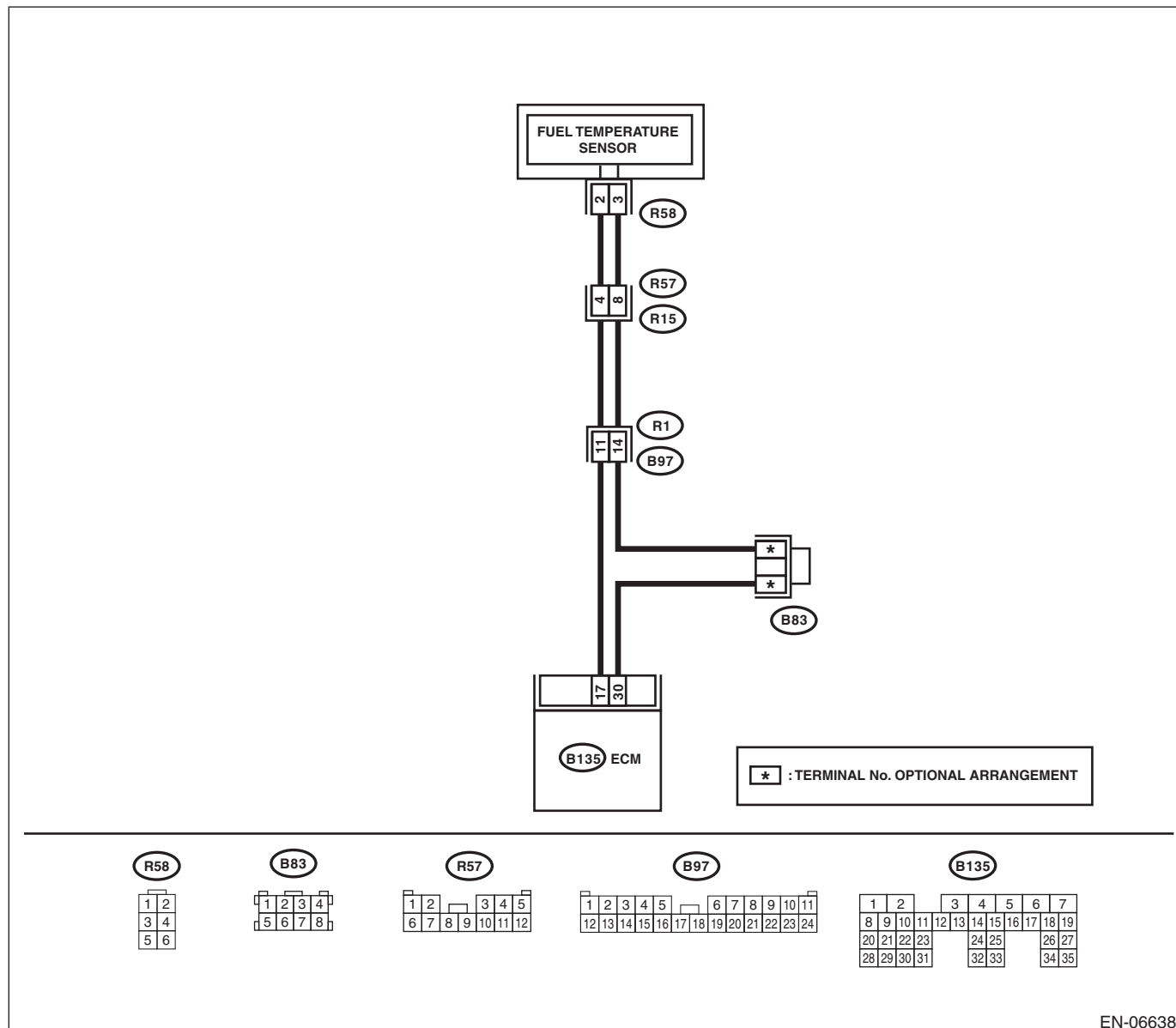
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-67, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06638

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)-82, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-12, Fuel Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

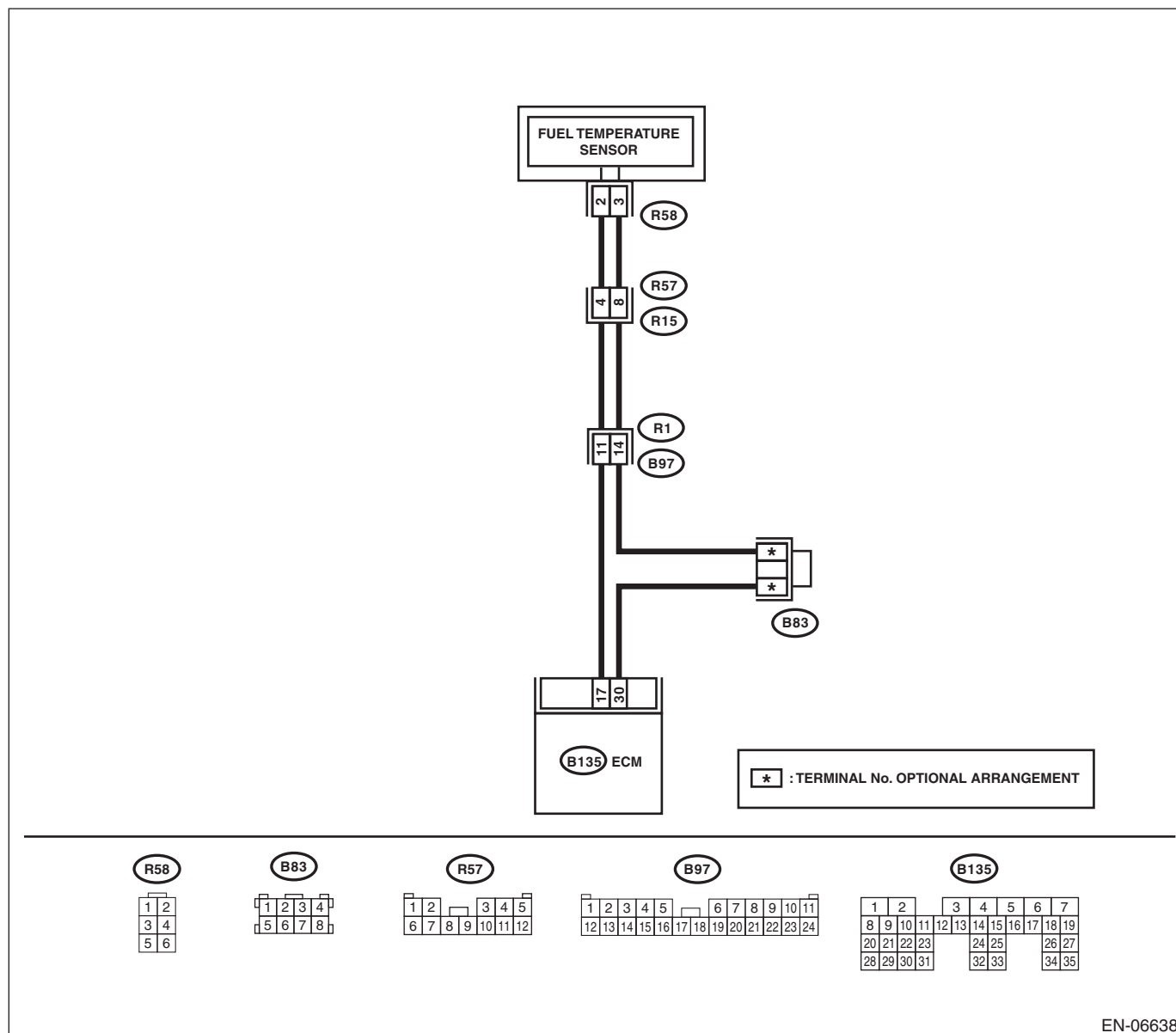
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-70, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-33, Subaru Select Monitor.>	Is the temperature 120°C (248°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM AND FUEL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and fuel temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 17 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-12, Fuel Temperature Sensor.>	Repair the ground short circuit of harness between ECM and fuel pump connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

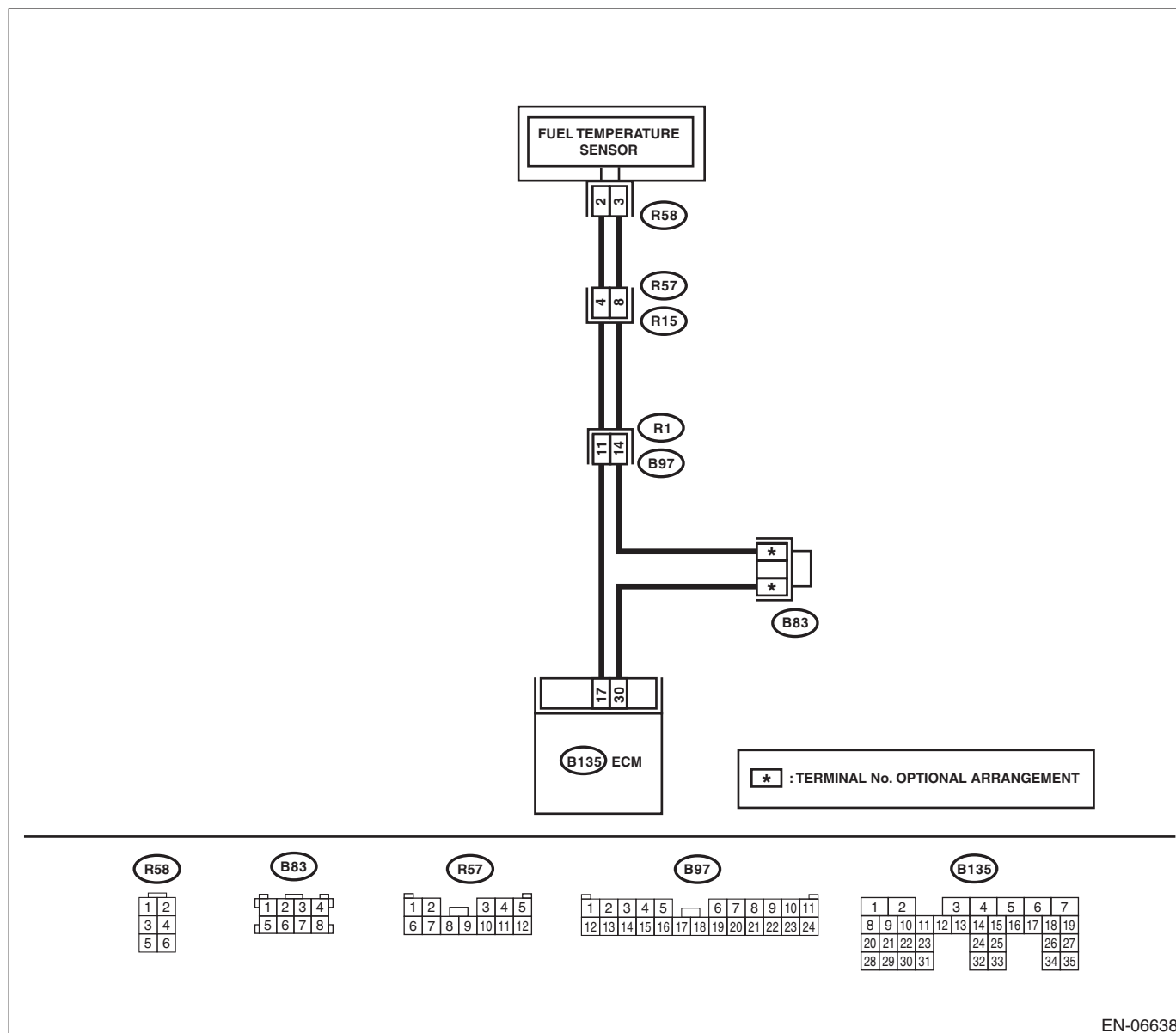
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-71, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-33, Subaru Select Monitor.>	Is the temperature less than -40°C (-40°F)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Repair any poor contact between the ECM and fuel temperature sensor connectors.	Is there poor contact in 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 connectors from the ECM and fuel temperature sensor. 3) Measure the resistance of the harness between the ECM and fuel temperature sensor connector. Connector & terminal (B135) No. 17 — (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 (B135) No. 17 (+) — 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)-12, Fuel Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AO: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)-72, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

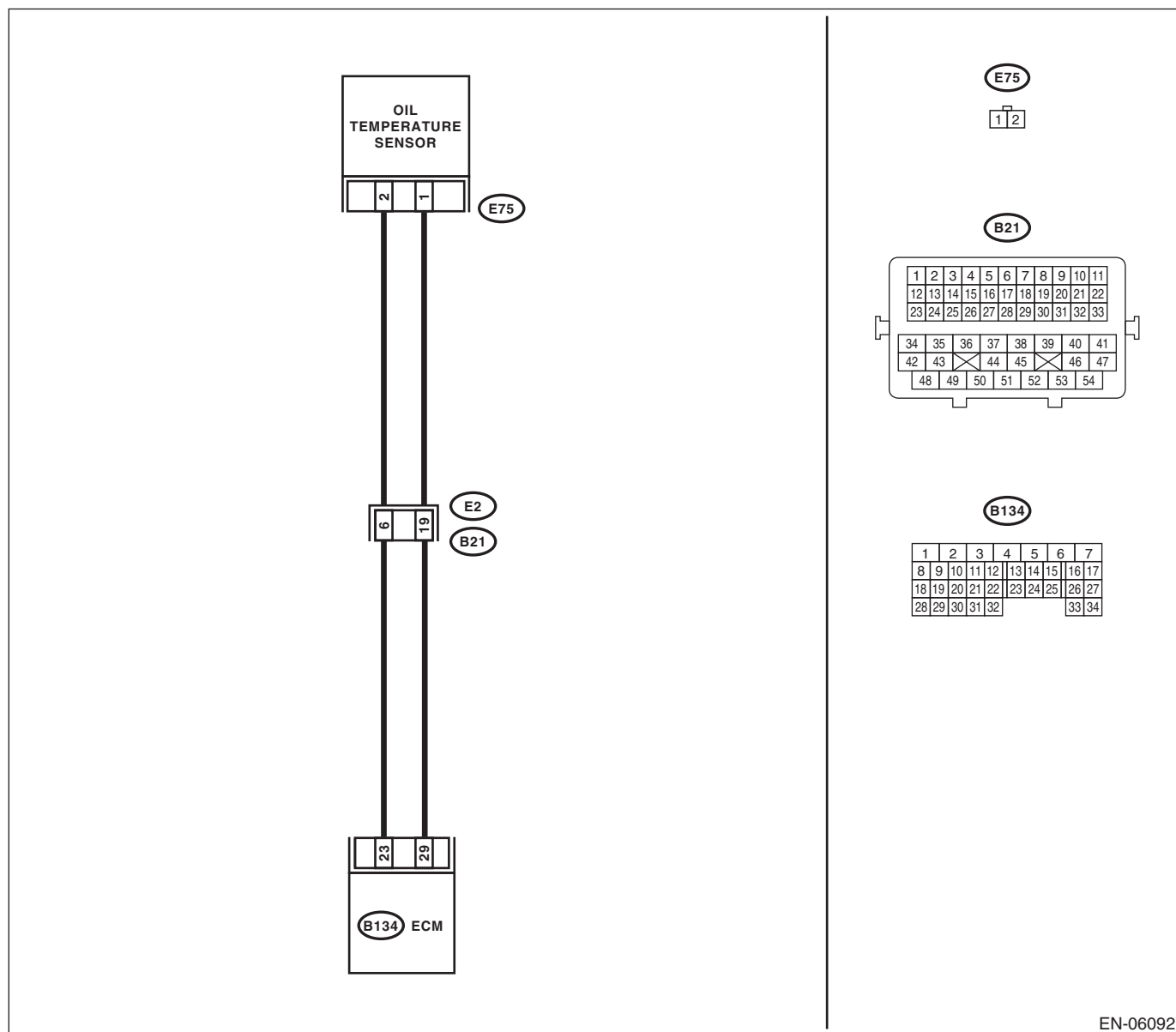
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06092

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)-82, 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)

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-74, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

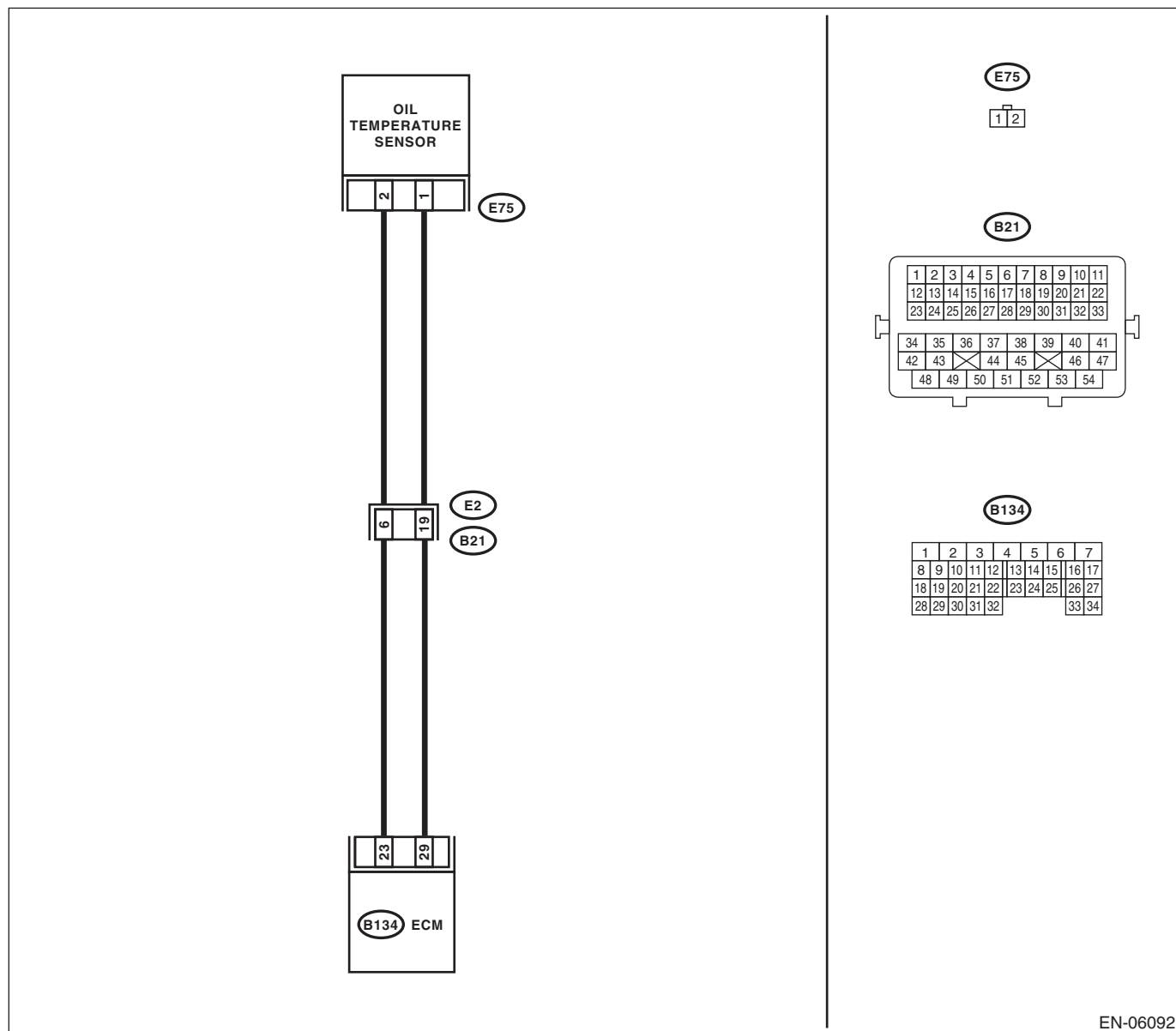
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06092

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 the oil temperature 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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2	CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and oil temperature sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 23 — 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)

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-75, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

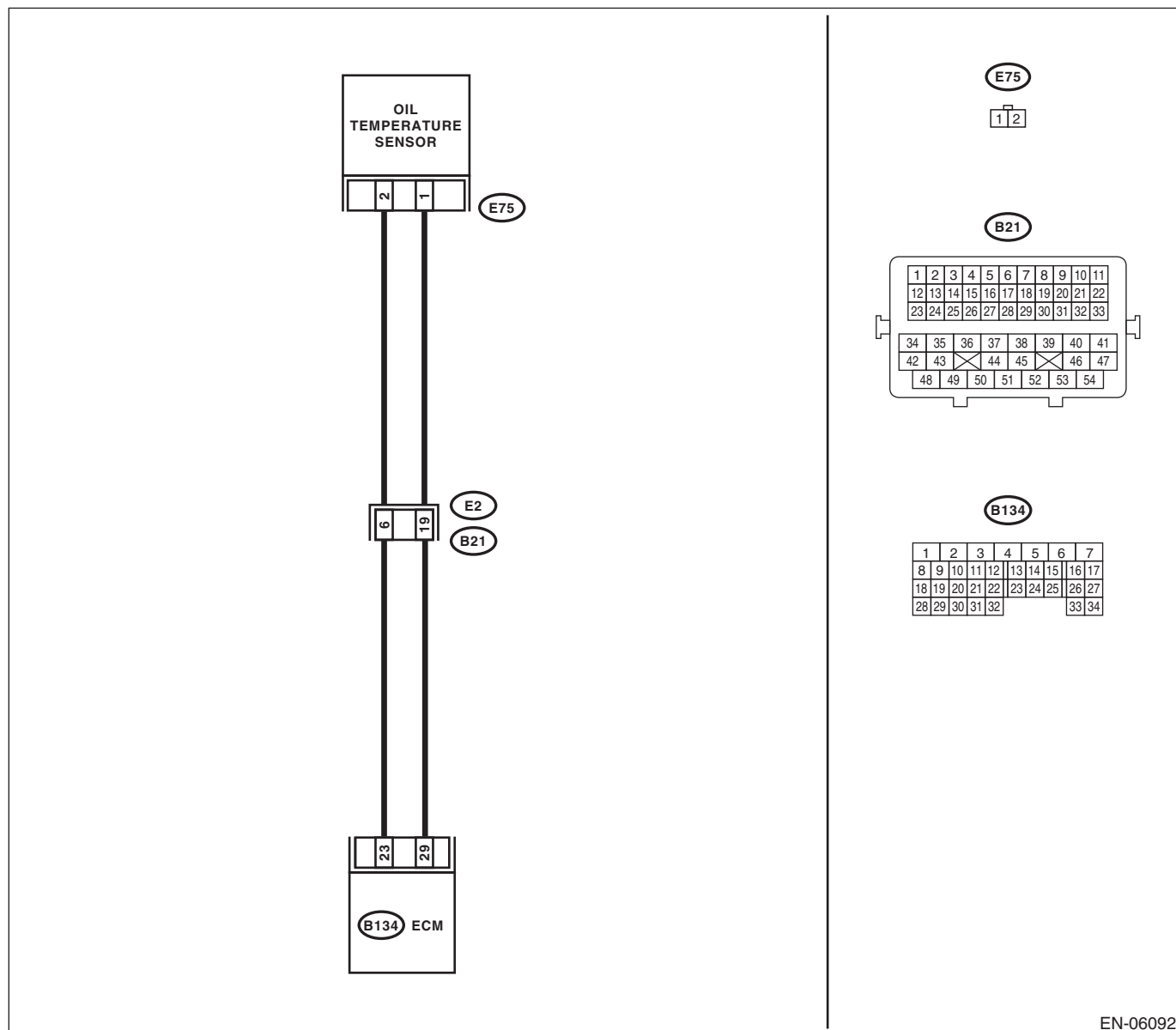
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06092

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 the oil temperature 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)-33, 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 the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK POOR CONTACT. Check for poor contact of the ECM and oil temperature sensor connector.	Is there poor contact in the ECM or oil temperature sensor connector?	Repair the poor contact in the ECM or the 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 the ECM and oil temperature sensor. 3) Measure the resistance of the harness between the ECM and oil temperature sensor connector. Connector & terminal (B134) No. 23 — (E75) No. 2: (B134) No. 29 — (E75) 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 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 (B134) No. 23 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power supply in the harness between the 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)

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-76, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

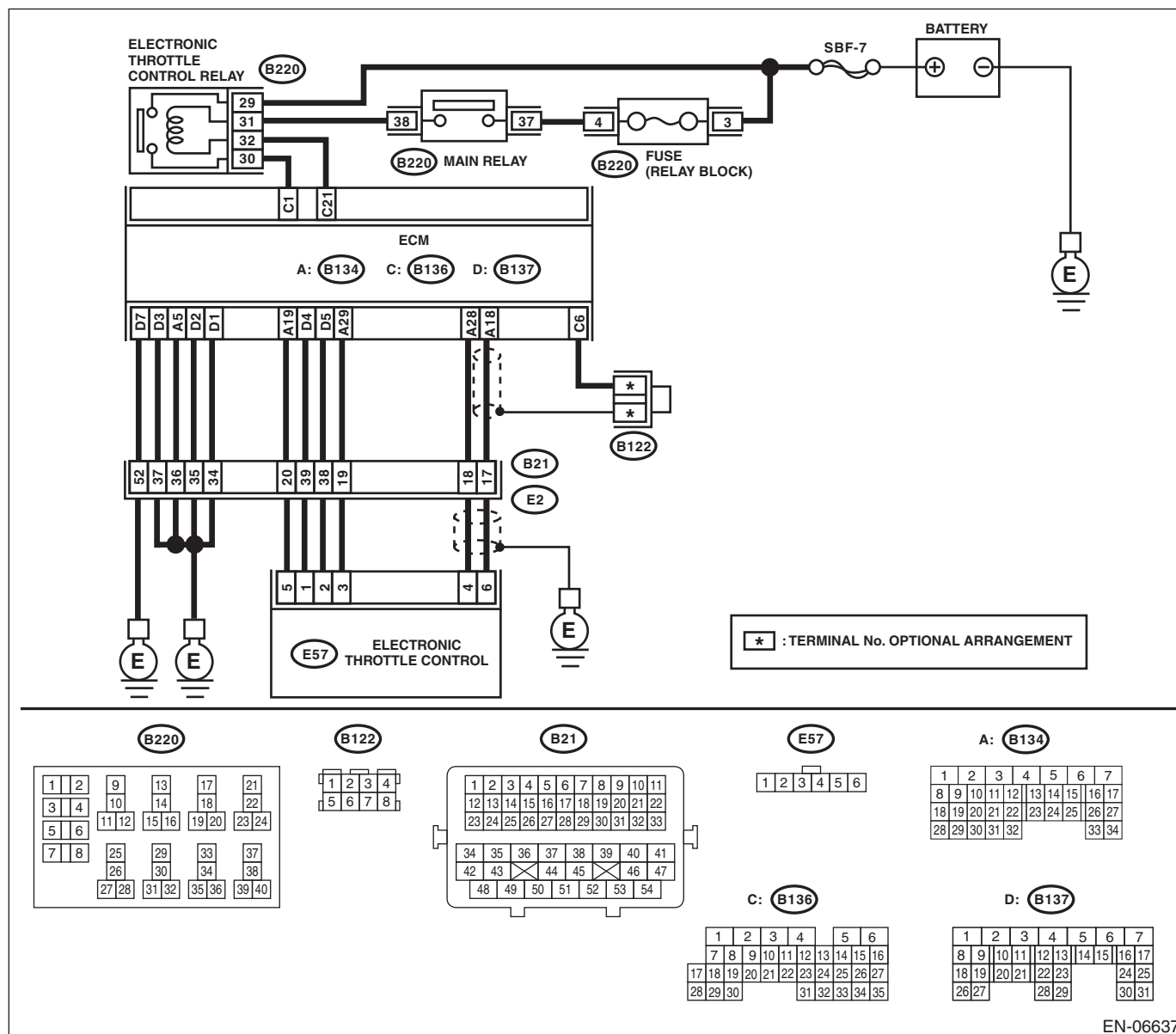
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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)-13, 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)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-77, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

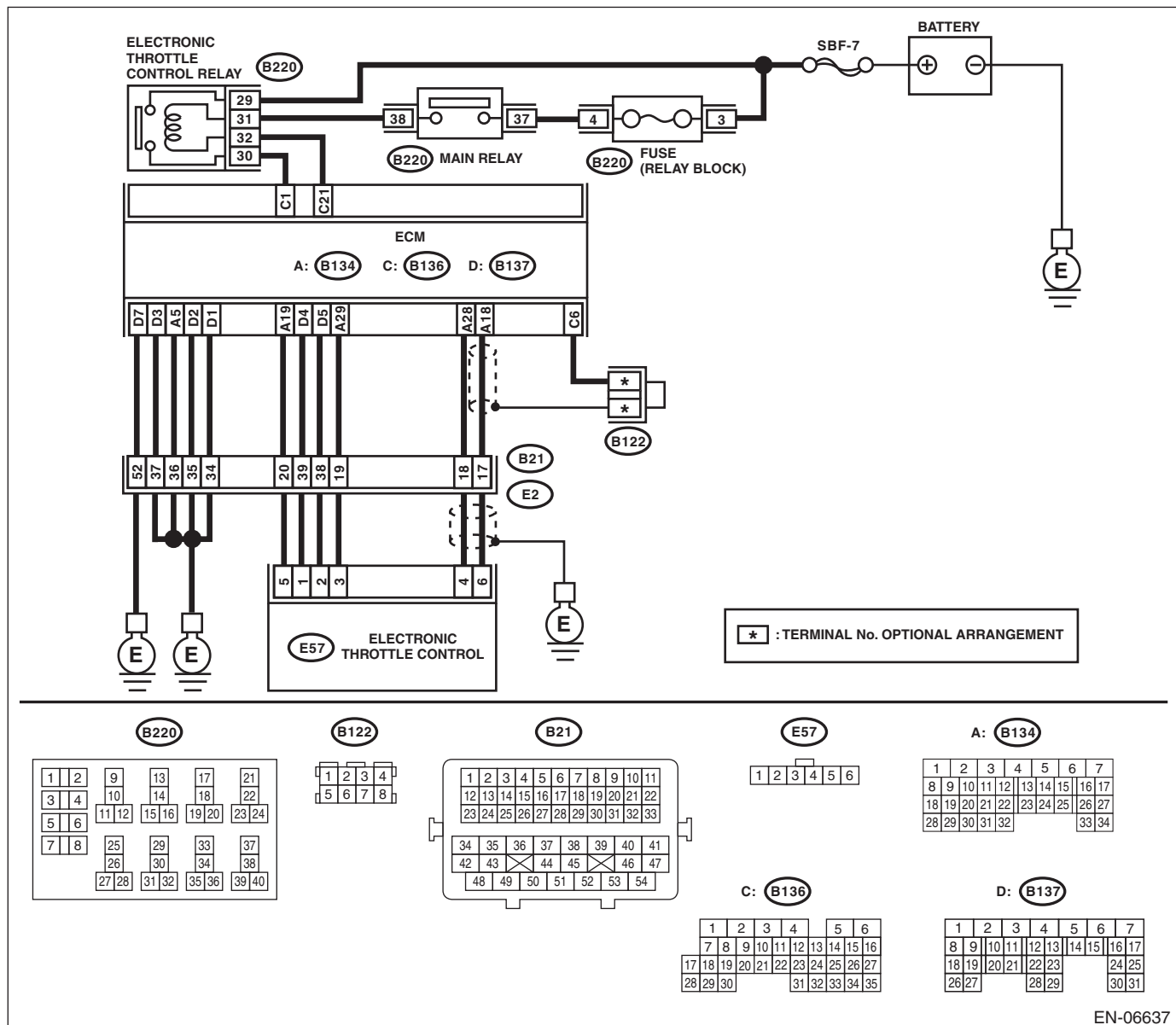
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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. 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 in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-176, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-176, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-176, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AW: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)-83, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

