



**Subaru of America, Inc.**  
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## **Position Statement**

### **Subject: Pre- and Post-Scanning of Collision Vehicles**

Subaru of America, Inc., Aug 2020 - With each new model, Subaru makes advancements in technology that assist in the operation and safety of our vehicles. These advancements incorporate different sensors, cameras, control units, as well as other components, to assist with the functionality of the vehicle. They are a critical part of vehicle operation and the safety features in each Subaru vehicle.

In the event of a collision, these components could incur damage, which may trigger diagnostic trouble codes (DTC), but may not be evident via a warning light on the instrument cluster. Subaru defines a collision as damage that exceeds minor outer body panel cosmetic distortion. During collision repairs, it is critical the proper function of these systems and features be restored back to pre-collision condition and performance. If these components are not evaluated, it could have a direct effect on vehicle operation and safety.

For Subaru vehicles from model year 2004 and forward involved in a collision, Subaru collision repair procedure requires that pre-repair scanning be performed. Pre-scanning will reveal DTCs for items that are not functioning properly in the vehicle. It allows a shop to identify any issues early in the estimate process, allowing a more complete estimate and encompassing repair process.

Additionally, Subaru collision repair procedure also requires that post-repair scanning be performed on these vehicles. Post-scanning is critical in ensuring the malfunctioning items have been repaired and there are no remaining DTCs. It may also assist in assuring the appropriate calibrations and reinitializations have been performed.

Subaru of America's position is that the only way to accurately determine pre- and post-collision status of a Subaru vehicle is by use of the Subaru Diagnostic System (SDS) using OEM Subaru Select Monitor 3 (SSM3) and OEM Subaru Select Monitor 4 (SSM4) diagnostic software applications and a Denso DST-i interface device. Information regarding the purchase of the Subaru tools and software can be found in the **Subaru Technical Information System (STIS)** at <https://techinfo.subaru.com> > **Information > Special Tool Information**. Subaru does not test or validate other diagnostic scan tools or interfaces in the market and therefore cannot comment on their capabilities or accuracy. Always refer to the applicable Subaru Service Manual or Technical Service Bulletin (TSB) for the most up-to-date repair procedures.



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Some safety and driver assistive systems will require inspections, calibration, and/or aiming after collision or other body repairs. Any time a collision repair is performed, always refer to the appropriate Body Repair Manual and Service Manual for the most up-to-date repair procedures.

All Subaru technical information including Body Repair Manuals, Service Manuals, TSBs and more are available for purchase in **STIS** at <https://techinfo.subaru.com>>**Log in/My Account > Purchase a Subscription**. Subscription options are listed on the site.

If a collision repair is necessary, Subaru of America, Inc., strongly recommends that any repairs be performed by a Subaru Certified Collision Center using Subaru Genuine Parts designated for use in the specific Subaru vehicle being repaired, including all mechanical and electrical parts, body panels, and structural components.

Subaru Genuine Parts are manufactured to the same specifications and tolerances as the parts installed on factory new Subaru models. The use of Subaru Genuine Parts will help ensure the vehicle is restored back to its original pre-collision condition. The use of non-OEM components that may not be manufactured to the same specifications or tolerances as Subaru Genuine Parts could compromise occupant safety in a subsequent collision.

Aftermarket or substitute structural, body, mechanical or electrical repair parts are not covered under any Subaru warranty or Subaru Added Security agreement. Subaru of America, Inc., is not responsible for any resultant damage caused by the use and/or installation of any aftermarket substitute part(s).