ENGINE (DIAGNOSTICS)

1. Basic Diagnostic Procedure

A: PROCEDURE

1. ENGINE

	Step	Check	Yes	No
1	**CHECK ENGINE START FAILURE.** 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to EN(STI)(diag)-3, CHECK, Check List for Interview.> 2) Start the engine.	Does the engine start?	Go to step **2**.	Inspection using Diagnostics for Engine Start Failure. <Ref. to EN(STI)(diag)-68, Diagnostics for Engine Starting Failure.>
2	**CHECK ILLUMINATION OF MALFUNCTION INDICATOR LIGHT.**	Does the malfunction indicator light illuminate?	Go to step **3**.	Inspection using General Diagnostic Table <Ref. to EN(STI)(diag)-384, General Diagnostic Table.>
3	**CHECK INDICATION OF DTC ON SCREEN.** 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and run the Subaru Select Monitor or general scan tool. 4) Read DTC using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor Refer to “Read Diagnostic Trouble Code” for detailed operation procedure. <Ref. to EN(STI)(diag)-43, Read Diagnostic Trouble Code (DTC).> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Record the DTC. Repair the trouble cause. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).> Go to step **4**.	Repair the related parts. NOTE: If DTC is not shown on display although the malfunction indicator light illuminates, perform the diagnosis of malfunction indicator light circuit or combination meter. <Ref. to EN(STI)(diag)-59, Malfunction Indicator Light.>
4	**PERFORM DIAGNOSIS.** 1) Perform the Clear Memory Mode. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.> 2) Perform the Inspection Mode. <Ref. to EN(STI)(diag)-44, Inspection Mode.>	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Inspect using “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to EN(STI)(diag)-88, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

2. Check List for Interview

A: CHECK

1. CHECK LIST NO. 1

Check the following item when problem has occurred.

NOTE:
Use copies of this page for interviewing customers.

Customer's name		Engine No.	
Date of purchase		Fuel type	
Date of repair		Odometer reading	km
V.I.N.			miles
Weather	❑ Fine ❑ Cloudy ❑ Rainy ❑ Snowy ❑ Various/Others:		
Ambient air temperature	°C (°F)		
	❑ Hot ❑ Warm ❑ Cool ❑ Cold		
Place	❑ Highway ❑ Suburbs ❑ Inner city ❑ Uphill ❑ Downhill ❑ Rough road ❑ Others:		
Engine temperature	❑ Cold ❑ Warming-up ❑ After warming-up ❑ Any temperature ❑ Others:		
Engine speed	rpm		
Vehicle speed	km/h (MPH)		
Driving conditions	❑ Not affected ❑ At starting ❑ While idling ❑ At racing ❑ While accelerating ❑ While cruising ❑ While decelerating ❑ While turning (RH/LH)		
Headlight	❑ ON/❑ OFF	Rear defogger	❑ ON/❑ OFF
Blower	❑ ON/❑ OFF	Audio	❑ ON/❑ OFF
A/C compressor	❑ ON/❑ OFF	CD/Cassette	❑ ON/❑ OFF
Radiator fan	❑ ON/❑ OFF	Car phone	❑ ON/❑ OFF
Front wiper	❑ ON/❑ OFF	Wireless device	❑ ON/❑ OFF
Rear wiper	❑ ON/❑ OFF		

2. CHECK LIST NO. 2

Check the following item about the vehicle's state when malfunction indicator light illuminates.

NOTE:
Use copies of this page for interviewing customers.

a) Other warning lights or indicators illuminate. ❑ Yes / ❑ No
❑ Low fuel warning light ❑ Charge indicator light ❑ Engine temperature warning light ❑ Oil pressure warning light ❑ ATF temperature warning light or SPORT indicator light ❑ Driver's control center differential indicator light ❑ ABS warning light ❑ VDC warning light ❑ Cruise indicator light ❑ SI-CRUISE warning light ❑ Immobilizer indicator light ❑ Others:
b) Fuel level
• Lack of gasoline: ❑ Yes / ❑ No • Indicator position of fuel gauge: • Experienced running out of fuel: ❑ Yes / ❑ No
c) Intentional connecting or disconnecting of connectors or spark plug cords: ❑ Yes / ❑ No
• What:
d) Intentional connecting or disconnecting of hoses: ❑ Yes / ❑ No
• What:
e) Installing of parts other than genuine parts: ❑ Yes / ❑ No
• What: • Where:
f) Occurrence of noise: ❑ Yes / ❑ No
• From where: • What kind:
g) Occurrence of smell: ❑ Yes / ❑ No
• From where: • What kind:
h) Intrusion of water into engine compartment or passenger compartment: ❑ Yes / ❑ No
i) Troubles occurred
❑ Engine does not start. ❑ Engine stalls during idling. ❑ Engine stalls while driving. ❑ Engine speed decreases. ❑ Engine speed does not decrease. ❑ Rough idling ❑ Poor acceleration ❑ Back fire ❑ After fire ❑ Does not shift. ❑ Excessive shift shock

3. General Description

A: CAUTION

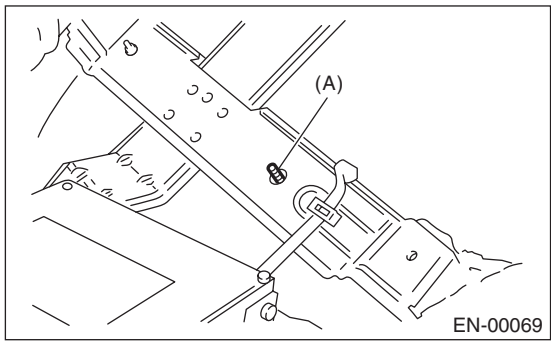
1) Airbag system wiring harness is routed near the ECM, main relay and fuel pump relay.

CAUTION:
• Do not use electrical test equipment on the circuits of airbag system.
• Be careful not to damage the airbag system wiring harness when servicing the ECM, TCM, main relay and fuel pump relay.

2) Never connect the battery in reverse polarity. Failure to do so will damage the ECM instantly, and other parts will also be damaged.
3) Do not disconnect the battery terminals while the engine is running. A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM etc.
4) Before disconnecting the connectors of each sensor and ECM, be sure to turn the ignition switch to OFF. Perform the Clear Memory Mode after connecting the connectors. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
5) Measure the voltage or resistance of individual sensor or all electrical control modules using a tapered pin with a diameter of less than 0.6 mm (0.024 in). Do not insert the pin 4 mm (0.16 in) or more into the part.

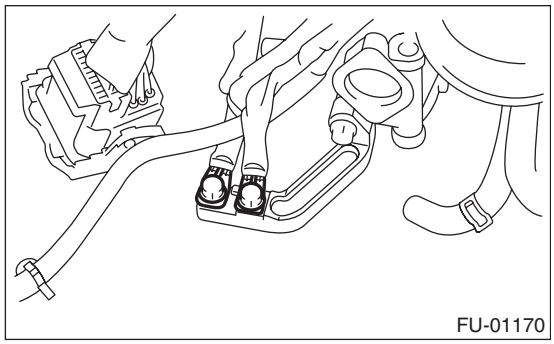
CAUTION:
When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.

NOTE:
When replacing the ECM of the models with Immobilizer, immobilizer system must be registered. To do so, all ignition keys and ID cards need to be prepared. For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.
6) Take care not to allow water to get into the connectors when servicing or washing the vehicle in rainy weather. Avoid exposure to water even if the connectors are waterproof.
7) Use ECM mounting stud bolts at the body side grounding point when measuring voltage and resistance inside the passenger compartment.



(A) Stud bolt

8) Use the engine ground terminal or engine assembly as the grounding point to chassis when measuring the voltage and resistance in engine compartment.



9) Every engine control related part is a precision part. Do not drop them.
10) Observe the following cautions when installing a radio in the vehicles.

CAUTION:
• The antenna must be kept as far apart as possible from control unit. (ECM is installed under the passengers side floor mat.)
• The antenna feeder must be placed as far apart as possible from the ECM and engine control system harness.
• Carefully adjust the antenna for correct matching.
• When mounting a large power type radio, pay special attention to the three items mentioned above.
• Incorrect installation of the radio may affect the operation of ECM.

11) When disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(STI)-54, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

12) Warning lights may illuminate when performing driving test with jacked-up or lifted-up condition, but this is not a system malfunction. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clear procedure of self-diagnosis function.

B: INSPECTION

Before performing diagnostics, check the following item which might affect engine problems.

1. BATTERY

1) Measure the battery voltage and specific gravity of the electrolyte.

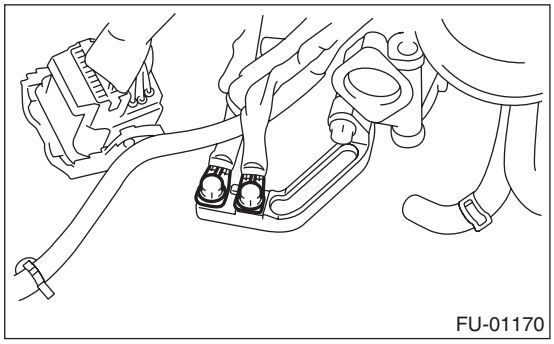
Standard voltage: 12 V

Specific gravity: 1.260 or more

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

2. ENGINE GROUND

Check if the engine ground terminal is properly connected to engine.


FU-01170

C: NOTE

1. GENERAL DESCRIPTION

• The on-board diagnostic (OBD) system detects and indicates a fault in various inputs and outputs of the complex electronic control. Malfunction indicator light in the combination meter indicates occurrence of a fault or trouble.

• Further, against such a failure or sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.

• The OBD system incorporated with the vehicles within this type of engine complies with OBD-II regulations. The OBD system monitors the components and the system malfunction listed in “Engine Section” which affects on emissions.

• When the system decides that a malfunction occurs, malfunction indicator light illuminates. At the same time of the malfunction indicator light illumination or blinking, a DTC and a freeze frame engine conditions are stored into on-board computer.

• The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer when it detects a malfunction.

• The freeze frame engine condition data are stored until DTCs are cleared. However, if any faults concerning fuel trim or misfiring are detected while the freeze frame engine condition data are stored, these data are rewritten to those concerning fuel trim or misfiring.

• When the malfunction does not occur again for three consecutive driving cycles, malfunction indicator light is turned off, but DTC remains at on-board computer.

• When troubleshooting the vehicle which complies with OBD-II regulations, connect the Subaru Select Monitor or general scan tool to the vehicle.

2. ENGINE AND EMISSION CONTROL SYSTEM

• The Multipoint Fuel Injection (MFI) system is a system that supplies the optimum air-fuel mixture to the engine for all the various operating conditions through the use of the latest electronic technology.

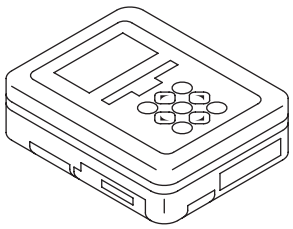
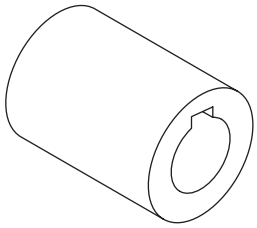
With this system, the fuel which is pressurized at a constant pressure is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system, where the electro-magnetic injection valve (fuel injector) opens for a short period of time depending on the quantity of air required for one cycle of operation. In actual operation, the injection quantity is determined by the duration of an electric pulse applied to the fuel injector and this permits simple, yet highly precise metering of the fuel.

• Furthermore, all operating conditions of the engine are converted into electronic signals, and this enables additional system features with greatly improved adaptability, making it easier to add compensation features.

The MFI system also has the following features:

- Reduced emission of harmful exhaust gases.
- Reduction in fuel consumption
- Increased engine output.
- Superior acceleration and deceleration.
- Superior startability and warm-up performance in cold weather since compensation is made for engine coolant and intake air temperature.

D: PREPARATION TOOL

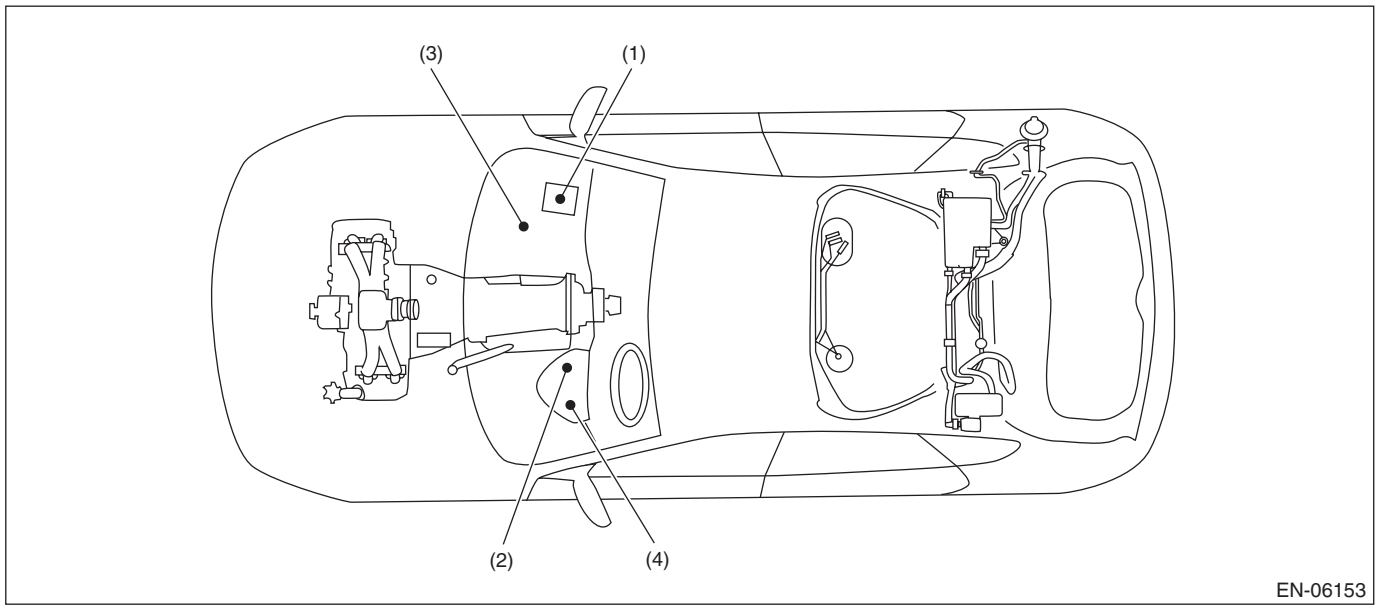
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B021XU0	1B021XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.

4. Electrical Component Location

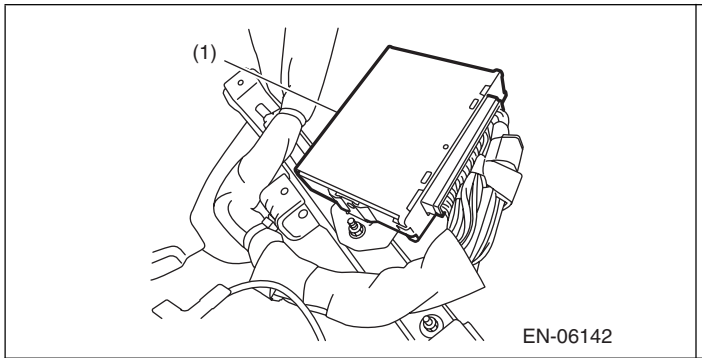
A: LOCATION

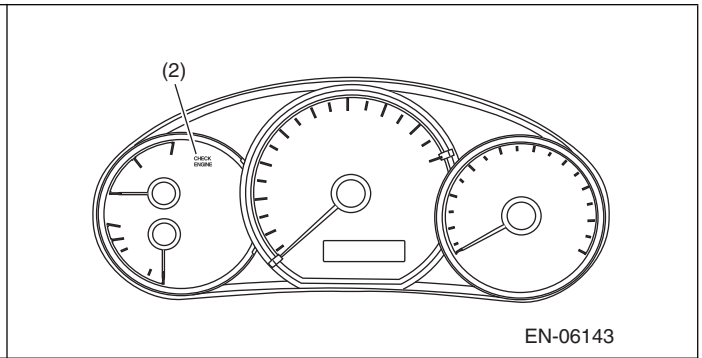
1. ENGINE

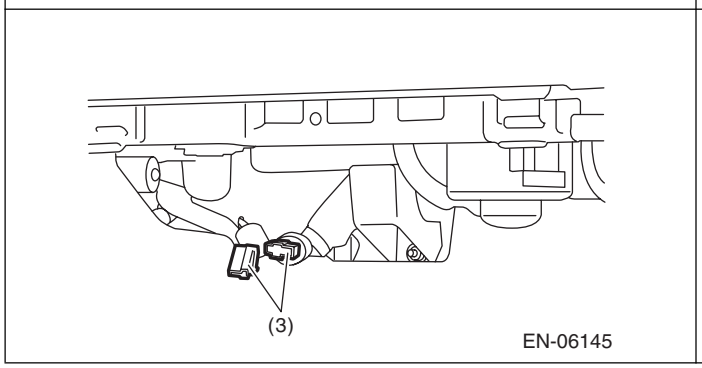
- Control module

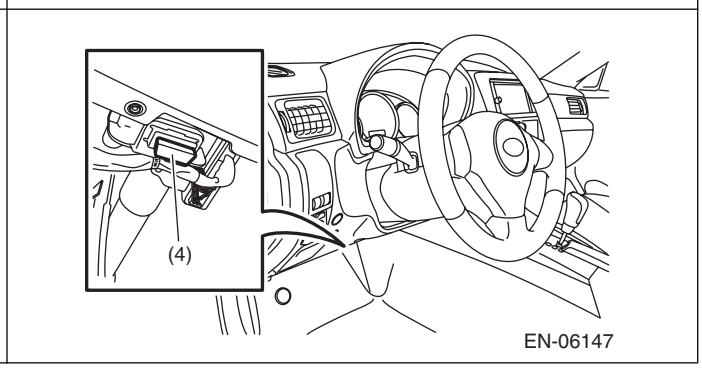


(1) Engine control module (ECM)
(2) Malfunction indicator light
(3) Delivery (test) mode connector
(4) Data link connector

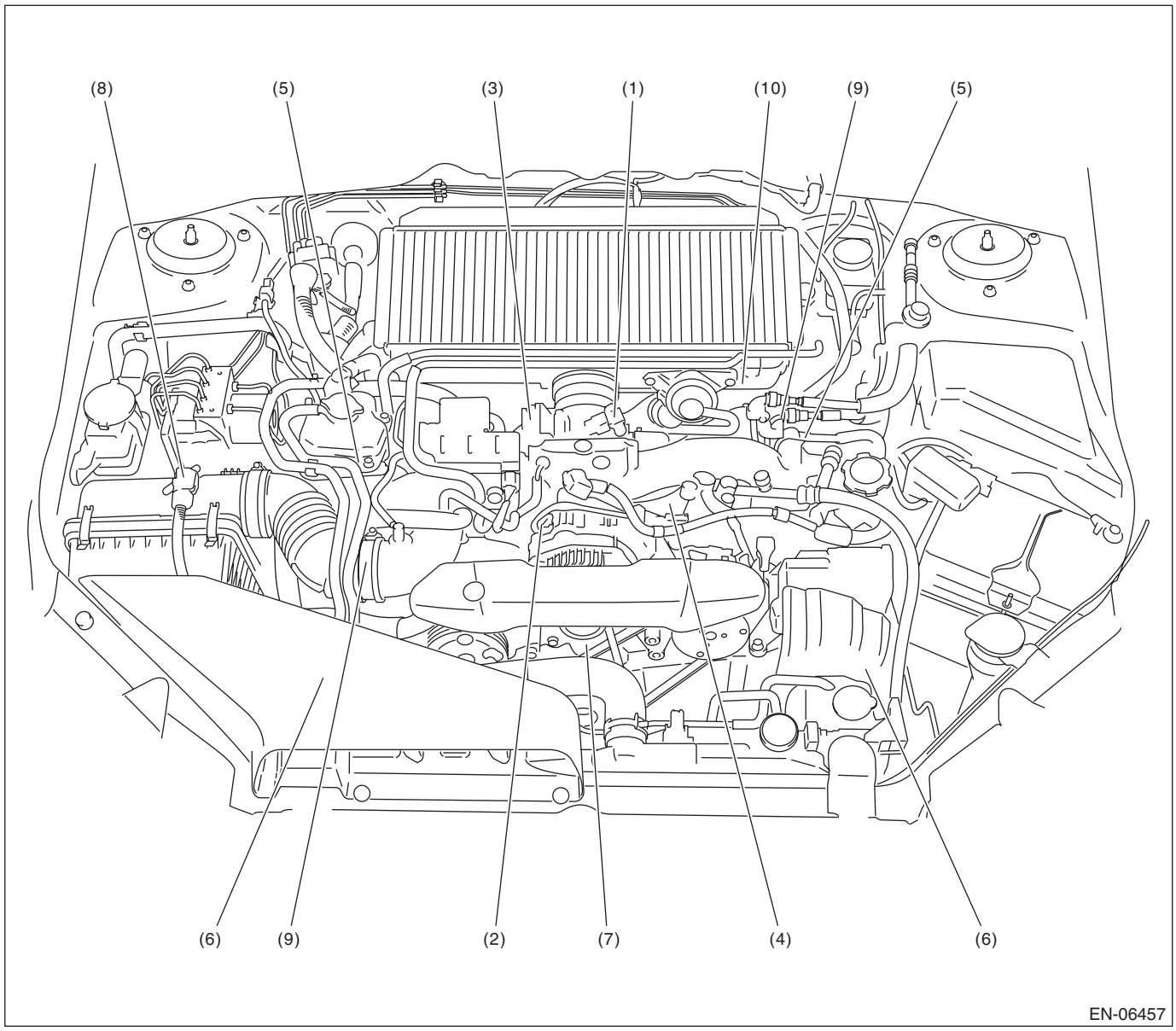




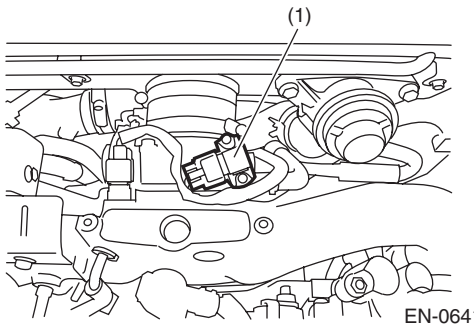




- Sensor



(1) Manifold absolute pressure sensor
(2) Engine coolant temperature sensor
(3) Electronic throttle control
(4) Knock sensor
(5) Intake camshaft position sensor
(6) Exhaust camshaft position sensor
(7) Crankshaft position sensor
(8) Mass air flow and intake air temperature sensor
(9) Tumble generator valve ASSY
(10) Secondary air pipe pressure sensor



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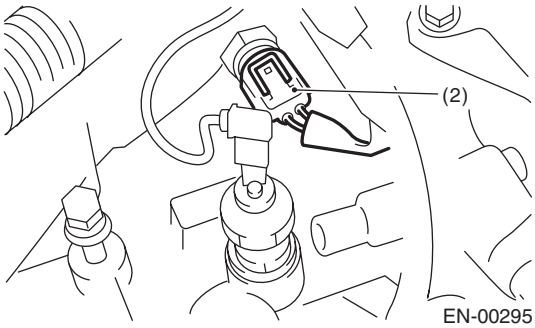

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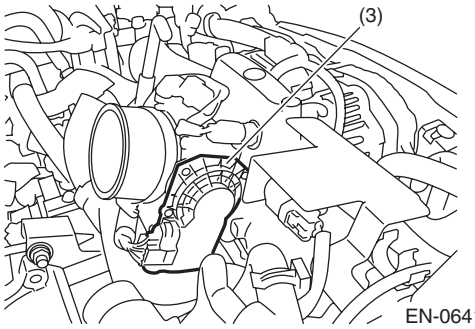

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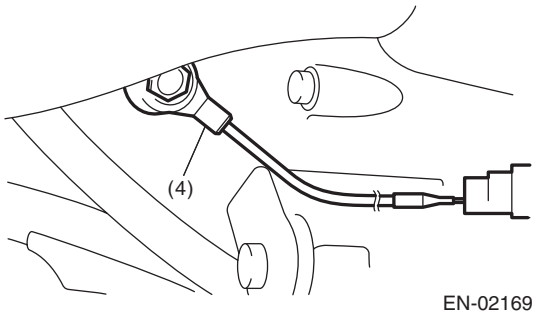

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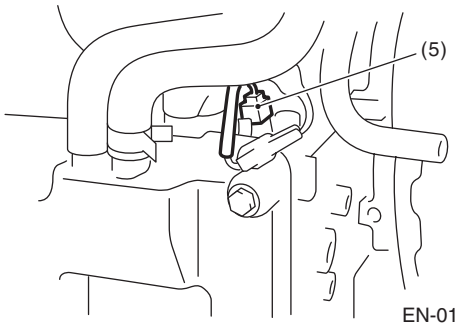

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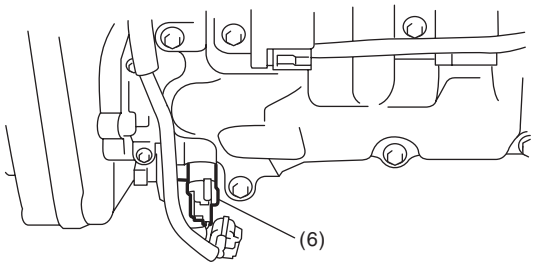

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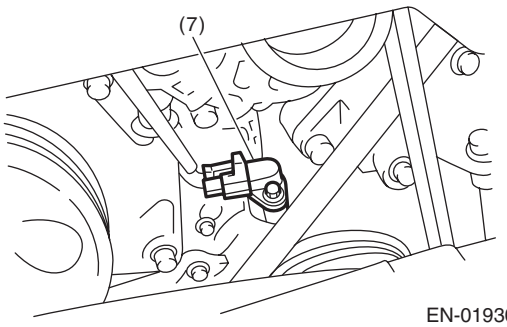

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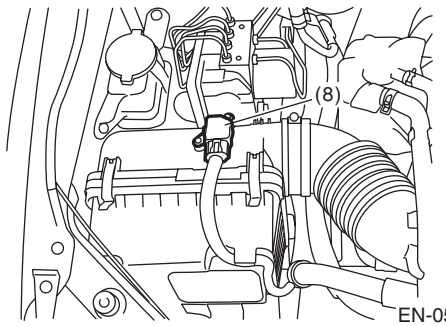

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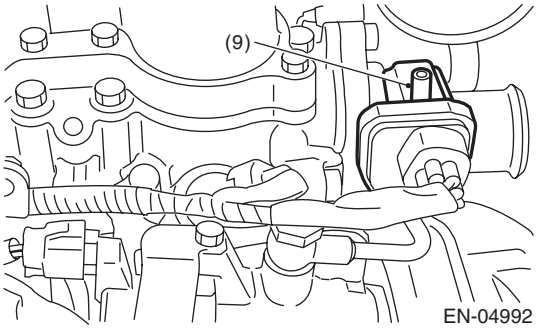

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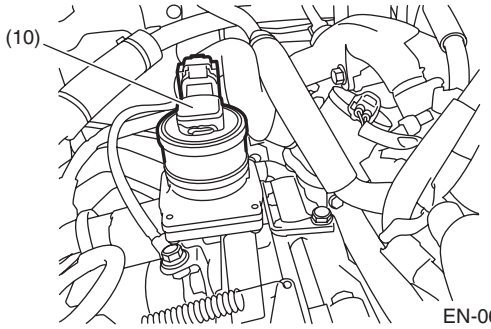

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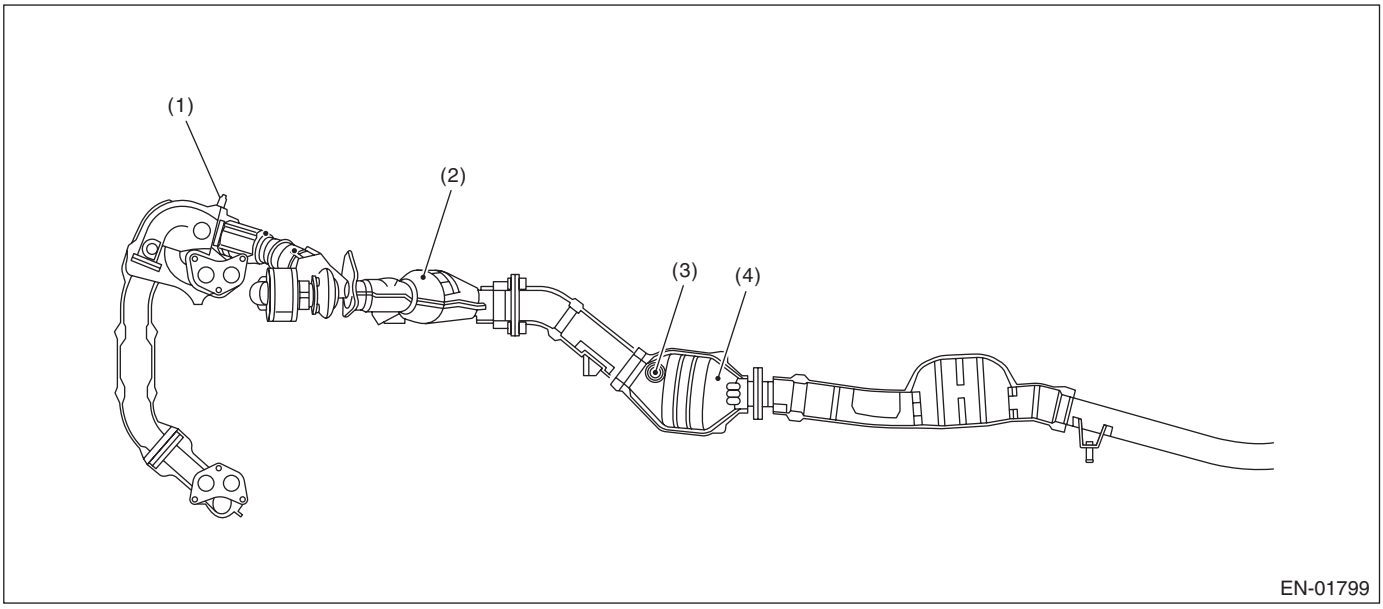
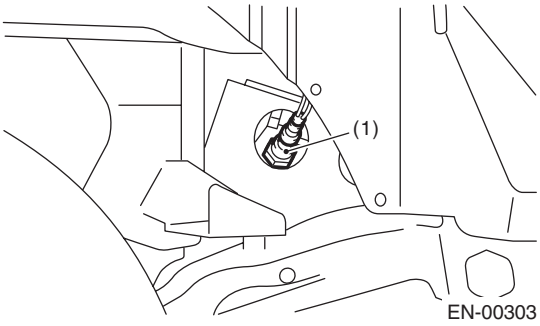
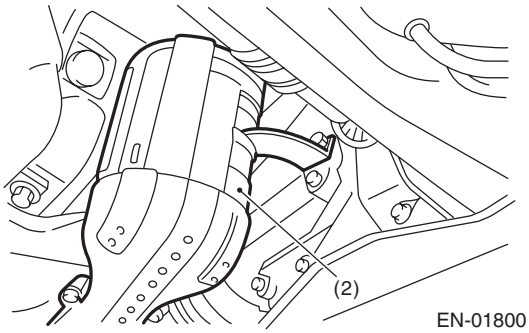
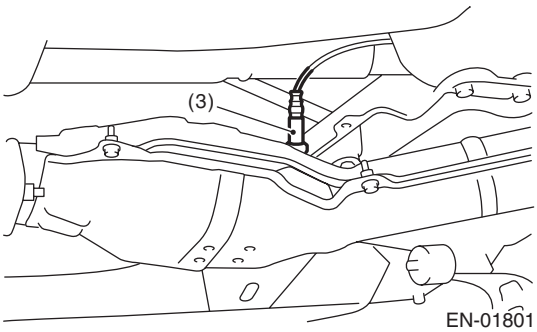
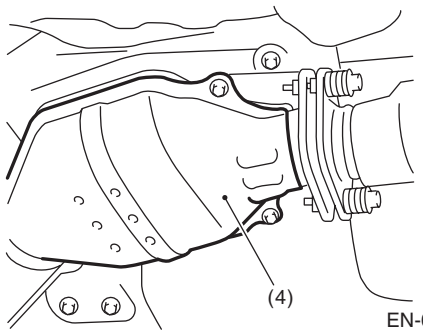


(1) Front oxygen (A/F) sensor
(2) Front catalytic converter
(3) Rear oxygen sensor
(4) Rear catalytic converter

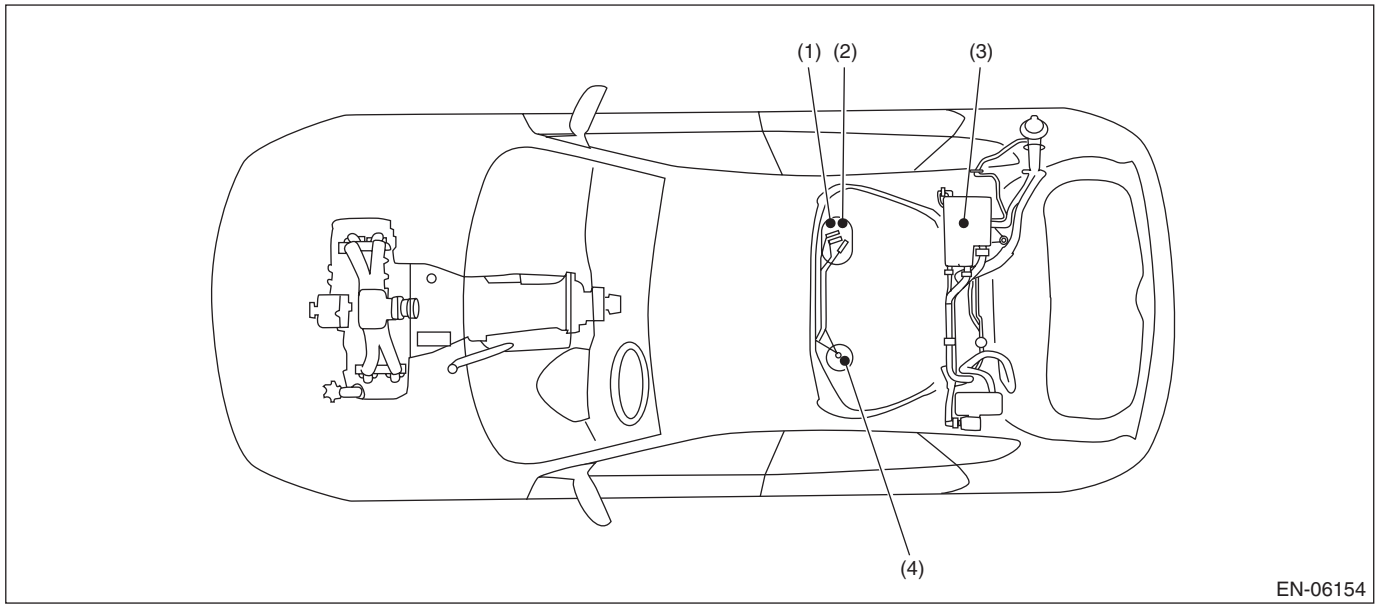




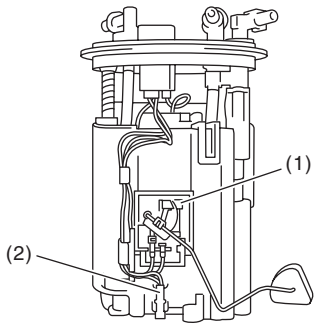


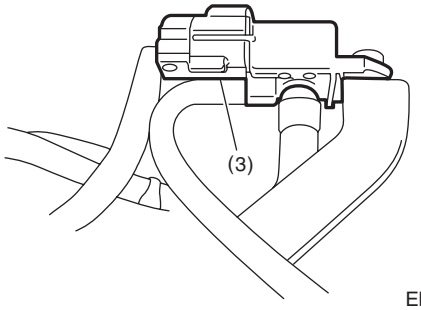


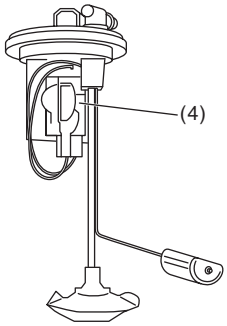
Electrical Component Location



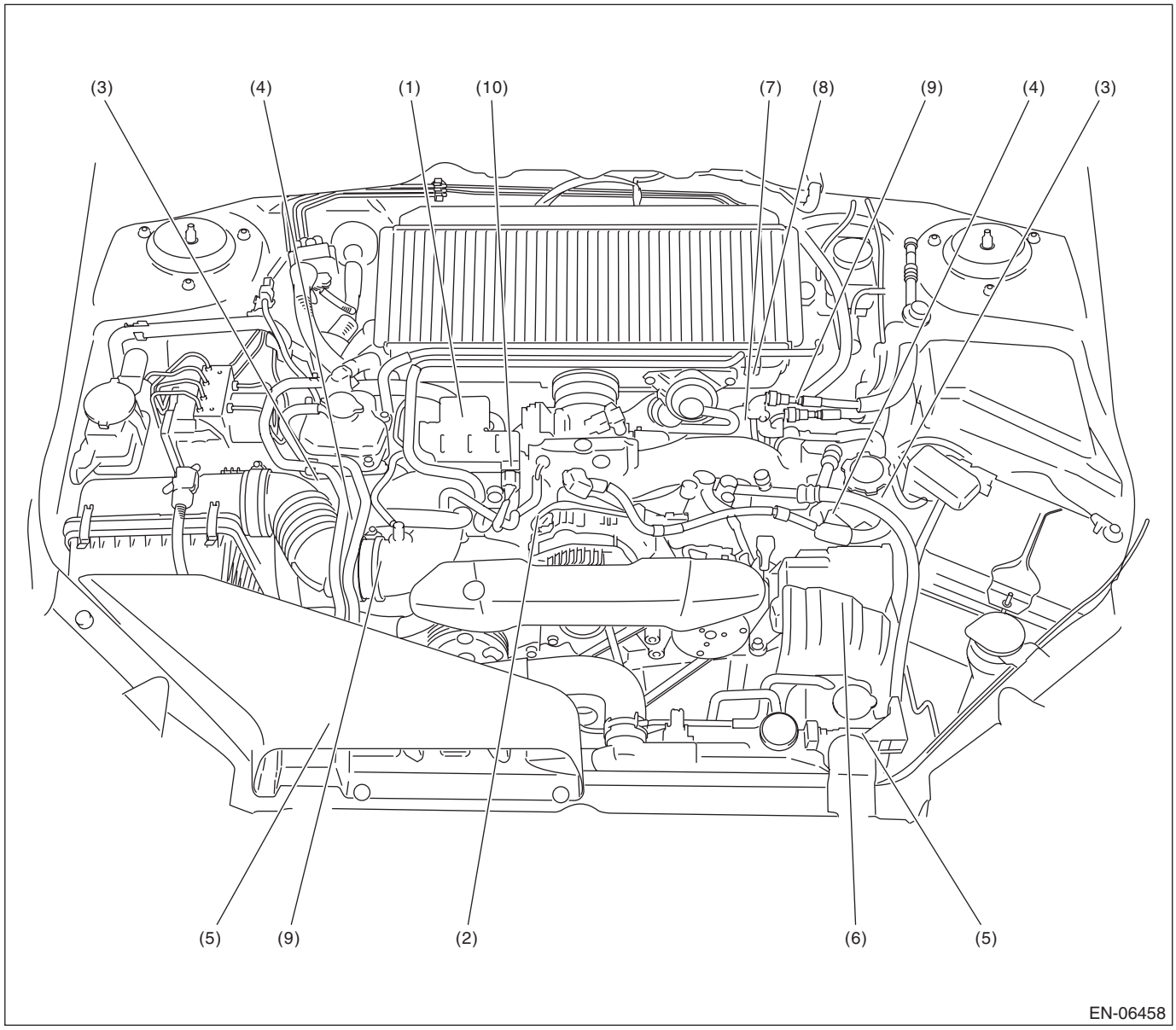
(1) Fuel level sensor
(2) Fuel temperature sensor
(3) Fuel tank pressure sensor
(4) Fuel sub level sensor



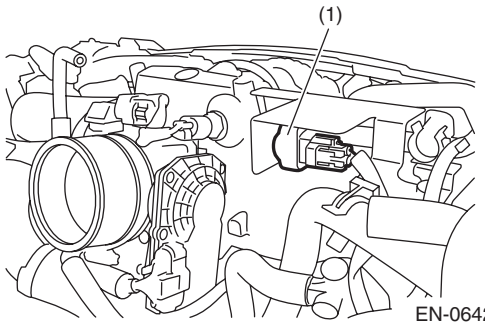




- Solenoid valve, actuator, emission control system parts and ignition system parts



(1) Wastegate control solenoid valve
(2) Purge control solenoid valve 1
(3) Ignition coil
(4) Intake oil flow control solenoid valve
(5) Exhaust oil flow control solenoid valve
(6) Secondary air pump
(7) Secondary air combination valve RH
(8) Secondary air combination valve LH
(9) Tumble generator valve ASSY
(10) Purge control solenoid valve 2



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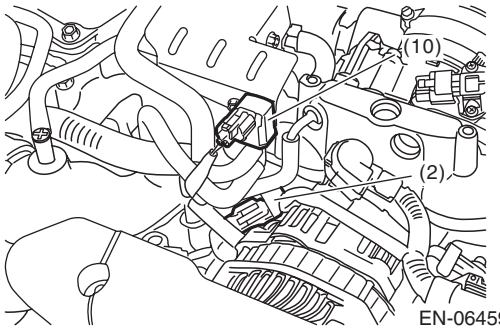

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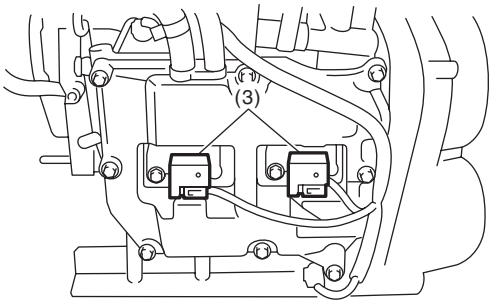

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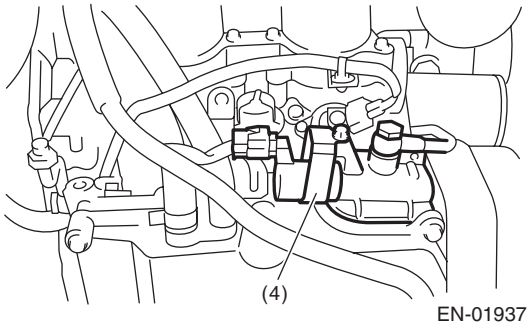
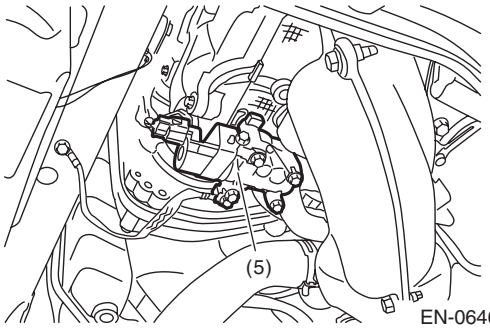


EN-01937



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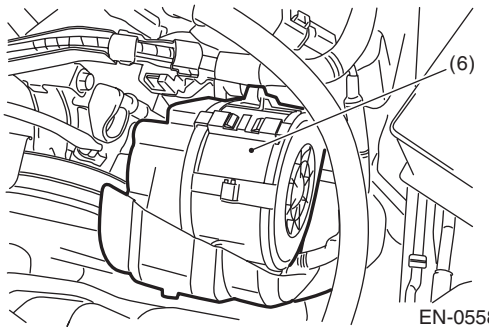
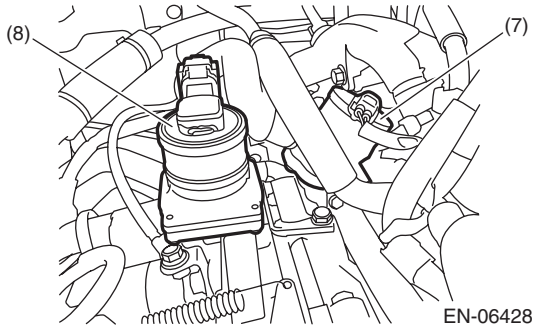
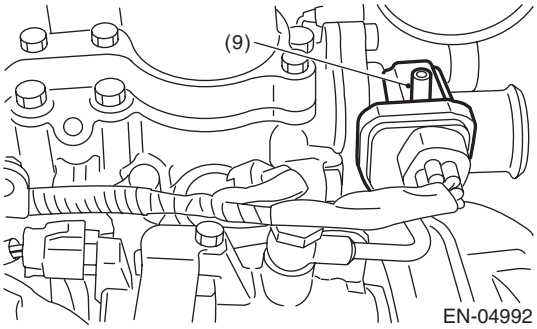


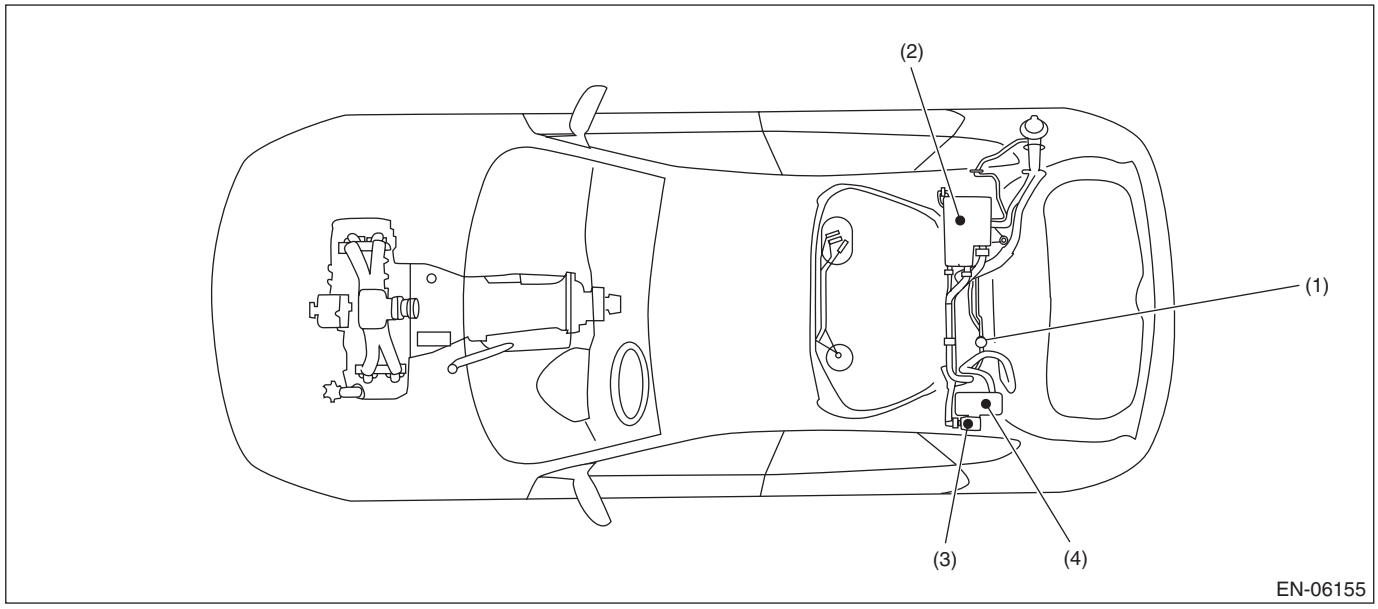
EN-05586



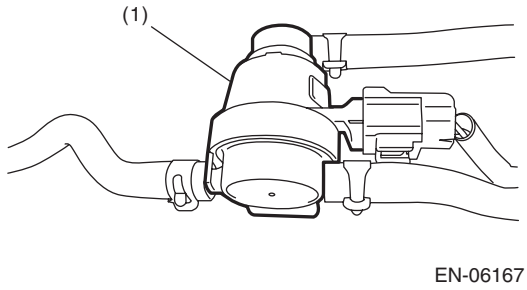
EN-06428

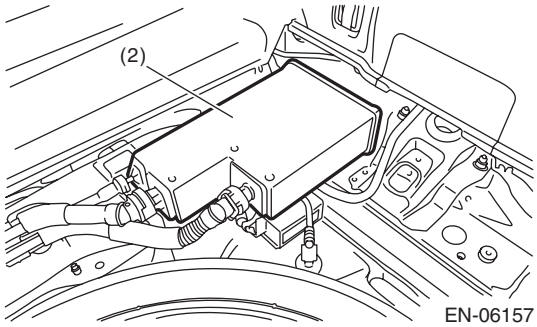


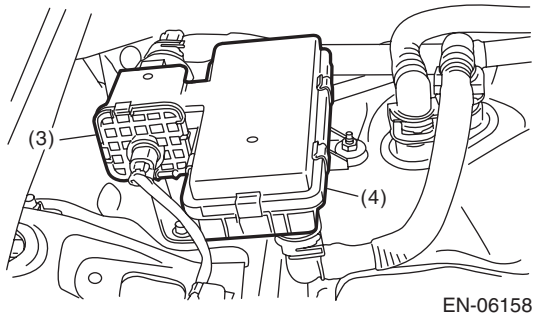
EN-04992



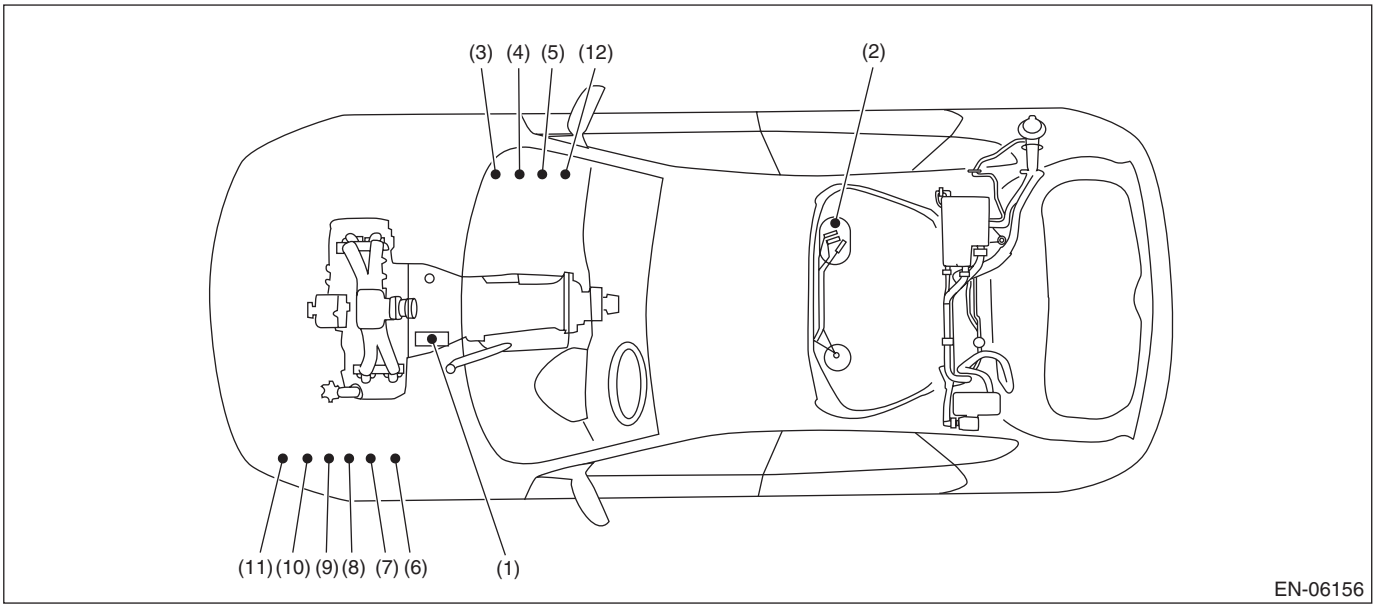
(1) Pressure control solenoid valve
(2) Canister
(3) Drain valve
(4) Drain filter



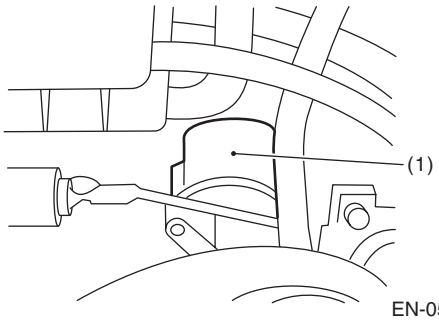


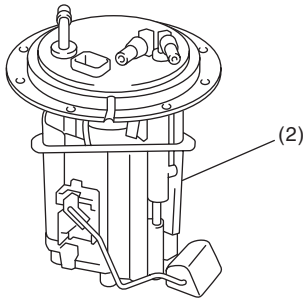


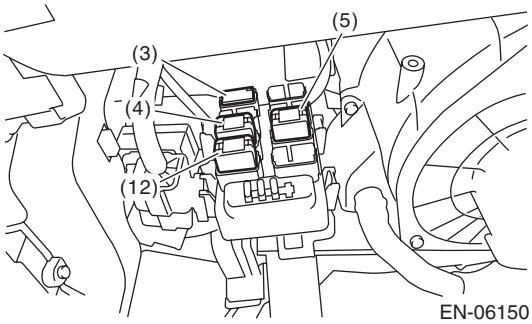
Electrical Component Location

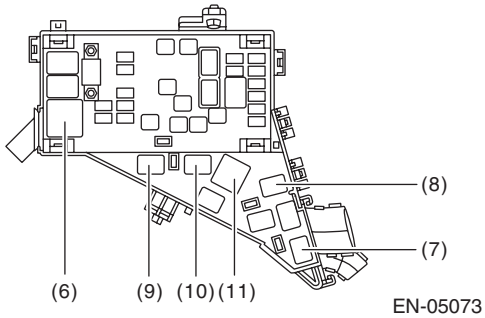


(1) Starter
(2) Fuel pump
(3) Main relay
(4) Fuel pump relay
(5) Electronic throttle control relay
(6) Radiator main fan relay 1
(7) Radiator sub fan relay
(8) Radiator main fan relay 2
(9) Secondary air combination valve relay 1
(10) Secondary air combination valve relay 2
(11) Secondary air pump relay
(12) A/F, oxygen sensor relay



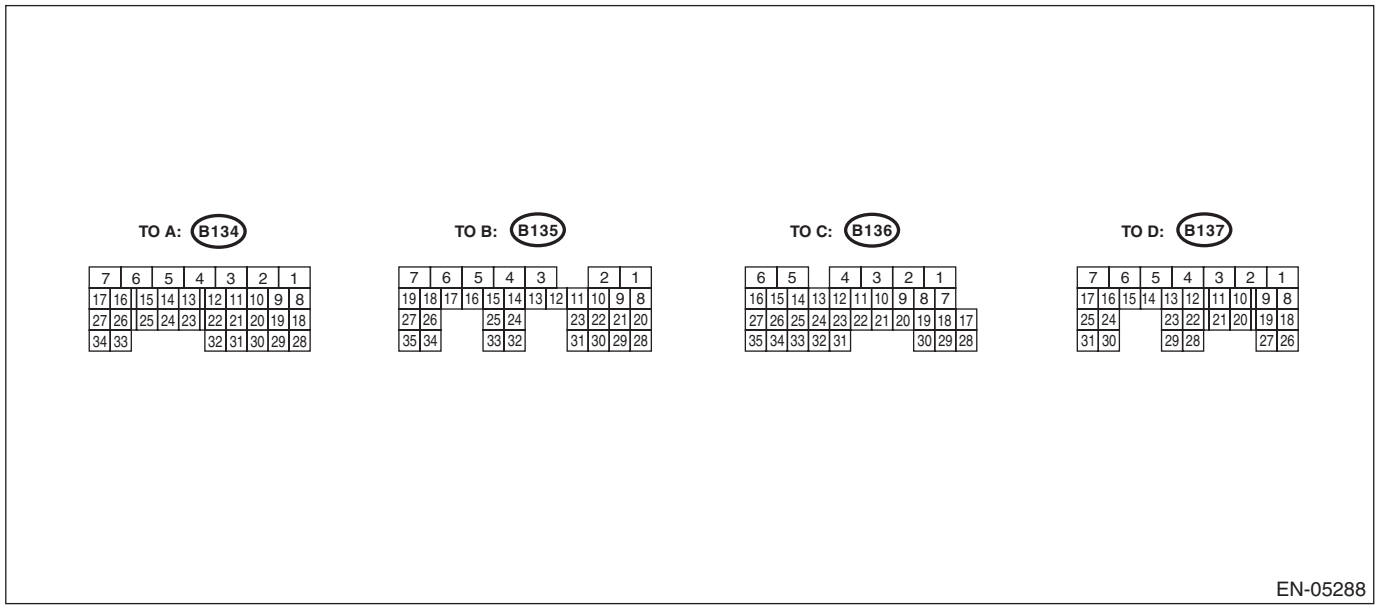






5. Engine Control Module (ECM) I/O Signal

A: ELECTRICAL SPECIFICATION



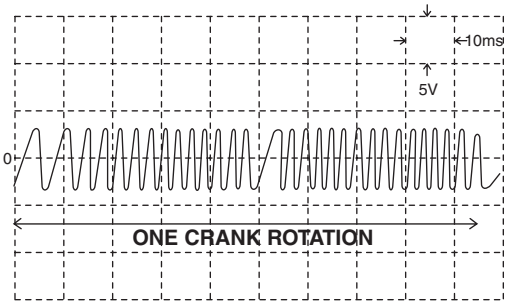
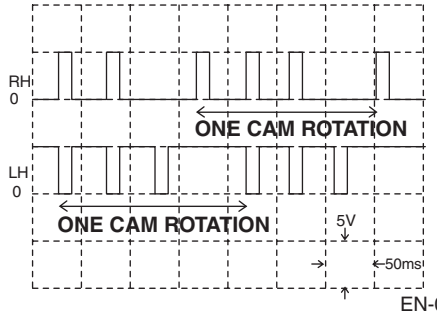
Engine Control Module (ECM) I/O Signal

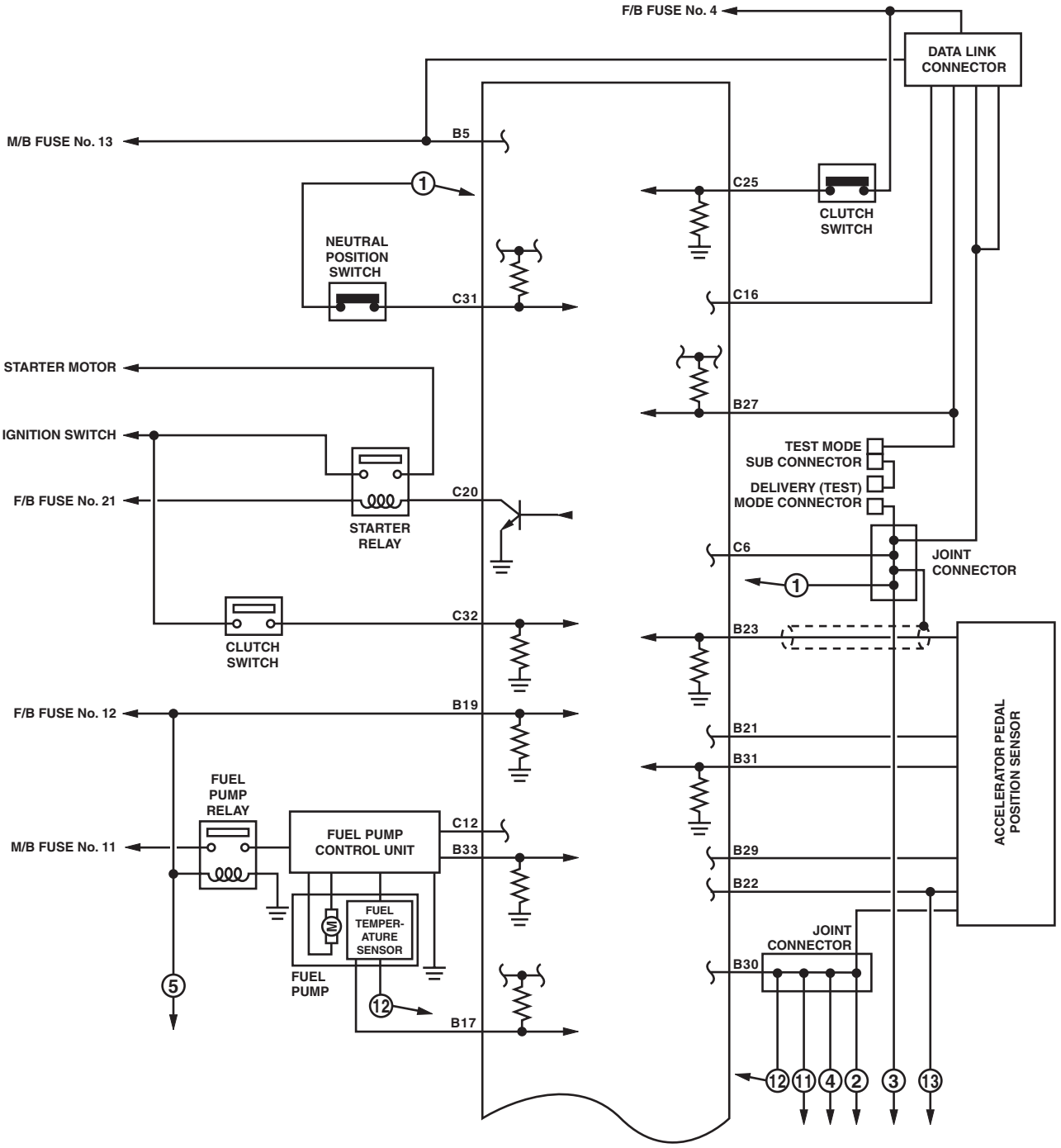
Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crankshaft position sensor	Signal (+)	B134	13	0	–7 — +7	Waveform
	Signal (–)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxygen sensor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
	GND (sensor)	B135	30	0	0	—
Front oxygen (A/F) sensor heater	Signal 1	B136	3	—	—	Waveform
	Signal 2	B136	2	—	—	Waveform
Rear oxygen sensor heater signal		B136	4	0 — 13	12 — 14	Waveform
Engine coolant temperature sensor	Signal	B134	34	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
	GND (sensor)	B134	29	0	0	After engine is warmed-up.
Air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	GND	B135	34	0	0	—
Intake air temperature sensor signal		B135	18	0.3 — 4.6	0.3 — 4.6	—
Wastegate control solenoid valve		B137	27	0 or 10 — 13	0 or 12 — 14	Waveform
Starter switch		B136	32	0	0	Cranking: 8 — 14
A/C switch		B136	24	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
Ignition switch		B135	19	10 — 13	12 — 14	—
Neutral position switch		B136	31	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Delivery (test) mode connector		B135	27	10 — 13	13 — 14	When connected: 0
Knock sensor	Signal	B134	15	2.8	2.8	—
	Shield	B134	25	0	0	—
Back-up power supply		B135	5	10 — 13	12 — 14	Ignition switch “OFF”: 10 — 13
Control module power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Sensor power supply		B134	19	5	5	—
Ignition control	#1	B137	18	0	12 — 14	Waveform
	#2	B137	19	0	12 — 14	Waveform
	#3	B137	20	0	12 — 14	Waveform
	#4	B137	21	0	12 — 14	Waveform
Fuel injector	#1	B137	8	10 — 13	1 — 14	Waveform
	#2	B137	9	10 — 13	1 — 14	Waveform
	#3	B137	10	10 — 13	1 — 14	Waveform
	#4	B137	11	10 — 13	1 — 14	Waveform
Fuel pump control unit	Signal 1	B135	33	10 — 13	12 — 14	—
	Signal 2	B136	12	0 or 5	0 or 5	Waveform

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
A/C relay control		B136	9	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 1 control		B136	18	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B136	29	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	Model with A/C only
Malfunction indicator light		B136	11	—	—	Light “ON”: 1 or less Light “OFF”: 10 — 14
Engine speed output		B136	22	—	0 — 13 or more	Waveform
Purge control solenoid valve 1		B137	29	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Waveform
Purge control solenoid valve 2		B136	7	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Waveform
Manifold absolute pressure sensor	Signal	B134	6	1.7 — 2.4	1.1 — 1.6	—
	Power supply	B134	19	5	5	
	GND (sensor)	B134	29	0	0	
Power steering oil pressure switch		B134	33	10 — 13	ON: 0 OFF: 12 — 14	—
Front oxygen (A/F) sensor signal (+)		B135	9	2.8 — 3.2	2.8 — 3.2	—
Front oxygen (A/F) sensor signal (–)		B135	8	2.4 — 2.7	2.4 — 2.7	—
Front oxygen (A/F) sensor shield		B135	1	0	0	—
SSM/GST communication line		B136	16	1 or less ←→ 4 or more	1 or less ←→ 4 or more	—
Intake camshaft position sensor (LH)		B134	21	0 or 5	0 or 5	Waveform
Intake camshaft position sensor (RH)		B134	11	0 or 5	0 or 5	Waveform
Exhaust camshaft position sensor (LH)		B134	31	0	–7 — +7	Waveform
Exhaust camshaft position sensor (RH)		B134	12	0	–7 — +7	Waveform
Camshaft position sensor ground		B134	22	0	0	—
Electric throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine is warmed-up.)	Fully closed: 0.6 Fully opened: 3.96
	Sub	B134	28	1.51 — 1.58 Fully opened: 4.17	1.51 — 1.58 (After engine is warmed-up.)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B137	5	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor (–)		B137	4	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle control motor power supply		B136	1	10 — 13	12 — 14	—

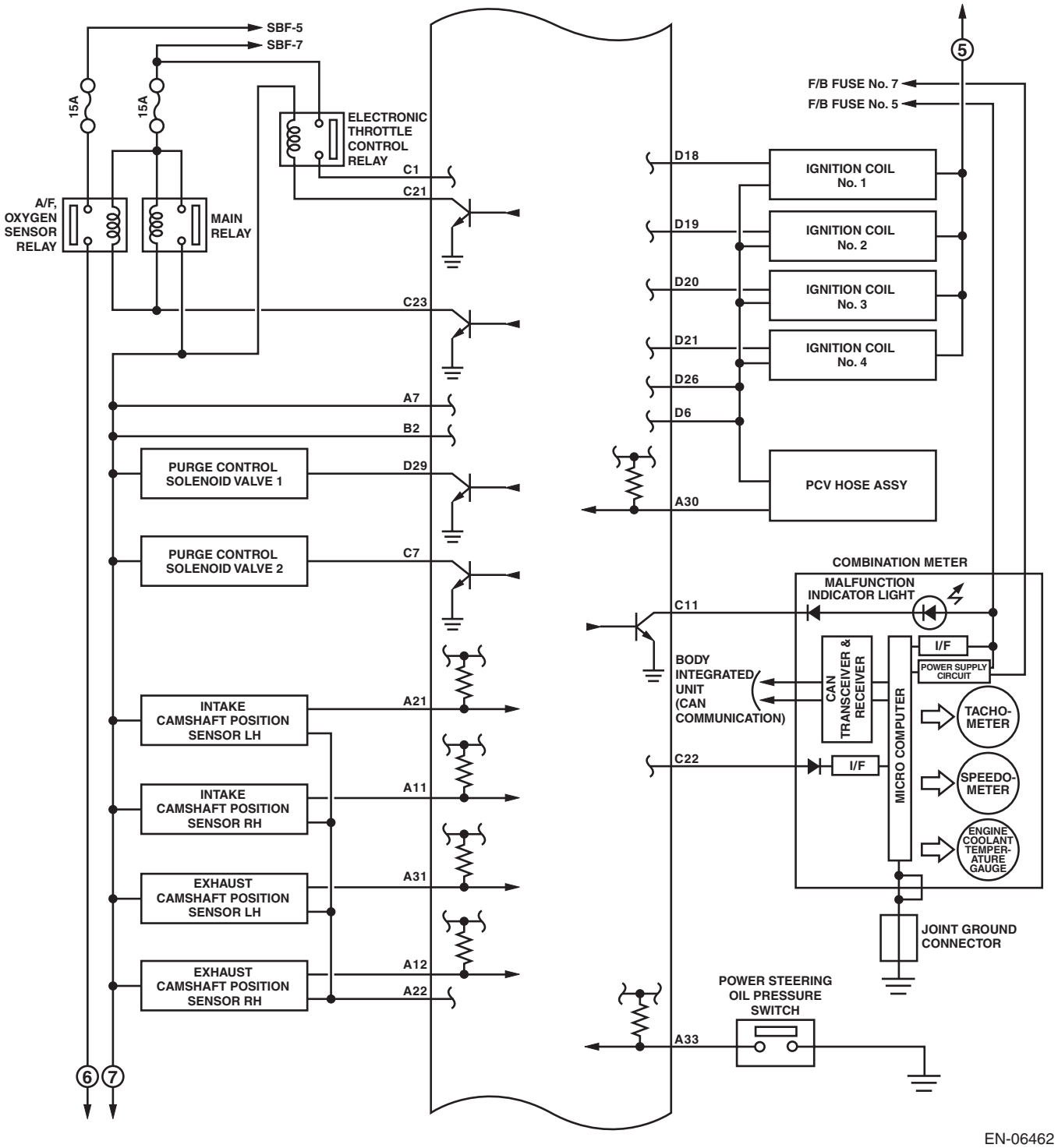
Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Electronic throttle control motor relay		B136	21	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	When ignition switch is turned to ON: ON
Intake oil flow control solenoid valve (LH)	Signal (+)	B137	15	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
	Signal (–)	B137	14	0	0	—
Intake oil flow control solenoid valve (RH)	Signal (+)	B137	17	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
	Signal (–)	B137	16	0	0	—
Exhaust oil flow control solenoid valve (LH)	Signal (+)	B137	31	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
	Signal (–)	B137	30	0	0	—
Exhaust oil flow control solenoid valve (RH)	Signal (+)	B137	25	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
	Signal (–)	B137	24	0	0	—
Accelerator pedal position sensor	Main sensor signal	B135	23	Fully closed: 1 Fully opened: 3.3	Fully closed: 1 Fully opened: 3.3	—
	Main power supply	B135	21	5	5	—
	GND (main sensor)	B135	29	0	0	—
	Shield	B136	6	0	0	—
	Sub sensor signal	B135	31	Fully closed: 1 Fully opened: 3.3	Fully closed: 1 Fully opened: 3.3	—
	Sub power supply	B135	22	5	5	—
	GND (sub sensor)	B135	30	0	0	—
Starter relay		B136	20	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	ON: cranking
A/C middle pressure switch		B136	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Clutch switch		B136	25	When clutch pedal is depressed: 0 When clutch pedal is released: 10 — 13	When clutch pedal is depressed: 0 When clutch pedal is released: 12 — 14	—
Brake switch 1		B135	20	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2		B135	28	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control command switch		B135	24	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	When operating nothing: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	—

Contents		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Cruise control main switch		B135	12	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Fuel tank pressure sensor		B135	32	2.3 — 2.7	2.3 — 2.7	—
Pressure control solenoid valve		B136	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Drain valve		B136	17	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Fuel temperature sensor		B135	17	2.5 — 3.8	2.5 — 3.8	Ambient temperature: 25°C (77°F)
Immobilizer	Signal 1	B136	26	—	—	—
	Signal 2	B136	34	—	—	—
CAN communication (+)		B136	27	—	—	—
CAN communication (–)		B136	35	—	—	—
AT/MT identification		B136	15	0	0	—
Blow-by leak diagnosis		B134	30	0	0	At the time of open circuit (fault): 5
Tumble generator valve position sensor signal (RH)		B134	26	Fully closed: 0.4 — 1.2 Fully opened: 2.8 — 4.6	Fully closed: 0.4 — 1.2 Fully opened: 2.8 — 4.6	—
Tumble generator valve position sensor signal (LH)		B134	16	Fully closed: 0.4 — 1.2 Fully opened: 2.8 — 4.6	Fully closed: 0.4 — 1.2 Fully opened: 2.8 — 4.6	—
Tumble generator valve RH (closed)		B137	23	0 or 10 — 13	0 or 12 — 14	—
Tumble generator valve LH (closed)		B137	13	0 or 10 — 13	0 or 12 — 14	—
Tumble generator valve RH (open)		B137	22	0 or 10 — 13	0 or 12 — 14	—
Tumble generator valve LH (open)		B137	12	0 or 10 — 13	0 or 12 — 14	—
Secondary air pipe pressure sensor	Signal	B134	27	2.2 — 2.8	2.2 — 2.8	When secondary air is inducted: 3.2 — 4.9
	Power supply	B134	19	5.12	5.12	—
	GND (sensor)	B134	29	0	0	—
Secondary air combination valve relay 1		B135	15	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Secondary air combination valve relay 2		B135	14	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Secondary air pump relay		B136	8	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Self-shutoff control		B136	23	10 — 13	12 — 14	—
Ground (ignition system)		B137	26	0	0	—
		B137	6	0	0	—
Ground (engine 1)		B134	5	0	0	—
Ground (engine 2)		B137	7	0	0	—
Ground (engine 3)		B137	2	0	0	—
Ground (engine 4)		B137	1	0	0	—
Ground (body)		B136	6	0	0	—

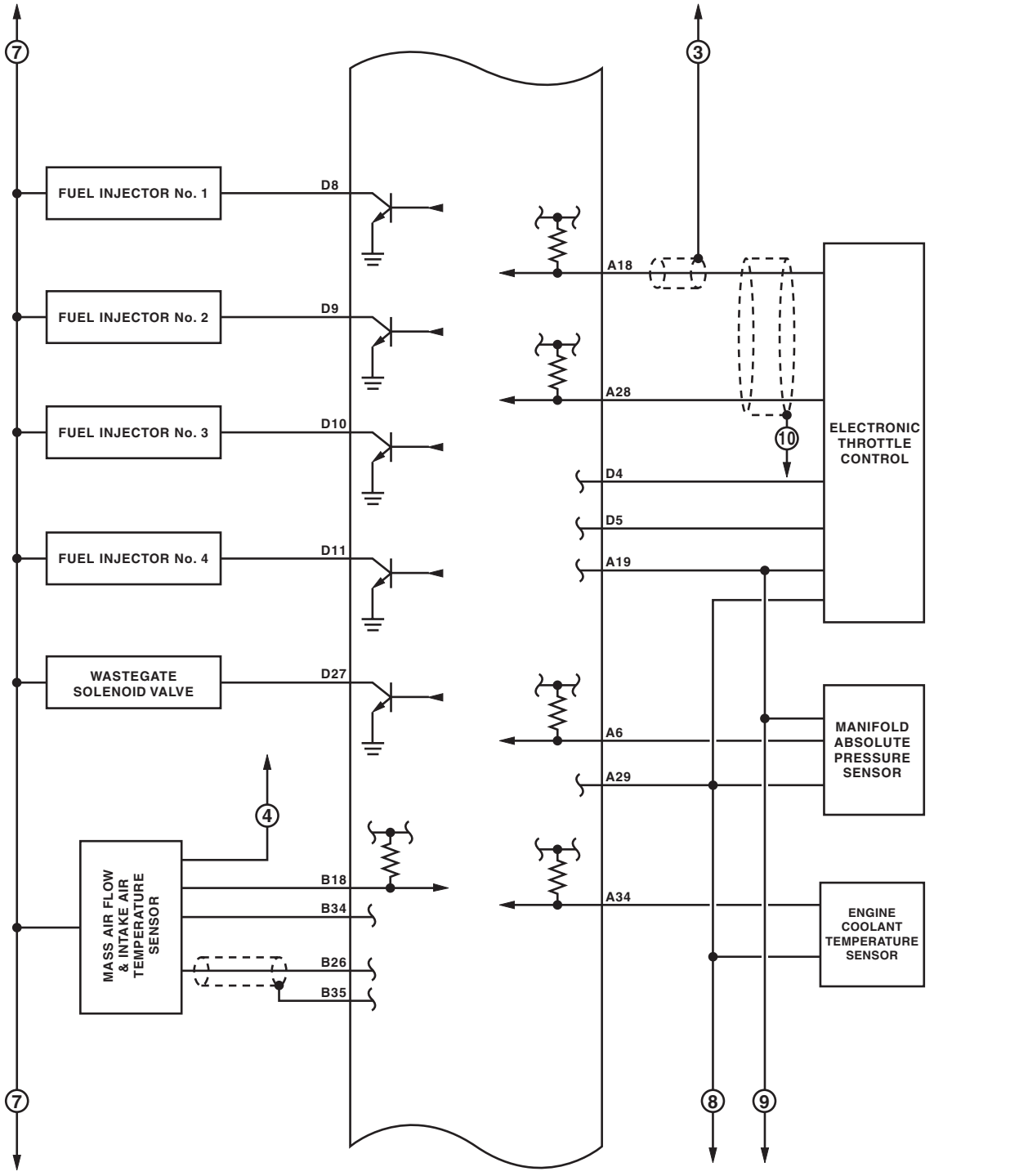
Input/output name	Measuring condition	Waveform
1. Crankshaft position sensor	During idling	 EN-05322
2. Camshaft position sensor	During idling	 EN-05359



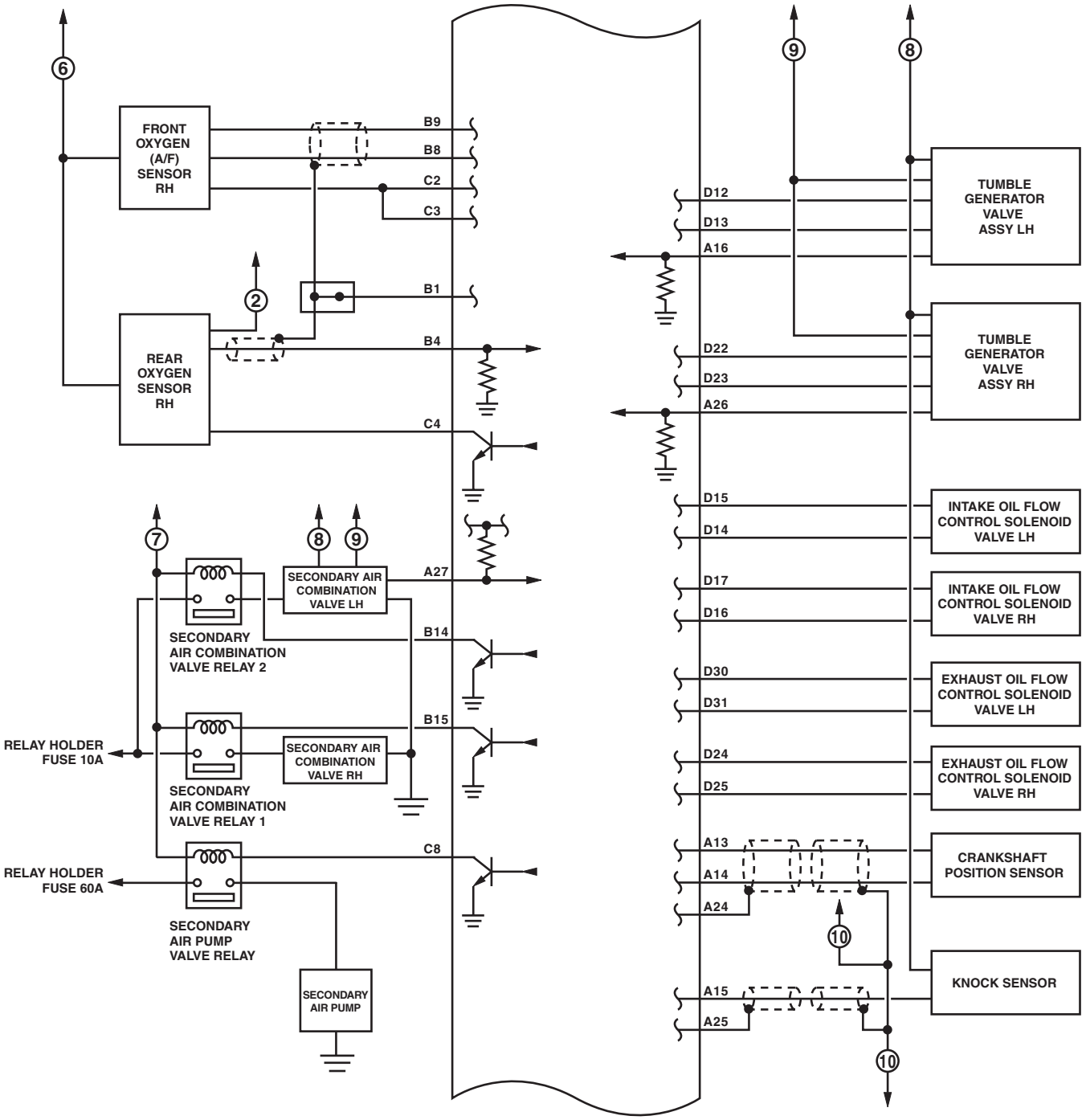
EN-06461



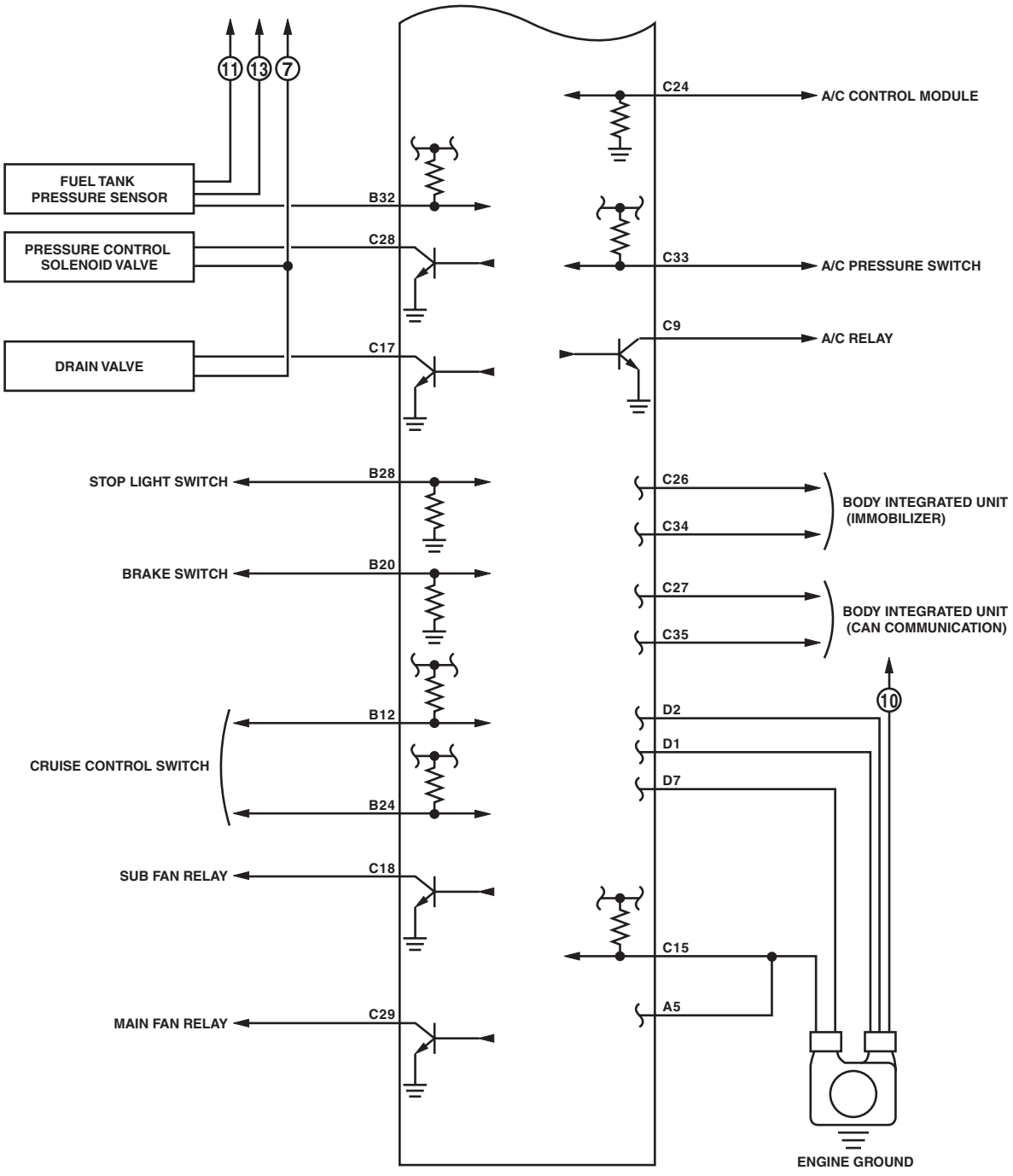
EN-06462



EN-06126



EN-06463



EN-06464

6. Engine Condition Data

A: ELECTRICAL SPECIFICATION

Contents	Specification
Engine load	17.6 — 35.64 (%): Idling
	13.2 — 26.73 (%): 2,500 rpm racing

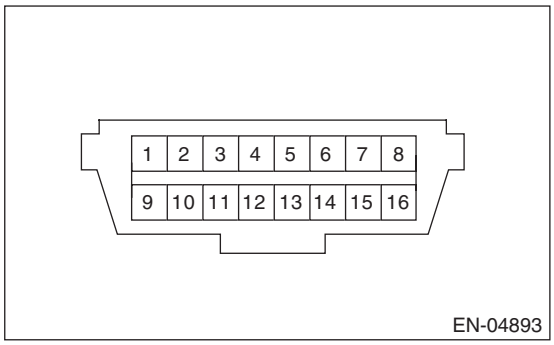
Measuring condition:
- After engine is warmed-up.
- Place the shift lever in neutral.
- Turn the A/C to OFF.
- Turn all the accessory switches to OFF.

7. Data Link Connector

A: NOTE

This connector is used for Subaru Select Monitor.

CAUTION:
Do not connect any scan tools except Subaru Select Monitor or general scan tool because the circuit for Subaru Select Monitor may be damaged.



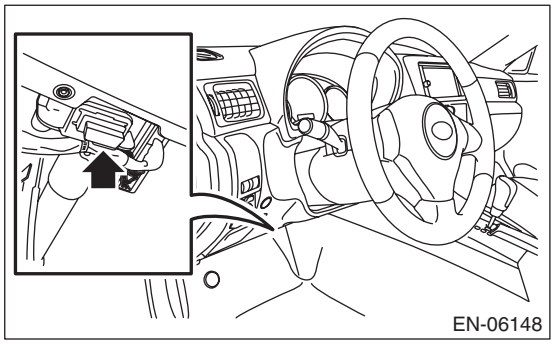
Terminal No.	Contents	Terminal No.	Contents
1	Power supply	9	Empty
2	Empty	10	Empty
3	Empty	11	Empty
4	Ground	12	Empty
5	Ground	13	Empty
6	CAN communication (+)	14	CAN communication (–)
7	Subaru Select Monitor signal	15	Empty
8	Empty	16	Power supply

8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

1) Prepare a scan tool (general scan tool) required by SAE J1978.
2) Open the cover and connect the general scan tool to the data link connector located in the lower portion of instrument panel (on the driver's side).



3) Using the general scan tool, call up DTC and freeze frame data.
General scan tool functions consist of:

(1) MODE $01: Current power train diagnostic data
(2) MODE $02: Powertrain freeze frame data
(3) MODE $03: Emission-related powertrain DTC
(4) MODE $04: Clear/Reset emission-related diagnostic information
(5) MODE $06: Request on-board monitoring test results for intermittently monitored systems
(6) MODE $07: Request on-board monitoring test results for continuously monitored systems
(7) MODE $09: Request vehicle information

Read out the data according to repair procedures. (For detailed operation procedure, refer to the general scan tool instruction manual.)

NOTE:
For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

2. MODE $01 (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refer to data denoting the current operating condition of analog input/output, digital input/output or the powertrain system.
A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$01	Number of emission-related powertrain DTC, and malfunction indicator light status and diagnosis support information	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	km/h
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Air flow rate from mass air flow sensor	g/s
$11	Throttle valve absolute opening angle	%
$12	Secondary air control status	—
$13	Check whether oxygen sensor is installed.	—
$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting the engine	sec
$21	Running distance after MIL turns on	km
$24	A/F value and A/F sensor output voltage	— and V
$2E	Evaporative purge	%
$2F	Fuel level	%
$30	Number of warm ups after DTC clear	—
$31	Travel distance after DTC clear	km
$32	Fuel tank pressure	Pa
$33	Atmospheric pressure	kPa
$34	A/F sensor λ value, current	— and mA
$3C	Catalyzer temperature	°C
$41	Diagnostic monitor of each drive cycle	—
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%
$4D	Engine operation time during MIL on	min
$4E	Elapsed time after DTC clear	min
$51	Fuel used	—
$5A	Relative accelerator opening angle	%

NOTE:
Refer to general scan tool manufacturer's instruction manual to access generic OBD-II PIDs (MODE $01).

3. MODE $02 (POWERTRAIN FREEZE FRAME DATA)

Refer to data denoting the operating condition when trouble is detected by on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$02	DTC that caused the freeze frame data storage required by CARB	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	km/h
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Air flow rate from mass air flow sensor	g/s
$11	Throttle valve absolute opening angle	%
$12	Secondary air control status	—
$13	Air fuel ratio sensor	—
$15	Rear oxygen sensor voltage, compensation value	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting the engine	sec
$2E	Evaporative purge	%
$2F	Fuel level	%
$32	Fuel tank pressure	Pa
$33	Atmospheric pressure	kPa
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%

NOTE:
Refer to general scan tool manufacturer's instruction manual to access freeze frame data (MODE $02).

4. MODE $03 (EMISSION-RELATED POWERTRAIN DTC)

Refer to "List of Diagnostic Trouble Code (DTC)" for information about data denoting emission-related powertrain DTC. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

5. MODE $04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refer to the mode used to clear or reset emission-related diagnostic information (OBD-II trouble diagnostic information).

NOTE:
Refer to general scan tool manufacturer's instruction manual to clear the emission-related diagnostic information (MODE $04).

6. MODE $06

Refer to test value of troubleshooting and data of test limit indicated on the support data bit sequence table. A list of the support data is shown in the following table.

OBDMID	TID	SID	Diagnostic item
$01	$81	$0A	A/F sensor conduction abnormal (B1S1)
	$82	$8D	
	$83	$14	
	$84	$1E	A/F sensor range abnormal (B1S1)
	$85	$1E	
	$86	$20	A/F sensor response abnormal (B1S1)
$02	$87	$0B	Oxygen sensor circuit abnormal (B1S2)
	$88	$0B	
	$07	$0B	Oxygen sensor drop abnormal (B1S2)
	$08	$0B	
	$A5	$0B	
	$05	$10	Oxygen sensor response abnormal (B1S2)
	$06	$10	
$21	$89	$20	Catalyst degradation diagnosis (B1)
$39	$93	$FE	Evaporative emission control system leak detected (Fuel filler cap off)
$3B	$94	$FE	Evaporative emission control system (0.04 inch leak)
	$95	$FE	
$3C	$96	$FE	Evaporative emission control system (0.02 inch leak)
	$97	$FE	
$3D	$98	$FE	Evaporative emission control system (Purge flow)
$41	$99	$24	A/F sensor heater abnormal (B1S1)
	$9A	$24	
	$9B	$14	A/F sensor heater characteristic abnormal (B1S1)
$42	$9C	$24	Oxygen sensor heater abnormal (B1S2)
	$9D	$24	
$71	$9E	$17	Secondary air system (whole system)
	$9F	$0B	
	$A0	$0B	
	$B0	$17	Secondary air system (relay 2 — combination valve 2)
	$B1	$0B	
	$B1	$17	
	$B2	$0B	
	$B2	$17	
	$B3	$0B	
	$B4	$0B	
	$B5	$0B	
	$B6	$31	
	$B7	$31	
$A1	$0B	$24	Misfire monitoring (All cylinders)
	$0C	$24	
$A2	$0B	$24	Misfire monitoring (#1 cylinder)
	$0C	$24	
$A3	$0B	$24	Misfire monitoring (#2 cylinder)
	$0C	$24	
$A4	$0B	$24	Misfire monitoring (#3 cylinder)
	$0C	$24	
$A5	$0B	$24	Misfire monitoring (#4 cylinder)
	$0C	$24	

7. MODE $07

Refer to the data of DTC (pending code) for troubleshooting result about emission in the first time.

