

Engine Cooling

Cooling System

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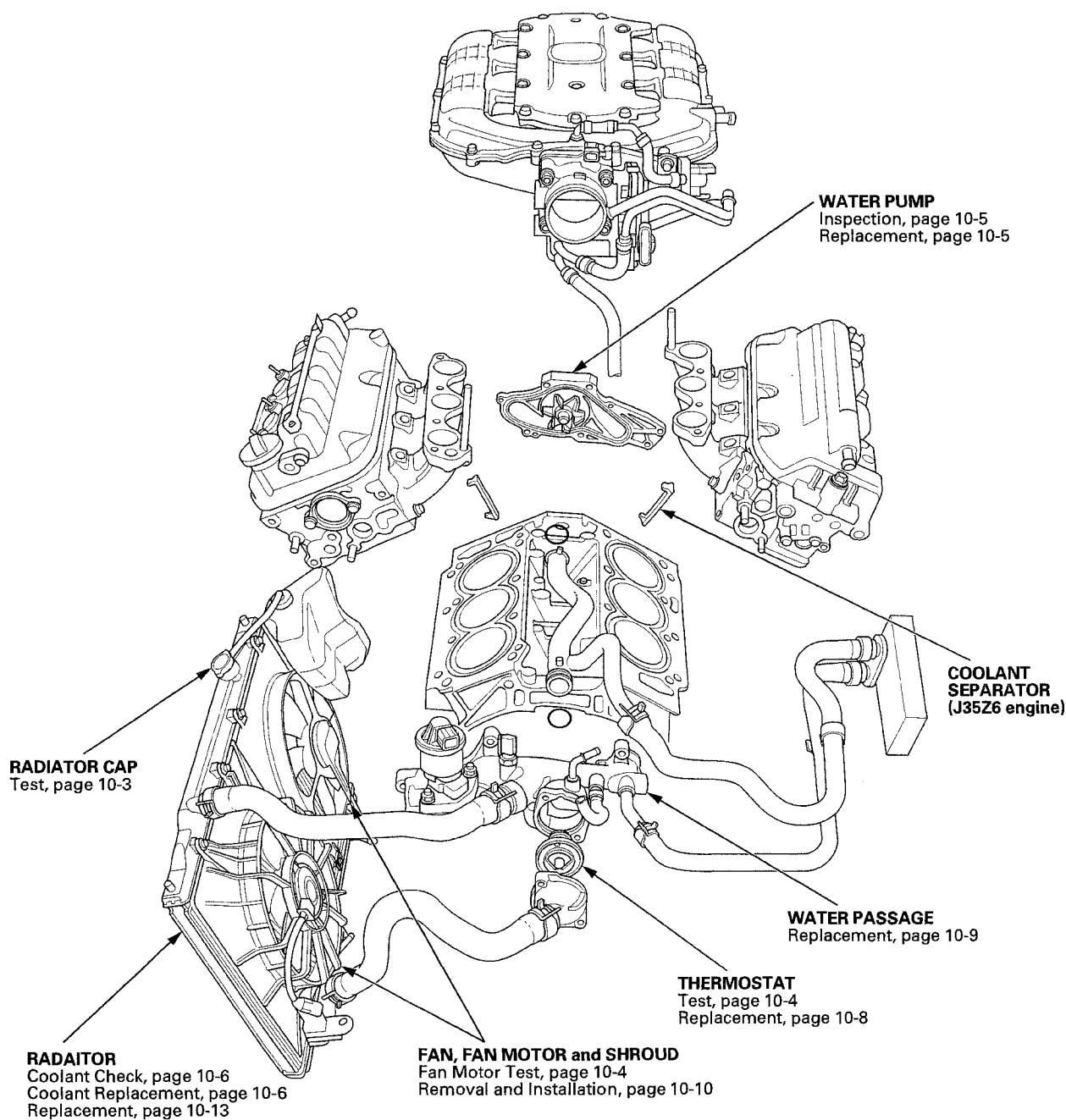
Fan Controls

