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Fuel



CAUTION

Use of a fuel which is low in quality or use of an inappropriate fuel additive may cause engine damage.

■ Fuel requirements

The engine is designed to operate using **unleaded gasoline** with an octane rating of **87 AKI (90 RON) or higher**.

▼ Fuel octane rating

This octane rating is the average of the Research Octane and Motor Octane numbers and is commonly referred to as the Anti Knock Index (AKI).

Using a gasoline with a lower octane rating can cause persistent and heavy knocking, which can damage the engine. Do not be concerned if your vehicle sometimes knocks lightly when you drive up a hill or when you accelerate. See your dealer or a qualified service technician if you use a fuel with the specified octane rating and your vehicle knocks heavily or persistently.

▼ Unleaded gasoline

The neck of the fuel filler pipe is designed to accept only an unleaded gasoline filler nozzle. Under no circumstances should leaded gasoline be used because it will damage the emission control system and may impair driveability and fuel economy.

▼ California fuel

If your vehicle was certified to California Emission Standards as indicated on the underhood tune-up label, it is designed to optimize engine and emission control system performance with gasoline that meets the clean burning low-sulfur California gasoline specifications. If you live in any other state than California, your vehicle will operate on gasoline meeting Federal specifications. Gasoline sold outside California is permitted to have higher sulfur levels, which may affect the performance of your vehicle's catalytic converter and may produce a sulfur exhaust odor or smell. SUBARU recommends that you try a different brand of unleaded gasoline having lower sulfur to determine if the problem is fuel related before returning your vehicle to an authorized dealer for service. The CHECK ENGINE warning light/malfunction indicator light may also turn on. If this occurs, return to your authorized SUBARU dealer for diagnosis. If it is determined that the condition is

caused by the type of fuel used, repairs may not be covered by your warranty.

▼ MMT

Some gasoline contains an octane-enhancing additive called MMT (Methylcyclopentadienyl Manganese Tricarbonyl). If you use such fuels, your emission control system performance may deteriorate and the CHECK ENGINE warning light/malfunction indicator light may turn on. If this happens, return to your authorized SUBARU Dealer for service. If it is determined that the condition is caused by the type of fuel used, repairs may not be covered by your warranty.

▼ Gasoline for cleaner air



CAUTION

Do not let fuel spill on the exterior surfaces of the vehicle. Fuels containing alcohol may cause paint damage, which is not covered under the SUBARU Limited Warranty.

Your use of gasoline with detergent additives will help prevent deposits from forming in your engine and fuel system. This helps keep your engine in tune and your emission control system working properly, and is a way of doing your part for cleaner air. If you continuously use a

high quality fuel with the proper detergent and other additives, you should never need to add any fuel system cleaning agents to your fuel tank.

Many gasolines are now blended with materials called oxygenates. Use of these fuels can also help keep the air cleaner. Oxygenated blend fuels, such as MTBE (Methyl Tertiary Butyl ether) or ethanol (ethyl or grain alcohol) may be used in your vehicle, but should contain no more than 15% MTBE or 10% ethanol for the proper operation of your SUBARU.

Do not use any gasoline that contains more than 10% ethanol, including from any pump labeled E15, E30, E50 or E85 (which are only some examples of fuel containing more than 10% ethanol).

In addition, some gasoline suppliers are now producing reformulated gasolines, which are designed to reduce vehicle emissions. SUBARU approves the use of reformulated gasoline.

If you are not sure what the fuel contains, you should ask your service station operators if their gasolines contain detergents and oxygenates and if they have been reformulated to reduce vehicle emissions.

As additional guidance, only use fuels

suited for your vehicle as explained in the following.

- Fuel should be unleaded and have an octane rating no lower than that specified in this manual.
- Methanol (methyl or wood alcohol) is sometimes mixed with unleaded gasoline. Methanol can be used in your vehicle **ONLY** if it does not exceed 5% of the fuel mixture **AND** if it is accompanied by sufficient quantities of the proper cosolvents and corrosion inhibitors required to prevent damage to the fuel system. Do not use fuel containing methanol **EXCEPT** under these conditions.
- If undesirable driveability problems are experienced and you suspect they may be fuel related, try a different brand of gasoline before seeking service at your SUBARU dealer.
- Fuel system damage or driveability problems which result from the use of improper fuel are not covered under the SUBARU Limited Warranty.

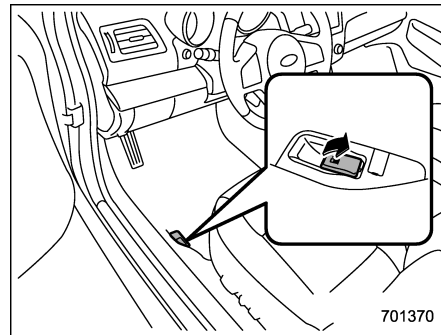
■ Fuel filler lid and cap

▼ Refueling

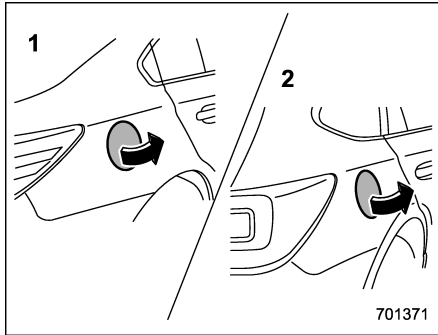
Only one person should be involved in refueling. Do not allow others to approach the area of the vehicle near the fuel filler pipe while refueling is in progress.

Be sure to observe any other precautions that are posted at the service station.

1. Stop the vehicle and turn off the engine.



2. To open the fuel filler lid, pull the lid release lever up. The lever is on the floor at the left of the driver's seat.

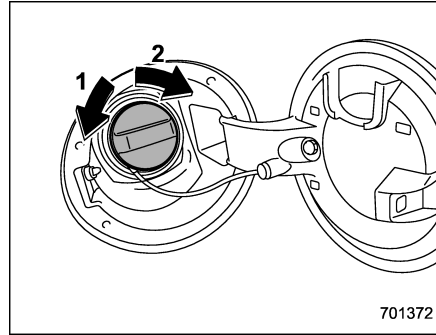


- 1) Legacy
- 2) Outback

3. Open the fuel filler lid.

⚠ WARNING

Before opening the fuel filler cap, first touch the vehicle body or a metal portion of the fuel pump or similar object to discharge any static electricity that may be present on your body. If your body is carrying an electrostatic charge, there is a possibility that an electric spark could ignite the fuel, which could burn you. To avoid acquiring a new static electric charge, do not get back into the vehicle while refueling is in progress.



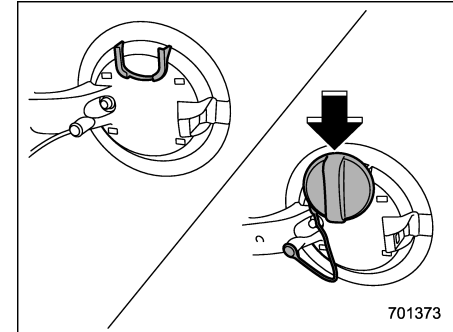
- 1) Open
- 2) Close

4. Remove the fuel filler cap by turning it slowly counterclockwise.

⚠ WARNING

- Gasoline vapor is highly flammable. Before refueling, always first stop the engine and close all vehicle doors and windows. Make sure that there are no lighted cigarettes, open flames or electrical sparks in the adjacent area. Refueling must be performed outside. Quickly wipe up any spilled fuel.
- When opening the cap, grasp it firmly and turn it slowly to the

left. Do not remove the cap quickly. Fuel may be under pressure and spray out of the fuel filler neck, especially in hot weather. If you hear a hissing sound while you are removing the cap, wait for the sound to stop and then slowly open the cap to prevent fuel from spraying out and creating a fire hazard.



5. Set the fuel filler cap on the cap holder inside the fuel filler lid.

⚠ WARNING

- When refueling, insert the fuel nozzle securely into the fuel filler pipe. If the nozzle is lifted or not fully inserted, its automatic stop-

ping mechanism may not function, causing fuel to overflow the tank and creating a fire hazard.

- Stop refueling when the automatic stop mechanism on the fuel nozzle activates. If you continue to add fuel, temperature changes or other conditions may cause fuel to overflow from the tank and create a fire hazard.

6. Stop filling the tank after the fuel filler pump automatically stops. Do not add any more fuel.

7. Put the cap back on, turn it clockwise until you hear a clicking noise. Be certain not to catch the tether under the cap while tightening.

CAUTION

Make sure that the cap is tightened until it clicks to prevent fuel spillage in the event of an accident.

8. Close the fuel filler lid completely.

CAUTION


If you spill any fuel on the painted surface, rinse it off immediately. Otherwise, the painted surface

could be damaged.

NOTE



200253

- You will see the “” sign in the fuel gauge. This indicates that the fuel filler door (lid) is located on the right side of the vehicle.
- If the fuel filler cap is not tightened until it clicks or if the tether is caught under the cap, the CHECK ENGINE warning light/malfunction indicator light may illuminate. Refer to “CHECK ENGINE warning light/Malfunction indicator light” 3-15.

CAUTION

- Never add any cleaning agents to the fuel tank. The addition of a cleaning agent may cause damage to the fuel system.
- After refueling, turn the cap to the right until it clicks to ensure that it is fully tightened. If the cap is not securely tightened, fuel may leak out while the vehicle is being driven or fuel spillage could occur in the event of an accident, creating a fire hazard.
- Do not let fuel spill on the exterior surfaces of the vehicle. Because fuel may damage the paint, be sure to wipe off any spilled fuel quickly. Paint damage caused by spilled fuel is not covered under the SUBARU Limited Warranty.
- Always use a genuine SUBARU fuel filler cap. If you use the wrong cap, it may not fit, and your fuel tank and emission control system may be damaged. It could also lead to fuel spillage and a fire.
- Immediately put fuel in the tank whenever the low fuel warning light illuminates. Engine misfires

as a result of an empty tank could cause damage to the engine.

State emission testing (U.S. only)



WARNING

Testing of an All-Wheel Drive model must **NEVER** be performed on a single two-wheel dynamometer. Attempting to do so will result in uncontrolled vehicle movement and may cause an accident or injuries to persons nearby.



CAUTION

- At state inspection time, remember to tell your inspection or service station in advance not to place your SUBARU AWD vehicle on a two-wheel dynamometer. Otherwise, serious transmission damage will result.
- Resultant vehicle damage due to improper testing is not covered under the SUBARU Limited Warranty and is the responsibility of the state inspection program or its contractors or licensees.

California and a number of federal states

have Inspection/Maintenance programs to inspect your vehicle's emission control system. If your vehicle does not pass this test, some states may deny renewal of your vehicle's registration.

Your vehicle is equipped with a computer that monitors the performance of the engine's emission control system. Certified emission inspectors will inspect the On-Board Diagnostic (OBDII) system as part of the state emission inspection process. The OBDII system is designed to detect engine and transmission problems that might cause the vehicle emissions to exceed allowable limits. OBDII inspections apply to all 1996 model year and newer passenger cars and trucks. Over 30 states plus the District of Columbia have implemented emission inspection of the OBDII system.

- The inspection of the OBDII system consists of a visual operational check of the "**CHECK ENGINE**" warning light/malfunction indicator light (MIL) and an examination of the OBDII system with an electronic scan tool.
- A vehicle passes the OBDII system inspection if proper operation of the "**CHECK ENGINE**" warning light is observed, there are no stored diagnostic trouble codes, and the OBDII readiness monitors are all complete.

- A vehicle fails the OBDII inspection if the “**CHECK ENGINE**” warning light is not properly operating (light is illuminated or is not working due to a burned out bulb) or there is one or more diagnostic trouble codes stored in the vehicle’s computer.
- A state emission inspection may reject (not pass or fail) a vehicle if the number of OBDII system readiness monitors “**NOT READY**” is greater than one. If the vehicle’s battery has been recently replaced or disconnected, the OBDII system inspection may indicate that the vehicle is not ready for the emission test. Under this condition, the vehicle driver should be instructed to drive his/her vehicle for a few days to reset the readiness monitors and return for an emission re-inspection.
- Owners of rejected or failing vehicles should contact their SUBARU Dealer for service.

Some states still use dynamometers in their emission inspection program. A dynamometer is a treadmill or roller-like testing device that allows your vehicle’s wheels to turn while the vehicle remains in one place. Prior to your vehicle being put on a dynamometer, tell your emission inspector *not* to place your SUBARU AWD vehicle on a two-wheel dynamometer. **Otherwise, serious transmission damage will result.**

The U.S. Environmental Protection Agency (EPA) and states using two-wheel dynamometers in their emission testing program have EXEMPTED SUBARU AWD vehicles from the portion of the testing program that involves a two-wheel dynamometer. There are some states that use four-wheel dynamometers in their testing program. When properly used, this equipment should not damage a SUBARU AWD vehicle.

Under no circumstances should the rear wheels be jacked off the ground, nor should the driveshaft be disconnected for state emission testing.

Preparing to drive

You should perform the following checks and adjustments every day before you start driving.

1. Check that all windows, mirrors, and lights are clean and unobstructed.
2. Check the appearance and condition of the tires. Also check tires for proper inflation.
3. Look under the vehicle for any sign of leaks.
4. Check that the hood, trunk (Legacy) and rear gate (Outback) are fully closed.
5. Check the adjustment of the seat.
6. Check the adjustment of the inside and outside mirrors.
7. Fasten your seatbelt. Check that your passengers have fastened their seatbelts.
8. Check the operation of the warning and indicator lights when the ignition switch is turned to the “ON” position.
9. Check the gauges, indicator and warning lights after starting the engine.
10. Check that no small animals enter the engine compartment.

 CAUTION

Trapping small animals in the cooling fan and belts of the engine may result in a malfunction. Check that no small animal enters the engine compartment and under the vehicle before starting the engine.

NOTE

Engine oil, engine coolant, brake fluid, washer fluid and other fluid levels should be checked daily, weekly or at fuel stops.

Starting and stopping the engine (models without push-button ignition switch)

■ Starting engine

 CAUTION

Do not operate the starter motor continuously for more than 10 seconds. If the engine fails to start after operating the starter for 5 to 10 seconds, wait for 10 seconds or more before trying again.

▼ General precautions when starting engine

 WARNING

- Never start the engine from outside the vehicle (except when using the remote engine start system). It may result in an accident.
- Do not leave the engine running in locations with poor ventilation, such as a garage and indoors. The exhaust gas may enter the vehicle or indoors, and it may result in carbon monoxide poi-

soning.

- Do not start the engine near dry foliage, paper, or other flammable substances. The exhaust pipe and exhaust emissions can create a fire hazard at high temperatures.

 CAUTION

- If the engine is stopped during driving, the catalyst may overheat and burn.
- When starting the engine, be sure to sit in the driver's seat (except when using the remote engine start system).

NOTE

- Avoid rapid racing and rapid acceleration immediately after the engine has started.
- For a short time after the engine has started, the engine speed is kept high. When the warm-up is completed, the engine speed lowers automatically.
- On rare occasions, it may be difficult to start the engine depending on the fuel and the usage condition (repeated driving of a distance in which the

engine has not warmed up sufficiently). In such a case, it is recommended that you change to a different brand of fuel.

- On rare occasions, transient knocking may be heard from the engine when the accelerator is operated rapidly such as a rapid start-up and a rapid acceleration. This is not a malfunction.
- The engine starts more easily when the headlights, air conditioner and rear window defogger are turned off.
- After the engine starts, the engine speed will be kept high until the engine has warmed up sufficiently.

