

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(H6DO)-9, DTC P0011 INTAKE CAMSHAFT POSITION - TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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(H6DO)(diag)-33, 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(H6DO)(diag)-33, 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(H6DO)-7, REPLACEMENT, Engine Oil.> <Ref. to LU(H6DO)-15, Engine Oil Filter.>

B: DTC P0016 CRANKSHAFT POSITION — CAMSHAFT POSITION CORRELATION (BANK 1)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-11, DTC P0016 CRANKSHAFT POSITION — CAMSHAFT POSITION CORRELATION (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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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: <ul style="list-style-type: none">Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, 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(H6DO)-7, REPLACEMENT, Engine Oil.> <Ref. to LU(H6DO)-15, Engine Oil Filter.>	Check the following item and repair or replace if necessary. <ul style="list-style-type: none">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 chain (matching of timing mark)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

C: DTC P0018 CRANKSHAFT POSITION — CAMSHAFT POSITION CORRELATION (BANK 2)

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-12, DTC P0018 CRANKSHAFT POSITION — CAMSHAFT POSITION CORRELATION (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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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: <ul style="list-style-type: none">Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, 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(H6DO)-7, REPLACEMENT, Engine Oil.> <Ref. to LU(H6DO)-15, Engine Oil Filter.>	Check the following item and repair or replace if necessary. <ul style="list-style-type: none">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 chain (matching of timing mark)

D: 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(H6DO)-12, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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: <ul style="list-style-type: none">Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> <ul style="list-style-type: none">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. <ul style="list-style-type: none">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: <ul style="list-style-type: none">Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> <ul style="list-style-type: none">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. <ul style="list-style-type: none">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(H6DO)-7, REPLACEMENT, Engine Oil.> <Ref. to LU(H6DO)-15, Engine Oil Filter.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

E: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-13, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

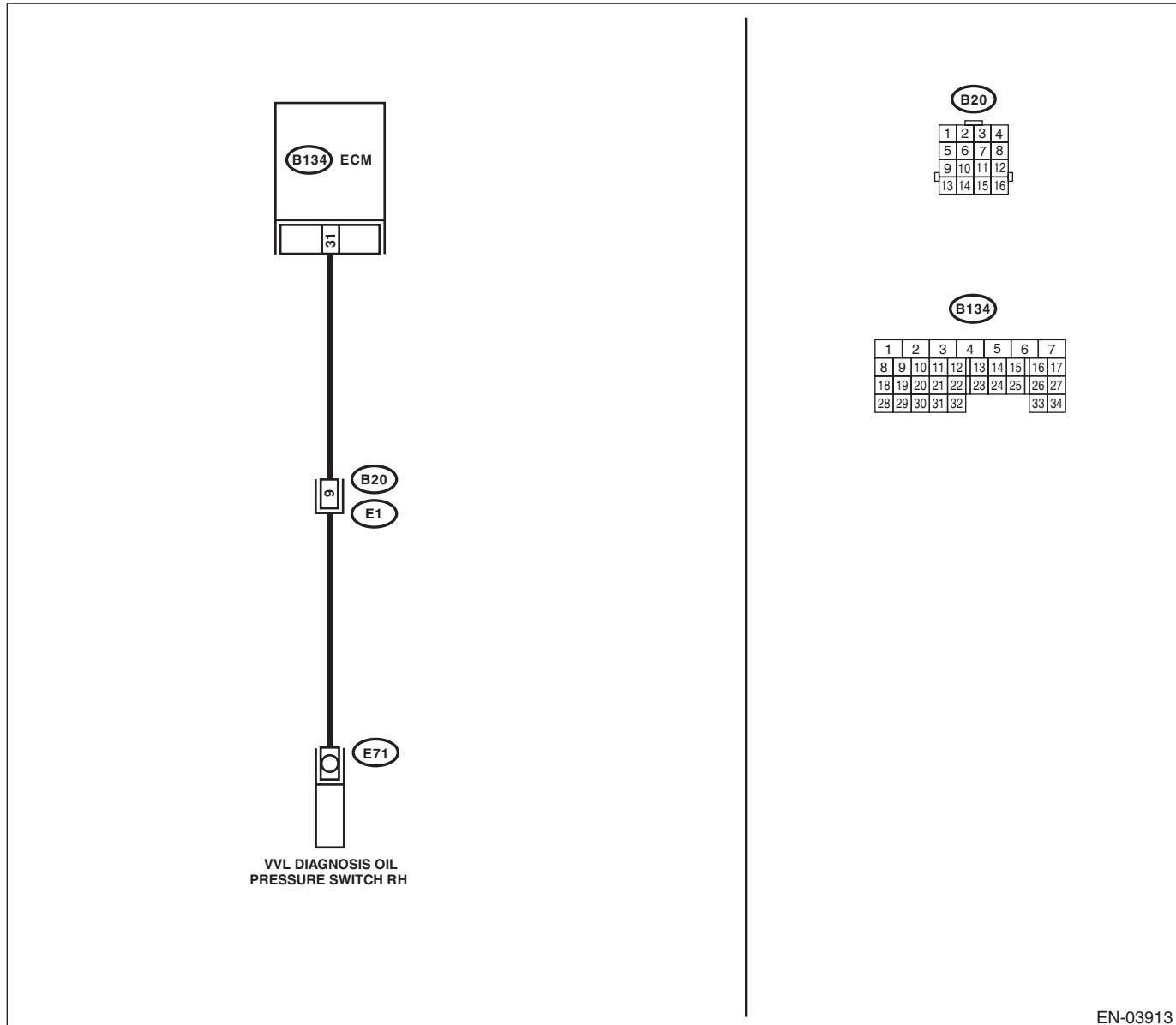
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03913

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. <i>Connector & terminal</i> <i>(B134) No. 31 — (E71) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. <i>Connector & terminal</i> <i>(E71) No. 1 — Engine ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. <i>Connector & terminal</i> <i>(E71) No. 1 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch connector.	Go to step 4.
4 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H6DO)(diag)-54, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.> Go to step 5.	END.
5 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H6DO)(diag)-54, Clear Memory Mode.>	Is DTC displayed?	Check for oil routing.	END.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

F: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-15, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

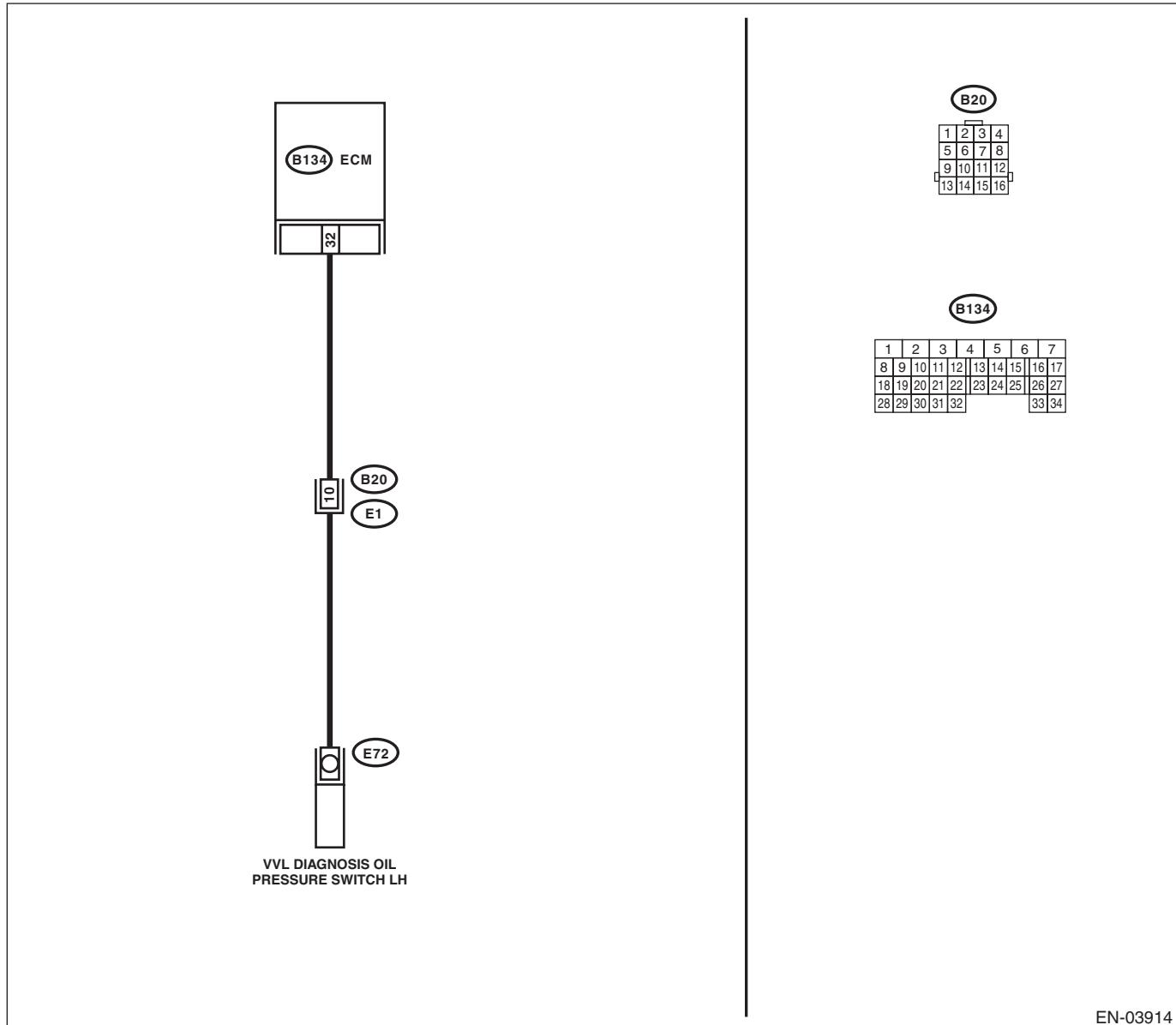
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and variable valve lift diagnosis oil pressure switch. 4) Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. <i>Connector & terminal</i> <i>(B134) No. 32 — (E72) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
2 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. Measure the resistance between the variable valve lift diagnosis oil pressure switch connector and engine ground. <i>Connector & terminal</i> <i>(E72) No. 1 — Engine ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3 CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH. 1) Turn the ignition switch to ON. 2) Measure the voltage between the variable valve lift diagnosis oil pressure switch connector and engine ground. <i>Connector & terminal</i> <i>(E72) No. 1 (+) — Engine ground(-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power of the harness between the ECM and variable valve lift diagnosis oil pressure switch connector.	Go to step 4.
4 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H6DO)(diag)-54, Clear Memory Mode.>	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.> Go to step 5.	END
5 CHECK DTC. 1) Perform the Clear Memory Mode. 2) After idling the engine, check the DTC. NOTE: For detailed procedures, refer to "Clear Memory Mode". <Ref. to EN(H6DO)(diag)-54, Clear Memory Mode.>	Is DTC displayed?	Check for oil routing.	END

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

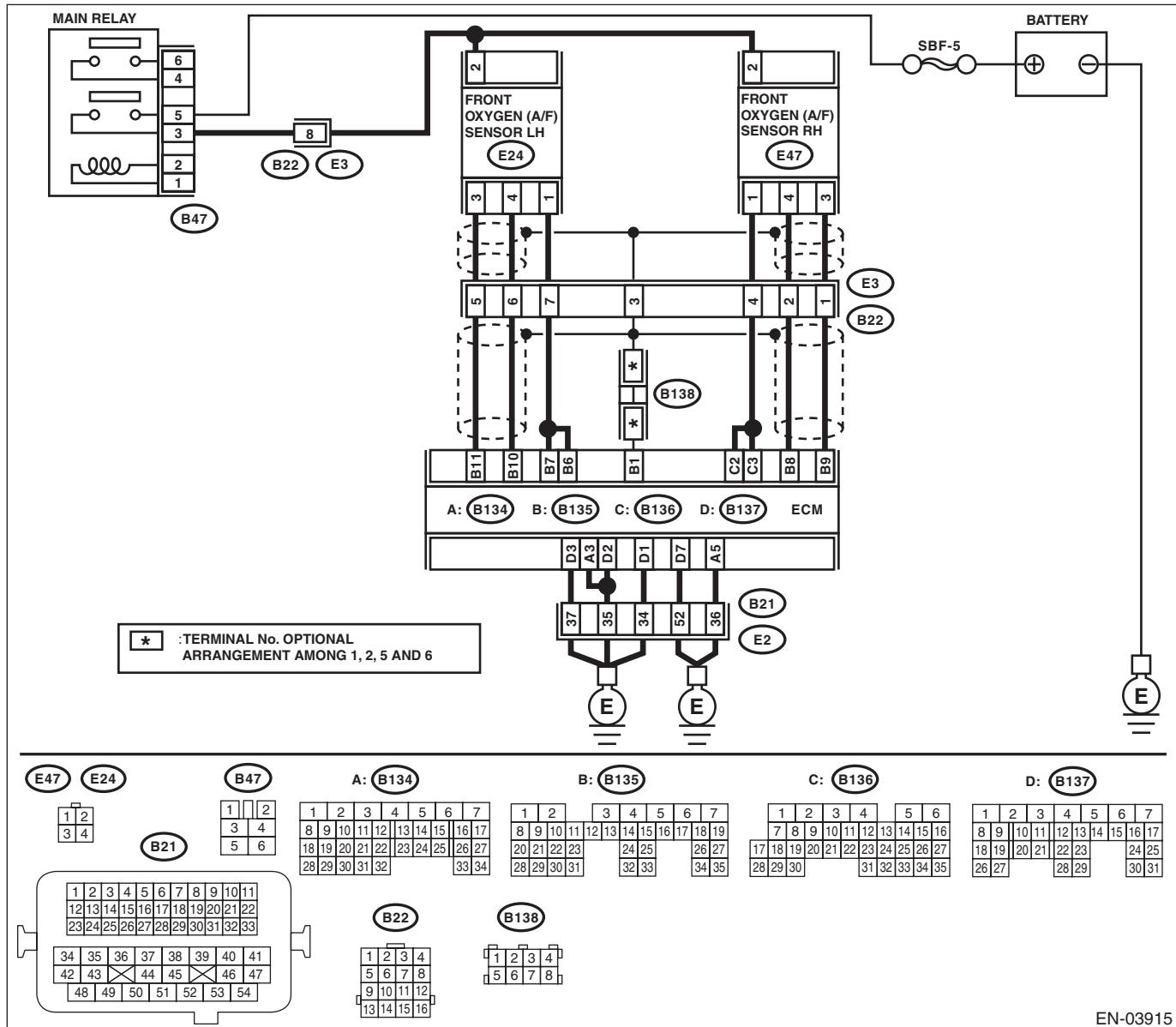
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-16, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Start and warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 4) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B136) No. 2 — (E47) No. 1:</i> <i>(B136) No. 3 — (E47) No. 1:</i>	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. <i>Connector & terminal</i> <i>(B135) No. 9 — (E47) No. 3:</i> <i>(B135) No. 8 — (E47) No. 4:</i>	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 connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance between 2 — 3 Ω ?	Go to step 4.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

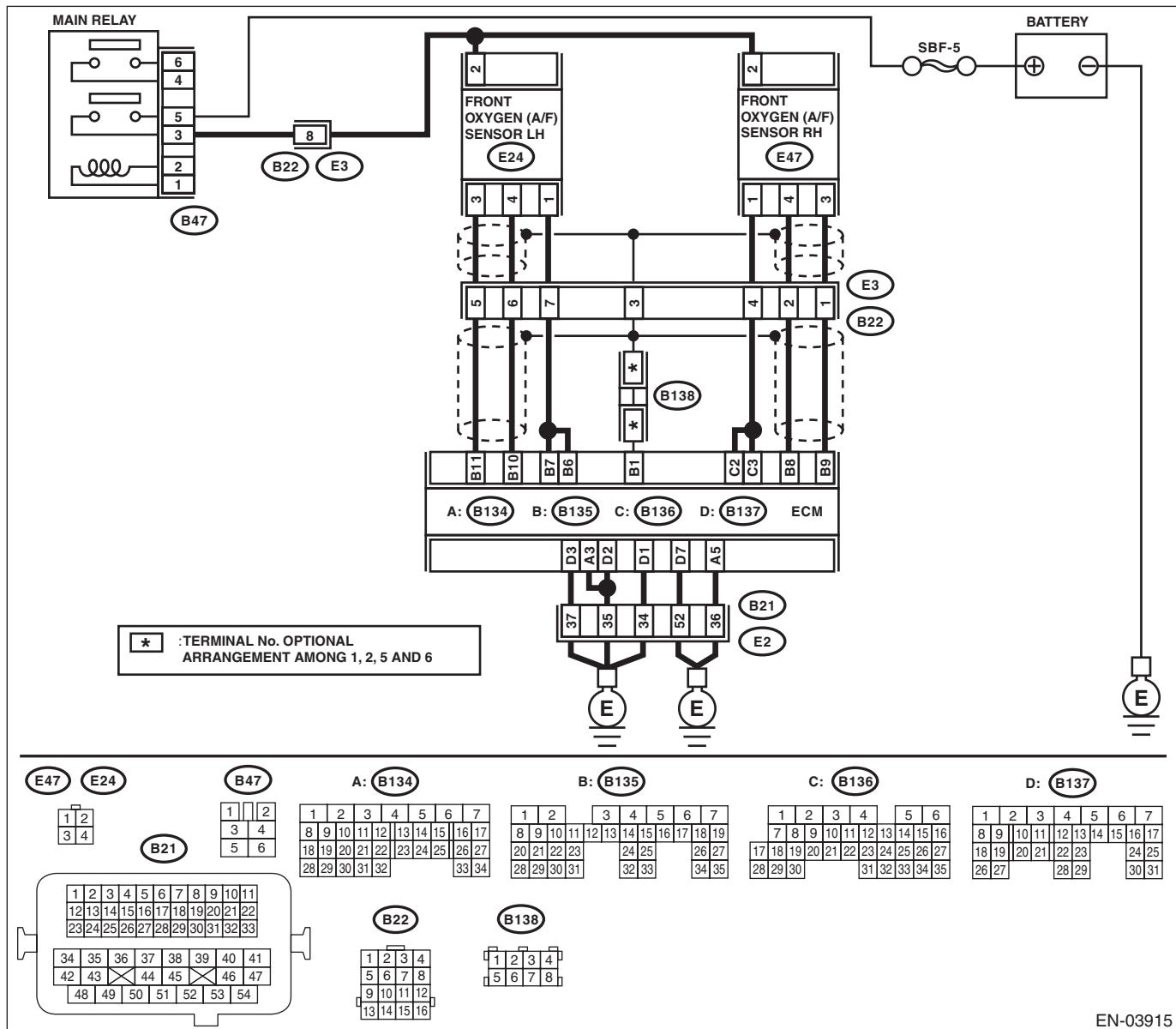
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-18, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between front oxygen (A/F) sensor connector and engine ground. <i>Connector & terminal</i> <i>(E47) No. 2 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and front oxygen (A/F) sensor connector• Poor contact of main relay connector• Poor contact in coupling connector• Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B136) No. 2 — (E47) No. 1:</i> <i>(B136) No. 3 — (E47) No. 1:</i>	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.
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact of coupling connector
4 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance between 2 — 3 Ω ?	Repair poor contact of the ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

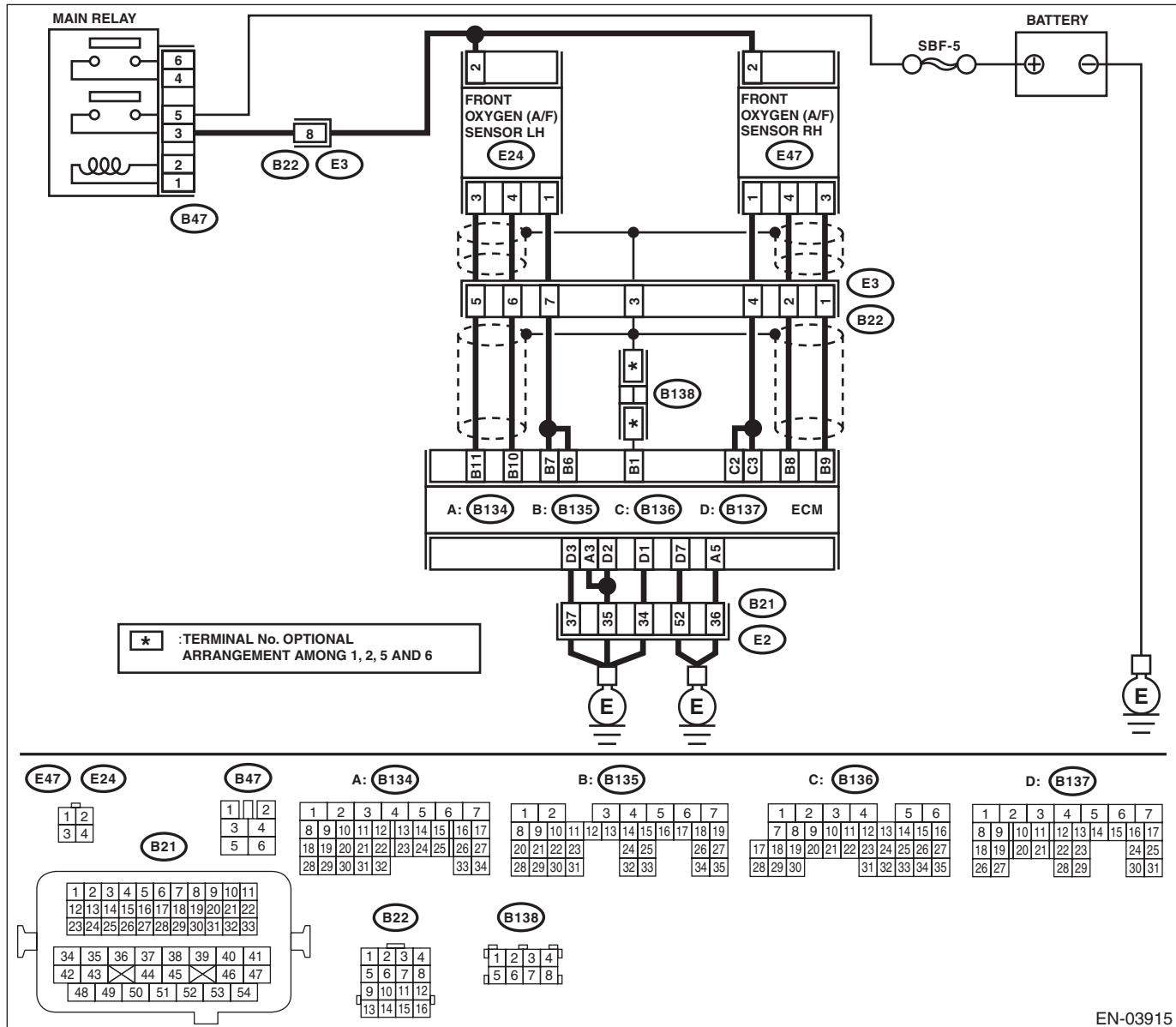
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-20, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03915

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B136) No. 2 (+) — Chassis ground (-):</i> <i>(B136) No. 3 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω?	Repair the poor contact in ECM connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact of coupling connector	Repair the harness and connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

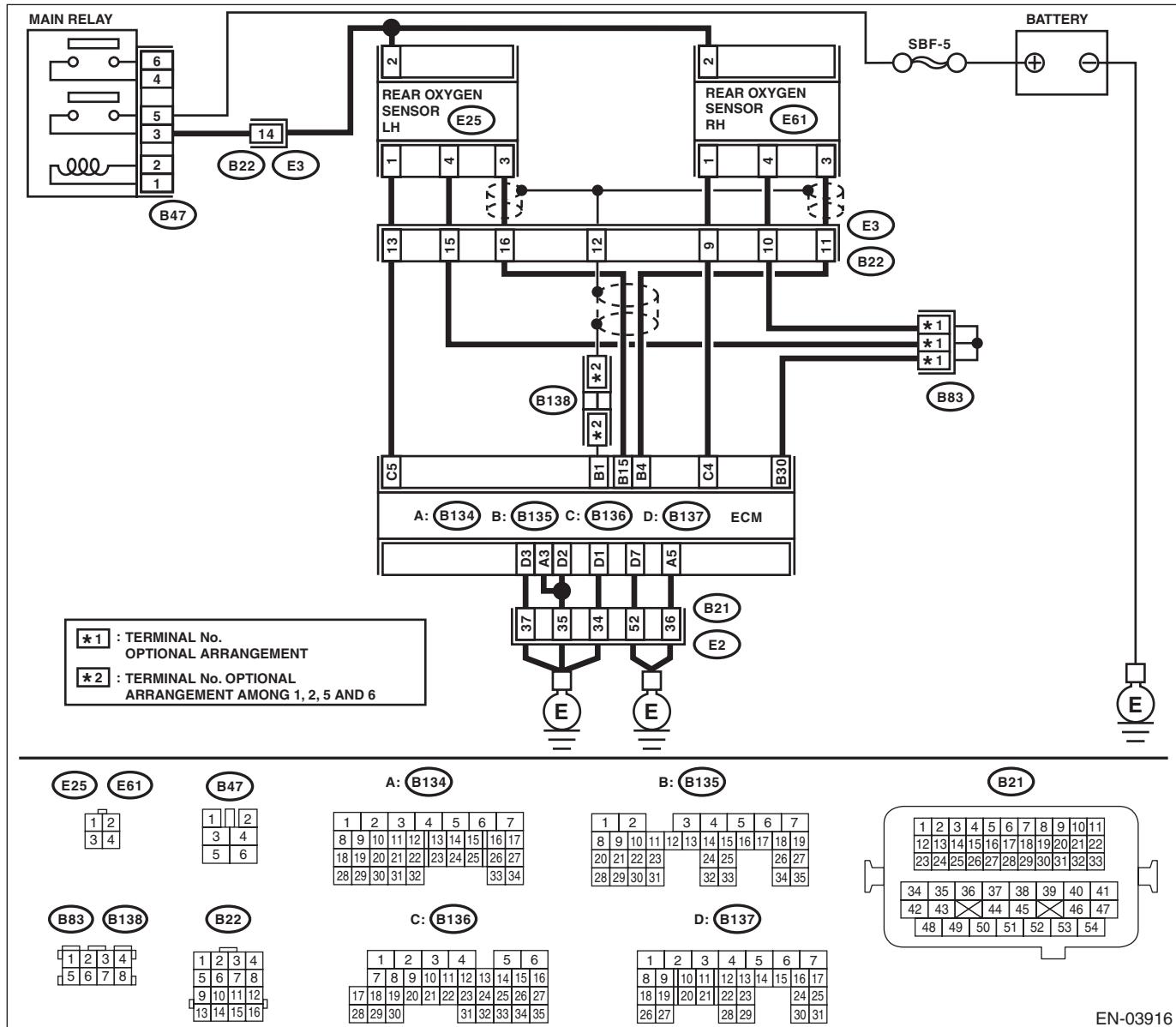
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-22, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. <i>Connector & terminal</i> <i>(E61) No. 2 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and rear oxygen sensor• Poor contact of main relay connector• Poor contact in coupling connector• Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and oxygen sensor connector. <i>Connector & terminal</i> <i>(B136) No. 4 — (E61) No. 1:</i>	Is the resistance less than 1Ω ?	Go to step 3.	Repair the open circuit of the harness between ECM and rear oxygen sensor.
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact of coupling connector
4 CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance between $5 — 7 \Omega$?	Repair poor contact of the ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

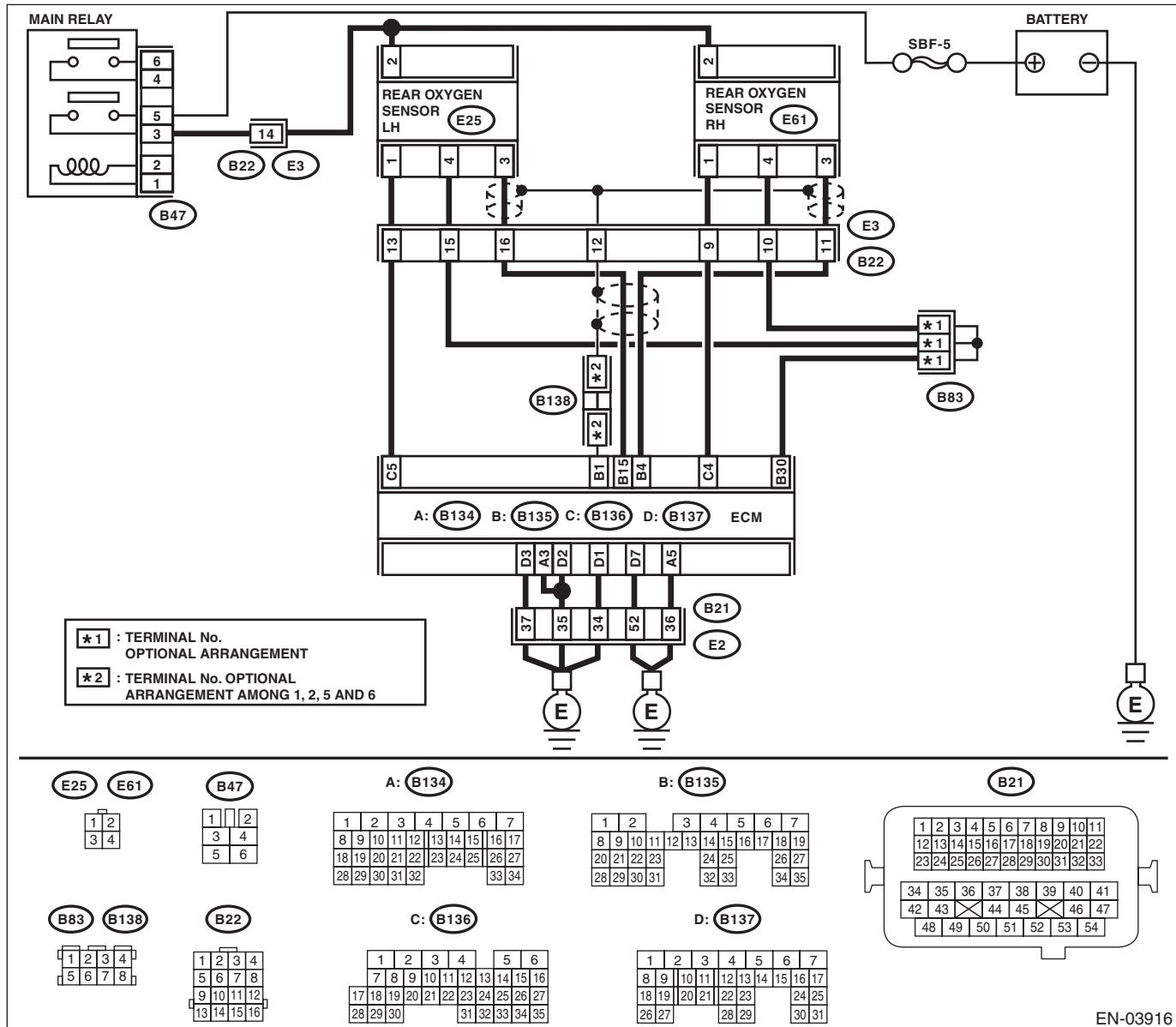
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-24, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B136) No. 4 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5Ω ?	Repair the poor contact in ECM connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact of coupling connector	Repair the harness and connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

L: DTC P0050 HO2S HEATER CONTROL CIRCUIT (BANK 2 SENSOR 1)

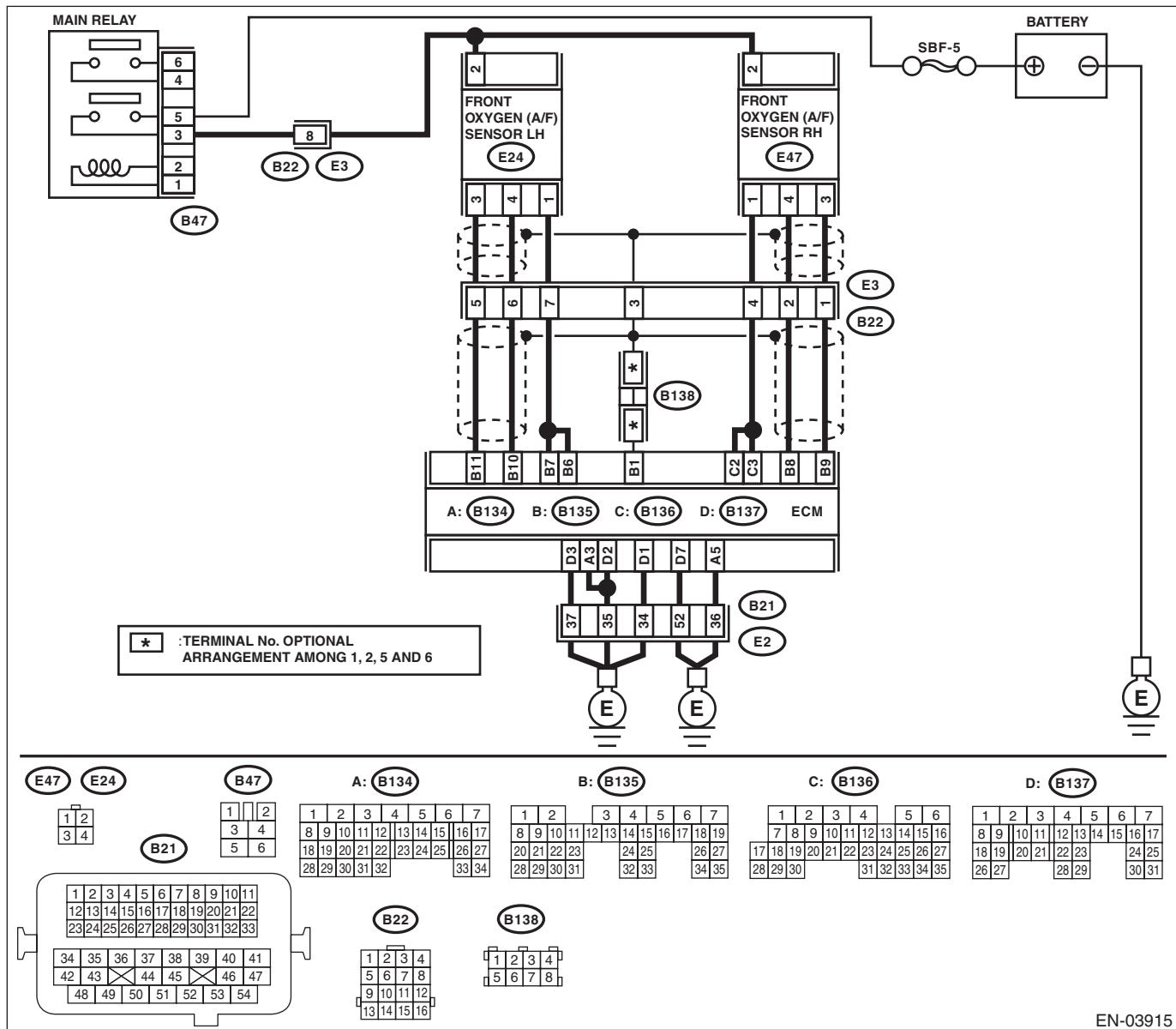
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-26, DTC P0050 HO2S HEATER CONTROL CIRCUIT (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Start and warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 4) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B135) No. 6 — (E24) No. 1:</i> <i>(B135) No. 7 — (E24) No. 1:</i>	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. <i>Connector & terminal</i> <i>(B135) No. 11 — (E24) No. 3:</i> <i>(B135) No. 10 — (E24) No. 4:</i>	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 connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance less than 2 — 3 Ω ?	Go to step 4.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

M: DTC P0051 HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 1)

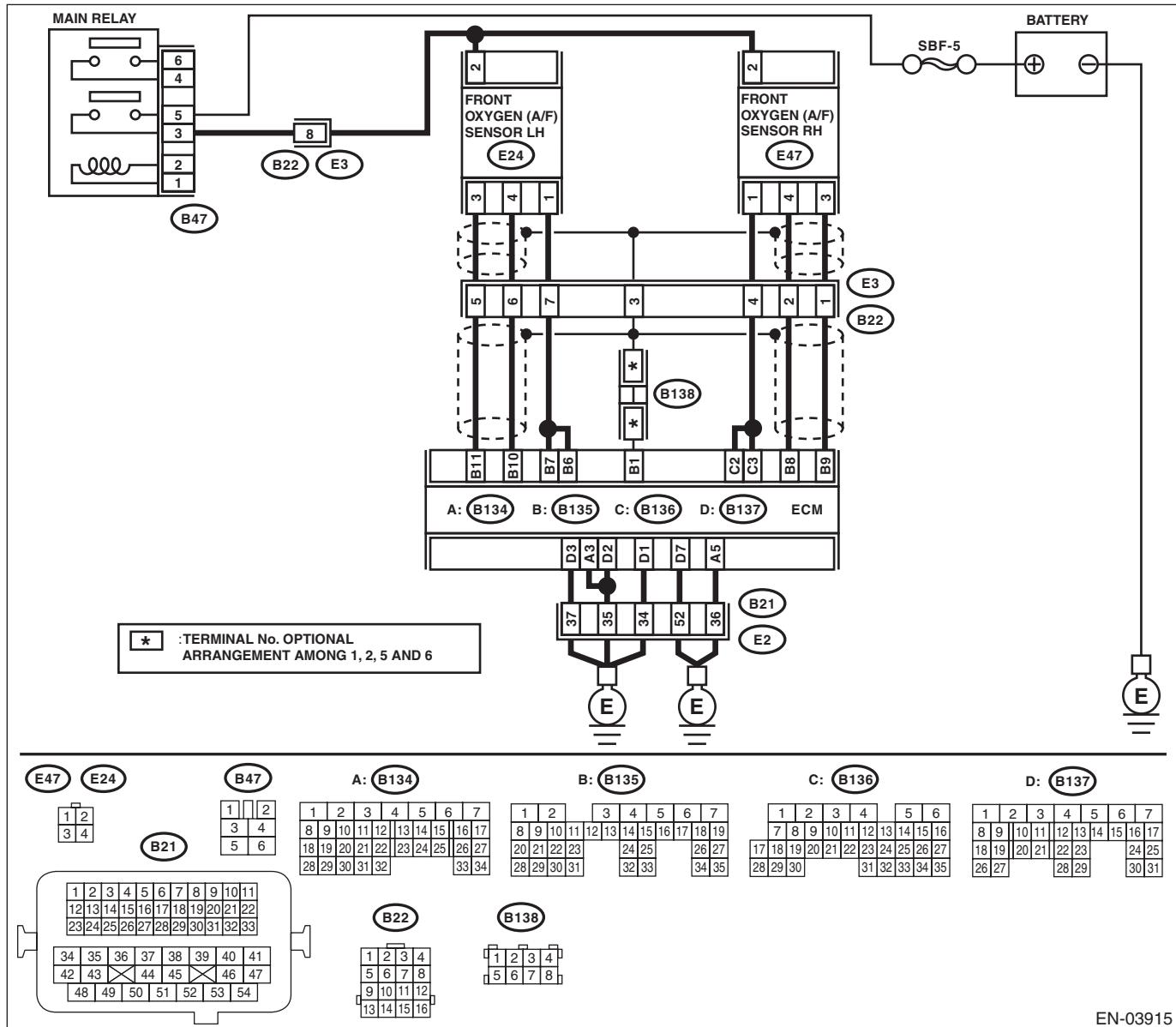
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-26, DTC P0051 HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between front oxygen (A/F) sensor connector and engine ground. <i>Connector & terminal</i> <i>(E24) No. 2 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and front oxygen (A/F) sensor connector• Poor contact of main relay connector• Poor contact in coupling connector• Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B135) No. 6 — (E24) No. 1:</i> <i>(B135) No. 7 — (E24) No. 1:</i>	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.
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact of coupling connector
4 CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance between 2 — 3 Ω ?	Repair poor contact of the ECM connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

N: DTC P0052 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 1)

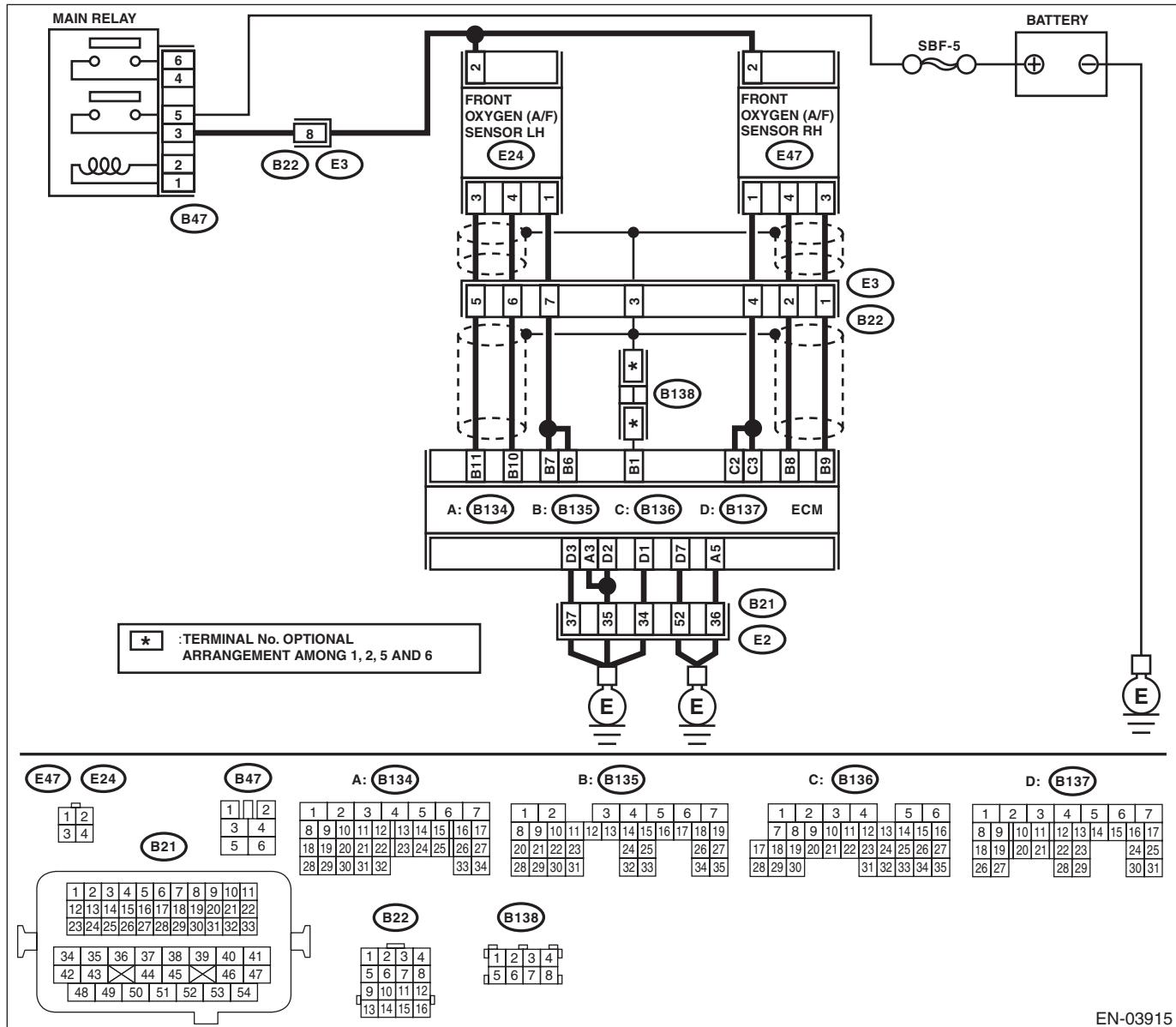
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-26, DTC P0052 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 6 (+) — Chassis ground (-):</i> <i>(B135) No. 7 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω?	Repair the poor contact in ECM connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact of coupling connector	Repair the harness and connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

O: DTC P0057 HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 2)

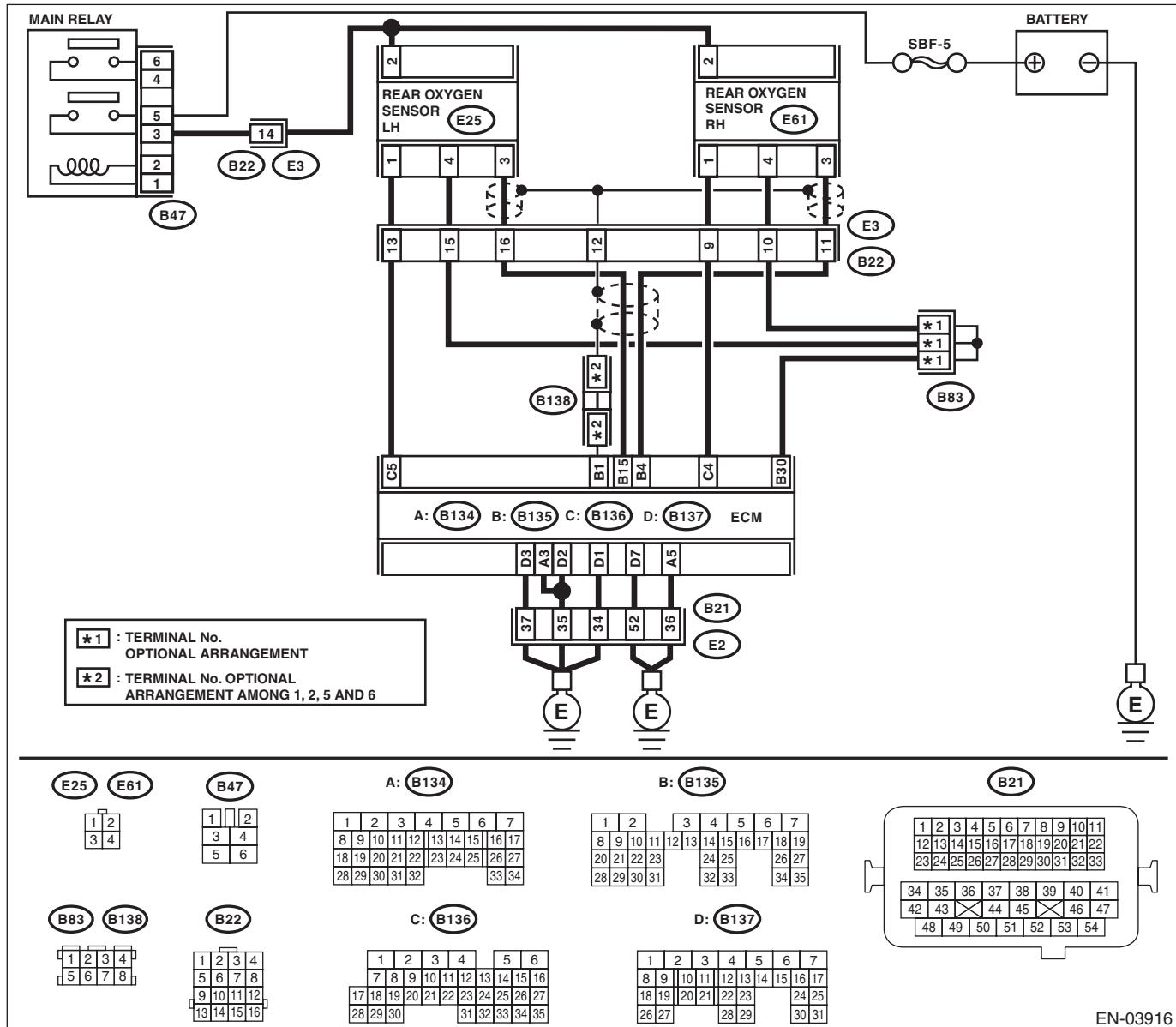
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-26, DTC P0057 HO2S HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground. <i>Connector & terminal</i> <i>(E25) No. 2 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply line. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and rear oxygen sensor• Poor contact of main relay connector• Poor contact in coupling connector• Malfunction in main relay
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and oxygen sensor connector. <i>Connector & terminal</i> <i>(B136) No. 5 — (E25) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of the harness between ECM and rear oxygen sensor.
3 CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact of coupling connector
4 CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor connector terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance between 5 — 7 Ω ?	Repair poor contact of the ECM connector.	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

P: DTC P0058 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 2)

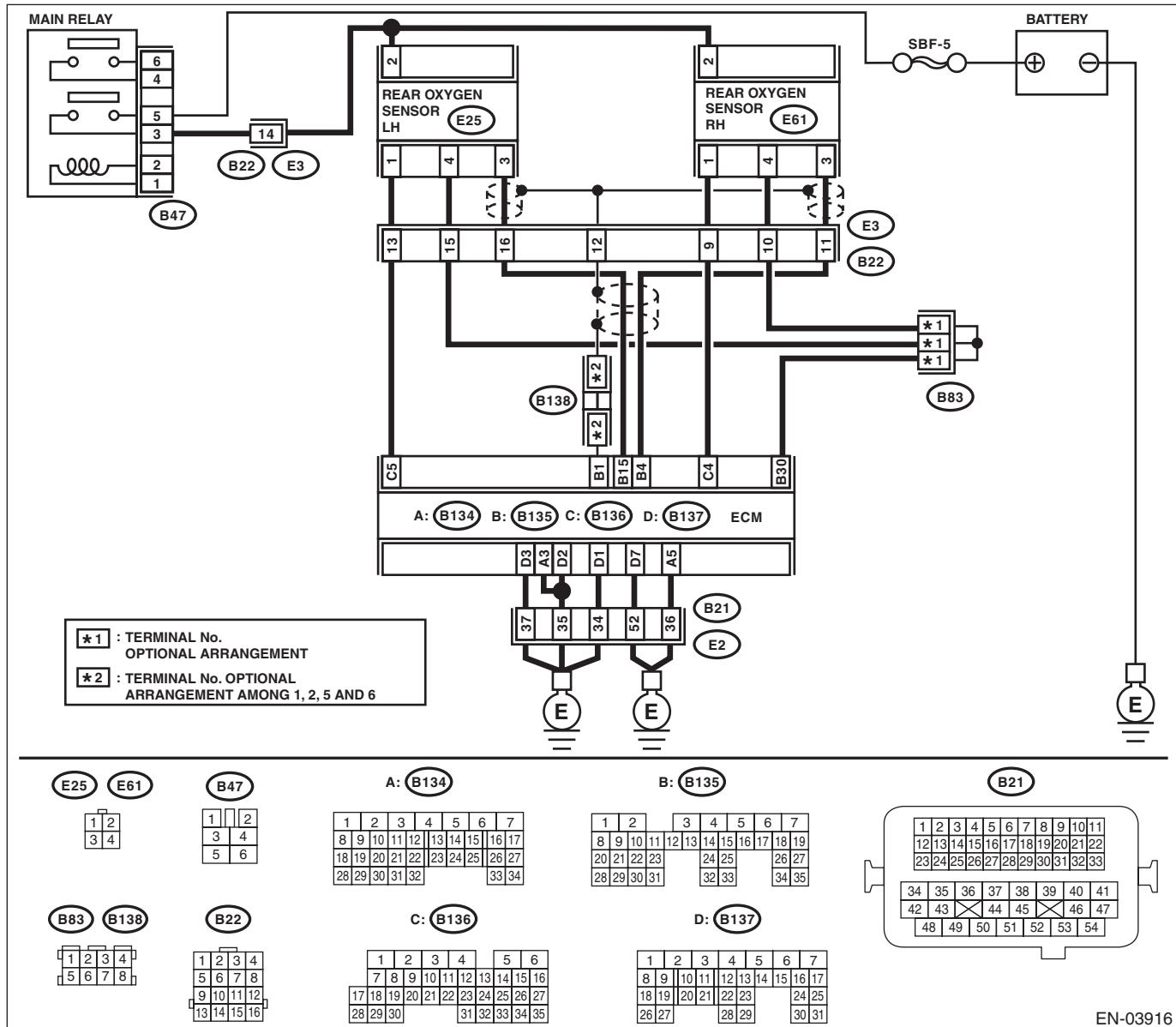
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-26, DTC P0058 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> (B136) No. 5 (+) — 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. <i>Connector & terminal</i> (B134) No. 3 — Chassis ground: (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5Ω ?	Repair the poor contact in ECM connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact of coupling connector	Repair the harness and connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Q: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

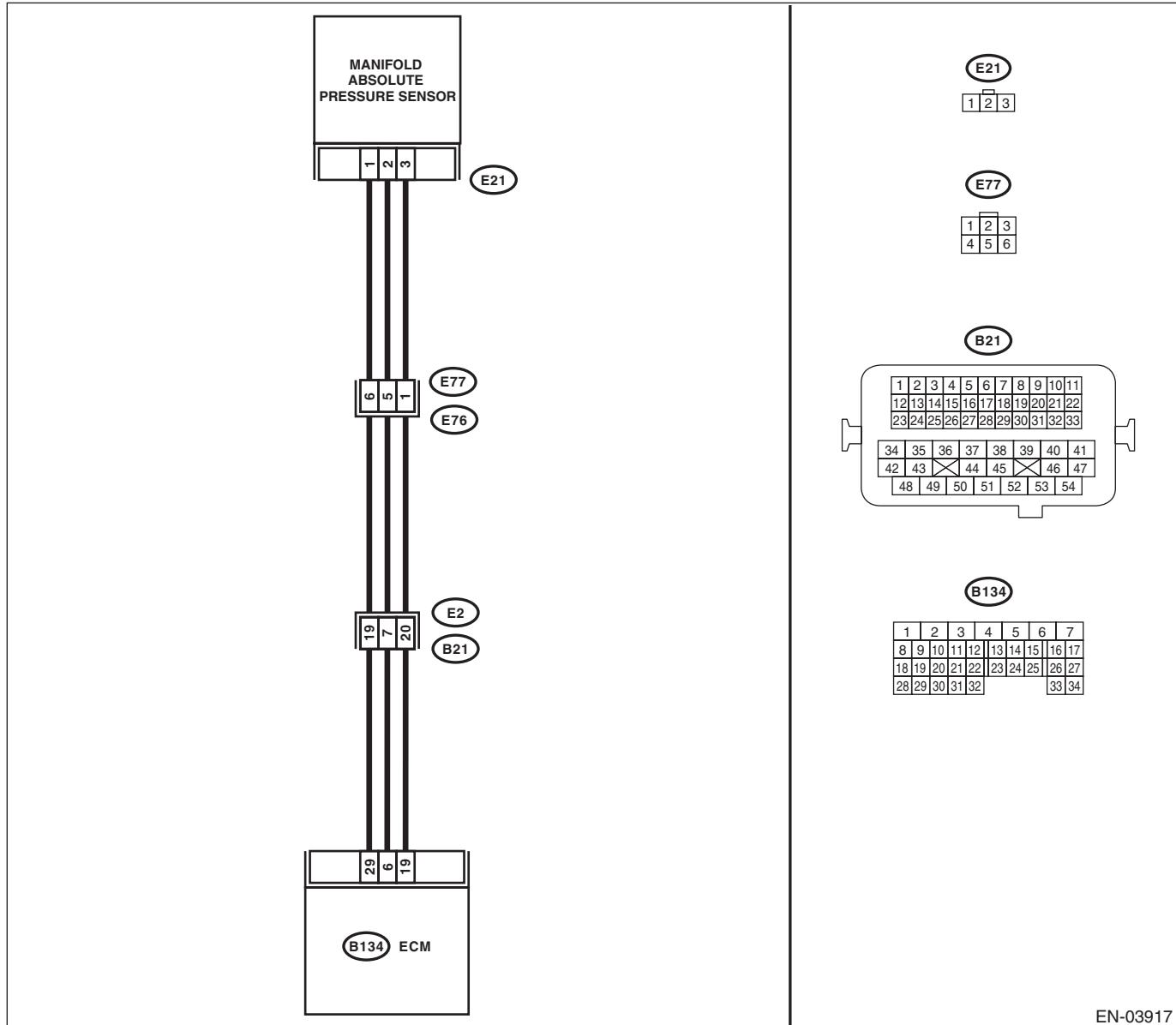
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-27, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03917

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 2.
2 CHECK MANIFOLD ABSOLUTE PRESSURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of intake manifold pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg) when the ignition is turned ON, and 20.0 — 46.7 kPa (150 — 350 mmHg, 5.91 — 13.78 inHg) during idling?	Go to step 3.	Replace the manifold absolute pressure sensor. <Ref. to FU(H6DO)-23, 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 5% when throttle is fully closed?	Go to step 4.	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, 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(H6DO)-23, Manifold Absolute Pressure Sensor.>	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

R: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-29, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

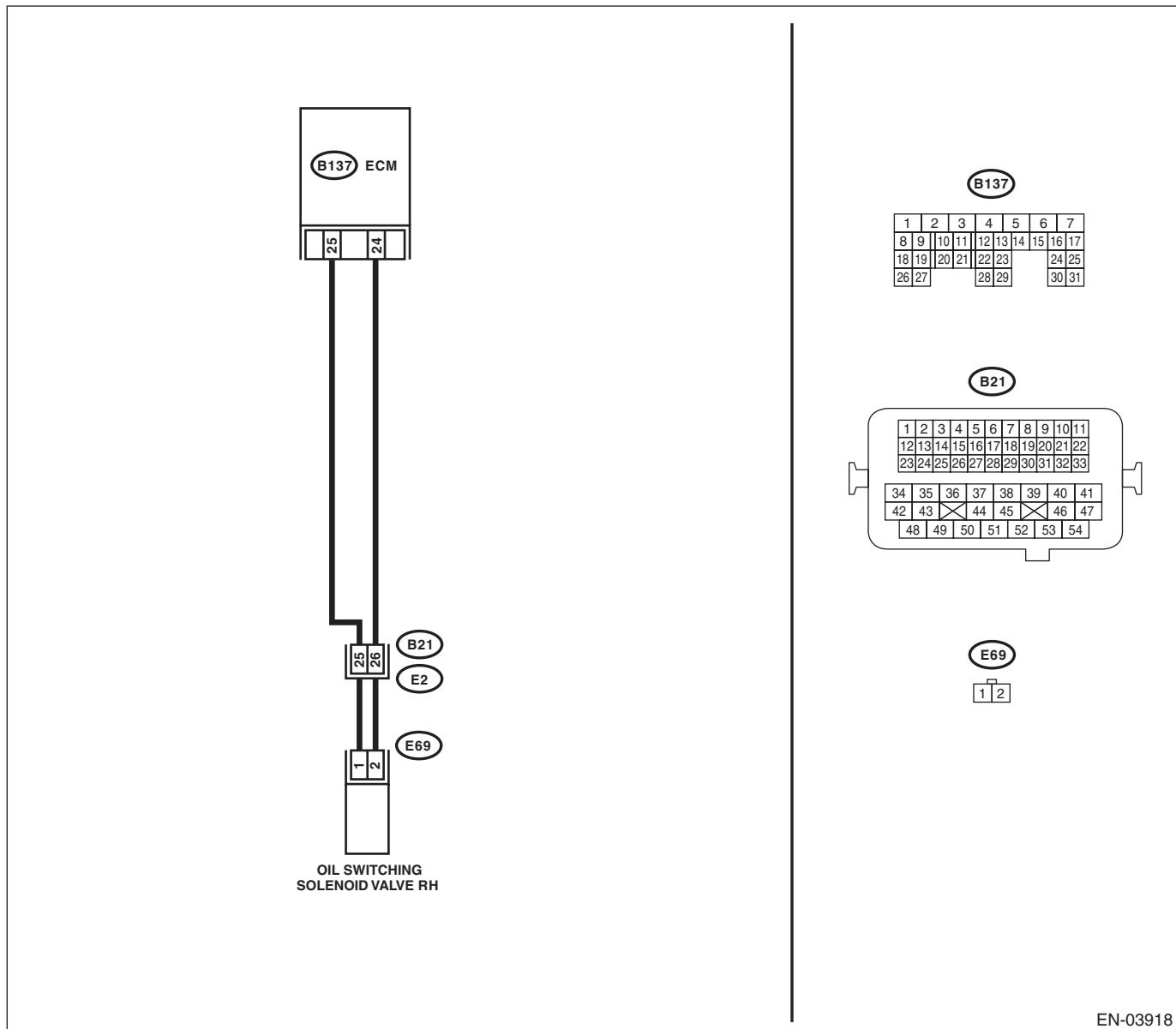
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the resistance of harness between ECM and oil switching solenoid valve. Connector & terminal (B137) No. 25 — (E69) No. 1: (B137) No. 24 — (E69) No. 2:	Is the resistance less than $1\ \Omega$?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and oil switching solenoid valve connector• Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between ECM and chassis ground. Connector & terminal (B137) No. 25 — Chassis ground: (B137) No. 24 — Chassis ground:	Is the resistance $1\ M\Omega$ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between $6 — 12\ \Omega$?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