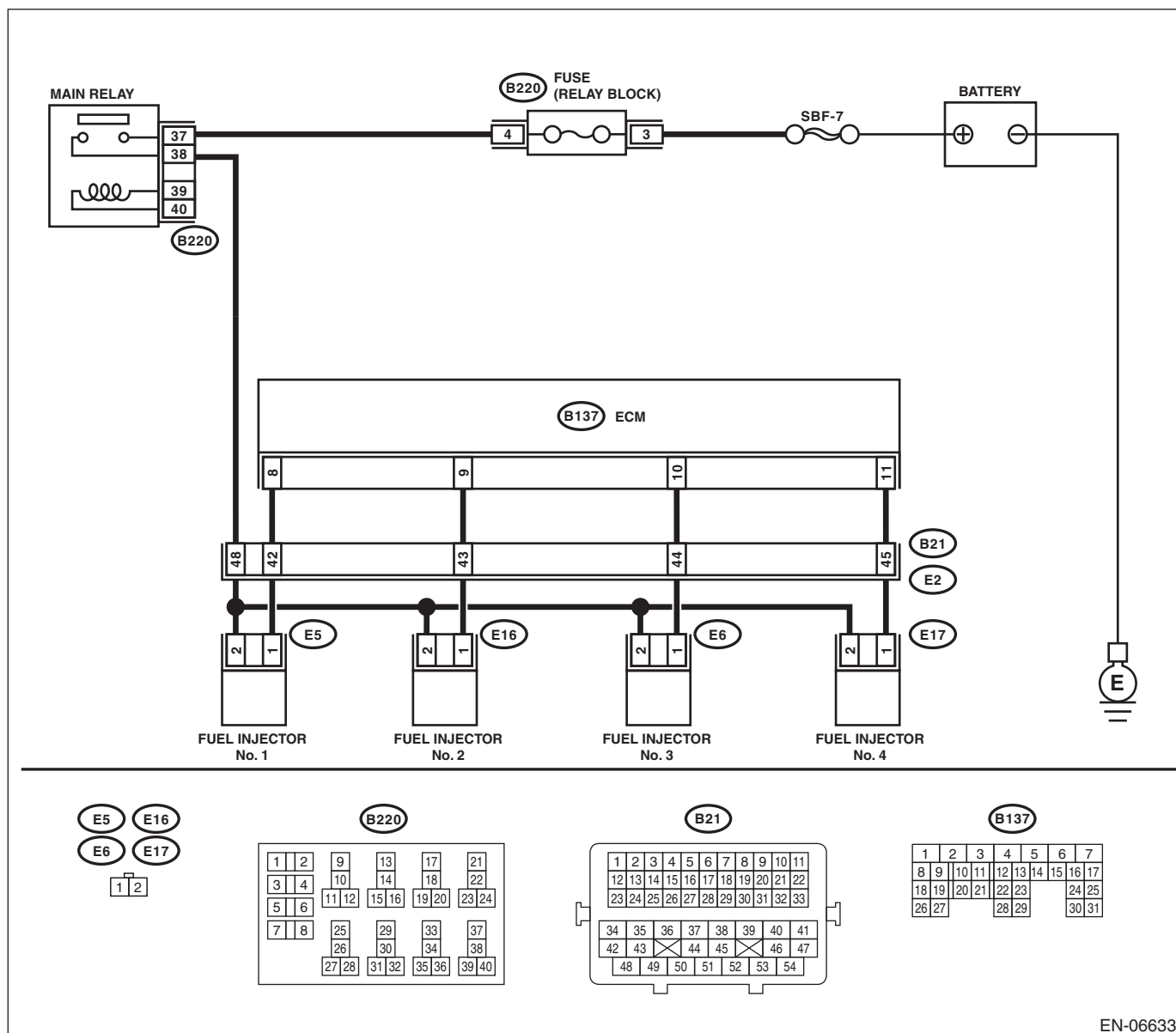
TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling
- Rough driving

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06633

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 the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the 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 short circuit to ground in harness between ECM and fuel injector connector.
3 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (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 of 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 between 5 — 20 Ω?	Go to step 5.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-30, 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. 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 the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — 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 less than 1 Ω ?	Replace the faulty fuel injector. <Ref. to FU(H4SO)-30, 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)-52, REMOVAL, Timing Belt Cover.>	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-61, Crank Sprocket.>	Go to step 10.
10 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, 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)-53, Timing Belt.>	Go to step 11.
11 CHECK FUEL LEVEL.	Is the fuel meter indication higher than the "Lower" level?	Go to step 12.	Replenish 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)-51, 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.	Has the cause of misfire been detected with the engine 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 in 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 DTC. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-33, 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.	Are DTCs P0301 and P0302 displayed on the Subaru Select Monitor or general scan tool?	Go to step 21.	Go to step 17.
17 CHECK DTC.	Are DTCs P0303 and P0304 displayed on the Subaru Select Monitor or general scan tool?	Go to step 22.	Go to step 18.
18 CHECK DTC.	Are DTCs P0301 and P0303 displayed on the Subaru Select Monitor or general scan tool?	Go to step 23.	Go to step 19.
19 CHECK DTC.	Are DTCs 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)-157, 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)-73, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-157, 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)-73, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-157, 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)-157, 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)-157, 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)-157, 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

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AX: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)-84, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

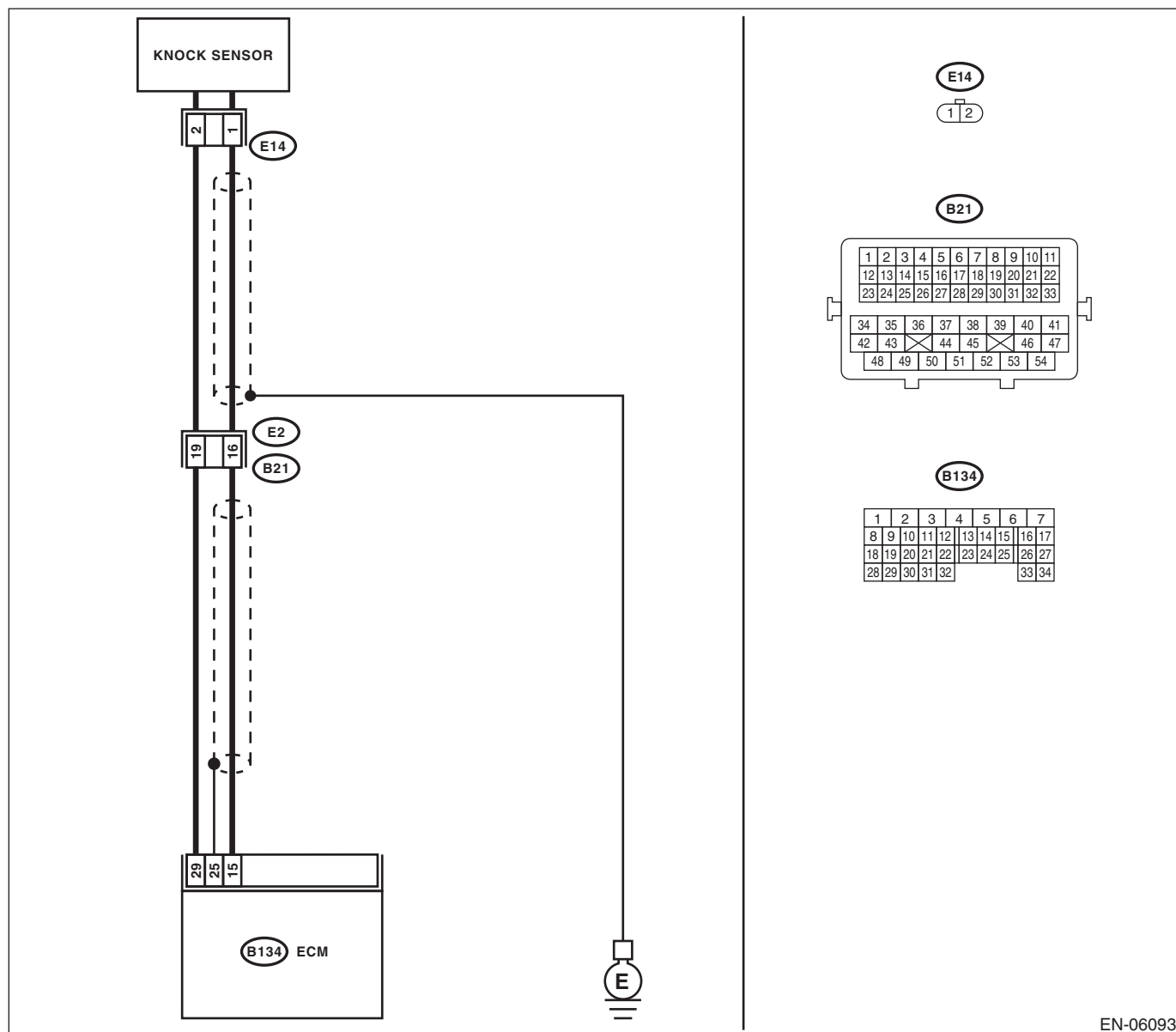
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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 KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 15 — (B134) No. 29:	Is the resistance 600 k Ω or more?	Go to step 2.	Repair poor contact of the 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 k Ω or more?	Replace the knock sensor. <Ref. to FU(H4SO)-25, 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 the knock sensor connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AY: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)-86, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

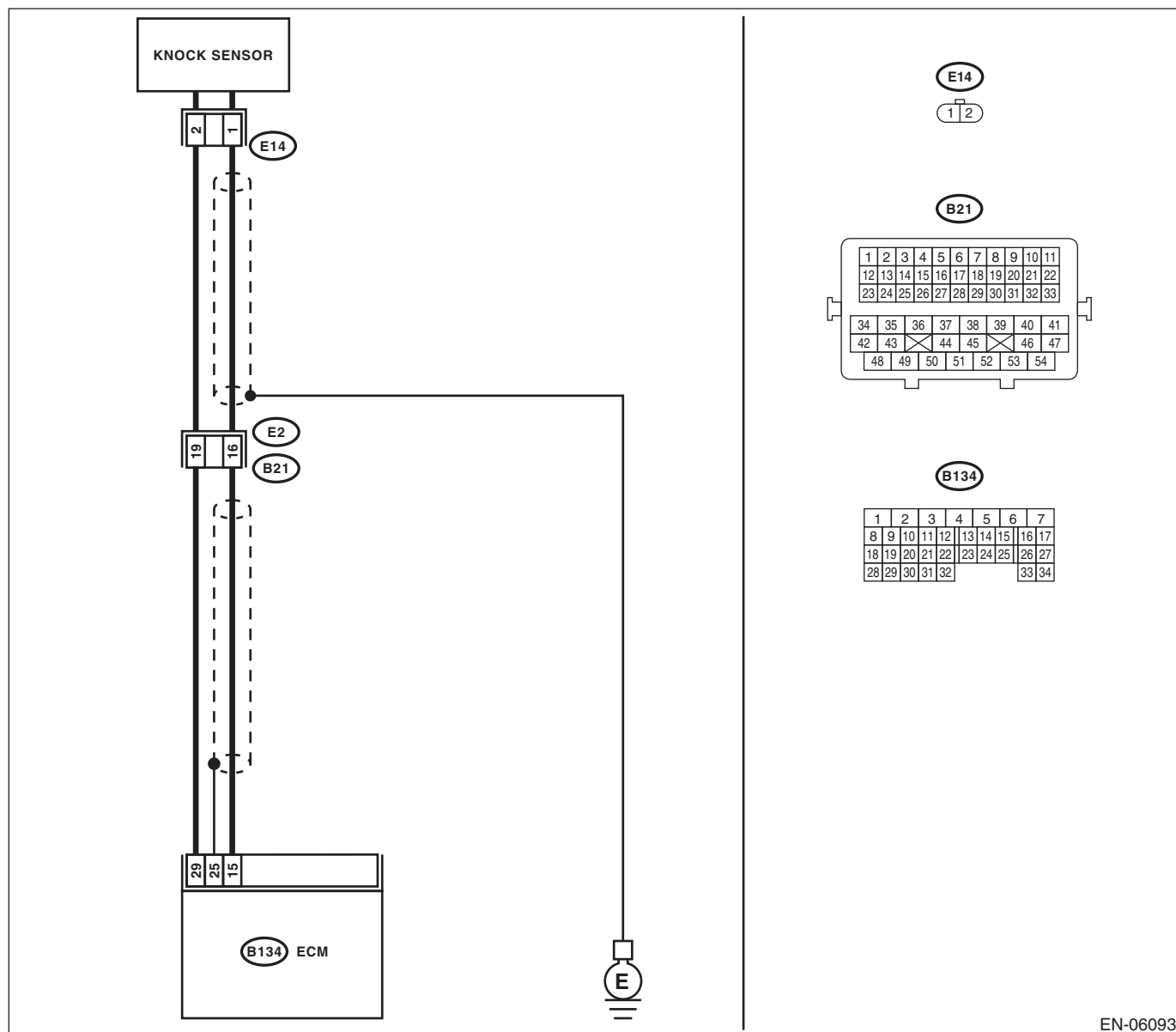
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06093

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 15 — (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)-25, Knock Sensor.>	Repair the ground short circuit of harness between the ECM and knock sensor connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the short circuit of the harness circuit.
3 CHECK INPUT SIGNAL OF ECM. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 15 (+) — Chassis ground (–):	Is the voltage 2 V or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.	Repair poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-87, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

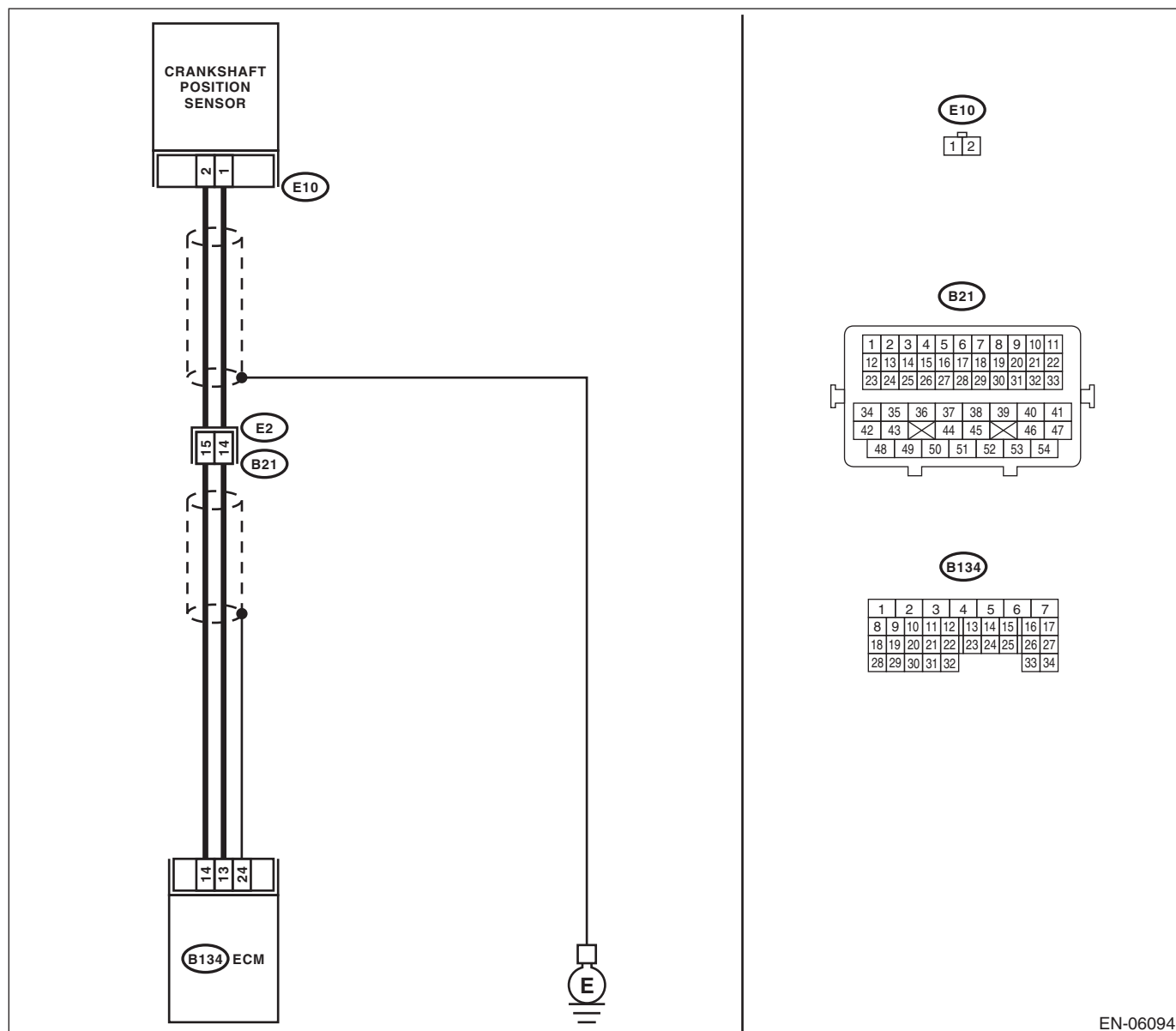
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06094

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.
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. 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)-23, Crankshaft Position Sensor.>
3 CHECK HARNESS BETWEEN ECM AND CRANK SHAFT POSITION SENSOR. 1) Disconnect the connectors from the ECM. 2) Measure the resistance of harness between the ECM and crankshaft position sensor connector. Connector & terminal (B134) No. 13 — (E10) No. 1: (B134) No. 14 — (E10) No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact of the ECM and crankshaft position sensor connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and crankshaft position sensor connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BA: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)-89, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

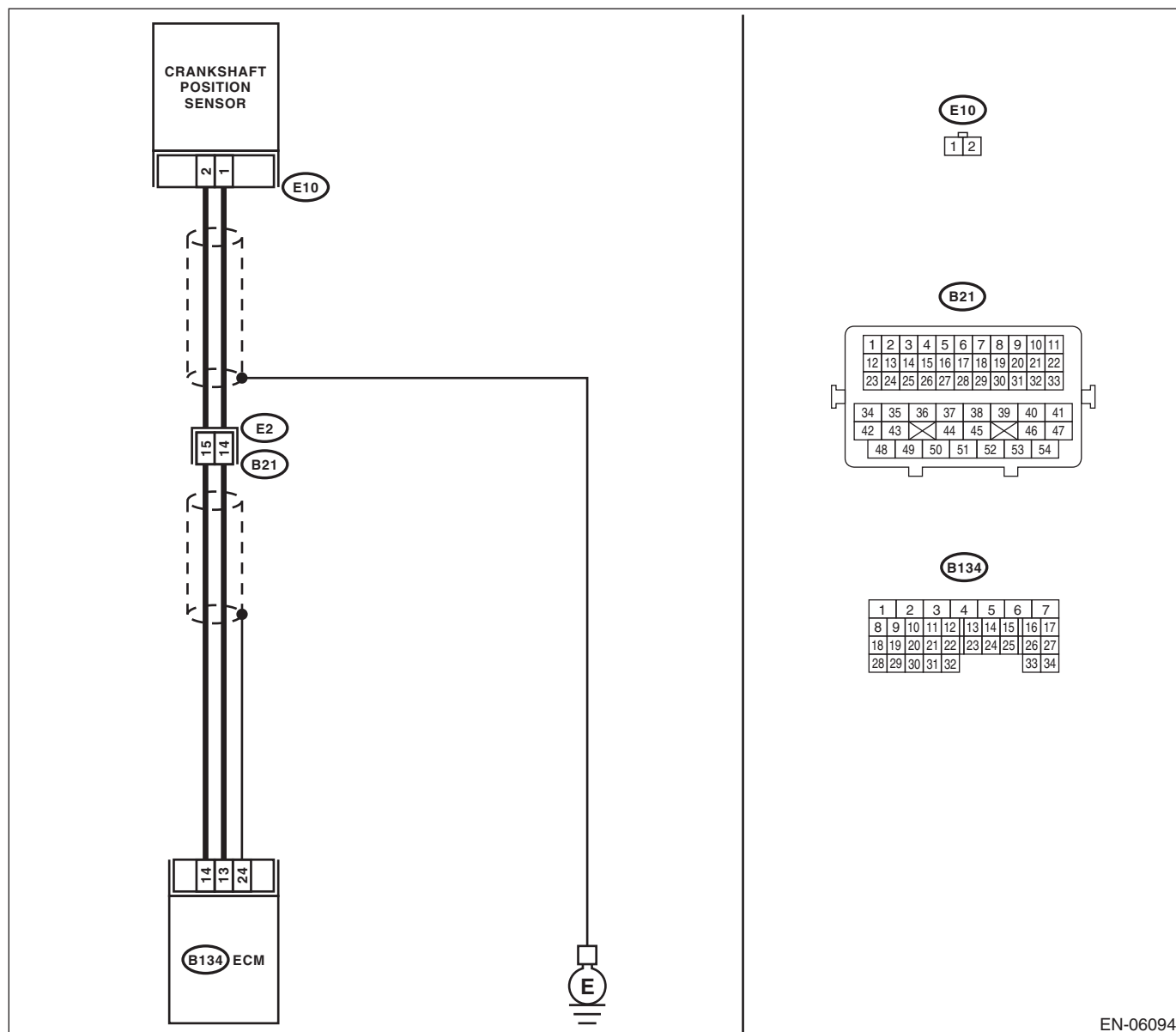
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



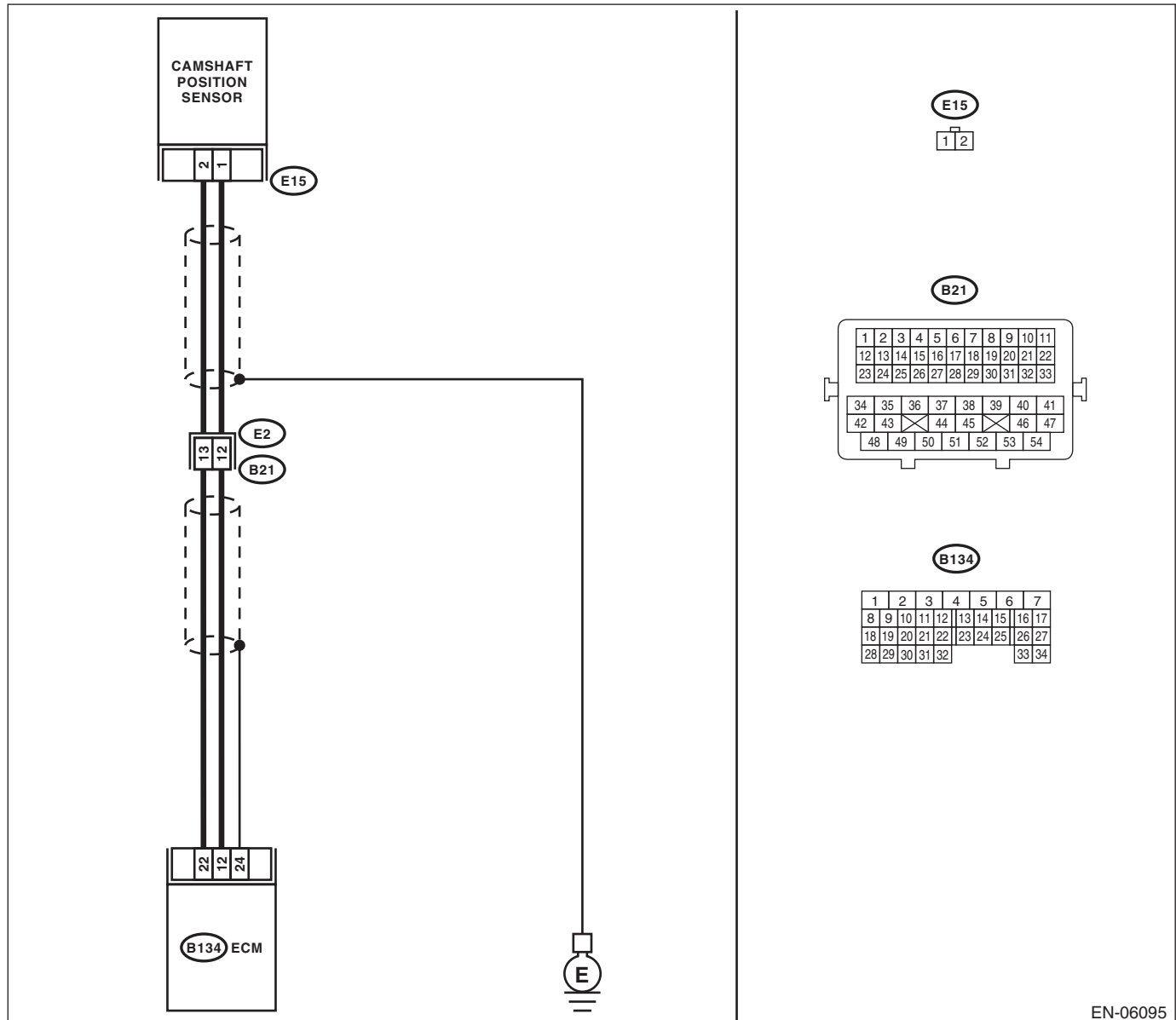
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK 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.
2	CHECK CRANK SPROCKET. Remove the timing belt cover.	Are crank sprocket teeth cracked or damaged?	Replace the crank sprocket. <Ref. to ME(H4SO)-61, 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.	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-53, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-23, Crankshaft Position Sensor.>

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and camshaft position sensor. 3) Measure the resistance of harness between the ECM and camshaft position sensor connector. Connector & terminal (B134) No. 12 — (E15) No. 1: (B134) No. 22 — (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 the ECM and camshaft position sensor connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR. Measure the resistance between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor. 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.
4 CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between terminals of camshaft position sensor. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 k Ω ?	Repair the poor contact of the ECM or camshaft position sensor connector.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BC: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)-92, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

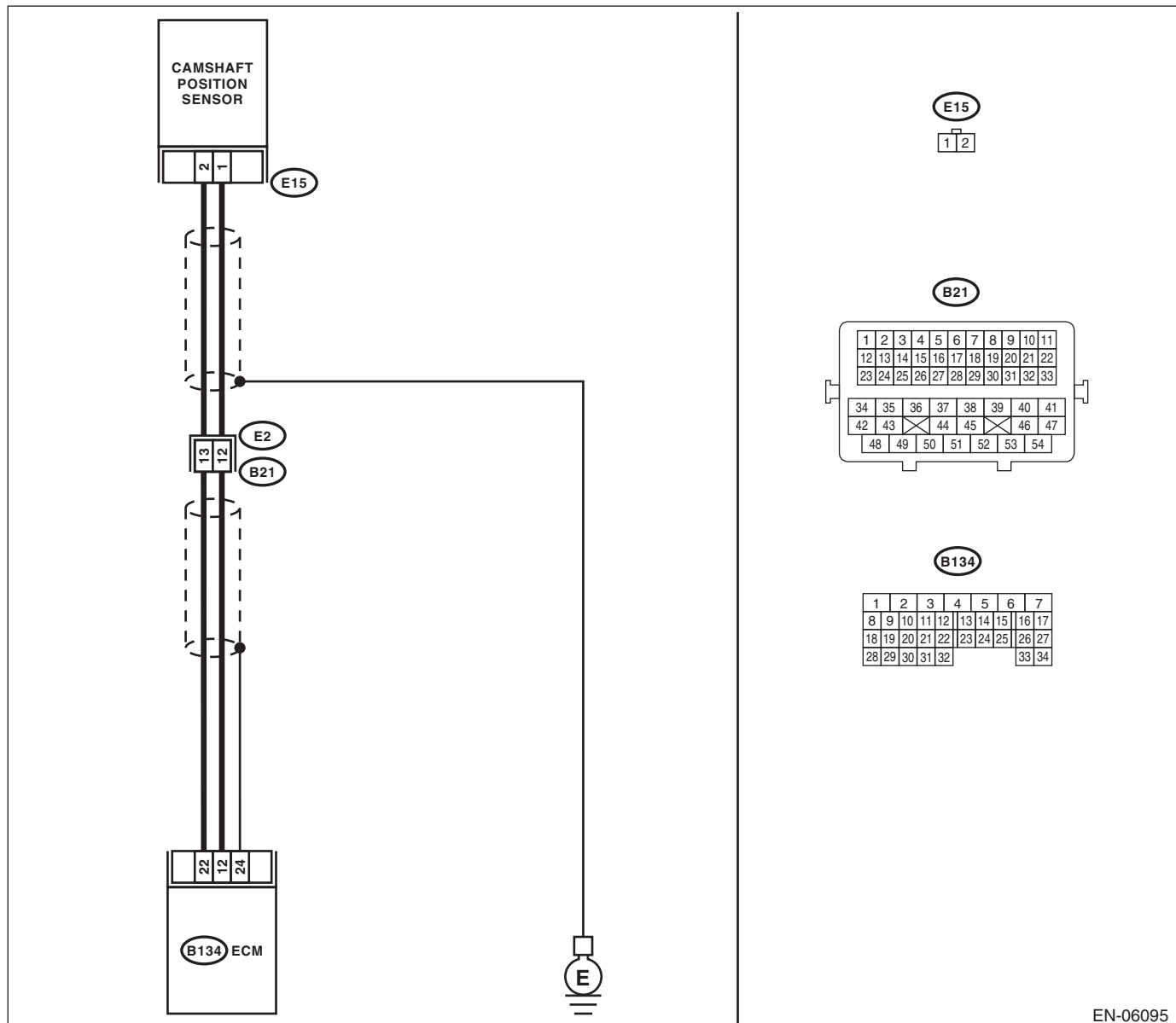
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06095

