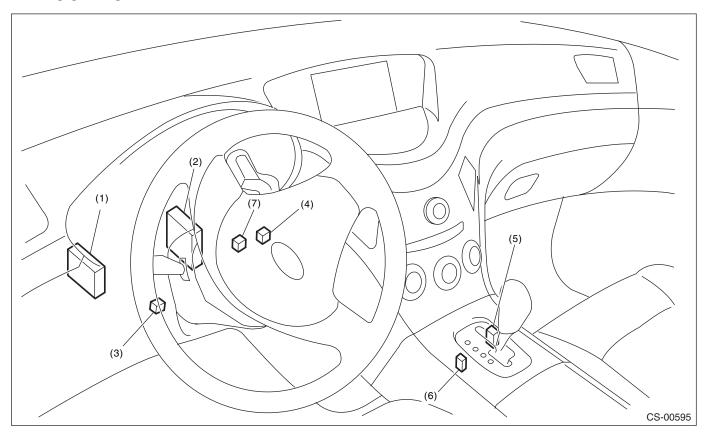
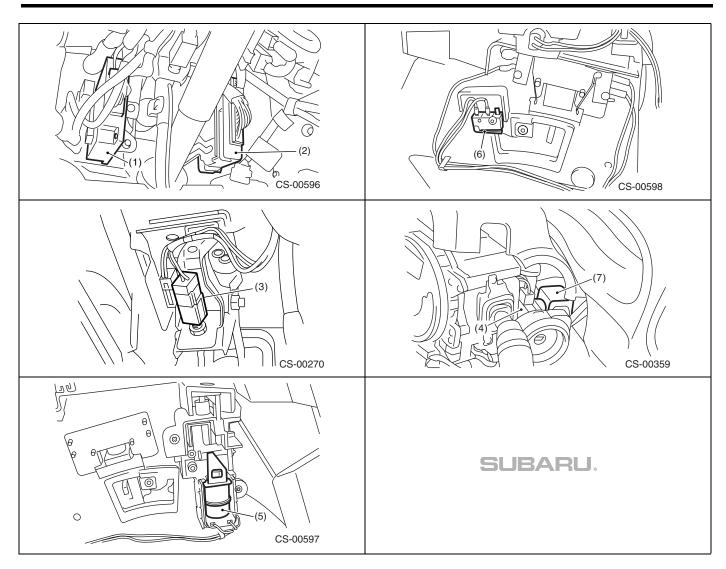
2. AT Shift Lock Control System

A: LOCATION

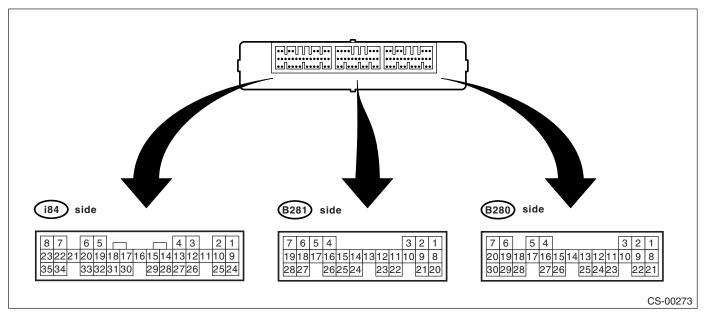


- (1) TCM ("P" range)
- (2) Body integrated unit
- (3) Stop light switch

- (4) Key cylinder (with built-in key warning switch)
- (5) Shift lock solenoid ASSY
- (6) "P" range switch
- (7) Key lock solenoid