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Cooling System

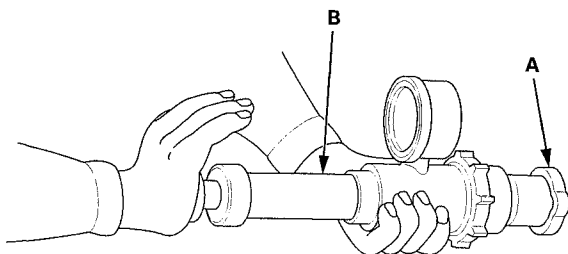
Component Location Index





Radiator Cap Test

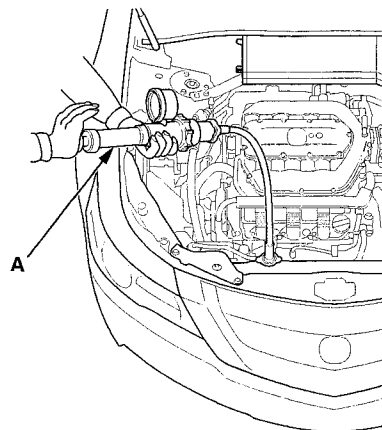
1. Remove the engine compartment covers (see page 20-186).
2. Wait until the engine is cool, then carefully remove the radiator cap (A). Wet the radiator cap seal with engine coolant, then install it on a commercially available pressure tester (B).



3. Apply a pressure of 93—123 kPa (0.95—1.25 kgf/cm², 13.5—18 psi).
4. Check for a drop in pressure.
5. If the pressure drops, replace the radiator cap.
6. Install the engine compartment covers (see page 20-186).

Radiator Test

1. Remove the engine compartment covers (see page 20-186).
2. Wait until the engine is cool, then carefully remove the radiator cap, and fill the radiator with engine coolant to the base of the filler neck.
3. Attach a commercially available pressure tester (A) to the radiator, and apply a pressure of 93—123 kPa (0.95—1.25 kgf/cm², 13.5—18 psi).

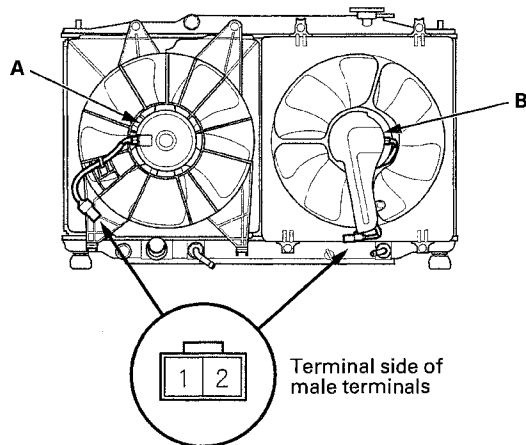


4. Inspect for engine coolant leaks and a drop in pressure.
5. Remove the tester, then reinstall the radiator cap.
6. Install the engine compartment covers (see page 20-186).

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Fan Motor Test

1. Remove the engine compartment covers (see page 20-186).
2. Disconnect the 2P connectors from the radiator fan motor (A) and the A/C condenser fan motor (B).



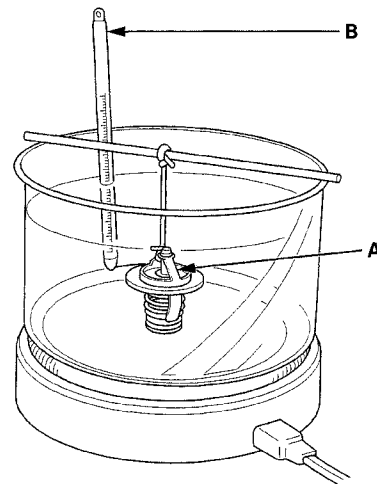
3. Test each motor by connecting battery power to terminal No. 2 and ground to terminal No. 1.
4. If either motor fails to run or does not run smoothly, replace it (see page 10-10).
5. Install the engine compartment covers (see page 20-186).