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and camshaft position sensor. 3) Measure the resistance of harness between the ECM and camshaft position sensor connector. Connector & terminal (B134) No. 12 — (E15) No. 1: (B134) No. 22 — (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 the ECM and camshaft position sensor connector • Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR. 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 the short circuit to ground of harness between the ECM and camshaft position sensor. 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.
4 CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between terminals of camshaft position sensor. 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)-52, Timing Belt Cover.>	Are cam sprocket teeth cracked or damaged?	Replace the cam sprocket. <Ref. to ME(H4SO)-59, 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)-53, Timing Belt.>	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-94, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

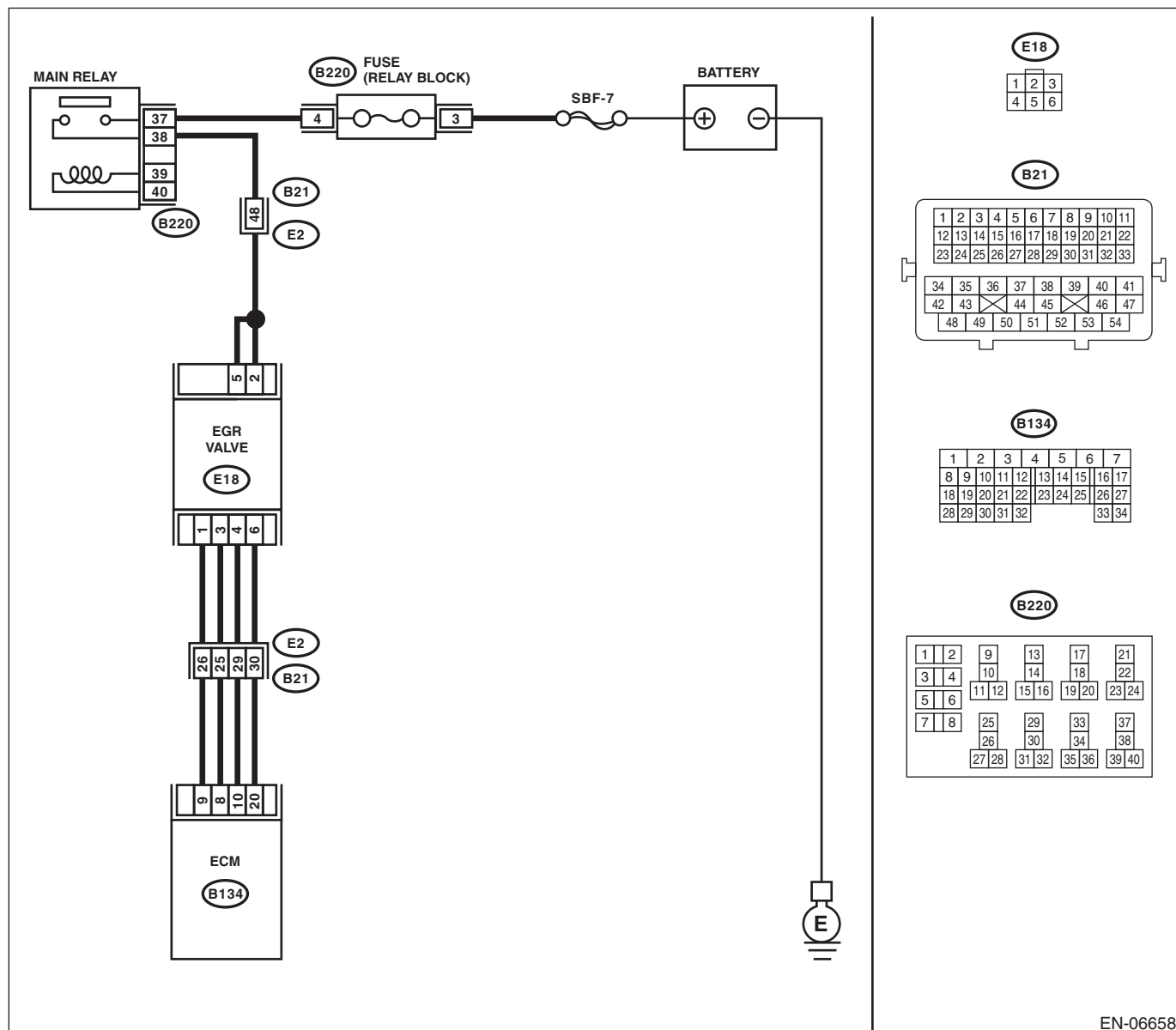
TROUBLE SYMPTOM:

- Movement performance problem when engine is low speed.
- Improper idling
- Movement performance problem

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06658

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)-33, 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 SOLENOID VALVE. Remove the EGR valve.	Are there holes, plugged piping or foreign objects caught in the EGR system?	Repair the EGR system.	Replace the EGR valve. <Ref. to FU(H4SO)-29, EGR Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BE: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)-97, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

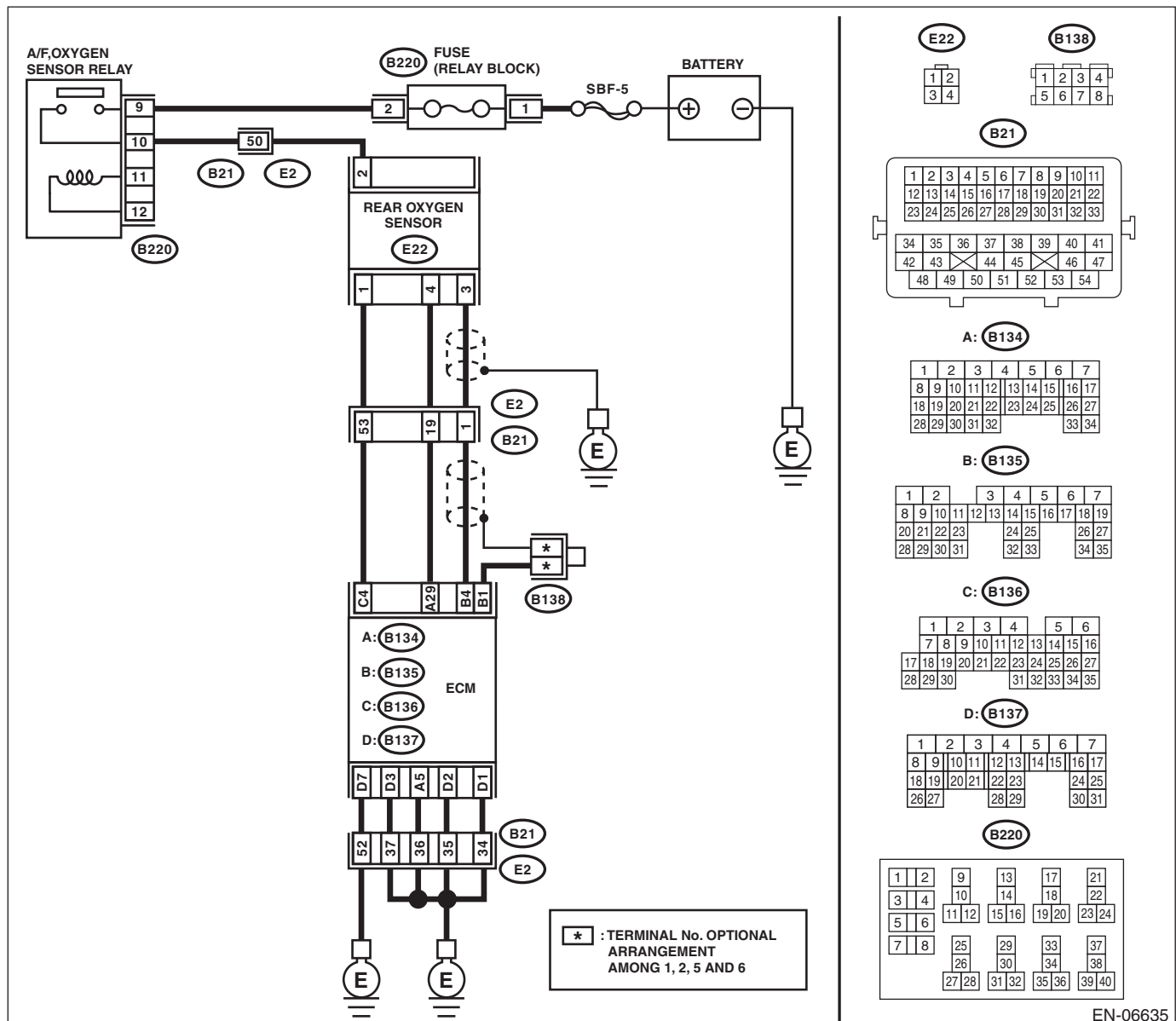
TROUBLE SYMPTOM:

- Engine stalls.
- Idle mixture is out of specifications.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

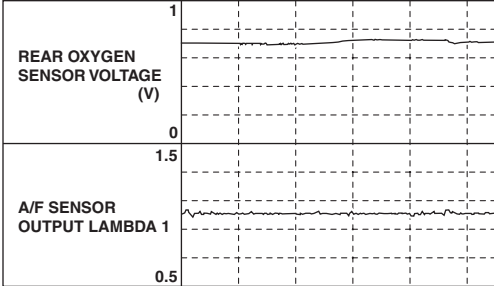
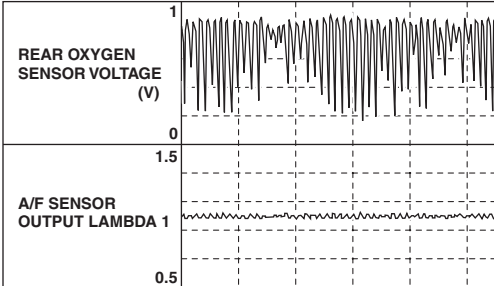
WIRING DIAGRAM:



EN-06635

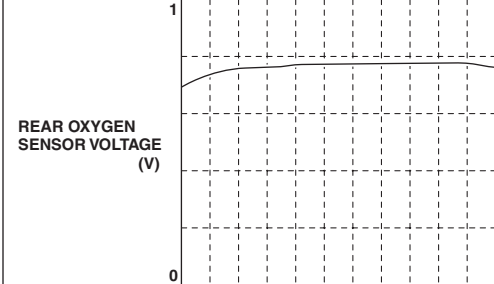
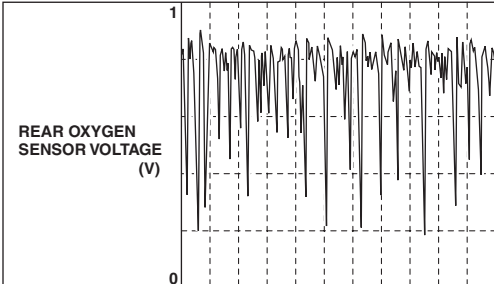
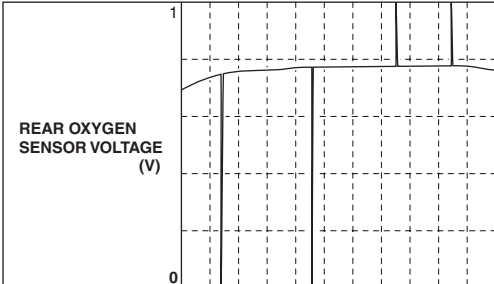
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

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 between 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 the malfunction indicator light illuminates, 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 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 condition of step 1), use the Subaru Select Monitor to read the waveform data. - At normal condition  10 sec/div EN-06668 - At abnormal condition 1 (numerous inversion)  10 sec/div EN-06669 - At abnormal condition 2 (noise input)  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 (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance less than 1 Ω ?	Go to step 7.	Repair the harness and connector. NOTE: Repair the following locations. • 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) Turn the ignition switch to ON. 2) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E22) 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 in ECM connector • Poor contact of coupling 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 the 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 in the rear oxygen sensor harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-99, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

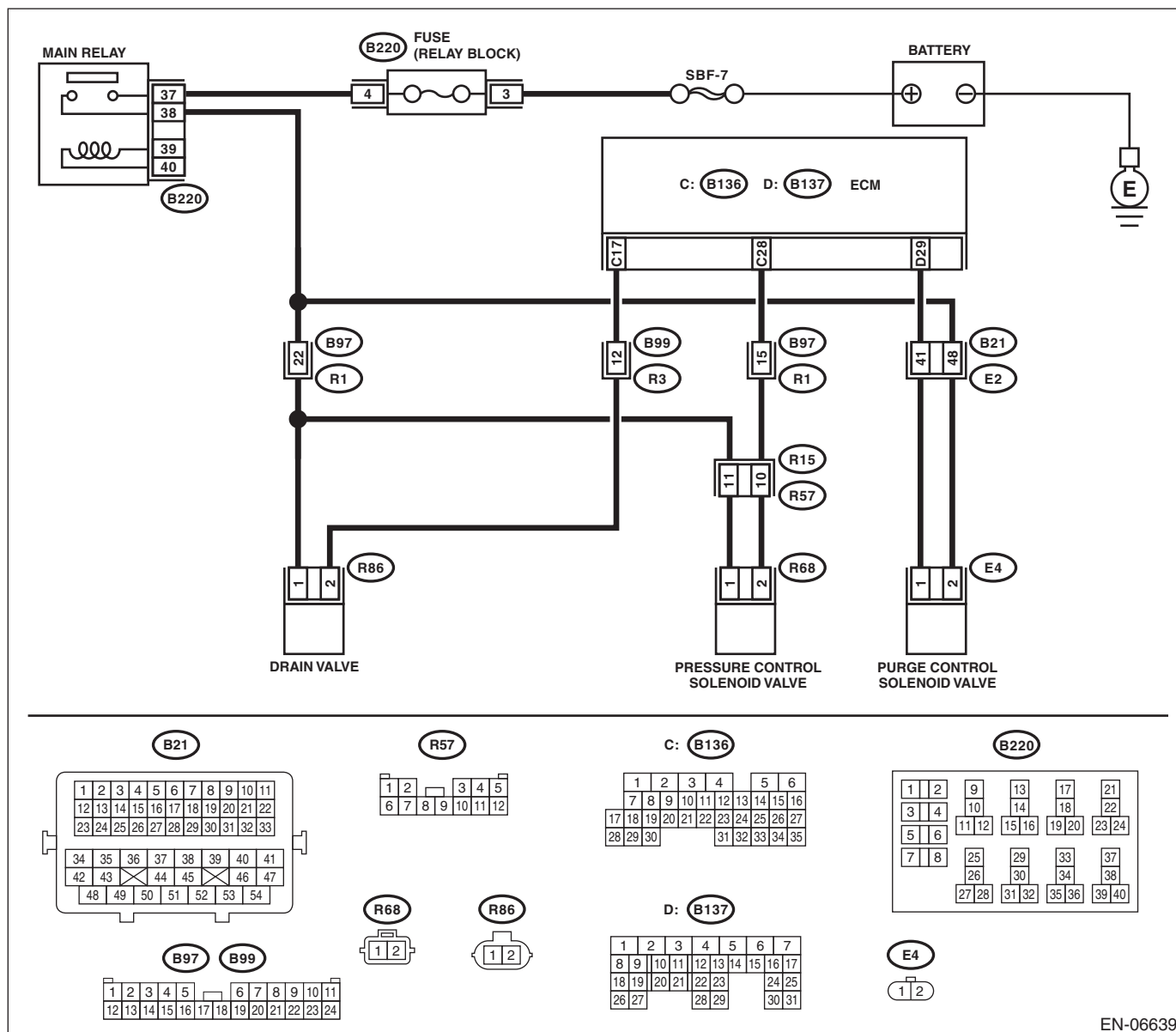
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 1.0 mm (0.04 in) dia. in evaporation system or fuel tank.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06639

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)-52, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 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. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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 PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	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)-65, Fuel Delivery and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

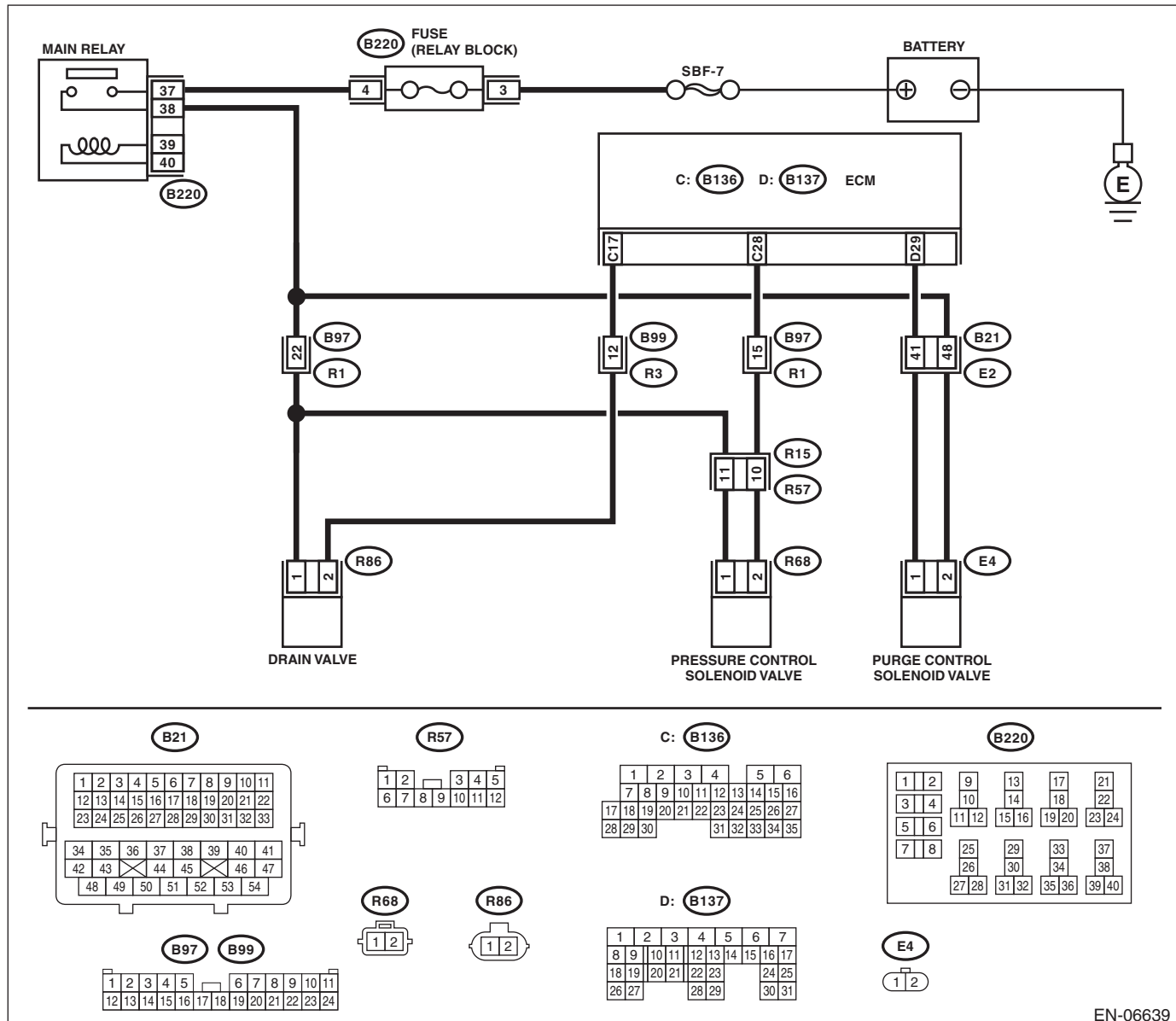
Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4SO)-5, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Is the fuel tank damaged or 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)-45, Fuel Tank.>	Go to step 10 .
10 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 the ECM connector.

BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-115, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

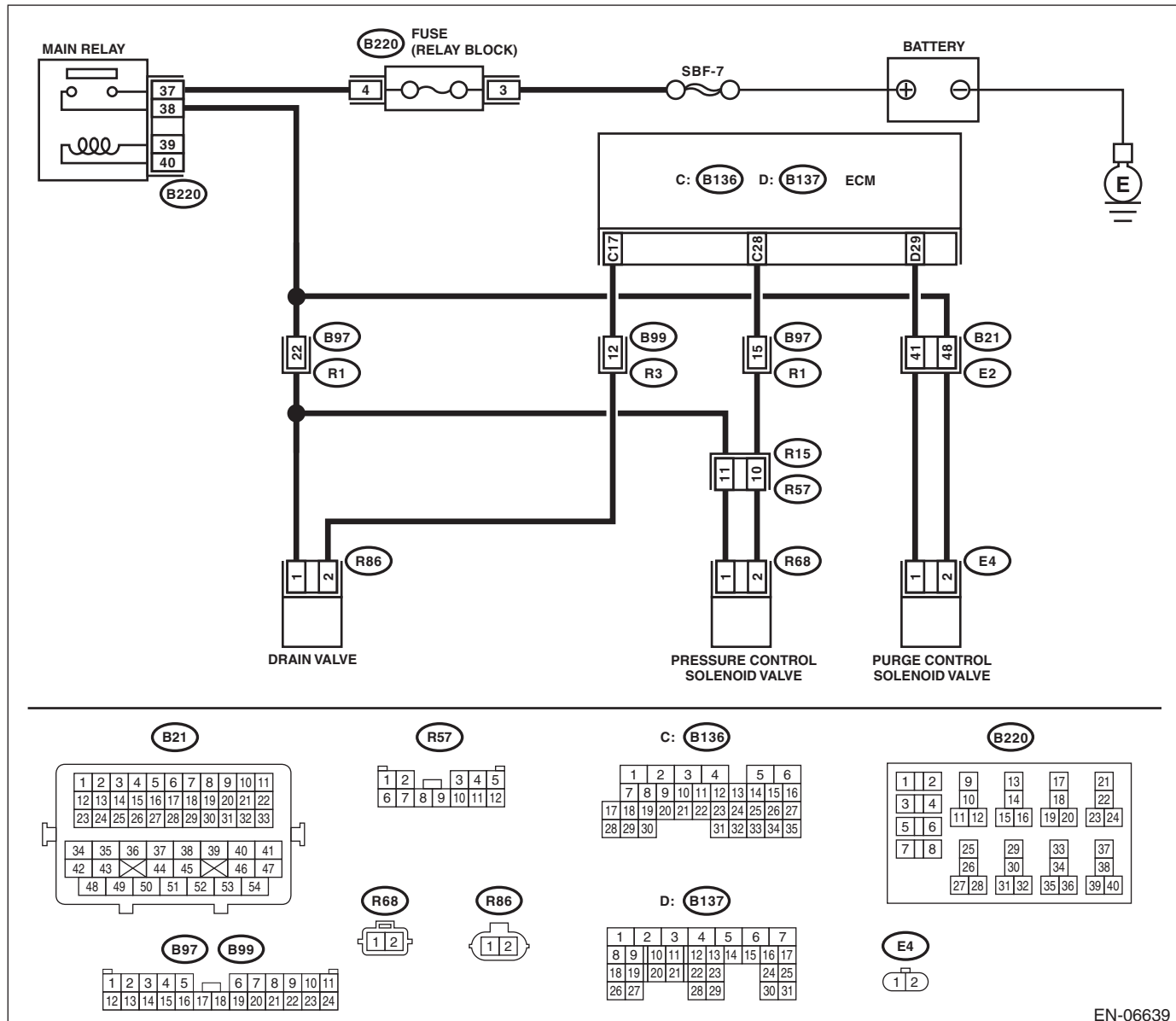
Step		Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 2.	Go to step 3.
2	CHECK FOR POOR CONTACT. Check for poor contact 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 (R86) 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. 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 (R86) 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. Measure the resistance of harness between ECM and drain valve connector. Connector & terminal (B136) No. 17 — (R86) 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 between 10 — 100 Ω?	Repair poor contact of the drain valve connector.	Replace the drain valve. <Ref. to EC(H4SO)-18, Drain Valve.>

BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-117, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

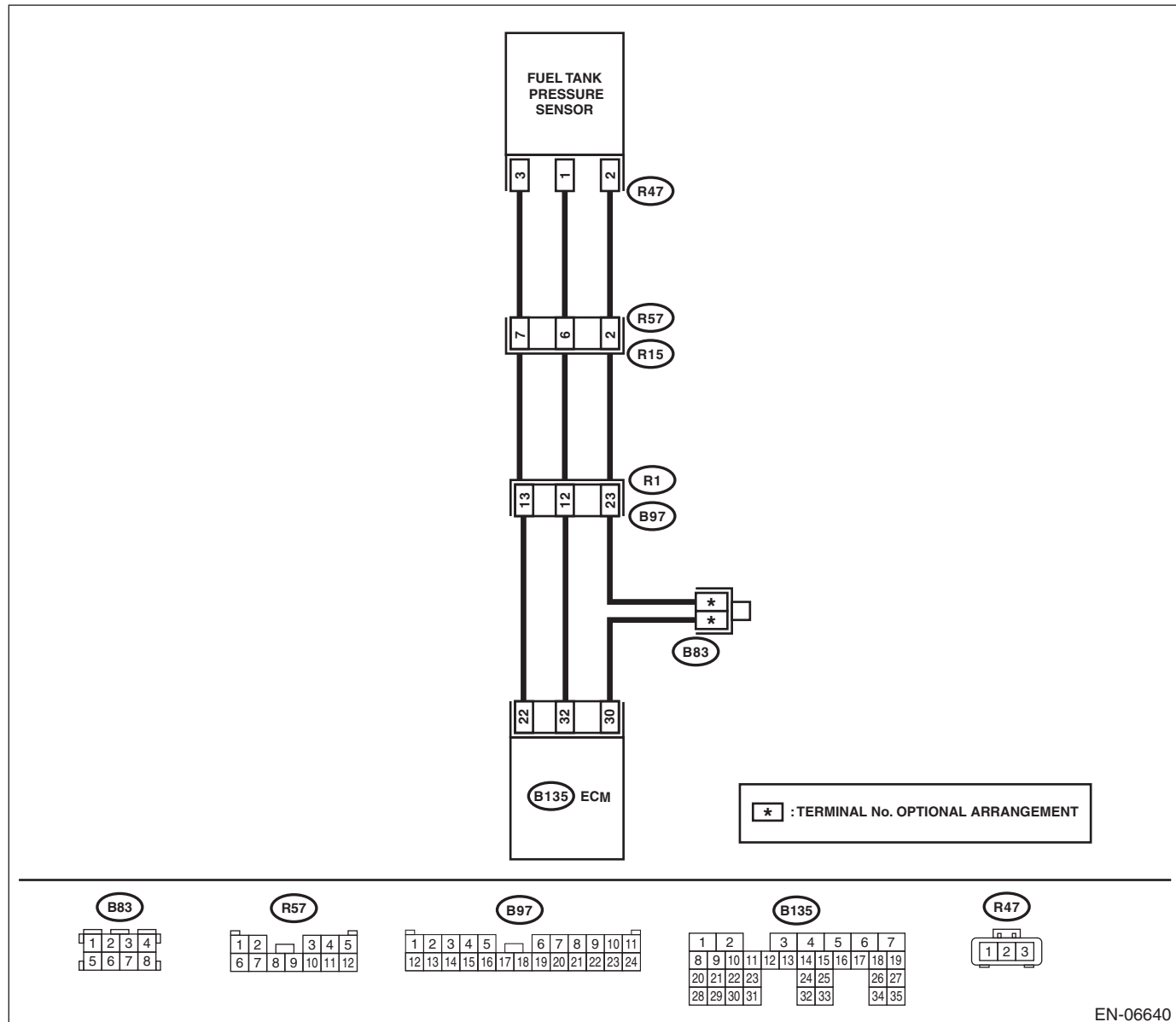
Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	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.
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 the ECM connector.