8. MODE $09

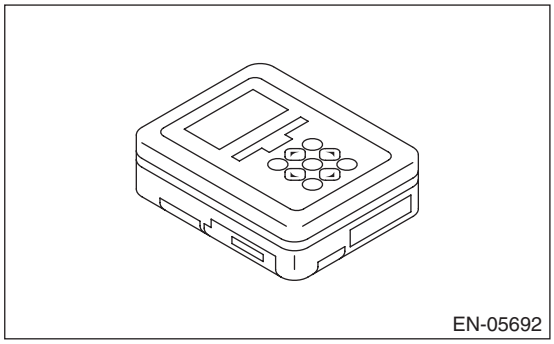
Refer to the data of vehicle specification (V.I.N., calibration ID, etc.).

9. Subaru Select Monitor

A: OPERATION

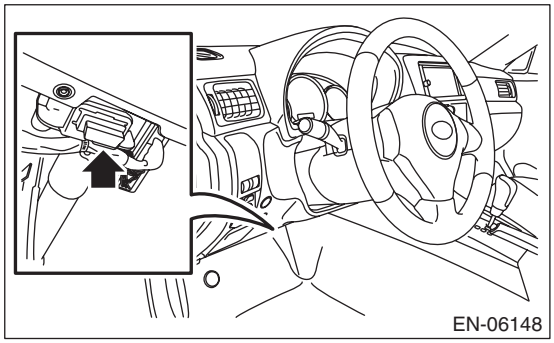
1. HOW TO USE THE SUBARU SELECT MONITOR

1) Prepare the Subaru Select Monitor kit. <Ref. to EN(STI)(diag)-7, PREPARATION TOOL, General Description.>


EN-05692

2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.
4) Connect the diagnosis cable to the SDI.
5) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).


EN-06148

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.
6) Start up the personal computer.
7) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
8) Call up DTC and data, then record them.

NOTE:
For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".

2. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (NORMAL MODE)

Refer to "Read Diagnostic Trouble Code" for information about how to display a DTC. <Ref. to EN(STI)(diag)-43, Read Diagnostic Trouble Code (DTC).>

3. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (OBD MODE)

Refer to "Read Diagnostic Trouble Code" for information about how to display a DTC. <Ref. to EN(STI)(diag)-43, Read Diagnostic Trouble Code (DTC).>

4. READ CURRENT DATA FOR ENGINE (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Current Data Display & Save}.
5) On the «Current Data Display & Save» display screen, select the {Normal sampling}.
6) Using the scroll key, scroll the display screen up or down until the desired data is shown.

• A list of the support data is shown in the following table.

Contents	Display	Unit of measure	Note (at idling)
Engine load	Engine Load	%	21.0%
Engine coolant temperature signal	Coolant Temp.	°C or °F	80 — 100°C or 176 — 212°F
A/F correction 1	A/F Correction #1	%	–10 — +10%
A/F learning 1	A/F Learning #1	%	–15 — +15%
Intake manifold absolute pressure	Mani. Absolute Pressure	mmHg, kPa, inHg or psig	220 — 275 mmHg, 29.5 — 37 kPa, 8.7 — 10 inHg or 4.2 — 5.3 psig
Engine speed signal	Engine Speed	rpm	630 — 770 rpm (Agree with the tachometer indication)
Meter vehicle speed signal	Vehicle Speed	km/h or MPH	0 km/h or 0 MPH (at parking)
Ignition timing signal	Ignition Timing	deg	10 — 15 deg
Intake air temperature signal	Intake Air Temp.	°C or °F	20 — 50°C or 68 — 122°F
Amount of intake air	Mass Air Flow	g/s or lb/m	2.1 — 3.1 g/s or 0.35 — 0.40 lb/m
Throttle opening angle signal	Throttle Opening Angle	%	2.0 — 2.4%
Rear oxygen sensor voltage	Rear O2 Sensor	V	0 — 1.0 V
Battery voltage	Battery Voltage	V	12 — 15 V
Mass air flow voltage	Air Flow Sensor Voltage	V	1.0 — 1.7 V
Injection 1 pulse width	Fuel Injection #1 Pulse	ms	1.2 — 2.2 ms
Atmospheric pressure	Atmosphere Pressure	mmHg, kPa, inHg or psig	—
Intake manifold relative pressure	Mani. Relative Pressure	mmHg, kPa, inHg or psig	(Intake manifold absolute pressure — atmosphere pressure)
Ignition learning value	Learned Ignition Timing	deg	0 deg
Acceleration opening angle signal	Accel. Opening Angle	%	0.0%
Fuel temperature signal	Fuel Temp.	°C or °F	+28°C or 82°F
Primary supercharged pressure control signal	Primary Control	%	0.0%
Purge control solenoid duty ratio	CPC Valve Duty Ratio	%	0 — 25%
Tumble generator valve RH opening signal	TGV Position Sensor R	V	0.81 V
Tumble generator valve LH opening signal	TGV Position Sensor L	V	0.81 V
Fuel pump duty ratio	Fuel Pump Duty	%	30 — 40%
AVCS advance angle amount RH	VVT Adv. Ang. Amount R	deg	±5 deg
AVCS advance angle amount LH	VVT Adv. Ang. Amount L	deg	±5 deg
Oil flow control solenoid valve duty RH (AVCS)	OCV Duty R	%	0 — 20%
Oil flow control solenoid valve duty LH (AVCS)	OCV Duty L	%	0 — 20%
Oil flow control solenoid valve current RH	OCV Current R	mA	40 — 100 mA
Oil flow control solenoid valve current LH	OCV Current L	mA	40 — 100 mA
A/F sensor current value 1	A/F Sensor #1 Current	mA	–20 — 20 mA
A/F sensor resistance value 1	A/F Sensor #1 Resistance	Ω	27 — 35 mA
A/F sensor output lambda 1	A/F Sensor #1	—	1.0
A/F correction 3	A/F Correction #3	%	0.00%
A/F learning 3	A/F Learning #3	%	0.00%
SI DRIVE mode	SI Drive mode	—	I, S or S#
Throttle motor duty	Throttle Motor Duty	%	–5%

Contents	Display	Unit of measure	Note (at idling)
Throttle power supply voltage	Throttle Motor Voltage	V	12 — 15 V
Sub throttle sensor voltage	Sub-Throttle Sensor	V	1.5 V
Main throttle sensor voltage	Main-Throttle Sensor	V	0.6 V
Sub accelerator sensor voltage	Sub-Accelerator Sensor	V	1.1 V
Main accelerator sensor voltage	Main-Accelerator Sensor	V	1.0 V
Secondary air supply piping pressure signal	Sec. Air Piping Pressure	mmHg, kPa, inHg or psig	765 mmHg, 102 kPa, 30.1 inHg or 14.8 psig
Secondary airflow signal	Sec. Air Flow	g/s or lb/m	0.00 g/s or 0.00 lb/m
Memory vehicle speed	Memorized Cruise Speed	km/h or MPH	—
Fuel level sensor resistance	Fuel level resistance	Ω	4 — 96 Ω
Estimated total driving distance	Odometer	km	—
Exhaust AVCS retard angle amount RH	Exh. VVT Retard Ang. R	deg	±5 deg
Exhaust AVCS retard angle amount LH	Exh. VVT Retard Ang. L	deg	±5 deg
Exhaust oil flow control solenoid valve duty ratio RH	Exh. OCV Duty R	%	0 — 20%
Exhaust oil flow control solenoid valve duty ratio LH	Exh. OCV Duty L	%	0 — 20%
Exhaust oil flow control solenoid valve current value RH	Exh. OCV Current R	mA	40 — 100 mA
Exhaust oil flow control solenoid valve current value LH	Exh. OCV Current L	mA	40 — 100 mA
#1 cylinder roughness monitor	Roughness Monitor #1	—	0
#2 cylinder roughness monitor	Roughness Monitor #2	—	0
#3 cylinder roughness monitor	Roughness Monitor #3	—	0
#4 cylinder roughness monitor	Roughness Monitor #4	—	0
Knock sensor compensation	Knocking Correction	deg	0.0 deg
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig	+8.8 mmHg, +1.2 kPa, +0.4 inHg or +0.2 psig
AT/MT identification terminal	AT Vehicle ID Signal	—	OFF
Delivery (test) mode terminal	Test Mode Signal	—	OFF
D check request flag	D-check Require Flag	—	OFF
Delivery (test) mode terminal	Delivery Mode Connector (Test Mode Connector)	—	OFF
Neutral position switch signal	Neutral Position Switch	—	ON
Soft idle switch signal	Idle Switch Signal	—	ON
Ignition switch signal	Ignition Switch	—	ON
Power steering switch signal	P/S Switch	—	OFF (When OFF)
Air conditioning switch signal	A/C Switch	—	OFF (When OFF)
Starter switch signal	Starter Switch	—	OFF
Rear oxygen monitor	Rear O2 Rich Signal	—	ON/OFF
Knocking signal	Knocking Signal	—	OFF
Crankshaft position sensor signal	Crankshaft Position Sig.	—	ON
Camshaft position sensor signal	Camshaft Position Sig.	—	ON
Rear defogger switch signal	Rear Defogger SW	—	OFF (When OFF)
Blower fan switch signal	Blower Fan SW	—	OFF (When OFF)
Light switch signal	Light Switch	—	OFF (When OFF)
A/C middle pressure switch signal	A/C Mid Pressure Switch	—	OFF (When OFF)
Air conditioner compressor relay output signal	A/C Compressor Signal	—	OFF (when OFF)
Radiator fan relay 1 signal	Radiator Fan Relay #1	—	OFF (when OFF)
Radiator fan relay 2 signal	Radiator Fan Relay #2	—	OFF (when OFF)
PCV hose assembly diagnosis signal	Blow-by leak Connector	—	ON

Contents	Display	Unit of measure	Note (at idling)
Pressure control solenoid valve signal	PCV Solenoid Valve	—	OFF (when OFF)
Tumble generator valve output signal	TGV Output	—	OFF
Tumble generator valve drive signal	TGV Drive	—	0
Drain valve signal	Vent. Solenoid Valve	—	OFF (when OFF)
Purge control solenoid valve 2 signal	CPC Solenoid 2	—	OFF (when OFF)
Vehicle dynamics control (VDC) torque down prohibition output	Ban of Torque Down	—	ON
Vehicle dynamics control (VDC) torque down demand	Request Torque Down VDC	—	OFF
ETC motor relay signal	ETC Motor Relay	—	ON
Clutch switch signal	Clutch Switch	—	OFF (when OFF)
Stop light switch signal	Stop Light Switch	—	OFF (when OFF)
SET/COAST switch signal	SET/COAST Switch	—	OFF (when OFF)
RES/ACC switch signal	RESUME/ACCEL Switch	—	OFF (when OFF)
Brake switch signal	Brake Switch	—	OFF (when OFF)
Main switch signal	Main Switch	—	OFF (when OFF)
Body integrated unit data reception	Body Int. Unit Data	—	ON
Body integrated unit counter update	Body Int. Unit Count	—	ON
Secondary air combination valve relay 2 signal	Sec. Air Combi V Relay 2	—	OFF (when OFF)
Secondary air pump relay signal	Secondary Air Pump Relay	—	OFF (when OFF)
Secondary air combination valve relay 1 signal	Sec. Air Combi V Relay 1	—	OFF (when OFF)
Cruise control cancel switch signal	CC Cancel SW	—	OFF (when OFF)
Malfunction indicator light signal	MIL On Flag	—	OFF (when unlit)

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

5. READ CURRENT DATA FOR ENGINE (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Current Data Display & Save}.
6) On the «Current Data Display & Save» display screen, select the {All data display}.
7) Using the scroll key, scroll the display screen up or down until the desired data is shown.

• A list of the support data is shown in the following table.

Contents	Display	Referential value (at idling)	Unit of measure
Number of diagnosis code	Number of Diag. Code:	0	—
Condition of malfunction indicator light	MI (MIL)	OFF	—
Monitoring test of misfire	Misfire monitoring (Supp)	YES	—
Monitoring test of misfire	Misfire monitoring (Rdy)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Supp)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Rdy)	YES	—
Monitoring test of comprehensive component	Component monitoring (Supp)	YES	—
Monitoring test of comprehensive component	Component monitoring (Rdy)	YES	—
Test of catalyst	Catalyst Diagnosis (Supp)	YES	—
Test of catalyst	Catalyst Diagnosis (Rdy)	NO	—
Test of heating-type catalyst	Heated catalyst (Supp)	NO	—
Test of heating-type catalyst	Heated catalyst (Rdy)	N/A	—
Test of evaporative emission purge control system	Evaporative purge system (Supp)	YES	—
Test of evaporative emission purge control system	Evaporative purge system (Rdy)	NO	—
Secondary air system test	Secondary air system (Supp)	YES	—
Secondary air system test	Secondary air system (Rdy)	NO	—
Test of air conditioning system refrigerant	A/C system refrigerant (Supp)	NO	—
Test of air conditioning system refrigerant	A/C system refrigerant (Rdy)	N/A	—
Test of oxygen sensor	Oxygen sensor (Supp)	YES	—
Test of oxygen sensor	Oxygen sensor (Rdy)	NO	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Supp)	YES	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Rdy)	YES	—
Test of EGR system	EGR system (Supp)	NO	—
Test of EGR system	EGR system (Rdy)	N/A	—
Air fuel ratio control system for bank 1	Fuel system for Bank 1	Cl_normal	—
Engine load data	Calculated load value	19.2	%
Engine coolant temperature signal	Coolant Temp.	96	°C
Short term fuel trim by front oxygen (A/F) sensor (Bank 1)	Short term fuel trim B1	17.2	%
Long term fuel trim by front oxygen (A/F) sensor (Bank 1)	Long term fuel trim B1	5.5	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	248	mmHg
Engine speed signal	Engine Speed	846	rpm
Vehicle speed signal	Vehicle Speed	0	km/h
#1 Cylinder ignition timing	Ignition timing adv. #1	13.5	°
Intake air temperature signal	Intake Air Temp.	44	°C
Amount of intake air	Mass Air Flow	3.6	g/s
Throttle position signal	Throttle Opening Angle	13	%
Secondary air control status	Secondary air system	Stop	—
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	0.1 — 0.7	V
A/F correction (Bank 1 Sensor 2)	Short term fuel trim #12	0.0	%
On-board diagnostic system	OBD System	OBD/OBD2	—

Contents	Display	Referential value (at idling)	Unit of measure
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	Oxygen sensor #11	Supported	—
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	Supported	—
Time elapsed after engine start	Time Since Engine Start	—	sec
Travel distance after the malfunction indicator light illuminates	Lighted MI lamp history	—	km
A/F lambda signal (Bank 1 Sensor 1)	A/F Sensor #11	0.951	—
A/F sensor output signal (Bank 1 Sensor 1)	A/F Sensor #11	2.468	V
Evaporative purge	Commanded Evap Purge	0	%
Fuel level signal	Fuel Level	—	%
Number of warm ups after DTC clear	Number of warm-ups	—	—
Travel distance after DTC clear	Meter since DTC cleared	—	km
Fuel tank pressure signal	Fuel Tank Pressure	9.664	mmHg
Atmospheric pressure signal	Atmosphere Pressure	Atmospheric pressure	mmHg
A/F lambda signal (Bank 1 Sensor 1)	A/F Sensor #11	0.957	—
A/F sensor output signal (Bank 1 Sensor 1)	A/F Sensor #11	–0.18	mA
Catalyst temperature #1	Catalyst Temperature #11	—	°C
Monitoring test of misfire	Misfire monitoring (Enable)	YES	—
Monitoring test of misfire	Misfire monitoring (Comp)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Enable)	YES	—
Monitoring test of fuel system	Fuel system monitoring (Comp)	NO	—
Monitoring test of comprehensive component	Component monitoring (Enable)	NO	—
Monitoring test of comprehensive component	Component monitoring (Comp)	NO	—
Test of catalyst	Catalyst Diagnosis (Enable)	YES	—
Test of catalyst	Catalyst Diagnosis (Comp)	NO	—
Test of heating-type catalyst	Heated catalyst (Enable)	N/A	—
Test of heating-type catalyst	Heated catalyst (Comp)	N/A	—
Test of evaporative emission purge control system	Evaporative purge system (Enable)	YES	—
Test of evaporative emission purge control system	Evaporative purge system (Comp)	NO	—
Secondary air system test	Secondary air system (Enable)	YES	—
Secondary air system test	Secondary air system (Comp)	NO	—
Test of air conditioning system refrigerant	A/C system refrigerant (Enable)	N/A	—
Test of air conditioning system refrigerant	A/C system refrigerant (Comp)	N/A	—
Test of oxygen sensor	Oxygen sensor (Enable)	YES	—
Test of oxygen sensor	Oxygen sensor (Comp)	NO	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Enable)	YES	—
Test of oxygen sensor heater	O2 Heater Diagnosis (Comp)	YES	—
Test of EGR system	EGR system (Enable)	N/A	—
Test of EGR system	EGR system (Comp)	N/A	—
ECM power voltage	Control module voltage	13.848	V
Absolute load	Absolute Load Value	21	%
A/F ratio target lambda	Target Equivalence Ratio	0.993	—
Relative throttle opening angle	Relative Throttle Pos.	2	%
Ambient temperature	Ambient Temperature	Ambient temperature	°C
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	31	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	13	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	13	%
Target throttle opening angle	Target Throt. Act. Cont.	0	%
Engine operating time while malfunction indicator lit	Time while MIL lighted	—	min

Contents	Display	Referential value (at idling)	Unit of measure
Time elapsed after DTC clear	Time since DTC cleared	—	min
Fuel used	Type of fuel	GAS	—
Relative accelerator opening angle	Relative Accelera. Pos.	0	%

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

6. READ FREEZE FRAME DATA FOR ENGINE (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Freeze Frame Data Display}.

- A list of the support data is shown in the following table.

Contents	Display	Unit of measure
DTC of freeze frame data	Freeze frame data	DTC
Air fuel ratio control system for bank 1	Fuel system for Bank 1	—
Engine load data	Calculated load value	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor (Bank 1)	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor (Bank 1)	Long term fuel trim B1	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg, kPa, inHg or psi
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing #1	Ignition timing adv. #1	°
Intake air temperature	Intake Air Temp.	°C
Amount of intake air	Mass Air Flow	g/s
Throttle opening angle	Throttle Opening Angle	%
Secondary air control status	Secondary air system	—
Oxygen sensor #12	Oxygen sensor #12	V
A/F correction #12	Short term fuel trim #12	%
OBD system	OBD System	OBD/OBD2
Oxygen sensor #11	Oxygen sensor #11	Support
Oxygen sensor #12	Oxygen sensor #12	Support
Elapsed time after starting the engine	Time Since Engine Start	sec
Evaporative purge	Commanded Evap Purge	%
Fuel level	Fuel Level	%
Fuel tank pressure	Fuel Tank Pressure	mmHg, kPa, inHg or psig
Atmospheric pressure	Atmosphere Pressure	mmHg, kPa, inHg or psig
ECM power voltage	Control module voltage	V
Absolute load	Absolute Load Value	%
A/F target lambda	Target Equivalence Ratio	—
Relative throttle opening angle	Relative Throttle Pos.	%
Ambient temperature	Ambient Temperature	°C or °F
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	%
Target throttle opening angle	Target Throt. Act. Cont.	%

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

7. V.I.N. REGISTRATION

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Entry VIN}.
5) Perform the procedures shown on the display screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

10.Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Diagnostic Code(s) Display}.
5) On the «Diagnostic Code(s) Display» screen, select the {Temporary Code} or {Memory Code}.

NOTE:
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Diagnostic Code(s) Display}.
6) Make sure DTC is shown on the screen.

NOTE:
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

3. GENERAL SCAN TOOL

Refer to data denoting emission-related powertrain DTC.
For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

NOTE:
Refer to general scan tool manufacturer’s instruction manual to access powertrain DTC (MODE $03).

11.Inspection Mode

A: PROCEDURE

Perform the diagnosis shown in the following DTC table.
When performing the diagnosis not listed in “List of Diagnostic Trouble Code (DTC)”, refer to the item on the drive cycle. <Ref. to EN(STI)(diag)-49, Drive Cycle.>

DTC	Item	Condition
P0011	Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 1)	—
P0014	Exhaust AVCS System 1 (Range/Performance)	—
P0016	Crankshaft Position - Camshaft Position Correlation (Bank1)	—
P0017	Crank And Cam Timing B System Failure (Bank 1)	—
P0018	Crankshaft Position - Camshaft Position Correlation (Bank2)	—
P0019	Crank And Cam Timing B System Failure (Bank 2)	—
P0021	Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 2)	—
P0024	Exhaust AVCS System 1 (Range/Performance)	—
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	—
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	—
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	—
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	—
P0102	Mass or Volume Air Flow Circuit Low Input	—
P0103	Mass or Volume Air Flow Circuit High Input	—
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	—
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	—
P0112	Intake Air Temperature Sensor 1 Circuit Low	—
P0113	Intake Air Temperature Sensor 1 Circuit High	—
P0117	Engine Coolant Temperature Circuit Low	—
P0118	Engine Coolant Temperature Circuit High	—
P0122	Throttle/Pedal Position Sensor/Switch “A” Circuit Low	—
P0123	Throttle/Pedal Position Sensor/Switch “A” Circuit High	—
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	—
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	—
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	—
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	—
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	—
P0182	Fuel Temperature Sensor “A” Circuit Range/Performance	—
P0183	Fuel Temperature Sensor “A” Circuit Low Input	—
P0222	Throttle/Pedal Position Sensor/Switch “B” Circuit Low	—
P0223	Throttle/Pedal Position Sensor/Switch “B” Circuit High	—
P0230	Fuel Pump Primary Circuit	—
P0245	Turbo/Super Charger Wastegate Solenoid “A” Low	—
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	—
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	—
P0335	Crankshaft Position Sensor “A” Circuit	—
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	—
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	—
P0345	Camshaft Position Sensor “A” Circuit (Bank 2)	—
P0365	Camshaft Position Sensor “B” Circuit (Bank 1)	—
P0390	Camshaft Position Sensor “B” Circuit (Bank 2)	—
P0413	Secondary Air Injection System Switching Valve “A” Circuit Open	—

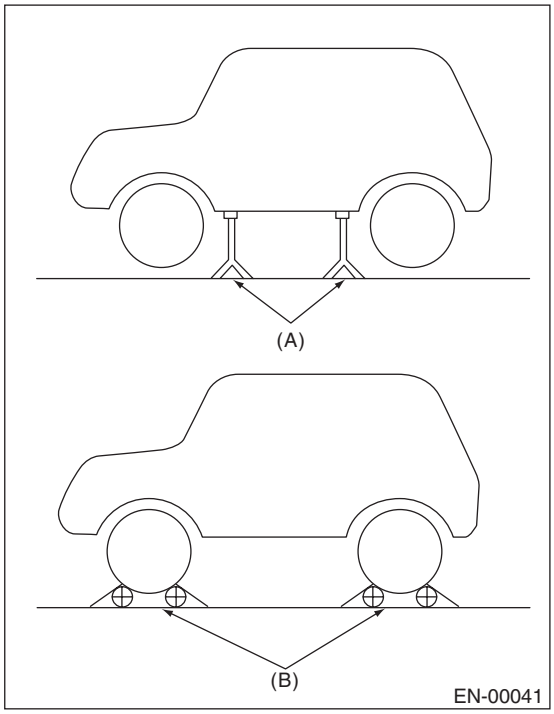
DTC	Item	Condition
P0416	Secondary Air Injection System Switching Valve “B” Circuit Open	—
P0418	Secondary Air Injection System Control “A” Circuit	—
P0447	Evaporative Emission Control System Vent Control Circuit Open	—
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	—
P0452	Evaporative Emission Control System Pressure Sensor Low Input	—
P0453	Evaporative Emission Control System Pressure Sensor High Input	—
P0458	Evaporative Emission System Purge Control Valve Circuit Low	—
P0462	Fuel Level Sensor “A” Circuit Low	—
P0463	Fuel Level Sensor “A” Circuit High	—
P0500	Vehicle Speed Sensor “A”	—
P0512	Starter Request Circuit	—
P0513	Incorrect Immobilizer Key	—
P0600	Serial Communication Link	—
P0604	Internal Control Module Random Access Memory (RAM) Error	—
P0605	Internal Control Module Read Only Memory (ROM) Error	—
P0607	Throttle Control System Circuit Range/Performance	—
P0638	Throttle Actuator Control Range/Performance (Bank 1)	—
P0851	Neutral Switch Input Circuit Low (MT Model)	—
P0852	Neutral Switch Input Circuit High (MT Model)	—
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank1 Sensor1)	—
P1153	O2 Sensor Circuit Range/Performance (High) (Bank1 Sensor1)	—
P1160	Return Spring Failure	—
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	—
P1410	Secondary Air Injection System Switching Valve Stuck Open	—
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	—
P1491	Positive Crankcase Ventilation (Blow-By) Function Problem	—
P1560	Back-Up Voltage Circuit Malfunction	—
P1570	Antenna	—
P1571	Reference Code Incompatibility	—
P1572	IMM Circuit Failure (Except Antenna Circuit)	—
P1574	Key Communication Failure	—
P1576	EGI Control Module EEPROM	—
P1577	IMM Control Module EEPROM	—
P1578	Meter Failure	—
P2006	Intake Manifold Runner Control Stuck Closed (Bank 1)	—
P2007	Intake Manifold Runner Control Stuck Closed (Bank 2)	—
P2008	Intake Manifold Runner Control Circuit / Open (Bank 1)	—
P2009	Intake Manifold Runner Control Circuit Low (Bank 1)	—
P2011	Intake Manifold Runner Control Circuit / Open (Bank 2)	—
P2012	Intake Manifold Runner Control Circuit Low (Bank 2)	—
P2016	Intake Manifold Runner Position Sensor / Switch Circuit Low (Bank 1)	—
P2017	Intake Manifold Runner Position Sensor / Switch Circuit High (Bank 1)	—
P2021	Intake Manifold Runner Position Sensor / Switch Circuit Low (Bank 2)	—
P2022	Intake Manifold Runner Position Sensor / Switch Circuit High (Bank 2)	—
P2088	Intake Camshaft Position Actuator Control Circuit Low (Bank 1)	—
P2089	Intake Camshaft Position Actuator Control Circuit High (Bank 1)	—
P2090	Exhaust Camshaft Position Actuator Control Circuit Low (Bank 1)	—
P2091	Exhaust Camshaft Position Actuator Control Circuit High (Bank 1)	—
P2092	Intake Camshaft Position Actuator Control Circuit Low (Bank 2)	—
P2093	Intake Camshaft Position Actuator Control Circuit High (Bank 2)	—

DTC	Item	Condition
P2094	Exhaust Camshaft Position Actuator Control Circuit Low (Bank 2)	—
P2095	Exhaust Camshaft Position Actuator Control Circuit High (Bank 2)	—
P2101	Throttle Actuator Control Motor Circuit Range/Performance	—
P2102	Throttle Actuator Control Motor Circuit Low	—
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance	—
P2122	Throttle/Pedal Position Sensor/Switch “D” Circuit Low Input	—
P2123	Throttle/Pedal Position Sensor/Switch “D” Circuit High Input	—
P2127	Throttle/Pedal Position Sensor/Switch “E” Circuit Low Input	—
P2128	Throttle/Pedal Position Sensor/Switch “E” Circuit High Input	—
P2135	Throttle/Pedal Position Sensor/Switch “A”/“B” Voltage Correlation	—
P2138	Throttle/Pedal Position Sensor/Switch “D”/“E” Voltage Correlation	—
P2419	Evaporative Emission System Switching Valve Control Circuit Low	—
P2420	Evaporative Emission System Switching Valve Control Circuit High	—
P2431	Secondary Air Injection System Air Flow /Pressure Sensor Circuit Range/ Performance	—
P2432	Secondary Air Injection System Air Flow /Pressure Sensor Circuit Low	—
P2433	Secondary Air Injection System Air Flow /Pressure Sensor Circuit High	—
P2444	Secondary Air Injection System Pump Stuck ON	—

1. PREPARATION FOR THE INSPECTION MODE

1) Check that the battery voltage is 12 V or more and fuel remains approx. half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
2) Lift up the vehicle using a garage jack and place it on rigid racks, or drive the vehicle onto free rollers.

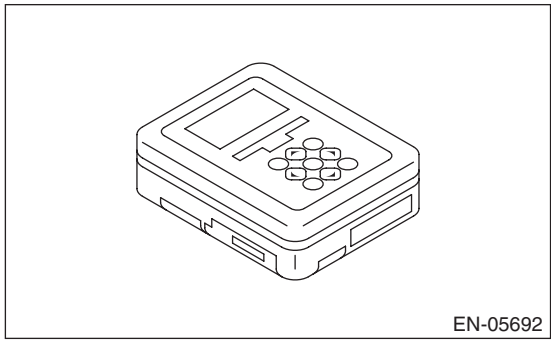
WARNING:
• Before raising the vehicle, ensure parking brakes are applied.
• Do not use a pantograph jack in place of a rigid rack.
• Secure a rope or wire to the front or rear towing hooks to prevent the lateral runout of front wheels.
• Before rotating the wheels, make sure that there is no one in front of the vehicle. Besides while the wheels are rotating, make sure that no one approaches the vehicle front side.
• Make sure that there is nothing around the wheels. For AWD model, pay special attention to all four wheels.
• While servicing, do not depress or release the clutch pedal or accelerator pedal quickly regardless of the engine speed. Quick operation may cause the vehicle to drop off the free roller.
• To prevent the vehicle from slipping due to vibration, do not place anything between rigid rack and the vehicle.



(A) Rigid racks
(B) Free rollers

2. SUBARU SELECT MONITOR

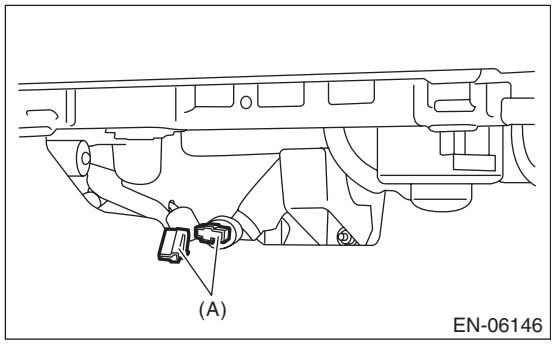
1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
2) Warm-up the engine.
3) Prepare the Subaru Select Monitor kit. <Ref. to EN(STI)(diag)-7, PREPARATION TOOL, General Description.>



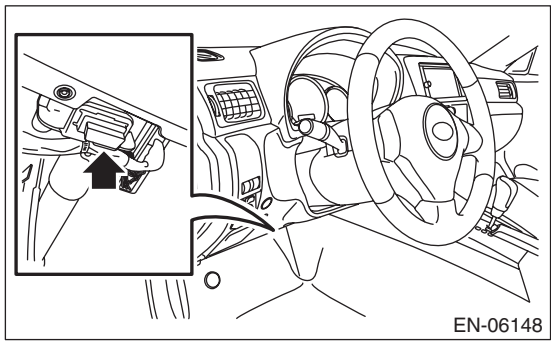
4) Prepare the personal computer which has been installed the Subaru Select Monitor.
5) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

6) Connect the diagnosis cable to the SDI.
7) Connect the delivery (test) mode connector (A) located under the glove box.



8) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

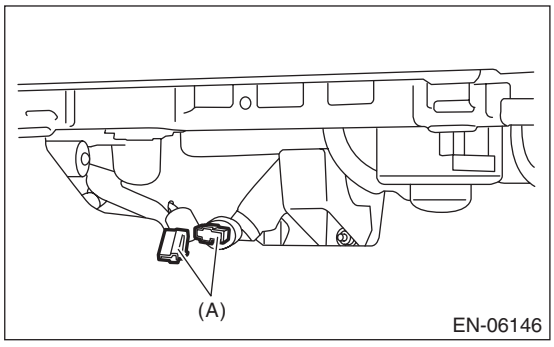
9) Start up the personal computer.
10) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
11) On the «Main Menu» display screen, select the {Each System Check}.
12) On the «System Selection Menu» display screen, select the {Engine Control System}.
13) Click the [OK] button after the information of engine type has been displayed.
14) On the «Engine Diagnosis» display screen, select the {Dealer Check Mode Procedure}.
15) When the «Perform Inspection (Dealer Check) Mode» is shown on the screen, click the [Next] button.
16) Perform subsequent procedures as instructed on the display screen.

• If trouble still remains in the memory, the corresponding DTC appears on the display screen.

NOTE:
• For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".
• For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)".
<Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>
• Release the parking brake.
• The speed difference between front and rear wheels may illuminate the ABS warning light, but this does not indicate a malfunction. When engine control diagnosis is finished, perform the ABS memory clearance procedure of the self-diagnosis system. <Ref. to VDC(diag)-25, Clear Memory Mode.>

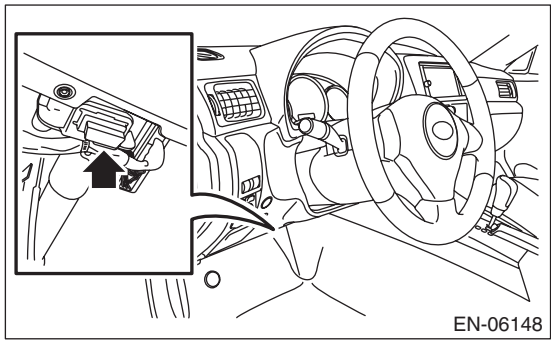
3. GENERAL SCAN TOOL

1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
2) Warm-up the engine.
3) Connect the delivery (test) mode connector (A) located under the glove box.



4) Connect the general scan tool to data link connector located in the lower portion of the instrument panel (on the driver's side).

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.



5) Start the engine.

NOTE:
Depress the clutch pedal when starting engine.
6) Shift the shift lever to turn the neutral position switch to ON.
7) Keep the engine speed in 2,500 — 3,000 rpm range for 40 seconds.
8) Place the shift lever in "1st gear" and drive the vehicle at 5 — 10 km/h (3 — 6 MPH).

NOTE:
• For AWD model, release the parking brake.
• The speed difference between front and rear wheels may illuminate the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system. <Ref. to VDC(diag)-25, Clear Memory Mode.>
9) Using the general scan tool, check DTC and record the result(s).

NOTE:
• For detailed operation procedures, refer to the general scan tool operation manual.
• For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)".
<Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

12.Drive Cycle

A: PROCEDURE

For the troubleshooting, there are driving patterns described below. Driving in the specified pattern allows to diagnose malfunctioning items listed below. After the repair of the following trouble items, be sure to drive the vehicle with the specified drive patterns to check whether the function is resumed correctly.

1. PREPARATION FOR DRIVE CYCLE

1) Check that the battery voltage is 12 V or more and fuel remains approx. half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
2) After performing the diagnostics and clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
3) Disconnect the delivery (test) mode connector.

NOTE:
• Perform the diagnosis after warming up the engine except when the engine coolant temperature at starting is specified.
• Perform the diagnosis twice if the DTC marked with *. After completing the first diagnosis, stop the engine and perform second diagnosis in same condition.

2. DRIVE CYCLE A — DRIVE THE VEHICLE WITH 80 KM/H (50 MPH) FOR 20 MINUTES, AND THEN IDLE THE ENGINE FOR A MINUTE

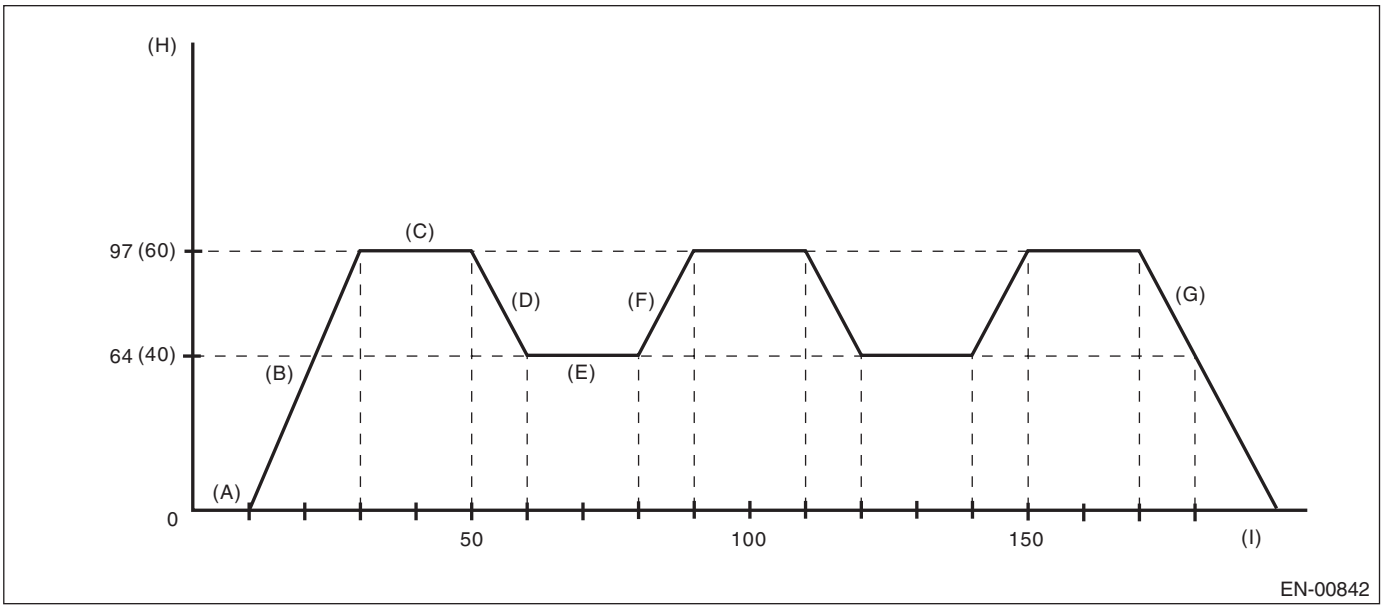
DTC	Item	Condition
*P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	Engine coolant temperature at engine start is less than 20°C (68°F).
*P0126	Insufficient Engine Coolant Temperature for Stable Operation	—
*P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	Engine coolant temperature at engine start is less than 55°C (131°F).
*P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0172	System Too Rich (Bank 2)	Diagnosis completes in drive cycle B or C as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0420	Catalyst System Efficiency Below Threshold (Bank 1)	—
*P0442	Evaporative Emission Control System Leak Detected (Small Leak)	Engine coolant temperature at engine start is less than 25°C (77°F).
*P0451	Evaporative Emission Control System Pressure Sensor	—
*P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	Engine coolant temperature at engine start is less than 25°C (77°F).
*P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	Engine coolant temperature at engine start is less than 25°C (77°F).
P0459	Evaporative Emission System Purge Control Valve Circuit High	—
P1443	Vent Control Solenoid Valve Function Problem	—
*P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Diagnosis completes in drive cycle B or C as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle B or C as well.

3. DRIVE CYCLE B — 10 MINUTES IDLING

NOTE:
Drive the vehicle at 10 km/h (6 MPH) or faster before diagnosis.

DTC	Item	Condition
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0172	System Too Rich (Bank 2)	Diagnosis completes in drive cycle A or C as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0464	Fuel Level Sensor Circuit Intermittent	—
*P0506	Idle Air Control System RPM Lower Than Expected	—
*P0507	Idle Air Control System RPM Higher Than Expected	—
*P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or C as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle A or C as well.

4. DRIVE CYCLE C — DRIVE THE VEHICLE WITH FOLLOWING DRIVE PATTERNS



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

DTC	Item	Condition
*P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	—
P0068	MAP/MAF - Throttle Position Correlation	—
*P0101	Mass or Volume Air Flow Circuit Range/Performance	—
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	—
*P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0172	System Too Rich (Bank 2)	Diagnosis completes in drive cycle A or B as well.
*P0244	Turbo/Super Charger Wastegate Solenoid “A” Range/Performance	—
P0246	Turbo/Super Charger Wastegate Solenoid “A” High	—
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
P2004	Intake Manifold Runner Control Stuck Open (Bank 1)	—
P2005	Intake Manifold Runner Control Stuck Open (Bank 2)	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle A or B as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle A or B as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle A or B as well.

5. DRIVE CYCLE D

DRIFT DIAGNOSIS

1) Check that the engine coolant temperature at engine start is less than 30°C (86°F).
2) Make sure that fuel remains 10 ℓ (2.6 US gal, 2.2 Imp gal) or more and the battery voltage is 10.9 V or more.
3) Start the engine, and check that the engine coolant temperature increases by 10°C (18°F) or more, and reaches 75°C (167°F) or more, when the engine is warmed up.
4) Idle the engine for 120 seconds or more in the condition of step 3.

STUCK DIAGNOSIS

1) Make sure that the battery voltage is 10.9 V or more.
2) Perform the Clear Memory Mode. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
3) Drive the vehicle for the distance equal to the fuel of 50 ℓ (13.2 US gal, 11 Imp gal).

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

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

6. DRIVE CYCLE E

1) Make sure that the battery voltage is 10.9 V or more.
2) Perform the Clear Memory Mode. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
3) Drive the vehicle for the distance equal to the fuel of 30 ℓ (7.9 US gal, 6.6 Imp gal).

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

DTC	Item	Condition
P0461	Fuel Level Sensor “A” Circuit Range/Performance	—

7. DRIVE CYCLE F

1) Check that the engine coolant temperature at engine start is less than 30°C (86°F).
2) Start the engine, and warm it up until engine coolant temperature increases over 95°C (203°F).
3) After the engine has reached the state of procedure 2), idle the engine for 10 minutes or more.

NOTE:
Do not disconnect the battery terminals while diagnosing. (Data will be cleared by disconnecting the battery terminals.)

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

8. DRIVE CYCLE G

1) Remove the battery negative terminal, and reconnect after 10 seconds have passed.
2) Start the engine and warm-up engine until coolant temperature is 80°C (176°F).
3) Start the engine and warm-up engine until coolant temperature is 40°C (104°F) or less.

NOTE:
Do not let engine coolant temperature drop below 5°C (41°F).
4) Start the engine and warm-up engine until coolant temperature is 80°C (176°F).
5) Start the engine and warm-up engine until coolant temperature is 40°C (104°F) or less.

NOTE:
Do not let engine coolant temperature drop below 5°C (41°F).
6) Start and idle the engine.

DTC	Item	Condition
*P0410	Secondary Air Injection System	—
*P0411	Secondary Air Injection System Incorrect Flow Detected	—
P0414	Secondary Air Injection System Switching Valve “A” Circuit Shorted	—
P0417	Secondary Air Injection System Switching Valve “B” Circuit Shorted	—
P1418	Secondary Air Injection System Control “A” Circuit Shorted	—
*P2440	Secondary Air Injection System Switching Valve Stuck Open (Bank 1)	—
*P2441	Secondary Air Injection System Switching Valve Stuck Closed (Bank 1)	—
*P2442	Secondary Air Injection System Switching Valve Stuck Open (Bank2)	—
*P2443	Secondary Air Injection System Switching Valve Stuck Closed (Bank2)	—

9. DRIVE CYCLE H

1) Perform the Clear Memory Mode. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.>
2) With the ignition switch ON, read the engine coolant temperature, intake air temperature and fuel temperature. <Ref. to EN(STI)(diag)-36, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>
3) If the values from step 2) satisfy the following two conditions, start the engine.

Condition:
|Engine coolant temperature — intake air temperature| ≤ 5°C (41°F)
|Engine coolant temperature — fuel temperature| ≤ 2°C (36°F)

NOTE:
- If the conditions are not satisfied, turn the ignition switch to OFF and wait until the parameters are satisfied.
- Shift the shift lever to “neutral” and start the engine.

4) Idle the engine for 1 minute under the conditions in step 3).

DTC	Item	Condition
*P1602	Control Module Programming Error	—

13.Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {Clear Memory}.
5) When the “Clear Memory?” is shown on the screen, click the [Yes] button.
6) When “Done” and “Turn OFF the ignition switch” is shown on the display screen, turn the ignition switch to OFF.

NOTE:
• Initial diagnosis of electronic throttle control is performed after memory clearance. For this reason, start the engine after 10 seconds or more have elapsed since the ignition switch was turned to ON.
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

2. SUBARU SELECT MONITOR (OBD MODE)

1) On the «Main Menu» display screen, select the {Each System Check}.
2) On the «System Selection Menu» display screen, select the {Engine Control System}.
3) Click the [OK] button after the information of engine type has been displayed.
4) On the «Engine Diagnosis» display screen, select the {OBD System}.
5) On the «OBD Menu» display screen, select the {Clear Diagnostic Code?}.
6) When the “Clear Diagnostic Code?” is shown on the screen, click the [Yes] button.
7) When “Done” and “Turn OFF the ignition switch” is shown on the display screen, turn the ignition switch to OFF.

NOTE:
• Initial diagnosis of electronic throttle control is performed after memory clearance. For this reason, start the engine after 10 seconds or more have elapsed since the ignition switch was turned to ON.
• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

3. GENERAL SCAN TOOL

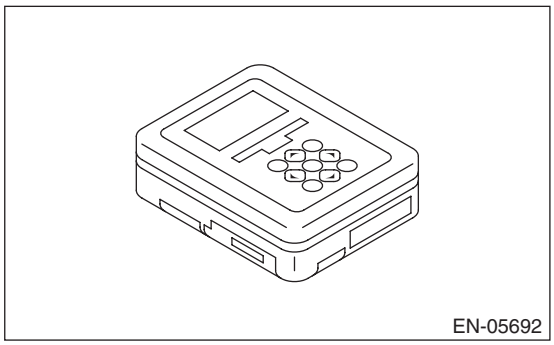
For procedures clearing memory using the general scan tool, refer to the general scan tool operation manual.

NOTE:
Initial diagnosis of electronic throttle control is performed after memory clearance. For this reason, start the engine after 10 seconds or more have elapsed since the ignition switch was turned to ON.

14.Compulsory Valve Operation Check Mode

A: OPERATION

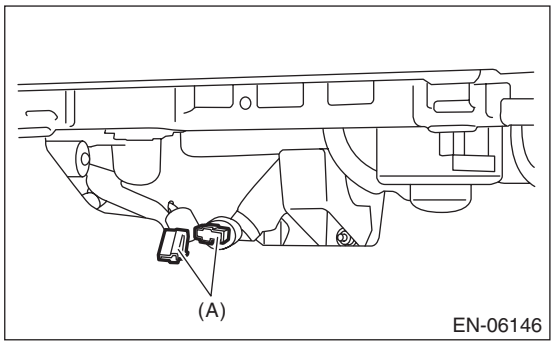
1) Prepare the Subaru Select Monitor kit. <Ref. to EN(STI)(diag)-7, PREPARATION TOOL, General Description.>


EN-05692

2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

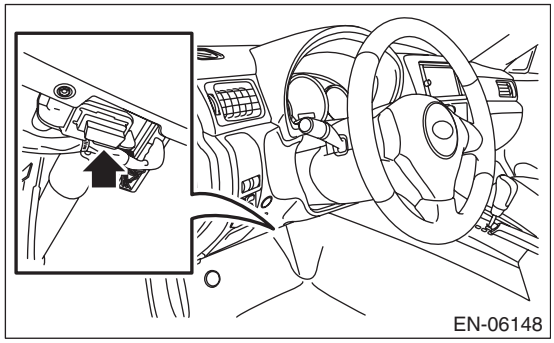
NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

4) Connect the diagnosis cable to the SDI.
5) Connect the delivery (test) mode connector (A) located under the glove box.



EN-06146

6) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).


EN-06148

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

7) Start up the personal computer.
8) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
9) On the «Main Menu» display screen, select the {Each System Check}.
10) On the «System Selection Menu» display screen, select the {Engine Control System}.
11) Click the [OK] button after the information of engine type has been displayed.
12) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
13) On the «System operation check mode» display screen, select the {Actuator ON/OFF Operation}.
14) Select the desired compulsory actuator on the «Actuator ON/OFF Operation» display screen and click the [Next] button.

15) Clicking the [Quit] button completes the compulsory valve operation check mode. The display will then return to the «Actuator ON/OFF Operation» screen.

• A list of the support data is shown in the following table.

Contents	Display
Compulsory fuel pump relay operation check	Fuel Pump Relay
Compulsory purge control solenoid valve operation check	CPC Solenoid Valve
Compulsory purge control solenoid valve 2 operation check	CPC Solenoid 2
Compulsory radiator fan relay operation check	Radiator Fan Relay
Compulsory air conditioning relay operation check	A/C Compressor Relay
Compulsory wastegate control solenoid valve operation check	Turbocharger Wastegate Solenoid
Compulsory pressure control solenoid valve operation check	PCV Solenoid Valve
Compulsory drain valve operation check	Vent. Solenoid Valve
Compulsory secondary air combination valve 1 operation check	Secondary Air Combi Valve 1
Compulsory secondary air combination valve 2 operation check	Secondary Air Combi Valve 2
Compulsory secondary air pump relay operation check	Secondary Air Pump Relay

NOTE:

• The following parts will be displayed but not functional.

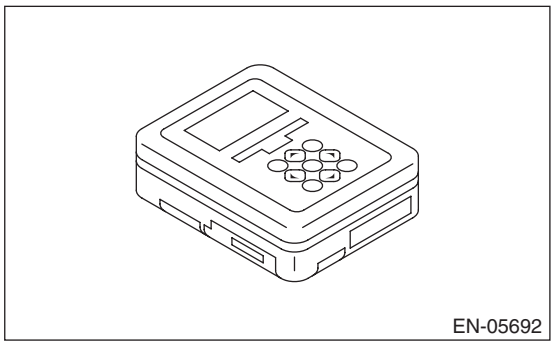
Display
EGR Solenoid Valve
ASV Solenoid Valve
FICD Solenoid
Pressure Switching Sol.1
Pressure Switching Sol.2
AAI Solenoid Valve
Tank Sensor Cntl Valve
EXH. Bypass Control Permit Flag

• For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

15. System Operation Check Mode

A: OPERATION

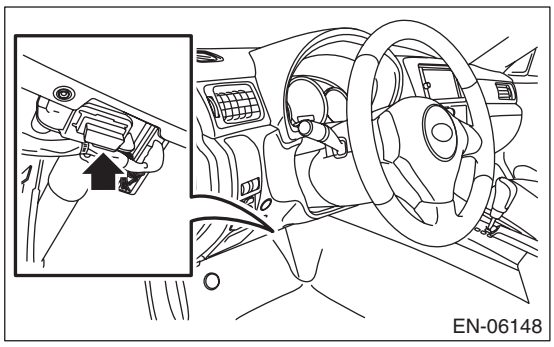
1) Prepare the Subaru Select Monitor kit. <Ref. to EN(STI)(diag)-7, PREPARATION TOOL, General Description.>


EN-05692

2) Prepare the personal computer which has been installed the Subaru Select Monitor.
3) Connect the USB cable between SDI (Subaru Diagnosis Interface) and USB port on the personal computer (dedicated port for the Subaru Select Monitor).

NOTE:
The dedicated port for the Subaru Select Monitor means the USB port which was used to install the Subaru Select Monitor.

4) Connect the diagnosis cable to the SDI.
5) Connect the SDI to data link connector located in the lower portion of the instrument panel (on the driver's side).


EN-06148

CAUTION:
Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

6) Start up the personal computer.
7) Turn the ignition switch to ON (engine OFF), and run the "PC application for Subaru Select Monitor".
8) On the «Main Menu» display screen, select the {Each System Check}.
9) On the «System Selection Menu» display screen, select the {Engine Control System}.
10) Click the [OK] button after the information of engine type has been displayed.
11) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
12) The following items will be displayed on screen.

Display
Actuator ON/OFF Operation
Immobilizer System
Fuel Pump Control
Fixed Idle Ignition Timing
Idle Speed Control
Injector Control

1. FUEL PUMP CONTROL (OFF DRIVE)

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.

1) On the «System operation check mode» display, select the {Fuel Pump Control}.
2) On the «Fuel Pump Control» display screen, select the {OFF Drive}.
3) On the «Start the Engine» display screen, start the engine and click the [OK] button.
4) Click the [Cancel] button to end the OFF drive. The screen will return to the «Fuel Pump Control» screen.

NOTE:
For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".

2. FUEL PUMP CONTROL (ON/OFF DRIVE)

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.

1) On the «System operation check mode» display, select the {Fuel Pump Control}.
2) On the «Fuel Pump Control» display screen, select the {ON/OFF Dr.}.
3) On the «Turn Ignition Switch ON with Engine Stalled» display screen, turn the ignition switch to ON and click the [OK] button.
4) Click the [Cancel] button to end the ON/OFF drive. The screen will return to the «Fuel Pump Control» screen.

NOTE:
For detailed operation procedure, refer to the "PC application help for Subaru Select Monitor".

3. IDLING IGNITION TIMING FIXED

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display screen, select the {Fixed Idle Ignition Timing}.
2) On the «Start the Engine» display screen, start the engine and click the [OK] button.
3) Click the [Cancel] button to end the fixed idle ignition timing. The screen will return to the «System Operation Check Mode» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

4. IDLE SPEED CONTROL

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display screen, select the {Idle Speed Control}.
2) On the «Start the Engine» display screen, start the engine and click the [OK] button.
3) In the «Idle Speed Control» screen, click the [△] button or the [▽] button to change the setting values, then click the [OK] button.
Setting is possible in a range between 500 rpm — 2,000 rpm, in increments of 50 rpm. However, the engine speed that can actually be controlled will vary depending on the vehicle.
4) Click the [Cancel] button to end the idle speed control. The screen will return to the «System Operation Check Mode» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

5. INJECTOR CONTROL (INJECTION STOP MODE)

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Injector Control}.
2) On the «Injector Control» display screen, select the {Injection Stop Mode}.
3) Select the desired injector number on the «Injection Stop Mode» screen, and click the [OK] button.
4) On the «Start the Engine» display screen, start the engine and click the [OK] button.
5) Click the [Cancel] button to return the «Injection Stop Mode» display screen.
6) On the «Injection Stop Mode» display screen, click the [Back] button to end the «Injection Stop Mode». The screen will return to the «Injector Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

6. INJECTOR CONTROL (INJECTION QUANTITY CONTROL)

CAUTION:
After executing the operation check mode, execute the Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.>.
1) On the «System operation check mode» display, select the {Injector Control}.
2) On the «Injector Control» display screen, select the {Injection Quantity Control}.
3) On the «Start the Engine» display screen, start the engine and click the [OK] button.
4) In the «Injection Quantity Control» screen, click the [△] button or the [▽] button to change the setting values, then click the [OK] button.
Setting is possible in a range between 0 — 20%, in increments of 1%.
5) Click the [Cancel] button to end the injection quantity control. The screen will return to the «Injector Control» screen.

NOTE:
For detailed operation procedure, refer to the “PC application help for Subaru Select Monitor”.

16.Malfunction Indicator Light

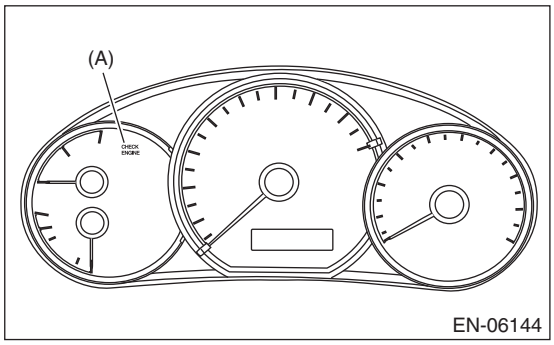
A: PROCEDURE

1. Activation of malfunction indicator light. <Ref. to EN(STI)(diag)-60, ACTIVATION OF MALFUNCTION INDICATOR LIGHT, Malfunction Indicator Light.>
↓
2. Malfunction indicator light does not come on. <Ref. to EN(STI)(diag)-61, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
↓
3. Malfunction indicator light does not go off. <Ref. to EN(STI)(diag)-63, MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF, Malfunction Indicator Light.>
↓
4. Malfunction indicator light does not blink. <Ref. to EN(STI)(diag)-64, MALFUNCTION INDICATOR LIGHT DOES NOT BLINK, Malfunction Indicator Light.>
↓
5. Malfunction indicator light keep blinking. <Ref. to EN(STI)(diag)-66, MALFUNCTION INDICATOR LIGHT REMAINS BLINKING, Malfunction Indicator Light.>

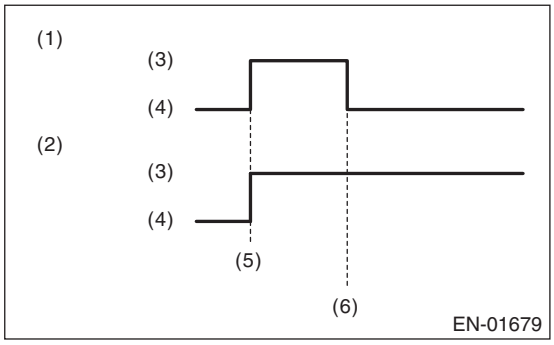
B: ACTIVATION OF MALFUNCTION INDICATOR LIGHT

1) When the ignition switch is turned to ON (engine OFF), the malfunction indicator light (A) in the combination meter illuminates.

NOTE:
If the malfunction indicator light does not illuminate, perform diagnostics of the malfunction indicator light circuit or the combination meter circuit. <Ref. to EN(STI)(diag)-61, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>

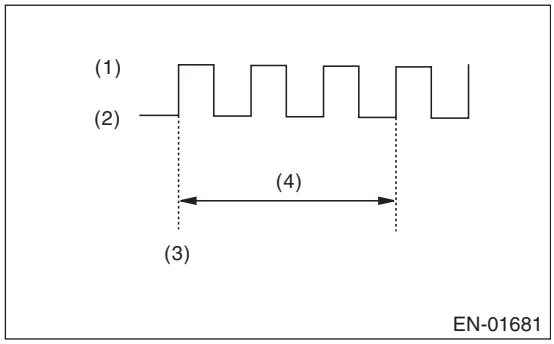


2) After starting the engine, the malfunction indicator light goes out. If it does not go off, either the engine or emission control system has malfunction.



(1) No DTC
(2) Trouble occurs
(3) ON
(4) OFF
(5) Ignition switch ON
(6) Engine start

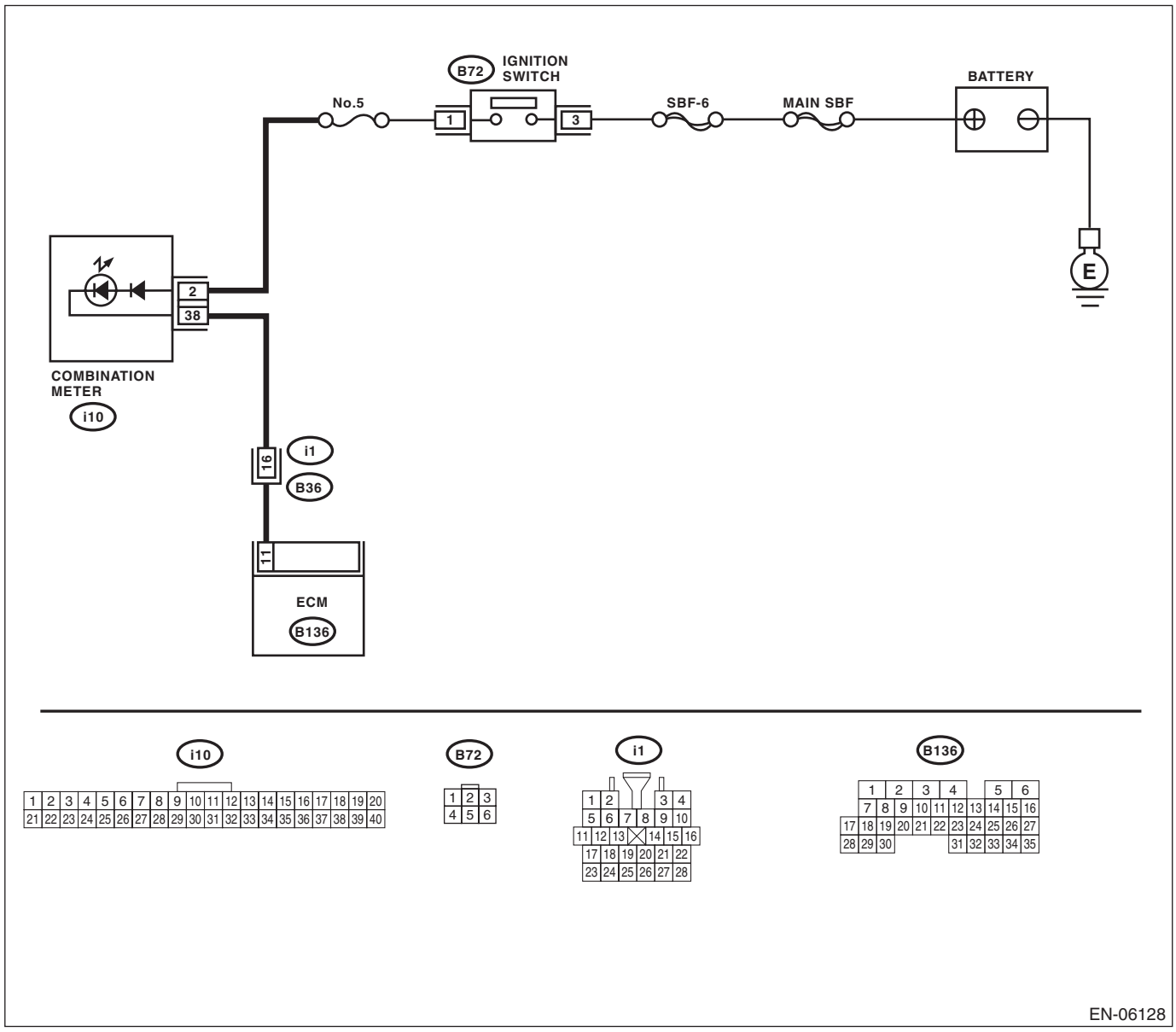
3) Turn the ignition switch to OFF and connect the delivery (test) mode connector.
(1) When the ignition switch is turned to ON (engine OFF), the malfunction indicator light illuminates.
(2) After the engine starts, malfunction indicator light blinks in a cycle of 0.5 Hz. (During diagnosis)
(3) Malfunction indicator light blinks at a cycle of 3 Hz after diagnosis if there is no trouble. Malfunction indicator light illuminates if faulty.



(1) ON
(2) OFF
(3) Ignition switch ON
(4) 1 second

C: MALFUNCTION INDICATOR LIGHT DOES NOT COME ON

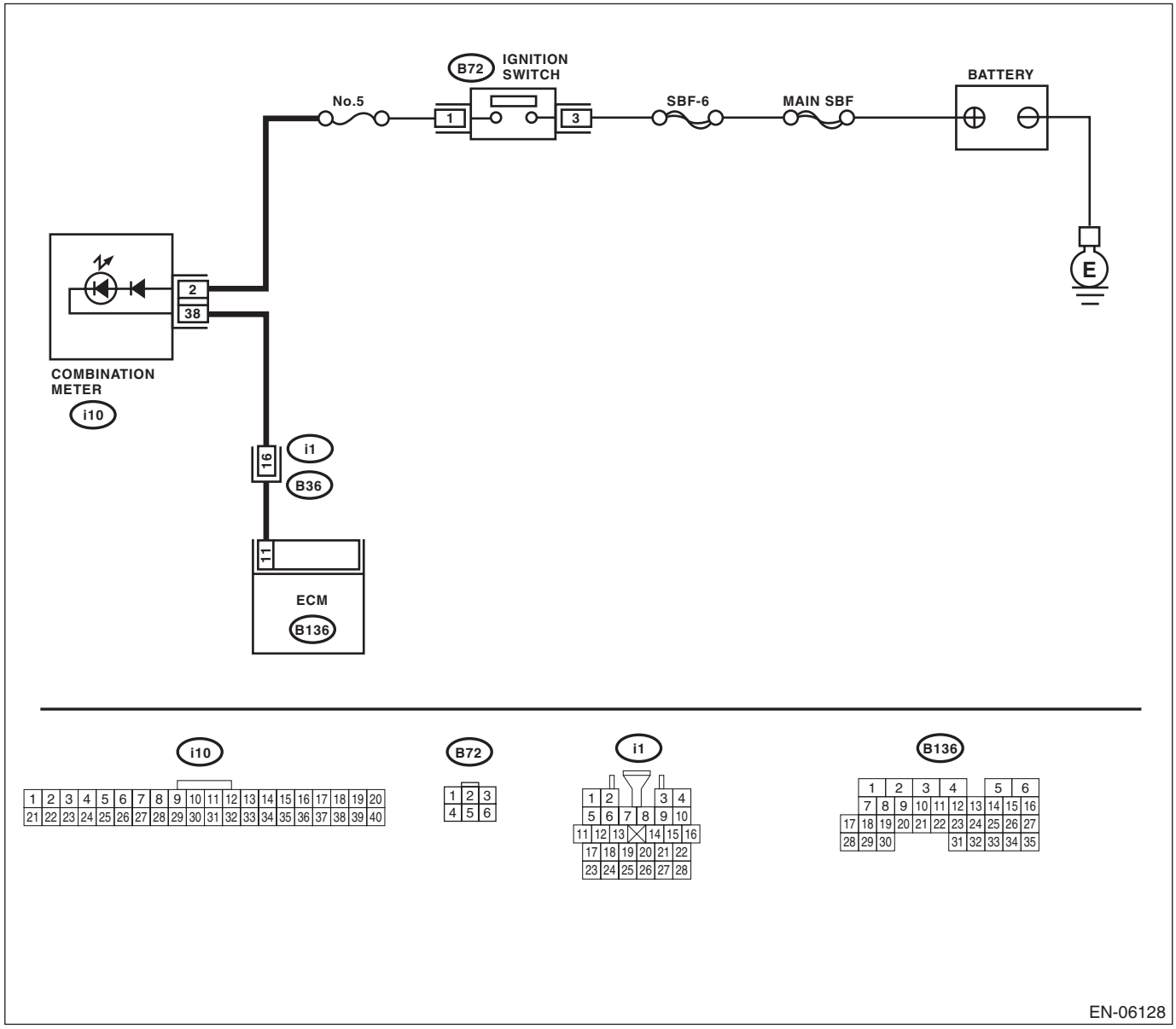
DIAGNOSIS:
The malfunction indicator light circuit is open or shorted.
TROUBLE SYMPTOM:
When the ignition switch is turned to ON (engine OFF), malfunction indicator light does not come on.
WIRING DIAGRAM:



	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. 11 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **4**.	Go to step **2**.
2	**CHECK POOR CONTACT.** Check for poor connection by shaking or pulling ECM connector and harness.	Does the malfunction indicator light illuminate?	Repair poor contact of the ECM connector.	Go to step **3**.
3	**CHECK ECM CONNECTOR.** Check the connection of ECM connector.	Is the ECM connector correctly connected?	Replace the ECM. <Ref. to FU(STI)-49, Engine Control Module (ECM).>	Repair the connection of ECM connector.
4	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the combination meter. <Ref. to IDI-13, Combination Meter.> 3) Disconnect the connector from the ECM and combination meter. 4) Measure the resistance of harness between ECM and combination meter connector. ***Connector & terminal*** ***(B136) No. 11 — (i10) No. 38:***	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 of harness between ECM and combination meter connector • Poor contact of coupling connector
5	**CHECK POOR CONTACT.** Check poor contact of combination meter connector.	Is there poor contact in combination meter connector?	Repair the poor contact of combination meter connector.	Go to step **6**.
6	**CHECK HARNESS BETWEEN COMBINATION METER AND IGNITION SWITCH CONNECTOR.** 1) Turn the ignition switch to ON. 2) Measure the voltage between combination meter connector and chassis ground. ***Connector & terminal*** ***(i10) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Replace the combination meter circuit board. <Ref. to IDI-13, Combination Meter.>	Check the following item and repair if necessary. NOTE: • Blown out of fuse (No. 5) • Open or short circuit in harness between fuse (No. 5) and battery terminal • Poor contact of ignition switch connector

D: MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF

DIAGNOSIS:
The malfunction indicator light circuit is shorted.
TROUBLE SYMPTOM:
Although malfunction indicator light illuminates when the engine runs, DTC is not shown on the Subaru Select Monitor display.
WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN COMBINATION METER AND ECM.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair the ground short circuit of harness between combination meter and ECM connector.	Replace the ECM. <Ref. to FU(STI)-49, Engine Control Module (ECM).>

E: MALFUNCTION INDICATOR LIGHT DOES NOT BLINK

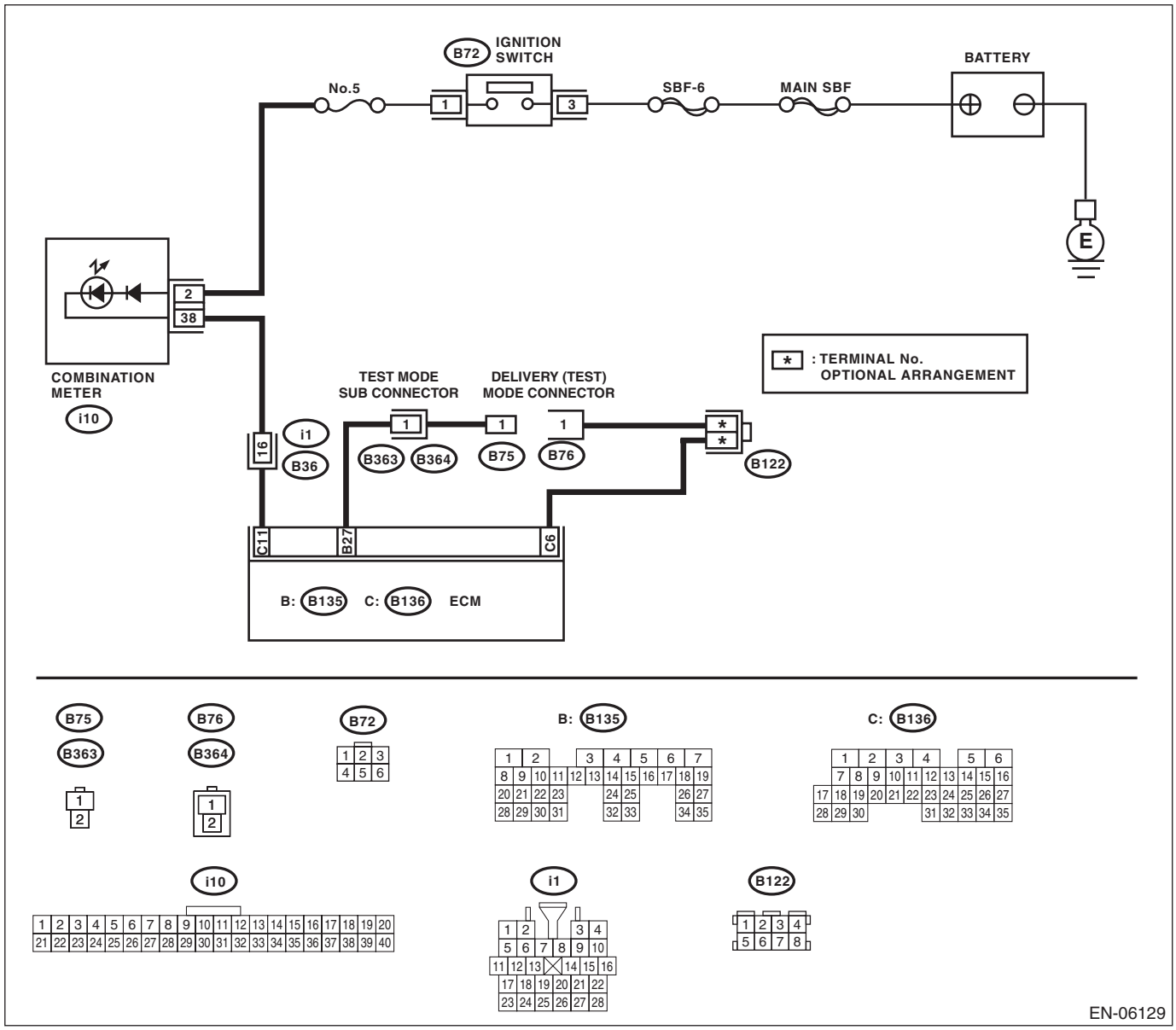
DIAGNOSIS:

- The malfunction indicator light circuit is open or shorted.
- The delivery (test) mode connector circuit is open.

TROUBLE SYMPTOM:

Malfunction indicator light does not blink during Inspection Mode.

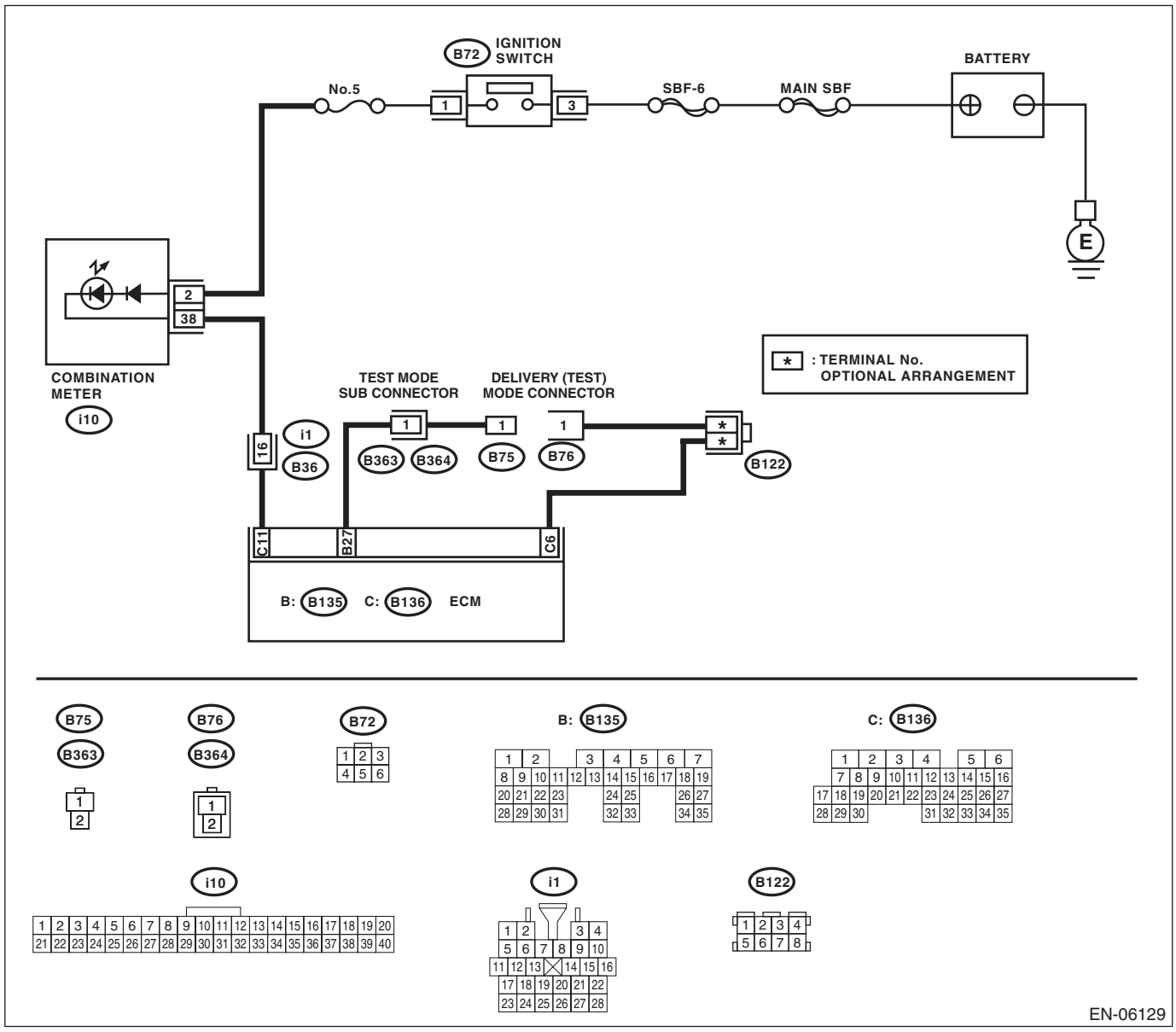
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK STATUS OF MALFUNCTION INDICATOR LIGHT.** 1) Turn the ignition switch to OFF. 2) Disconnect the delivery (test) mode connector. 3) Turn the ignition switch to ON. (engine OFF)	Does the malfunction indicator light illuminate?	Go to step **2**.	Repair the malfunction indicator light circuit. <Ref. to EN(STI)(diag)-61, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
2	**CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair the ground short circuit of harness between ECM and combination meter connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND DELIVERY (TEST) MODE CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and delivery (test) mode connector. ***Connector & terminal*** ***(B76) No. 1 — (B136) 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 of harness between ECM and delivery (test) mode connector • Poor contact of joint connector
4	**CHECK POOR CONTACT.** Check for poor contact of the ECM connector.	Is there poor contact in ECM connector?	Repair poor contact of the ECM connector.	Go to step **5**.
5	**CHECK HARNESS BETWEEN ECM AND DELIVERY (TEST) MODE CONNECTOR.** 1) Connect the delivery (test) mode connector. 2) Measure the resistance of harness between ECM terminals. ***Connector & terminal*** ***(B135) No. 27 — (B136) No. 6:***	Is the resistance less than 1 Ω?	Go to step **6**.	Repair the open circuit of harness between ECM and delivery (test) mode connector.
6	**CHECK POOR CONTACT.** Check for poor contact of the ECM connector.	Is there poor contact in ECM connector?	Repair poor contact of the ECM connector.	Replace the ECM. <Ref. to FU(STI)-49, Engine Control Module (ECM).>

F: MALFUNCTION INDICATOR LIGHT REMAINS BLINKING

DIAGNOSIS:
The delivery (test) mode connector circuit is shorted.
TROUBLE SYMPTOM:
Malfunction indicator light blinks when delivery (test) mode connector is not connected.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK DELIVERY (TEST) MODE CONNECTOR.** 1) Disconnect the delivery (test) mode connector. 2) Turn the ignition switch to ON.	Does the malfunction indicator light blink?	Go to step **2**.	System is normal. NOTE: Malfunction indicator light blinks when delivery (test) mode connector is connected.
2	**CHECK HARNESS BETWEEN ECM AND CHASSIS GROUND TERMINAL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 27 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair the short circuit to ground in harness between ECM and delivery (test) mode connector.	Replace the ECM. <Ref. to FU(STI)-49, Engine Control Module (ECM).>

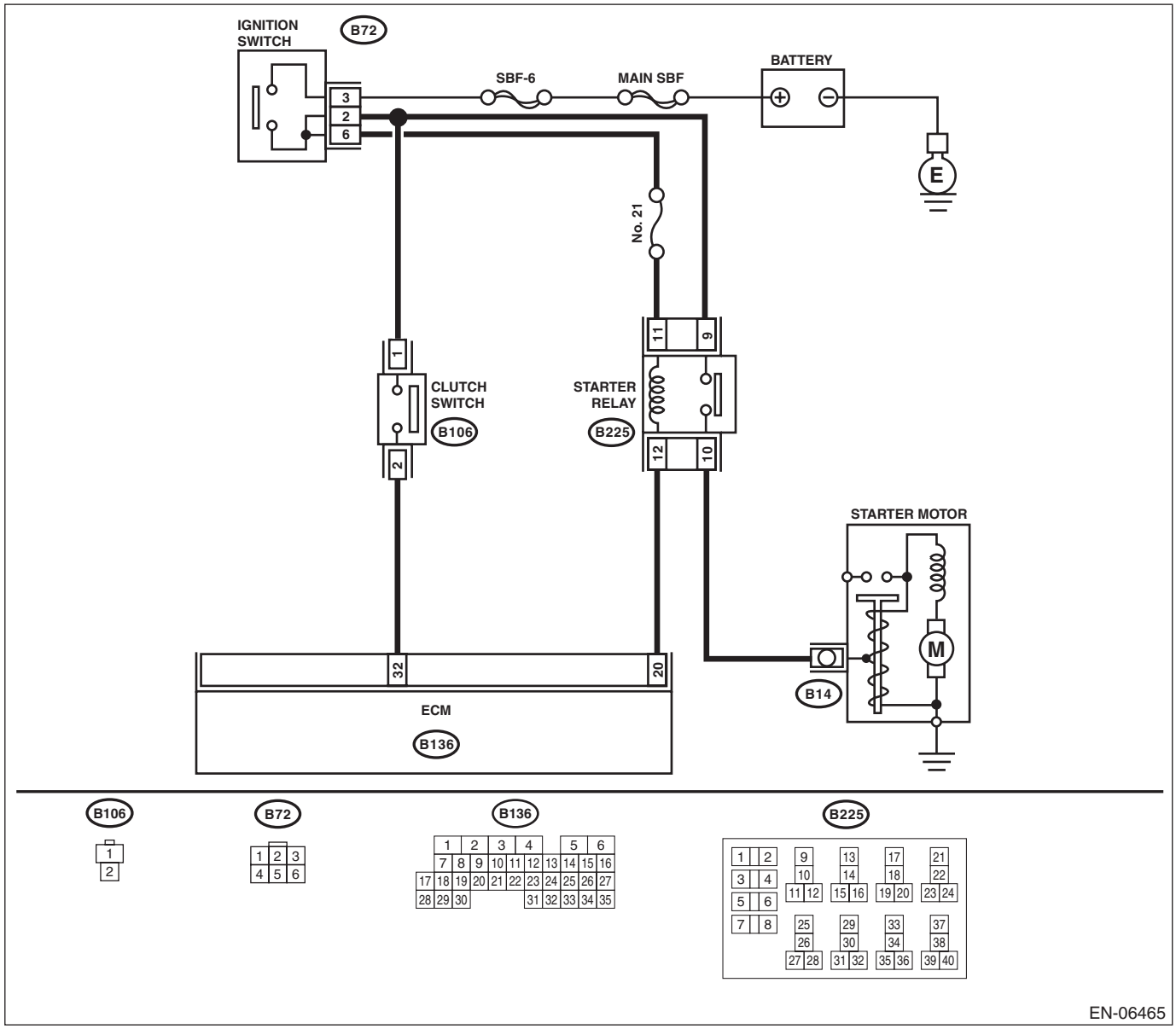
17.Diagnostics for Engine Starting Failure

A: PROCEDURE

1. Check of the fuel amount
↓
2. Inspection of starter motor circuit. <Ref. to EN(STI)(diag)-69, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ECM power supply and ground line. <Ref. to EN(STI)(diag)-72, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>
↓
4. Inspection of ignition control system. <Ref. to EN(STI)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel pump circuit. <Ref. to EN(STI)(diag)-77, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection of fuel injector circuit. <Ref. to EN(STI)(diag)-78, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

B: STARTER MOTOR CIRCUIT

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:

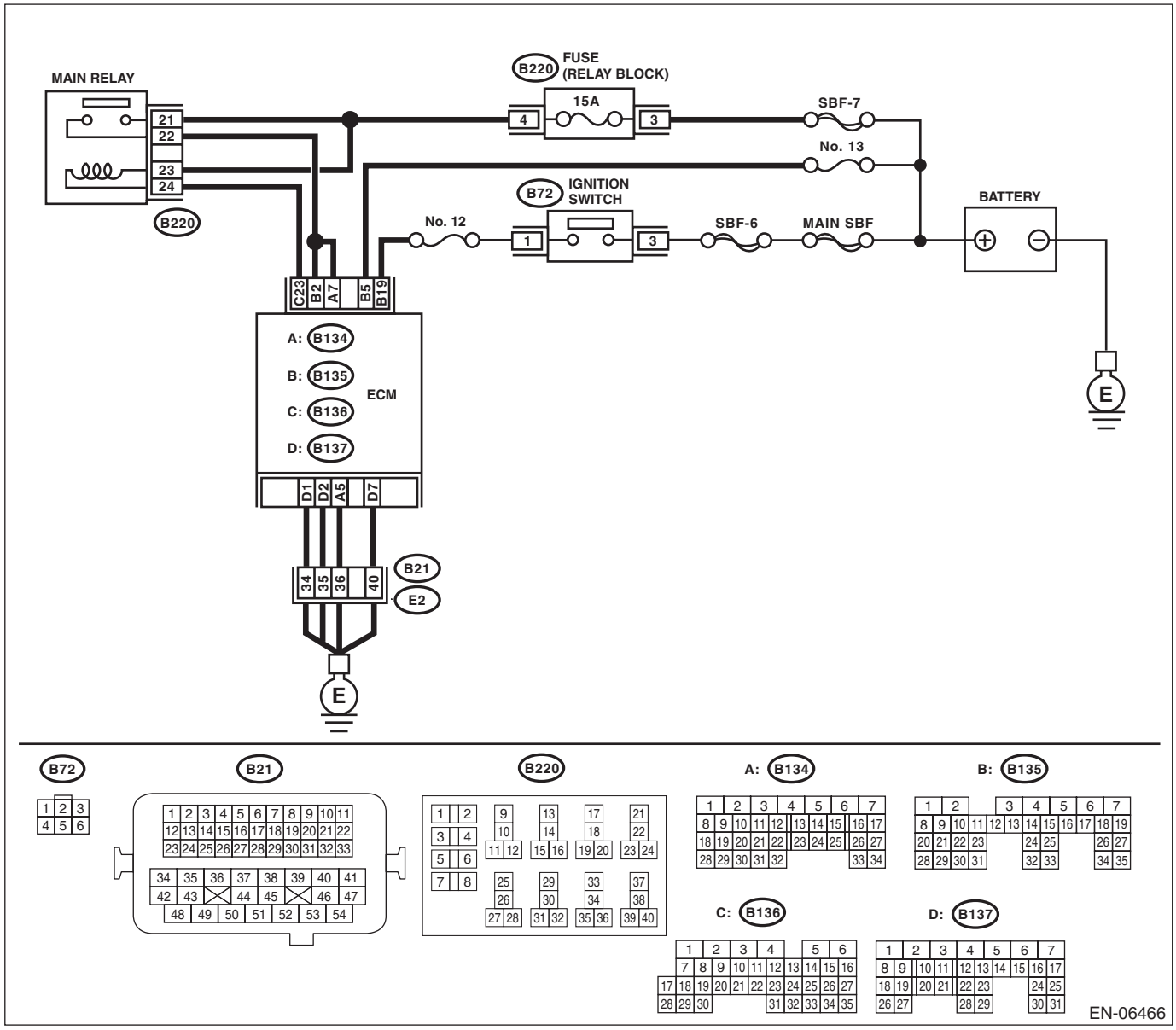


	Step	Check	Yes	No
1	**CHECK BATTERY.** Check the battery voltage.	Is the voltage 12 V or more?	Go to step **2**.	Charge or replace the battery.
2	**CHECK OPERATION OF STARTER MOTOR.**	Does the starter motor operate?	Go to step **3**.	Go to step **4**.
3	**CHECK DTC.**	Is DTC displayed?<Ref. to EN(STI)(diag)-43, OPERATION, Read Diagnostic Trouble Code (DTC).>	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	The circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.
4	**CHECK INPUT SIGNAL FOR STARTER MOTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter motor. 3) Depress the clutch pedal. 4) Turn the ignition switch to START. 5) Measure the voltage between the starter motor connector and the engine ground. ***Connector & terminal*** ***(B14) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Check the starter motor. <Ref. to SC(STI)-5, Starter.>	Go to step **5**.
5	**CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition switch. 3) Measure the voltage between ignition switch connector and chassis ground. ***Connector & terminal*** ***(B72) No. 3 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **6**.	Check the following item and repair or replace if necessary. • Blown out of fuse • Open or ground short circuit of harness between ignition switch connector and battery
6	**CHECK IGNITION SWITCH.** Measure the resistance between ignition switch terminals after turning the ignition switch to START position. ***Terminals*** ***No. 3 — No. 2:*** ***No. 3 — No. 6:***	Is the resistance less than 1 Ω?	Go to step **7**.	Replace the ignition switch. <Ref. to SL-41, REPLACEMENT, Ignition Key Lock.>
7	**CHECK INPUT VOLTAGE OF STARTER RELAY.** 1) Remove the starter relay. 2) Connect the connector to ignition switch. 3) Measure the voltage between starter relay connector and chassis ground after turning the ignition switch to START position. ***Connector & terminal*** ***(B225) No. 9 (+) — Chassis ground (–):*** ***(B225) No. 11 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **8**.	Check the following item and repair or replace if necessary. • Blown out of fuse • Open circuit in harness between starter relay connector and ignition switch connector

	Step	Check	Yes	No
8	**CHECK STARTER RELAY.** 1) Connect the battery to starter relay terminals No. 11 and No. 12. 2) Measure the resistance between starter relay terminals. ***Terminals*** ***No. 9 — No. 10:***	Is the resistance less than 1 Ω?	Go to step **9**.	Replace the starter relay.
9	**CHECK HARNESS BETWEEN ECM AND STARTER RELAY CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and starter relay connector. ***Connector & terminal*** ***(B136) No. 20 — (B225) No. 12:***	Is the resistance less than 1 Ω?	Go to step **10**.	Repair the open circuit of harness between ECM and starter relay connector.
10	**CHECK ECM INPUT VOLTAGE.** 1) Depress the clutch pedal. 2) Turn the ignition switch to START. 3) Measure the voltage between ECM connector and chassis ground. ***Connector & terminal*** ***(B136) No. 32 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the open circuit of the harness between starter relay connector and starter motor.	Go to step **11**.
11	**CHECK INPUT VOLTAGE OF CLUTCH SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the clutch switch connector. 3) Turn the ignition switch to START. 4) Measure the voltage between the clutch switch connector and chassis ground. ***Connector & terminal*** ***(B106) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **12**.	Repair open circuit or short circuit to ground in harness between ignition switch connector and clutch switch connector.
12	**CHECK CLUTCH SWITCH.** Measure the resistance between clutch switch terminals while depressing the clutch pedal. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Repair the open circuit in harness between clutch switch connector and ECM connector.	Replace the clutch switch. <Ref. to CL-23, Clutch Switch.>

C: CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM)

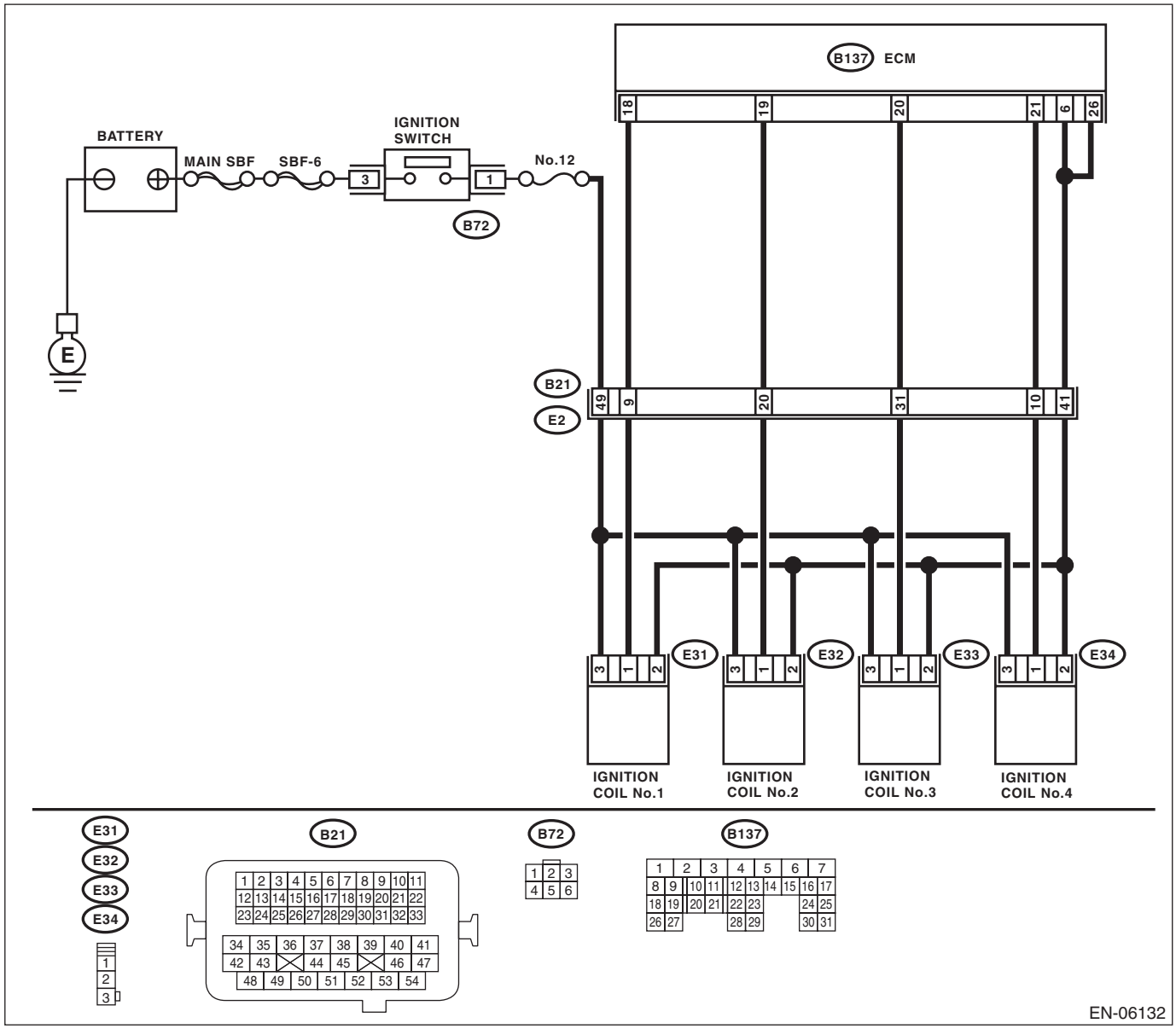
CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK MAIN RELAY.** 1) Turn the ignition switch to OFF. 2) Remove the main relay. 3) Connect the battery to main relay terminals No. 23 and No. 24. 4) Measure the resistance between main relay terminals. ***Terminals*** ***No. 21 — No. 22:***	Is the resistance less than 1 Ω?	Go to step **2**.	Replace the main relay. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
2	**CHECK GROUND CIRCUIT FOR ECM.** 1) Disconnect the connectors from the ECM. 2) 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. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM connector and engine ground • Poor contact of coupling connector
3	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 5 (+) — Chassis ground (–):*** ***(B135) No. 19 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Repair the open or ground short circuit of power supply circuit.
4	**CHECK INPUT VOLTAGE OF MAIN RELAY.** Measure the voltage between main relay connector and chassis ground. ***Connector & terminal*** ***(B220) No. 21 (+) — Chassis ground (–):*** ***(B220) No. 23 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **5**.	Repair the open or ground short circuit of harness of power supply circuit.
5	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to OFF. 2) Install the main relay. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 23 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **6**.	Repair the open or ground short circuit of harness between ECM and main relay connector.
6	**CHECK INPUT VOLTAGE OF ECM.** 1) Turn the ignition switch to OFF. 2) Connect the connector to ECM. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 7 (+) — Chassis ground (–):*** ***(B135) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Check ignition control system. <Ref. to EN(STI)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair the open or ground short circuit of harness between ECM and main relay connector.

