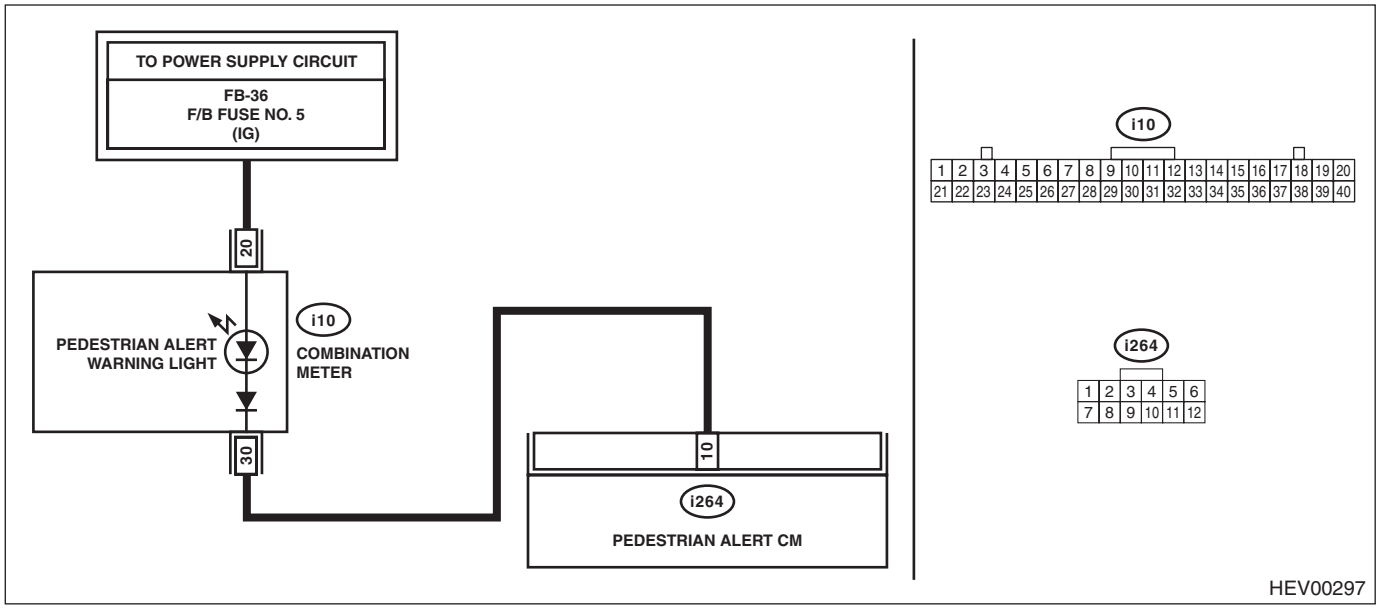
## 1. PEDESTRIAN ALERT WARNING LIGHT DOES NOT ILLUMINATE

**WIRING DIAGRAM:**

Pedestrian alert system <Ref. to WI(HEV)-216, WIRING DIAGRAM, Pedestrian Alert System.>