BI: 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)-119, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06640

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

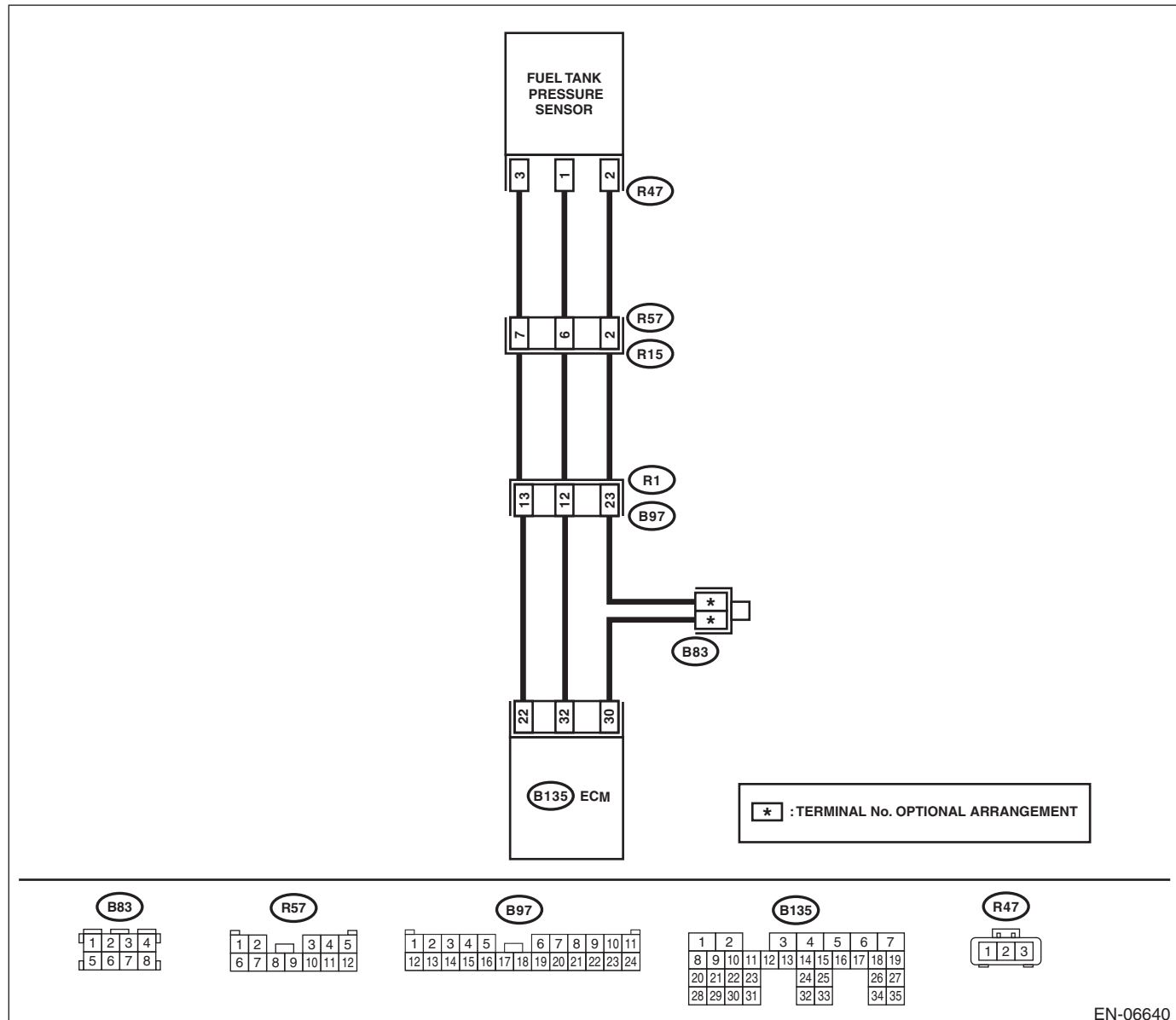
	Step	Check	Yes	No
1	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step 2.	Tighten fuel filler cap securely.
2	CHECK PRESSURE VACUUM LINE. NOTE: Check the following items. • Disconnection, leakage and clogging of the 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)-14, Fuel Tank Pressure Sensor.>

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-121, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06640

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)-33, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value less than -7.45 kPa (-55.9 mmHg, -2.2 inHg)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
2 CHECK FUEL TANK PRESSURE SENSOR POWER SOURCE. 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 in 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 connectors from the ECM. 3) Measure the resistance of harness between the ECM and fuel tank pressure sensor connector. Connector & terminal (B135) No. 32 — (R47) 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 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 (B135) No. 32 — 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 POOR CONTACT. Check for poor contact between the ECM and fuel tank pressure sensor connector.	Is there poor contact in the ECM or fuel tank pressure sensor connector?	Repair the poor contact in the ECM or fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-14, Fuel Tank Pressure Sensor.>

BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

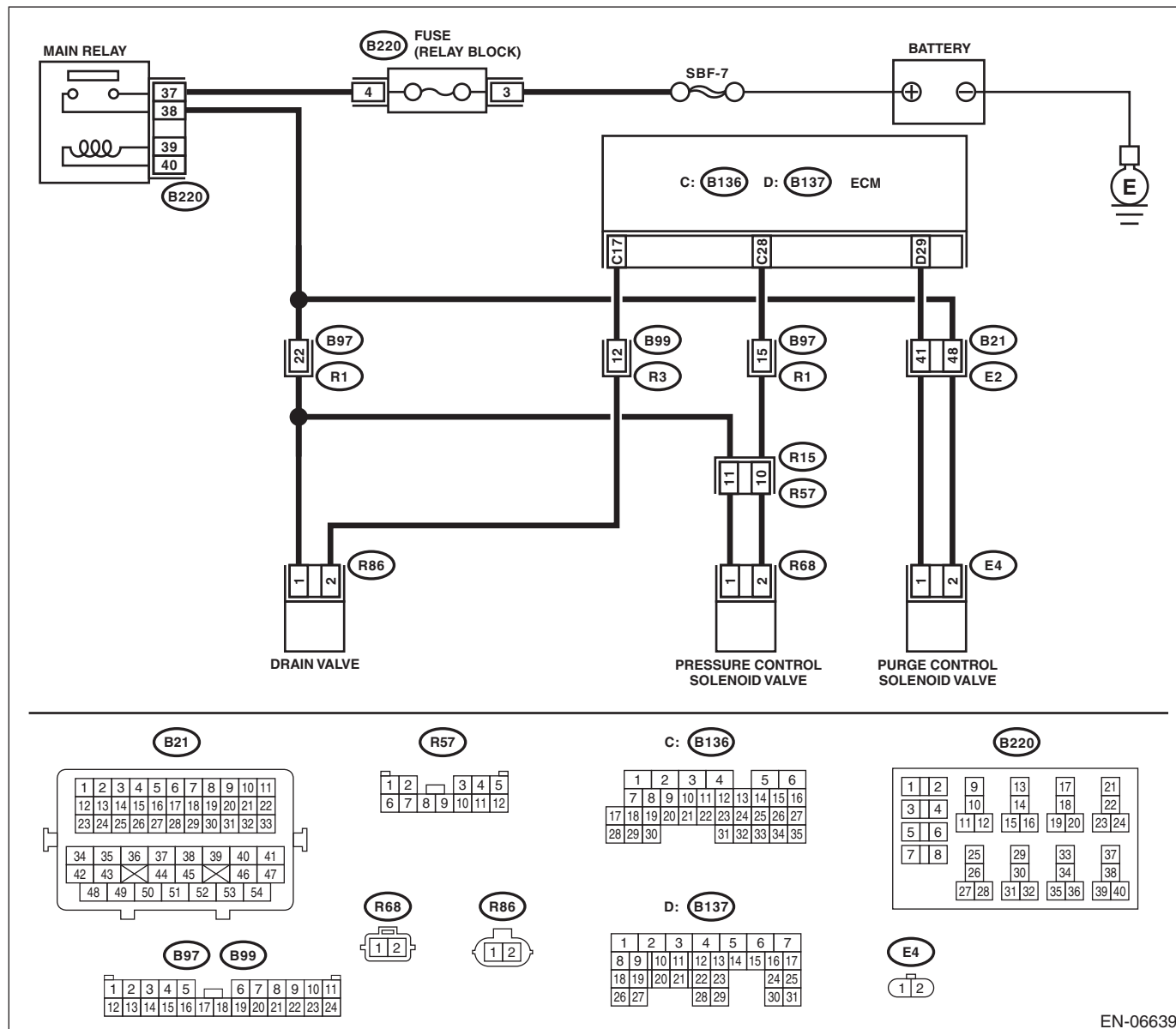
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-123, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

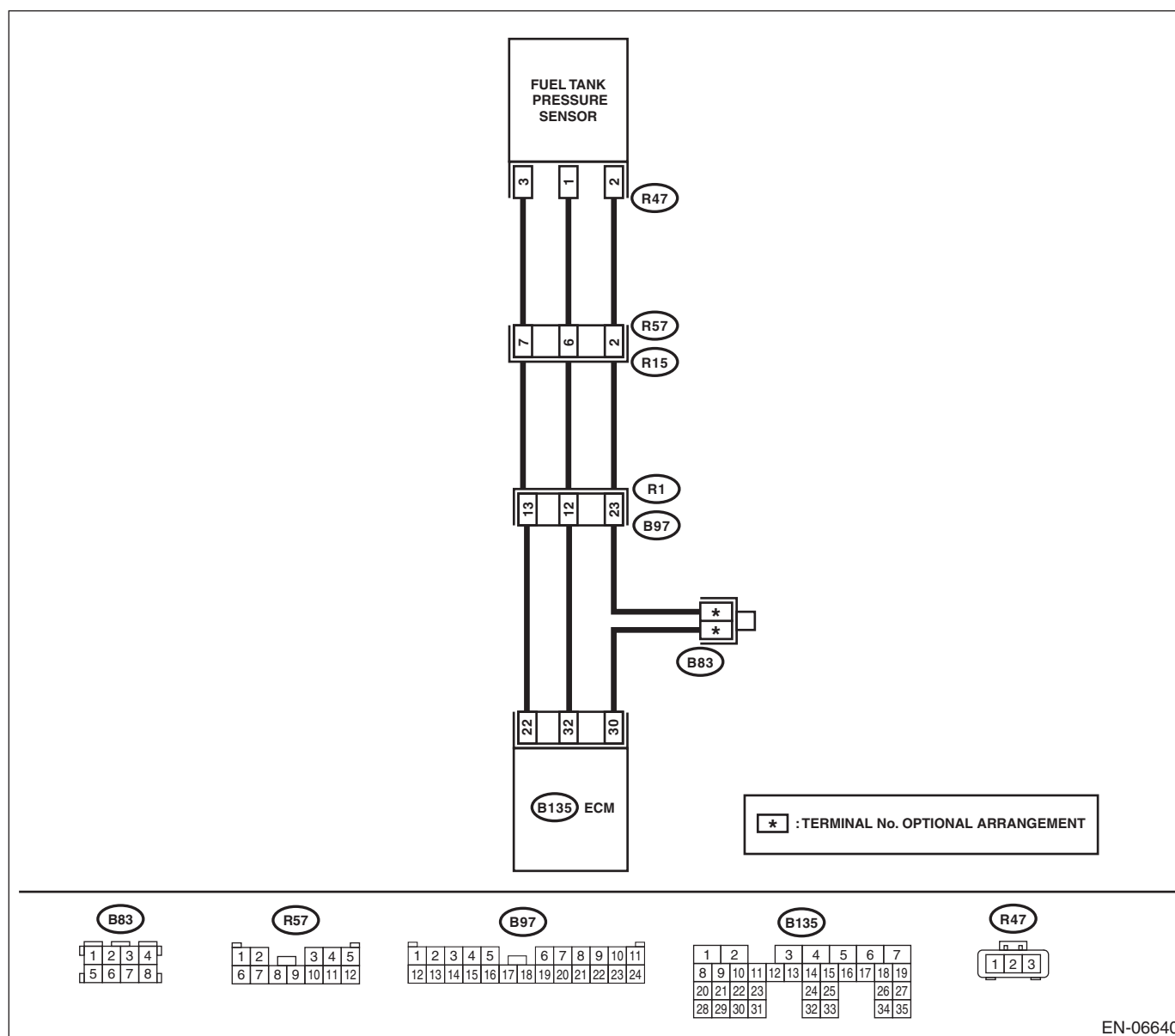
WIRING DIAGRAM:



EN-06639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-06640

Step	Check	Yes	No
1 CHECK PRESSURE CONTROL SOLENOID VALVE AND EVAPORATION HOSE. Check the pressure control solenoid valve and the evaporation hose. <Ref. to EC(H4SO)-15, INSPECTION, Pressure Control Solenoid Valve.>	Is the pressure control solenoid valve and the evaporation hose normal?	Go to step 2.	Replace the pressure control solenoid valve or the evaporation hose. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>
2 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and pressure control solenoid valve connector.	Go to step 3.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance 20 — 30 Ω ?	Go to step 4.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>
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.	Go to step 5.
5 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)-33, 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 6.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.
6 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)-33, 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 7.
7 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. 2 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 8.	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 in ECM connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
8	CHECK FOR POOR CONTACT. Check for poor contact of the fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair the poor contact in the fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-14, Fuel Tank Pressure Sensor.>

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)**DTC DETECTING CONDITION:**

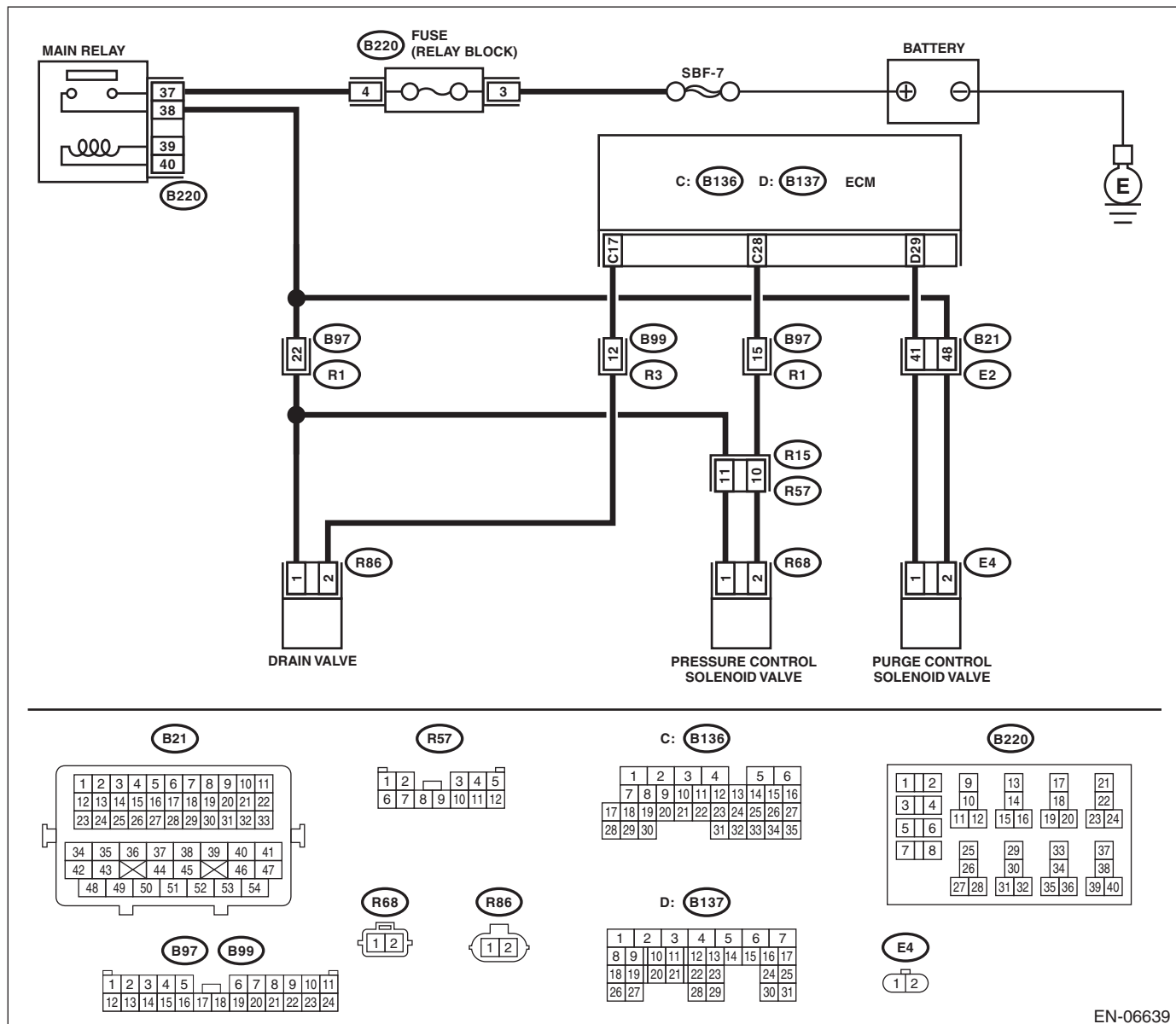
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-125, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

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)-52, Fuel Filler Pipe.>	Go to step 4.
4	CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 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 the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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 PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>
7	CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	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)-65, Fuel Delivery and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 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 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, 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)-45, Fuel Tank.>	Go to step 10 .
10 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 the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-125, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

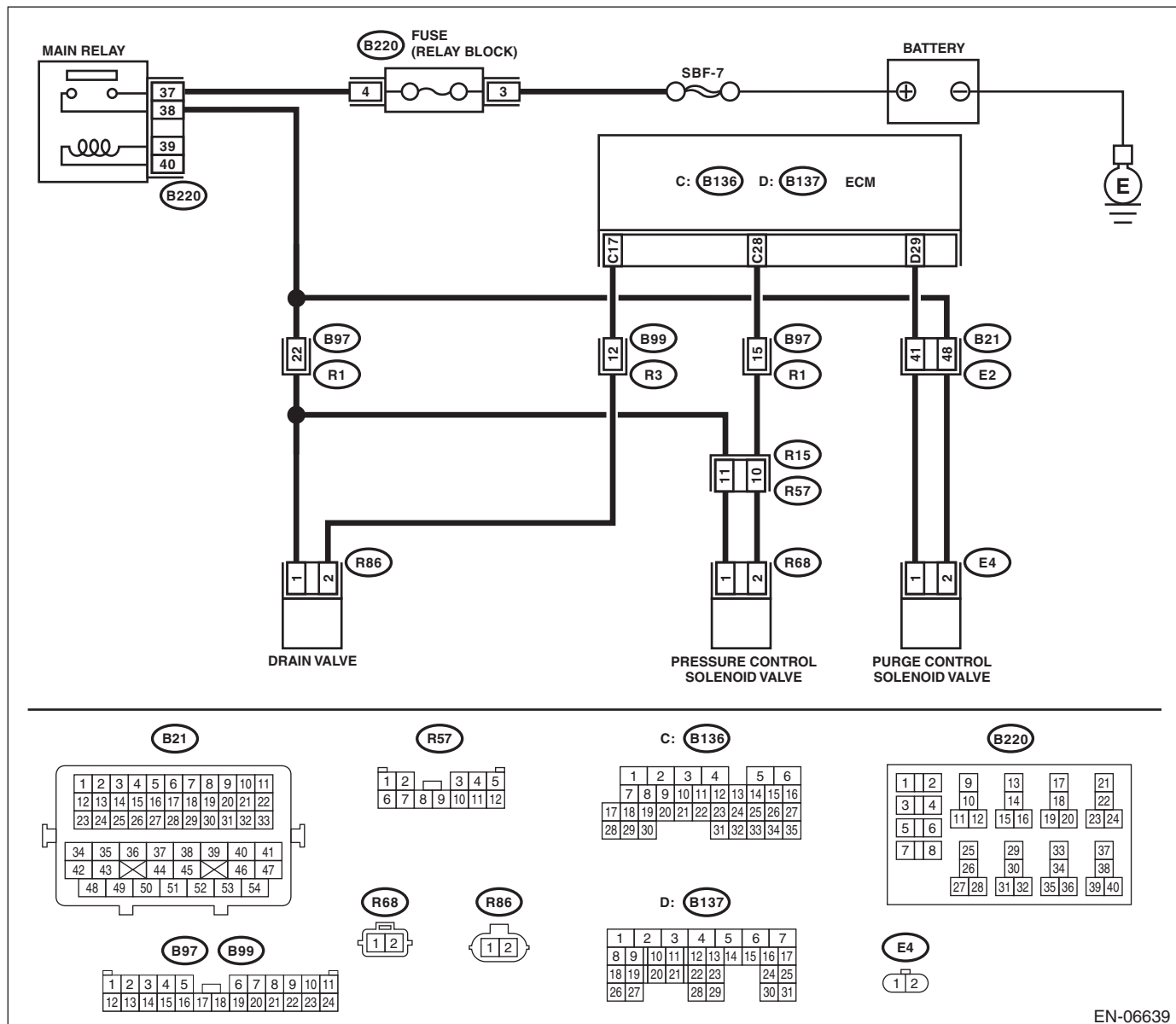
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap loose or lost

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06639

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)-52, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the delivery (test) mode connector. 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 the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve 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 PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve using the Subaru Select Monitor. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 7.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector.	Are there any disconnected, broken or clogged evaporation lines?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-65, Fuel Delivery and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4SO)-5, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Go to step 10 .
10 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes, cracks, clogging, or disconnections, misconnection of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair the poor contact of the ECM connector.

BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW**DTC DETECTING CONDITION:**

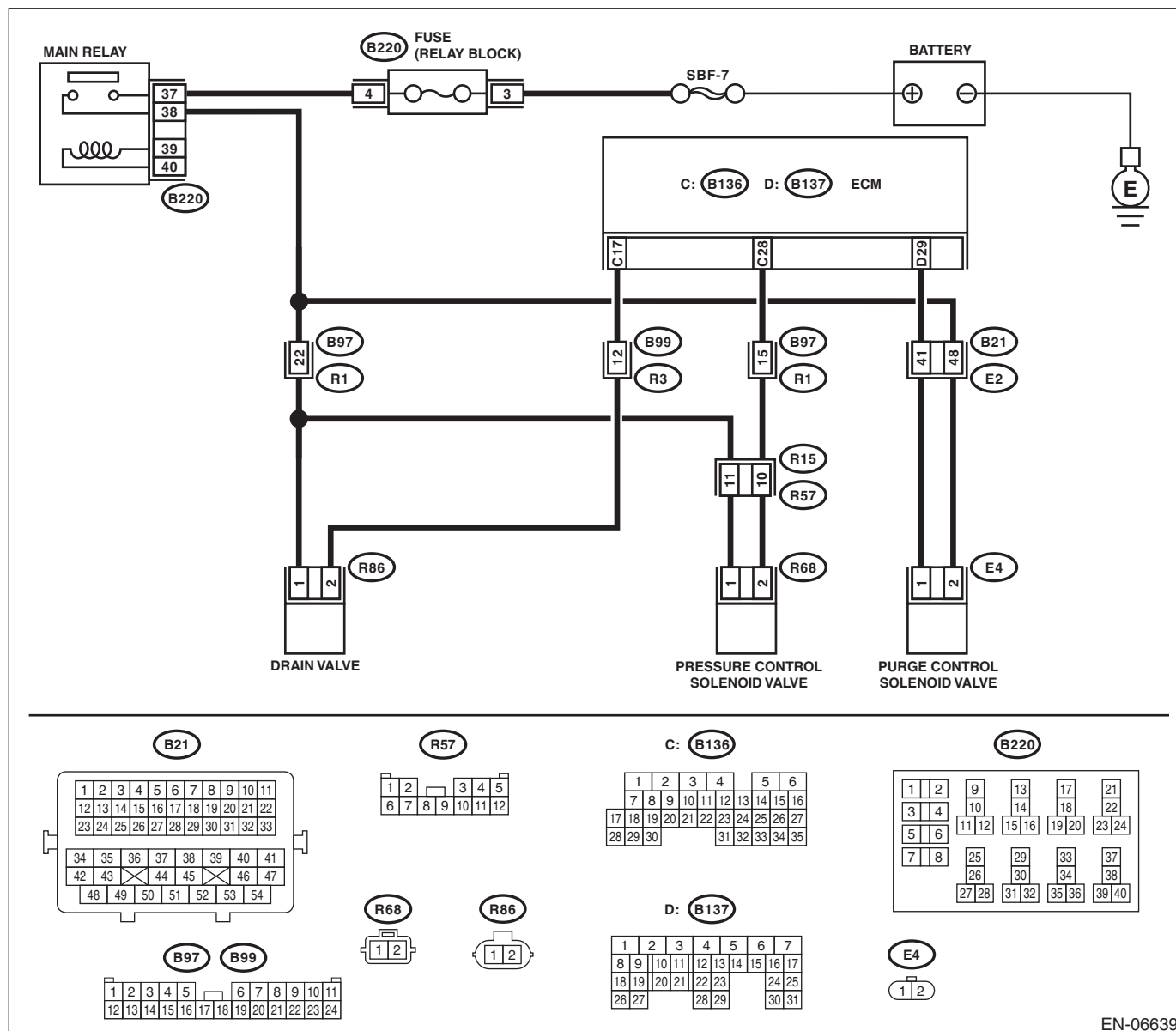
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-126, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

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. 29 (+) — 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. 2 (+) — 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. 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. 1 — 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. Measure the resistance of harness between ECM and purge control solenoid valve. Connector & terminal (B137) No. 29 — (E4) No. 1:	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 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 between 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.>

BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH**DTC DETECTING CONDITION:**

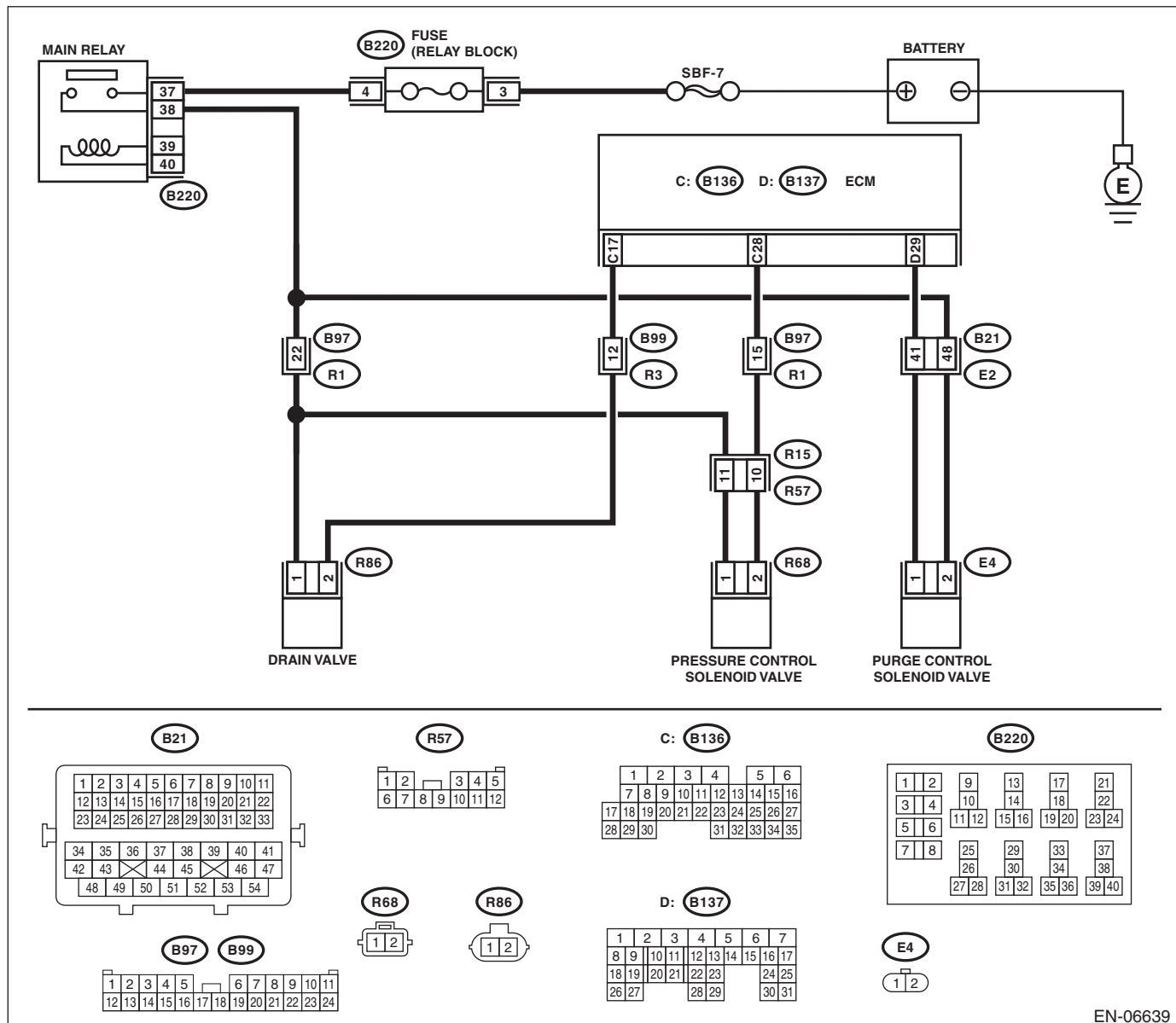
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-127, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE. 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. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the 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 the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BP: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)-128, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-82, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(H4SO)-58, Fuel Level Sensor.> <Ref. to FU(H4SO)-60, Fuel Sub Level Sensor.>

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

NOTE:

For the diagnostic procedure, refer to DTC P0463. <Ref. to EN(H4SO)(diag)-225, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BR: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)-132, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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-8, CHECK FUEL LEVEL SENSOR, INSPECTION, Combination Meter System.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BS: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)-134, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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-8, CHECK FUEL LEVEL SENSOR, INSPECTION, Combination Meter System.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

BT:DTC P0500 VEHICLE SPEED SENSOR “A”

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-137, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-32, List of Diagnostic Trouble Code (DTC).>	Repair poor contact of the ECM connector.