Thermostat Test

Replace the thermostat (see page 10-8) if it is stuck in the open position at room temperature.

To test a closed thermostat:

1. Suspend the thermostat (A) in a container of water. Do not let the thermostat and the thermometer (B) touch the bottom of the hot container.



2. Heat the water and check the temperature with a thermometer. Check the temperature at which the thermostat first opens, and at which it is fully open.
3. Measure the lift height of the thermostat when it is fully open.

Standard Thermostat

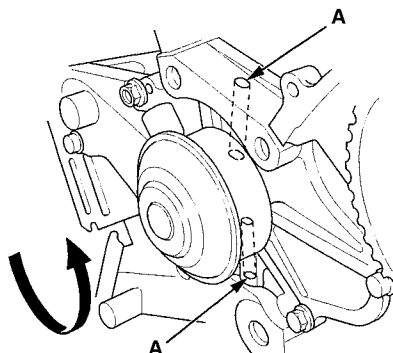
Lift Height: Above 10.0 mm (0.39 in)
Starts Opening: 169–176°F (76–80°C)
Fully Open: 194°F (90°C)



Water Pump Inspection

1. Remove the timing belt:
 - J35Z6 engine (see page 6-15)
 - J37A4 engine (see page 6-78)
2. Turn the water pump pulley counterclockwise, and check that it turns freely. If it does not turn freely, replace the water pump (see page 10-5).

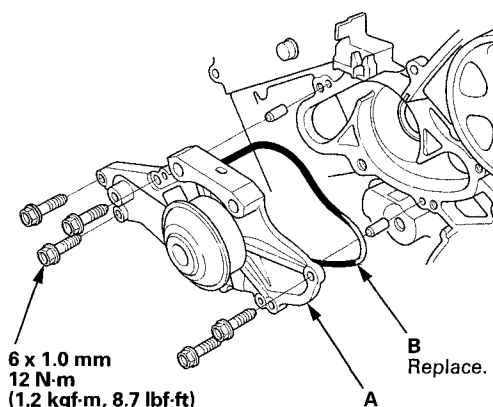
NOTE: When you check the water pump, you may see a small amount of "weeping" from the bleed holes (A). This is normal.



3. Install the timing belt:
 - J35Z6 engine (see page 6-17)
 - J37A4 engine (see page 6-80)

Water Pump Replacement

1. Drain the engine coolant (see page 10-6).
2. Remove the timing belt:
 - J35Z6 engine (see page 6-15)
 - J37A4 engine (see page 6-78)
3. Remove the timing belt adjuster:
 - J35Z6 engine (see page 6-26)
 - J37A4 engine (see page 6-89)
4. Remove the five bolts securing the water pump (A), then remove the water pump.

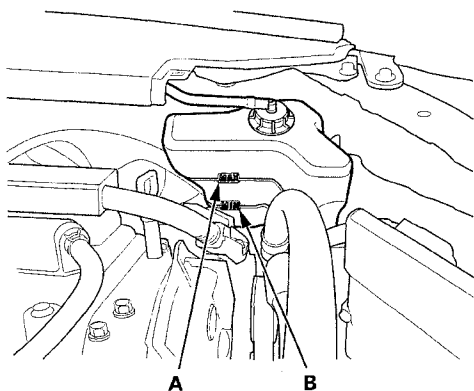


5. Inspect and clean the O-ring groove and the mating surface of the engine block.
6. Install the water pump with a new O-ring (B).
7. Clean up any spilled engine coolant.
8. Install the timing belt adjuster:
 - J35Z6 engine (see page 6-26)
 - J37A4 engine (see page 6-89)
9. Install the timing belt:
 - J35Z6 engine (see page 6-17)
 - J37A4 engine (see page 6-80)
10. Refill the radiator with engine coolant, and bleed the air from the cooling system (see step 8 on page 10-7).