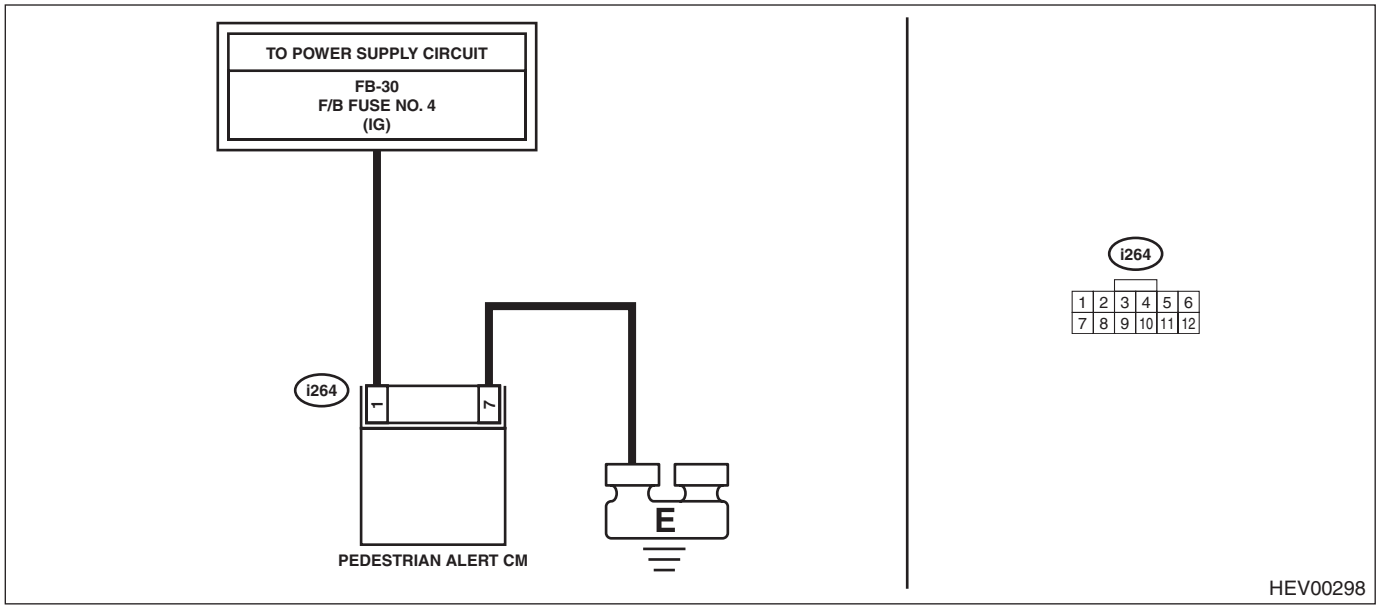



| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK FUSE.**<br>Check the fuse for the combination meter. | Is the fuse OK? | Go to step **2**. | Replace the fuse. When the replaced fuse is blown immediately, repair or replace the short-circuited portion of the harness. |
| 2 | **CHECK HARNESS.**<br>1) Turn the ignition switch to OFF.<br>2) Disconnect the pedestrian alert CM connector.<br>3) Turn the ignition switch to ON.<br>4) Using the tester, measure the voltage between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 10 (+) — Chassis ground (–):*** | Is the voltage 10 V or more? | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> | Repair or replace the open circuit of harness. Or, repair it according to combination meter inspection. |

## 2. CHECK POWER SUPPLY CIRCUIT

**WIRING DIAGRAM:**

Pedestrian alert system <Ref. to WI(HEV)-216, WIRING DIAGRAM, Pedestrian Alert System.>