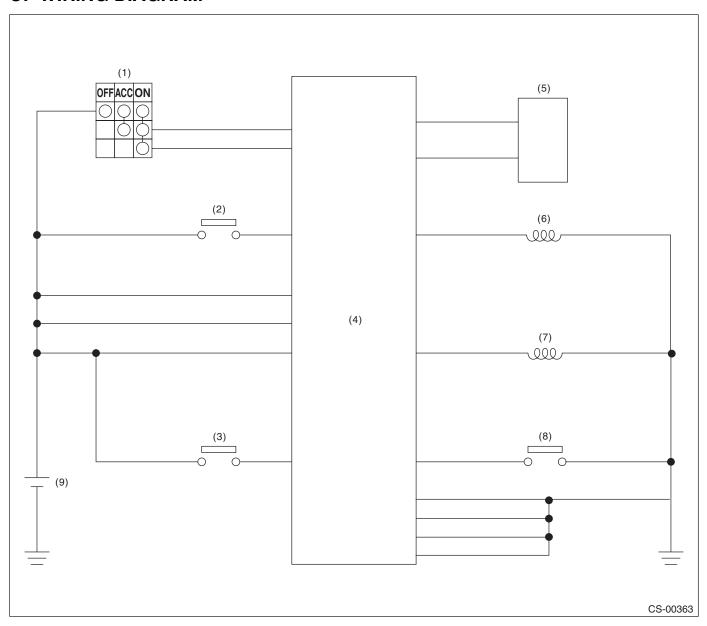


B: ELECTRICAL SPECIFICATION



Item	To connector	Terminal No.	Input/Output signal		
item	No.		Measured value and measuring condition		
	B281	1			
Battery power supply	D201	2	9 — 16 V		
	B280	7			
Ignition power supply	i84	1	10 — 15 V when ignition switch is at ON or START.		
ACC power supply	i84	24	10 — 15 V when ignition switch is at ACC.		
TCM ("P" range)	B280	20	Pulso signal		
TOW (Flange)	B280	30	- Pulse signal		
Stop light switch	B281	23	9 — 16 V when stop light switch is ON. 0 V when stop light switch is OFF.		
"P" range switch	B281	13	0 V when select lever is in "P" range. 9 — 16 V when select lever is in other positions than "P" range.		
Shift lock solenoid signal	B280	6	8.5 — 16 V when shift lock is released. 0 V when shift lock is operating.		
Key warning switch signal	B281	7	9 — 16 V when key is inserted. 0 V when key is removed.		
Key lock solenoid signal	B280	5	7.5 — 16 V when ignition switch is turned ON, with select lever in "P" range and brake switch ON. 0 V at other conditions than above.		
	B280	22			
Ground	i84	21			
Giodila	B281	8	_		
	D201	9			

C: WIRING DIAGRAM



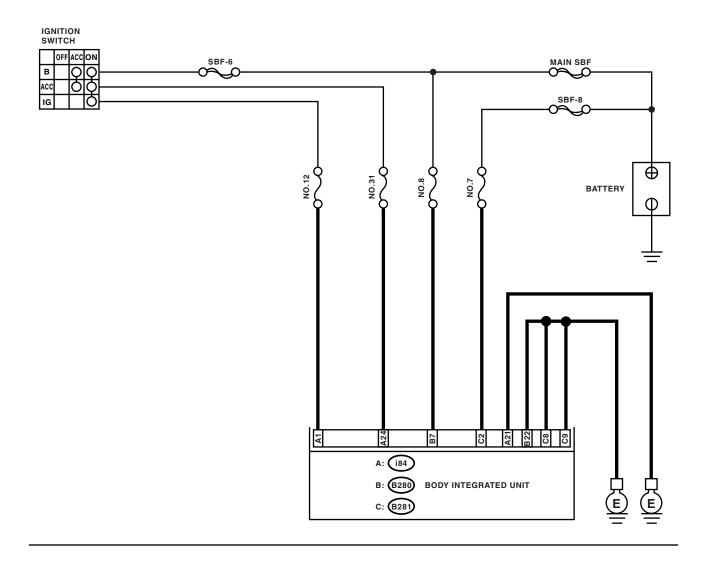
- (1) Ignition switch
- (2) Stop light switch
- (3) Key warning switch
- (4) Body integrated unit
- (5) TCM ("P" range)
- (6) Key lock solenoid
- (7) Shift lock solenoid
- (8) "P" range switch
- (9) Battery