S: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-30, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

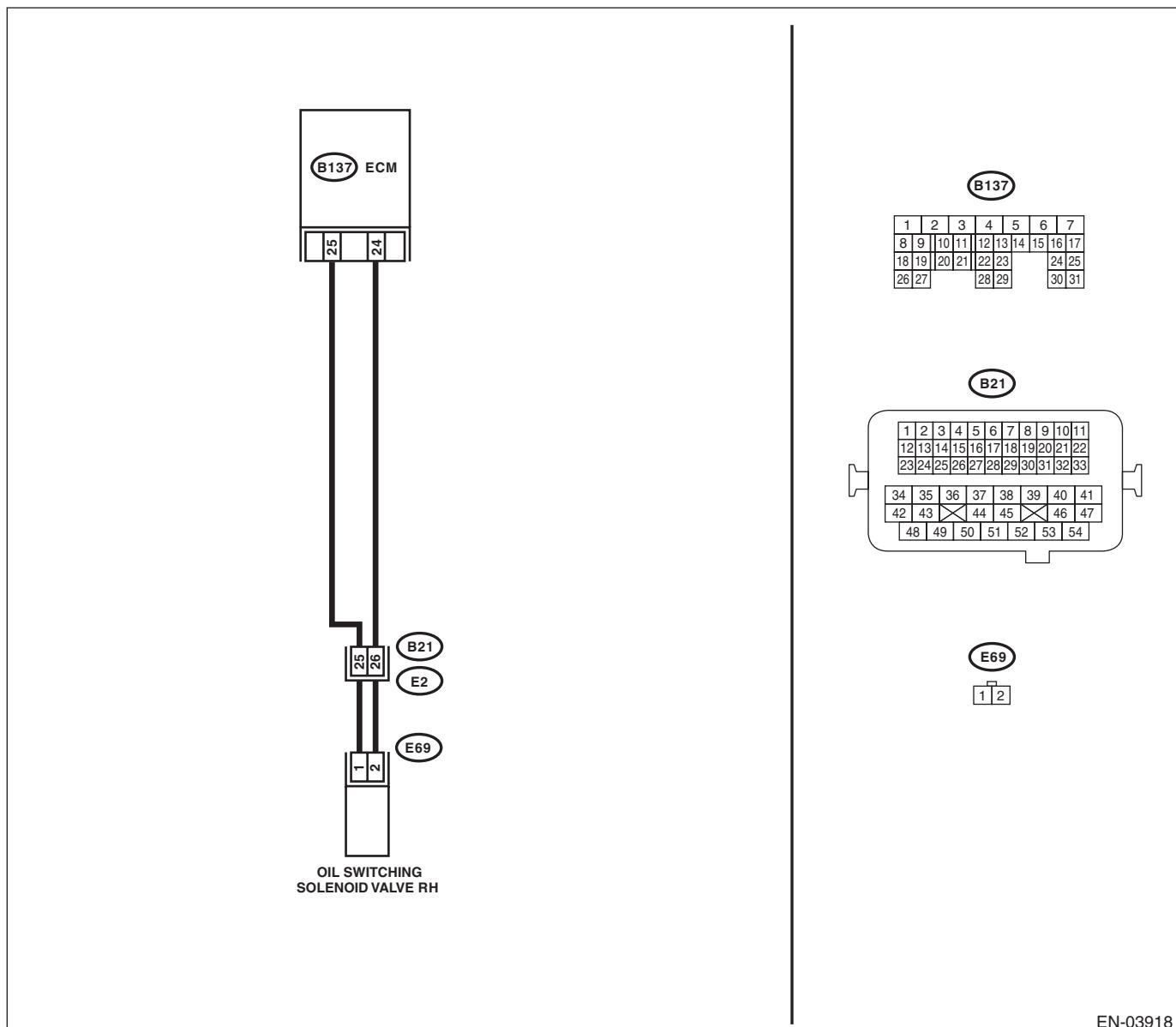
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal <i>(B137) No. 25 (+) — Chassis ground (-):</i> <i>(B137) No. 24 (+) — Chassis ground (-):</i>	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance of harness between ECM and oil switching solenoid valve connector. Connector & terminal <i>(B137) No. 25 — (E69) No. 1:</i> <i>(B137) No. 24 — (E69) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and oil switching solenoid valve connector• Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

T: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-29, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

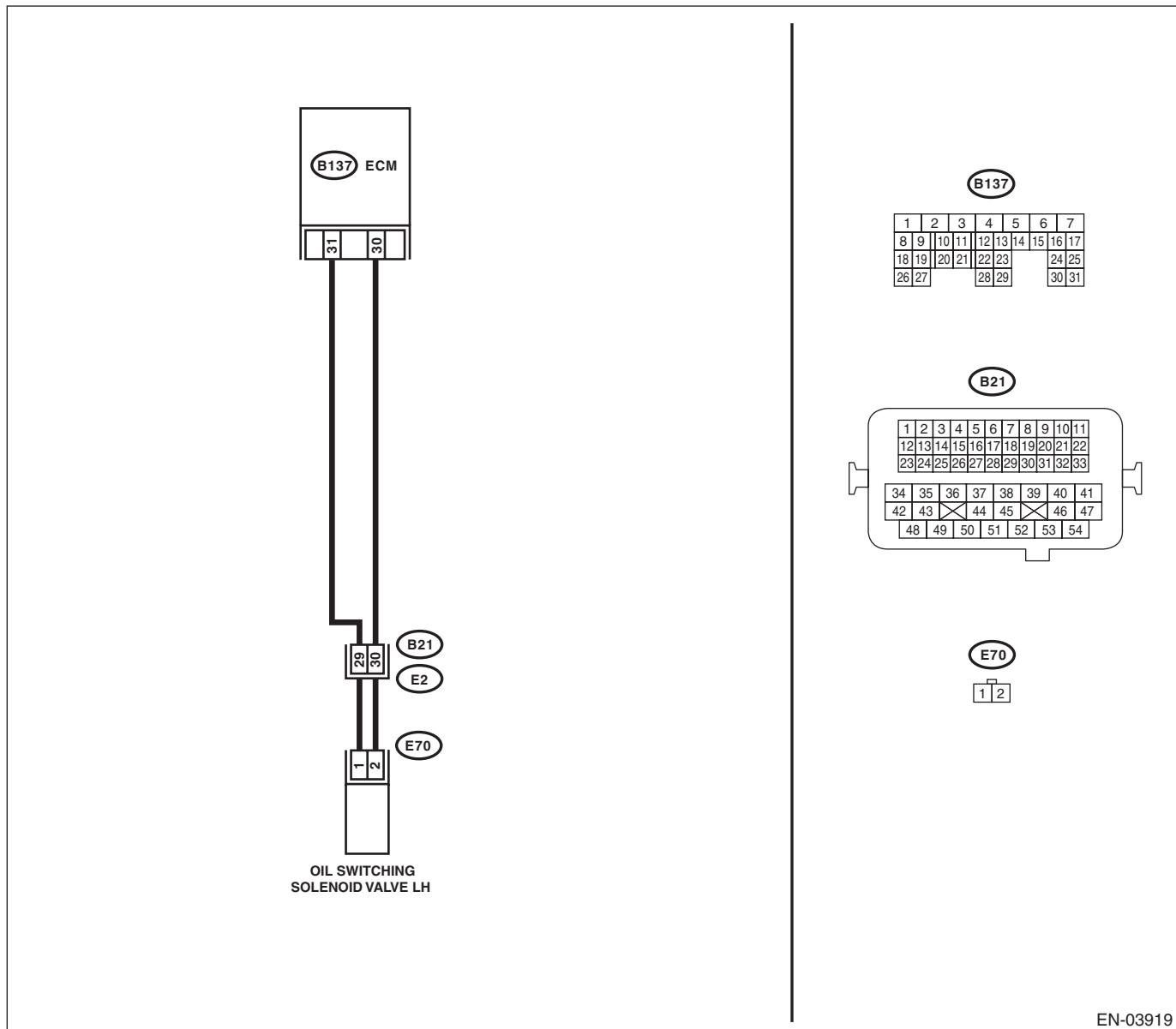
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03919

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve. <i>Connector & terminal</i> <i>(B137) No. 31 — (E70) No. 1:</i> <i>(B137) No. 30 — (E70) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and oil switching solenoid valve connector• Poor contact of coupling connector
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B137) No. 31 — Chassis ground:</i> <i>(B137) No. 30 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and oil switching solenoid valve connector.
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

U: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-30, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

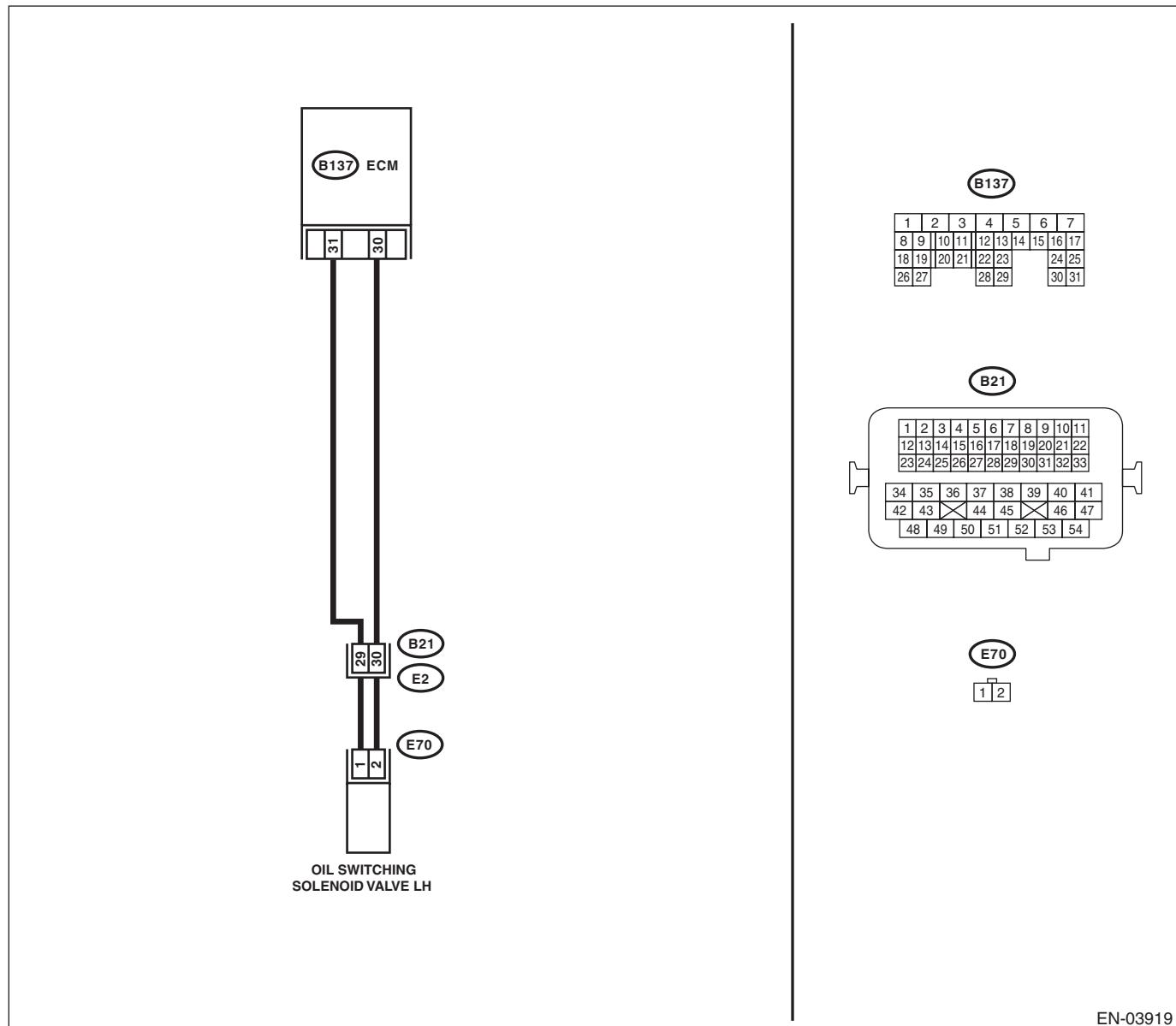
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03919

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and oil switching solenoid valve. 3) Measure the voltage between ECM and chassis ground. Connector & terminal <i>(B137) No. 31 (+) — Chassis ground (-):</i> <i>(B137) No. 30 (+) — Chassis ground (-):</i>	Is the voltage less than 1 V?	Go to step 2.	Repair the short circuit to power in the harness between ECM and oil switching solenoid valve connector.
2 CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. Measure the resistance between the ECM and oil switching solenoid valve connector. Connector & terminal <i>(B137) No. 31 — (E70) No. 1:</i> <i>(B137) No. 30 — (E70) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and oil switching solenoid valve connector• Poor contact of coupling connector
3 CHECK OIL SWITCHING SOLENOID VALVE. Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 — 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve connector.	Replace the oil switching solenoid valve. <Ref. to ME(H6DO)-75, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

V: 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(H6DO)-32, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

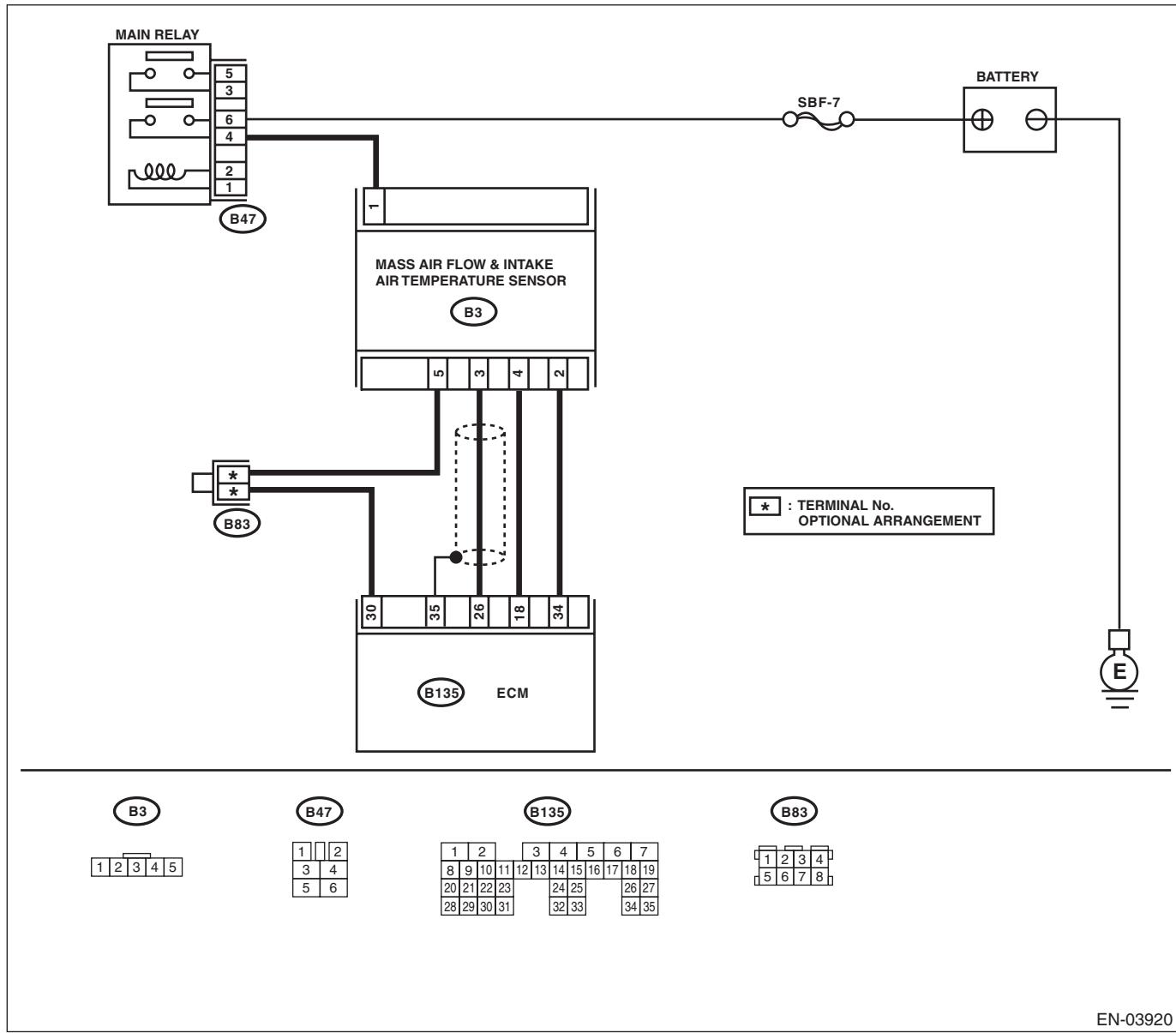
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-35, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

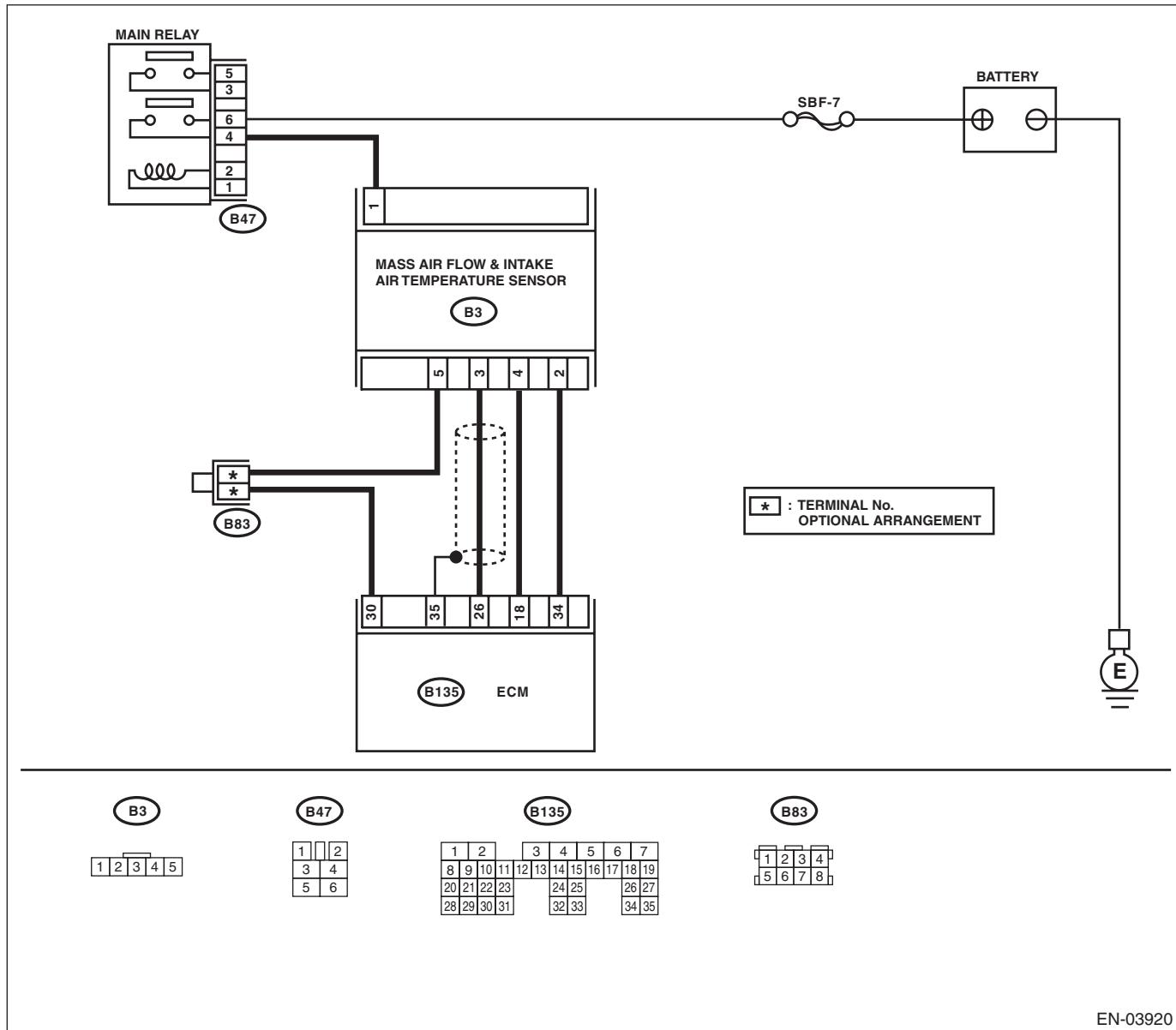
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of air flow sensor signal using 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(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage less than 0.2 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.
2 CHECK POWER SUPPLY OF MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the mass air flow and intake air temperature sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between mass air flow and intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 1 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and the mass air flow and intake air temperature sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connector. Connector & terminal (B135) No. 26 — (B3) No. 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 of harness between ECM and the mass air flow and intake air temperature sensor connector. • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 26 — Chassis ground:	Is the resistance 1 $M\Omega$ or more?	Go to step 5.	Repair the ground short circuit of harness between the ECM and the mass air flow and intake air temperature sensor connector.
5 CHECK POOR CONTACT. Check for any poor contact in the ECM or the mass air flow 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 any poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-37, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

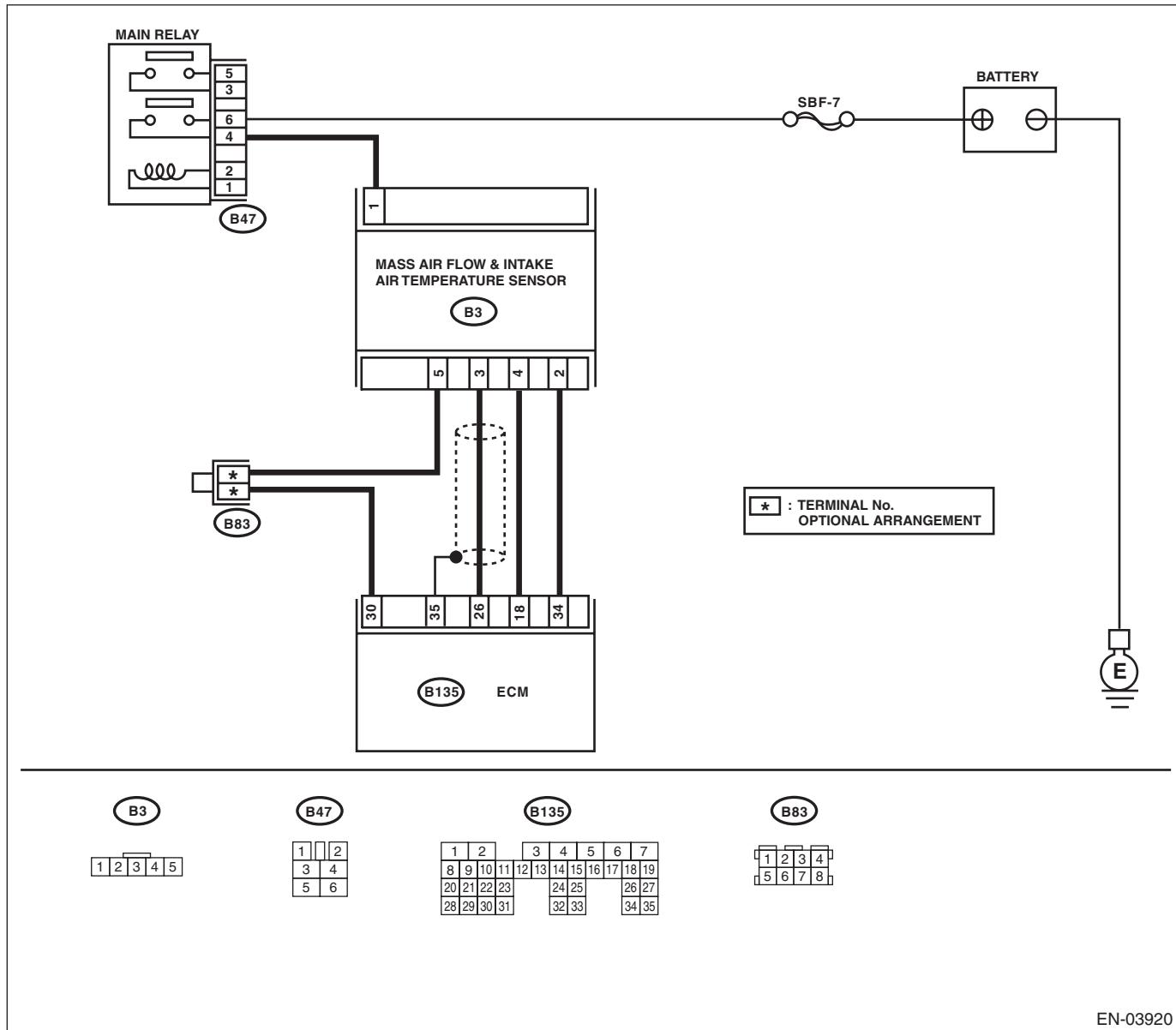
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of air flow sensor signal using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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 CONNECTOR. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and the mass air flow and intake air temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between mass air flow and intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 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: <ul style="list-style-type: none">• Open circuit of harness between ECM and the mass air flow and intake air temperature sensor connector.• Poor contact in ECM connector• Poor contact of coupling connector
4 CHECK POOR CONTACT. Check for any poor contact in the mass air flow and intake air temperature sensor connector.	Is there poor contact in the mass air flow and intake air temperature sensor connector?	Repair any poor contact of the mass air flow and intake air temperature sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

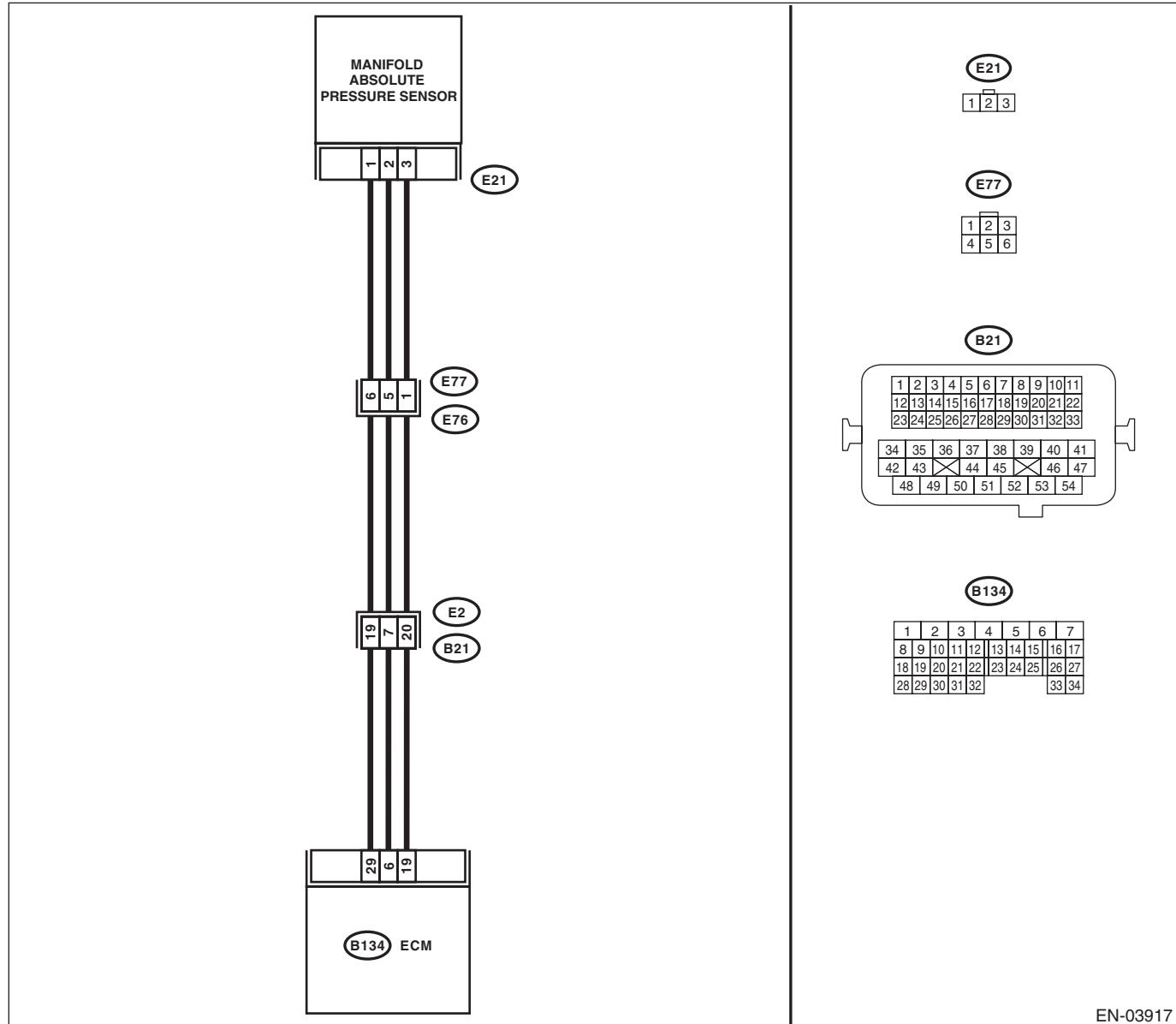
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03917

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value less than 13.3 kPa (100 mmHg, 3.94 inHg) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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. 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 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(H6DO)-23, Manifold Absolute Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

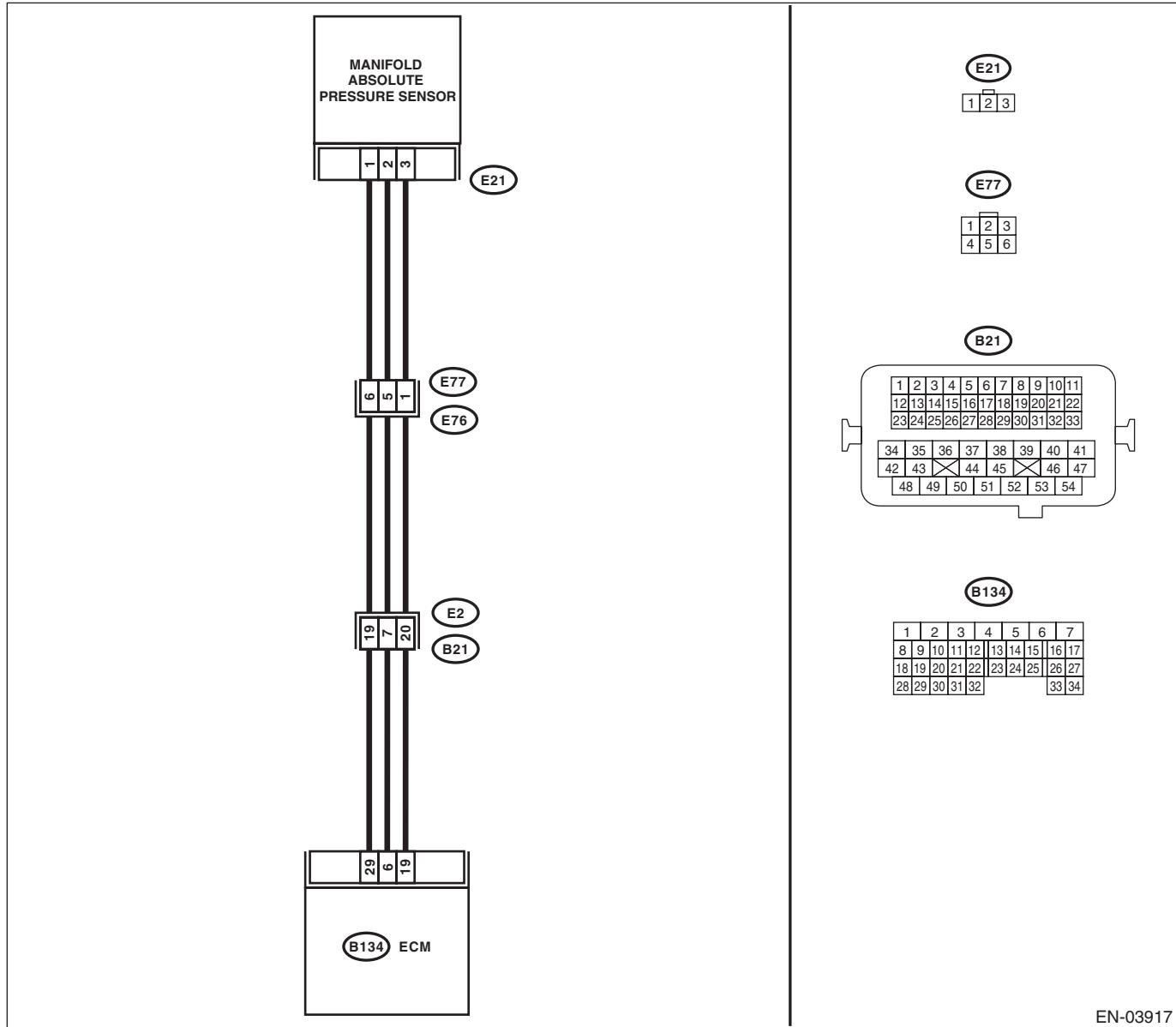
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03917

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 119.5 kPa (896.5 mmHg, 35.29 inHg) or more?	Repair the short circuit to power in the harness between ECM and manifold absolute pressure sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between manifold absolute pressure sensor connector and engine ground. <i>Connector & terminal</i> <i>(E21) No. 1 — Engine ground:</i>	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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(H6DO)-23, Manifold Absolute Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AA: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(H6DO)-43, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

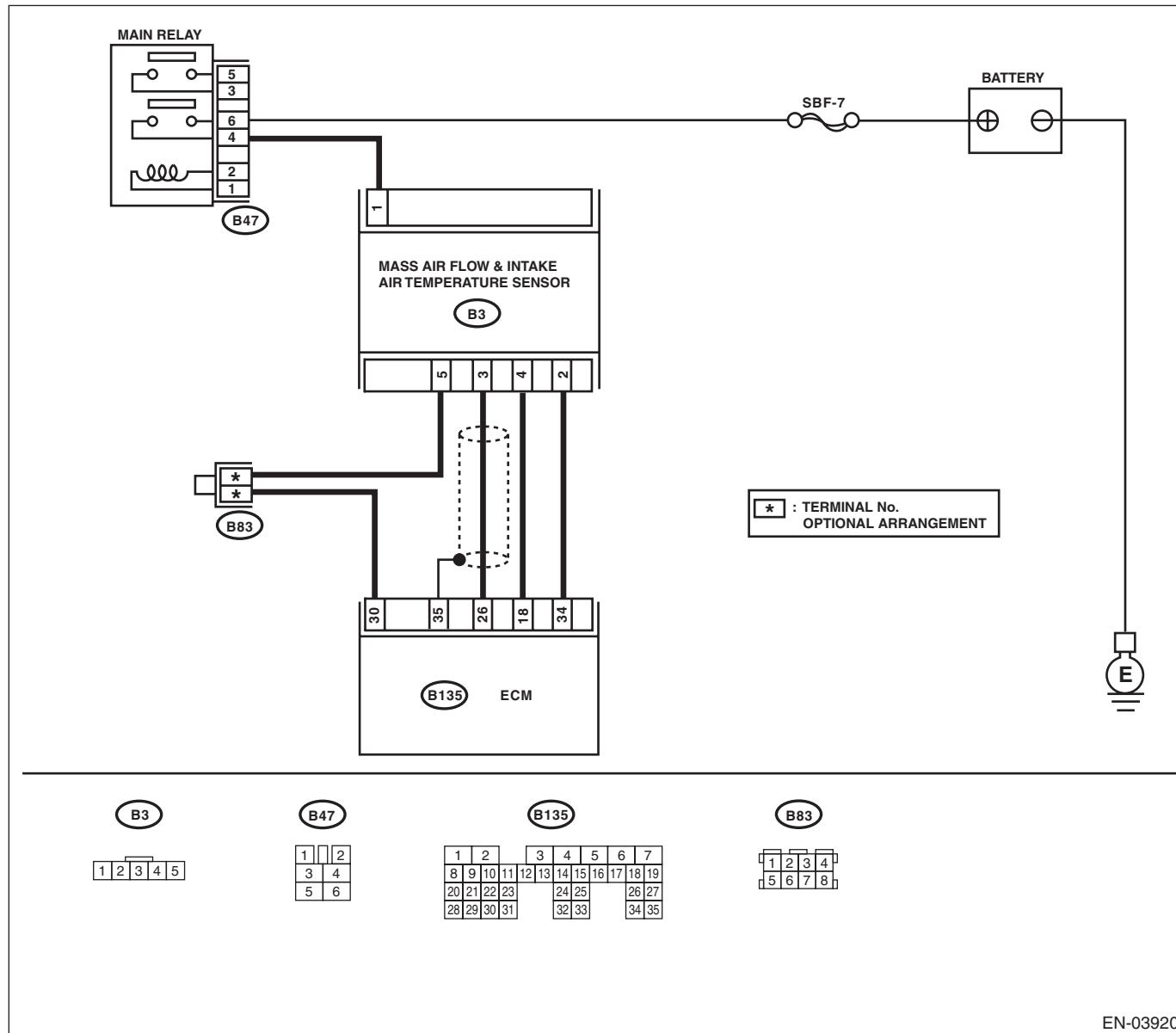
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ENGINE COOLANT TEMPERATURE. 1) Start the engine and warm-up completely. 2) Measure the engine coolant temperature using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 70°C (158°F) or higher?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>	Check DTC P0125 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AB:DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-45, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

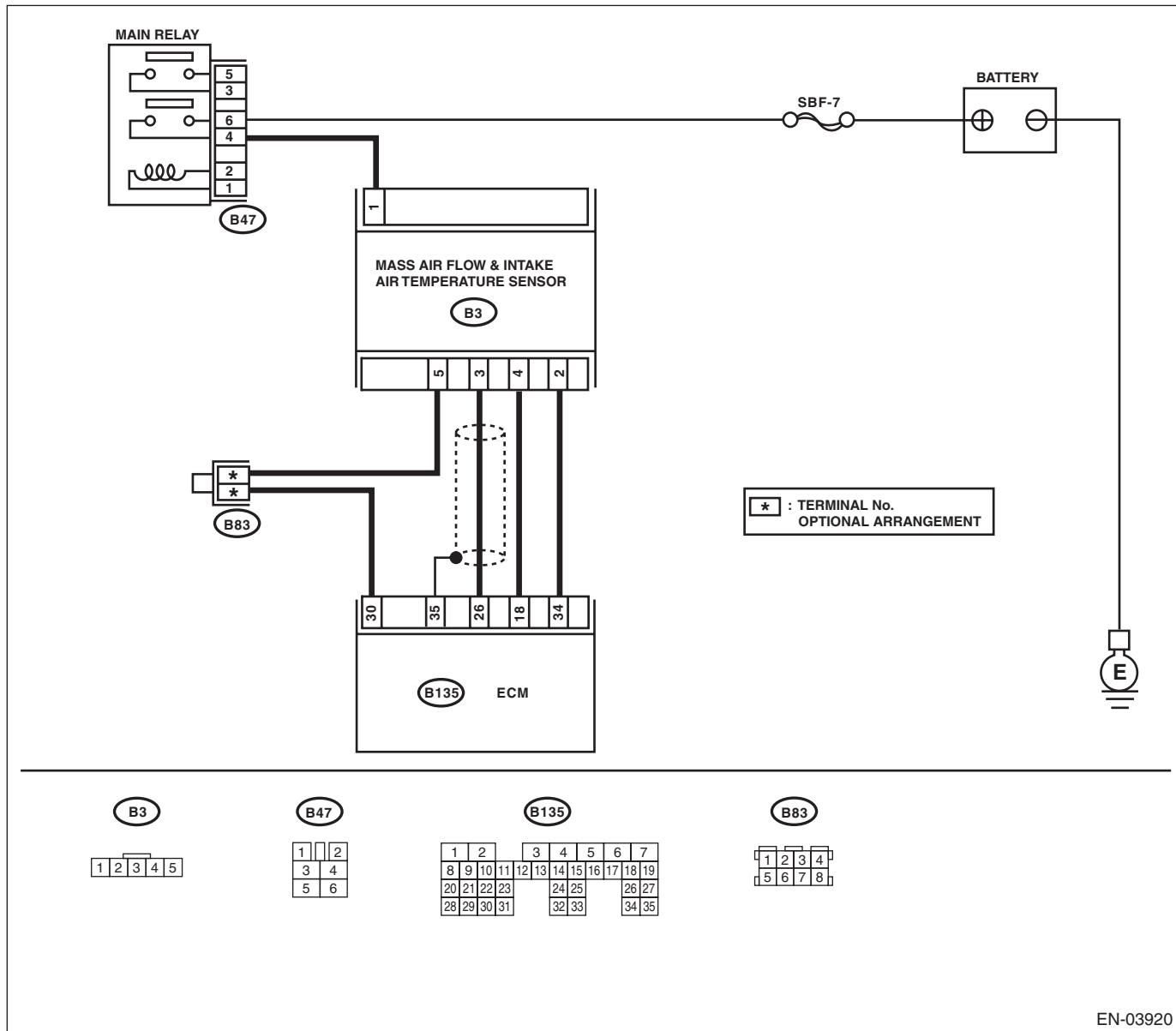
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. <ol style="list-style-type: none"> 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the intake air temperature 120°C (248°F) or higher?	Go to step 2.	<p>Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.</p> <p>NOTE: In this case, temporary poor contact of connector may be the cause.</p>
2 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance between ECM and chassis ground. <p><i>Connector & terminal (B135) No. 18 — Chassis ground:</i></p>	Is the resistance 1 MΩ or more?	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the ground short circuit of harness between the ECM and the mass air flow and intake air temperature sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AC:DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-47, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

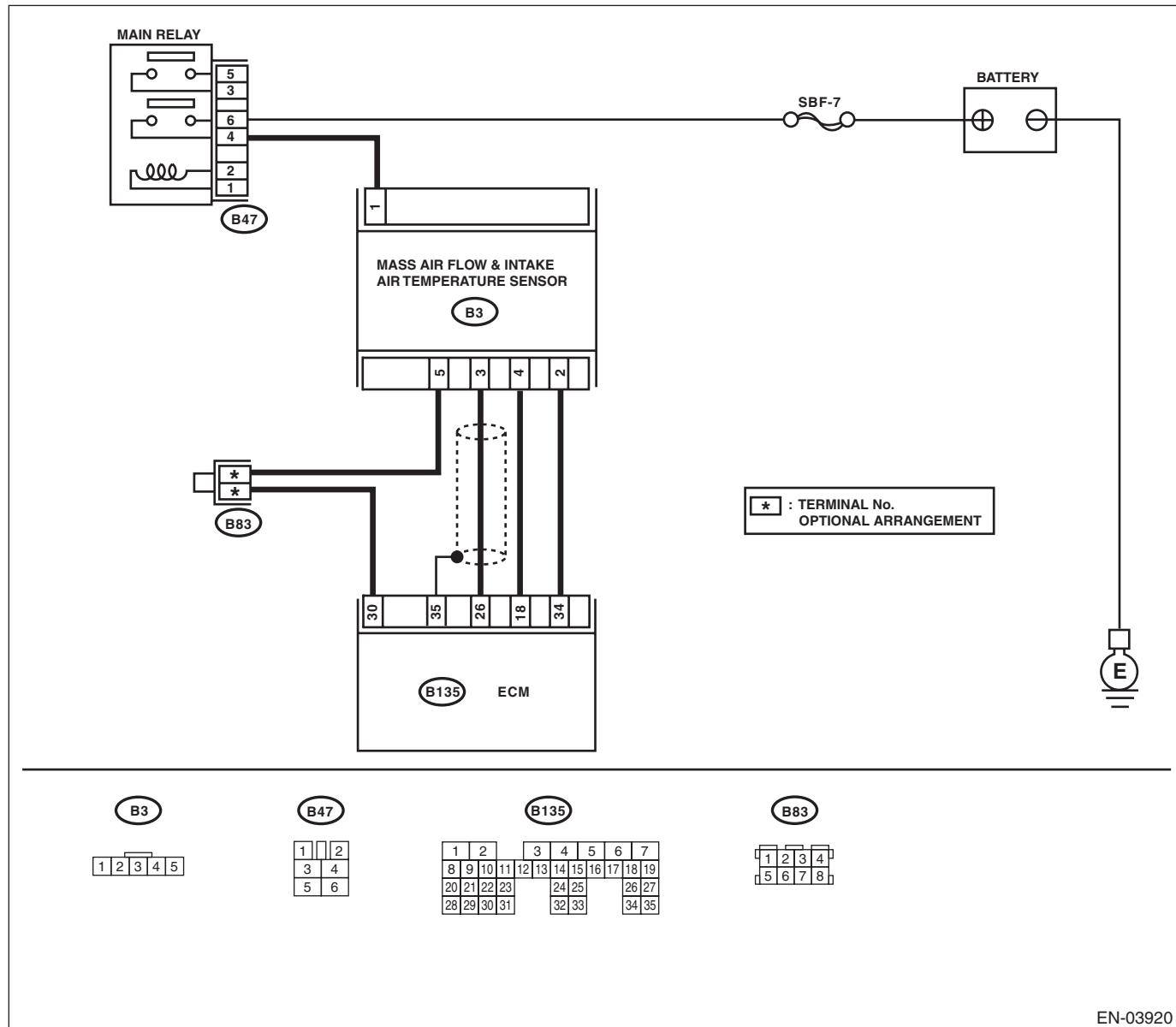
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. <ol style="list-style-type: none"> 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the intake air temperature less than -40°C (-40°F) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.
2 CHECK POOR CONTACT. Check for 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 any poor contact in the ECM or the mass air flow and intake air temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and the mass air flow and intake air temperature sensor. 3) Measure the resistance of harness between ECM and the mass air flow and intake air temperature sensor connector. <p>Connector & terminal (B135) No. 18 — (B3) No. 4: (B135) No. 30 — (B3) No. 5:</p>	Is the resistance less than 1Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and the mass air flow and intake air temperature sensor connector. • Poor contact in ECM connector • Poor contact of coupling connector
4 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR CONNECTOR. <ol style="list-style-type: none"> 1) Connect all the connectors. 2) Turn the ignition switch to ON. 3) Disconnect the connector from the mass air flow and intake air temperature sensor. 4) Measure the voltage between ECM and chassis ground. <p>Connector & terminal (B135) No. 18 (+) — Chassis ground (-):</p>	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 connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AD:DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-49, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

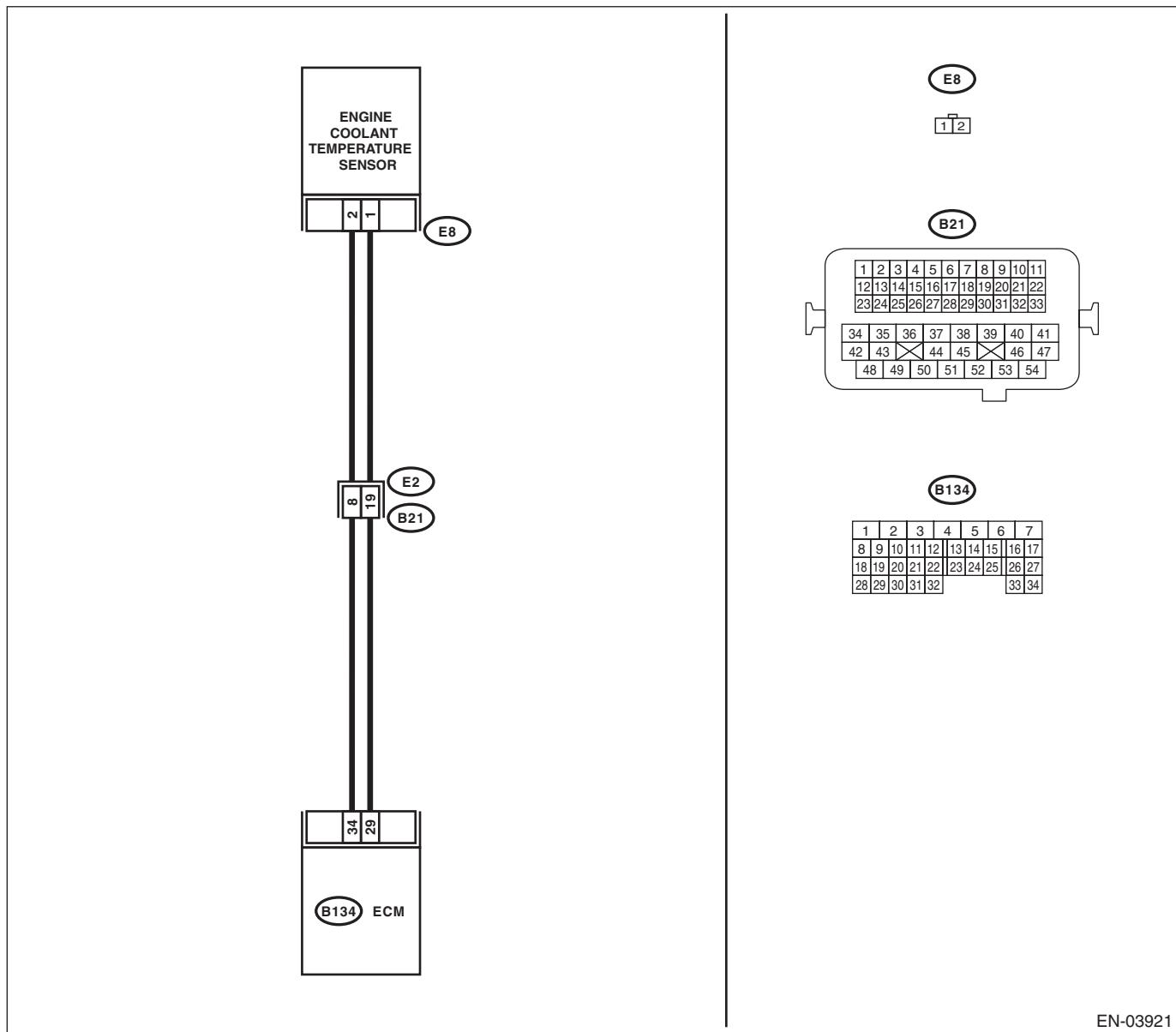
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03921

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. <ol style="list-style-type: none"> 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the engine coolant temperature 150°C (302°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. <p>NOTE:</p> In this case, temporary poor contact of connector may be the cause.
2 CHECK HARNESS BETWEEN ECM AND ENGINE COOLANT TEMPERATURE SENSOR CONNECTOR. <ol style="list-style-type: none"> 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. <p><i>Connector & terminal (B134) No. 34 — Chassis ground:</i></p>	Is the resistance 1 MΩ or more?	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>	Repair the ground short circuit of the harness between the ECM and engine coolant temperature sensor.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AE:DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-51, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

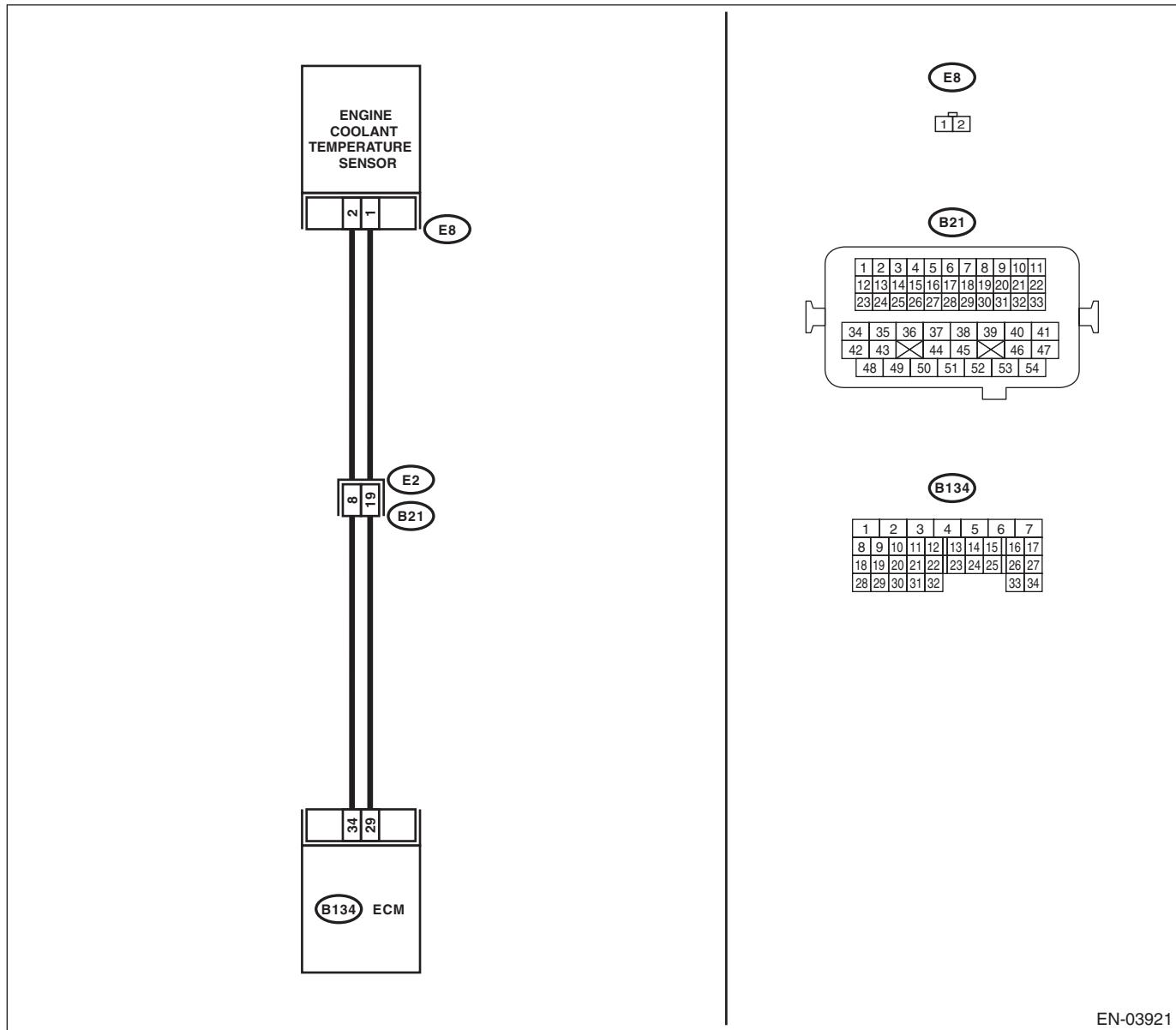
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature less than -40°C (-40°F) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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. <i>Connector & terminal</i> (B134) No. 34 — (E8) No. 2; (B134) No. 29 — (E8) No. 1:	Is the resistance less than $1\ \Omega$?	Go to step 4.	Repair the open circuit of the harness between the ECM and engine coolant temperature sensor 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. <i>Connector & terminal</i> (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(H6DO)-18, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AF:DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-53, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

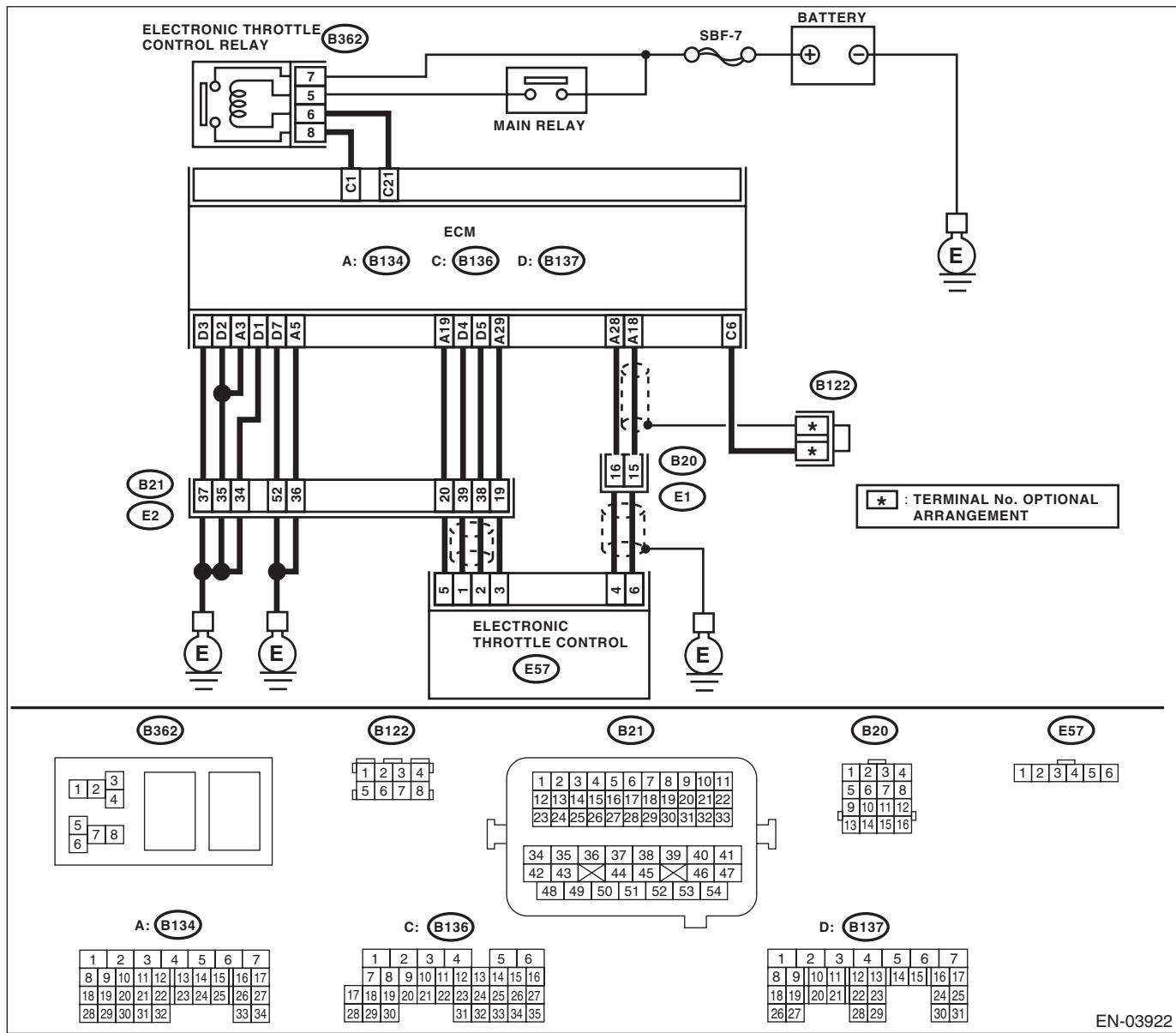
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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 <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal <i>(B134) No. 18 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AG:DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-55, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

