

Troubleshooting Procedures

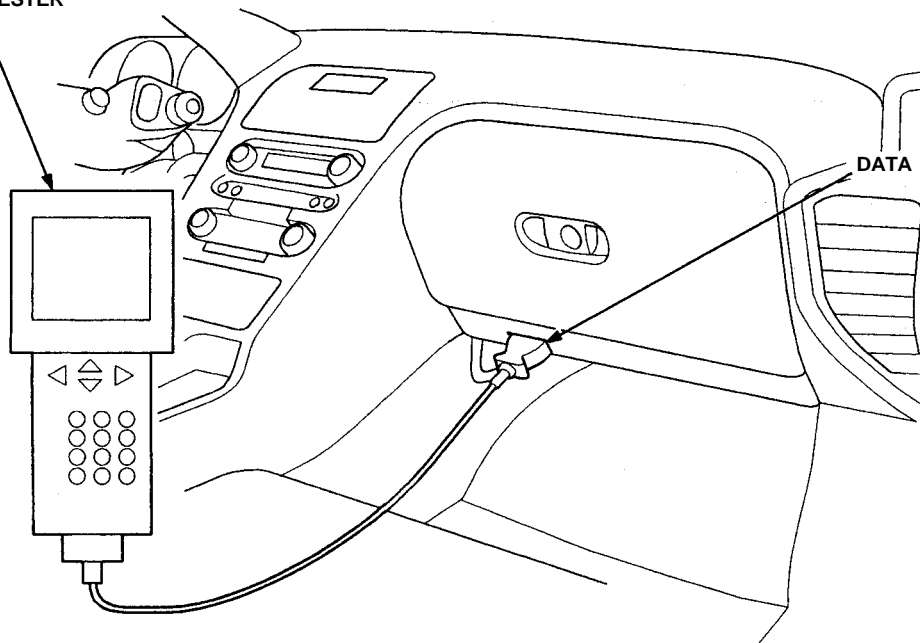
Checking the Diagnostic Trouble Code (DTC) with an OBD II Scan Tool or the Honda PGM Tester

When the TCM senses an abnormality in the input or output systems, the **D** indicator light in the gauge assembly will blink. When the 16P Data Link Connector (DLC) (located to the lower left of the glove compartment) is connected to the OBD II Scan Tool or Honda PGM Tester as shown, the scan tool or tester will indicate the Diagnostic Trouble Code (DTC) when the ignition switch is turned ON (II).

When the **D** indicator light has been reported on, connect the OBD II Scan Tool conforming to SAE J1978 or Honda PGM Tester to the DLC (16P) at the lower left of the glove compartment. Turn the ignition switch ON (II), and observe the DTC on the screen of the OBD II Scan Tool or Honda PGM Tester. After determining the DTC, refer to the electrical system Symptom-to-Component Chart on pages 14-8 and 14-9.

NOTE: See the OBD II Scan Tool or Honda PGM Tester user's manual for specific instructions.

OBD II SCAN TOOL or
HONDA PGM TESTER



Some PGM-FI problems will also make the **D** indicator light come on. After repairing the PGM-FI system, disconnect the CLOCK fuse (7.5 A) in the under-hood fuse/relay box for more than 10 seconds to reset the TCM memory, then recheck.

NOTE: Disconnecting the CLOCK fuse also cancels the radio preset stations and the clock setting. Make note of the radio presets before removing the fuse so you can reset them.