D: INSPECTION

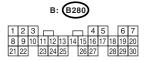
1. SHIFT LOCK OPERATION

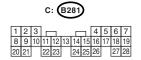
	Step	Check	Yes	No
1	CHECK SHIFT LOCK. 1) Turn the ignition switch to ON. 2) Shift the select lever to "P" range.	While brake pedal is not depressed, is it possible to move the select lever from the "P" range to other ranges?	Inspect "SELECT LEVER CANNOT BE SHIFT LOCKED". <ref. to CS-12, SELECT LEVER CANNOT BE SHIFTED, INSPECTION, AT Shift Lock Control System.></ref. 	Go to step 2.
2	CHECK SHIFT LOCK.	While brake pedal is depressed, is it possible to move the select lever from the "P" range to other ranges?	Go to step 3.	Inspect "SELECT LEVER SHIFT LOCK CANNOT BE RELEASED". <ref. cs-14,<br="" to="">SHIFT LOCK OF SELECT LEVER CANNOT BE RELEASED., INSPECTION, AT Shift Lock Control System.></ref.>
3	CHECK KEY INTERLOCK.	Can the ignition switch be turned to the "LOCK" position when the select lever is set to other than "P" range?	Go to step 4.	Go to step 5.
4	CHECK BACKUP POWER SUPPLY. Inspect the backup power supply circuit. <ref. and="" at="" body="" circuit,="" control="" cs-10,="" ground="" inspection,="" integrated="" lock="" power="" shift="" supply="" system.="" to="" unit=""></ref.>	Is the backup power supply circuit operating properly?	Inspect for "KEY INTERLOCK CANNOT BE LOCKED OR RELEASED". <ref. at="" be="" cannot="" control="" cs-14,="" inspection,="" lever="" lock="" of="" released.,="" select="" shift="" system.="" to=""></ref.>	Repair the backup power supply circuit.
5	CHECK KEY INTERLOCK.	Can the ignition switch be turned to the LOCK position when the select lever is set to the "P" range?	AT shift lock system is normal.	Inspect for "KEY INTERLOCK CANNOT BE LOCKED OR RELEASED". <ref. at="" be="" cannot="" control="" cs-14,="" inspection,="" lever="" lock="" of="" released.,="" select="" shift="" system.="" to=""></ref.>

2. BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT



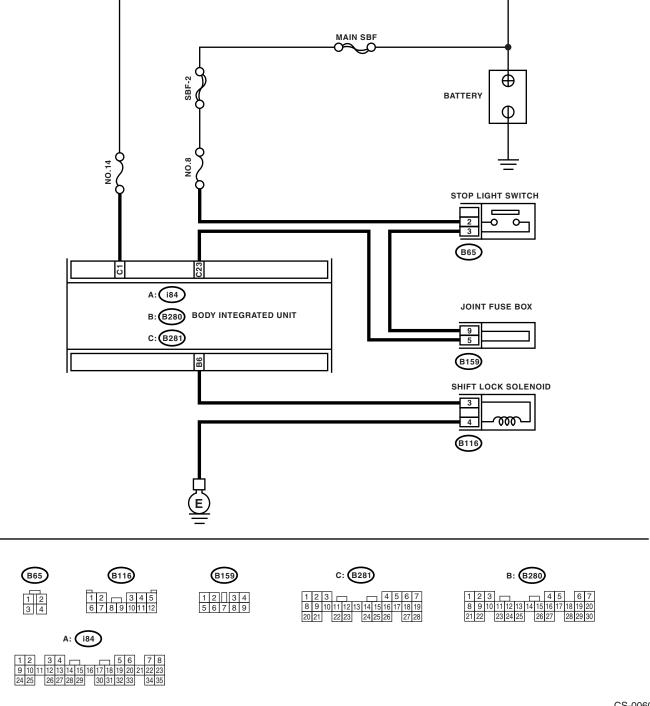






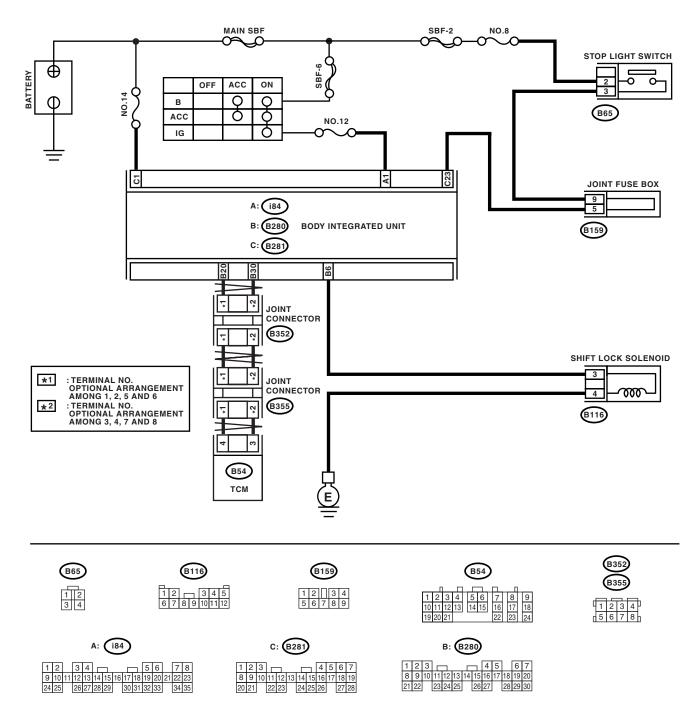
	Step	Check	Yes	No
1	CHECK DTC OF BODY INTEGRATED UNIT. Check DTC of the body integrated unit. <ref. (dtc).="" code="" diagnostic="" lan(diag)-25,="" operation,="" read="" to="" trouble=""></ref.>	Is the DTC of power line dis- played on body integrated unit?	Repair or replace it according to the DTC.	Go to step 2.
2	CHECK HARNESS CONNECTOR BETWEEN BODY INTEGRATED UNIT AND CHASSIS GROUND. 1) Turn the ignition switch to OFF. 2) Measure the harness resistance between the body integrated unit and chassis ground. Connector & terminal (i84) No. 21 — Chassis ground: (B280) No. 22 — Chassis ground: (B281) No. 8 — Chassis ground: (B281) No. 9 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between the body integrated unit and chassis ground.
3	CHECK POOR CONTACT.	Is there poor contact in connector?	Repair the poor contact.	Check the body integrated unit.

3. SELECT LEVER CANNOT BE SHIFTED



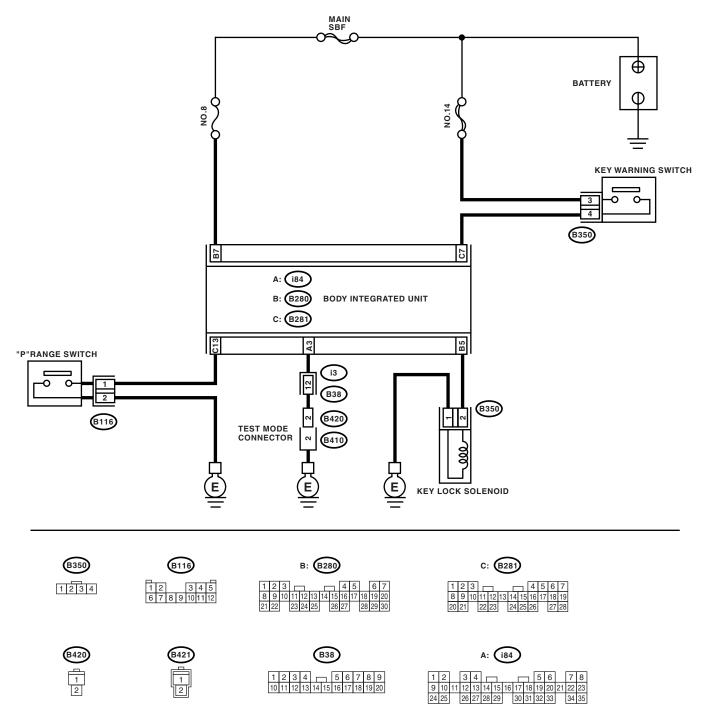
	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT USING SUBARU SELECT MONITOR. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch and Subaru Select	Is "ON" displayed?	Go to step 2.	Go to step 3.
	Monitor to ON. 4) Depress the brake pedal. 5) Read the input signal of stop light switch from Subaru Select Monitor. <ref. lan(diag)-12,="" monitor.="" operation,="" select="" subaru="" to=""></ref.>			
2	CHECK DTC OF BODY INTEGRATED UNIT. Check DTC of the body integrated unit. <ref. (dtc).="" code="" diagnostic="" lan(diag)-25,="" operation,="" read="" to="" trouble=""></ref.>		Repair or replace it according to the DTC.	
3	CHECK STOP LIGHT SWITCH. Depress the brake pedal.	Does the stop light illuminate?	Go to step 4.	Check the stop light system.
4	CHECK HARNESS BETWEEN STOP LIGHT SWITCH AND BODY INTEGRATED UNIT. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors of body integrated unit and stop light switch. 3) Measure the resistance of harness between stop light switch and body integrated unit. Connector & terminal (B65) No. 3 — (B281) No. 23:	Is the resistance more than 1 $\mbox{M}\Omega\mbox{?}$	Repair the open circuit of harness between the body integrated unit and stop light switch.	Go to step 5.
5	CHECK HARNESS BETWEEN STOP LIGHT SWITCH AND BODY INTEGRATED UNIT. Measure the resistance of harness between stop light switch and chassis ground. Connector & terminal (B65) No. 3 — Chassis ground:	Is the resistance less than 1 Ω ?	Repair the short circuit of harness between the body integrated unit and stop light switch.	Go to step 7.
6	 CHECK SHIFT LOCK SOLENOID. 1) Disconnect the connector of shift lock solenoid. 2) Connect the battery to connector terminal of shift lock solenoid, and operate the solenoid. Terminals No. 3 (+) — No. 4 (-): 	Is the shift lock solenoid operating properly?	Go to step 7.	Replace the shift lock solenoid.
7	CHECK SHIFT LOCK OPERATION. 1) Connect all the connectors. 2) Shift the select lever to "P" range. 3) Shift the select lever from "P" range to "R" range.	Can the select lever shift from "P" range to "R" range?	Check the body integrated unit.	A temporary poor contact of connector or harness may be the cause.