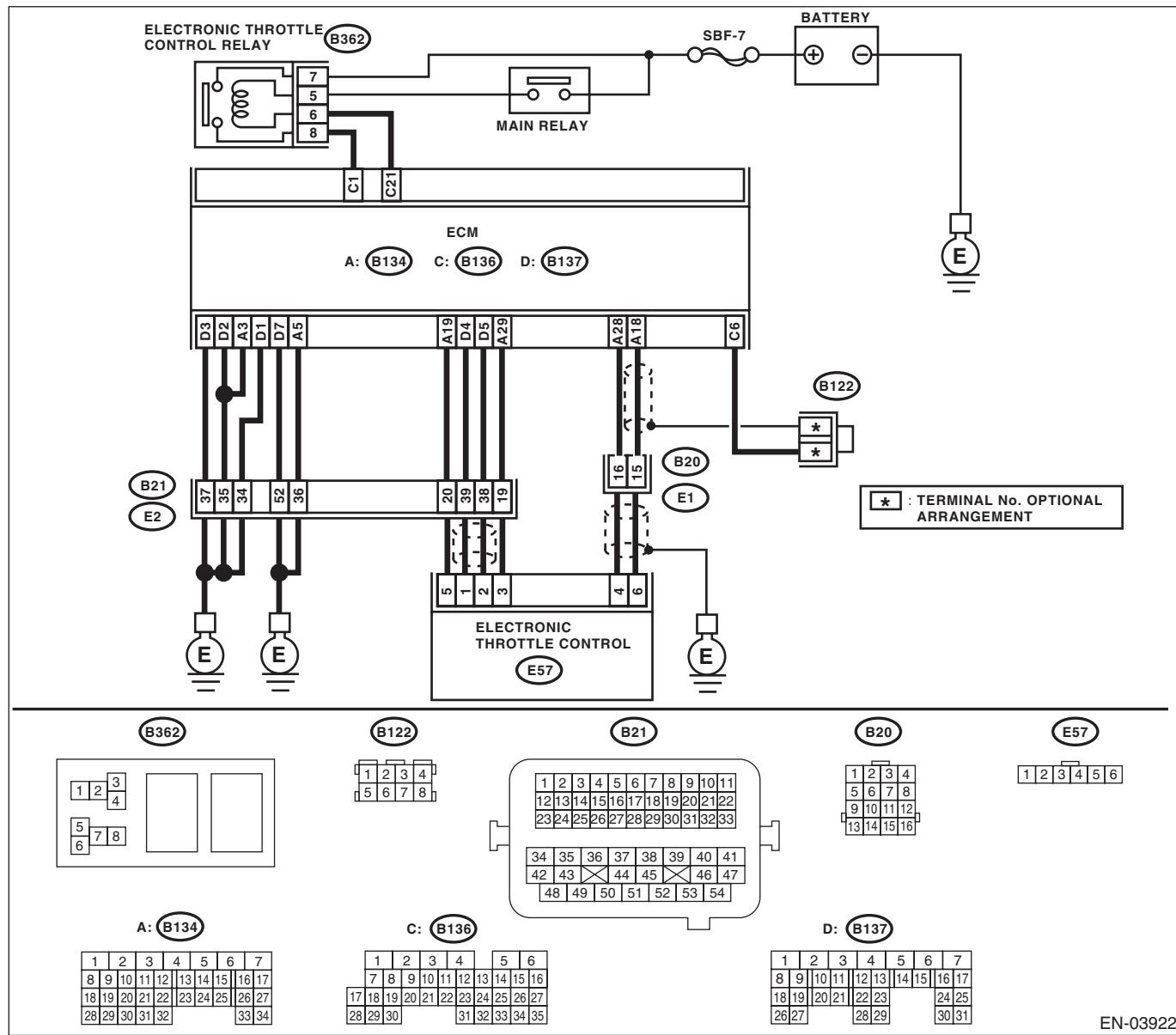
TROUBLE SYMPTOM:

- Improper idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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. <i>Connector & terminal</i> <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and electronic throttle control 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. <i>Connector & terminal</i> <i>(E57) No. 3 — Engine ground:</i>	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact in 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. <i>Connector & terminal</i> <i>(E57) No. 6 (+) — Engine ground (-):</i>	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. <i>Connector & terminal</i> <i>(B134) No. 19 — (B134) No. 18:</i>	Is the resistance 1 $M\Omega$ or more?	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AH: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(H6DO)-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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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: <ul style="list-style-type: none">Amount of engine coolantEngine coolant freezeContamination of engine coolant	Is the engine coolant normal?	Go to step 3.	Fill or replace the engine coolant. <Ref. to CO(H6DO)-11, INSPECTION, Engine Coolant.>
3 CHECK THERMOSTAT.	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H6DO)-13, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>

AI: 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(H6DO)-59, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

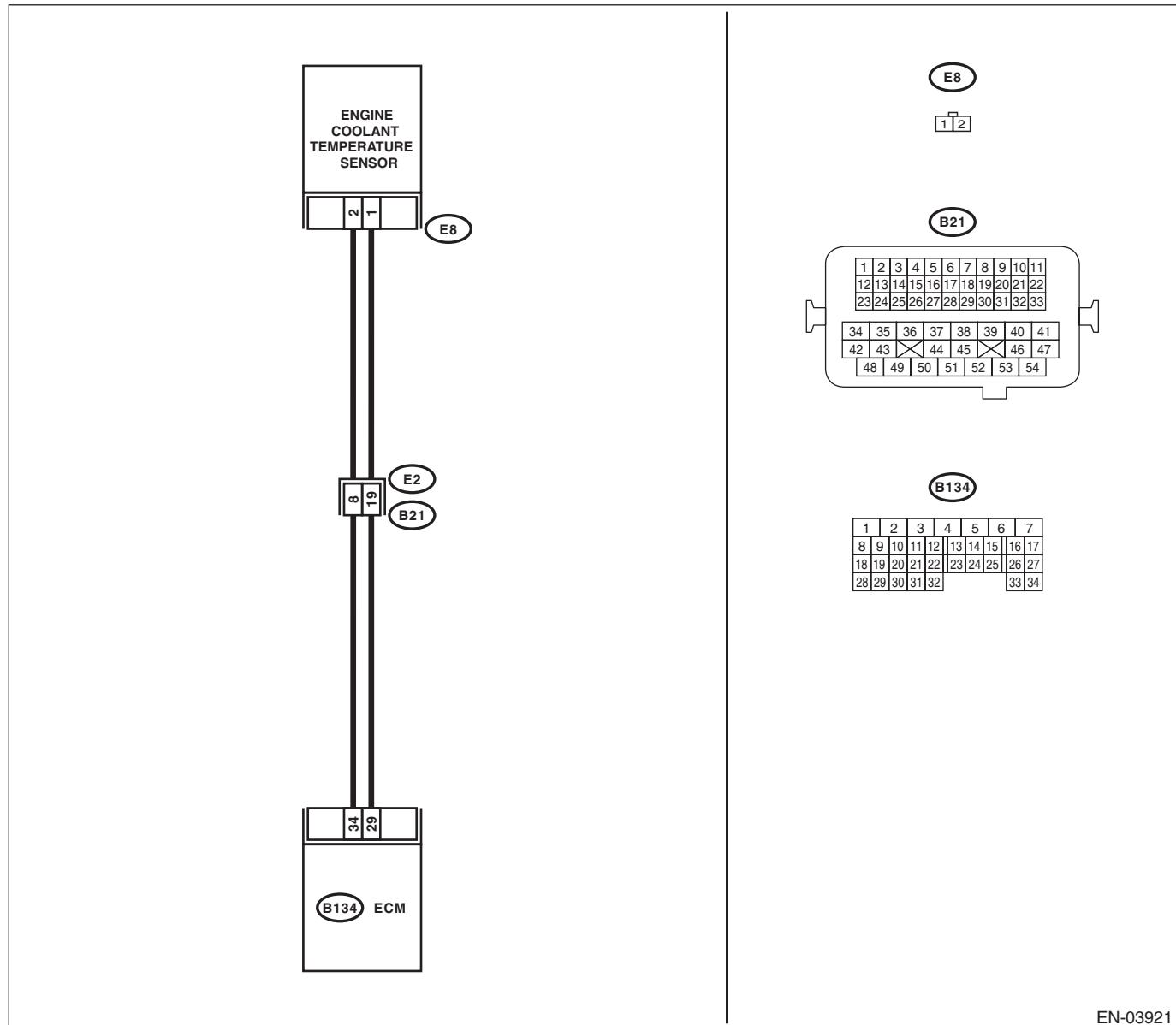
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03921

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ENGINE COOLANT TEMPERATURE SENSOR. Measure the resistance between engine coolant temperature sensor terminals when the engine coolant is cold and after warmed-up. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed-up?	Repair poor contact in ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>

AJ: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(H6DO)-61, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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(H6DO)-10, 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(H6DO)-19, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H6DO)-22, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H6DO)-13, Thermostat.>

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

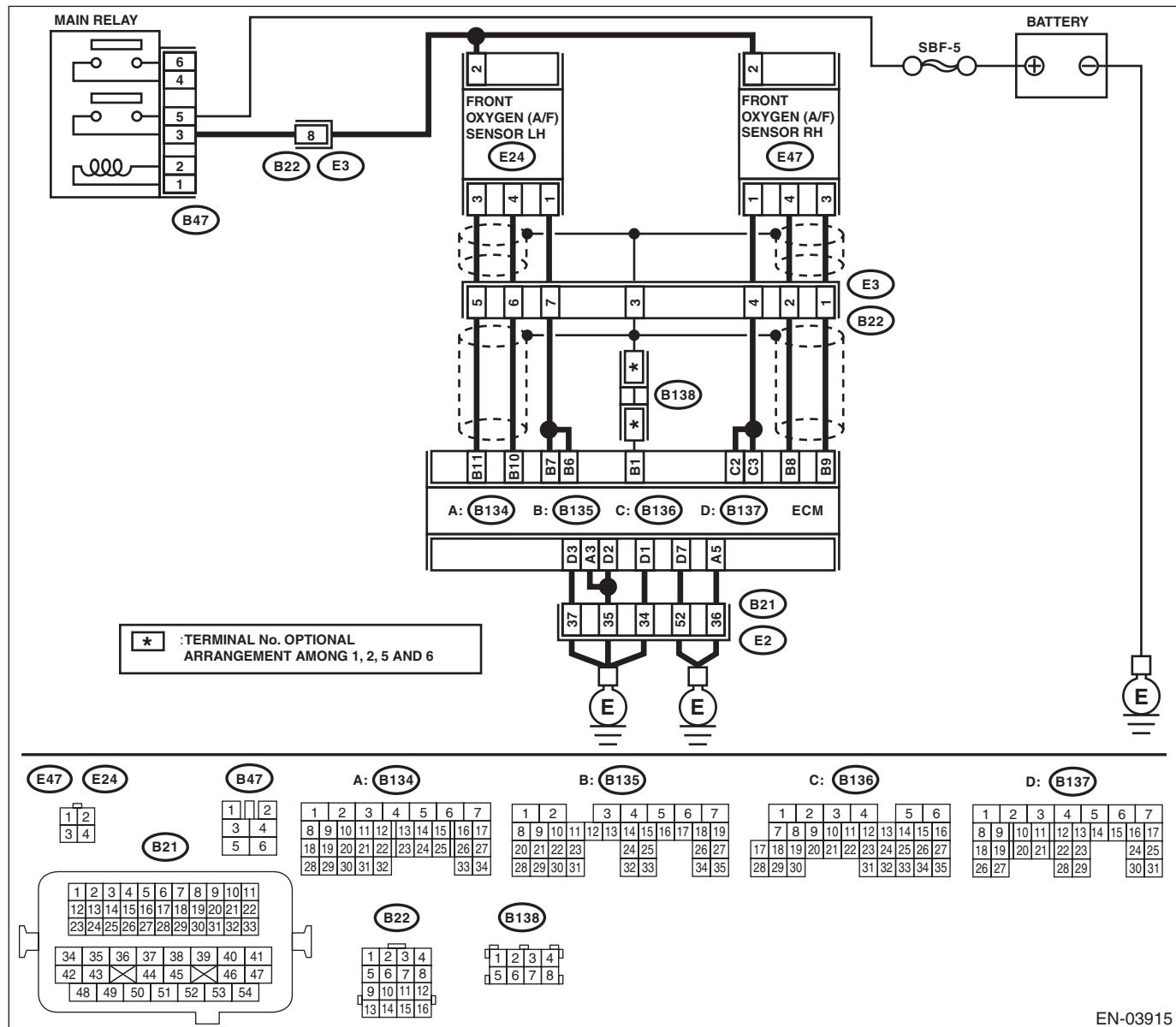
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-63, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 9 — Chassis ground:</i> <i>(B135) No. 8 — Chassis ground:</i>	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(H6DO)-29, Front Oxygen (A/F) Sensor.>

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

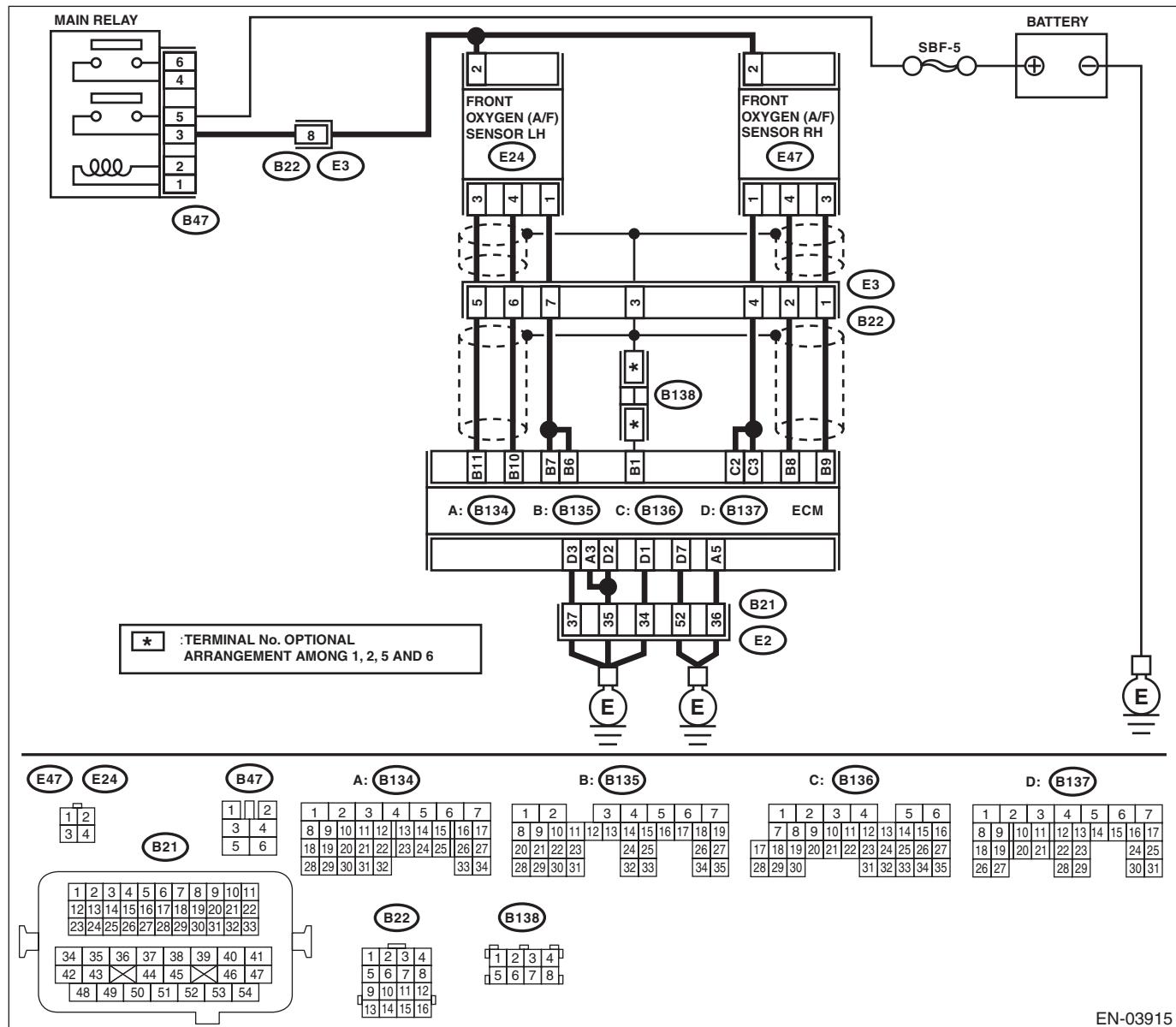
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-65, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2 .
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 9 (+) — Chassis ground (-):</i> <i>(B135) No. 8 (+) — Chassis ground (-):</i>	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(H6DO)-29, Front Oxygen (A/F) Sensor.>

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

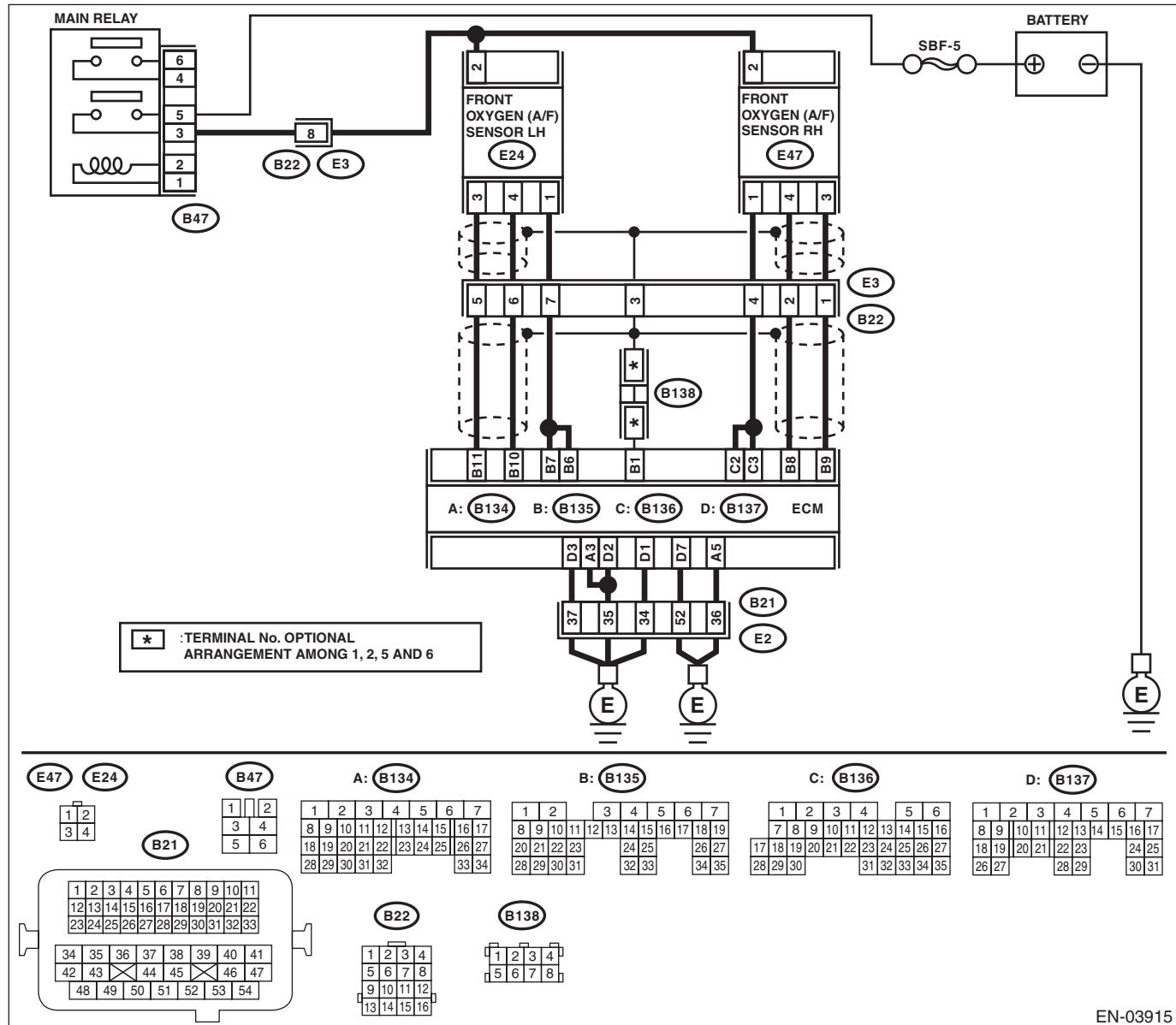
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-67, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

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

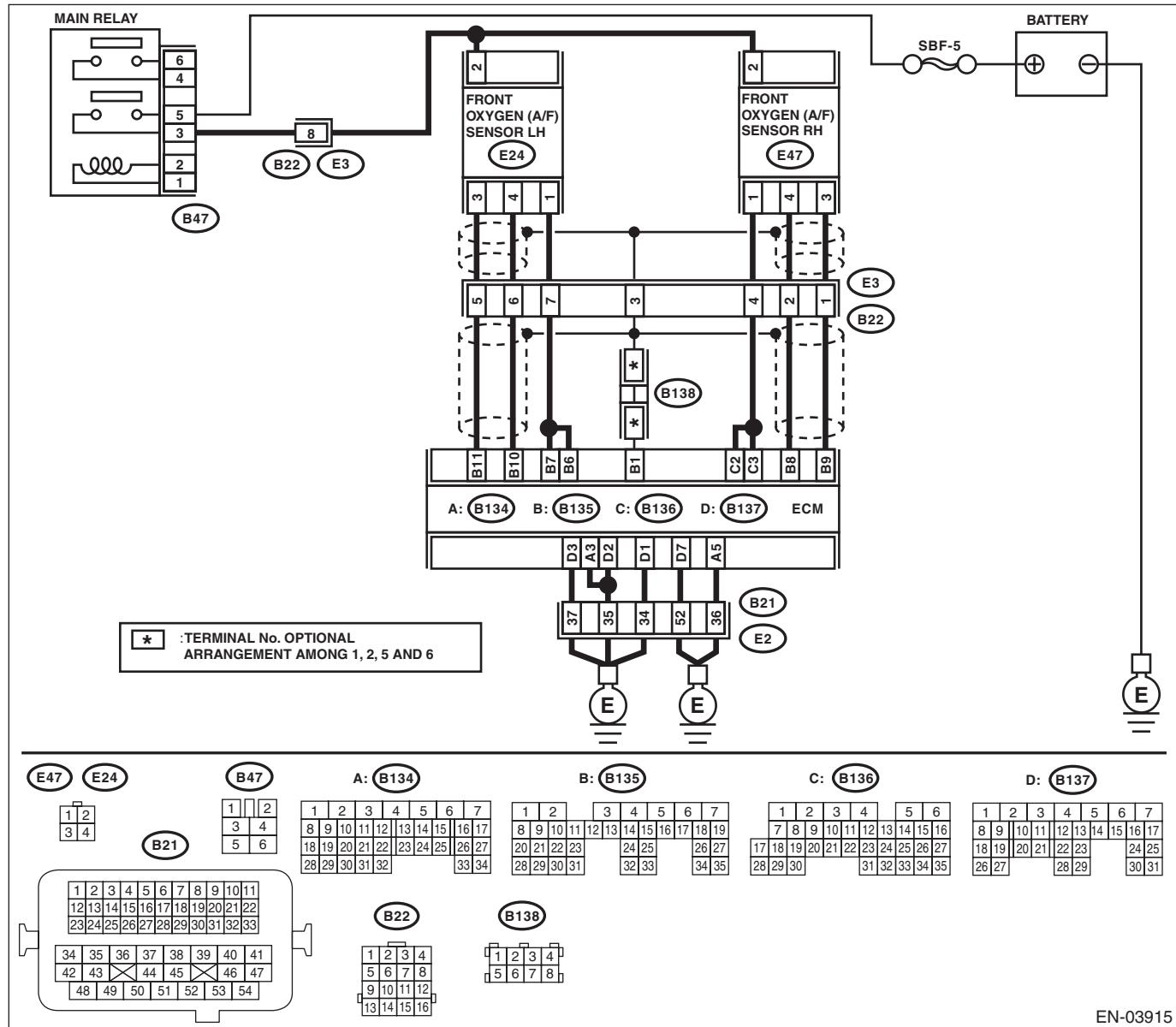
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-70, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. <ol style="list-style-type: none"> 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. <p><i>Connector & terminal</i> (B135) No. 9 — (E47) No. 3: (B135) No. 8 — (E47) No. 4:</p>	Is the resistance less than 1 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and front oxygen (A/F) sensor connector • Poor contact in coupling connector
2 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of the ECM or front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>

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

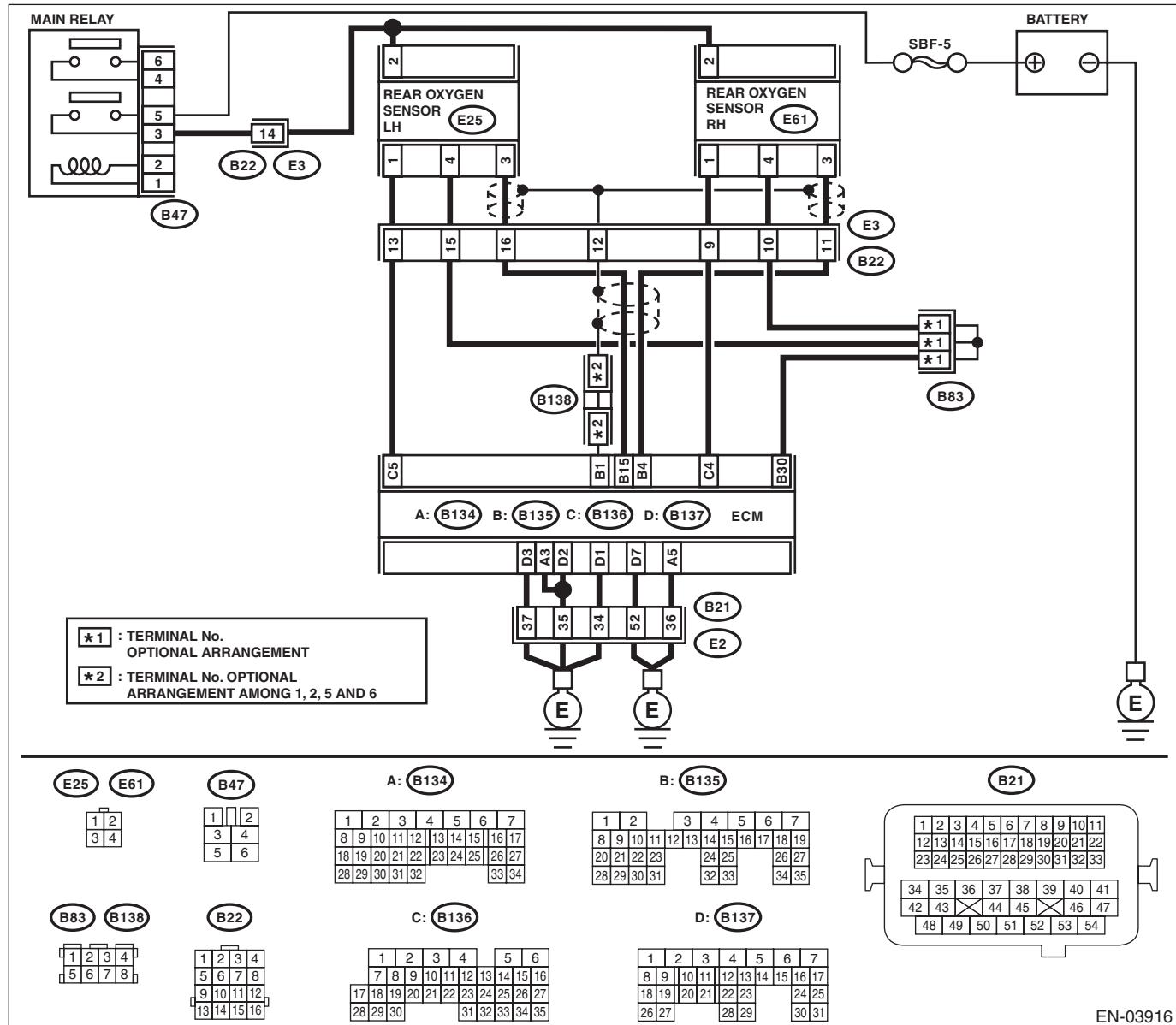
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-72, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 5.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E61) No. 3: (B135) No. 30 — (E61) No. 4:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E61) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM 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(H6DO)-31, Rear Oxygen Sensor.>

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

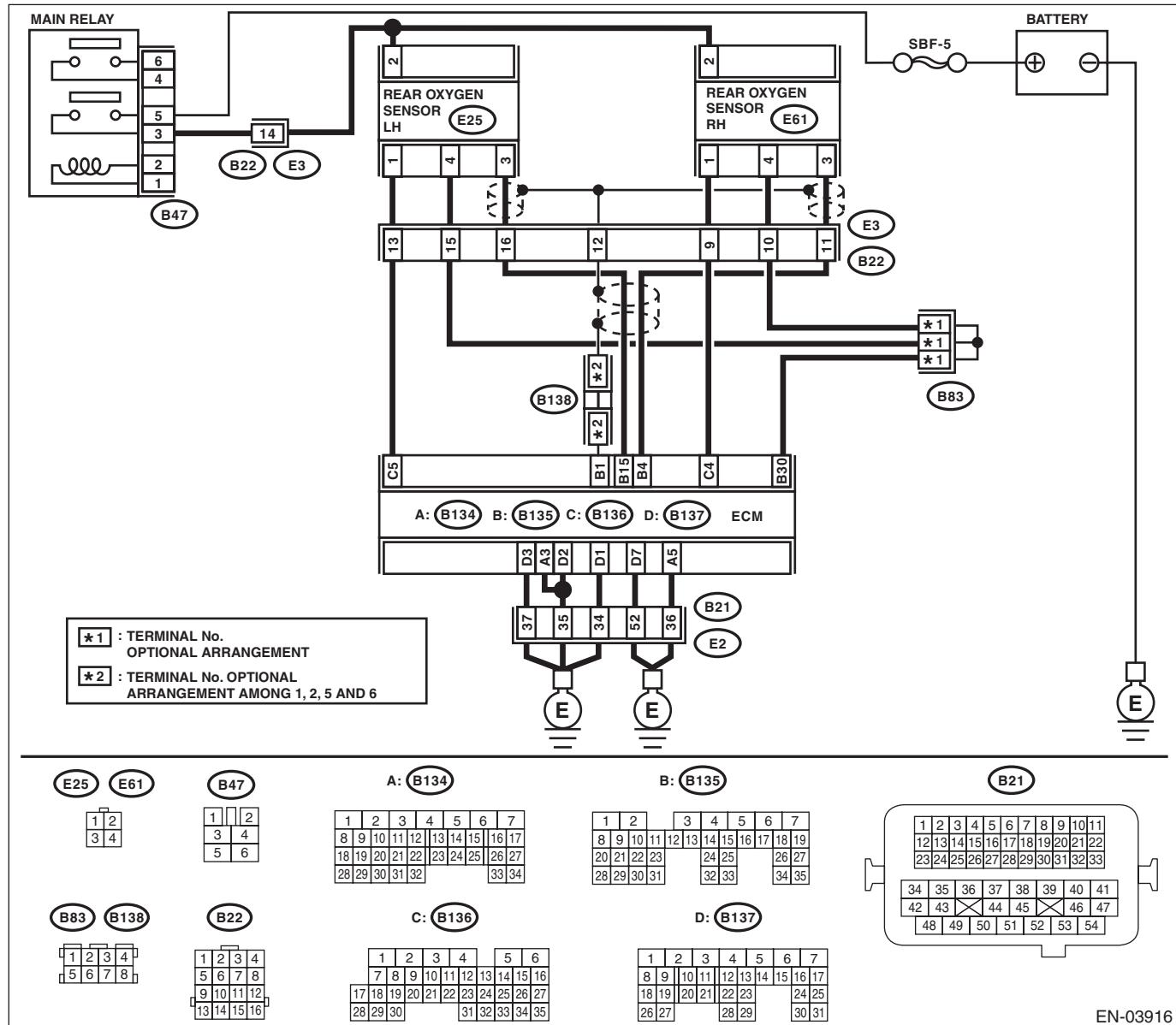
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-74, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 5. Go to step 2.	
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside. Go to step 3.	
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> (B135) No. 4 — (E61) No. 3: (B135) No. 30 — (E61) No. 4:	Is the resistance less than 1 Ω?	Go to step 4. Repair the open circuit of harness between ECM and rear oxygen sensor connector.	
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> (E61) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.> NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-31, Rear Oxygen Sensor.>	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>

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

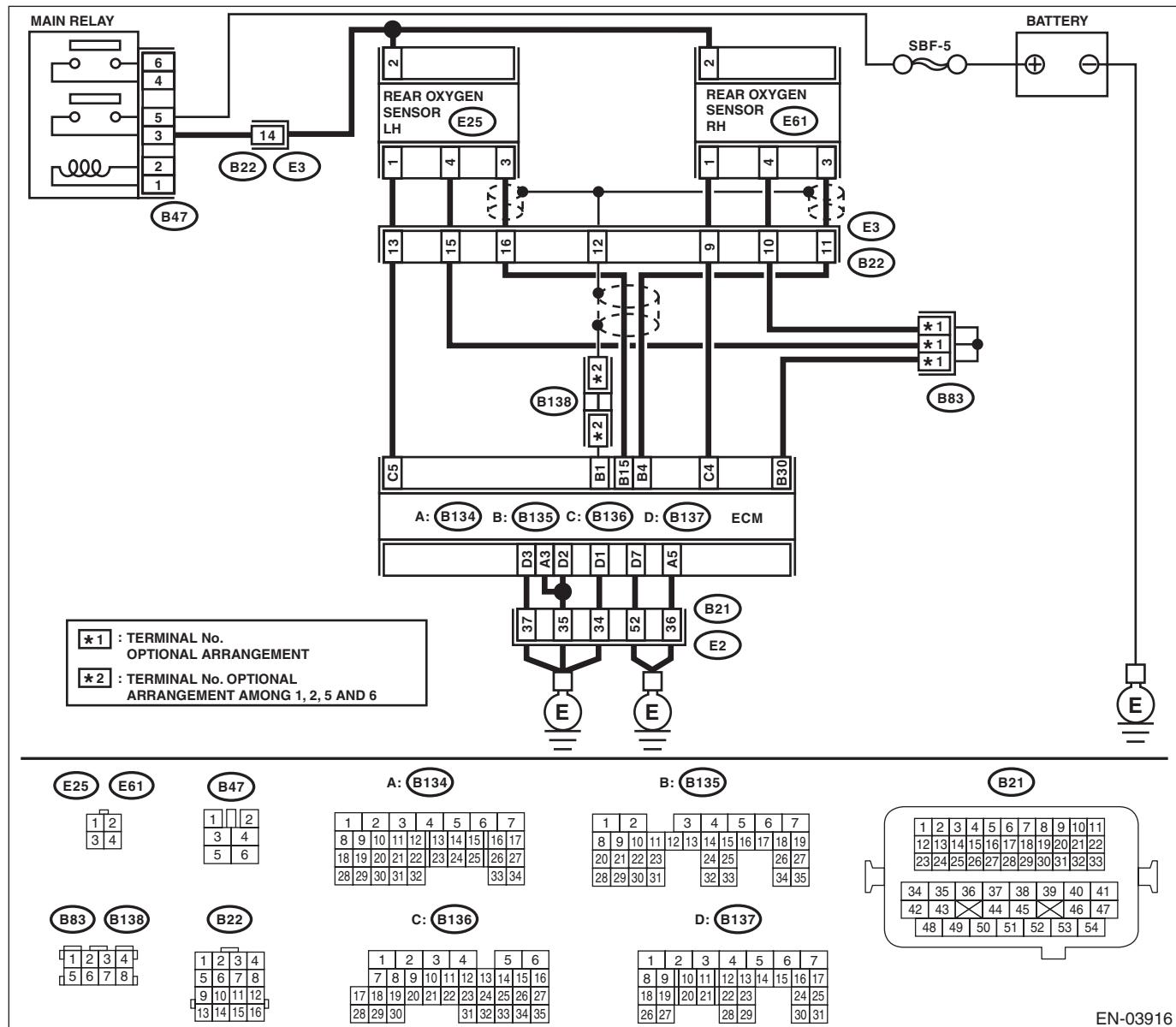
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-75, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E61) No. 3:	Is the resistance less than $1\ \Omega$?	Go to step 2 .	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. Measure the resistance between rear oxygen sensor connector and chassis ground. Connector & terminal (E61) No. 3 — Chassis ground	Is the resistance $1\ M\Omega$ 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 $1\ \Omega$?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.

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

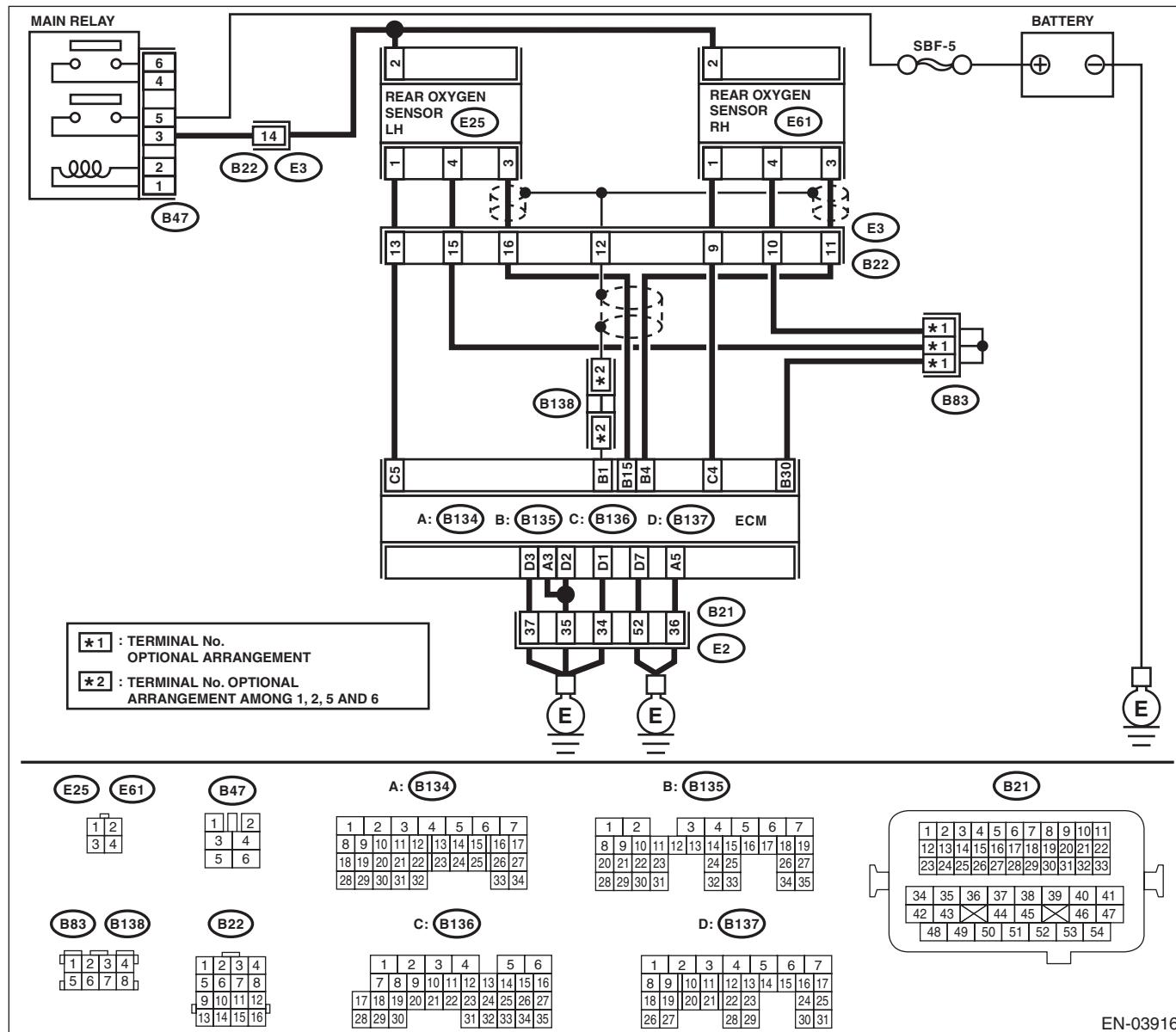
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-80, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 6.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 6.	Go to step 3.
3 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> (B135) No. 4 — (E61) No. 3: (B135) No. 30 — (E61) No. 4:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> <i>(E61) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-31, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AS:DTC P0151 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 2 SENSOR 1)

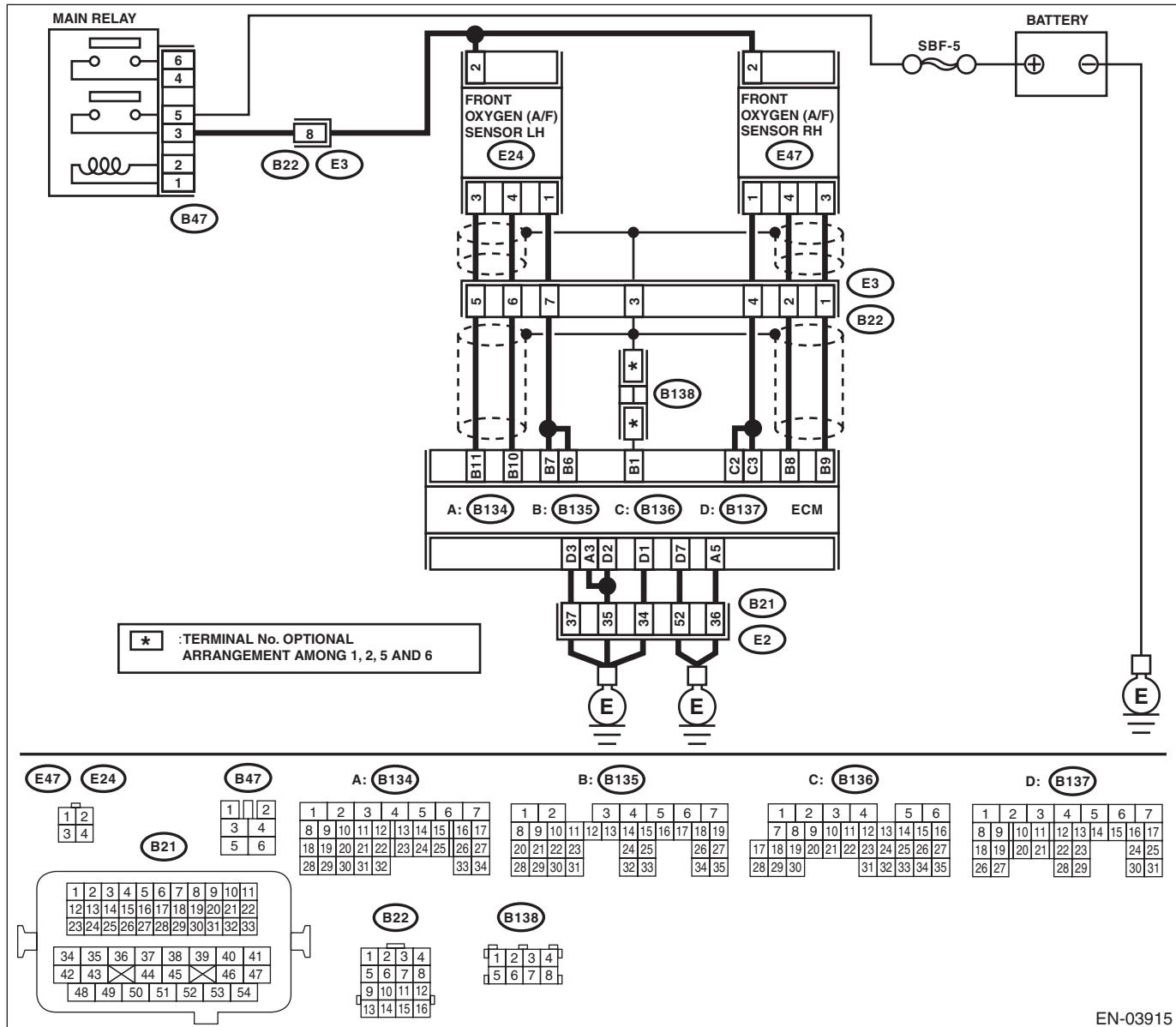
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0151 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 — Chassis ground:</i> <i>(B135) No. 10 — Chassis ground:</i>	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(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AT:DTC P0152 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 2 SENSOR 1)

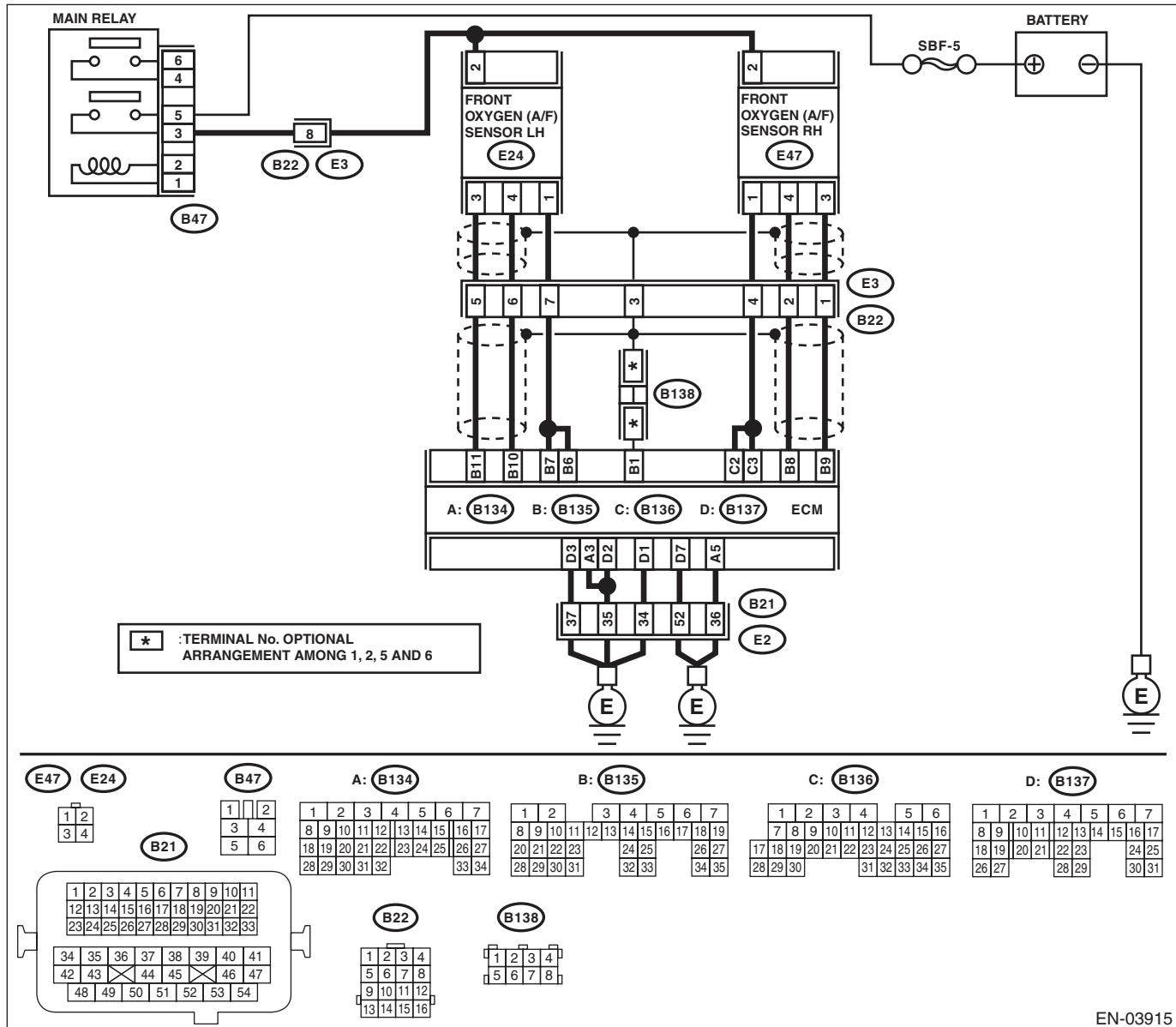
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0152 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 (+) — Chassis ground (-):</i> <i>(B135) No. 10 (+) — Chassis ground (-):</i>	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(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AU:DTC P0153 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 1)

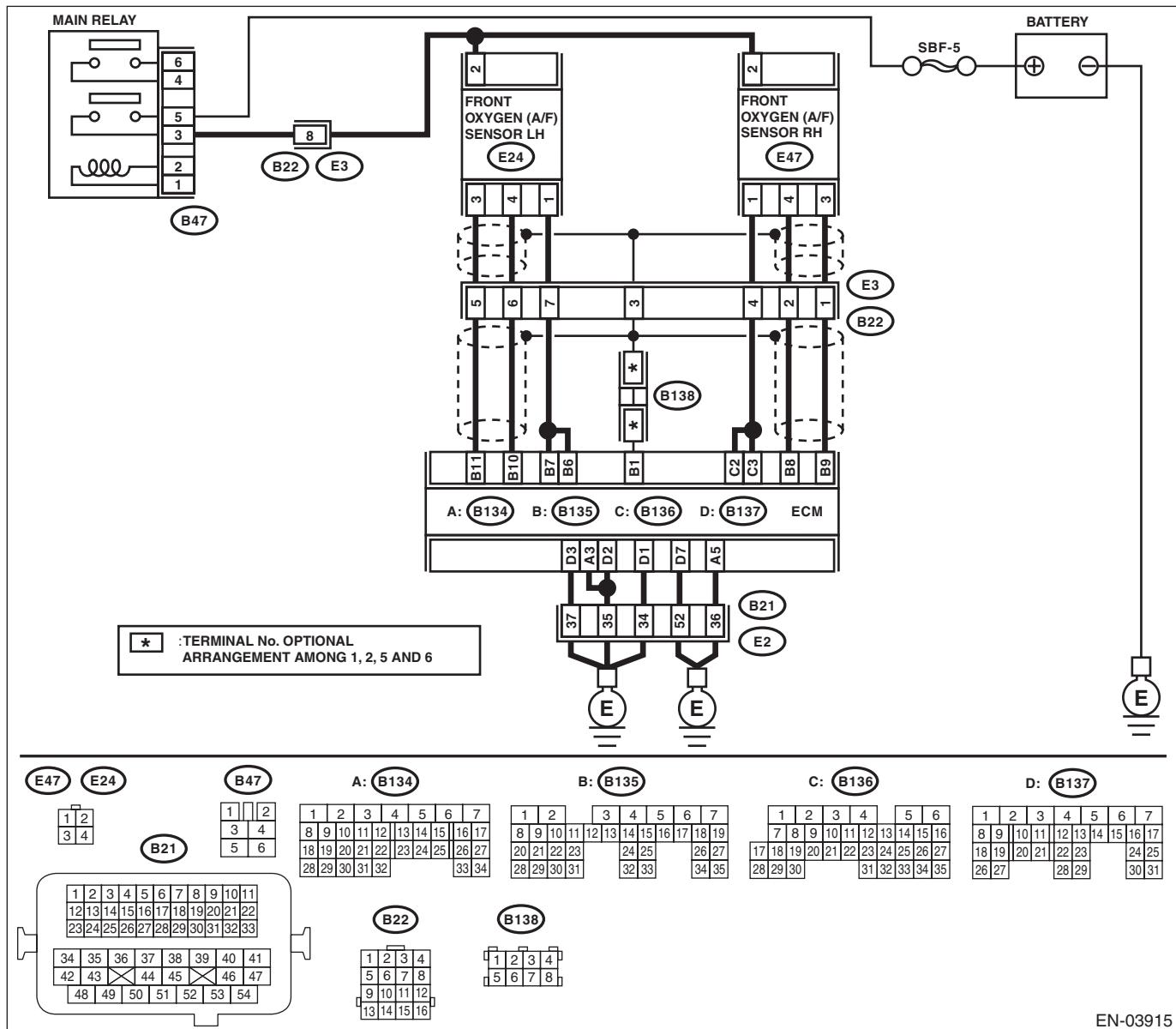
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0153 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AV:DTC P0154 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 1)

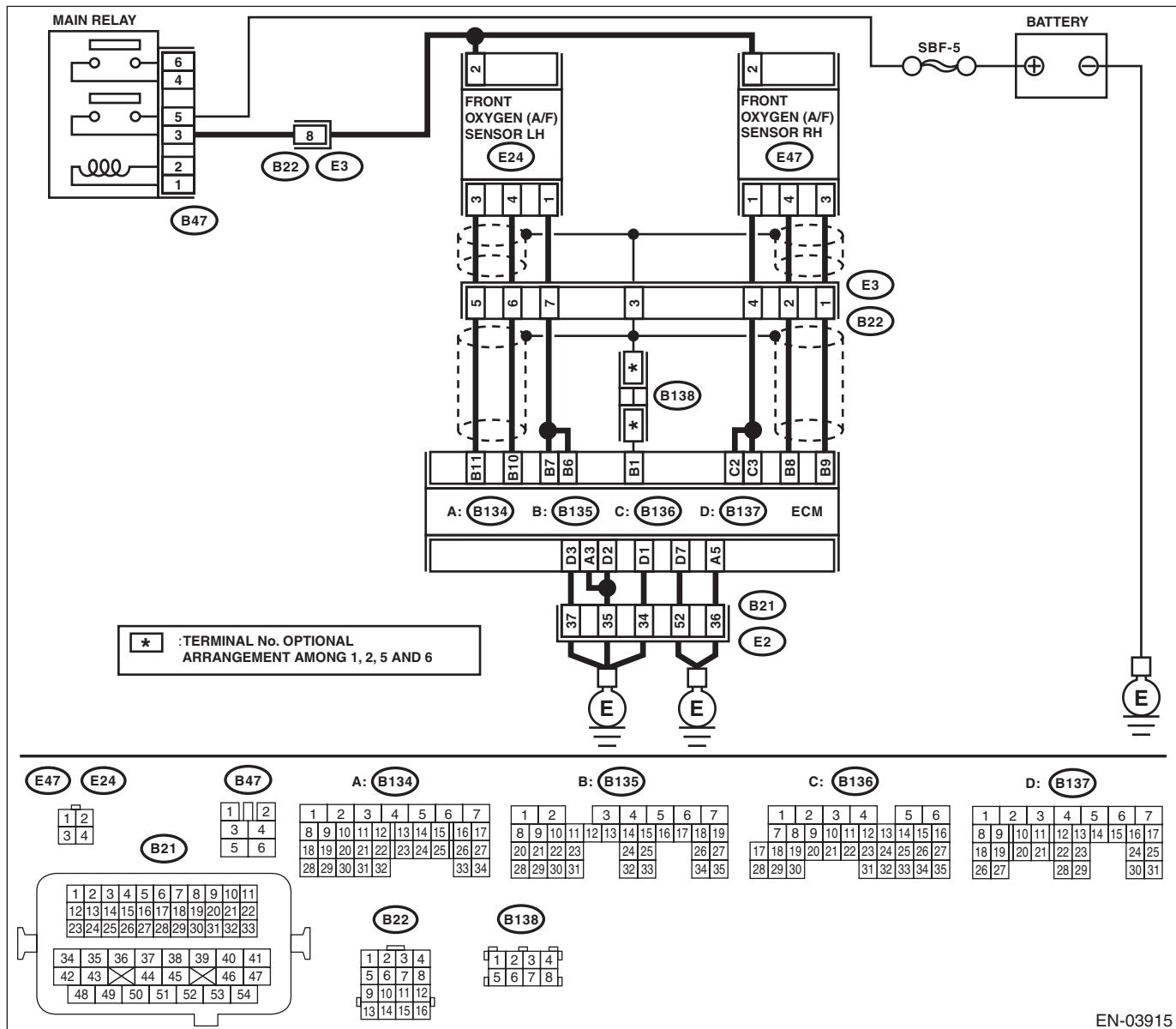
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0154 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) 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. <i>Connector & terminal</i> <i>(B135) No. 11 — (E24) No. 3:</i> <i>(B135) No. 10 — (E24) No. 4:</i>	Is the resistance less than 1 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and front oxygen (A/F) sensor connector• Poor contact of coupling connector
2 CHECK POOR CONTACT. Check poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact of the ECM or front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AW:DTC P0157 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 2 SENSOR 2)

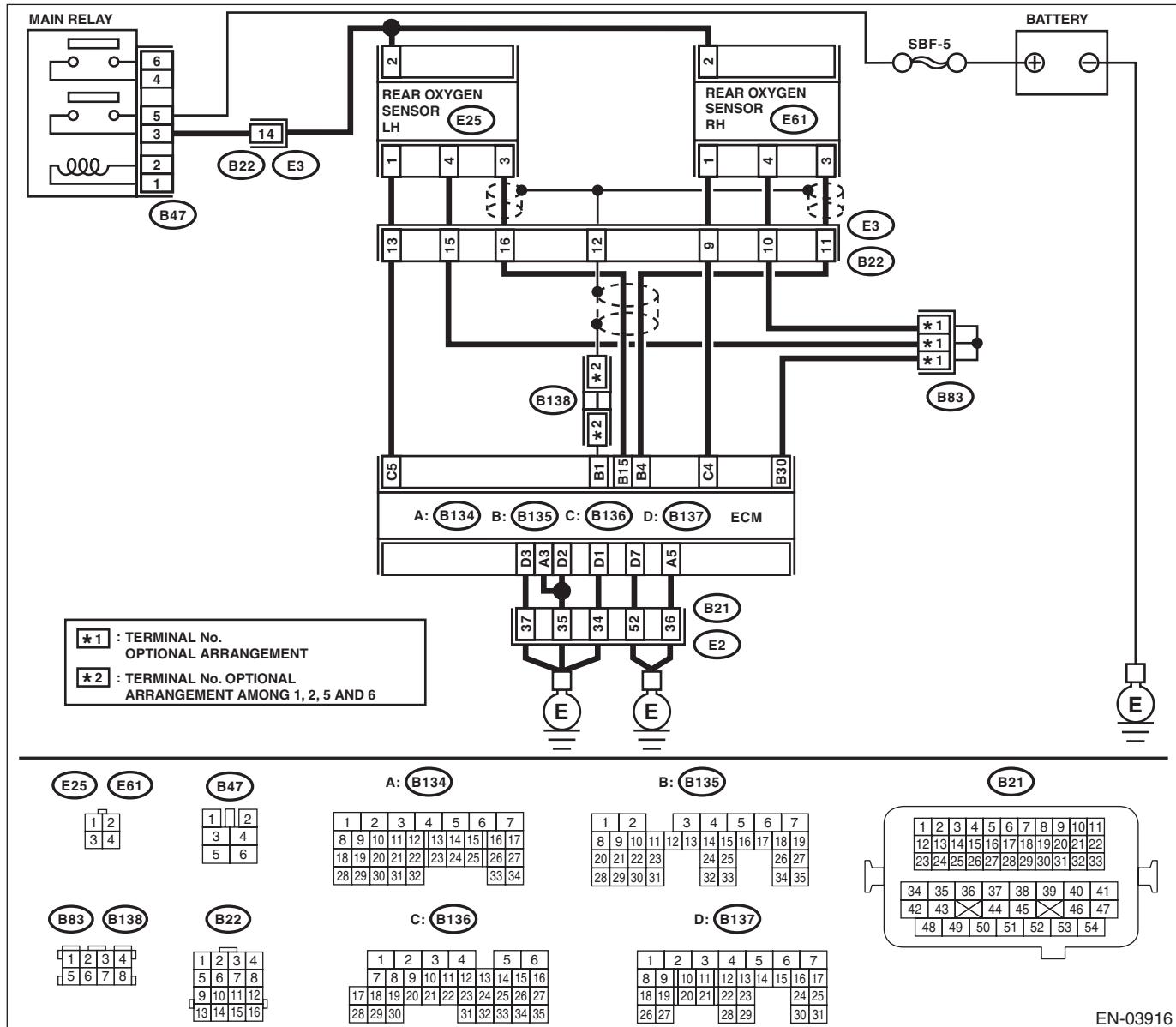
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0157 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 5. Go to step 2.	
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside. Go to step 3.	
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> <i>(B135) No. 15 — (E25) No. 3:</i> <i>(B135) No. 30 — (E25) No. 4:</i>	Is the resistance less than 1 Ω?	Go to step 4. Repair the open circuit of harness between ECM and rear oxygen sensor connector.	
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> <i>(E25) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.> NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-31, Rear Oxygen Sensor.>	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AX:DTC P0158 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 2 SENSOR 2)