Cooling System

Coolant Check

1. Remove the engine compartment covers (see page 20-186).
2. Check the coolant level in the coolant reservoir. Make sure it is between the MAX mark (A) and the MIN mark (B).



3. If the coolant level in the coolant reservoir is at or below the MIN mark, add coolant to bring it between the MIN and MAX marks, then inspect the cooling system for leaks.
4. Check the coolant level in the radiator, and add ACURA Long Life Antifreeze/Coolant Type2 into the radiator up to the base of the filler neck, if needed.

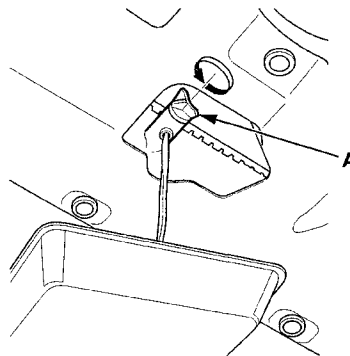
NOTE :

- Always use Acura Long Life Antifreeze/Coolant Type 2. Using a non-Acura coolant can result in corrosion, causing the cooling system to malfunction or fail.
- Acura Long Life Antifreeze/Coolant Type 2 is a mixture of 50 % antifreeze and 50 % water. Do not add water.

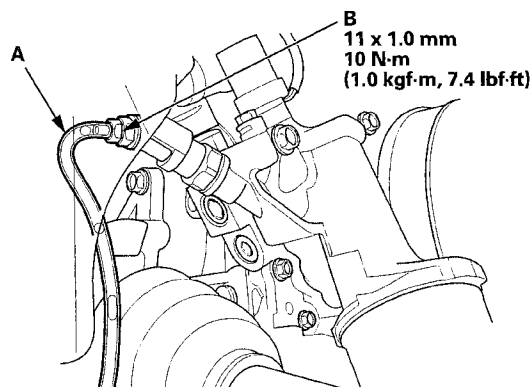
5. Install the engine compartment covers (see page 20-186).

Coolant Replacement

1. Remove the engine compartment covers (see page 20-186).
2. Wait until the engine is cool, then carefully remove the radiator cap.
3. Loosen the drain plug (A), and drain the coolant.



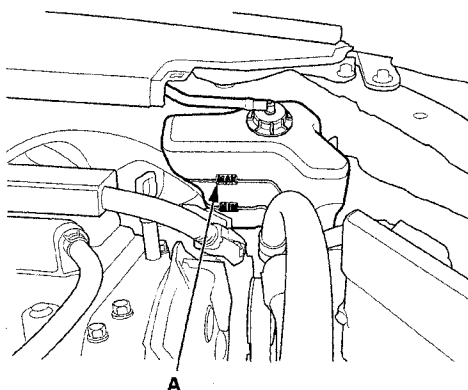
4. Install a rubber hose (A) on the drain bolt (B) located at the rear of the engine block, then loosen the drain bolt.



5. When the coolant stops draining, tighten the drain bolt. Remove the rubber hose.
6. Tighten the radiator drain plug securely.
7. Remove, drain, and reinstall the coolant reservoir.



8. Fill the coolant reservoir to the MAX mark (A) with Acura Long Life Antifreeze/Coolant Type 2.



9. Pour Acura Long Life Antifreeze/Coolant Type 2 into the radiator up to the base of the filler neck.

NOTE:

- Always use Acura Long Life Antifreeze/Coolant Type 2. Using a non-Acura coolant can result in corrosion, causing the cooling system to malfunction or fail.
- Acura Long Life Antifreeze/Coolant Type 2 is a mixture of 50 % antifreeze and 50 % water. Do not add water.