4. SHIFT LOCK OF SELECT LEVER CANNOT BE RELEASED.



	No
	the TCM
GRATED UNIT USING SUBARU SELECT	ody inte-
MONITOR.	
1) Turn the ignition switch to OFF.	arne.
2) Connect the Subaru Select Monitor to data	
link connector.	
3) Turn the ignition switch and Subaru Select	
Monitor to ON.	
4) Read the input signal of shift position from	
Subaru Select Monitor.	
<ref. lan(diag)-12,="" operation,="" subaru<="" th="" to=""><th></th></ref.>	
Select Monitor.>	
	step 3.
GRATED UNIT USING SUBARU SELECT	
MONITOR.	
Read the input signal of stop light switch from	
Subaru Select Monitor.	
<ref. lan(diag)-12,="" operation,="" subaru<="" td="" to=""><td></td></ref.>	
Select Monitor.>	
	the stop
Depress the brake pedal.	
	r the open or
	circuit of har-
,	etween the
	ntegrated
	nd stop light
Connector & terminal switch	
(B281) No. 23 (+) — Chassis ground (-):	-1
5 CHECK DTC OF BODY INTEGRATED UNIT. Is DTC (B0106) displayed? Repair or replace it Go to	step 6 .
Check DTC of the body integrated unit. <ref. dtc.<="" lan(diag)-25,="" operation,="" read="" td="" to=""><td></td></ref.>	
<ref. (dtc).="" code="" diagnostic="" lan(diag)-25,="" operation,="" read="" to="" trouble=""> DIAGNOSTIC Trouble Code (DTC).></ref.>	
	ce the shift
	olenoid.
2) Disconnect the connector of shift lock sole-	nerioia.
noid.	
Connect the battery to connector terminal	
of shift lock solenoid, and operate the solenoid.	
Terminals	
No. 3 (+) — No. 4 (-):	
	the body
	ated unit.
2) Turn the ignition switch ON. (Engine OFF) tor or harness may	
3) Shift the select lever to "P" range. be the cause.	
4) Depress the brake pedal.	
5) Shift the select lever from "P" range to "R"	
range.	