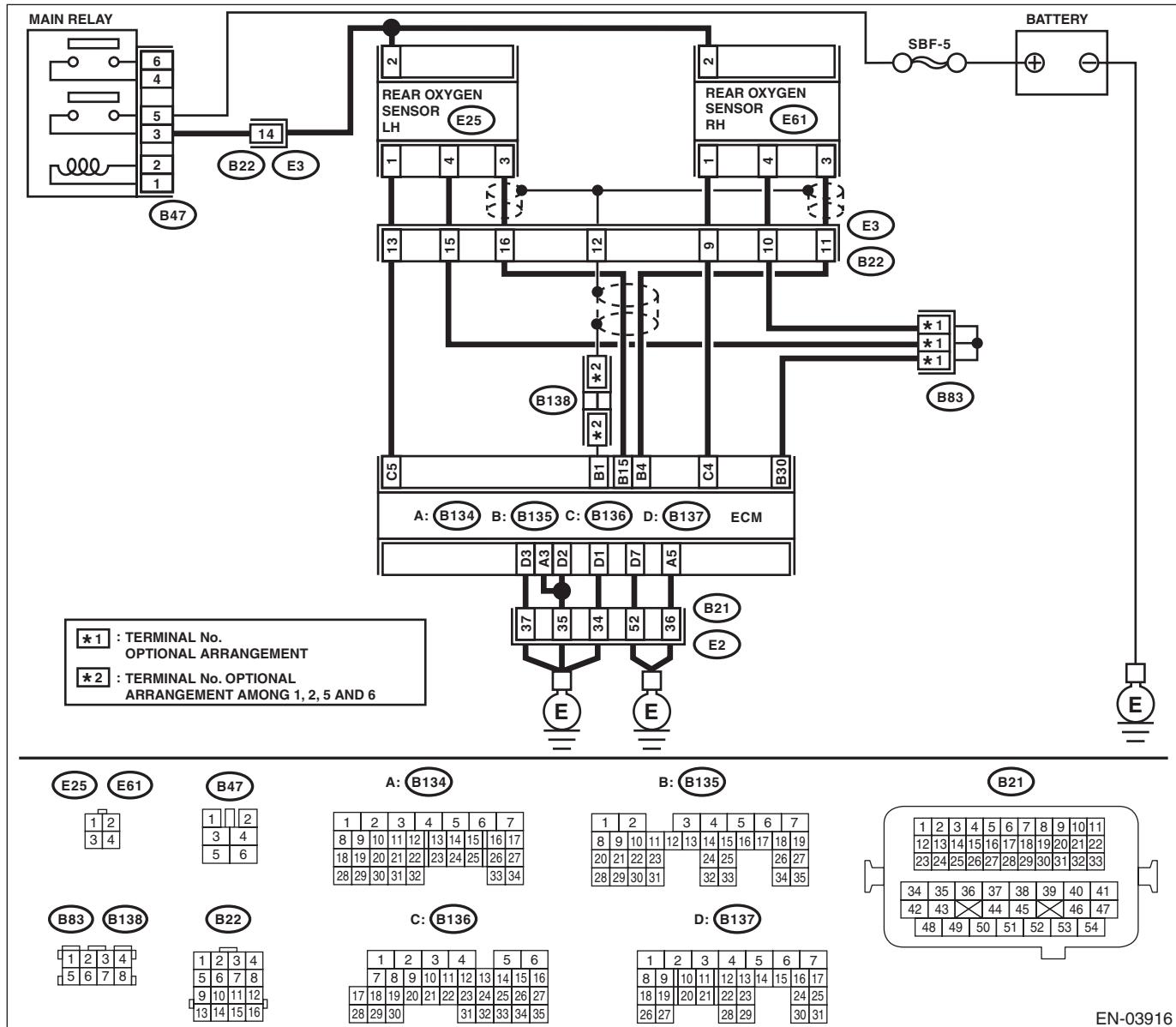
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0158 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 5. Go to step 2.	
2 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside. Go to step 3.	
3 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> <i>(B135) No. 15 — (E25) No. 3:</i> <i>(B135) No. 30 — (E25) No. 4:</i>	Is the resistance less than 1 Ω?	Go to step 4. Repair the open circuit of harness between ECM and rear oxygen sensor connector.	
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> <i>(E25) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.> NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact of the rear oxygen sensor connector• Poor contact in ECM connector
5 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. <ul style="list-style-type: none">• 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(H6DO)-31, Rear Oxygen Sensor.>	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AY:DTC P0159 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 2)

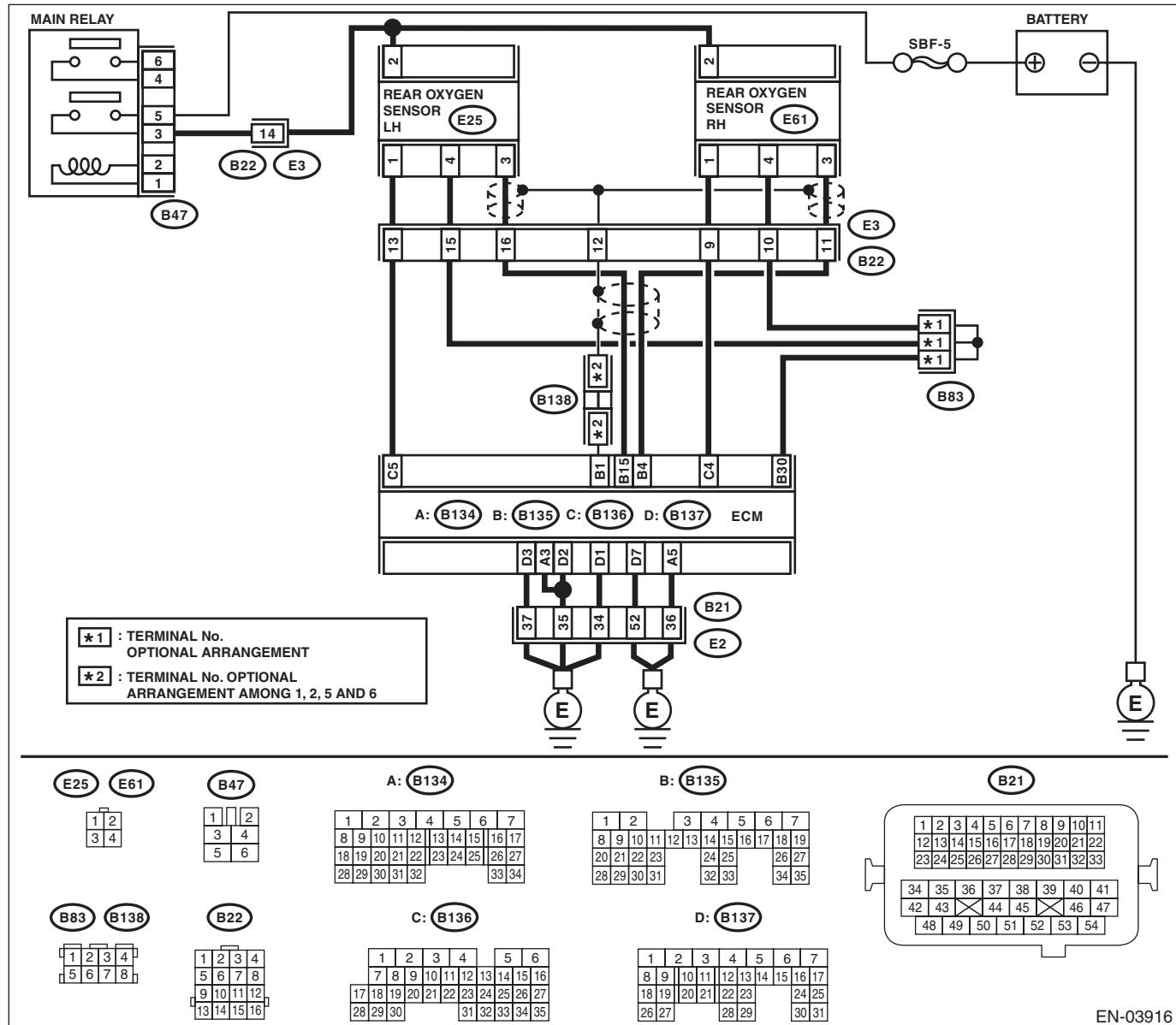
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0159 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal (B135) No. 15 — (E25) No. 3:</i>	Is the resistance less than $1\ \Omega$?	Go to step 2.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
2 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. Measure the resistance between rear oxygen sensor connector and chassis ground. <i>Connector & terminal (B25) No. 3 — Chassis ground:</i>	Is the resistance $1\ M\Omega$ 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. <i>Terminals No. 3 — No. 4</i>	Is the resistance less than $1\ \Omega$?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AZ:DTC P0160 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 2)

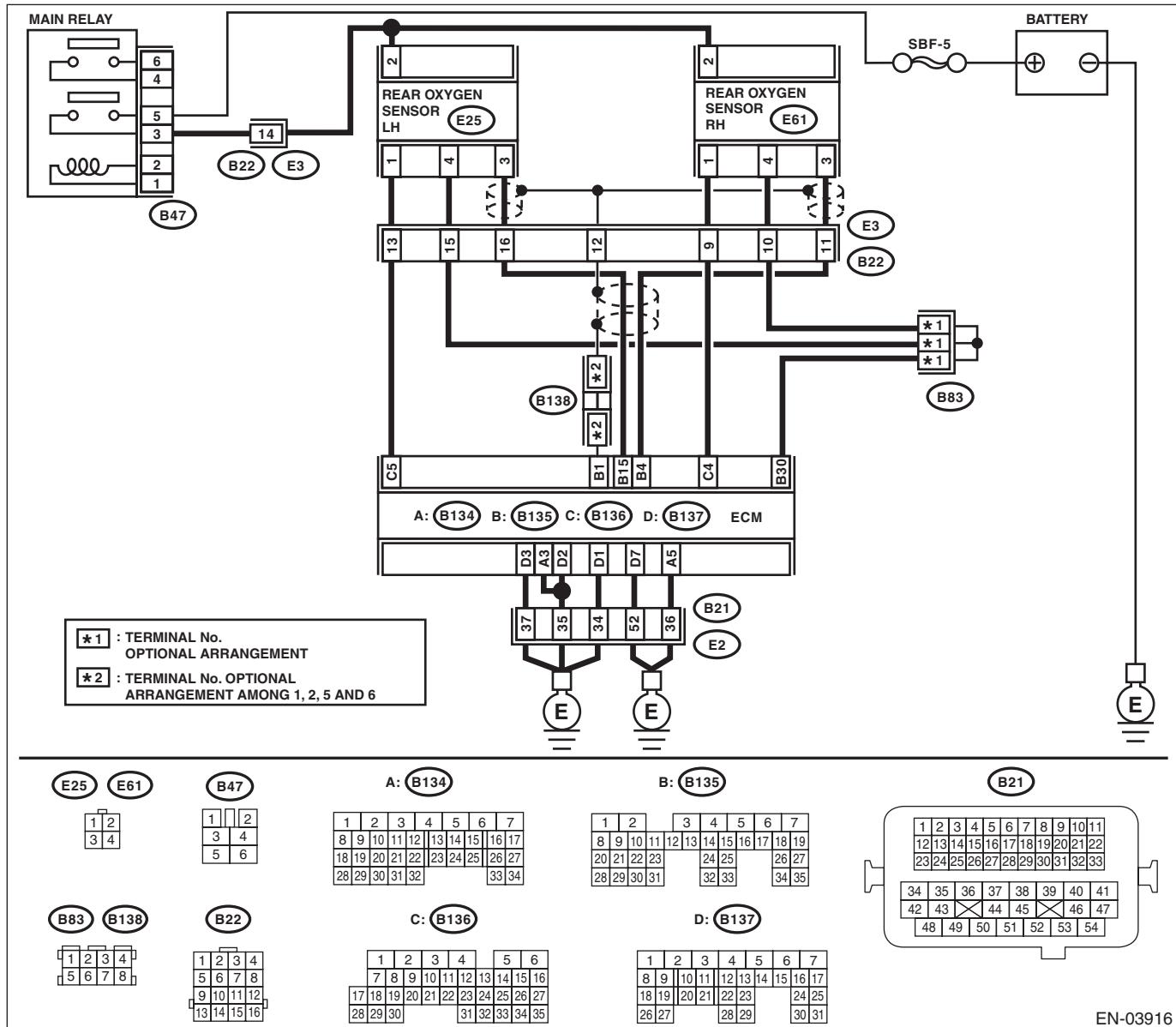
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-82, DTC P0160 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 2 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 6.	Go to step 2.
2 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 6.	Go to step 3.
3 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> (B135) No. 15 — (E25) No. 3: (B135) No. 30 — (E25) No. 4:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal <i>(E25) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the rear oxygen sensor connector • Poor contact in ECM 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(H6DO)-31, Rear Oxygen Sensor.>

BA:DTC P0171 SYSTEM TOO LEAN (BANK 1)

NOTE:

Refer to DTC P0175 for diagnostic procedure. <Ref. to EN(H6DO)(diag)-187, DTC P0175 SYSTEM TOO RICH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BB:DTC P0172 SYSTEM TOO RICH (BANK 1)

NOTE:

Refer to DTC P0175 for diagnostic procedure. <Ref. to EN(H6DO)(diag)-187, DTC P0175 SYSTEM TOO RICH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BC:DTC P0174 SYSTEM TOO LEAN (BANK 2)

NOTE:

Refer to DTC P0175 for diagnostic procedure. <Ref. to EN(H6DO)(diag)-187, DTC P0175 SYSTEM TOO RICH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BD:DTC P0175 SYSTEM TOO RICH (BANK 2)**DTC DETECTING CONDITION:**

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-86, DTC P0175 SYSTEM TOO RICH (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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 2.
2 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 3.
3 CHECK FUEL PRESSURE. WARNING: Place "NO OPEN FLAMES" signs near the working area. CAUTION: Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H6DO)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 333 — 363 kPa (3.4 — 3.7 kg/cm ² , 48 — 53 psi)?	Go to step 4.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none"> Clogged fuel line or bent hose Fuel pressure is too low: <ul style="list-style-type: none"> Improper fuel pump discharge Clogged fuel line
4 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the engine coolant temperature 70°C (158°F) or higher ?	Go to step 5.	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR SIGNAL. <ol style="list-style-type: none"> Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. Turn the A/C switch to OFF. Turn all the accessory switches to OFF. Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 6.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
6 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. <ol style="list-style-type: none"> Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. Turn the A/C switch to OFF. Turn all the accessory switches to OFF. Open the front hood. Measure the ambient temperature. Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Repair poor contact in ECM connector.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

BE:DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE

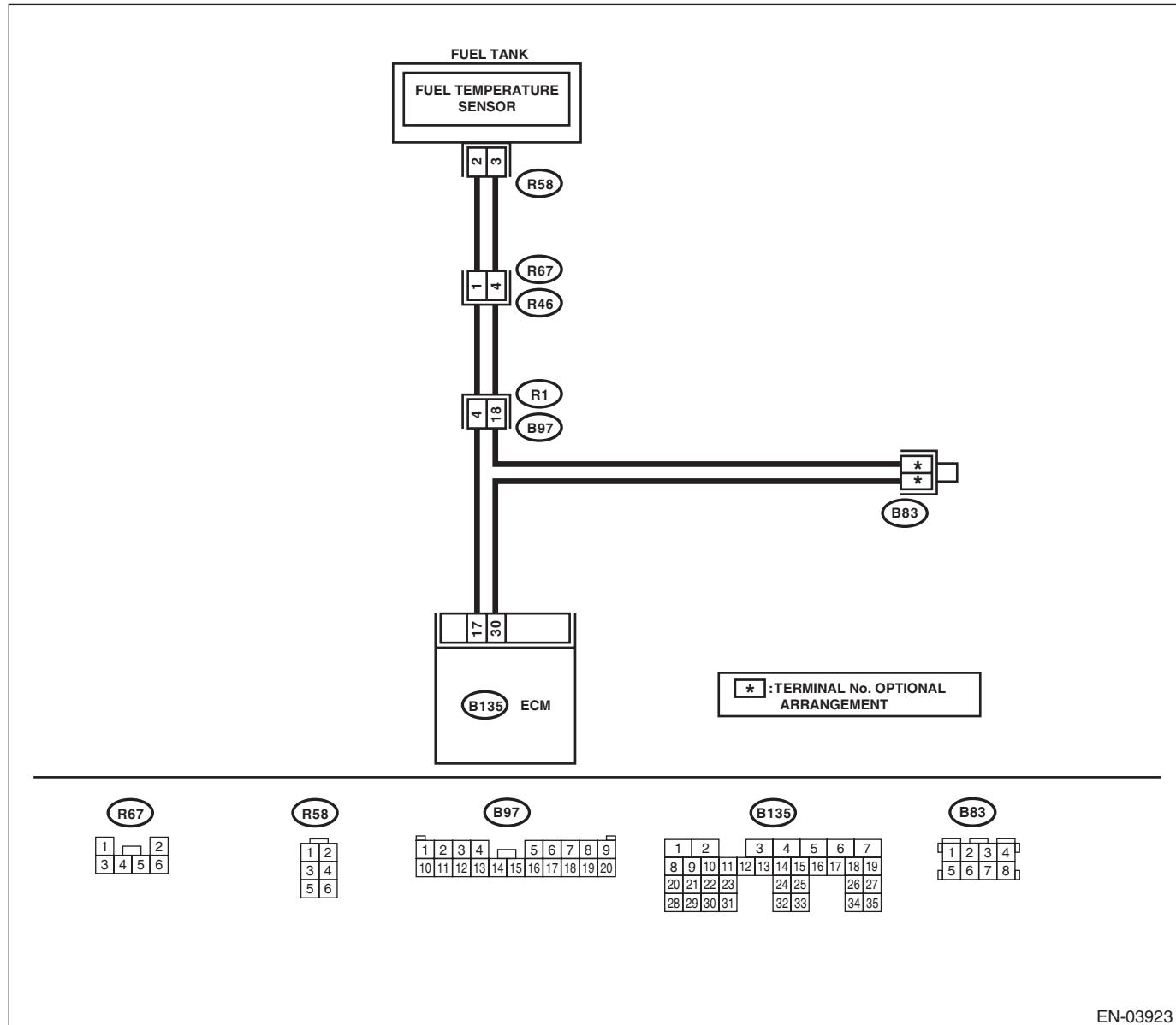
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-87, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03923

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the fuel temperature sensor. <Ref. to EC(H6DO)-8, Fuel Temperature Sensor.>

BF:DTC P0182 FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT

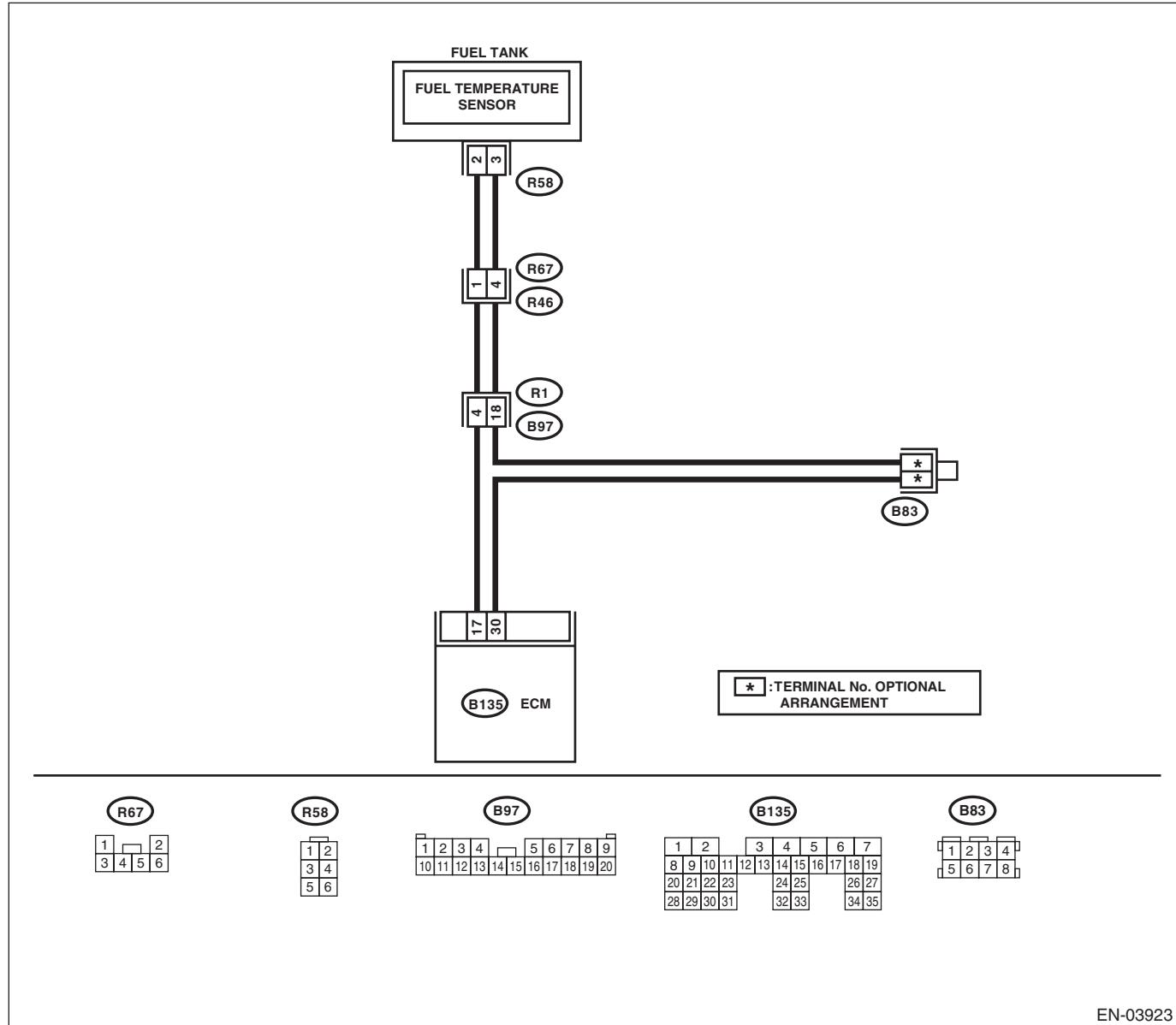
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-90, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>	Is the temperature 120°C (248°F) or higher?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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(H6DO)-8, Fuel Temperature Sensor.>	Repair the ground short circuit of harness between ECM and fuel pump.

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

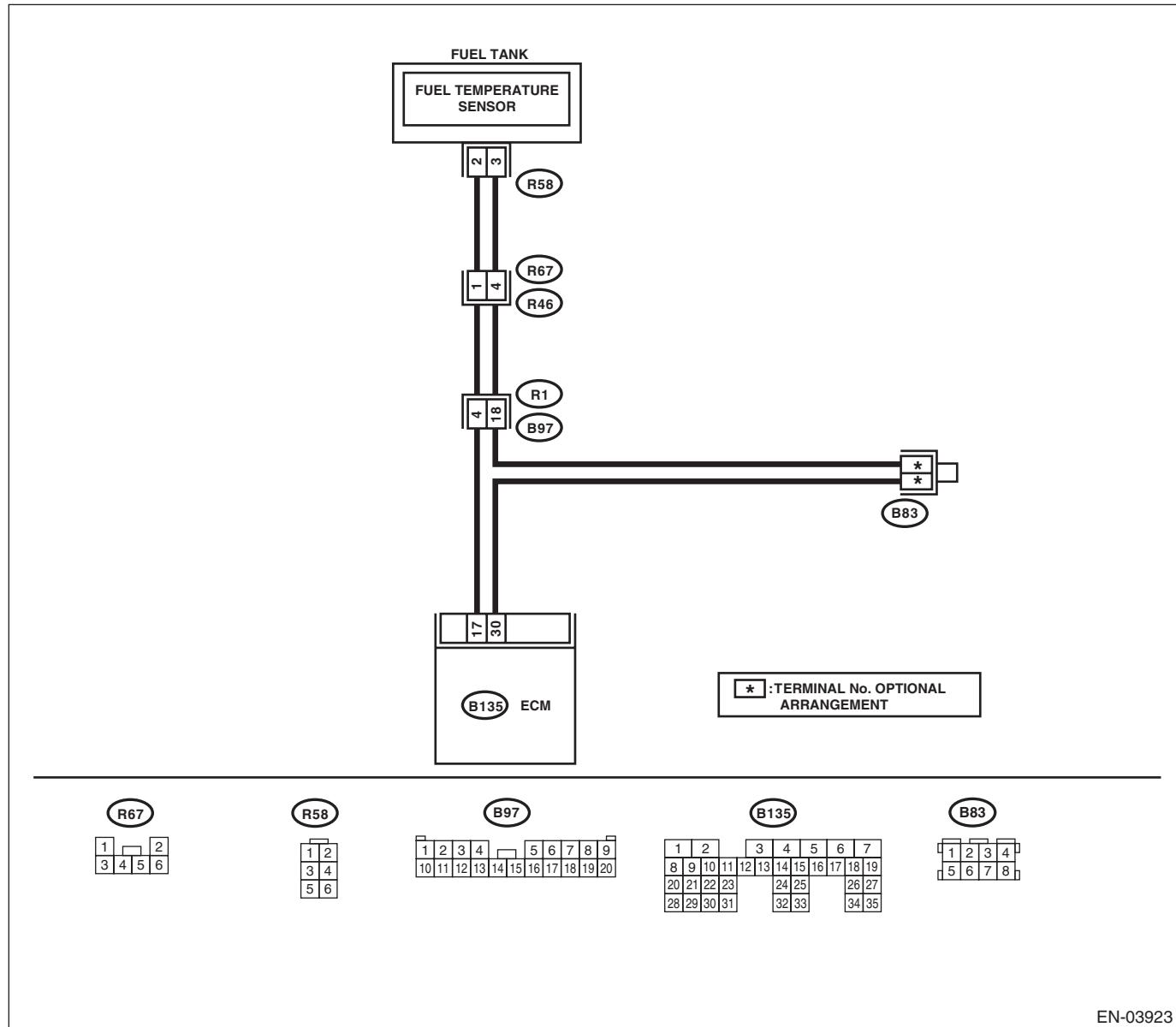
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-92, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03923

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>	Is the temperature less than –40°C (–40°F)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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. <i>Connector & terminal</i> (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 open circuit of the harness between the ECM and fuel temperature sensor 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. <i>Connector & terminal</i> (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(H6DO)-8, Fuel Temperature Sensor.>

BH:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-94, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

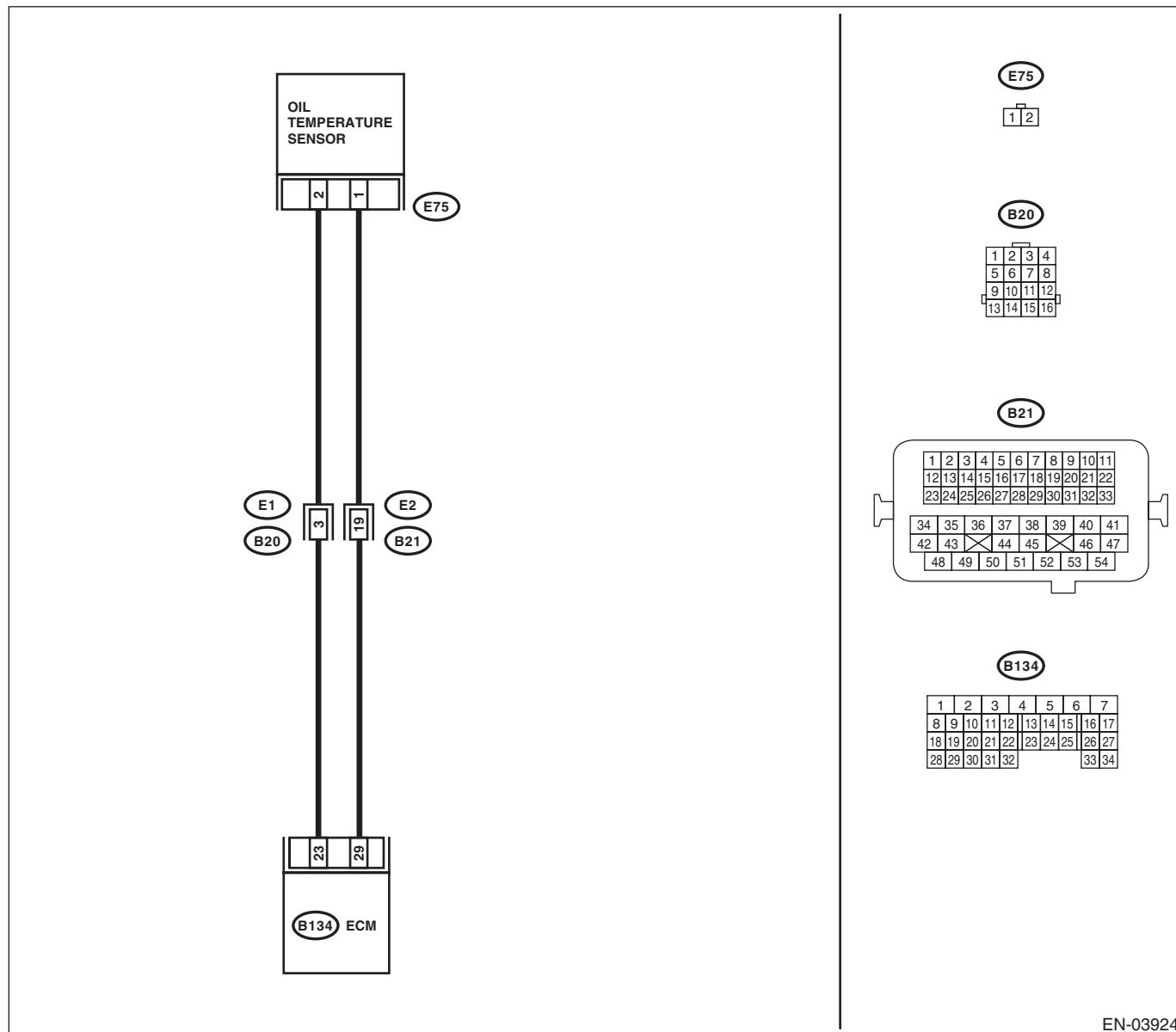
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the oil temperature sensor. <Ref. to FU(H6DO)-28, Oil Temperature Sensor.>

BI: DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-96, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

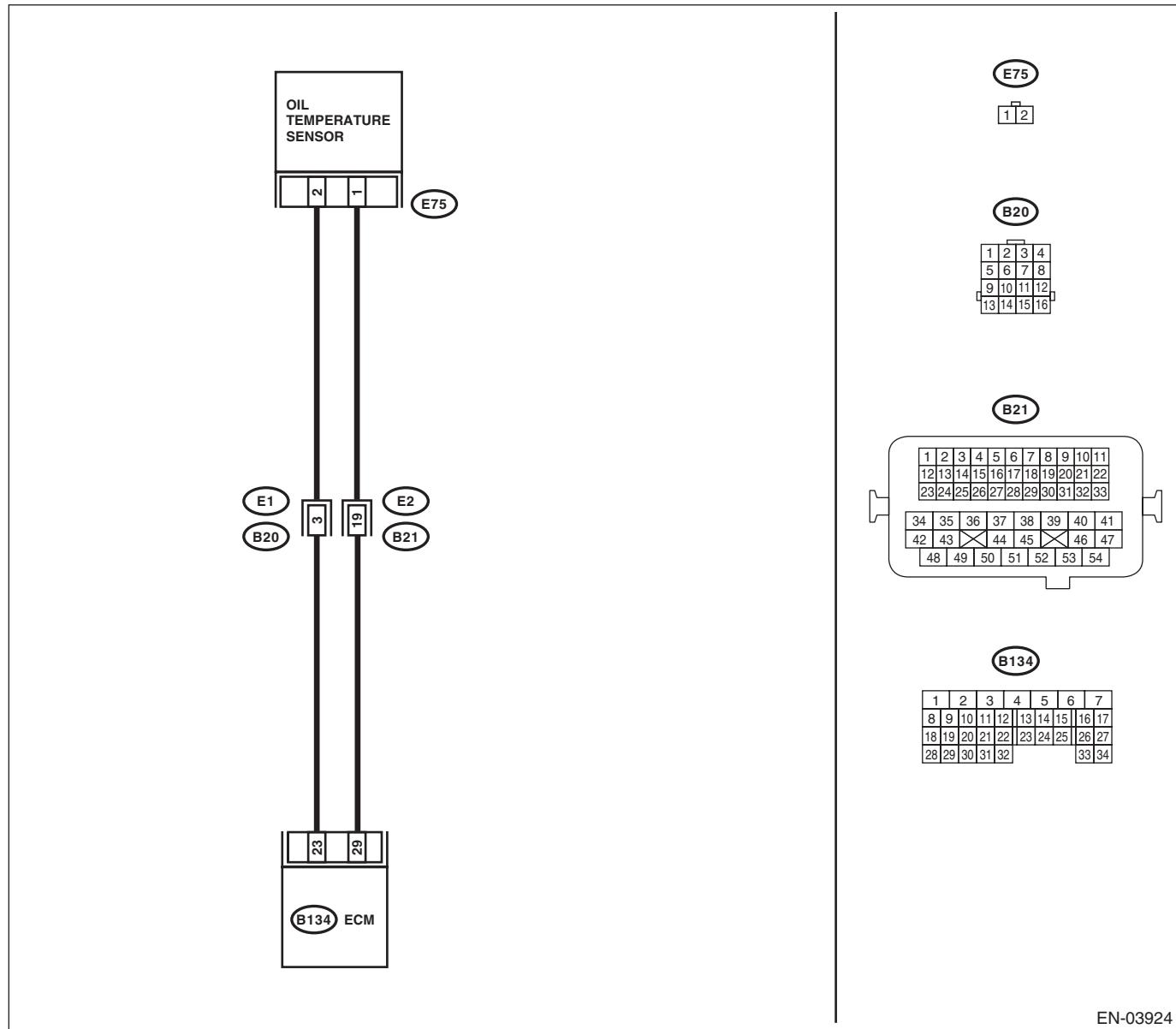
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03924

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. <ol style="list-style-type: none"> 1) Start the engine. 2) Read the data of the oil temperature sensor signal using the Subaru Select Monitor or general scan tool. <p>NOTE:</p> <ul style="list-style-type: none"> • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 	Is the oil temperature 215°C (419°F) or more?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. <p>NOTE:</p> In this case, temporary poor contact of connector may be the cause.
2 CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and oil temperature sensor. 3) Measure the resistance between ECM and chassis ground. <p><i>Connector & terminal (B134) No. 23 — Chassis ground:</i></p>	Is the resistance 1 MΩ or more?	Replace the oil temperature sensor. <Ref. to FU(H6DO)-28, Oil Temperature Sensor.>	Repair the ground short circuit of harness between ECM and oil temperature sensor.

BJ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-97, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

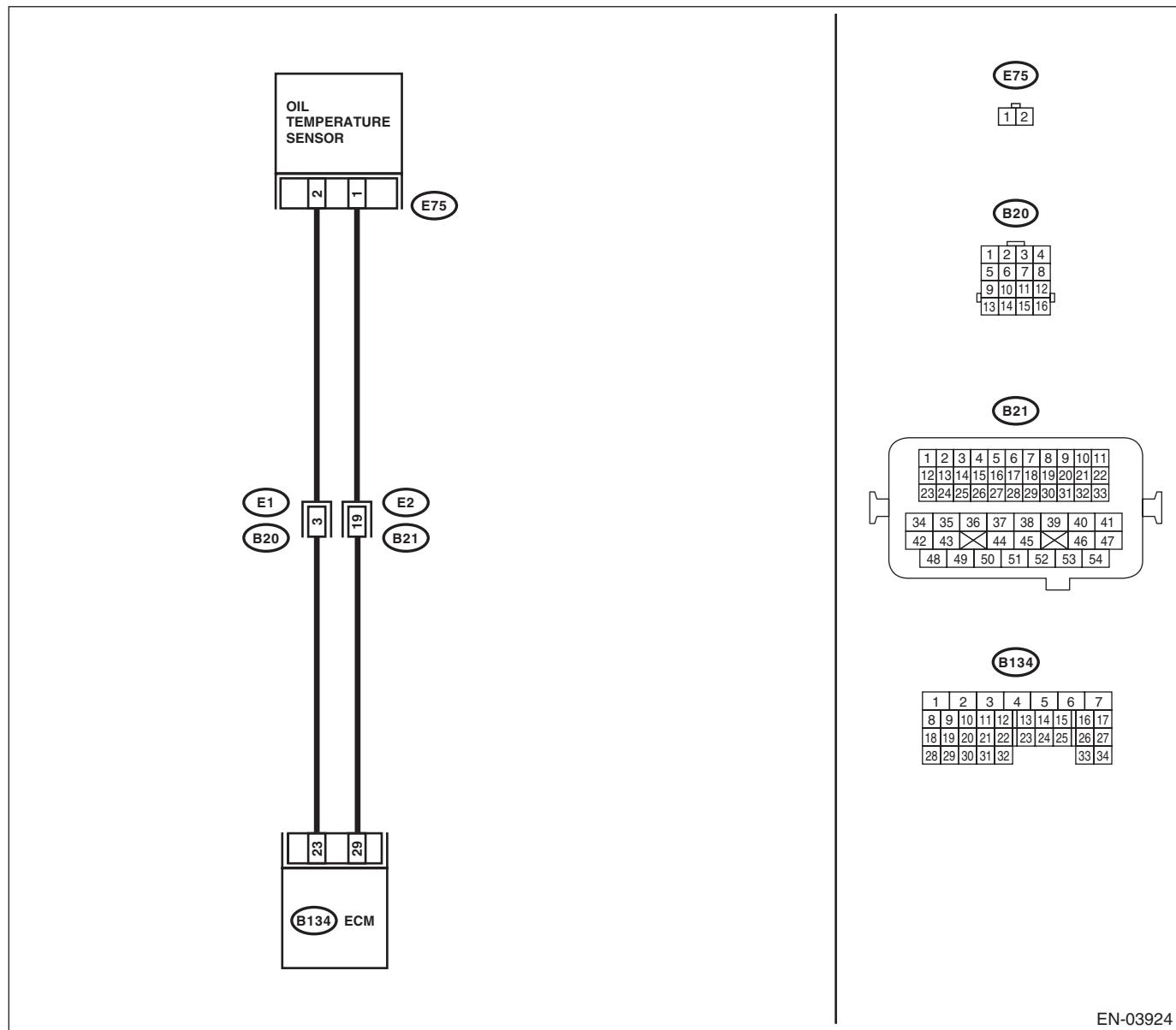
TROUBLE SYMPTOM:

- Hard to start
- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03924

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of the oil temperature sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the oil temperature less than -40°C (-40°F)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.
2 CHECK POOR CONTACT. Check for poor contact of the ECM and oil temperature sensor connector.	Is there poor contact in the ECM or oil temperature sensor connector?	Repair the poor contact in the ECM or the oil temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and oil temperature sensor. 3) Measure the resistance of the harness between the ECM and oil temperature sensor connector. Connector & terminal (B134) No. 23 — (E75) No. 2: (B134) No. 29 — (E75) No. 1:	Is the resistance less than 1Ω ?	Go to step 4.	Repair the open circuit of harness between ECM and oil temperature sensor connector.
4 CHECK HARNESS BETWEEN ECM AND OIL TEMPERATURE SENSOR CONNECTOR. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 23 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the short circuit to power supply in the harness between the ECM and oil temperature sensor connector.	Replace the oil temperature sensor. <Ref. to FU(H6DO)-28, Oil Temperature Sensor.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-98, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

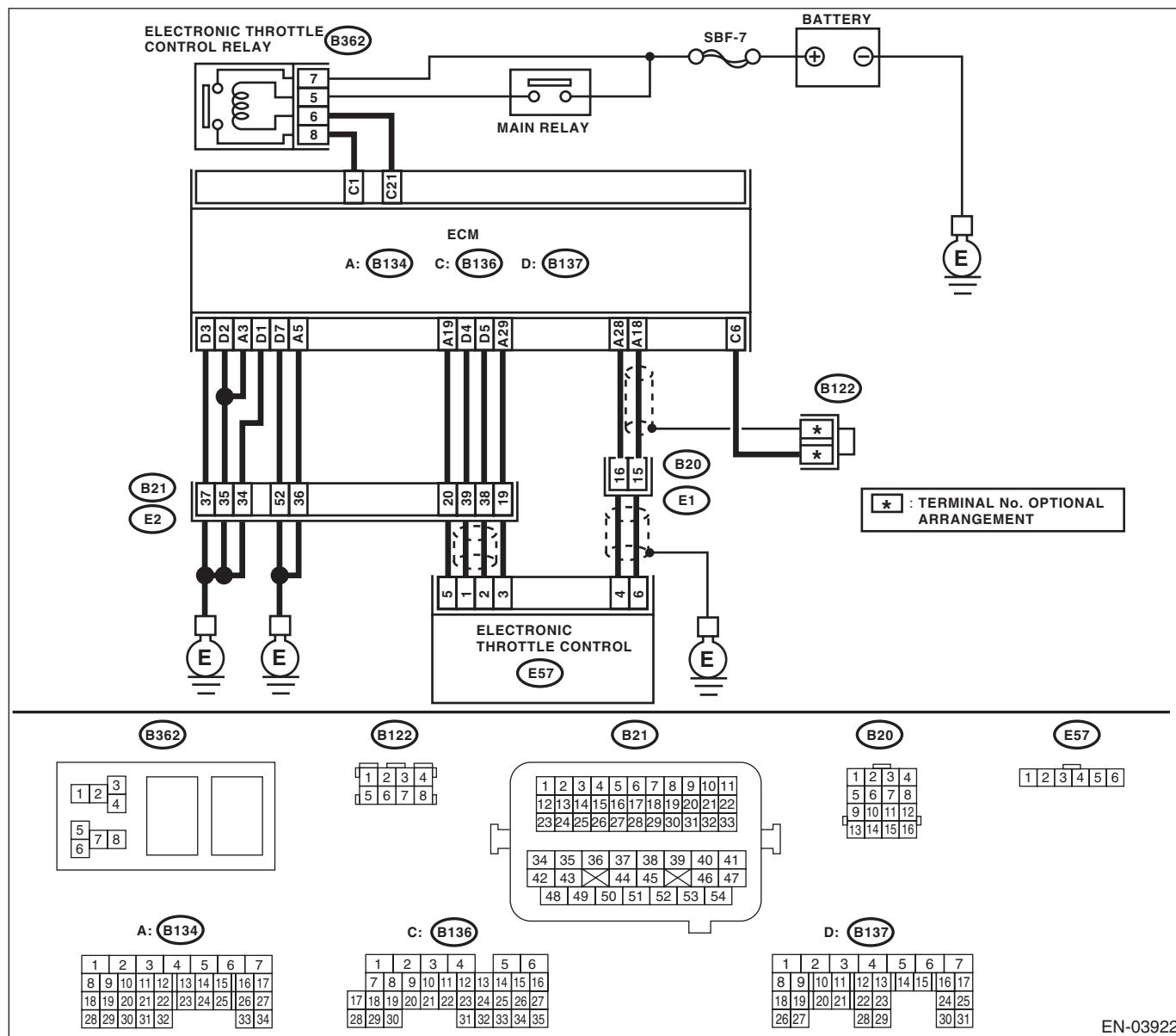
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B134) No. 19 — Chassis ground: (B134) No. 28 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the 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(H6DO)-12, Throttle Body.>	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-100, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria. >

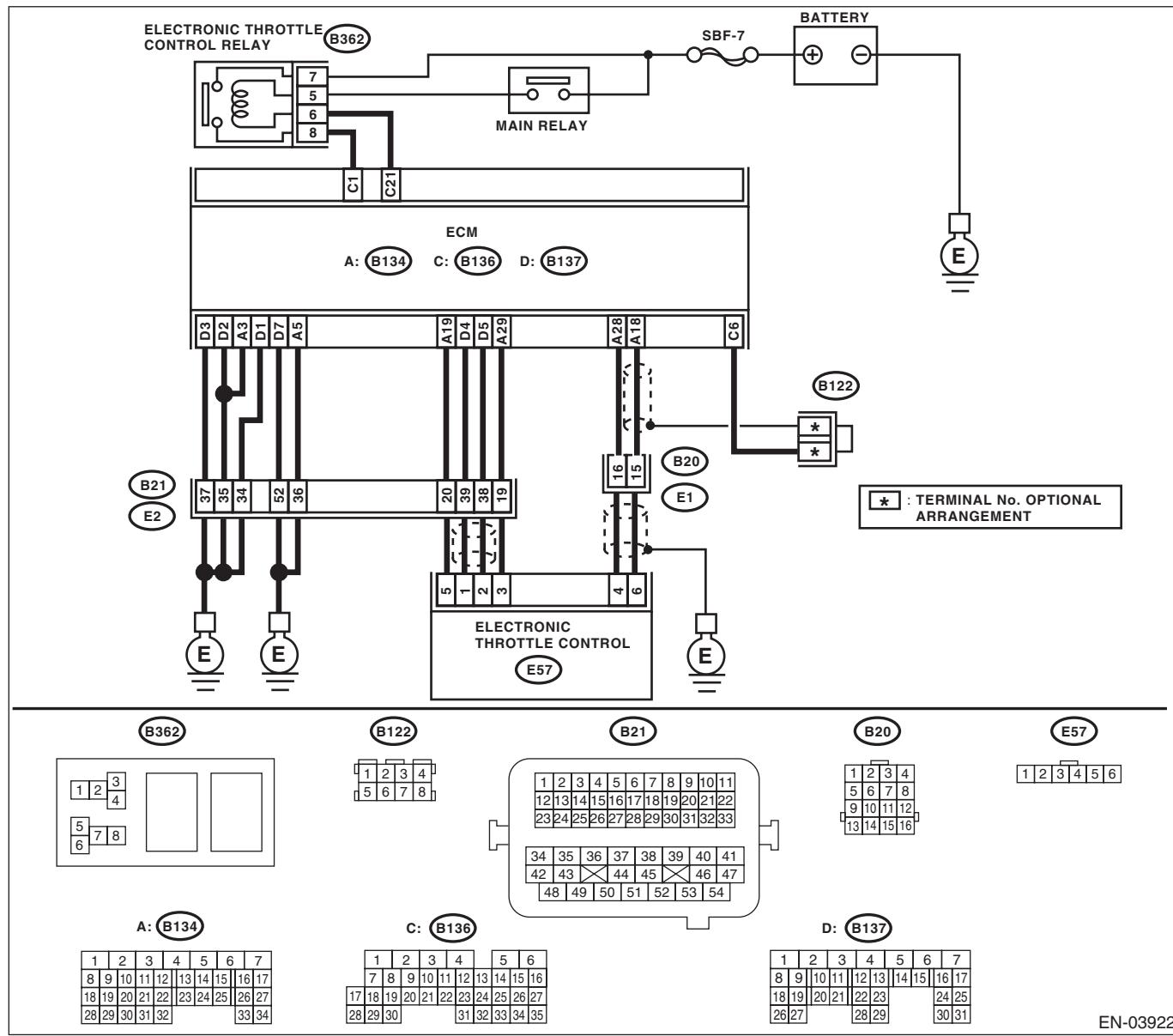
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode. > and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode. >.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 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. <i>Connector & terminal</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and electronic throttle control 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. <i>Connector & terminal</i> <i>(E57) No. 3 — Engine ground:</i>	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connecor. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engie 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. <i>Connector & terminal</i> <i>(E57) No. 4 (+) — Engine ground (-):</i>	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. <i>Connector & terminal</i> <i>(B134) No. 19 — (B134) No. 28:</i>	Is the resistance 1 $M\Omega$ or more?	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

BM:DTC P0230 FUEL PUMP PRIMARY CIRCUIT

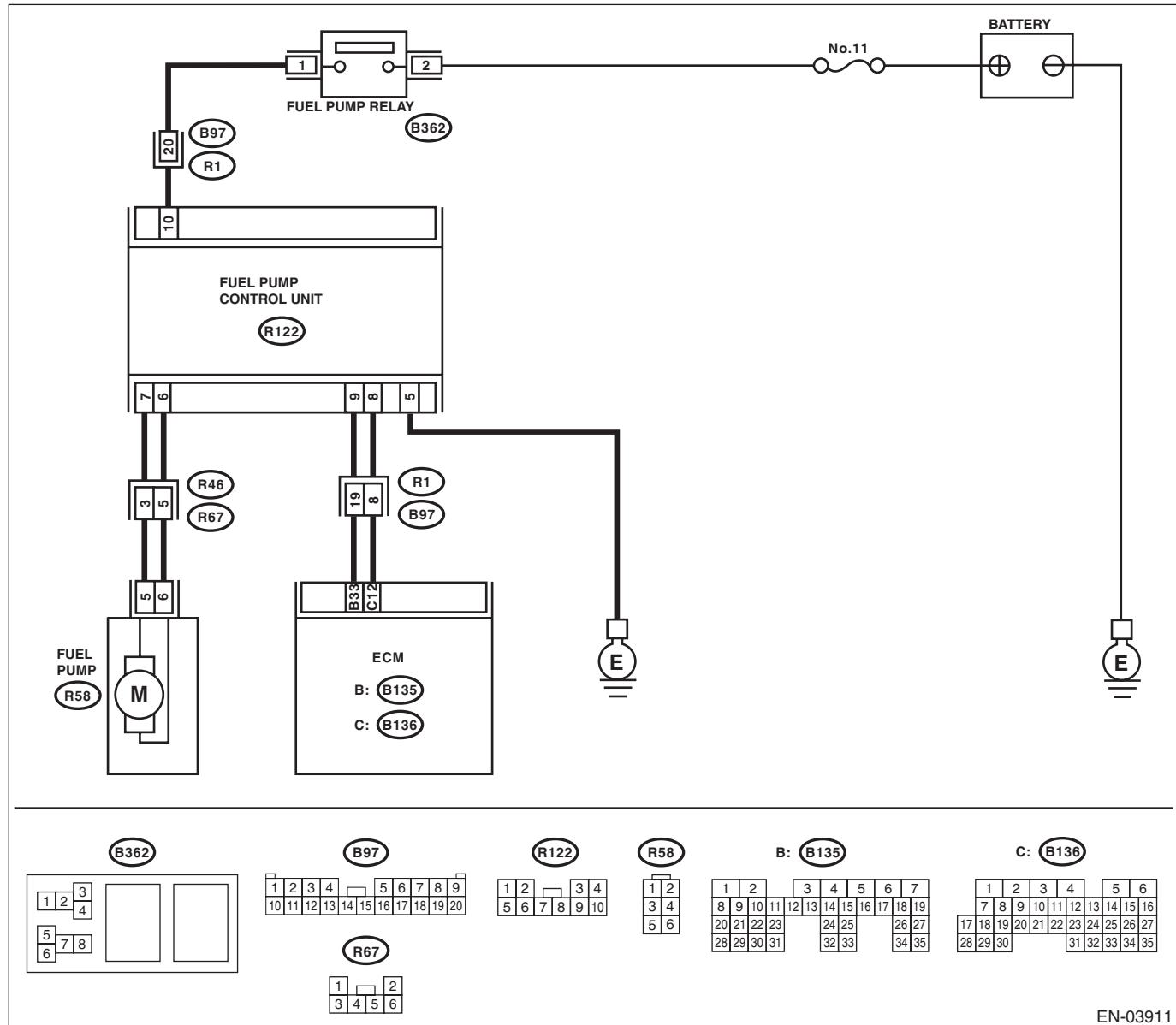
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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. <i>Connector & terminal</i> <i>(R122) No. 10 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the power supply circuit. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open or ground short circuit of harness between fuel pump relay and fuel pump control unit• Poor contact of fuel pump control unit connector• Poor contact of fuel pump relay 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 and chassis ground. <i>Connector & terminal</i> <i>(R122) No. 5 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit between fuel pump control unit and chassis ground• Poor contact of fuel pump control unit connector
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. <i>Connector & terminal</i> <i>(R122) No. 7 — (R58) No. 5:</i> <i>(R122) No. 6 — (R58) No. 6:</i>	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit between fuel pump control unit and fuel pump.
4 CHECK HARNESS BETWEEN FUEL PUMP CONTROL UNIT AND FUEL PUMP CONNECTOR. Measure the resistance between fuel pump control unit and chassis ground. <i>Connector & terminal</i> <i>(R122) No. 7 — Chassis ground:</i> <i>(R122) No. 6 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 5.	Repair the ground short circuit of harness between fuel pump control unit and fuel pump.
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. <i>Connector & terminal</i> <i>(B136) No. 12 — (R122) No. 8:</i> <i>(B135) No. 33 — (R122) No. 9:</i>	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit between the ECM and fuel pump control unit• Poor contact between ECM and fuel pump control unit

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND FUEL PUMP CONTROL UNIT. Measure the resistance between fuel pump control unit and chassis ground. <i>Connector & terminal</i> (R122) No. 8 — Chassis ground: (R122) No. 9 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and fuel pump control unit.
7 CHECK POOR CONTACT. Check poor contact of ECM and fuel pump control unit connector.	Is there poor contact of ECM and fuel pump control unit connector?	Repair the poor contact of ECM and 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(H6DO)-37, Fuel Pump Control Unit.>

BN:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)(diag)-208, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BO:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)(diag)-208, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BP:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)(diag)-208, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BQ:DTC P0304 CYLINDER 4 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)(diag)-208, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BR:DTC P0305 CYLINDER 5 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0306. <Ref. to EN(H6DO)(diag)-208, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BS:DTC P0306 CYLINDER 6 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(H6DO)-109, DTC P0306 CYLINDER 6 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

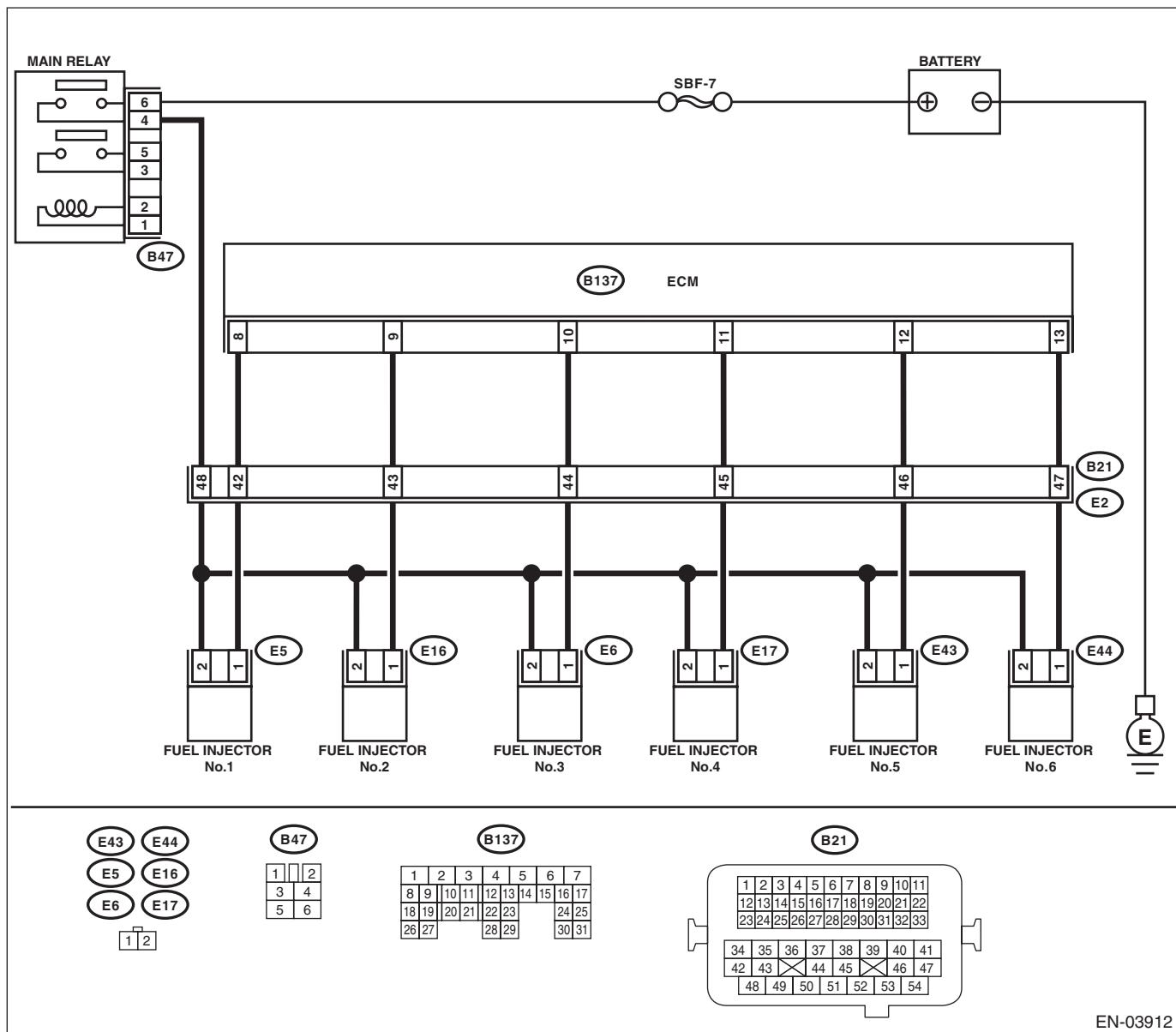
TROUBLE SYMPTOM:

- Engine stalls.
- Improper idling
- Rough driving

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between 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 (-): #5 (B137) No. 12 (+) — Chassis ground (-): #6 (B137) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 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: #5 (E43) No. 1 — Engine ground: #6 (E44) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and fuel injector.
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: #5 (B137) No. 12 — (E43) No. 1: #6 (B137) No. 13 — (E44) 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(H6DO)-25, Fuel Injector.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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. <i>Connector & terminal</i> <i>#1 (E5) No. 2 (+) — Engine ground (-):</i> <i>#2 (E16) No. 2 (+) — Engine ground (-):</i> <i>#3 (E6) No. 2 (+) — Engine ground (-):</i> <i>#4 (E17) No. 2 (+) — Engine ground (-):</i> <i>#5 (E43) No. 2 (+) — Engine ground (-):</i> <i>#6 (E44) No. 2 (+) — Engine ground (-):</i>	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: <ul style="list-style-type: none">• Open circuit of harness between main relay and fuel injector on faulty cylinders• Poor contact of coupling connector• Poor contact of main relay connector• Poor contact of fuel injector connector on faulty cylinders
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. <i>Connector & terminal</i> <i>#1 (B137) No. 8 (+) — Chassis ground (-):</i> <i>#2 (B137) No. 9 (+) — Chassis ground (-):</i> <i>#3 (B137) No. 10 (+) — Chassis ground (-):</i> <i>#4 (B137) No. 11 (+) — Chassis ground (-):</i> <i>#5 (B137) No. 12 (+) — Chassis ground (-):</i> <i>#6 (B137) No. 13 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step 7.
7 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance less than 1 Ω?	Replace the faulty fuel injector. <Ref. to FU(H6DO)-25, 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 PLATE.	Is the crank sprocket rusted or the teeth of crank plate broken?	Replace the crank plate. <Ref. to ME(H6DO)-60, Cylinder Block.>	Go to step 10.
10 CHECK INSTALLATION CONDITION OF TIMING CHAIN. Turn the crankshaft using ST, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 18252AA000 CRANKSHAFT SOCKET	Is the timing chain dislocated from its proper position?	Correct the installation condition of timing chain. <Ref. to ME(H6DO)-42, Timing Chain Assembly.>	Go to step 11.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
11 CHECK FUEL LEVEL.	Is the fuel meter indication lower than the "Lower" level?	Replenish fuel so that fuel meter indication is higher than the "Lower" level. After replenishing fuel, Go to step 13 .	Go to step 12 .
12 CHECK STATUS OF MALFUNCTION INDICATOR LIGHT. 1) Clear the memory using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual. 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 .
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: <ul style="list-style-type: none">• 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. <ul style="list-style-type: none">• 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 .