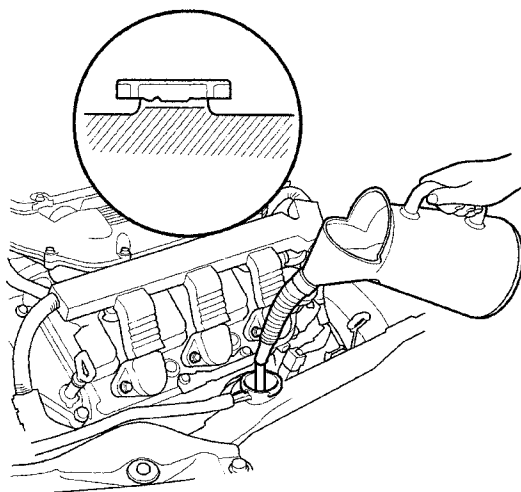
Engine Coolant Refill Capacities (Including the coolant reservoir capacity of 0.69 L (0.182 US gal))

At Coolant Change:

6.3 L (1.66 US gal)

After Engine Overhaul:

8.3 L (2.19 US gal)



10. Loosely install the radiator cap.
11. Set the heater temperature control to maximum heat.
12. Start the engine, and let it run until it warms up (the radiator fan comes on at least twice).
13. Turn off the engine. Check the level in the radiator, and add Acura Long Life Antifreeze/Coolant Type 2, if needed.
14. Put the radiator cap on securely, then run the engine again, and check for leaks.
15. Clean up any spilled engine coolant.
16. Install the engine compartment covers (see page 20-186).
17. If the maintenance minder required engine coolant replacement, reset the maintenance minder (see page 3-4), and this procedure is complete. If the maintenance minder did not require engine coolant replacement, go to step 18.
18. Turn the ignition switch to LOCK (0), or press the engine start/stop button to select the OFF mode.
19. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
20. Turn the ignition switch to ON (II), or press the engine start/stop button to select the ON mode.
21. Make sure the HDS communicates with the vehicle and the engine control module (ECM)/powertrain control module (PCM). If it does not communicate, troubleshoot the DLC circuit (see page 11-258).

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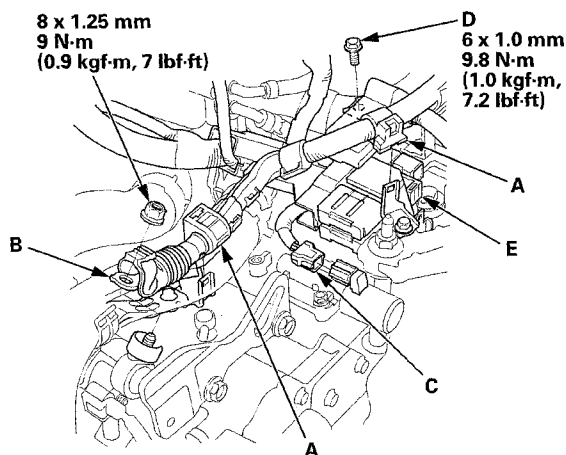
Cooling System

Coolant Replacement (cont'd)

22. Select GAUGES in the BODY ELECTRICAL with the HDS.
23. Select ADJUSTMENT in the GAUGES with the HDS.
24. Select MAINTENANCE MINDER in the ADJUSTMENT with the HDS.
25. Select RESET in the MAINTENANCE MINDER with the HDS.
26. Select MAINTENANCE SUB ITEM 5 RESET with the HDS.

Thermostat Replacement

1. Remove the engine compartment covers (see page 20-186).
2. Drain the engine coolant (see page 10-6).
3. Do the battery removal procedure (see page 22-87).
4. A/T model: Remove harness clamps (A) and disconnect the positive starter cable (B).

