



MIL Circuit Troubleshooting

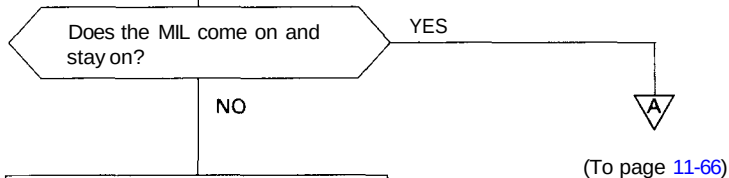
Turn the ignition switch ON (II) and watch the Malfunction Indicator Lamp (MIL).

NOTE:

If this symptom is intermittent, check for the following problems.

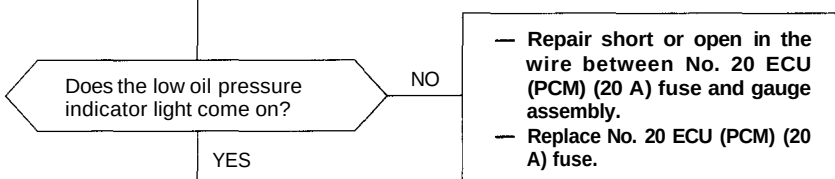
- The MIL never comes on after the ignition switch is turned ON (II).
 - A loose No. 6 ECU (PCM) (20 A) fuse in the under-dash fuse/relay box
 - A loose No. 22 FUEL PUMP (20 A) fuse in the under-dash fuse/relay box
 - An intermittent short in the wire between the PCM (A7) and the gauge assembly
 - An intermittent short in the wire between the PCM (D10) and the MAP sensor
 - An intermittent short in the wire between the PCM (D21) and the TP sensor, EGR valve position sensor, fuel tank pressure sensor, TCS control valve angle sensor (with TCS, VSA*)
 - A loose No. 25 IG COIL (30 A) fuse in the under-dash fuse/relay box
 - PGM-FI main relay
- The MIL stays on or comes on after 2 seconds with the ignition switch turned ON (II).
 - An intermittent short in the wire between the PCM (C5) and the service check connector, data link connector*
 - An intermittent open in the wires between the PCM (D22) and the service check connector
 - An intermittent short in the wire between the PCM (A7) and the gauge assembly.
- See the OBDII scan tool or Honda PGM Tester user's manuals for specific operating instructions.

*: '00 - 01 models

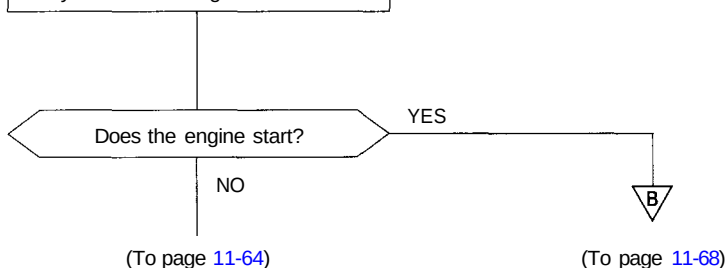


Check the fuse:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).



Check the engine starting: Try to start the engine.