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
15 CHECK MISFIRE SYMPTOM. 1) Turn the ignition switch to ON. 2) Read the DTC. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Does the Subaru Select Monitor or general scan tool indicate only one DTC?	Go to step 21.	Go to step 16.
16 CHECK ANY OTHER DTC ON DISPLAY.	Are DTCs P0301 and P0302 displayed?	Go to step 22.	Go to step 17.
17 CHECK DTC ON DISPLAY.	Are DTCs P0303 and P0304 displayed?	Go to step 23.	Go to step 18.
18 CHECK DTC ON DISPLAY.	Are DTC P0305 and P0306 displayed?	Go to step 24.	Go to step 19.
19 CHECK DTC ON DISPLAY.	Are DTC P0301, P0303 and P0305 displayed?	Go to step 25.	Go to step 20.
20 CHECK DTC ON DISPLAY.	Are DTC P0302, P0304 and P0306 displayed?	Go to step 26.	Go to step 27.
21 ONLY ONE CYLINDER.	Is there any fault in the cylinder?	Repair or replace faulty parts. NOTE: Check the following items. <ul style="list-style-type: none">• Spark plug• Fuel injector• Compression ratio	Check DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>
22 GROUP OF #1 AND #2 CYLINDERS.	Are there any faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: <ul style="list-style-type: none">• Check the following items.<ul style="list-style-type: none">• Spark plug• Fuel injector• Ignition coil• Compression ratio• If any fault are not found, check the "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(H6DO)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Check DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
23 GROUP OF #3 AND #4 CYLINDERS.	Are there any faults in #3 and #4 cylinders?	<p>Repair or replace faulty parts.</p> <p>NOTE:</p> <ul style="list-style-type: none"> • Check the following items. <ul style="list-style-type: none"> • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the “IGNITION CONTROL SYSTEM” of #3 and #4 cylinders side. <p><Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).></p>	Check DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
24 GROUP OF #5 AND #6 CYLINDERS.	Are there any faults in #5 and #6 cylinders?	<p>Repair or replace faulty parts.</p> <p>NOTE:</p> <ul style="list-style-type: none"> • Check the following items. <ul style="list-style-type: none"> • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the “IGNITION CONTROL SYSTEM” of #5 and #6 cylinders side. <p><Ref. to EN(H6DO)(diag)-74, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.></p>	Check DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>
25 GROUP OF #1, #3 AND #5 CYLINDERS.	Is there any fault in #1, #3 and #5 cylinders?	<p>Repair or replace faulty parts.</p> <p>NOTE:</p> <p>Check the following items.</p> <ul style="list-style-type: none"> • Spark plug • Fuel injector • Compression ratio • Skipping timing chain teeth 	Check DTC P0171, P0172, P0174 or P0175 using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
26 GROUP OF #2, #4 AND #6 CYLINDERS.	Is there any fault in #2, #4 and #6 cylinders?	<p>Repair or replace faulty parts.</p> <p>NOTE: Check the following items.</p> <ul style="list-style-type: none"> • Spark plug • Fuel injector • Compression ratio • Skipping timing chain teeth 	<p>Check DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)".</p> <p><Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).></p>
27 CYLINDER AT RANDOM.	Is the engine idle rough?	<p>Check DTC P0171, P0172, P0174 or P0175 using "List of Diagnostic Trouble Code (DTC)".</p> <p><Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).></p>	<p>Repair or replace faulty parts.</p> <p>NOTE: Check the following items.</p> <ul style="list-style-type: none"> • Spark plug • Fuel injector • Compression ratio

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-110, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

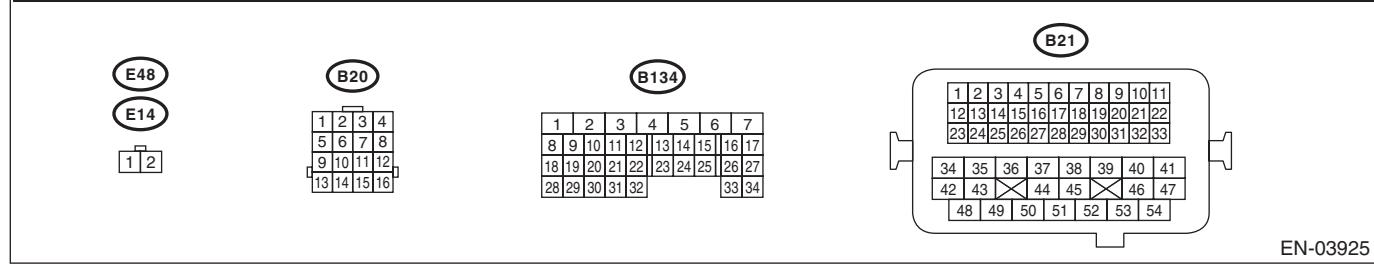
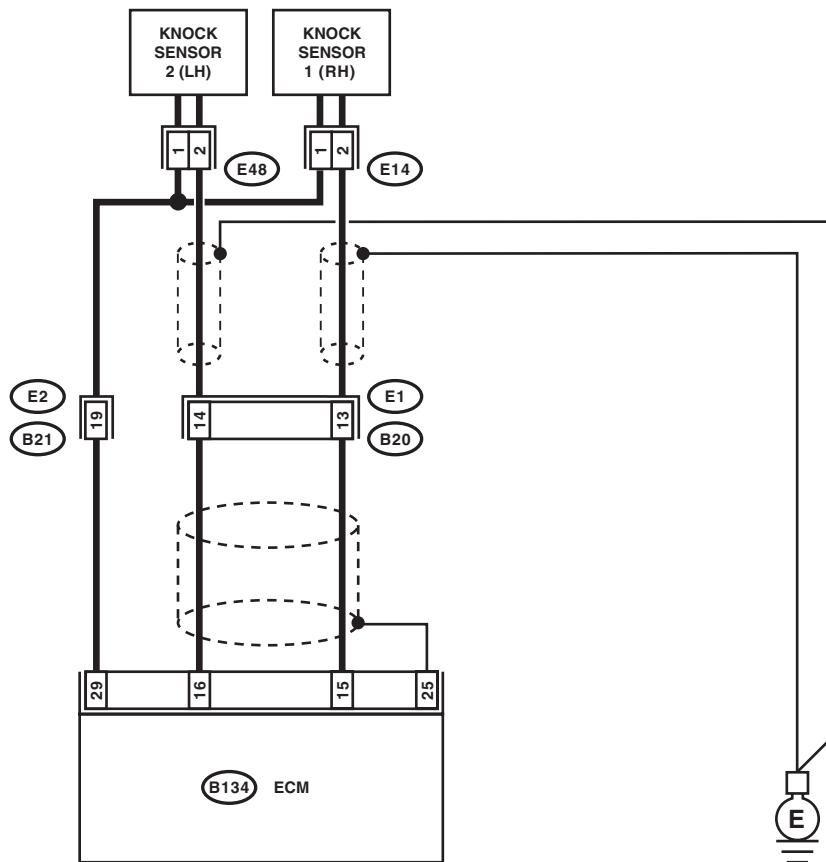
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03925

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <i>Connector & terminal (B134) No. 15 — (B134) No. 29:</i>	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. <i>Terminals No. 1 — No. 2:</i>	Is the resistance 600 kΩ or more?	Replace the knock sensor. <Ref. to FU(H6DO)-21, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and knock sensor• Poor contact of the knock sensor connector• Poor contact of coupling connector

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-112, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

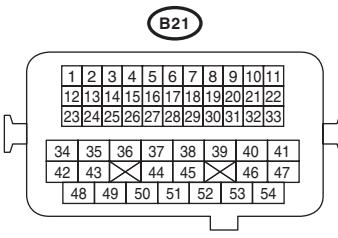
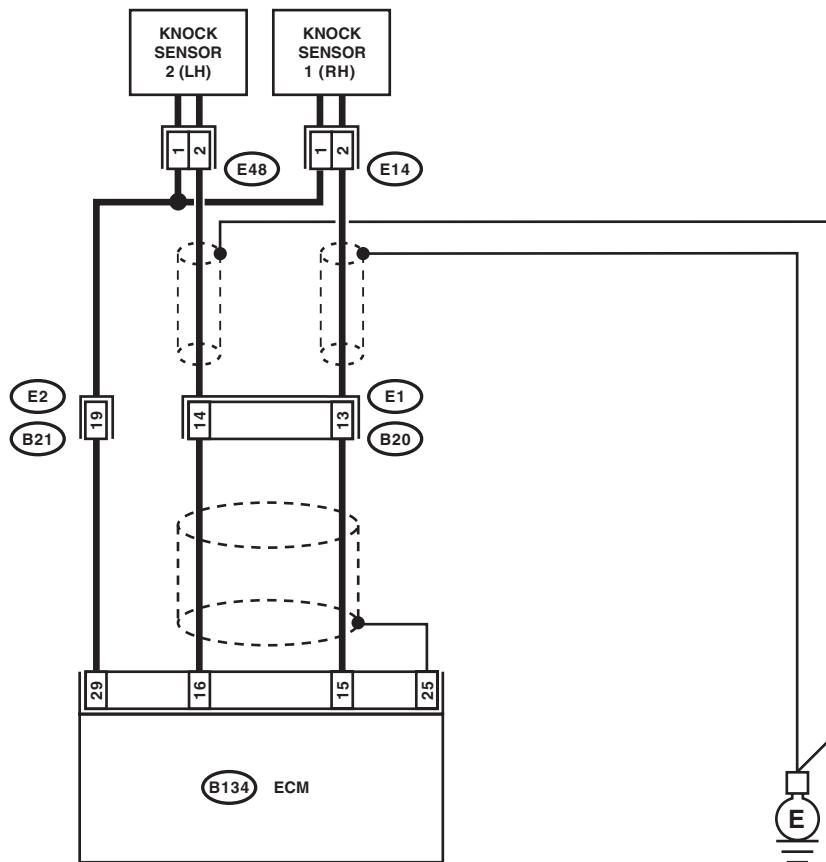
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03925

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 15 — (B134) No. 29:	Is the resistance less than 500 kΩ?	Go to step 2.	Go to step 3.
2 CHECK KNOCK SENSOR. 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor connectors. Terminals No. 1 — No. 2:	Is the resistance less than 500 kΩ?	Replace the knock sensor. <Ref. to FU(H6DO)-21, 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 harness.
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 failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.	Repair poor contact of the ECM connector.

BV:DTC P0332 KNOCK SENSOR 2 CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-113, DTC P0332 KNOCK SENSOR 2 CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

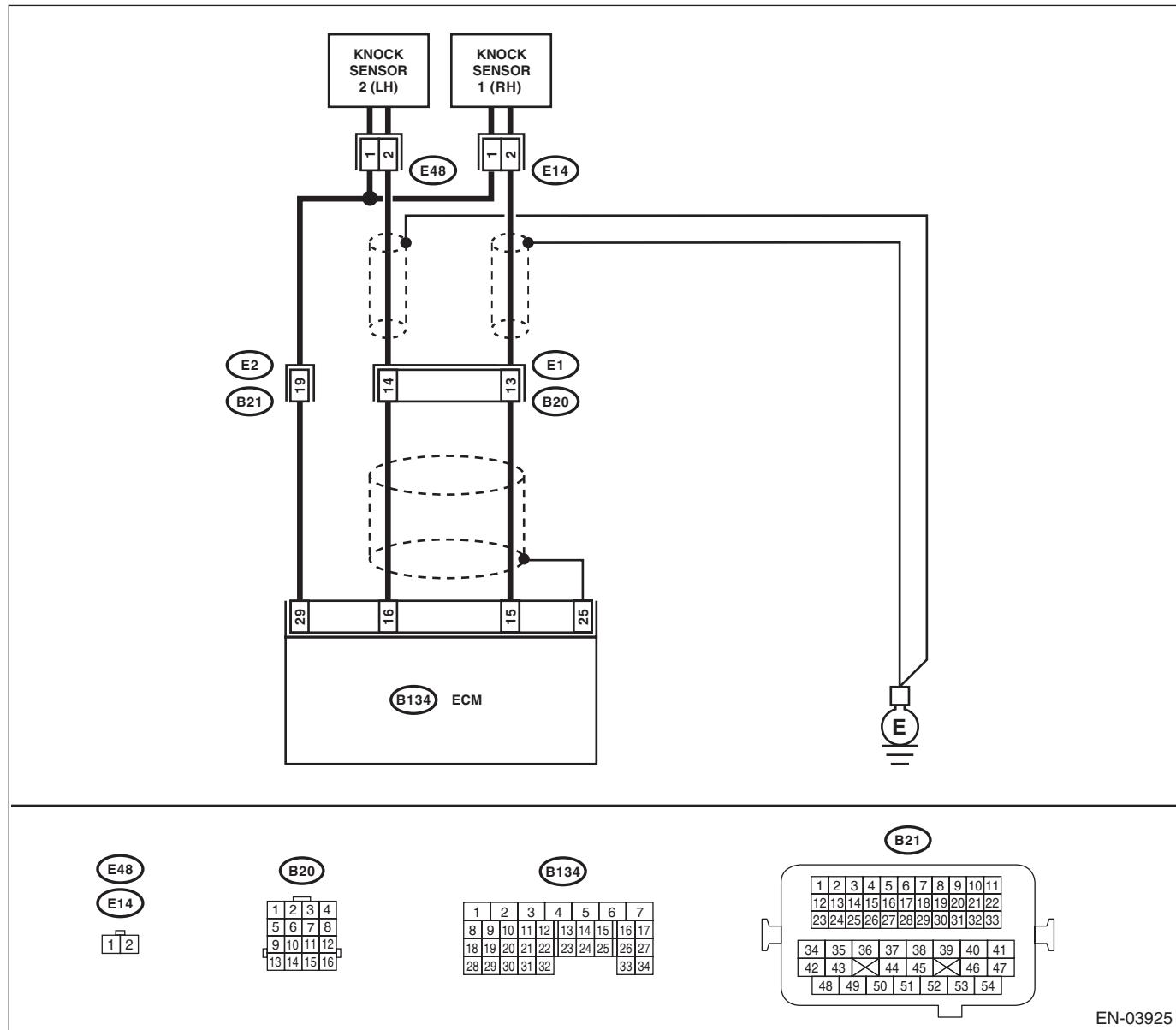
TROUBLE SYMPTOM:

- Driving performance problem
- Knocking is occurred.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03925

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <p><i>Connector & terminal</i> <i>(B134) No. 16 — (B134) No. 29:</i></p>	Is the resistance 600 kΩ or more?	Go to step 2 .	Repair poor contact of the ECM connector.
2 CHECK KNOCK SENSOR. <ol style="list-style-type: none"> 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor terminals. <p><i>Terminals</i> <i>No. 1 — No. 2:</i></p>	Is the resistance 600 kΩ or more?	Replace the knock sensor. <Ref. to FU(H6DO)-21, Knock Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none"> • Open circuit of harness between ECM and knock sensor • Poor contact of the knock sensor connector • Poor contact of coupling connector

BW:DTC P0333 KNOCK SENSOR 2 CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-113, DTC P0333 KNOCK SENSOR 2 CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

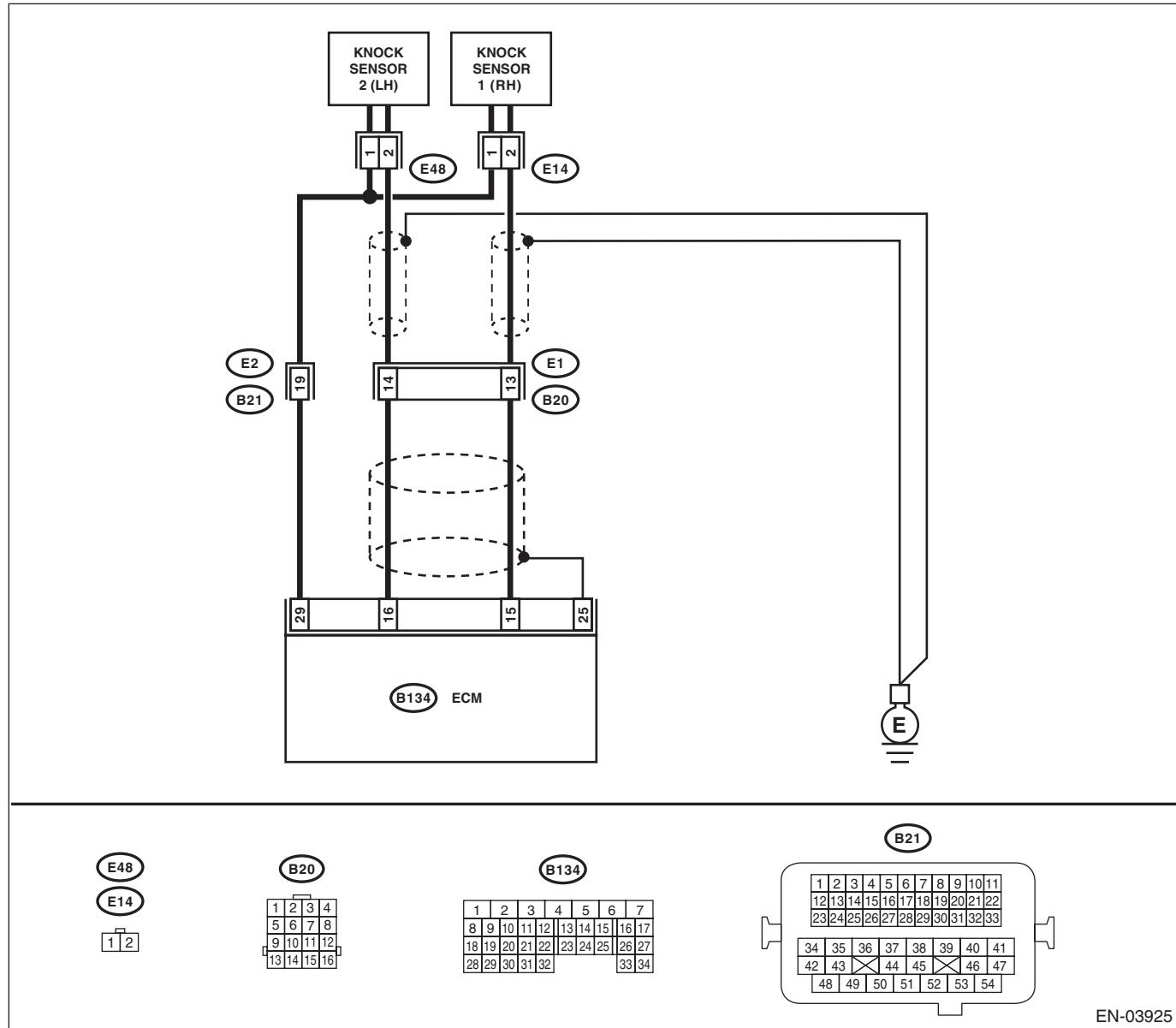
TROUBLE SYMPTOM:

- Driving performance problem
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03925

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND KNOCK SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 16 — (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(H6DO)-21, 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 harness.
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. 16 (+) — 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 failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.	Repair poor contact of the ECM connector.

BX:DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-114, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

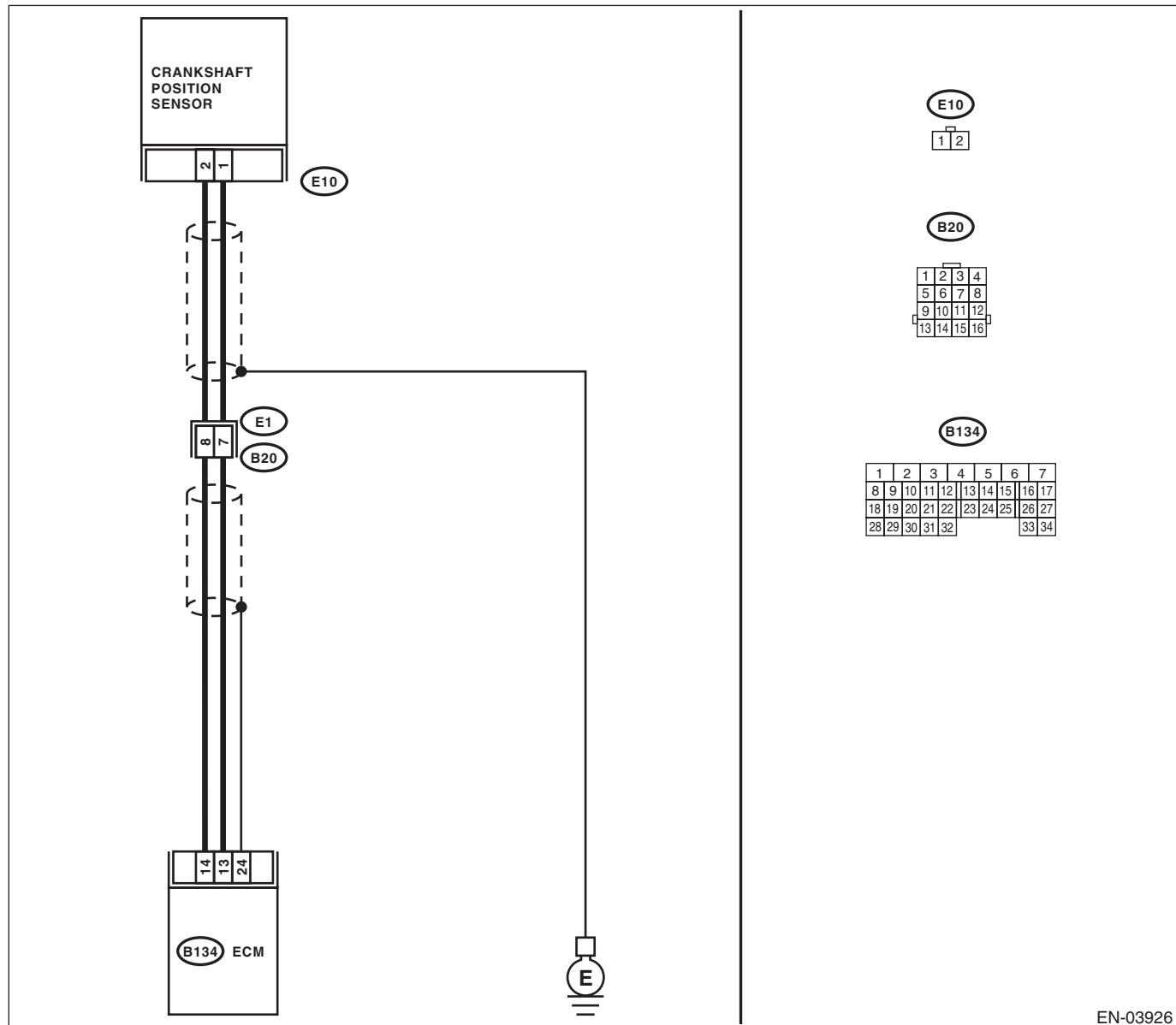
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CONDITION OF CRANKSHAFT POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Remove the crankshaft position sensor. 3) Measure the resistance between connector terminals of crankshaft position sensor. <i>Terminals</i> <i>No. 1 — No. 2:</i>	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 connector terminals of crankshaft position sensor. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 1 — 4 kΩ?	Go to step 3.	Replace the crankshaft position sensor. <Ref. to FU(H6DO)-19, 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. <i>Connector & terminal</i> <i>(B134) No. 13 — (E10) No. 1:</i> <i>(B134) No. 14 — (E10) No. 2:</i>	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: <ul style="list-style-type: none">• Open circuit of harness between ECM and crankshaft position sensor connector• Poor contact of coupling connector

BY: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(H6DO)-116, DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

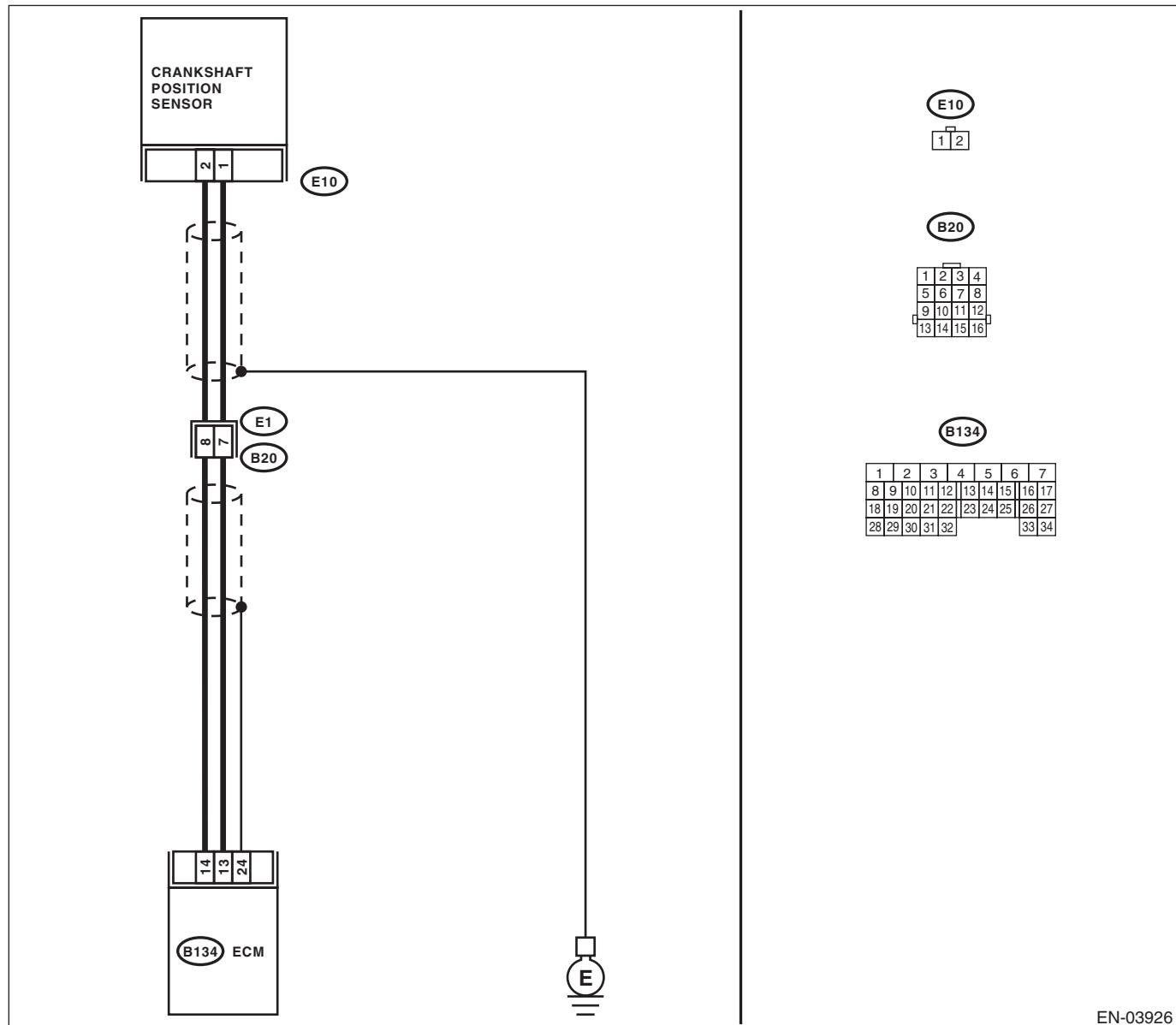
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03926

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CONDITION OF CRANKSHAFT POSITION SENSOR. Turn the ignition switch to OFF.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step 2.	Tighten the crankshaft position sensor installation bolt securely.
2 CHECK CRANKSHAFT PLATE.	Are the crankshaft plate teeth cracked or damaged?	Replace the crankshaft plate.	Go to step 3.
3 CHECK INSTALLATION CONDITION OF TIMING CHAIN. Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing chain dislocated from its proper position?	Correct the installation condition of timing chain. <Ref. to ME(H6DO)-42, Timing Chain Assembly.>	Replace the crankshaft position sensor. <Ref. to FU(H6DO)-19, Crankshaft Position Sensor.>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-118, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

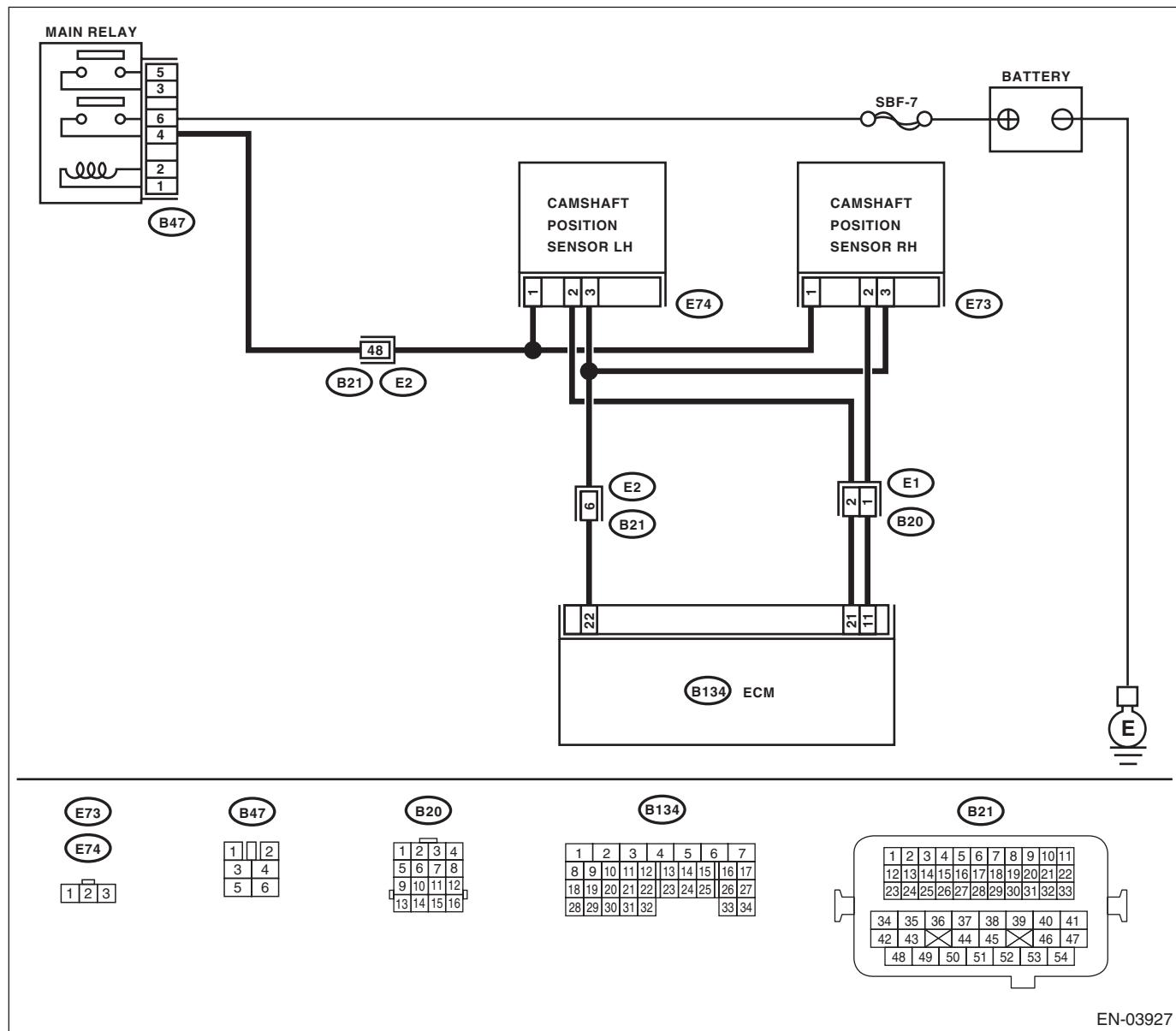
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 cam-shaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. <i>Connector & terminal</i> <i>(E73) No. 1 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the open or ground short circuit of 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. <i>Connector & terminal</i> <i>(B134) No. 11 — (E73) No. 2:</i> <i>(B134) No. 22 — (E73) No. 3:</i>	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness between the 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. <i>Connector & terminal</i> <i>(E73) No. 2 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit to ground of harness between the ECM and cam-shaft position sensor.
4 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the voltage between camshaft position sensor connector and engine ground. <i>Connector & terminal</i> <i>(E73) No. 2 (+) — Engine ground (-):</i>	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and camshaft position sensor.	Go to step 5.
5 CHECK CONDITION OF CAMSHAFT POSITION SENSOR. Check the waveform of the camshaft position sensor. <Ref. to EN(H6DO)(diag)-16, Engine Control Module (ECM) I/O Signal.>	Is the camshaft position sensor installation bolt tightened securely?	Go to step 6.	Tighten the cam-shaft position sensor installation bolt securely.
6 CHECK CAMSHAFT POSITION SENSOR. Check the waveform of the camshaft position sensor. <Ref. to EN(H6DO)(diag)-16, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the cam-shaft position sensor. <Ref. to FU(H6DO)-20, Camshaft Position Sensor.>	In this case, repair the following item: • Open circuit of ECM connector • Open circuit of camshaft position sensor connector • Poor contact of coupling connector

CA:DTC P0345 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-120, DTC P0345 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

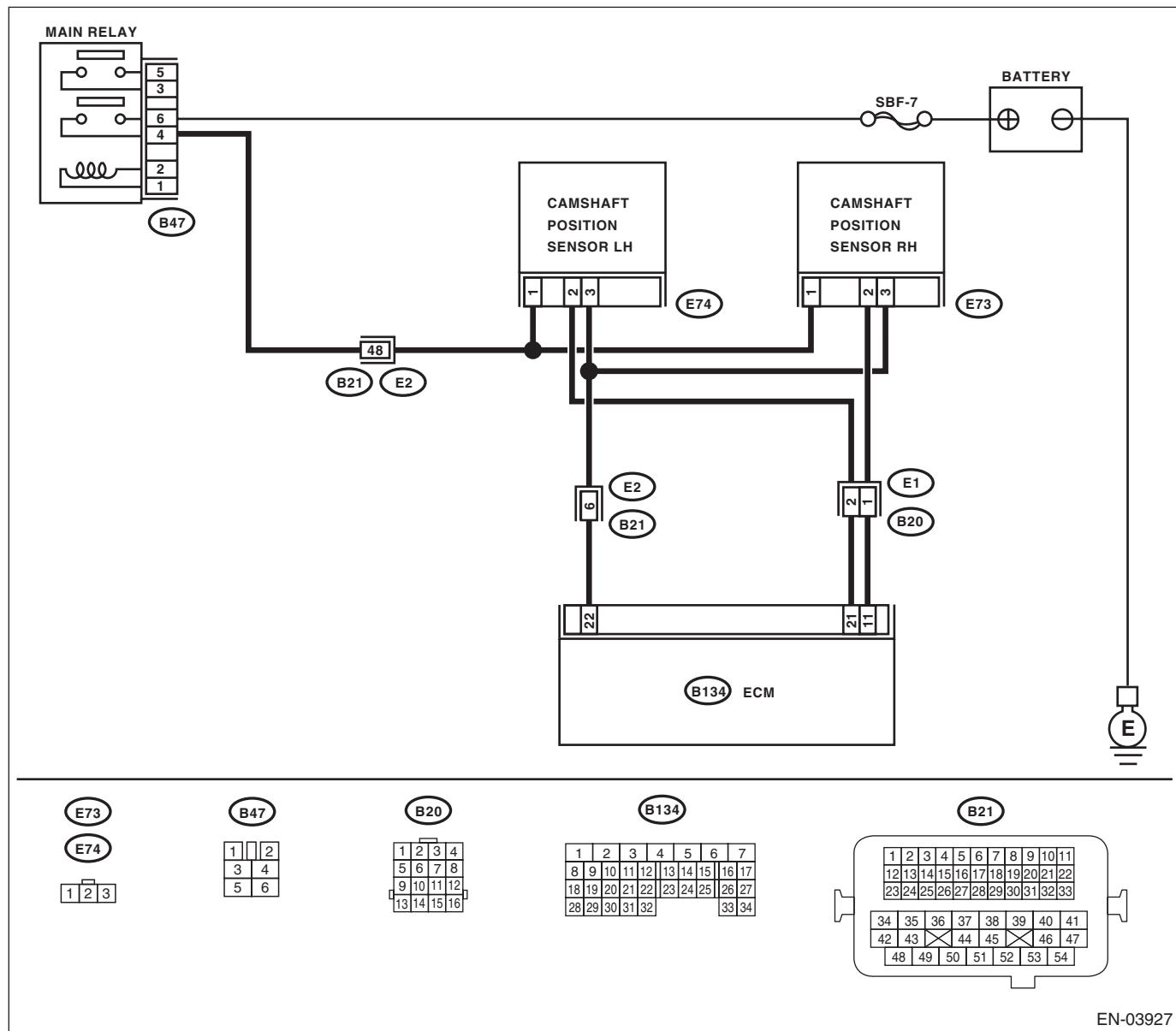
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 cam-shaft position sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between camshaft position sensor connector and engine ground. <i>Connector & terminal (E74) No. 1 (+) — Engine ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Repair the open or ground short circuit of 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. <i>Connector & terminal (B134) No. 21 — (E74) No. 2: (B134) No. 22 — (E74) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between the 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. <i>Connector & terminal (E74) No. 21 — Engine ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 4.	Repair the short circuit to ground of harness between the ECM and cam-shaft position sensor.
4 CHECK HARNESS BETWEEN ECM AND CAMSHAFT POSITION SENSOR CONNECTOR. Measure the voltage between camshaft position sensor connector and engine ground. <i>Connector & terminal (E74) No. 21 (+) — Engine ground (-):</i>	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and camshaft position sensor.	Go to step 5.
5 CHECK CONDITION OF CAMSHAFT POSITION SENSOR. Check the waveform of the camshaft position sensor. <Ref. to EN(H6DO)(diag)-16, Engine Control Module (ECM) I/O Signal.>	Is the camshaft position sensor installation bolt tightened securely?	Go to step 6.	Tighten the cam-shaft position sensor installation bolt securely.
6 CHECK CAMSHAFT POSITION SENSOR. Check the waveform of the camshaft position sensor. <Ref. to EN(H6DO)(diag)-16, Engine Control Module (ECM) I/O Signal.>	Is there any abnormality in waveform?	Replace the cam-shaft position sensor. <Ref. to FU(H6DO)-20, Camshaft Position Sensor.>	In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of ECM connector• Open circuit of camshaft position sensor connector• Poor contact of coupling connector

CB: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(H6DO)-121, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

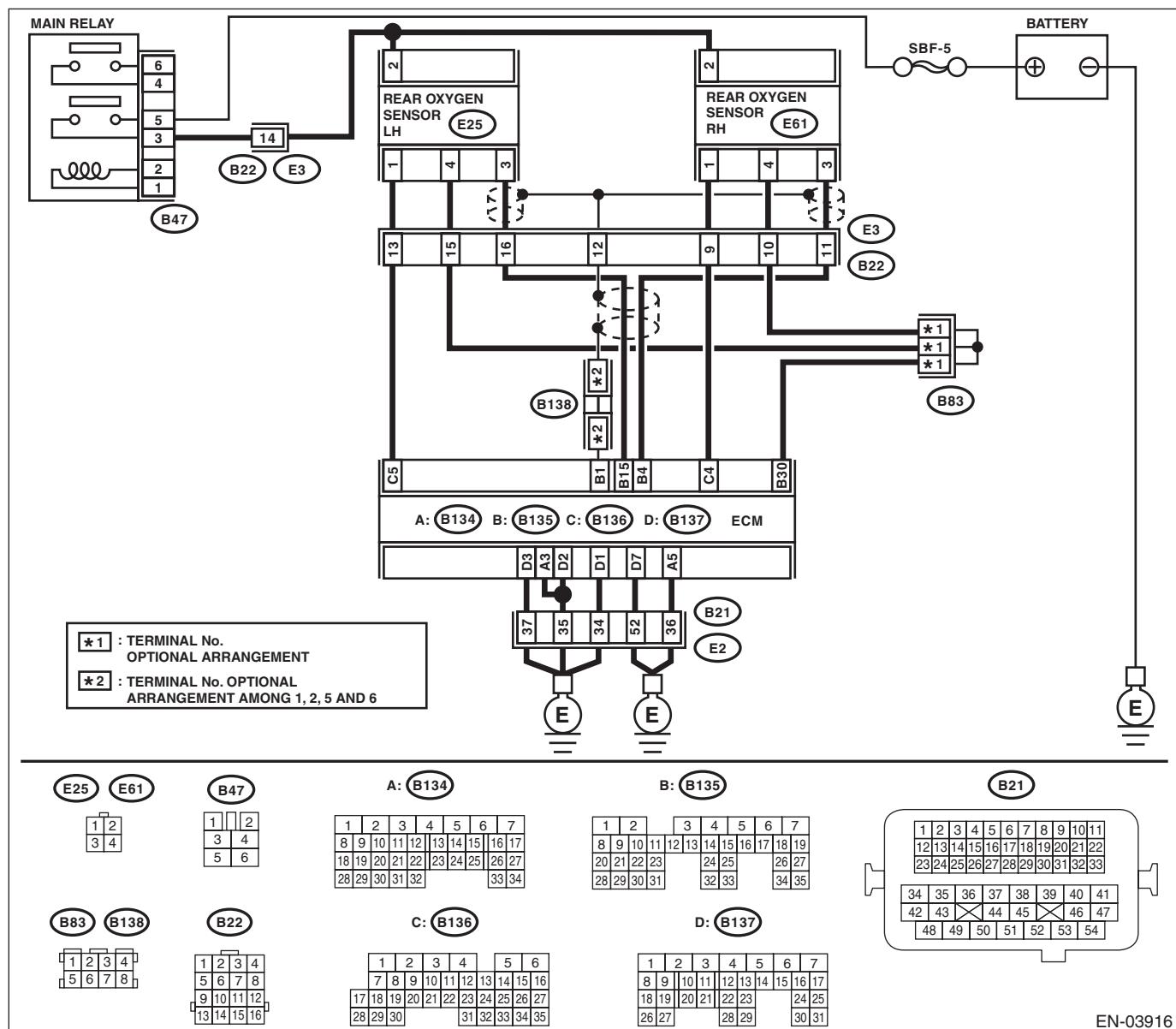
TROUBLE SYMPTOM:

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

CAUTION:

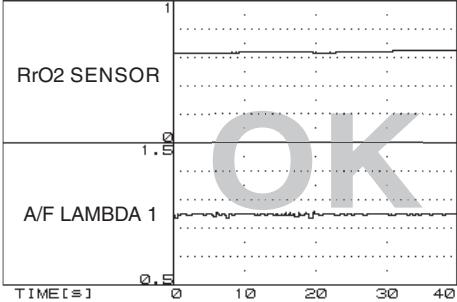
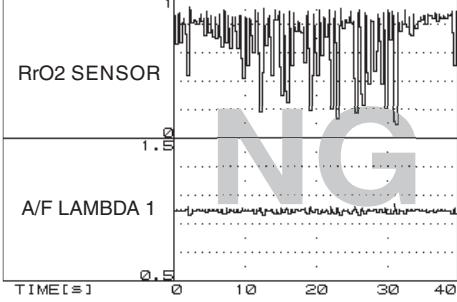
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

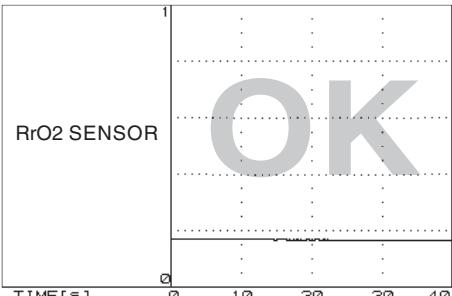
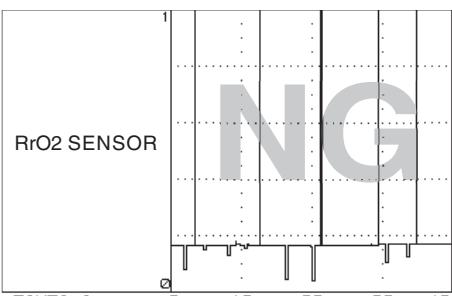
ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM. Check for gas leaks or air suction caused by loose or dislocated nuts and bolts, and open hole at exhaust pipes. NOTE: Check the following positions. <ul style="list-style-type: none"> • 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(H6DO)-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.	Is a normal waveform displayed?  	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.	Go to step 3.

EN-04895

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK WAVEFORM DATA ON THE SUBARU SELECT MONITOR (WHILE IDLING). 1) Run the engine at idle. 2) In the condition of step 1), use the Subaru Select Monitor to read the waveform data.	Is a normal waveform displayed?	Go to step 4.	Go to step 5.
 			
		EN-04896	
4 CHECK CATALYTIC CONVERTER.	Is the catalytic converter damaged? <Ref. to EC(H6DO)-3, Front Catalytic Converter.>	Replace the catalytic converter. <Ref. to EC(H6DO)-3, Front Catalytic Converter.>	Go to step 5.
5 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 6.
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. <i>Connector & terminal</i> (B135) No. 4 — (E61) No. 3: (B135) No. 30 — (E61) No. 4: (B135) No. 15 — (E25) No. 3: (B135) No. 30 — (E25) No. 4:	Is the resistance less than 1 Ω?	Go to step 7.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 <i>(E61) No. 3 (+) — Chassis ground (-):</i> <i>(E25) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Go to step 8.	Repair the harness and connector. NOTE: Repair the following locations. <ul style="list-style-type: none"> • Open circuit of harness between the ECM and rear oxygen sensor • Poor contact of the ECM and rear oxygen sensor • 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 $1\ \Omega$?	Replace the rear oxygen sensor. <i><Ref. to FU(H6DO)-31, Rear Oxygen Sensor.></i>	Repair the open circuit in the rear oxygen sensor harness.

CC: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(H6DO)-123, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

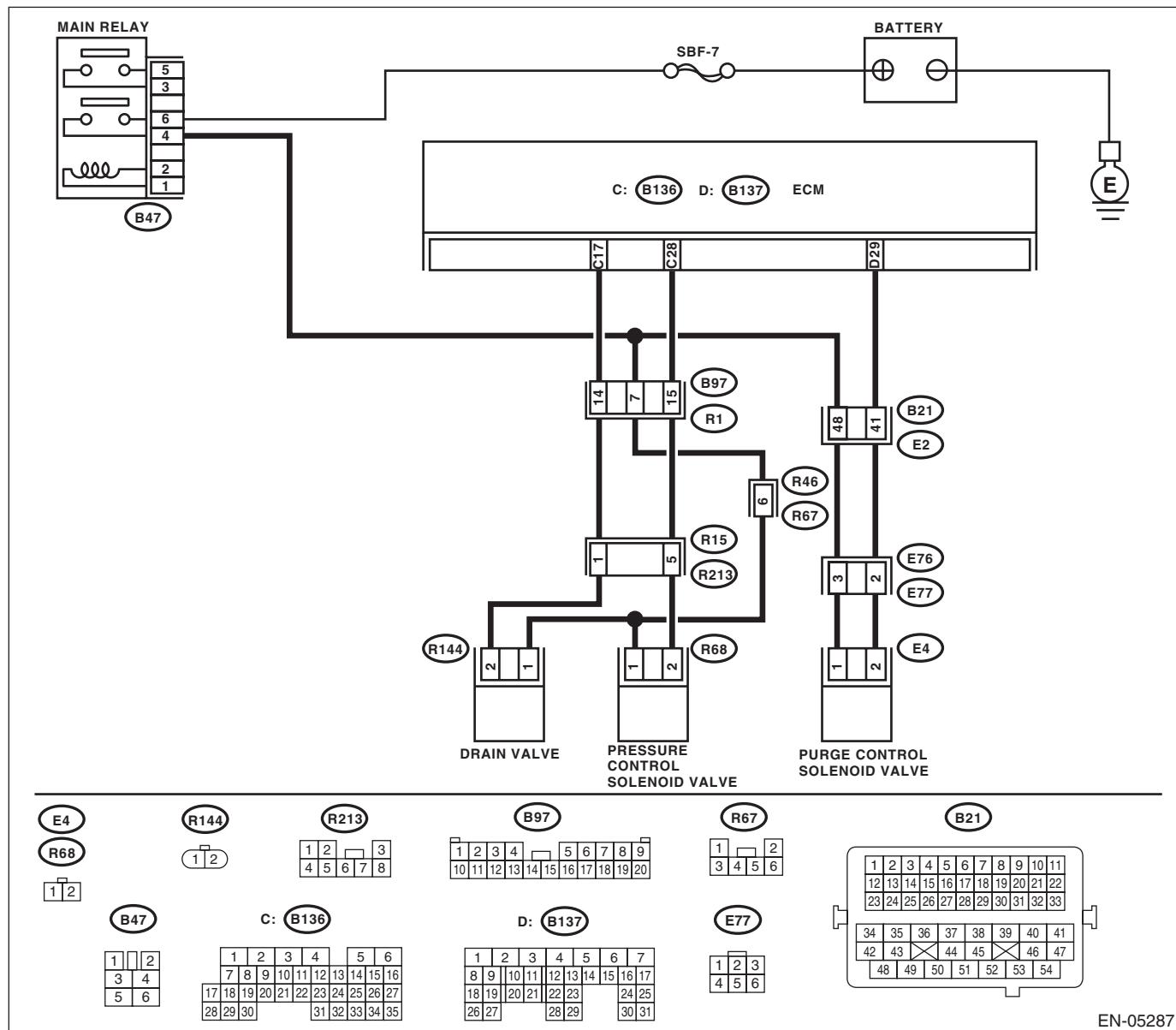
TROUBLE SYMPTOM:

- 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain has caught while tightening.	Is the fuel filler cap tightened securely?	Go to step 2.	Tighten fuel filler cap securely.
2 CHECK FUEL FILLER CAP.	Is the fuel filler cap genuine?	Go to step 3.	Replace with a genuine fuel filler cap.
3 CHECK FUEL FILLER PIPE GASKET.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H6DO)-46, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the 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(H6DO)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H6DO)-14, 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(H6DO)(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(H6DO)-6, 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(H6DO)(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(H6DO)-11, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the 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(H6DO)-55, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H6DO)-5, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H6DO)-40, 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(H6DO)-40, 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 in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

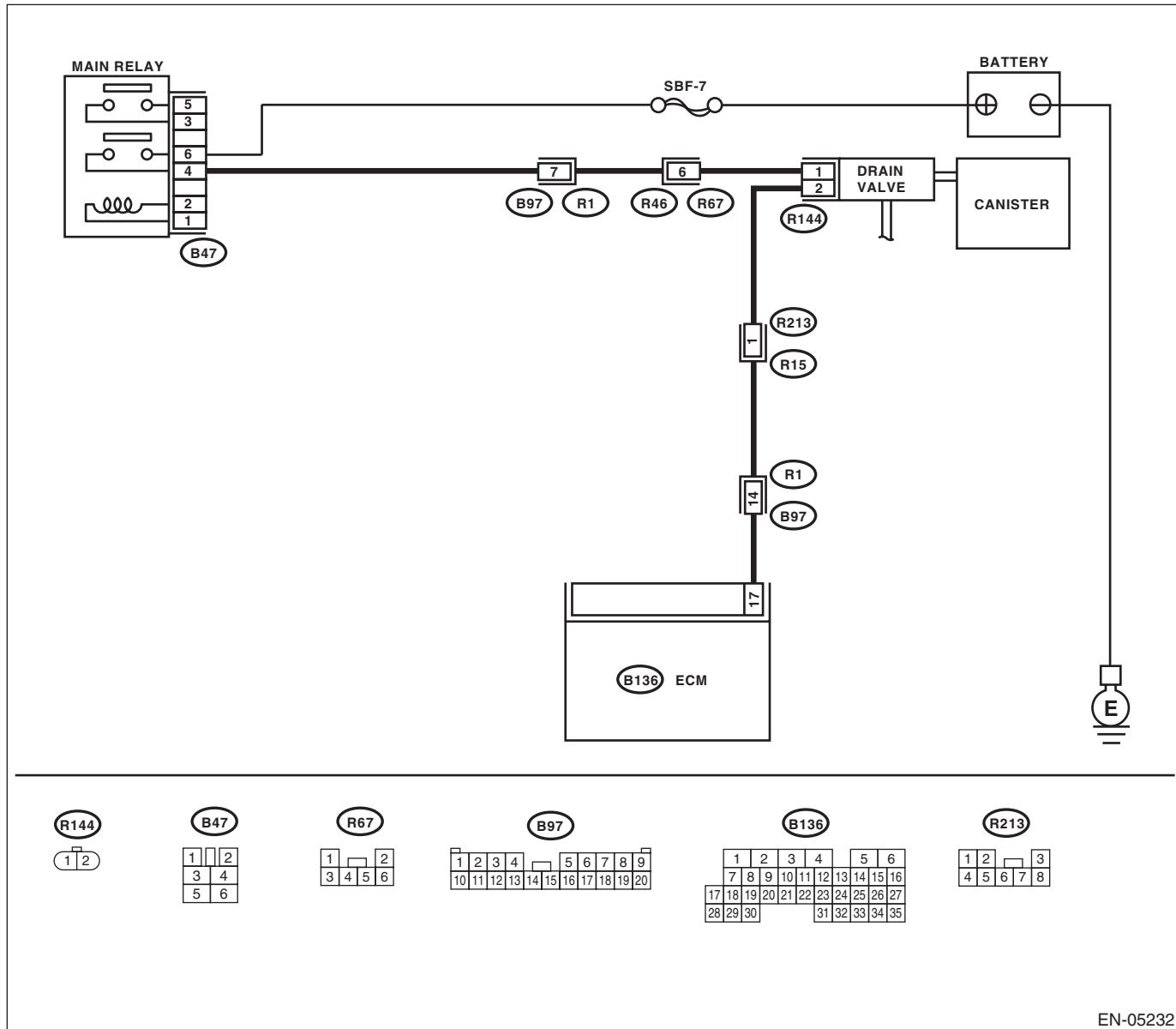
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-138, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B136) No. 17 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(R144) No. 2 — Chassis ground:</i>	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. <i>Connector & terminal</i> <i>(B136) No. 17 — (R144) No. 2:</i>	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 10—100 Ω?	Go to step 5.	Replace the drain valve. <Ref. to EC(H6DO)-14, 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. <i>Connector & terminal</i> <i>(R144) No. 1 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair poor contact of the drain valve connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and drain valve• Poor contact of coupling connector• Poor contact of main relay connector	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between main relay and drain valve• Poor contact of coupling connector• Poor contact of main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

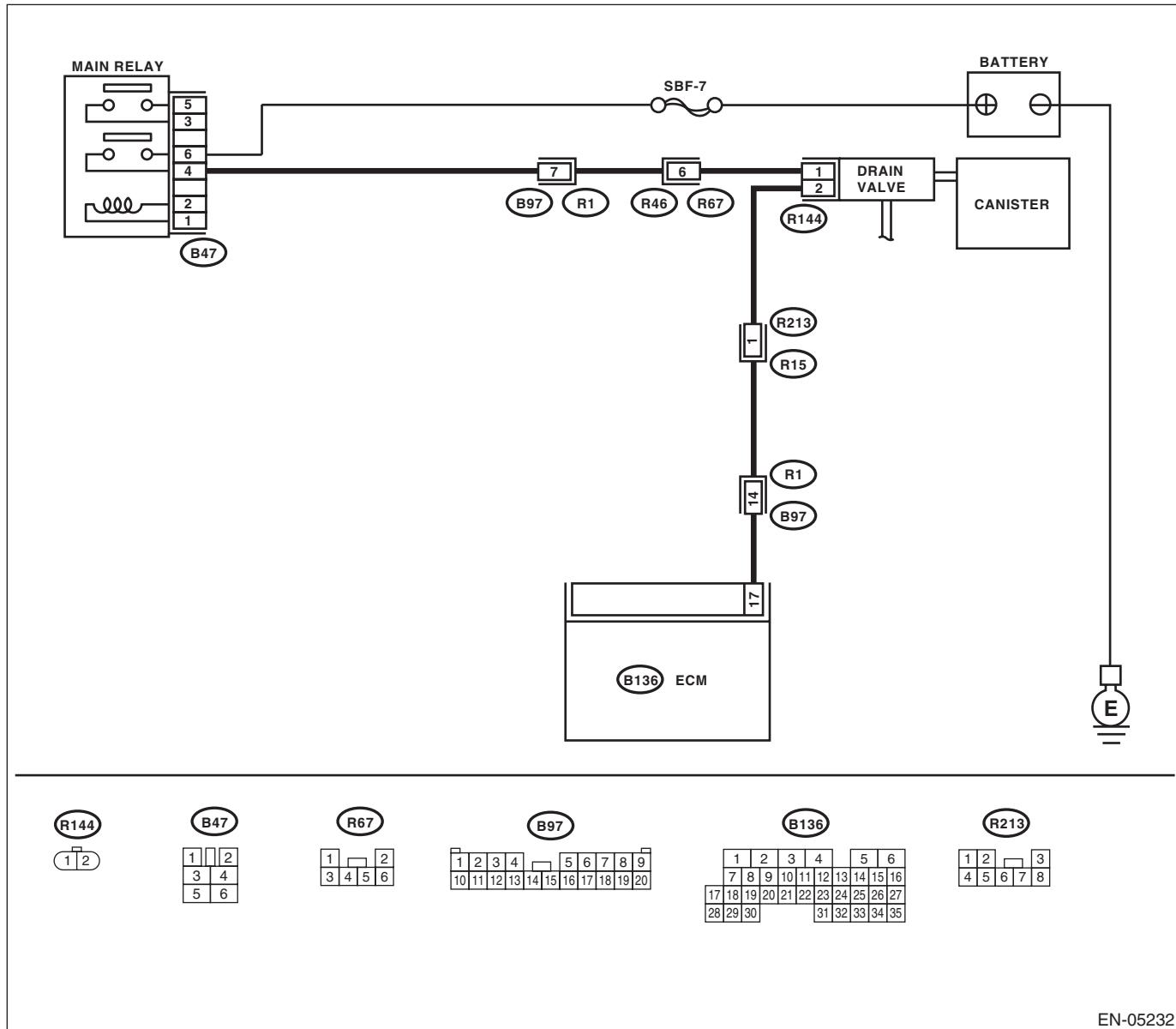
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-140, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. <i>Connector & terminal (B136) No. 17 (+) — Chassis ground (-):</i>	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. <i>Terminals No. 1 — No. 2:</i>	Is the resistance less than 1Ω ?	Replace the drain valve. <Ref. to EC(H6DO)-14, Drain Valve.>	Repair poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CF:DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

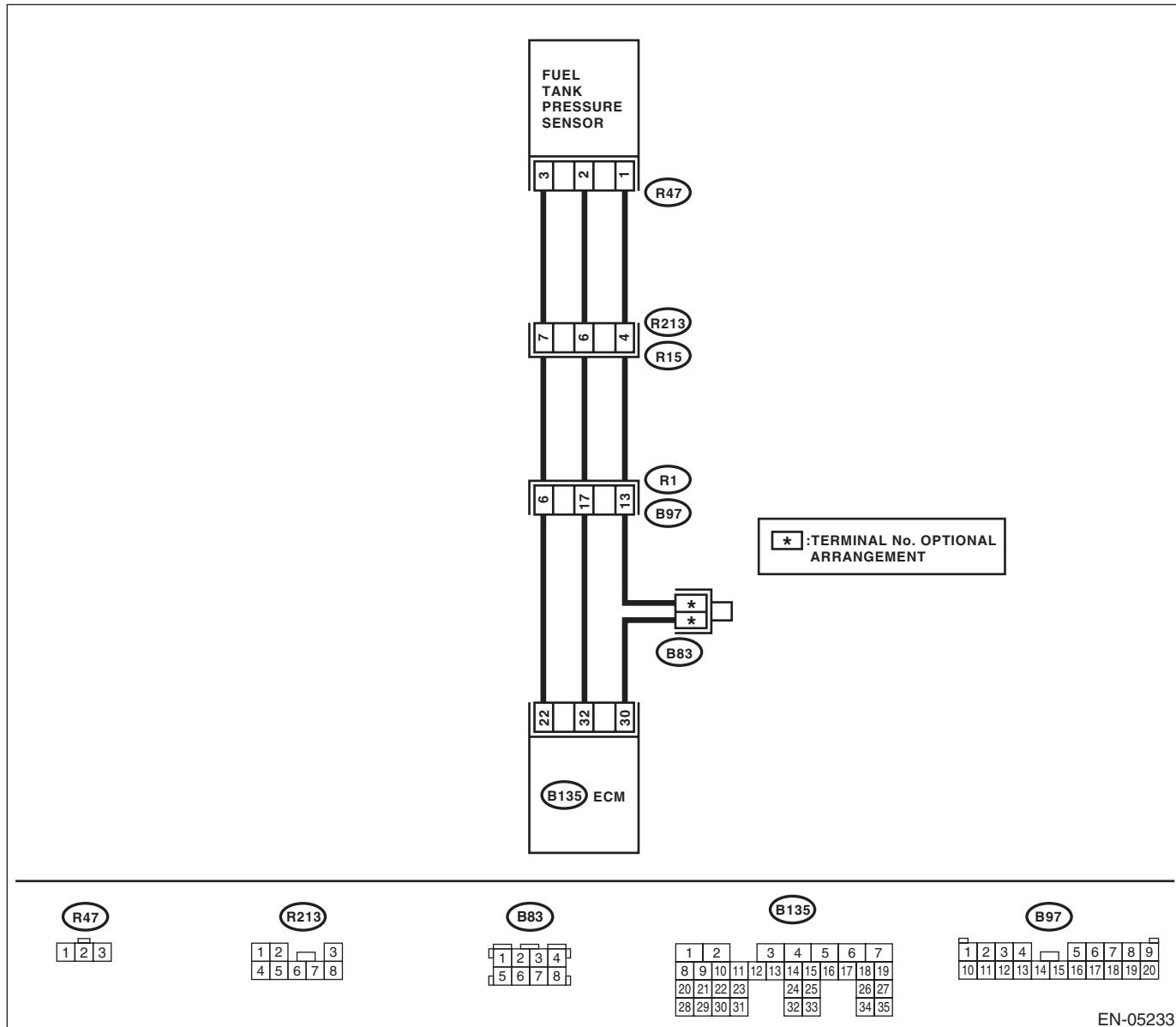
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-142, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step 2 .	Tighten fuel filler cap securely.
2 CHECK PRESSURE VACUUM LINE. NOTE: Check the following items. <ul style="list-style-type: none">• Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank• Disconnection, leakage and clogging of the 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(H6DO)-10, Fuel Tank Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