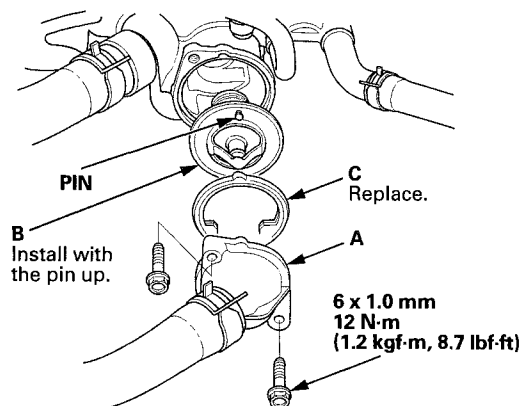


5. A/T model: Disconnect the A/T clutch pressure control solenoid valve C connector (C), and remove the bolt (D) and the harness holder (E).



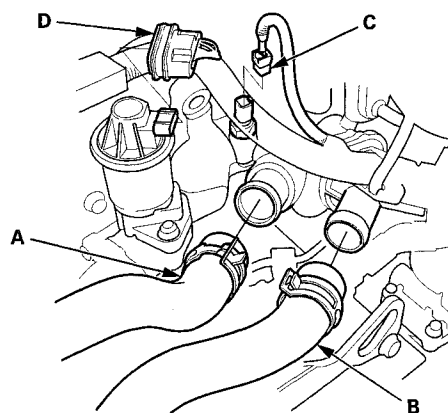
Water Passage Replacement

6. Remove the thermostat cover (A), then remove the thermostat (B).

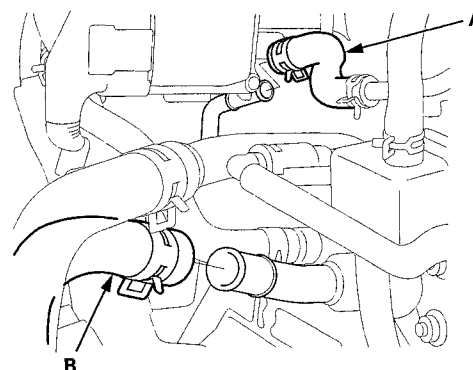


7. Install the new thermostat with a new rubber seal (C) in the reverse order of the removal.
8. Do the battery installation procedure (see page 22-87).
9. Refill the radiator with engine coolant, and bleed the air from the cooling system (see step 8 on page 10-7).
10. Clean up any spilled engine coolant.
11. Install the engine compartment covers (see page 20-186).

1. Remove the engine compartment covers (see page 20-186).
2. Drain the engine coolant (see page 10-6).
3. Do the battery removal procedure (see page 22-87).
4. Remove the intake manifold (see page 9-4).
5. Disconnect the upper radiator hose (A), the lower radiator hose (B), the engine coolant temperature (ECT) sensor 1 connector (C), and the exhaust gas recirculation (EGR) valve connector (D).



6. Disconnect the water bypass hose (A) and the heater hose (B).



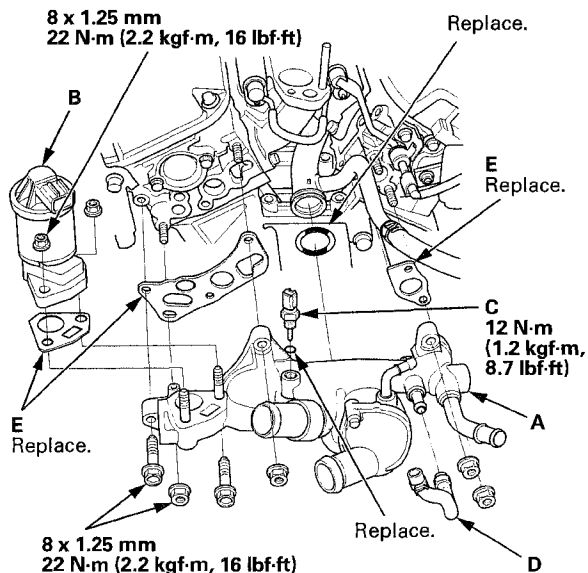
7. Remove the EGR pipe (see page 11-444).

