

ATTENTION:

- GENERAL MANAGER
- PARTS MANAGER
- CLAIMS PERSONNEL
- SERVICE MANAGER

IMPORTANT - All Service Personnel Should Read and Initial in the boxes provided, right.



QUALITY DRIVEN® SERVICE

SERVICE INFORMATION

APPLICABILITY: All 2014-15MY Forester, Impreza, XV Crosstrek 2015MY WRX & STI Models **NUMBER:** 07-83-14
SUBJECT: Diagnostics for DTC B1500 and U1500 **DATE:** 03/12/14

INTRODUCTION

This bulletin provides information currently missing from the Service Manual for diagnosing Body Integrated Unit (BIU) DTCs B1500 and U1500 (Keyless UART Communication Malfunction on the push-button start vehicles) as listed above. Diagnostics are included in the current version of the Service Manual for DTC U1500 but only for key-start vehicles. The Service Manuals will be updated to include this information in the near future.

IMPORTANT NOTE: DTC U1500 is only applicable to 2015 WRX & STI Models while B1500 is only applicable to 2014-15MY Forester, Impreza, XV Crosstrek (including Hybrid model).

(UART= Universal Asynchronous Receiver Transmitter)

SERVICE PROCEDURE / INFORMATION

- Information and diagnostic steps contained in the **RED** boxes are applicable to **DTC U1500**.

STEP	CHECK	YES	NO
<p>1 CHECK DTC.</p> <p><Model without push-button ignition switch></p> <p>1) Insert the ignition key to the ignition key cylinder and remove.</p> <p>2) Read the DTC of body integrated unit using Subaru Select Monitor.</p>	<p>Is B1500 current malfunction?</p>	<p>Go to step 2.</p>	<p>Go to step 7.</p>
<p><Model with push-button ignition switch></p> <p>1) Carry the access key in the vehicle and push the start button twice without depressing the brake pedal to turn the ignition switch to ON.</p> <p>2) Read the DTC of body integrated unit using Subaru Select Monitor.</p>	<p>Is U1500 current malfunction?</p>		

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<p>CAUTION: VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS.</p> <p>Subaru Service Bulletins are intended for use by professional technicians ONLY. They are written to inform those technicians of conditions that may occur in some vehicles, or to provide information that could assist in the proper servicing of the vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do the job correctly and safely. If a condition is described, DO NOT assume that this Service Bulletin applies to your vehicle, or that your vehicle will have that condition.</p>	<p>SUBARU OF AMERICA, INC. IS "ISO 14001 COMPLIANT"</p> <p>The international standard for excellence in Environmental Management Systems. Please recycle or dispose of automotive products in a manner that is friendly to our environment and in accordance with all local, state and federal laws and regulations.</p>
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STEP	CHECK	YES	NO
<p>2 CHECK DTC.</p> <p><Model without push-button ignition switch></p> <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the body integrated unit and keyless entry control module connector. 3) Connect the disconnected connectors. 4) Insert the ignition key to the ignition key cylinder and remove. 5) Read the DTC of body integrated unit using Subaru Select Monitor. <p><Model with push-button ignition switch></p> <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the body integrated unit and keyless entry control module connector. 3) Connect the disconnected connectors. 4) Carry the access key in the vehicle and push the start button twice without depressing the brake pedal to turn the ignition switch to ON. 5) Read the DTC of body integrated unit using Subaru Select Monitor. 	<p>Is B1500 current malfunction?</p> <p>Is U1500 current malfunction?</p>	<p>Go to step 3.</p>	<p>Go to step 7.</p>
<p>3 CHECK HARNESS.</p> <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Disconnect the body integrated unit and keyless entry control module connector. 3) Using the tester, measure the resistance between terminals. <p>Connector & terminal With TPMS (i171) No. 11 — (R221) No. 11: Without TPMS (i171) No. 11 — (R80) No. 3:</p>	<p>Is the resistance 10 Ω or less?</p>	<p>Go to step 4.</p>	<p>Repair the open circuit of harness or replace harness.</p>

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STEP	CHECK	YES	NO
<p>4 CHECK HARNESS. <Model without push-button ignition switch></p> <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Use a tester to measure the voltage between the terminals. <p>Connector & terminal With TPMS (R221) No. 6 (+) — Chassis ground (-): Without TPMS (R80) No. 4 (+) — Chassis ground (-):</p> <p><Model with push-button ignition switch></p> <ol style="list-style-type: none"> 1) Carry the access key in the vehicle and push the start button twice without depressing the brake pedal to turn the ignition switch to ON. 2) Turn the ignition switch to ON. 3) Use a tester to measure the voltage between the terminals. <p>Connector & terminal With TPMS (R221) No. 4 (+) — Chassis ground (-):</p>	<p>Is the voltage 10 V or more?</p>	<p>Go to step 5.</p>	<p>Repair the power supply circuit.</p>
<p>5 CHECK HARNESS. Using the tester, measure the resistance between terminals.</p> <p>Connector & terminal With TPMS (R221) No. 5 — Chassis ground: Without TPMS (R80) No. 7 — Chassis ground:</p>	<p>Is the resistance 10 Ω or less?</p>	<p>Go to step 6.</p>	<p>Repair the ground circuit.</p>
<p>6 CHECK CONTROL MODULE.</p> <ol style="list-style-type: none"> 1) Turn the ignition switch to OFF. 2) Remove the keyless entry control module. 3) Install a keyless entry control module that was operating normally on another vehicle. 	<p>Does it operate with the remote control key of another vehicle?</p>	<p>Replace the keyless entry control module. <Ref. to SL-78, REMOVAL, Keyless Entry Control Module.></p>	<p>Replace the body integrated unit.</p>
<p>7 CHECK CONNECTOR. Check the connector used for keyless communication for poor contact.</p>	<p>Is there poor contact of connector?</p>	<p>Repair the connector that has poor contact, or replace harness.</p>	<p>It is possible that temporary poor communication occurs. Delete the DTC.</p>