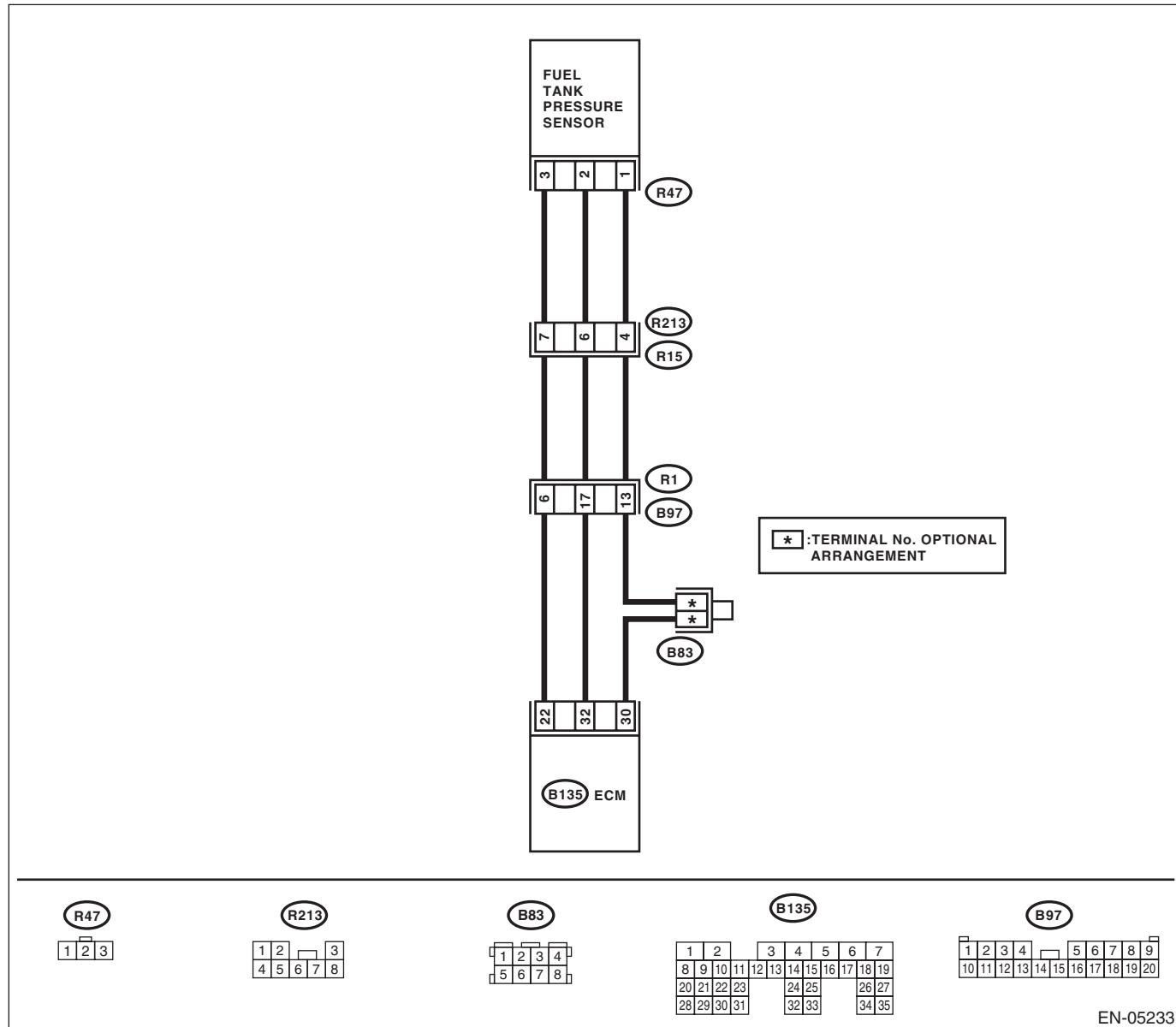
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-144, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05233

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value less than -7.45 kPa (-55.85 mmHg , -2.2 inHg) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. 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 <i>(R47) No. 3 (+) — Chassis ground (-):</i>	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 <i>(B135) No. 32 — (R47) No. 2:</i>	Is the resistance less than 1Ω ?	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 <i>(B135) No. 32 — Chassis ground:</i>	Is the resistance $1 \text{ M}\Omega$ 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(H6DO)-10, Fuel Tank Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

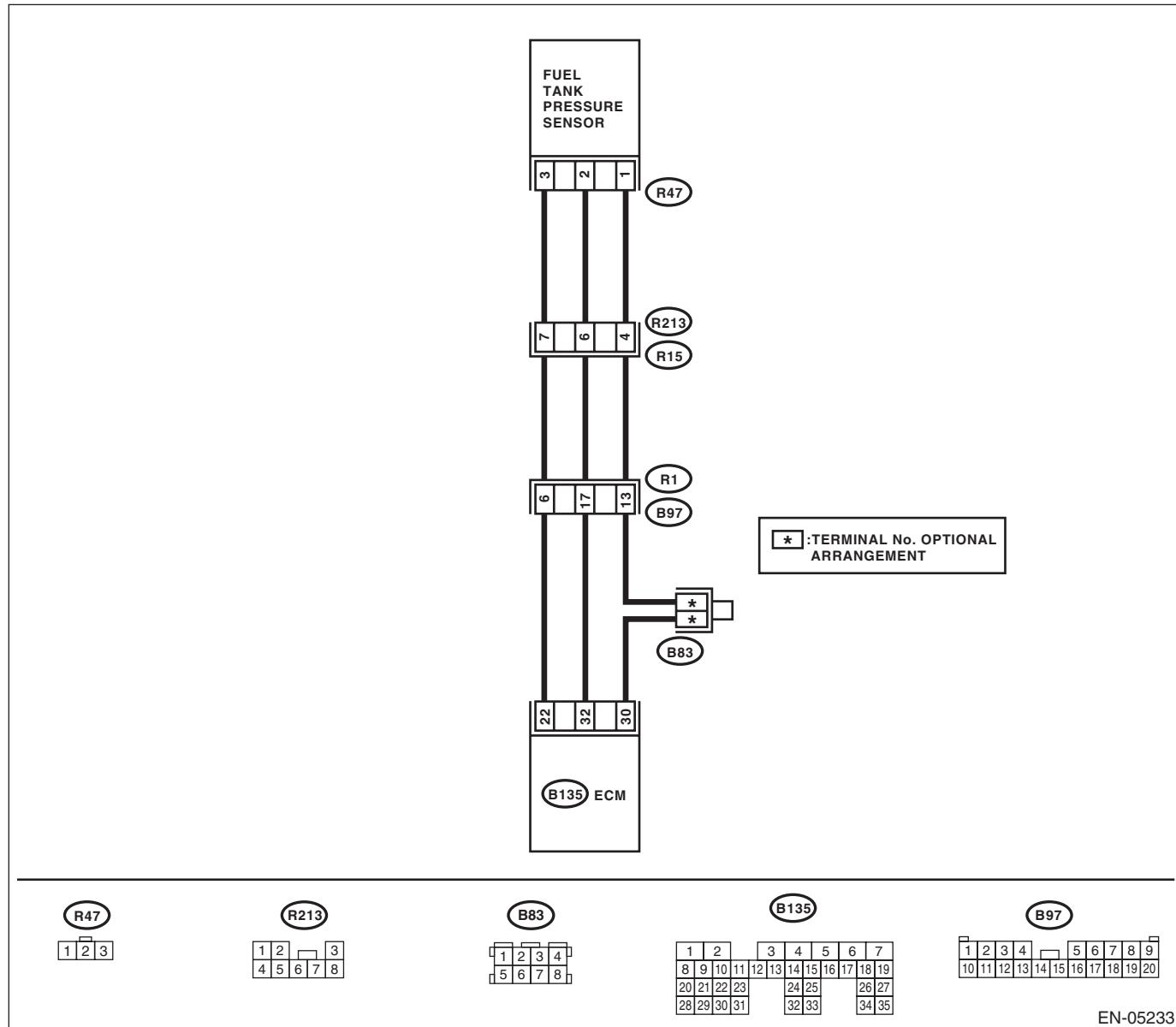
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-146, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn the ignition switch to ON. 2) Read the data of fuel tank pressure sensor signal using the Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 7.98 kPa (59.85 mmHg, 2.36 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 failure, and then perform the diagnosis again. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 7.98 kPa (59.85 mmHg, 2.36 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. <i>Connector & terminal</i> <i>(R47) No. 1 — Engine ground:</i>	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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 the fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H6DO)-10, Fuel Tank Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

**CI: DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECT-
ED (VERY SMALL LEAK)**

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-147, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

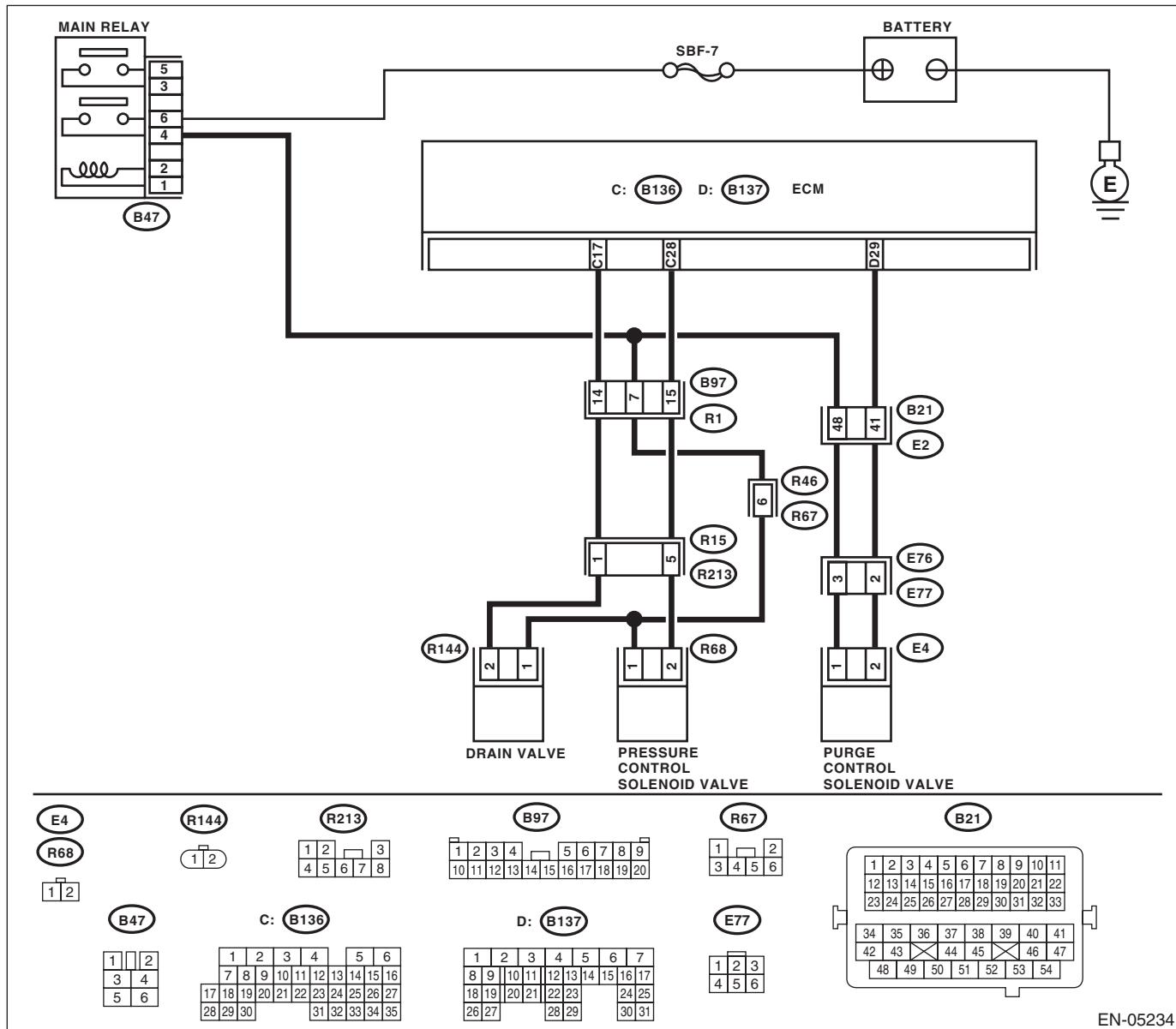
TROUBLE SYMPTOM:

- 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was 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(H6DO)-46, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6DO)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H6DO)-14, 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(H6DO)(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(H6DO)-6, 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(H6DO)(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(H6DO)-11, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the 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(H6DO)-55, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H6DO)-5, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H6DO)-40, 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(H6DO)-40, 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 in ECM connector.

CJ: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(H6DO)-147, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>

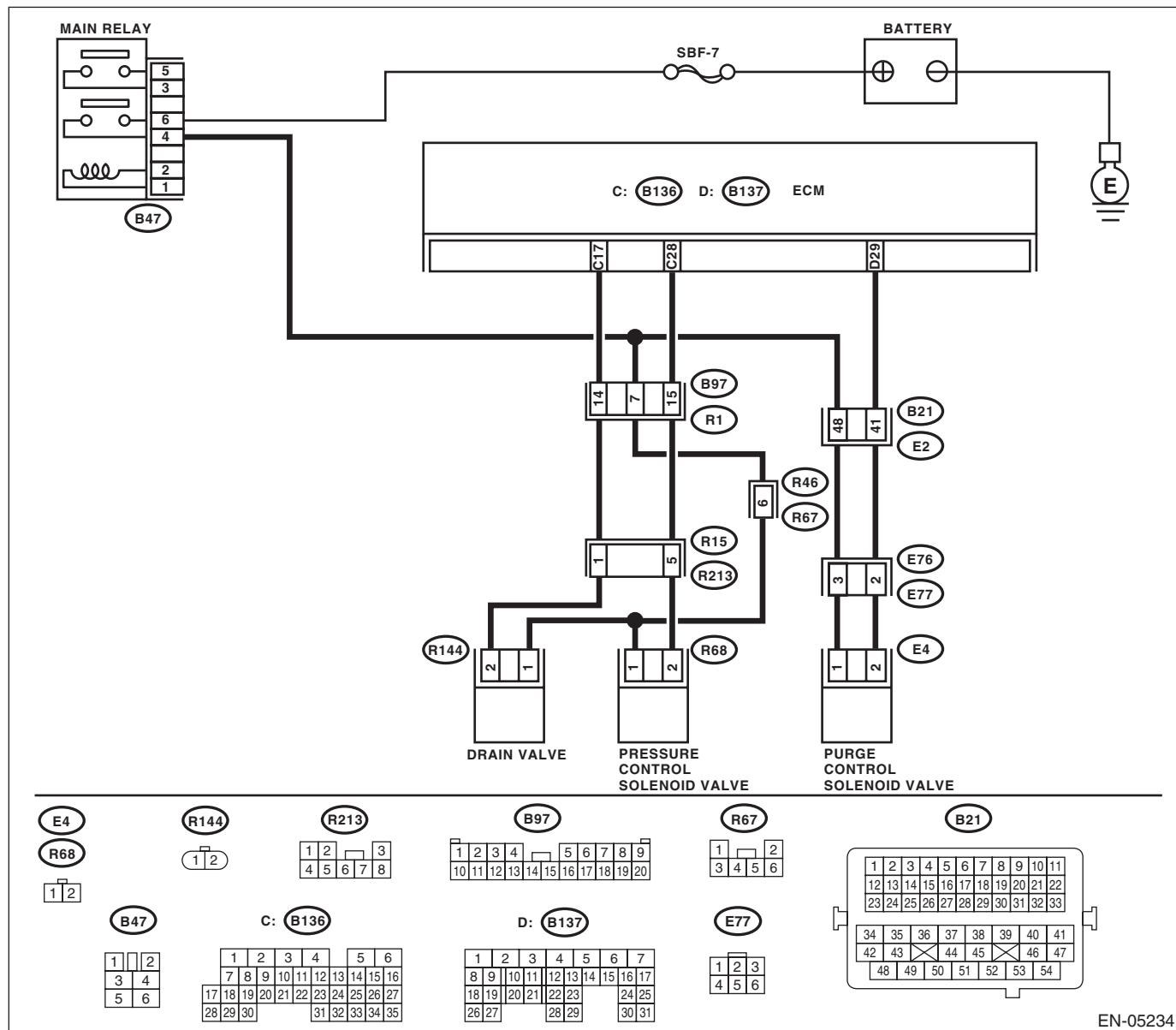
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap loose or lost

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain has caught while tightening.	Is the fuel filler cap tightened securely?	Go to step 2.	Tighten fuel filler cap securely.
2 CHECK FUEL FILLER CAP.	Is the fuel filler cap genuine?	Go to step 3.	Replace with a genuine fuel filler cap.
3 CHECK FUEL FILLER PIPE GASKET.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H6DO)-46, Fuel Filler Pipe.>	Go to step 4.
4 CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve using the Subaru Select Monitor. NOTE: Drain valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6DO)(diag)-55, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 5.	Replace the drain valve. <Ref. to EC(H6DO)-14, 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(H6DO)(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(H6DO)-6, 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(H6DO)(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(H6DO)-11, Pressure Control Solenoid Valve.>
7 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. 1) Turn the ignition switch to OFF. 2) Disconnect the test mode connector.	Are there any disconnected, broken or clogged evaporation lines?	Repair or replace the evaporation line. <Ref. to FU(H6DO)-55, Fuel Delivery, Return and Evaporation Lines.>	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H6DO)-5, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H6DO)-40, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H6DO)-40, 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 in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CK: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(H6DO)-148, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

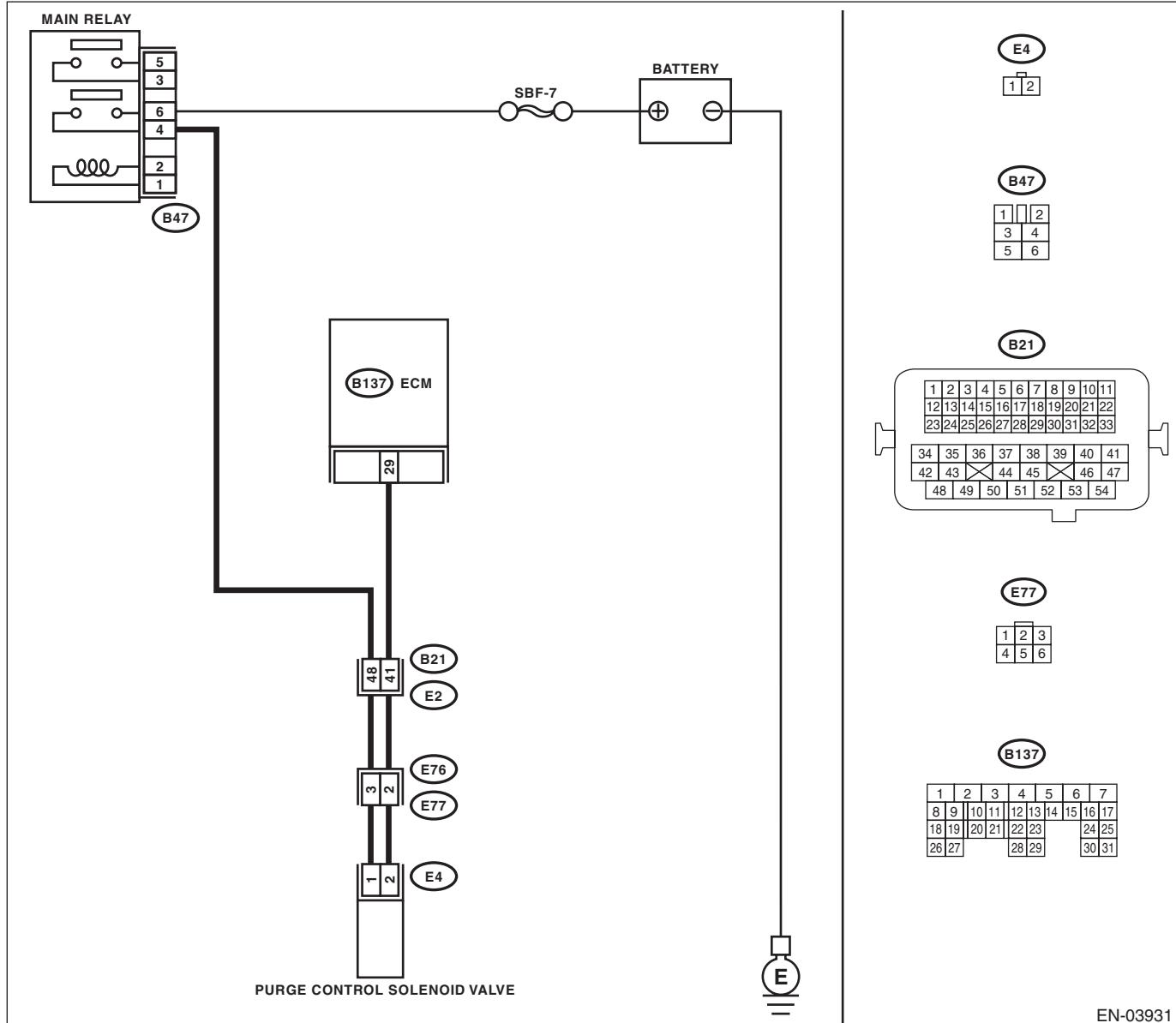
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B137) No. 29 (+) — Chassis ground (-):</i>	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 solenoid valve connector and engine ground. <i>Connector & terminal</i> <i>(E4) No. 2 — Engine ground:</i>	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. <i>Connector & terminal</i> <i>(B137) No. 29 — (E4) No. 2:</i>	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 10—100 Ω?	Go to step 5.	Replace the purge control solenoid valve. <Ref. to EC(H6DO)-6, 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. <i>Connector & terminal</i> <i>(E4) No. 1 (+) — Engine ground (-):</i>	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: <ul style="list-style-type: none">• Open circuit of harness between the main relay and purge control solenoid valve• Poor contact of coupling connector• Poor contact of main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CL: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(H6DO)-150, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

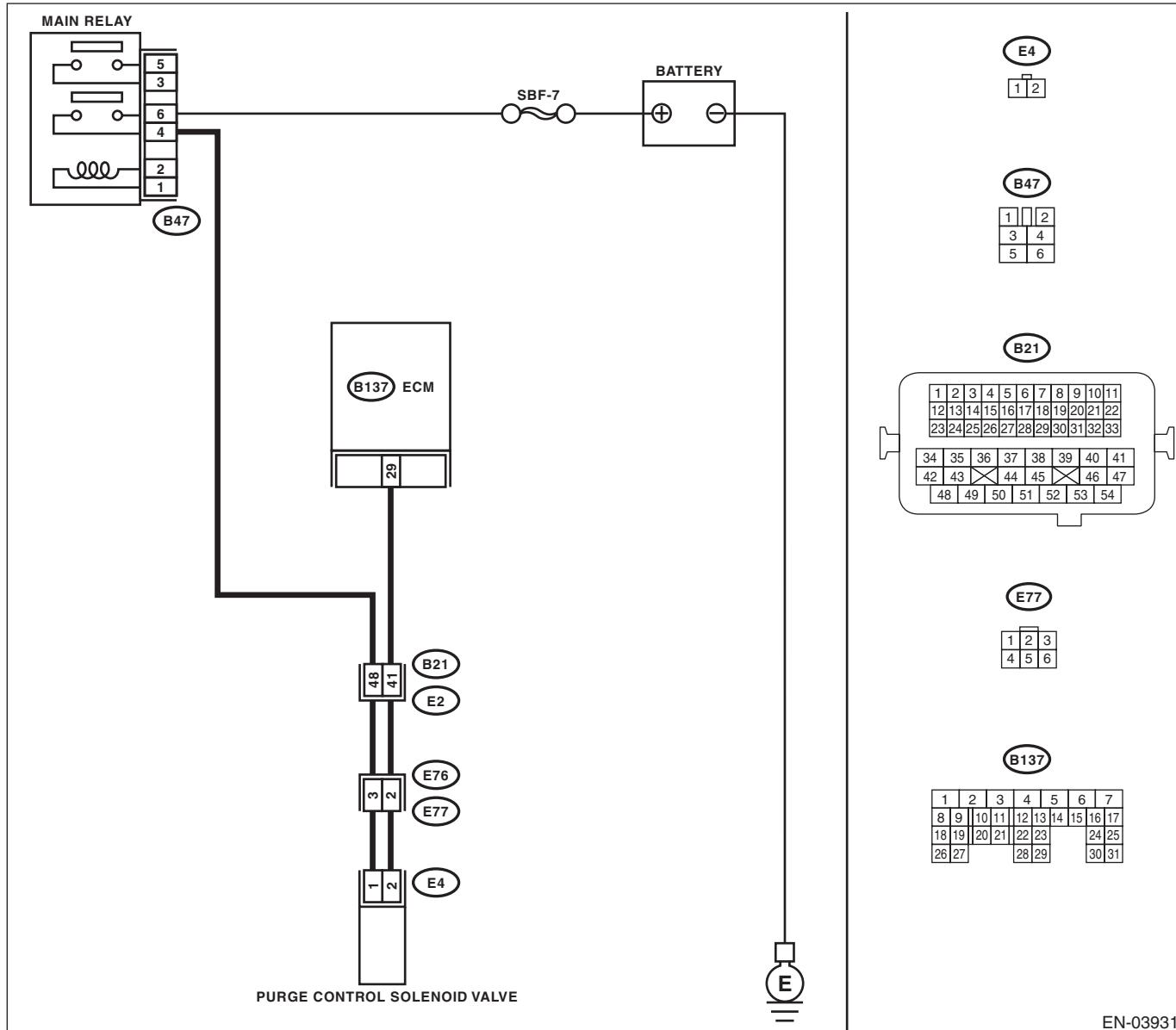
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and purge control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. <i>Connector & terminal (B137) No. 29 (+) — Chassis ground (-):</i>	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. <i>Terminals No. 1 — No. 2:</i>	Is the resistance less than 1 Ω ?	Replace the purge control solenoid valve. <Ref. to EC(H6DO)-6, Purge Control Solenoid Valve.>	Repair poor contact of the ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CM: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(H6DO)-152, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the fuel level sensor and fuel sub level sensor. <Ref. to FU(H6DO)-51, Fuel Level Sensor.> <Ref. to FU(H6DO)-52, Fuel Sub Level Sensor.>

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

NOTE:

For the diagnostic procedure, refer to DTC P0463. <Ref. to EN(H6DO)(diag)-258, DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CO: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(H6DO)-156, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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-4, COMBINATION METER, INSPECTION, Combination Meter System.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.

CP:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-158, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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-4, COMBINATION METER, INSPECTION, Combination Meter System.>	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.

CQ:DTC P0483 FAN RATIONALITY CHECK

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-161, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Occurrence of noise
- Overheating

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

NOTE:

If the vehicle, with the engine idling, is placed very close to a wall or another vehicle, preventing normal cooling function, the OBD system may detect malfunction.

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(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Check radiator fan, fan motor and thermostat and if thermostat is stuck, replace thermostat. <Ref. to CO(H6DO)-19, Radiator Main Fan and Fan Motor.> <Ref. to CO(H6DO)-22, Radiator Sub Fan and Fan Motor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CR:DTC P0500 VEHICLE SPEED SENSOR “A”

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-162, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK DTC OF ABS. Check DTC of ABS.	Is DTC of ABS displayed?	Perform the diagnosis according to DTC. <Ref. to ABS(diag)-33, List of Diagnostic Trouble Code (DTC).>	Repair poor contact of the ECM connector.

CS: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(H6DO)-164, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

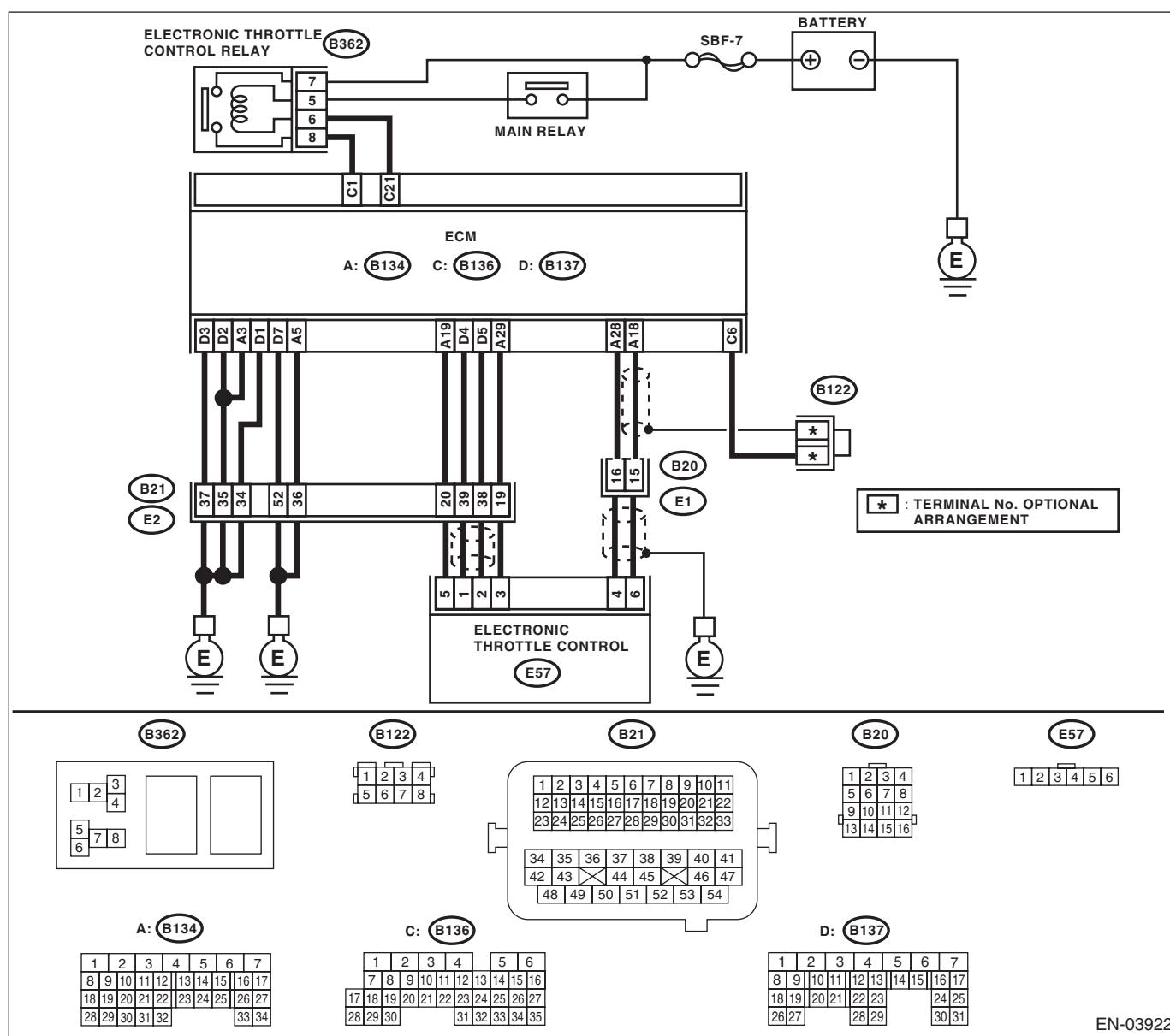
TROUBLE SYMPTOM:

- 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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(H6DO)-4, Air Cleaner Element.>	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Remove the electronic throttle control. 2) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CT: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(H6DO)-166, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

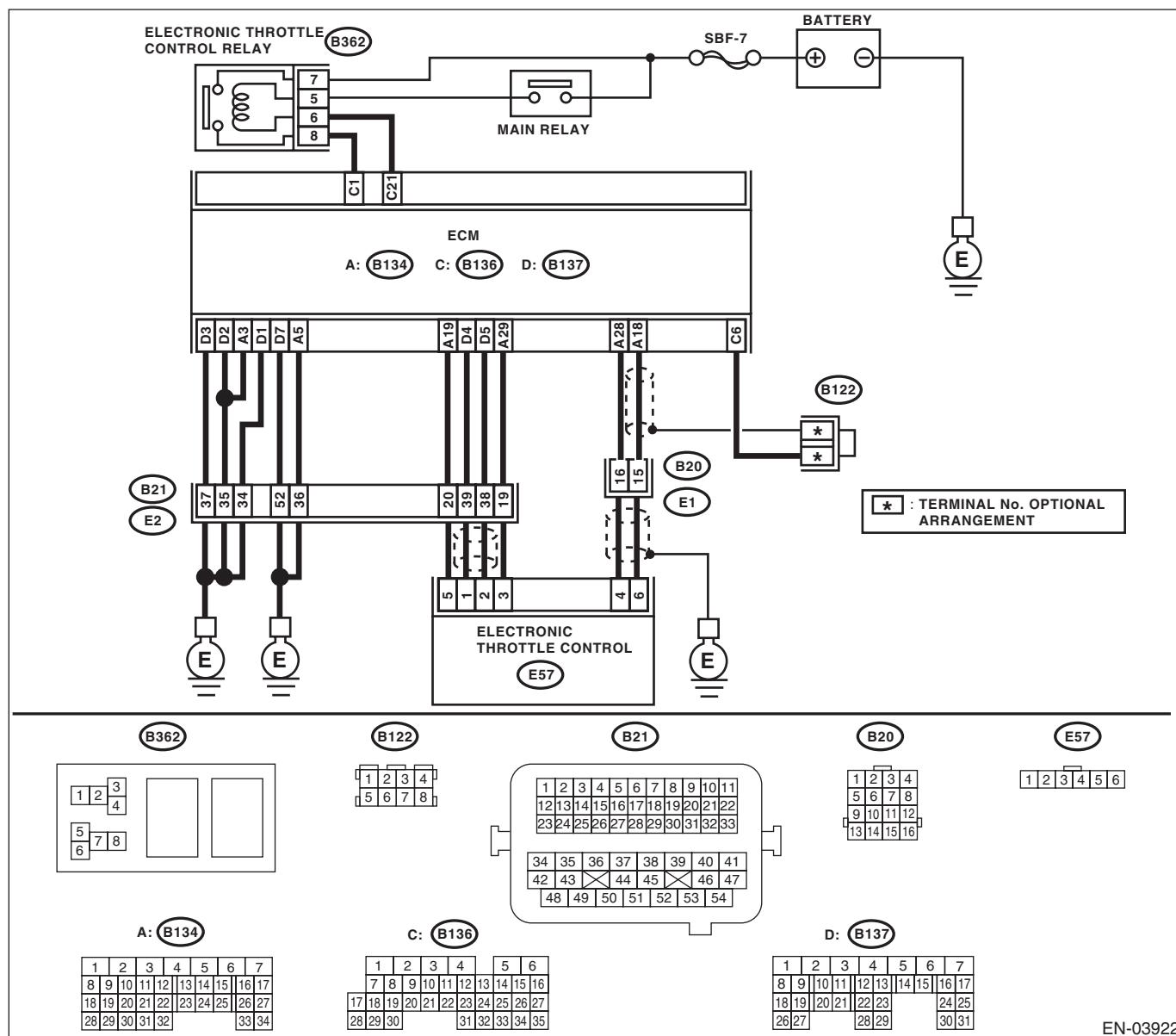
TROUBLE SYMPTOM:

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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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 control. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CU:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-168, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

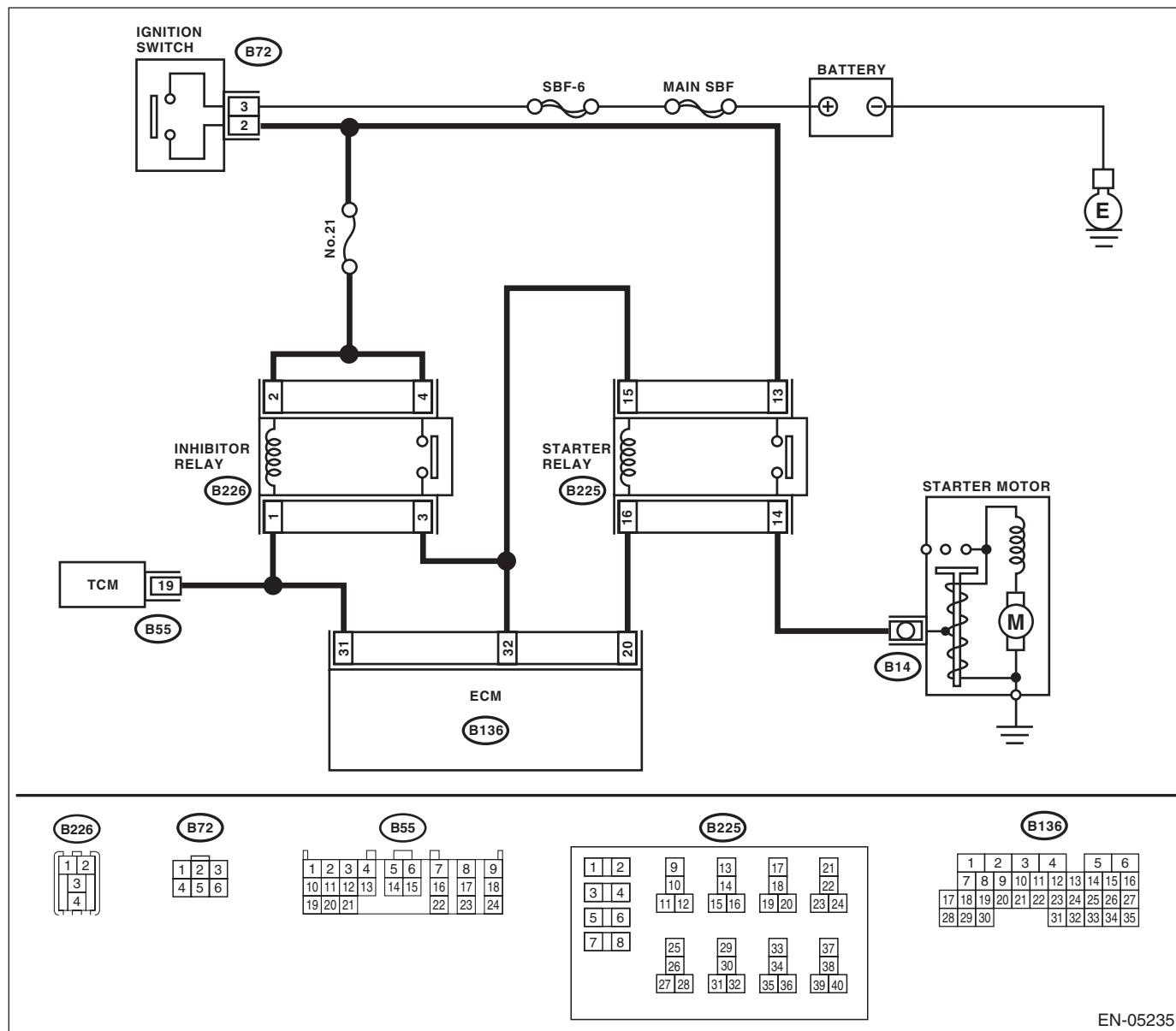
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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. <i>Connector & terminal (B136) No. 32 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and ignition switch.	Repair poor contact in ECM connector.

CV:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-170, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, 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(H6DO)(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. <ul style="list-style-type: none">• Loose installation of intake manifold and throttle body• Cracks of intake manifold gasket and throttle body gasket• Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CW:DTC P0600 SERIAL COMMUNICATION LINK

NOTE:

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

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-172, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

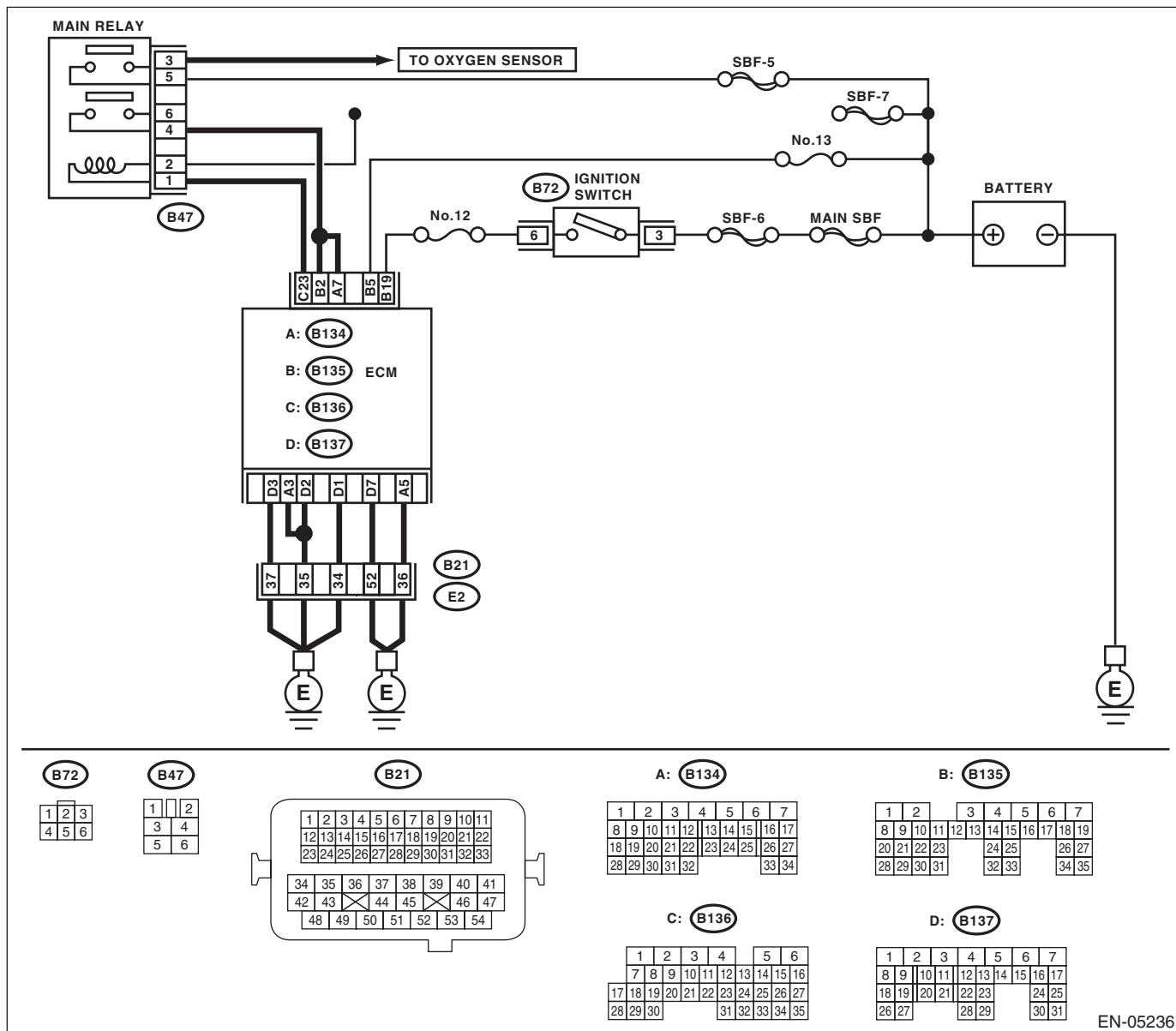
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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 failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector may be the cause.

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

NOTE:

For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(H6DO)(diag)-270, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CZ:DTC P0607 CONTROL MODULE PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-175, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

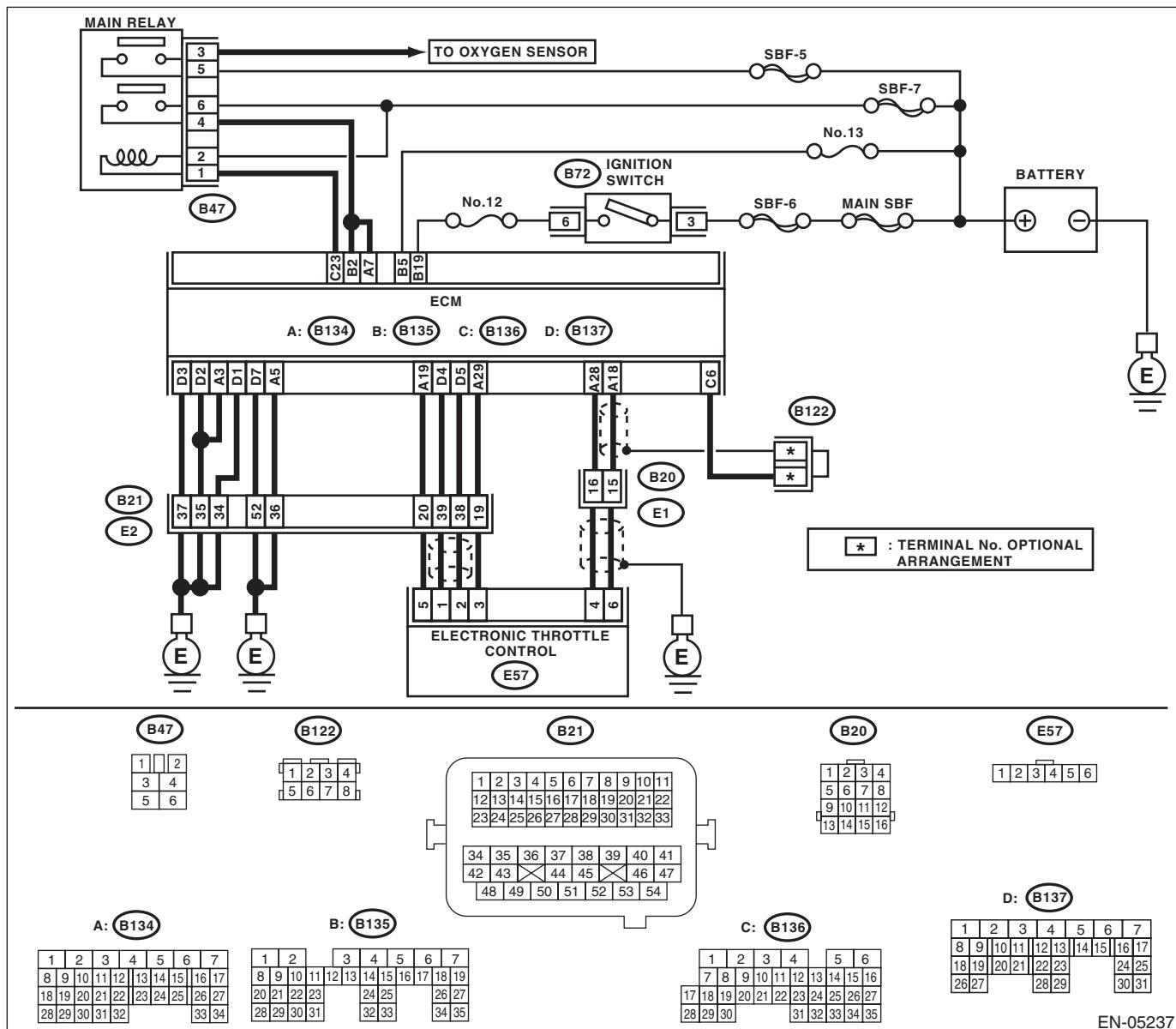
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT VOLTAGE FROM ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> (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 FROM ECM. 1) Start the engine. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> (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. <i>Connector & terminal</i> (B134) No. 19 — (E57) No. 5: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between ECM and electronic throttle control connector.
4 CHECK ECM GROUND HARNESS. Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> (B134) No. 3 (+) — Chassis ground (-): (B134) No. 5 (+) — Chassis ground (-): (B137) No. 1 (+) — Chassis ground (-): (B137) No. 2 (+) — Chassis ground (-): (B137) No. 3 (+) — Chassis ground (-): (B137) No. 7 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair poor contact in ECM connector.	Repair the following item. • Open circuit of ground circuit • Retightening of engine ground terminals • Poor contact of coupling connector

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

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DB:DTC P0691 FAN 1 CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-180, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheat

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H6DO)-7, Radiator Fan System.>

DC:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-181, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheat

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan system. <Ref. to CO(H6DO)-7, Radiator Fan System.>

DD:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

NOTE:

For the diagnostic procedure, refer to AT section. <Ref. to 5AT(diag)-2, Basic Diagnostic Procedure.>

DE:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

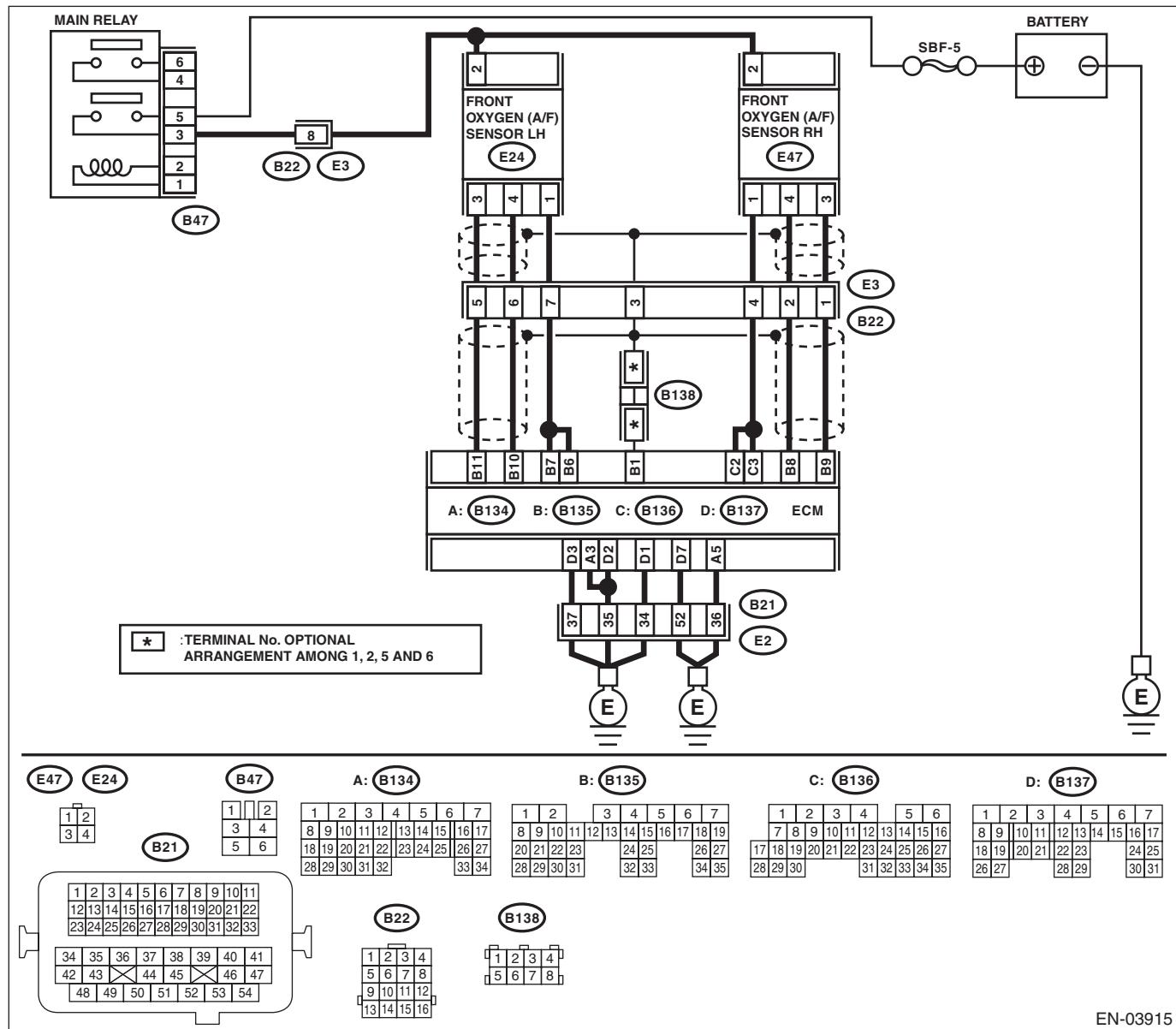
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-183, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B135) No. 9 — (E47) No. 3:</i> <i>(B135) No. 8 — (E47) No. 4:</i>	Is the resistance less than 1Ω ?	Go to step 3. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit in harness between ECM and front oxygen (A/F) sensor connector• Poor contact in front oxygen (A/F) sensor connector• Poor contact in ECM connector• Poor contact of coupling connector	Repair the harness and 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

DF:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

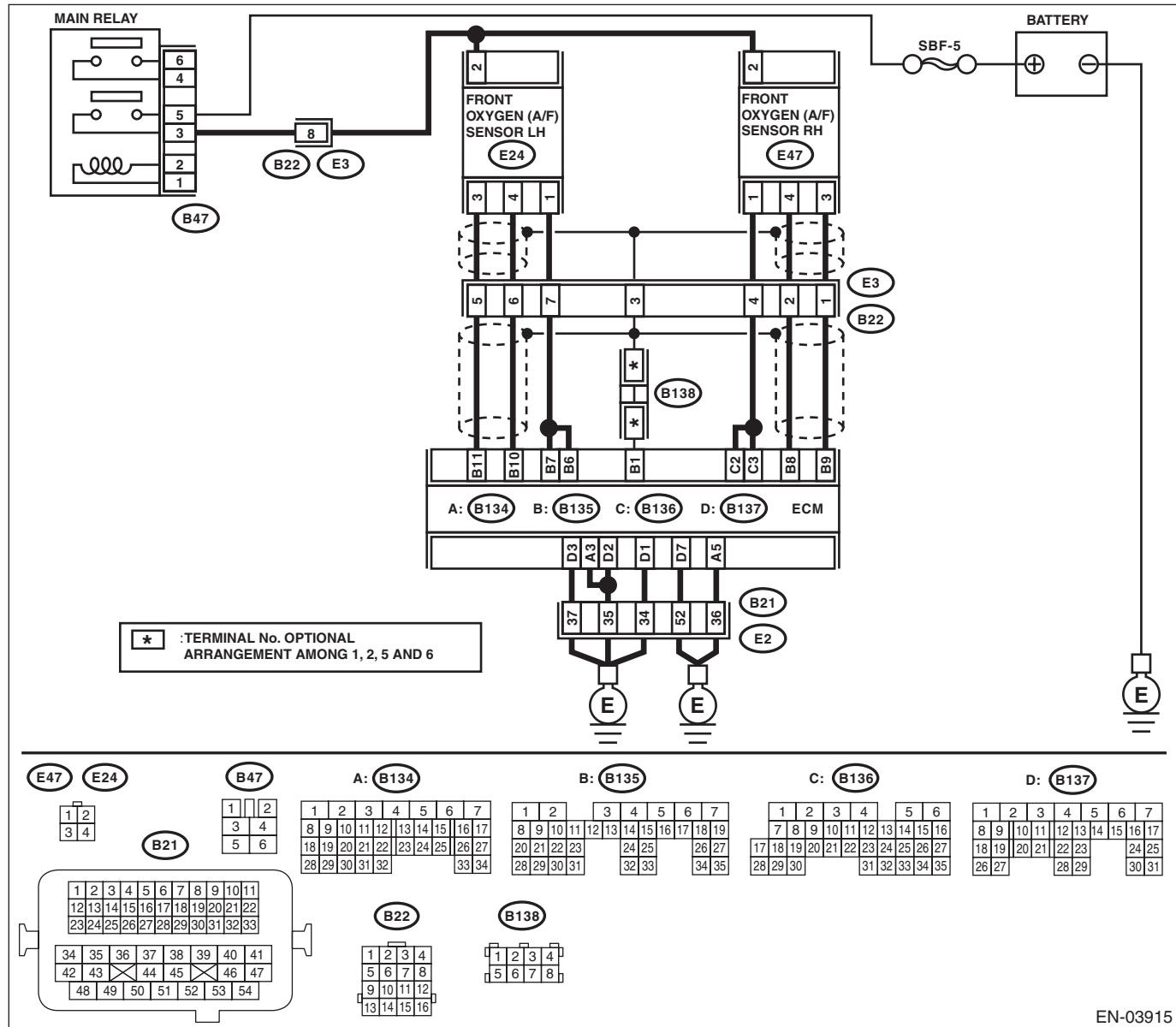
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-185, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 9 — Chassis ground:</i> <i>(B135) No. 8 — Chassis ground:</i>	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 ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 9 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B135) No. 8 (+) — Chassis ground (-):</i>	Is the voltage 4.95 V or more?	Go to step 5.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>
5 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 9 (+) — Chassis ground (-):</i> <i>(B135) No. 8 (+) — Chassis ground (-):</i>	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(H6DO)-33, Engine Control Module (ECM).>	Repair poor contact of the ECM connector.