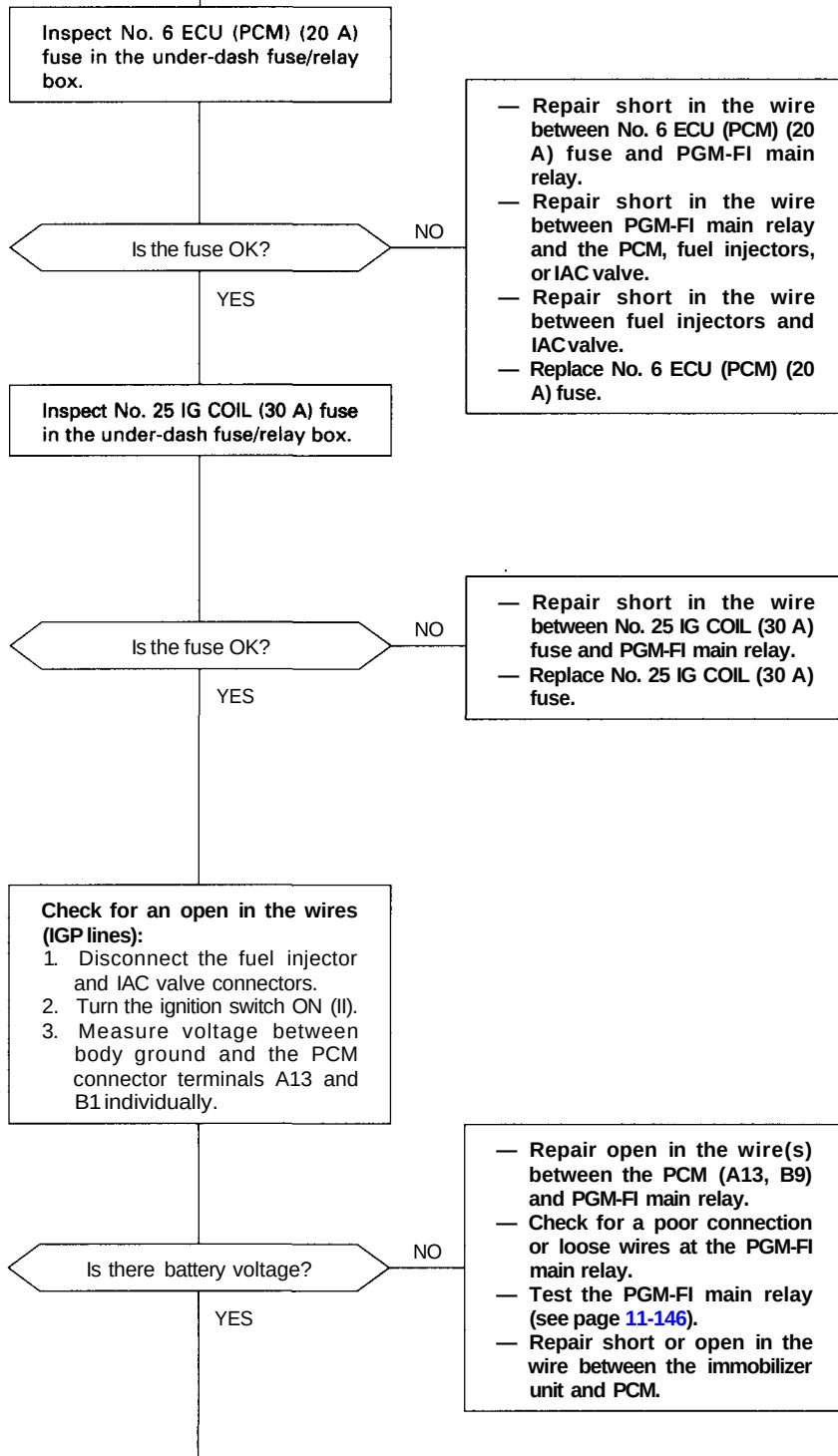
*: '00 - 01 models

(cont'd)

PGM-FI System

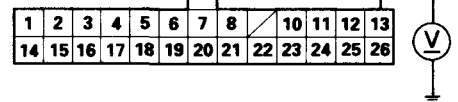
MIL Circuit Troubleshooting (cont'd)

(From page 11-63)

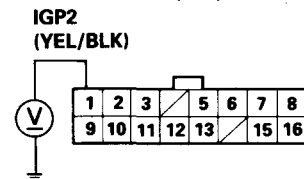


(To page 11-65)

PCM CONNECTORS
A (26P)



B (16P)



Wire side of female terminals



(From page 11-64)

Check for an open in the wires (PG, LG lines):

1. Reconnect the fuel injector and IAC valve connectors.
2. Measure voltage between body ground and the PCM connector terminals A12, A25, A26, and B9 individually.

Is there less than 1.0V?

NO

Repair open in the wire(s) between the PCM and G101 that had more than 1.0 V.

YES

Check for a short in the wires (VCC1, VCC2 lines):

Measure voltage between body ground and the PCM connector terminals D10 and D21 individually.

Is there approx. 5 V?

NO

Check for a short in a sensor:

While measuring voltage between body ground and the PCM connector terminals D10 and D21 individually, disconnect the 3P connector of each sensor one at a time.

- MAP sensor
- TP sensor
- EGR valve lift sensor
- Fuel tank pressure sensor
- TCS/VSA* control valve angle sensor (with TCS/VSA*)

Is there approx. 5 V?

YES

Replace the sensor that had approx. 5 V.

NO

Check for a short in the wires (VCC1, VCC2 lines):

1. Turn the ignition switch OFF.
2. Disconnect the ECM connector D (22P).
3. Check for continuity between body ground and ECM connector terminals D10 and D21 individually.

Is there continuity?