BU: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)-138, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

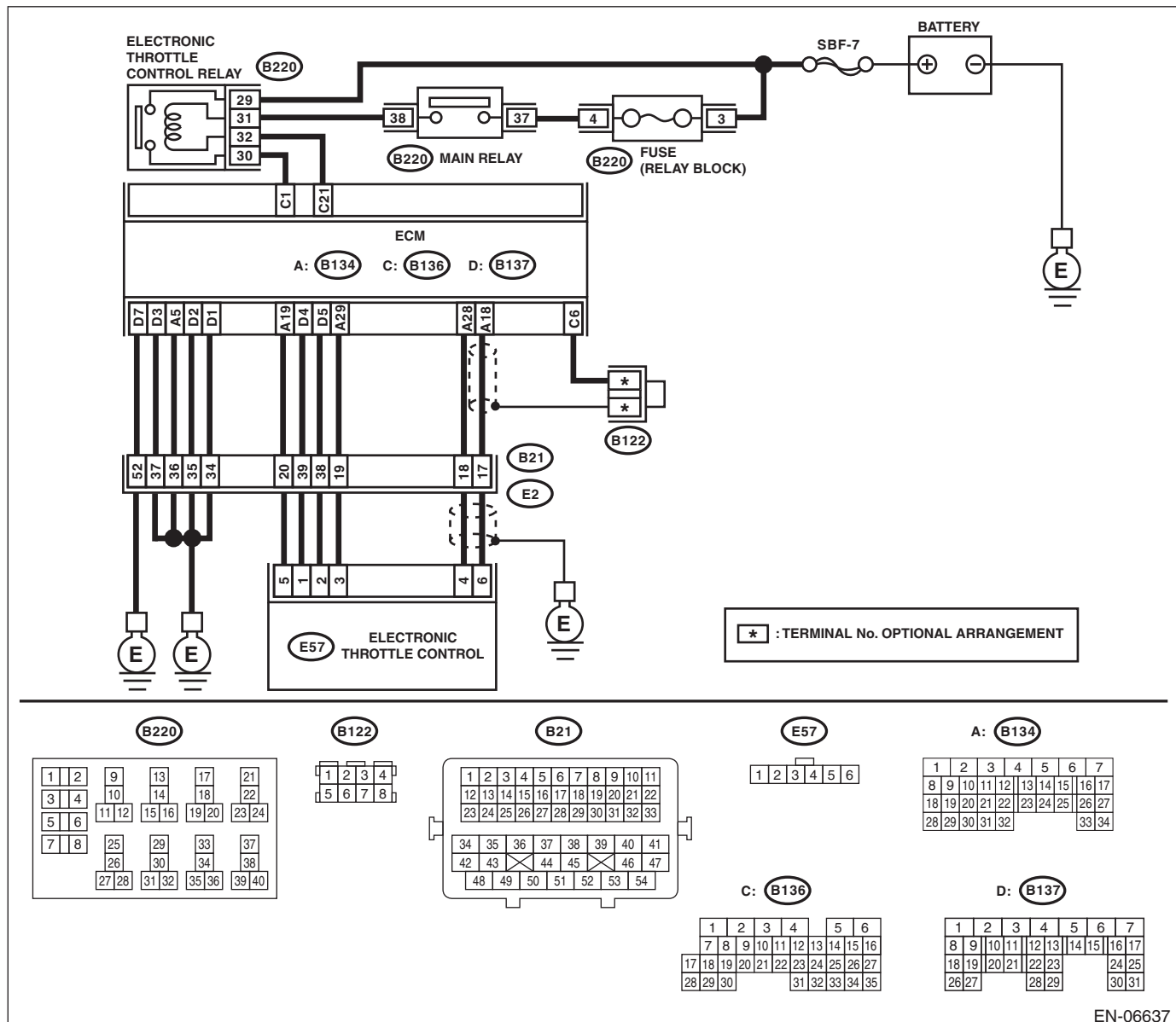
TROUBLE SYMPTOM:

- Hard to start the engine.
- Engine does not start.
- Improper idling
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

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)-82, 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. 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)-280, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BV: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)-139, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

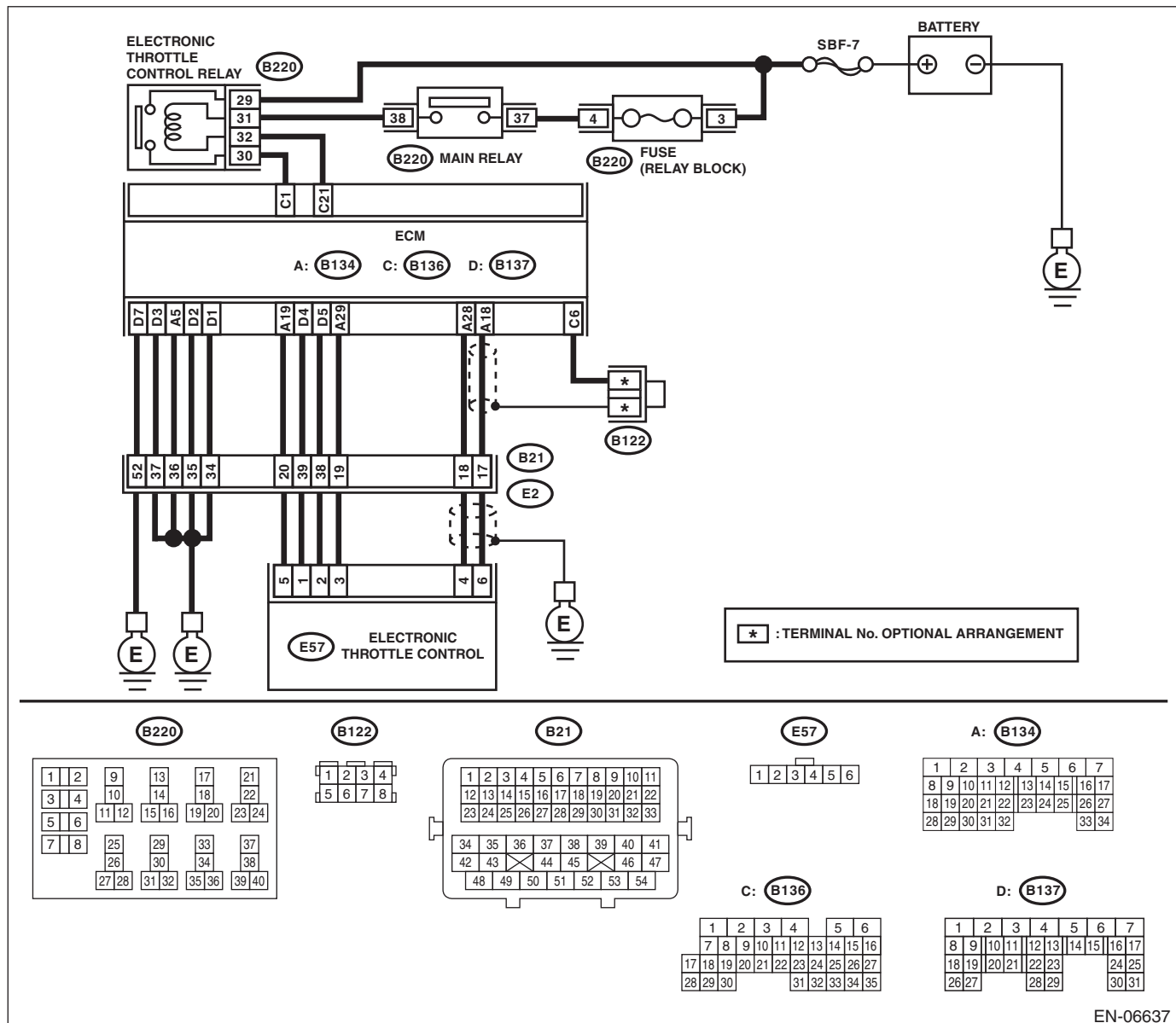
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

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)-82, 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. 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)-280, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BW:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-140, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

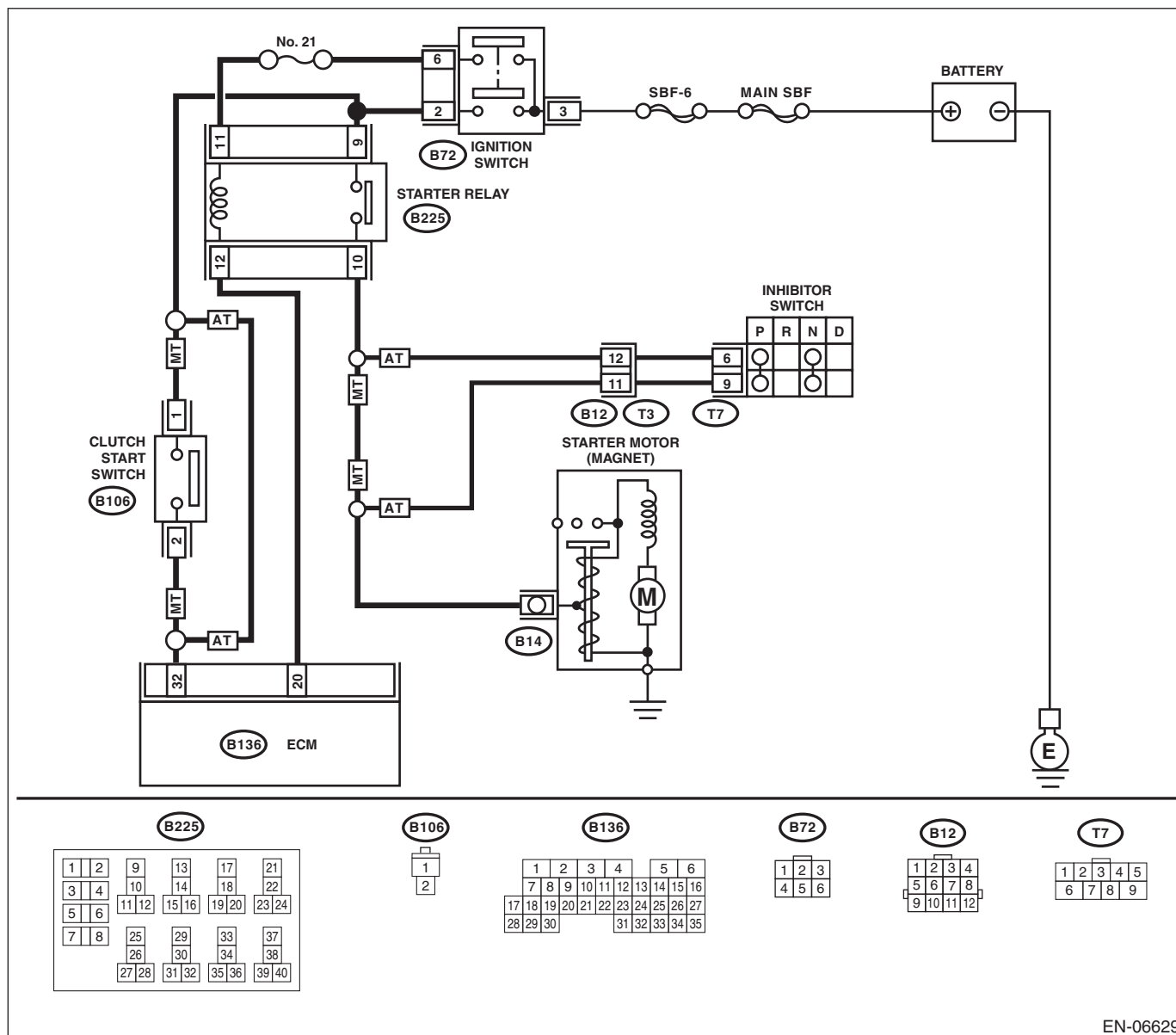
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06629

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)-82, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND IGNITION SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 32 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and ignition switch connector.	Repair the poor contact of the ECM connector.

BX:DTC P0600 SERIAL COMMUNICATION LINK

NOTE:

For the diagnostic procedure, refer to LAN section. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BY:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-143, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

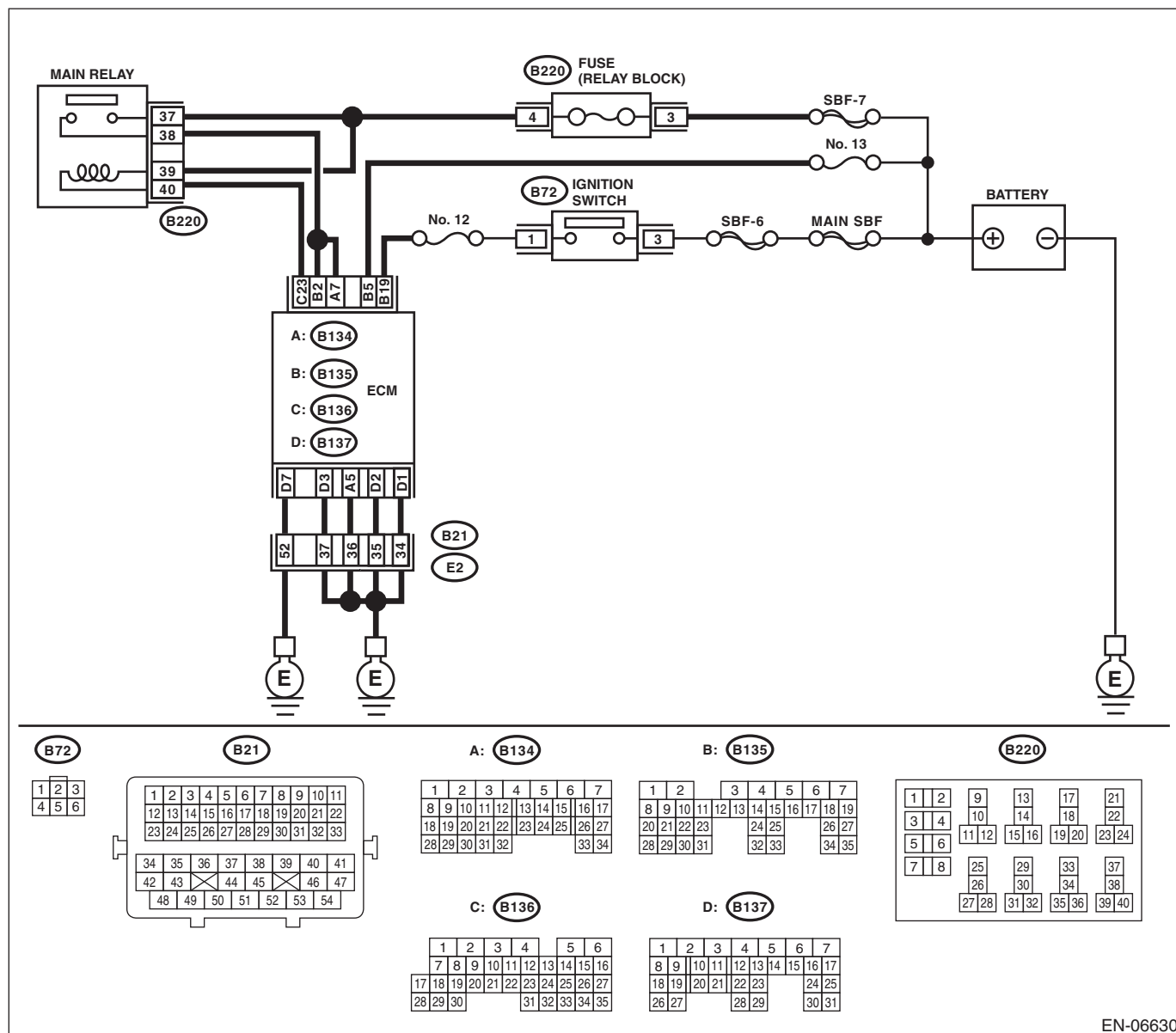
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06630

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)-82, List of Diagnostic Trouble Code (DTC).>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, there may be a temporary connector contact failure.

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)-235, 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:

- Depending on the content of malfunction, adapt either of the followings.
 - Immediately at fault recognition
 - Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-145, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

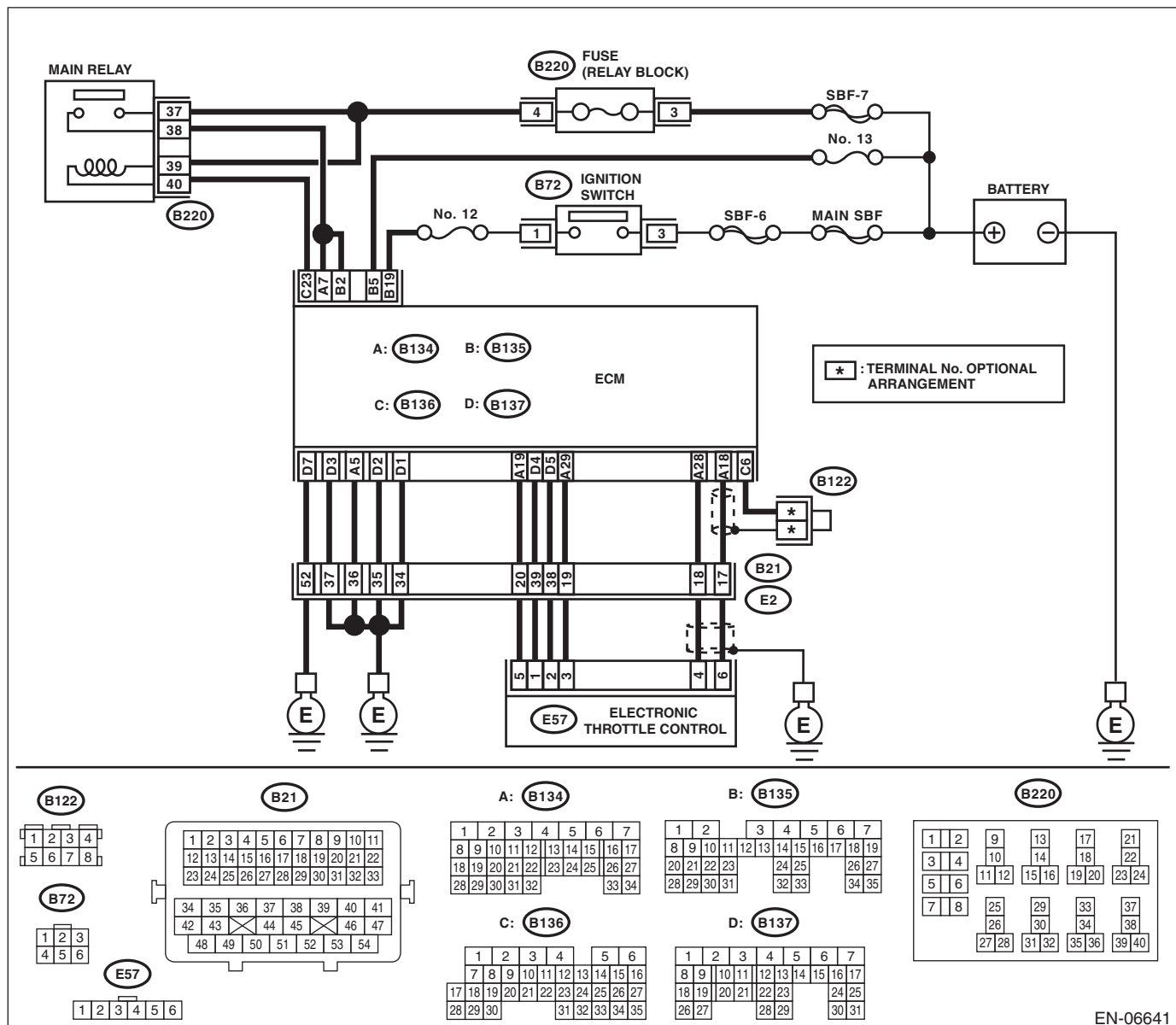
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06641

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. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	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. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	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. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (B134) No. 19 — (E57) No. 5: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between ECM and electronic throttle control connector.
4 CHECK ECM GROUND HARNESS. Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 5 (+) — Chassis ground (-): (B137) No. 1 (+) — Chassis ground (-): (B137) No. 2 (+) — Chassis ground (-): (B137) No. 3 (+) — Chassis ground (-): (B137) No. 7 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Repair the following item. • Open circuit of ground circuit • Retightening of engine ground terminals • Poor contact in ECM connector • 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)-280, 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 AT section. <Ref. to 4AT(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)-150, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

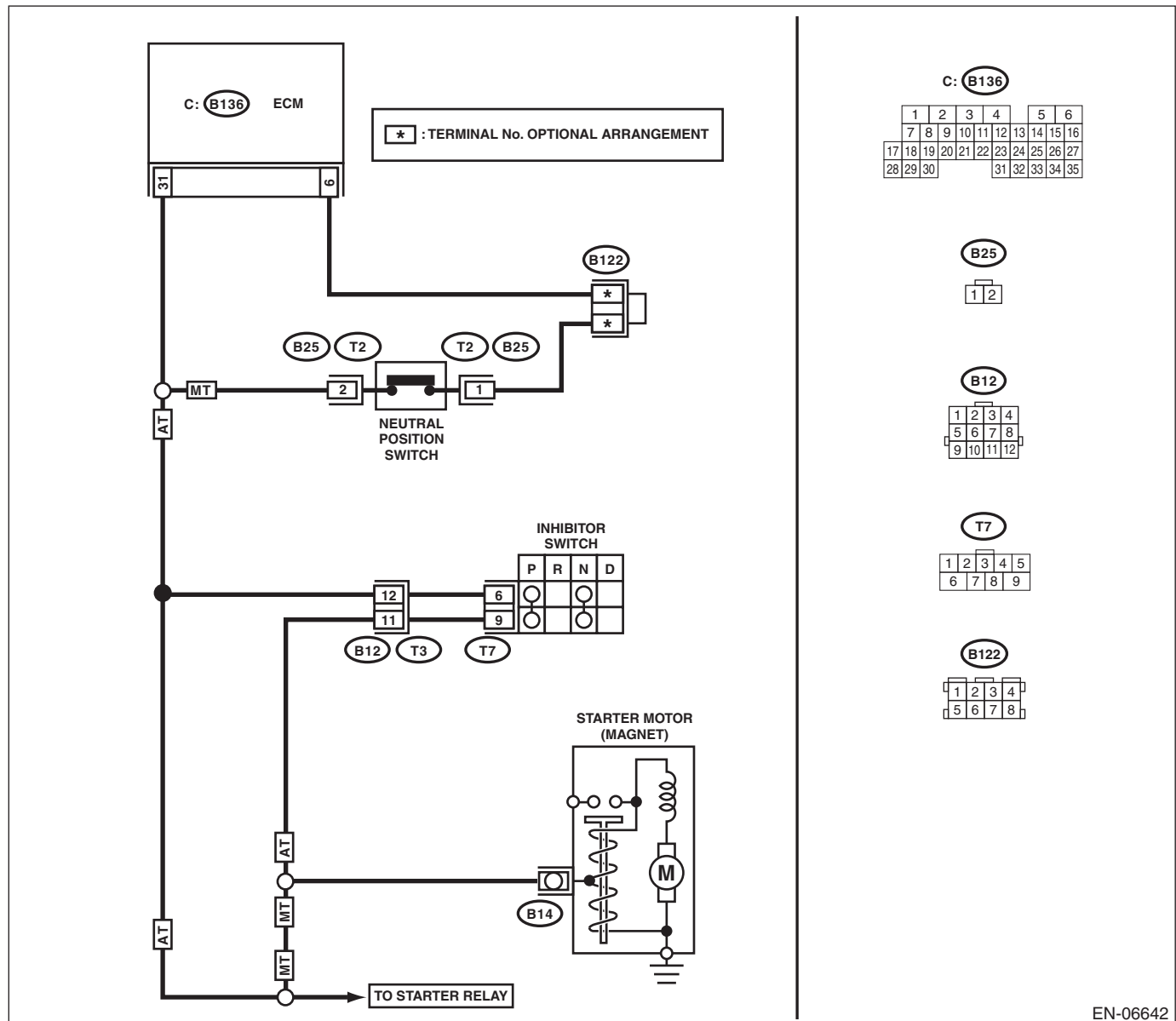
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



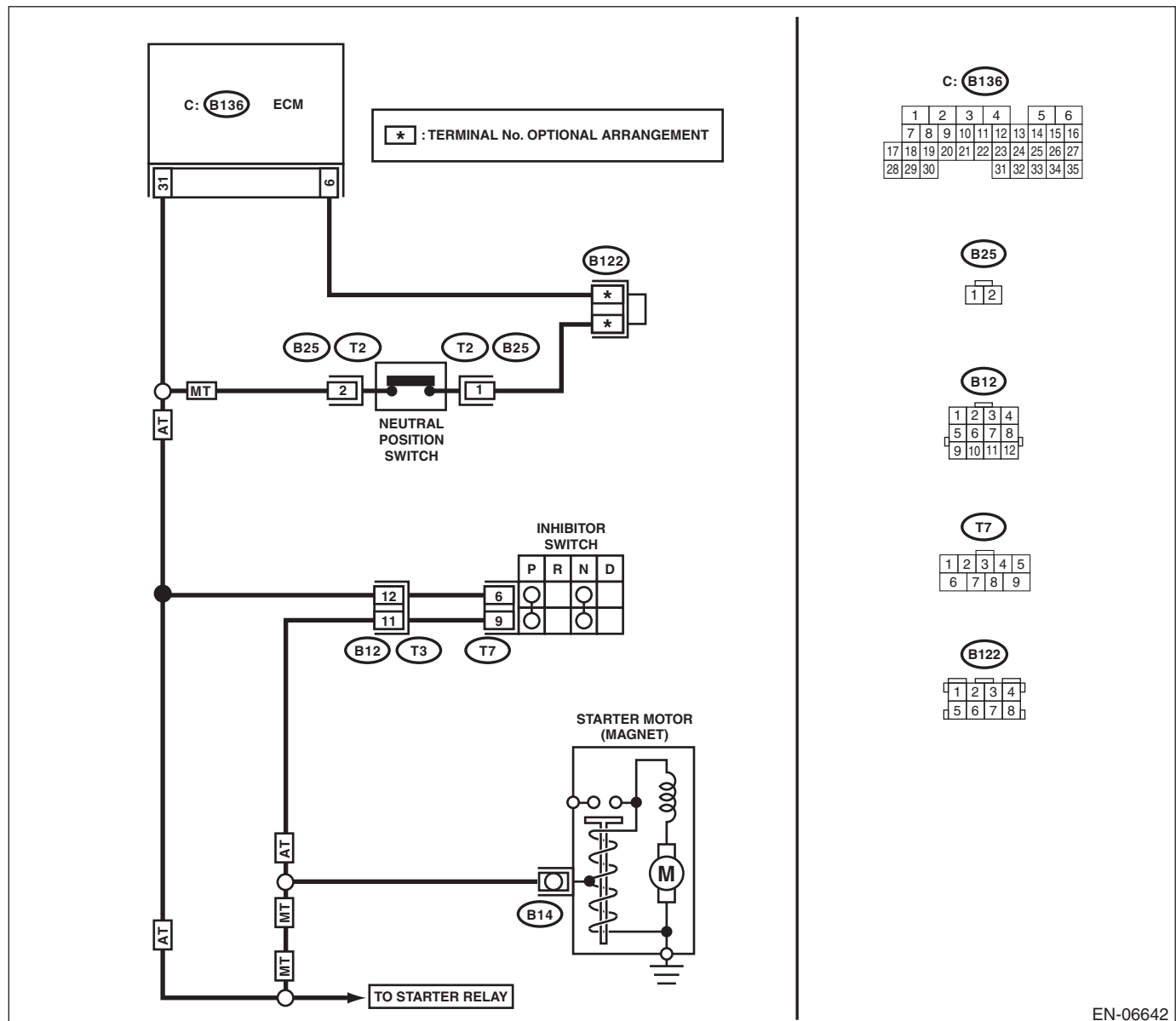
EN-06642

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Are there any faults in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step 2.
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. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the 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. 31 — 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 the 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 4AT-46, Inhibitor Switch.>	Repair the ground short circuit of harness between transmission harness connector and inhibitor switch connector.

WIRING DIAGRAM:

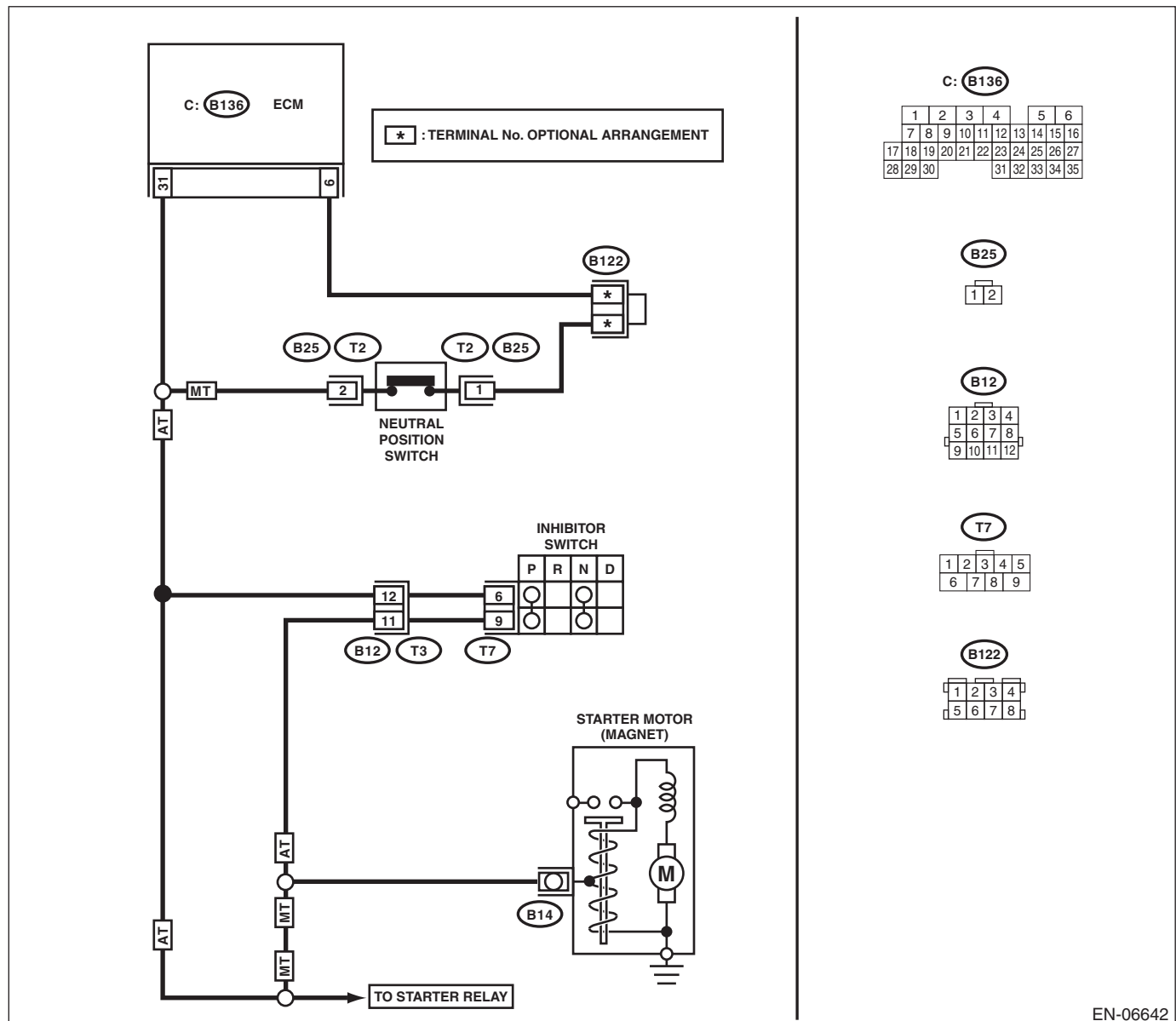


Diagnostic Procedure with Diagnostic Trouble Code (DTC)

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. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the ECM connector.	Go to step 2.
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. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the neutral position switch.	Repair the short circuit to ground harness between ECM and neutral position switch connector.