DG:DTC P1154 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 2 SENSOR 1)

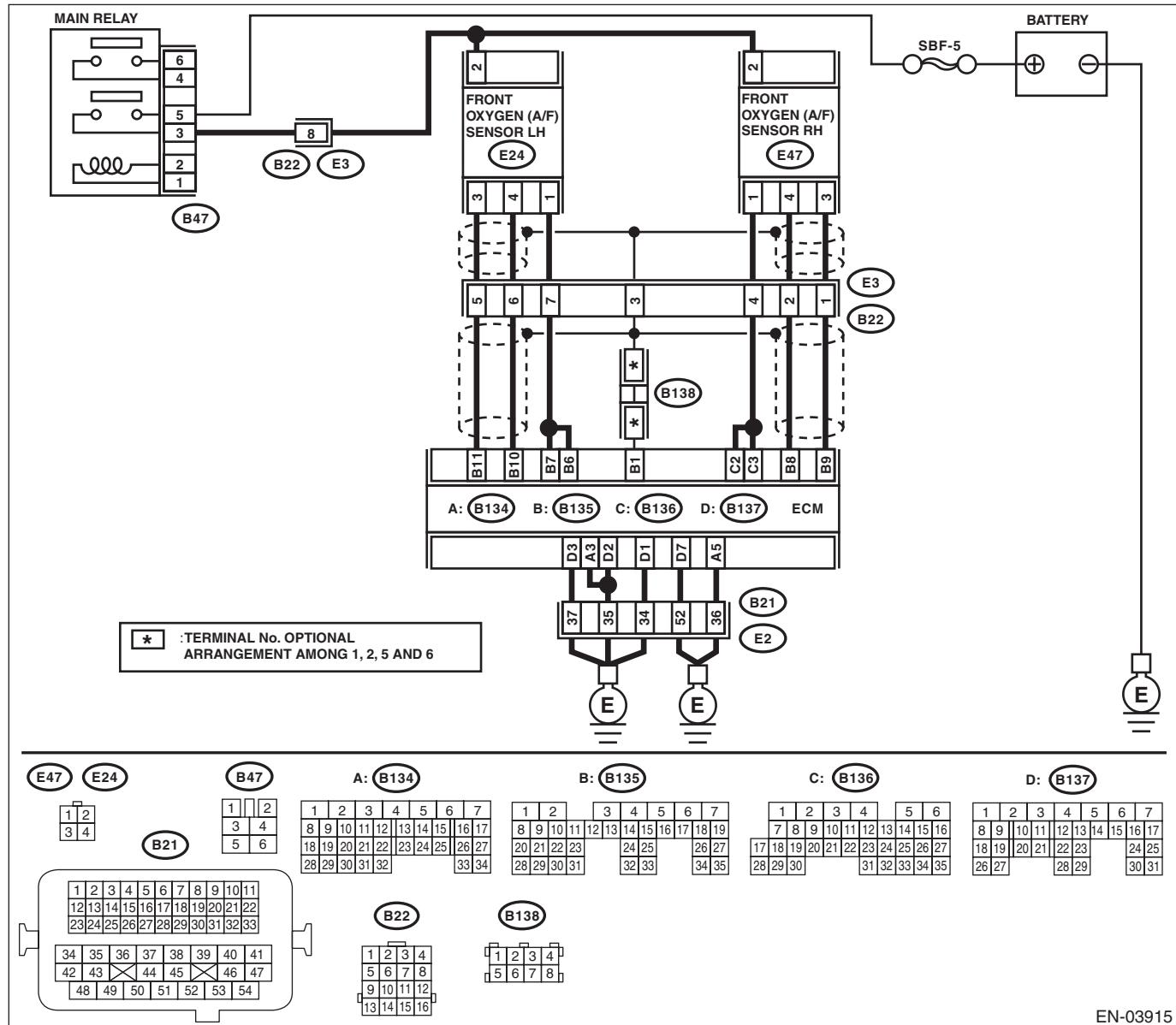
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-187, DTC P1154 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and front oxygen (A/F) sensor. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. <i>Connector & terminal</i> <i>(B135) No. 11 — (E24) No. 3:</i> <i>(B135) No. 10 — (E24) No. 4:</i>	Is the resistance less than 1Ω ?	Go to step 3. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit in harness between ECM and front oxygen (A/F) sensor connector• Poor contact in front oxygen (A/F) sensor connector• Poor contact in ECM connector• Poor contact of coupling connector	Repair the harness and 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(H6DO)-29, Front Oxygen (A/F) Sensor.>

DH:DTC P1155 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 2 SENSOR 1)

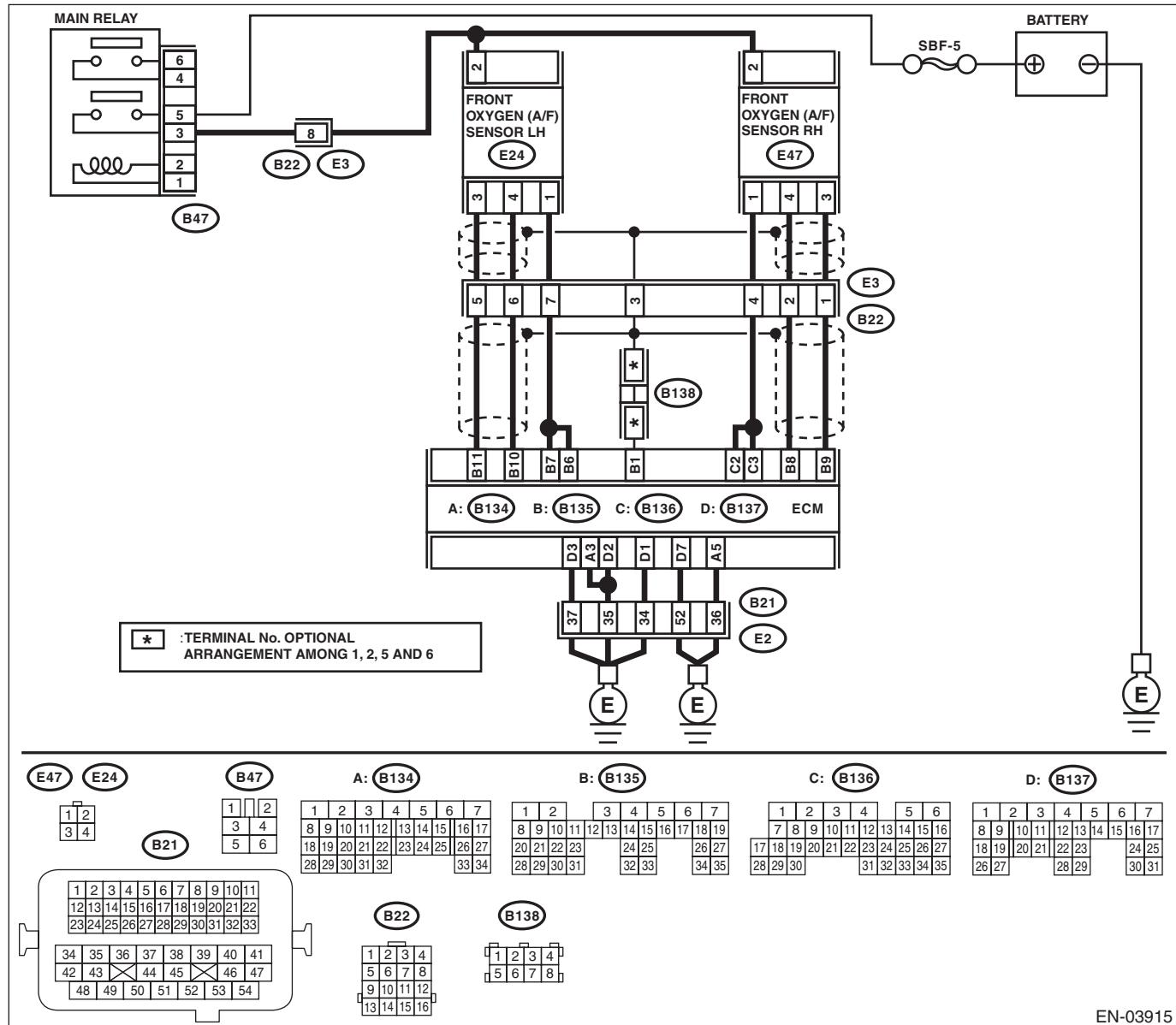
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-187, DTC P1155 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 2 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 — Chassis ground:</i> <i>(B135) No. 10 — Chassis ground:</i>	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 ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B135) No. 10 (+) — Chassis ground (-):</i>	Is the voltage 4.95 V or more?	Go to step 5.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>
5 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 (+) — Chassis ground (-):</i> <i>(B135) No. 10 (+) — Chassis ground (-):</i>	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(H6DO)-33, Engine Control Module (ECM).>	Repair poor contact of the ECM connector.

DI: DTC P1160 RETURN SPRING FAILURE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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

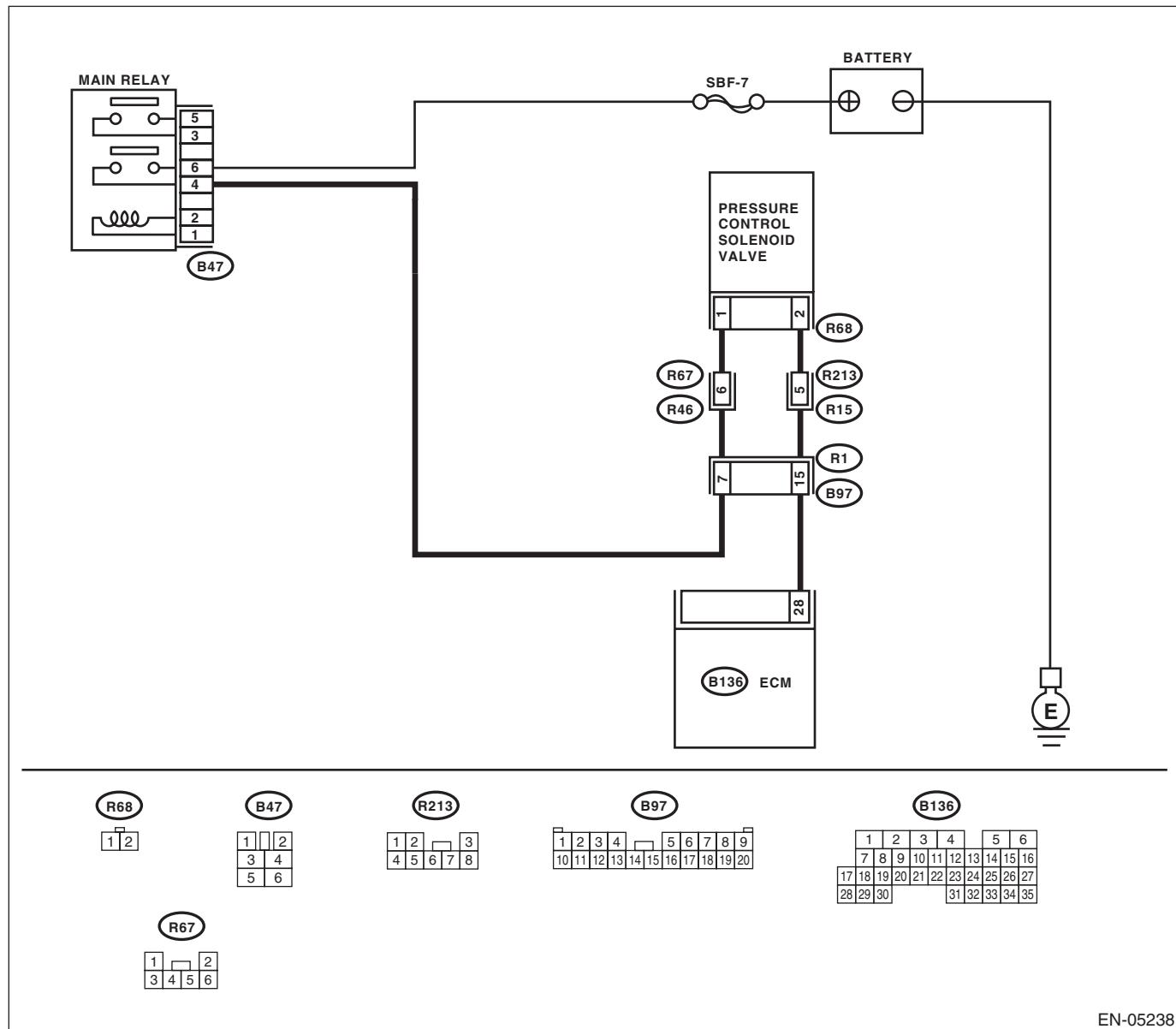
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-190, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B136) No. 28 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(R68) No. 2 — Chassis ground:</i>	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. <i>Connector & terminal</i> <i>(B136) No. 28 — (R68) No. 2:</i>	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 10—100 Ω?	Go to step 5.	Replace the pressure control solenoid valve. <Ref. to EC(H6DO)-11, 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. <i>Connector & terminal</i> <i>(R68) No. 1 (+) — Chassis ground (-):</i>	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: <ul style="list-style-type: none">• Open circuit in harness between main relay and pressure control solenoid valve connector• Poor contact of coupling connector• Poor contact of main relay connector

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

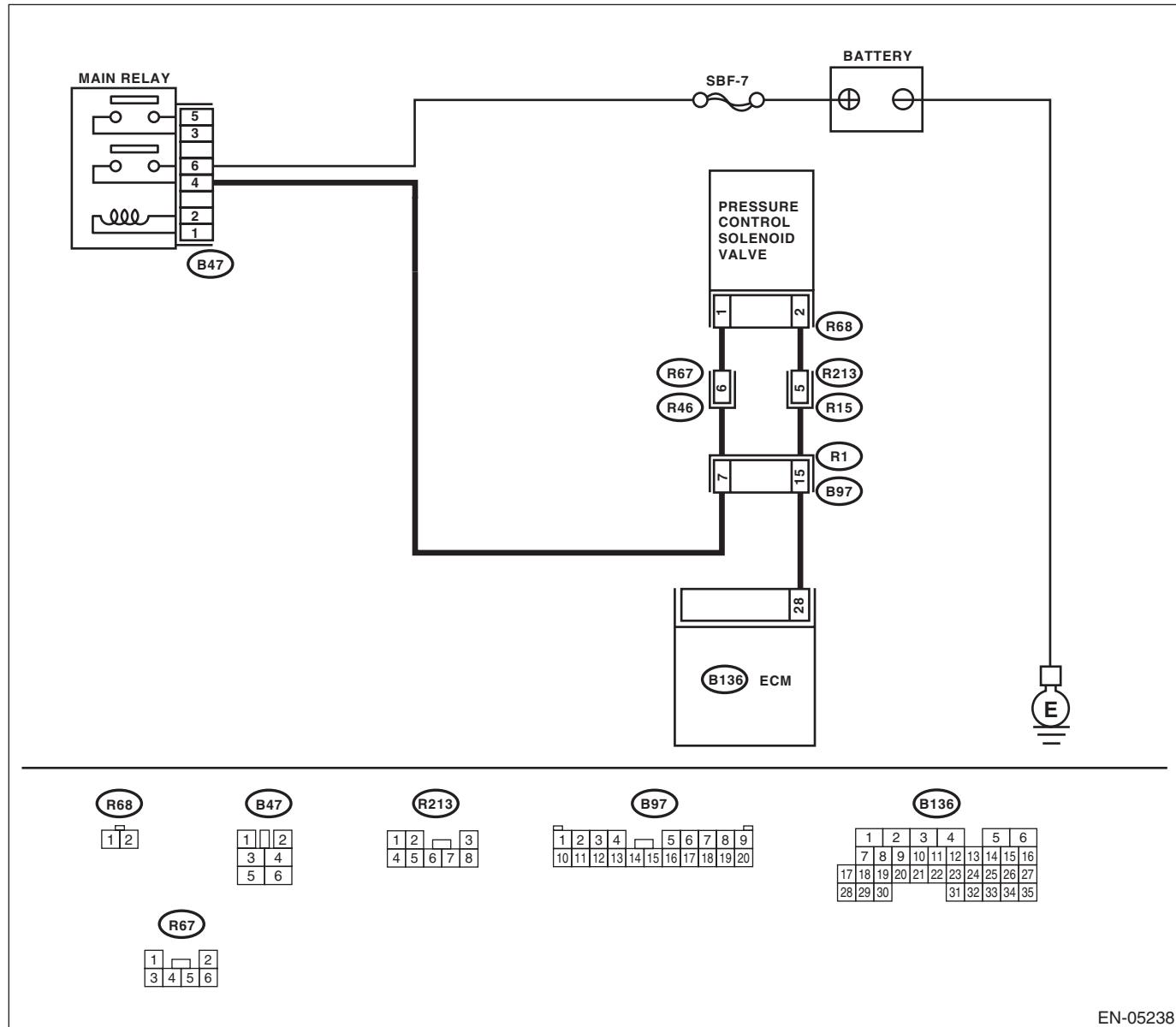
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-192, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05238

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. <i>Connector & terminal (B136) No. 28 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and pressure control solenoid valve connector. Repair the poor contact of the ECM 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. <i>Terminals No. 1 — No. 2:</i>	Is the resistance less than 1 Ω?	Replace the pressure control solenoid valve. <Ref. to EC(H6DO)-11, Pressure Control Solenoid Valve.>	Repair poor contact of the ECM connector.

DL:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-194, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

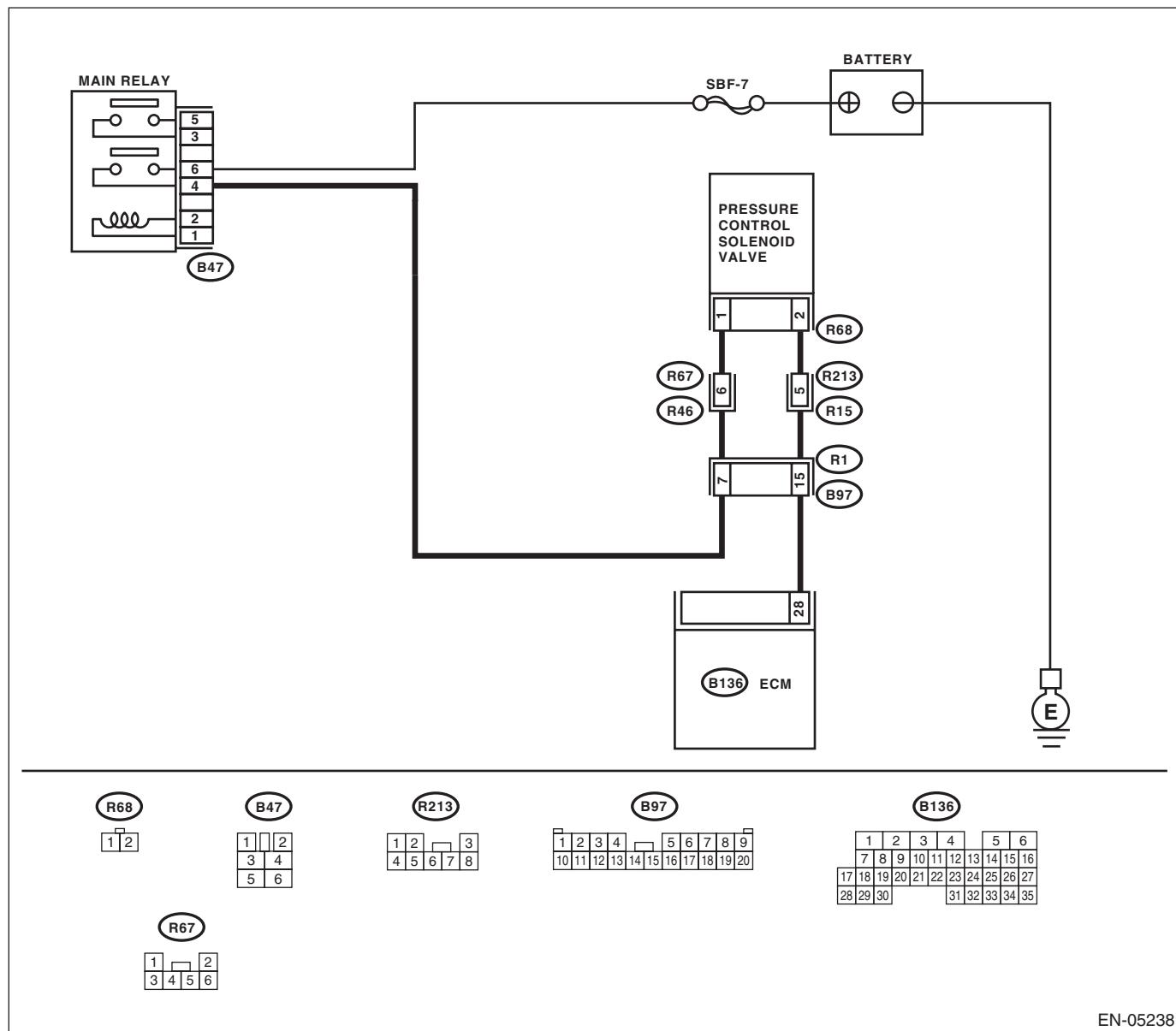
TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05238

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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 test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve operation can be executed using the Subaru Select Monitor. Regarding the procedures, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H6DO)(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(H6DO)-14, Drain Valve.>

DM:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-196, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

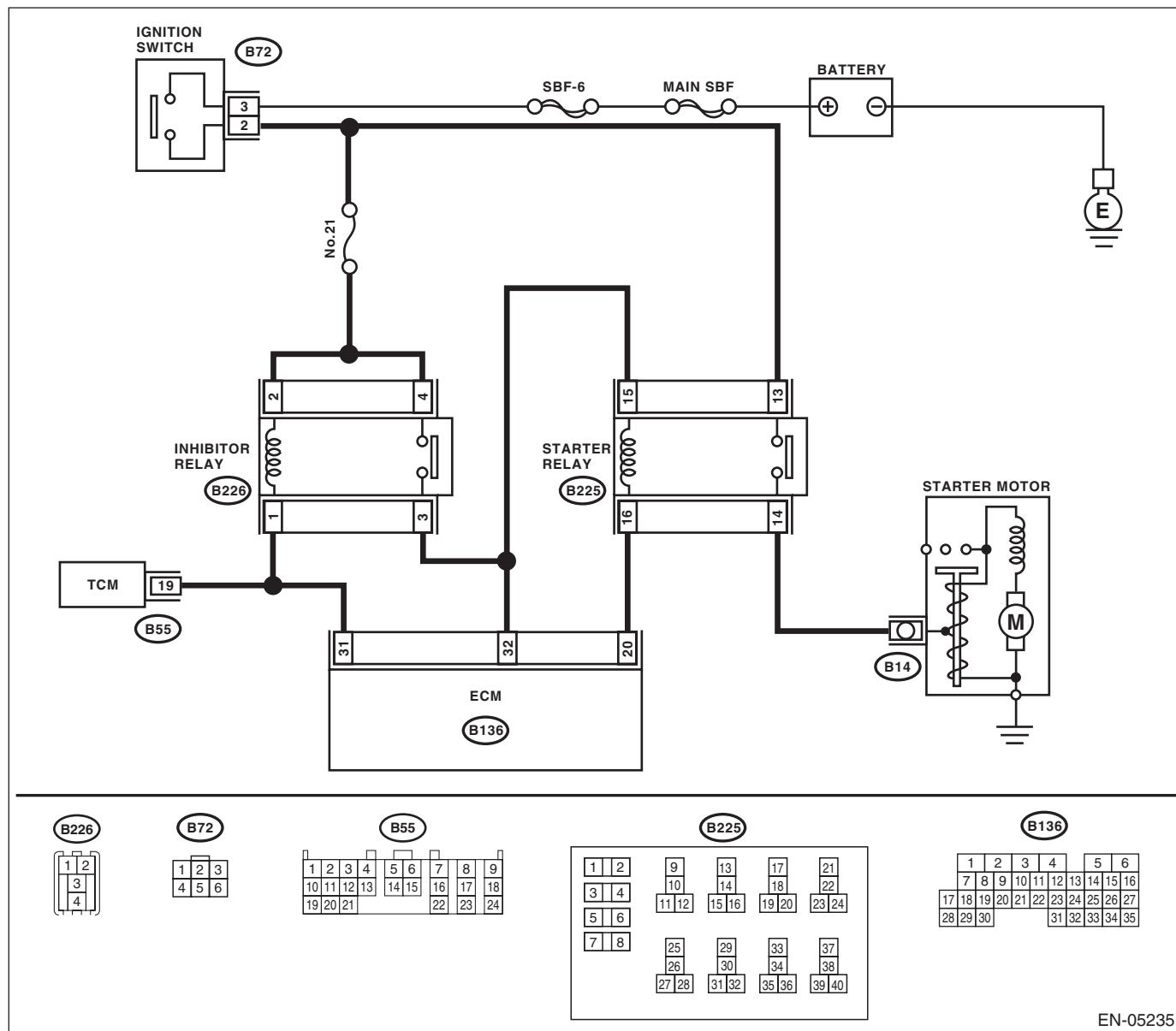
TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Repair poor contact of the ECM connector.

DN:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

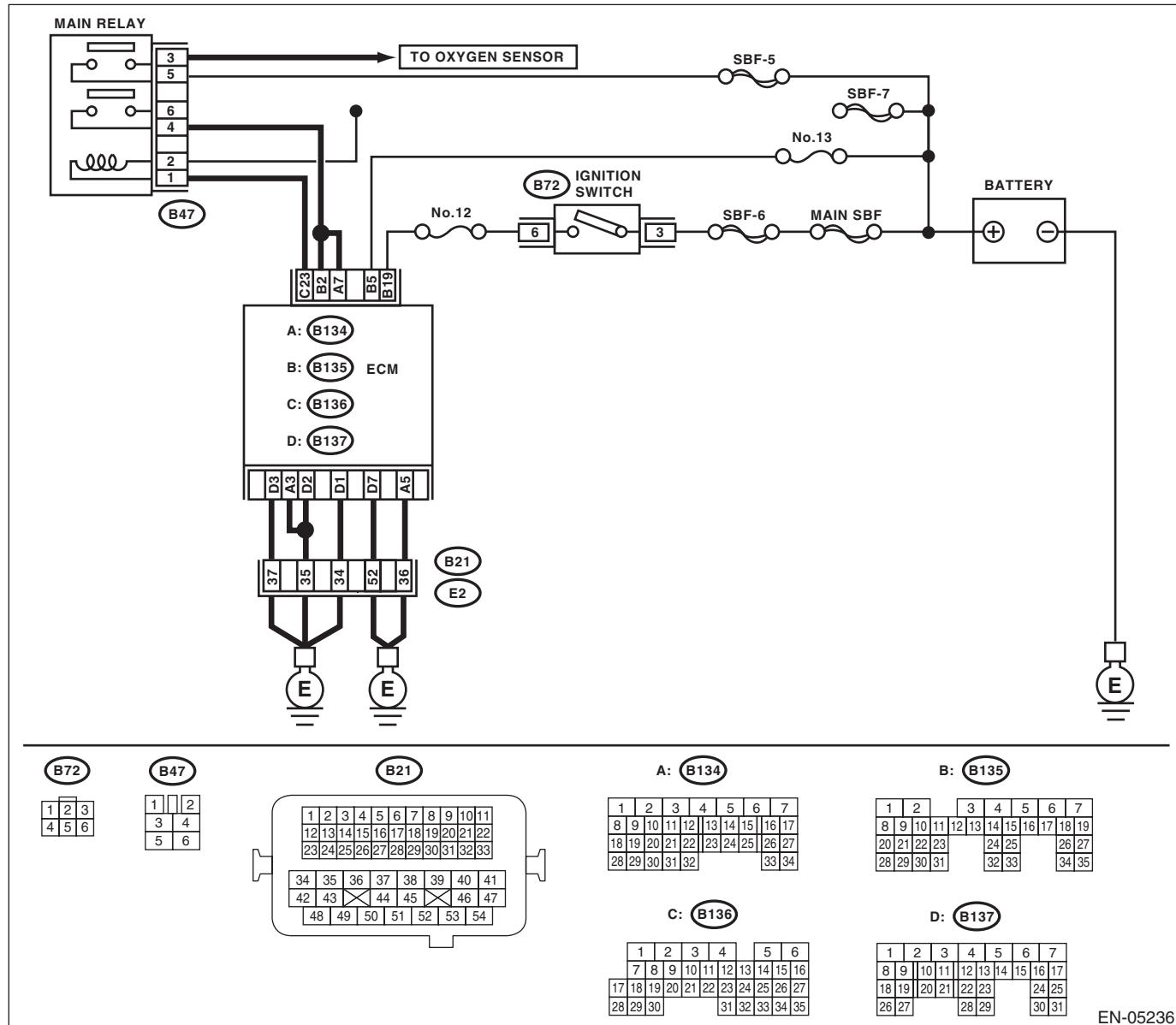
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-197, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 5 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B135) No. 5 — Chassis ground:</i>	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. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and battery• Poor contact in ECM connector• Poor contact of battery terminal	Repair the harness and connector.

DO:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-199, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

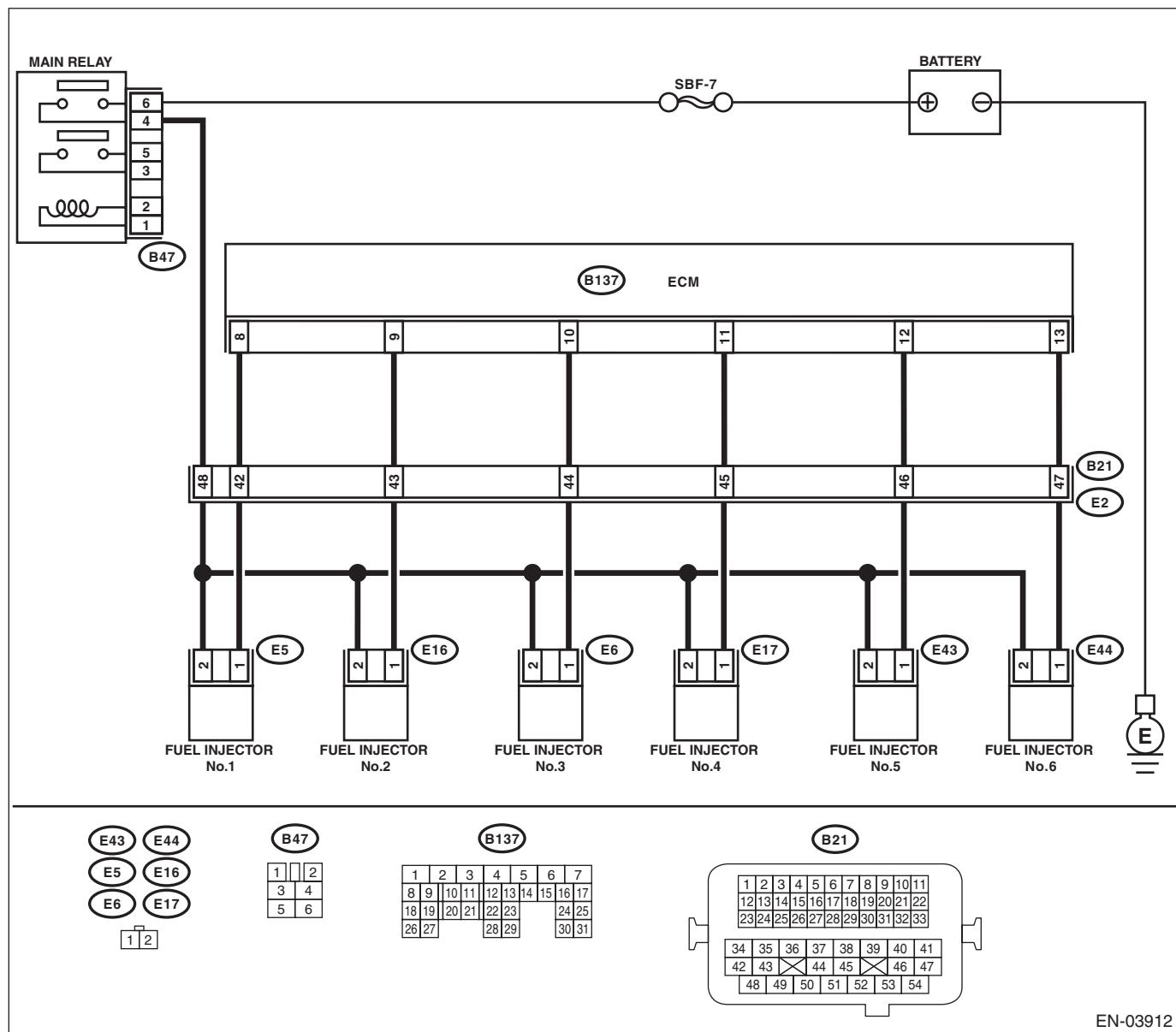
TROUBLE SYMPTOM:

- 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:

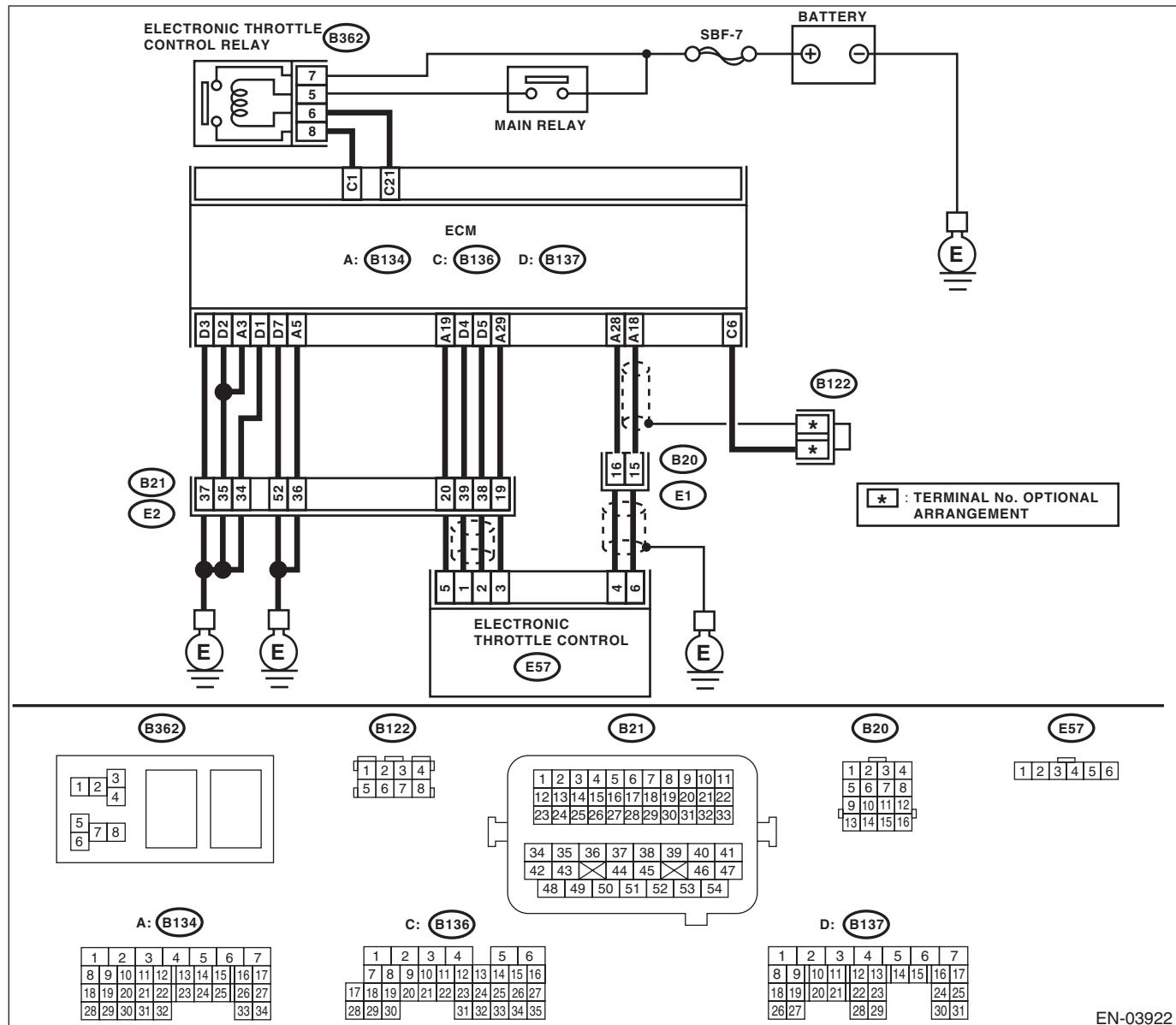
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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(H6DO)-7, REPLACEMENT, Engine Oil.>
3 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 4.
4 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 5.
5 CHECK FUEL PRESSURE. WARNING: Place "NO OPEN FLAMES" signs near the working area. CAUTION: Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H6DO)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 333 — 363 kPa (3.4 — 3.7 kg/cm ² , 48 — 53 psi)?	Go to step 6.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none">• Clogged fuel line or bent hose Fuel pressure is too low: <ul style="list-style-type: none">• Improper fuel pump discharge• Clogged fuel line
6 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 70°C (158°F) or higher ?	Go to step 7.	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 8.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
8 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) For AT models, set the select lever to the "P" or "N" range, and for MT models, place the shift lever in the neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 9.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
9 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between the ECM and chassis ground for faulty cylinders. <i>Connector & terminal</i> #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-): #5 (B137) No. 12 (+) — Chassis ground (-): #6 (B137) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 14.	Go to step 10.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
10 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between the fuel injector connector and engine ground on faulty cylinders. <i>Connector & terminal</i> <i>#1 (E5) No. 1 — Engine ground:</i> <i>#2 (E16) No. 1 — Engine ground:</i> <i>#3 (E6) No. 1 — Engine ground:</i> <i>#4 (E17) No. 1 — Engine ground:</i> <i>#5 (E43) No. 1 — Engine ground:</i> <i>#6 (E44) No. 1 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 11.	Repair the ground short circuit of harness between ECM and fuel injector.
11 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. Measure the resistance of harness between the ECM and fuel injector on faulty cylinders. <i>Connector & terminal</i> <i>#1 (B137) No. 8 — (E5) No. 1:</i> <i>#2 (B137) No. 9 — (E16) No. 1:</i> <i>#3 (B137) No. 10 — (E6) No. 1:</i> <i>#4 (B137) No. 11 — (E17) No. 1:</i> <i>#5 (B137) No. 12 — (E43) No. 1:</i> <i>#6 (B137) No. 13 — (E44) No. 1:</i>	Is the resistance less than 1 Ω?	Go to step 12.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and fuel injector connector• Poor contact of coupling connector
12 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance between 5 — 20 Ω?	Go to step 13.	Replace the faulty fuel injector. <Ref. to FU(H6DO)-25, Fuel Injector.>
13 CHECK POWER SUPPLY LINE. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. <i>Connector & terminal</i> <i>#1 (E5) No. 2 (+) — Engine ground (-):</i> <i>#2 (E16) No. 2 (+) — Engine ground (-):</i> <i>#3 (E6) No. 2 (+) — Engine ground (-):</i> <i>#4 (E17) No. 2 (+) — Engine ground (-):</i> <i>#5 (E43) No. 2 (+) — Engine ground (-):</i> <i>#6 (E44) No. 2 (+) — Engine ground (-):</i>	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: <ul style="list-style-type: none">• Open circuit of harness between main relay and fuel injector on faulty cylinders• Poor contact of coupling connector• Poor contact of main relay connector• Poor contact of fuel injector connector on faulty cylinders

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
14 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between the ECM and chassis ground for faulty cylinders. <i>Connector & terminal</i> <i>#1 (B137) No. 8 (+) — Chassis ground (-):</i> <i>#2 (B137) No. 9 (+) — Chassis ground (-):</i> <i>#3 (B137) No. 10 (+) — Chassis ground (-):</i> <i>#4 (B137) No. 11 (+) — Chassis ground (-):</i> <i>#5 (B137) No. 12 (+) — Chassis ground (-):</i> <i>#6 (B137) No. 13 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between the ECM and fuel injector.	Go to step 15.
15 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance less than 1 Ω?	Replace the faulty fuel injector. <Ref. to FU(H6DO)-25, Fuel Injector.>	Go to step 16.
16 CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the cam-shaft position sensor or crankshaft position sensor.	Go to step 17.
17 CHECK CRANK PLATE.	Is the crank sprocket rusted or the teeth of crank plate broken?	Replace the crank plate. <Ref. to ME(H6DO)-60, Cylinder Block.>	Go to step 18.
18 CHECK INSTALLATION CONDITION OF TIMING CHAIN. Turn the crankshaft using ST, and align alignment mark on crank sprocket with alignment mark on cylinder block. ST 18252AA000 CRANKSHAFT SOCKET	Is the timing chain dislocated from its proper position?	Correct the installation condition of timing chain. <Ref. to ME(H6DO)-42, Timing Chain Assembly.>	Go to step 19.
19 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 5 and No. 6 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. <i>Terminals</i> <i>No. 7 — No. 8:</i>	Is the resistance less than 1 Ω?	Go to step 20.	Replace the electronic throttle control relay.
20 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B362) No. 7 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 21.	Repair the open or ground short circuit of power supply circuit.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
21 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B362) No. 6 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	Go to step 22.
22 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B362) No. 6 — Chassis ground:</i> <i>(B362) No. 8 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 23.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. <i>Connector & terminal</i> <i>(B136) No. 21 — (B362) No. 6:</i> <i>(B136) No. 1 — (B362) No. 8:</i>	Is the resistance less than 1 Ω?	Go to step 24.	Repair the open circuit of harness between ECM and electronic throttle control relay.
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i> <i>(B134) No. 28 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 25.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
25 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. <i>Connector & terminal</i> <i>(E57) No. 6 — Engine ground:</i> <i>(E57) No. 4 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 26.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>
26 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connectors from the ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. <i>Connector & terminal</i> <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω?	Go to step 27.	Repair the open circuit of harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
27 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. <i>Connector & terminal (E57) No. 3 — Engine ground:</i>	Is the resistance less than 5 Ω?	Go to step 28.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between ECM and engine ground• Poor contact in ECM connector• Poor contact of coupling connector
28 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. <i>Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):</i>	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 29.
29 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <i>Connector & terminal (B134) No. 19 — (B134) No. 18: (B134) No. 19 — (B134) No. 28:</i>	Is the resistance 1 MΩ or more?	Go to step 30.	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.
30 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 31.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, Throttle Body.>
31 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 32.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
32 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and electronic throttle control connector. <i>Connector & terminal</i> (B137) No. 5 — (E57) No. 2: (B137) No. 1 — (E57) No. 1:	Is the resistance less than 1 Ω?	Go to step 33.	Repair the open circuit of harness between ECM and electronic throttle control.
33 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. <i>Connector & terminal</i> (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 the ECM and electronic throttle control.	Go to step 34.
34 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. <i>Connector & terminal</i> (E57) No. 2 — Engine ground: (E57) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 35.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
35 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. <i>Connector & terminal</i> (E57) No. 2 — (E57) No. 1:	Is the resistance 1 MΩ or more?	Go to step 36.	Repair the short circuit in the harness between the ECM and electronic throttle control.
36 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> (B134) No. 3 — Chassis ground: (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 37.	Repair the open circuit of the harness between the ECM and engine ground.
37 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. <i>Terminals</i> No. 2 — No. 1:	Is the resistance 50 Ω or less?	Go to step 38.	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, Throttle Body.>
38 CHECK ELECTRONIC THROTTLE CONTROL. Move the throttle valve to the fully open and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Standard value: 3 mm (0.12 in) from fully closed position	Repair poor contact in ECM connector.	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-201, DTC P2088 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

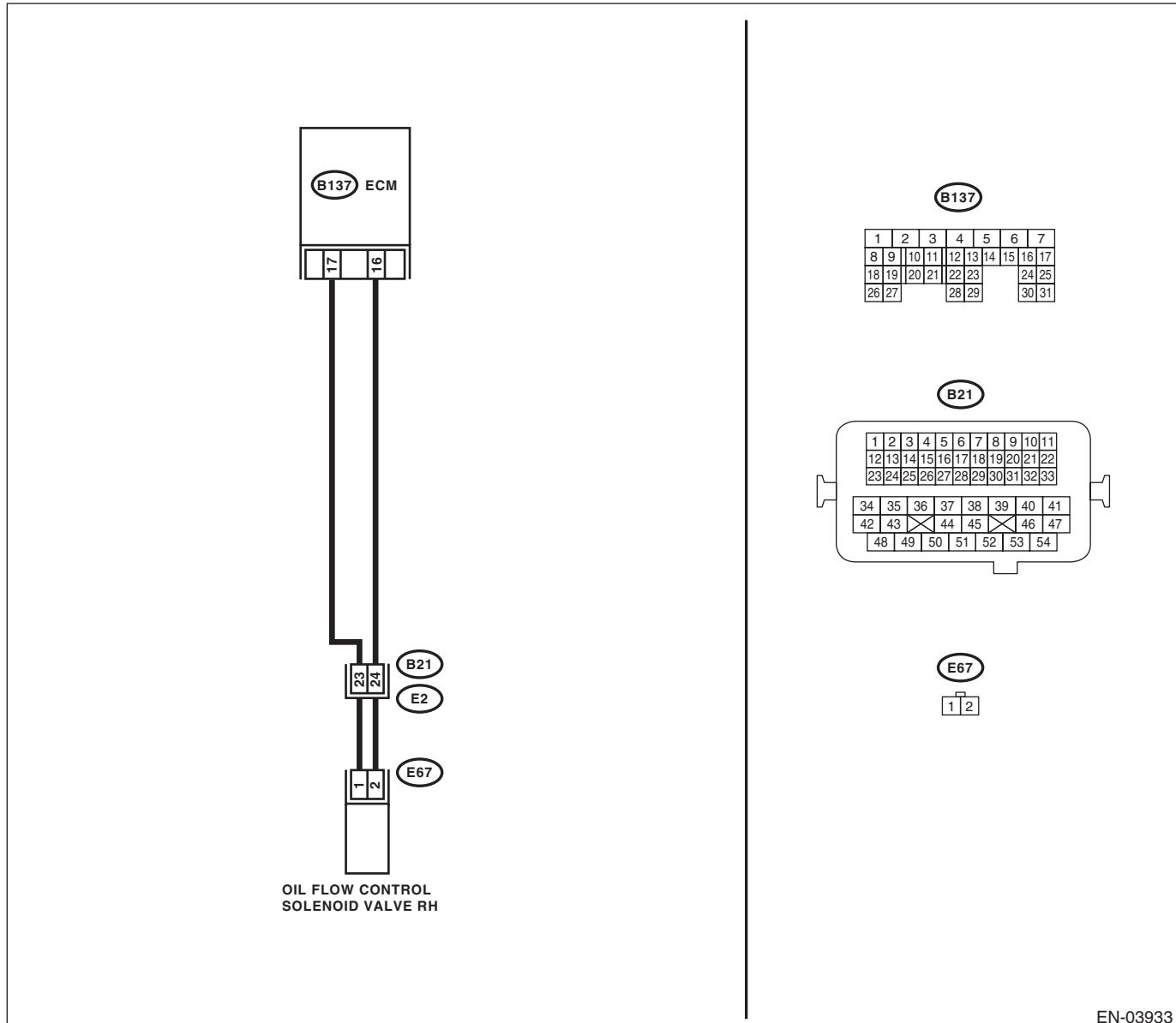
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03933

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 — (E67) No. 1: (B137) No. 16 — (E67) 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: <ul style="list-style-type: none">• 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 $M\Omega$ 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(H6DO)-74, Oil Flow Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-203, DTC P2089 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

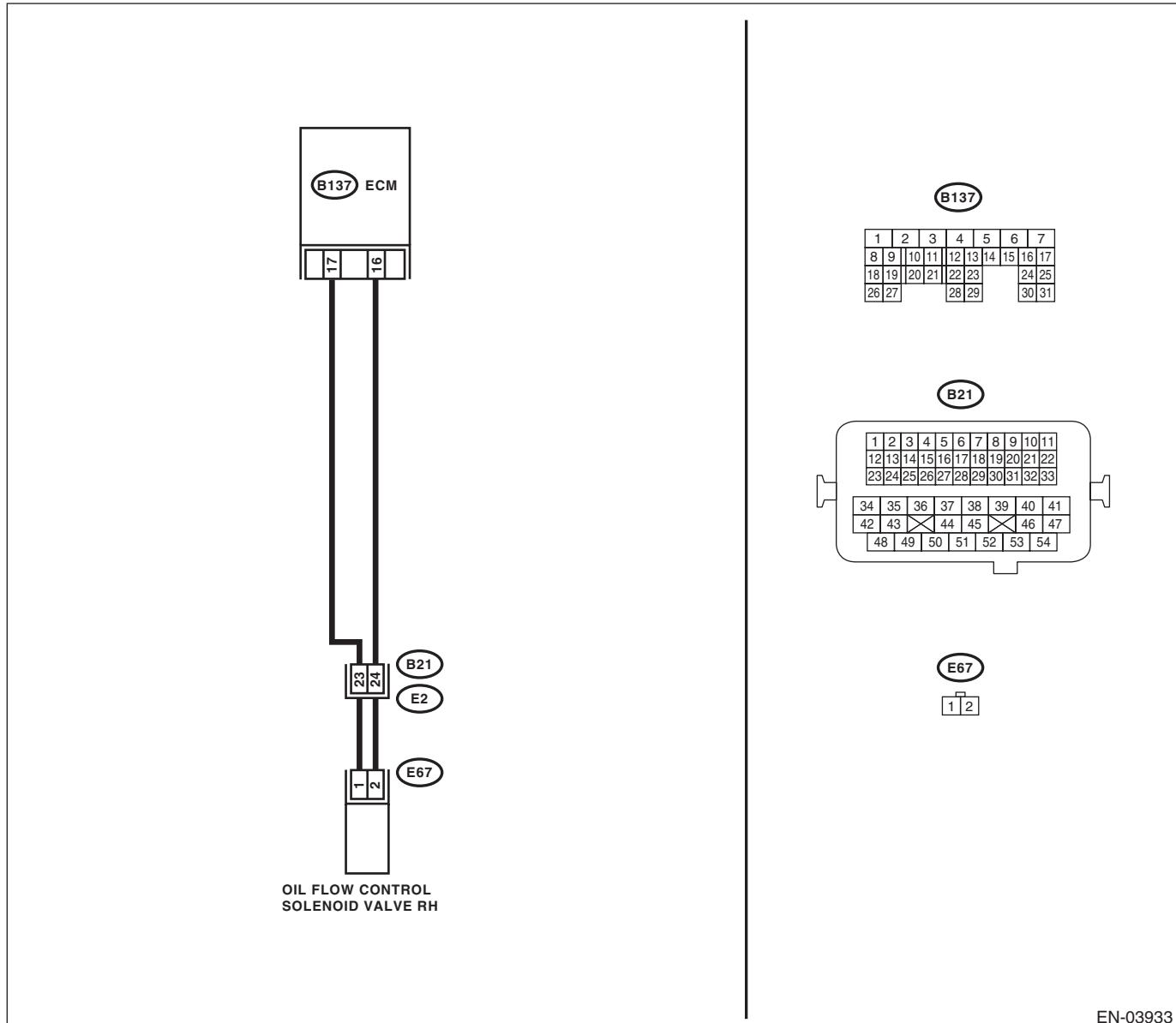
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03933

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 <i>(B137) No. 17 (+) — Chassis ground (-):</i> <i>(B137) No. 16 (+) — Chassis ground (-):</i>	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 <i>(B137) No. 17 — (E67) No. 1:</i> <i>(B137) No. 16 — (E67) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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 <i>No. 1 — No. 2:</i>	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(H6DO)-74, Oil Flow Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-204, DTC P2092 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

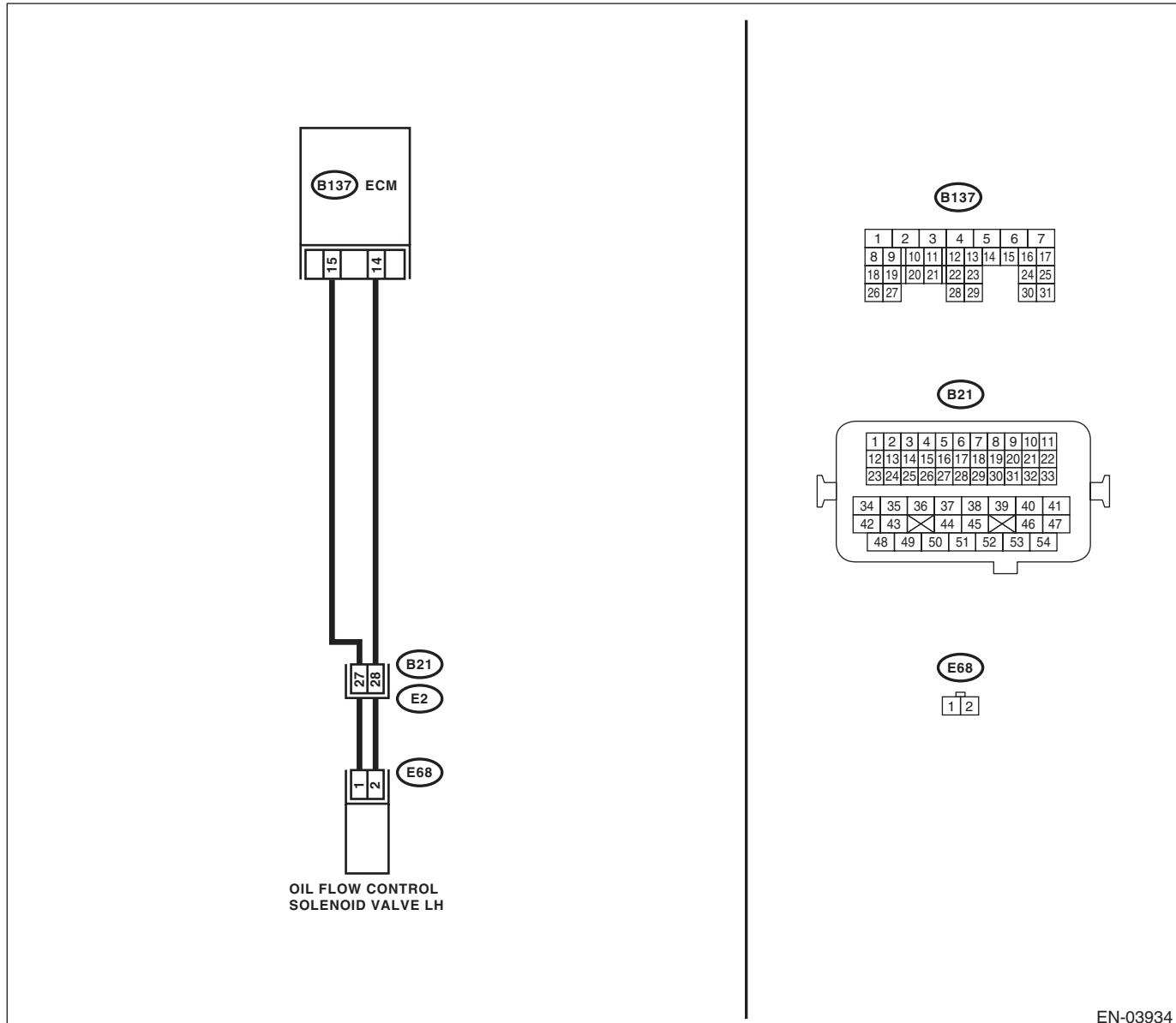
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03934

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 — (E68) No. 1: (B137) No. 14 — (E68) 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: <ul style="list-style-type: none">• 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 $M\Omega$ 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(H6DO)-74, Oil Flow Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-204, DTC P2093 INTAKE CAMSHAFT POSITION ACTUATOR CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

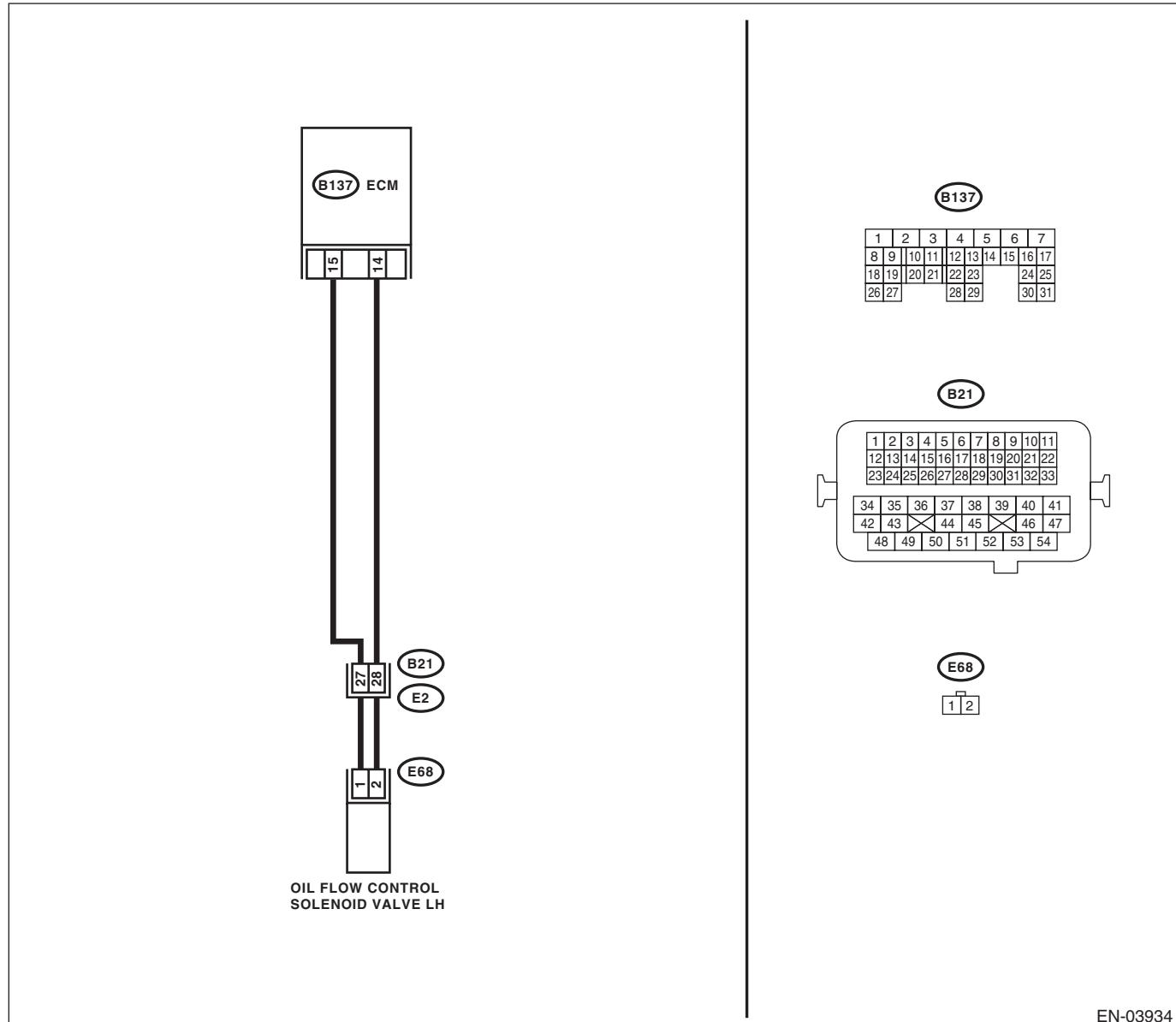
TROUBLE SYMPTOM:

Improper idling

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03934

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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 <i>(B137) No. 15 (+) — Chassis ground (-):</i> <i>(B137) No. 14 (+) — Chassis ground (-):</i>	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 <i>(B137) No. 15 — (E68) No. 1:</i> <i>(B137) No. 14 — (E68) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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 <i>No. 1 — No. 2:</i>	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(H6DO)-74, Oil Flow Control Solenoid Valve.>

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

NOTE:

Refer to DTC P2097 for diagnostic procedure. <Ref. to EN(H6DO)(diag)-308, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

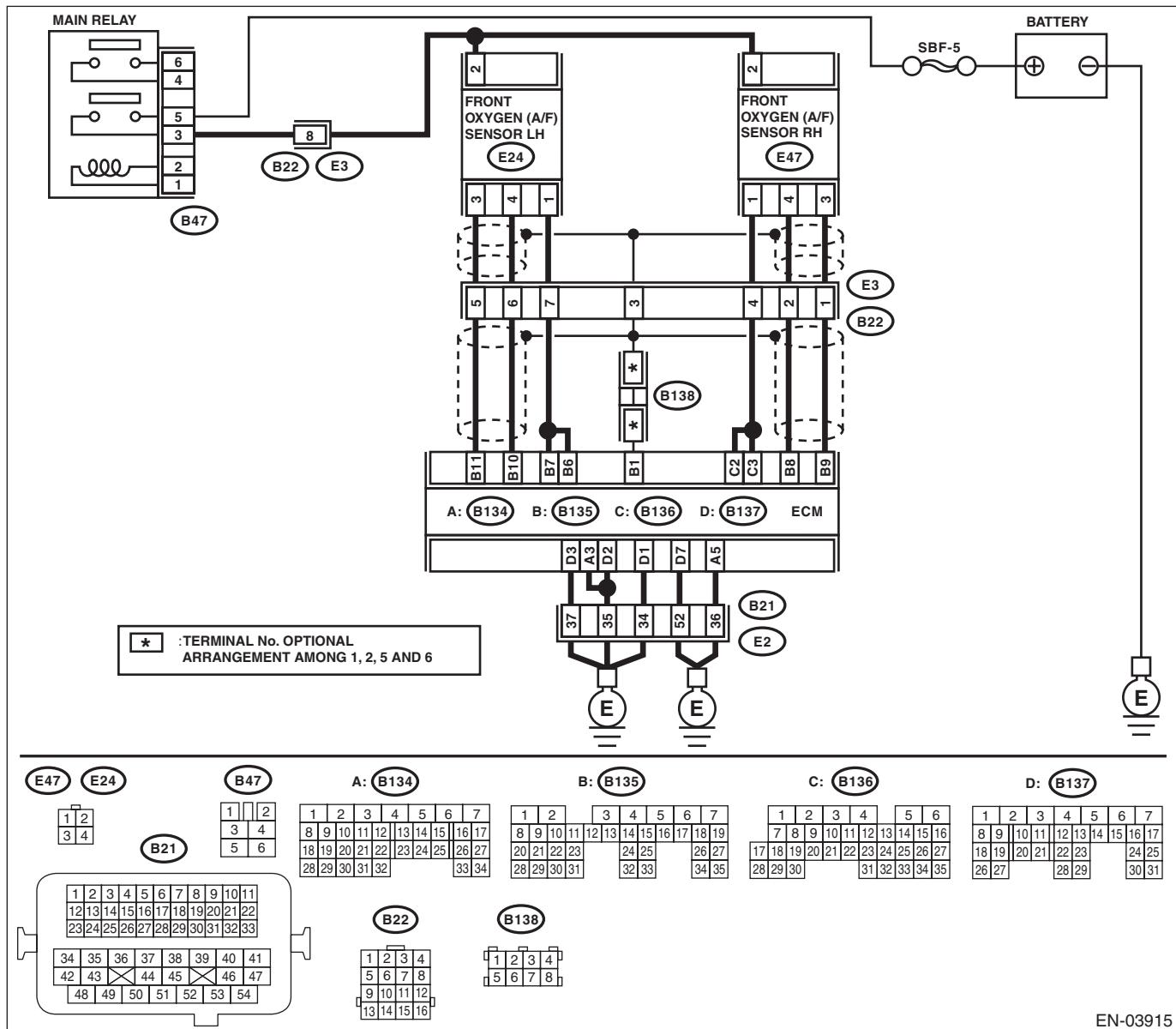
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-207, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