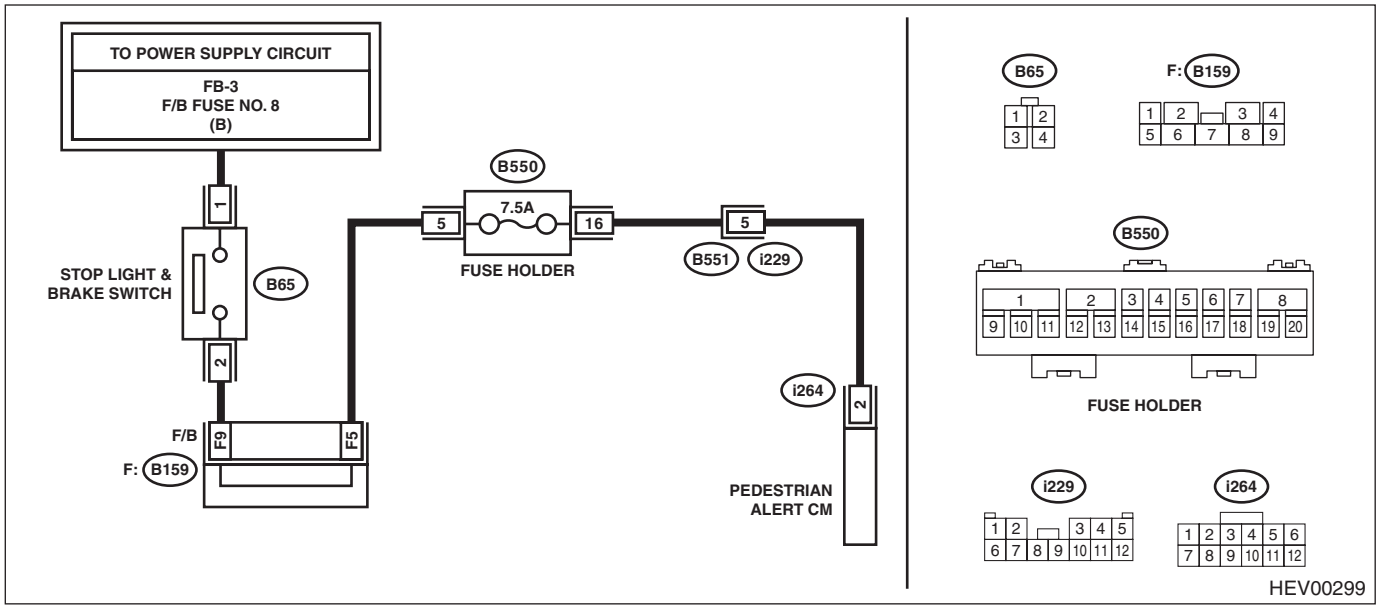

| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK FUSE.**<br>1) Turn the ignition switch to OFF.<br>2) Check the fuse. <Ref. to PA-4, Relay and Fuse.> | Is the fuse OK? | Go to step **2**. | Replace the defective fuse. When the fuse is blown immediately, repair the short circuit. |
| 2 | **CHECK HARNESS.**<br>1) Disconnect the pedestrian alert CM connector.<br>2) Using the tester, measure the voltage between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 1 (+) — Chassis ground (–):*** | Is the voltage 10 V or more? | Go to step **3**. | Repair or replace the open circuit of harness. |
| 3 | **CHECK HARNESS.**<br>Using the tester, measure the resistance between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 7 — Chassis ground:*** | Is the resistance 1 Ω or less? | Go to step **4**. | Repair or replace the open circuit of harness. |

| | Step | Check | Yes | No |
|---|---|---|---|---|
| 4 | **CHECK CURRENT DATA.**<br>Check «Voltage of IGN» using the Subaru Select Monitor. <Ref. to PA(diag)-11, Read Current Data.> | Is the voltage 10 V or more when the ignition switch is ON? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> |