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Cooling System

Water Passage Replacement (cont'd)

8. Remove the water passage (A), then remove the EGR valve (B), the ECT sensor 1 (C), and the water bypass hose (D).

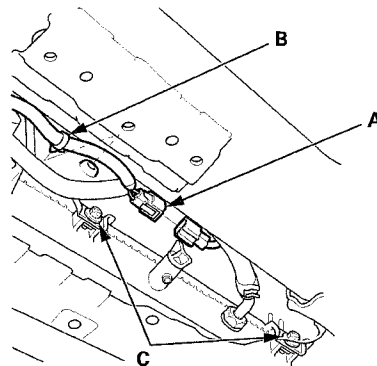


9. Install the water passage with new gaskets (E) in the reverse order of the removal.
10. Do the battery installation procedure (see page 22-87).
11. Refill the radiator with engine coolant, and bleed the air from the cooling system (see step 8 on page 10-7).
12. Clean up any spilled engine coolant.
13. Install the engine compartment covers (see page 20-186).

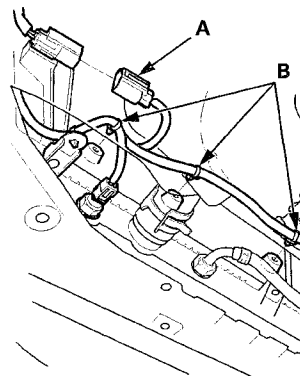
Fan, Fan Motor, and Shroud Removal and Installation

Removal

1. Remove the engine compartment covers (see page 20-186).
2. Do the battery removal procedure (see page 22-87).
3. Remove the battery base (see step 7 on page 5-3).
4. Remove the air intake duct splash separator (see step 4 on page 5-3).
5. Raise the vehicle on the lift.
6. Remove the splash shield (see page 20-205).
7. Disconnect the A/C condenser fan motor connector (A), and remove the harness clamp (B).



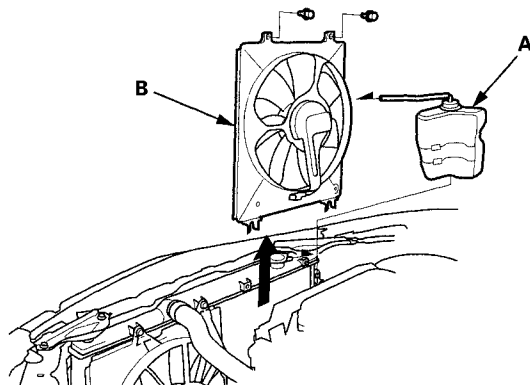
8. Loosen the A/C condenser fan shroud mounting bolts (C).
9. Disconnect the radiator fan motor connector (A), and remove the harness clamps (B).



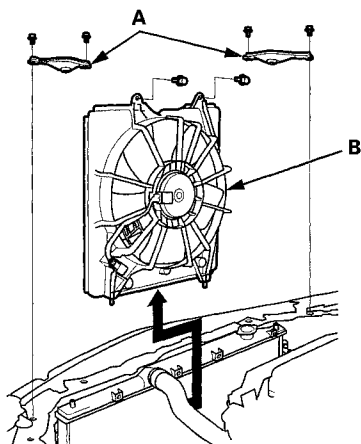


10. Lower the vehicle on the lift.

11. Remove the coolant reservoir (A), then remove the A/C condenser fan shroud assembly (B).



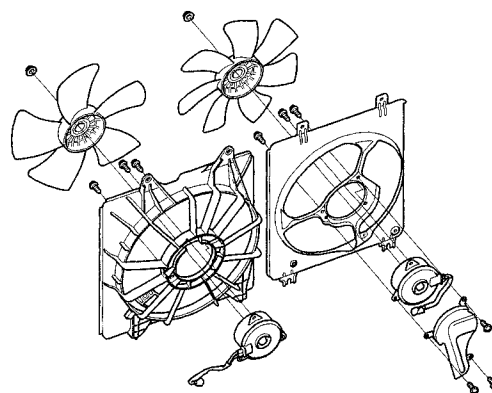
12. Remove the upper brackets (A).