D: IGNITION CONTROL SYSTEM

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:

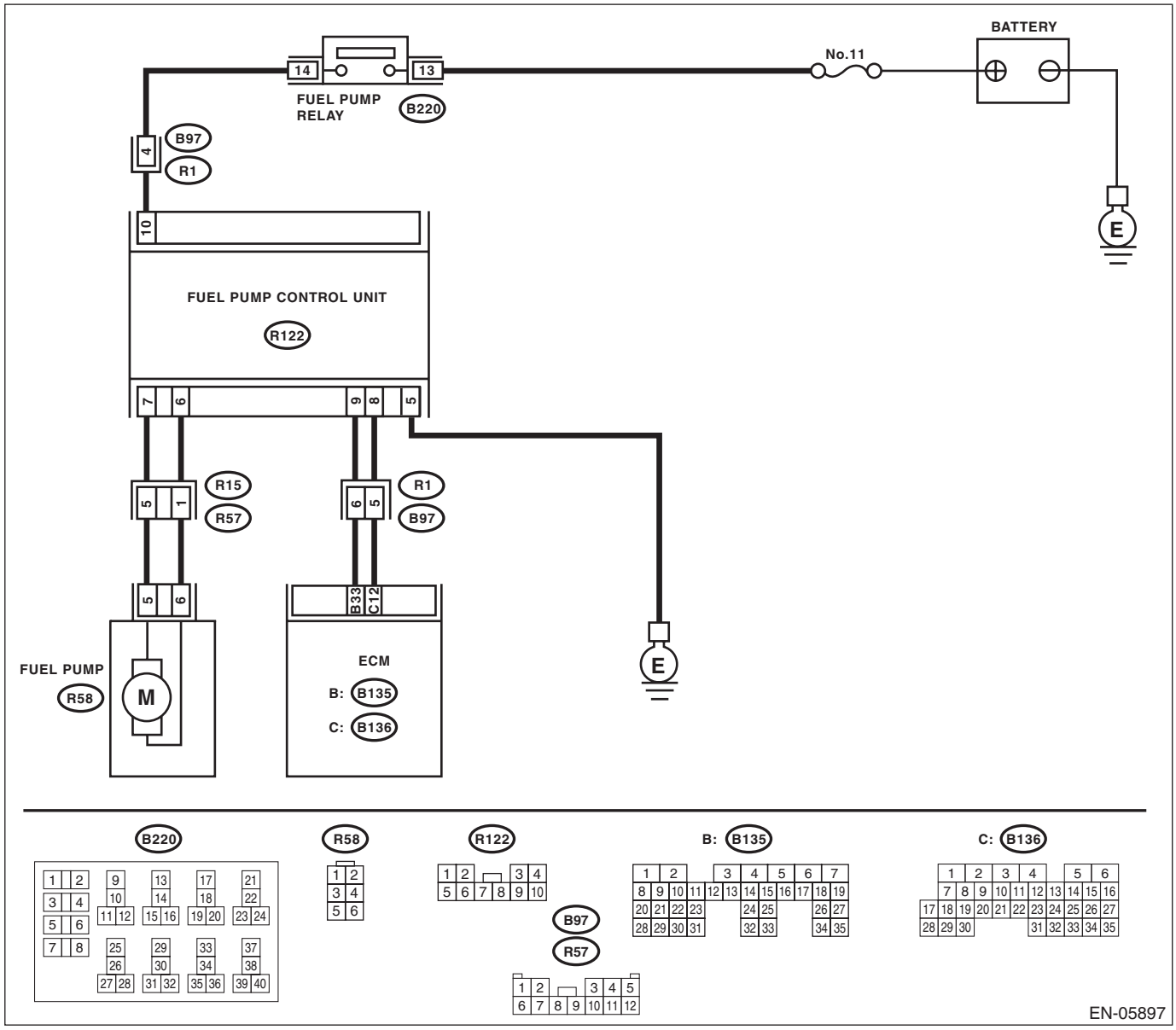


	Step	Check	Yes	No
1	**CHECK SPARK PLUG CONDITION.** 1) Remove the spark plug. <Ref. to IG(STI)-4, REMOVAL, Spark Plug.> 2) Check the spark plug condition. <Ref. to IG(STI)-5, INSPECTION, Spark Plug.>	Is the spark plug condition normal?	Go to step **2**.	Replace the spark plug. <Ref. to IG(STI)-4, Spark Plug.>
2	**CHECK IGNITION SYSTEM FOR SPARKS.** 1) Connect the spark plug to ignition coil. 2) Release the fuel pressure. <Ref. to FU(STI)-54, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.> 3) Contact the spark plug thread portion to engine. 4) While opening the throttle valve fully, crank the engine to check that spark occurs at each cylinder.	Does spark occur at each cylinder?	Check fuel pump system. <Ref. to EN(STI)(diag)-77, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step **3**.
3	**CHECK POWER SUPPLY CIRCUIT FOR IGNITION COIL.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition coil. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between ignition coil connector and engine ground. ***Connector & terminal*** ***(E31) No. 3 (+) — Engine ground (–):*** ***(E32) No. 3 (+) — Engine ground (–):*** ***(E33) No. 3 (+) — Engine ground (–):*** ***(E34) No. 3 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ignition coil connector and ignition switch connector • Poor contact of coupling connector
4	**CHECK HARNESS OF IGNITION COIL GROUND CIRCUIT.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between ECM and ignition coil connector. ***Connector & terminal*** ***(E31) No. 2 — (B137) No. 6:*** ***(E32) No. 2 — (B137) No. 6:*** ***(E33) No. 2 — (B137) No. 6:*** ***(E34) No. 2 — (B137) No. 6:*** ***(E31) No. 2 — (B137) No. 26:*** ***(E32) No. 2 — (B137) No. 26:*** ***(E33) No. 2 — (B137) No. 26:*** ***(E34) No. 2 — (B137) No. 26:***	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 of harness between the ECM and ignition coil connector • Poor contact of coupling connector
5	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and ignition coil. 3) Measure the resistance of harness between the ECM and ignition coil connector. ***Connector & terminal*** ***(B137) No. 18 — (E31) No. 1:*** ***(B137) No. 19 — (E32) No. 1:*** ***(B137) No. 20 — (E33) No. 1:*** ***(B137) No. 21 — (E34) 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 the ECM and ignition coil connector • Poor contact of coupling connector

	Step	Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND IGNITION COIL CONNECTOR.** Measure the resistance of harness between ECM and engine ground. ***Connector & terminal*** ***(B137) No. 18 — Engine ground:*** ***(B137) No. 19 — Engine ground:*** ***(B137) No. 20 — Engine ground:*** ***(B137) No. 21 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **7**.	Repair the ground short circuit of harness between the ECM and ignition coil connector.
7	**CHECK POOR CONTACT.** Check for poor contact of the ECM connector.	Is there poor contact in ECM connector?	Repair poor contact of the ECM connector.	Replace the ignition coil. <Ref. to IG(STI)-7, Ignition Coil.>

E: FUEL PUMP CIRCUIT

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.
WIRING DIAGRAM:

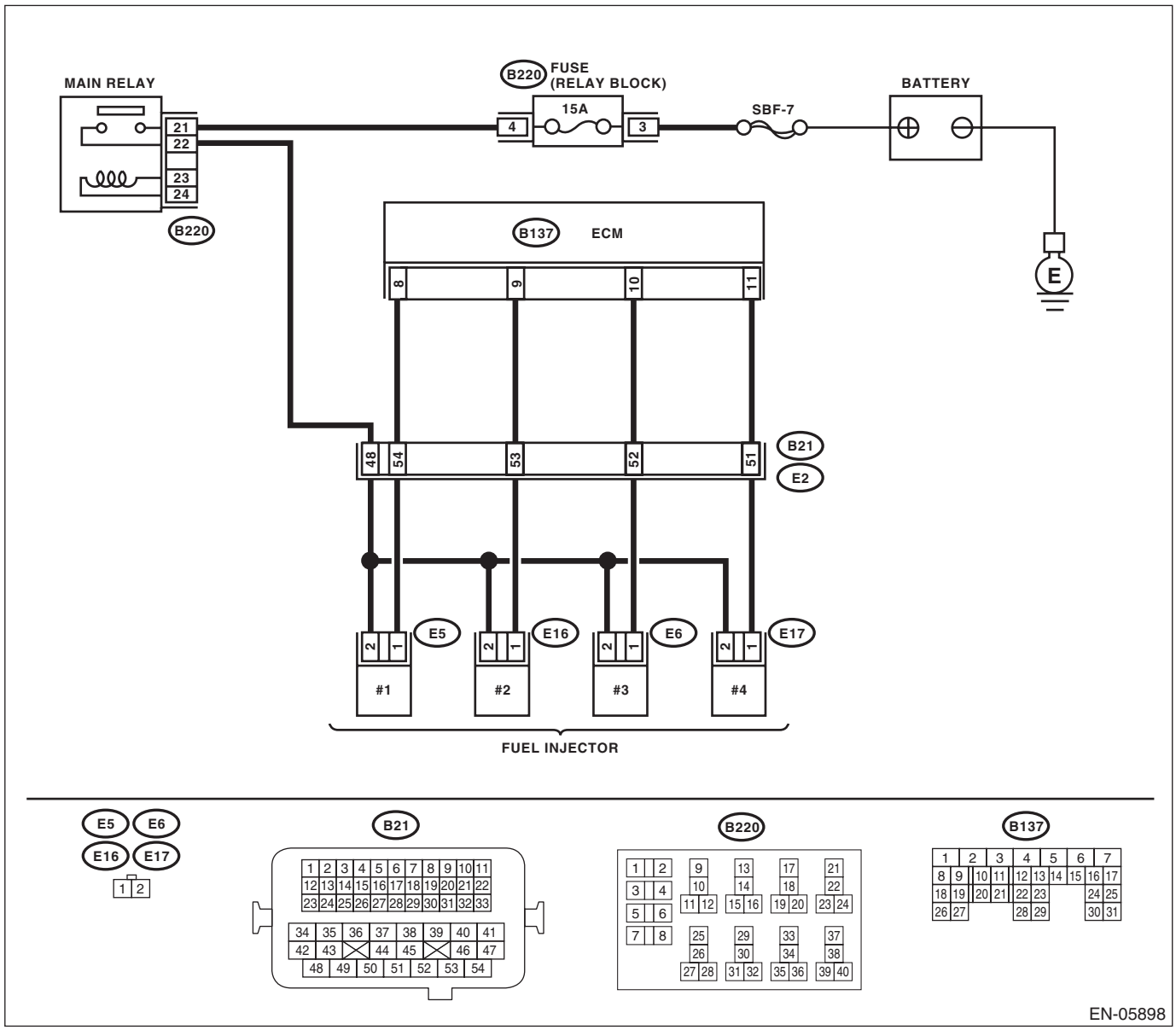


Step		Check	Yes	No
1	**CHECK OPERATING SOUND OF FUEL PUMP.** Make sure that the fuel pump operates for two seconds when turning the ignition switch to ON. NOTE: Fuel pump operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the fuel pump emit operating sound?	Check the fuel injector circuit. <Ref. to EN(STI)(diag)-78, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>	Display the DTC. <Ref. to EN(STI)(diag)-43, OPERATION, Read Diagnostic Trouble Code (DTC).>

F: FUEL INJECTOR CIRCUIT

CAUTION:
- **Check or repair only faulty parts.**
- **After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.**

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK OPERATION OF EACH FUEL INJECTOR.** While cranking the engine, check each fuel injector emits operating sound. Use a sound scope or attach a screwdriver to the injector for this check.	Does the fuel injector emit operating sound?	Check the fuel pressure. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.>	Go to step **2**.
2	**CHECK POWER SUPPLY TO EACH FUEL INJECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between fuel injector terminal and engine ground. ***Connector & terminal*** ***#1 (E5) No. 2 (+) — Engine ground (–):*** ***#2 (E16) No. 2 (+) — Engine ground (–):*** ***#3 (E6) No. 2 (+) — Engine ground (–):*** ***#4 (E17) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and fuel injector connector • Poor contact of main relay connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and fuel injector connector. ***Connector & terminal*** ***(B137) No. 8 — (E5) No. 1:*** ***(B137) No. 9 — (E16) No. 1:*** ***(B137) No. 10 — (E6) No. 1:*** ***(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 HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR.** Measure the resistance of harness between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 8 — Chassis ground:*** ***(B137) No. 9 — Chassis ground:*** ***(B137) No. 10 — Chassis ground:*** ***(B137) No. 11 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit to ground in harness between ECM and fuel injector connector.
5	**CHECK EACH FUEL INJECTOR.** Measure the resistance between each fuel injector terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 5 — 20 Ω?	Go to step **6**.	Replace the faulty fuel injector. <Ref. to FU(STI)-37, Fuel Injector.>
6	**CHECK POOR CONTACT.** Check for poor contact of the ECM connector.	Is there poor contact in ECM connector?	Repair poor contact of the ECM connector.	Inspection using General Diagnostic Table <Ref. to EN(STI)(diag)-384, INSPECTION, General Diagnostic Table.>

18.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0011	Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 1)	<Ref. to EN(STI)(diag)-88, DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0014	Exhaust AVCS System 1 (Range/Performance)	<Ref. to EN(STI)(diag)-89, DTC P0014 EXHAUST AVCS SYSTEM 1 (RANGE/PERFORMANCE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0016	Crankshaft Position - Camshaft Position Correlation (Bank1)	<Ref. to EN(STI)(diag)-90, DTC P0016 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0017	Crank And Cam Timing B System Failure (Bank 1)	<Ref. to EN(STI)(diag)-91, DTC P0017 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0018	Crankshaft Position - Camshaft Position Correlation (Bank2)	<Ref. to EN(STI)(diag)-92, DTC P0018 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0019	Crank And Cam Timing B System Failure (Bank 2)	<Ref. to EN(STI)(diag)-93, DTC P0019 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0021	Intake Camshaft Position - Timing Over-Advanced or System Performance (Bank 2)	<Ref. to EN(STI)(diag)-94, DTC P0021 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0024	Exhaust AVCS System 1 (Range/Performance)	<Ref. to EN(STI)(diag)-95, DTC P0024 EXHAUST AVCS SYSTEM 2 (RANGE/PERFORMANCE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-96, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-98, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-100, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-102, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-104, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to EN(STI)(diag)-106, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to EN(STI)(diag)-108, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to EN(STI)(diag)-110, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to EN(STI)(diag)-112, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to EN(STI)(diag)-114, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to EN(STI)(diag)-116, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to EN(STI)(diag)-118, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to EN(STI)(diag)-120, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to EN(STI)(diag)-122, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to EN(STI)(diag)-124, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine Coolant Temperature Circuit High	<Ref. to EN(STI)(diag)-126, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0122	Throttle/Pedal Position Sensor/Switch “A” Circuit Low	<Ref. to EN(STI)(diag)-128, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/Pedal Position Sensor/Switch “A” Circuit High	<Ref. to EN(STI)(diag)-130, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to EN(STI)(diag)-132, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to EN(STI)(diag)-133, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to EN(STI)(diag)-134, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-135, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-137, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-139, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to EN(STI)(diag)-141, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-143, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-145, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-147, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to EN(STI)(diag)-149, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0171	System Too Lean (Bank 1)	<Ref. to EN(STI)(diag)-151, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0172	System Too Rich (Bank 1)	<Ref. to EN(STI)(diag)-152, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0181	Fuel Temperature Sensor “A” Circuit Range/Performance	<Ref. to EN(STI)(diag)-154, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0182	Fuel Temperature Sensor “A” Circuit Low Input	<Ref. to EN(STI)(diag)-156, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0183	Fuel Temperature Sensor “A” Circuit High Input	<Ref. to EN(STI)(diag)-158, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0222	Throttle/Pedal Position Sensor/Switch “B” Circuit Low	<Ref. to EN(STI)(diag)-160, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0223	Throttle/Pedal Position Sensor/Switch “B” Circuit High	<Ref. to EN(STI)(diag)-162, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0230	Fuel Pump Primary Circuit	<Ref. to EN(STI)(diag)-164, DTC P0230 FUEL PUMP PRIMARY CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0244	Turbo/Super Charger Wastegate Solenoid “A” Range/Performance	<Ref. to EN(STI)(diag)-167, DTC P0244 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0245	Turbo/Super Charger Wastegate Solenoid “A” Low	<Ref. to EN(STI)(diag)-169, DTC P0245 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0246	Turbo/Super Charger Wastegate Solenoid “A” High	<Ref. to EN(STI)(diag)-171, DTC P0246 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 Misfire Detected	<Ref. to EN(STI)(diag)-172, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 Misfire Detected	<Ref. to EN(STI)(diag)-172, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 Misfire Detected	<Ref. to EN(STI)(diag)-172, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 Misfire Detected	<Ref. to EN(STI)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to EN(STI)(diag)-179, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to EN(STI)(diag)-181, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft Position Sensor “A” Circuit	<Ref. to EN(STI)(diag)-183, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0336	Crankshaft Position Sensor “A” Circuit Range/Performance	<Ref. to EN(STI)(diag)-185, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P0340	Camshaft Position Sensor “A” Circuit (Bank 1 or Single Sensor)	<Ref. to EN(STI)(diag)-187, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0345	Camshaft Position Sensor “A” Circuit (Bank 2)	<Ref. to EN(STI)(diag)-189, DTC P0345 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0365	Camshaft Position Sensor “B” Circuit (Bank 1)	<Ref. to EN(STI)(diag)-191, DTC P0365 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0390	Camshaft Position Sensor “B” Circuit (Bank 2)	<Ref. to EN(STI)(diag)-193, DTC P0390 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0410	Secondary Air Injection System	<Ref. to EN(STI)(diag)-195, DTC P0410 SECONDARY AIR INJECTION SYSTEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0411	Secondary Air Injection System Incorrect Flow Detected	<Ref. to EN(STI)(diag)-199, DTC P0411 SECONDARY AIR INJECTION SYSTEM INCORRECT FLOW DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0413	Secondary Air Injection System Switching Valve “A” Circuit Open	<Ref. to EN(STI)(diag)-202, DTC P0413 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT OPEN , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0414	Secondary Air Injection System Switching Valve “A” Circuit Shorted	<Ref. to EN(STI)(diag)-205, DTC P0414 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT SHORTED , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0416	Secondary Air Injection System Switching Valve “B” Circuit Open	<Ref. to EN(STI)(diag)-208, DTC P0416 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT OPEN , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0417	Secondary Air Injection System Switching Valve “B” Circuit Shorted	<Ref. to EN(STI)(diag)-211, DTC P0417 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT SHORTED , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0418	Secondary Air Injection System Control “A” Circuit	<Ref. to EN(STI)(diag)-214, DTC P0418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT OPEN , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to EN(STI)(diag)-217, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to EN(STI)(diag)-221, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to EN(STI)(diag)-224, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to EN(STI)(diag)-226, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to EN(STI)(diag)-228, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to EN(STI)(diag)-230, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to EN(STI)(diag)-232, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to EN(STI)(diag)-234, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to EN(STI)(diag)-237, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to EN(STI)(diag)-240, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to EN(STI)(diag)-242, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel Level Sensor “A” Circuit Range/ Performance	<Ref. to EN(STI)(diag)-243, DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel Level Sensor “A” Circuit Low	<Ref. to EN(STI)(diag)-243, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel Level Sensor “A” Circuit High	<Ref. to EN(STI)(diag)-244, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to EN(STI)(diag)-244, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0500	Vehicle Speed Sensor “A”	<Ref. to EN(STI)(diag)-245, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to EN(STI)(diag)-246, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to EN(STI)(diag)-248, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter Request Circuit	<Ref. to EN(STI)(diag)-250, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0513	Incorrect Immobilizer Key	<Ref. to IM(diag)-14, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0600	Serial Communication Link	<Ref. to EN(STI)(diag)-251, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to EN(STI)(diag)-252, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to EN(STI)(diag)-253, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0607	Throttle Control System Circuit Range/ Performance	<Ref. to EN(STI)(diag)-254, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0638	Throttle Actuator Control Range/ Performance (Bank 1)	<Ref. to EN(STI)(diag)-255, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to EN(STI)(diag)-256, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to EN(STI)(diag)-258, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank1 Sensor1)	<Ref. to EN(STI)(diag)-260, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P1153	O2 Sensor Circuit Range/Performance (High) (Bank1 Sensor1)	<Ref. to EN(STI)(diag)-262, DTC P1153 O2 SENSOR CIRCUIT RANGE/ PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1160	Return Spring Failure	<Ref. to EN(STI)(diag)-263, DTC P1160 RETURN SPRING FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to EN(STI)(diag)-264, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1410	Secondary Air Injection System Switching Valve Stuck Open	<Ref. to EN(STI)(diag)-266, DTC P1410 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1418	Secondary Air Injection System Control “A” Circuit Shorted	<Ref. to EN(STI)(diag)-269, DTC P1418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT SHORTED , Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to EN(STI)(diag)-272, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to EN(STI)(diag)-274, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1491	Positive Crankcase Ventilation (Blow-By) Function Problem	<Ref. to EN(STI)(diag)-276, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to EN(STI)(diag)-278, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1570	Antenna	<Ref. to IM(diag)-15, DTC P1570 ANTENNA, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1571	Reference Code Incompatibility	<Ref. to IM(diag)-17, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1572	IMM Circuit Failure (Except Antenna Circuit)	<Ref. to IM(diag)-18, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1574	Key Communication Failure	<Ref. to IM(diag)-20, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1576	EGI Control Module EEPROM	<Ref. to IM(diag)-21, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1577	IMM Control Module EEPROM	<Ref. to IM(diag)-21, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1578	Meter Failure	<Ref. to IM(diag)-22, DTC P1578 METER FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1602	Control Module Programming Error	<Ref. to EN(STI)(diag)-280, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2004	Intake Manifold Runner Control Stuck Open (Bank 1)	<Ref. to EN(STI)(diag)-290, DTC P2004 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2005	Intake Manifold Runner Control Stuck Open (Bank 2)	<Ref. to EN(STI)(diag)-290, DTC P2005 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2006	Intake Manifold Runner Control Stuck Closed (Bank 1)	<Ref. to EN(STI)(diag)-291, DTC P2006 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2007	Intake Manifold Runner Control Stuck Closed (Bank 2)	<Ref. to EN(STI)(diag)-291, DTC P2007 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P2008	Intake Manifold Runner Control Circuit / Open (Bank 1)	<Ref. to EN(STI)(diag)-292, DTC P2008 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2009	Intake Manifold Runner Control Circuit Low (Bank 1)	<Ref. to EN(STI)(diag)-294, DTC P2009 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2011	Intake Manifold Runner Control Circuit / Open (Bank 2)	<Ref. to EN(STI)(diag)-296, DTC P2011 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2012	Intake Manifold Runner Control Circuit Low (Bank 2)	<Ref. to EN(STI)(diag)-298, DTC P2012 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2016	Intake Manifold Runner Position Sensor / Switch Circuit Low (Bank 1)	<Ref. to EN(STI)(diag)-300, DTC P2016 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2017	Intake Manifold Runner Position Sensor / Switch Circuit High (Bank 1)	<Ref. to EN(STI)(diag)-302, DTC P2017 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2021	Intake Manifold Runner Position Sensor / Switch Circuit Low (Bank 2)	<Ref. to EN(STI)(diag)-304, DTC P2021 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2022	Intake Manifold Runner Position Sensor / Switch Circuit High (Bank 2)	<Ref. to EN(STI)(diag)-306, DTC P2022 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2088	Intake Camshaft Position Actuator Control Circuit Low (Bank 1)	<Ref. to EN(STI)(diag)-308, DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2089	Intake Camshaft Position Actuator Control Circuit High (Bank 1)	<Ref. to EN(STI)(diag)-310, DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2090	Exhaust Camshaft Position Actuator Control Circuit Low (Bank 1)	<Ref. to EN(STI)(diag)-312, DTC P2090 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2091	Exhaust Camshaft Position Actuator Control Circuit High (Bank 1)	<Ref. to EN(STI)(diag)-314, DTC P2091 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2092	Intake Camshaft Position Actuator Control Circuit Low (Bank 2)	<Ref. to EN(STI)(diag)-316, DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2093	Intake Camshaft Position Actuator Control Circuit High (Bank 2)	<Ref. to EN(STI)(diag)-318, DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2094	Exhaust Camshaft Position Actuator Control Circuit Low (Bank 2)	<Ref. to EN(STI)(diag)-320, DTC P2094 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2095	Exhaust Camshaft Position Actuator Control Circuit High (Bank 2)	<Ref. to EN(STI)(diag)-322, DTC P2095 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to EN(STI)(diag)-323, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to EN(STI)(diag)-324, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to EN(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Index
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to EN(STI)(diag)-336, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to EN(STI)(diag)-338, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2109	Throttle/Pedal Position Sensor “A” Minimum Stop Performance	<Ref. to EN(STI)(diag)-339, DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2122	Throttle/Pedal Position Sensor/Switch “D” Circuit Low Input	<Ref. to EN(STI)(diag)-340, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2123	Throttle/Pedal Position Sensor/Switch “D” Circuit High Input	<Ref. to EN(STI)(diag)-342, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2127	Throttle/Pedal Position Sensor/Switch “E” Circuit Low Input	<Ref. to EN(STI)(diag)-344, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2128	Throttle/Pedal Position Sensor/Switch “E” Circuit High Input	<Ref. to EN(STI)(diag)-346, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2135	Throttle/Pedal Position Sensor/Switch “A”/“B” Voltage Correlation	<Ref. to EN(STI)(diag)-348, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2138	Throttle/Pedal Position Sensor/Switch “D”/“E” Voltage Correlation	<Ref. to EN(STI)(diag)-351, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2419	Evaporative Emission System Switching Valve Control Circuit Low	<Ref. to EN(STI)(diag)-353, DTC P2419 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2420	Evaporative Emission System Switching Valve Control Circuit High	<Ref. to EN(STI)(diag)-355, DTC P2420 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2431	Secondary Air Injection System Air Flow /Pressure Sensor Circuit Range/ Performance	<Ref. to EN(STI)(diag)-357, DTC P2431 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2432	Secondary Air Injection System Air Flow /Pressure Sensor Circuit Low	<Ref. to EN(STI)(diag)-360, DTC P2432 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2433	Secondary Air Injection System Air Flow /Pressure Sensor Circuit High	<Ref. to EN(STI)(diag)-363, DTC P2433 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2440	Secondary Air Injection System Switching Valve Stuck Open (Bank1)	<Ref. to EN(STI)(diag)-366, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2441	Secondary Air Injection System Switching Valve Stuck Closed (Bank1)	<Ref. to EN(STI)(diag)-370, DTC P2441 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2442	Secondary Air Injection System Switching Valve Stuck Open (Bank2)	<Ref. to EN(STI)(diag)-371, DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2443	Secondary Air Injection System Switching Valve Stuck Closed (Bank2)	<Ref. to EN(STI)(diag)-375, DTC P2443 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2444	Secondary Air Injection System Pump Stuck ON	<Ref. to EN(STI)(diag)-376, DTC P2444 SECONDARY AIR INJECTION SYSTEM PUMP STUCK ON, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

19.Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-9, DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°?	Go to step **2**.	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft)
2	**CHECK CURRENT DATA.** 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft)	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>

B: DTC P0014 EXHAUST AVCS SYSTEM 1 (RANGE/PERFORMANCE)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-11, DTC P0014 EXHAUST AVCS SYSTEM 1 (RANGE/PERFORMANCE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the exhaust AVCS system operating angle 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the exhaust AVCS system operating angle approx. 0°?	Go to step **2**.	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft)
2	**CHECK CURRENT DATA.** 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the exhaust AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the exhaust AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft)	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>

C: DTC P0016 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-13, DTC P0016 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft) • Timing belt (matching of timing mark)

D: DTC P0017 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-16, DTC P0017 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the exhaust AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the exhaust AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft) • Timing belt (matching of timing mark)

E: DTC P0018 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-18, DTC P0018 CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION (BANK2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft) • Timing belt (matching of timing mark)

F: DTC P0019 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-18, DTC P0019 CRANK AND CAM TIMING B SYSTEM FAILURE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the exhaust AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the exhaust AVCS system operating angle approx. 0°, and oil flow control solenoid valve duty output approx. 10%?	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft) • Timing belt (matching of timing mark)

G: DTC P0021 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-18, DTC P0021 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the AVCS system operating angle 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the AVCS system operating angle approx. 0°?	Go to step **2**.	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft)
2	**CHECK CURRENT DATA.** 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Intake camshaft (dirt, damage of camshaft)	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>

H: DTC P0024 EXHAUST AVCS SYSTEM 2 (RANGE/PERFORMANCE)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-18, DTC P0024 EXHAUST AVCS SYSTEM 2 (RANGE/PERFORMANCE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine and let it idle. 2) Measure the exhaust AVCS system operating angle 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the exhaust AVCS system operating angle approx. 0°?	Go to step **2**.	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft)
2	**CHECK CURRENT DATA.** 1) Drive (accelerate or decelerate) the vehicle at 80 km/h (50 MPH) or less. NOTE: Drive the vehicle so that duty output of the oil flow control solenoid valve increases. 2) Measure the exhaust AVCS system operating angle and oil flow control solenoid valve duty output 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	When the oil flow control solenoid valve duty output exceeds 10%, is the exhaust AVCS system operating angle approx. 0°?	Check the following item and repair or replace if necessary. • Oil pipe (clog) • Oil flow control solenoid valve (clog or dirt of oil routing, setting of spring) • Exhaust camshaft (dirt, damage of camshaft)	Perform the following procedures, and clean the oil routing. Replace the engine oil and idle the engine for 5 minutes, then replace the oil filter and engine oil. <Ref. to LU(STI)-8, REPLACEMENT, Engine Oil.> <Ref. to LU(STI)-21, Engine Oil Filter.>

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

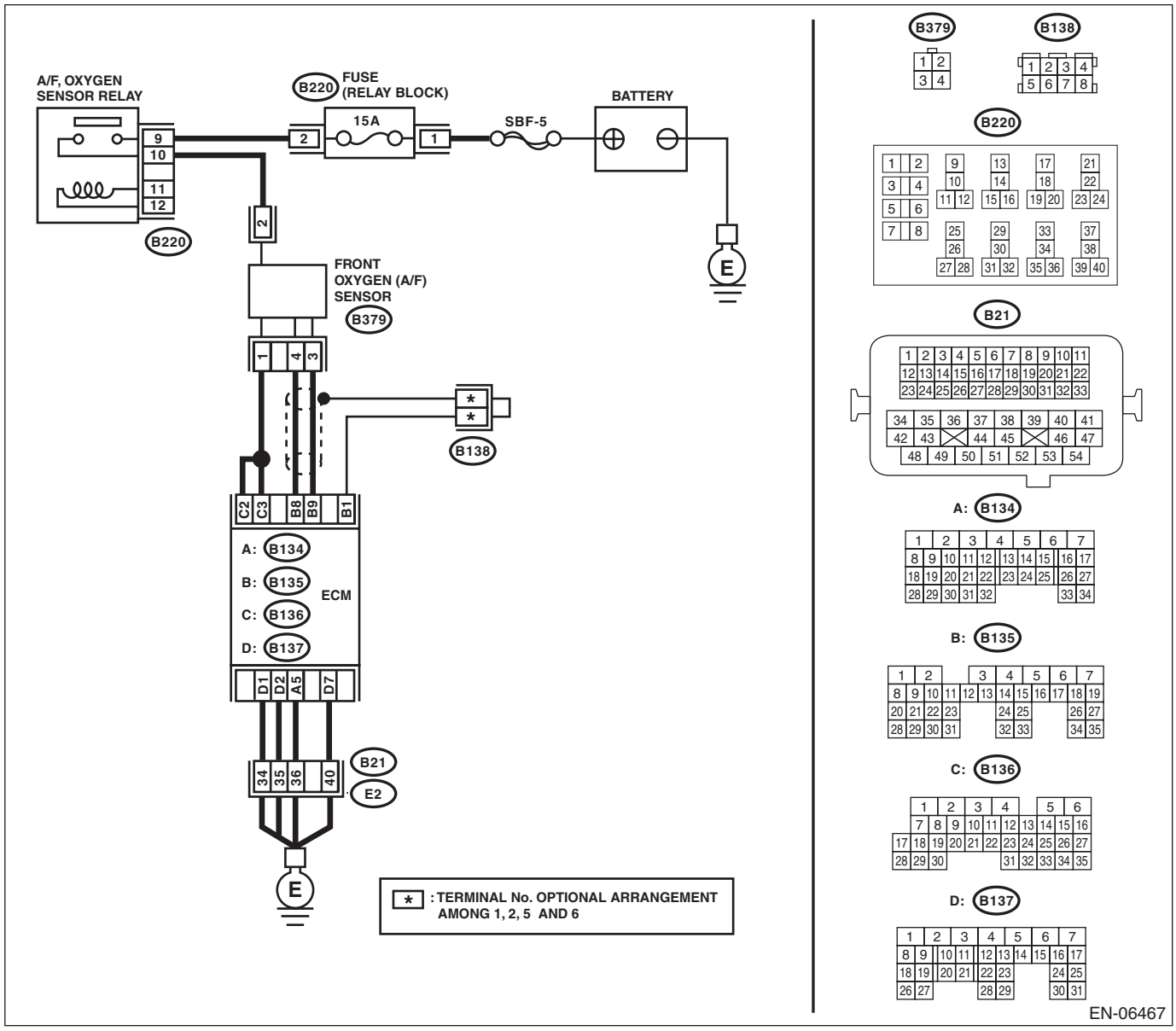
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-19, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. 3 — (B379) No. 1:*** ***(B136) No. 2 — (B379) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor 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 — (B379) No. 3:*** ***(B135) No. 8 — (B379) No. 4:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	**CHECK FRONT OXYGEN (A/F) SENSOR.** Measure the resistance between front oxygen (A/F) sensor terminals. ***Terminals*** ***No. 2 — No. 1:***	Is the resistance less than 2 — 3 Ω?	Go to step **4**.	Replace the front oxygen (A/F) sensor. <Ref. to FU(STI)-45, 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(STI)-45, Front Oxygen (A/F) Sensor.>

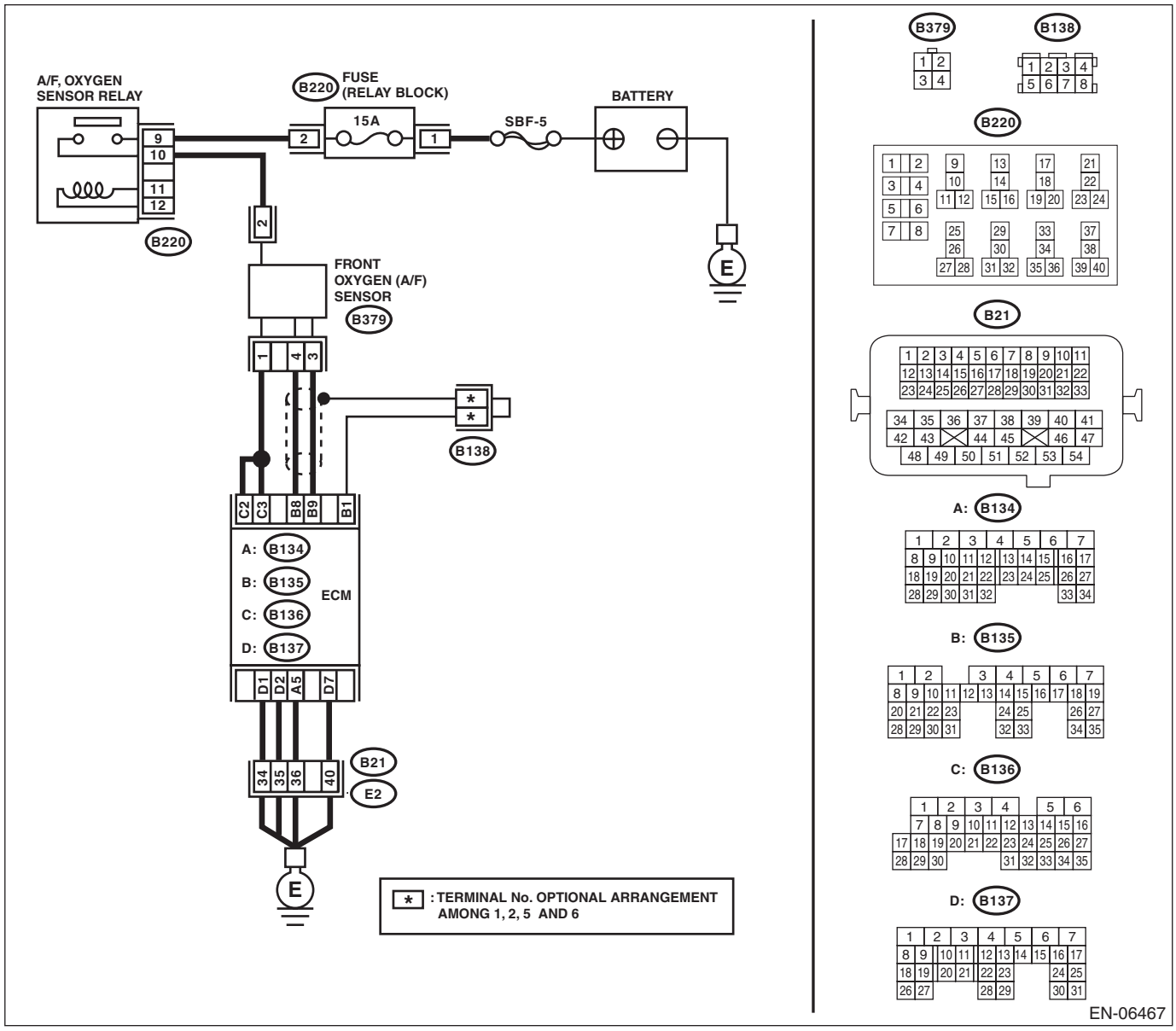
J: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-21, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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*** ***(B379) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the power supply line. Replace the main relay. NOTE: In this case, repair the following item: • Open circuit in harness between A/F, oxygen sensor relay and front oxygen (A/F) sensor connector • Poor contact of A/F, oxygen sensor relay connector
2	**CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. ***Connector & terminal*** ***(B136) No. 3 — (B379) No. 1:*** ***(B136) No. 2 — (B379) No. 1:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor 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. 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. 2 — No. 1:***	Is the resistance between 2 — 3 Ω?	Repair poor contact of the ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(STI)-45, Front Oxygen (A/F) Sensor.>

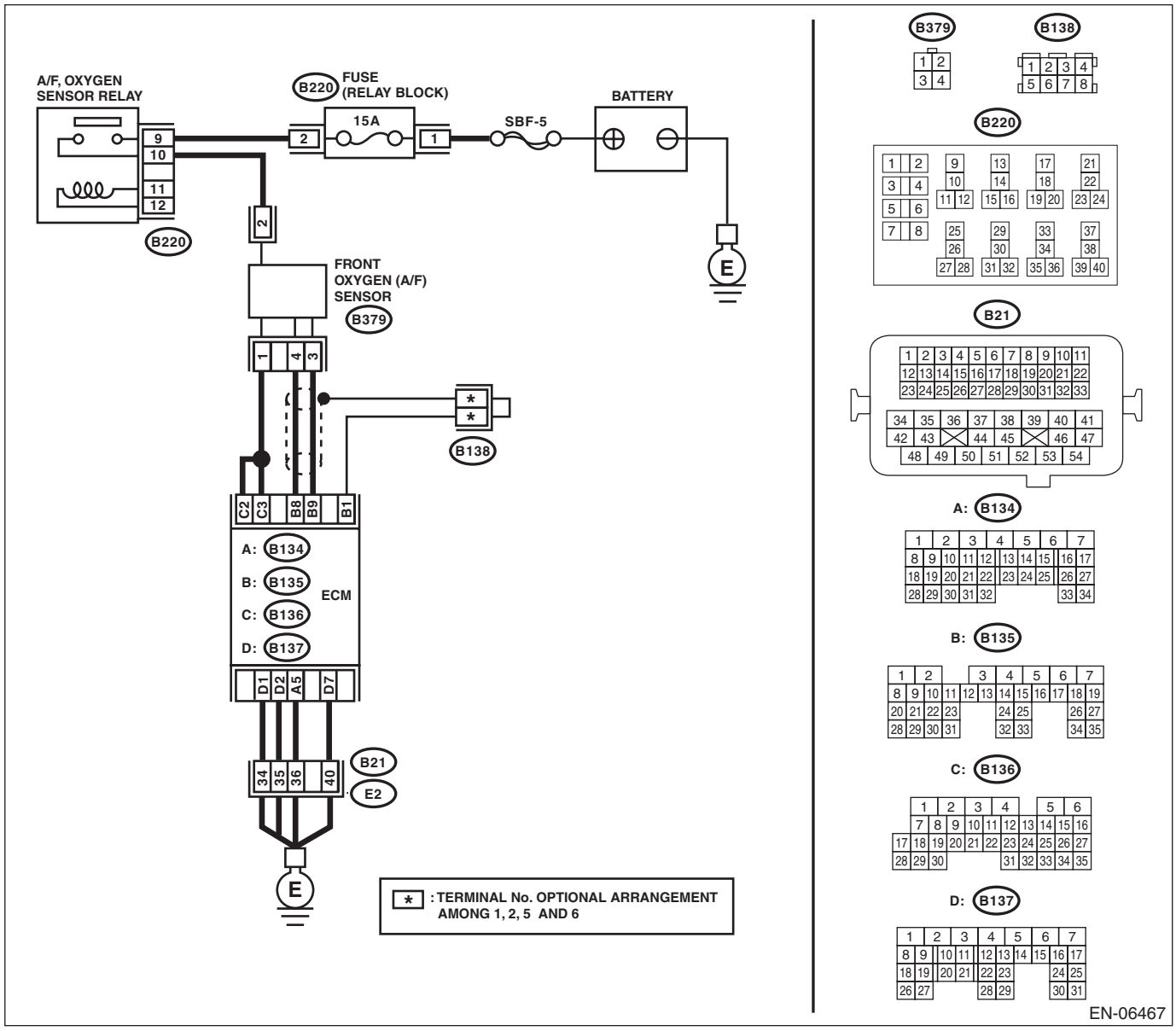
K: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-23, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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. 3 (+) — Chassis ground (–):*** ***(B136) No. 2 (+) — 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. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair 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

L: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)

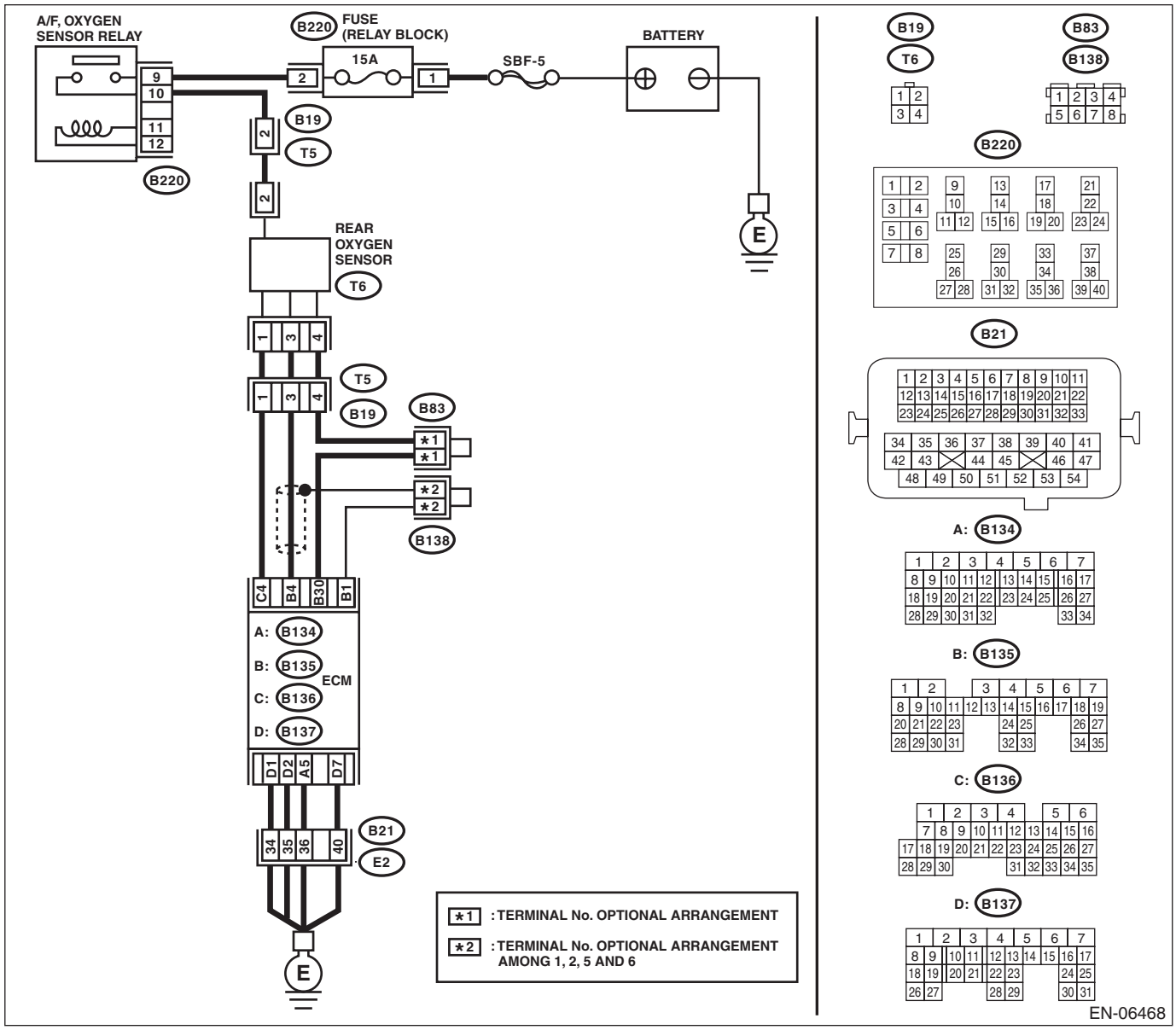
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-25, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY TO 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 engine ground. ***Connector & terminal*** ***(T6) No. 2 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the power supply line. Replace the main relay. NOTE: In this case, repair the following item: • Open circuit in harness between A/F, oxygen sensor relay 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 connector from the ECM. 3) Measure the resistance between ECM and oxygen sensor connector. ***Connector & terminal*** ***(B136) No. 4 — (T6) No. 1:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and rear oxygen sensor 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. 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. 1 — No. 2:***	Is the resistance between 5 — 7 Ω?	Repair poor contact of the ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(STI)-47, Rear Oxygen Sensor.>

M: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)

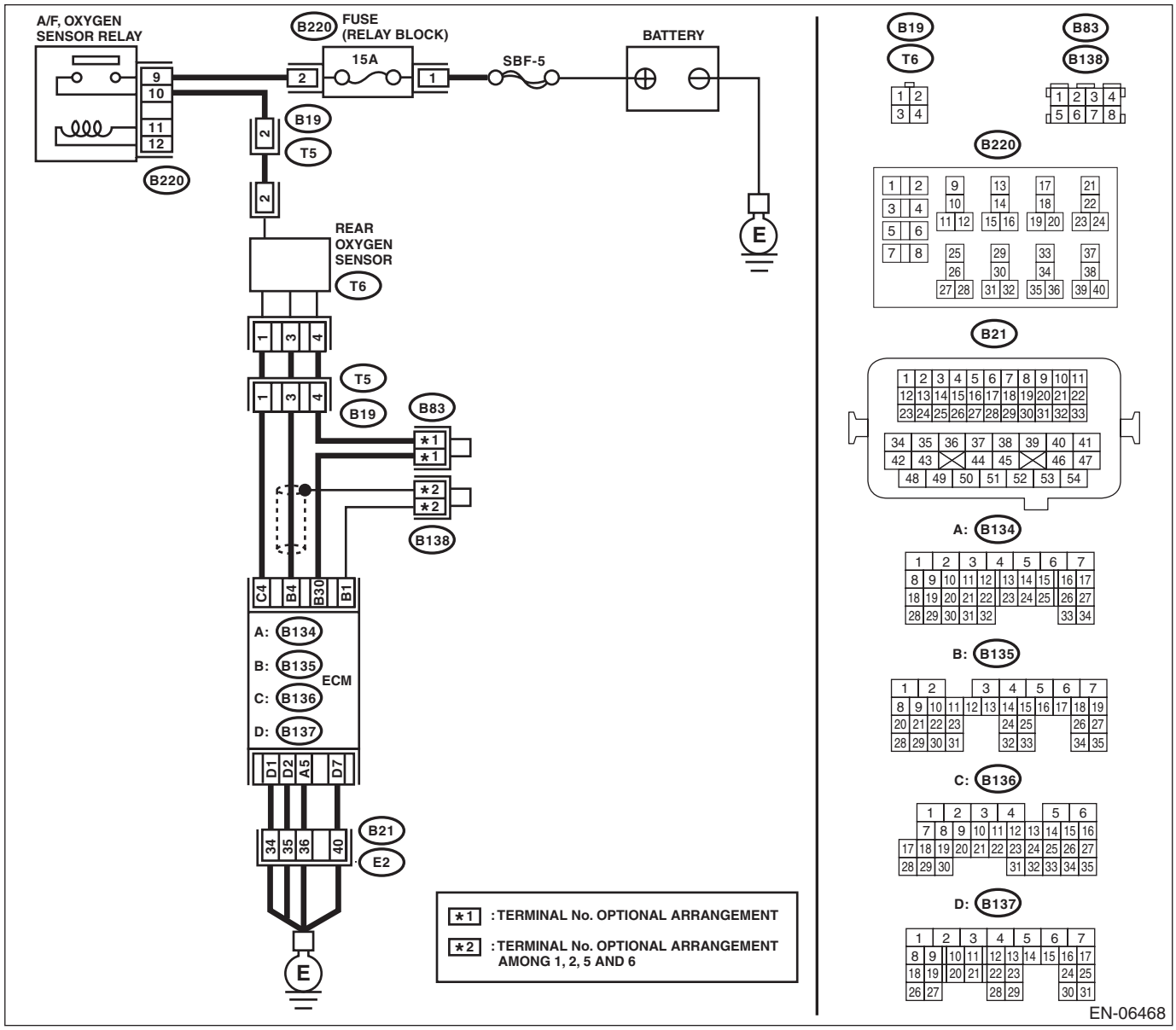
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-27, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Repair 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

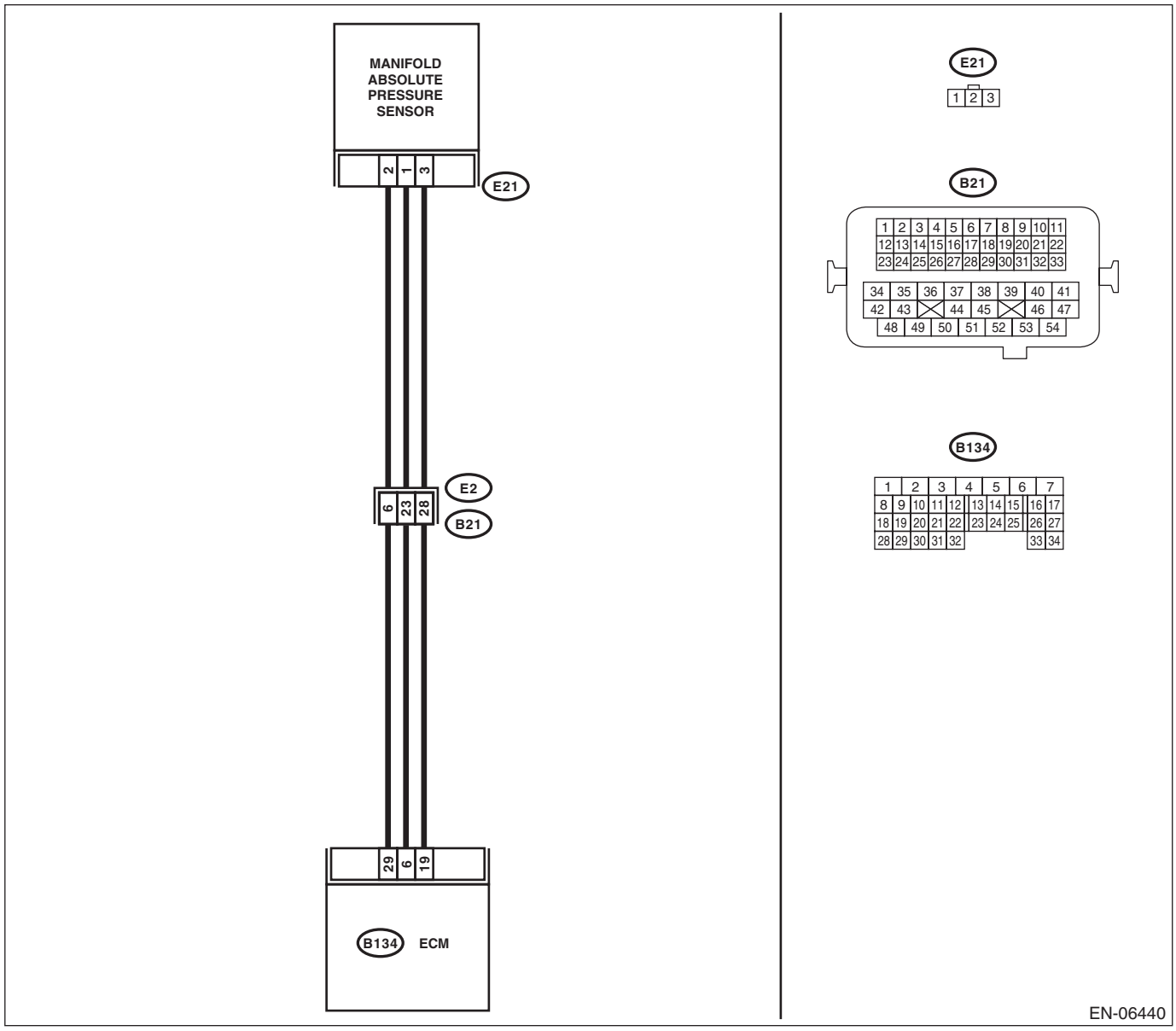
N: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-29, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK AIR INTAKE SYSTEM.**	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step **2**.
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) Place the shift lever in neutral. 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(STI)(diag)-35, 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(STI)-36, 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(STI)(diag)-35, 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(STI)-14, Throttle Body.>
4	**CHECK THROTTLE OPENING ANGLE.**	Is the measured value 85% or more when throttle is fully open?	Replace the manifold absolute pressure sensor. <Ref. to FU(STI)-36, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(STI)-14, Throttle Body.>

O: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-32, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

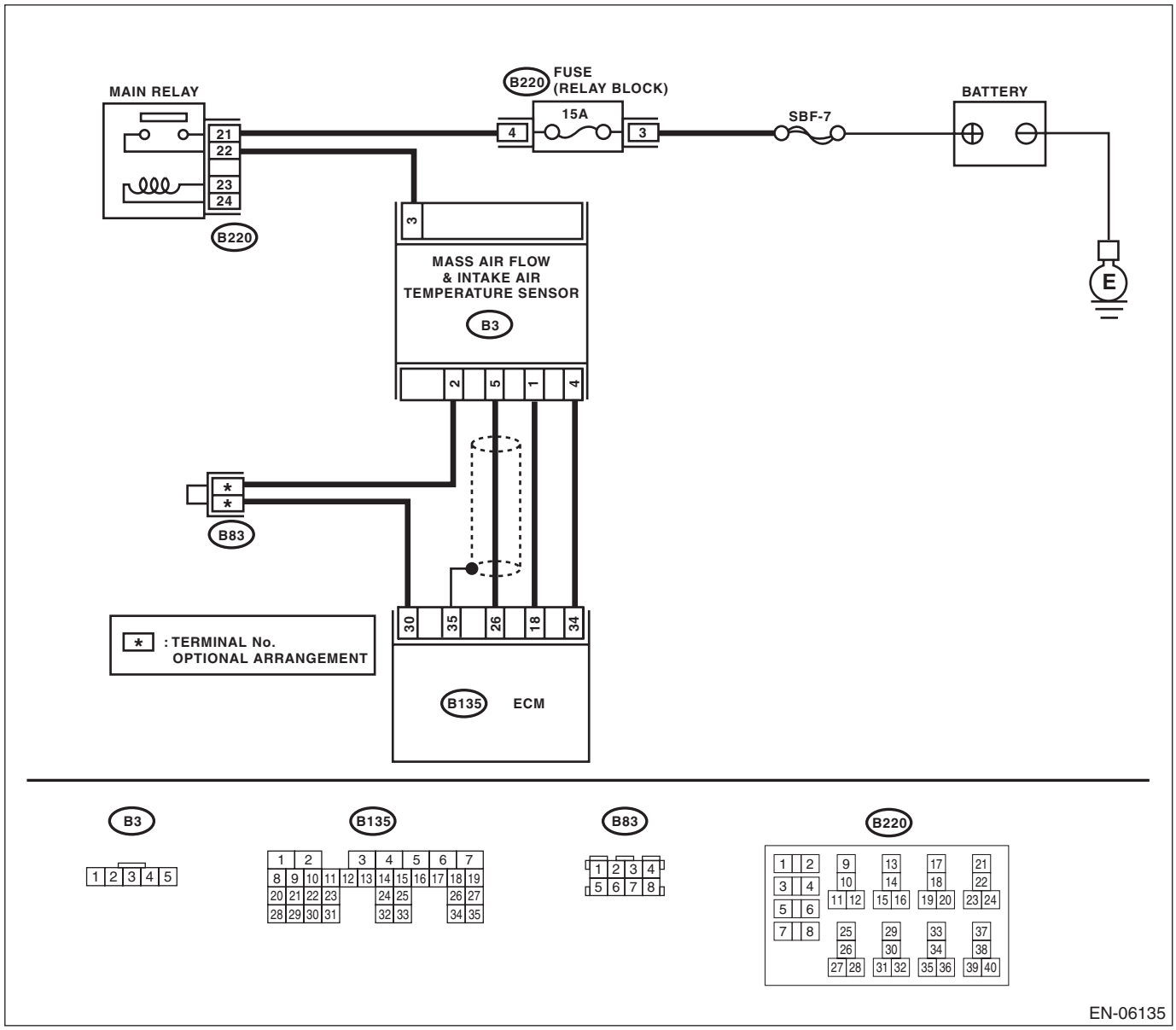
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

P: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-35, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

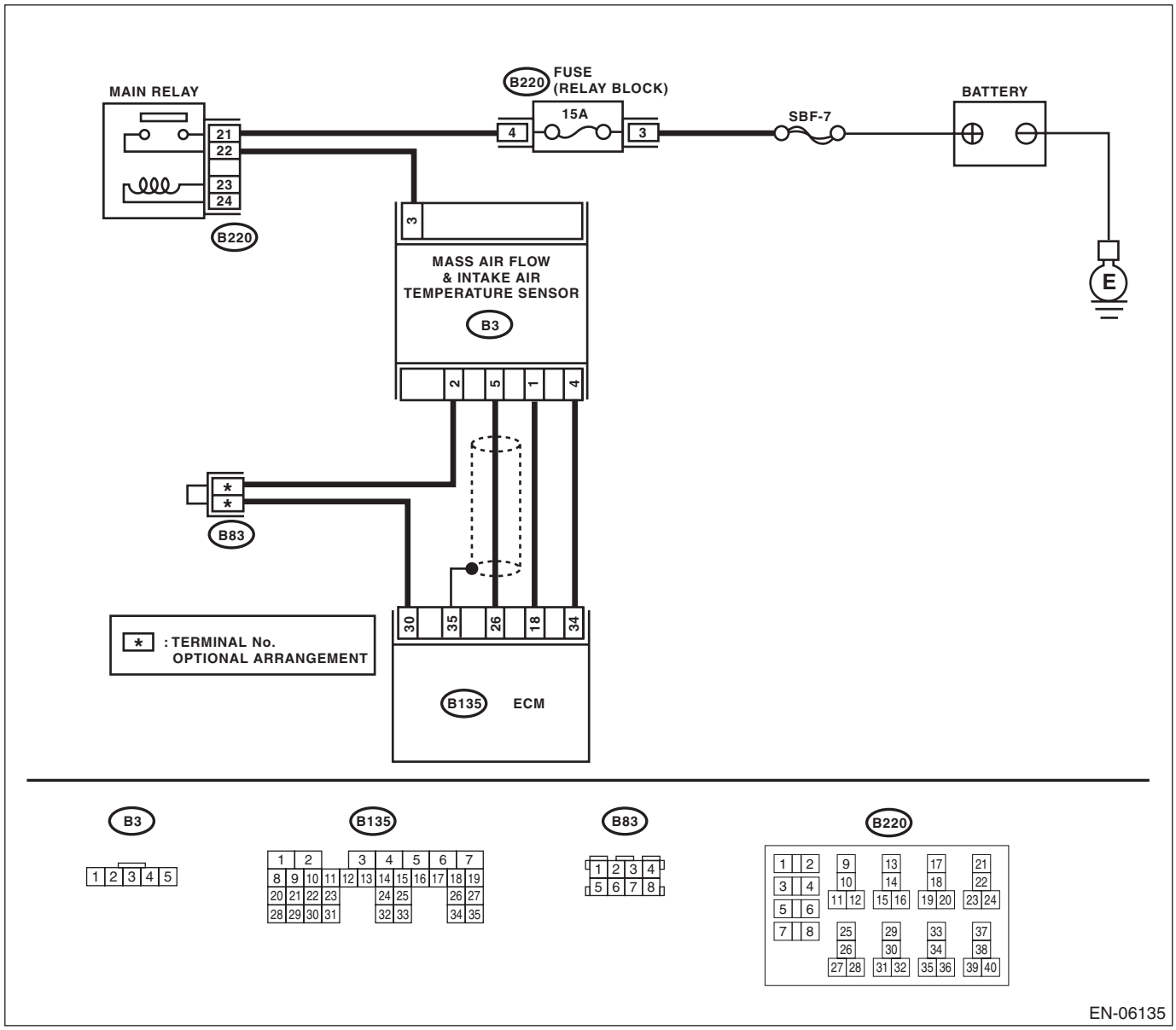
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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 fault condition, and reperform the check. 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 in harness between main relay connector and mass air flow and intake air temperature sensor connector • Poor contact of main relay connector
3	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 in harness between the ECM and the mass air flow and intake air temperature sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND 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 MΩ or more?	Go to step **5**.	Repair the ground short circuit in harness between 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 and intake air temperature sensor connector.	Is there poor contact in the ECM or the mass air flow and intake air temperature sensor connector?	Repair poor contact in 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(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

Q: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-37, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

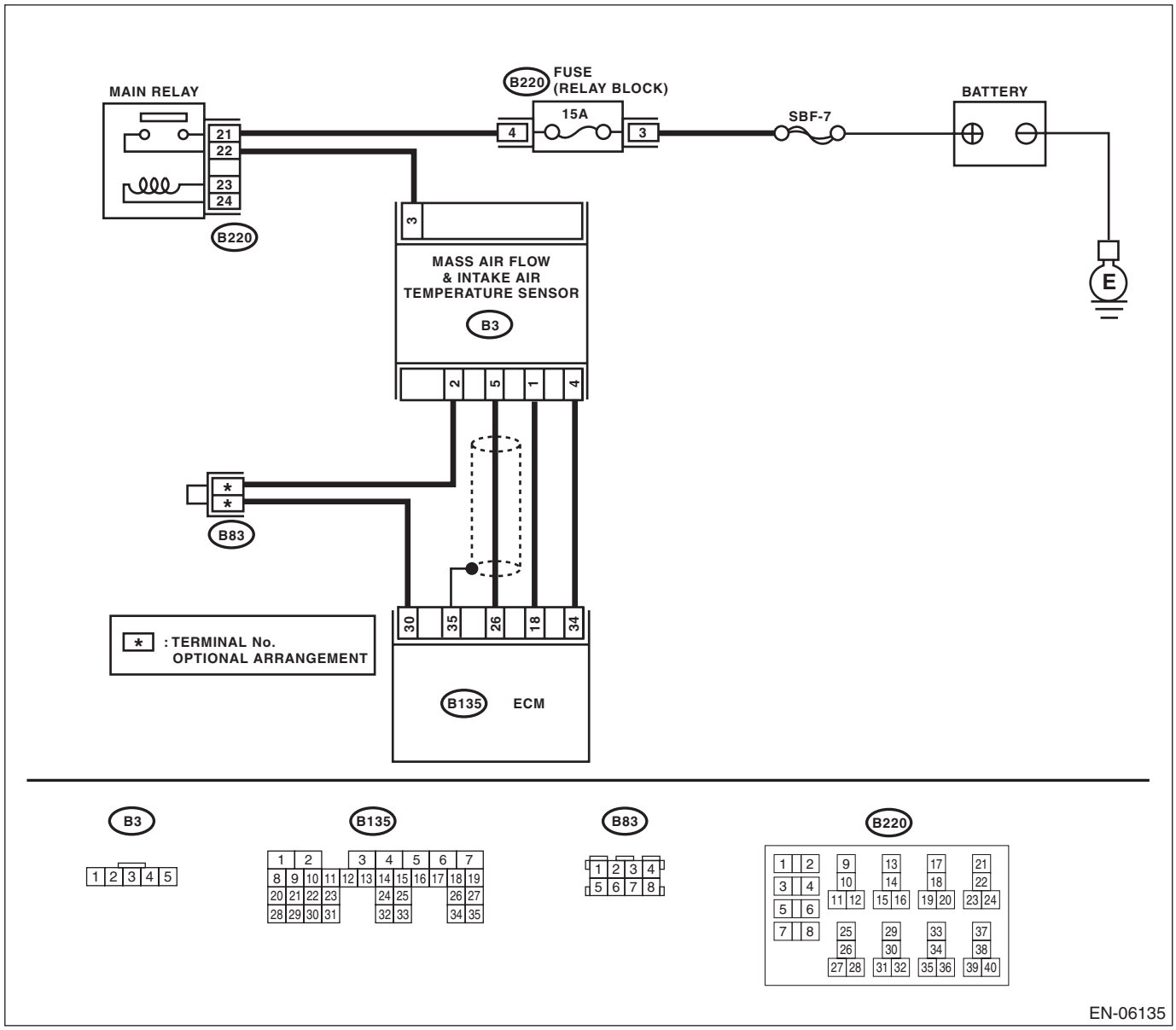
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND 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(STI)(diag)-35, 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 the 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 and 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(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

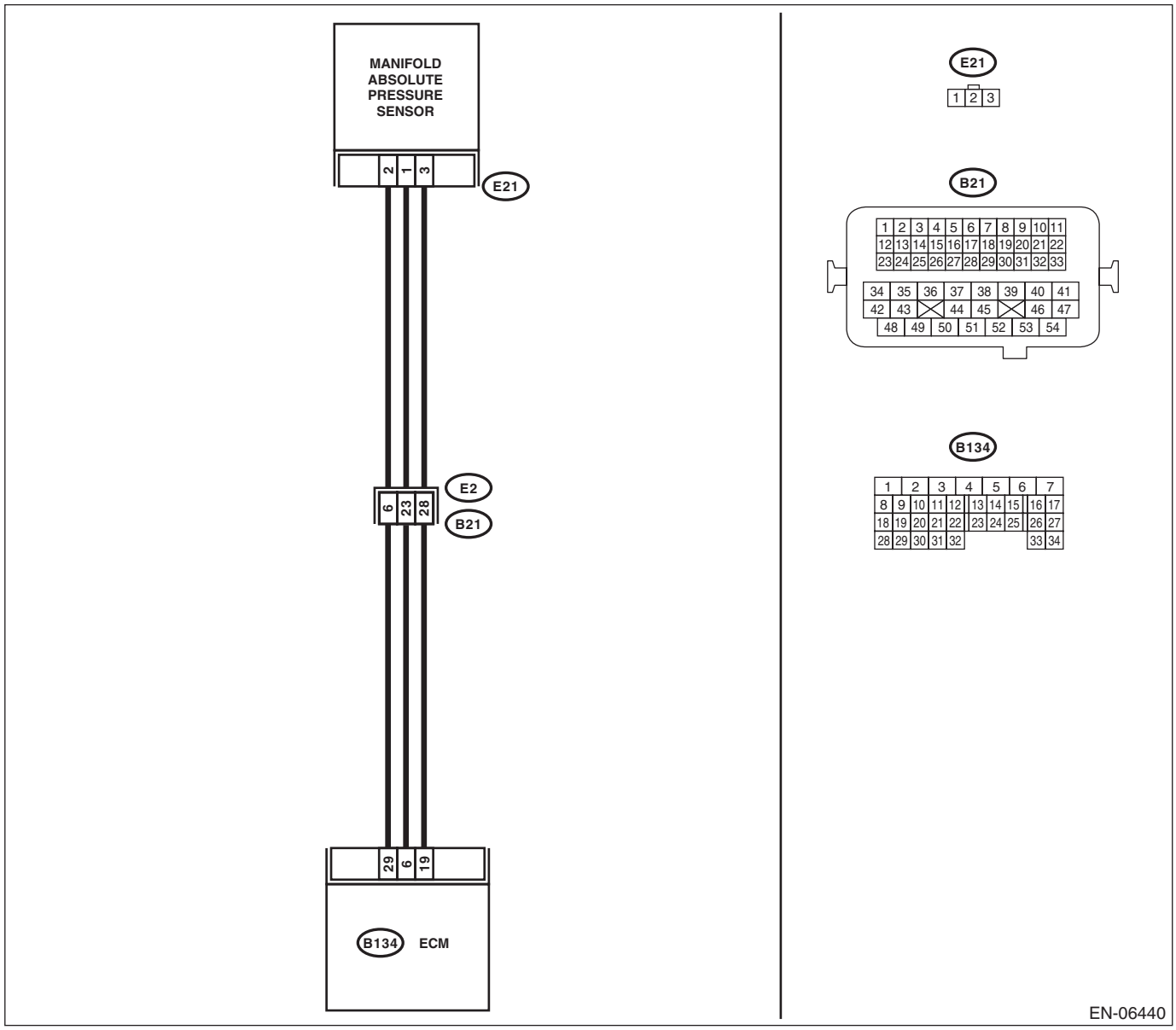
R: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-39, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
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 MΩ 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(STI)-36, Manifold Absolute Pressure Sensor.>

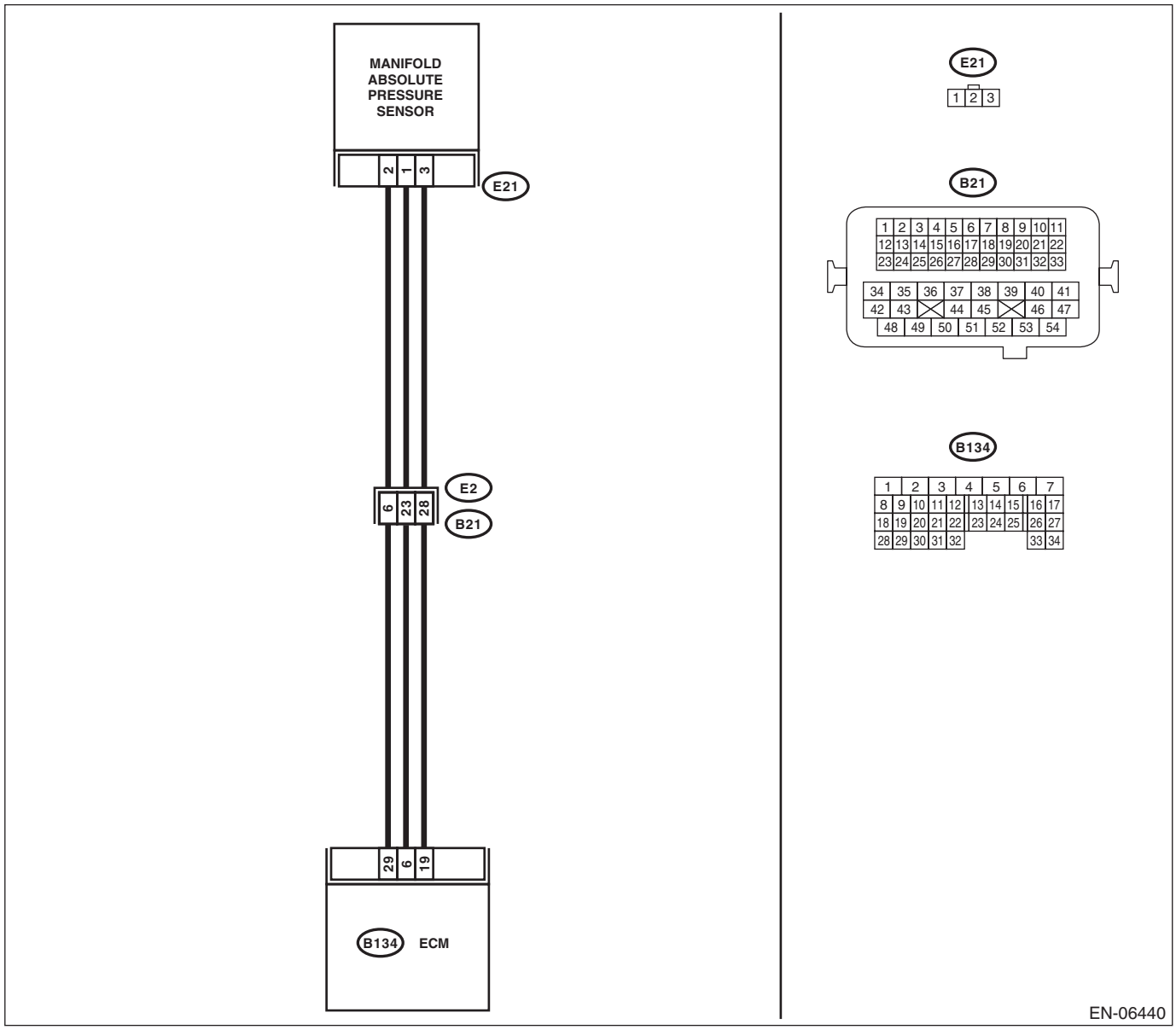
S: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-41, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Start the engine. 4) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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(STI)-36, Manifold Absolute Pressure Sensor.>

T: 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(STI)-43, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

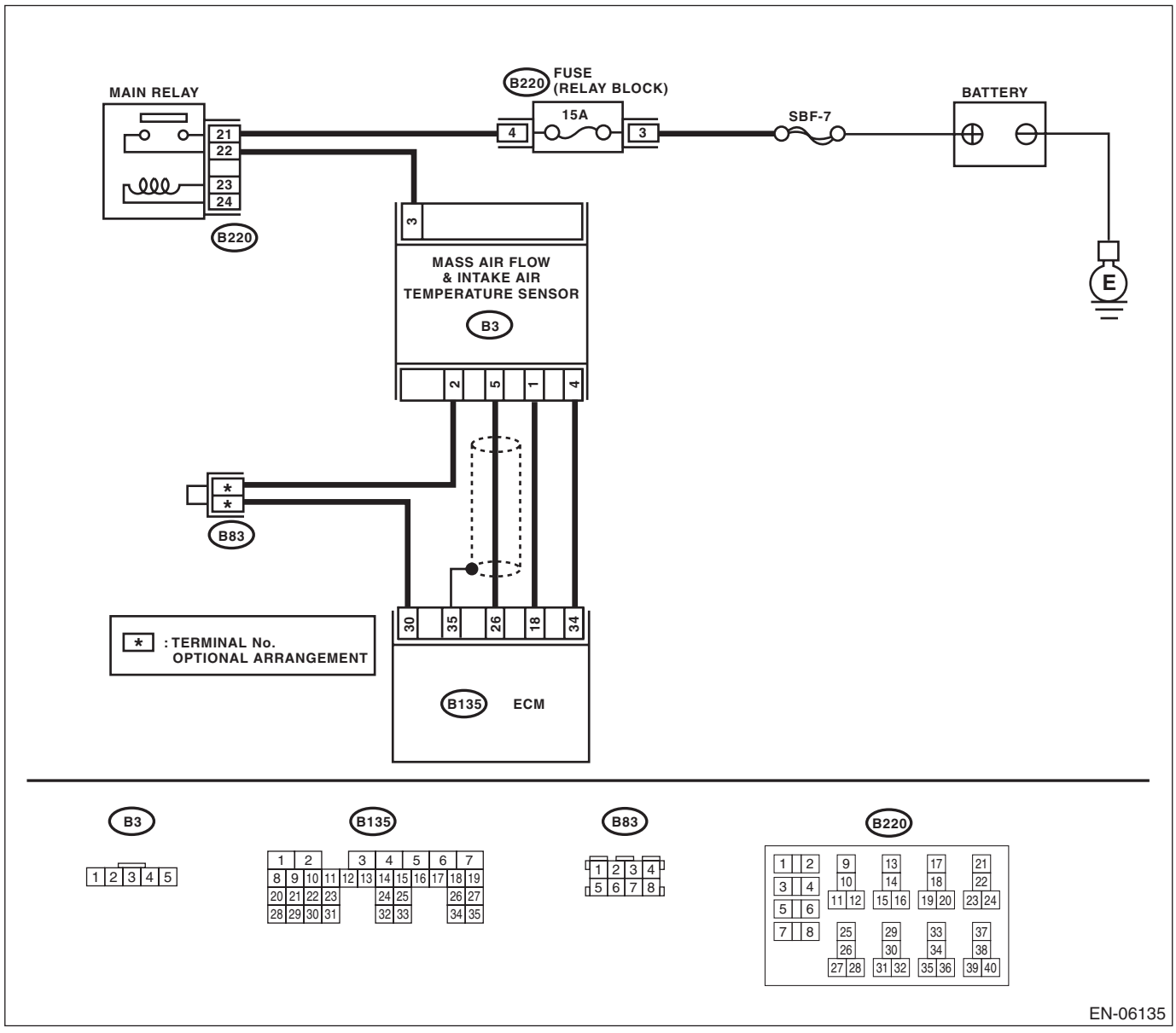
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>	Check DTC P0125 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>

U: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-45, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

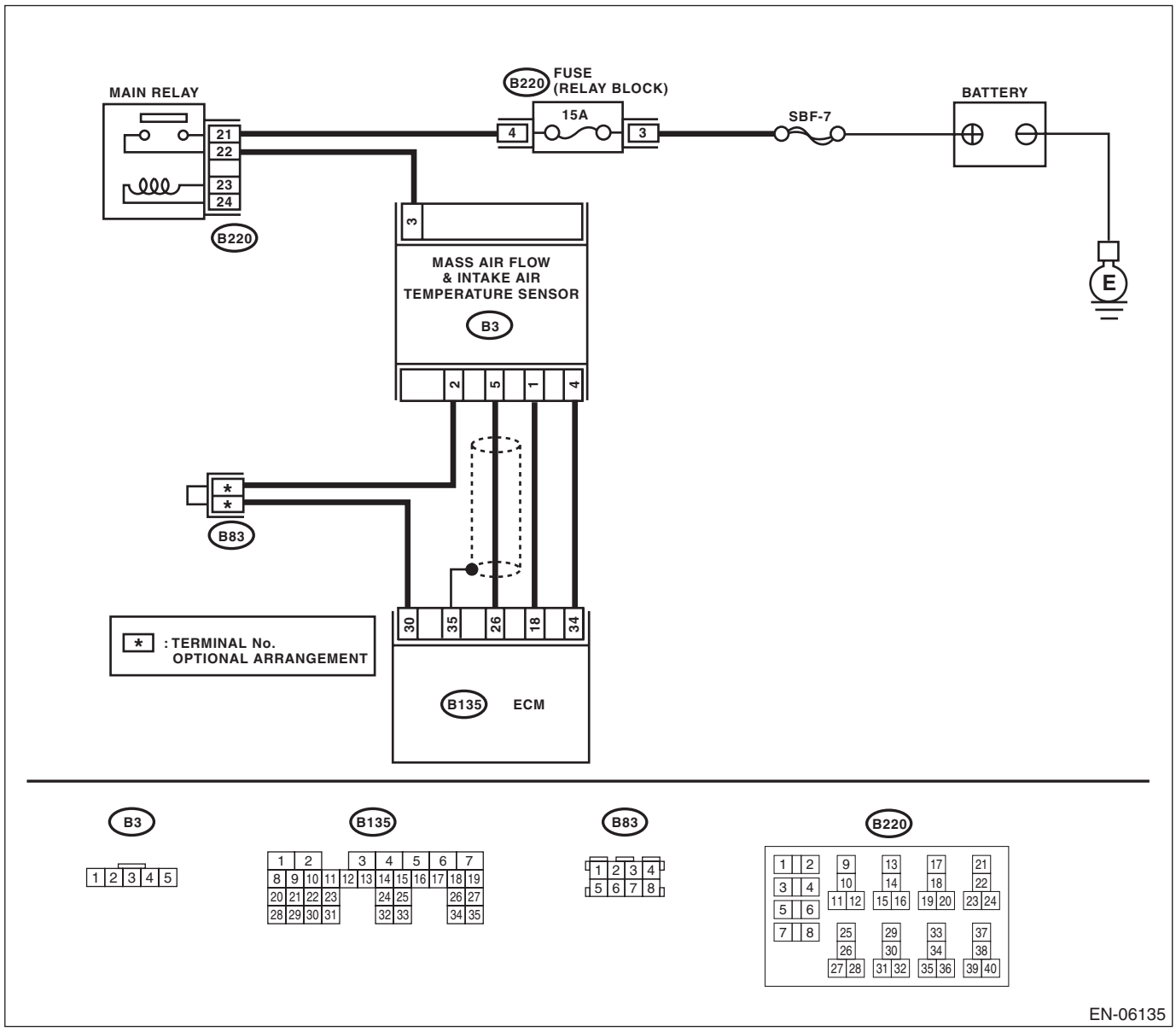
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTORS.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and the mass air flow and 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(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the ground short circuit in harness between ECM and the mass air flow and intake air temperature sensor connector.

V: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-47, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

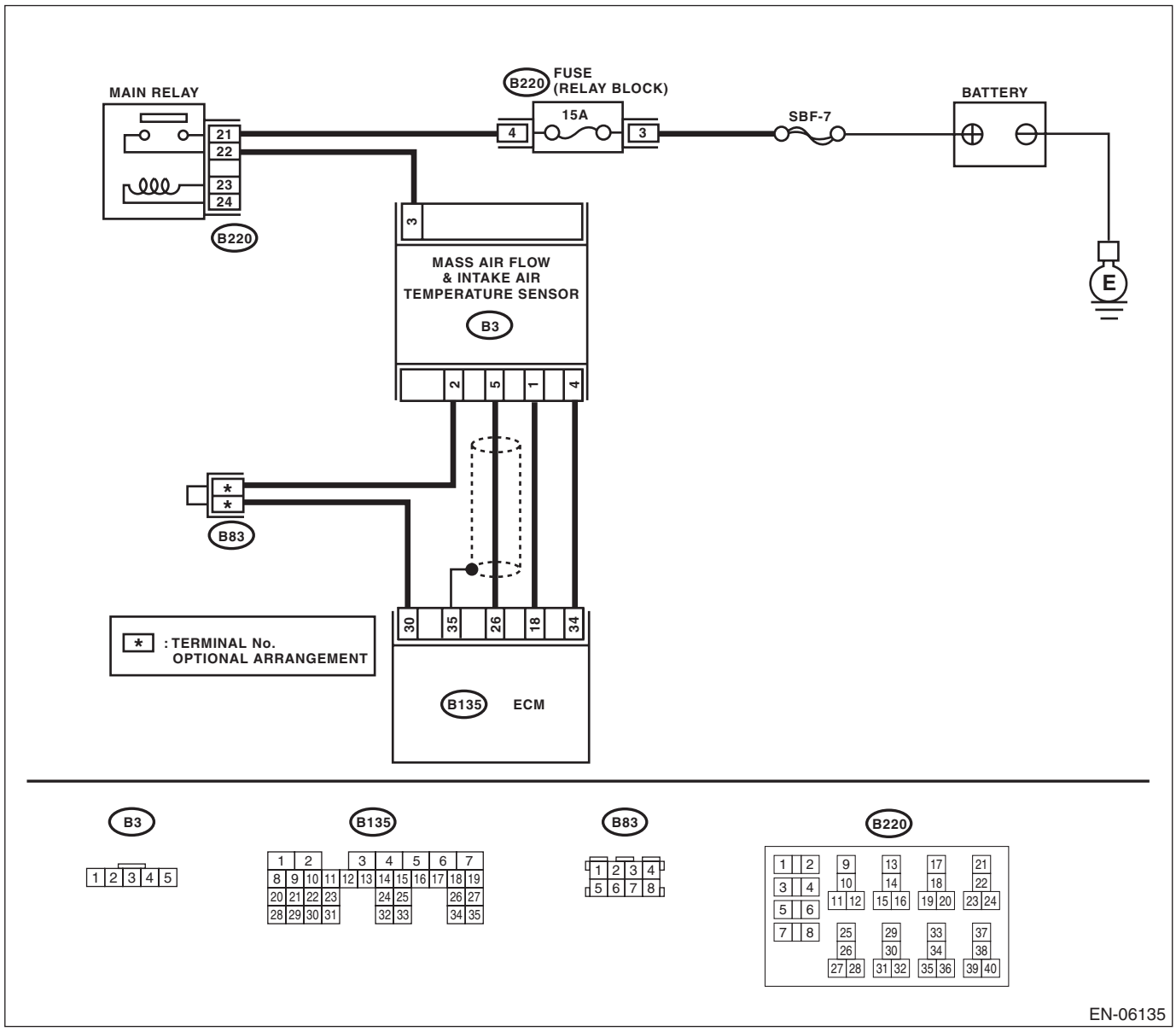
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK POOR CONTACT.** Repair any 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 connector?	Repair poor contact in ECM or the mass air flow and intake air temperature sensor connector.	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) Disconnect the connectors from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connector. ***Connector & terminal*** ***(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 in 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.** 1) Connect all connectors. 2) Turn the ignition switch to OFF. 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 and intake air temperature sensor connectors.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

W: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-49, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

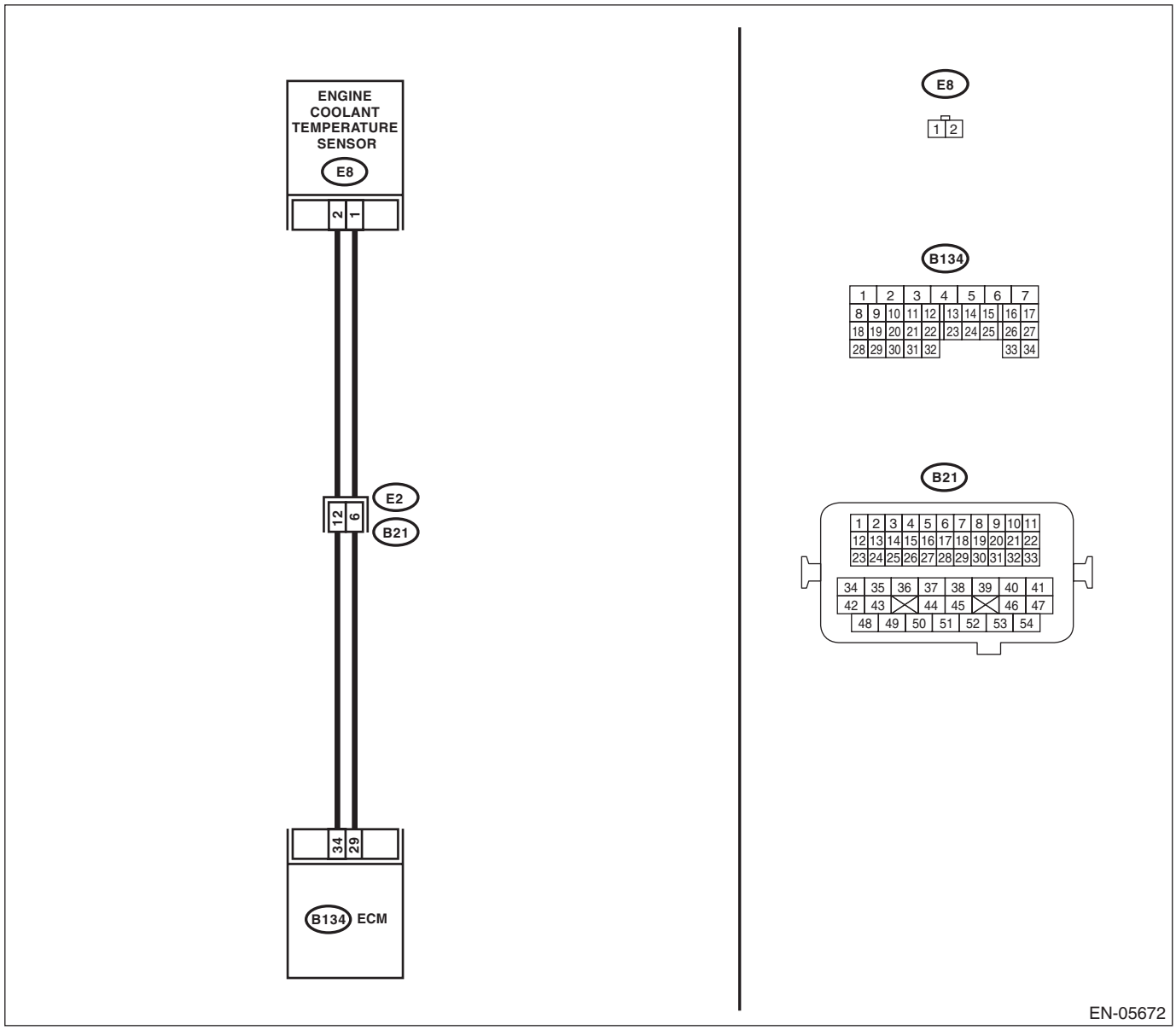
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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(STI)-29, Engine Coolant Temperature Sensor.>	Repair short circuit in harness to ground between ECM and engine coolant temperature sensor connector.