## 3. CHECK STOP LIGHT SWITCH CIRCUIT

**WIRING DIAGRAM:**

Stop light system <Ref. to WI(HEV)-210, WIRING DIAGRAM, Stop Light System.>

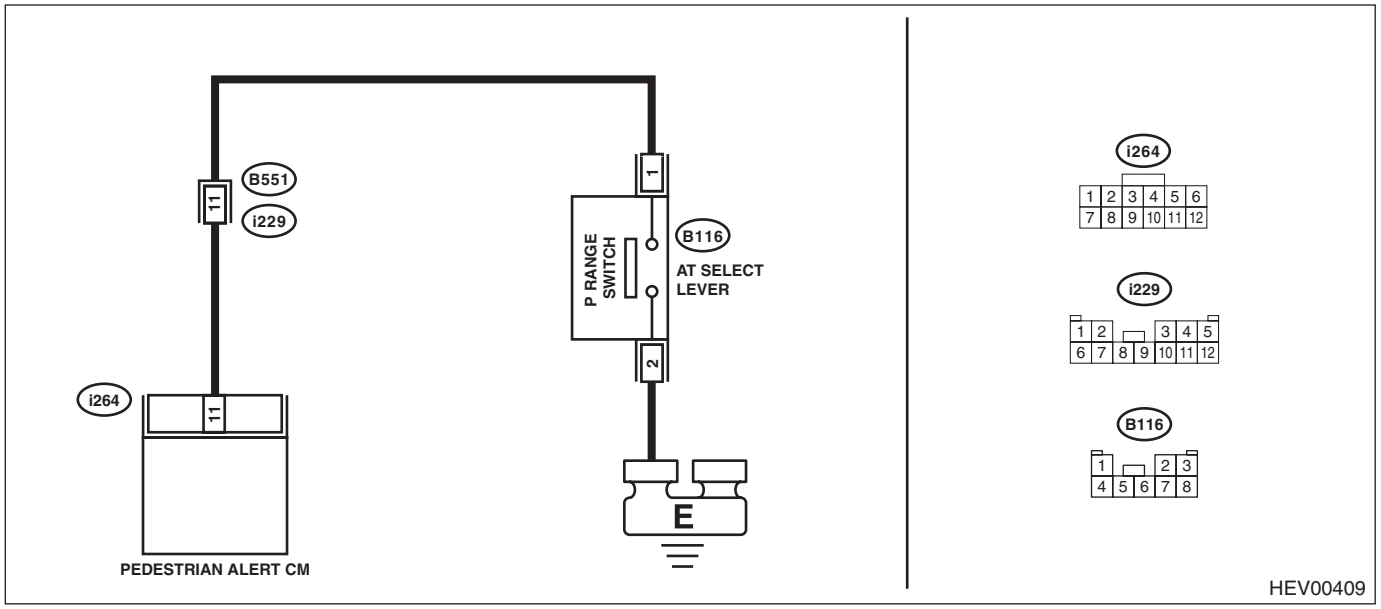



| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK STOP LIGHT.**<br>Check the illumination status of the stop light. | Do all stop lights illuminate? | Go to step **2**. | Repair the stop lights. Go to step **2**. |
| 2 | **CHECK HARNESS.**<br>1) Disconnect the pedestrian alert CM connector.<br>2) Using the tester, measure the voltage between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 2 (+) — Chassis ground (–):*** | Is the voltage 10 V or more when the brake pedal is depressed and less than 1 V when not depressed? | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> | Repair the stop light circuit. Go to step **3**. |
| 3 | **CHECK HARNESS.**<br>1) Connect the disconnected connectors.<br>2) Apply parking brake.<br>3) Turn the ignition switch to ON.<br>4) Set the select lever from P to N while depressing the brake pedal.<br>5) Check that sound comes out from the pedestrian alert speaker immediately after the brake pedal is released. (For 3 seconds) | Does any sound come out? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> |

## 4. CHECK P RANGE SWITCH CIRCUIT

**WIRING DIAGRAM:**

Pedestrian alert system <Ref. to WI(HEV)-216, WIRING DIAGRAM, Pedestrian Alert System.>