▼ MT models

1. Apply the parking brake.
2. Turn off unnecessary lights and accessories.
3. Depress the clutch pedal to the floor and shift the shift lever into neutral. Hold the clutch pedal to the floor while starting the engine. The starter motor will only operate when the clutch pedal is depressed fully to the floor.
4. Turn the ignition switch to the "ON" position and check the operation of the warning and indicator lights. Refer to "Warning and indicator lights" 3-12.
5. Turn the ignition switch to the "START" position **without** depressing the accelerator pedal. Release the key immediately

after the engine has started.

If the engine does not start, perform the following procedure.

- (1) Turn the ignition switch to the "LOCK" position and wait for at least 10 seconds. After checking that the parking brake is applied, turn the ignition switch to the "START" position while depressing the accelerator pedal slightly (approximately a quarter of the full stroke). Release the accelerator pedal as soon as the engine starts.
- (2) If this fails to start the engine, turn the ignition switch back to the "LOCK" position and wait for at least 10 seconds. Then fully depress the accelerator pedal and turn the ignition switch to the "START" position. If the engine starts, quickly release the accelerator pedal.
- (3) If this does not start the engine, turn the ignition switch again to the "LOCK" position. After waiting for 10 seconds or longer, turn the ignition switch to the "START" position without depressing the accelerator pedal.
- (4) If the engine still refuses to start, contact your nearest SUBARU dealer for assistance.
6. Confirm that all warning and indicator lights have turned off after the engine has started. The fuel injection system auto-

matically lowers the idle speed as the engine warms up.

▼ CVT models



CAUTION

If you restart the engine while the vehicle is moving, shift the select lever into the "N" position. Do not attempt to place the select lever of a moving vehicle into the "P" position.

1. Apply the parking brake.
2. Turn off unnecessary lights and accessories.
3. Shift the select lever to the "P" or "N" position (preferably "P" position). The starter will only operate when the select lever is at the "P" or "N" position.
4. Turn the ignition switch to the "ON" position and check the operation of the warning and indicator lights. Refer to "Warning and indicator lights" 3-12.
5. Turn the ignition switch to the "START" position **without** depressing the accelerator pedal. Release the key immediately after the engine has started.

If the engine does not start, perform the following procedure.

- (1) Turn the ignition switch to the

“LOCK” position and wait for at least 10 seconds. After checking that the parking brake is applied, turn the ignition switch to the “START” position while depressing the accelerator pedal slightly (approximately a quarter of the full stroke). Release the accelerator pedal as soon as the engine starts.

(2) If this fails to start the engine, turn the ignition switch back to the “LOCK” position and wait for at least 10 seconds. Then fully depress the accelerator pedal and turn the ignition switch to the “START” position. If the engine starts, quickly release the accelerator pedal.

(3) If this fails to start the engine, turn the ignition switch again to the “LOCK” position. After waiting for 10 seconds or longer, turn the ignition switch to the “START” position without depressing the accelerator pedal.

(4) If the engine still refuses to start, contact your nearest SUBARU dealer for assistance.

6. Confirm that all warning and indicator lights have turned off after the engine has started. The fuel injection system automatically lowers the idle speed as the engine warms up.

While the engine is warming up, make sure that the select lever is at the “P” or

“N” position and that the parking brake is applied.

■ Stopping the engine



WARNING

Do not stop the engine when the vehicle is moving. This will cause loss of power to the power steering and the brake booster, making steering and braking more difficult. It could also result in accidental activation of the “LOCK” position on the ignition switch, causing the steering wheel to lock.

The ignition switch should be turned off only when the vehicle is stopped and the engine is idling.

■ Steering lock (models without “keyless access with push-button start system”)

After stopping the engine and the key is removed from ignition switch, the steering wheel will be locked due to the steering lock function.

When the engine is restarted, the steering lock will be automatically canceled.

▼ When the steering lock cannot be released

When you cannot restart the engine due to the steering lock, perform the following steps.

▽ MT models

1. Check that the parking brake is applied.
2. Turn off unnecessary lights and accessories.
3. Depress the clutch pedal to the floor and shift the shift lever into neutral. Hold the clutch pedal to the floor while starting the engine.
4. Turn the ignition switch to the “ON” position while turning the steering wheel left and right.
5. Check the operation of the warning and indicator lights.
6. Turn the ignition switch to the “START” position **without** depressing the accelerator pedal.
7. Release the key immediately after the engine has started.

If you cannot start the engine, there may be a malfunction in the steering lock function. Immediately contact your nearest SUBARU dealer.

▽ CVT models

1. Check that the parking brake is applied.
2. Turn off unnecessary lights and accessories.
3. Check that the select lever is set in the "P" position.
4. Depress the brake pedal and keep it.
5. Turn the ignition switch to the "ON" position while turning the steering wheel left and right.
6. Check the operation of the warning and indicator lights.
7. Turn the ignition switch to the "START" position **without** depressing the accelerator pedal.
8. Release the key immediately after the engine has started.

If you cannot start the engine, there may be a malfunction in the steering lock function. Immediately contact your nearest SUBARU dealer.

Starting and stopping engine (models with push-button start system)

■ Safety precautions

Refer to "Safety precautions" ④2-10.

■ Operating range for push-button start system

Refer to "Operating range for push-button start system" ④3-5.

■ Starting engine



WARNING

- There are some general precautions when starting the engine. Carefully read the precautions described in "General precautions when starting engine" ④7-9.
- If the indicator on the push-button ignition switch flashes in green after the engine has started, never drive the vehicle. The steering is still locked, and it may result in an accident.

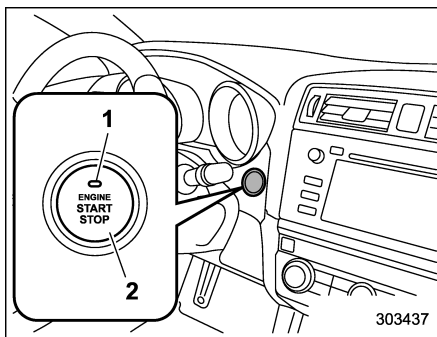


CAUTION

- When the operation indicator on the push-button ignition switch is flashing in orange, there may be a malfunction with the vehicle. Contact a SUBARU dealer immediately.
- If the indicator on the push-button ignition switch is flashing in green after the engine has started, it means that the steering is still locked. While moving the steering wheel right and left, depress the brake pedal, and press the push-button ignition switch.
- Do not continue pushing the push-button ignition switch for more than 10 seconds. Doing so could cause a malfunction. If the engine does not start, stop pushing the push-button ignition switch and turn off the engine. Wait 10 seconds, and then push the push-button ignition switch to start the engine.

NOTE

- When the push-button ignition switch is pressed while depressing the brake pedal, the engine starter operates for a maximum of 10 seconds and after starting the engine, the starter stops automatically.
- When the push-button ignition switch is pressed while depressing the brake pedal, the engine can be started regardless of the power status.
- If the security indicator light illuminates when you attempt to start the engine but the engine does not start, press the push-button ignition switch to switch the power to “OFF” and then try to start the engine again.
- If the engine does not start, press the push-button ignition switch without depressing the brake pedal to switch the power to “OFF”. Then, while depressing the brake pedal more forcefully, press the push-button ignition switch.
- The engine start procedures may not function depending on the radio wave conditions around the vehicle. In such a case, refer to “Starting engine” 9-19.
- If the vehicle battery is discharged, the steering cannot be unlocked. Charge the battery.



- 1) Operation indicator
- 2) Push-button ignition switch

When the push-button ignition switch is pressed while depressing the brake pedal, the engine will start. The starting procedure for the engine is as follows.

1. Carry the access key, and sit in the driver's seat.
2. Apply the parking brake.
3. Shift the select lever into the “P” position. The engine can also start when the select lever is in the “N” position, however, for safety reasons, start in the “P” position.
4. Depress the brake pedal until the operation indicator on the push-button ignition switch turns green. When starting with the select lever in the “N” position, the

indicator does not turn green.

5. While depressing the brake pedal, press the push-button ignition switch.

NOTE

- While pressing the select lever button in, the indicator on the push-button ignition switch will not turn green even when the select lever is in the “P” position.
- In case the engine does not start by the normal engine start procedure, move the select lever to the “P” position, and switch the power to “ACC”. Depress the brake pedal, and press the push-button ignition switch for at least 15 seconds. The engine may start. Only use this engine start procedure in case of emergency.
- When the engine is not started, the brake pedal may feel stiff. In such a case, depress the brake pedal more forcefully than usual. Check that the operation indicator on the push-button ignition switch turns green, and press the push-button ignition switch to start the engine.

■ Stopping engine

1. Stop the vehicle completely.
2. Move the select lever to the “P” position.
3. Press the push-button ignition switch. The engine will stop, and the power will be switched off.



WARNING

- Do not touch the push-button ignition switch during driving.

When the push-button ignition switch is operated as follows, the engine will stop.

- The switch is pressed and held for 3 seconds or longer.
- The switch is pressed briefly 3 times or more in succession.

When the engine stops, the brake booster will not function. A greater foot pressure will be required on the brake pedal.

The power steering system will not operate either. A greater force will be required to steer, and it may result in an accident.

- If the engine stops during driving, do not operate the push-button ignition switch or open any of the

doors until the vehicle is stopped in a safe location. It is dangerous because the steering lock may be activated. Stop the vehicle in a safe place, and contact a SUBARU dealer immediately.



CAUTION

- Do not stop the engine while the select lever is in a position other than the “P” position.
- If the engine is stopped while the select lever is in a position other than the “P” position, the power will be in “ACC”. If the vehicle is left in this condition, the battery may be discharged.

NOTE

Although you can stop the engine by operating the push-button ignition switch, do not stop the engine during driving except in an emergency.

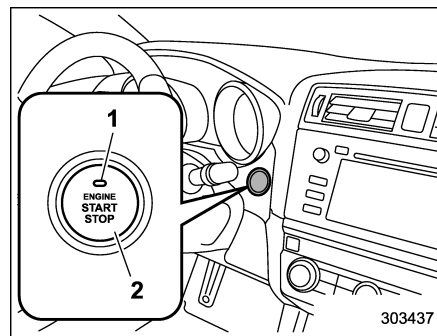
■ When access key does not operate properly

Refer to “Access key – if access key does not operate properly” 9-18.

■ Steering lock (models with “keyless access with push-button start system”)

After stopping the engine and the driver’s door is open, the steering wheel will be locked due to the steering lock function. When the engine is restarted, the steering lock will be automatically canceled.

▼ When the steering lock cannot be released



- 1) Operation indicator
- 2) Push-button ignition switch

When you cannot restart the engine due to the steering lock, check the status of operation indicator and perform the following steps.

▽ Operation indicator flashing in green

1. Check that the select lever is set in the "P" position.
2. Depress the brake pedal and keep it.
3. Press the push-button ignition switch while turning the steering wheel left and right.

▽ Operation indicator flashing in orange

There may be a malfunction in the steering lock function. Immediately contact your nearest SUBARU dealer.

Remote engine start system (dealer option)



WARNING

- There are some general precautions when starting the engine. Carefully read the precautions described in "General precautions when starting engine" 7-9.
- Do not remote start a vehicle in an enclosed environment (e.g. closed garage). Prolonged operation of a motor vehicle in an enclosed environment can cause a harmful build-up of Carbon Monoxide. Carbon Monoxide is harmful to your health. Exposure to high levels of Carbon Monoxide can cause headaches, dizziness or in extreme cases unconsciousness and/or death.
- Before performing any servicing of the vehicle, temporarily place the remote engine start system in service mode to prevent the system from unexpectedly starting the engine.

The remote engine start system allows

you to start the engine from outside the vehicle. In addition, the remote engine start system can activate the heater or air conditioner, providing you with a comfortable cabin upon entry.

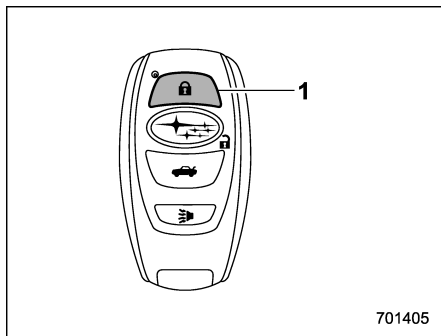
NOTE

The length of time for which it is acceptable to allow the engine to remain idling may be bound by local laws and regulations. Check the local rules when using the remote engine start system.

■ Models with “keyless access with push-button start system”

NOTE

For more details, refer to the Owner’s Manual supplement for the remote engine start system.



Access key

- 1) Lock button

An access key can be used as the remote engine start transmitter. Operate the lock button to start or stop the engine as follows.

▼ Before starting the engine

Before using the remote engine start system to start the engine, confirm the following conditions.

- The select lever is in the “P” position.
- All doors including the rear gate are closed.
- The engine hood is closed.
- The push-button ignition switch is in the “OFF” position.

▼ When starting the engine

To start the engine with remote engine start system, briefly press the lock button twice within 2 seconds, then press and hold the lock button for 3 seconds.

1. Press the lock button briefly. The hazard warning flashers then flash once and the keyless buzzer chirps once.
2. Within 2 seconds, press the lock button briefly again. The hazard warning flashers then flash once again, and the keyless buzzer chirps once again.
3. After step 2, immediately press and hold the lock button. The hazard warning flashers then flash three times, and the horn will honk once.
4. Approximately 3 seconds after step 3, release the lock button. The engine will then start successfully.

▼ When stopping the engine

Press and hold the lock button to stop the engine with remote engine start system.

▼ Automatic engine shutdown

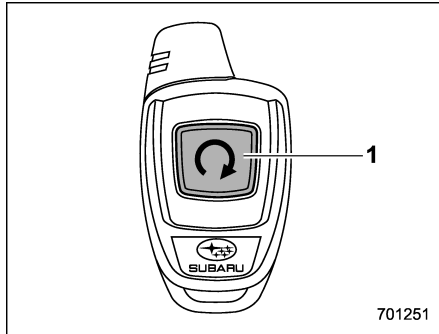
The remote engine start system will automatically shut down or will not start the engine under the following conditions.

- The total run-time has exceeded 20 minutes.
- Any door or the rear gate is opened.
- The select lever is moved to any position other than “P”.
- The engine hood is opened.
- The push-button ignition switch is pressed.
- The brake pedal is depressed.
- The engine speed is 3,000 rpm or more.

The time until the engine automatically stops differs according to the setting.

To change the time until the engine automatically stops, contact your SUBARU dealer. However, local laws and regulations may prohibit changing this time.

■ Models without “keyless access with push-button start system”



Remote engine starter transceiver (fob)

1) Fob button

▼ Starting the engine

NOTE

All vehicle doors (including rear gate/trunk lid) and the engine hood must be closed prior to activating the remote engine start system. Any open entry point will prevent starting or cause the engine to stop.

The remote engine start system is activated by pressing the fob button on your remote engine starter transceiver (fob) twice within 3 seconds. If the fob is within

operating range of the system and the start request is received, the following will occur.

- The fob flashes and beeps once.
- The horn sounds once.
- The side marker lights, tail lights, and parking lights flash once.

If the fob is not within range (the user is too far away from the vehicle), the fob will indicate two long flashes without beeping.

The system will check certain safety preconditions before starting, and if all conditions are met, the engine will start within 5 seconds. After the engine starts, the following will occur.

- The fob flashes and beeps twice.
- The horn sounds once.
- The side marker lights, tail lights, and parking lights flash once.

While the engine is idling via the remote engine start system, the following will occur.

- The side marker lights, tail lights, and parking lights remain illuminated.
- The fob button flashes once every 3 seconds.
- The power windows are disabled.