5. KEY INTERLOCK DOES NOT LOCK OR RELEASE



CHECK INPUT SIGNAL OF BODY INTE- GRATED UNIT USING SUBARU SELECT MONITOR. 1) Turn the ignition switch to OFF. 2) Commet the Subaru Select Monitor to data ink connector. 3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor Gef. to LAN(diag)-12, OPERATION, Subaru Select Monitor GRATED UNIT USINGAL OF BODY INTE- GRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range switch from Subaru Select Monitor GRIF to LAN/diag)-12, OPERATION, Subaru Select Monitor. GRIF to LAN/diag)-12, OPERATION, Read Diagnostic Trouble Code (DTC) - GHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switch. 2 Measure the resistance between connector terminals of key warning switch. 3 which and chassis ground (-): CHECK KEY WARNING SWITCH. 1 Is the resistance more than 1 MΩ? Measure the resistance between connector terminals of key warning switch. 4 Warning switch. 5 Warning switc		Step	Check	Yes	No
GRATED UNIT USING SUBARU SELECT MONITOR. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select MonitorcHef. to LAN(diagh-12, OPERATION, Subaru Select Monitor. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select MonitorcHef. to LAN(diagh-12, OPERATION, Subaru Select MonitorCHECK DTC OF BODY INTEGRATED UNITCheck DTC of the body integrated unitcHef. to LAN(diagh-25, OPERATION, Read Diagnostic Trouble Code (DTC)AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switchCHECK K	1	•			
MONITOR. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor. 4-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 4-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 5 CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range switch from Subaru Select Monitor. 4-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 5-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 4-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 5-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 6-Ref. to LAN/diap.1/2. OPERATION, Subaru Select Monitor. 7-Ref. to LAN/diap.1/2. OPERATION, Read Diagnostic Trouble Code (DTC) -> 4 CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switch and chassis ground. Connector & terminal (B350) No. 3 (-1) — Chassis ground (-): Let the CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: 6 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: 7 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: 7 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 2 Machine the connector of body integrated unit and chassis ground. Connector & terminal (B261) No. 7 (+) — Chassis ground (-): Let the voltage more than 9 V? Go to step 8. Repair the open circuit of harness between body integrated unit and chassis ground. Connector & terminal (B261) No. 7 (+) — Chassis ground (-): Let the voltage more than 9 V? Go to step 9. Repair the open circuit of harness	1		lo dir alopiayou.	G.5 15 515P	GIO TO GIOP II
2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor. -Fief. to LAN(diap)-12, OPERATION, Subaru Select Monitor. -Fief. to LAN(diap)-12, OPERATION, Subaru Select Monitor. -Fief. to LAN(diap)-12, OPERATION, Subaru Select Monitor. -Fief. to LAN(diag)-12, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-25, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-25, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-25, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36, OPERATION, Flead Diagnostic Trouble Code (DTC)- -Fier. to LAN(diag)-36,		MONITOR.			
link connector. 3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor Ref. to LAN(diag)-12, O'PERATION, Subaru Select Monitor Ref. to LAN(diag)-25, O'PERATION, Read Diagnostic Trouble Code (D'C)-> CHECK DTC of the Dody Integrated unit Ref. to LAN(diag)-25, O'PERATION, Read Diagnostic Trouble Code (D'C)-> CHECK HARNIESS BETWEEN BATTERY AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switch. So the Very and key warning switch. So the Very and key warning switch and chassis ground. (-): So the CK KEY WARNING SWITCH. Is the resistance more than 1 Replace the key warning switch. So the Very and key warning switch. Replace the key warning switch. Replace the key warning switch. So the Very and key warning swi		1) Turn the ignition switch to OFF.			
3) Turn the ignition switch and Subaru Select Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor. CHECK INPUT SIGNAL OF BODY INTEGRATED UNIT USING SUBARU SELECT MONTOR. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor. And the input signal of "P" range switch from Subaru Select Monitor. And the input signal of "P" range switch from Subaru Select Monitor. And the input signal of "P" range switch from Subaru Select Monitor. And the input signal of "P" range switch from Subaru Select Monitor. And CHECK DTC of BODY INTEGRATED UNIT. Check DTC of the body integrated unit. And CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switch. 2) Measure the voltage of harness between key warning switch and chassis ground (-): 15 CHECK KEY WARNING SWITCH. Measure the resistance between connector terminals of key warning switch. 7 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 7 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 7 CHECK KEY WARNING SWITCH. 1) Disconnect the connector of body integrated unit. 2) Measure the resistance between connector terminals of key warning switch. 7 CHECK KEY WARNING SWITCH. 1) Disconnect the connector of body integrated unit. 2) Measure the resistance between body integrated unit. 3) Mo. 3 — No. 4: 1 Is the voltage more than 1 Mo? Replace the key warning switch. Replace		2) Connect the Subaru Select Monitor to data			