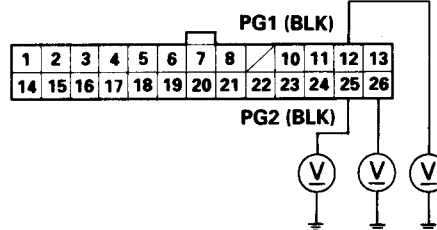
YES

Repair short in the wire between the MAP sensor, TP sensor, EGR valve position sensor, Fuel tank pressure sensor or TCS/VSA* control valve angle sensor (with TCS/VSA*) and PCM.

NO

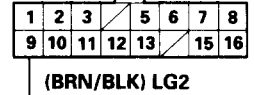
Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom/indication goes away, replace the original PCM.

PCM CONNECTOR A (26P)



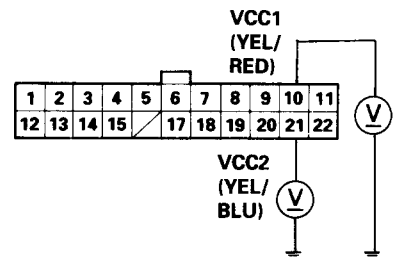
LG1 (BRN/BLK)

B (16P)

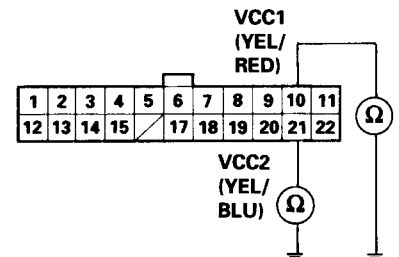


Wire side of female terminals

PCM CONNECTOR D (22P)



Wire side of female terminals



(cont'd)

PGM-FI System

MIL Circuit Troubleshooting (cont'd)

(From page 11-63)



Check the Diagnostic Trouble Code(DTC):

1. Turn the ignition switch OFF.
2. Honda PGM Tester.
3. Turn the ignition switch ON (II).
4. Read the DTC with the Honda PGM Tester.

Are any DTC(s) indicated?

YES

Go to the DTC Troubleshooting Index (see page 11-53).

NO

Check for a short in the wire (SCS line):

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between PCM connector terminal C5 and body ground.

Is there approx. 5 V (or battery voltage)?

NO

Repair short in the wire between the service check connector, data link connector* and PCM (C5).

YES

Check for a short in the wire (K-line):

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector D (22P).
3. Check for continuity between the Data link connector (DLC) 16P connector terminal No. 15 and body ground.

Is there continuity?

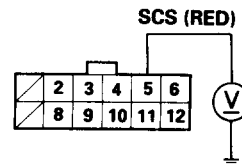
YES

Repair short in the wire between the DLC and PCM (D4).

NO

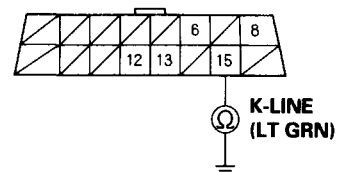
(To page 11-67)

PCM CONNECTOR C (12P)



Wire side of female terminals

DATA LINK CONNECTOR (DLC) (16P)



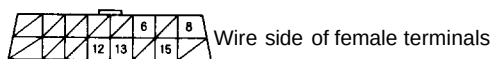
Wire side of female terminals

*: '00 - 01 models

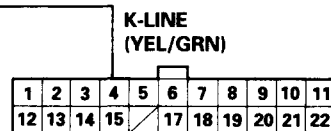


(From page 11-66)

DATA LINK CONNECTOR (DLC) (16P)

K-LINE
(YEL/
GRN)

PCM CONNECTOR D (22P)



Wire side of female terminals

Check for an open in the wire (K-line):
Check for continuity between the DLC 16P connector terminal No. 15 and PCM connector terminal D4.

Is there continuity?

NO

Repair open in the wire between the DLC and PCM (D4).

YES

Check for a short in the wire (MIL line):
Turn the ignition switch ON (II).

Does the MIL come on?

YES

Repair short in the wire between the gauge assembly and PCM (A7).

NO

Substitute a known-good PCM and recheck (see page 11-41 for immobilizer information). If symptom/indication goes away, replace the original PCM.

(cont'd)

PGM-FI System

MIL Circuit Troubleshooting (cont'd)

(From page 11-63)

B

Check for an open in the wire or bulb (MIL line):

1. Turn the ignition switch OFF.
2. Connect PCM connector terminal A7 and body ground with a jumper wire.
3. Turn the ignition switch ON (II).

Does the MIL come on?

NO

- Repair open in the wires between the PCM (A7) and gauge assembly.
- Replace the MIL bulb.

YES

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom/indication goes away, replace the original PCM.

PCM CONNECTOR A (26P)

JUMPER WIRE

MIL (LT GRN/RED)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

Wire side of female terminals