If the engine turns over but does not start (or starts and stalls) the remote engine

start system will power off and then attempt to start the engine 3 additional times. The system will not attempt to restart the engine if it determines a vehicle malfunction is preventing starting. If the engine does not start after 3 additional attempts, the remote engine start request will be aborted.

▼ Stopping the engine

Press and hold the fob button for at least 2 seconds to stop the engine. The fob will flash and beep three times, indicating the engine has stopped. If the stop request is not received (for example, if the user is too far away from the vehicle), the fob will continue to flash once every 3 seconds. The system will automatically stop the engine after 15 minutes.

▼ Remote start safety features

For safety and security reasons, the remote engine start system will prevent starting (or stop the engine if running) and sound the horn twice if any of the following conditions is detected. In addition, the fob will flash and beep 3 times.

- The brake pedal is depressed
- A key is in the ignition switch
- The engine hood is open
- The remote start system “Service mode” is engaged
- The engine idle speed exceeds 3,500

RPM

- The security alarm is triggered
- The select lever is not in the “P” position

If the system detects any door (including the rear gate/trunk lid) open during operation, it will prevent starting or stop the engine, and sound the horn and flash side marker lights, tail lights, and parking lights 6 times.

In addition to the items above, if the vehicle's engine management system determines there is a safety risk due to a vehicle-related problem, the vehicle will power down and the horn will sound 3 times.

NOTE

- **If the alarm system is armed at the time of remote engine starter activation (the security indicator light on the combination meter is flashing), the alarm system will remain armed throughout the remote start run cycle.**
- **If the alarm system is disarmed at the time of remote engine starter activation (the security indicator light on the combination meter is not flashing), the alarm system will remain disarmed throughout the remote start run cycle.**

▼ Remote start operation - fob confirmation

Your remote engine starter fob is a bidirectional transceiver that can confirm system operation with several different visual and audible indications. The fob's LED-backlit button and internal piezo buzzer will indicate status of the system using the following flash and beep sequences, provided the fob is within operational range of the system.

Precondition	Fob Indication		Meaning
	Flash	Beep	
Fob start button is being pressed	Continuous while button is held down	—	The fob is transmitting an RF signal
User attempts to start engine by pressing fob button twice within 3 sec	1 flash	1 beep	Engine start request received
	2 flashes	2 beeps	Engine started successfully
	1 flash every 3 sec	—	Engine idling
	3 flashes	3 beeps	Vehicle is in range but engine not started
	2 long flashes	—	Vehicle not in range (engine not started)
Engine idling by remote engine start operation	1 flash every 3 sec	—	Engine idling
	3 flashes	3 beeps	Engine stopped by system timeout or for safety reasons (see sections above)
User attempts to stop engine by pressing and holding fob button for at least 2 sec.	3 flashes	3 beeps	Engine stopped by user request
	1 flash every 3 sec	—	Stop request not received. Engine still idling.

■ Entering the vehicle while it is running via remote start

1. Unlock the vehicle doors using the keyless access function (if equipped) or remote keyless entry system, then open the door(s). If the vehicle's doors are unlocked manually using the key, the vehicle's alarm system will trigger when a door is opened (if the alarm system is armed prior to activating the remote engine start system) and the engine will turn off. Perform either of the following procedures to disarm the alarm system. Refer to "Alarm system" 2-27.

- Insert the key into the ignition switch and turn it to the "ON" position (models without "keyless access with push-button start system")
- Push the push-button ignition switch to the "ACC" or "ON" position (models with "keyless access with push-button start system")
- Press any button on the access key/remote keyless entry transmitter.

2. Enter the vehicle.
3. The engine will shut down when any door or rear gate is opened.
4. For models without "keyless access with push-button start system", insert the key into the ignition switch and turn to the "START" position to restart the engine. For

models with "keyless access with push-button start system", press the push-button ignition switch while depressing the brake pedal to restart the engine.

■ Entering the vehicle following remote engine start shutdown

An alarm trigger may occur if the vehicle is opened by the remote keyless entry system/keyless access function within a few seconds immediately following remote engine start shutdown.

■ Pre-heating or pre-cooling the interior of the vehicle

Before exiting the vehicle, set the temperature controls to the desired setting and operation. After the system starts the engine, the heater or air conditioning will activate and heat or cool the interior to your setting.

■ Service mode (models without "keyless access with push-button start system")

In service mode, the remote engine start function is temporarily disabled to prevent the system from unexpectedly starting the engine while being serviced.

To engage or disengage service mode:

1. Enter the vehicle and close all vehicle doors and the rear gate/trunk lid.
2. Verify that the select lever is in the "P" position (CVT models)
3. Depress and hold the brake pedal
4. Turn the ignition switch to the "ON" position
5. Press and release the remote engine start transmitter "Ⓞ" button three times. The system will honk the vehicle's horn each time the button is pressed.
6. The system will pause for 1 second then honk the vehicle's horn three times to indicate that the service mode has been engaged or honk one time to indicate that the service mode has been disengaged.

NOTE

When taking your vehicle in for service, it is recommended that you inform the service personnel that your vehicle is equipped with a remote engine start system.

■ Remote transmitter program (models without "keyless access with push-button start system")

New transmitters can be programmed to the remote engine start system in the

event that a transmitter is lost, stolen, damaged or additional transmitters are desired (the system will accept up to eight transmitters). New remote engine start transmitters can be programmed according to the following procedure.

1. Open the driver's door (the driver's door must remain opened throughout the entire process).
2. Depress and hold the brake pedal.
3. Turn the ignition switch to "ON" then "LOCK", back to "ON" then "LOCK", back to "ON" then "LOCK", then back to "ON" again and leave the ignition "ON" throughout the programming process.
4. The system will flash the side marker lights, tail lights and parking lights and honk the horn three times, indicating that the system has entered the transmitter learn mode.
5. Press and release the "Q" button on the transmitter that you want to program.
6. The system will flash the side marker lights, tail lights and parking lights and honk the horn one time, indicating that the system has learned the transmitter. Upon successful programming, the remote start confirmation transmitter button will flash one time.
7. Repeat step 5 for any additional transmitters (the system will accept up to

eight transmitters).

8. The system will exit the transmitter learn mode if the key is turned to the "LOCK" position, the door is closed or after 2 minutes.

■ System maintenance NOTE

For models without "keyless access with push-button start system":

In the event that the vehicle's battery is replaced, discharged or disconnected, it will be necessary to start the vehicle a minimum of one time using the key prior to activating the remote engine start system. This is required to allow the vehicle electronic systems to re-synchronize.

▼ Changing the batteries



CAUTION

- **Do not let dust, oil or water get on or in the remote engine start transmitter when replacing the battery.**
- **Be careful not to damage the printed circuit board in the remote engine start transmitter when replacing the battery.**

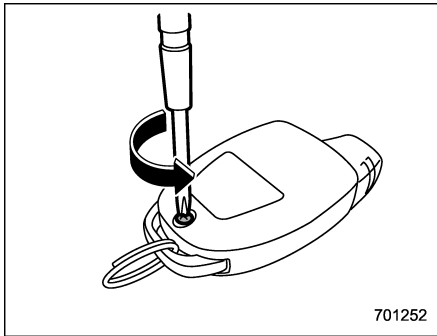
- **Be careful not to allow children to touch the battery and any removed parts; children could swallow them.**
- **There is a danger of explosion if an incorrect replacement battery is used. Replace only with the same or equivalent type of battery.**
- **Batteries should not be exposed to excessive heat such as sunshine, fire or the like.**

For models with "keyless access with push-button start system:

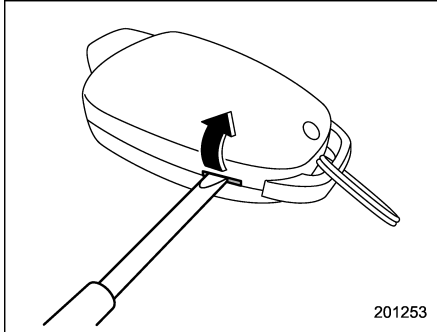
Perform the procedure described in "Replacing battery of access key" 11-49.

For models without "keyless access with push-button start system":

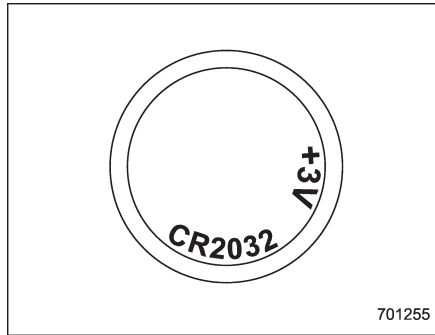
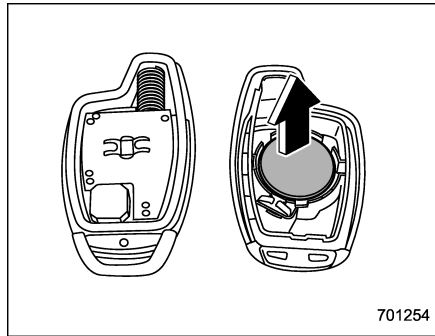
The 3-volt lithium battery (model CR-2032) supplied in your remote engine start transmitter should last approximately one year, depending on usage. When the battery begins to weaken, you will notice a decrease in range (distance from the vehicle that your remote control operates). Follow the instructions below to change the remote engine start transmitter battery.



1. Remove the small phillips screw located on the back side of the transmitter.



2. Carefully pry the remote engine start transmitter halves apart using a small flat-head screwdriver.



3. Remove the circuit board from the bottom half of the case and remove the battery and replace with a new one. Be sure to observe the (+) sign on the old battery before removing it to ensure that the new battery is inserted properly

(battery "+" should be pointed away from the transmitter circuit board on the battery).

4. Carefully snap the case halves back together, reinstall the phillips screw and test the remote engine start system.

NOTE

- This device complies with Part 15 of the FCC Rules and with RSS-210 of Industry Canada. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

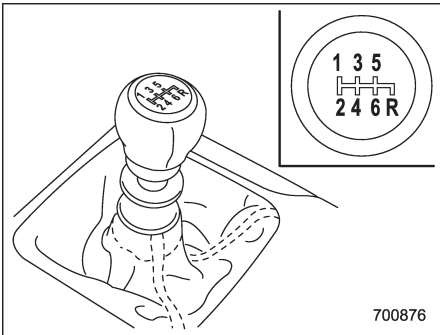
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment and void warranty.

- To comply with the FCC RF exposure compliance requirements, no change to the antenna or the device is permitted. Any change to the antenna or the device could result in the device exceeding the RF exposure requirements and void user's authority to operate the device.

Manual transmission

⚠ WARNING

- Do not drive the vehicle with the clutch disengaged (i.e., when the clutch pedal is depressed) or with the shift lever in the neutral position. Engine braking has no effect in either of these conditions and the risk of an accident is consequently increased.
- Do not engage the clutch (i.e., release the clutch pedal) suddenly when starting the vehicle. By doing so the vehicle might unexpectedly accelerate or the transmission could malfunction.

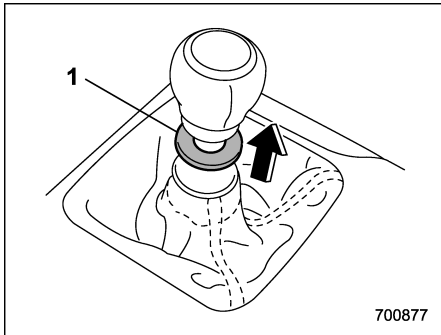


The manual transmission is a full synchromesh, 6-forward-speed and 1-reverse-speed transmission. The shift pattern is shown on the shift lever knob.

■ Selecting reverse gear

⚠ CAUTION

Shift into reverse **ONLY** when the vehicle has completely stopped. It may cause damage to the transmission to try shifting into reverse when the vehicle is moving.



1) Slider

You must raise the slider and hold it in that position before you can move the shift lever to the “R” position.

To change gears, fully depress the clutch pedal, move the shift lever, and gradually let up on the clutch pedal.

If it is difficult to shift into gear, put the transmission in neutral, release the clutch pedal momentarily, and then try again.

■ Shifting speeds

▼ Recommended shifting speeds

The best compromise between fuel economy and vehicle performance during normal driving is ensured by shifting up at the speeds listed in the following table.

Shift up	mph (km/h)
1st to 2nd	15 (24)
2nd to 3rd	25 (40)
3rd to 4th	40 (64)
4th to 5th	45 (72)
5th to 6th	50 (80)

▼ **Maximum allowable speeds**

 **WARNING**

When shifting down a gear, ensure that the vehicle is not travelling at a speed exceeding the Maximum Allowable Speed for the gear which is about to be selected. Failure to observe this precaution can lead to engine over-revving and this in turn can result in engine damage.

In addition, sudden application of engine brakes when the vehicle is travelling on a slippery surface can lead to wheel locking; as a consequence, control of the vehicle may be lost and the risk of an accident increased.

The following table shows the maximum speeds that are possible with each different gear. The tachometer's needle will

enter the red area if these speeds are exceeded.

With the exception of cases where sudden acceleration is required, the vehicle should not be driven with the tachometer's needle inside the red area. Failure to observe this precaution can lead to excessive engine wear and poor fuel economy.

	mph (km/h)	
Gear	Legacy	Outback
1st	30 (49)	30 (48)
2nd	57 (92)	56 (90)
3rd	Legal speed limit (Posted limit speed)	
4th		
5th		
6th		

NOTE

Never exceed posted speed limits.

■ **Driving tips**

Do not drive with your foot resting on the clutch pedal and do not use the clutch to hold your vehicle at a standstill on an upgrade. Either of those actions may cause clutch damage.

Do not drive with your hand resting on the shift lever. This may cause wear on the

transmission components.

When it is necessary to reduce vehicle speed due to slow traffic, turning corners, or driving up steep hills, downshift to a lower gear before the engine starts to labor.

On steep downgrades, downshift the transmission to 5th, 4th, 3rd or 2nd gear as necessary; this helps to maintain a safe speed and to extend brake pad life.

In this way, the engine provides a braking effect. Remember, if you "ride" (over use) the brakes while descending a hill, they may overheat and not work properly.

The engine may, on rare occasions, knock when the vehicle rapidly accelerates or rapidly pulls away from a standstill. This phenomenon does not indicate a problem.

Continuously variable transmission

The continuously variable transmission is electronically controlled and provides an infinite number of forward speeds and 1 reverse speed. It also has a manual mode.



WARNING

Do not shift from the “P” or “N” position into the “D” or “R” position while depressing the accelerator pedal. This may cause the vehicle to lurch forward or backward.



CAUTION

- Shift into the “P” or “R” position only after the vehicle is completely stopped. Shifting while the vehicle is moving may cause damage to the transmission.
- Do not race the engine for more than 5 seconds in any position except the “N” or “P” position when the brake is applied or when chocks are used in the wheels. This may cause the transmission fluid to overheat.
- Do not shift from the “D” position

into the “R” position or vice versa until the vehicle has completely stopped. Such shifting may cause damage to the transmission.

- When parking the vehicle, first securely apply the parking brake and then place the select lever in the “P” position. Do not park for a long time with the select lever in any other position as doing so could result in a dead battery.

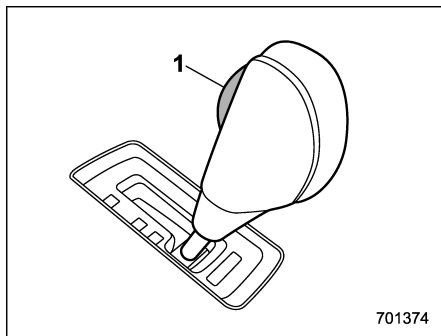
NOTE

- When the engine coolant temperature is still low, the transmission will upshift to higher engine speeds than when the coolant temperature is sufficiently high in order to shorten the warm-up time and improve driveability. The gearshift timing will automatically shift to the normal timing after the engine has warmed up.
- Immediately after transmission fluid is replaced, you may feel that the transmission operation is somewhat unusual. This results from invalidation of data which the on-board computer has collected and stored in memory to allow the transmission to shift at the most appropriate times for the current

condition of your vehicle. Optimized shifting will be restored as the vehicle continues to be driven for a while.