WIRING DIAGRAM:

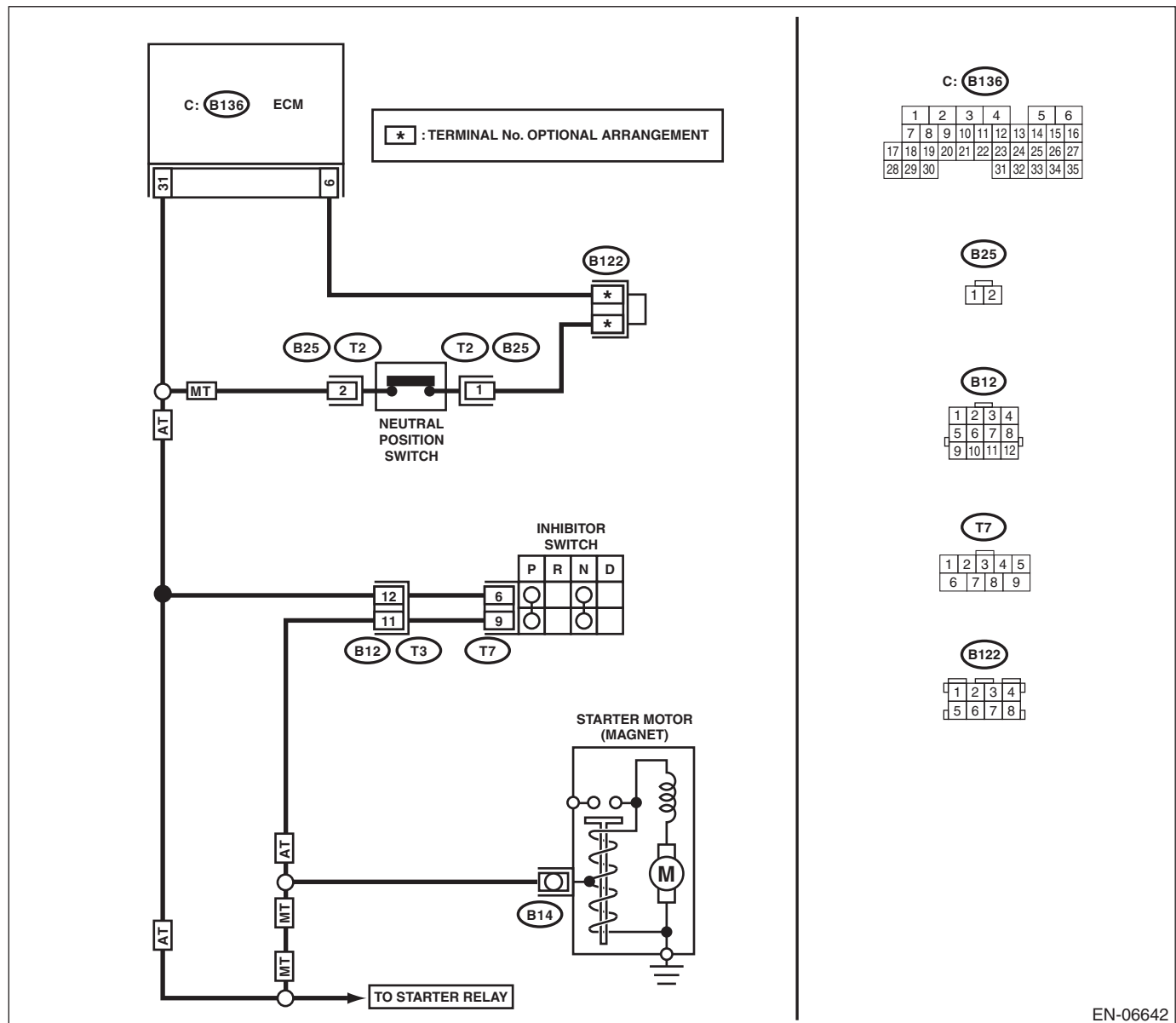


Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Are there any faults in the select cable?	Repair or adjust the select cable. <Ref. to CS-25, Select Cable.>	Go to step 2.
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. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the 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. 31 — (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 4AT-46, Inhibitor Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between inhibitor switch connector and starter motor ground line • Poor contact of coupling connector • Poor contact in starter motor connector • Poor contact in starter motor ground • Starter motor

ENGINE (DIAGNOSTICS)



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

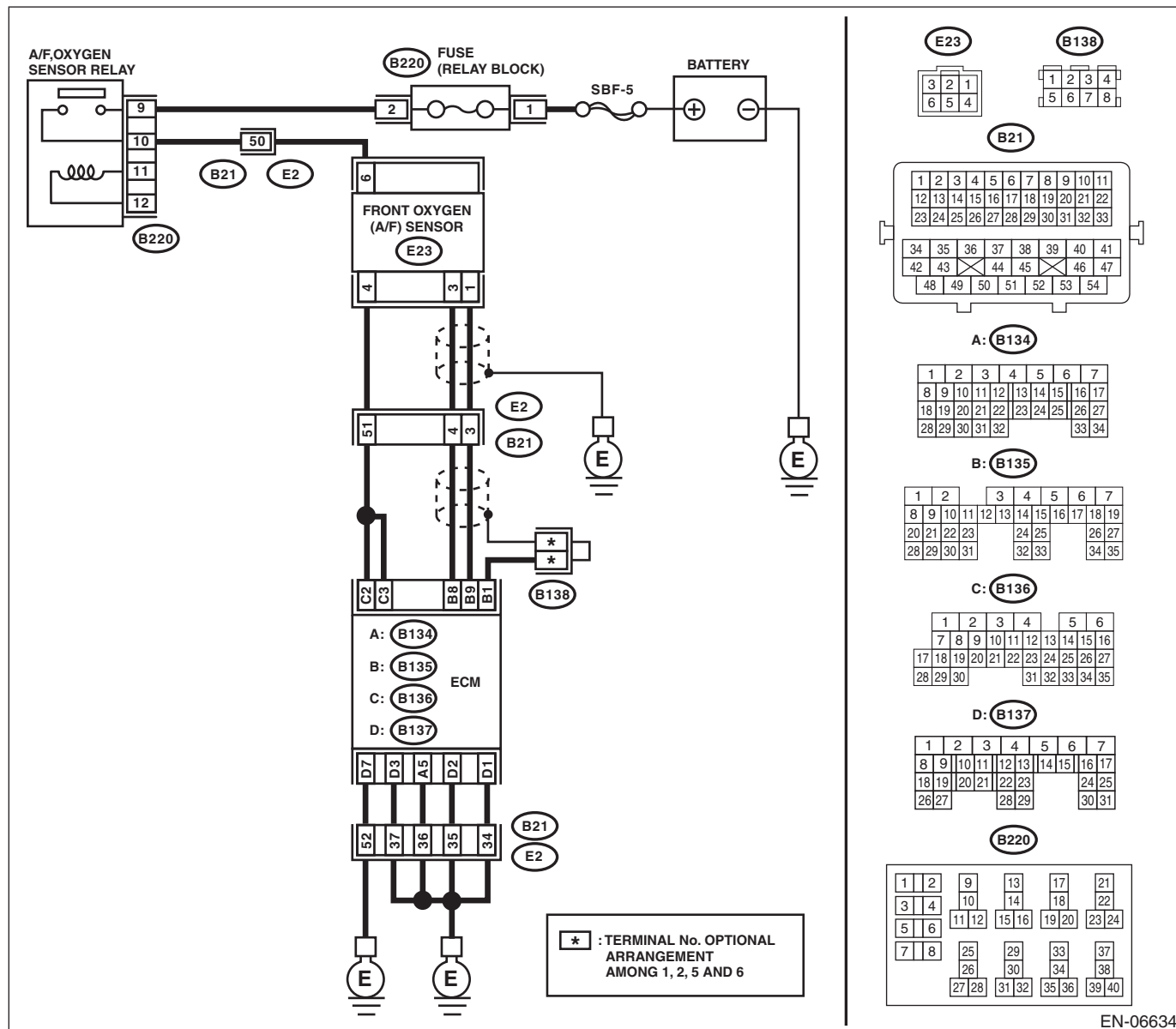
Step		Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair the poor contact of the ECM connector.	Go to step 2.
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. 31 — (T2) No. 2: (B136) No. 6 — (T2) 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 coupling connector
3	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 poor contact of the ECM connector.	Replace the neutral position switch.

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)-154, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	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.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) 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 POOR CONTACT. Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact of the 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)

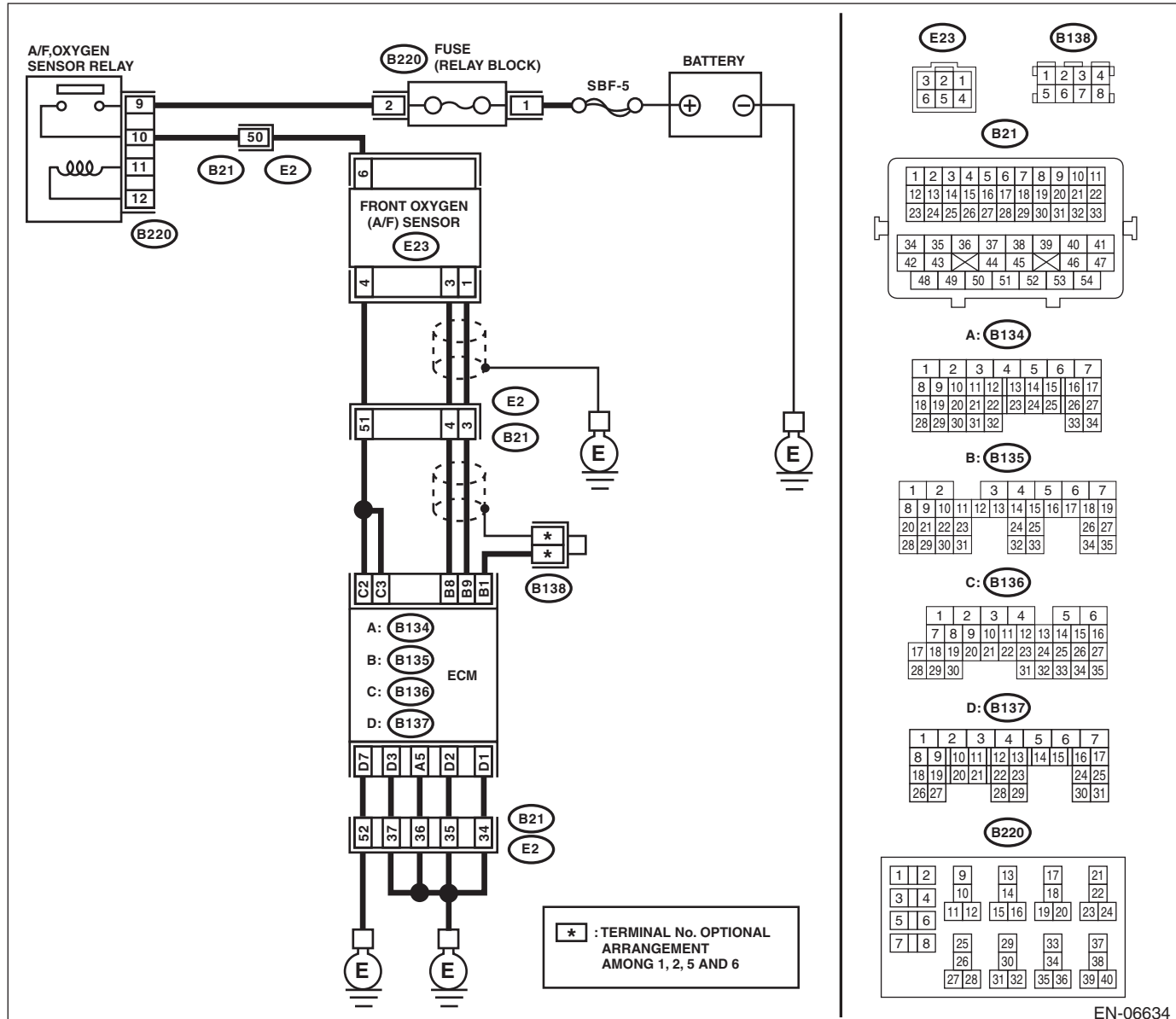
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-156, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground: (B135) No. 8 — 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 (B135) No. 9 (+) — 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 (B135) No. 8 (+) — 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 (B135) No. 9 (+) — Chassis ground (-): (B135) No. 8 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the 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 the ECM connector.

CJ:DTC P1160 RETURN SPRING FAILURE

NOTE:

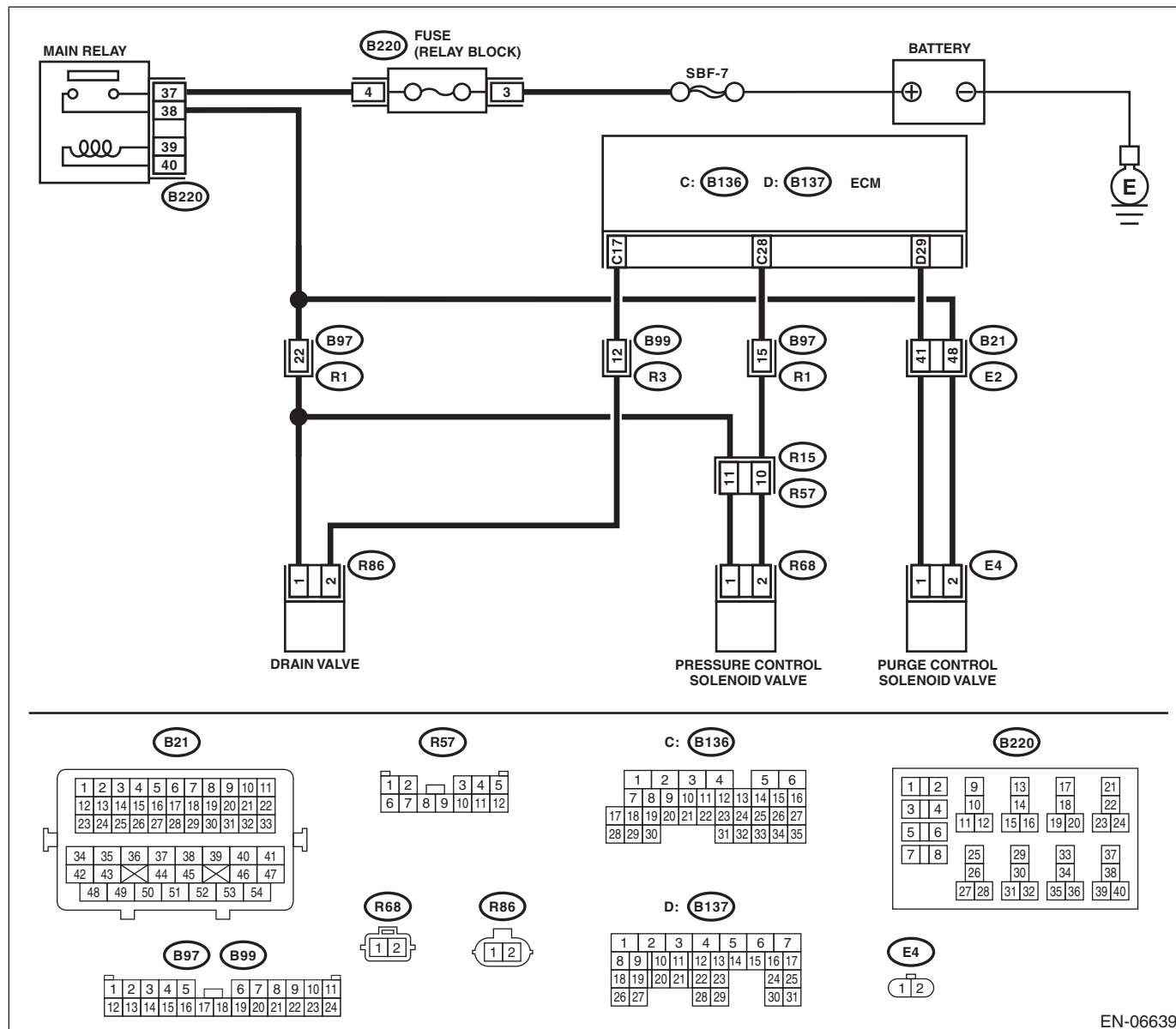
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-280, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CK:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-159, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

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 (B136) No. 28 (+) — 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 THE PRESSURE CONTROL SOLENOID VALVE. Measure the voltage between pressure control solenoid valve and chassis ground. Connector & terminal (R68) 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 PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Measure the resistance between pressure control solenoid valve and chassis ground. Connector & terminal (R68) No. 2 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and pressure control solenoid valve connector.
5	CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. Measure the resistance of harness between ECM and pressure control solenoid valve connector. Connector & terminal (B136) No. 28 — (R68) 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 pressure control solenoid valve connector • Poor contact of coupling connector
6	CHECK PRESSURE CONTROL SOLENOID VALVE. Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 — 100 Ω ?	Repair the poor contact of pressure control solenoid valve connector.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>

CL:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

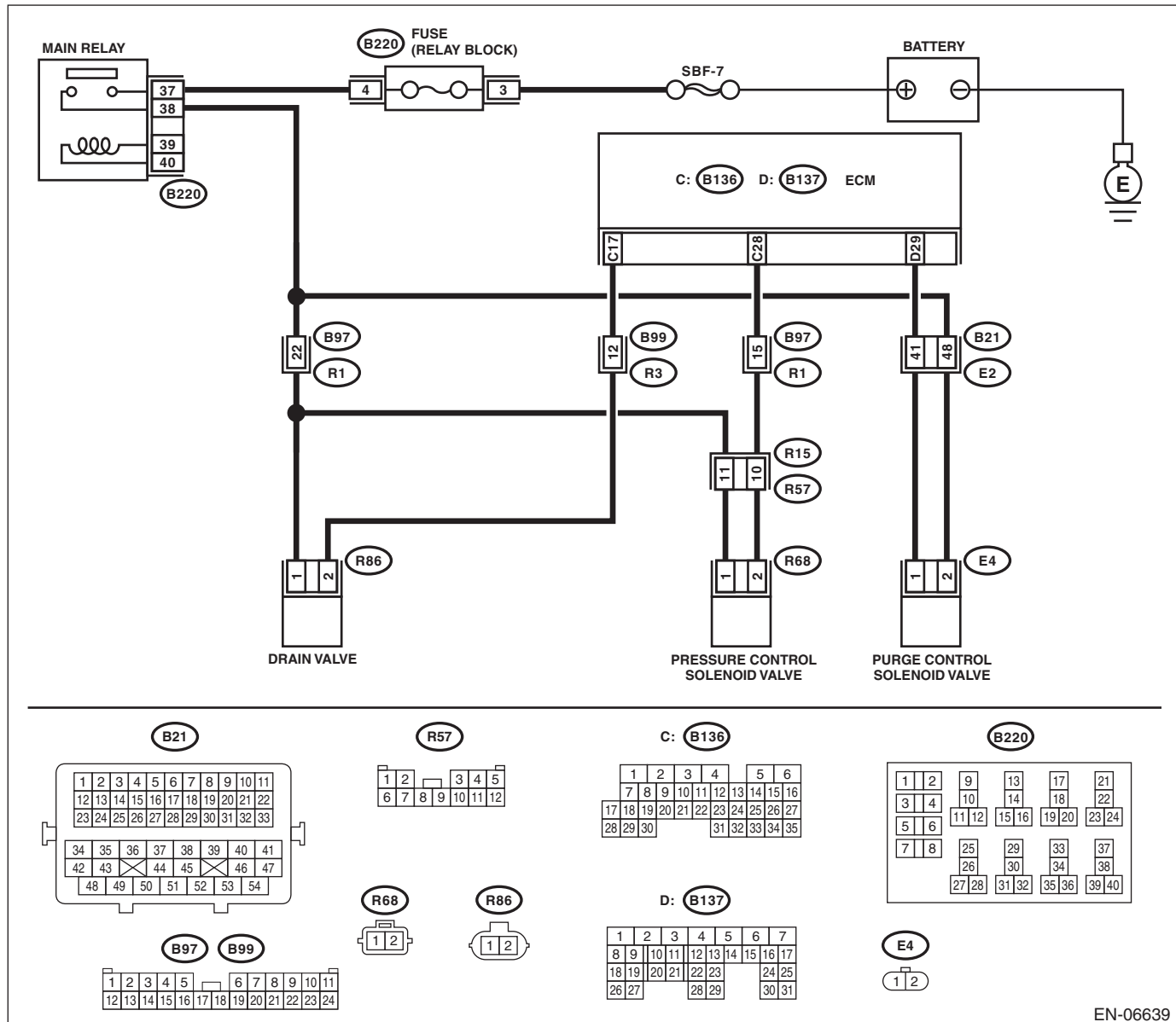
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-161, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06639

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and pressure control solenoid valve connector.	Go to step 2.
2 CHECK PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-15, Pressure Control Solenoid Valve.>	Repair the poor contact of the ECM connector.

CM:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM**DTC DETECTING CONDITION:**

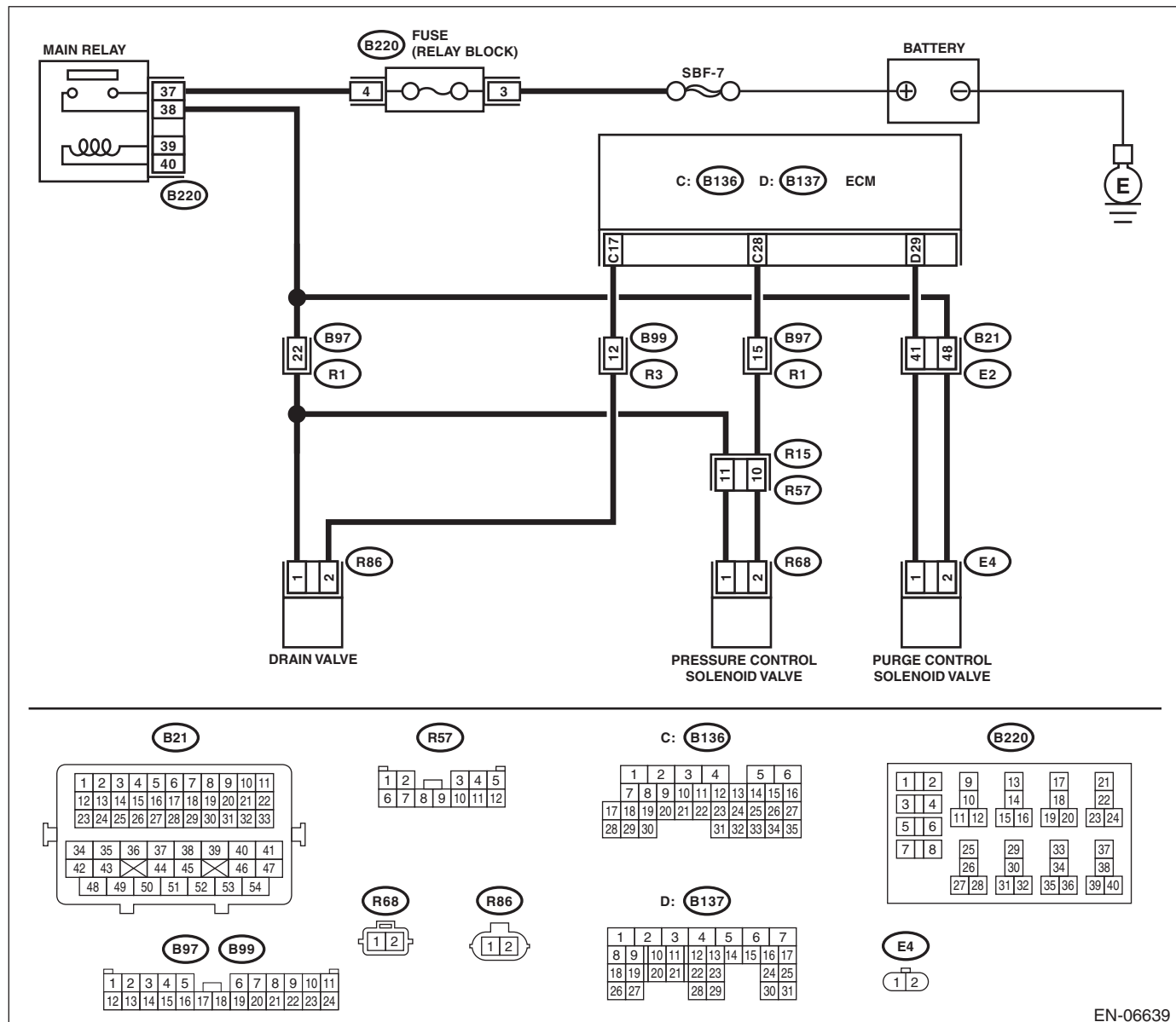
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-163, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-06639

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)-82, 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) Connect the delivery (test) mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-52, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Repair the poor contact of the ECM connector.	Replace the drain valve. <Ref. to EC(H4SO)-18, Drain Valve.>

CN:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-165, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

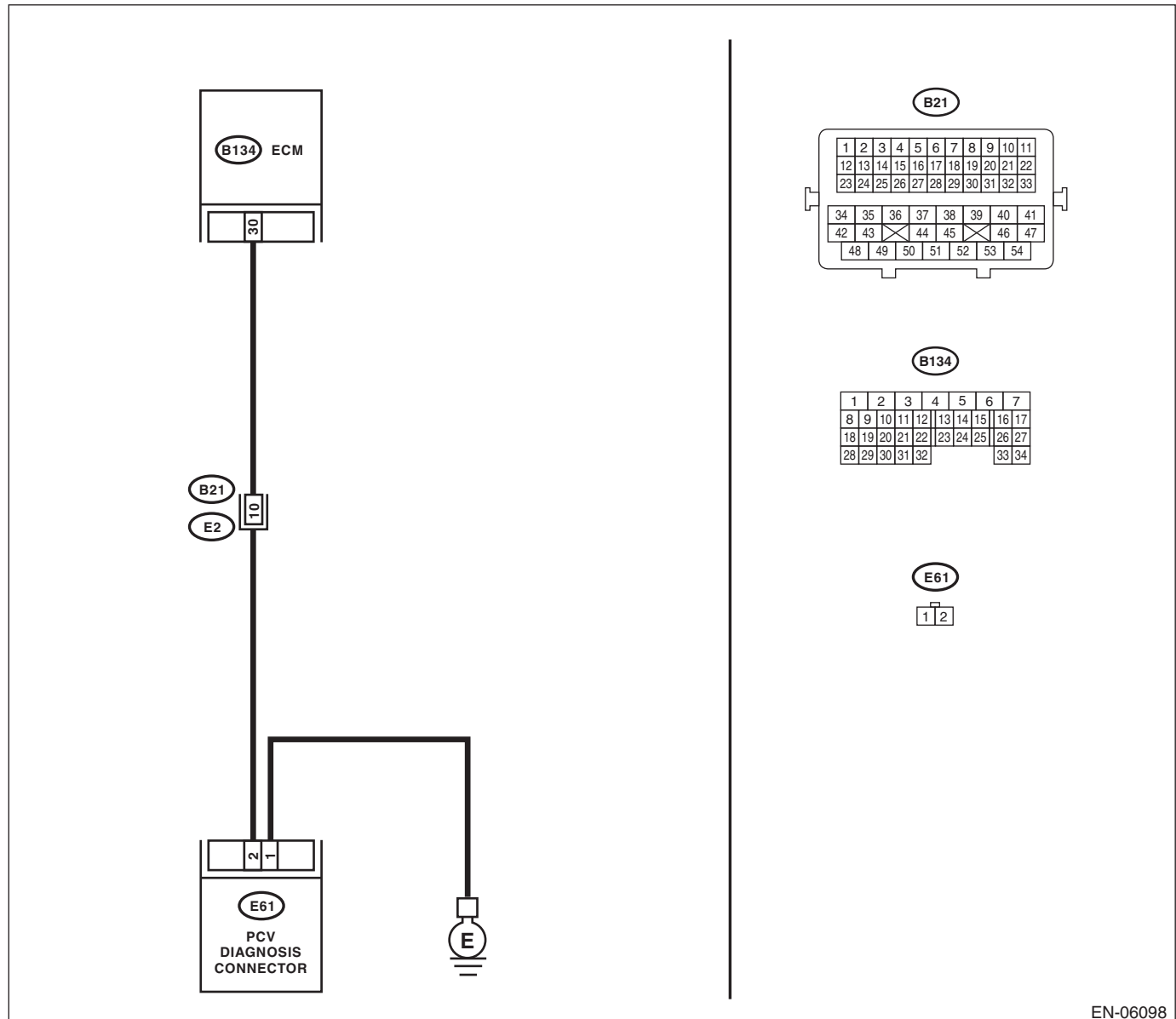
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06098

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK BLOW-BY HOSE. Check the blow-by hose condition.	Is there any disconnection or crack in blow-by hose?	Repair or replace the blow-by hose.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and PCV hose assembly. 3) Measure the resistance of harness between ECM and PCV hose assembly connector. Connector & terminal (B134) No. 30 — (E61) 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 PCV hose assembly connector • Poor contact of coupling connector
3	CHECK HARNESS BETWEEN ECM AND PCV HOSE ASSEMBLY. Measure the resistance between PCV hose assembly connector and chassis ground. Connector & terminal (B134) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the short circuit to ground in harness between ECM and PCV hose assembly connector.
4	CHECK GROUND CIRCUIT OF PCV HOSE ASSEMBLY. Measure the resistance of harness between PCV hose assembly connector and engine ground. Connector & terminal (E61) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair the open circuit of harness between PCV hose assembly and engine ground.
5	CHECK THE PCV HOSE ASSEMBLY. Measure the resistance between the PCV hose assembly terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact in ECM and PCV hose assembly connector.	Replace the PCV hose assembly.

