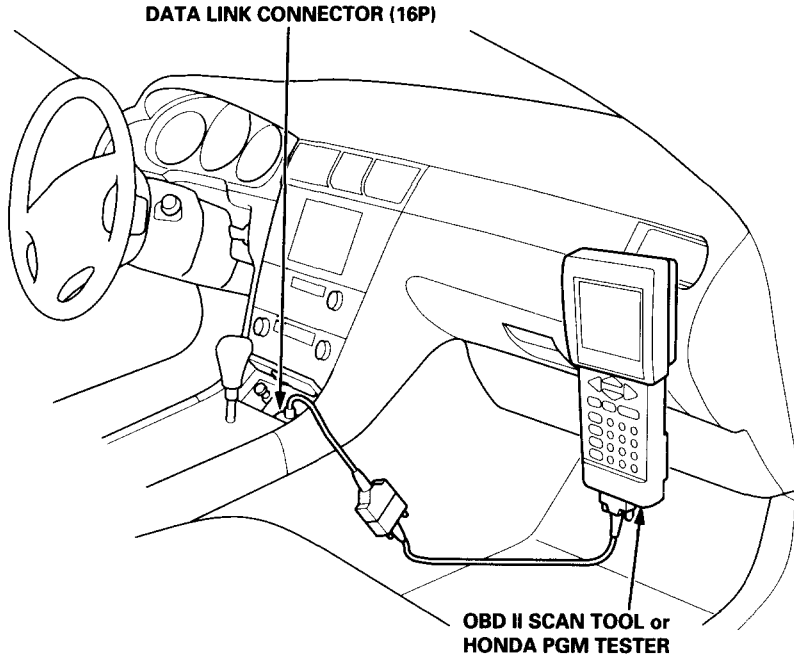


Troubleshooting Procedures

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

When the PCM senses an abnormality in the input or output systems, the **D₄** indicator light in the gauge assembly will blink. When the 16P Data Link Connector (DLC) (located behind the ashtray) 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).



If the **D₄** indicator light or the MIL has been reported on, or if a driveability problem is suspected, follow this procedure:

1. Connect the OBD II Scan Tool (conforming to SAE J1978) or Honda PGM Tester to the 16P DLC.
(See the OBD II Scan Tool or Honda PGM Tester user's manual for specific instructions. If you are using the Honda PGM Tester, make sure it is set to the SAE DTC type.)
2. Turn the ignition switch ON (II), and observe the DTC on the screen.
3. Record all fuel and emissions DTCs, A/T DTCs, and freeze data.
4. If there is a fuel and emissions DTC, first check the fuel and emissions system as indicated by the DTC (except for DTC P0700). DTC P0700 means there is one or more A/T DTC, and no problems were detected in the fuel and emissions circuit of the PCM.
5. Get the anti-theft code for the radio, then write down the radio station presets.
6. Reset the memory with the PGM Tester or by removing the BACK UP fuse in the under-hood fuse/relay box for more than 10 seconds.
7. Drive the vehicle for several minutes at speeds over 30 mph (50 km/h), and then recheck for DTCs. If the A/T DTC returns, go to the Symptom-to-Component Chart (page [14-56](#) and [14-57](#)). If the DTC does not return, there was an intermittent problem within the circuit. Make sure all pins and terminals in the circuit are tight, and then go to step 8.
8. Enter the anti-theft code for the radio, reset the radio preset stations, and set the clock.

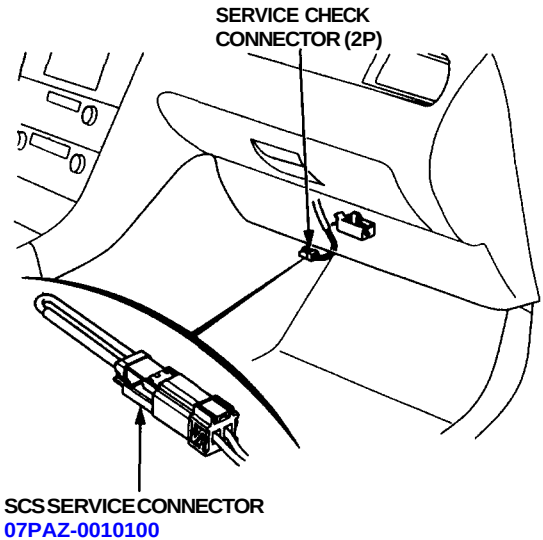
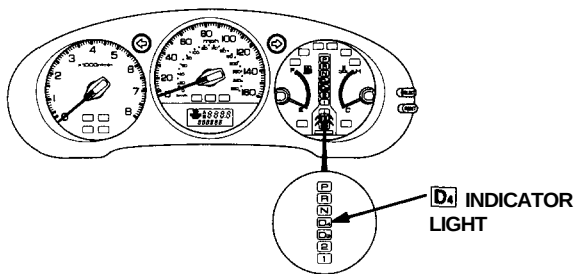