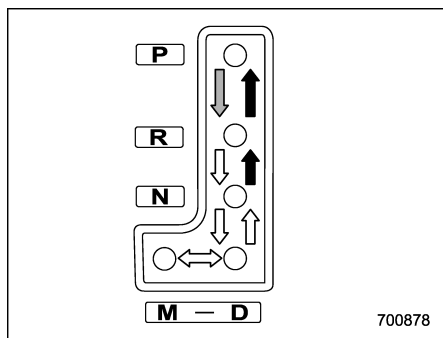
- When driving under continuous heavy load conditions such as towing a camper or climbing a long, steep hill, the engine speed or the vehicle speed may automatically be reduced. This is not a malfunction. This phenomenon results from the engine control function maintaining the cooling performance of the vehicle. The engine and vehicle speed will return to a normal speed when the engine is able to maintain the optimum cooling performance after the heavy load decreases. Driving under a heavy load must be performed with extreme care. Do not try to pass a vehicle in front when driving on an uphill slope while towing.
- The continuously variable transmission is a chain type system that provides superior transmission efficiency for maximum fuel economy. At times, depending on varying driving conditions, a chain operating noise may be heard that is characteristic of this type of system.

■ Select lever



1) Select lever button

701374



- ➔ : With the brake pedal depressed, shift while pressing the select lever button in
- ➡ : Shift while pressing the select lever button in
- ➞ : Shift without pressing the select lever button

The select lever has four positions, “P”, “R”, “N”, “D” and also has a manual gate for using the manual mode.

NOTE

For some models, to protect the engine while the select lever is in the “P” or “N” position, the engine is controlled so that the engine speed may not become too high even if the accelerator pedal is depressed hard.

▼ P (Park)

This position is for parking the vehicle and starting the engine. In this position, the transmission is mechanically locked to prevent the vehicle from rolling freely.

When you park the vehicle, first apply the parking brake, then shift into the “P” position. Do not hold the vehicle with only the mechanical friction of the transmission.

To shift the select lever from the “P” to any other position, you should depress the brake pedal fully then move the select lever. This prevents the vehicle from lurching when it is started.

▼ R (Reverse)

This position is for backing the vehicle. To shift from the “N” to “R” position, stop the vehicle completely then move the lever to the “R” position while pressing the select lever button in.

When the ignition switch has been turned to the “LOCK”/“OFF” position, movement of the select lever from the “N” to “R” position is possible for a limited time period by depressing the brake pedal, and then it becomes impossible. For details, refer to “Shift lock function” 7-27.

▼ N (Neutral)

This position is for restarting a stalled engine. In this position, the transmission is neutral, meaning that the wheels and transmission are not locked. Therefore, the vehicle will roll freely, even on the slightest incline unless the parking brake or foot brake is applied.

Avoid coasting with the transmission in neutral. Engine braking has no effect in this condition.



WARNING

Do not drive the vehicle with the select lever in the “N” (neutral) position. Engine braking has no effect in this condition and the risk of an accident is consequently increased.

NOTE

If the select lever is in the “N” position when you stop the engine for parking, you may not subsequently be able to move it to the “R” and “P” positions. If this happens, turn the ignition switch to the “ON” position. You will then be able to move the select lever to the “P” position.

▼ D (Drive)

This position is for normal driving. The transmission shifts automatically and continuously into a suitable gear according to the vehicle speed and the acceleration you require. Also, while driving up and down a hill, the transmission assists and controls the driving performance and engine braking while corresponding to the road grade.

When more acceleration is required in “D” position, depress the accelerator pedal fully to the floor and hold that position. The transmission will automatically downshift. In this case, the transmission will operate like a conventional automatic transmission. When you release the pedal, the transmission will return to the original gear position.

To use the manual mode, move the lever from this position into the manual gate.

▽ While climbing a grade

When driving up a hill, undesired upshift is prevented from taking place when the accelerator is released. This minimizes the chance of subsequent downshifting to a lower gear when accelerating again. This prevents repeated upshifting and downshifting resulting in a smoother operation of the vehicle.

NOTE

The transmission may downshift, depending on the way the accelerator pedal is depressed to accelerate the vehicle again.

■ Shift lock function

The shift lock function helps prevent the improper operation of the select lever.

- The select lever cannot be operated unless the ignition switch is turned to the “ON” position and the brake pedal is depressed.
- The select lever cannot be moved from the “P” position to any other position before the brake pedal is depressed. Depress the brake pedal first, and then operate the select lever.
- Only the “P” position allows you to turn the key from the “ACC” position to the “LOCK” position and remove the key from the ignition key cylinder (models without “keyless access with push-button start system”).
- Only the “P” position allows you to turn the push-button ignition switch to the “OFF” position (models with “keyless access with push-button start system”).
- If the ignition switch is turned to the “LOCK”/“OFF” position while the select lever is in the “N” position, the select lever

may not be moved to the “P” position after a period of time. Therefore, move the select lever to the “P” position with the brake pedal depressed soon after the ignition switch is turned to the “LOCK”/“OFF” position.

▼ Shift lock release

If the select lever cannot be operated, turn the ignition switch back to the “ON” position then move the select lever to the “P” position with the select lever button pressed and brake pedal depressed.

If the select lever does not move after performing the above procedure, perform the following steps.

- **When the select lever cannot be shifted from “P” to “N”:**

Refer to “Shift lock release using the shift lock release portion” 7-28.

- **When the select lever cannot be shifted from “N” to “R”, “P”:**

Within 60 seconds after placing the ignition switch in the “ACC” position, move the select lever to the “P” position with the select lever button pressed and brake pedal depressed.

If you must perform the above procedure, the shift lock system (or the vehicle control system) may be malfunctioning. Contact a

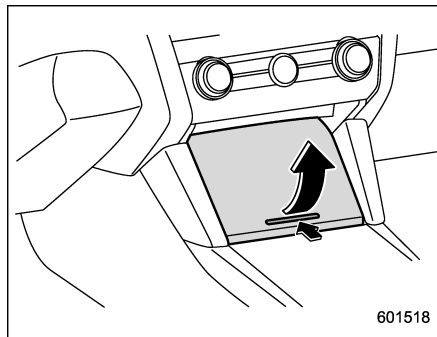
SUBARU dealer for an inspection as soon as possible.

If the select lever does not move after performing the above procedure, refer to “Shift lock release using the shift lock release portion” 7-28.

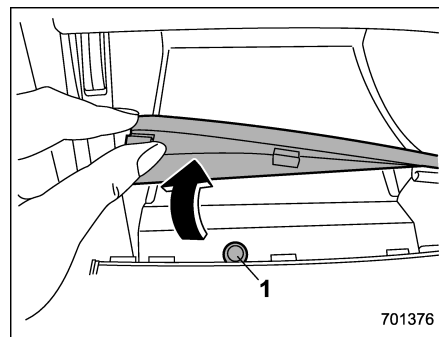
▼ Shift lock release using the shift lock release portion

Perform the following procedure to release the shift lock.

1. Apply the parking brake and stop the engine.

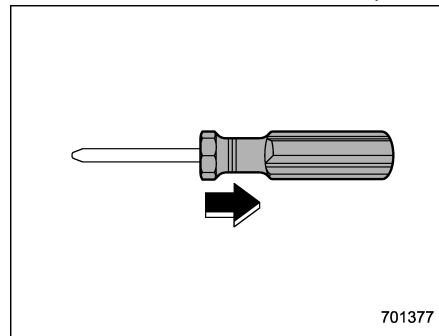


2. Open the lid of the pocket.

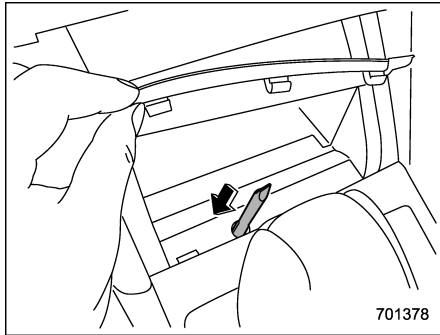


1) Hole

3. Turn over the inner trim of the pocket.



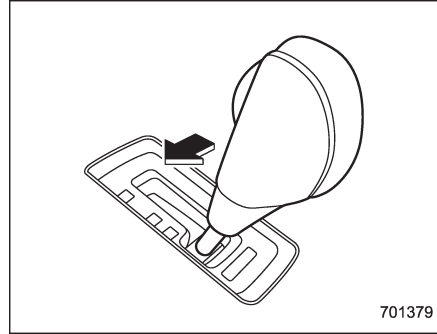
4. Remove the grip portion of the screwdriver.



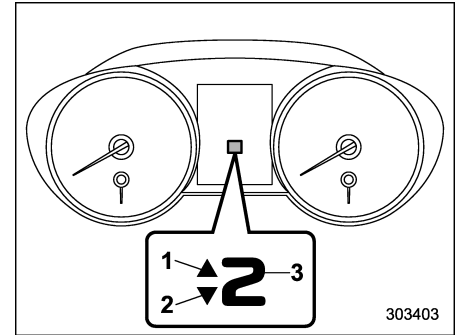
5. While depressing the brake pedal, insert the screwdriver into the hole, press the shift lock release portion using the screwdriver, and then move the select lever.

If the select lever does not move after performing the above procedure, the shift lock system may be malfunctioning. Contact a SUBARU dealer for an inspection as soon as possible.

■ Selection of manual mode



With the vehicle either moving or stationary, move the select lever from the "D" position to the "M" position to select the manual mode.

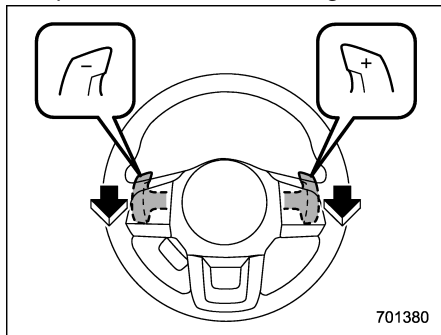


- 1) Upshift indicator
- 2) Downshift indicator
- 3) Gear position indicator

When the manual mode is selected, the gear position indicator and upshift indicator and/or downshift indicator on the combination meter illuminate. The gear position indicator shows the currently selected gear in the 1st-to-6th gear range. The upshift and downshift indicators show when a gearshift is possible. When the upshift indicator "△" is on, upshifting is possible. When the downshift indicator "▽" is on, downshifting is possible. When both indicators are on, upshifting and downshifting are both possible. When the vehicle stops (for example, at traffic signals), the downshift indicator turns off.

Gearshifts can be performed using the

shift paddle behind the steering wheel.



To upshift to the next higher gear position, pull the shift paddle that has “+” indicated on it. To downshift to the next lower gear position, pull the shift paddle that has “-” indicated on it.

To deselect the manual mode, return the select lever to the “D” position from the “M” position.

While driving with the select lever in the “D” position, if you change gears by operating the shift paddle, the gear position indicator light illuminates and shows the current gear condition.

CAUTION

Do not place or hang anything on the shift paddles. Doing so may result in accidental gear shifting.

NOTE

Please read the following points carefully and bear them in mind when using the manual mode.

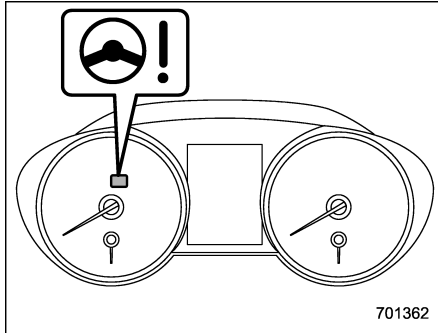
- If you attempt to shift down when the engine speed is too high, i.e., when a downshift would push the tachometer needle beyond the red zone, beeps will be emitted to warn you that the downshift is not possible.
- If you attempt to shift up when the vehicle speed is too low, the transmission will not respond.
- You can perform a skip-shift (for example, from 4th to 2nd) by operating the shift paddle twice in rapid succession.
- The transmission automatically selects 1st gear when the vehicle stops moving.
- If the temperature of the transmission fluid becomes too high, the “AT OIL TEMP” warning light will illuminate. Immediately stop the vehicle in a safe place and let the engine idle until the

warning light turns off.

Driving tips

- On a road surface where there is a risk of wheelspin (for example, a snow- or gravel-covered road), you can pull away from a standstill safely and easily by first selecting the 2nd gear of the manual mode.
- Always apply the foot or parking brake when the vehicle is stopped in the “D” or “R” position.
- Always apply the parking brake when parking your vehicle. Do not hold the vehicle with only the transmission.
- Do not keep the vehicle in a stationary position on an uphill grade by using the “D” position. Use the brake instead.
- The engine may, on rare occasions, knock when the vehicle rapidly accelerates or rapidly pulls away from a standstill. This phenomenon does not indicate a malfunction.
- A slight reduction in output torque may occur in the models with a 3.6 L engine before the engine warms up.

Power steering



Power steering warning light

The vehicle is equipped with an electric power steering system. When the ignition switch is turned to the "ON" position, the power steering warning light on the combination meter illuminates to inform the driver that the warning system is functioning properly. Then, if the engine started, the warning light turns off to inform the driver that the steering power assist is operational.

CAUTION

While the power steering warning light is illuminated, there may be more resistance when the steering

wheel is operated. Drive carefully to the nearest SUBARU dealer and have the vehicle inspected immediately.

NOTE

If the steering wheel is operated in the following ways, the power steering control system may temporarily limit the power assist in order to prevent the system components, such as the control computer and drive motor, from overheating.

- The steering wheel is operated frequently and turned sharply while the vehicle is maneuvered at extremely low speeds, such as while frequently turning the steering wheel during parallel parking.
- The steering wheel remains in the fully turned position for a long period of time.

At this time, there will be more resistance when steering. However this is not a malfunction. Normal steering force will be restored after the steering wheel is not operated for a while and the power steering control system has an opportunity to cool down. However, if the power steering is operated in a non-standard way which causes power

assist limitation to occur too frequently, this may result in a malfunction of the power steering control system.

Braking

■ Braking tips



WARNING

Never rest your foot on the brake pedal while driving. This can cause dangerous overheating of the brakes and needless wear on the brake pads and linings.

▼ When the brakes get wet

When driving in rain or after washing the vehicle, the brakes may get wet. As a result, brake stopping distance will be longer. To dry the brakes, drive the vehicle at a safe speed while lightly depressing the brake pedal to heat up the brakes.

▼ Use of engine braking

Remember to make use of engine braking in addition to foot braking. When descending a grade, if only the foot brake is used, the brakes may start working improperly because of brake fluid overheating, caused by overheated brake pads. To help prevent this, shift into a lower gear to get stronger engine braking.

▼ Braking when a tire is punctured

Do not depress the brake pedal suddenly when a tire is punctured. This could cause

a loss of control of the vehicle. Keep driving straight ahead while gradually reducing speed. Then slowly pull off the road to a safe place.

■ Brake system

▼ Two separate circuits

Your vehicle has a dual circuit brake system. Each circuit works diagonally across the vehicle. If one circuit of the brake system should fail, the other half of the system still works. If one circuit fails, the brake pedal will go down much closer to the floor than usual and you will need to press it down much harder. And a much longer distance will be needed to stop the vehicle.