CO: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)-258, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CP: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)-261, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CQ: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)-258, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CR: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)-261, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CS: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)-258, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CT: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)-261, 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)

CU:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-167, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

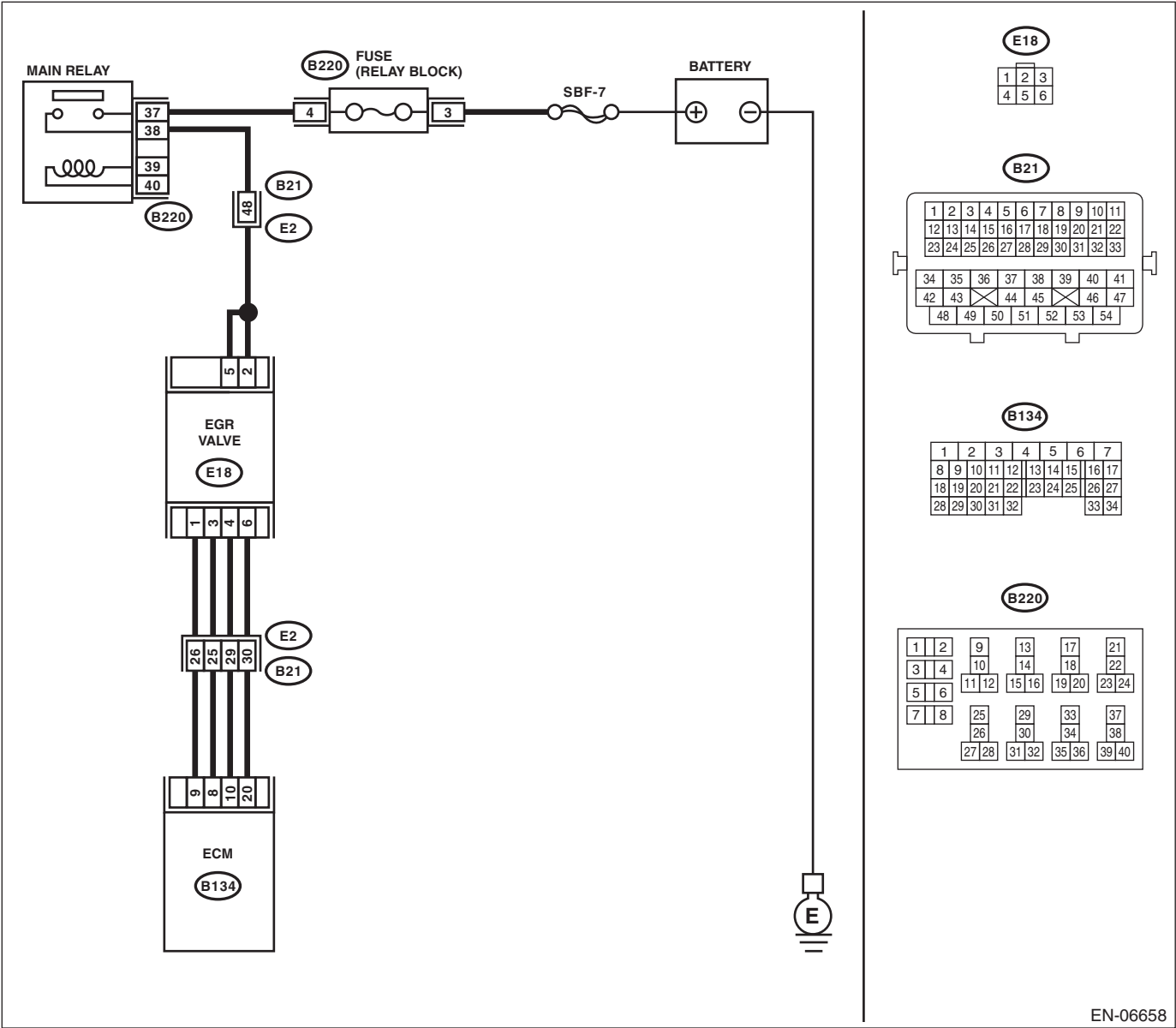
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine breathing

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06658

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO EGR VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the 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
2 CHECK HARNESS BETWEEN ECM AND EGR VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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. 10 — (E18) No. 4: DTC P1498; (B134) No. 20 — (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 connectors from the 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. 10 — Chassis ground: DTC P1498; (B134) No. 20 — 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 POOR CONTACT. Check poor contact in ECM and EGR valve connector.	Is there poor contact in ECM or EGR valve connector?	Repair the poor contact in ECM or EGR valve connector.	Replace the EGR valve. <Ref. to FU(H4SO)-29, EGR Valve.>

CV:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-169, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-171, 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

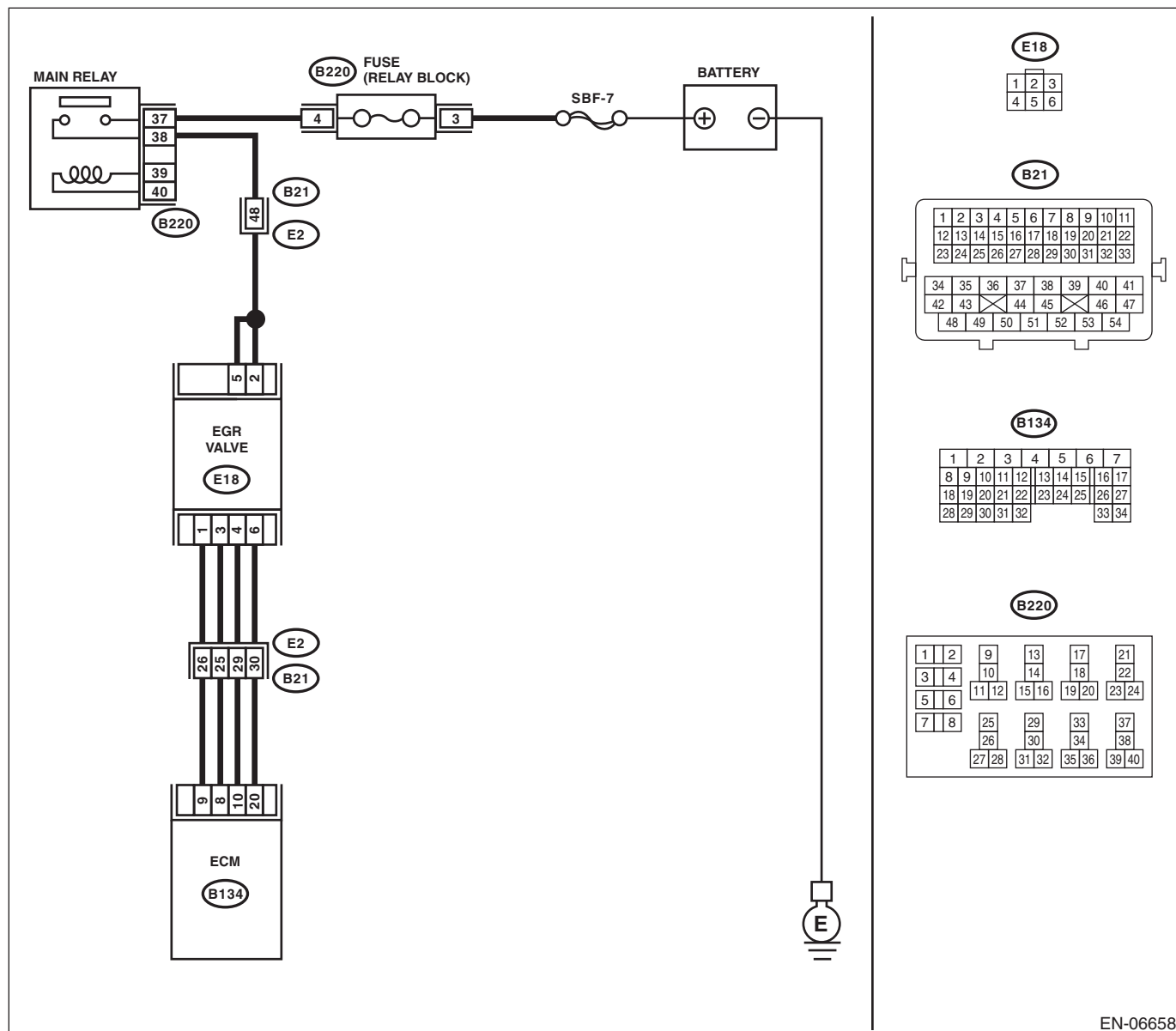
CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)

WIRING DIAGRAM:



EN-06658

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND EGR VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal DTC P1493; (B134) No. 8 (+) — Chassis ground (-): DTC P1495; (B134) No. 9 (+) — Chassis ground (-): DTC P1497; (B134) No. 10 (+) — Chassis ground (-): DTC P1499; (B134) No. 20 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and EGR valve connectors.	Repair the poor contact of the ECM connector.

CW:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

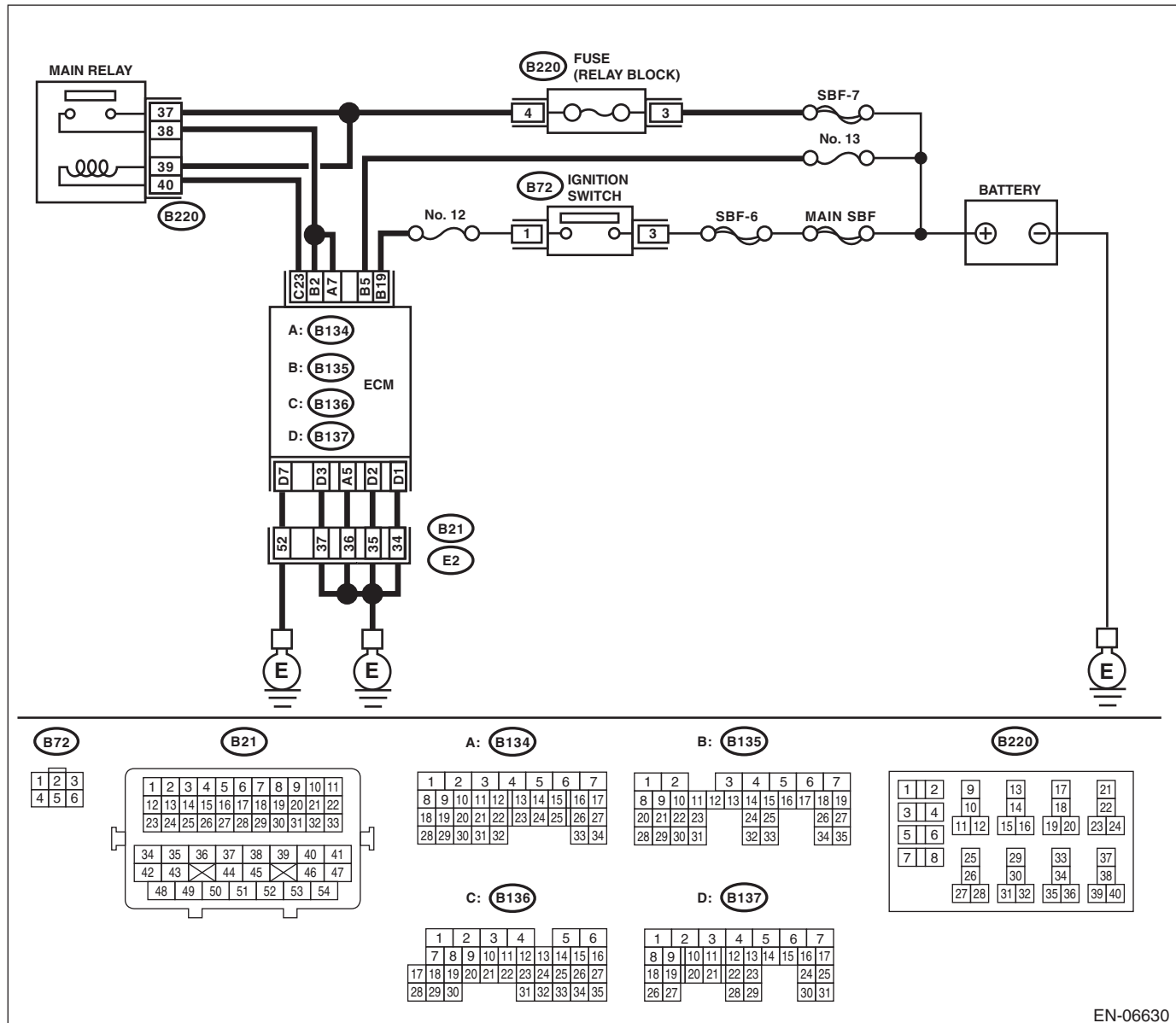
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-172, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06630

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 OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 5 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact of the ECM connector.	Go to step 2.
	CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR. 1) Disconnect the connectors from the ECM. 2) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 5 — 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.
	CHECK FUSE NO. 13 (IN 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 of harness between ECM and battery • Poor contact in ECM connector • Poor contact of battery terminal

CX:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-174, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

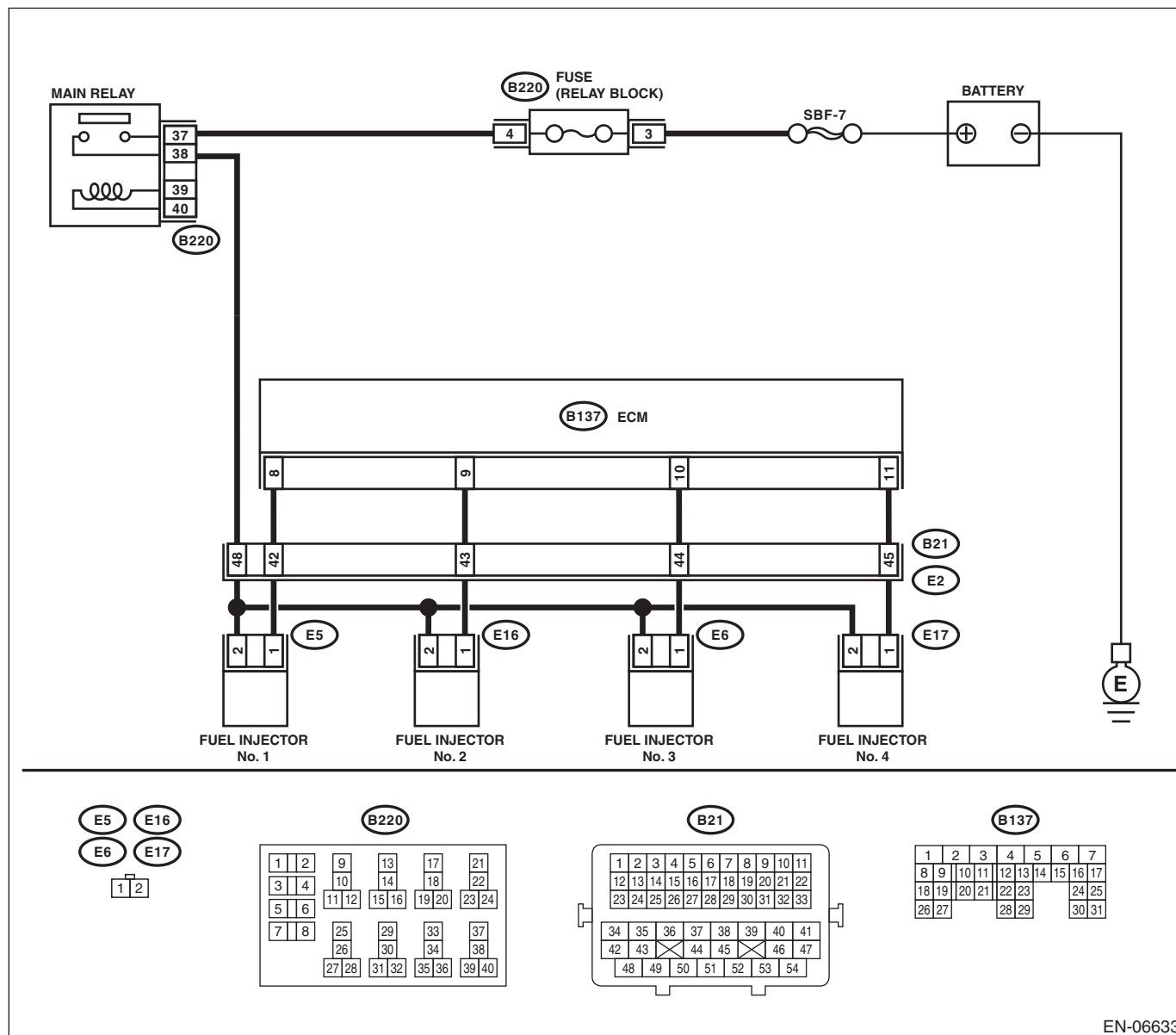
TROUBLE SYMPTOM:

- 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 repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

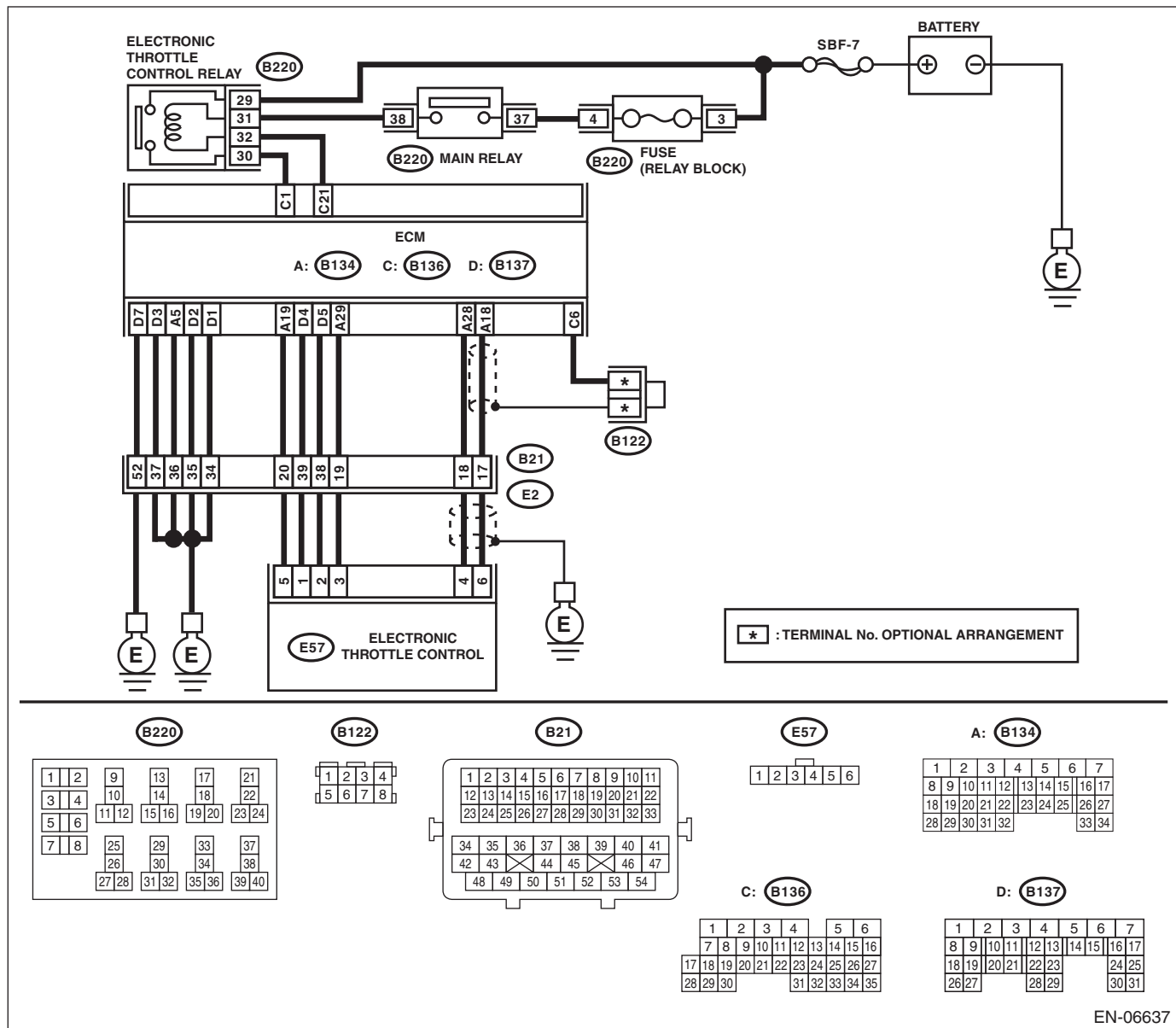
WIRING DIAGRAM:



EN-06633

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-06637

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)-82, 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)-8, REPLACEMENT, Engine Oil.>
3	CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 4.
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)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 7.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 AT 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)-33, 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)-28, Mass Air Flow and Intake Air Temperature Sensor.>
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 AT 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)-33, 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)-28, 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 the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 14.	Go to step 10.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
10 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the 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 short circuit to ground in harness between ECM and fuel injector connector.
11 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (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 of harness between ECM and fuel injector connector • Poor contact of coupling connector
12 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance between 5 — 20 Ω?	Go to step 13.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-30, 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. 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 the ECM and chassis ground for faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — 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 15.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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)-30, 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.	Go to step 17.
17 CHECK CRANK SPROCKET. Remove the timing belt cover. <Ref. to ME(H4SO)-52, REMOVAL, Timing Belt Cover.>	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-61, Crank Sprocket.>	Go to step 18.
18 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, 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)-53, 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. 31 and No. 32 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 29 — No. 30:	Is the resistance less than 1 Ω ?	Go to step 20.	Replace the electronic throttle control relay. <Ref. to FU(H4SO)-42, 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. 29 (+) — 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. 1) Disconnect the connectors from the 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. 32 (+) — 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. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 32 — Chassis ground: (B220) No. 30 — 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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. <i>Connector & terminal</i> <i>(B136) No. 21 — (B220) No. 32:</i> <i>(B136) No. 1 — (B220) No. 30:</i>	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.
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i> <i>(B134) No. 28 — Chassis ground:</i>	Is the resistance 1 M Ω 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. <i>Connector & terminal</i> <i>(E57) No. 6 — Engine ground:</i> <i>(E57) No. 4 — Engine ground:</i>	Is the resistance 1 M Ω 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. 1) Disconnect the connectors from the ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. <i>Connector & terminal</i> <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	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. 1) Connect the connector to ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. <i>Connector & terminal</i> <i>(E57) No. 3 — Engine ground:</i>	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 in ECM connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
28 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 29.
29 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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?	Go to step 30.	Repair the short circuit to power in the harness 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)-33, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 31.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, 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)-33, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 32.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, Throttle Body.>
32 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (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 MOTOR. 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 connector.	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 MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 MΩ or more?	Go to step 35.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector.
35 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 MΩ 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. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — 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)-13, 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 the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-13, Throttle Body.>

CY:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN (BANK 1)

Refer to DTC P2097 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-274, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CZ:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1)

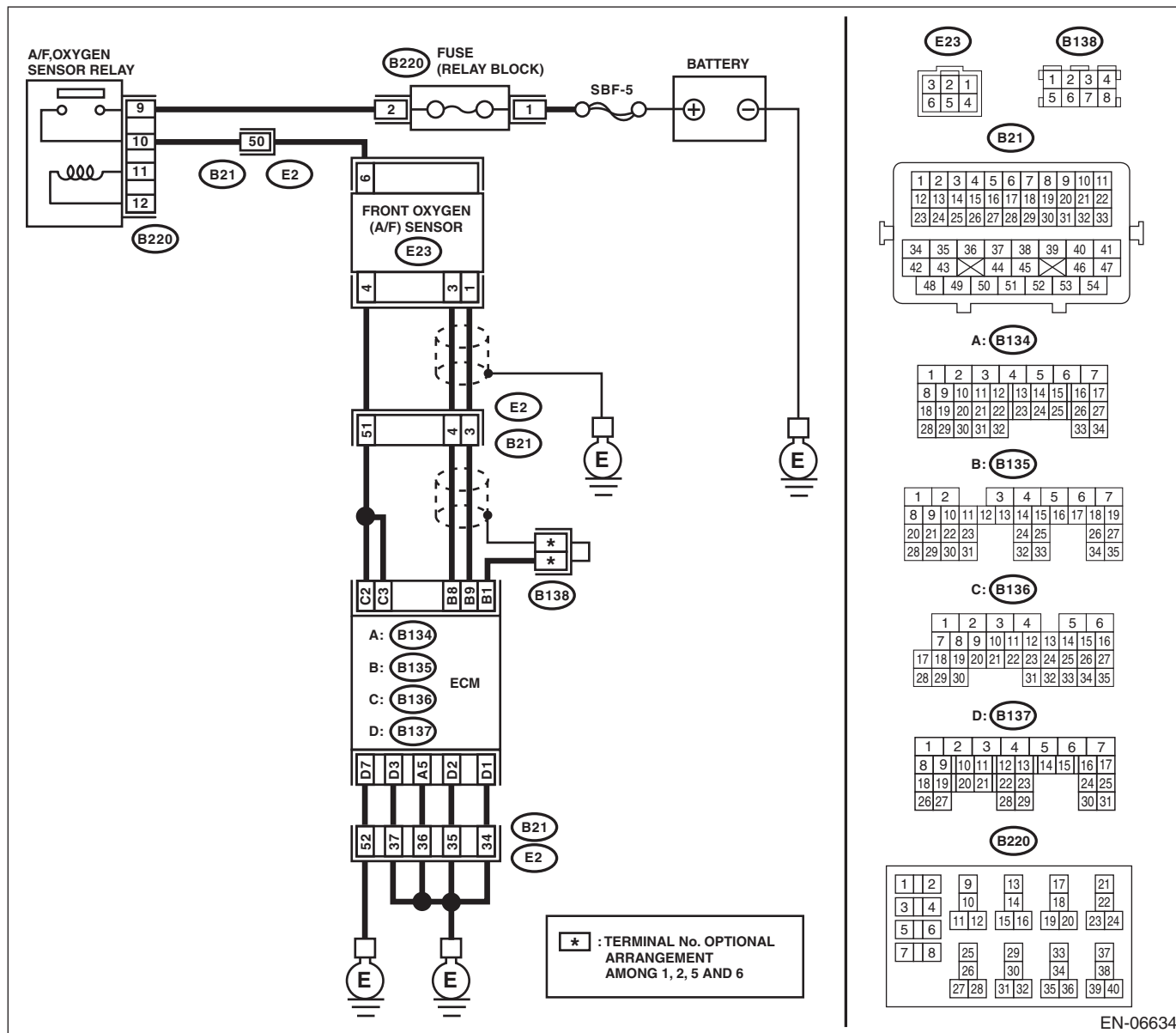
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-178, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

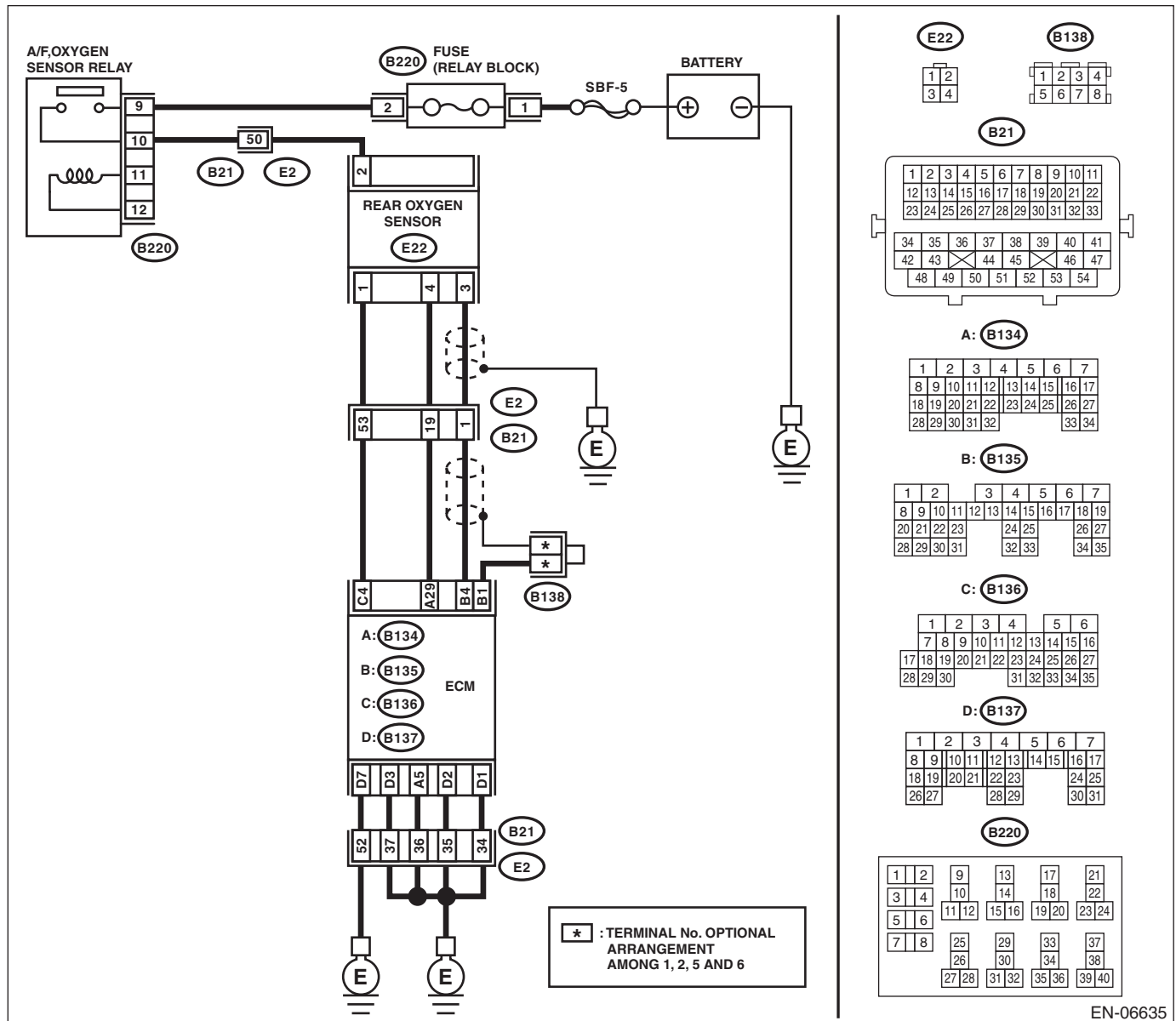
WIRING DIAGRAM:



EN-06634

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-06635

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)-82, 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.
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) 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 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 (B135) No. 9 — Chassis ground: (B135) No. 8 — Chassis ground:	Is the resistance 1 MΩ 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 (E23) 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 (E23) No. 3 (+) — 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 (E23) No. 1 (+) — Chassis ground (-): (E23) No. 3 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Repair the short circuit to power in the harness between the ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-39, Engine Control Module (ECM).>	Repair poor contact of the ECM connector.
8 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 9.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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.
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 333.4 — 360.5 kPa (3.4 — 3.7 kg/cm ² , 48.4 — 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)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 75°C (167°F) or higher?	Go to step 12.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, 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 AT 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)-33, 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)-28, 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 AT 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)-33, 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)-28, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK REAR OXYGEN SENSOR DATA. 1) Warm up the engine until engine coolant temperature is higher than 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)-33, 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 higher than 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)-33, 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 AND REAR OXYGEN SENSOR DATA. 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)-33, 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 (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) 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 (E22) 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 in ECM connector • Poor contact of coupling connector

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



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. 31 and No. 32 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 29 — No. 30:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the 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. 29 (+) — 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. 1) Disconnect the connectors from the 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. 32 (+) — 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. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 32 — Chassis ground: (B220) No. 30 — 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. Measure the resistance between the ECM and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B220) No. 32: (B136) No. 1 — (B220) No. 30:	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. 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. 6: (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 M Ω 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. 1) Disconnect the connectors from the 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. 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 in ECM connector • Poor contact of coupling connector
10 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 11.
11 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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?	Go to step 12.	Repair the short circuit to power in the harness 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)-33, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 13.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, 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)-33, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 14.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, Throttle Body.>
14 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (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 MOTOR. 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 connector.	Go to step 16.
16 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 short circuit to ground in harness between ECM and electronic throttle control connector.
17 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. 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. Connector & terminal <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — 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. Terminals No. 2 — No. 1:	Is the resistance 50 Ω or less?	Go to step 20.	Replace the electronic throttle control. <Ref. to FU(H4SO)-13, 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 the ECM connector.	Replace the electronic throttle control. <Ref. to FU(H4SO)-13, Throttle Body.>

DB:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-181, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

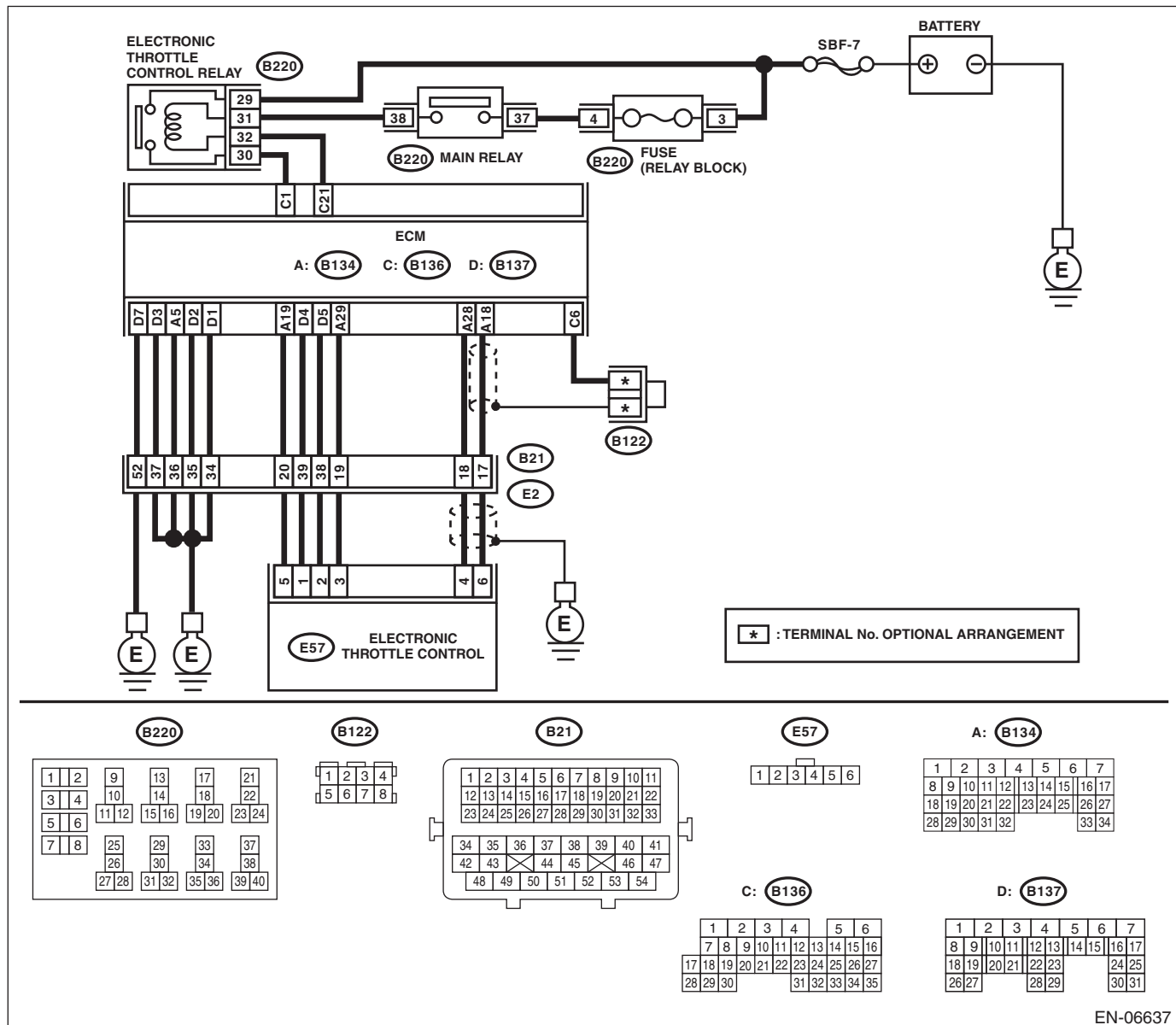
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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 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. 31 and No. 32 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 29 — No. 30:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the 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. 29 (+) — 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. 1) Disconnect the connectors from the 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. 32 (+) — 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. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B220) No. 32 — Chassis ground: (B220) No. 30 — 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. Measure the resistance between the ECM and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B220) No. 32: (B136) No. 1 — (B220) No. 30:	Is the resistance less than 1 Ω ?	Repair the poor contact of the ECM connector.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.