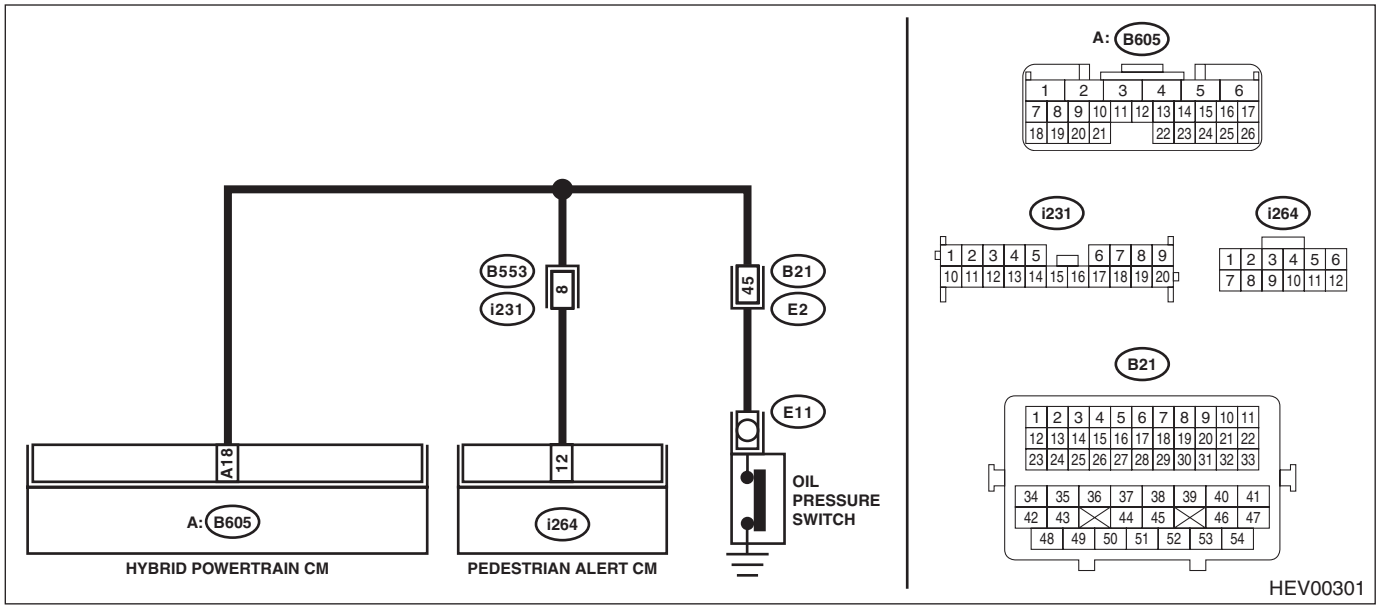



| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK CURRENT DATA.**<br>1) Turn the ignition switch to ON.<br>2) Check «P-Range SW» using the Subaru Select Monitor. <Ref. to PA(diag)-11, Read Current Data.><br>3) Move the select lever to P range ←→ other than P range. | Is the display normal? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Go to step **2**. |
| 2 | **CHECK P RANGE SWITCH.**<br>1) Disconnect the ground terminal from the 12 volt auxiliary battery.<br>2) Disconnect the pedestrian alert CM connector.<br>3) Using the tester, measure the resistance between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 11 — Chassis ground:*** | Is the resistance 1 Ω or less when the shift lever is in P range and 1 kΩ or more when the shift lever is in other than P range? | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> | Repair or replace the P range switch circuit. |

## 5. CHECK OIL PRESSURE SWITCH CIRCUIT

**WIRING DIAGRAM:**

Hybrid system <Ref. to WI(HEV)-140, WIRING DIAGRAM, Hybrid Electric Vehicle System.>