X: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

DTC DETECTING CONDITION:

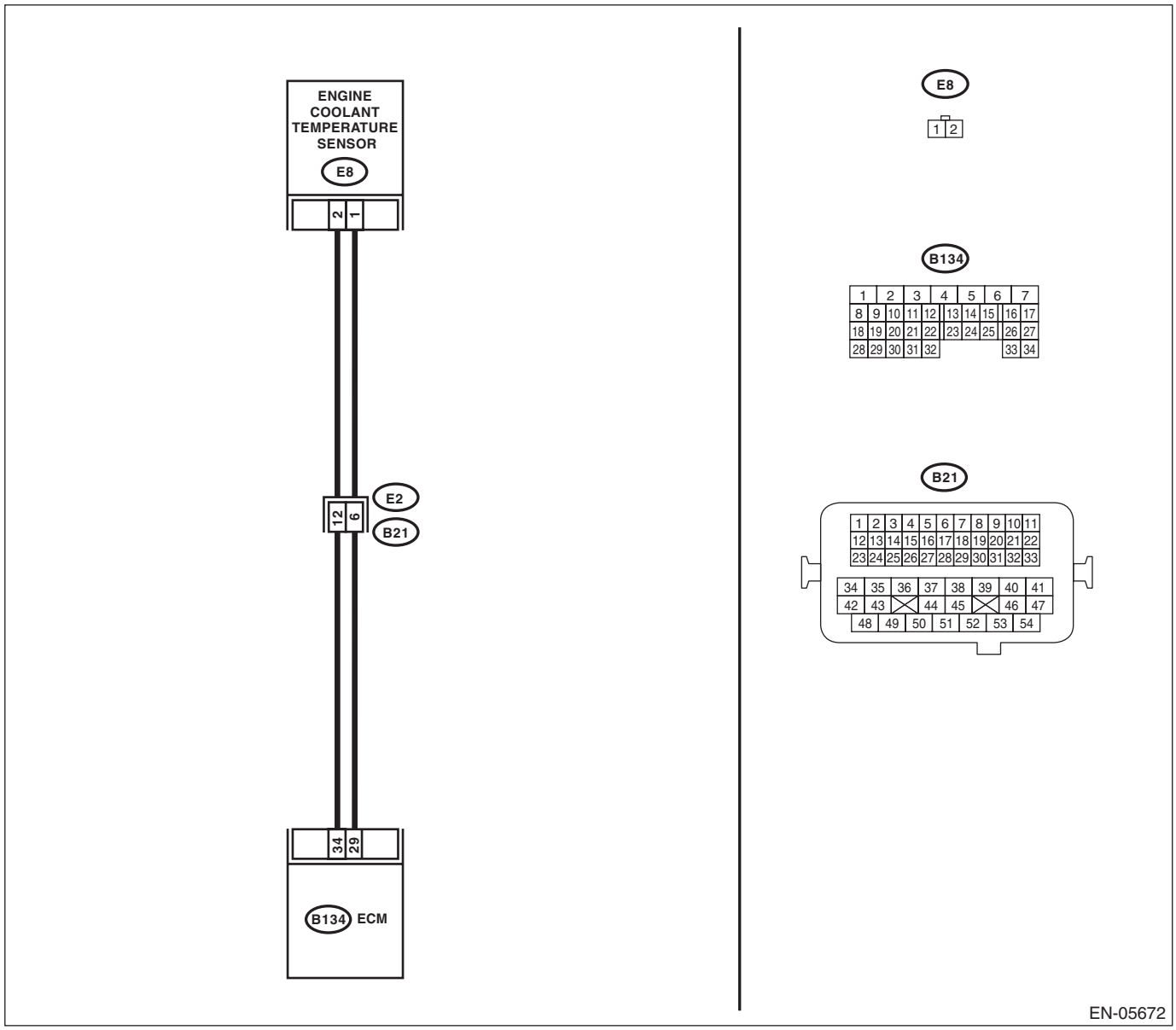
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-51, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK POOR CONTACT.** Repair any 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 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 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(STI)-29, Engine Coolant Temperature Sensor.>

Y: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-53, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

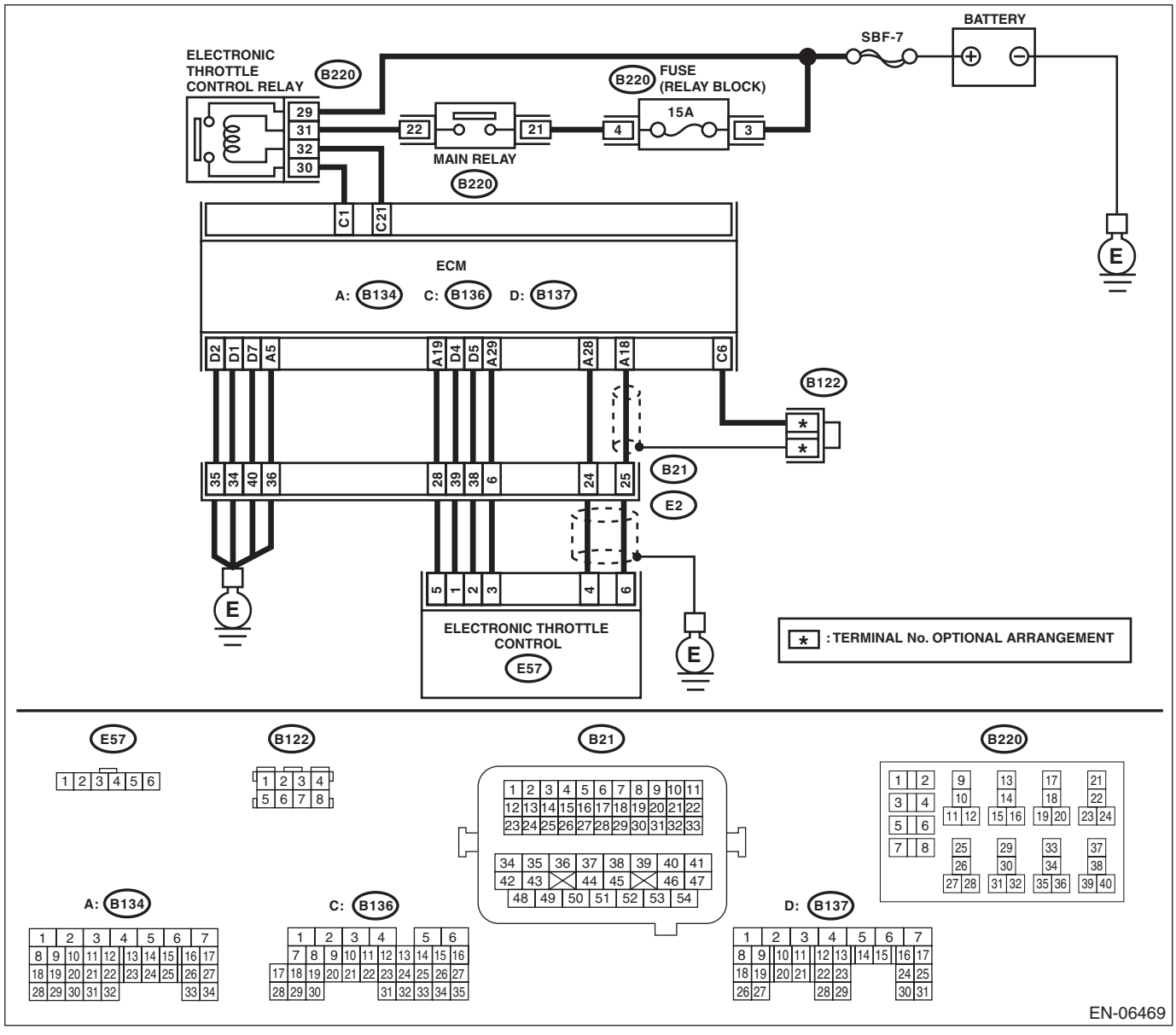
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 short circuit to ground in harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the 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(STI)-14, Throttle Body.>	Repair the short circuit to ground in harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(STI)-49, Engine Control Module (ECM).>

Z: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-55, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

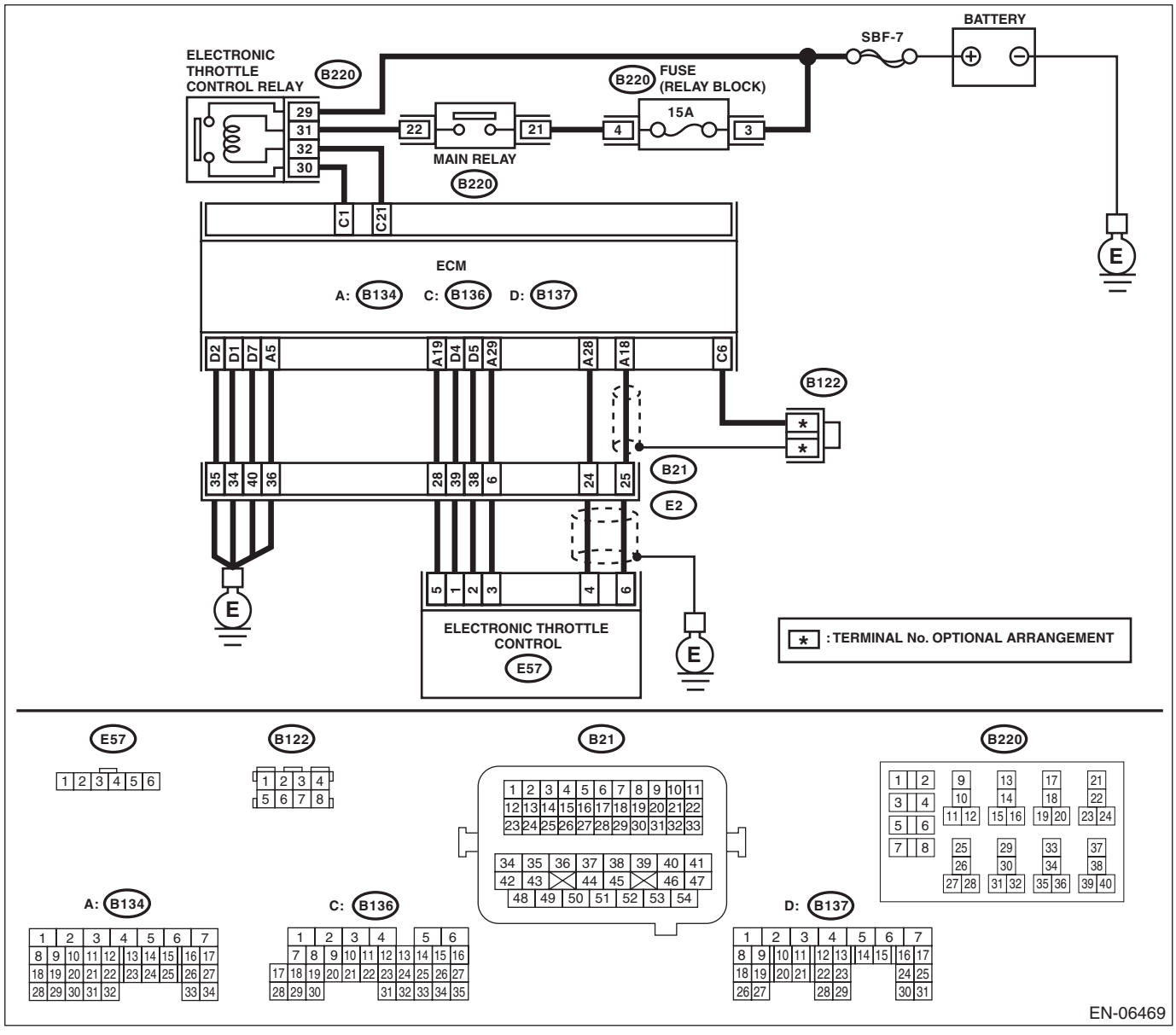
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 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 MΩ or more?	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(STI)-14, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

AA: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(STI)-57, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)-13, Engine Coolant.>
3	**CHECK THERMOSTAT.**	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(STI)-17, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(STI)-29, Engine Coolant Temperature Sensor.>

AB: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(STI)-60, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

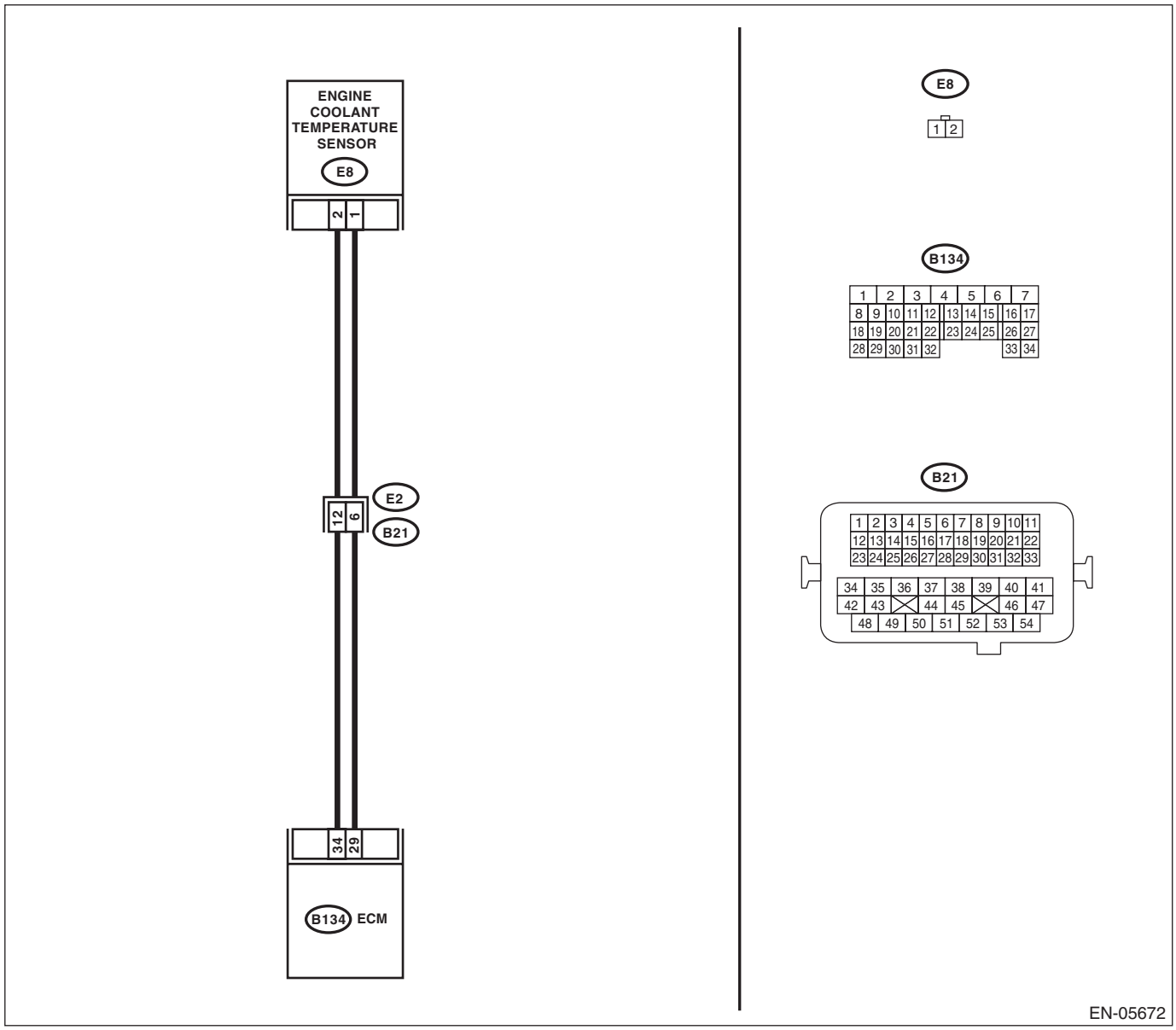
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK ENGINE COOLANT TEMPERATURE SENSOR.** Measure the resistance between engine coolant temperature sensor terminals when the engine coolant is cold and after warmed-up. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed-up?	Repair poor contact of the ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(STI)-29, Engine Coolant Temperature Sensor.>

AC: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(STI)-62, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)-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(STI)-23, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-25, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(STI)-17, Thermostat.>

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

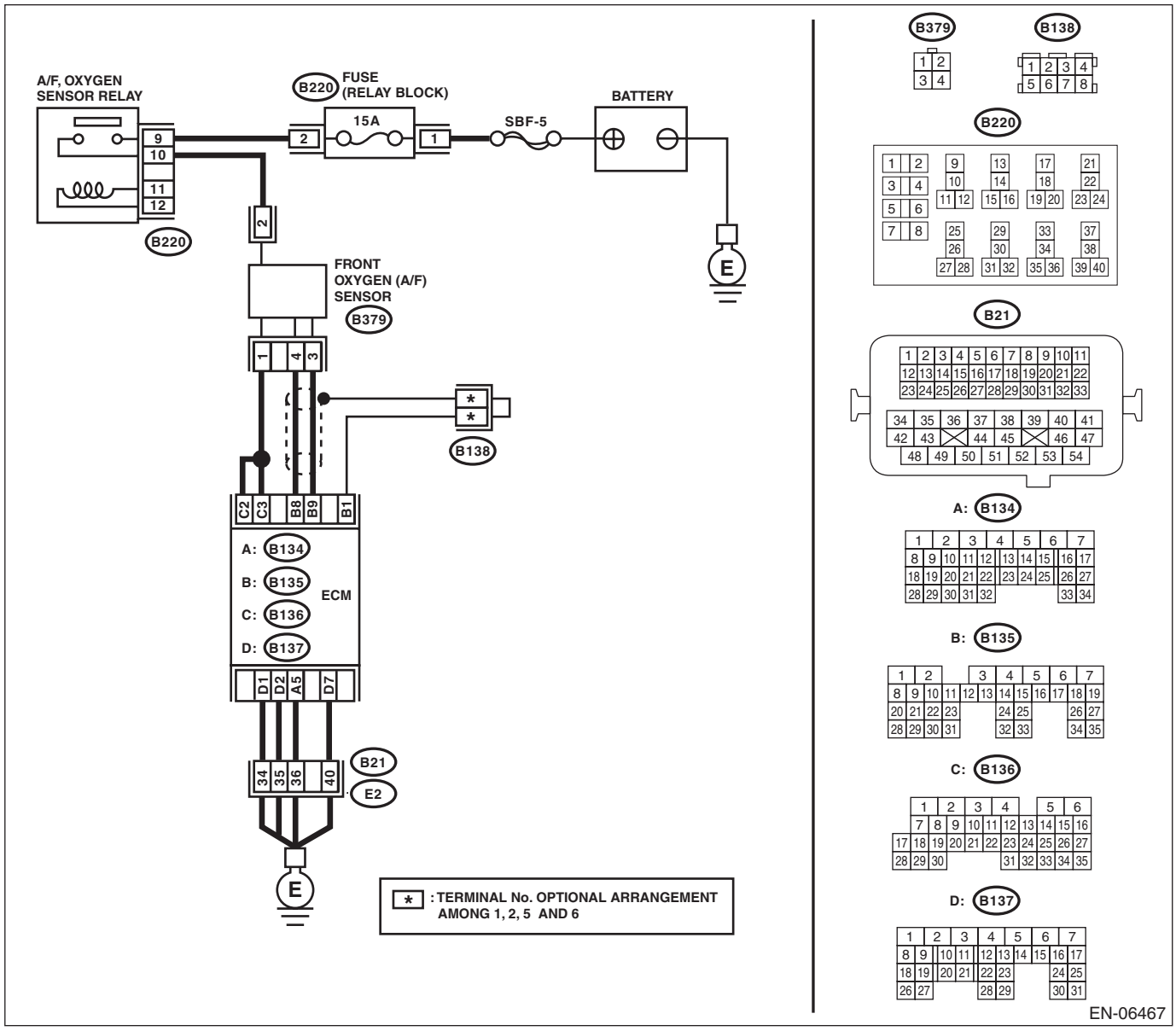
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-64, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-45, Front Oxygen (A/F) Sensor.>

AE:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

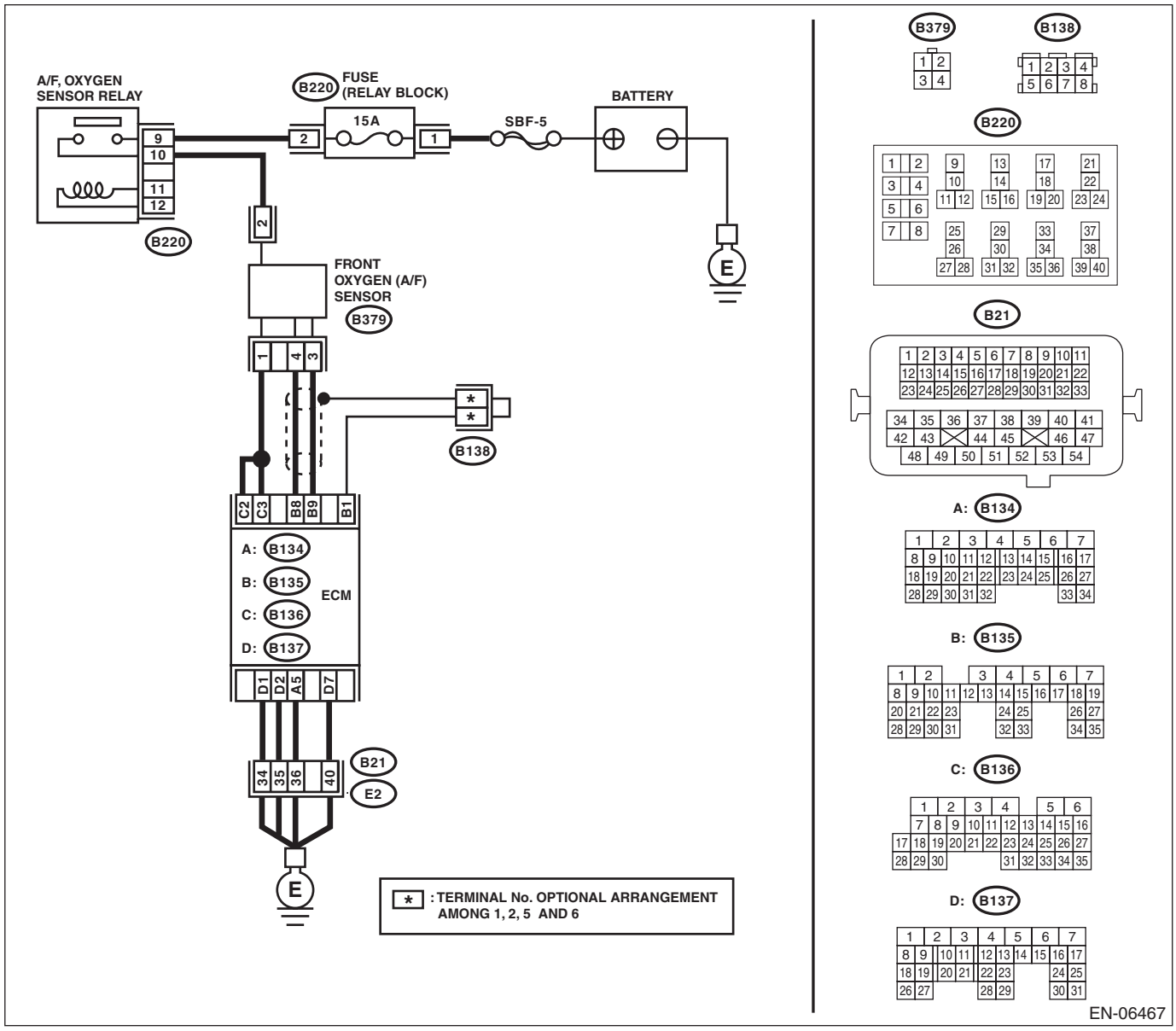
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-66, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)-45, Front Oxygen (A/F) Sensor.>

AF:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

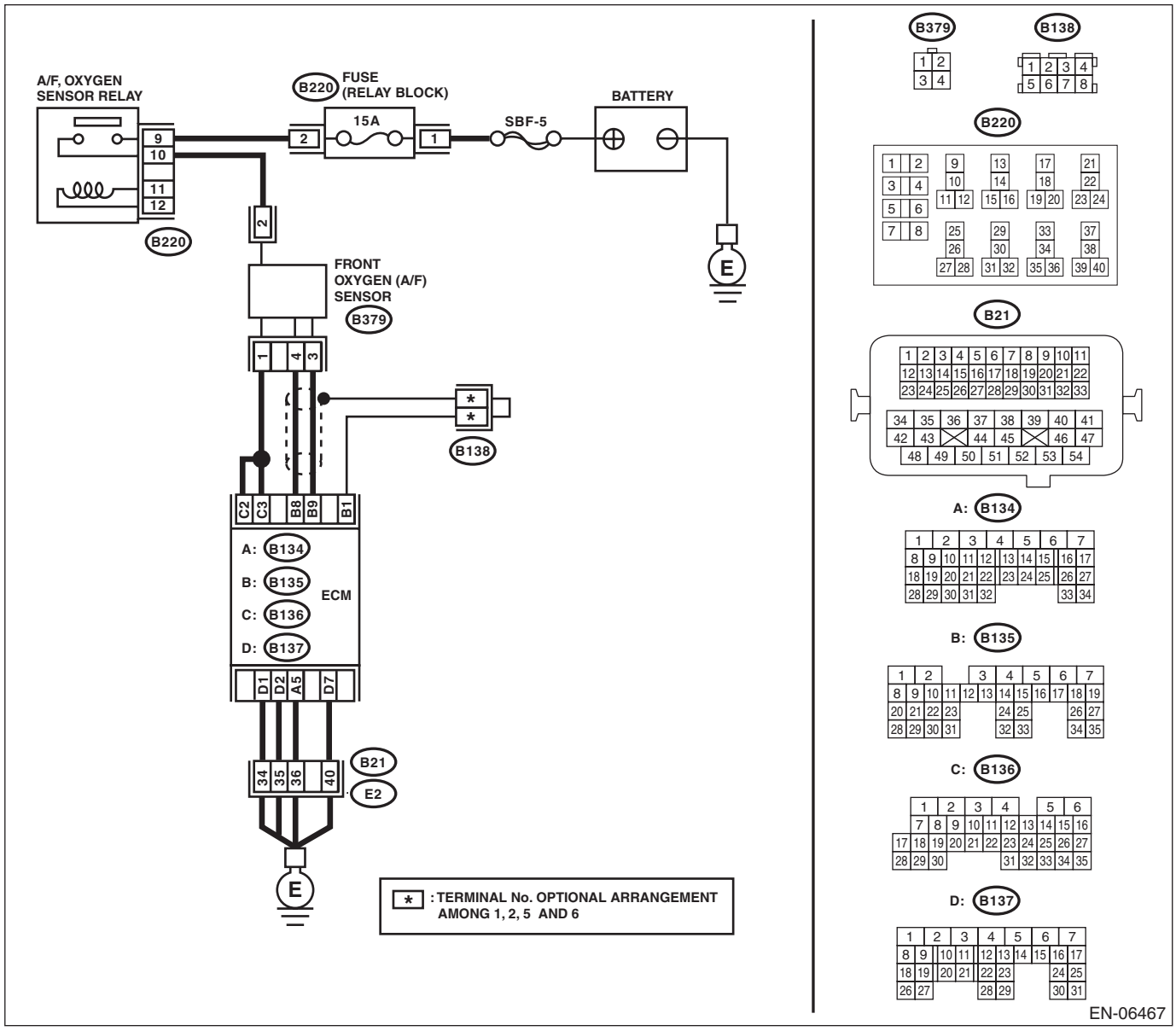
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-68, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)-45, Front Oxygen (A/F) Sensor.>

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

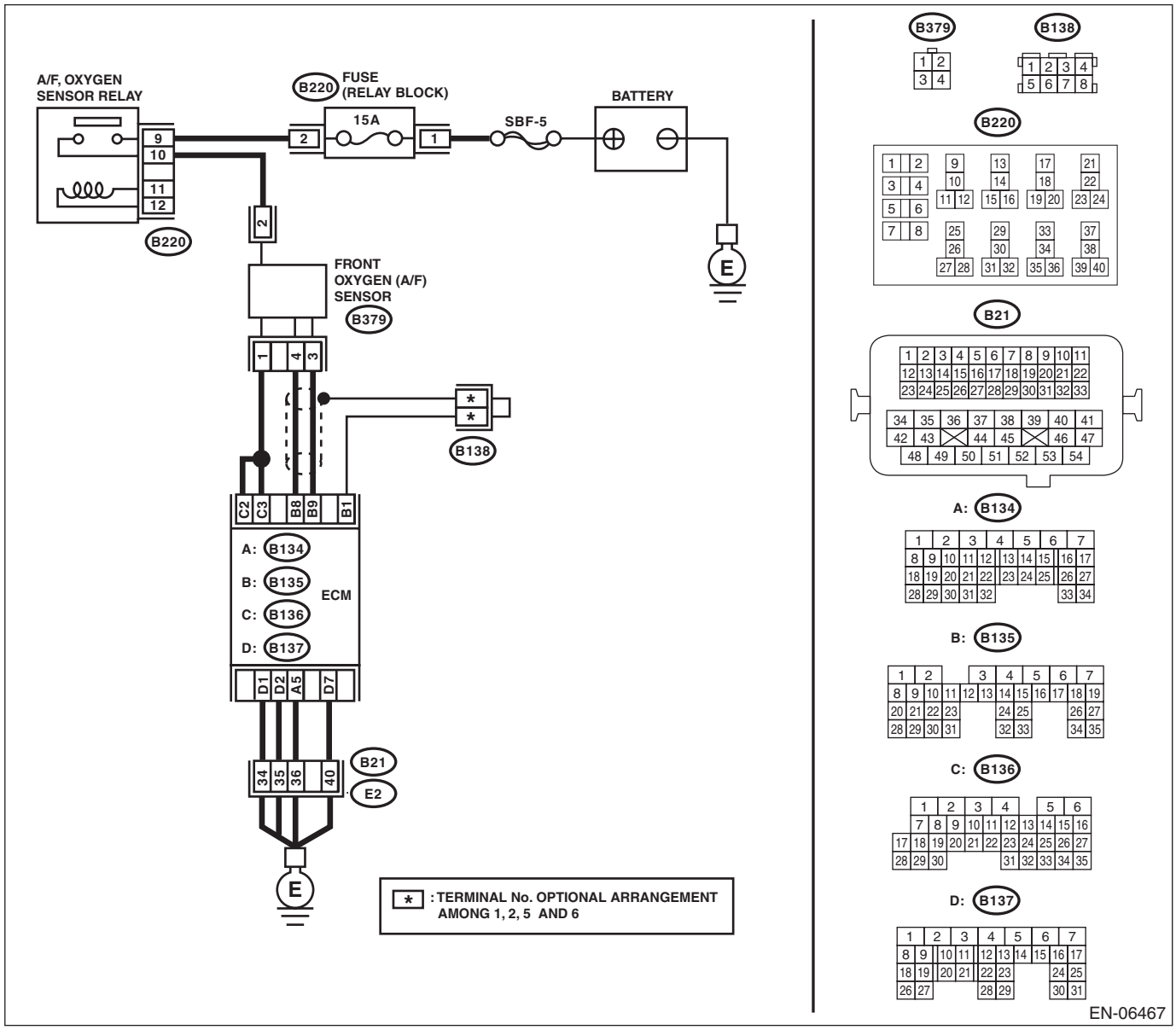
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-72, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 — (B379) No. 3:*** ***(B135) No. 8 — (B379) No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor 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(STI)-45, Front Oxygen (A/F) Sensor.>

AH:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

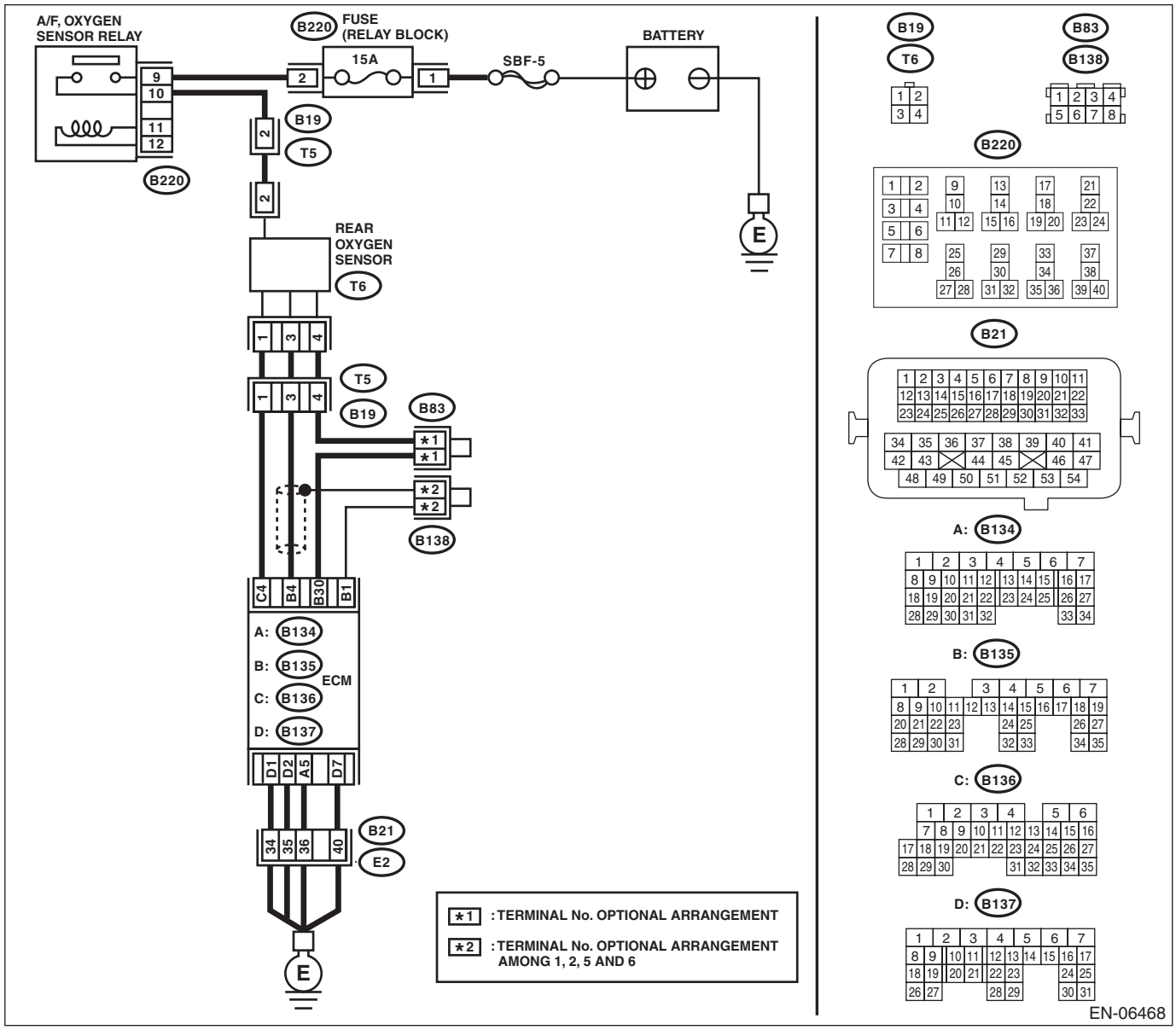
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-74, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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 — (T6) No. 3:*** ***(B135) No. 30 — (T6) 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*** ***(T6) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(STI)-47, 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(STI)-47, Rear Oxygen Sensor.>

AI: DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

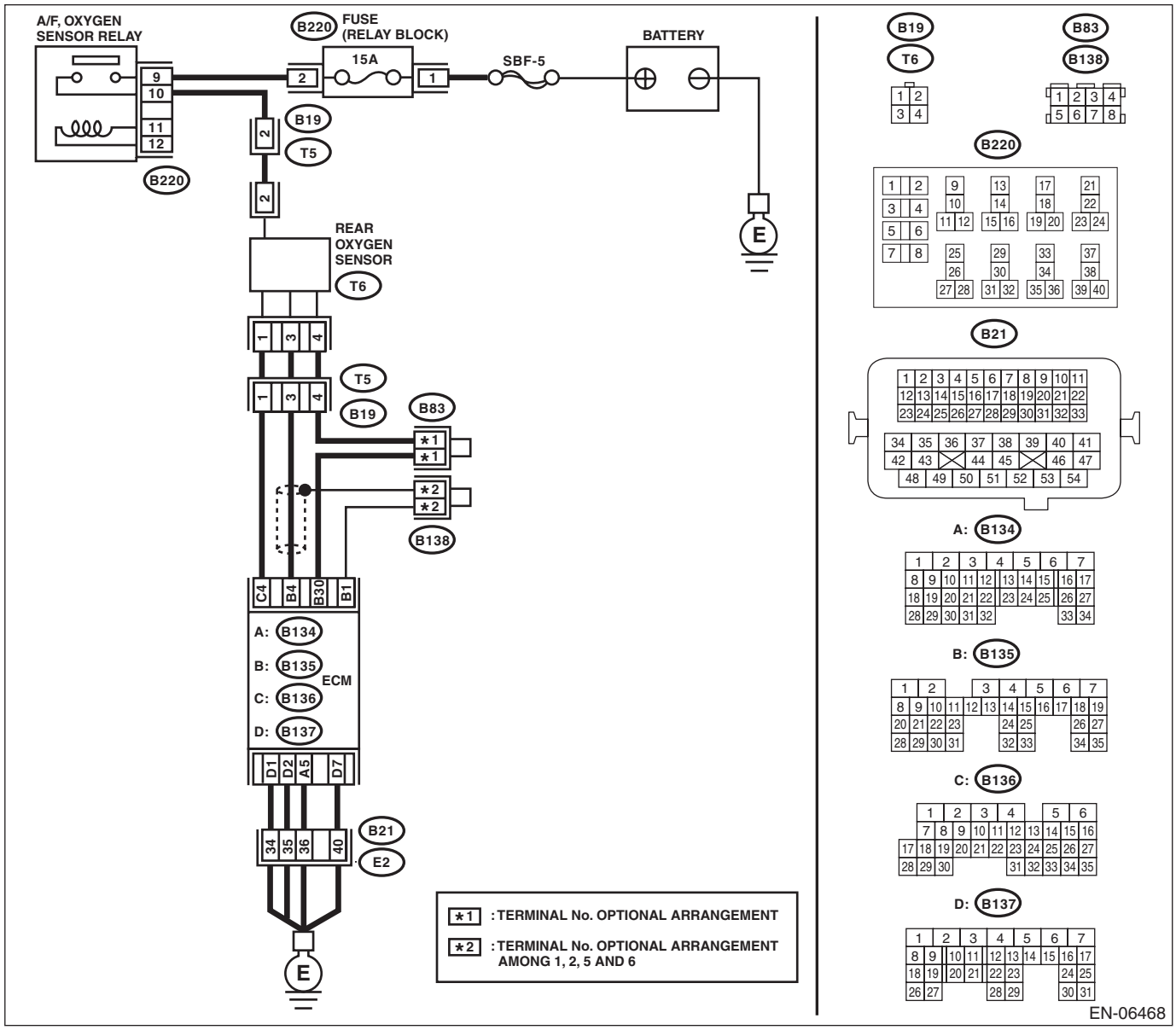
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-77, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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 — (T6) No. 3:*** ***(B135) No. 30 — (T6) 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*** ***(T6) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(STI)-47, 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(STI)-47, Rear Oxygen Sensor.>

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

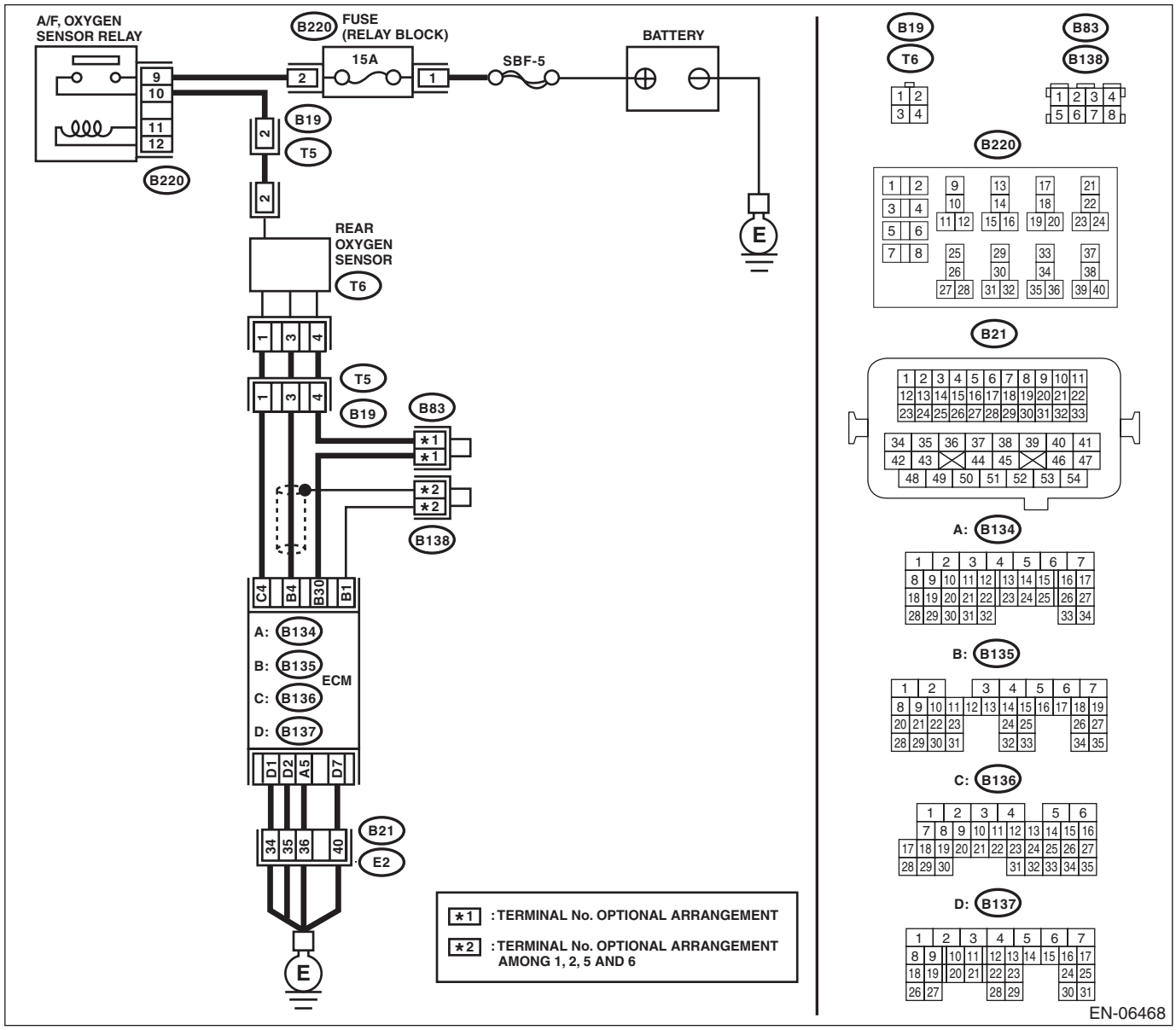
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-78, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) 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 — (T6) 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*** ***(T6) No. 3 — Chassis ground:***	Is the resistance 1 MΩ 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(STI)-47, 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, temporary poor contact of connector may be the cause.

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

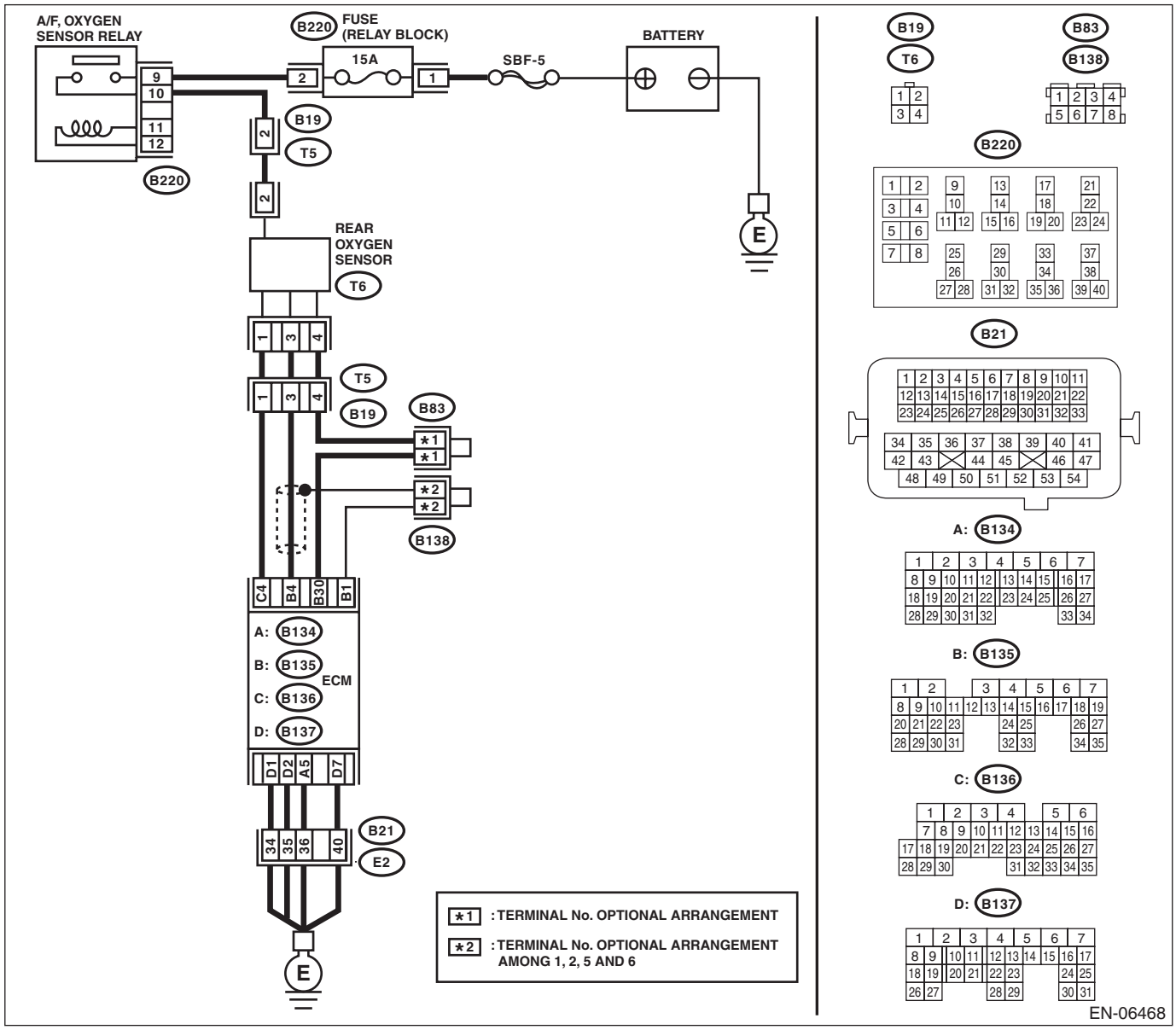
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-85, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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(STI)(diag)-35, 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 — (T6) No. 3:*** ***(B135) No. 30 — (T6) 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

	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 rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. ***Connector & terminal*** ***(T6) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(STI)-47, 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 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(STI)-47, Rear Oxygen Sensor.>

AL:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(STI)(diag)-152, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AM:DTC P0172 SYSTEM TOO RICH (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-89, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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 while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 280 — 309 kPa (2.85 — 3.15 kg/cm^2, 41 — 45 psi)?	Go to step **4**.	Repair the following item. Fuel pressure is too high: • Clogged fuel return line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel supply line
4	**CHECK FUEL PRESSURE.** After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: • If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. • If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 226 — 255 kPa (2.3 — 2.6 kg/cm^2, 33 — 37 psi)?	Go to step **5**.	Repair the following item. Fuel pressure is too high: • Faulty pressure regulator • Clogged fuel return line or bent hose Fuel pressure is too low: • Faulty pressure regulator • Improper fuel pump discharge • Clogged fuel supply line

	Step	Check	Yes	No
5	**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(STI)(diag)-35, 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 **6**.	Replace the engine coolant temperature sensor. <Ref. to FU(STI)-29, Engine Coolant 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) Place the shift lever in neutral. 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(STI)(diag)-35, 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 **7**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>
7	**CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) Place the shift lever in neutral. 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(STI)(diag)-35, 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 poor contact of the ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

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

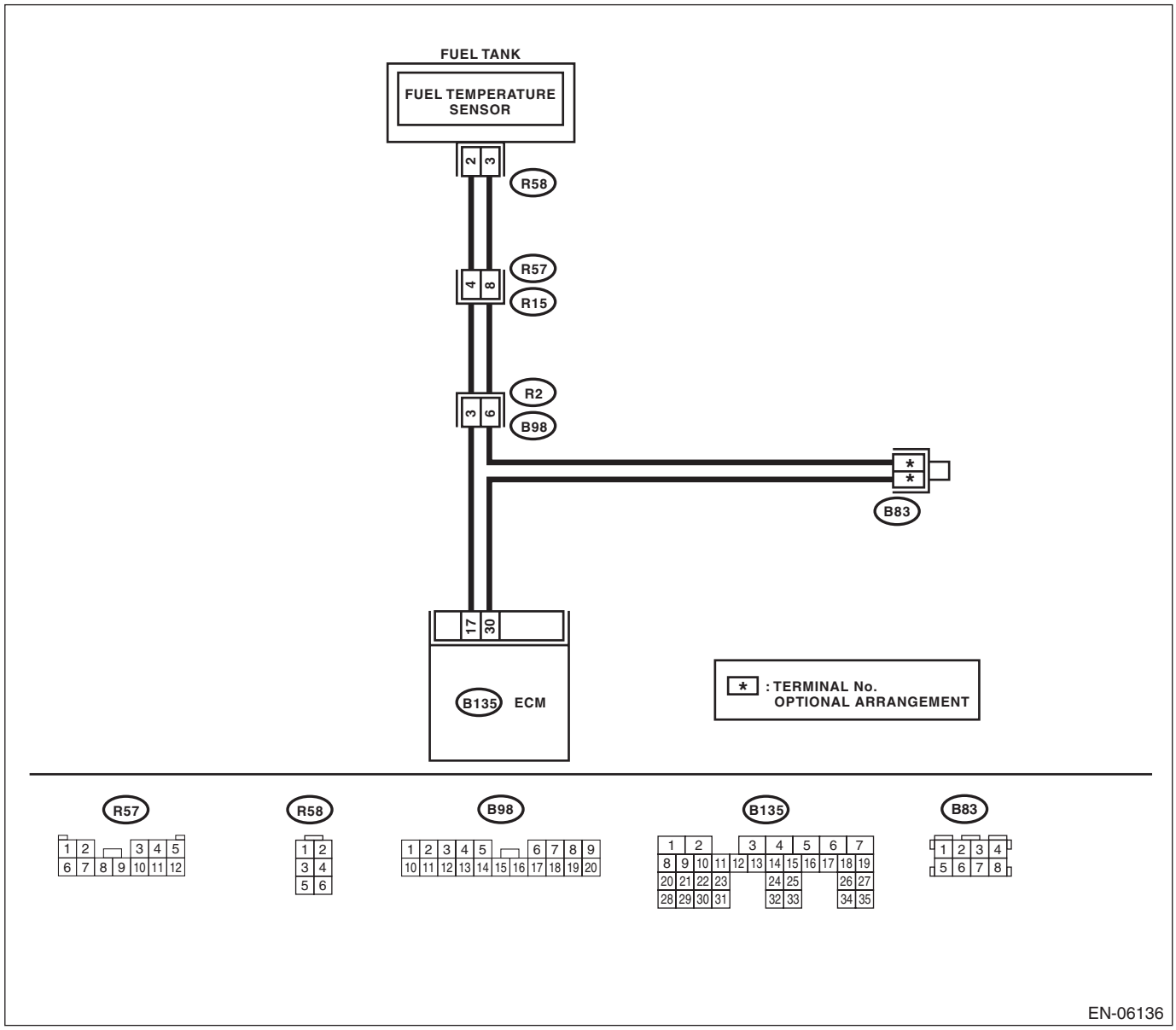
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-91, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06136

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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(STI)-14, Fuel Temperature Sensor.>

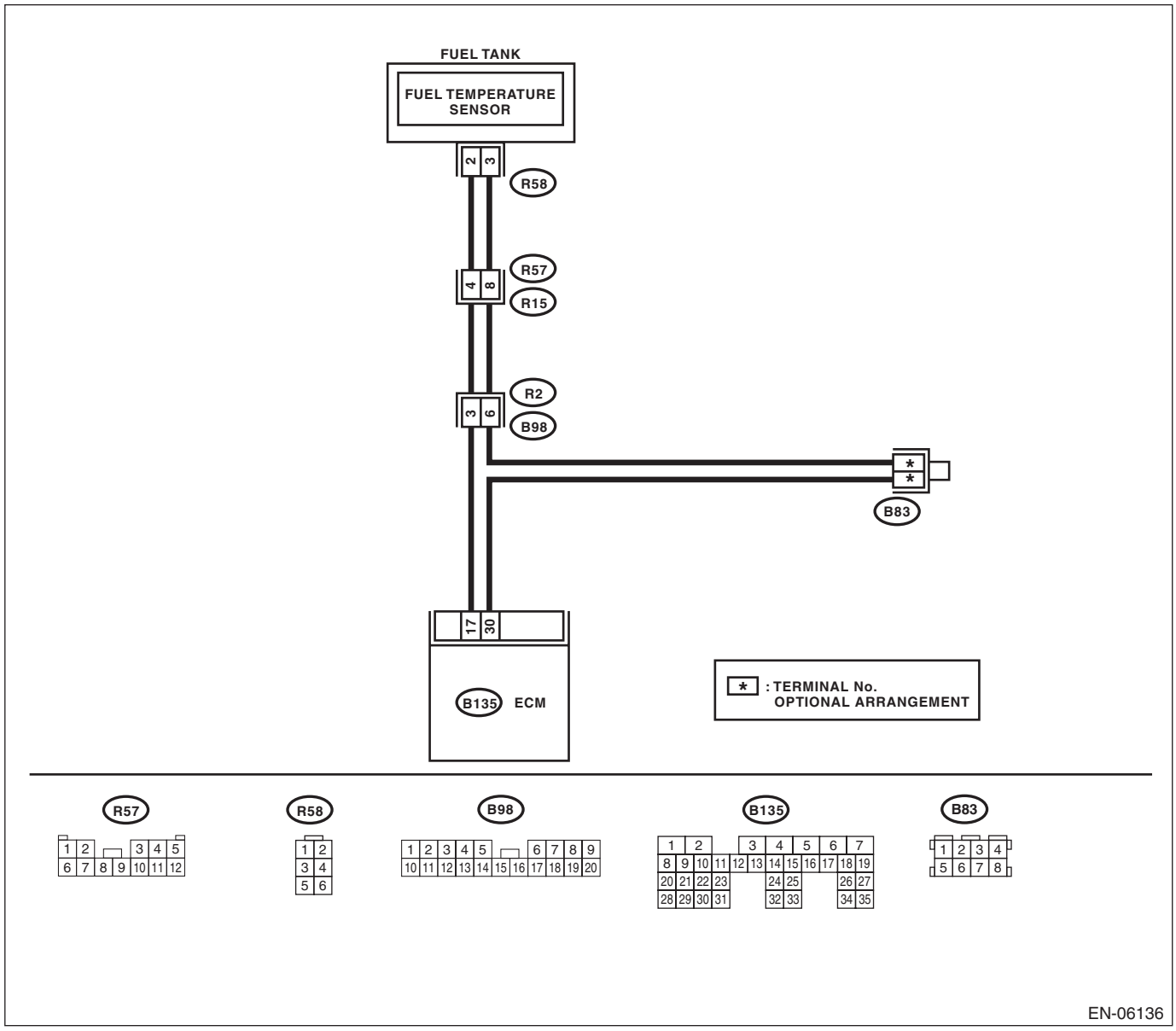
AO:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-94, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
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(STI)-14, Fuel Temperature Sensor.>	Repair the ground short circuit of harness between ECM and fuel pump connector.

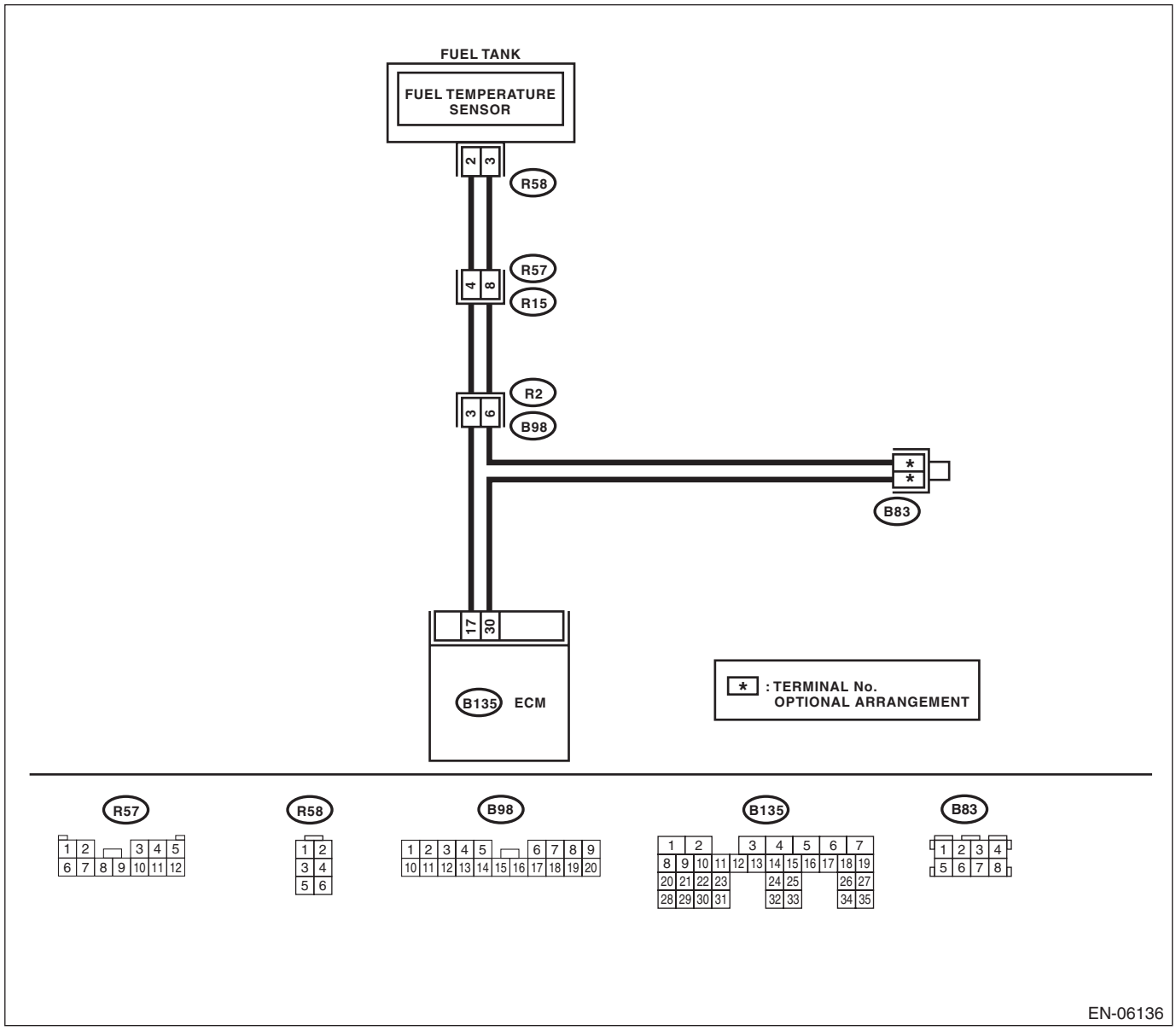
AP:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-96, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
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 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel temperature sensor connector • Poor contact of coupling 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(STI)-14, Fuel Temperature Sensor.>

AQ:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-98, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

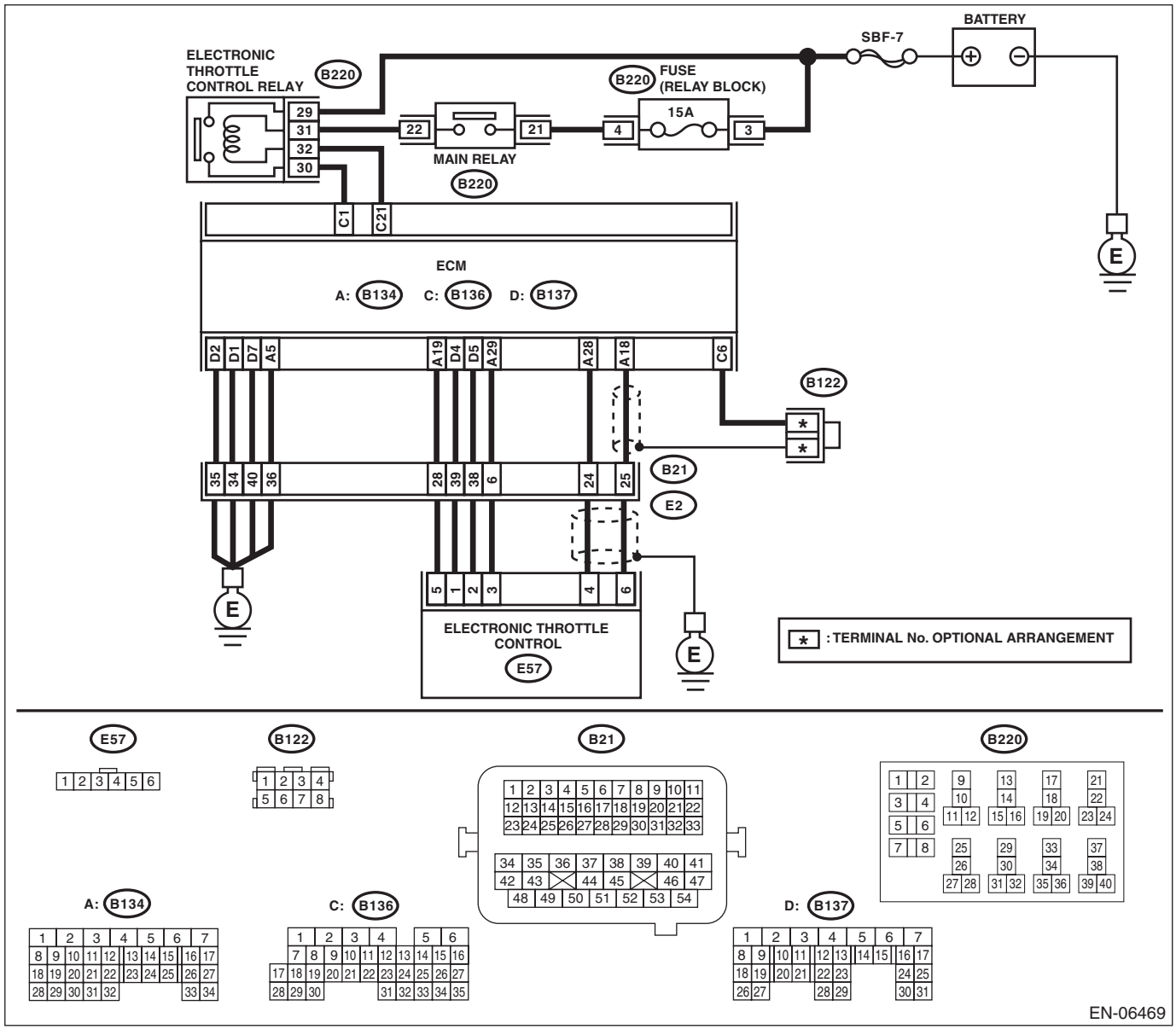
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 short circuit to ground in harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the 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(STI)-14, Throttle Body.>	Repair the short circuit to ground in harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(STI)-49, Engine Control Module (ECM).>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-100, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

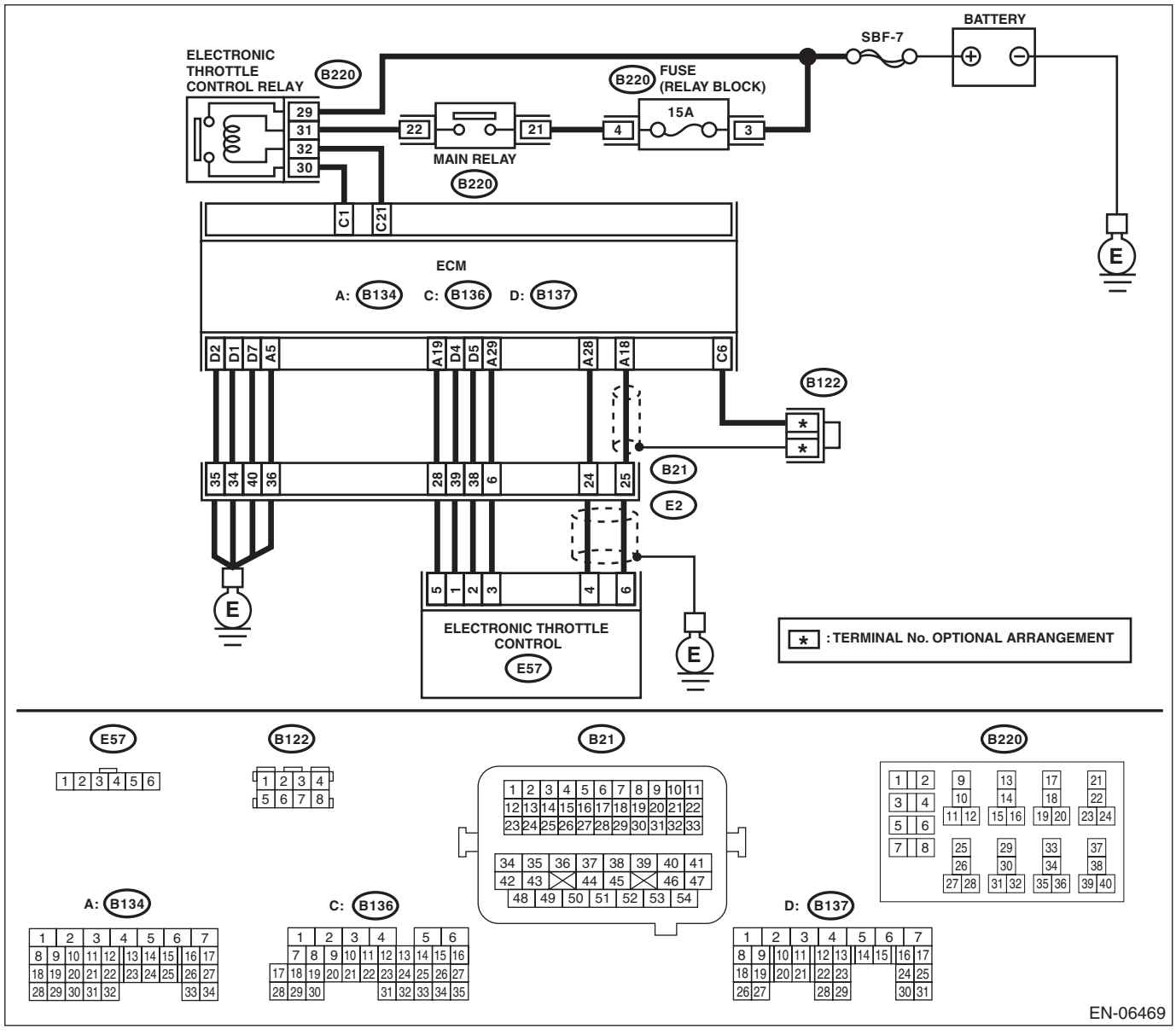
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 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 MΩ or more?	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(STI)-14, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

AS:DTC P0230 FUEL PUMP PRIMARY CIRCUIT

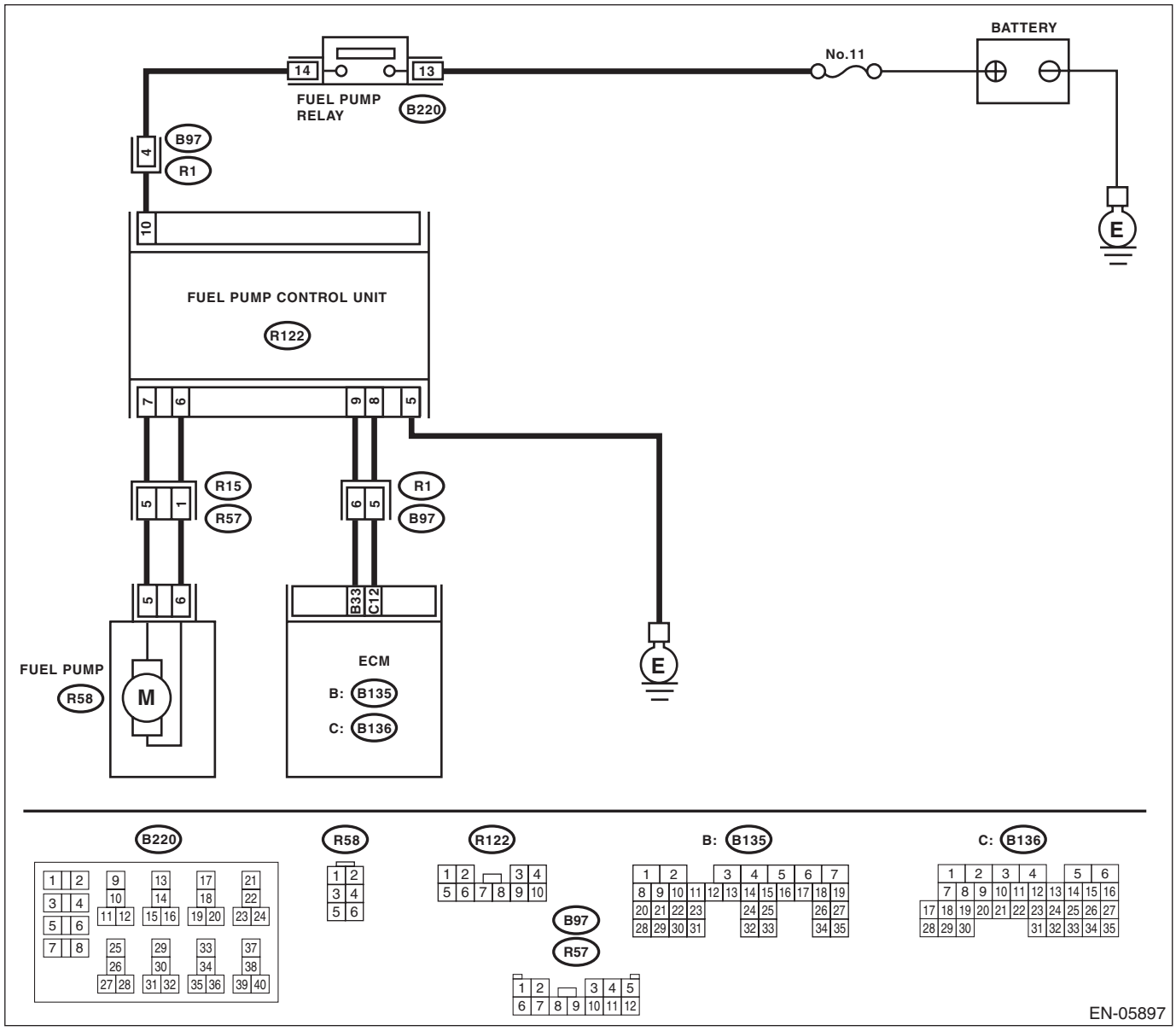
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-102, DTC P0230 FUEL PUMP PRIMARY CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY CIRCUIT TO FUEL PUMP CONTROL UNIT.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel pump control unit. 3) Turn the ignition switch to ON. 4) Measure the voltage between fuel pump control unit and chassis ground. ***Connector & terminal*** ***(R122) No. 10 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the power supply circuit. NOTE: In this case, repair the following item: • Open circuit or short circuit to ground in harness between fuel pump relay connector and fuel pump control unit connector • Poor contact of fuel pump relay connector • Poor contact of coupling connector
2	**CHECK GROUND CIRCUIT OF FUEL PUMP CONTROL UNIT.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between fuel pump control unit connector and chassis ground. ***Connector & terminal*** ***(R122) No. 5 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **3**.	Repair the open circuit in harness between fuel pump control unit connector and chassis ground.
3	**CHECK HARNESS BETWEEN FUEL PUMP CONTROL UNIT AND FUEL PUMP CONNECTOR.** 1) Disconnect the connector from fuel pump. 2) Measure the resistance of harness between fuel pump control unit and fuel pump connector. ***Connector & terminal*** ***(R122) No. 7 — (R58) No. 5:*** ***(R122) No. 6 — (R58) 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 fuel pump control unit connector and fuel pump connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN FUEL PUMP CONTROL UNIT AND FUEL PUMP CONNECTOR.** Measure the resistance between fuel pump control unit connector and chassis ground. ***Connector & terminal*** ***(R122) No. 7 — Chassis ground:*** ***(R122) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit to ground in harness between fuel pump control unit connector and fuel pump connector.
5	**CHECK HARNESS BETWEEN ECM AND FUEL PUMP CONTROL UNIT.** 1) Disconnect the connectors from the ECM. 2) Measure the resistance of the harness between the ECM and fuel pump control unit. ***Connector & terminal*** ***(B135) No. 33 — (R122) No. 9:*** ***(B136) No. 12 — (R122) No. 8:***	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 fuel pump control unit • Poor contact of coupling connector

Step		Check	Yes	No
6	**CHECK HARNESS BETWEEN ECM AND FUEL PUMP CONTROL UNIT.** Measure the resistance between fuel pump control unit connector and chassis ground. ***Connector & terminal*** ***(R122) No. 9 — Chassis ground:*** ***(R122) No. 8 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **7**.	Repair the short circuit to ground in harness between ECM and fuel pump control unit connector.
7	**CHECK POOR CONTACT.** Check poor contact of ECM and fuel pump control unit connector.	Is there poor contact of ECM or fuel pump control unit connector?	Repair the poor contact of ECM or fuel pump control unit connector.	Go to step **8**.
8	**CHECK EXPERIENCE OF RUNNING OUT OF FUEL.**	Has the vehicle experienced running out of fuel?	Finish the diagnosis. NOTE: DTC may be recorded as a result of fuel pump idling while running out of fuel.	Replace the fuel pump control unit. <Ref. to FU(STI)-53, Fuel Pump Control Unit.>

AT:DTC P0244 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-104, DTC P0244 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

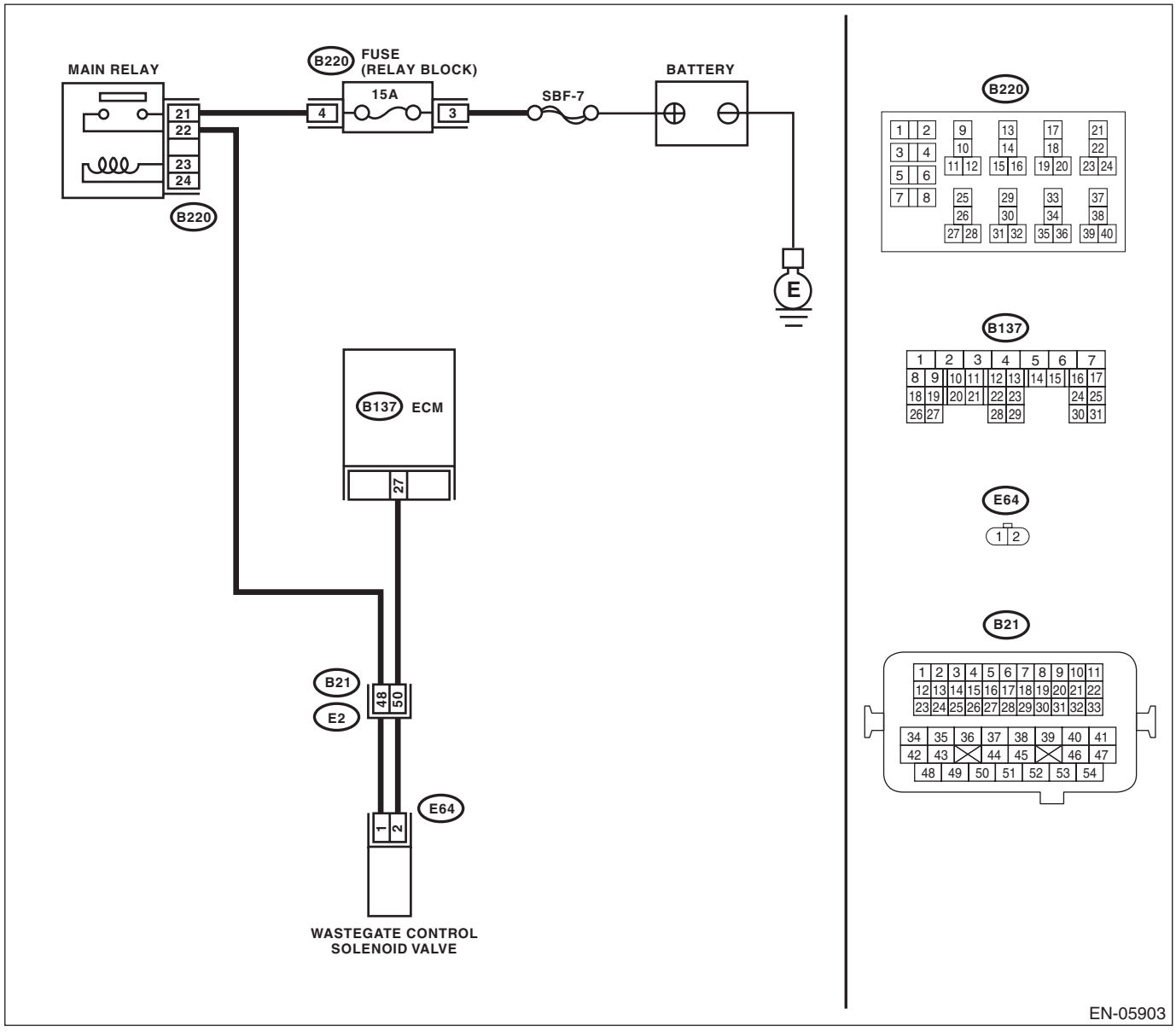
TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the wastegate control solenoid valve. <Ref. to FU(STI)-44, Wastegate Control Solenoid Valve.>

AU:DTC P0245 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-106, DTC P0245 TURBO/SUPER CHARGER WASTEGATE SOLENOID “A” LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

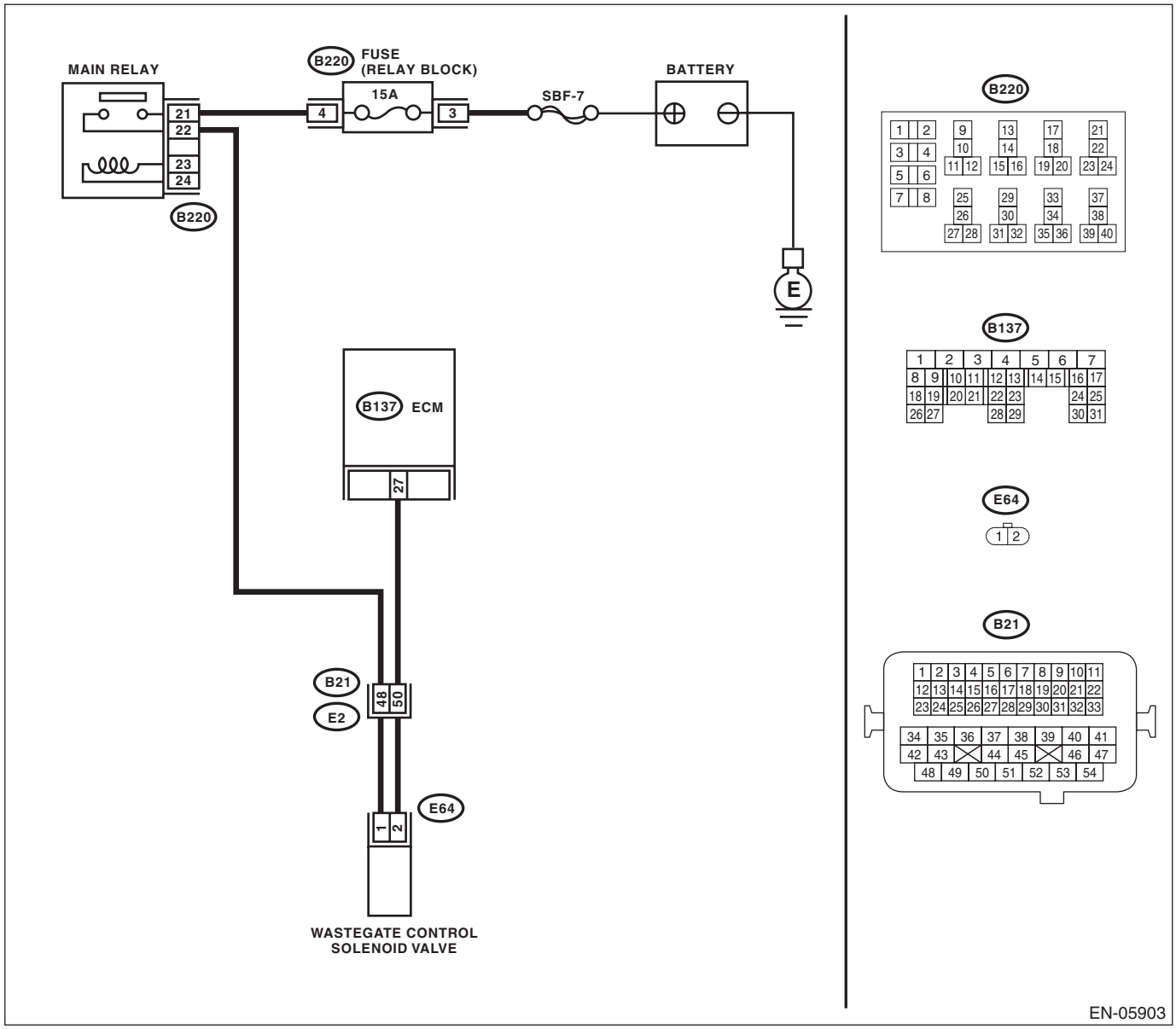
TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. 27 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and wastegate control solenoid valve. 3) Measure the resistance between wastegate control solenoid valve connector and engine ground. ***Connector & terminal*** ***(E64) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair ground short circuit of harness between ECM and wastegate control solenoid valve connector.
3	**CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and wastegate control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 27 — (E64) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and wastegate control solenoid valve connector • Poor contact of coupling connector
4	**CHECK WASTEGATE CONTROL SOLENOID VALVE.** 1) Remove the wastegate control solenoid valve. 2) Measure the resistance between wastegate control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the wastegate control solenoid valve. <Ref. to FU(STI)-44, Wastegate Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO WASTEGATE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between wastegate control solenoid valve and engine ground. ***Connector & terminal*** ***(E64) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair poor contact in wastegate control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and wastegate control solenoid valve connector • Poor contact of coupling connector • Poor contact of main relay connector

AV:DTC P0246 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-108, DTC P0246 TURBO/SUPER CHARGER WASTEGATE SOLENOID "A" HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

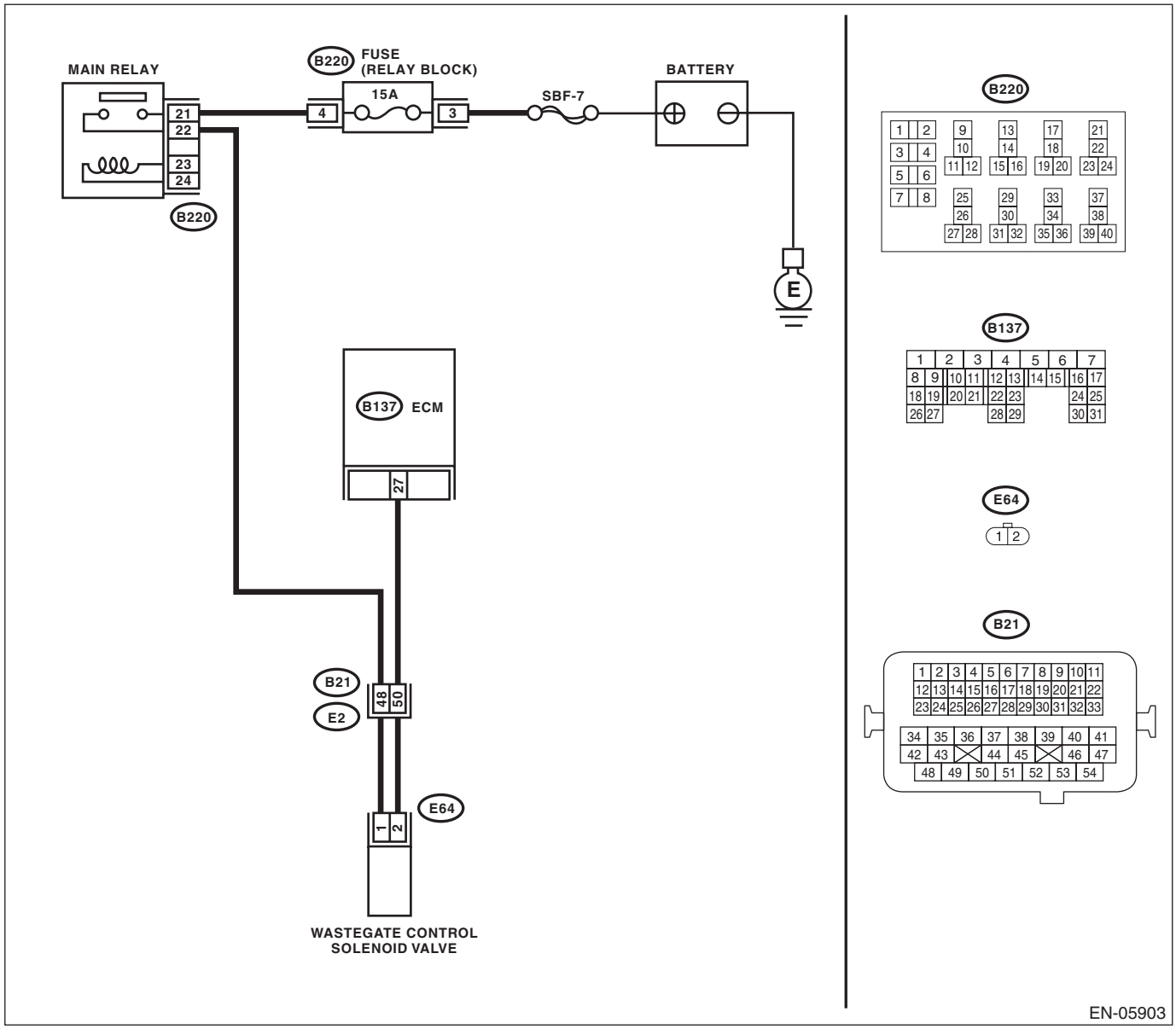
TROUBLE SYMPTOM:

Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND WASTEGATE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and wastegate control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 27 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair short circuit to power in the harness between ECM and wastegate control solenoid valve connector.	Go to step **2**.
2	**CHECK WASTEGATE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between wastegate control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the wastegate control solenoid valve. <Ref. to FU(STI)-44, Wastegate Control Solenoid Valve.>	Repair poor contact of the ECM connector.

AW:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(STI)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AX:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(STI)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AY:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:
For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(STI)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AZ: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(STI)-116, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

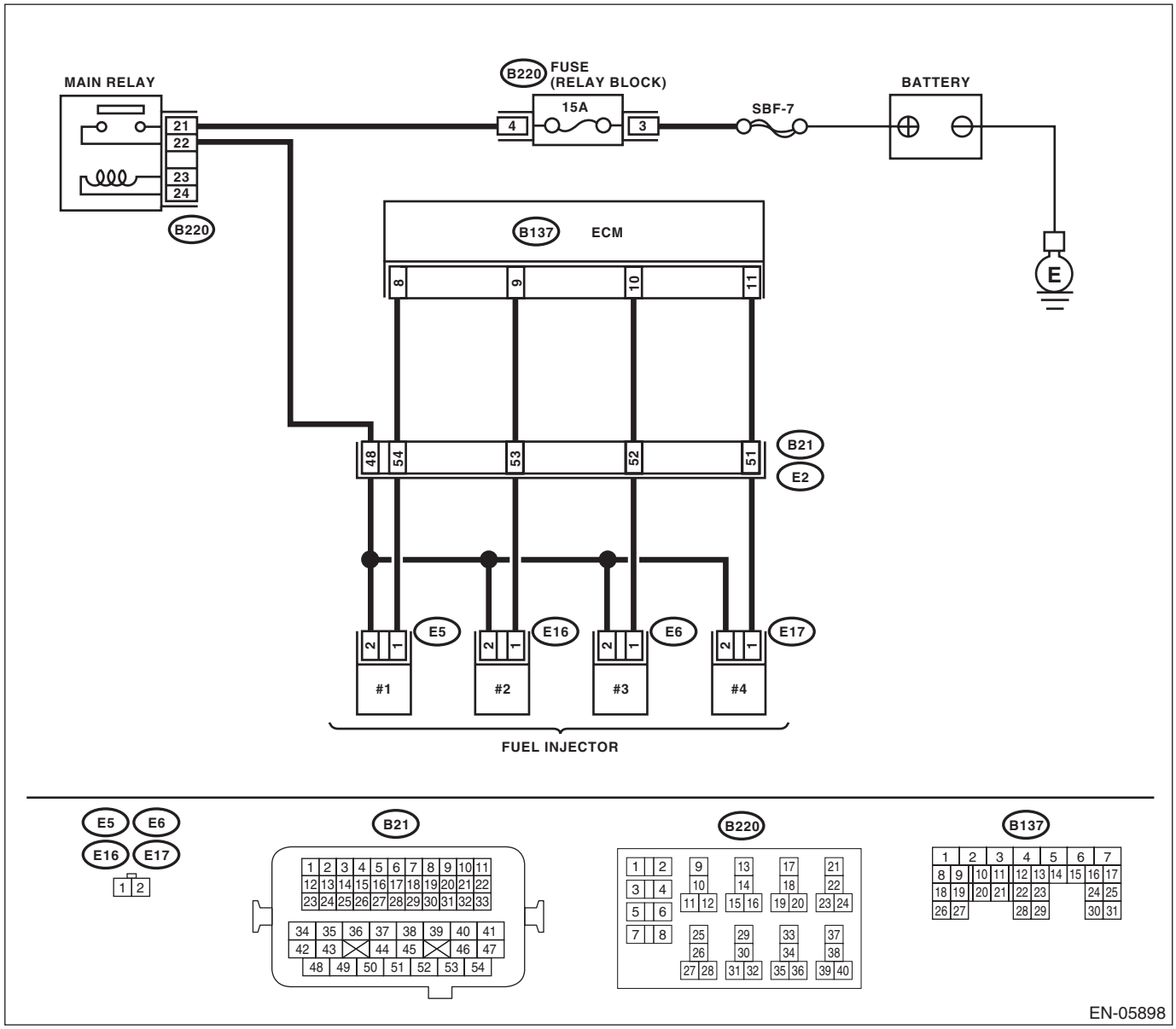
TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling
- Rough driving

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-37, 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

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(STI)-37, Fuel Injector.>	Go to step **8**.
8	**CHECK INSTALLATION 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.	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(STI)-58, Crank Sprocket.>	Go to step **10**.
10	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(STI)-48, 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(STI)(diag)-54, 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**.