▼ Brake booster

The brake booster uses engine manifold vacuum to assist braking force. Do not turn off the engine while driving because that will turn off the brake booster, resulting in poor braking power.

The brakes will continue to work even when the brake booster completely stops functioning. If this happens, however, you will have to depress the pedal much harder than normal and the braking distance will increase.

▼ Brake assist system



WARNING

Do not be overconfident about the brake assist. It is not a system that brings more braking ability to the vehicle beyond its braking capability. Always use the utmost care when driving regarding vehicle speed and safe distance.



CAUTION

When you need to brake suddenly, continue depressing the brake pedal strongly to bring the effect of the brake assist.

Brake assist is a driver assistance system. It assists the brake power when the driver cannot depress the brake pedal strongly and the brake power is insufficient.

Brake assist generates the brake power according to the speed at which the driver depresses the brake pedal.

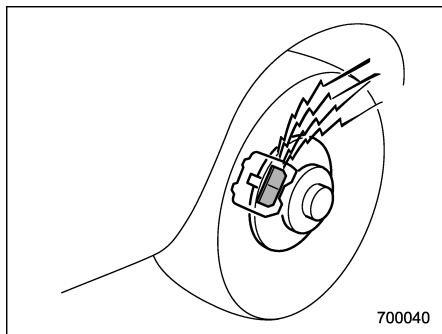
NOTE

When you depress the brake pedal strongly or suddenly, the following phenomena occur. However, even though these occur, they do not indi-

cate any malfunctions, and the brake assist system is operating properly.

- You might feel that the brake pedal is applied by lighter force and generates a greater braking force.
- You might hear the sound of ABS operating from the engine compartment.

■ Disc brake pad wear warning indicators



The disc brake pad wear warning indicators on the disc brakes give a warning noise when the brake pads are worn.

If a squeaking or scraping noise is heard from the disc brakes while braking, immediately have your vehicle inspected by the nearest SUBARU dealer.

ABS (Anti-lock Brake System)

⚠ WARNING

Always use the utmost care in driving – overconfidence because you are driving with an ABS equipped vehicle could easily lead to a serious accident.

⚠ CAUTION

- The ABS does not always decrease stopping distance. You should always maintain a safe following distance from other vehicles.
- When driving on badly surfaced roads, gravel roads, icy road, or over deep newly fallen snow, stopping distances may be longer for a vehicle with the ABS than one without. When driving under these conditions, therefore, reduce your speed and leave ample distance from other vehicles.
- When you feel the ABS operating, you should maintain constant brake pedal pressure. Do not

pump the brake pedal since doing so may defeat the operation of the ABS.

The ABS prevents the lock-up of wheels which may occur during sudden braking or braking on slippery road surfaces. This helps prevent the loss of steering control and directional stability caused by wheel lock-up.

When the ABS is operating, you may hear a chattering noise or feel a slight vibration in the brake pedal. This is normal when the ABS operates.

The ABS will not operate when the vehicle speed is below approximately 6 mph (10 km/h).

■ ABS self-check

You may feel a slight shock in the brake pedal and hear the operating noise of the ABS from the engine compartment just after the vehicle is started. This is caused by an automatic functional test of the ABS being carried out and does not indicate any abnormal condition.

■ ABS warning light

Refer to “ABS warning light” 3-18.

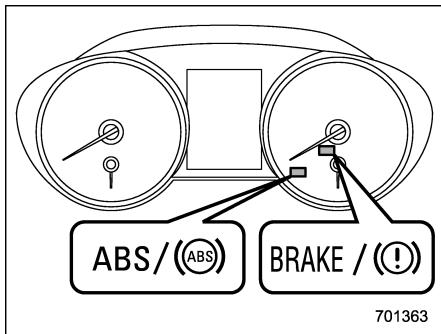
Electronic Brake Force Distribution (EBD) system

The EBD system maximizes the effectiveness of the brakes by allowing the rear brakes to supply a greater proportion of the braking force. It functions by adjusting the distribution of braking force to the rear wheels in accordance with the vehicle's loading condition and speed.

The EBD system is an integral part of the ABS and uses some of the ABS components to perform its function of optimizing the distribution of braking force. If any of the ABS components used by the EBD function fails, the EBD system also stops working.

When the EBD system is operating, you may hear a chattering noise or feel a slight vibration in the brake pedal. This is normal and does not indicate a malfunction.

■ Steps to take if EBD system malfunctions



If a malfunction occurs in the EBD system, the system stops working and the brake system warning light and ABS warning light illuminate simultaneously.

The EBD system may be malfunctioning if the brake system warning light and ABS warning light illuminate simultaneously during driving.

Even if the EBD system fails, the conventional braking system will still function. However, the rear wheels will be more prone to locking when the brakes are applied harder than usual and the vehicle's motion may therefore become somewhat harder to control.

If the brake system warning light and ABS warning light illuminate simultaneously, take the following steps.

1. Stop the vehicle in the nearest safe, flat location.
2. Apply the parking brake and turn off the engine.
3. Restart the engine.
4. Release the parking brake.

If both warning lights turn off:

The EBD system may be malfunctioning. Drive carefully to the nearest SUBARU dealer and have the system inspected.

If both warning lights illuminate again and remain illuminated after restarting the engine:

1. Turn off the engine again.
2. Apply the parking brake.
3. Check the brake fluid level. For details about checking the brake fluid level, refer to "Checking the fluid level" 11-19.

- If the brake fluid level is not below the "MIN" mark, the EBD system may be malfunctioning. Drive carefully to the nearest SUBARU dealer and have the system inspected.

- If the brake fluid level is below the "MIN" mark, DO NOT drive the vehicle. Instead, have the vehicle towed to the

nearest SUBARU dealer for repair.



WARNING

- Driving with the brake system warning light on is dangerous. This indicates your brake system may not be working properly. If the light remains on, have the brakes inspected by a SUBARU dealer immediately.
- If at all in doubt about whether the brakes are operating properly, do not drive the vehicle. Have your vehicle towed to the nearest SUBARU dealer for repair.

Vehicle Dynamics Control system



WARNING

Always use the utmost care in driving – overconfidence because you are driving with a Vehicle Dynamics Control system equipped vehicle could easily lead to a serious accident.



CAUTION

- Even if your vehicle is equipped with Vehicle Dynamics Control system, winter tires should be used when driving on snow-covered or icy roads; in addition, vehicle speed should be reduced considerably. Simply having a Vehicle Dynamics Control system does not guarantee that the vehicle will be able to avoid accidents in any situation.
- Activation of the Vehicle Dynamics Control system is an indication that the road being travelled on has a slippery surface; since having Vehicle Dy-

namics Control is no guarantee that full vehicle control will be maintained at all times and under all conditions, its activation should be seen as a sign that the speed of the vehicle should be reduced considerably.

- Whenever suspension components, steering components, or an axle are removed from a vehicle equipped with the Vehicle Dynamics Control system, have an inspection of that system performed by an authorized SUBARU dealer.
- The following precautions should be observed in order to ensure that the Vehicle Dynamics Control system is operating properly.
 - All four wheels should be fitted with tires of the same size, type, and brand. Furthermore, the amount of wear should be the same for all four tires.
 - Keep the tire pressure at the proper level as shown on the vehicle placard attached to the driver's side door pillar.
 - Use only the specified temporary spare tire to replace a

flat tire. With a temporary spare tire, the effectiveness of the Vehicle Dynamics Control system is reduced and this should be taken into account when driving the vehicle in such a condition.

- **If non-matching tires are used, the Vehicle Dynamics Control system may not operate correctly.**

In the event of wheelspin and/or skidding on a slippery road surface and/or during cornering and/or an evasive maneuver, the Vehicle Dynamics Control system adjusts the engine's output and the wheels' respective braking forces to help maintain traction and directional control.

● **Traction Control Function**

The traction control function is designed to prevent spinning of the driving wheels on slippery road surfaces, thereby helping to maintain traction and directional control. Activation of this function is indicated by flashing of the Vehicle Dynamics Control operation indicator light.

● **Skid Suppression Function**

The skid suppression function is designed to help maintain directional stability by suppressing the wheels' tendency to slide

sideways during steering operations. Activation of this function is indicated by flashing of the Vehicle Dynamics Control operation indicator light.

NOTE

- **The Vehicle Dynamics Control system may be considered normal when the following conditions occur.**
 - Slight twitching of the brake pedal is felt.
 - The vehicle or steering wheel shakes to a small degree.
 - An operating noise from the engine compartment is heard briefly when starting the engine and when driving off after starting the engine.
 - The brake pedal seems to jolt when driving off after starting the engine.
- **In the following circumstances, the vehicle may be less stable than it feels to the driver. The Vehicle Dynamics Control System may therefore operate. Such operation does not indicate a system malfunction.**
 - on gravel-covered or rutted roads
 - on unfinished roads
 - when the vehicle is towing a trailer
 - when the vehicle is fitted with

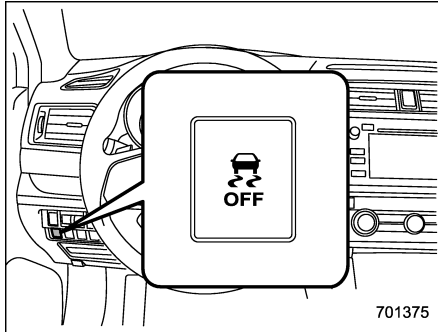
snow tires or winter tires

- **Activation of the Vehicle Dynamics Control system will cause operation of the steering wheel to feel slightly different compared to that for normal conditions.**
- **It is always important to reduce speed when approaching a corner, even if the vehicle is equipped with Vehicle Dynamics Control.**
- **Always turn off the engine before replacing a tire as failure to do so may render the Vehicle Dynamics Control system unable to operate correctly.**

■ **Vehicle Dynamics Control system monitor**

Refer to "Vehicle Dynamics Control warning light/Vehicle Dynamics Control operation indicator light" 3-22 and "Vehicle Dynamics Control OFF indicator light" 3-23.

■ Vehicle Dynamics Control OFF switch



Pressing the switch to deactivate the Vehicle Dynamics Control system can facilitate the following operations.

- a standing start on a steeply sloping road with a snowy, gravel-covered, or otherwise slippery surface
- extrication of the vehicle when its wheels are stuck in mud or deep snow

When the switch is pressed during engine operation, the Vehicle Dynamics Control OFF indicator light on the combination meter illuminates. The Vehicle Dynamics Control system will be deactivated. When the switch is pressed again to reactivate the Vehicle Dynamics Control system, the Vehicle Dynamics Control OFF indicator

light turns off.

You should not deactivate the Vehicle Dynamics Control system except under the above-mentioned situations.

⚠ CAUTION

The Vehicle Dynamics Control system helps prevent unstable vehicle motion such as skidding using control of the brakes and engine power. Do not turn off the Vehicle Dynamics Control system unless it is absolutely necessary. If you must turn off the Vehicle Dynamics Control system, drive very carefully based on the road surface condition.

NOTE

- When the switch has been pressed to deactivate the Vehicle Dynamics Control system, the Vehicle Dynamics Control system automatically reactivates itself the next time the ignition switch is turned to the “LOCK”/“OFF” position and the engine is restarted.
- If the switch is held down for 30 seconds or longer, the indicator light turns off, the Vehicle Dynamics Control system is activated, and the system ignores any further pressing of the switch. To make the switch usable

again, turn the ignition switch to the “LOCK”/“OFF” position and restart the engine.

- When the switch is pressed to deactivate the Vehicle Dynamics Control system, the vehicle’s running performance is comparable with that of a vehicle that does not have a Vehicle Dynamics Control system. Do not deactivate the Vehicle Dynamics Control system except when absolutely necessary.
- Even when the Vehicle Dynamics Control system is deactivated, components of the brake control system may still activate. When the brake control system is activated, the Vehicle Dynamics Control operation indicator light illuminates.

X-mode (Outback CVT models)



WARNING

- Always use the utmost care in driving – overconfidence because you are driving a vehicle with X-mode could easily lead to a serious accident.
- Always use the utmost care in driving – overconfidence because you are driving a vehicle with hill descent control function could easily lead to a serious accident. Be especially careful, and depress the brake pedal if necessary when driving on extremely steep downhill, frozen, muddy or sandy roads. Failure to control the vehicle's speed may cause a loss of control and result in a serious accident.



CAUTION

- Even if your vehicle is equipped with X-mode, winter tires should be used when driving on snow-covered or icy roads; in addition, vehicle speed should be reduced

considerably. Simply having X-mode does not guarantee that the vehicle will be able to avoid accidents in any situation.

- Activating the X-mode should be done when you encounter a very slippery surface at low speed. However, having X-mode is no guarantee that full vehicle control will be maintained at all times and under all conditions. When activating X-mode, the speed of the vehicle should be reduced considerably.
- Whenever suspension components, steering components, or an axle are removed from a vehicle, have the system inspected by an authorized SUBARU dealer.
- The following precautions should be observed in order to ensure that the X-mode is operating properly:
 - All four wheels should be fitted with tires of the same size, type, and brand. Furthermore, the amount of wear should be the same for all four tires.
 - Keep the tire pressure at the

proper level as shown on the label attached to the vehicle's door pillar.

- Use only the special temporary spare tire to replace a flat tire. With a normal temporary spare tire, the effectiveness of the X-mode is reduced and this should be taken into account when driving the vehicle in such a condition.
- If the hill descent control function has operated continuously for a long time, the temperature of the brake disc may increase and the hill descent control function may be temporarily disabled. In this case, the hill descent control indicator will disappear. When the hill descent control indicator disappears, the hill descent control function is disabled.

X-mode is the integrated control system of the engine, AWD and Vehicle Dynamics Control system, etc. for driving with bad road conditions. Using X-mode, you can drive more comfortably even in slippery road conditions including uphill and downhill.

X-mode has the following functions.

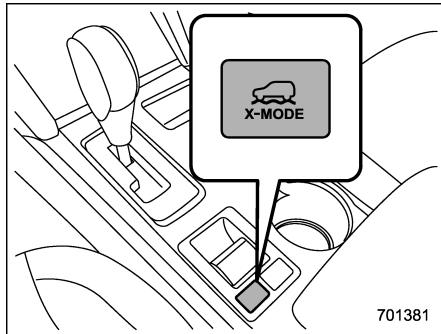
● Hill descent control function:

Using the hill descent control function, you can keep the vehicle at a consistent speed driving downhill. If the vehicle speed is likely to increase, the brake control system will be activated to adjust the vehicle speed.

● Driving ability control:

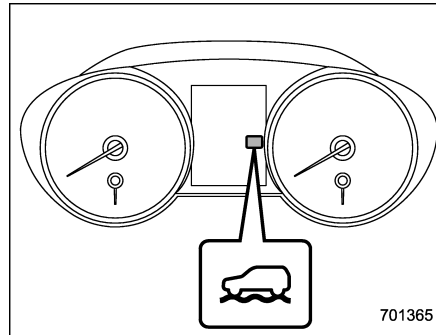
This mode increases the hill-climbing ability and driving ability as well as enabling smooth application of torque for easier control of the steering wheel.

■ To activate/deactivate the X-mode



X-mode switch

701381



X-mode indicator

701365

To activate:

Press the X-mode switch. While the X-mode is activated, the X-mode indicator appears.

To deactivate:

Press the X-mode switch again. The X-mode indicator will disappear when the X-mode is deactivated.

NOTE

- Even if you try to activate the X-mode by pressing the X-mode switch when the vehicle speed is 12 mph (20 km/h) or more, the X-mode will not be activated. At this time, a buzzer will sound twice.
- If the vehicle speed reaches 25 mph

(40 km/h) or more while the X-mode is activated, a buzzer will sound once and the X-mode will be deactivated.