DC:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

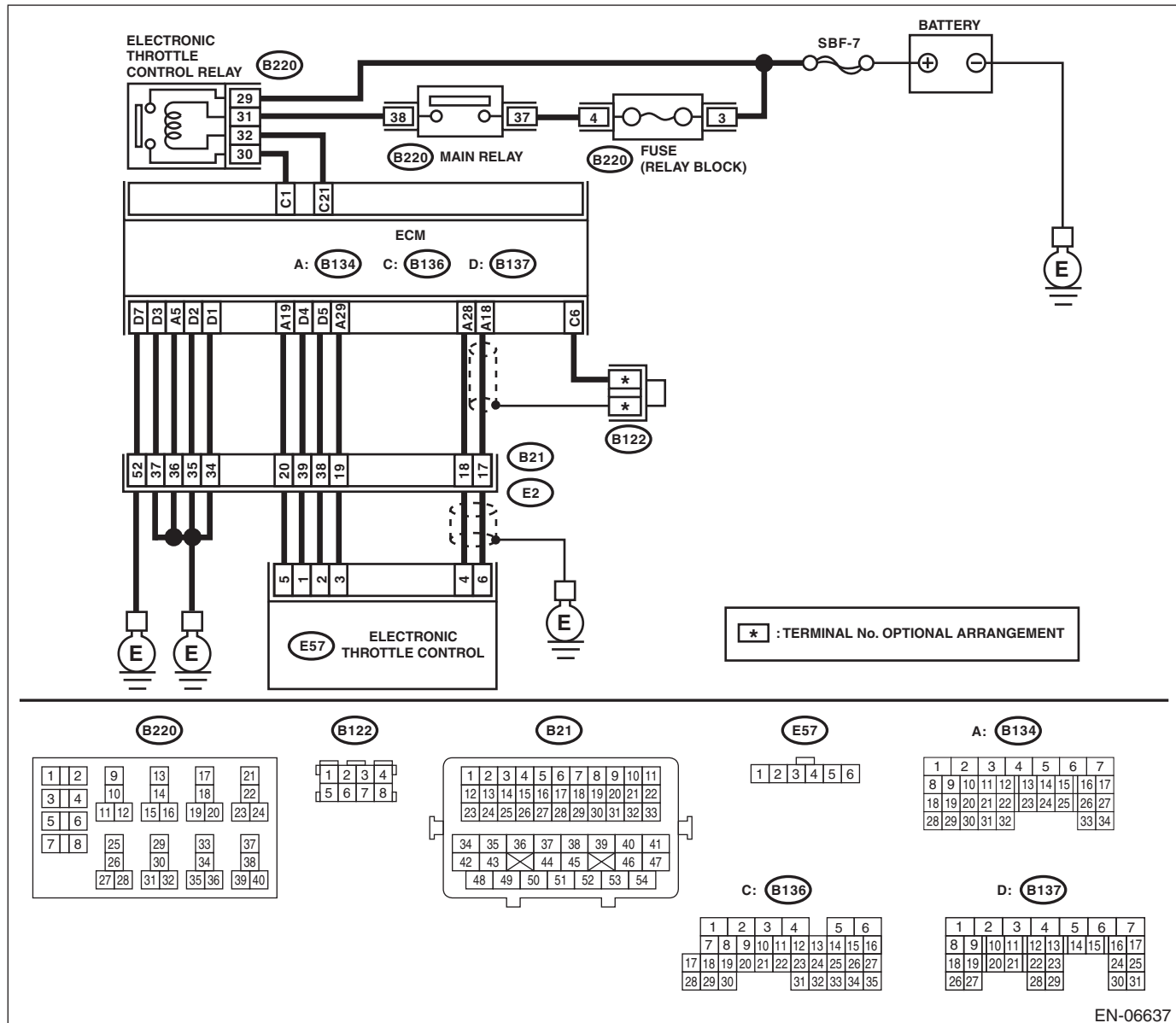
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-182, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

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. 29 — No. 30:	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the 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. 30 (+) — 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 21 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the poor contact of the ECM connector.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.

DD:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-280, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DE:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-184, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

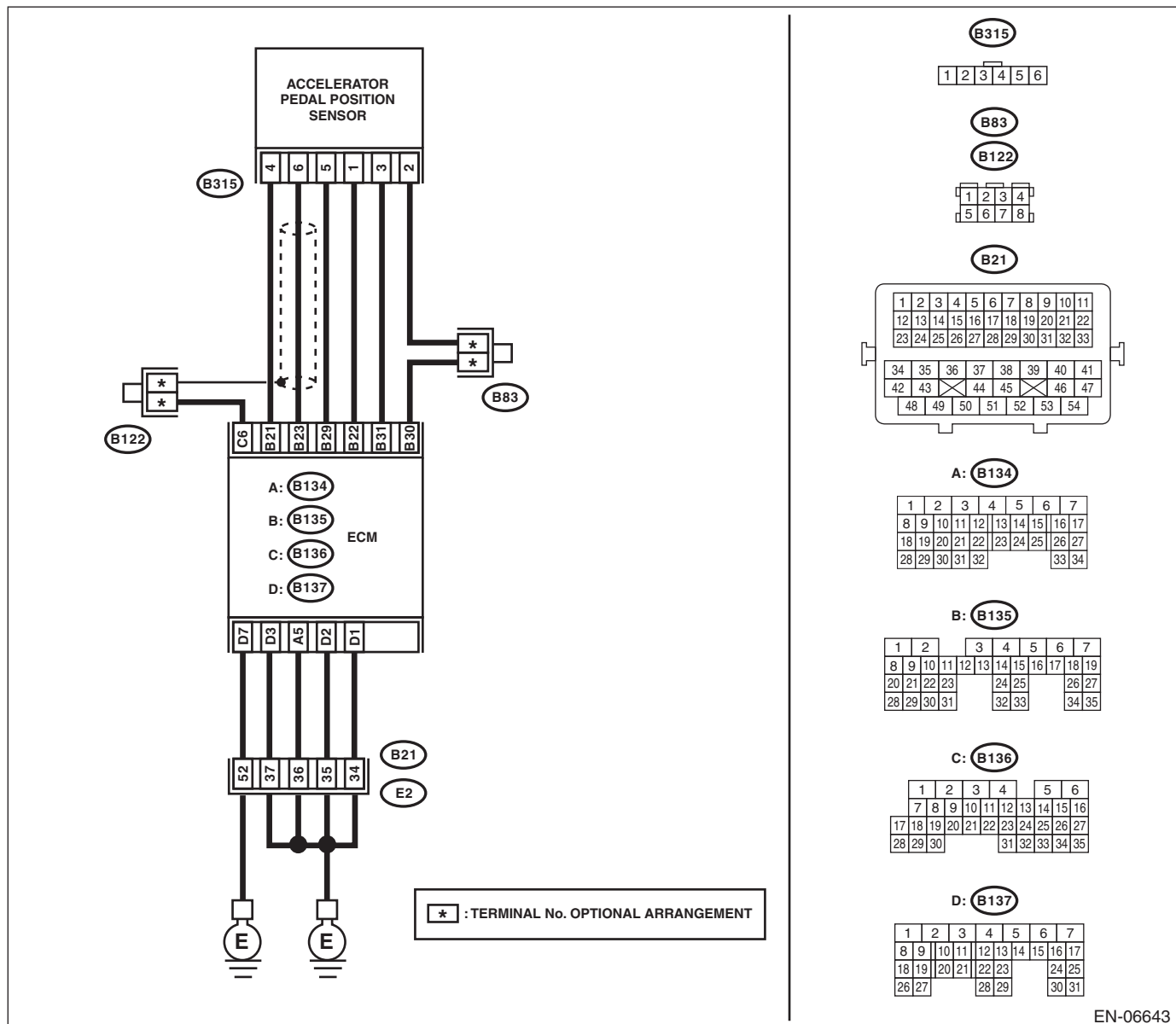
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06643

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the 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. 6:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short of the harness between the 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)-3, 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).>

DF:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-186, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

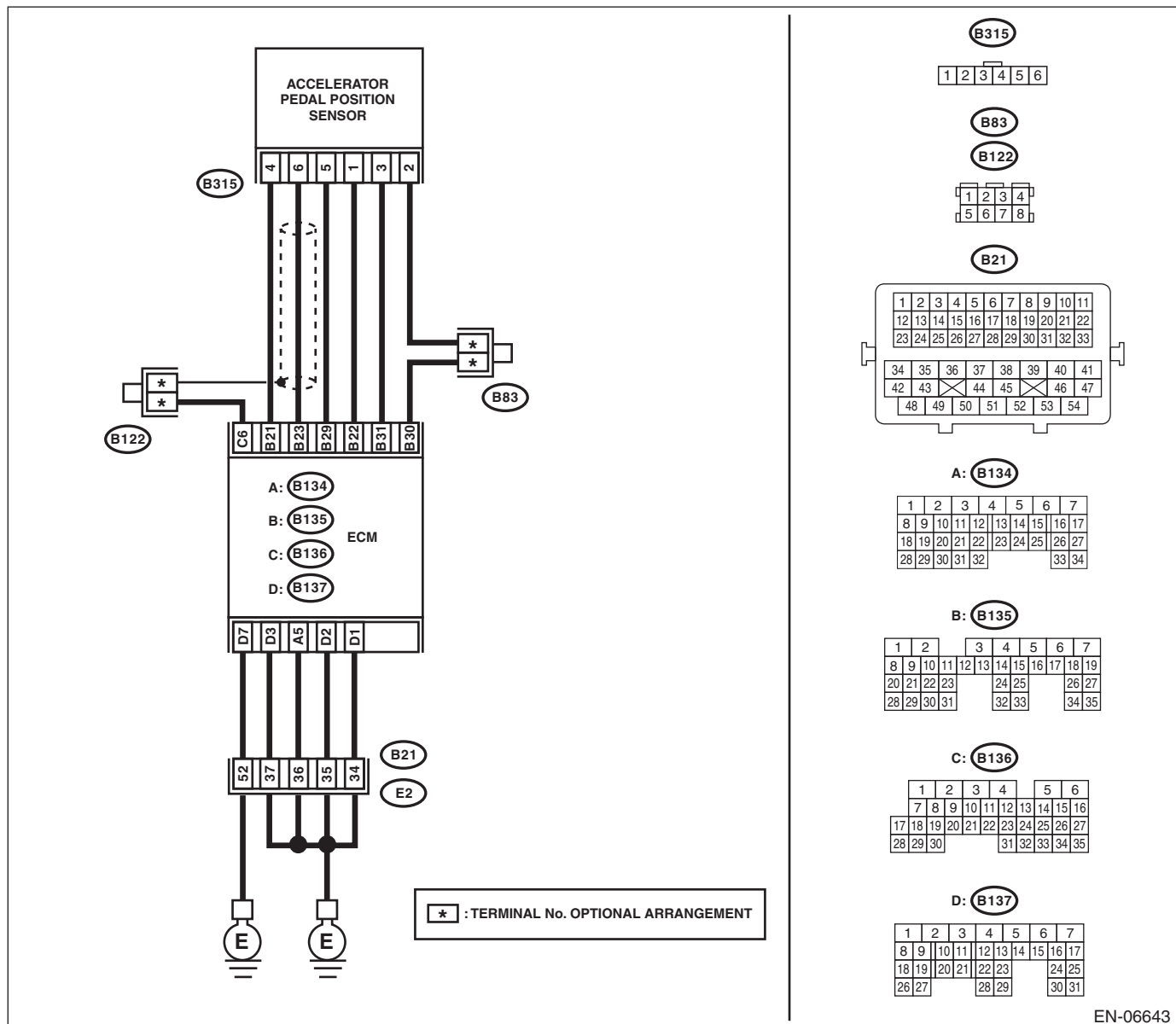
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06643

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the 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 the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 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 in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 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 4.85 V or more?	Repair the short circuit to power source 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

DG:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-188, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

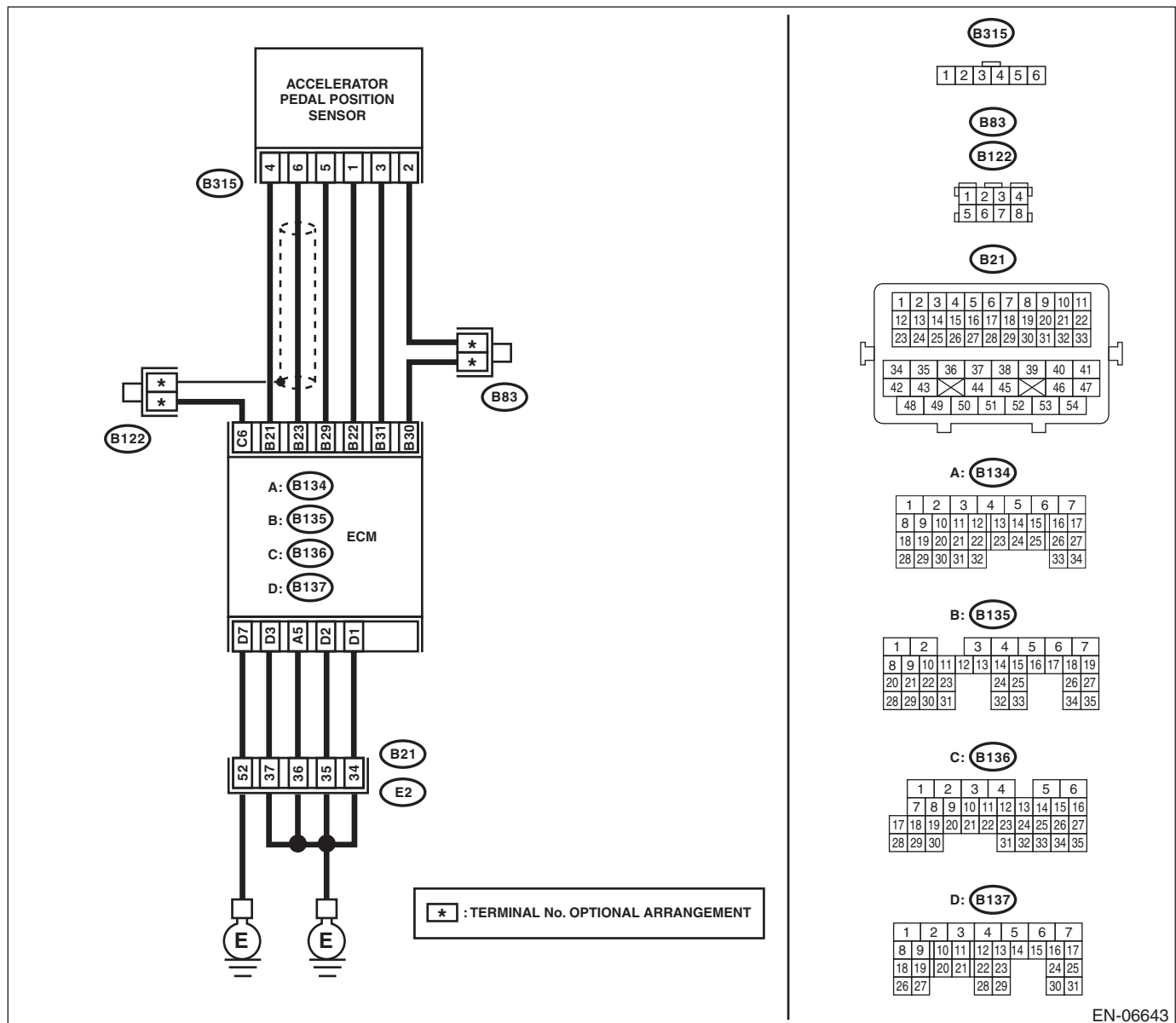
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06643

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the 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 ground short of the harness between the 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)-3, 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).>

DH:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-190, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

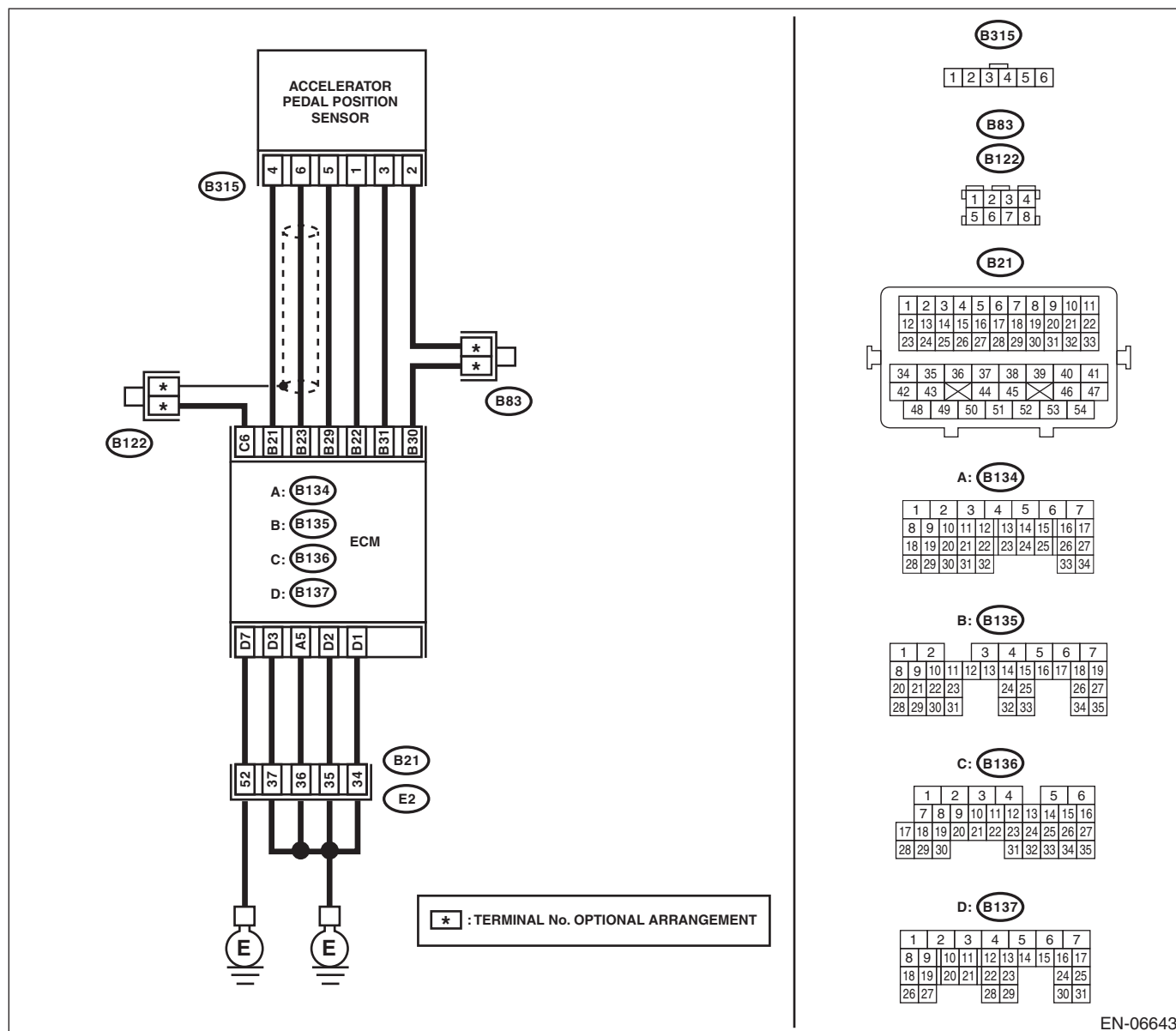
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06643

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the 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 open circuit of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 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 in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 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 4.85 V or more?	Repair the short circuit to power source 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. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B135) No. 22 — (B135) No. 31:	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)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

DI: DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-192, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

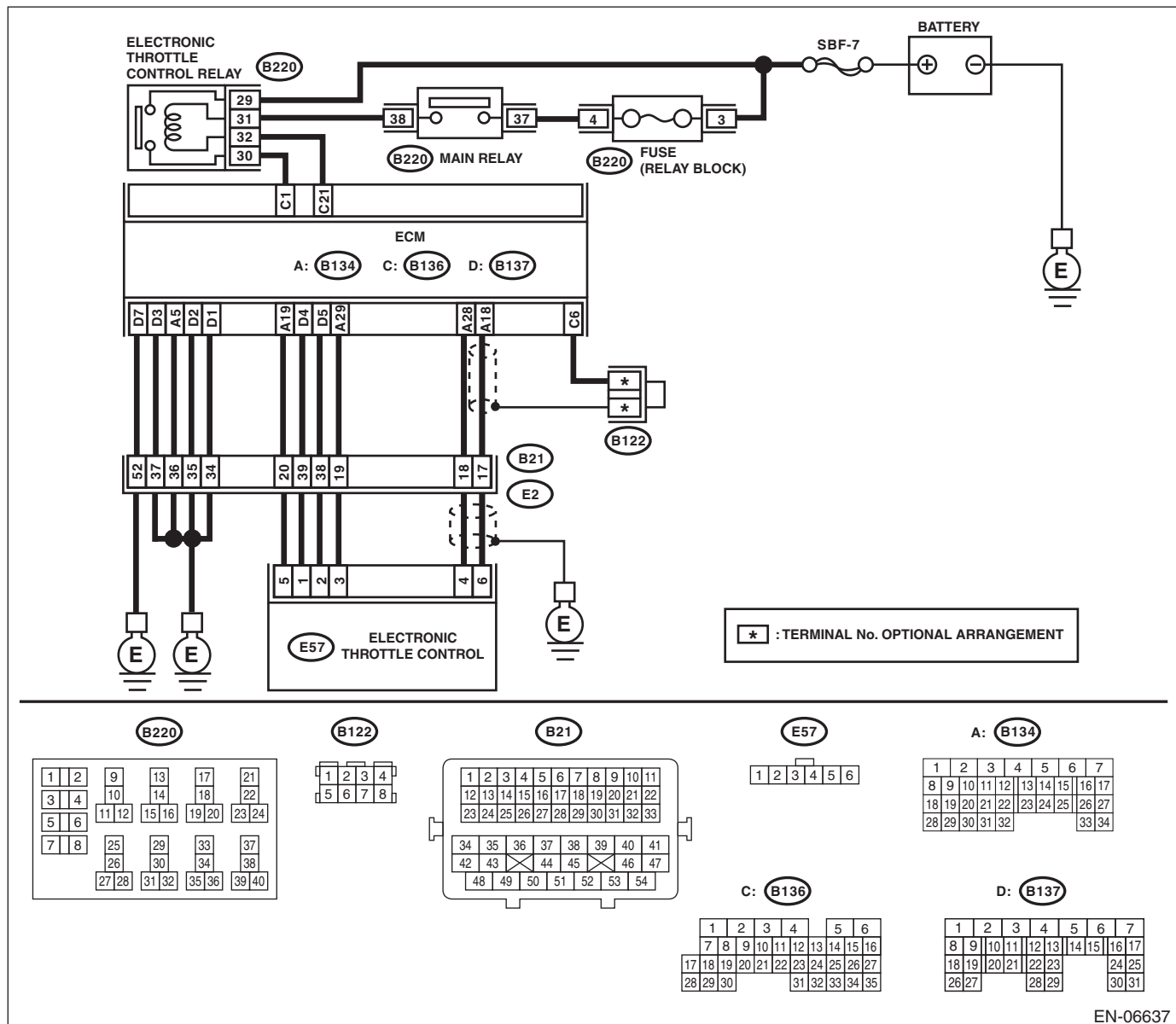
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-41, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06637

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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. 6: (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω 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 M Ω 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. 1) Disconnect the connectors from the 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. 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 in ECM connector • Poor contact of coupling connector
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 6.

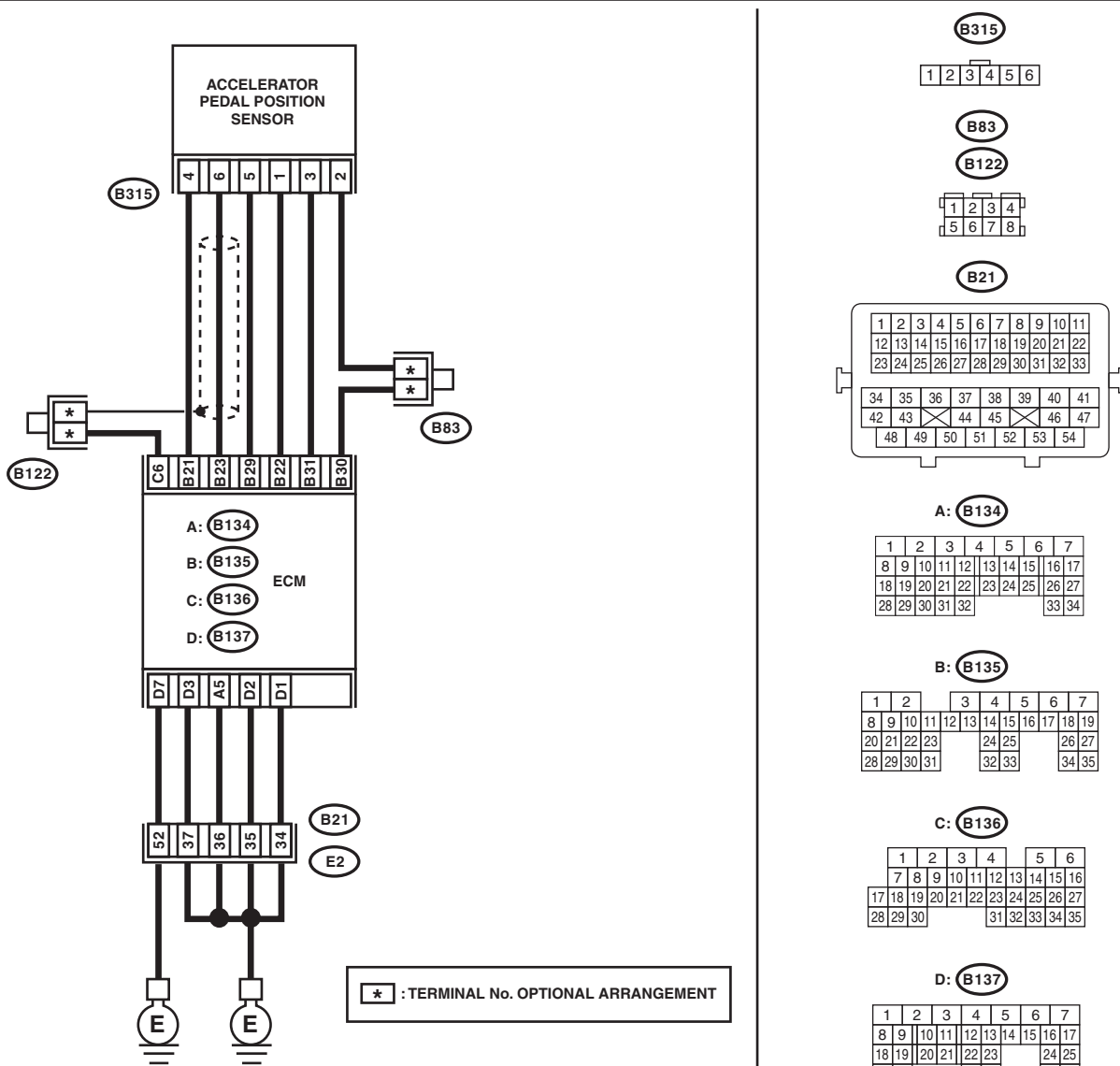
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the 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 poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H4SO)-13, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-06643

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 in measured values for the main accelerator pedal position sensor signal and the 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 in measured values for the main accelerator pedal position sensor signal and the sub accelerator pedal position sensor signal 0 V?	Replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Ground short circuit of harness between the ECM and accelerator pedal position sensor connectors. • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. Measure the resistance of harness between 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 the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and accelerator pedal position sensor connector. • Open circuit of harness between ECM and engine ground • Poor contact in ECM connector • Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DK: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)-196, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-82, 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 P2228 BAROMETRIC PRESSURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-197, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-82, 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)

DM:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-198, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H4SO)(diag)-51, 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)-82, 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.