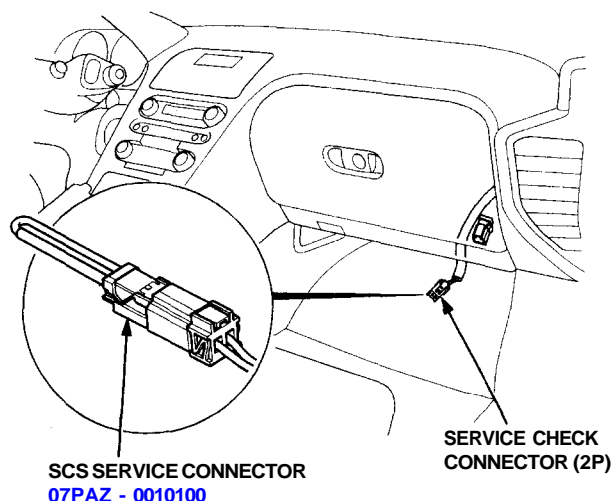
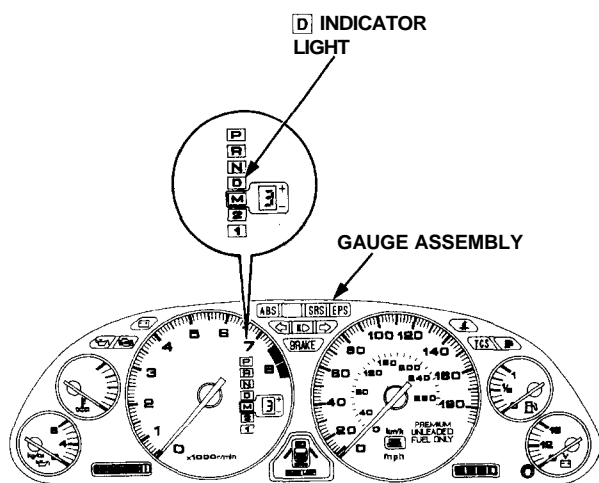


Checking the Diagnostic Trouble Code (DTC) with the Service Check Connector and Special Tool

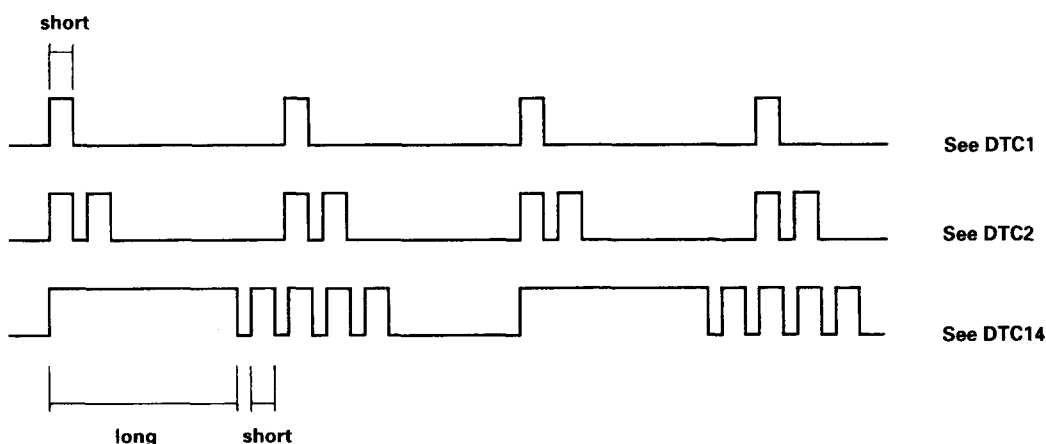
When the TCM senses an abnormality in the input or output systems, the **D** indicator light in the gauge assembly will blink.

When the Service Check Connector (2P) (located to the lower right of the glove compartment) is connected with the special tool as shown, the **D** indicator light will blink the Diagnostic Trouble Code (DTC) when the ignition switch is turned ON (II).

When the **D** indicator light has been reported on, connect the Service Check Connector (2P) to the special tool. Then turn the ignition switch ON (II) and observe the **D** indicator light.



Codes 1 through 9 are indicated by individual short blinks, codes 10 through 20 are indicated by a series of long and short blinks. One long blink equals 10 short blinks. Add the long and short blinks together to determine the code. After determining the code, refer to the electrical system Symptom-to-Component Chart on pages 14-8 and 14-9.



Some PGM-FI problems will also make the **D** indicator light come on. After repairing the PGM-FI system, disconnect the CLOCK fuse (7.5 A) in the under-hood fuse/relay box for more than 10 seconds to reset the TCM memory, then recheck.