- While the engine is running, if either of the following conditions is met, the X-mode will be deactivated. In this case, it is not possible to activate the X-mode.

- The CHECK ENGINE warning light/malfunction indicator light illuminates.
- The AT OIL TEMP warning light flashes.
- The ABS warning light illuminates.
- The Vehicle Dynamics Control warning light illuminates.

- If there is a possibility that the engine could overheat because of a temperature increase of the engine coolant, it is not possible to activate the X-mode. Even while the X-mode is activated, the X-mode will be deactivated when the engine coolant temperature increases.

■ Hill descent control function

The hill descent control function will be in standby mode when the X-mode is activated and the vehicle speed is less than approximately 12 mph (20 km/h).

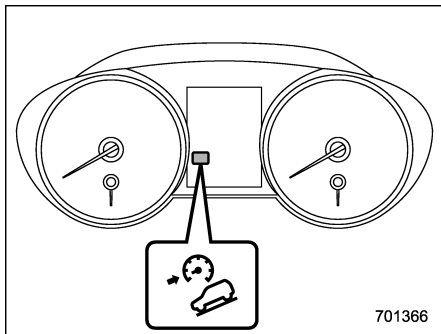
The function will operate when the vehicle speed is less than approximately 12 mph (20 km/h) and the accelerator ratio is less than approximately 10%.

The function will turn off when the vehicle speed is more than approximately 12 mph (20 km/h) and the accelerator pedal is depressed.

NOTE

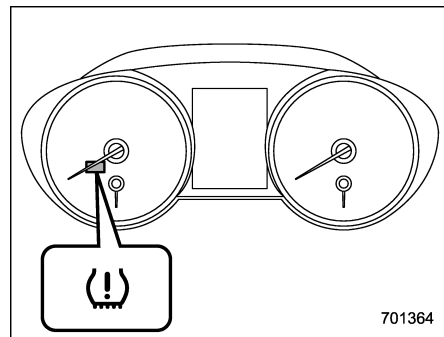
- Even while the hill descent control function is operating, you can vary the vehicle speed by using the brake pedal or accelerator pedal.
- During braking by the hill descent control function, the hill descent control indicator will flash.
- The hill descent control function is operable regardless of the gradient of the road.
- The hill descent control function may be considered normal when the following conditions occur.
 - An operating sound is heard briefly from the engine compartment while the hill descent control function is operating.
 - The sensation of depressing the brake pedal is different, (harder than usual etc.) when the brake pedal is depressed during hill descent control function operation.

▼ Hill descent control indicator



This indicator appears while the hill descent control function is in the standby mode. It flashes while the function is operating. It will disappear when the function is in the disabled mode. When this function is changed from operational to non-operational, it will disappear when the vehicle speed reaches more than approximately 18 mph (30 km/h).

Tire pressure monitoring system (TPMS) (if equipped)



Low tire pressure warning light

The tire pressure monitoring system provides the driver with a warning message by sending a signal from a sensor that is installed in each wheel when tire pressure is severely low.

The tire pressure monitoring system will activate only when the vehicle is driven at speeds above 20 mph (32 km/h). Also, this system may not react immediately to a sudden drop in tire pressure (for example, a blow-out caused by running over a sharp object).

**WARNING**

- If the low tire pressure warning light illuminates while driving, never brake suddenly. Instead, perform the following procedure.
 - (1) Keep driving straight ahead while gradually reducing speed.
 - (2) Slowly pull off the road to a safe place. Otherwise an accident involving serious vehicle damage and serious personal injury could occur.
 - (3) Check the pressure for all four tires and adjust the pressure to the COLD tire pressure shown on the vehicle placard on the door pillar on the driver's side.

Even when the vehicle is driven a very short distance, the tires get warm and their pressures increase accordingly. Be sure to let the tires cool thoroughly before adjusting their pressures to the standard values shown on the tire placard. Refer to "Tires and wheels" 11-24. The tire pressure monitoring system does not function when the ve-

hicle is stationary. After adjusting the tire pressures, increase the vehicle speed to at least 20 mph (32 km/h) to start the TPMS rechecking of the tire inflation pressures. If the tire pressures are now above the severe low pressure threshold, the low tire pressure warning light should turn off a few minutes later.

If this light still illuminates while driving after adjusting the tire pressure, a tire may have significant damage and a fast leak that causes the tire to lose air rapidly. If you have a flat tire, replace it with a spare tire as soon as possible.

- When a spare tire is mounted or a wheel rim is replaced without the original pressure sensor/transmitter being transferred, the low tire pressure warning light will illuminate steadily after blinking for approximately one minute. This indicates the TPMS is unable to monitor all four road wheels. Contact your SUBARU dealer as soon as possible for tire and sensor replacement and/or system resetting.
- When a tire is repaired with liquid

sealant, the tire pressure warning valve and transmitter may not operate properly. If a liquid sealant is used, contact your nearest SUBARU dealer or other qualified service shop as soon as possible. Make sure to replace the tire pressure warning valve and transmitter when replacing the tire. You may reuse the wheel if there is no damage to it and if the sealant residue is properly cleaned off. Do not inject any tire liquid or aerosol tire sealant into the tires, as this may cause a malfunction of the tire pressure sensors. If the light illuminates steadily after blinking for approximately one minute, promptly contact a SUBARU dealer to have the system inspected.

CAUTION

Do not place metal film or any metal parts under the driver's seat. This may cause poor reception of the signals from the tire pressure sensors, and the tire pressure monitoring system will not function properly.

FCC ID: CWTWD1U848

NOTE

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

FCC CAUTION

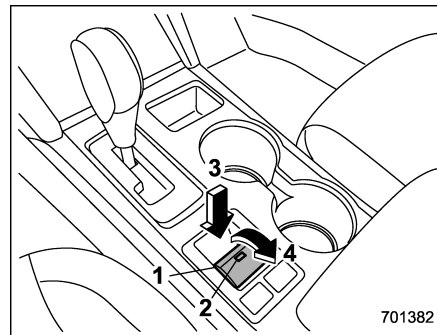
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Parking your vehicle

WARNING

- Never leave unattended children or pets in the vehicle. They could accidentally injure themselves or others through inadvertent operation of the vehicle. Also, on hot or sunny days, the temperature in a closed vehicle could quickly become high enough to cause severe or possibly fatal injuries to them.
- Do not park the vehicle over flammable materials such as dry grass, waste paper or rags, as they may burn easily if they come near hot engine or exhaust system parts.
- Be sure to stop the engine if you take a nap in the vehicle. If engine exhaust gas enters the passenger compartment, occupants in the vehicle could die from carbon monoxide (CO) contained in the exhaust gas.

Electronic parking brake



- 1) Parking brake switch
- 2) Indicator light
- 3) Release the electronic parking brake
- 4) Apply the electronic parking brake

WARNING

- Before exiting the vehicle, make sure that you turn off the engine. Otherwise, the parking brake may be released and an accident may occur.
- If the brake system warning light flashes, the electronic parking brake system may be malfunctioning. Immediately stop your vehicle in a safe location, use tire stops under the tires to

prevent the vehicle from moving and contact your SUBARU dealer.

- If the electronic parking brake is operated when the brake is overheated or the vehicle is on a steep slope, the brake system warning light may flash. In this case, the vehicle may start to move and it may lead to an accident. Always use the tire stops.



CAUTION

- When the electronic parking brake system has a malfunction and the parking brake cannot be applied, contact your SUBARU dealer immediately for an inspection. If you have to park your vehicle in such conditions, perform the following procedure.
 - Stop your vehicle in a flat location.
 - Shift the shift lever in the “1” or reverse position (MT models).
 - Shift the select lever in the “P” position (CVT models). When the select lever cannot be

shifted into the “P” position, you must release shift lock. Refer to “Shift lock function” 7-27.

- Use tire stops under the tires to prevent the vehicle from moving.
- Never drive while the parking brake is applied because this will cause unnecessary wear on the brake linings. Before starting to drive, always make sure that the parking brake has been released and the brake system warning light has turned off.

Your vehicle is equipped with an electronic parking brake. You can apply/release the parking brake by operating the parking brake switch.

To apply: Depress the brake pedal and pull up the parking brake switch.

To release: Press the parking brake switch firmly while the ignition switch is in the “ON” position and the brake pedal is depressed.

When the parking brake is applied while the ignition switch is in the “ON” position, the brake system warning light and the indicator light on the parking brake switch illuminate. Refer to “Brake system warning


light” 3-19.

NOTE

- If the parking brake switch is pressed with the ignition switch in the “ACC” or “LOCK”/“OFF” position, the parking brake is not released.
- If the parking brake switch is pressed without depressing the brake pedal (all models) and/or clutch pedal (MT models), the parking brake is not released.
- The electronic parking brake system uses motors to apply the parking brake. Therefore, operating sounds from the motors will be heard when applying or releasing the parking brake. Make sure that the motor sounds are heard when applying or releasing the parking brake.
- When the electronic parking brake system has a malfunction or the electronic parking brake operation is prohibited temporarily, if the parking brake switch is operated, a chirp sound is heard and the brake system warning light flashes.
- When you cannot release the parking brake due to, for example, a system malfunction, contact your SUBARU dealer and have your SUBARU dealer release the parking brake.
- If the operation of the electronic

parking brake switch is stopped midway or performed extremely slowly, the system may detect an error and flash the brake system warning light. However, this does not indicate a malfunction if the warning light turns off after operating the switch.

- When the electronic parking brake has not been used for a long period of time, the electronic parking brake may operate automatically after the ignition switch is turned to the “LOCK”/“OFF” position. This occurs due to checking the proper operation of the electronic parking brake and does not indicate a malfunction.

- If the electronic parking brake switch is malfunctioning and the electronic parking brake cannot be released, refer to the instructions described in “Automatic release function by accelerator pedal”  7-44.

After activating the EPB, you may hear a short sound several minutes after the indicator lamp illuminates as the system confirms proper engagement. This sound is different from the apply and release sound.

This can occur:

- If the brakes are extremely hot.
- If the car is parked on a steep incline.

- If the electronic parking brake is applied after the ignition switch is turned OFF.

This is a normal operating sound under any of these conditions.

▼ Automatic release function by accelerator pedal

The electronic parking brake system has an automatic release function. The parking brake will be automatically released by depressing the accelerator pedal. However, the automatic release function does not operate under the following conditions.

- Any door (other than the trunk lid or rear gate) is open.
- The driver’s seatbelt is not fastened.
- The clutch pedal is released from the fully depressed position to partially engaged position (MT models).

If the parking brake is automatically released, the brake system warning light and the indicator light on the parking brake switch turn off.

NOTE

Even if you have applied the parking brake, the parking brake will be automatically released when the accelerator pedal is depressed.

▼ Hill Holder function

The electronic parking brake system has a Hill Holder function. If the Hill Holder function is activated, the parking brake will be automatically applied when stopping on an uphill slope with the brake pedal depressed. In this case, the brake system warning light and the indicator light on the parking brake switch illuminate.

NOTE

- The Hill Holder function may not activate on a gentle uphill slope. In this case, manually apply the electronic parking brake.

- If you do not depress the brake pedal sufficiently, the Hill Holder function may not operate properly. However, this is not a malfunction. When stopping on an uphill slope, depress the brake pedal firmly and release it after the brake system warning light illuminates.

- Depending on the condition of the road surface and braking force, the brakes operate temporarily and feel different than usual.

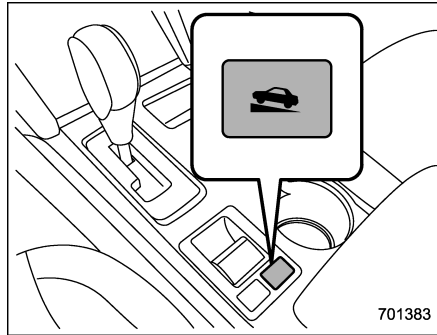
- When the electronic parking brake system has a malfunction while the Hill Holder function is activated, a chirp sound is heard, the Hill Holder indicator light turns off and the brake system warning light flashes.

- When the hill holder activates on a slope, the electronic parking brake is engaged. The electronic parking brake will release when you accelerate from the stop. If you manually release the electronic parking brake while the hill holder is activated, the hill holder function is cancelled and will not re-engage until the vehicle has moved some distance. In that case, you will need to manually engage the electronic parking brake if needed.

▽ Hill Holder switch

WARNING

When stopping on an uphill slope with the Hill Holder function activated, release the brake pedal after the brake system warning light has illuminated. Otherwise, the Hill Holder function may not operate properly and an accident may occur.



You can activate/deactivate the Hill Holder function by pressing the Hill Holder switch.

To activate: Press the Hill Holder switch.

To deactivate: Press the Hill Holder switch again.

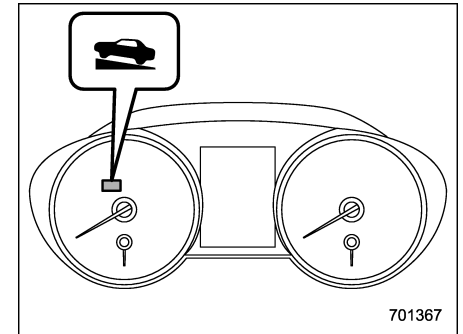
Deactivate the Hill Holder function under the following conditions.

- When towing a trailer
- When carrying a heavy load
- When you do not frequently use the parking brake when stopping on an uphill slope

NOTE

- If the Hill Holder switch is pressed for more than 30 seconds, the Hill Holder indicator light turns off, the brake system warning light flashes and the system ignores any further pressing of the switch. To activate the switch again, turn the ignition switch to the “LOCK”/“OFF” position and restart the engine.
- When the Hill Holder function is deactivated while the Hill Holder function has a malfunction, if you press the Hill Holder switch, a chirp sounds.

▽ Hill Holder indicator light



When the Hill Holder function is activated, the Hill Holder indicator light illuminates. Refer to “Hill Holder indicator light” 3-21.

▼ Emergency brake

 CAUTION

Use the emergency brake only in case of an emergency. If the emergency brake is excessively used, the brake parts will wear down faster or the brake may not work sufficiently due to brake overheating.

NOTE

- While using the emergency brake, the brake system warning light and the indicator light on the parking brake switch illuminate and a chirp sounds.
- While using the emergency brake, a sound may be heard from the engine compartment. This is the operating sound of the brake that is activated by the Vehicle Dynamics Control system, and does not indicate a malfunction.

If the foot brake has a malfunction, you can stop the vehicle by pulling the parking brake switch continuously.

While applying the emergency brake, the brake system warning light and the indicator light on the parking brake switch illuminate and a chirp sounds.

▼ Electronic parking brake system warning

 CAUTION

If the brake system warning light flashes, the electronic parking brake system may be malfunctioning. Immediately stop your vehicle in the nearest safe location and contact your SUBARU dealer.

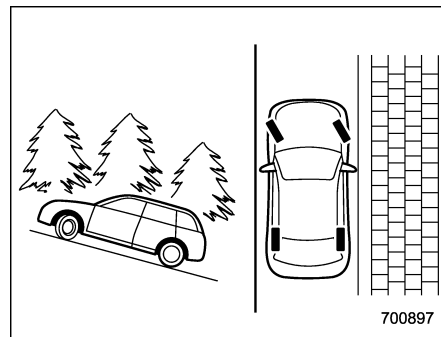
If a malfunction occurs in the electronic parking brake system, the brake system warning light flashes. Refer to “Electronic parking brake system warning” 3-20.