Monitor to ON. 4) Read the input signal of the key warning switch from the Subaru Select Monitor. Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT SIGNAL OF BODY INTE-GRATED UNIT SIGNAL OF BODY INTE-GRATED UNIT SIGNAL OF BODY INTEGRATED UNIT SIGNAL OF Prange. 1) Shift the select lever to "P" range switch from Subaru Select Monitor. Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. CHECK DTC OF BODY INTEGRATED UNIT. Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. CHECK DTC OF BODY INTEGRATED UNIT. Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. CHECK DTC OF BODY INTEGRATED UNIT. Ref. to LAN(diag)-12, OPERATION, Bead Diagnostic Trouble Code (DTC)- CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. Disconnect the connector of key warning switch and chassis ground. Connector & terminal (B350) No. 3 (-) — Chassis ground (-): Terminals No. 3 — No. 4: CHECK KEY WARNING SWITCH. Replace the key warning switch. Replace the key warning switch. Replace the key warning switch. Step resistance more than 1 Replace the key warning switch. Replace the key warning switch. Replace the key warning switch. Step resistance more than 1 Replace the key warning switch. Replace the key warning switch. Step resistance more than 1 Replace the key warning switch. Replace the key w		link connector.			
4) Read the input signal of the key warning switch from the Subaru Select Monitor. 2 CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor.		3) Turn the ignition switch and Subaru Select			
switch from the Subaru Select Monitor. <a href"=""><a hr<="" th=""><th></th><th></th><th></th><th></th><th></th>					
Select Monitor.> CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT USING SUBARU SELECT MONITOR. Shift the select lever to "p" range. Read the input signal of "p" range switch from Subaru Select Monitor. Ref. to LAN(diag) -12, OPERATION, Subaru Select Monitor. Ref. to LAN(diag) -12, OPERATION, Subaru Select Monitor. CHECK DTC OF BODY INTEGRATED UNIT. Check DTC of the body integrated unit. Ref. to LAN(diag) -25, OPERATION, Read Diagnostic Trouble Code (DTC) > CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. AND KEY WARNING SWITCH. Measure the voltage of harness between key warning switch and chassis ground. Connector & terminal (B350) No. 3 (*) — Chassis ground (-): CHECK KEY WARNING SWITCH. Nemove the key. Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: CHECK KEY WARNING SWITCH. Nemove the key. Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: CHECK KEY WARNING SWITCH. Nemove the key. Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: CHECK KEY MARNING SWITCH. Nemove the key. Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: CHECK KEY MARNING SWITCH. Nemove the key. Measure the resistance between connector terminals of key warning switch. Terminals No. 3 — No. 4: CHECK KEY MARNING SWITCH. No. 3 — No. 4: CHECK HANNESS BETWEEN AT SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. No. 3 — No. 4: CHECK HANNESS BETWEEN AT SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. No. 3 — No. 4: CHECK HANNESS BETWEEN TO BE A SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. No. 3 — No. 4: CHECK HANNESS BETWEEN TO BE A SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. No. 3 — No. 4: CHECK HANNESS BETWEEN TO BE A SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. No. 3					
Select Monitor.> CHECK INPUT SIGNAL OF BODY INTE-GRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor. Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. CHECK DTC of the body integrated unit. Ref. to LAN(diag)-25, OPERATION, Read Diagnostic Trouble Code (DTC)-> CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. 1) Disconnect the connector of key warning switch. 2) Measure the resistance between connector terminals of key warning switch. 5 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 6 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 7 CHECK KEY WARNING SWITCH. 1) Remove the key. 2) Measure the resistance between connector terminals of key warning switch. 8 CHECK KEY WARNING SWITCH. 1) Disconnect the connector of body integrated unit. 2) Measure the resistance between connector terminals of key warning switch. 8 CHECK HARNESS BETWEEN AT SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. 1) Disconnect the connector of body integrated unit. 2) Measure the voltage between body integrated unit and chassis ground (-): 3 CHECK HARNESS BETWEEN AT SHIFT LOCK CONTROL MODULE AND KEY WARNING SWITCH. 4 Ship and the proper of th					
CHECK INPUT SIGNAL OF BODY INTEGRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor. <= Ref. to LAN(diag)-12, OPERATION, Subaru Select Monitor. <= CHECK DTC of BODY INTEGRATED UNIT. Check DTC of the body integrated unit. <= Ref. to LAN(diag)-25, OPERATION, Read Diagnostic Trouble Code (DTC)-> CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH. Is the voltage 9 — 16 V? Go to step 5. Repair the open or short circuit of harness between battery and key warning switch and chassis ground. Connector & terminal (B350) No. 3 (+) — Chassis ground (-): Is the resistance more than 1 Replace the key warning switch. Terminals No. 3 — No. 4: Is the resistance more than 1 MΩ? Go to step 7. Repair the open or terminals of key warning switch. Terminals No. 3 — No. 4: Is the resistance more than 1 Go to step 7. Replace the key warning switch. Terminals No. 3 — No. 4: Is the resistance more than 1 NO. 3 — No. 4: Is the resistance more than 1 NO. 3 — No. 4: Is the resistance more than 9 V? Go to step 8. Repair the open or circuit of harness between body integrated unit. One of the policy integrated unit and chassis ground (-): Is the voltage more than 9 V? Go to step 8. Repair the open or circuit of harness between the voltage between body integrated unit and chassis ground (-): Is the resistance less than 1 Go to step 9. Repair the short circuit of harness between the privated unit and keys warning switch. Is the resistance less than 1 Go to step 9. Repair the short circuit of harness between the private the resistance of harness between the private of the		·			
GRATED UNIT USING SUBARU SELECT MONITOR. 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor. < Ref. to LAN(cliagh-12, OPERATION, Subaru Select Monitor. < Ref. to LAN(cliagh-12, OPERATION, Subaru Select Monitor. < Ref. to LAN(cliagh-12, OPERATION, Read Diagnostic Trouble Code (DTC).>					_
MONITOR 1) Shift the select lever to "P" range. 2) Read the input signal of "P" range switch from Subaru Select Monitor.	2		Is "ON" displayed?	Go to step 3.	Go to step 8.
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Measure the resistance of harness between between between "P" range	١			ao io siep 3.	
			<u></u> .		
		"P" range switch and chassis ground.			switch and body
Connector & terminal integrated unit.					-
(B116) No. 1 — Chassis ground:					