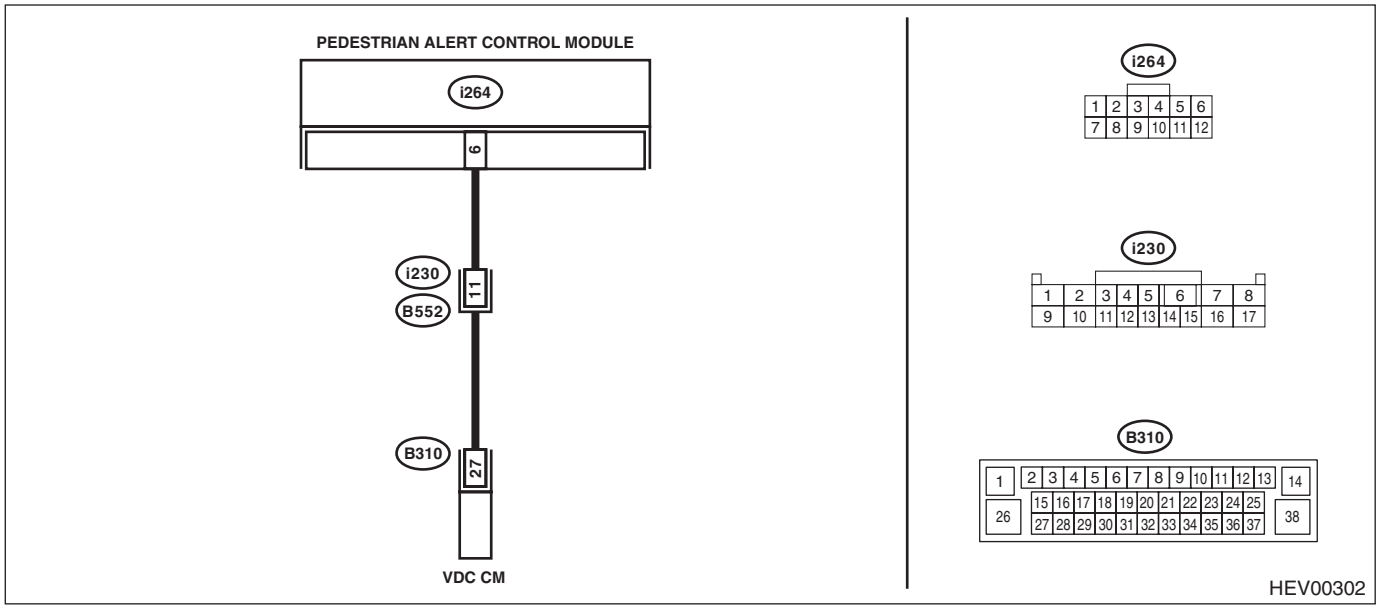



| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK CURRENT DATA.**<br>1) Using the Subaru Select Monitor, check «OIL Pressure SW». <Ref. to PA(diag)-11, Read Current Data.><br>2) Apply the parking brake.<br>3) Move the select lever in P range.<br>4) Start the engine. | Is the display normal? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Go to step **2**. |
| 2 | **CHECK SWITCH CIRCUIT.**<br>1) Turn the ignition switch to OFF.<br>2) Disconnect the pedestrian alert CM connector.<br>3) Using the tester, measure the voltage between pedestrian alert CM connector (harness side) and chassis ground.<br>***Connector & terminal***<br>***(i264) No. 12 (+) — Chassis ground (–):*** | Is the voltage less than 1 V when the ignition switch is turned to ON and 8 V or more while the engine is starting? | Replace the pedestrian alert CM. <Ref. to PA-6, Pedestrian Alert Control Unit.> | Repair the oil pressure switch or the short circuit portion of the harness. |

## 6. CHECK VEHICLE SPEED SIGNAL CIRCUIT

**WIRING DIAGRAM:**

Pedestrian alert system <Ref. to WI(HEV)-216, WIRING DIAGRAM, Pedestrian Alert System.>




| Step | | Check | Yes | No |
|---|---|---|---|---|
| 1 | **CHECK CURRENT DATA.**<br>Check «Vehicle Speed» using Subaru Select Monitor. <Ref. to PA(diag)-11, Read Current Data.> | Is the display normal? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Go to step **2**. |
| 2 | **CHECK VDC.**<br>Check the VDC system. <Ref. to VDC(diag)-2, Basic Diagnostic Procedure.> | Is the VDC system normal? | Go to step **3**. | Perform the diagnosis according to inspection for the VDC system. |

| | Step | Check | Yes | No |
|---|---|---|---|---|
| 3 | **CHECK HARNESS.**<br>1) Turn the ignition switch to OFF.<br>2) Disconnect the pedestrian alert CM connector.<br>3) Disconnect the VDC CM connector.<br>4) Using the tester, measure the resistance between pedestrian alert CM connector (harness side) and VDC CM connector (harness side).<br>***Connector & terminal***<br>***(i264) No. 6 — (B310) No. 27:*** | Is the resistance 1 Ω or less? | Even if abnormality is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again.<br>NOTE:<br>In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause. | Repair or replace the open circuit of harness. |

# KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

# KPS(diag)