■ Parking tips

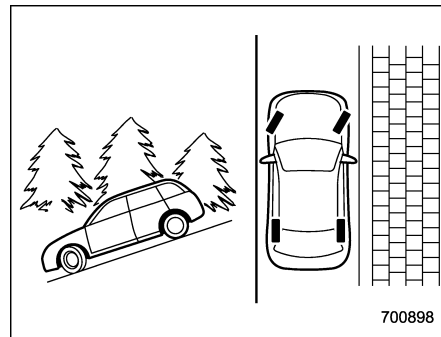
When parking your vehicle, always perform the following items.

- Apply the parking brake.
- For MT models, place the shift lever in the “1” (1st) for upgrade or “R” (Reverse) for a downgrade.
- For CVT models, place the select lever in the “P” (Park) position.

Never rely on the transmission alone to hold the vehicle.



When parking on a hill, always turn the steering wheel as described here. When the vehicle is headed up the hill, the front wheels should be turned away from the curb.



When facing downhill, the front wheels

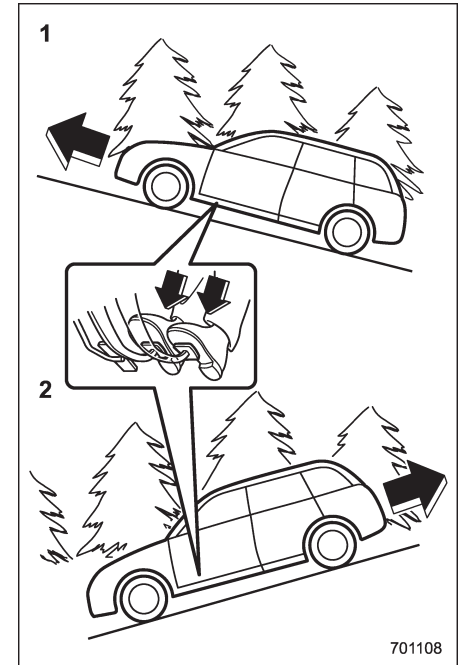
should be turned into the curb.

Hill start assist system (MT models)

WARNING

- The Hill start assist system is a device only for helping the driver to START the vehicle on an uphill grade. To prevent accidents when the vehicle is parked on a slope, be sure to firmly set the parking brake. When setting the parking brake, make sure that the vehicle remains stationary when the clutch pedal and brake pedal are released.
- Do not turn the ignition switch to the “LOCK”/“OFF” position while the Hill start assist system is operating. The Hill start assist system will be deactivated, causing an accident.

The Hill start assist system is a device to make the following vehicle operations easier.



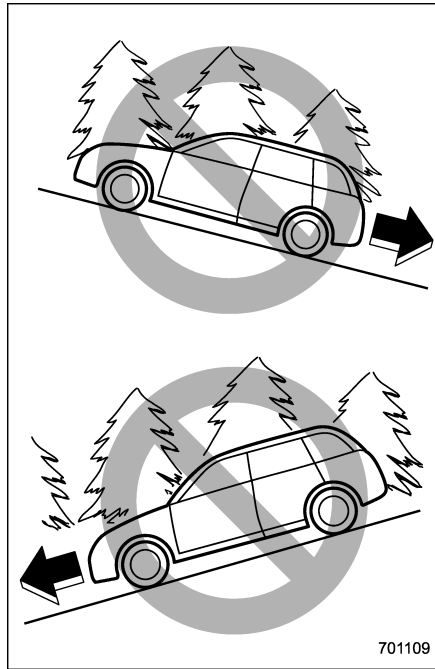
- 1) Starting forward facing uphill
- 2) Starting backward facing downhill

In both these cases, when the clutch pedal is depressed while the brake pedal is also depressed, braking power is maintained temporarily by the Hill start

assist system when the brake pedal is released. The driver is therefore able to start the vehicle the same way as on a level grade, just using the clutch and accelerator pedal.

If the braking power of the Hill start assist system is insufficient after the brake pedal is released, apply more braking power by depressing the brake pedal again.

The Hill start assist system may not operate on slight grades. Also, the Hill start assist system does not operate in the following cases.



701109

- when starting backward facing uphill
- when starting forward facing downhill
- while the parking brake is applied
- while the ignition switch is in the “ACC” or “LOCK”/“OFF” position
- while the Hill Holder indicator light is

OFF

When using the Hill start assist system, a braking effect may be felt even after the brake pedal has been released. However, this braking effect should disappear once the clutch pedal is released.

NOTE

A slight jolt may be felt when the vehicle begins to move forward after being reversed.

■ To activate/deactivate the Hill start assist system

When activating/deactivation the Hill Holder function, the Hill start assist system will also be activated/deactivated. For details about activating/deactivating the Hill Holder function, refer to “Hill Holder switch” 7-45.

Cruise control

NOTE

For models with EyeSight system: Refer to the Owner's Manual supplement for the EyeSight system.

Cruise control enables you to maintain a constant vehicle speed without holding your foot on the accelerator pedal and it is operative when the vehicle speed is 25 mph (40 km/h) or more.

WARNING

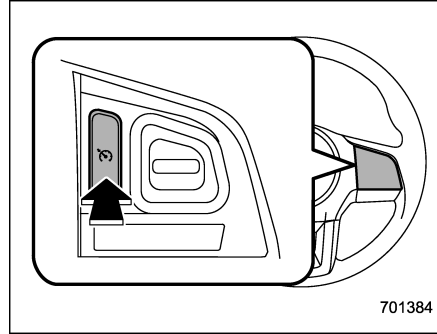
Do not use the cruise control under any of the following conditions. These may cause loss of vehicle control.

- driving up or down a steep grade
- driving on slippery or winding roads
- driving in heavy traffic
- towing a trailer

NOTE

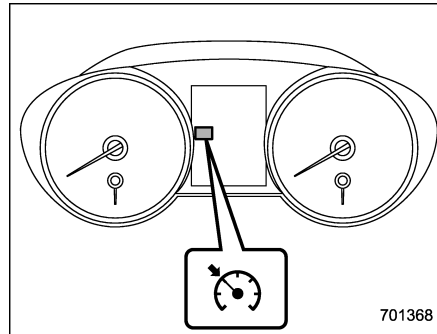
Make sure the cruise control system is turned off when the cruise control is not in use to avoid unintentionally setting of the cruise control.

To set cruise control



Cruise control main button

1. Press the cruise control main button.

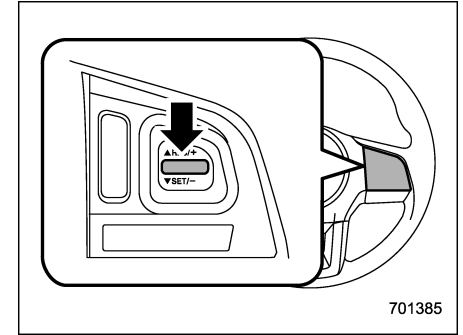


Cruise control indicator

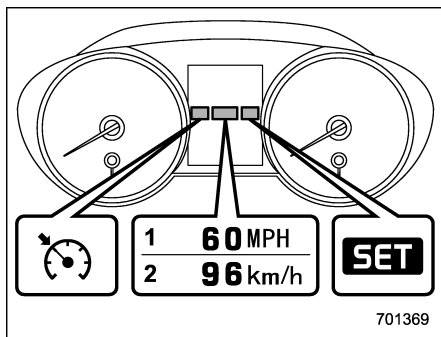
The cruise control indicator on the combi-

nation meter will appear.

2. Depress the accelerator pedal until the vehicle reaches the desired speed.



3. Press the "RES/SET" switch to the "SET" side and release it. Then release the accelerator pedal.



Cruise control set indicator

- 1) When setting the displayed unit as "MPH".
- 2) When setting the displayed unit as "km/h".

At this time, the cruise control set indicator appears in the combination meter. The set speed will be shown on the combination meter. You can change the displayed unit by operating the multi information display. For details, refer to "Units" 3-40.

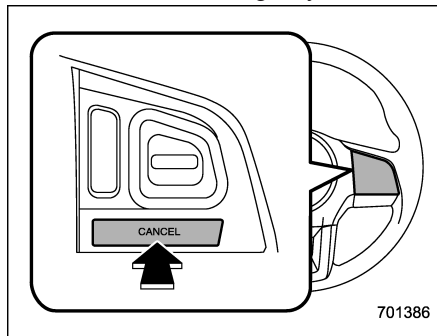
The vehicle will maintain the desired speed.

Vehicle speed can be temporarily increased while driving with the cruise control activated. Simply depress the accelerator pedal to accelerate the vehicle. When the accelerator pedal is released, the vehicle will return to and

maintain the previous cruising speed.

■ **To temporarily cancel the cruise control**

The cruise control can be temporarily canceled in the following ways.



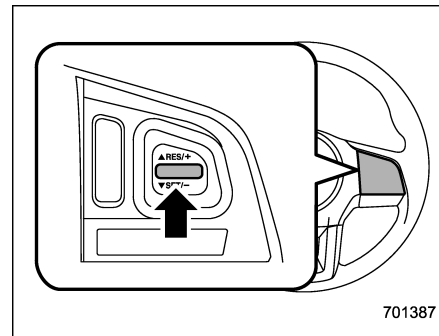
- Press the "CANCEL" button.
- Press the X-mode switch to activate the X-mode (models with X-mode).
- Depress the brake pedal.
- Depress the clutch pedal (MT models).

⚠ WARNING

For CVT models, do not place the select lever in the "N" position while driving. If the select lever is shifted into the "N" position, cruise control can be canceled but the engine

brake will no longer work. This could result in an accident.

The cruise control set indicator in the combination meter disappears when the cruise control is canceled.



To resume the cruise control after it has been temporarily canceled and with vehicle speed of approximately 20 mph (32 km/h) or more, press the "RES/SET" switch to the "RES" side to return to the original cruising speed automatically.

The cruise control set indicator in the combination meter will automatically appear at this time.

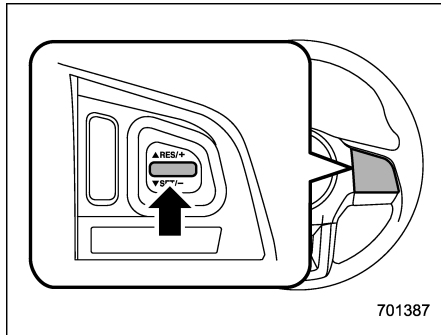
■ To turn off the cruise control

There are two ways to turn off the cruise control:

- Press the cruise control main button again.
- Turn the ignition switch to the “ACC” or “LOCK”/“OFF” position (but only when the vehicle is completely stopped).

■ To change the cruising speed

▼ To increase the speed (by the “RES/SET” switch)



Press the “RES/SET” switch to the “RES” side and hold it until the vehicle reaches the desired speed. Then, release the switch. The vehicle speed at that moment will be memorized and treated as the new set speed.

When setting the displayed unit as “MPH”:

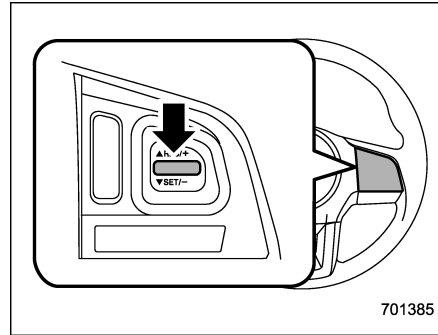
The set speed can be increased 1 mph (1.6 km/h) each time by pressing the “RES/SET” switch to the “RES” side.

When setting the displayed unit as “km/h”:

The set speed can be increased 1 km/h each time by pressing the “RES/SET” switch to the “RES” side.

▼ To increase the speed (by accelerator pedal)

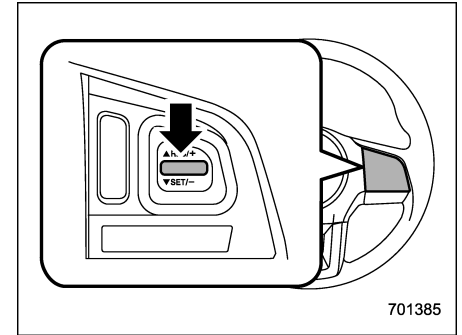
1. Depress the accelerator pedal to accelerate the vehicle to the desired speed.



2. Press the “RES/SET” switch to the “SET” side once. Now the desired speed

is set and the vehicle will keep running at that speed without depressing the accelerator pedal.

▼ To decrease the speed (by the “RES/SET” switch)



Press the “RES/SET” switch to the “SET” side and hold it until the vehicle reaches the desired speed. Then, release the switch. The vehicle speed at that moment will be memorized and treated as the new set speed.

When setting the displayed unit as “MPH”:

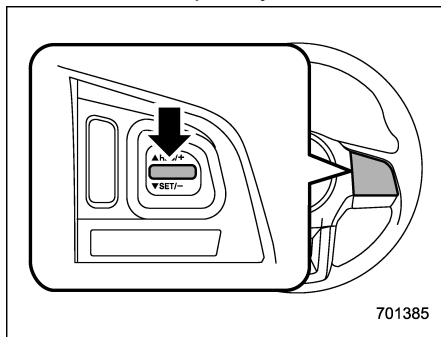
The set speed can be decreased 1 mph (1.6 km/h) each time by pressing the “RES/SET” switch to the “SET” side.

When setting the displayed unit as “km/h”:

The set speed can be decreased 1 km/h each time by pressing the “RES/SET” switch to the “SET” side.

▼ **To decrease the speed (by brake pedal)**

1. Depress the brake pedal to release cruise control temporarily.



2. When the speed decreases to the desired speed, press the “RES/SET” switch to the “SET” side once. Now the desired speed is set and the vehicle will keep running at that speed without depressing the accelerator pedal.

■ **Cruise control indicator**

Refer to “Cruise control indicator” 3-29.

■ **Cruise control set indicator**

Refer to “Cruise control set indicator” 3-29.

Subaru Rear Vehicle Detection (SRVD) (if equipped)

The Subaru Rear Vehicle Detection (SRVD) consists of rear radar with Blind Spot Detection, Lane Change Assist, and Rear Cross Traffic Alert.

WARNING

The driver is responsible for driving safely. Always be sure to check the surroundings with your eyes when changing lanes or reversing the vehicle.

The system is designed to assist the driver by monitoring the rear and side areas of the vehicle during a lane change or reversing. However, you cannot rely on this system alone in assuring the safety during a lane change or reversing. Overconfidence in this system could result in an accident and lead to serious injury or death. Since the system operation has various limitations, the flashing or illumination of the SRVD approach indicator light may be delayed or it may not operate at all even when a vehicle is present in a neighboring lane or approaching from either side.

The driver is responsible for paying attention to the rear and side areas of the vehicle.

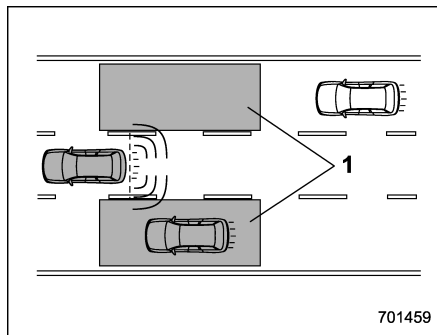
■ System features

NOTE

The SRVD radar sensor has been certified by the radio wave related laws of the U.S. and Canada. When driving in other countries, certification of the country where the vehicle is driven must be obtained. For certification in the U.S. and Canada, refer to “Certification for the Subaru Rear Vehicle Detection (SRVD)” 7-59.

The system uses radar sensors for the following features.