Step		Check	Yes	No
13	**CHECK CAUSE OF MISFIRE.**	Has the cause of misfire been detected while running the engine?	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 the DTC. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(STI)(diag)-35, 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**.

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(STI)(diag)-151, 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 is not found, check the "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(STI)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(STI)(diag)-151, 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 is not found, check the "IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(STI)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(STI)(diag)-151, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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(STI)(diag)-151, 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(STI)(diag)-151, 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(STI)(diag)-151, 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

BA:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-117, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

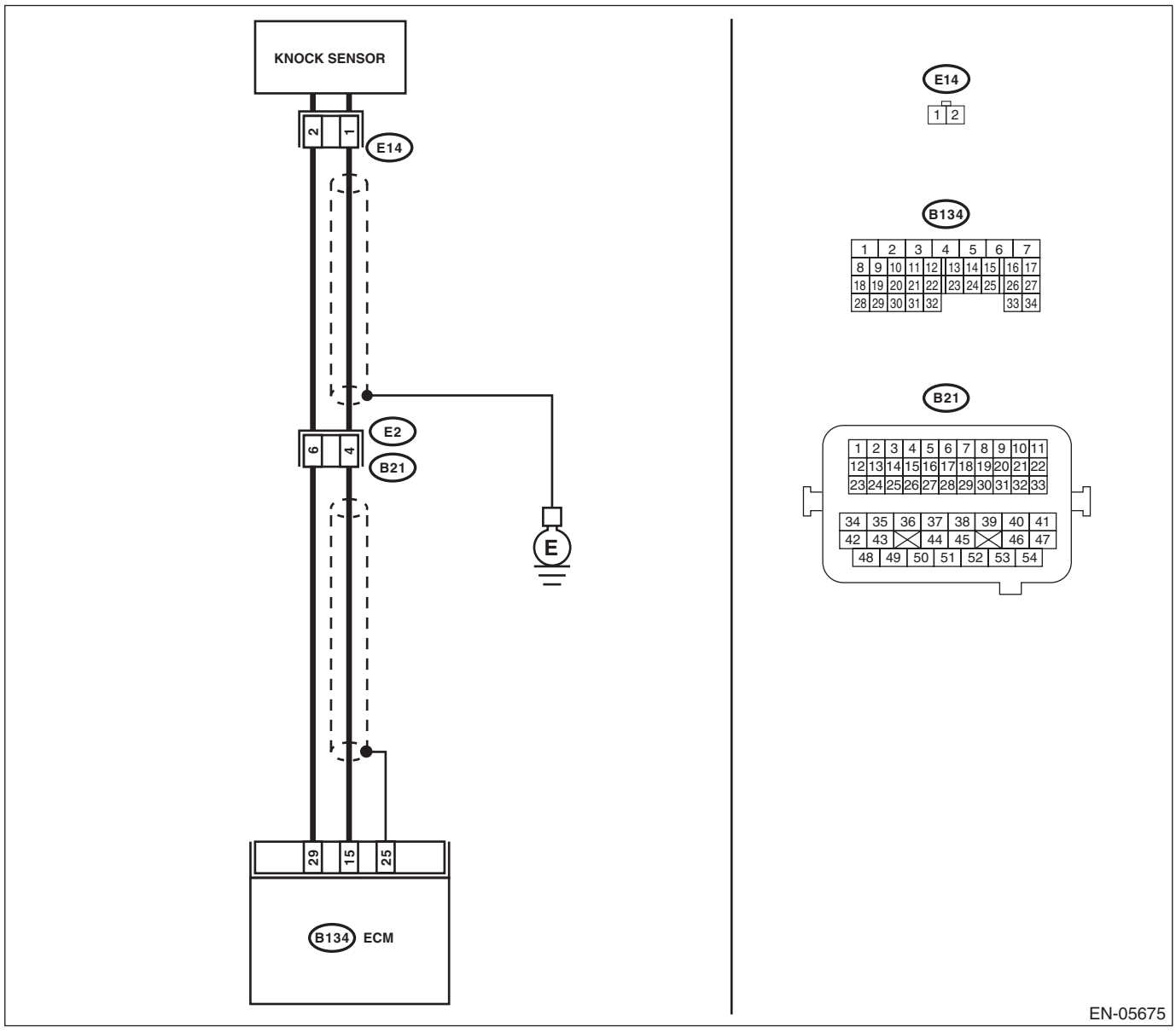
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 kΩ 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 kΩ or more?	Replace the knock sensor. <Ref. to FU(STI)-33, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and knock sensor connector • Poor contact of knock sensor connector • Poor contact of coupling connector

BB:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-119, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

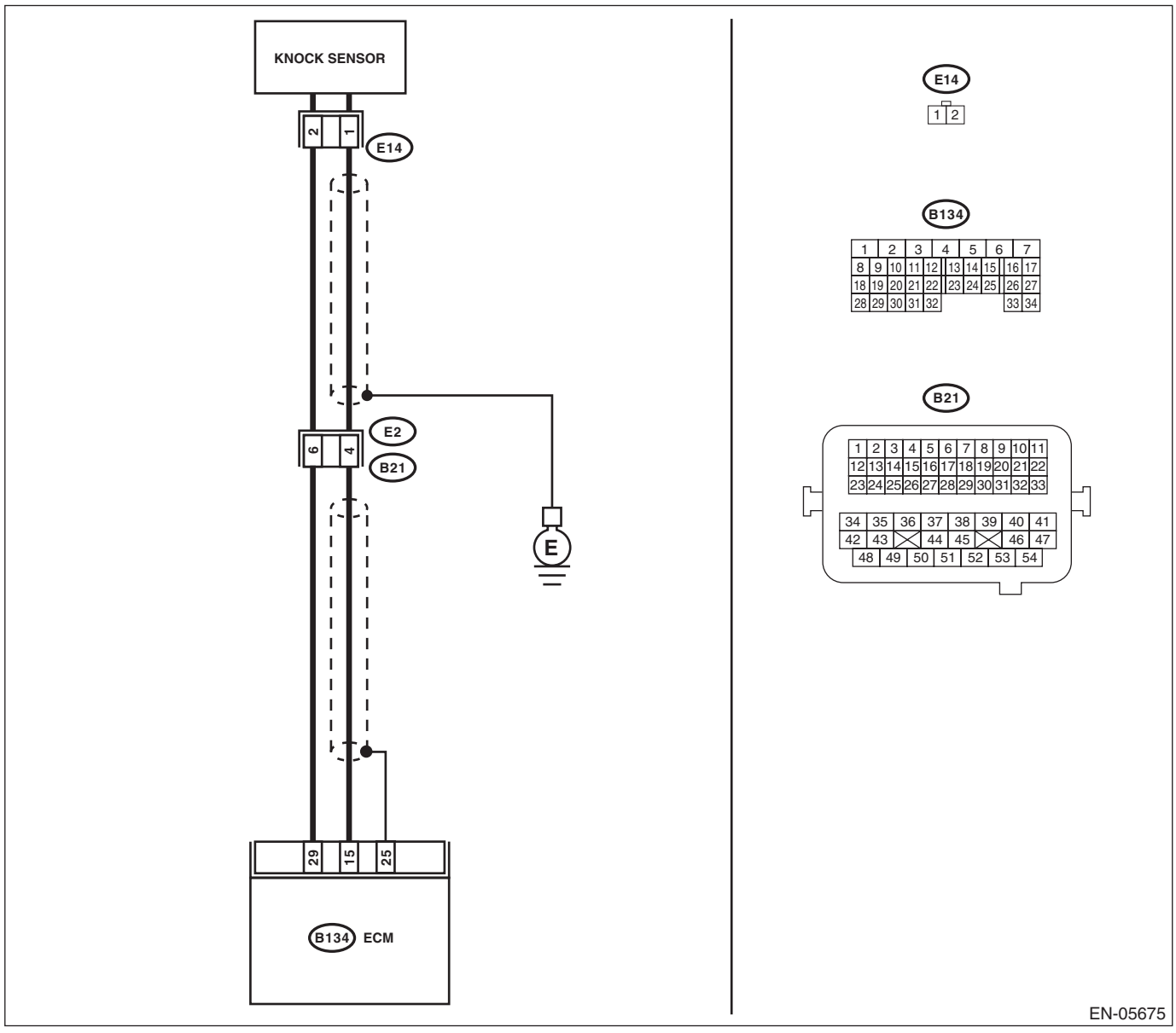
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 connectors. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 500 kΩ?	Replace the knock sensor. <Ref. to FU(STI)-33, 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, temporary poor contact of connector may be the cause.	Repair poor contact of the ECM connector.

BC:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-121, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

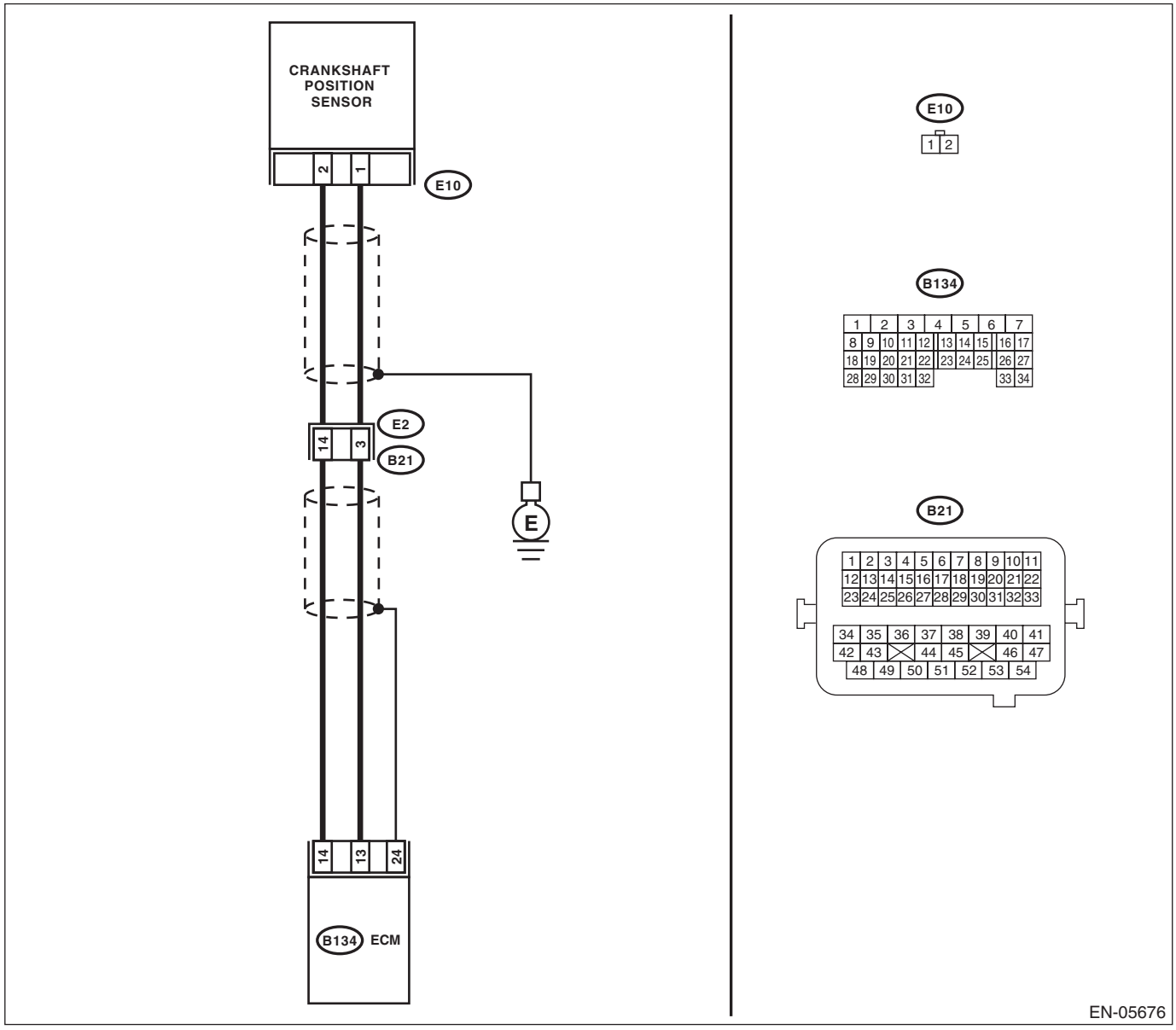
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK 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 1 — 4 kΩ?	Go to step **3**.	Replace the crankshaft position sensor. <Ref. to FU(STI)-30, 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

BD: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(STI)-123, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

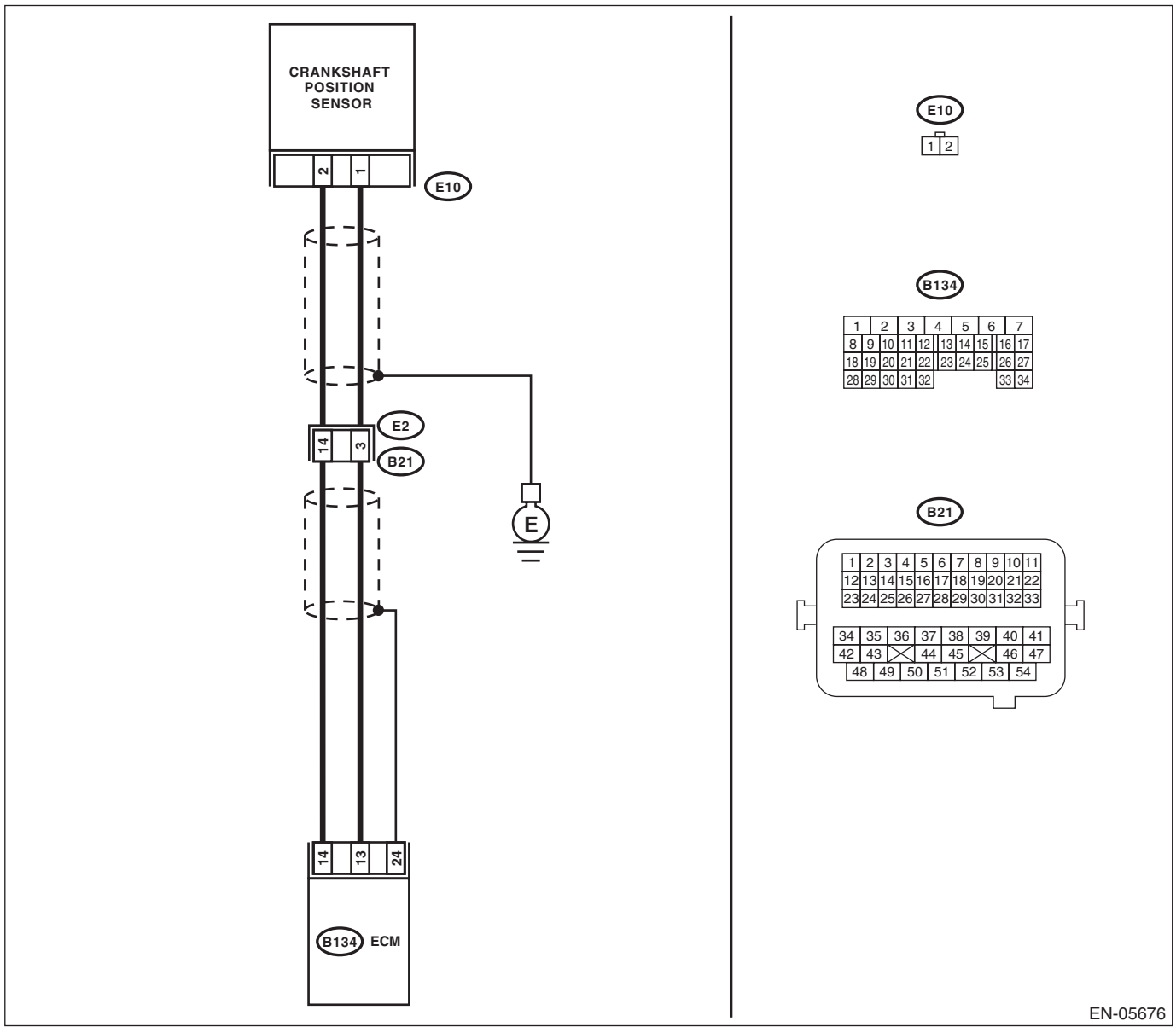
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-58, 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(STI)-48, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(STI)-30, Crankshaft Position Sensor.>

BE:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-125, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

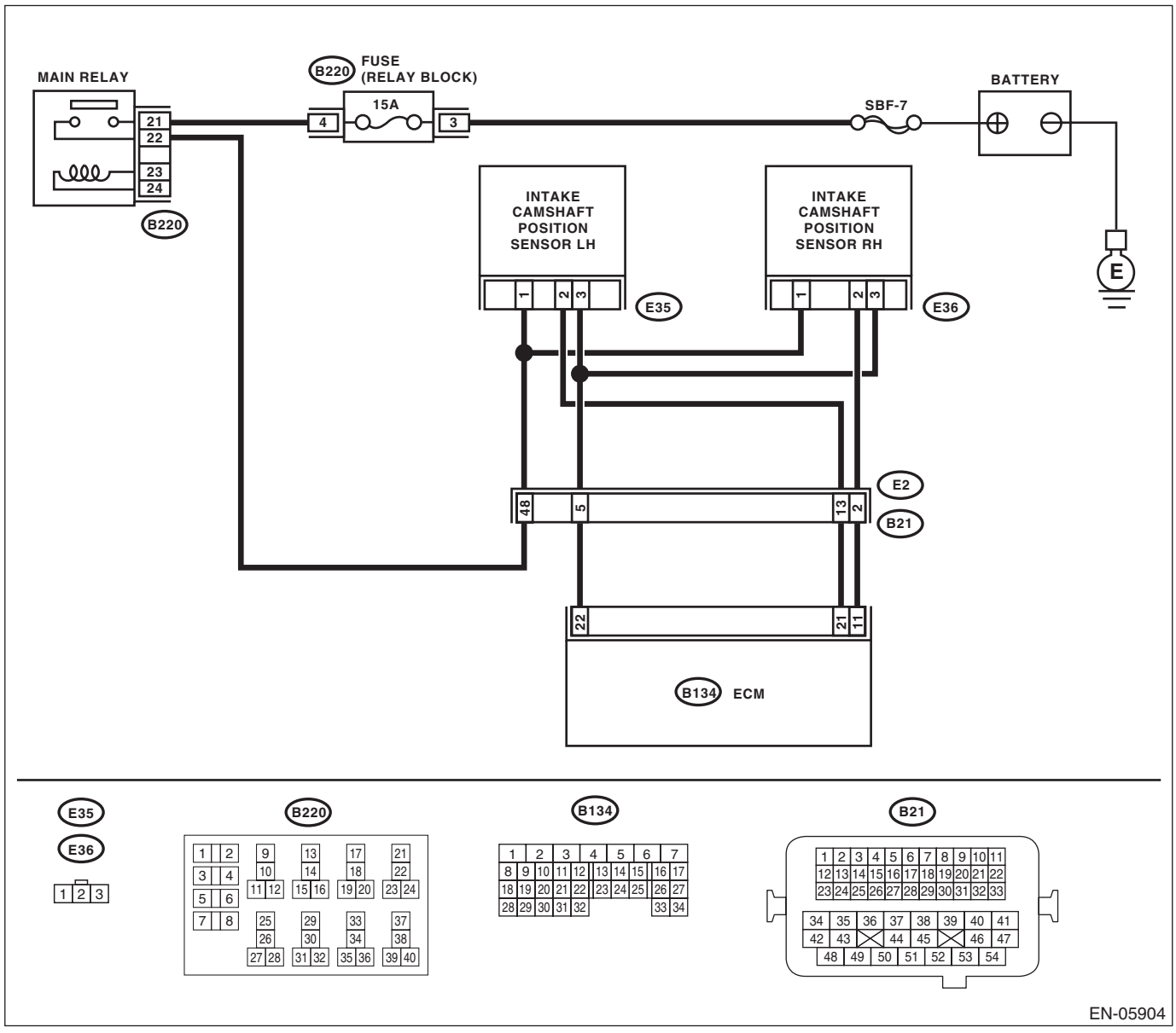
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E36) No. 1 (+) — 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 or short circuit to ground in harness between main relay connector and camshaft position sensor connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 11 — (E36) No. 2:*** ***(B134) No. 22 — (E36) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and camshaft position sensor connector.
3	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E36) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair short circuit to ground in harness between ECM and camshaft position sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E36) No. 2 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and camshaft position sensor connector.	Go to step **5**.
5	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **6**.	Tighten the camshaft position sensor installation bolt securely.
6	**CHECK CAMSHAFT POSITION SENSOR.** Check the waveform of the camshaft position sensor. <Ref. to EN(STI)(diag)-17, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(STI)-31, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BF:DTC P0345 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-127, DTC P0345 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

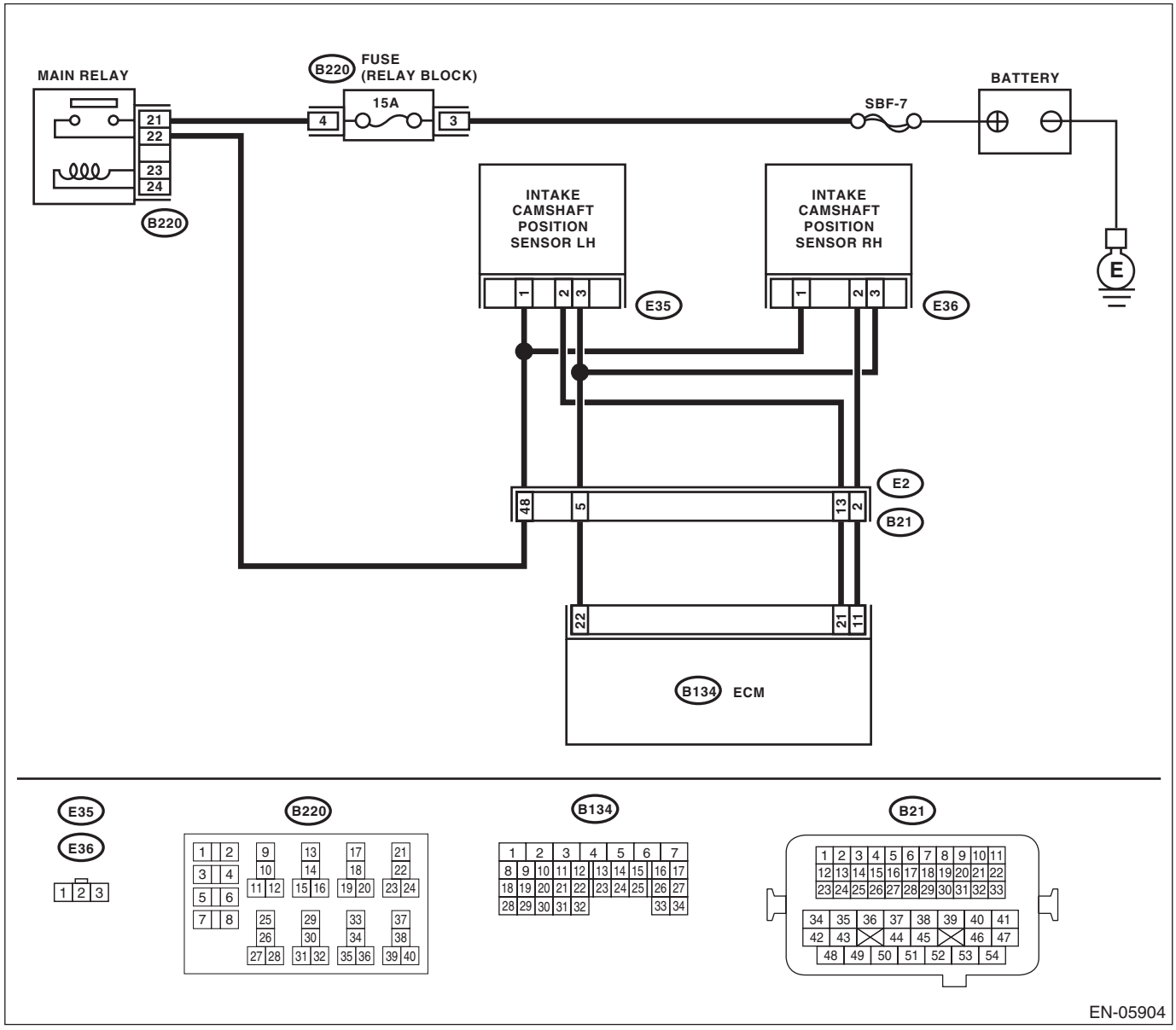
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E35) No. 1 (+) — 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 or short circuit to ground in harness between main relay connector and camshaft position sensor connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 21 — (E35) No. 2:*** ***(B134) No. 22 — (E35) 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 connector and camshaft position sensor connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E35) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair short circuit to ground in harness between ECM and camshaft position sensor connector.
4	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E35) No. 2 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and camshaft position sensor connector.	Go to step **5**.
5	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **6**.	Tighten the camshaft position sensor installation bolt securely.
6	**CHECK CAMSHAFT POSITION SENSOR.** Check the waveform of the camshaft position sensor. <Ref. to EN(STI)(diag)-17, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(STI)-31, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BG:DTC P0365 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-128, DTC P0365 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

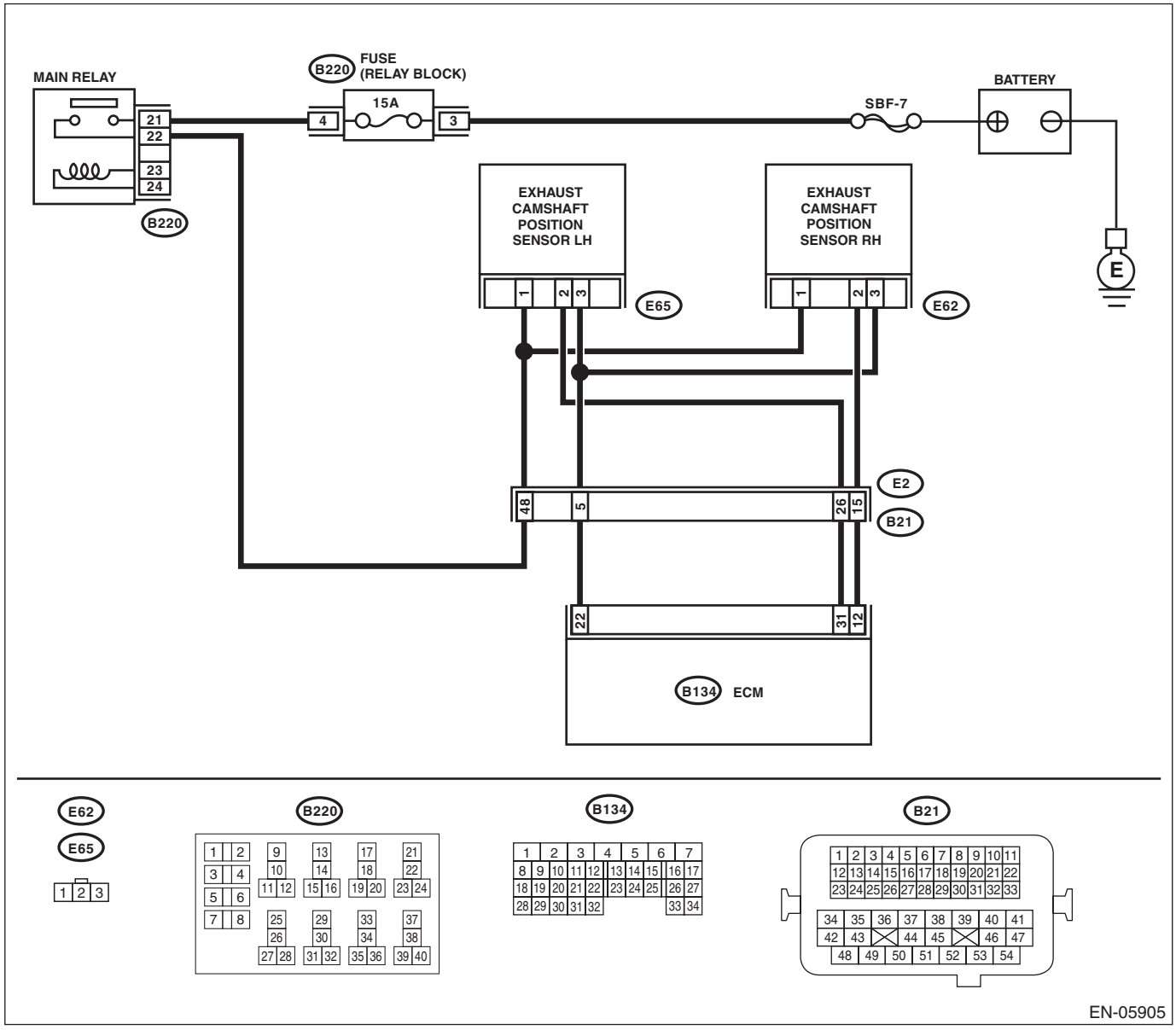
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E62) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the open or ground short circuit in harness between main relay connector and camshaft position sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 12 — (E62) No. 2:*** ***(B134) No. 22 — (E62) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and camshaft position sensor.
3	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E62) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor.
4	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E62) No. 2 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and camshaft position sensor.	Go to step **5**.
5	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **6**.	Tighten the camshaft position sensor installation bolt securely.
6	**CHECK CAMSHAFT POSITION SENSOR.** Check the waveform of the camshaft position sensor. <Ref. to EN(STI)(diag)-17, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(STI)-31, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BH:DTC P0390 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-129, DTC P0390 CAMSHAFT POSITION SENSOR “B” CIRCUIT (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

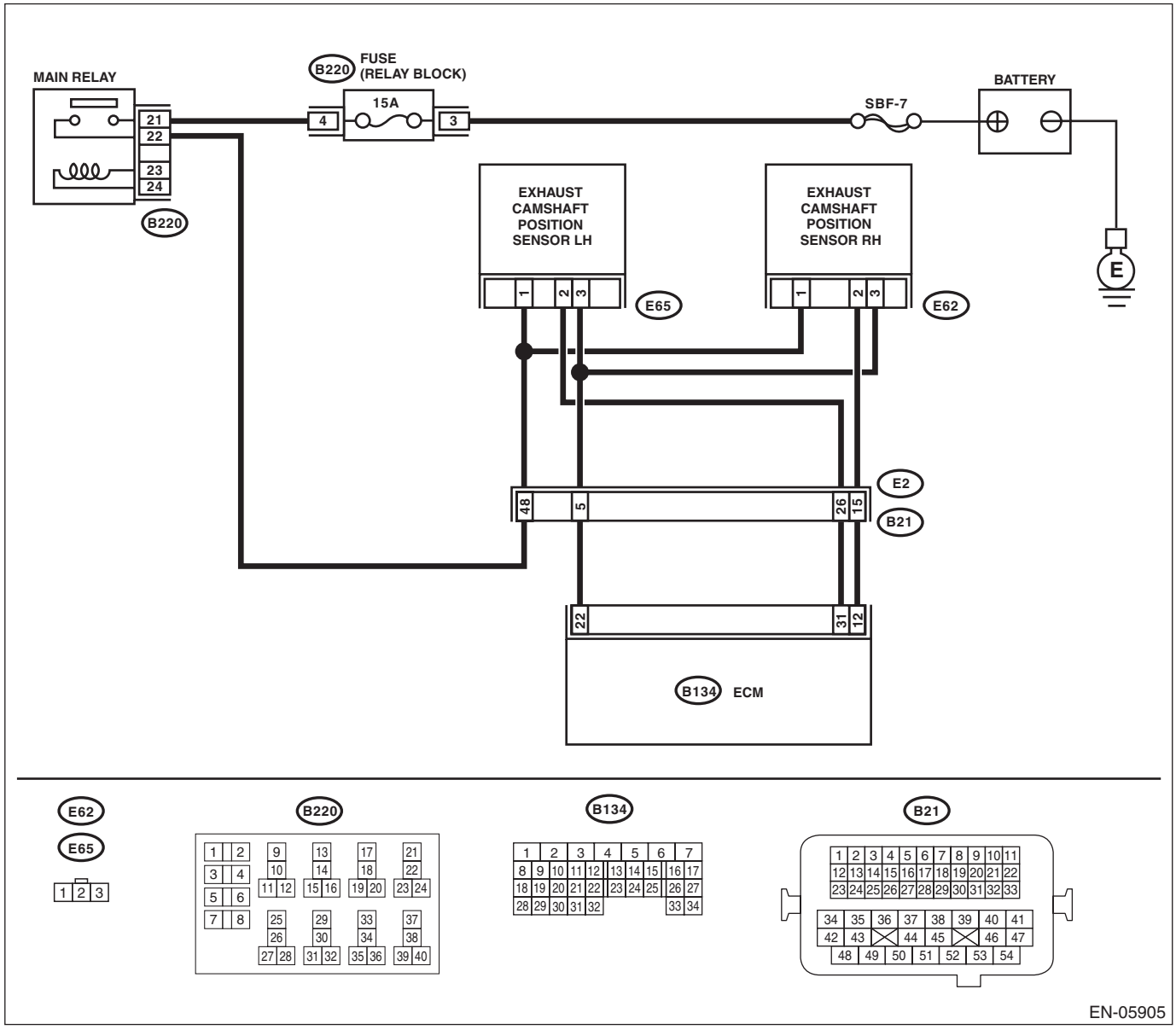
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK POWER SUPPLY OF CAMSHAFT POSITION SENSOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the camshaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E65) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Go to step **2**.	Repair the open or ground short circuit in harness between main relay connector and camshaft position sensor connector.
2	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between the ECM and camshaft position sensor connector. ***Connector & terminal*** ***(B134) No. 31 — (E65) No. 2:*** ***(B134) No. 22 — (E65) No. 3:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and camshaft position sensor.
3	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the resistance between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E65) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit to ground of harness between the ECM and camshaft position sensor.
4	**CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR.** Measure the voltage between camshaft position sensor connector and engine ground. ***Connector & terminal*** ***(E65) No. 2 (+) — Engine ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between ECM and camshaft position sensor.	Go to step **5**.
5	**CHECK CONDITION OF CAMSHAFT POSITION SENSOR.**	Is the camshaft position sensor installation bolt tightened securely?	Go to step **6**.	Tighten the camshaft position sensor installation bolt securely.
6	**CHECK CAMSHAFT POSITION SENSOR.** Check the waveform of the camshaft position sensor. <Ref. to EN(STI)(diag)-17, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the camshaft position sensor. <Ref. to FU(STI)-31, Camshaft Position Sensor.>	Repair the following item. • Poor contact in ECM connector • Poor contact of camshaft position sensor connector • Poor contact of coupling connector

BI: DTC P0410 SECONDARY AIR INJECTION SYSTEM

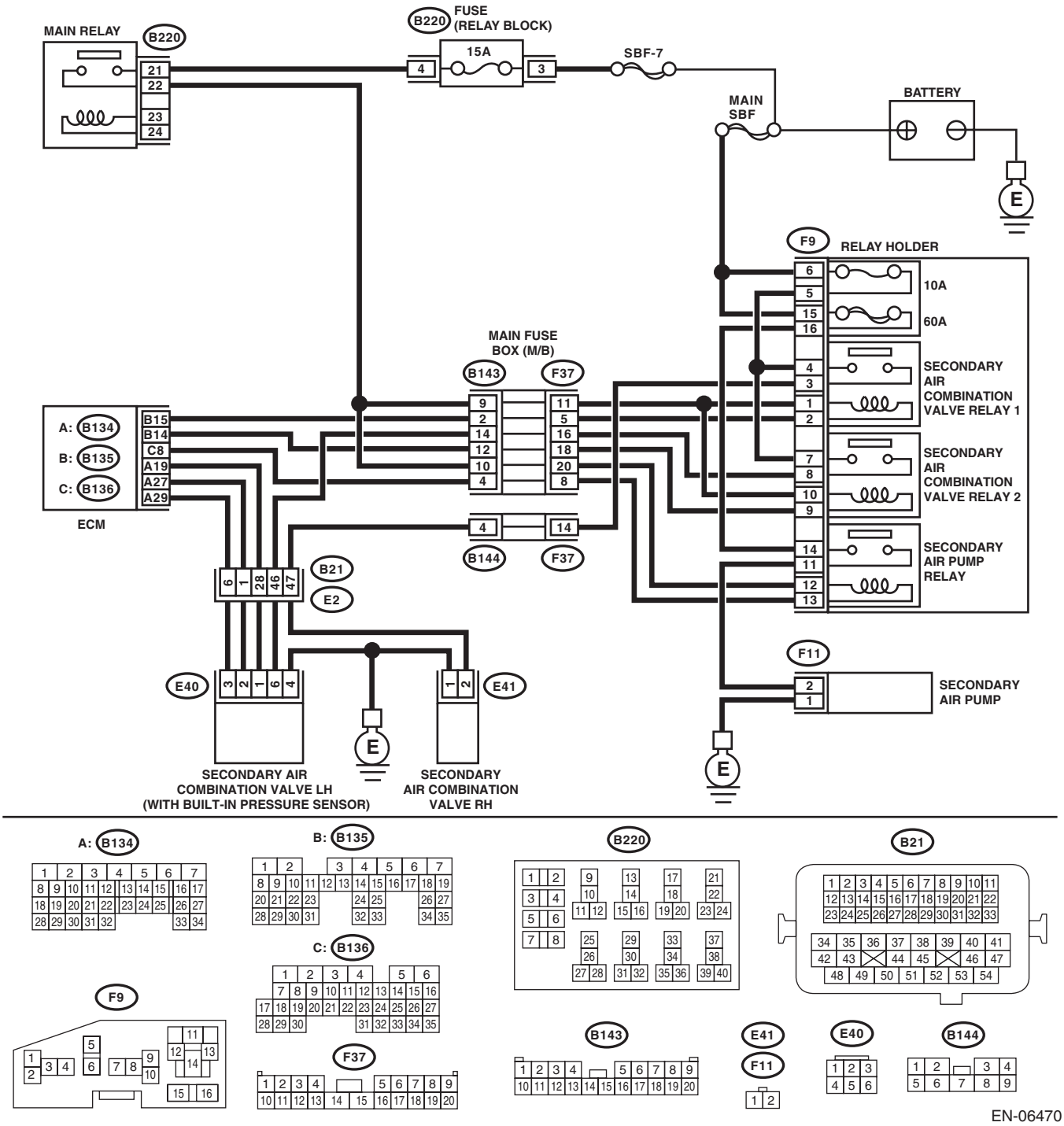
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-130, DTC P0410 SECONDARY AIR INJECTION SYSTEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SECONDARY AIR PUMP FUSE.** Check if the secondary air pump fuse (60 A) is blown out.	Is the fuse blown out?	Go to step **2**.	Go to step **3**.
2	**CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR PUMP.** 1) Remove the secondary air pump fuse from the fuse box. 2) Disconnect the secondary air pump connector. 3) Measure the resistance between the secondary air pump fuse and secondary air pump connector, and chassis ground. ***Connector & terminal*** ***(F9) No. 16 — Chassis ground:*** ***(F11) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air pump connector. Go to step **3**.	Repair the short circuit to ground in harness between fuse box and the secondary air pump connector.
3	**CHECK SECONDARY AIR PUMP OPERATION.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform the Clear Memory Mode. 4) Perform operation check for the secondary air pump using the Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed procedures, refer to Clear Memory Mode <Ref. to EN(STI)(diag)-54, Clear Memory Mode.> and Compulsory Valve Operation Check Mode <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>. • The compulsory operation using the Subaru Select Monitor is performed only for 5 seconds in order to protect the secondary air pump. When operating again, perform the Clear Memory Mode.	Does the secondary air pump operate?	Go to step **4**.	Go to step **5**.
4	**CHECK DUCT BETWEEN SECONDARY AIR PUMP AND COMBINATION VALVE.** Check the duct between the secondary air pump and combination valve.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>
5	**CHECK POWER SUPPLY TO SECONDARY AIR PUMP.** 1) Perform the Clear Memory Mode. 2) Turn the ignition switch to OFF. 3) Disconnect the secondary air pump connector. 4) In the condition of step 3, measure the voltage between the secondary air pump connector and the chassis ground. NOTE: For detailed procedures, refer to Clear Memory Mode. <Ref. to EN(STI)(diag)-54, Clear Memory Mode.> ***Connector & terminal*** ***(F11) No. 2 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Replace the secondary air pump. <Ref. to EC(STI)-22, Secondary Air Pump.>	Go to step **6**.

Step		Check	Yes	No
6	**CHECK HARNESS BETWEEN SECONDARY AIR PUMP RELAY AND SECONDARY AIR PUMP CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the secondary air pump relay. 3) Measure the resistance of harness between secondary air pump relay connector and secondary air pump connector. ***Connector & terminal*** ***(F9) No. 11 — (F11) No. 2:***	Is the resistance less than 1 Ω?	Go to step **7**.	Repair the open circuit in harness between secondary air pump relay connector and secondary air pump connector.
7	**CHECK HARNESS BETWEEN SECONDARY AIR PUMP CONNECTOR AND CHASSIS GROUND.** Measure the resistance of the harness between secondary air pump connector and chassis ground. ***Connector & terminal*** ***(F11) No. 1 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **8**.	Repair the open circuit of the harness between secondary air pump connector and chassis ground.
8	**CHECK SECONDARY AIR PUMP RELAY.** 1) Connect the battery to terminals No. 12 and No. 13 of the secondary air pump relay. 2) Measure the resistance between secondary air pump relay terminals. ***Terminals*** ***No. 14 — No. 11:***	Is the resistance less than 1 Ω?	Go to step **9**.	Replace the secondary air pump relay. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
9	**CHECK SECONDARY AIR PUMP RELAY POWER SOURCE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air pump relay connector and chassis ground. ***Connector & terminal*** ***(F9) No. 14 (+) — Chassis ground (–):*** ***(F9) No. 12 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **10**.	Repair the open or ground short circuit of power supply circuit.
10	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air pump relay connector. ***Connector & terminal*** ***(B136) No. 8 — (F9) No. 13:***	Is the resistance less than 1 Ω?	Repair poor contact of the ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Repair the open circuit in harness between ECM connector and secondary air pump relay connector. • Poor contact of coupling connector

BJ:DTC P0411 SECONDARY AIR INJECTION SYSTEM INCORRECT FLOW DETECTED

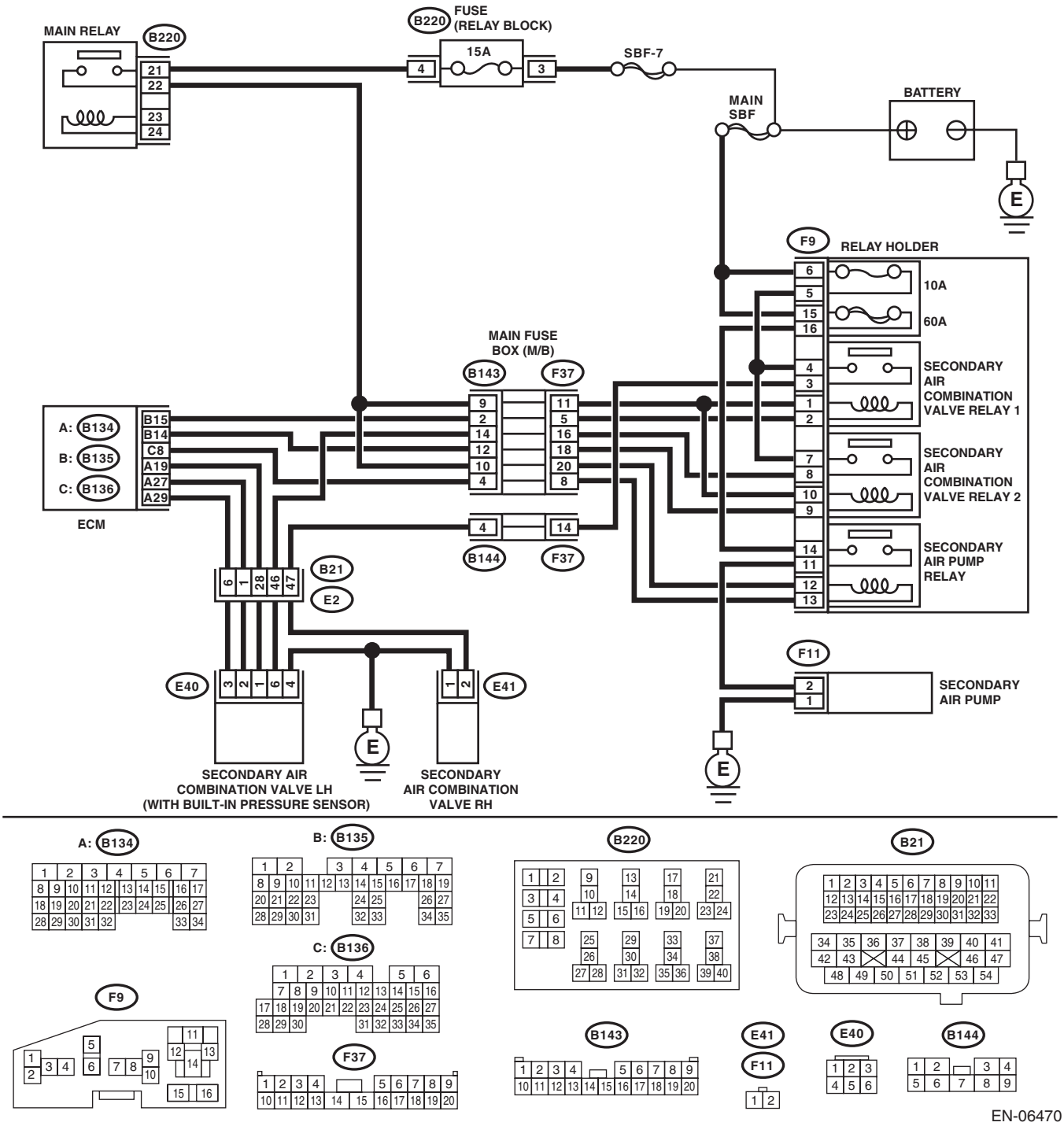
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-138, DTC P0411 SECONDARY AIR INJECTION SYSTEM INCORRECT FLOW DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

Step		Check	Yes	No
1	**CHECK SECONDARY AIR COMBINATION VALVE.** Inspection of the pipe between the secondary air combination valve and cylinder head.	Is there damage or disconnection of the pipe?	Replace the pipe between secondary air combination valve and cylinder head.	Go to step **2**.
2	**CHECK SECONDARY AIR COMBINATION VALVE.** Race the engine at 2,000 rpm to check whether or not the exhaust leak is heard.	Is there any exhaust leak?	Replace the pipe between secondary air combination valve and cylinder head.	Repair poor contact of the ECM connector.

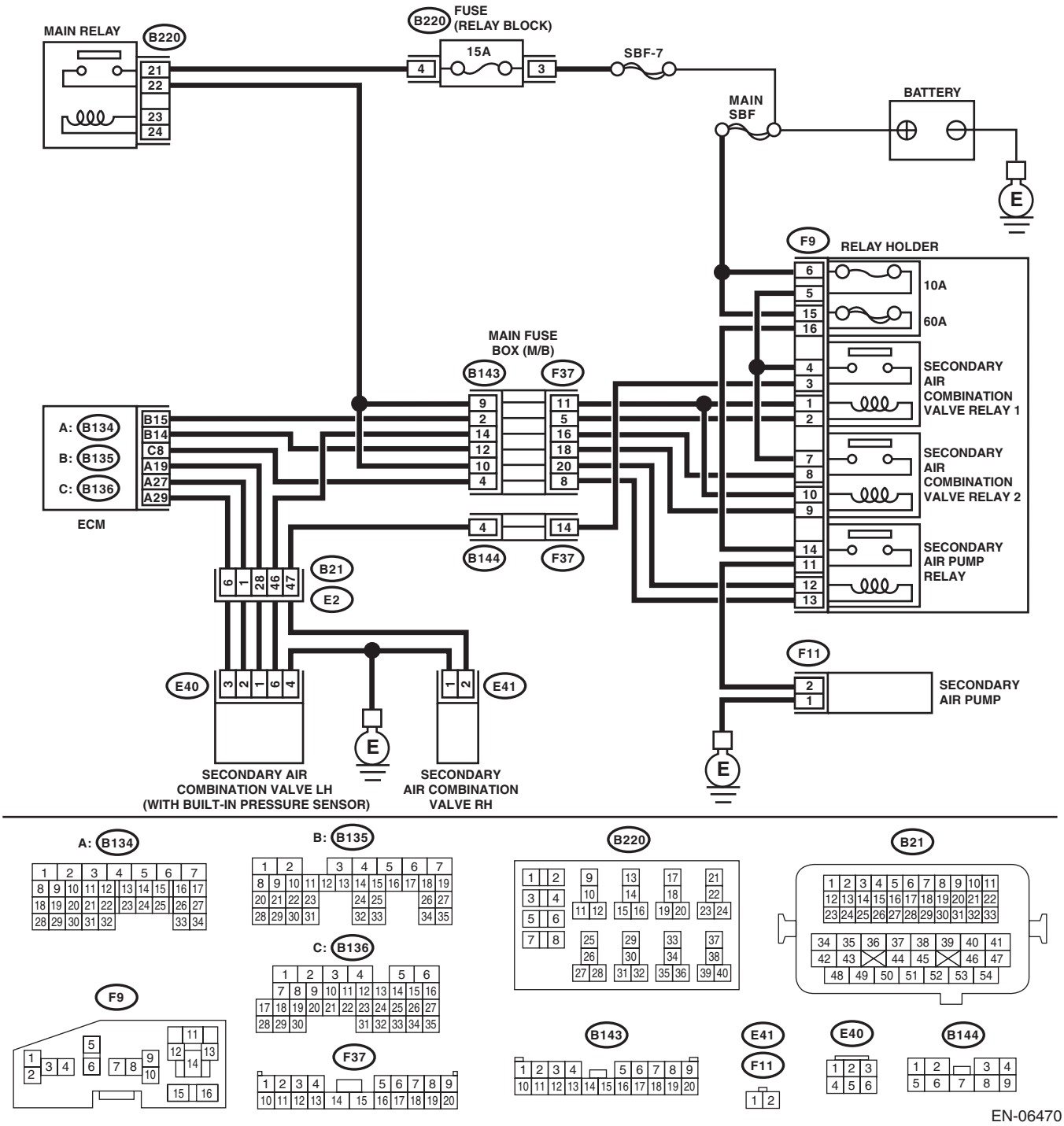
BK:DTC P0413 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-139, DTC P0413 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT OPEN , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 1. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 1. ***Connector & terminal*** ***(B135) No. 15 — (F9) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve relay 1 connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 15 — Chassis ground:***	Is the resistance 1 MΩ 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, temporary poor contact of connector may be the cause.	Repair the short circuit to ground in harness between ECM and secondary air combination valve relay 1 connector.

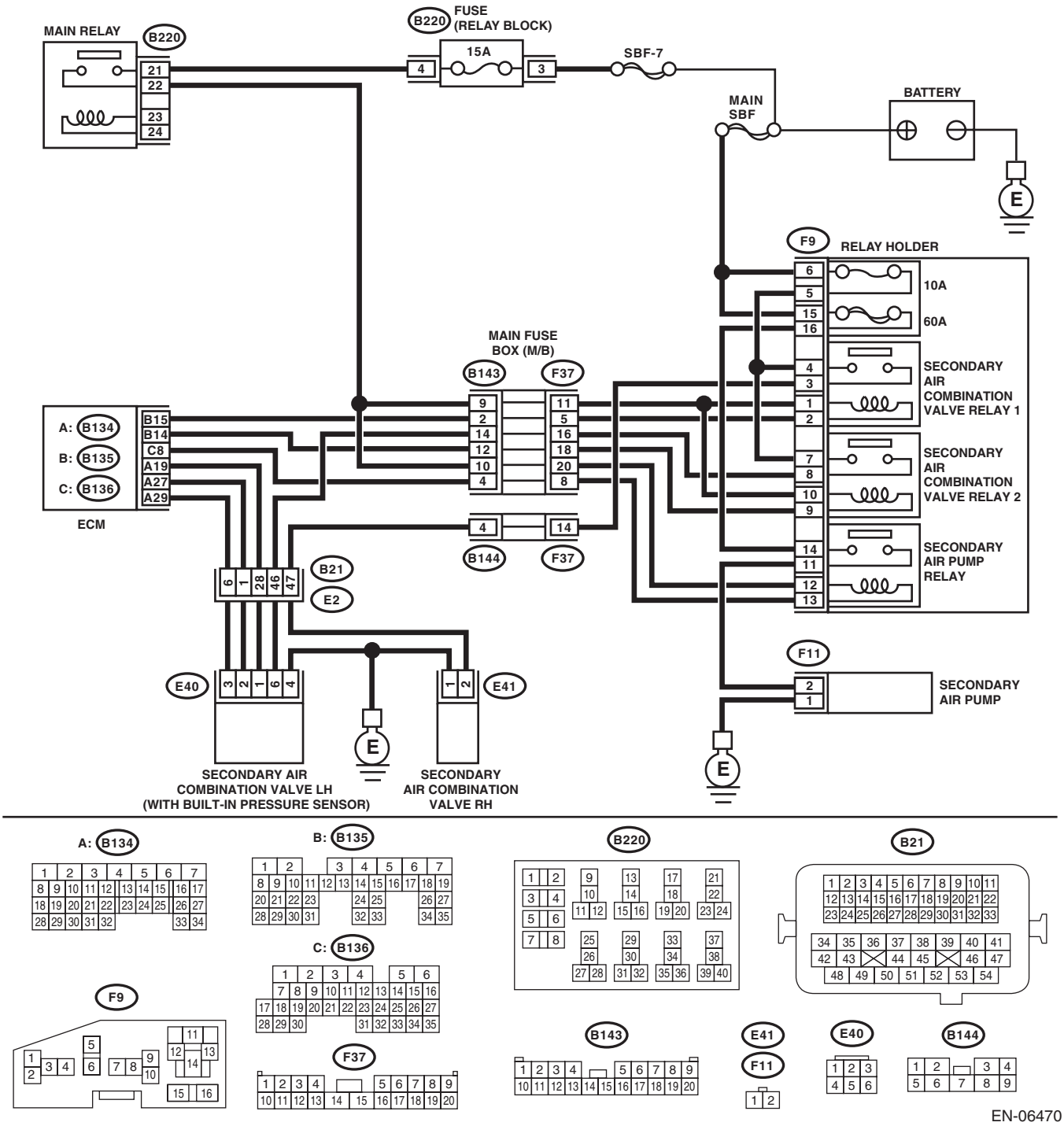
BL:DTC P0414 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-140, DTC P0414 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "A" CIRCUIT SHORTED , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 1. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 15 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and secondary air combination valve relay 1 connector.	Repair poor contact of the ECM connector.

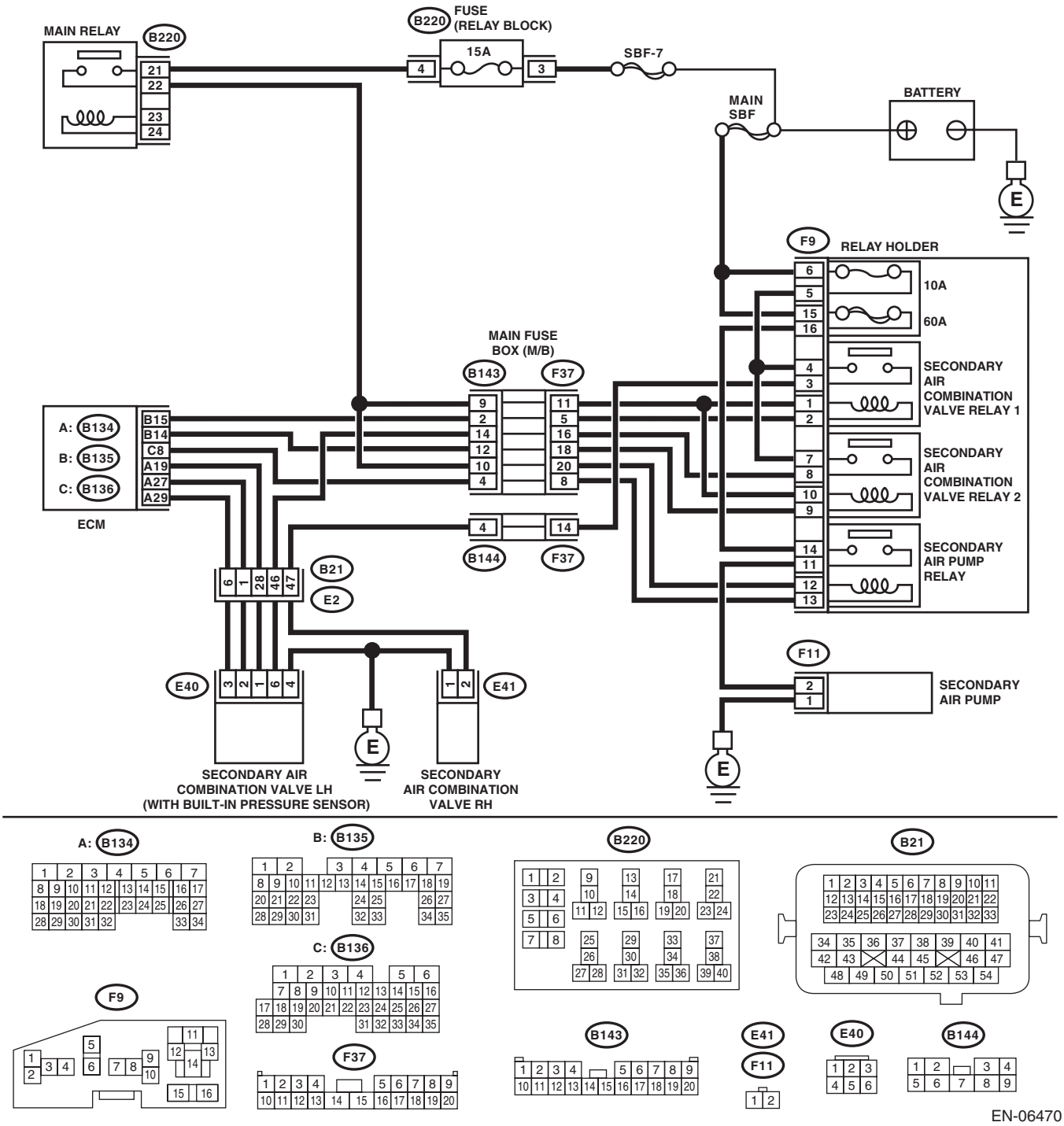
BM:DTC P0416 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-141, DTC P0416 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT OPEN , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 2. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 2. ***Connector & terminal*** ***(B135) No. 14 — (F9) No. 9:***	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 secondary air combination valve relay 2 connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 14 — Chassis ground:***	Is the resistance 1 MΩ 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, temporary poor contact of connector may be the cause.	Repair the short circuit to ground in harness between ECM and secondary air combination valve relay 2 connector.

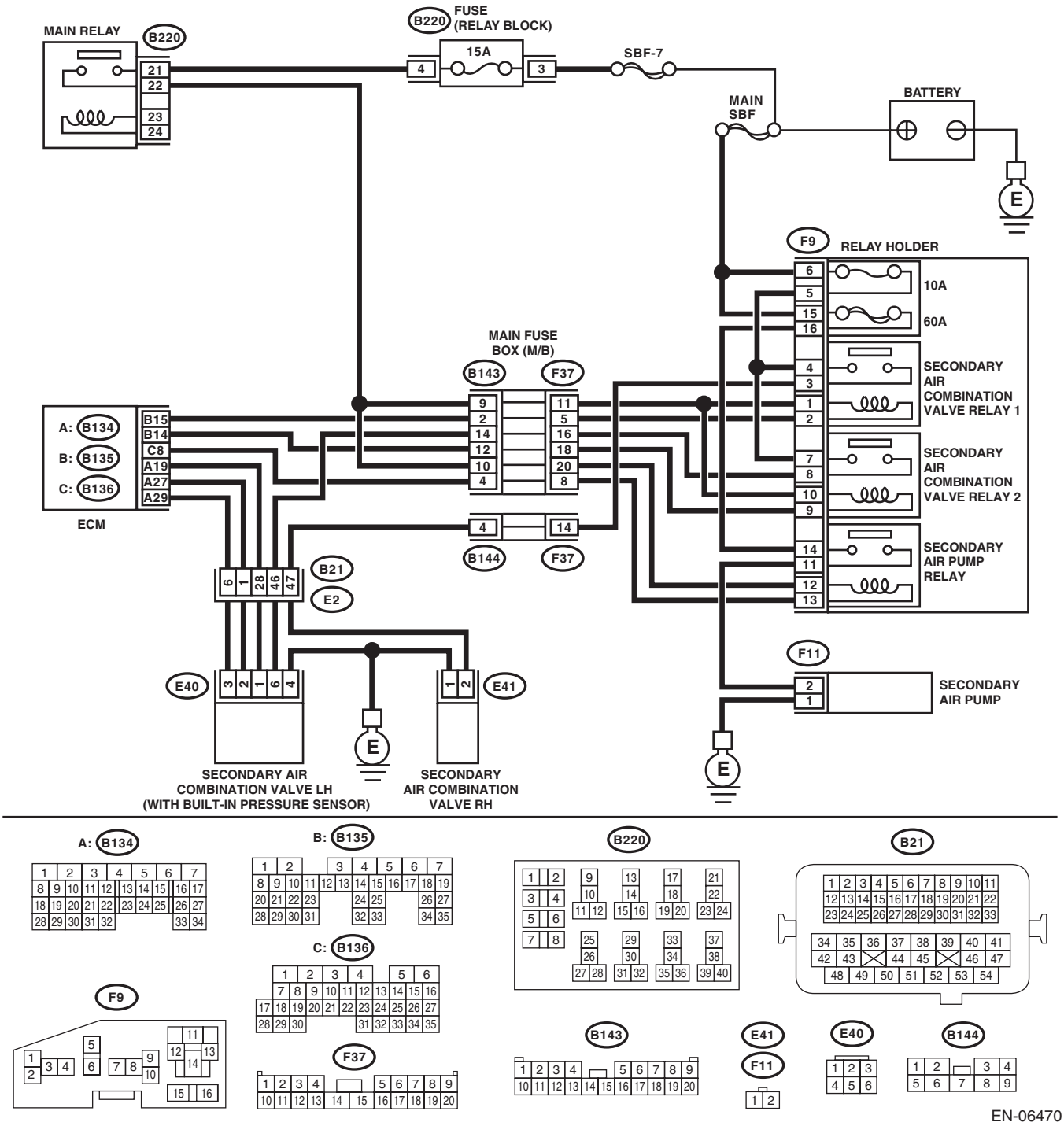
BN:DTC P0417 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-141, DTC P0417 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE "B" CIRCUIT SHORTED , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and secondary air combination valve relay 2. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B135) No. 14 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and secondary air combination valve relay 2 connector.	Repair poor contact of the ECM connector.

BO:DTC P0418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT OPEN

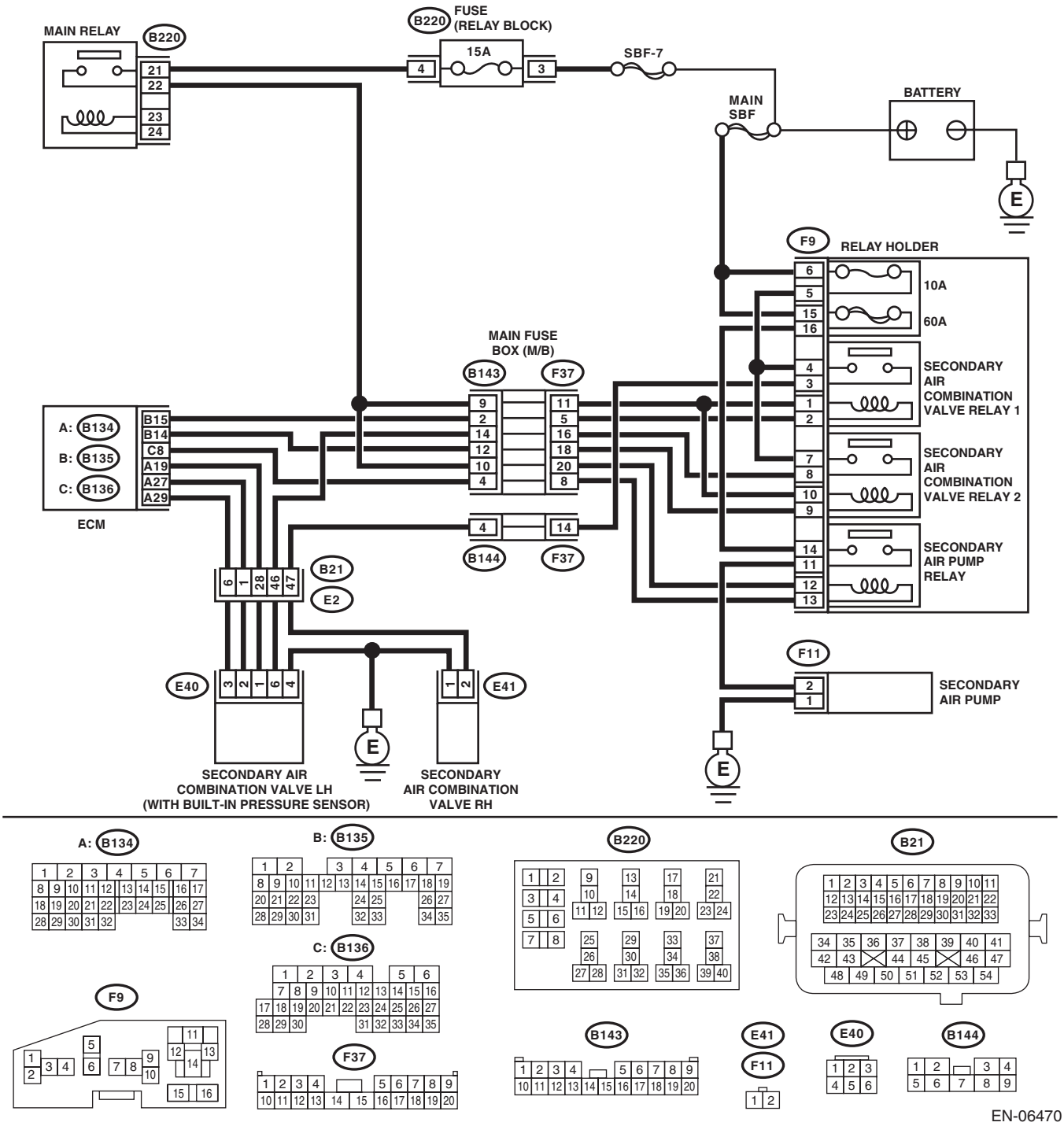
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-142, DTC P0418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT OPEN , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and secondary air pump relay. 3) Measure the resistance of harness between ECM and secondary air pump relay connector. ***Connector & terminal*** ***(B136) No. 8 — (F9) No. 13:***	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 secondary air pump relay connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 8 — Chassis ground:***	Is the resistance 1 MΩ 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, temporary poor contact of connector may be the cause.	Repair the short circuit to ground in harness between ECM and secondary air pump relay connector.

BP: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(STI)-143, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

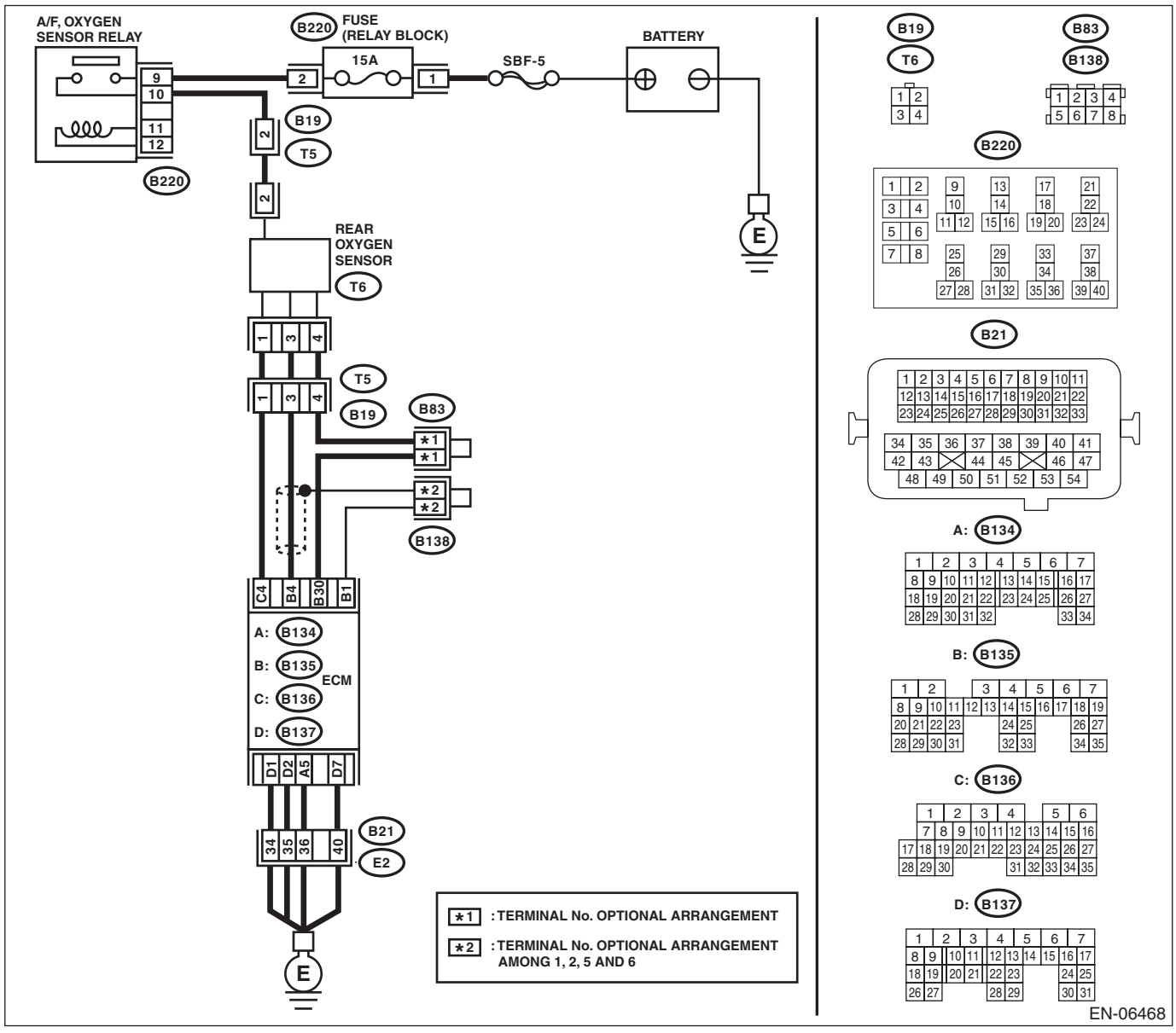
TROUBLE SYMPTOM:

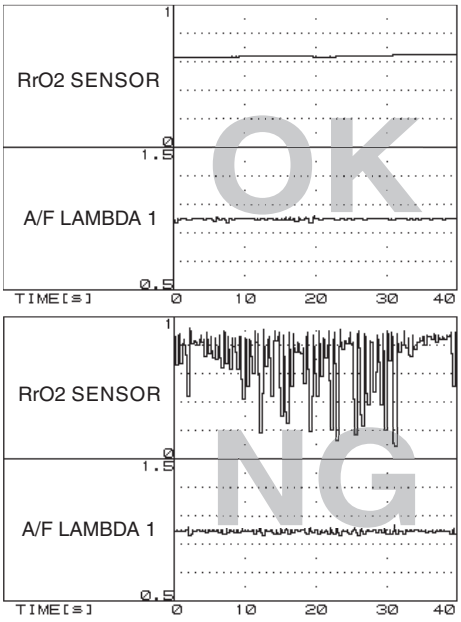
- Engine stalls.
- Idle mixture is out of specifications.

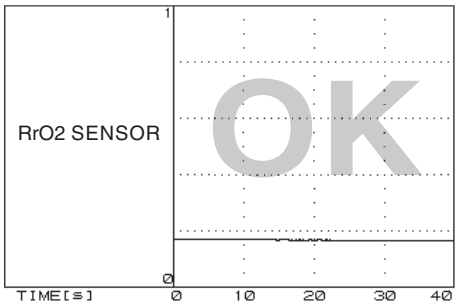
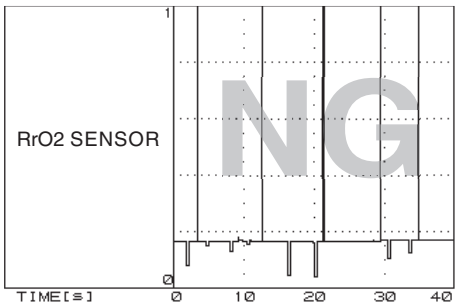
CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-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.  EN-04895	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 fault condition, and reperform the check. NOTE: In this case, temporary poor contact of connector may be the cause.	Go to step **3**.

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.   EN-04896	Is a normal waveform displayed?	Go to step **4**.	Go to step **5**.
4	**CHECK CATALYTIC CONVERTER.**	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(STI)-5, 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**.
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 — (T6) No. 3:*** ***(B135) No. 30 — (T6) 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

Step		Check	Yes	No
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*** ***(T6) 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
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(STI)-47, Rear Oxygen Sensor.>	Repair the open circuit in the rear oxygen sensor harness.

BQ: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(STI)-145, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

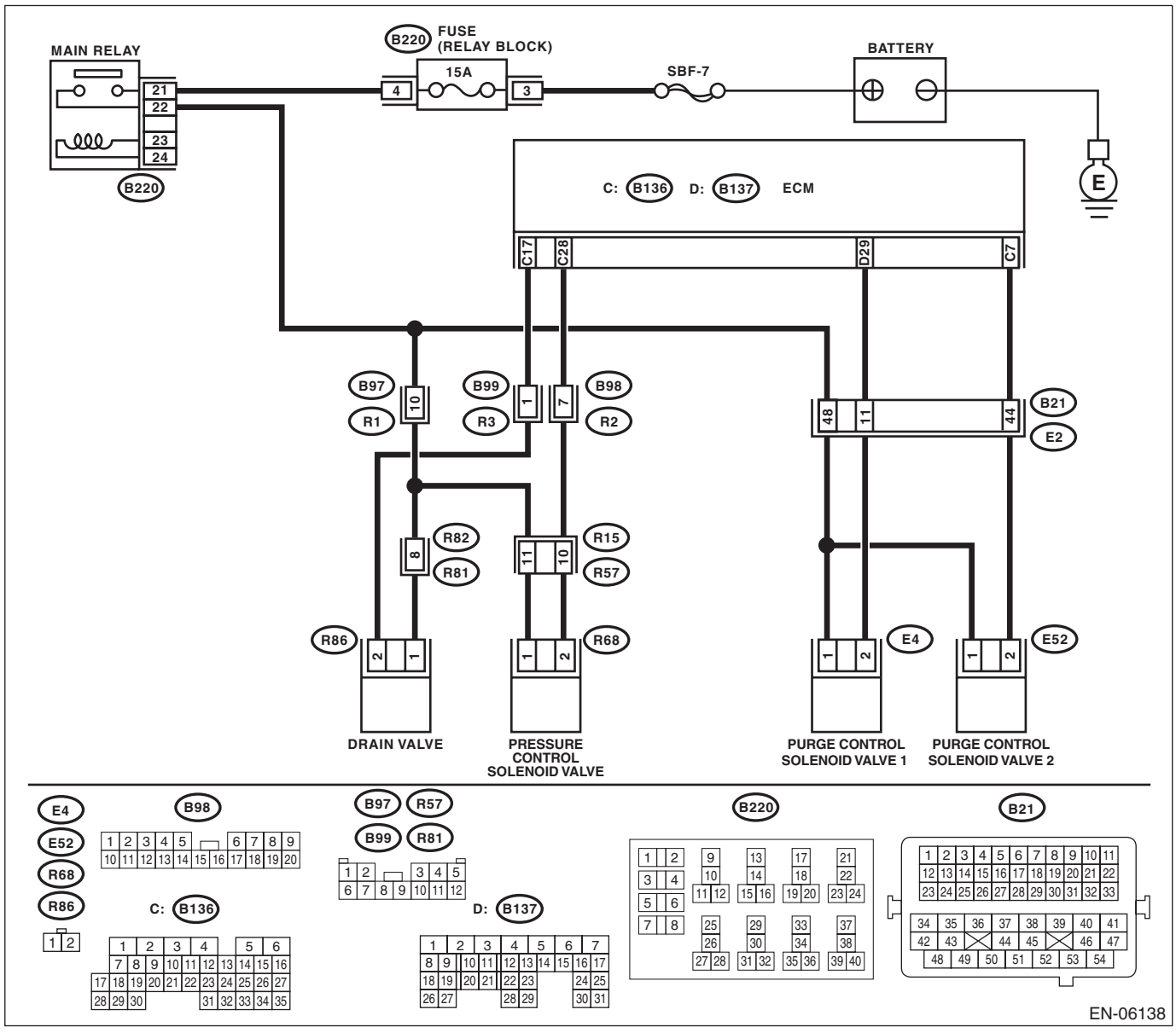
TROUBLE SYMPTOM:

- 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-63, 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(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(STI)-20, 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(STI)(diag)-55, 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(STI)-11, 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(STI)(diag)-55, 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(STI)-17, 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(STI)-76, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8**.

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(STI)-7, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(STI)-56, 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(STI)-56, 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 poor contact of the ECM connector.

BR:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

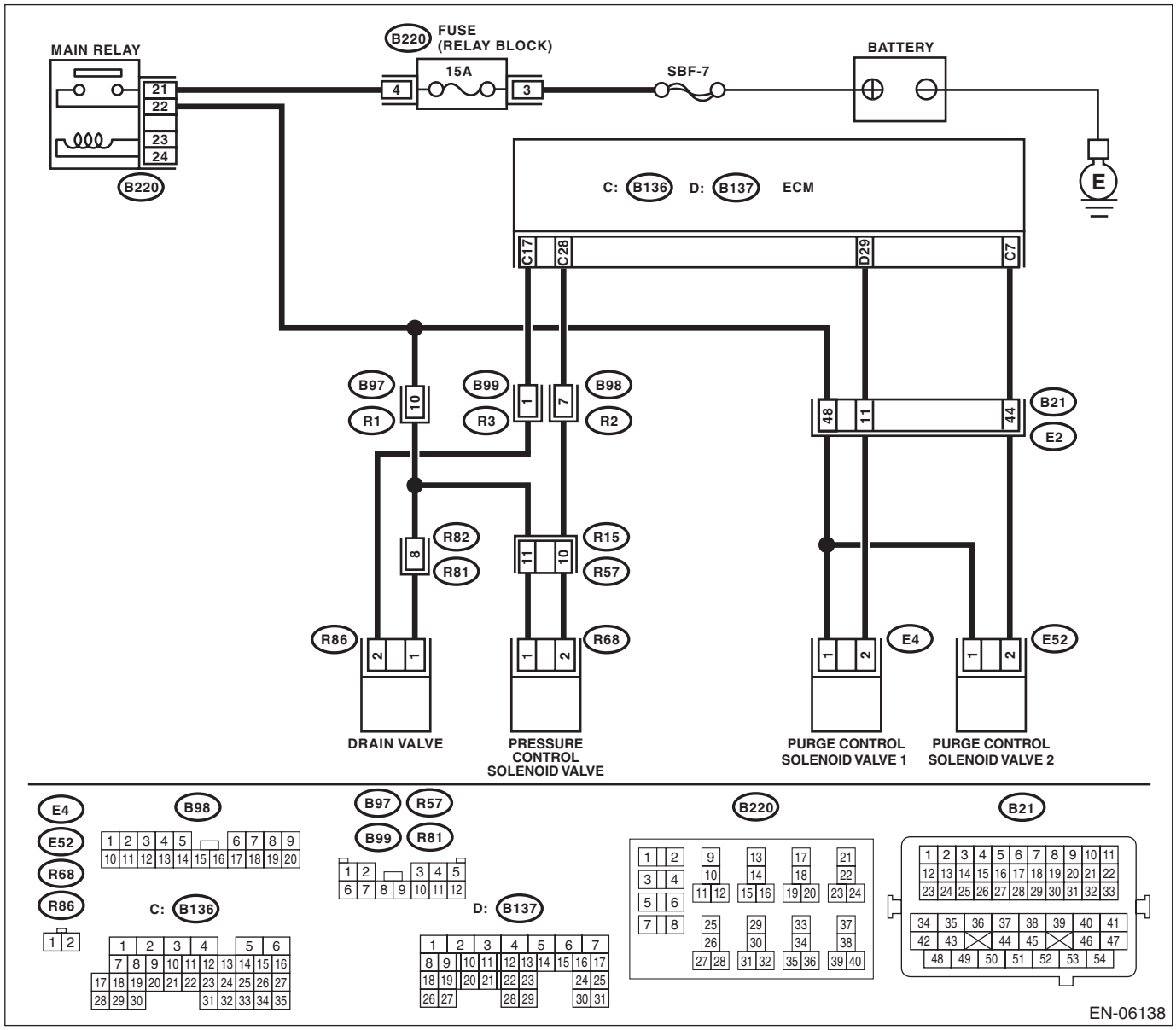
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-161, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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?	Repair poor contact of the ECM connector.	Go to step **2**.
2	**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 **3**.	Repair the ground short circuit of harness between ECM and drain valve connector.
3	**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 **4**.	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
4	**CHECK DRAIN VALVE.** Measure the resistance between drain valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the drain valve. <Ref. to EC(STI)-20, Drain Valve.>
5	**CHECK POWER SUPPLY TO DRAIN VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between drain valve and chassis ground. ***Connector & terminal*** ***(R86) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of drain valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and drain valve connector • Poor contact of coupling connector • Poor contact of main relay connector

BS:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

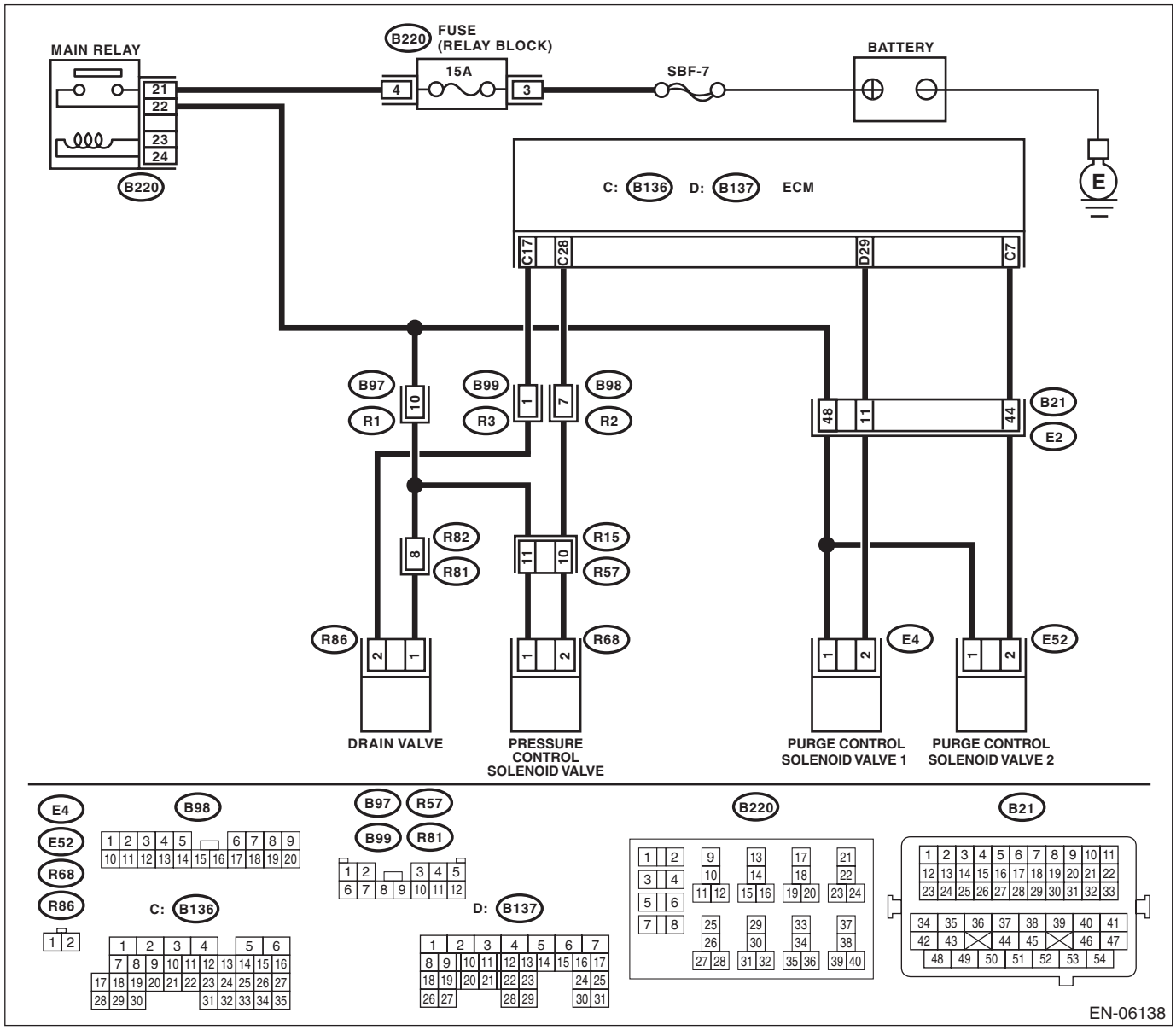
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-163, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-20, Drain Valve.>	Repair poor contact of the ECM connector.