	Step	Check	Yes	No
9	CHECK HARNESS BETWEEN BODY INTE-	Is the resistance more than 1	Repair the open	Go to step 10.
	GRATED UNIT AND "P" RANGE SWITCH.	ΜΩ?	circuit of harness	
	 Disconnect the connector of the "P" range 		between the body	
	switch.		integrated unit and	
	Measure the resistance of harness		the "P" range	
	between the body integrated unit and the "P"		switch.	
	range switch.			
	Connector & terminal			
	(B116) No. 1 — (B281) No. 13:			
10	CHECK HARNESS BETWEEN "P" RANGE	Is the resistance more than 1	Repair the open	Go to step 11.
	SWITCH AND CHASSIS GROUND.	ΜΩ?	circuit of harness	
	Measure the resistance of harness between		between "P" range	
	"P" range switch and chassis ground.		switch and chas-	
	Connector & terminal		sis ground.	
	(B116) No. 2 — Chassis ground:			
11	CHECK "P" RANGE SWITCH.	Is the resistance less than 1	Go to step 12.	Replace the "P"
	1) Shift the select lever to "P" range.	Ω?		range switch.
	2) Measure the resistance between "P" range			
	switch connector terminals.			
	Terminals			
	No. 2 — No. 1:			D 1 11 "D"
12	CHECK "P" RANGE SWITCH.	Is the resistance more than 1	Go to step 13.	Replace the "P"
	1) Shift the select lever to other than "P"	ΜΩ?		range switch.
	range.			
	Measure the resistance between "P" range switch connector terminals.			
	Terminals			
	No. 2 — No. 1:			
13	CHECK OPERATION.	Is the backup power supply cir-	Go to stop 14	Check the body
13	Inspect the backup power supply circuit. <ref.< td=""><td>cuit operating properly?</td><td>Go to step 14.</td><td>integrated unit.</td></ref.<>	cuit operating properly?	Go to step 14.	integrated unit.
	to CS-10, BODY INTEGRATED UNIT POWER	l cuit operating property:		integrated unit.
	SUPPLY AND GROUND CIRCUIT, INSPEC-			
	TION, AT Shift Lock Control System.>			
14	CHECK TEST MODE CONNECTOR.	Is the resistance more than 1	Go to step 15.	Repair the short
	Check that the test mode connector is dis-	$M\Omega$?	3.5 .5 5.5p . 5 .	circuit of the har-
	connected.	1		ness between
	2) Measure the resistance between body inte-			body integrated
	grated unit and chassis ground.			unit and test mode
	Connector & terminal			connector.
	(B281) No.11 — Chassis ground:			
15	CHECK OPERATION.	Does the key lock solenoid	A temporary poor	Check the body
	1) Connect all the connectors.	operate normally?	contact of connec-	integrated unit.
	2) Operate the key lock solenoid.		tor or harness may	
	•		be the cause.	