Checking the Diagnostic Trouble Code (DTC) with the Service Check Connector and Special Tool

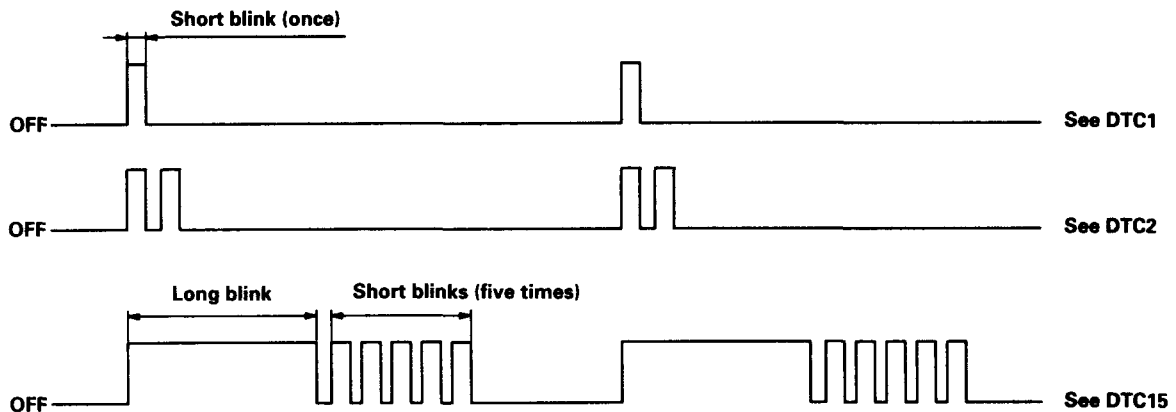
When the PCM senses an abnormality in the input or output systems, the **D_A** indicator light in the gauge assembly will blink. When the Service Check Connector (located under the dash on the passenger side) is connected with the special tool as shown, the **D_A** indicator light will blink the Diagnostic Trouble Code (DTC) when the ignition switch is turned ON (II).

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

GAUGE ASSEMBLY



Codes 1 through 9 are indicated by individual short blinks. Codes 10 and above 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 [14-56](#) and [14-57](#).



NOTE:

- Disconnecting the BACK UP, RADIO fuse also cancels the radio anti-theft code, preset stations and the clock setting. Get the customer's code number, and make note of the radio presets before removing the fuse so you can reset them.
- The PCM memory must be reset after reconnecting the battery or the BACK UP, RADIO fuse (see page [11-111](#)).

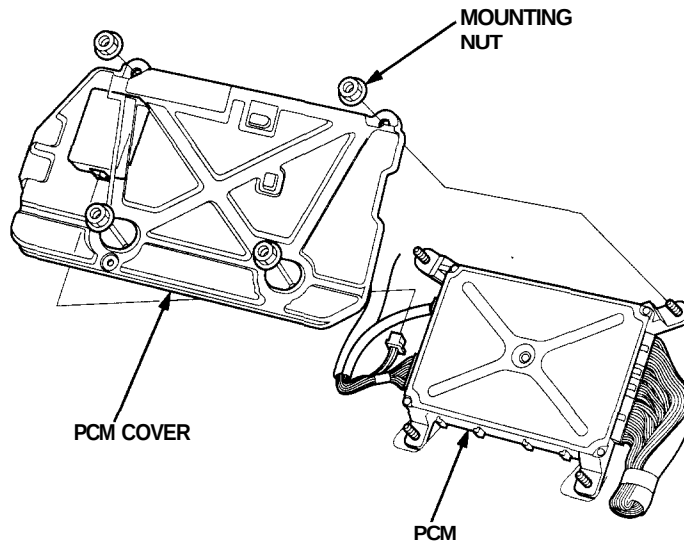
(cont'd)

Troubleshooting Procedures

(cont'd)

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.