BT:DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

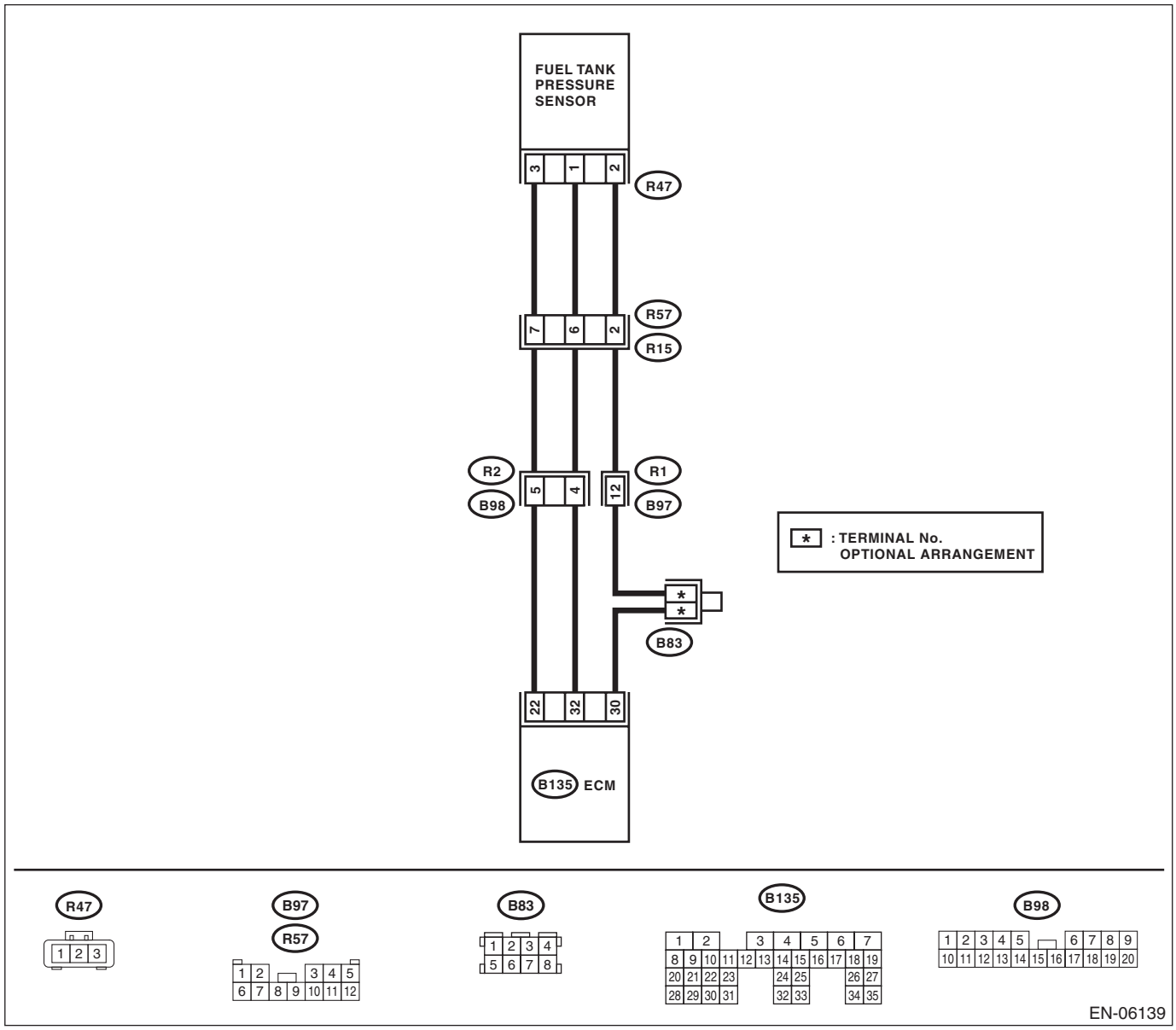
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-165, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-16, Fuel Tank Pressure Sensor.>

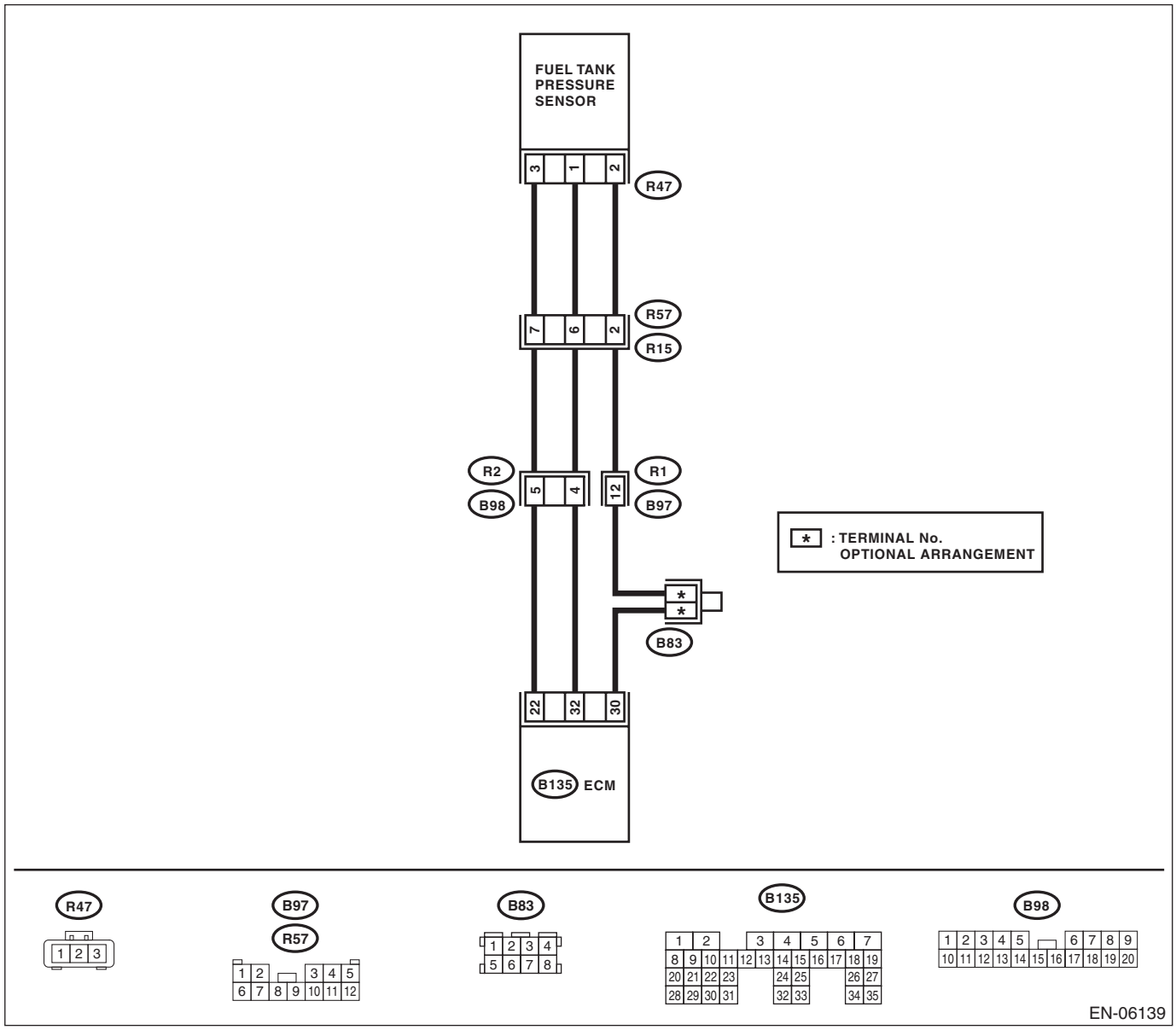
BU:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-167, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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 (–55.89 mmHg, –2.2003 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, temporary poor contact of connector may be the cause.
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 MΩ 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(STI)-16, Fuel Tank Pressure Sensor.>

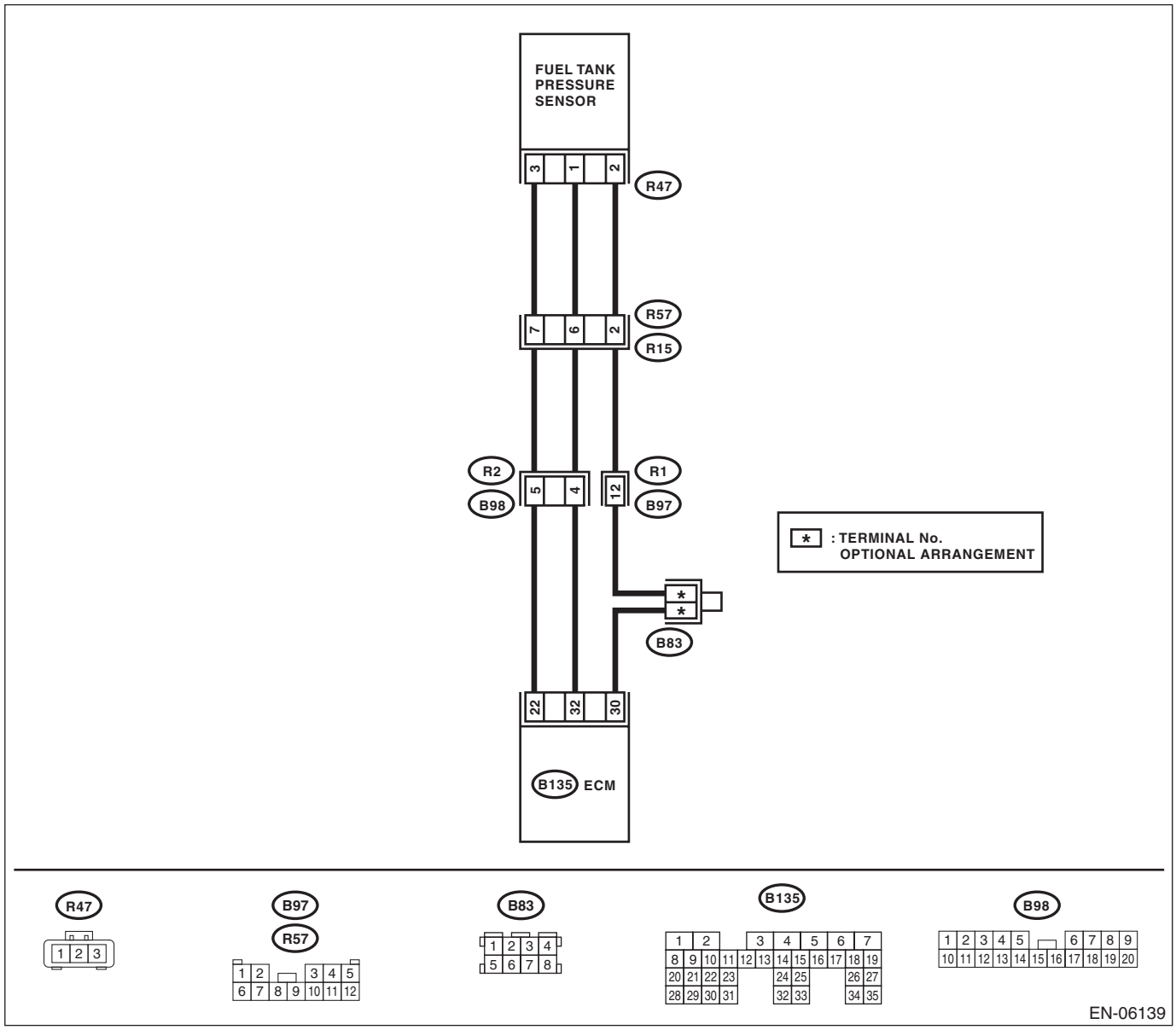
BV:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-169, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-35, 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, 2.347 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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, 2.347 inHg) or more?	Repair the short circuit to power in the harness between ECM and fuel tank pressure sensor connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between fuel tank pressure sensor connector and engine ground. ***Connector & terminal*** ***(R47) No. 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 fuel tank pressure sensor connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK 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 fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(STI)-16, Fuel Tank Pressure Sensor.>

BW: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(STI)-170, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

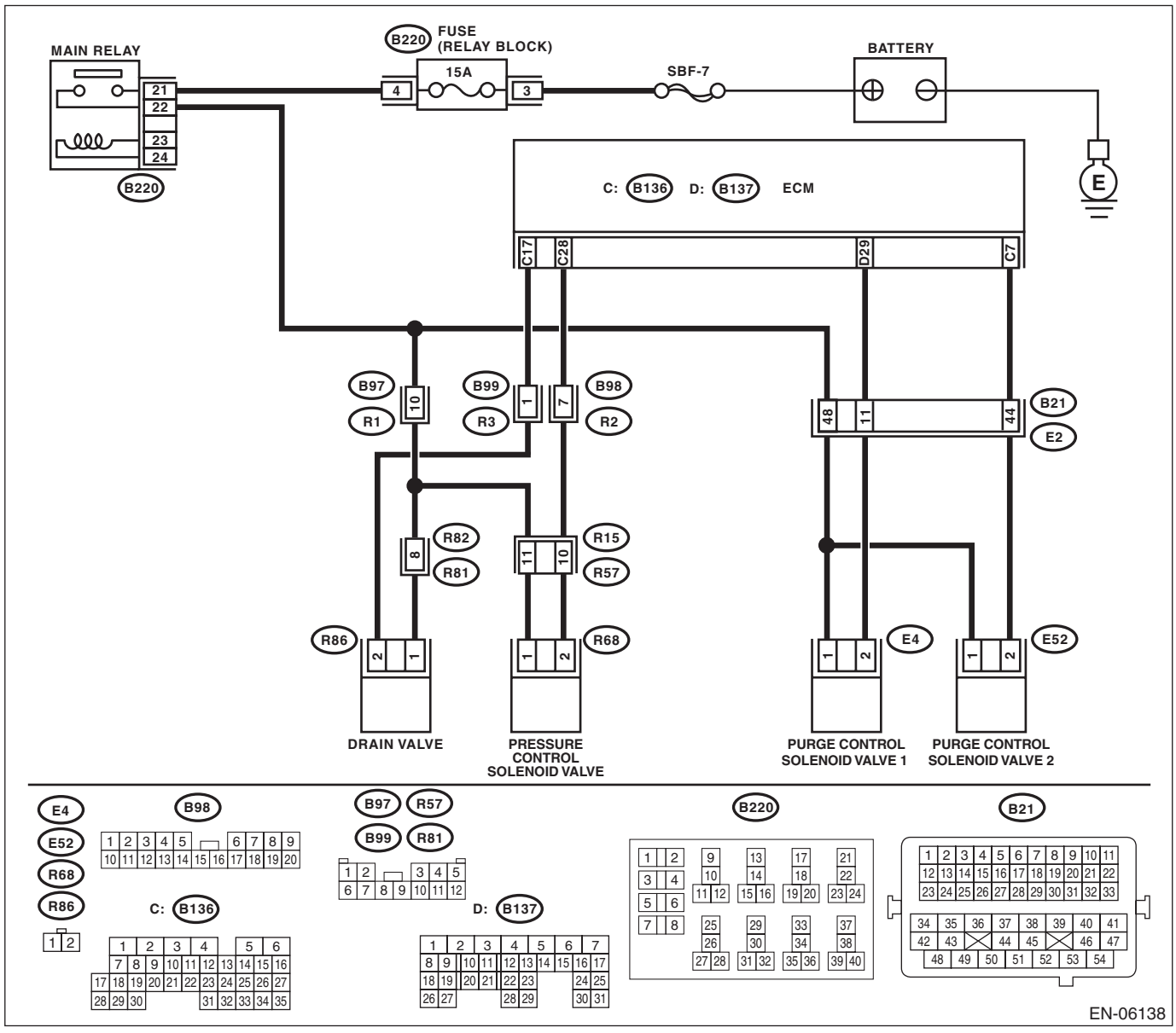
TROUBLE SYMPTOM:

- 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-63, 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 can be operated using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(STI)-20, 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(STI)(diag)-55, 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(STI)-11, 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(STI)(diag)-55, 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(STI)-17, 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(STI)-76, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8**.

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(STI)-7, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(STI)-56, 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(STI)-56, 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 poor contact of the ECM connector.

BX: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(STI)-170, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

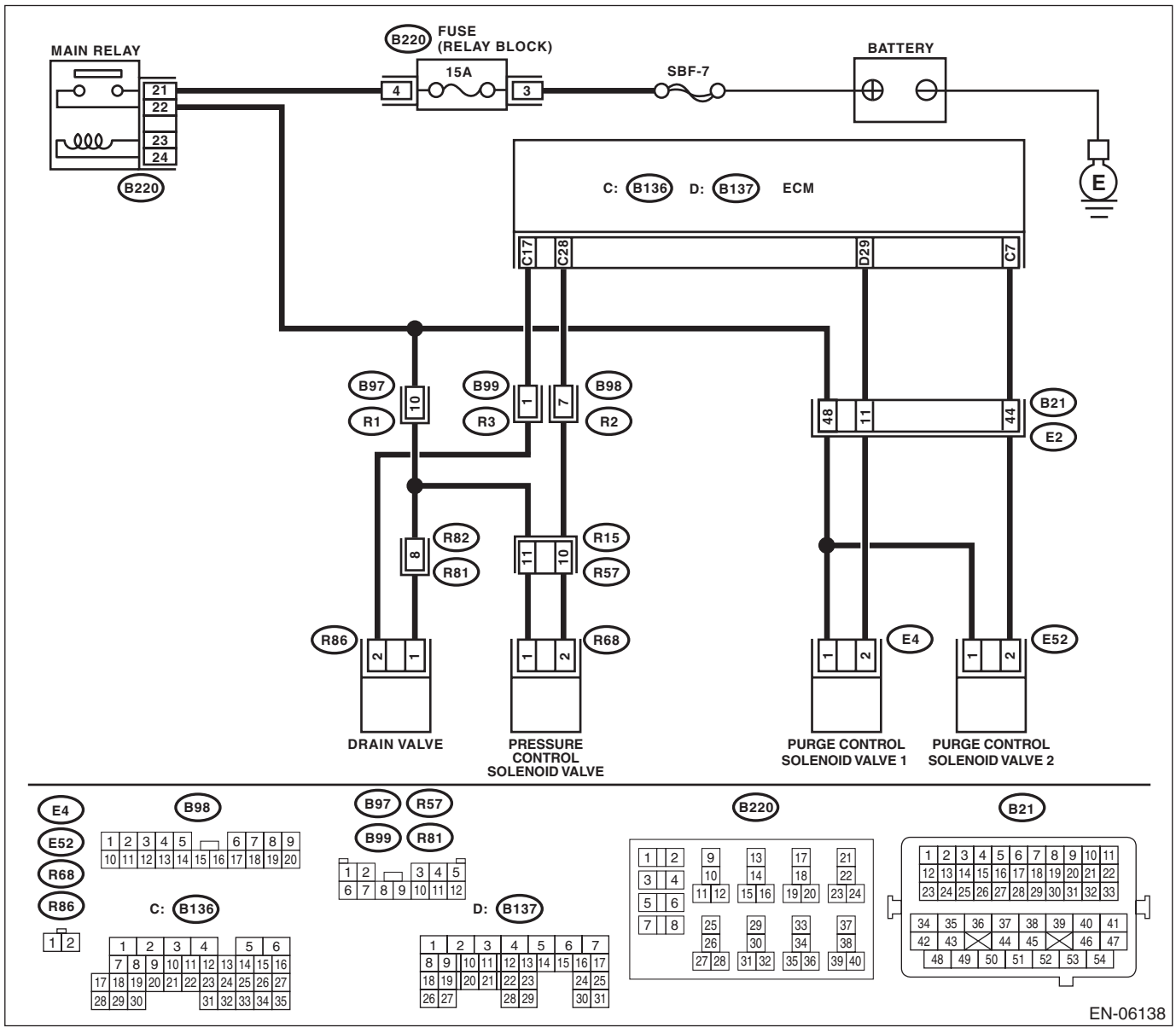
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap loose or lost

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-63, 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 can be operated using the Subaru Select Monitor. Regarding the procedures, refer to “Compulsory Valve Operation Check Mode”. <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step **5**.	Replace the drain valve. <Ref. to EC(STI)-20, 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(STI)(diag)-55, 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(STI)-11, 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(STI)(diag)-55, 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(STI)-17, 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(STI)-76, Fuel Delivery, Return and Evaporation Lines.>	Go to step **8**.

Step		Check	Yes	No
8	**CHECK CANISTER.**	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(STI)-7, Canister.>	Go to step **9**.
9	**CHECK FUEL TANK.** Remove the fuel tank. <Ref. to FU(STI)-56, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(STI)-56, 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 poor contact of the ECM connector.

BY: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(STI)-171, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

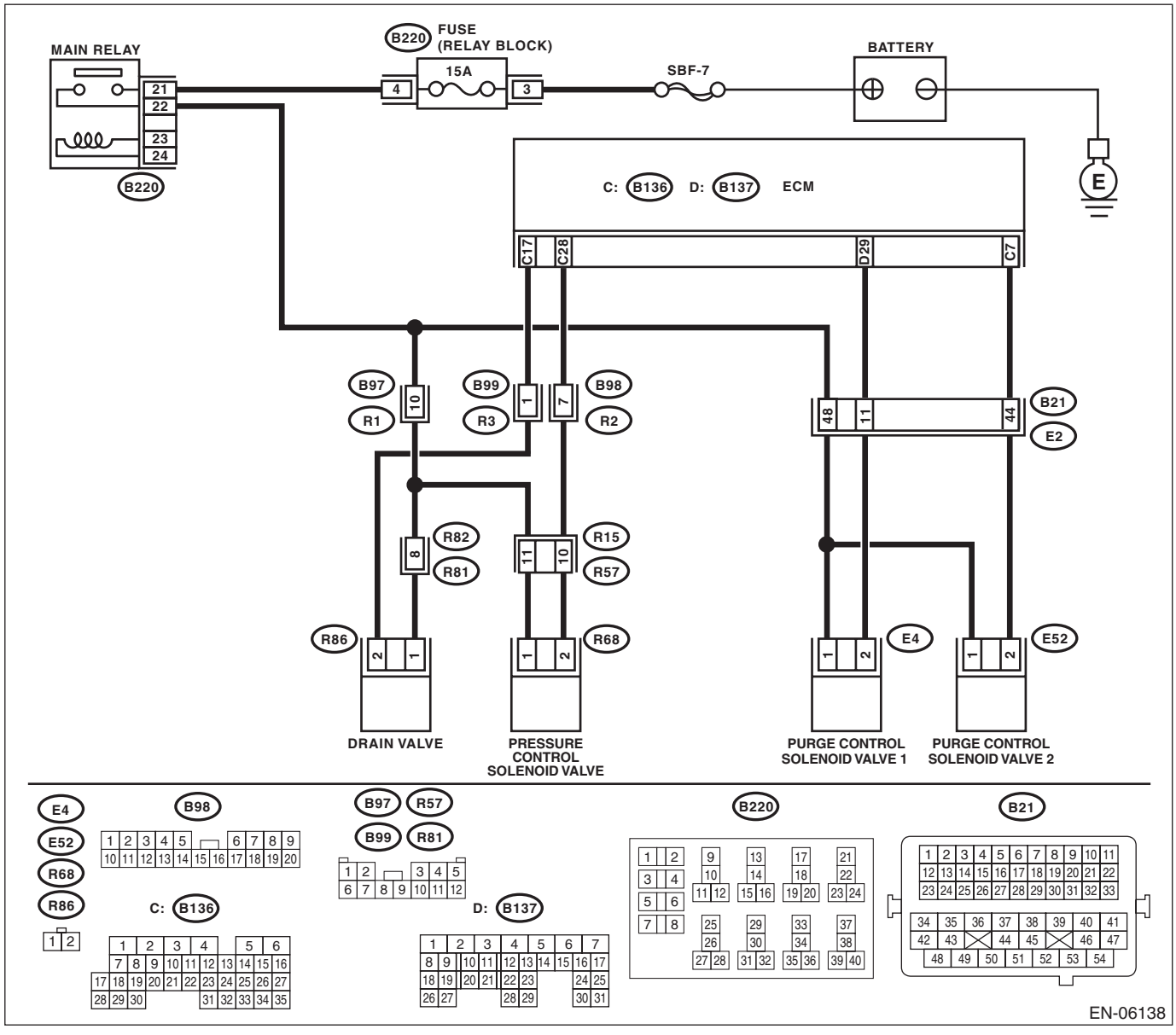
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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?	Repair poor contact of the ECM connector.	Go to step **2**.
2	**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. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and purge control solenoid valve connector.
3	**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. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and purge control solenoid valve connector • Poor contact of coupling connector
4	**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?	Go to step **5**.	Replace the purge control solenoid valve. <Ref. to EC(STI)-11, Purge Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve and engine ground. ***Connector & terminal*** ***(E4) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the poor contact of purge control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and purge control solenoid valve connector • Poor contact of coupling connector • Poor contact of main relay connector

BZ: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(STI)-173, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

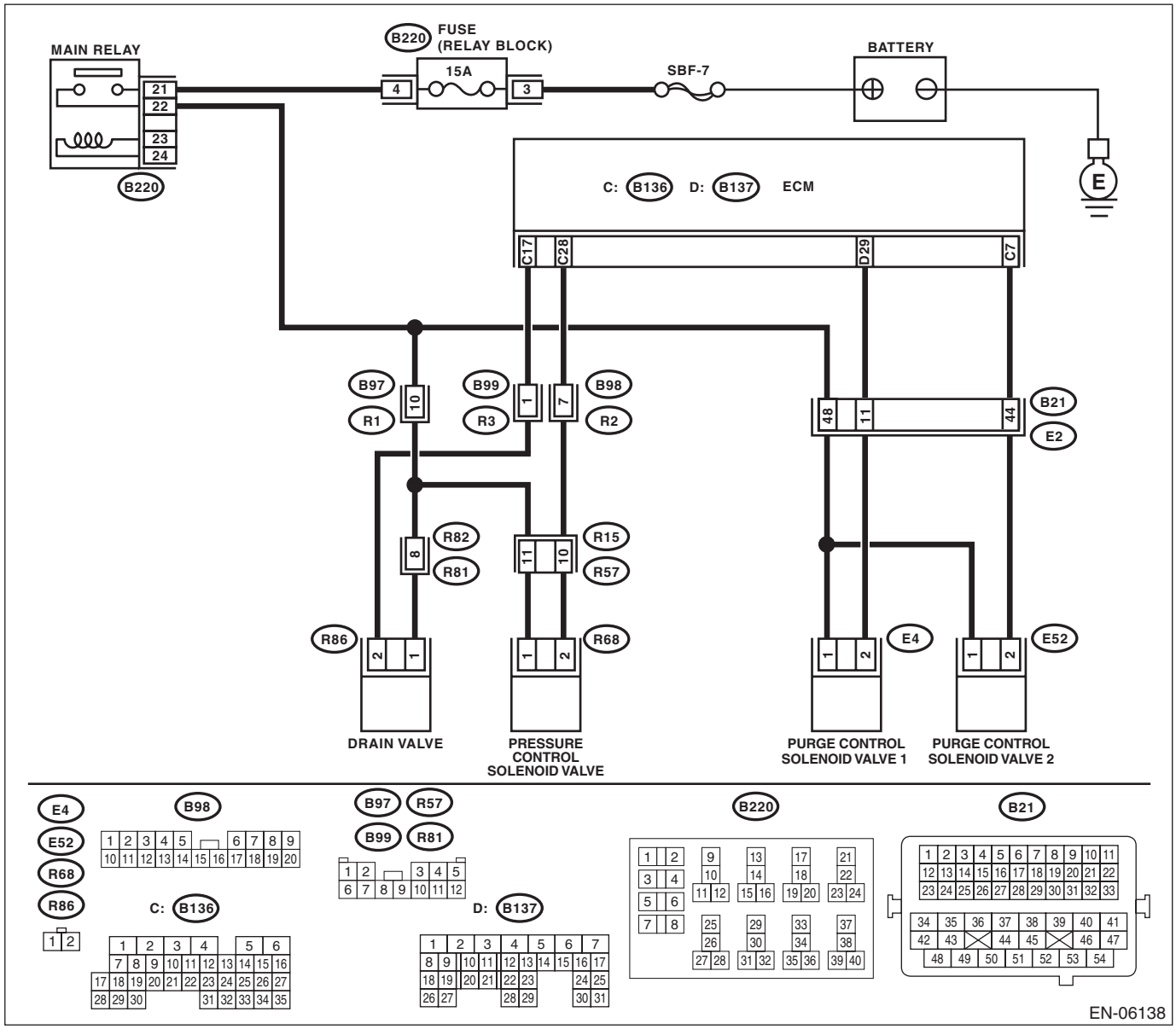
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)-11, Purge Control Solenoid Valve.>	Repair poor contact of the ECM connector.

CA: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(STI)-175, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(STI)-69, Fuel Level Sensor.> <Ref. to FU(STI)-70, Fuel Sub Level Sensor.>

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

NOTE:

For the diagnostic procedure, refer to DTC P0463. <Ref. to EN(STI)(diag)-244, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CC: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(STI)-179, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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-7, 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, temporary poor contact of connector may be the cause.

CD:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-181, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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-7, 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, temporary poor contact of connector may be the cause.

CE:DTC P0500 VEHICLE SPEED SENSOR “A”

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-184, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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)-36, List of Diagnostic Trouble Code (DTC).>	Repair poor contact of the ECM connector.

CF: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(STI)-186, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

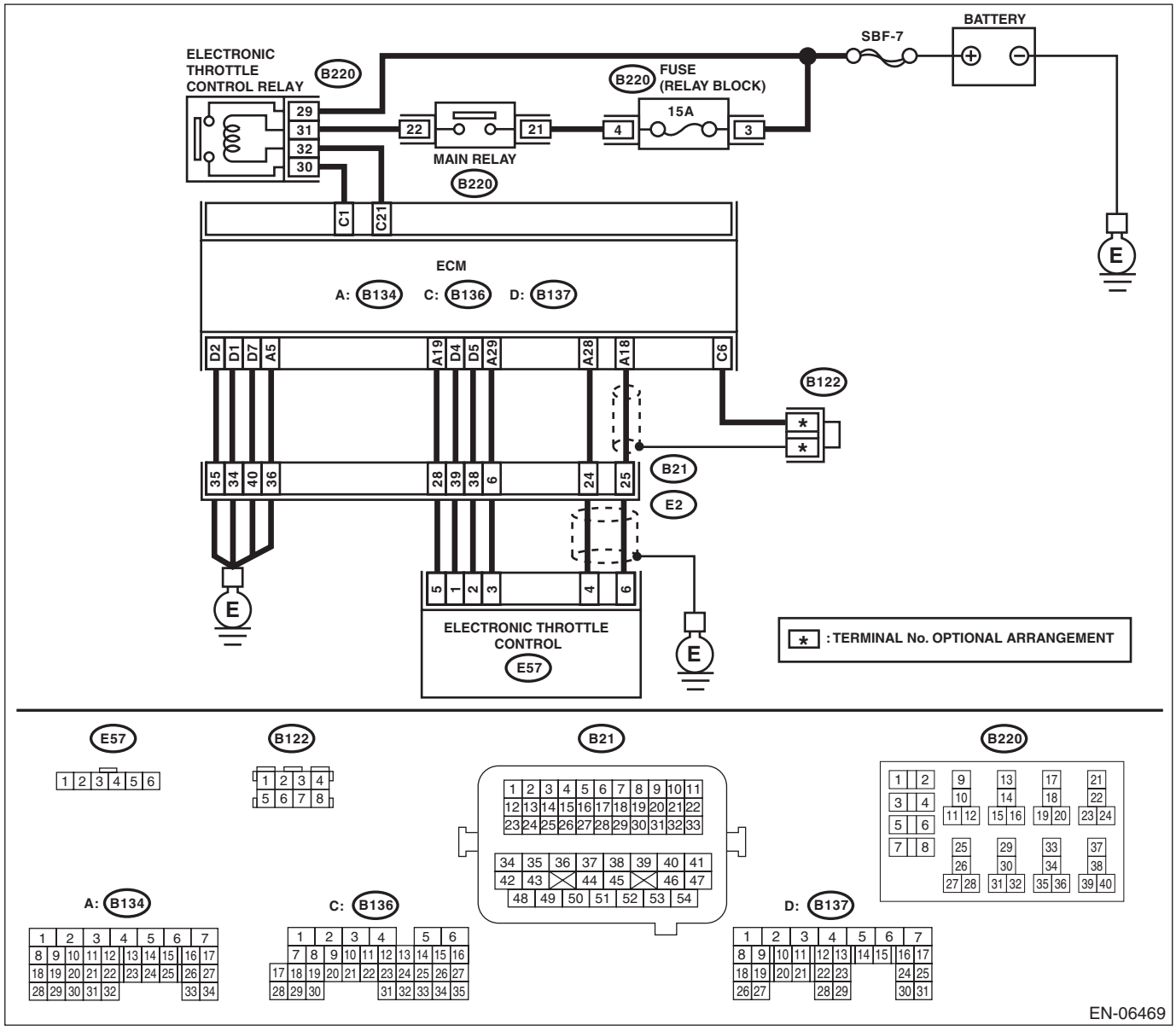
TROUBLE SYMPTOM:

- 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-80, 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(STI)-7, 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(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CG: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(STI)-188, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

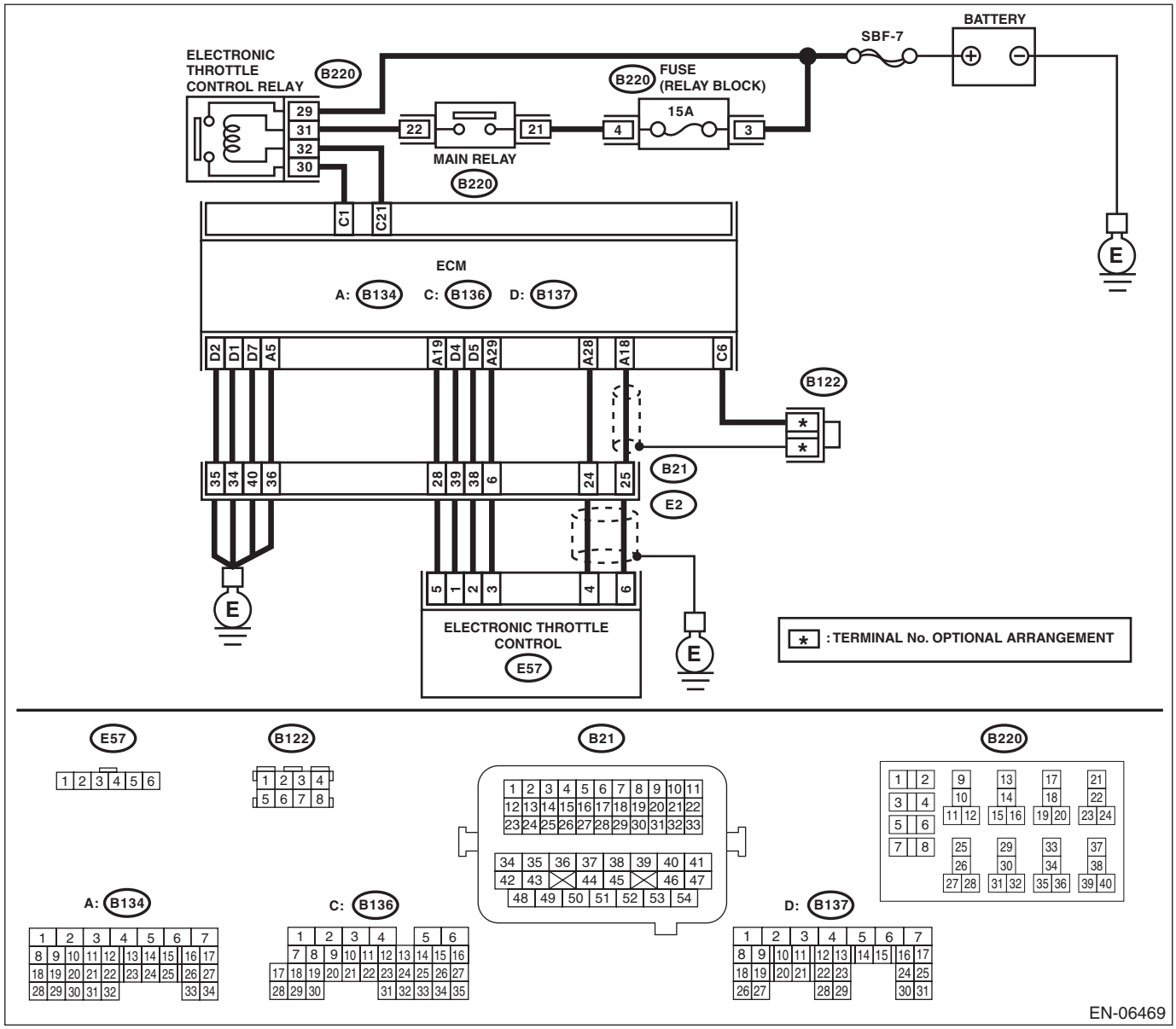
TROUBLE SYMPTOM:

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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-80, 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.	Is foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CH:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-190, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

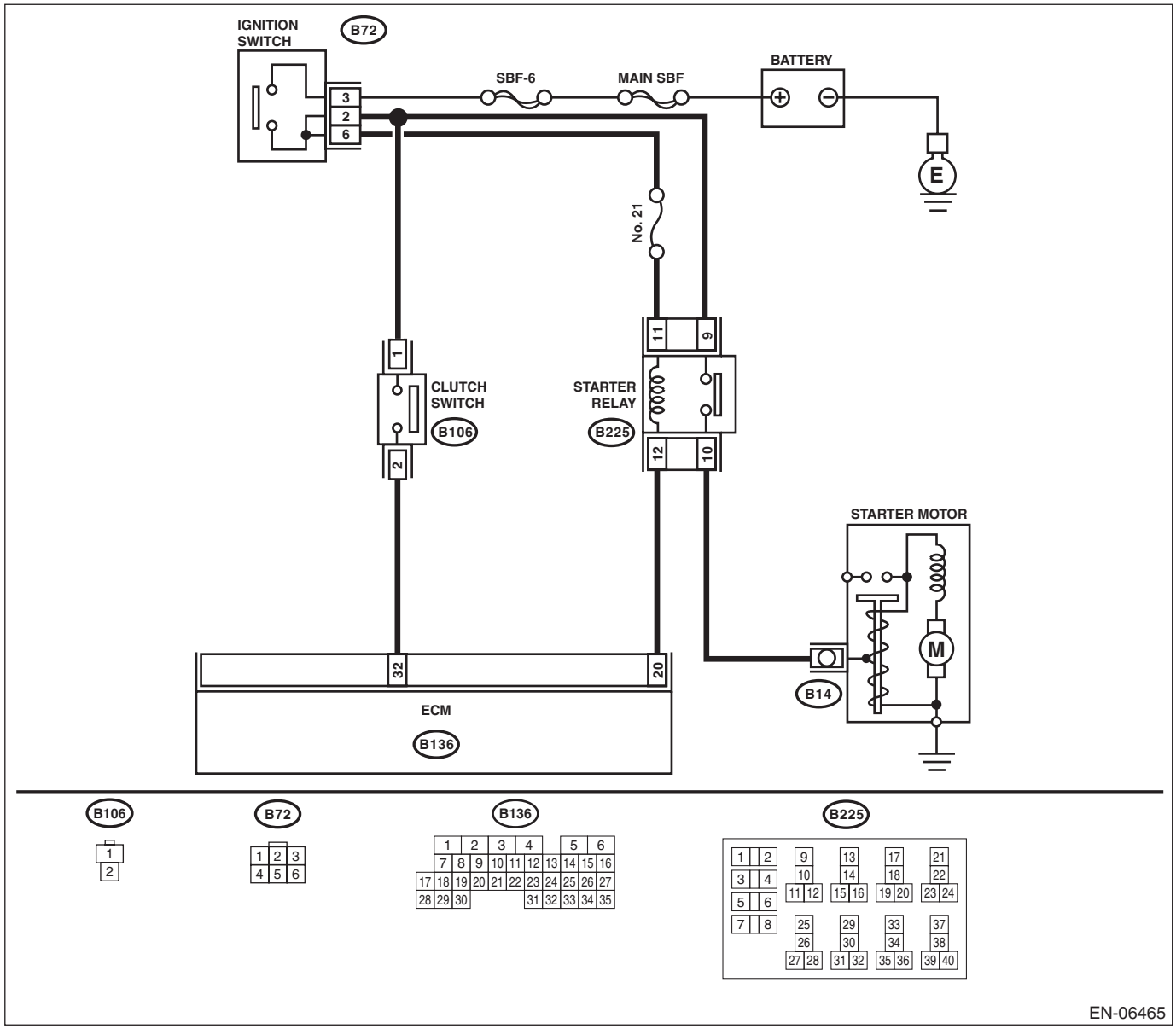
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-80, 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 poor contact of the ECM connector.

CI: DTC P0600 SERIAL COMMUNICATION LINK

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

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-194, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

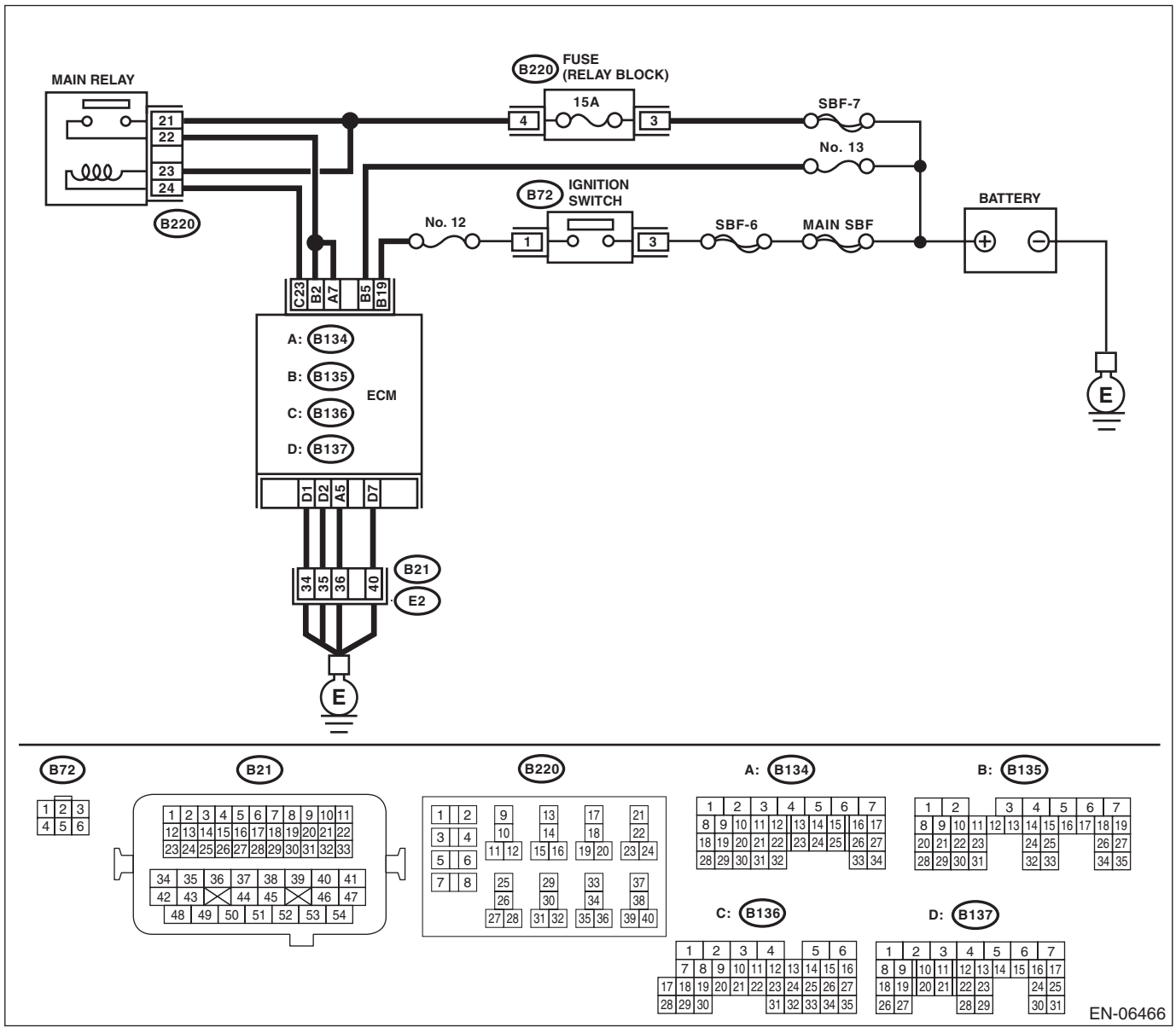
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)(diag)-80, 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, temporary poor contact of connector may be the cause.

CK:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

NOTE:
For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(STI)(diag)-254, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CL:DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Depending on the content of malfunctionon, adapt either of the followings.
  - Immediately at fault recognition
  - Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-197, DTC P0607 THROTTLE CONTROL SYSTEM CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

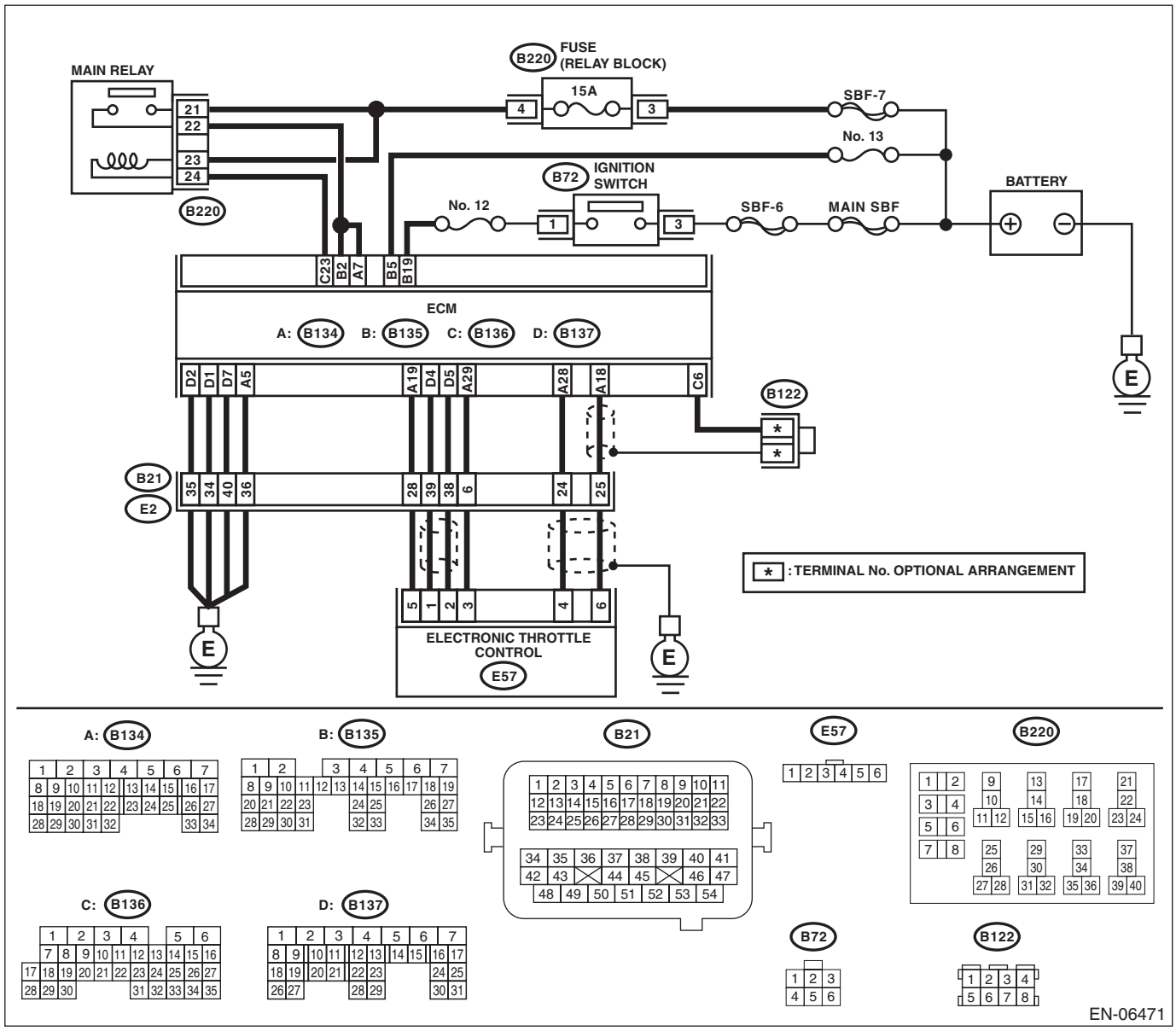
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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.** 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) 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. 7 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Repair poor contact of the ECM connector.	Repair the following item. • Open circuit in ground circuit • Further tightening of the engine ground terminal • Poor contact in ECM connector • Poor contact of coupling connector

CM:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CN:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-203, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

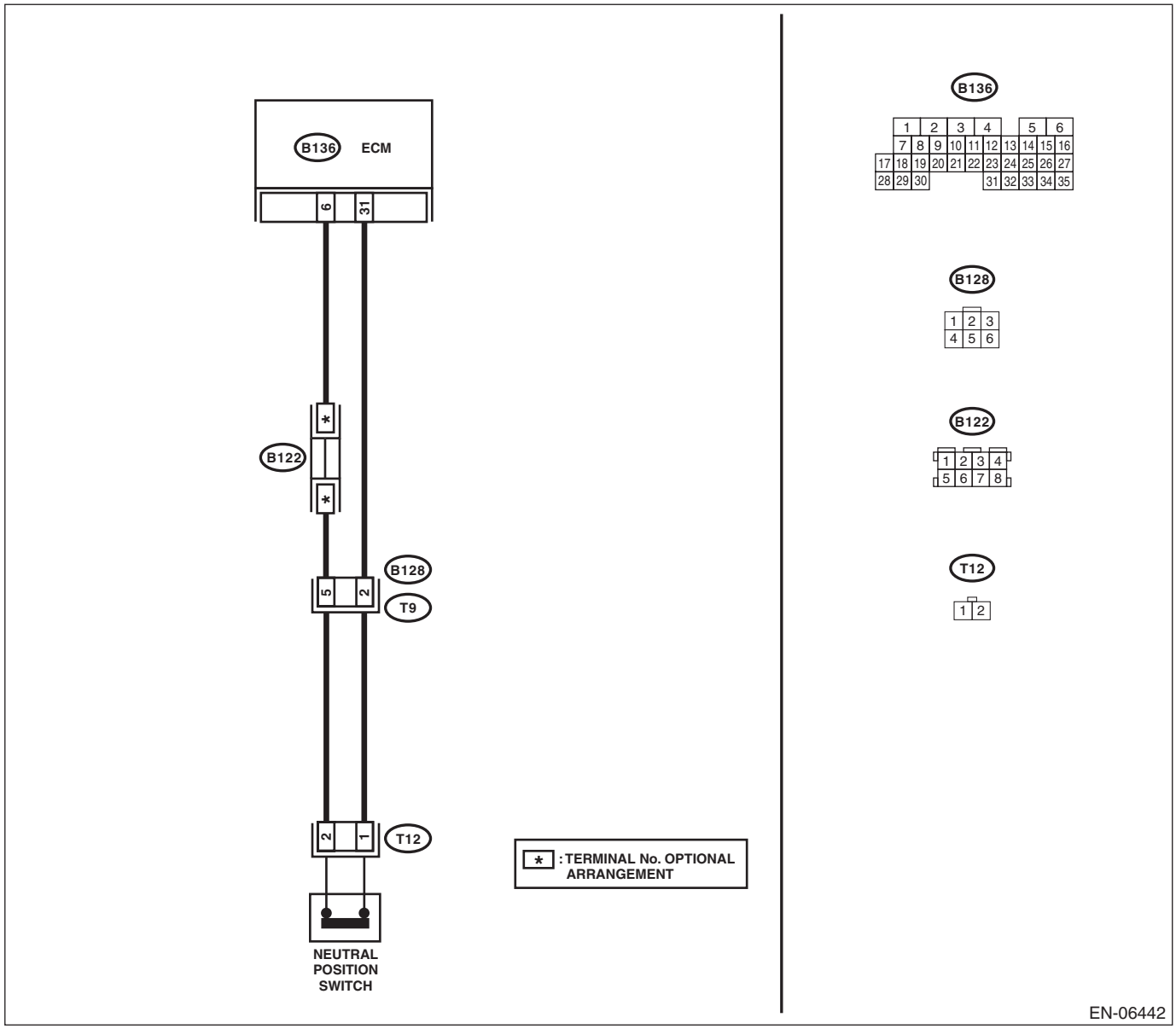
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 except for 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 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.

CO:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-205, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

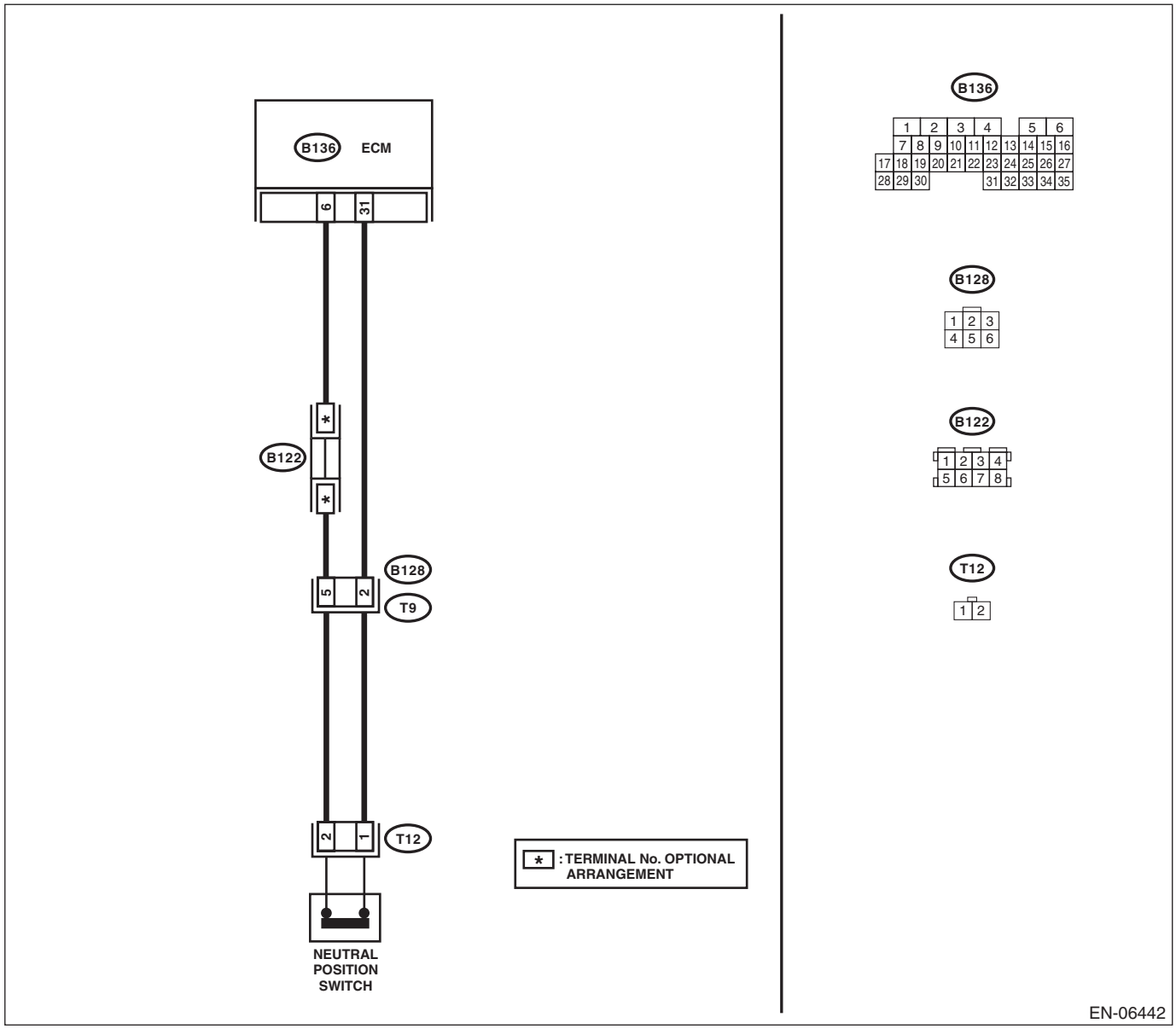
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 poor contact of the ECM connector. Replace the ECM if defective. <Ref. to FU(STI)-49, Engine Control Module (ECM).>	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 transmission harness connector (T9). 3) Measure the resistance of harness between ECM and transmission harness connector. ***Connector & terminal*** ***(B136) No. 31 — (B128) No. 2:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit in harness between ECM and transmission harness connector.
3	**CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR.** Measure the resistance of harness between ECM and transmission harness connector. ***Connector & terminal*** ***(B128) No. 5 — (B136) No. 6:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and transmission harness connector • Poor contact of coupling connector
4	**CHECK NEUTRAL POSITION SWITCH.** 1) Place the shift lever in neutral. 2) Measure the resistance between transmission harness connector terminals. ***Connector & terminal*** ***(T9) No. 2 — No. 5:***	Is the resistance less than 1 Ω?	Repair the poor contact of transmission harness connector.	Repair the open circuit of transmission harness or replace the neutral position switch. <Ref. to 6MT-42, Neutral Position Switch.>

CP:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1)

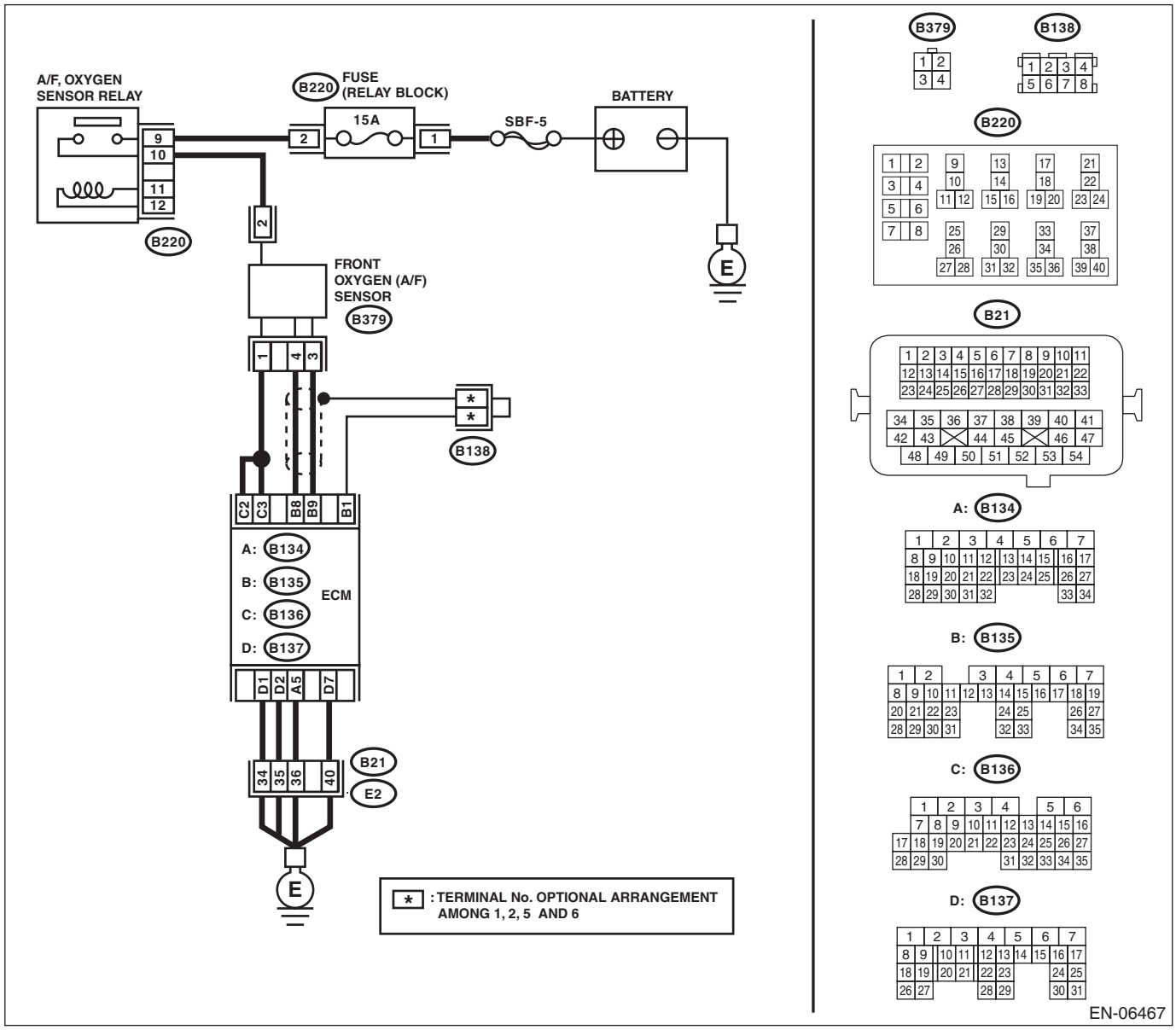
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-207, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 — (B379) No. 3:*** ***(B135) No. 8 — (B379) No. 4:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open 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(STI)-45, Front Oxygen (A/F) Sensor.>

CQ:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1)

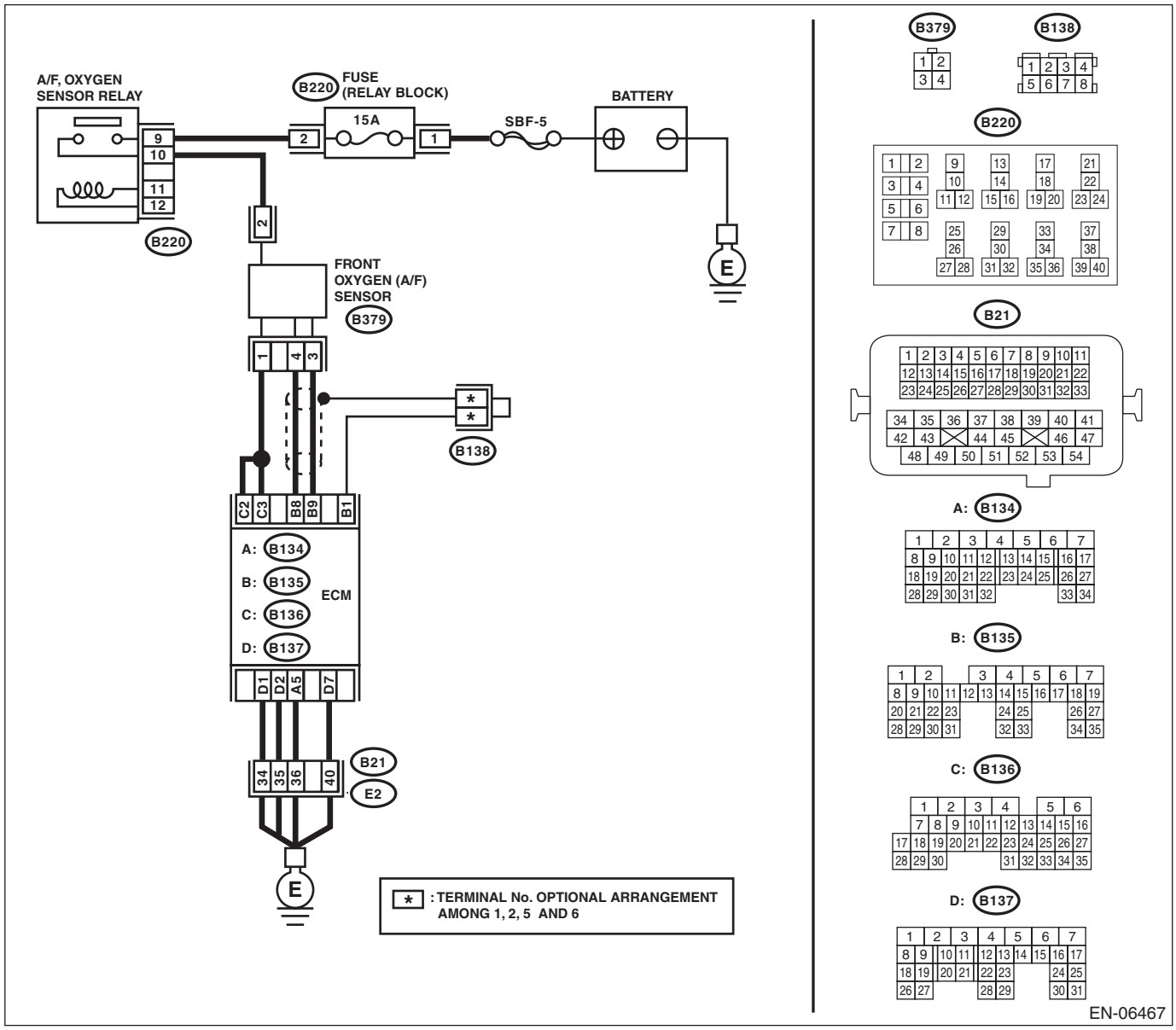
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-210, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)-45, 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(STI)-49, Engine Control Module (ECM).>	Repair poor contact of the ECM connector.

CR:DTC P1160 RETURN SPRING FAILURE

NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CS:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

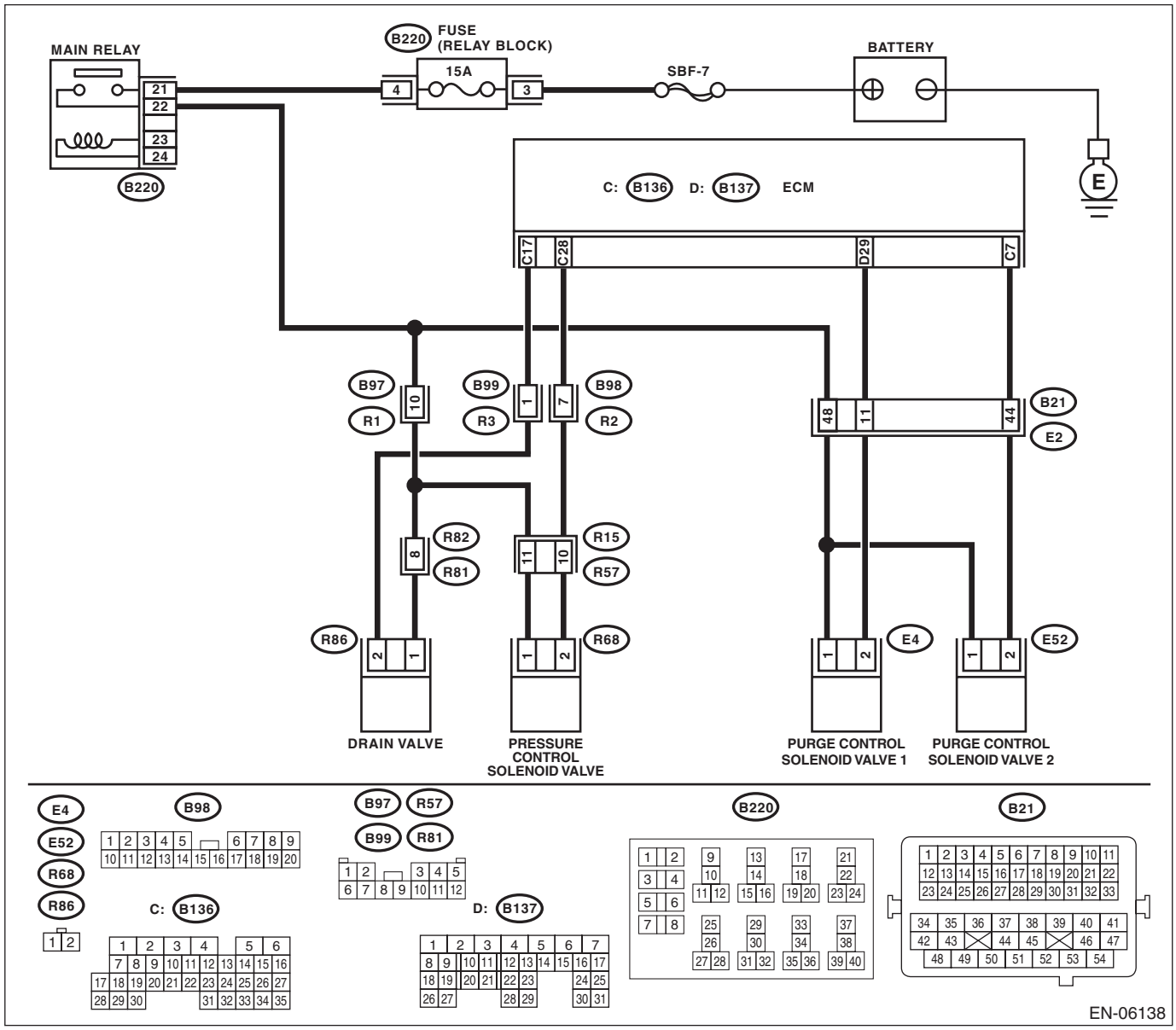
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-215, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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?	Repair poor contact of the ECM connector.	Go to step **2**.
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) Measure the resistance between pressure control solenoid valve and chassis ground. ***Connector & terminal*** ***(R68) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and pressure control solenoid valve connector.
3	**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 **4**.	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
4	**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?	Go to step **5**.	Replace the pressure control solenoid valve. <Ref. to EC(STI)-17, Pressure Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO THE PRESSURE CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to ON. 2) 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?	Repair the poor contact of pressure control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay connector and pressure control solenoid valve connector • Poor contact of coupling connector • Poor contact of main relay connector

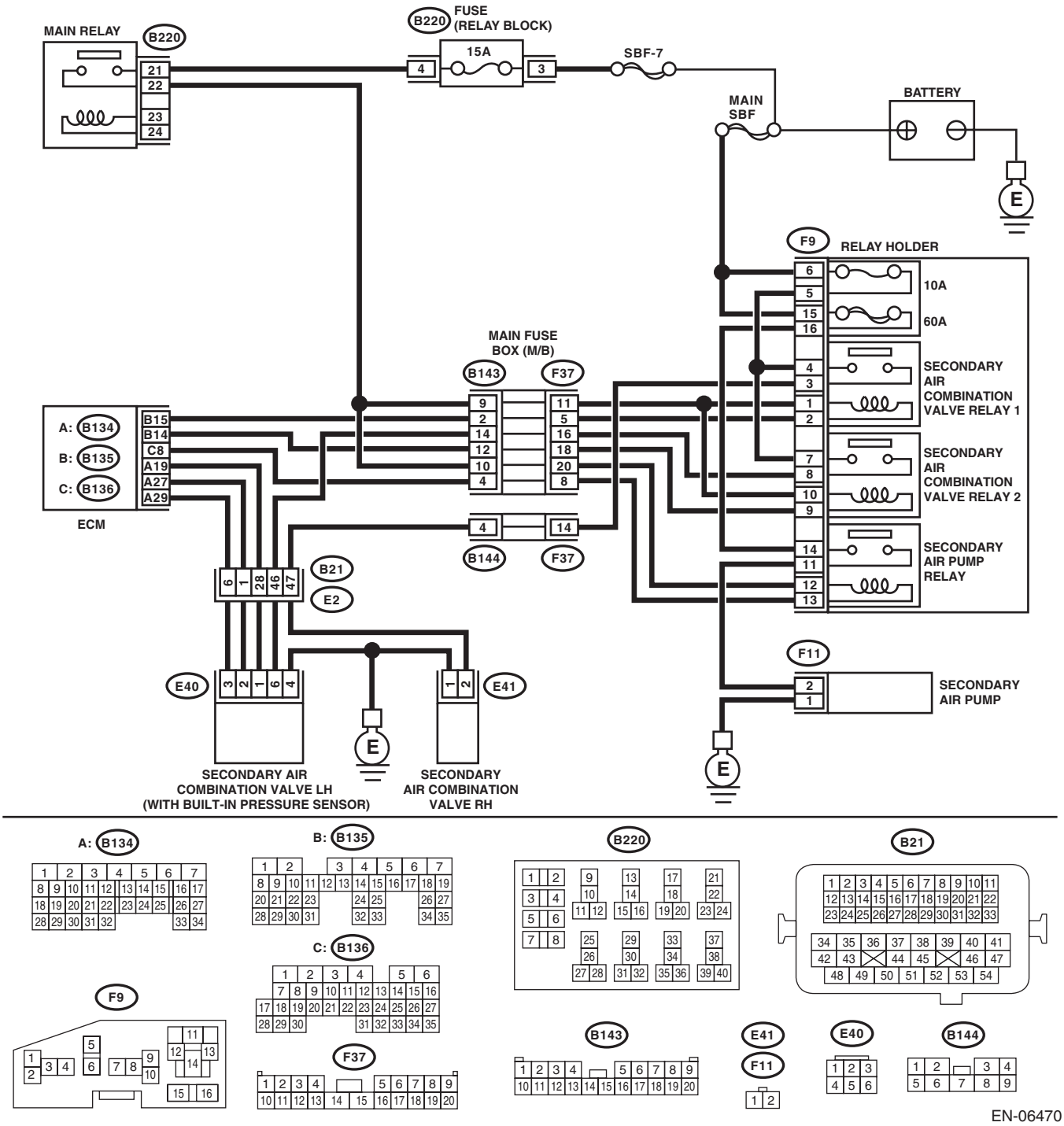
CT:DTC P1410 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-217, DTC P1410 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

Step		Check	Yes	No
1	**CHECK SECONDARY AIR COMBINATION VALVE.** 1) Remove the secondary air combination valve. <Ref. to EC(STI)-23, Secondary Air Combination Valve.> 2) Blow in air from the secondary air combination valve air inlet, and check whether there are leaks at the pipe connections.	Are there air leaks from the pipe connections?	Replace the secondary air combination valve on the side with the air leak. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>	Perform the diagnostic procedure of P2440. <Ref. to EN(STI)(diag)-366, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

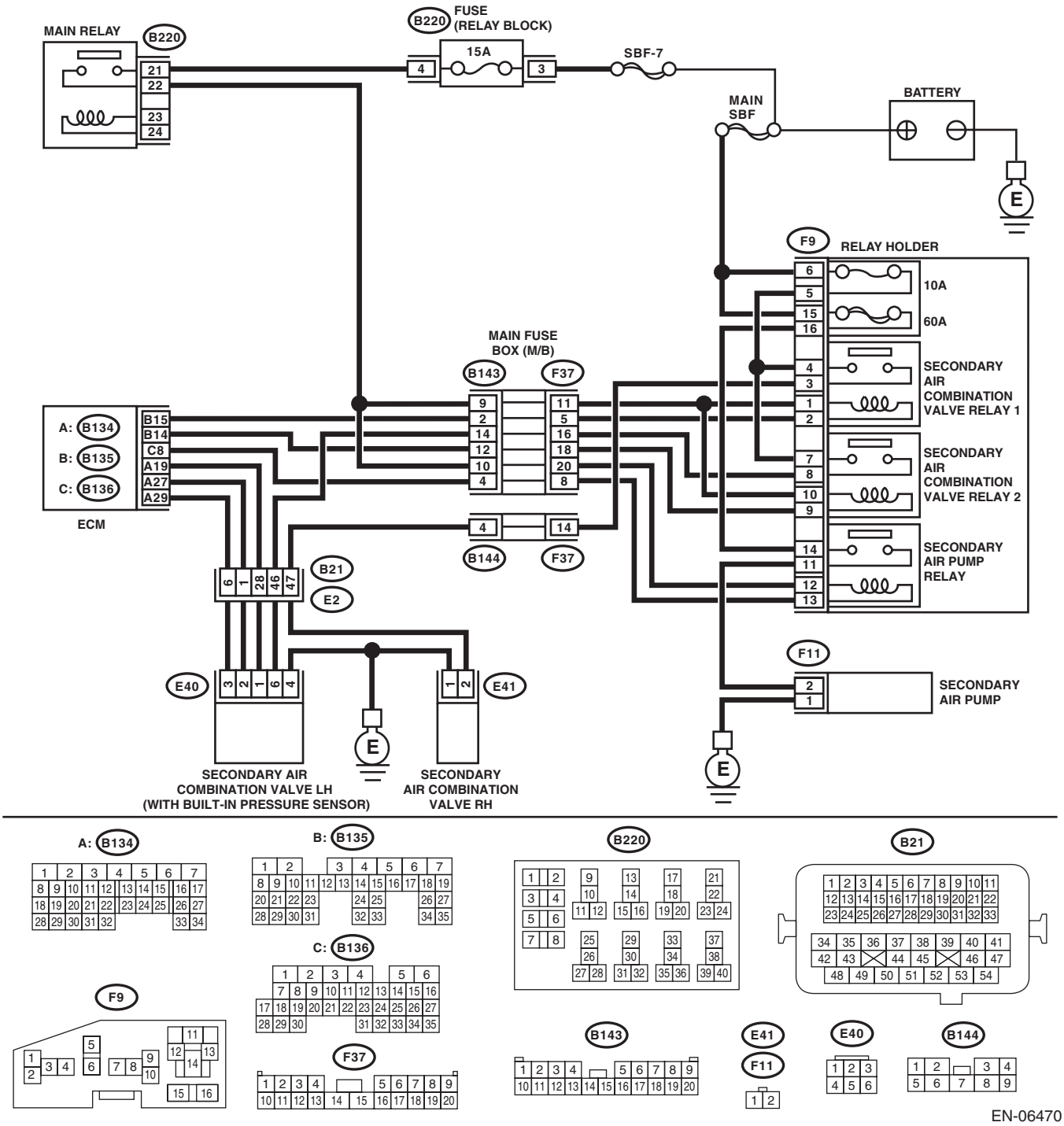
CU:DTC P1418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT SHORTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-219, DTC P1418 SECONDARY AIR INJECTION SYSTEM CONTROL "A" CIRCUIT SHORTED , Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and secondary air pump relay. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 8 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit to power in harness between ECM and secondary air pump relay connector.	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, temporary poor contact of connector may be the cause.

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

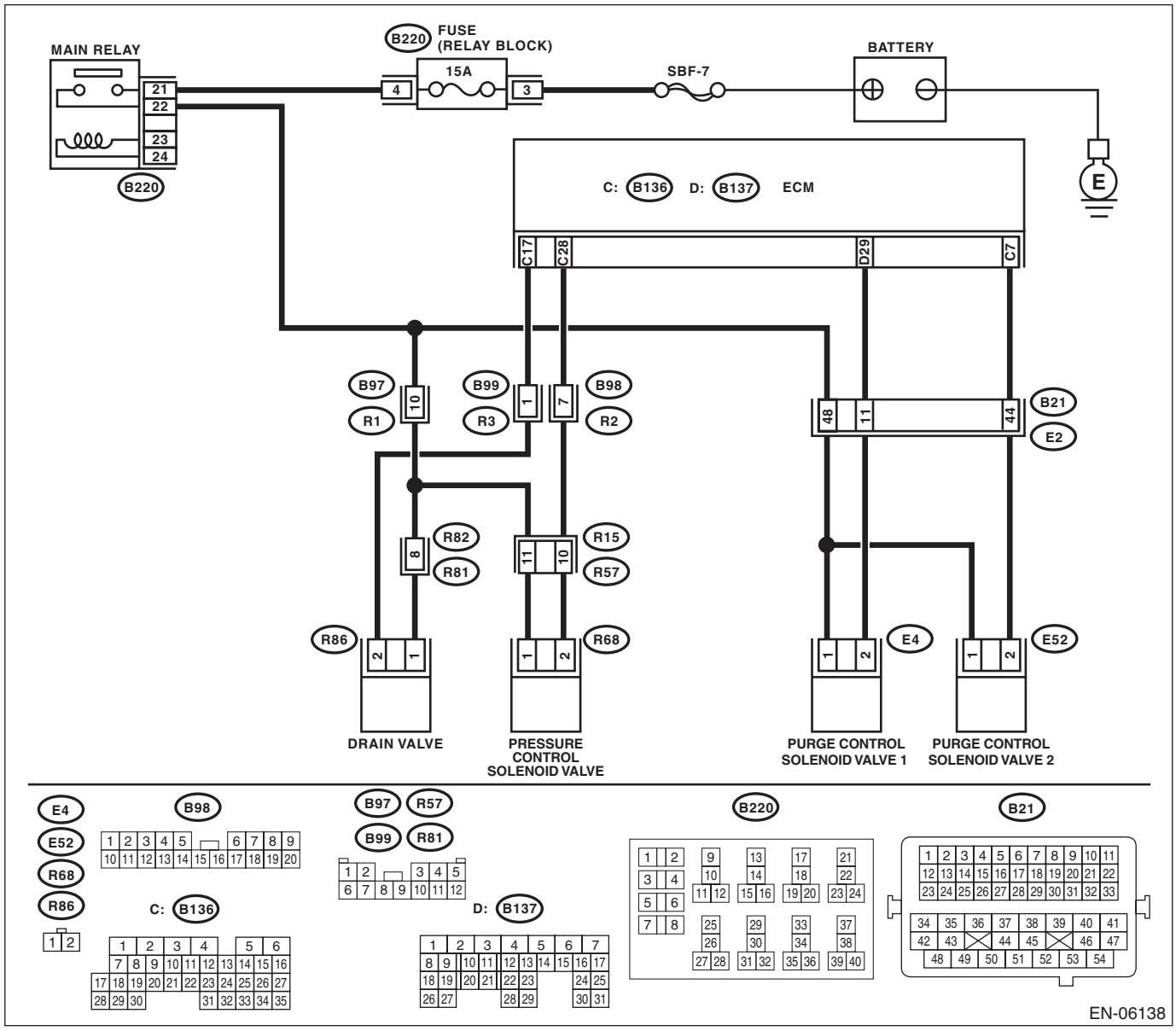
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-220, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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(STI)-17, Pressure Control Solenoid Valve.>	Repair poor contact of the ECM connector.

CW:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-222, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

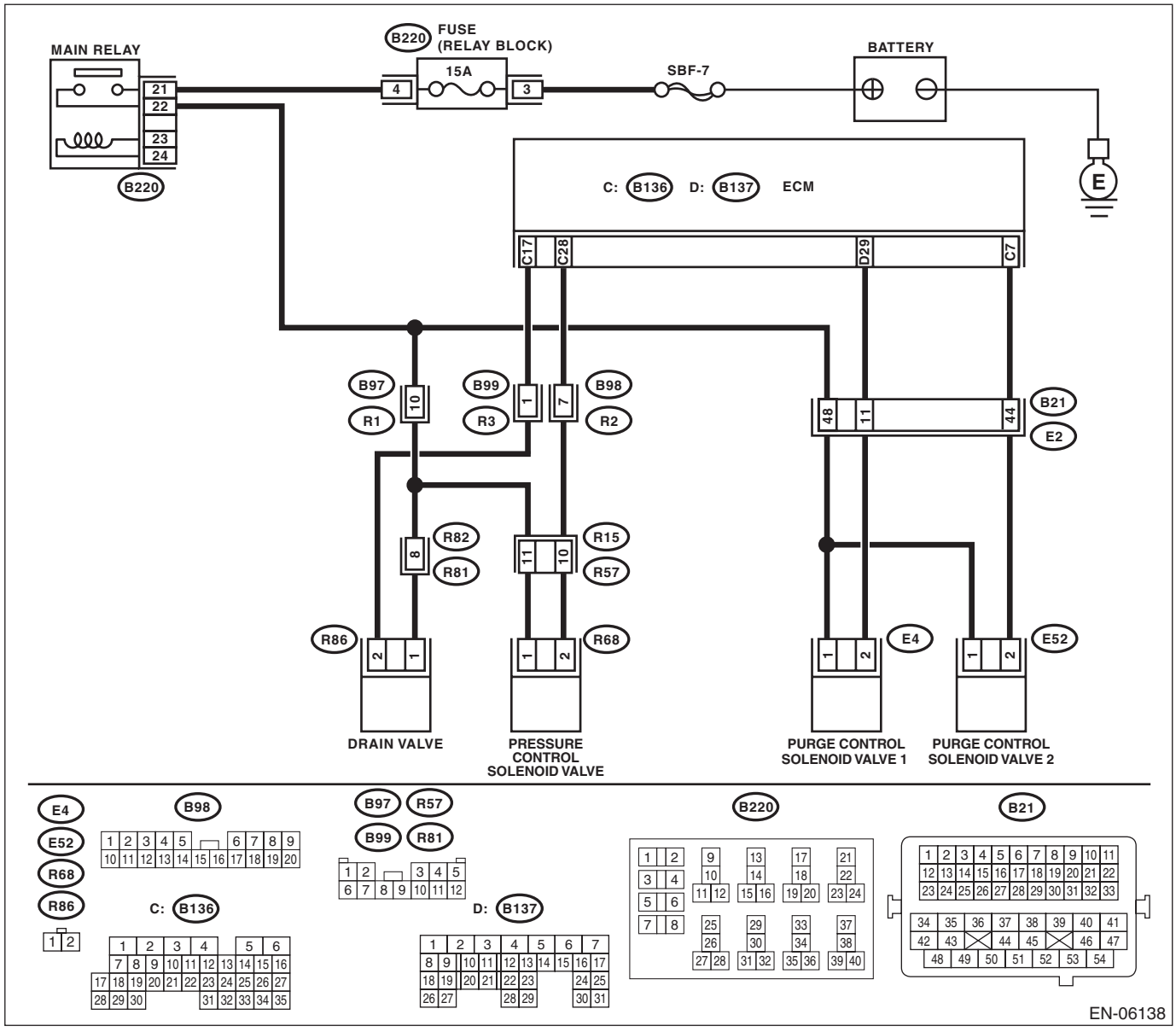
TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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(STI)(diag)-80, 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 can be operated using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Repair poor contact of the ECM connector.	Replace the drain valve. <Ref. to EC(STI)-20, Drain Valve.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-224, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

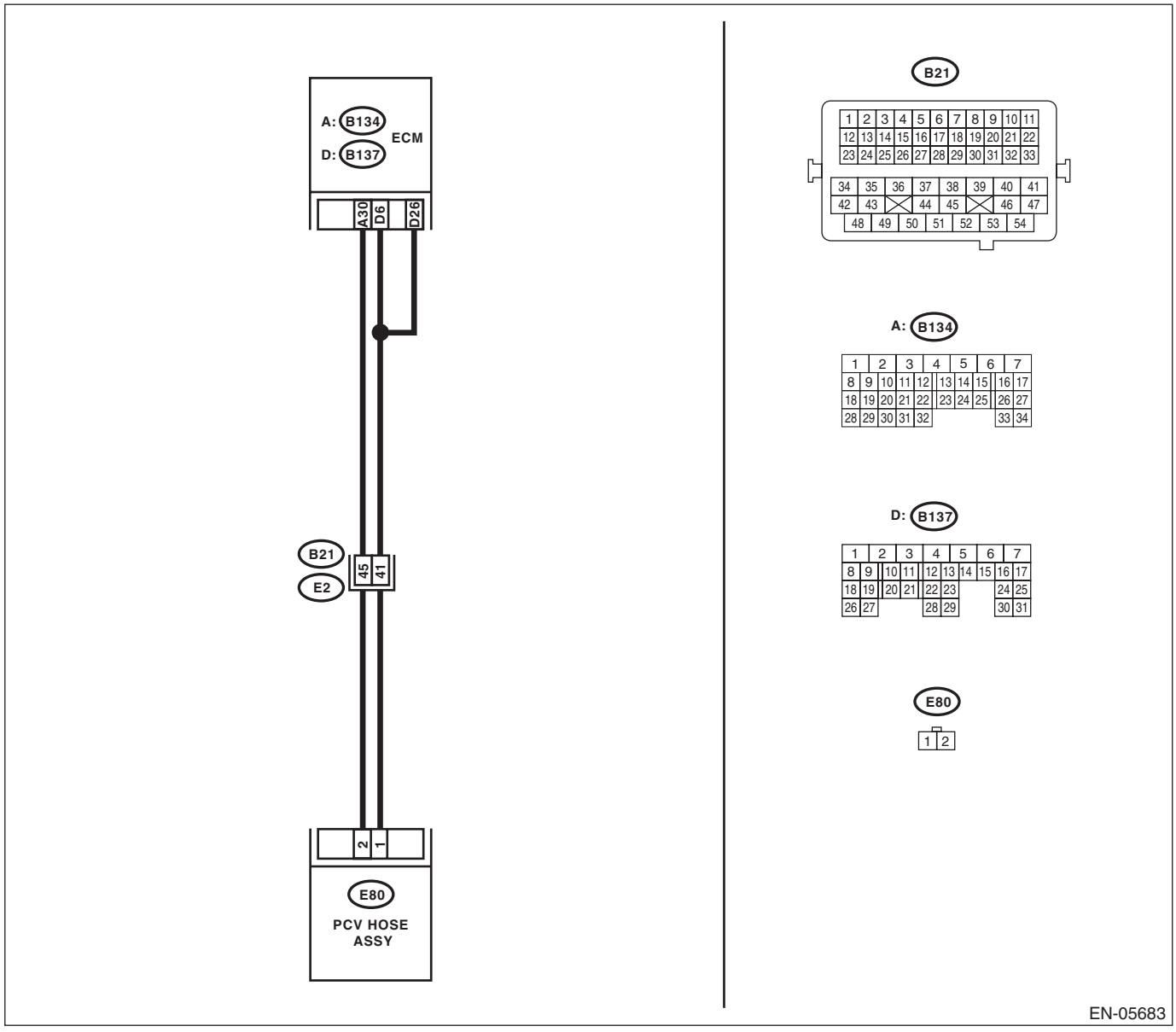
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 — (E80) 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 MΩ 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*** ***(E80) No. 1 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair the open circuit in harness between PCV hose assembly connector 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.