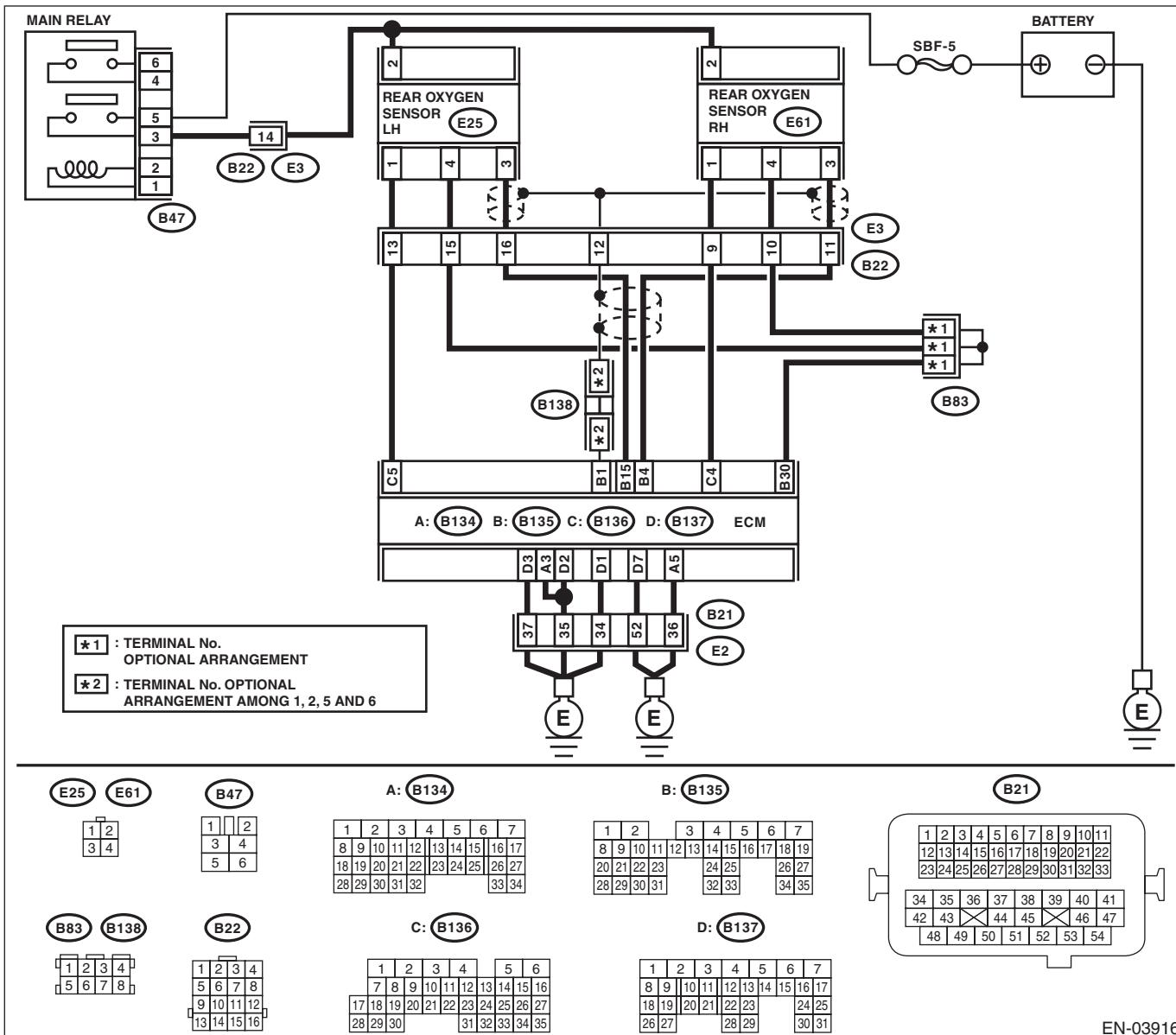
WIRING DIAGRAM:



EN-03915

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-03916

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(H6DO)(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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from 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 — (E47) No. 3: (B135) No. 8 — (E47) 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: <ul style="list-style-type: none">• Open circuit in harness between ECM and front oxygen (A/F) sensor connector• Poor contact in front oxygen (A/F) sensor connector• Poor contact in ECM 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 (E47) 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 (E47) 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 (E47) No. 3 (+) — Chassis ground (-): (E47) 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(H6DO)-33, 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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
10 CHECK FUEL PRESSURE. WARNING: Place "NO OPEN FLAMES" signs near the working area. CAUTION: Be careful not to spill fuel. 1) Connect the front oxygen (A/F) sensor connector. 2) Measure the fuel pressure. <Ref. to ME(H6DO)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 333 — 363 kPa (3.4 — 3.7 kgf/cm ² , 48 — 53 psi)?	Go to step 11.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none">• Clogged fuel line or bent hose Fuel pressure is too low: <ul style="list-style-type: none">• Improper fuel pump discharge• Clogged fuel line
11 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 70°C (158°F) or higher ?	Go to step 12.	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>
12 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) Place the select lever in the "P" or "N" range. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 13.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) Place the select lever in the “P” or “N” range. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value –10 — 50°C (–18 — 90°F)?	Go to step 14.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Depress the clutch pedal. (MT model)• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 15.	Go to step 16.
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Depress the clutch pedal. (MT model)• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 17.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 18.
17 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is a voltage of 0.8 V or more maintained for 5 minutes or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>	Go to step 18.
18 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> (B135) No. 4 — (E61) No. 3: (B135) No. 30 — (E61) No. 4:	Is the resistance less than 1 Ω?	Go to step 19.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> (E61) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact in ECM connector• Poor contact of coupling connector

DV:DTC P2098 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 2

NOTE:

Refer to DTC P2099 for diagnostic procedure. <Ref. to EN(H6DO)(diag)-314, DTC P2099 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 2, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DW:DTC P2099 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 2

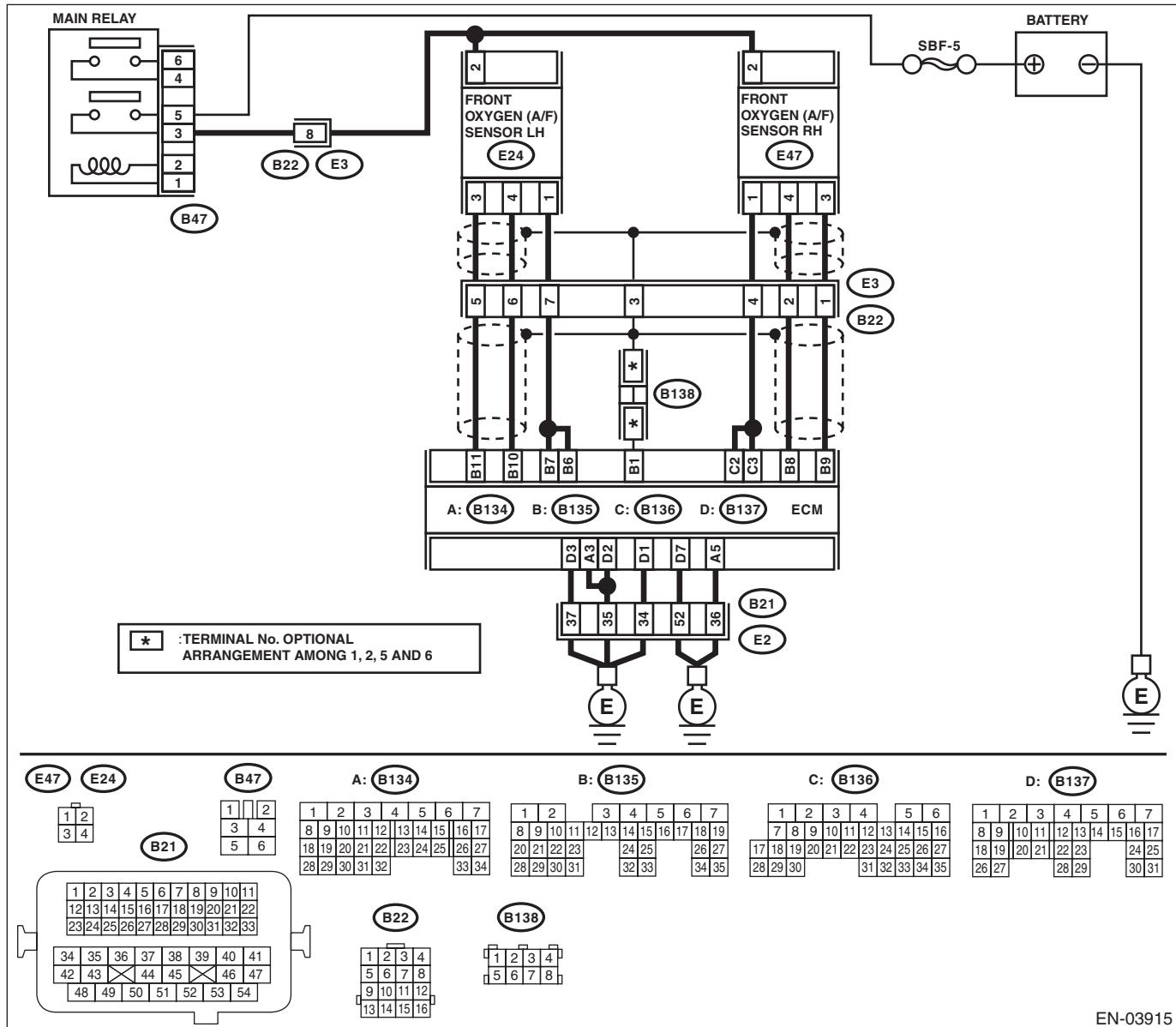
DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-208, DTC P2099 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 2, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

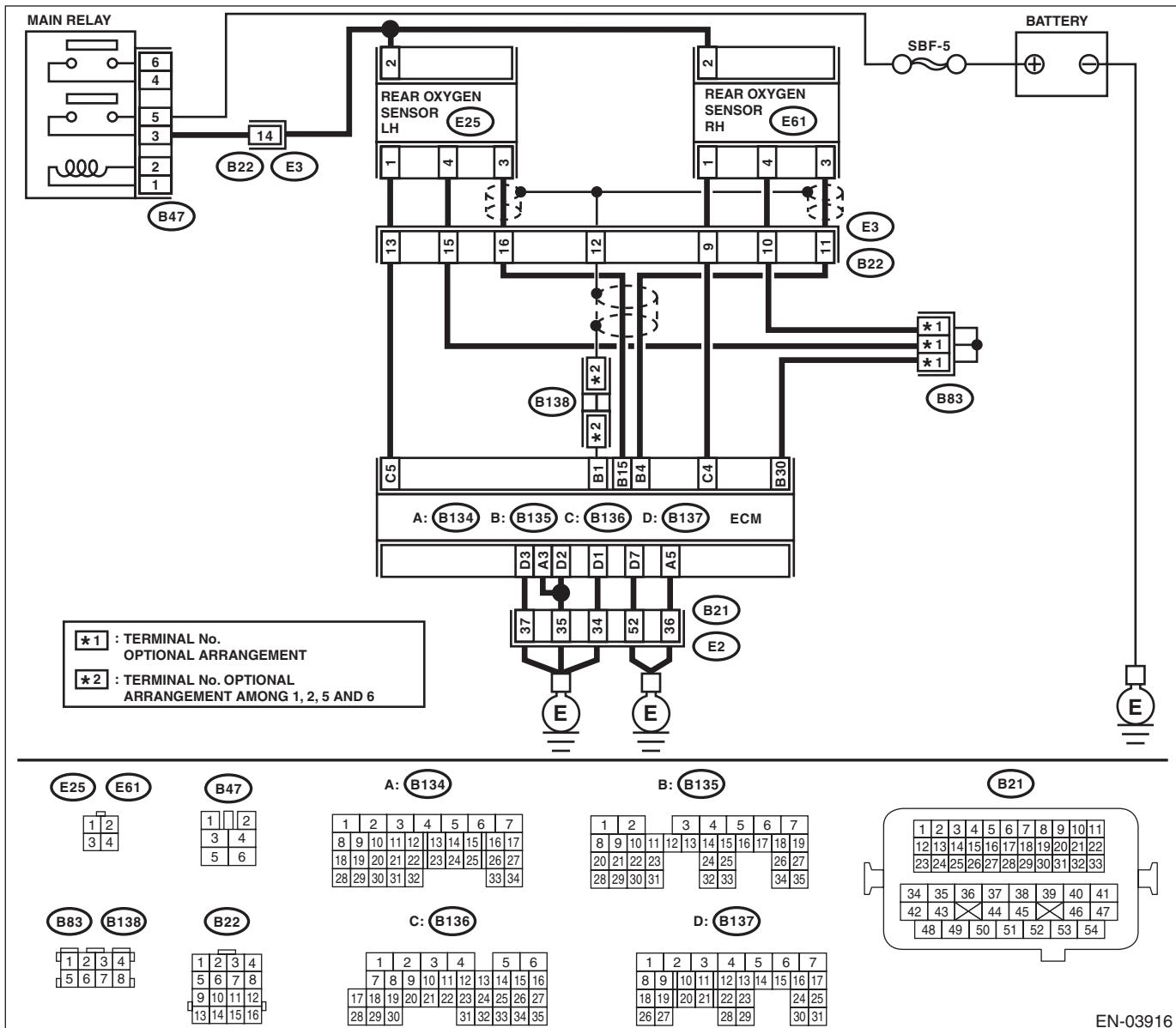
After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-03916

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(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. <i>Connector & terminal</i> <i>(B135) No. 11 — (E24) No. 3:</i> <i>(B135) No. 10 — (E24) No. 4:</i>	Is the resistance less than 1 Ω ?	Go to step 4. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit in harness between ECM and front oxygen (A/F) sensor connector• Poor contact in front oxygen (A/F) sensor connector• Poor contact in ECM connector• Poor contact of coupling connector	Repair the harness and connector.
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 11 — Chassis ground:</i> <i>(B135) No. 10 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ 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. <i>Connector & terminal</i> <i>(E24) No. 3 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(E24) No. 4 (+) — Chassis ground (-):</i>	Is the voltage 4.95 V or more?	Go to step 7.	Go to step 8.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between front oxygen (A/F) sensor connector and chassis ground. Connector & terminal (E24) No. 3 (+) — Chassis ground (-): (E24) 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(H6DO)-33, 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.
10 CHECK FUEL PRESSURE. WARNING: Place "NO OPEN FLAMES" signs near the working area. CAUTION: Be careful not to spill fuel. 1) Connect the front oxygen (A/F) sensor connector. 2) Measure the fuel pressure. <Ref. to ME(H6DO)-26, INSPECTION, Fuel Pressure.> CAUTION: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 333 — 363 kPa (3.4 — 3.7 kgf/cm ² , 48 — 53 psi)?	Go to step 11.	Repair the following item. Fuel pressure is too high: <ul style="list-style-type: none">• Clogged fuel line or bent hose Fuel pressure is too low: <ul style="list-style-type: none">• Improper fuel pump discharge• Clogged fuel line
11 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the engine coolant temperature 70°C (158°F) or higher ?	Go to step 12.	Replace the engine coolant temperature sensor. <Ref. to FU(H6DO)-18, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) Place the select lever in the “P” or “N” range. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the measured value 2.0 — 5.0 g/s (0.26 — 0.66 lb/m)?	Go to step 13.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
13 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is higher than 70°C (158°F). 2) Place the select lever in the “P” or “N” range. 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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 14.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H6DO)-24, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.> <ul style="list-style-type: none">• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 490 mV or more?	Go to step 15.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is the voltage 250 mV or less?	Go to step 17.	Go to step 16.
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Has water entered the connector?	Completely remove any water inside.	Go to step 18.
17 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is higher than 70°C (158°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: <ul style="list-style-type: none">• Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>• General scan tool For detailed operation procedures, refer to the general scan tool operation manual.	Is a voltage of 0.8 V or more maintained for 5 minutes or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H6DO)-29, Front Oxygen (A/F) Sensor.>	Go to step 18.
18 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> (B135) No. 15 — (E25) No. 3: (B135) No. 30 — (E25) No. 4:	Is the resistance less than 1 Ω?	Go to step 19.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Connect the ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> (E25) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H6DO)-31, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and rear oxygen sensor• Poor contact in ECM connector• Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-209, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

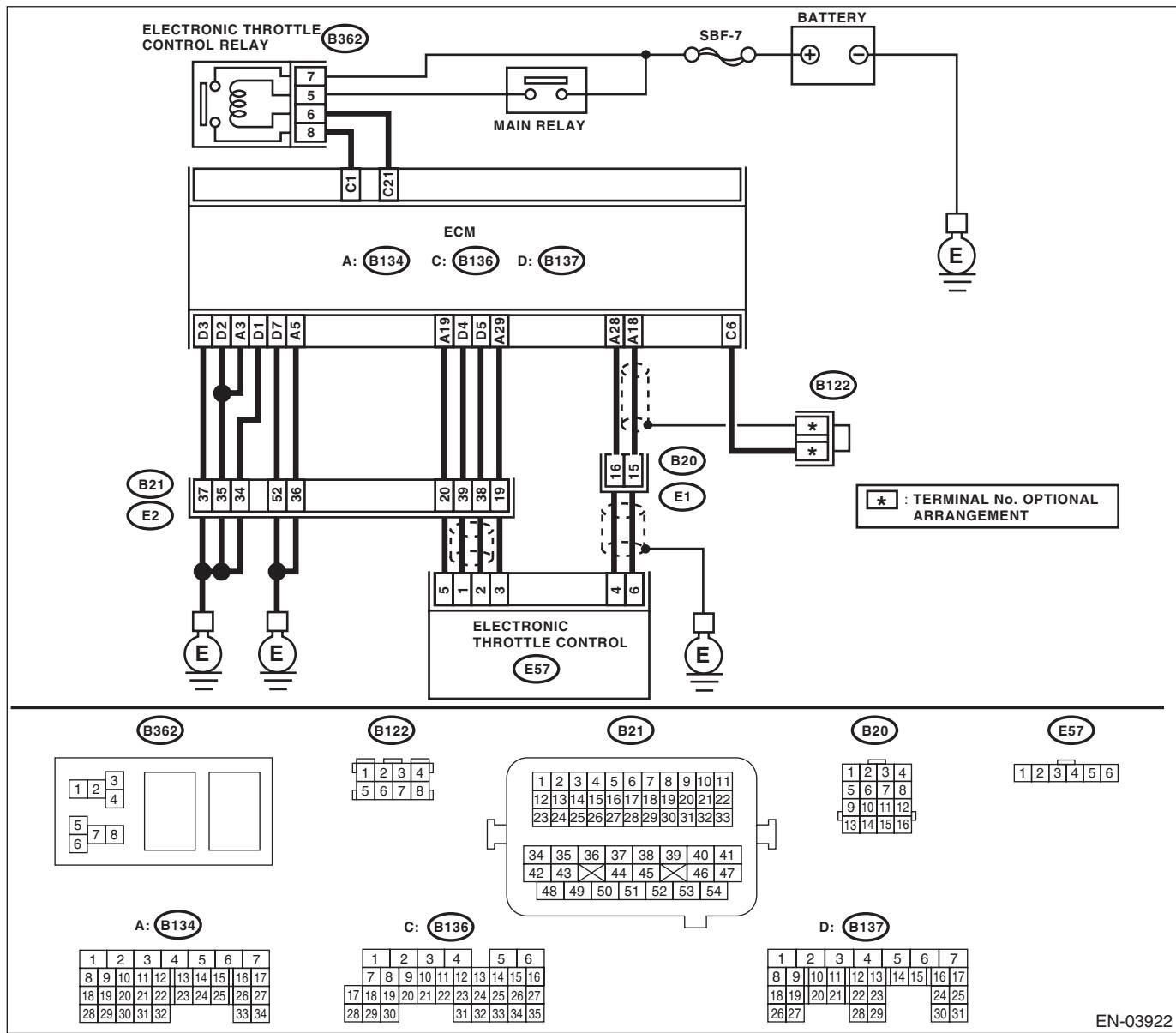
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 5 and No. 6 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. <i>Terminals</i> <i>No. 7 — No. 8:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B362) No. 7 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B362) No. 6 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	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. <i>Connector & terminal</i> <i>(B362) No. 6 — Chassis ground:</i> <i>(B362) No. 8 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. <i>Connector & terminal</i> <i>(B136) No. 21 — (B362) No. 6:</i> <i>(B136) No. 1 — (B362) No. 8:</i>	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit of harness between ECM and electronic throttle control relay.
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. <i>Connector & terminal</i> <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i> <i>(B134) No. 28 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal <i>(E57) No. 6 — Engine ground:</i> <i>(E57) No. 4 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 8.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, 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 <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω?	Go to step 9.	Repair the open circuit of harness between ECM and electronic throttle control 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 <i>(E57) No. 3 — Engine ground:</i>	Is the resistance less than 5 Ω?	Go to step 10.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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 <i>(E57) No. 6 (+) — Engine ground (-):</i> <i>(E57) No. 4 (+) — Engine ground (-):</i>	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 <i>(B134) No. 19 — (B134) No. 18:</i> <i>(B134) No. 19 — (B134) No. 28:</i>	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.
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(H6DO)(diag)-33, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 13.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H6DO)(diag)-33, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 14.	Repair poor contact of the electronic throttle control connector. Replace the electronic throttle control if defective. <Ref. to FU(H6DO)-12, 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. <i>Connector & terminal</i> <i>(B137) No. 5 — (E57) No. 2:</i> <i>(B137) No. 4 — (E57) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 15.	Repair the open circuit of harness between ECM and electronic throttle control.
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. <i>Connector & terminal</i> <i>(E57) No. 2 (+) — Engine ground (-):</i> <i>(E57) No. 1 (+) — Engine ground (-):</i>	Is the voltage 5 V or more?	Repair the short circuit to power in the harness between the ECM and electronic throttle control.	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. <i>Connector & terminal</i> <i>(E57) No. 2 — Engine ground:</i> <i>(E57) No. 1 — Engine ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 17.	Repair the ground short circuit of harness between the ECM and electronic throttle control.
17 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between the electronic throttle control connector terminals. <i>Connector & terminal</i> <i>(E57) No. 2 — (E57) No. 1:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 18.	Repair the short circuit of harness between ECM and electronic throttle control.
18 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM and chassis ground. <i>Connector & terminal</i> <i>(B134) No. 3 — Chassis ground:</i> <i>(B134) No. 5 — Chassis ground:</i> <i>(B137) No. 1 — Chassis ground:</i> <i>(B137) No. 2 — Chassis ground:</i> <i>(B137) No. 3 — Chassis ground:</i> <i>(B137) No. 7 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 19.	Repair the open circuit of the harness between the ECM and engine ground.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
19 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. <i>Terminals</i> <i>No. 2 — No. 1:</i>	Is the resistance 50 Ω or less?	Go to step 20 .	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, 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 in ECM connector.	Replace the electronic throttle control. <Ref. to FU(H6DO)-12, Throttle Body.>

DY:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-211, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

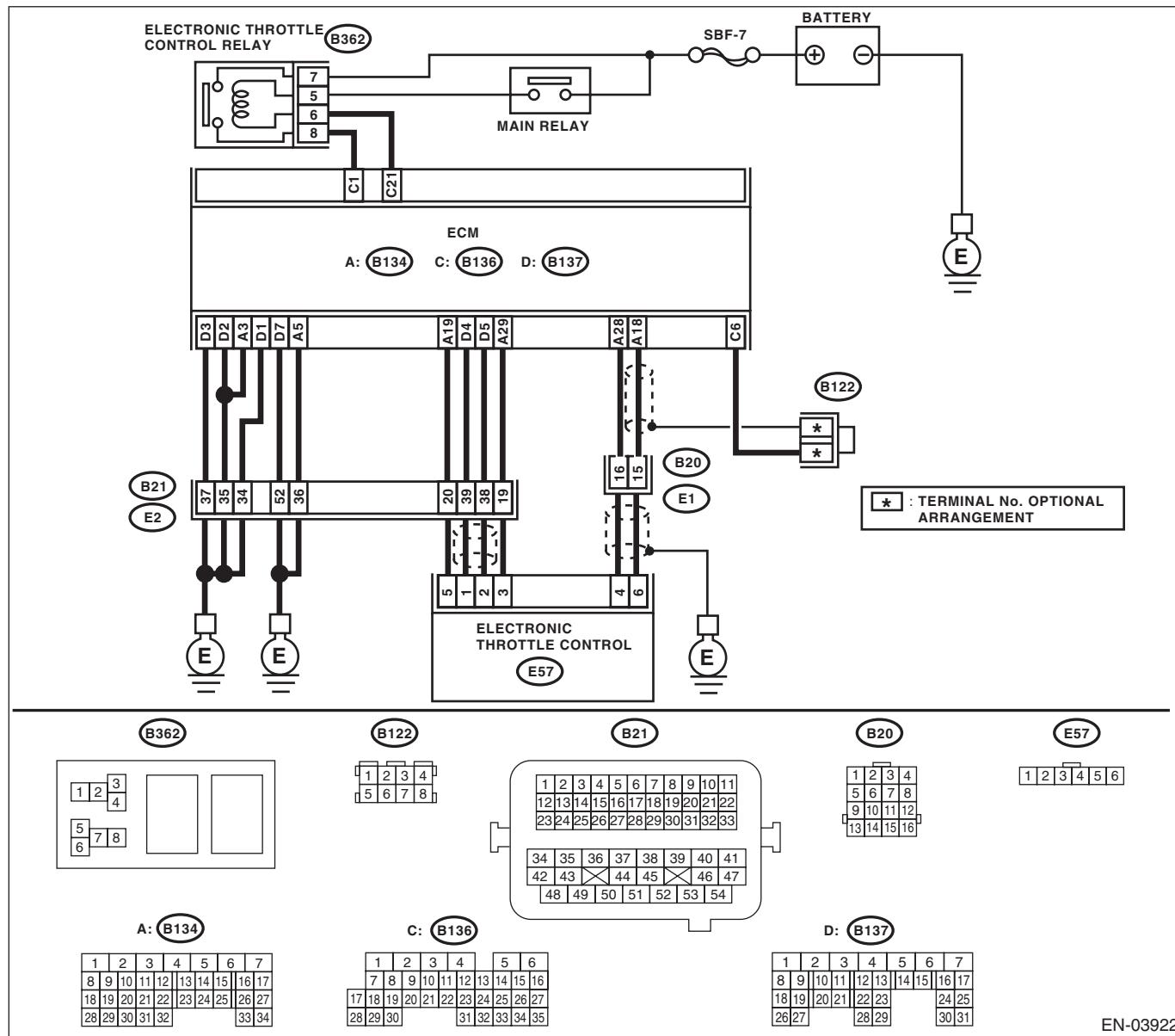
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 5 and No. 6 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. <i>Terminals</i> <i>No. 7 — No. 8:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B362) No. 7 (+) — Chassis ground (-):</i>	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. <i>Connector & terminal</i> <i>(B362) No. 6 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	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. <i>Connector & terminal</i> <i>(B362) No. 6 — Chassis ground:</i> <i>(B362) No. 8 — Chassis ground:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between the ECM and electronic throttle control relay connector. <i>Connector & terminal</i> <i>(B136) No. 21 — (B362) No. 6:</i> <i>(B136) No. 1 — (B362) No. 8:</i>	Is the resistance less than 1 Ω ?	Repair poor contact in ECM connector.	Repair the open circuit of harness between ECM and electronic throttle control relay.

DZ:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

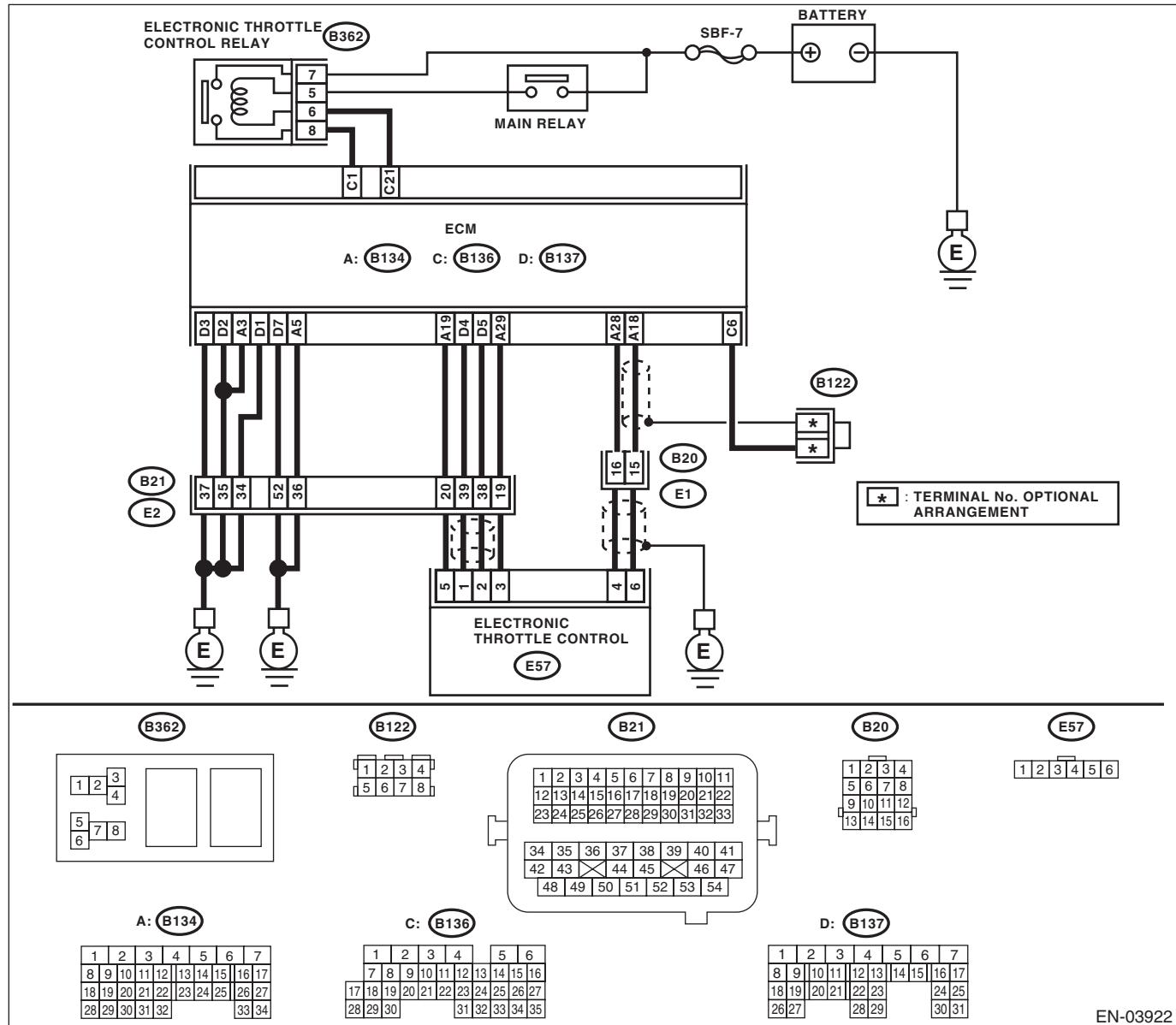
DTC DETECTING CONDITION:

- Immediately at fault recognition Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-213, 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(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03922

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Measure the resistance between electronic throttle control relay terminals. <i>Terminals No. 7 — No. 8:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK SHORT CIRCUIT OF ELECTRONIC THROTTLE CONTROL RELAY POWER SUPPLY. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal (B362) No. 8 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control relay.	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. <i>Connector & terminal (B136) No. 21 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Repair poor contact in ECM connector.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.

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

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H6DO)(diag)-320, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-217, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

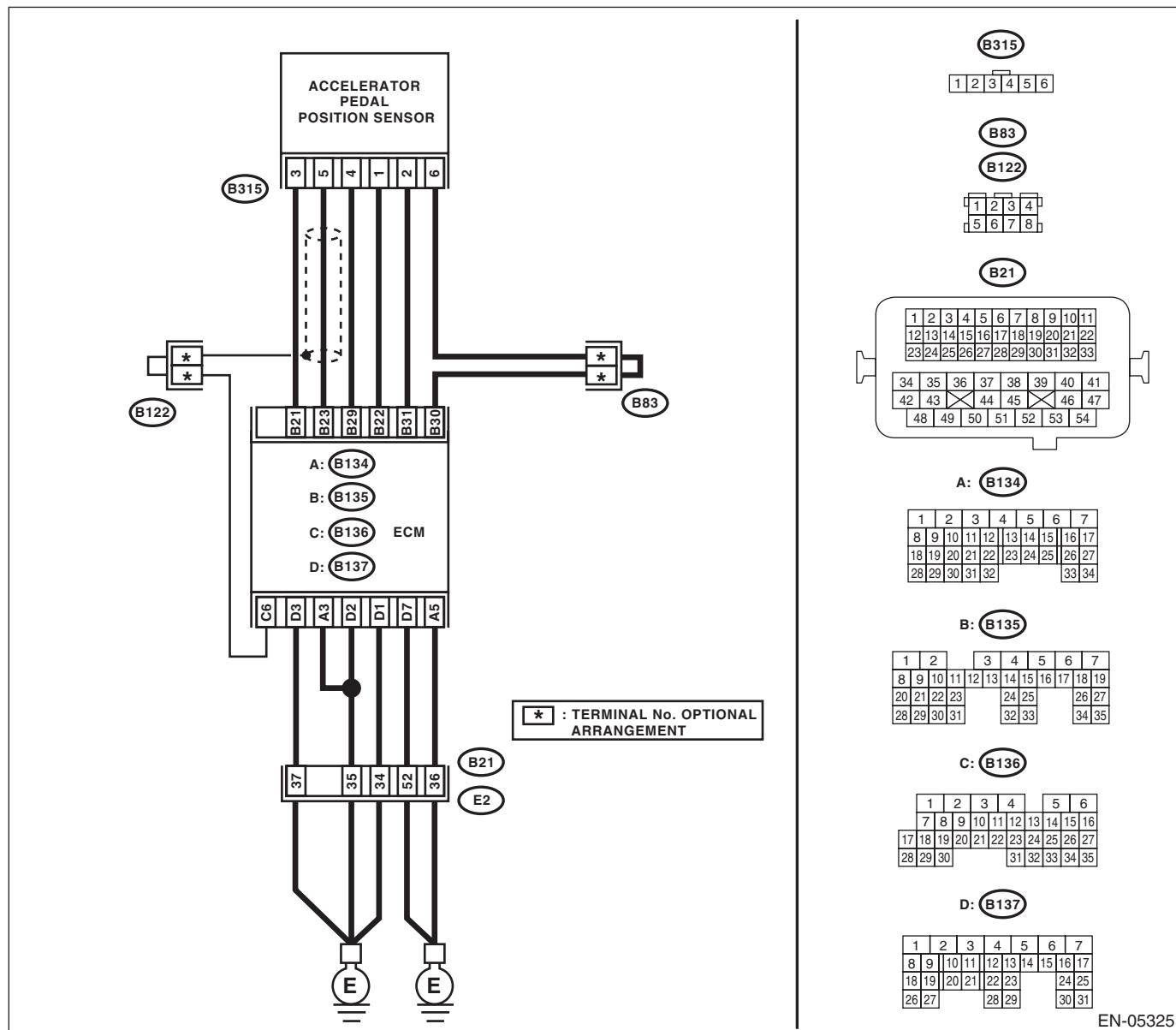
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05325

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal <i>(B135) No. 21 — Chassis ground:</i> <i>(B135) No. 23 — Chassis ground:</i> <i>(B135) No. 23 — (B136) No. 6:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal <i>(B315) No. 5 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H6DO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-219, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

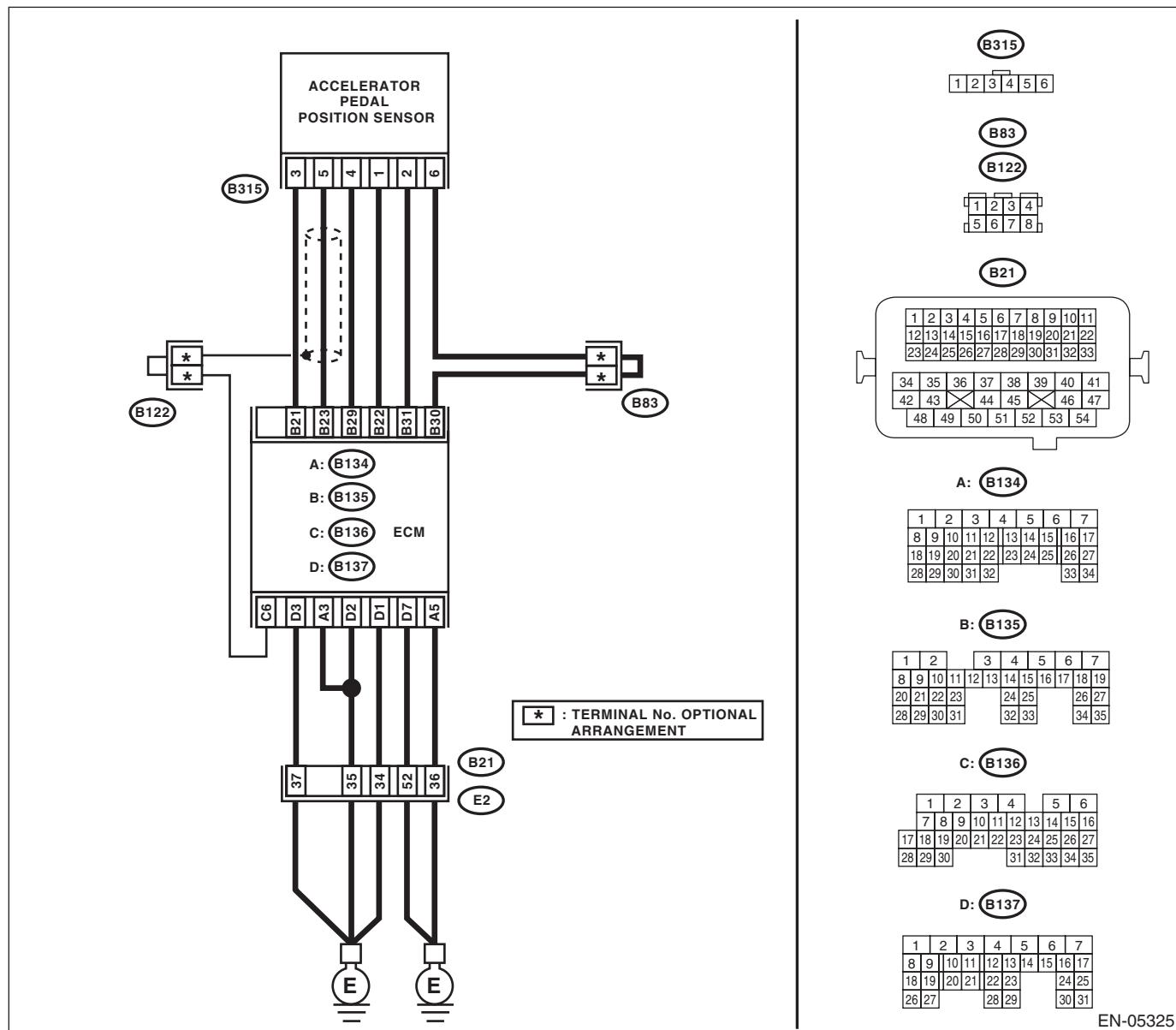
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-05325

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. <i>Connector & terminal</i> (B135) No. 23 — (B315) No. 5: (B135) No. 29 — (B315) No. 4:	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. <i>Connector & terminal</i> (B315) No. 4 — 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: <ul style="list-style-type: none">• 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. <i>Connector & terminal</i> (B315) No. 5 (+) — Chassis ground (-):	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <i>Connector & terminal</i> (B135) No. 21 — (B135) No. 23:	Is the resistance 1 $M\Omega$ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H6DO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-221, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

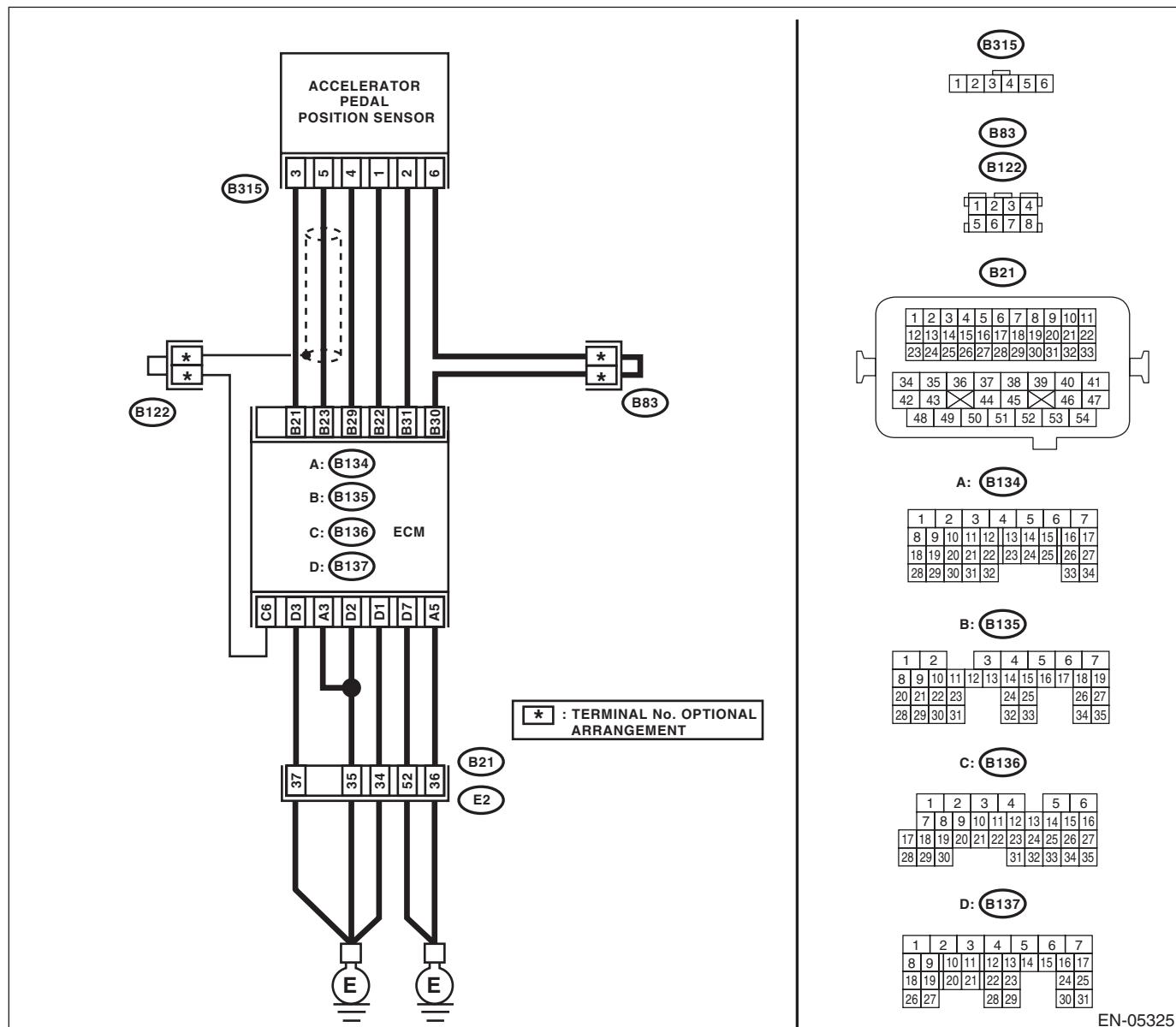
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance between ECM and chassis ground. Connector & terminal <i>(B135) No. 22 — Chassis ground:</i> <i>(B135) No. 31 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal <i>(B315) No. 2 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Replace the accelerator pedal. <Ref. to SP(H6DO)-3, Accelerator Pedal.>	Repair the ground short of the harness between the ECM and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>

EE:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-223, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

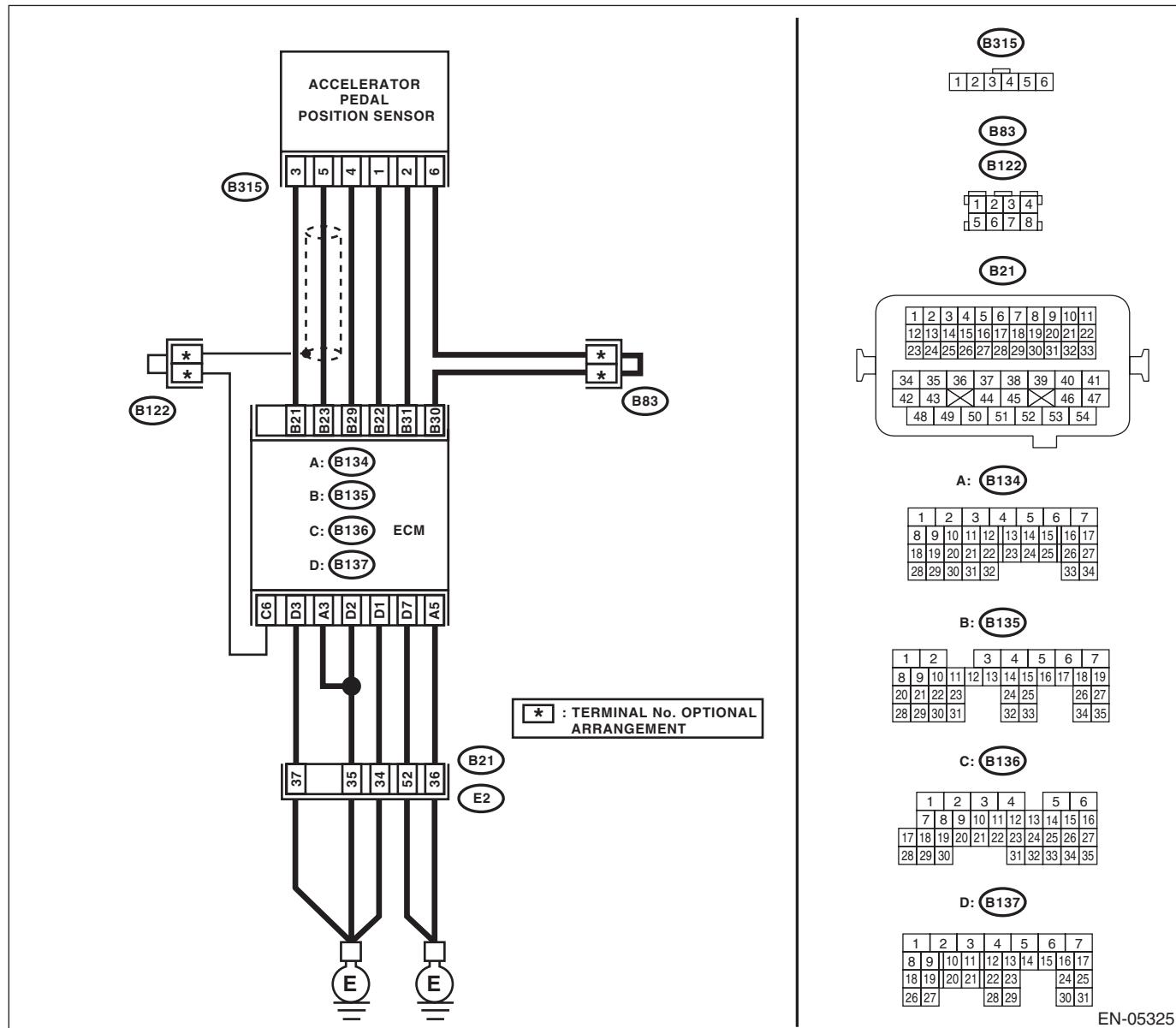
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the ECM and accelerator pedal position sensor. 3) Measure the resistance of harness between ECM and accelerator pedal position sensor connector. <i>Connector & terminal</i> <i>(B135) No. 31 — (B315) No. 2:</i> <i>(B135) No. 30 — (B315) No. 6:</i>	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. <i>Connector & terminal</i> <i>(B315) No. 6 — Chassis ground:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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. <i>Connector & terminal</i> <i>(B315) No. 2 (+) — Chassis ground (-):</i>	Is the voltage 4.85 V or more?	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <i>Connector & terminal</i> <i>(B135) No. 22 — (B135) No. 31:</i>	Is the resistance 1 $M\Omega$ or more?	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal if defective. <Ref. to SP(H6DO)-3, Accelerator Pedal.>	Repair the short circuit to power source in the harness between the ECM and accelerator pedal position sensor connector.

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-225, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

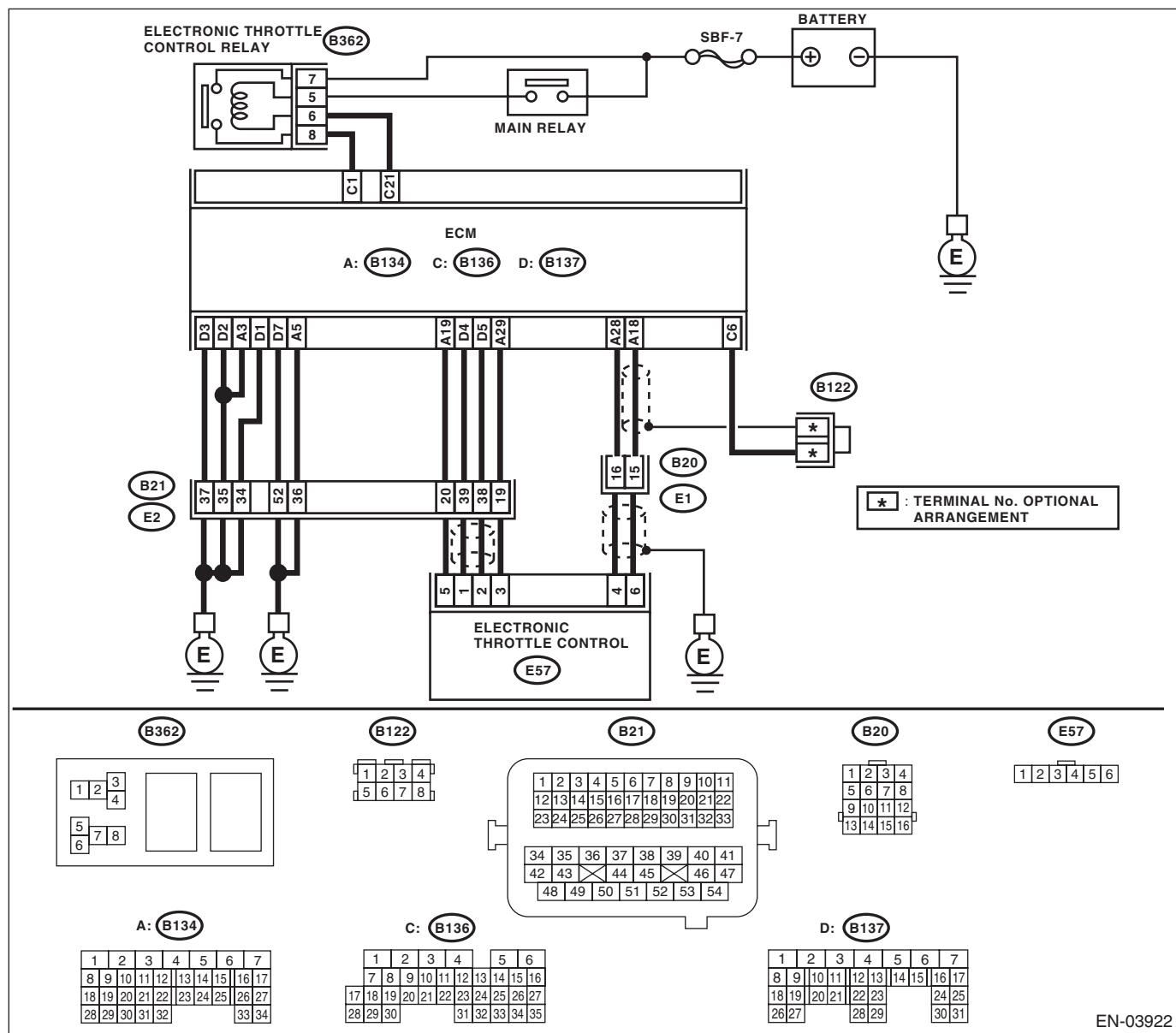
TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03922

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and electronic throttle control. 3) Measure the resistance between ECM and chassis ground. Connector & terminal <i>(B134) No. 19 — Chassis ground:</i> <i>(B134) No. 18 — Chassis ground:</i> <i>(B134) No. 18 — (B136) No. 6:</i> <i>(B134) No. 28 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit of harness between ECM and electronic throttle control connector.
2 CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Connect the ECM. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal <i>(E57) No. 6 — Engine ground:</i> <i>(E57) No. 4 — Engine ground:</i>	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and electronic throttle control connector. Replace the ECM if defective. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).>
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connectors from the ECM. 2) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal <i>(B134) No. 18 — (E57) No. 6:</i> <i>(B134) No. 28 — (E57) No. 4:</i> <i>(B134) No. 29 — (E57) No. 3:</i>	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness between ECM and electronic throttle control 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 <i>(E57) No. 3 — Engine ground:</i>	Is the resistance less than 5 Ω?	Go to step 5.	Repair the harness and connecor. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• 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 <i>(E57) No. 6 (+) — Engine ground (-):</i> <i>(E57) No. 4 (+) — Engine ground (-):</i>	Is the voltage 4.85 V or more?	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM. 3) Measure the resistance between ECM connectors. <i>Connector & terminal</i> (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(H6DO)-12, Throttle Body.>	Repair the short circuit to power in the harness between ECM and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-227, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

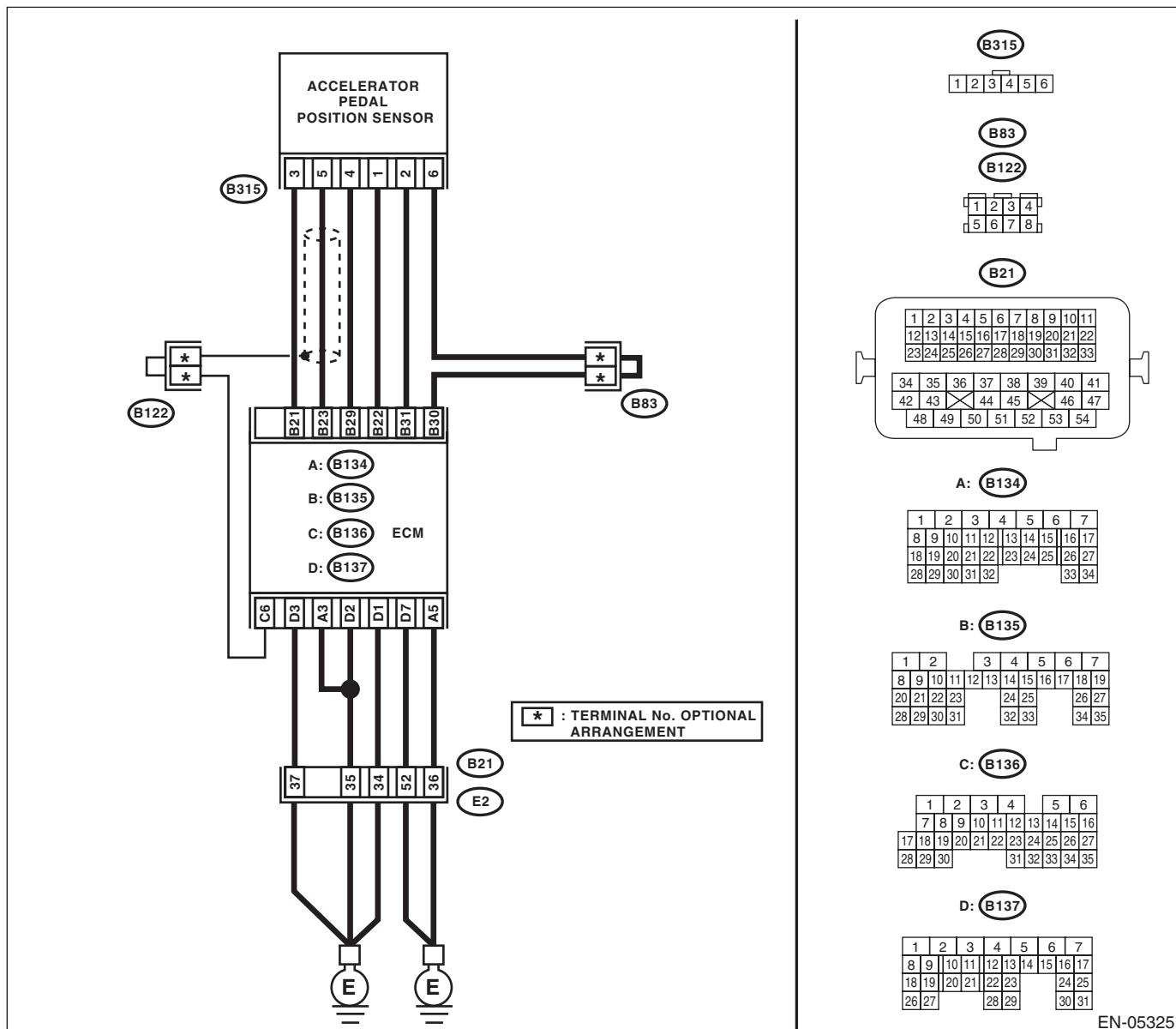
CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

TROUBLE SYMPTOM:

- Improper idling
- Poor driving performance

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 23 (+) — Chassis ground (-):</i> <i>(B135) No. 31 (+) — Chassis ground (-):</i>	Is the difference in measured values for the main accelerator pedal position sensor signal and the sub accelerator pedal position sensor signal 0 V?	Go to step 3.	Go to step 2.
2 CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Measure the voltage between accelerator pedal position sensor connector and chassis ground. <i>Connector & terminal</i> <i>(B315) No. 5 (+) — Chassis ground (-):</i> <i>(B315) No. 2 (+) — Chassis ground (-):</i>	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(H6DO)-3, Accelerator Pedal.>	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and accelerator pedal position sensor connector.• Ground short circuit of harness between the ECM and accelerator pedal position sensor connectors.• Poor contact of coupling connector
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR CONNECTOR. Check the resistance of harness between the accelerator pedal position sensor connector and chassis ground. <i>Connector & terminal</i> <i>(B315) No. 4 — Chassis ground:</i> <i>(B315) No. 6 — Chassis ground:</i>	Is the resistance less than 5Ω ?	Repair poor contact in ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: <ul style="list-style-type: none">• Open circuit of harness between the ECM and accelerator pedal position sensor connector.• Open circuit of harness between ECM and engine ground• Poor contact of coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

EH:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-229, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

EI: DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-230, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.

EJ:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H6DO)-231, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, perform Clear Memory Mode <Ref. to EN(H6DO)(diag)-54, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-43, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H6DO)(diag)-80, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H6DO)-33, Engine Control Module (ECM).> NOTE: The barometric pressure sensor is built into the ECM.