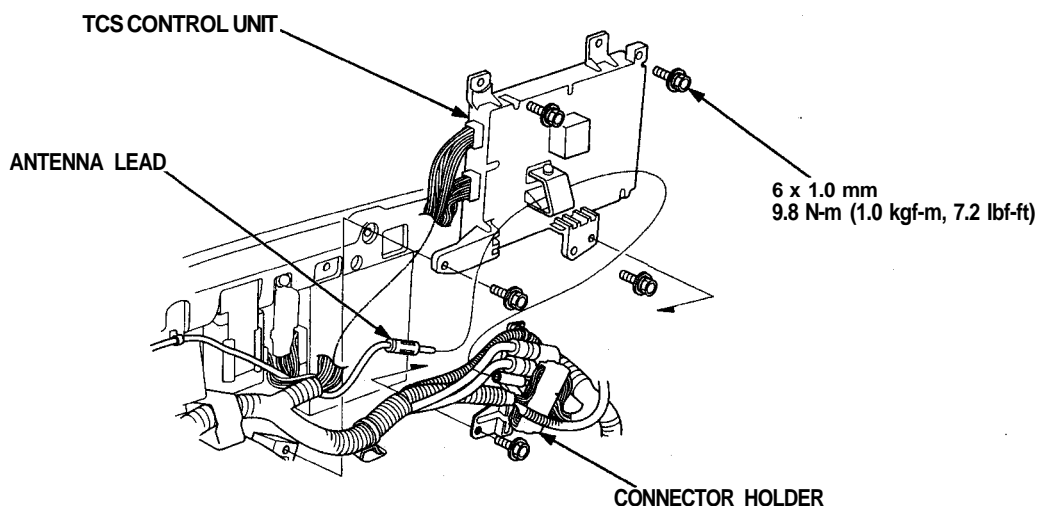
NOTE: Disconnecting the CLOCK fuse also cancels the radio preset stations and the clock setting. Make note of the radio presets before removing the fuse so you can reset them.

Troubleshooting Procedures

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS [section 24](#) before performing repairs or service.

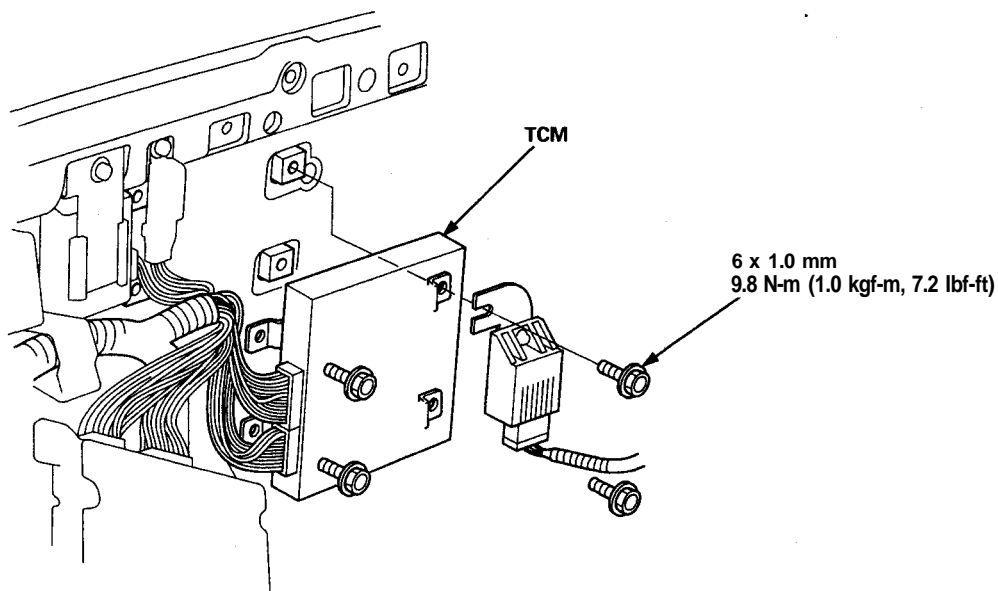
1. Remove the seat back panels (see [section 20](#)).
2. Remove the connector holder from the TCS control unit, and disconnect the antenna lead.
3. Remove the TCS control unit.

NOTE: Do not disconnect the connectors from the TCS control unit.



4. Disconnect the B (22P) connector from the TCM, then remove the TCM.

NOTE: Do not disconnect the A (26P) connector from the TCM while removing the TCM.