CY:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

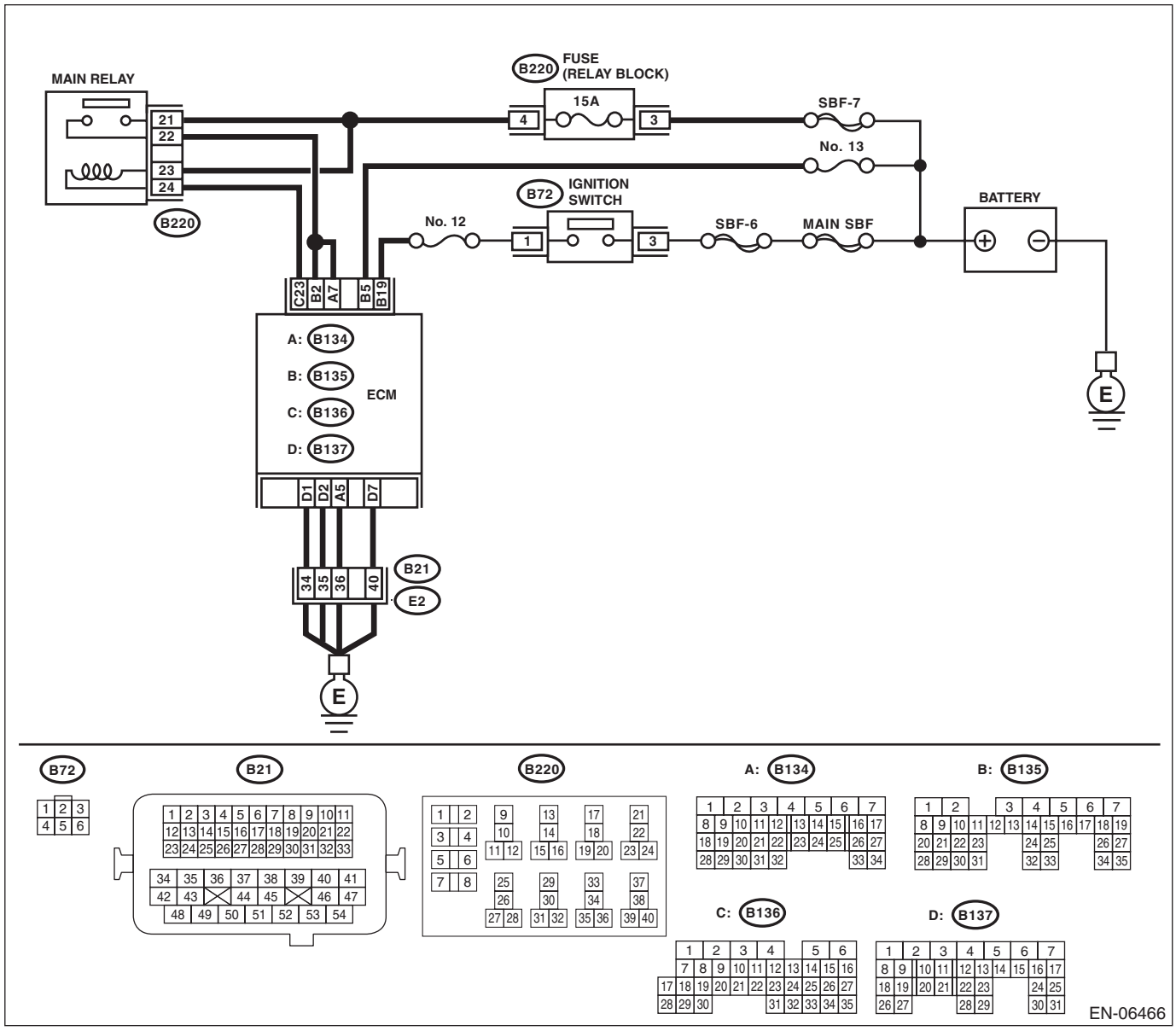
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-226, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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**.
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.
3	**CHECK FUSE NO. 13.**	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

CZ:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-228, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

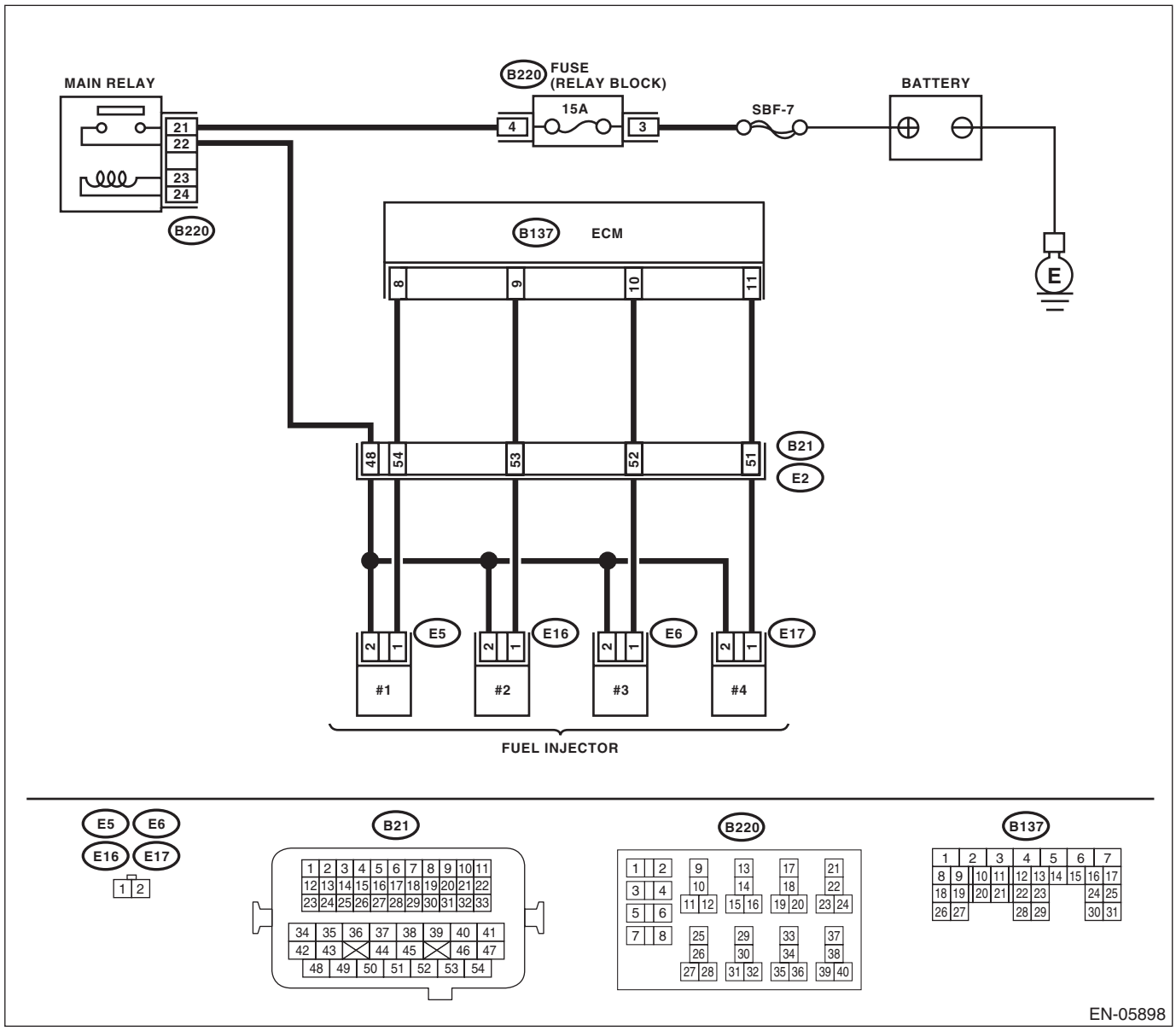
TROUBLE SYMPTOM:

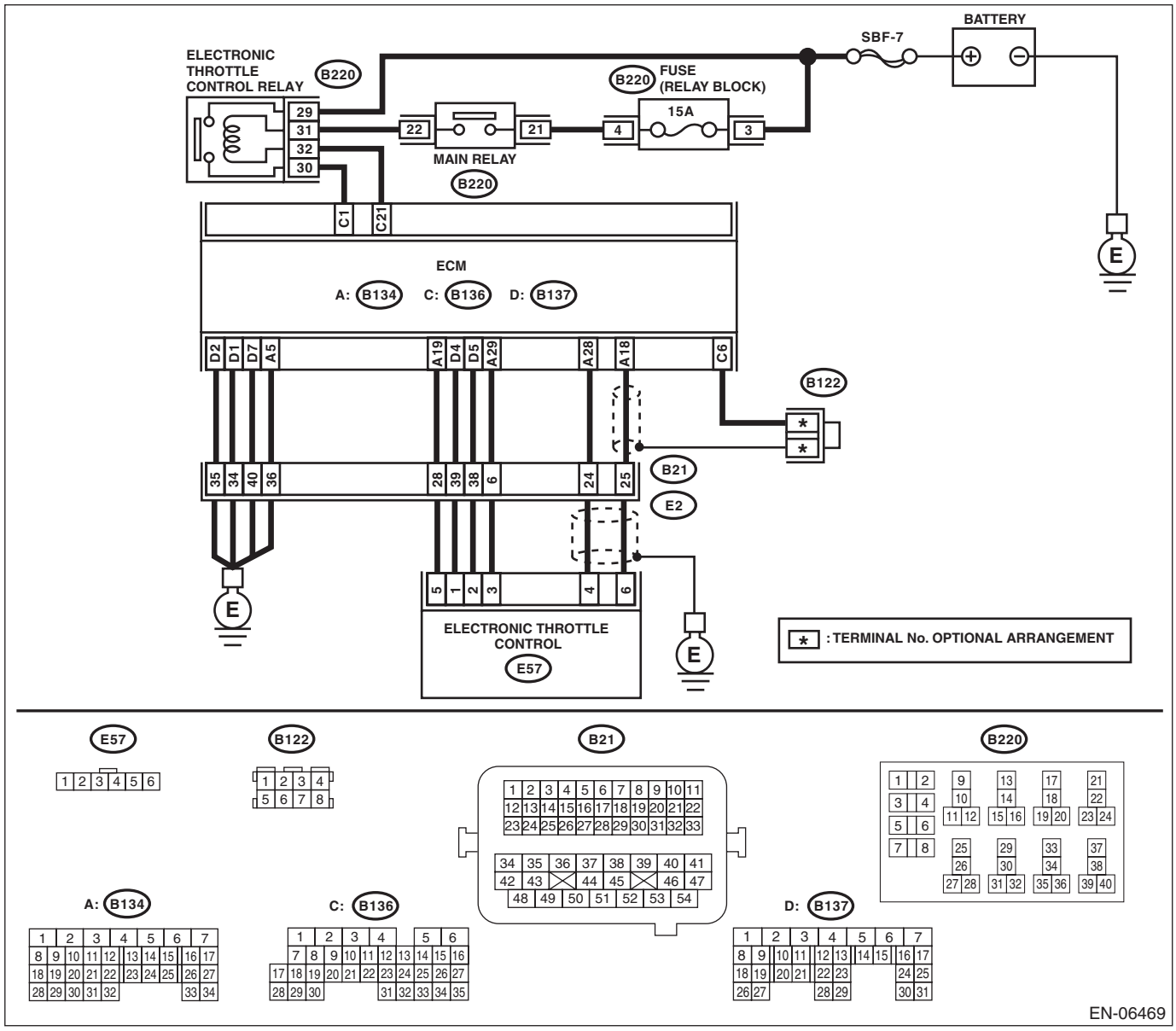
- Engine keeps running at higher speed than specified idle speed.
- Engine keeps running at a lower speed than the specified idle speed.
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





	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(STI)(diag)-80, 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(STI)-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 while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 280 — 309 kPa (2.85 — 3.15 kg/cm^2, 41 — 45 psi)?	Go to step **6**.	Repair the following item. Fuel pressure is too high: • Clogged fuel return line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel supply line
6	**CHECK FUEL PRESSURE.** After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: • If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. • If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 226 — 255 kPa (2.3 — 2.6 kg/cm^2, 33 — 37 psi)?	Go to step **7**.	Repair the following item. Fuel pressure is too high: • Faulty pressure regulator • Clogged fuel return line or bent hose Fuel pressure is too low: • Faulty pressure regulator • Improper fuel pump discharge • Clogged fuel supply line

	Step	Check	Yes	No
7	**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(STI)(diag)-35, 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 **8**.	Replace the engine coolant temperature sensor. <Ref. to FU(STI)-29, Engine Coolant 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) Place the shift lever in neutral. 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(STI)(diag)-35, 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 **9**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>
9	**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) Place the shift lever in neutral. 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(STI)(diag)-35, 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 **10**.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>

Step		Check	Yes	No
10	**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 **15**.	Go to step **11**.
11	**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 **12**.	Repair the short circuit to ground in harness between ECM and fuel injector connector.
12	**CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR.** Measure the resistance of harness between ECM and fuel injector connector 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 **13**.	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
13	**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 **14**.	Replace the faulty fuel injector. <Ref. to FU(STI)-37, Fuel Injector.>
14	**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

Step		Check	Yes	No
15	**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 **16**.
16	**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(STI)-37, Fuel Injector.>	Go to step **17**.
17	**CHECK INSTALLATION 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 **18**.
18	**CHECK CRANK SPROCKET.** Remove the timing belt cover. <Ref. to ME(STI)-47, REMOVAL, Timing Belt Cover.>	Is the crank sprocket rusted or does it have damaged teeth?	Replace the crank sprocket. <Ref. to ME(STI)-58, Crank Sprocket.>	Go to step **19**.
19	**CHECK INSTALLATION CONDITION OF TIMING BELT.** Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(STI)-48, Timing Belt.>	Go to step **20**.
20	**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 **21**.	Replace the electronic throttle control relay. <Ref. to FU(STI)-52, Electronic Throttle Control Relay.>
21	**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 **22**.	Repair the open or ground short circuit of power supply circuit.
22	**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 **23**.

Step		Check	Yes	No
23	**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 MΩ or more?	Go to step **24**.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.
24	**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 **25**.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.
25	**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 MΩ or more?	Go to step **26**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector.
26	**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*** ***(B57) No. 6 — Engine ground:*** ***(B57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **27**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(STI)-49, Engine Control Module (ECM).>
27	**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 **28**.	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

Step		Check	Yes	No
28	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Connect the 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 **29**.	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
29	**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 **30**.
30	**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 MΩ or more?	Go to step **31**.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.
31	**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(STI)(diag)-35, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step **32**.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(STI)-14, Throttle Body.>
32	**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(STI)(diag)-35, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step **33**.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(STI)-14, Throttle Body.>
33	**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 **34**.	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

	Step	Check	Yes	No
34	**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 **35**.
35	**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 **36**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector.
36	**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 **37**.	Repair the short circuit of harness between ECM and electronic throttle control connector.
37	**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. 7 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **38**.	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
38	**CHECK ELECTRONIC THROTTLE CONTROL.** Measure the resistance between electronic throttle control terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance 50 Ω or less?	Go to step **39**.	Replace the electronic throttle control. <Ref. to FU(STI)-14, Throttle Body.>
39	**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 poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(STI)-14, Throttle Body.>

DA:DTC P2004 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-230, DTC P2004 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK TUMBLE GENERATOR VALVE.** 1) Remove the tumble generator valve assembly RH. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DB:DTC P2005 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-231, DTC P2005 INTAKE MANIFOLD RUNNER CONTROL STUCK OPEN (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK TUMBLE GENERATOR VALVE.** 1) Remove the tumble generator valve assembly LH. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DC:DTC P2006 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-232, DTC P2006 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK TUMBLE GENERATOR VALVE.** 1) Remove the tumble generator valve assembly RH. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DD:DTC P2007 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-233, DTC P2007 INTAKE MANIFOLD RUNNER CONTROL STUCK CLOSED (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, 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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK TUMBLE GENERATOR VALVE.** 1) Remove the tumble generator valve assembly LH. 2) Check the tumble generator valve body.	Is there any dirt or clogging with foreign objects in the tumble generator valve?	Clean the tumble generator valve.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DE:DTC P2008 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 1)

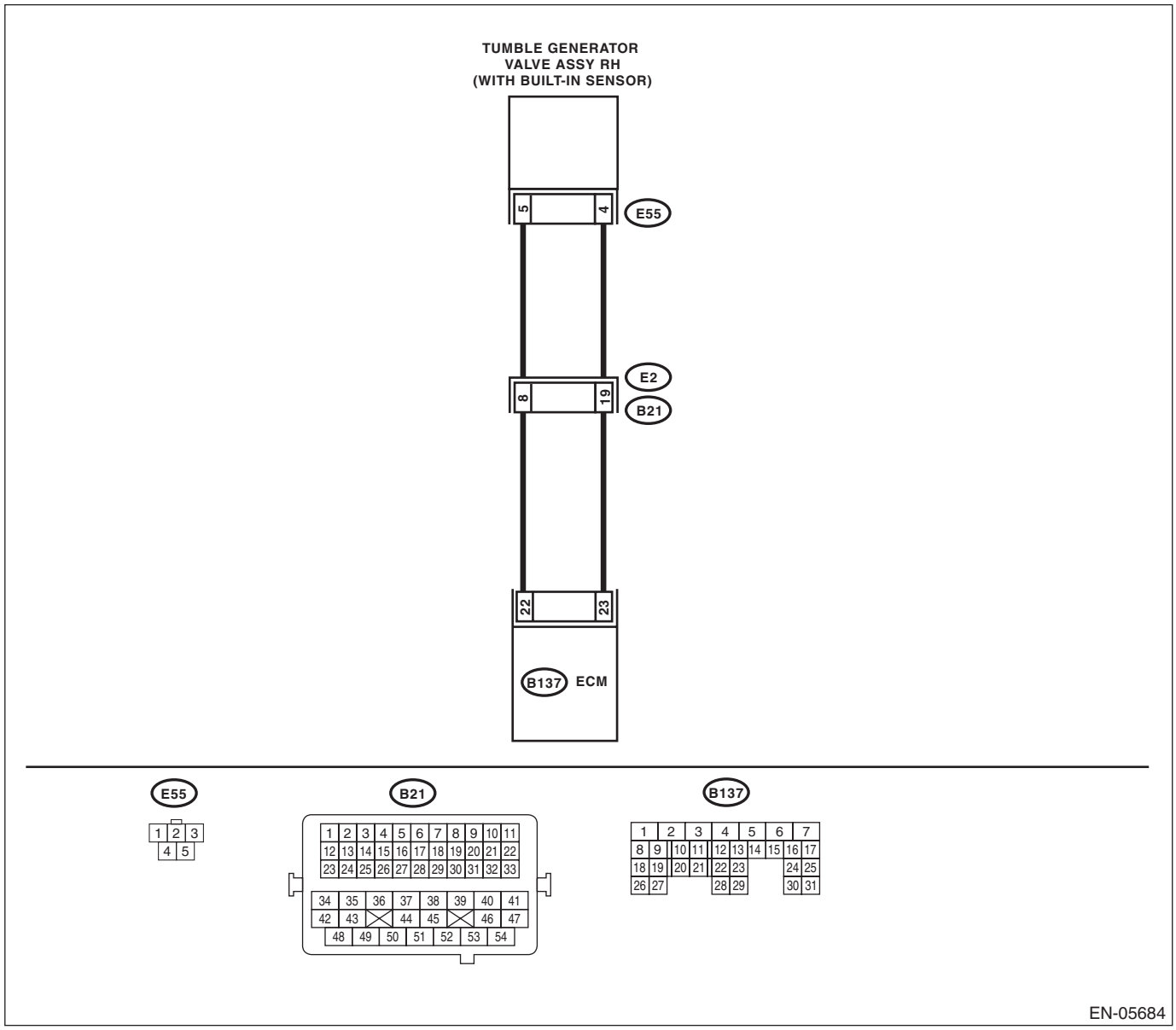
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-234, DTC P2008 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and tumble generator valve assembly RH. 3) Measure the resistance of harness between ECM and tumble generator valve assembly RH. ***Connector & terminal*** ***(B137) No. 22 — (E55) No. 5:*** ***(B137) No. 23 — (E55) 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 tumble generator valve assembly RH connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 22 — Chassis ground:*** ***(B137) No. 23 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit to ground in harness between ECM and tumble generator valve assembly RH connector.
3	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly RH connector.	Is there poor contact in the tumble generator valve assembly RH connector?	Repair the poor contact of tumble generator valve assembly RH connector.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DF:DTC P2009 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 1)

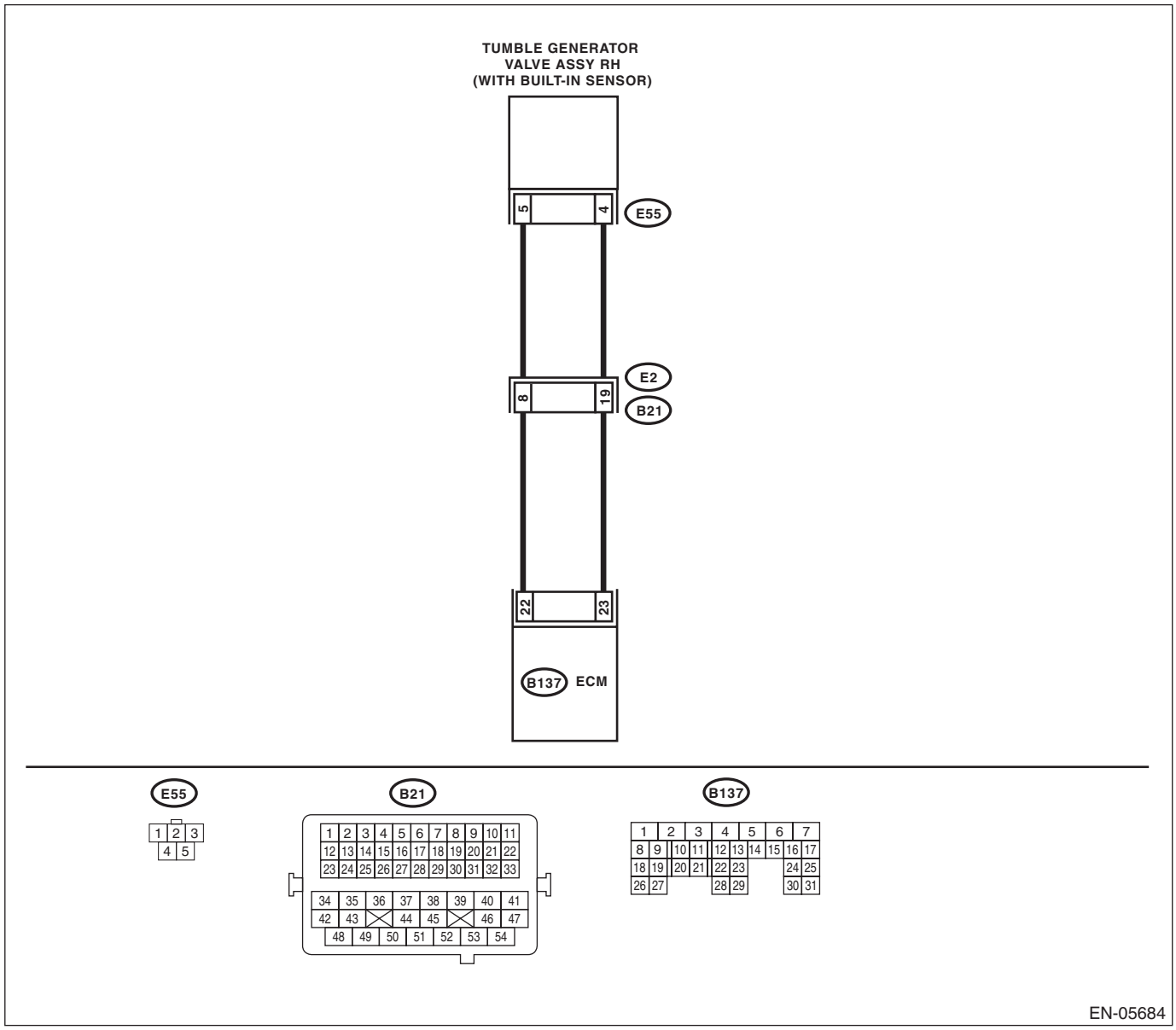
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-236, DTC P2009 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 22 (+) — Chassis ground (–):*** ***(B137) No. 23 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in harness between ECM and tumble generator valve assembly RH connector.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

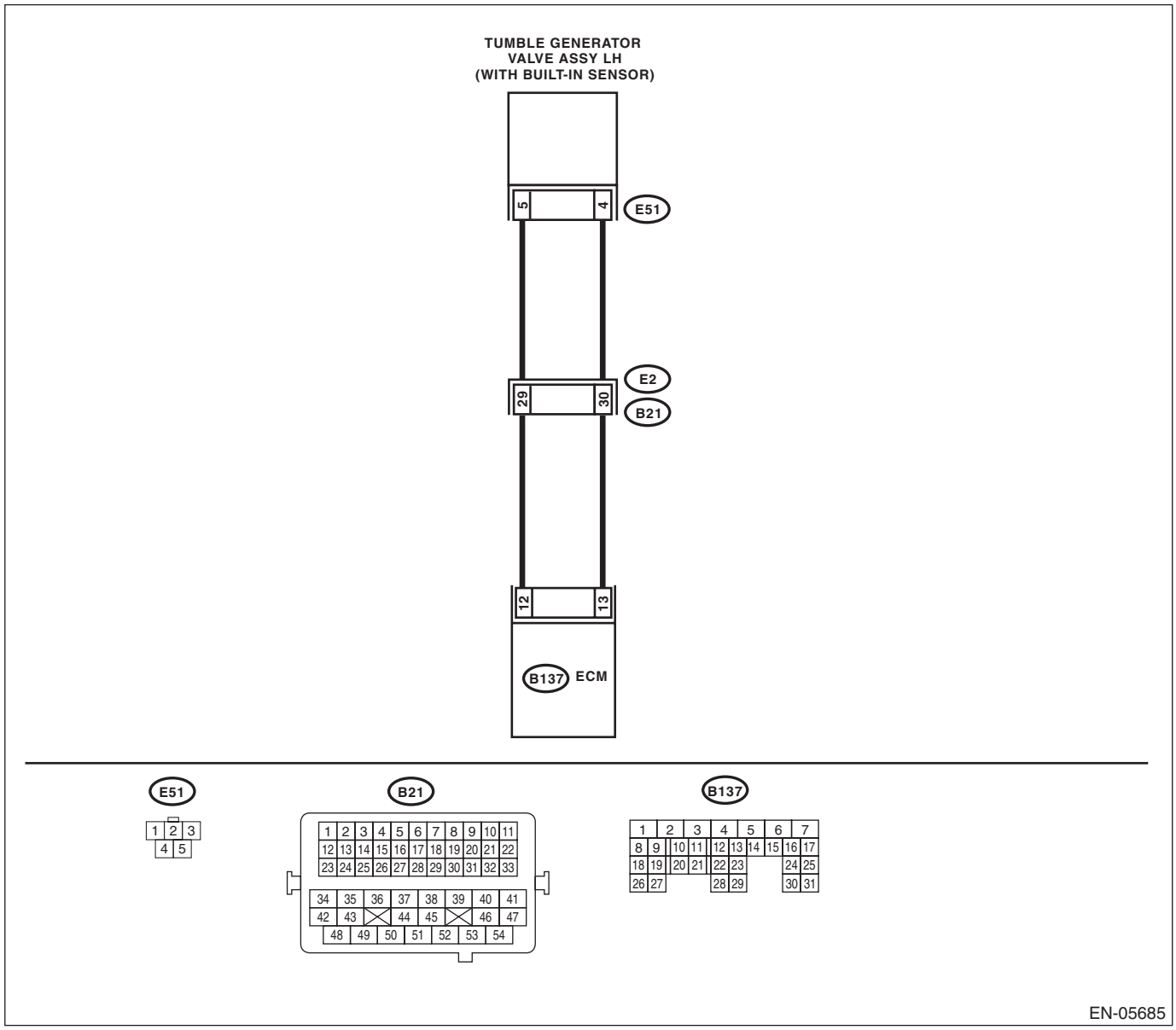
DG:DTC P2011 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-238, DTC P2011 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT / OPEN (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and tumble generator valve assembly LH. 3) Measure the resistance of harness between ECM and tumble generator valve assembly LH. ***Connector & terminal*** ***(B137) No. 12 — (E51) No. 5:*** ***(B137) No. 13 — (E51) 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 tumble generator valve assembly LH connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 12 — Chassis ground:*** ***(B137) No. 13 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit to ground in harness between ECM and tumble generator valve assembly LH connector.
3	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly LH connector.	Is there poor contact in the tumble generator valve assembly LH connector?	Repair the poor contact of tumble generator valve assembly LH connector.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

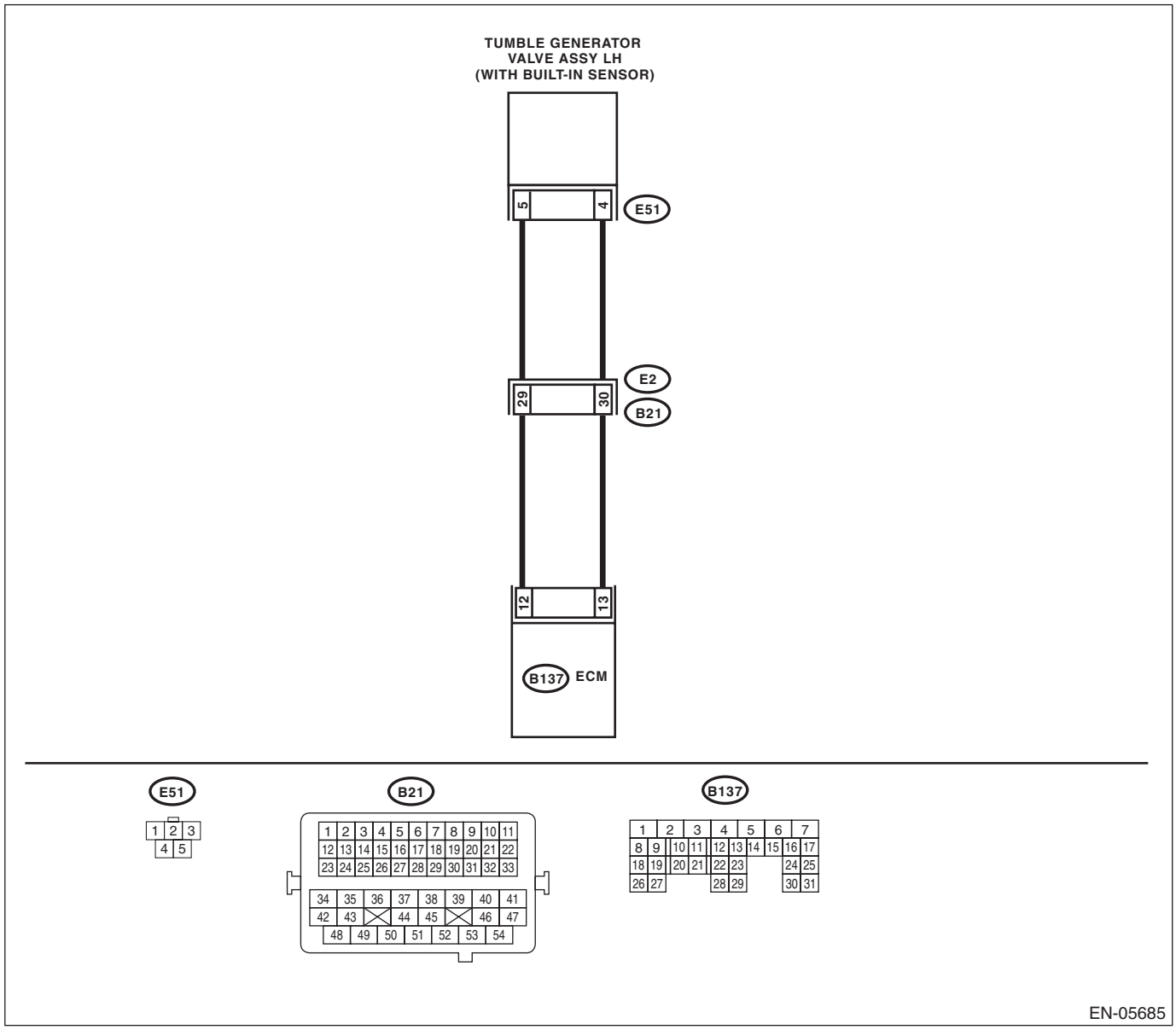
DH:DTC P2012 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-240, DTC P2012 INTAKE MANIFOLD RUNNER CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 12 (+) — Chassis ground (–):*** ***(B137) No. 13 (+) — Chassis ground (–):***	Is the voltage 5 V or more?	Repair the short circuit to power in harness between ECM and tumble generator valve assembly LH connector.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DI: DTC P2016 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-242, DTC P2016 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

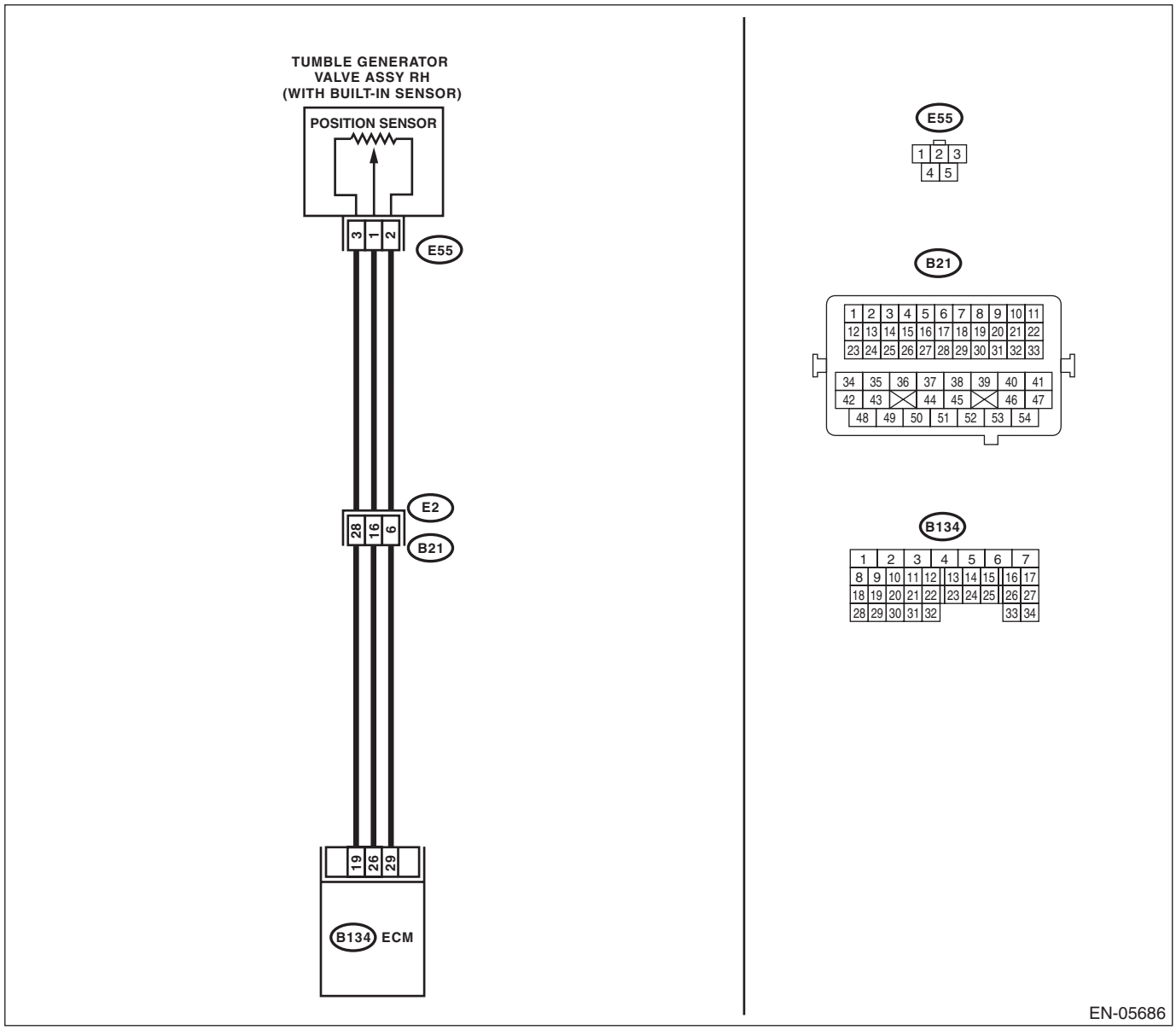
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal (RH) 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(STI)(diag)-35, 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 fault condition, and reperform the check. NOTE: In this case, temporary poor contact of connector may be the cause.
2	**CHECK POWER SUPPLY OF TUMBLE GENERATOR VALVE ASSEMBLY RH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve assembly RH. 3) Turn the ignition switch to ON. 4) Measure the voltage between tumble generator valve assembly RH connector and engine ground. ***Connector & terminal*** ***(E55) 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 in harness between ECM and tumble generator valve assembly RH connector • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and tumble generator valve assembly RH. ***Connector & terminal*** ***(B134) No. 26 — (E55) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and tumble generator valve assembly RH connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 26 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit to ground in harness between ECM and tumble generator valve assembly RH connector.
5	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly RH connector.	Is there poor contact in ECM or the tumble generator valve assembly RH connector?	Repair the poor contact in ECM or tumble generator valve assembly RH connector.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DJ:DTC P2017 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-244, DTC P2017 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

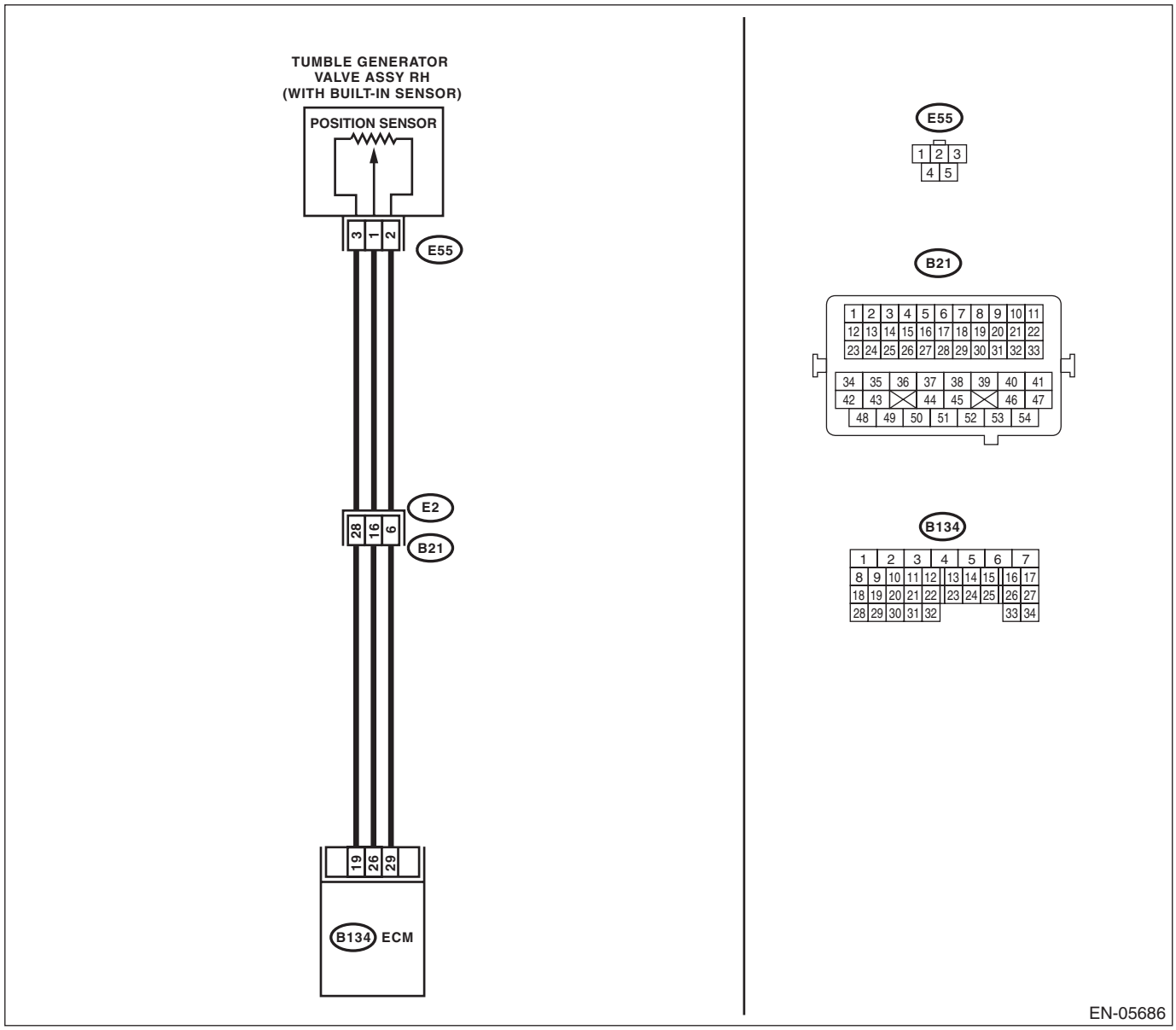
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal (RH) 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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve assembly RH. 3) Start the engine. 4) Read the data of tumble generator valve position sensor signal (RH) 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(STI)(diag)-35, 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 harness between ECM and tumble generator valve assembly RH connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between tumble generator valve assembly RH connector and engine ground. ***Connector & terminal*** ***(E55) 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 in harness between ECM and tumble generator valve assembly RH connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly RH connector.	Is there poor contact in the tumble generator valve assembly RH connector?	Repair the poor contact of tumble generator valve assembly RH connector.	Replace the tumble generator valve assembly RH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DK:DTC P2021 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-246, DTC P2021 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

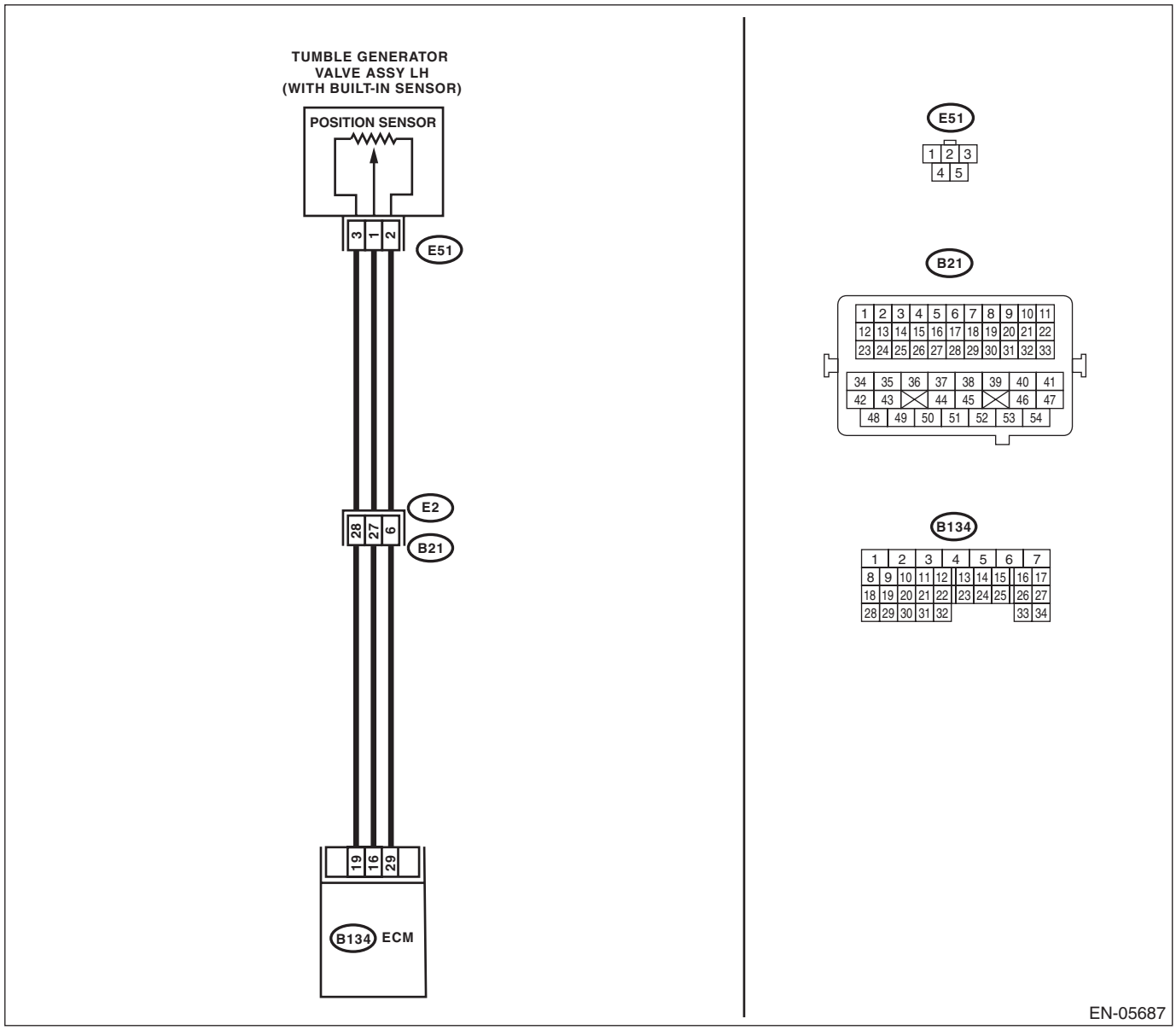
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal (LH) 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(STI)(diag)-35, 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 fault condition, and reperform the check. NOTE: In this case, temporary poor contact of connector may be the cause.
2	**CHECK POWER SUPPLY OF TUMBLE GENERATOR VALVE ASSEMBLY LH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve assembly LH. 3) Turn the ignition switch to ON. 4) Measure the voltage between tumble generator valve assembly LH connector and engine ground. ***Connector & terminal*** ***(E51) 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 in harness between ECM and tumble generator valve assembly LH connector • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and tumble generator valve assembly LH. ***Connector & terminal*** ***(B134) No. 16 — (E51) No. 1:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and tumble generator valve assembly LH connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 16 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the short circuit to ground in harness between ECM and tumble generator valve assembly LH connector.
5	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly LH connector.	Is there poor contact in ECM or the tumble generator valve assembly LH connector?	Repair the poor contact in ECM or tumble generator valve assembly LH connector.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DL:DTC P2022 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-248, DTC P2022 INTAKE MANIFOLD RUNNER POSITION SENSOR / SWITCH CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

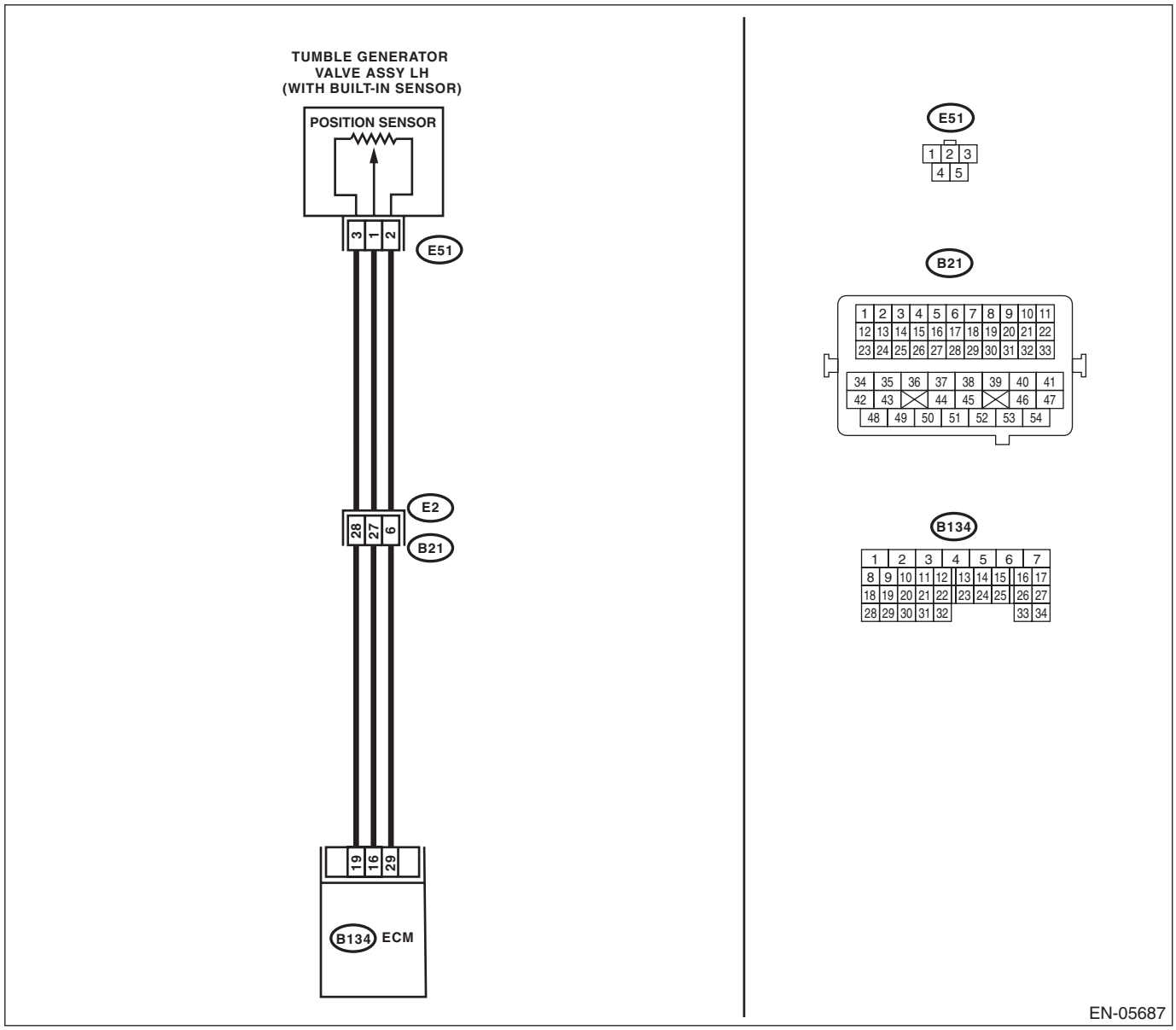
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Start the engine. 2) Read the data of tumble generator valve position sensor signal (LH) 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(STI)(diag)-35, 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from tumble generator valve assembly LH. 3) Start the engine. 4) Read the data of tumble generator valve position sensor signal (LH) 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(STI)(diag)-35, 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 harness between ECM and tumble generator valve assembly LH connector.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND TUMBLE GENERATOR VALVE ASSEMBLY LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between tumble generator valve assembly LH connector and engine ground. ***Connector & terminal*** ***(E51) 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 in harness between ECM and tumble generator valve assembly LH connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK POOR CONTACT.** Check for poor contact of tumble generator valve assembly LH connector.	Is there poor contact in the tumble generator valve assembly LH connector?	Repair the poor contact of tumble generator valve assembly LH connector.	Replace the tumble generator valve assembly LH. <Ref. to FU(STI)-40, Tumble Generator Valve Assembly.>

DM:DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-250, DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

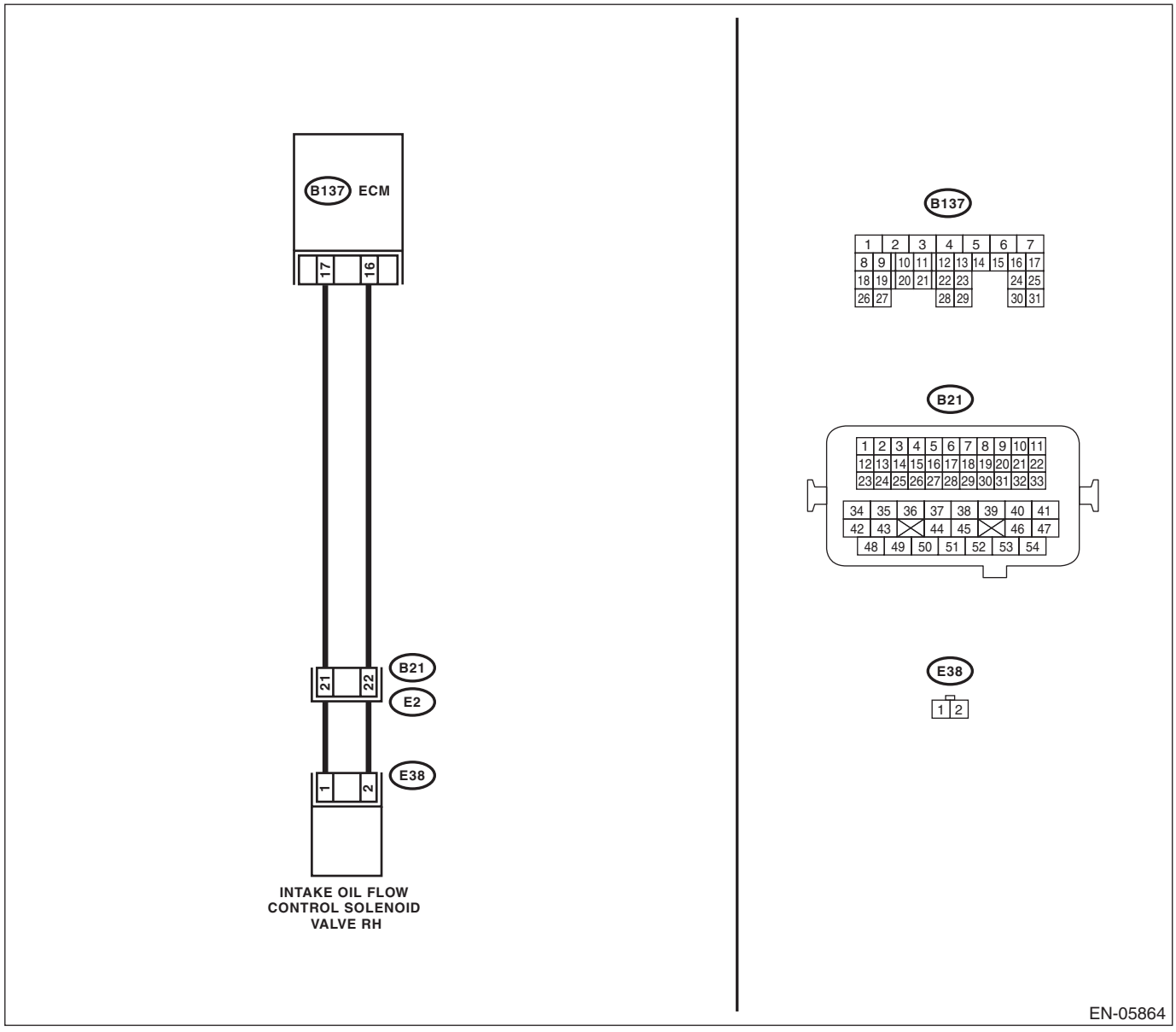
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. ***Connector & terminal*** ***(B137) No. 17 — (E38) No. 1:*** ***(B137) No. 16 — (E38) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 17 — Chassis ground:*** ***(B137) No. 16 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DN:DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-252, DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

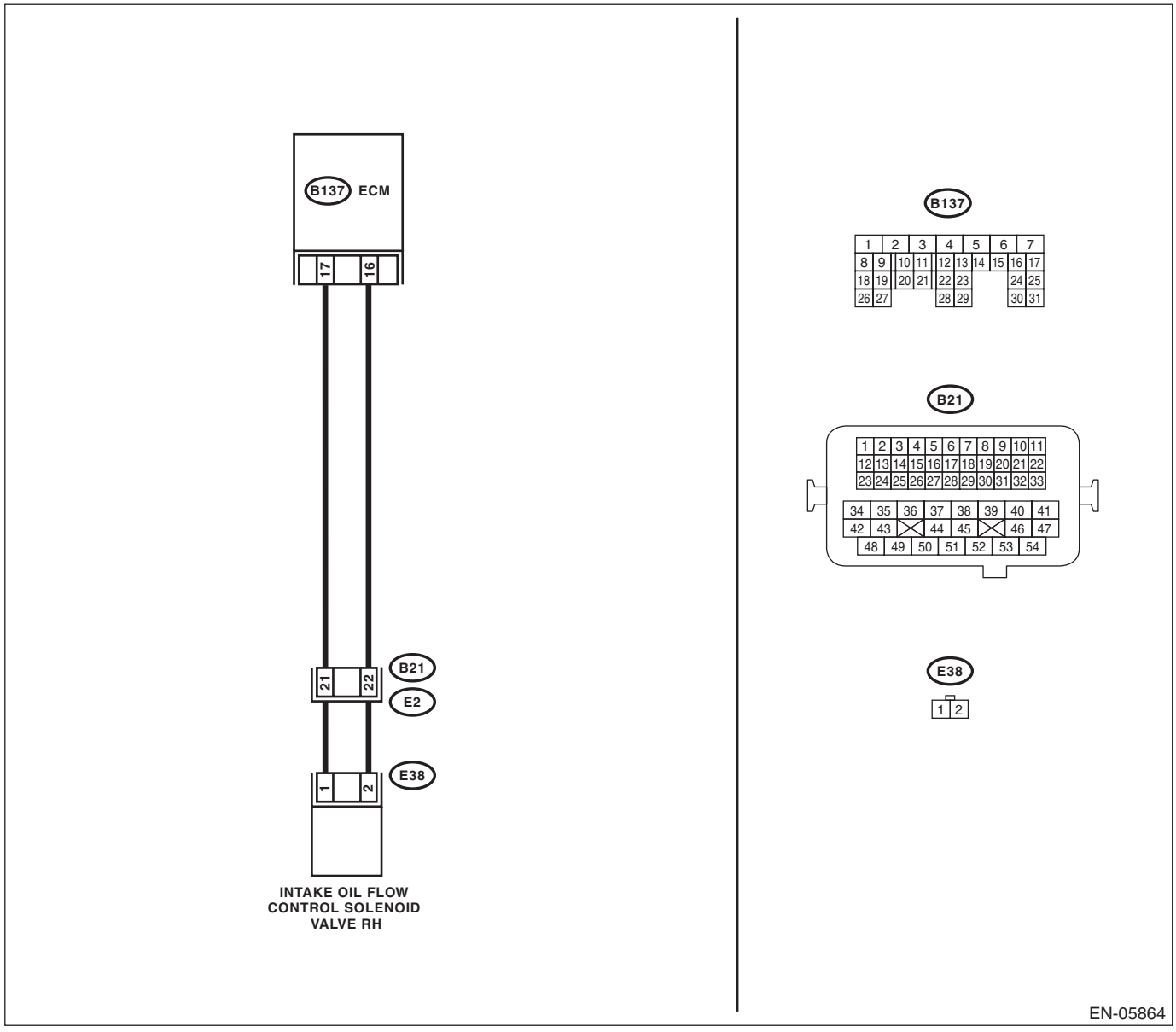
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 17 (+) — Chassis ground (–):*** ***(B137) No. 16 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **2**.	Repair the short circuit to power in the harness between the ECM and oil flow control solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and oil flow control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 17 — (E38) No. 1:*** ***(B137) No. 16 — (E38) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DO:DTC P2090 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-254, DTC P2090 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

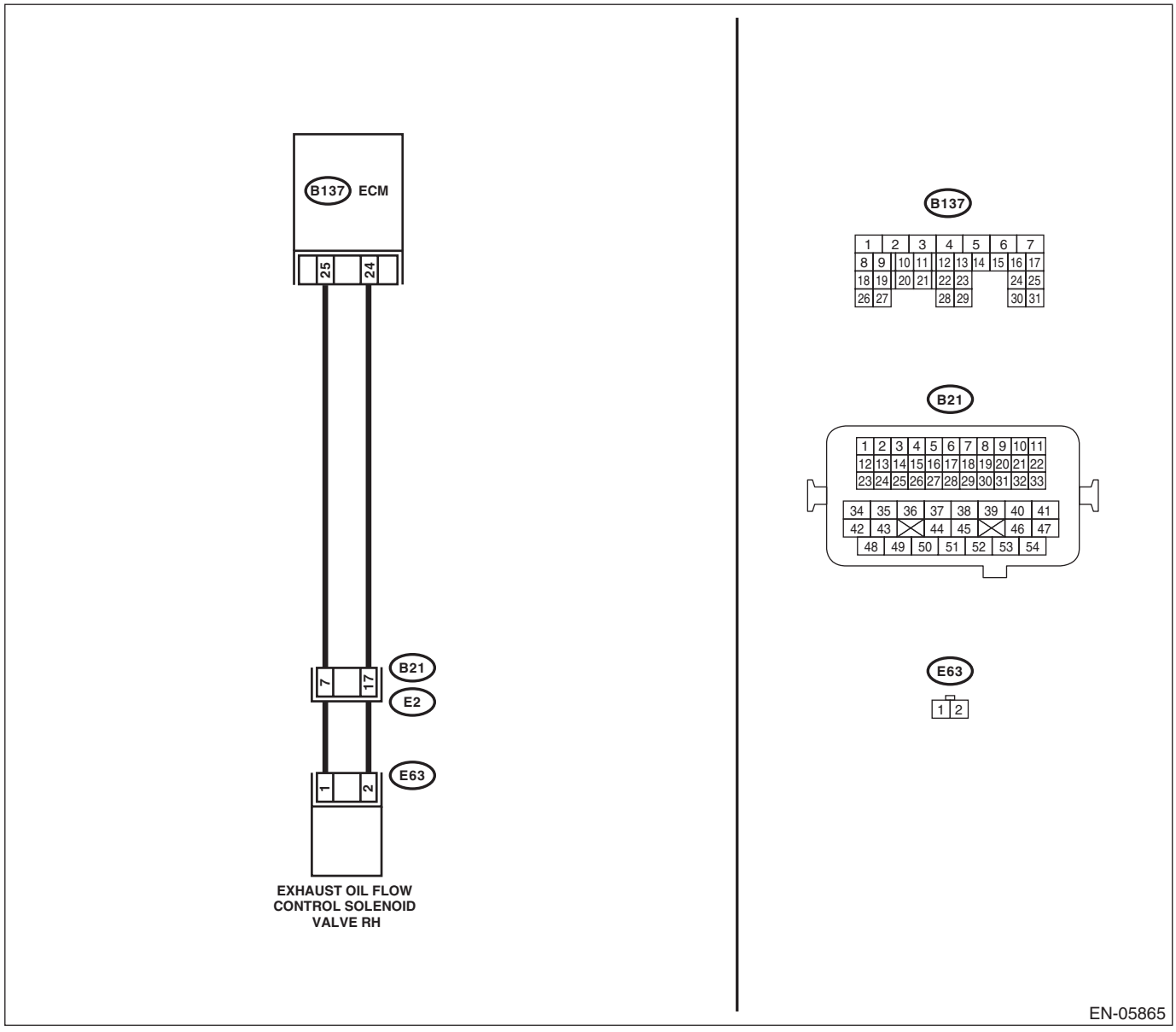
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Step		Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. ***Connector & terminal*** ***(B137) No. 25 — (E63) No. 1:*** ***(B137) No. 24 — (E63) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL 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 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DP:DTC P2091 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-255, DTC P2091 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

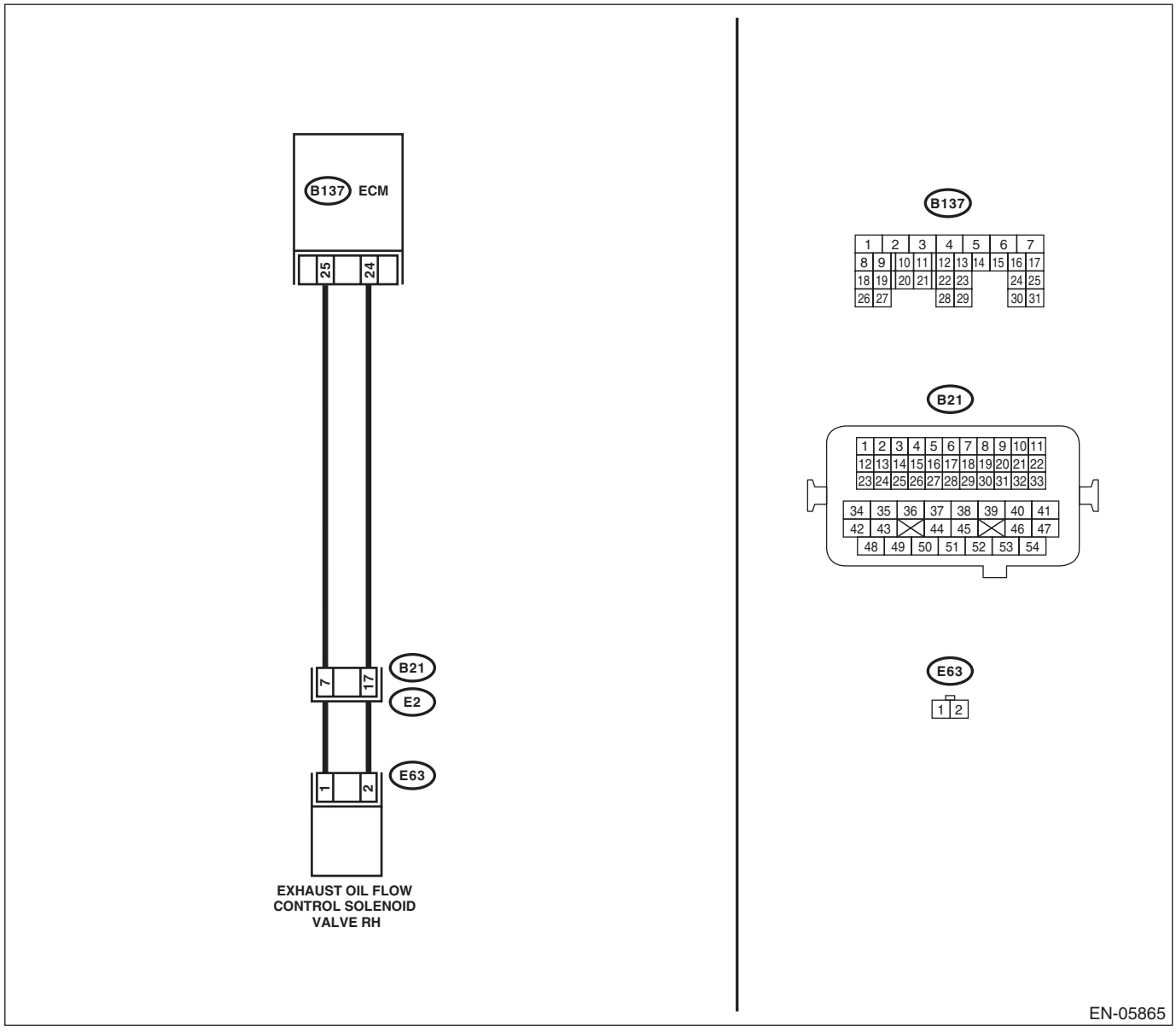
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control 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 the ECM and oil flow control solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and oil flow control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 25 — (E63) No. 1:*** ***(B137) No. 24 — (E63) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DQ:DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-256, DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

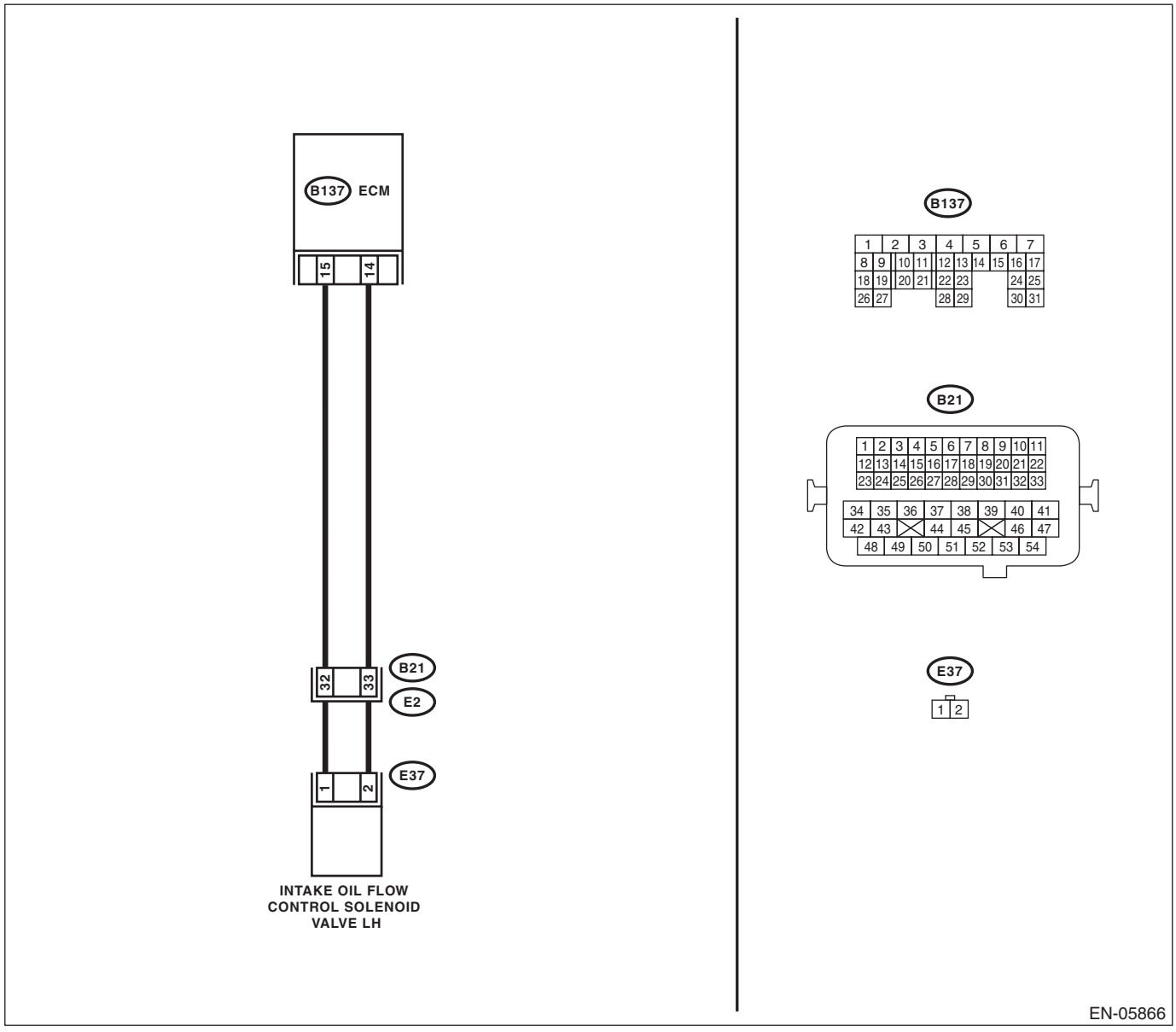
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. ***Connector & terminal*** ***(B137) No. 15 — (E37) No. 1:*** ***(B137) No. 14 — (E37) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 15 — Chassis ground:*** ***(B137) No. 14 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DR:DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-256, DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

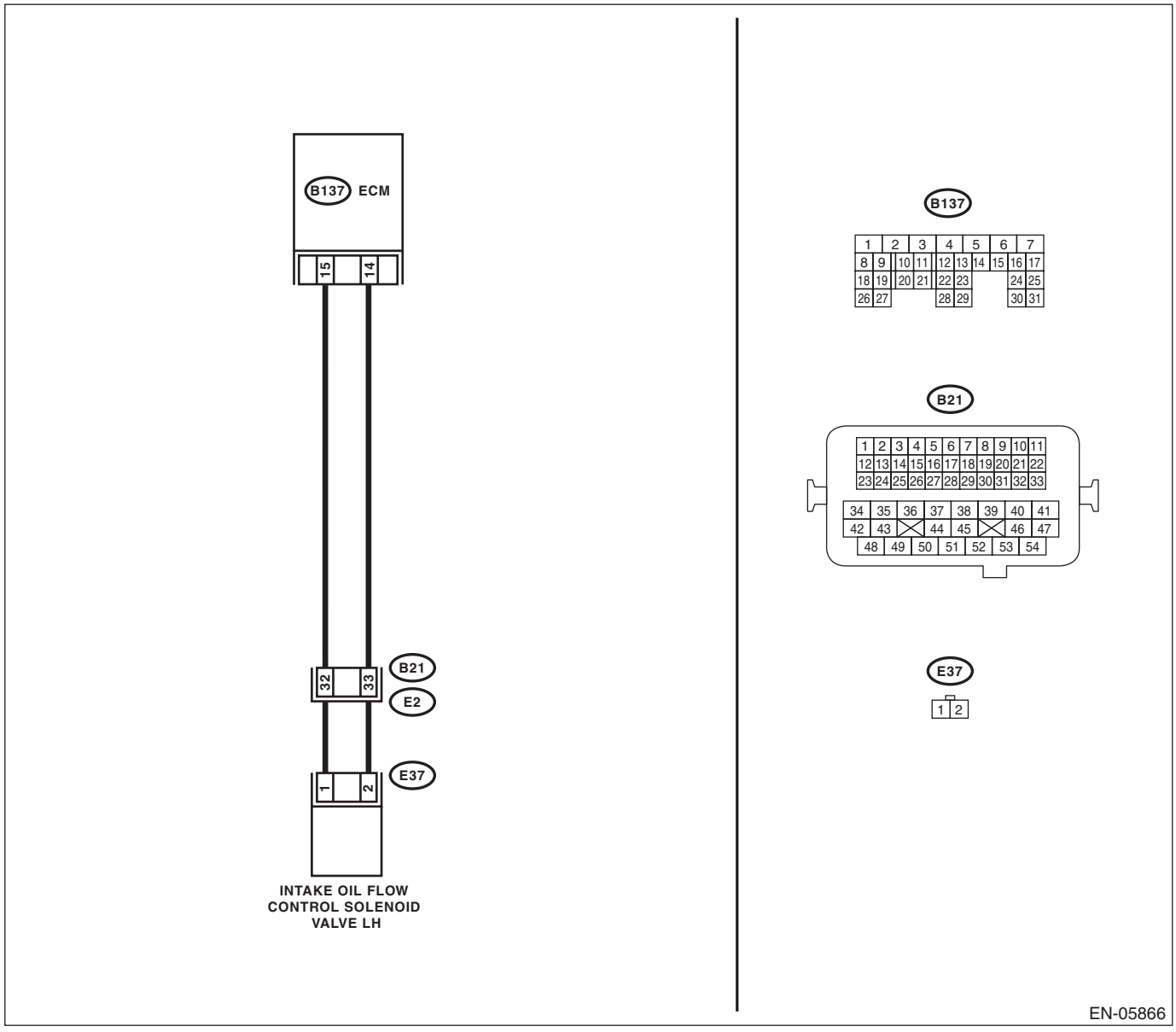
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B137) No. 15 (+) — Chassis ground (–):*** ***(B137) No. 14 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Go to step **2**.	Repair the short circuit to power in the harness between the ECM and oil flow control solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and oil flow control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 15 — (E37) No. 1:*** ***(B137) No. 14 — (E37) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DS:DTC P2094 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-256, DTC P2094 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

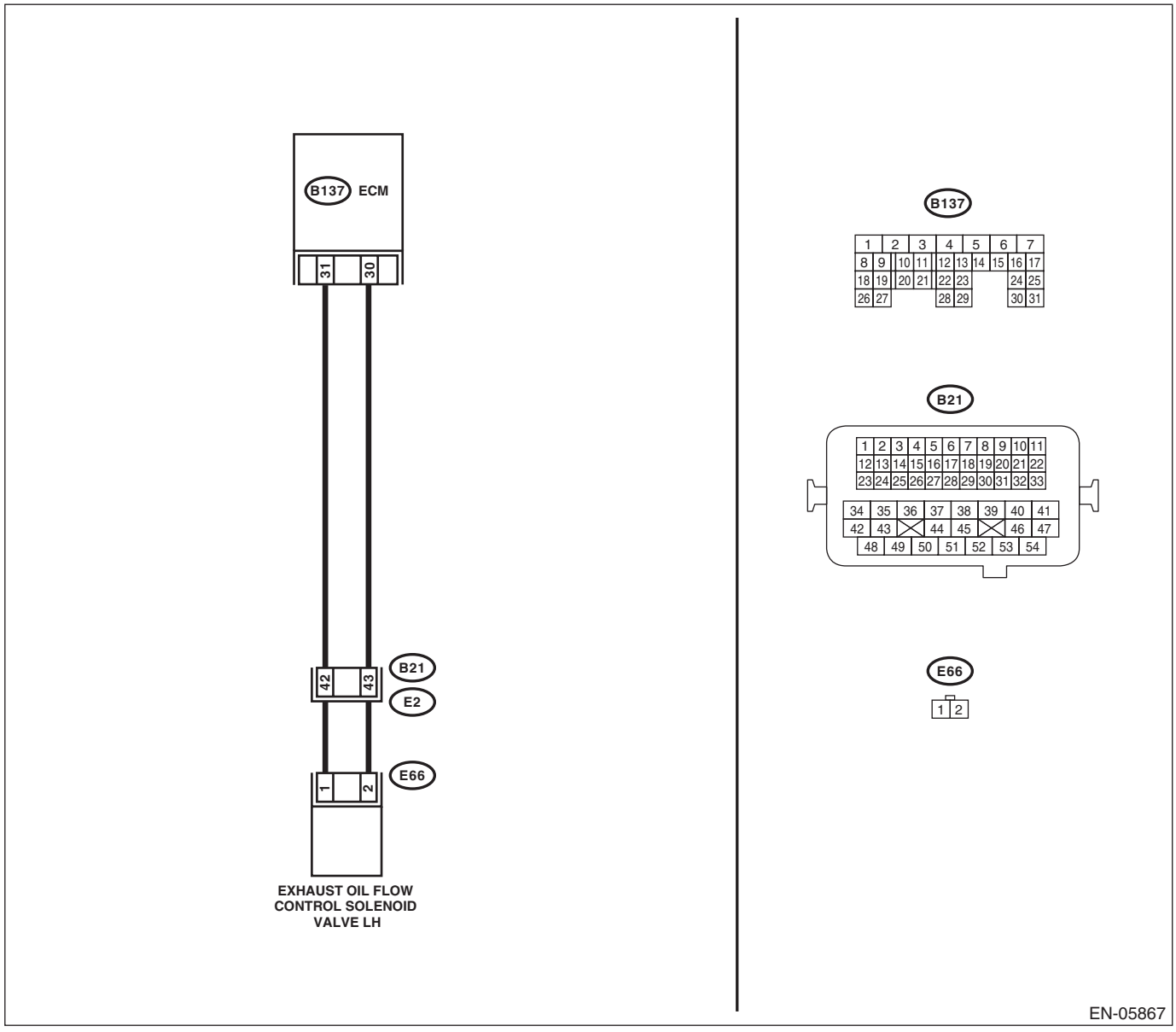
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control solenoid valve. 3) Measure the resistance of harness between ECM and oil flow control solenoid valve. ***Connector & terminal*** ***(B137) No. 31 — (E66) No. 1:*** ***(B137) No. 30 — (E66) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL 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 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and oil flow control solenoid valve connector.
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DT:DTC P2095 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-256, DTC P2095 EXHAUST CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

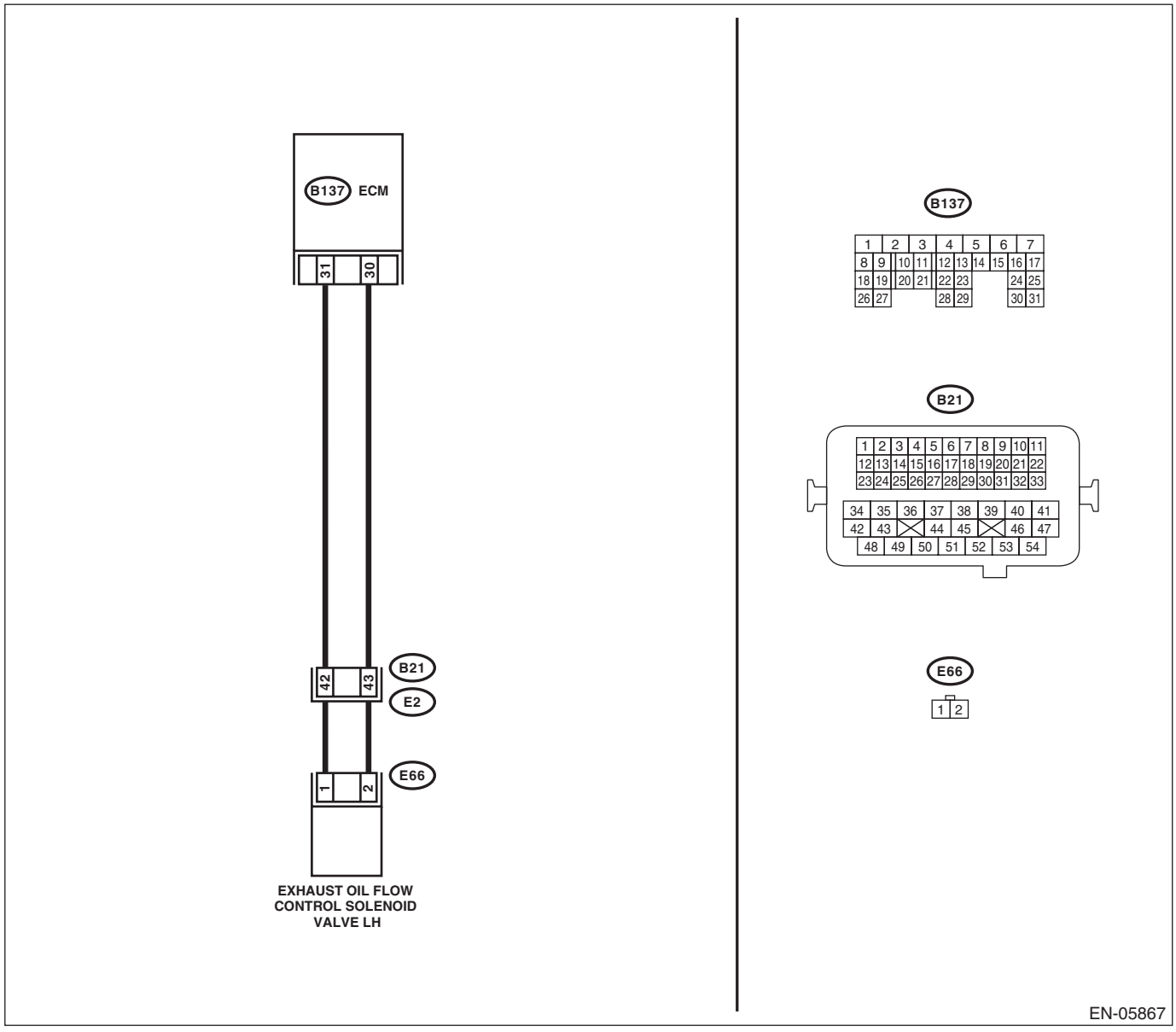
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil flow control 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 the ECM and oil flow control solenoid valve connector.
2	**CHECK HARNESS BETWEEN ECM AND OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance of harness between ECM and oil flow control solenoid valve connector. ***Connector & terminal*** ***(B137) No. 31 — (E66) No. 1:*** ***(B137) No. 30 — (E66) 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 the harness between the ECM and oil flow control solenoid valve connector • Poor contact of coupling connector
3	**CHECK OIL FLOW CONTROL SOLENOID VALVE.** Measure the resistance between oil flow control solenoid valve terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 6 — 12 Ω?	Repair the poor contact of the ECM and oil flow control solenoid valve connector.	Replace the oil flow control solenoid valve. <Ref. to ME(STI)-59, Camshaft.>

DU:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

Refer to DTC P2097 for diagnostic procedure. <Ref. to EN(STI)(diag)-324, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DV:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

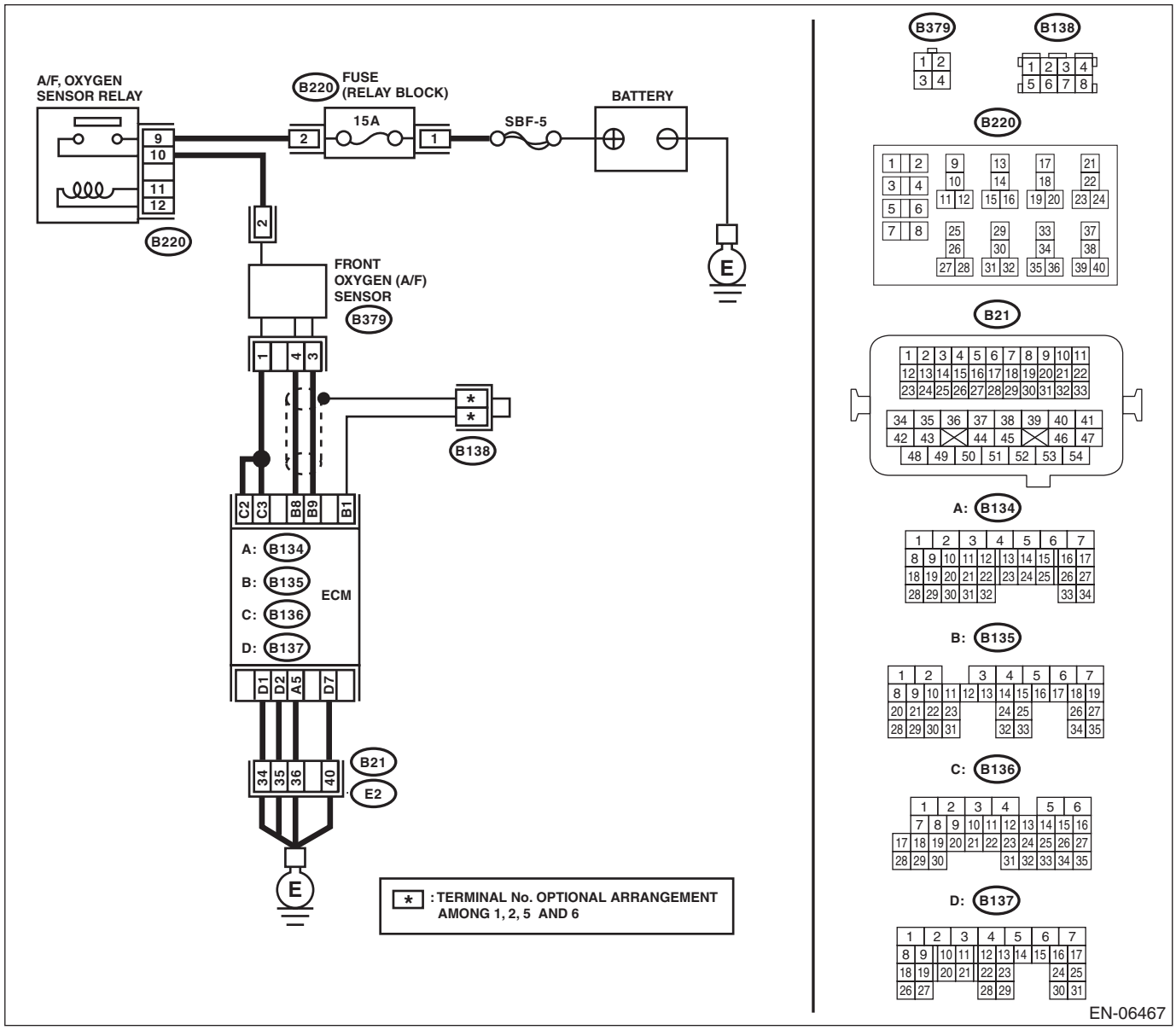
DTC DETECTING CONDITION:

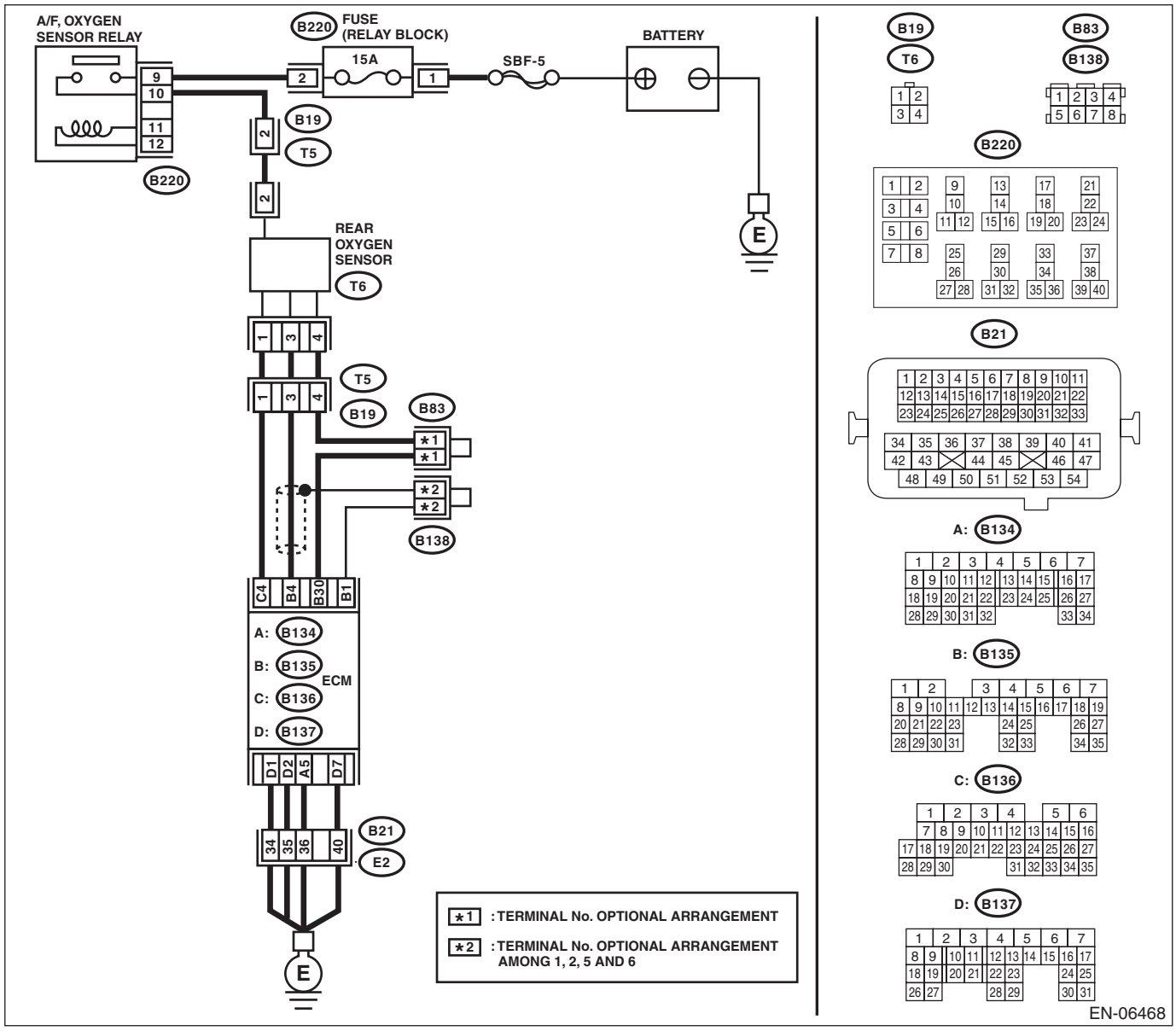
- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-259, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





	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(STI)(diag)-80, 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 — (B379) No. 3:*** ***(B135) No. 8 — (B379) 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 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 ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. ***Connector & terminal*** ***(B379) No. 3 (+) — 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*** ***(B379) No. 4 (+) — 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*** ***(B379) No. 3 (+) — Chassis ground (–):*** ***(B379) No. 4 (+) — 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(STI)-49, 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**.
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**.

	Step	Check	Yes	No
10	**CHECK FUEL PRESSURE.** **WARNING:** **Place "NO OPEN FLAMES" signs near the working area.** **CAUTION:** **Be careful not to spill fuel.** 1) Connect the front oxygen (A/F) sensor connector. 2) Measure the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: If fuel pressure does not increase, squeeze the fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the measured value 280 — 309 kPa (2.85 — 3.15 kgf/cm^2, 41 — 45 psi)?	Go to step **11**.	Repair the following item. Fuel pressure is too high: • Clogged fuel return line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel supply line
11	**CHECK FUEL PRESSURE.** After connecting the pressure regulator vacuum hose, measure fuel pressure. <Ref. to ME(STI)-25, INSPECTION, Fuel Pressure.> **CAUTION:** **Release fuel pressure before removing the fuel pressure gauge.** NOTE: • If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again. • If the measured value at this step is out of specification, check or replace pressure regulator and pressure regulator vacuum hose.	Is the measured value 226 — 255 kPa (2.3 — 2.6 kgf/cm^2, 33 — 37 psi)?	Go to step **12**.	Repair the following item. Fuel pressure is too high: • Faulty pressure regulator • Clogged fuel return line or bent hose Fuel pressure is too low: • Faulty pressure regulator • Improper fuel pump discharge • Clogged fuel supply line
12	**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(STI)(diag)-35, 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 **13**.	Replace the engine coolant temperature sensor. <Ref. to FU(STI)-29, Engine Coolant Temperature Sensor.>

	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) Place the shift lever in neutral. 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(STI)(diag)-35, 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/s) ?	Go to step **14**.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>
14	**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) Place the shift lever in neutral. 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(STI)(diag)-35, 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 **15**.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(STI)-35, Mass Air Flow and Intake Air Temperature Sensor.>
15	**CHECK REAR OXYGEN SENSOR DATA.** 1) Warm-up the engine until engine coolant temperature is above 75°C (167°F), and keep the engine speed at 3,000 rpm. (2 minutes maximum) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Depress the clutch pedal. • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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 **16**.	Go to step **17**.

	Step	Check	Yes	No
16	**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. • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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 **18**.	Go to step **17**.
17	**CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.**	Has water entered the connector?	Completely remove any water inside.	Go to step **19**.
18	**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(STI)(diag)-35, 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(STI)-45, Front Oxygen (A/F) Sensor.>	Go to step **19**.
19	**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 — (T6) No. 3:*** ***(B135) No. 30 — (T6) No. 4:***	Is the resistance less than 1 Ω?	Go to step **20**.	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

Step		Check	Yes	No
20	**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*** ***(T6) No. 3 (+) — Chassis ground (–):***	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(STI)-47, 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

DW:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-261, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

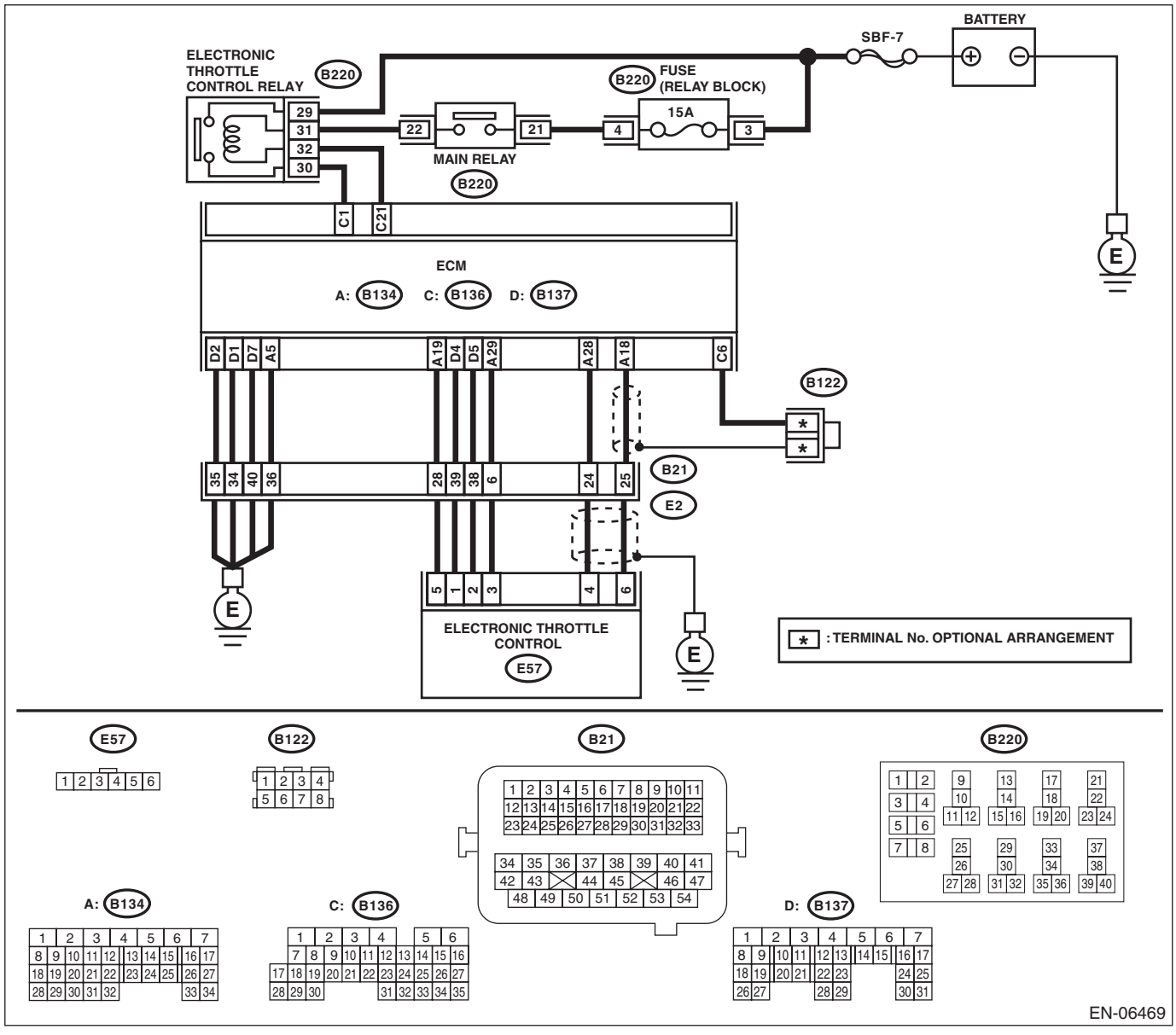
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. <Ref. to FU(STI)-52, 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 MΩ 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 MΩ or more?	Go to step **7**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector.