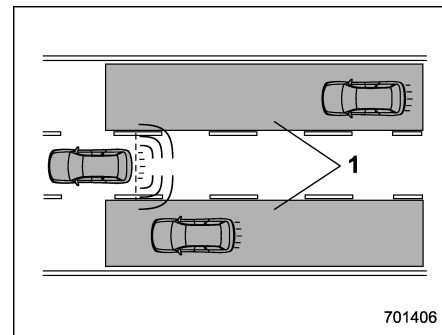
▼ Blind Spot Detection (BSD)



1) Operating range

The system notifies the driver of vehicles existing in the blind area. If the system detects a vehicle existing in the blind area, it warns the driver of dangers by illuminating the SRVD approach indicator light(s) on the outside mirror(s). If the driver operates the turn signal lever in the direction where the SRVD approach indicator light is illuminating, the system warns the driver of dangers by flashing the SRVD approach indicator light.

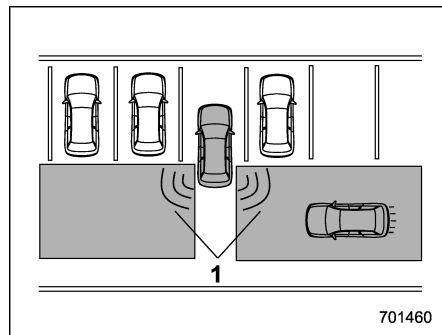
▼ Lane Change Assist (LCA)



1) Operating range

The system notifies the driver of vehicles approaching at a high speed in the neighboring lanes. If the system detects a vehicle approaching at a high speed in the neighboring lanes, it warns the driver of dangers by illuminating the SRVD approach indicator light(s) on the outside mirror(s). If the driver operates the turn signal lever in the direction where the SRVD approach indicator light is illuminating, the system warns the driver of dangers by flashing the SRVD approach indicator light.

▼ Rear Cross Traffic Alert (RCTA)



1) Operating range

The system notifies the driver of another vehicle approaching from either side when driving in reverse. This feature helps the driver check the rear and side areas of the vehicle when moving backward.

If the system detects a vehicle approaching from either side while moving backward, it warns the driver of dangers in the following way.

- The SRVD approach indicator light(s) on the outside mirror(s) flashes.
- A warning buzzer sounds.
- An icon appears on the rear view camera screen (if equipped)

■ System operation

▼ Operating conditions

The SRVD will operate when all of the following conditions are met.

- The ignition switch is in the “ON” position.
- The SRVD warning indicator and SRVD OFF indicator are turned off.
- The vehicle is driven at speeds above 8 mph (12 km/h) (except when reversing).
- The shift lever/select lever is in the “R” position (when reversing).

The SRVD will not operate in the following situations.

- The SRVD OFF indicator appears.
- The vehicle speed is below 8 mph (12 km/h) even when the SRVD OFF indicator does not appear (except when reversing).

NOTE

- In the following cases, the SRVD will stop operating and the SRVD warning indicator will appear. If the SRVD warning indicator appears, have your vehicle inspected at a SUBARU dealer as soon as possible.
 - When a malfunction occurs in the system, including the SRVD approach indicator light
 - When the radar sensor becomes

significantly misaligned (If the orientation of the radar sensor is shifted for any reason, readjustment is required. Have the sensor adjusted at a SUBARU dealer.)

- In the following cases, the SRVD will temporarily stop operating (or may stop operating) and the SRVD warning indicator will appear. The SRVD will resume operation once these conditions are corrected, and the SRVD warning indicator will disappear. However, if the SRVD warning indicator has appeared for a prolonged time, have the system inspected at a SUBARU dealer as soon as possible.

- When a large amount of snow or ice sticks to the rear bumper surface around the radar sensors
- When the vehicle is driven on a snow-covered road or in an environment in which there are no objects around (such as desert) for a long time
- When the temperature around the radar sensors increased excessively due to long driving on uphill grades in summer, etc.
- When the temperature around the radar sensors becomes extremely low
- When the vehicle battery voltage

lowers

- When the vehicle battery becomes overvoltage
- The detectability of the radar sensors is restricted. The SRVD detection may be impaired and the system may not operate properly under the following conditions.
 - When the rear bumper around the radar sensors is distorted
 - When ice, snow or mud adheres to the rear bumper surface around the radar sensors
 - When stickers, etc. are affixed on the areas of the radar sensors on the rear bumper
 - During adverse weather conditions such as rain, snow or fog
 - When driving on wet roads such as snow-covered roads and puddles
- The radar sensors may not detect or may have difficulty detecting the following vehicles and objects.
 - Small motorcycles, bicycles, pedestrians and stationary objects on the road or road side
 - Vehicles with body shapes that the radar may not reflect (vehicles with lower body height such as a trailer with no cargo and sports cars)

– Vehicles that are not approaching your vehicle even though they are in the detection area (either on a neighboring lane to the rear or beside your vehicle when reversing) (The system determines the presence of approaching vehicles based on data detected by the radar sensors.)

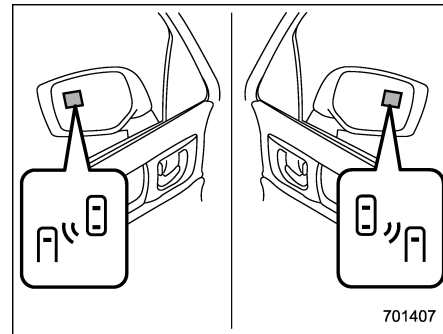
- Vehicles traveling at significantly different speeds
- Vehicles driving in parallel at almost the same speed as your vehicle for a prolonged time
- Oncoming vehicles
- Vehicles in a lane beyond the neighboring lane
- Vehicles travelling at a significantly lower speed that you are trying to overtake
- On a road with extremely narrow lanes, the system may detect vehicles driving in a lane next to the neighboring lane.

■ SRVD approach indicator light/warning buzzer

When the SRVD is active, the SRVD approach indicator light and warning buzzer will operate to alert the driver to the presence of the following vehicles.

- Vehicles in the neighboring lanes
- Vehicles approaching from the left or right rear side when reversing

▼ SRVD approach indicator light



SRVD approach indicator light

It is mounted in each side of the outside mirrors and will illuminate when a vehicle approaching from behind is detected. If a light illuminates and the turn signal lever is operated toward the side in which this light turned on, the indicator light flashes to warn the driver of dangers. When reversing the vehicle, the indicator light flashes when the system detects a vehicle approaching from either side.

▽ **SRVD approach indicator light dimming function**

When the headlights are turned on, the brightness of the SRVD approach indicator light will be reduced.

NOTE

- When affected by direct sunlight, you may have difficulty recognizing the SRVD approach indicator light.
- When affected by the headlight beams from the vehicles behind, you may have difficulty recognizing the SRVD approach indicator light.

▼ **SRVD approach warning buzzer (only when reversing)**

A warning buzzer sounds along with flashing of the SRVD approach indicator light to warn the driver of dangers.

The setting of the warning buzzer volume can be changed by operating the multi information display. For details, refer to "SRVD (Subaru Rear Vehicle Detection)" 3-41.

▼ **Safety tips regarding the SRVD approach indicator light/warning buzzer**

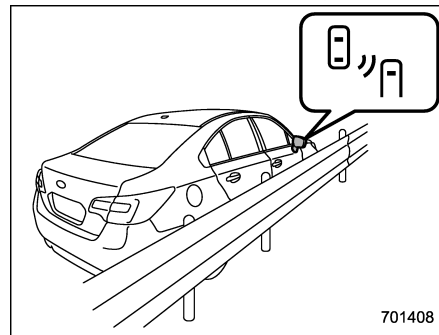
- In the following cases, operation of the SRVD approach indicator light and the warning buzzer may be delayed or the

system may fail to issue these warnings.

- When a vehicle moves to the neighboring lane from a lane next to the neighboring lane
- When driving on a steep incline or on repeated sharp uphill and downhill grades
- When going beyond a pass
- When both your vehicle and a vehicle driving on a neighboring lane are driving on the far side of each lane.
- When several narrowly-spaced vehicles are approaching in a row
- In low radius bends (tight bends or when making turns at an intersection)
- When there is a difference in height between your lane and the neighboring lane
- Immediately after the SRVD is activated by pressing the SRVD OFF switch
- Immediately after the shift lever/select lever is shifted to the "R" position
- When extremely heavy cargo is loaded in the trunk or cargo area
- During reversing, operation of the SRVD approach indicator light and the warning buzzer may be delayed or the system may fail to issue these warnings under the following conditions.
 - When backing out of an angled

parking space

- When a large-sized vehicle is parked next to your vehicle (That vehicle prevents the propagation of radar waves.)
- When reversing on sloped roads
- When reversing at a high speed



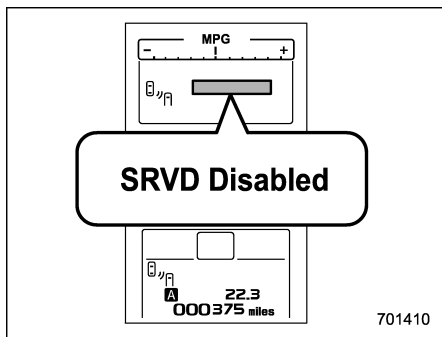
- The SRVD approach indicator light may illuminate when driving close to solid objects on the road or road side (such as guardrails, tunnels and sidewalls).
- When turning at an intersection in urban areas, the SRVD approach indicator light may flash.
- If a building or a wall exists in the reversing direction, the SRVD approach indicator light may flash and the warning buzzer may sound.
- In the following cases, the system may

detect a vehicle driving two lanes away from your vehicle.

- When your vehicle drives on the near side of its lane from the corresponding vehicle
- When the vehicle driving two lanes away drives on the near side of its lane from your vehicle

■ SRVD warning indicator

▼ System temporary stop indicator

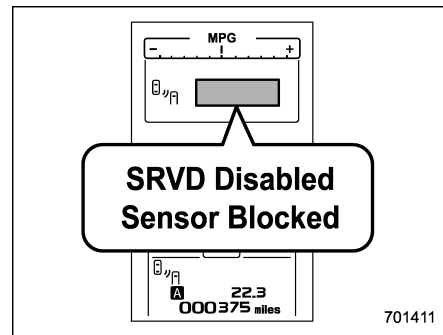


System temporary stop indicator

This indicator appears when the system is used at extremely high or low temperatures or when abnormal voltage exists. Once these conditions are corrected, the system will recover from the temporary stop condition and the indicator will

disappear. If the indicator remains displayed for a prolonged time, have the system inspected at a SUBARU dealer.

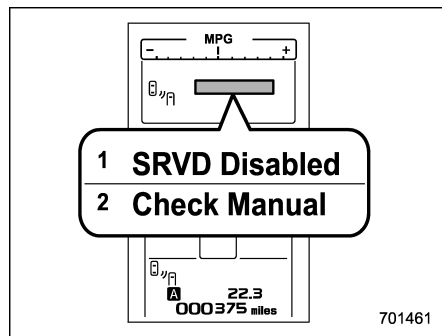
▼ System temporary stop indicator due to reduced radar sensitivity



System temporary stop indicator due to reduced radar sensitivity

This indicator appears when the detectability of the radar sensors is reduced. Once the condition is corrected, the system will recover from the temporary stop condition and the indicator will disappear. If the indicator remains displayed for a prolonged time, have the system inspected at a SUBARU dealer.

▼ System malfunction indicator

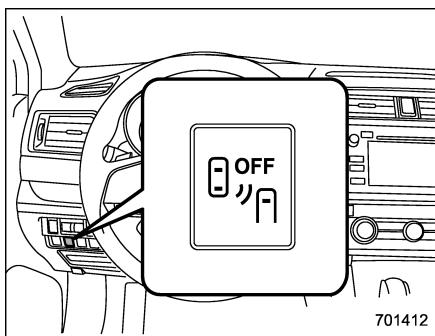


System malfunction indicator

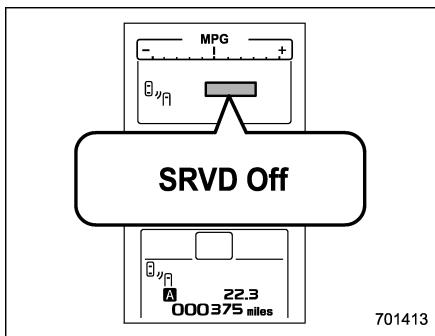
- 1) At first, this message will appear
- 2) Then this message will appear

This indicator appears when a malfunction occurs in the system. Contact a SUBARU dealer and have the system inspected.

■ SRVD OFF switch



SRVD OFF switch



SRVD OFF indicator

If the SRVD OFF switch is pressed, the SRVD OFF indicator appears on the multi information display of the combination

meter, and the SRVD is deactivated.

Press the switch again to activate the SRVD. The SRVD OFF indicator disappears.

NOTE

- In the following cases, press the SRVD OFF switch to deactivate the system. The system may not operate properly due to blocked radar waves.

- When towing a trailer
- When a bicycle carrier or other item is fitted to the rear of the vehicle
- When using a chassis dynamometer or free roller device, etc.
- When running the engine and making the wheels rotate while lifting up the vehicle

- If the ignition switch is turned to the “LOCK”/“OFF” position, the last known status of the system is maintained. For example, if the ignition switch is turned to the “LOCK”/“OFF” position with the SRVD deactivated, the SRVD remains deactivated the next time the ignition switch is turned to the “ON” position.

- If the vehicle battery is disconnected due to situations such as battery terminal or fuse replacement, after the battery is reconnected, the SRVD will be activated.

■ Certification for the Subaru Rear Vehicle Detection (SRVD)

- U.S.-spec. models

FCC ID: OAYSRR2A



CAUTION

FCC WARNING

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

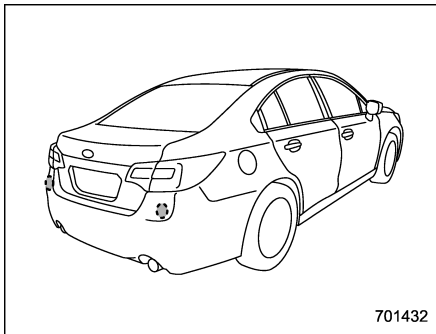
- Canada-spec. models

Canada 310

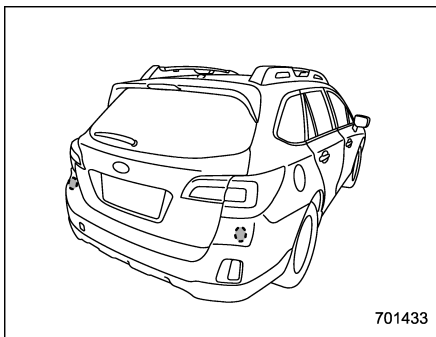
This device complies with Industry Canada licence-exempt RSS standard (s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including

interference that may cause undesired operation of the device.

■ Handling of radar sensors



Radar sensors (Legacy)



Radar sensors (Outback)

The radar sensors, one on each side of the vehicle, are mounted inside the rear bumper.

To ensure correct operation of the SRVD, observe the following precautions.

- Always keep the bumper surface near the radar sensors clean.
- Do not affix any stickers or other items on the bumper surface near the radar sensors.
- Do not modify the bumper near the radar sensors.
- Do not paint the bumper near the radar sensors.
- Do not expose the bumper near the radar sensors to strong impacts. If a sensor becomes misaligned, a system malfunction may occur, including the inability to detect vehicles entering the detection areas. If any strong shock is applied to the bumper, be sure to contact your SUBARU dealer for inspection.
- Do not disassemble the radar sensors.

NOTE

If the radar sensors require repair or replacement, or the bumper area around the radar sensors requires repair, paintwork or replacement, contact your SUBARU dealer for assistance.