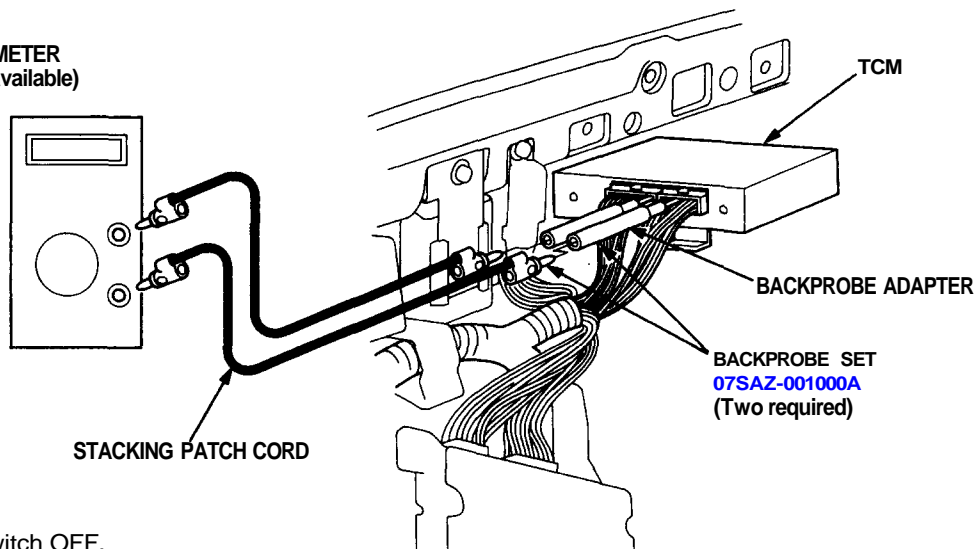


5. Inspect the circuit on the TCM according to the troubleshooting flowchart with the special tools and a digital multimeter as shown.

How to use the Backprobe Set

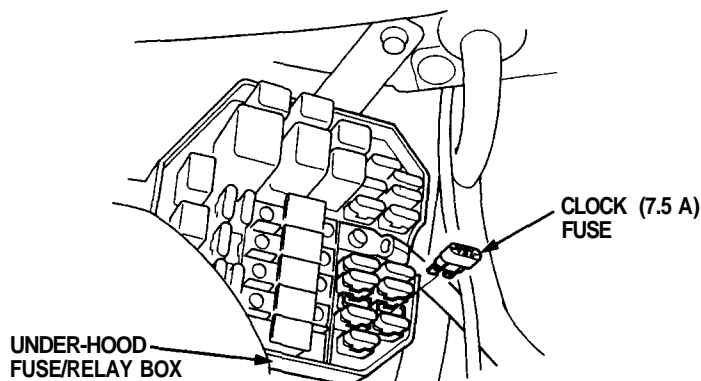
Connect the backprobe adapters to the stacking patch cords, and connect the cords to a multimeter. Using the wire insulation as a guide for the contoured tip of the backprobe adapter, gently slide the tip into the connector from the wire side until it comes in contact with the terminal end of the wire.

DIGITAL MULTIMETER
(Commercially available)
KS-AHM-32-003.
or equivalent



TCM Reset Procedure

1. Turn the ignition switch OFF.
2. Remove the No. 33 CLOCK fuse (7.5 A) from the under-hood fuse/relay box for 10 seconds to reset the TCM.
NOTE:
 - Disconnecting the No. 33 CLOCK fuse also cancels the radio preset stations and clock setting. Make note of the radio presets before removing the fuse so you can reset them.
 - The TCM memory cannot be cleared by using the OBD II scan Tool or Honda PGM Tester; be sure to remove the CLOCK fuse to reset the TCM.



Final Procedure

NOTE: This procedure must be done after any troubleshooting.

1. Turn the ignition switch OFF.
2. Reset the TCM.
3. Disconnect the OBD II Scan Tool or Honda PGM Tester from the Data Link Connector, or remove the special tool from the Service Check Connector.
4. Turn the ignition switch ON (II), and set the radio presets and clock setting.