	Step	Check	Yes	No
7	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **8**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(STI)-49, 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 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 MΩ or more?	Go to step **12**.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

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(STI)(diag)-35, 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(STI)-14, Throttle Body.>
13	**CHECK SENSOR OUTPUT.** Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, 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(STI)-14, 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 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 MΩ 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 MΩ or more?	Go to step **18**.	Repair the short circuit of harness between ECM and electronic throttle control connector.

Step		Check	Yes	No
18	**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. 7 — Chassis ground:***	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(STI)-14, Throttle Body.>
20	**CHECK ELECTRONIC THROTTLE CONTROL.** Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Standard value: 3 mm (0.12 in) from fully closed position	Repair poor contact of the ECM connector.	Replace the electronic throttle control. <Ref. to FU(STI)-14, Throttle Body.>

DX:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-263, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

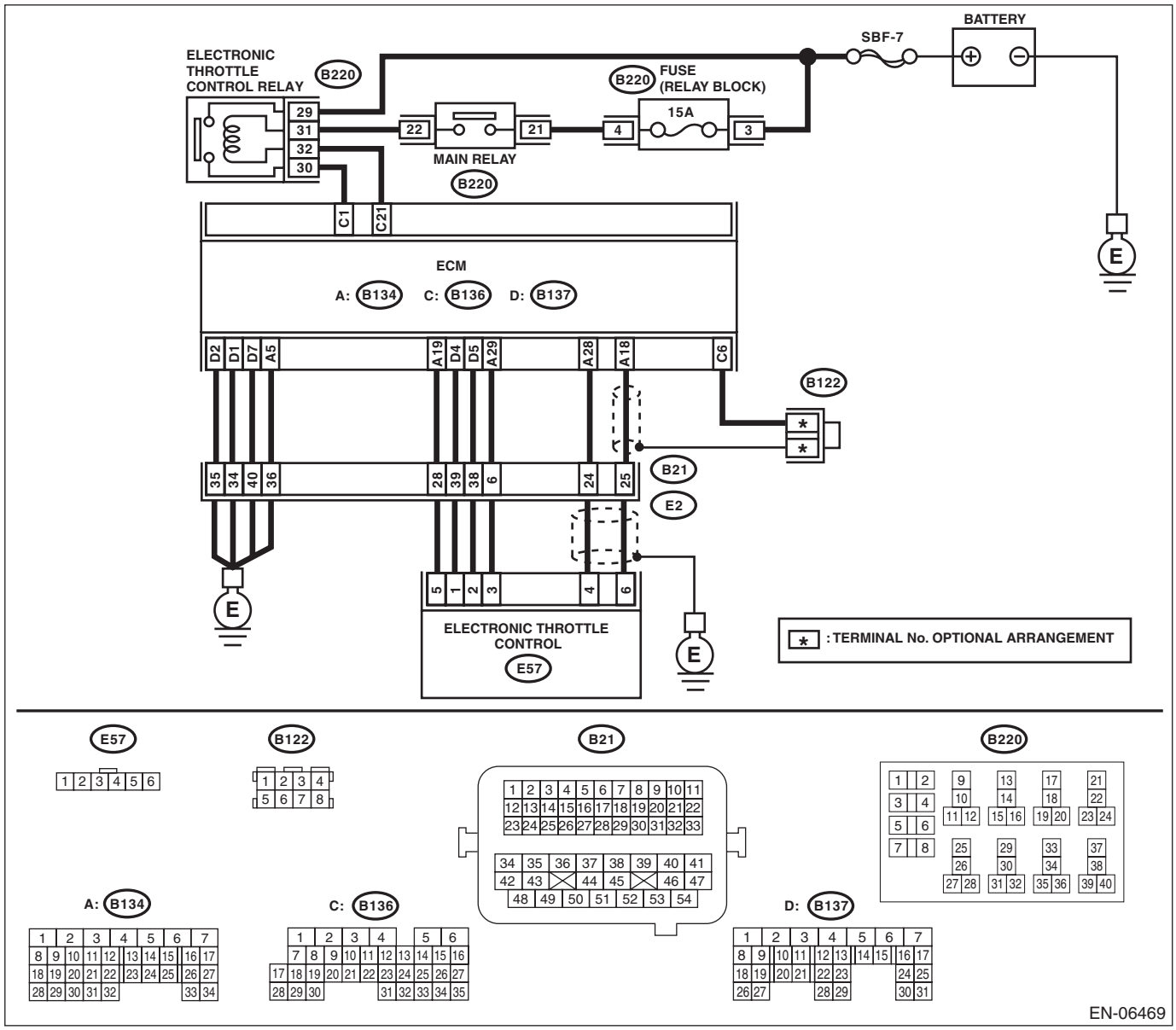
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. <Ref. to FU(STI)-52, 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 MΩ 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 poor contact of the ECM connector.	Repair the open circuit in harness between ECM and electronic throttle control relay connector.

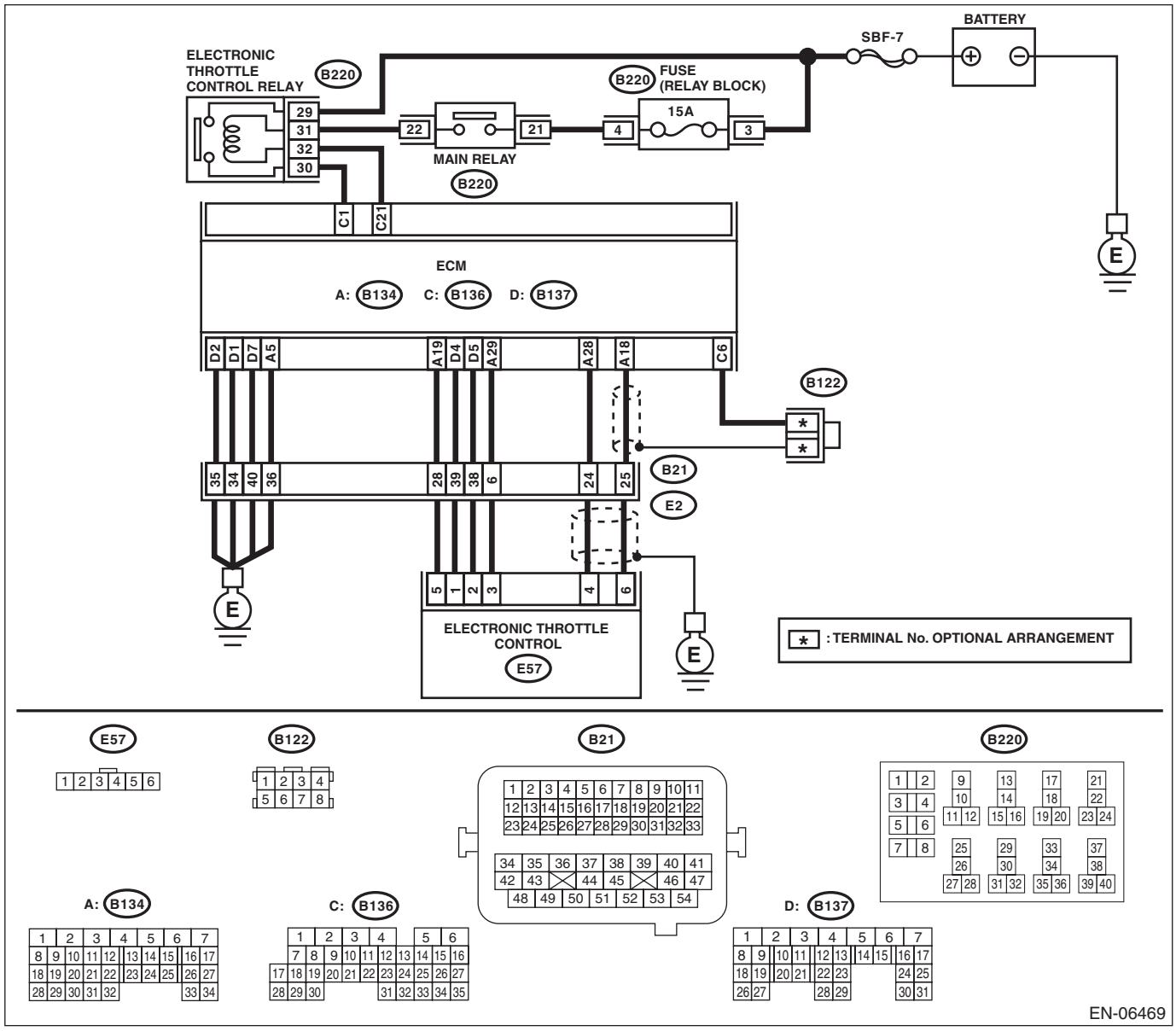
DY:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-265, 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(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. <Ref. to FU(STI)-52, 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 poor contact of the ECM connector.	Repair the short circuit in harness to ground between ECM and electronic throttle control relay connector.

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

NOTE:
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(STI)(diag)-331, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

EA:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-269, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

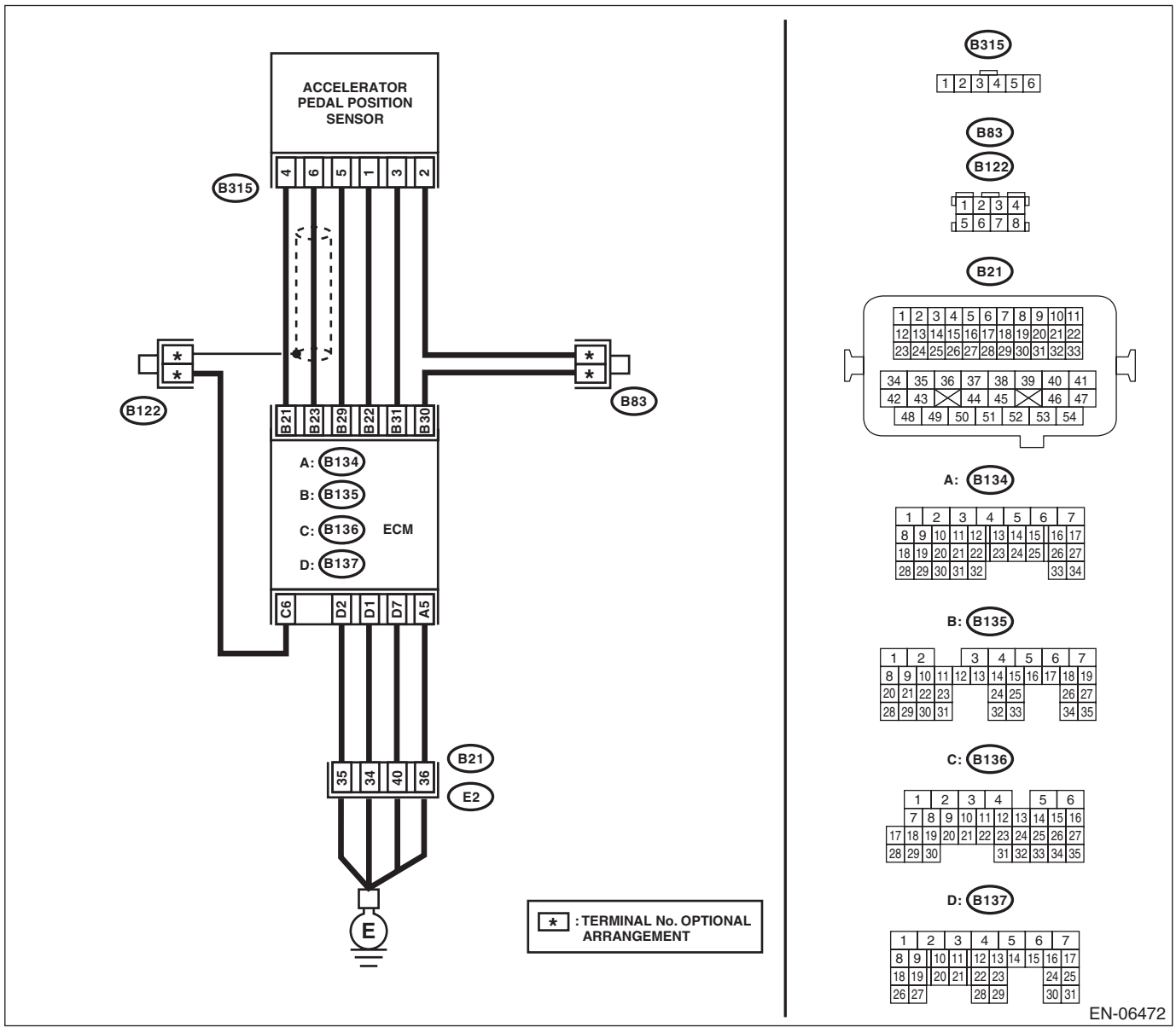
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 short circuit to ground in harness between ECM and accelerator pedal position sensor connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the 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(STI)-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(STI)-49, Engine Control Module (ECM).>

EB:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-271, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

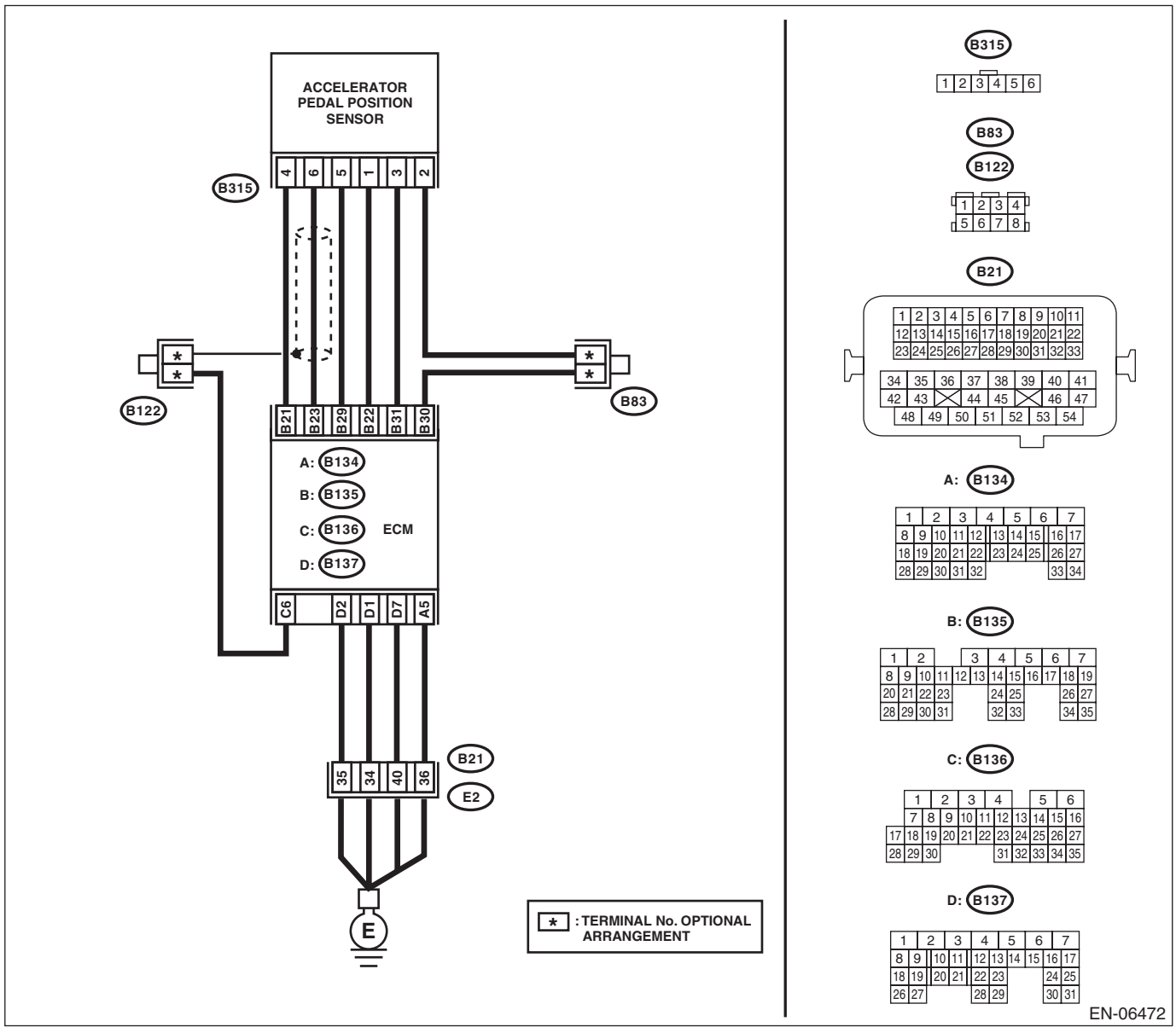
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 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 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 MΩ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(STI)-3, Accelerator Pedal.>	Repair the short circuit to power in the harness between the ECM and accelerator pedal position sensor connector.

EC:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-273, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

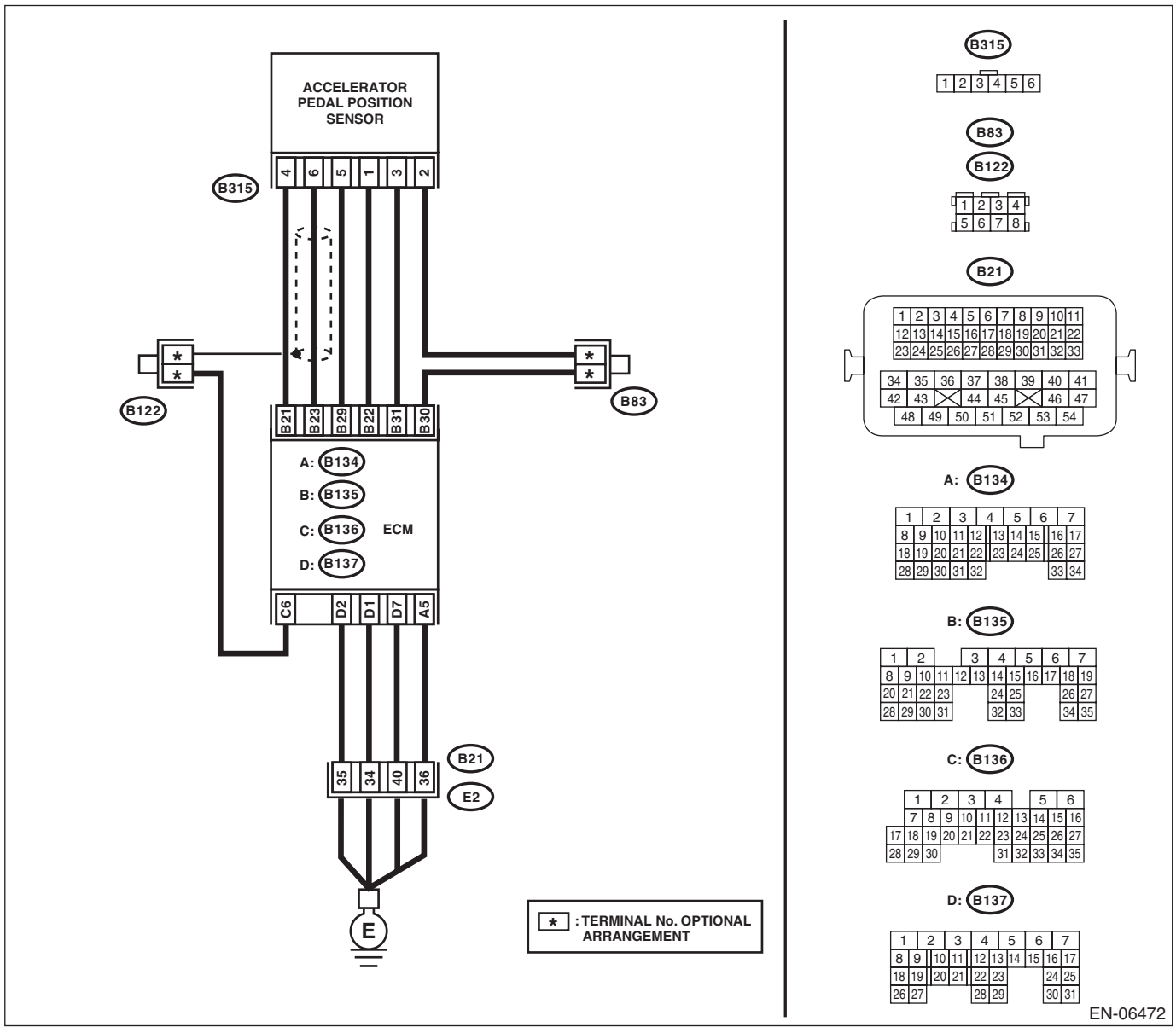
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 short circuit to ground in harness between ECM and accelerator pedal position sensor connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the 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(STI)-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(STI)-49, Engine Control Module (ECM).>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-275, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

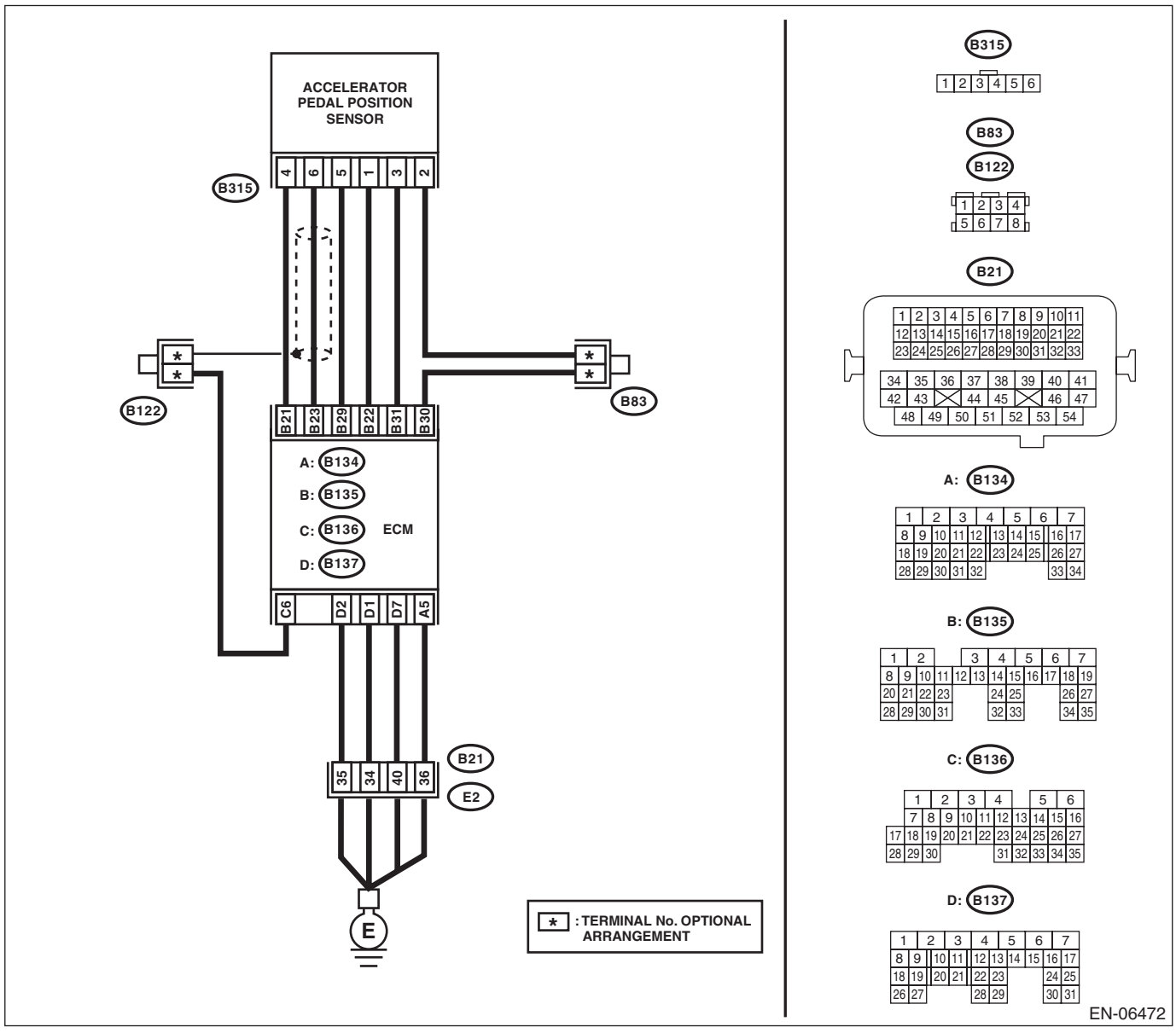
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 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 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 connector from the ECM. 3) Measure the resistance between ECM connectors. ***Connector & terminal*** ***(B135) No. 22 — (B135) No. 31:***	Is the resistance 1 MΩ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(STI)-3, Accelerator Pedal.>	Repair the short circuit to power in the harness between the ECM and accelerator pedal position sensor connector.

EE:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-277, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

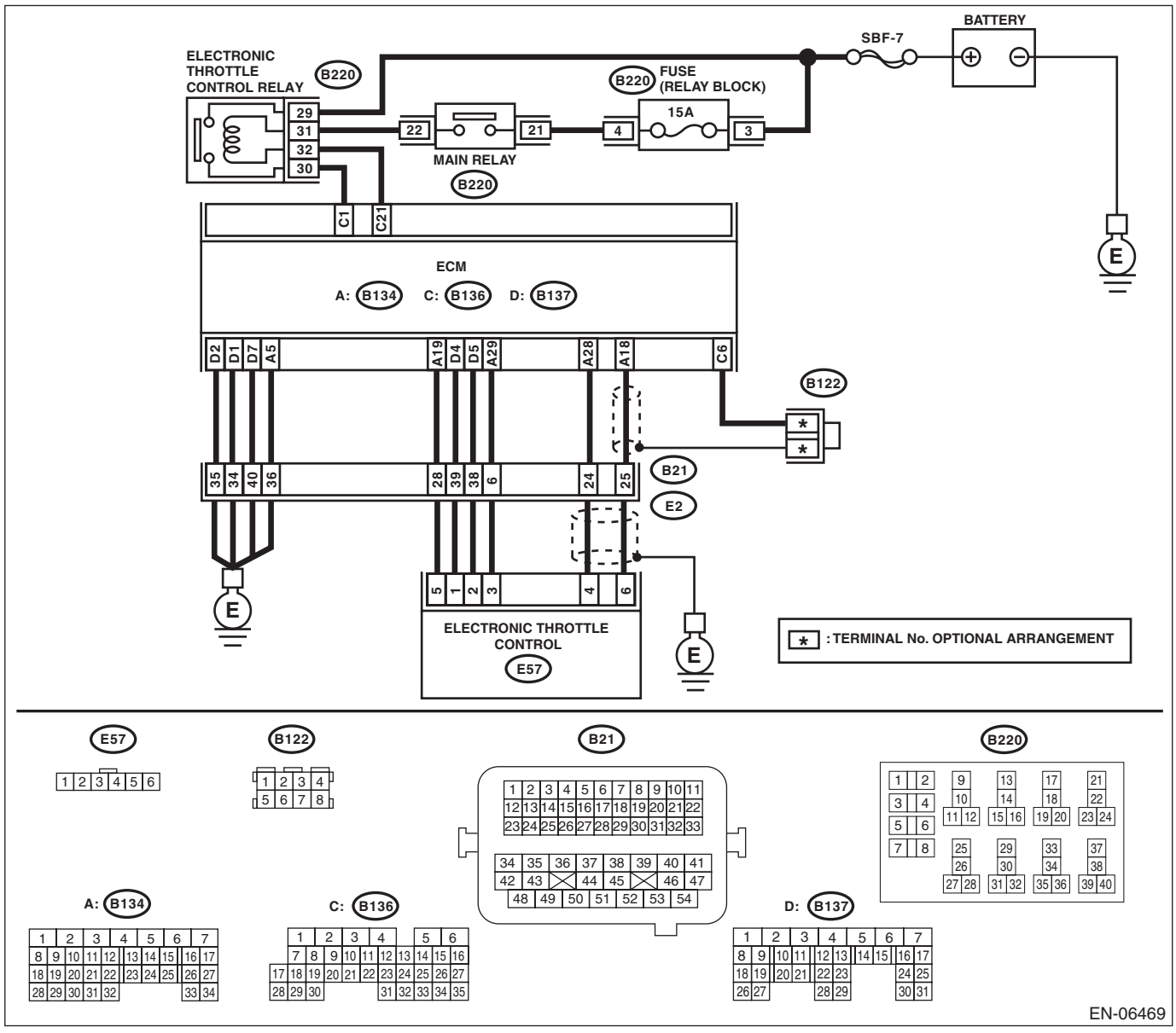
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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 MΩ or more?	Go to step **2**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector.
2	**CHECK SHORT CIRCUIT INSIDE THE ECM.** 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. ***Connector & terminal*** ***(E57) No. 6 — Engine ground:*** ***(E57) No. 4 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit to ground in harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(STI)-49, Engine Control Module (ECM).>
3	**CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL.** 1) Disconnect the connector 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 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**.

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 MΩ or more?	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(STI)-14, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

EF:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-279, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/ SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

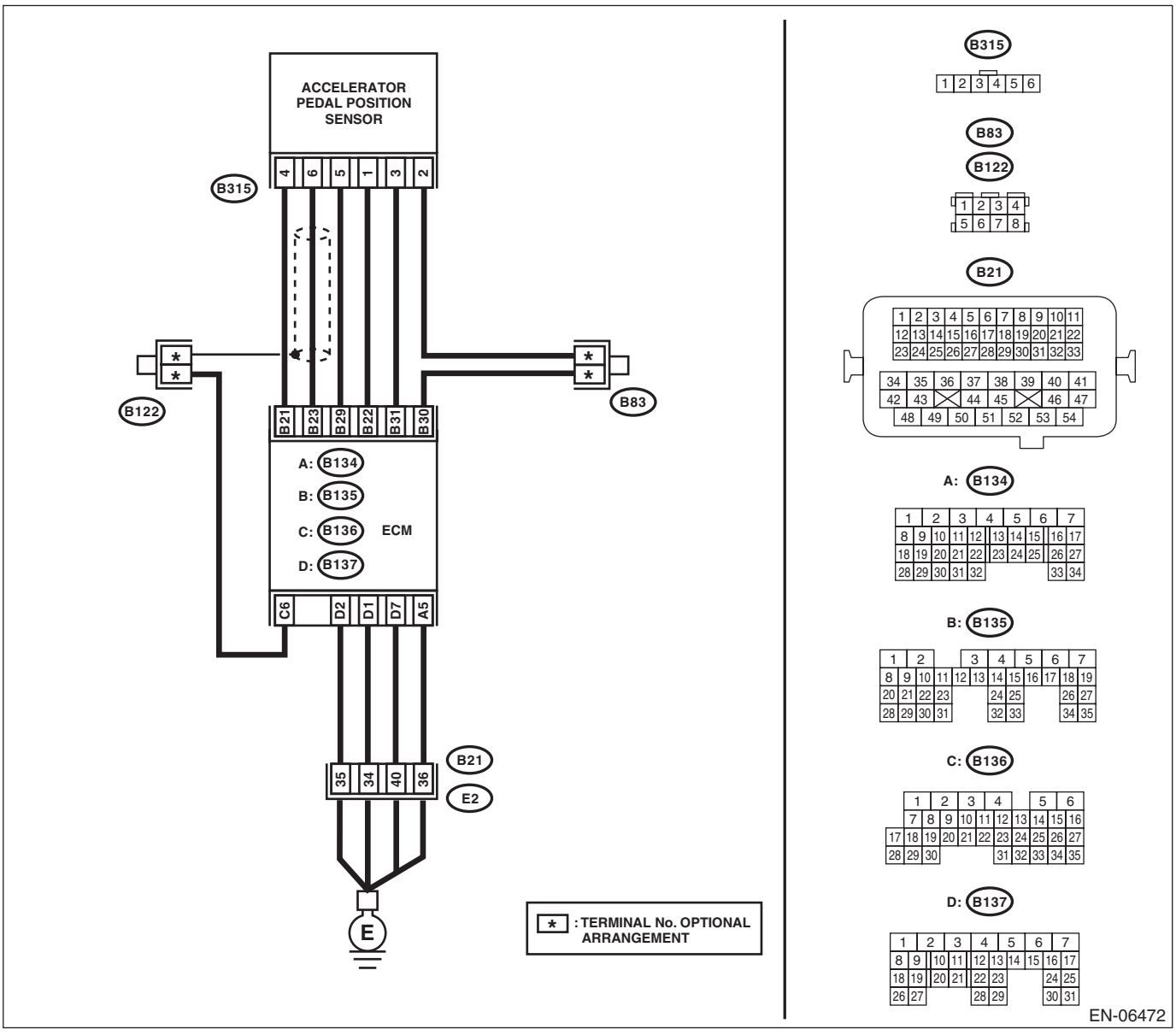
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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.** 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(STI)-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.
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 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

EG:DTC P2419 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-281, DTC P2419 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

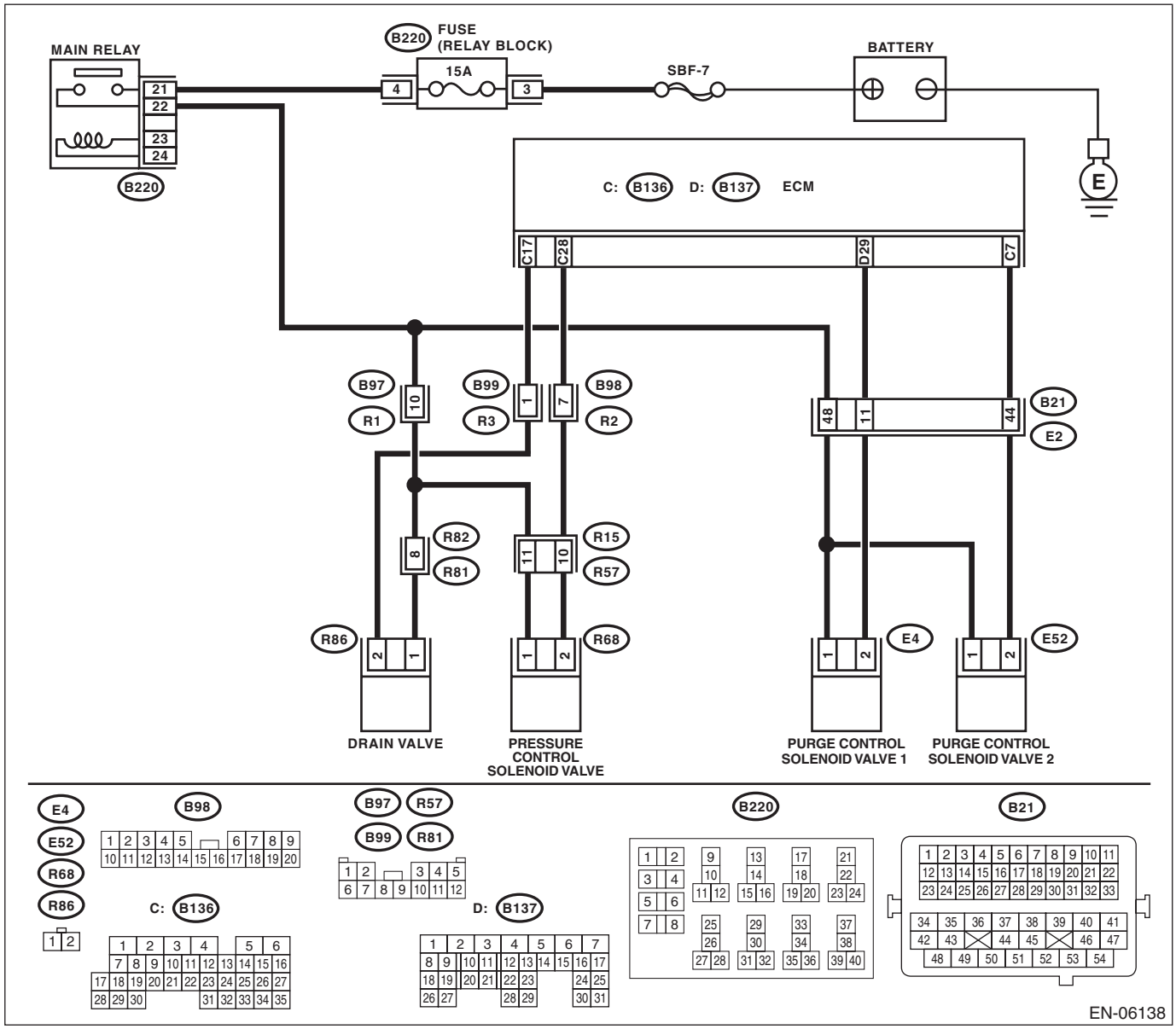
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	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. 7 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair poor contact of the ECM connector.	Go to step **2**.
2	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve 2. 3) Measure the resistance between the purge control solenoid valve 2 connector and engine ground. ***Connector & terminal*** ***(E52) No. 2 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the ground short circuit of harness between ECM and purge control solenoid valve 2 connector.
3	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2.** Measure the resistance of harness between ECM and purge control solenoid valve 2. ***Connector & terminal*** ***(B136) No. 7 — (E52) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and purge control solenoid valve 2 connector • Poor contact of coupling connector
4	**CHECK PURGE CONTROL SOLENOID VALVE 2.** 1) Remove the purge control solenoid valve 2. 2) Measure the resistance between purge control solenoid valve 2 terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance between 10 — 100 Ω?	Go to step **5**.	Replace the purge control solenoid valve 2. <Ref. to EC(STI)-11, Purge Control Solenoid Valve.>
5	**CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE 2.** 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve 2 and engine ground. ***Connector & terminal*** ***(E52) No. 1 (+) — Engine ground (–):***	Is the voltage 10 V or more?	Repair the poor contact in the purge control solenoid valve 2 connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the main relay and purge control solenoid valve 2 connector • Poor contact of coupling connector • Poor contact of main relay connector

EH:DTC P2420 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-282, DTC P2420 EVAPORATIVE EMISSION SYSTEM SWITCHING VALVE CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

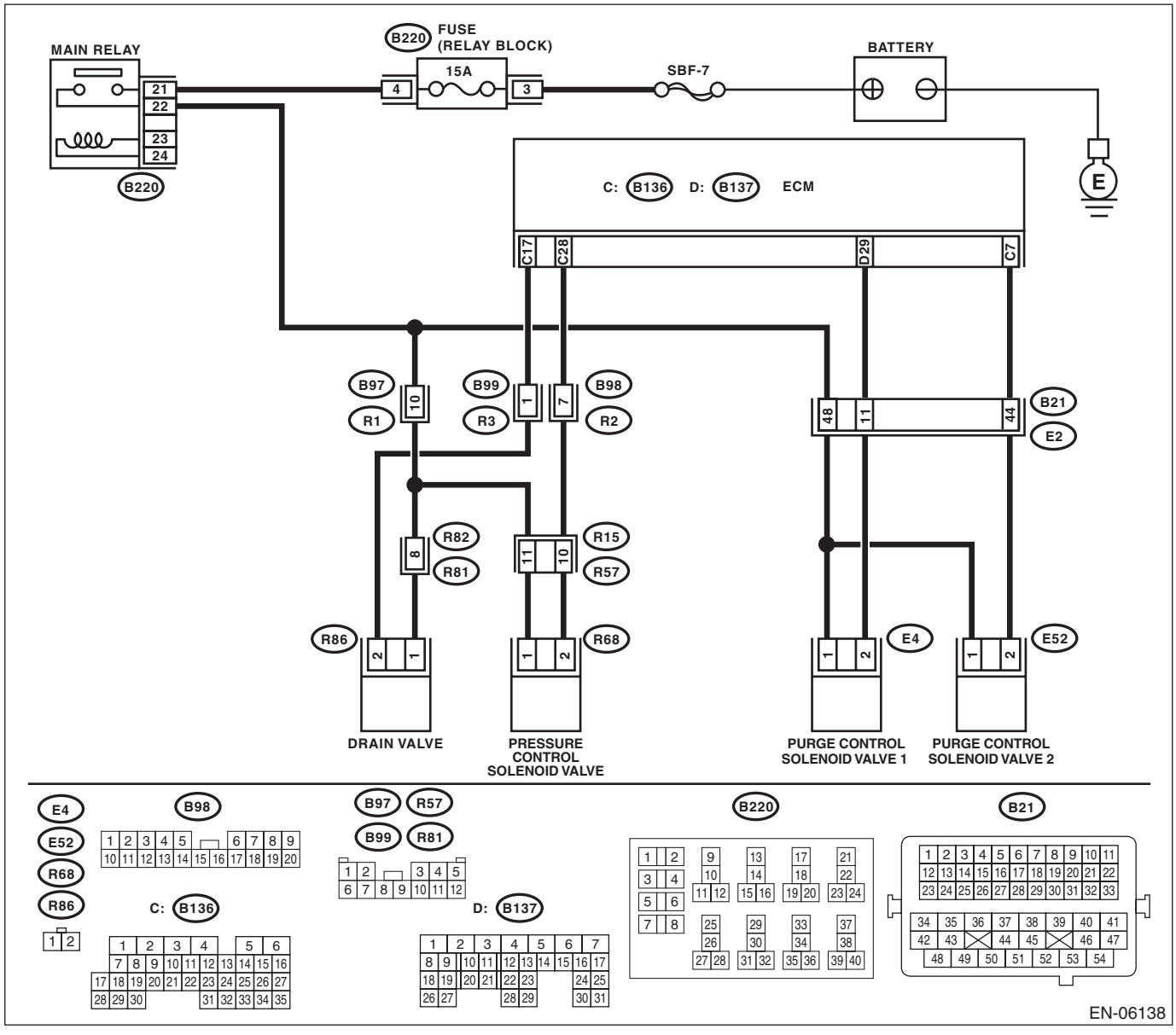
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE 2.** 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve 2. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. ***Connector & terminal*** ***(B136) No. 7 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short to power in the harness between ECM and purge control solenoid valve 2 connector.	Go to step **2**.
2	**CHECK PURGE CONTROL SOLENOID VALVE 2.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between purge control solenoid valve 2 terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Replace the purge control solenoid valve 2. <Ref. to EC(STI)-11, Purge Control Solenoid Valve.>	Repair poor contact of the ECM connector.

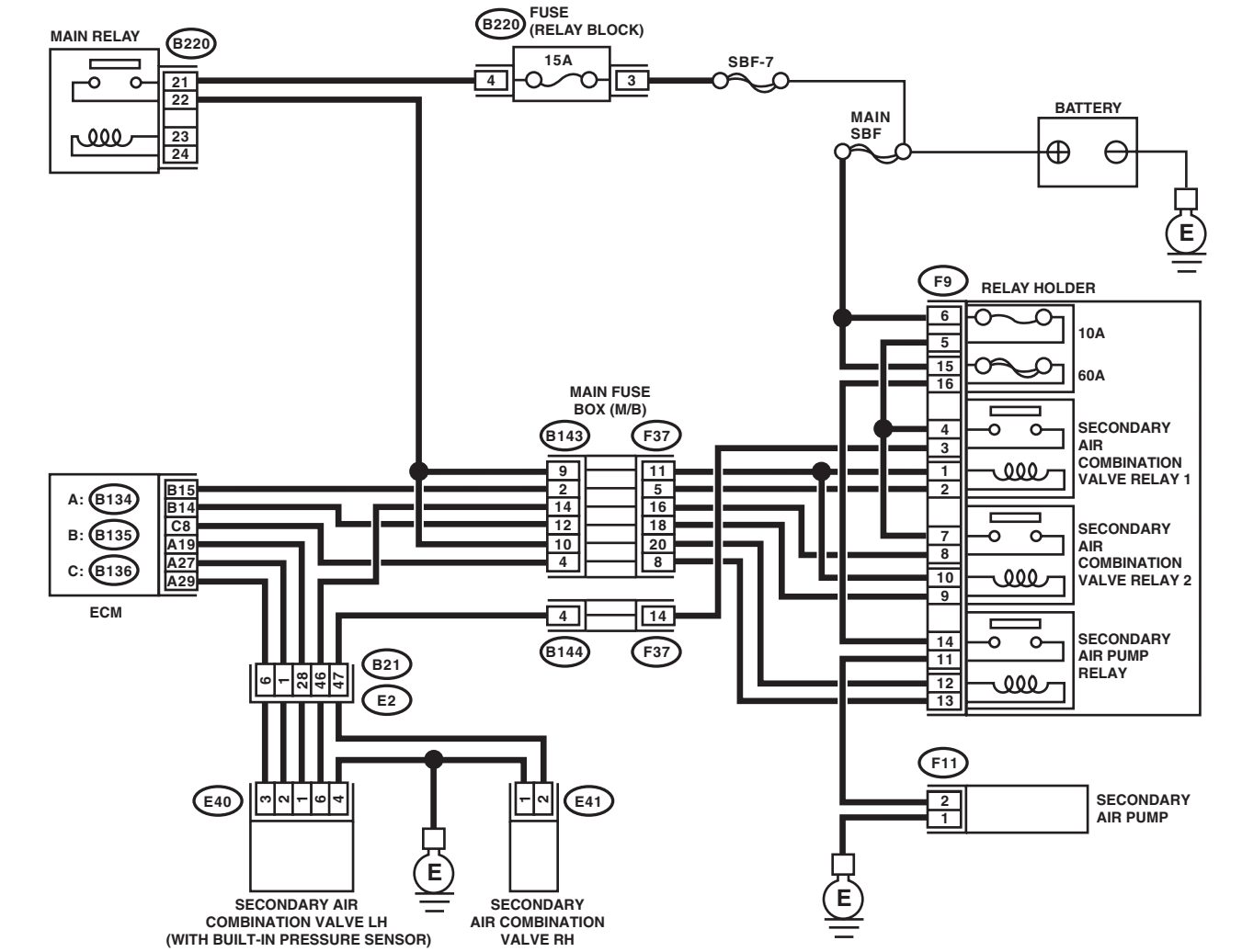
EI: DTC P2431 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT RANGE/PERFORMANCE

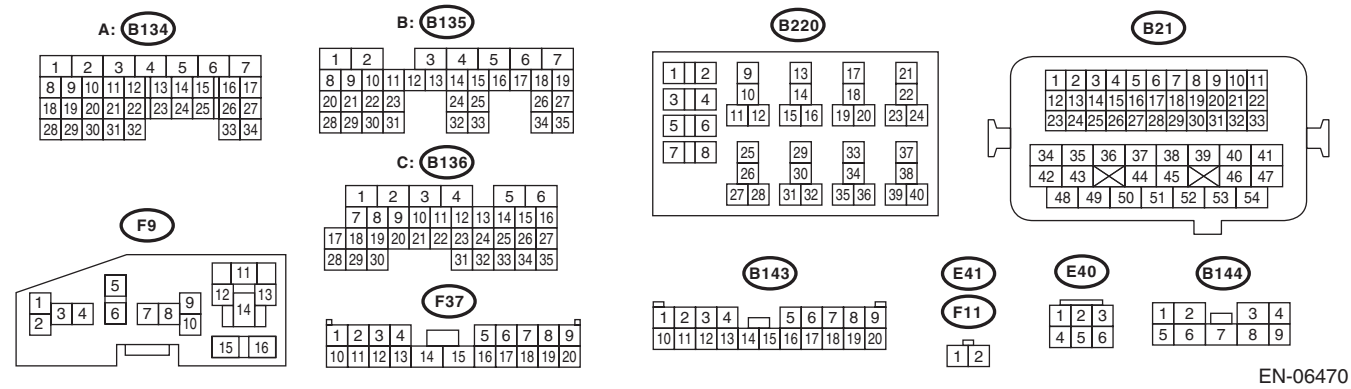
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-283, DTC P2431 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:





EN-06470

	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(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON (engine OFF). 2) Using the Subaru Select Monitor, read secondary air piping pressure, intake pipe absolute pressure and atmospheric pressure, and compare with the actual atmospheric pressure. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, Subaru Select Monitor.>	Is the actual difference with atmospheric pressure 200 mmHg (27 kPa, 8 inHg, 3.9 psig) or more?	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>	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, temporary poor contact of connector may be the cause.

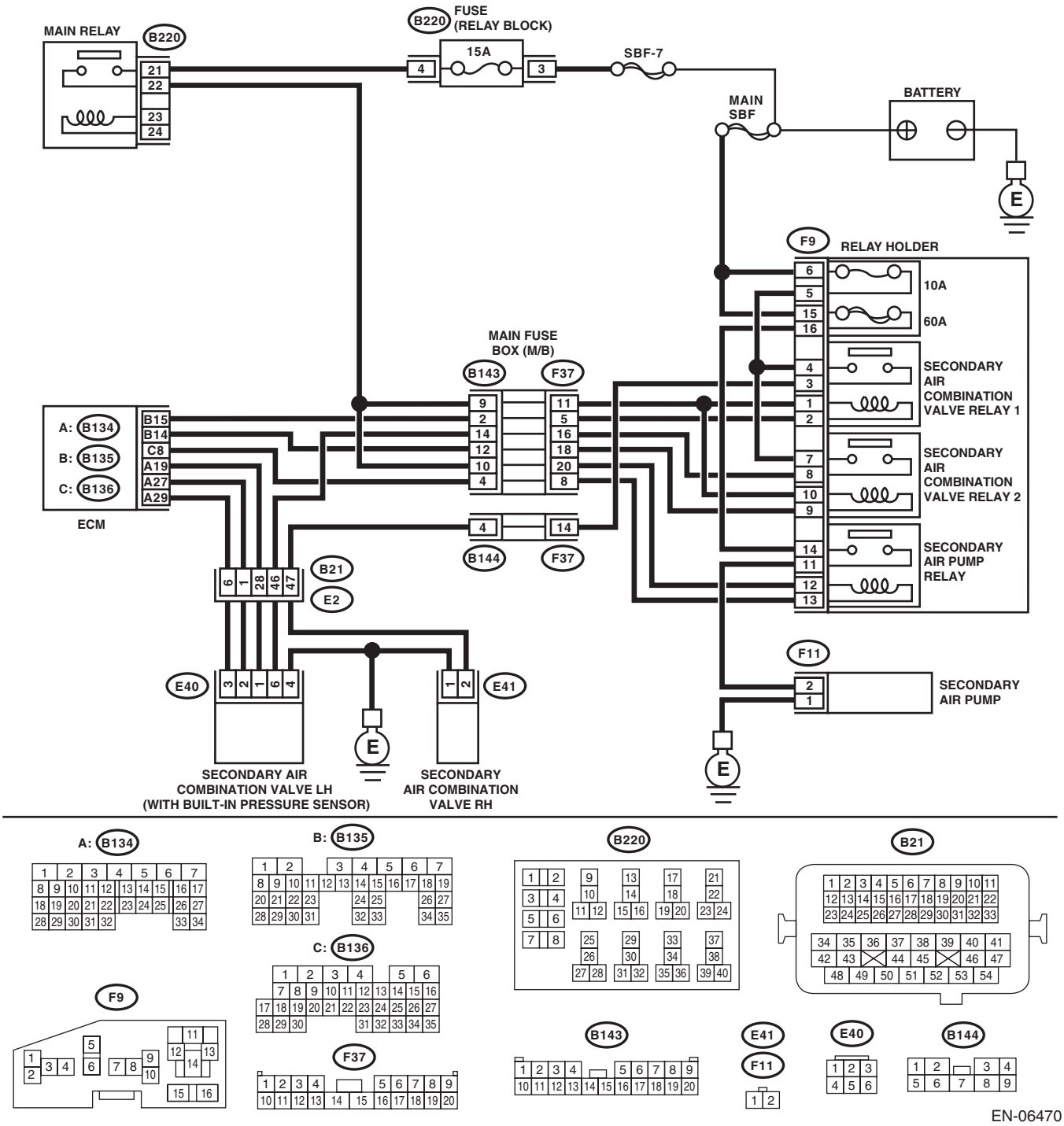
EJ: DTC P2432 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-284, DTC P2432 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON. 2) Read the data of secondary air pipe pressure 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value less than 53.3 kPa (400 mmHg, 15.8 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, temporary poor contact of connector may be the cause.
2	**CHECK SECONDARY AIR COMBINATION VALVE LH POWER SOURCE.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the secondary air combination valve LH. 3) Turn the ignition switch to ON. 4) Measure the voltage between the secondary air combination valve LH connector and chassis ground. ***Connector & terminal*** ***(E40) No. 1 (+) — 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 in harness between ECM and secondary air combination valve LH connector • Poor contact in ECM connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM. 3) Measure the resistance of the harness between the ECM and secondary air combination valve LH connector. ***Connector & terminal*** ***(B134) No. 27 — (E40) No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve LH connector • Poor contact of coupling connector
4	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR.** Measure the resistance between ECM and chassis ground. ***Connector & terminal*** ***(B134) No. 27 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Repair the ground short circuit in harness between ECM and the secondary air combination valve LH connector.
5	**CHECK POOR CONTACT.** Check for poor contact in the ECM and secondary air combination valve LH connector.	Is there poor contact in the ECM or secondary air combination valve LH connector?	Repair the poor contact in the ECM or secondary air combination valve LH connector.	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>

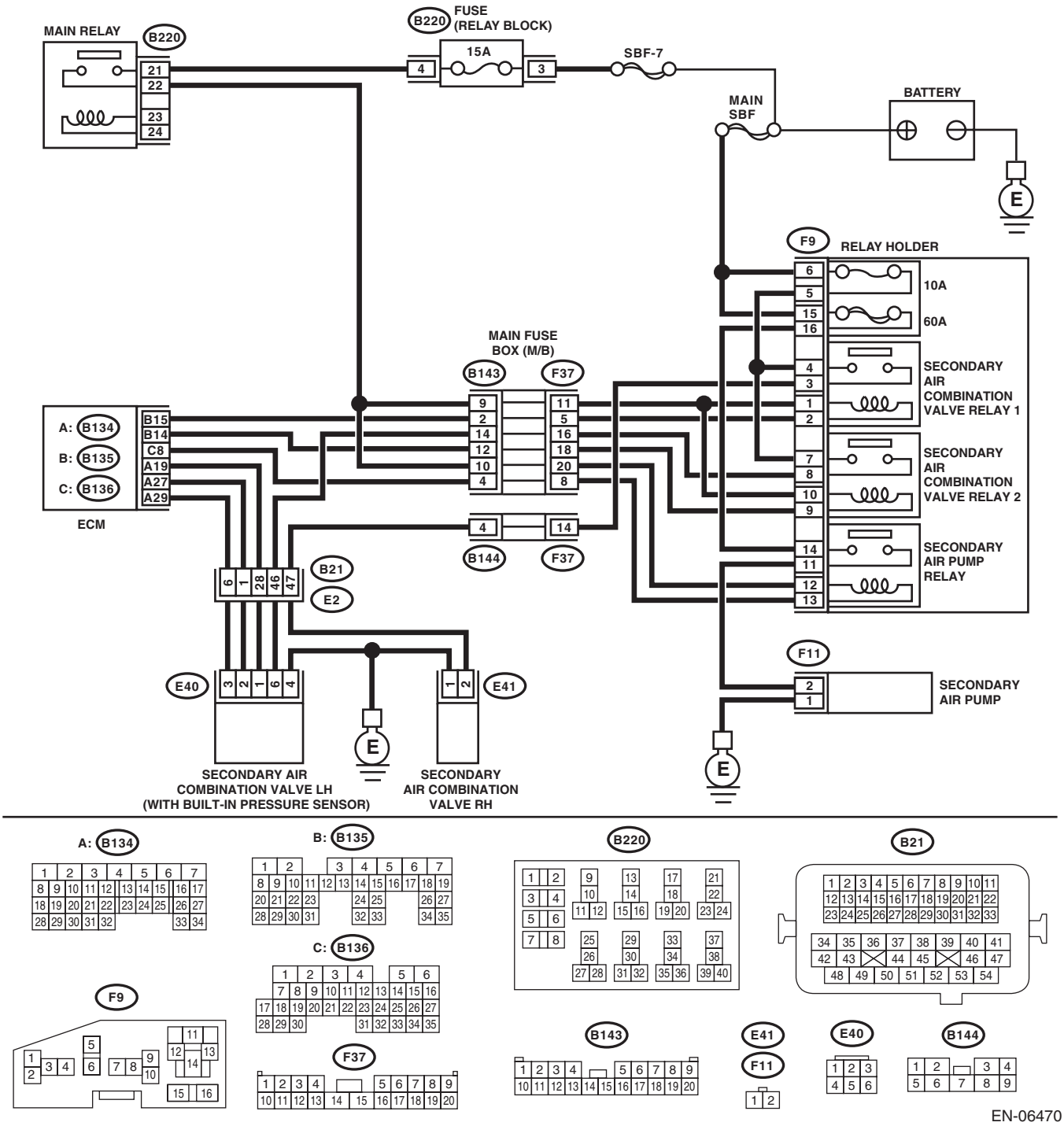
EK:DTC P2433 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-285, DTC P2433 SECONDARY AIR INJECTION SYSTEM AIR FLOW /PRESSURE SENSOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-06470

	Step	Check	Yes	No
1	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON. 2) Read the data of secondary air pipe pressure 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 133.3 kPa (1000 mmHg, 39.4 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, temporary poor contact of connector may be the cause.
2	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the secondary air combination valve LH. 3) Turn the ignition switch to ON. 4) Read the data of secondary air pipe pressure 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(STI)(diag)-35, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 133.3 kPa (1000 mmHg, 39.4 inHg) or more?	Repair the short circuit to power in the harness between ECM and secondary air combination valve LH connectors.	Go to step **3**.
3	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Measure the resistance of the harness between the secondary air combination valve LH connector and engine ground. ***Connector & terminal*** ***(E40) No. 3 — Engine ground:***	Is the resistance less than 5 Ω?	Go to step **4**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and secondary air combination valve LH connector • Poor contact in ECM connector • Poor contact of coupling connector
4	**CHECK POOR CONTACT.** Check for poor contact of the secondary air combination valve LH connector.	Is there poor contact of the secondary air combination valve LH connector?	Repair the poor contact of the secondary air combination valve LH connector.	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>

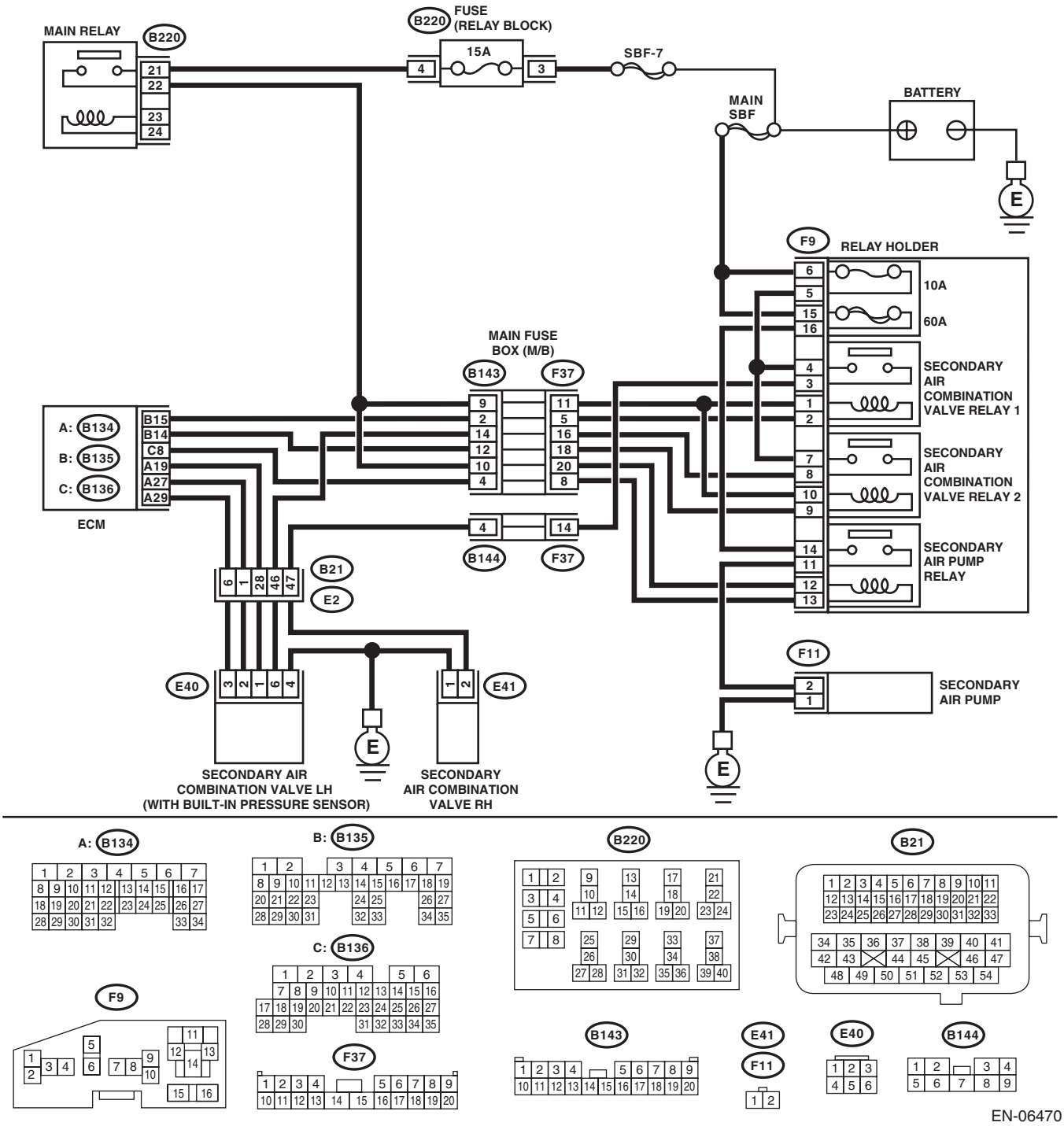
EL:DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-286, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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	Step	Check	Yes	No
1	**CHECK SECONDARY AIR COMBINATION VALVE FUSE.** Check if the secondary air combination valve fuse (10 A) is blown out.	Is the fuse blown out?	Go to step **2**.	Go to step **3**.
2	**CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR COMBINATION VALVE RH.** 1) Remove the secondary air combination valve fuse (10 A) from the fuse box. 2) Disconnect the connector from the secondary air combination valve RH. 3) Measure the resistance between the secondary air combination valve fuse and secondary air combination valve RH connector, and chassis ground. ***Connector & terminal*** ***(F9) No. 5 — Chassis ground:*** ***(E41) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air combination valve RH connector. Go to step **3**.	Repair the short circuit to ground in harness between the fuse box and the secondary air combination valve RH connector.
3	**CHECK SECONDARY AIR COMBINATION VALVE RH OPERATION.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform operation check for the secondary air combination valve RH using the Subaru Select Monitor. NOTE: Refer to “Compulsory Valve Operation Check Mode” for more operation procedures. <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the secondary air combination valve RH repeatedly switch to ON and OFF?	Go to step **4**.	Go to step **6**.
4	**CHECK DUCT BETWEEN SECONDARY AIR PUMP AND SECONDARY AIR COMBINATION VALVE RH.** Check the duct between the secondary air pump and secondary air combination valve RH.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Go to step **5**.
5	**CHECK PIPE BETWEEN SECONDARY AIR COMBINATION VALVE RH AND CYLINDER HEAD.** Check the pipe between the secondary air combination valve RH and cylinder head.	Is there damage, clog or disconnection of the pipe?	Replace, clean or connect the pipe.	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, temporary poor contact of connector may be the cause.

Step		Check	Yes	No
6	**CHECK POWER SUPPLY TO SECONDARY AIR COMBINATION VALVE RH.** 1) Disconnect the connector from the secondary air combination valve RH. 2) In the condition of step 3, measure the voltage between secondary air combination valve RH connector and chassis ground. ***Connector & terminal*** ***(E41) No. 2 (+) — Chassis ground (–):***	Does the voltage repeatedly change between 10 V and 0 V?	Replace the secondary air combination valve RH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>	Go to step **7**.
7	**CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RH AND CHASSIS GROUND.** Measure the resistance between the secondary air combination valve RH connector and chassis ground. ***Connector & terminal*** ***(E41) No. 1 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **8**.	Repair the open circuit in harness between secondary air combination valve RH connector and chassis ground.
8	**CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RELAY 1 AND SECONDARY AIR COMBINATION VALVE RH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the secondary air combination valve relay 1 from the relay box. 3) Measure the resistance of the harness between secondary air combination valve relay 1 connector and secondary air combination valve RH connector. ***Connector & terminal*** ***(F9) No. 3 — (E41) No. 2:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair the open circuit in harness between secondary air combination valve relay 1 and secondary air combination valve RH connector.
9	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 1.** 1) Connect the battery to terminals No. 1 and No. 2 of the secondary air combination valve relay 1. 2) Measure the resistance between the secondary air combination valve relay 1 terminals. ***Terminals*** ***No. 3 — No. 4:***	Is the resistance less than 1 Ω?	Go to step **10**.	Replace the secondary air combination valve relay 1. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
10	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 1.** Measure the resistance between the secondary air combination valve relay 1 terminals with the battery disconnected. ***Terminals*** ***No. 3 — No. 4:***	Is the resistance 1 MΩ or more?	Go to step **11**.	Replace the secondary air combination valve relay 1. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
11	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 1 POWER SOURCE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air combination valve relay 1 connector and chassis ground. ***Connector & terminal*** ***(F9) No. 4 (+) — Chassis ground (–):*** ***(F9) No. 1 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **12**.	Repair the open or ground short circuit of power supply circuit.

	Step	Check	Yes	No
12	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1 CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 1 connector. ***Connector & terminal*** ***(B135) No. 15 — (F9) No. 2:***	Is the resistance less than 1 Ω?	Go to step **13**.	Repair the open circuit of harness between ECM and secondary air combination valve relay 1 connector.
13	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 1 CONNECTOR.** Measure the resistance between the secondary air combination valve relay 1 connector and chassis ground. ***Connector & terminal*** ***(F9) No. 2 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair poor contact of the ECM connector.	Repair the short circuit to ground in harness between ECM and secondary air combination valve relay 1 connector.

EM:DTC P2441 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK1)

NOTE:
For the diagnostic procedure, refer to DTC P2440. <Ref. to EN(STI)(diag)-366, DTC P2440 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

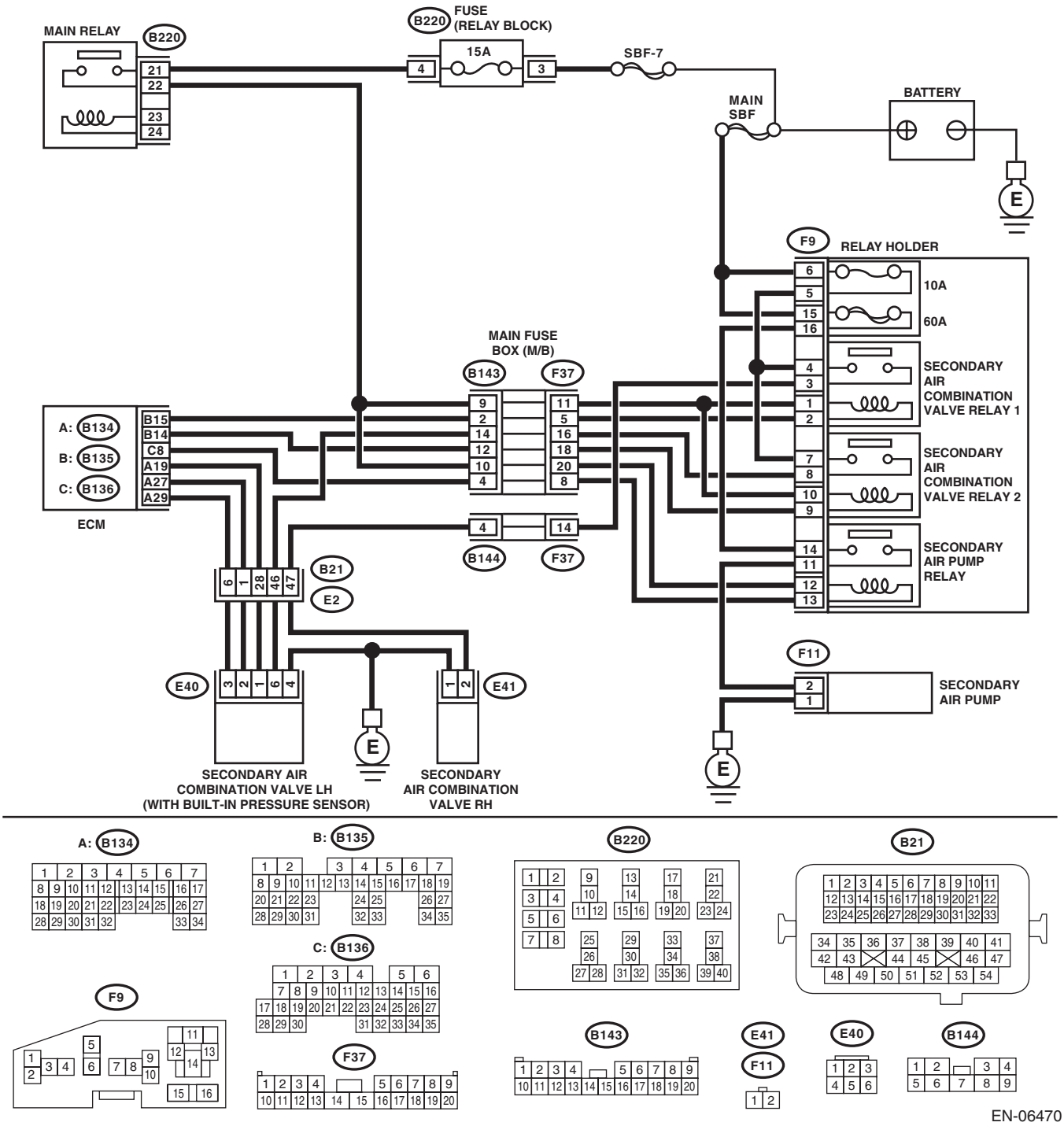
EN:DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(STI)-286, DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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	Step	Check	Yes	No
1	**CHECK SECONDARY AIR COMBINATION VALVE FUSE.** Check if the secondary air combination valve fuse (10 A) is blown out.	Is the fuse blown out?	Go to step **2**.	Go to step **3**.
2	**CHECK HARNESS BETWEEN FUSE BOX AND SECONDARY AIR COMBINATION VALVE LH.** 1) Remove the secondary air combination valve fuse (10 A) from the fuse box. 2) Disconnect the connector from the secondary air combination valve LH. 3) Measure the resistance between the secondary air combination valve fuse and secondary air combination valve LH connector, and chassis ground. ***Connector & terminal*** ***(F9) No. 5 — Chassis ground:*** ***(E40) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Replace the fuse with a new part, and connect the secondary air combination valve LH connector. Go to step **3**.	Repair the ground short circuit of harness between the fuse box and the secondary air combination valve LH connector.
3	**CHECK SECONDARY AIR COMBINATION VALVE LH OPERATION.** 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform operation check for the secondary air combination valve LH using the Subaru Select Monitor. NOTE: Refer to “Compulsory Valve Operation Check Mode” for more operation procedures. <Ref. to EN(STI)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the secondary air combination valve LH repeatedly switch to ON and OFF?	Go to step **4**.	Go to step **6**.
4	**CHECK DUCT BETWEEN SECONDARY AIR PUMP AND SECONDARY AIR COMBINATION VALVE LH.** Check the duct between the secondary air pump and secondary air combination valve LH.	Is there damage, clog or disconnection of the duct?	Replace, clean or connect the duct.	Go to step **5**.
5	**CHECK PIPE BETWEEN SECONDARY AIR COMBINATION VALVE LH AND CYLINDER HEAD.** Check the pipe between the secondary air combination valve LH and cylinder head.	Is there damage, clog or disconnection of the pipe?	Replace, clean or connect the pipe.	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, temporary poor contact of connector may be the cause.

Step		Check	Yes	No
6	**CHECK POWER SUPPLY TO SECONDARY AIR COMBINATION VALVE LH.** 1) Disconnect the connector from the secondary air combination valve LH. 2) In the condition of step 3, measure the voltage between secondary air combination valve LH connector and chassis ground. ***Connector & terminal*** ***(E40) No. 6 (+) — Chassis ground (–):***	Does the voltage repeatedly change between 10 V and 0 V?	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>	Go to step **7**.
7	**CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE LH AND CHASSIS GROUND.** Measure the resistance between the secondary air combination valve LH connector and chassis ground. ***Connector & terminal*** ***(E40) No. 4 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **8**.	Repair the open circuit in harness between secondary air combination valve LH connector and chassis ground.
8	**CHECK HARNESS BETWEEN SECONDARY AIR COMBINATION VALVE RELAY 2 AND SECONDARY AIR COMBINATION VALVE LH CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the secondary air combination valve relay 2 from the relay box. 3) Measure the resistance of the harness between the secondary air combination valve relay 2 and secondary air combination valve LH connector. ***Connector & terminal*** ***(F9) No. 8 — (E40) No. 6:***	Is the resistance less than 1 Ω?	Go to step **9**.	Repair the open circuit in harness between secondary air combination valve relay 2 connector and secondary air combination valve LH connector.
9	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 2.** 1) Connect the battery to terminals No. 10 and No. 9 of the secondary air combination valve relay 2. 2) Measure the resistance between the secondary air combination valve relay 2 terminals. ***Terminals*** ***No. 7 — No. 8:***	Is the resistance less than 1 Ω?	Go to step **10**.	Replace the secondary air combination valve relay 2. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
10	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 2.** Measure the resistance between the secondary air combination valve relay 2 terminals with the battery disconnected. ***Terminals*** ***No. 7 — No. 8:***	Is the resistance 1 MΩ or more?	Go to step **11**.	Replace the secondary air combination valve relay 2. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>
11	**CHECK SECONDARY AIR COMBINATION VALVE RELAY 2 POWER SOURCE.** 1) Turn the ignition switch to ON. 2) Measure the voltage between the secondary air combination valve relay 2 connector and chassis ground. ***Connector & terminal*** ***(F9) No. 7 (+) — Chassis ground (–):*** ***(F9) No. 10 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **12**.	Repair the open or ground short circuit of power supply circuit.

Step		Check	Yes	No
12	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2 CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector of ECM. 3) Measure the resistance of harness between ECM and secondary air combination valve relay 2 connector. ***Connector & terminal*** ***(B135) No. 14 — (F9) No. 9:***	Is the resistance less than 1 Ω?	Go to step **13**.	Repair the open circuit of harness between ECM and secondary air combination valve relay 2 connector.
13	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR COMBINATION VALVE RELAY 2 CONNECTOR.** Measure the resistance between the secondary air combination valve relay 2 connector and chassis ground. ***Connector & terminal*** ***(F9) No. 9 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair poor contact of the ECM connector.	Repair the short circuit to ground in harness between ECM and secondary air combination valve relay 2 connector.

EO:DTC P2443 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK CLOSED (BANK2)

NOTE:
For the diagnostic procedure, refer to DTC P2442. <Ref. to EN(STI)(diag)-371, DTC P2442 SECONDARY AIR INJECTION SYSTEM SWITCHING VALVE STUCK OPEN (BANK2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

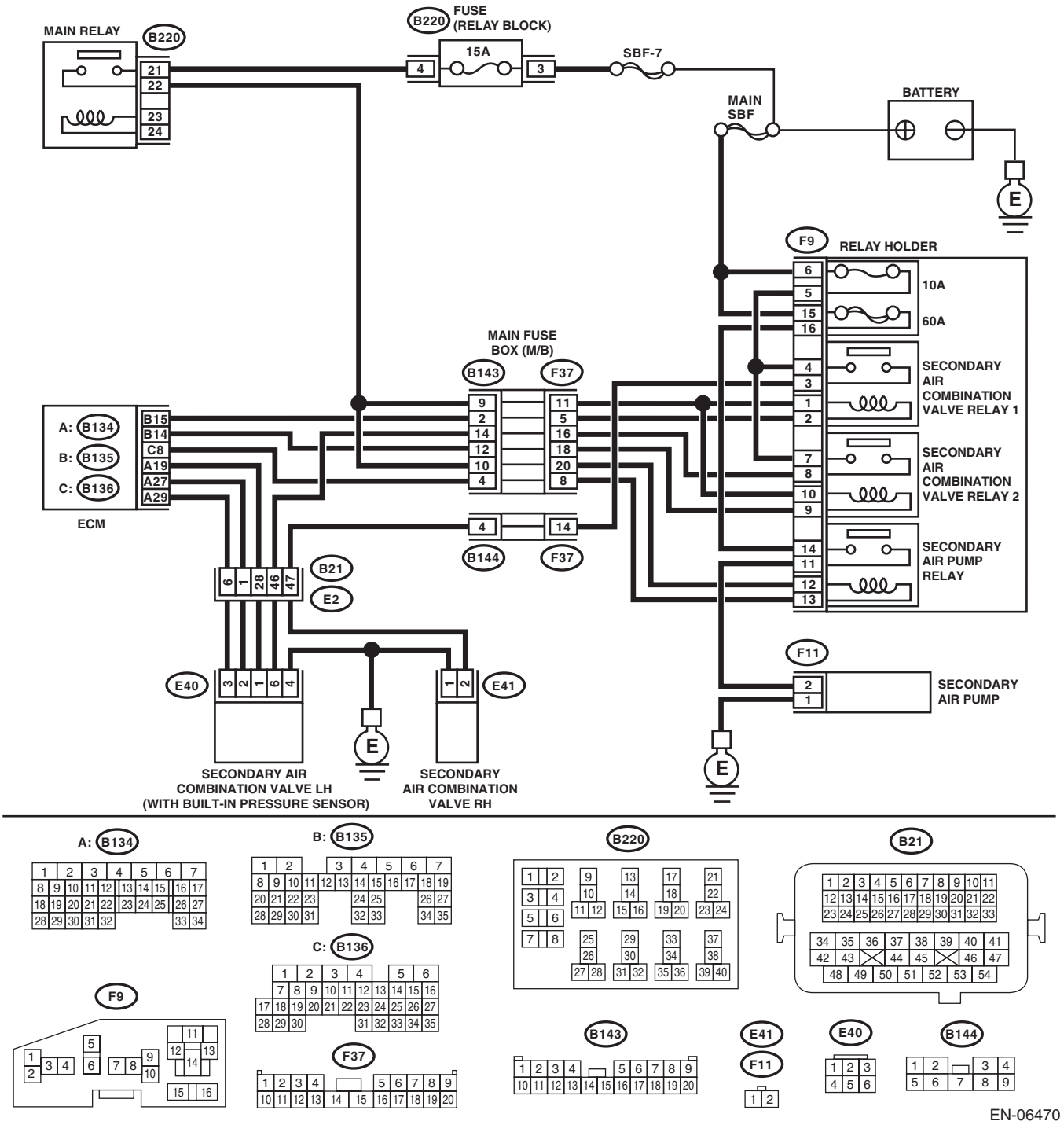
EP:DTC P2444 SECONDARY AIR INJECTION SYSTEM PUMP STUCK ON

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(STI)-287, DTC P2444 SECONDARY AIR INJECTION SYSTEM PUMP STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(STI)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(STI)(diag)-44, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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	Step	Check	Yes	No
1	**CHECK SECONDARY AIR PIPING PRESSURE.** 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, read secondary air piping pressure data, and compare with the actual barometric pressure. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(STI)(diag)-35, Subaru Select Monitor.>	Is the actual difference with atmospheric pressure 50 mmHg (6.7 kPa, 2.0 inHg, 0.97 psig) 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, temporary poor contact of connector may be the cause.
2	**CHECK SECONDARY AIR PUMP.** 1) Start the engine and warm-up engine until coolant temperature is higher than 75°C (167°F). 2) Check whether or not the secondary air pump is operating.	Is the secondary air pump operating?	Go to step **3**.	Replace the secondary air combination valve LH. <Ref. to EC(STI)-23, Secondary Air Combination Valve.>
3	**CHECK HARNESS BETWEEN ECM AND SECONDARY AIR PUMP RELAY CONNECTOR.** 1) Turn the ignition switch to OFF. 2) Remove the secondary air pump relay from the relay box. 3) Measure the resistance between the secondary air pump relay connector and engine ground terminals. ***Connector & terminal*** ***(F9) No. 13 — Engine ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit to ground in harness between ECM and secondary air pump relay connector.
4	**CHECK SECONDARY AIR PUMP RELAY.** Measure the resistance between the secondary air pump relay terminals. ***Terminals*** ***No. 14 — No. 11:***	Is the resistance 1 MΩ or more?	Repair the short circuit to power in the harness between secondary air pump relay and secondary air pump connector.	Replace the secondary air pump relay. <Ref. to EN(STI)(diag)-8, Electrical Component Location.>

20.Diagnostic Procedure without Diagnostic Trouble Code (DTC)

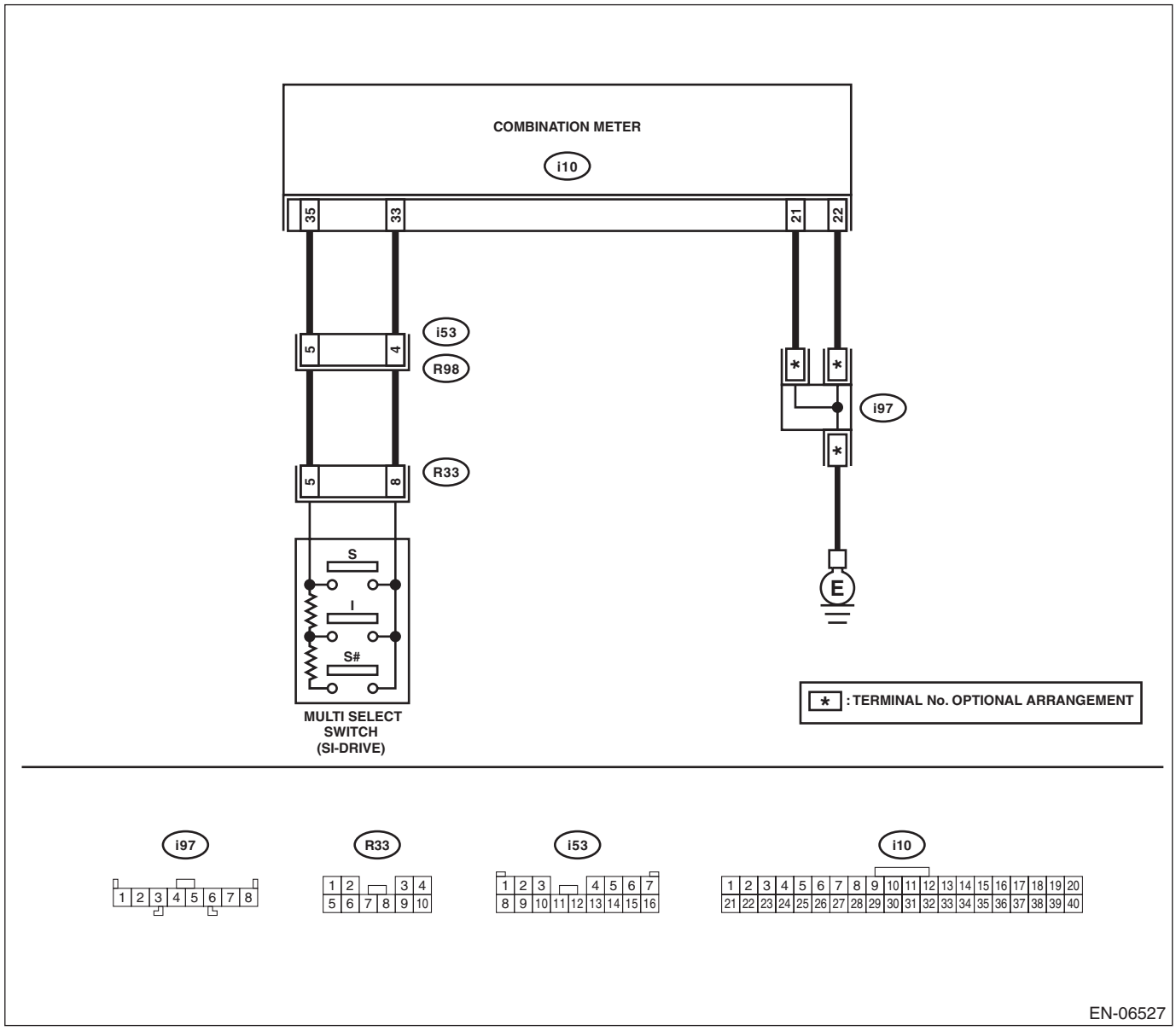
A: CHECK SI-DRIVE (SUBARU INTELLIGENT DRIVE) SYSTEM

DIAGNOSIS:
SI-DRIVE mode does not switch.

CAUTION:
Note that SI-DRIVE system operates the following controls when it switches the modes.
1. Cannot switch to S# (Sport Sharp) while the engine is cold.
2. Switches to S (Sport) when turning the engine ON after turning the engine OFF in S# (Sport Sharp) mode.
3. Returns to the mode last selected when turning the engine ON after turning the engine OFF in S (Sport) or I (Intelligent) mode.
4. Switches to S (Sport) when the malfunction indicator light illuminates while the engine is running. In this case, Cannot switch to S# (Sport Sharp) or I (Intelligent) mode.
5. Cannot switch to S# (Sport Sharp), when engine coolant temperature indicates that overheating may occur. Switches to S (Sport) while driving in S# (Sport Sharp) mode.

1. SWITCHING SI-DRIVE MODES ENABLES NEITHER SI-DRIVE MODE INDICATION IN COMBINATION METER TO CHANGE NOR MODES TO SWITCH

WIRING DIAGRAM:



	Step	Check	Yes	No
1	**CHECK SI-DRIVE SELECTOR.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from combination meter. 3) Measure the resistance between connectors when operating SI-DRIVE selector. ***Connector & terminal*** ***(i10) No. 33 — (i10) No. 35:***	Does the resistance change as below? S#: 2.14 — 3.2 kΩ I: 0.8 — 1.2 kΩ S: less than 10 Ω	Go to step **4**.	Go to step **2**.
2	**CHECK HARNESS BETWEEN COMBINATION METER AND MULTI-SELECT SWITCH CONNECTOR.** 1) Disconnect the connector from multi-select switch. 2) Measure the resistance of harness between combination meter and multi-select switch connector. ***Connector & terminal*** ***(i10) No. 33 — (R33) No. 8:*** ***(i10) No. 35 — (R33) No. 5:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between combination meter and multi-select switch connector • Poor contact of coupling connector
3	**CHECK HARNESS BETWEEN COMBINATION METER AND MULTI-SELECT SWITCH CONNECTOR.** Measure the resistance between multi-select switch connector and chassis ground. ***Connector & terminal*** ***(R33) No. 8 — Chassis ground:*** ***(R33) No. 5 — Chassis ground:***	Is the resistance 1 MΩ or more?	Repair the poor contact of multi-select switch connector. Replace the multi-select switch if defective. <Ref. to FU(STI)-48, SI-DRIVE (Subaru Intelligent Drive) Selector.>	Repair the ground short circuit in harness between combination meter and multi-select switch connector.
4	**CHECK HARNESS BETWEEN COMBINATION METER AND CHASSIS GROUND.** Measure the resistance of harness between combination meter and chassis ground. ***Connector & terminal*** ***(i10) No. 21 — Chassis ground:*** ***(i10) No. 22 — Chassis ground:***	Is the resistance less than 5 Ω?	Go to step **5**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between combination meter and chassis ground • Poor contact of coupling connector
5	**RECHECK FAULT.** 1) Connect all connectors. 2) Switch SI-DRIVE modes.	Is there any fault?	Repair the poor contact of combination meter connector. Replace the combination meter if defective. <Ref. to IDI-13, Combination Meter.>	The circuit has returned to a normal condition at this time. Reproduce the fault condition, and reperform the check. NOTE: In this case, temporary poor contact of connector may be the cause.

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

	Step	Check	Yes	No
1	**CHECK DTC.**	Is DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)" concerning the respective units.	Go to step **2**.
2	**CHECK COMBINATION METER AND CLOCK DISPLAY.** Check for abnormal indication other than "S" blinking. Examples: • Malfunction indicator light illuminates. • "Err" is displayed on fuel efficiency display part. • Engine coolant temperature gauge does not move.	Is there any abnormal indication other than "S" blinking?	For the diagnostic procedure, refer to LAN section. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK COMBINATION METER, ECM AND BODY INTEGRATED UNIT.**	Are the part numbers of combination meter, ECM and body integrated unit correct?	Replace the combination meter. <Ref. to IDI-13, Combination Meter.>	Replace the combination meter, ECM or body integrated unit with parts of proper part number. <Ref. to IDI-13, Combination Meter.> <Ref. to FU(STI)-49, Engine Control Module (ECM).> or <Ref. to SL-47, Body Integrated Unit.>

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

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

	Step	Check	Yes	No
1	**CHECK MALFUNCTION INDICATOR LIGHT.** 1) Start the engine. 2) Check if malfunction indicator light illuminates.	Does the malfunction indicator light illuminate?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(STI)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK ENGINE COOLANT TEMPERATURE GAUGE.** 1) Turn the ignition switch to ON. 2) Check the engine coolant temperature gauge.	Does it indicate overheating?	Inspect for the cause of overheating and repair.	Go to step **3**.
3	**CHECK COMBINATION METER INDICATION.** 1) Turn the ignition switch to ON. 2) Switch SI-DRIVE modes. 3) Check the SI-DRIVE mode display in the combination meter.	Does "S#", "I" or "S" of the SI-DRIVE mode blink in combination meter?	Replace the combination meter. <Ref. to IDI-13, Combination Meter.>	Perform test driving to check the malfunction indicator light and engine coolant temperature gauge. Complete the diagnosis if they are normal.

21.General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:
Malfunction of parts other than those listed is also possible. <Ref. to ME(STI)-100, Engine Trouble in General.>

Symptom	Problem parts
1. Engine stalls during idling.	1) Electronic throttle control 2) Manifold absolute pressure sensor 3) Mass air flow and intake air temperature sensor 4) Ignition parts (*1) 5) Engine coolant temperature sensor (*2) 6) Crankshaft position sensor (*3) 7) Camshaft position sensor (*3) 8) Fuel injection parts (*4)
2. Rough idling	1) Electronic throttle control 2) Manifold absolute pressure sensor 3) Mass air flow and intake air temperature sensor 4) Engine coolant temperature sensor (*2) 5) Ignition parts (*1) 6) Air intake system (*5) 7) Fuel injection parts (*4) 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) Oxygen sensor 11) Fuel pump and fuel pump relay
3. Engine does not return to idle.	1) Electronic throttle control 2) Engine coolant temperature sensor 3) Manifold absolute pressure sensor 4) Mass air flow sensor
4. Poor acceleration	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Electronic throttle control 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) A/C switch and A/C cut relay 10) Engine torque control signal circuit 11) Ignition parts (*1)
5. Engine stalls, hesitates, or sputters at acceleration.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Purge control solenoid valve 7) Fuel injection parts (*4) 8) Fuel pump and fuel pump relay
6. Surging	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Fuel injection parts (*4) 7) Throttle position sensor 8) Fuel pump and fuel pump relay

Symptom	Problem parts
7. Spark knock	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor 4) Knock sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay
8. After burning in exhaust system	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay

*1: Check ignition coil and spark plug.
*2: Indicate the symptom occurring only in cold temperatures.
*3: Ensure the secure installation.
*4: Check fuel injector, fuel pressure regulator and fuel filter.
*5: Inspect air leak in air intake system.