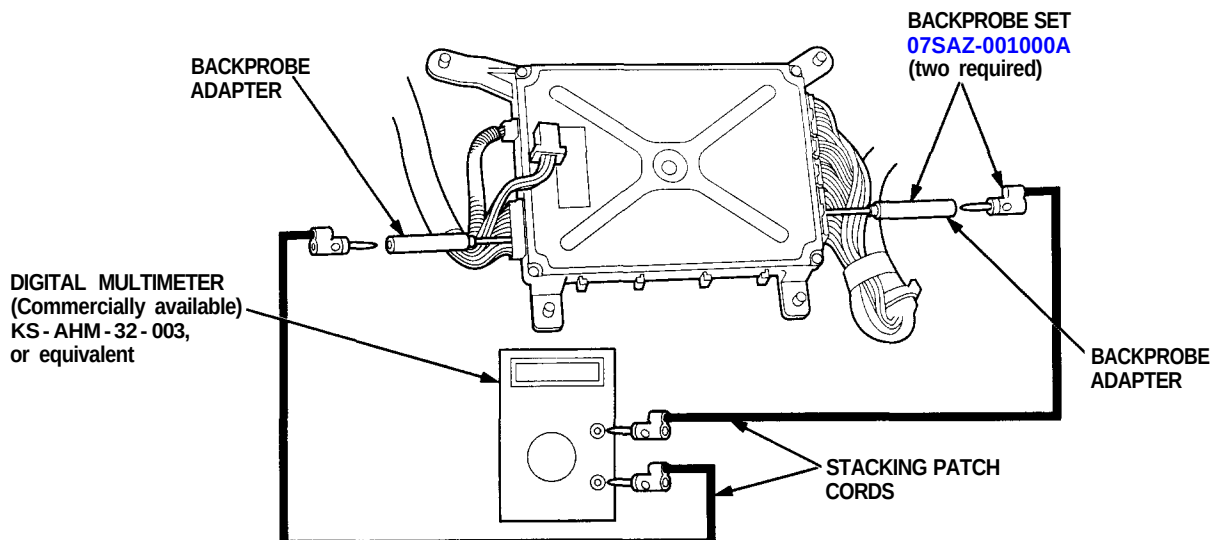
1. Remove the right door sill molding (see section 20).
2. Pull the carpet back to expose the PCM.
3. Remove the PCM cover mounting nuts, then turn the PCM over.

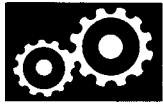


4. Inspect the circuit on the PCM according to the troubleshooting flowchart with the special tools and a digital multimeter as shown.

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.



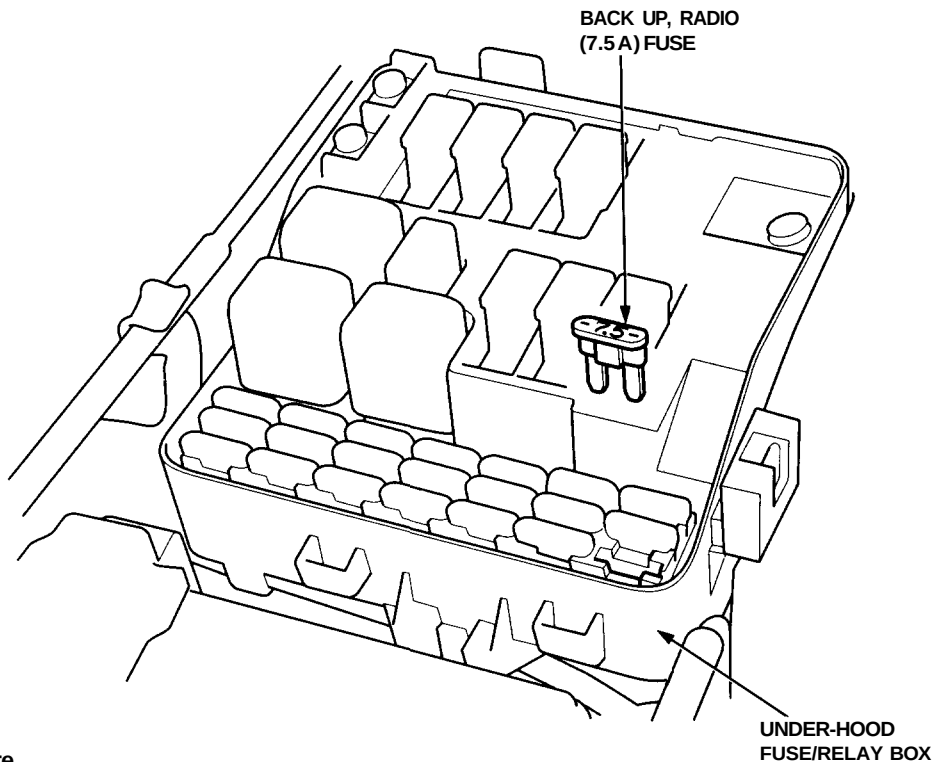


PCM Reset Procedure

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Turn the ignition switch OFF.
3. Remove the No. 56 BACK UP, RADIO fuse (7.5 A) from the under-hood fuse/relay box for 10 seconds to reset the PCM.

NOTE:

- The A/T control system memory cannot be cleared by using the OBD II Scan Tool or Honda PGM Tester; be sure to remove the BACK UP, RADIO fuse to reset the A/T control system memory.
- The PCM memory must be reset after reconnecting the battery or the BACK UP, RADIO fuse (see page [11-111](#)).



Final Procedure

NOTE: This procedure must be done after any troubleshooting.

1. Turn the ignition switch OFF.
2. Disconnect the OBD II Scan Tool or Honda PGM Tester from the Data Link Connector (16P), or remove the special tool from the Service Check Connector.
3. Reset the PCM.
4. Turn the ignition switch ON (II).
5. Enter the anti-theft code for the radio, then enter the customer's radio station presets.
6. Memorize the engine idle speed signal in the PCM (see page [11-111](#)).