13. Remove the radiator fan shroud assembly (B).

NOTE: Pull-up the radiator, then move the radiator fan shroud assembly toward the right side of the vehicle to allow for enough space to lift it up and away from the A/C condenser fan shroud assembly.

14. Disassemble the fan shrouds.

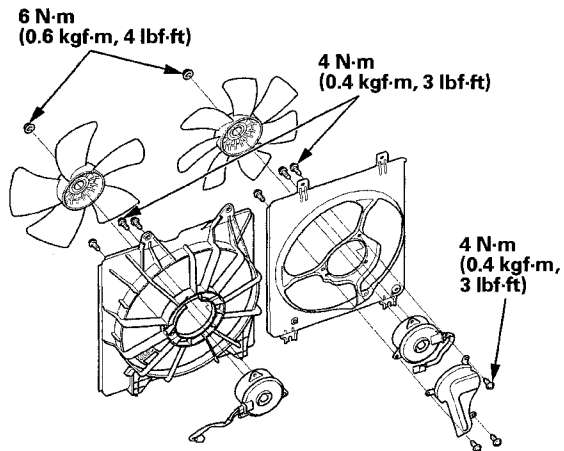


Cooling System

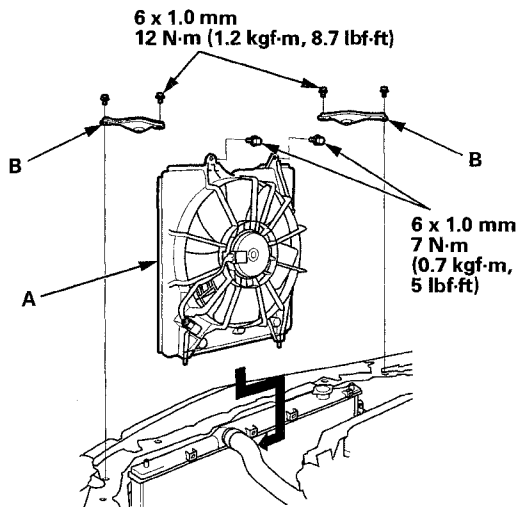
Fan, Fan Motor, and Shroud Removal and Installation (cont'd)

Installation

1. Assemble the fan shrouds.

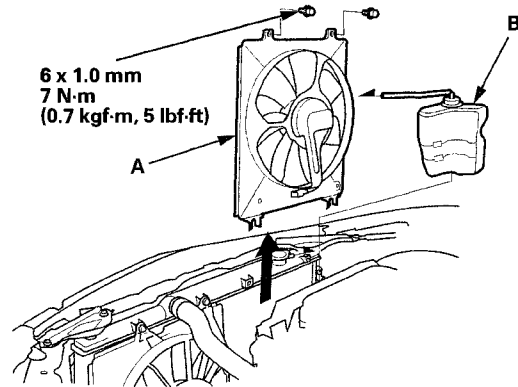


2. Install the radiator fan shroud assembly (A).



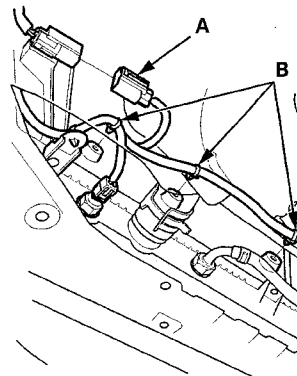
3. Install the upper brackets (B).

4. Install the A/C condenser fan shroud assembly (A), then install the coolant reservoir (B).



5. Raise the vehicle on the lift.

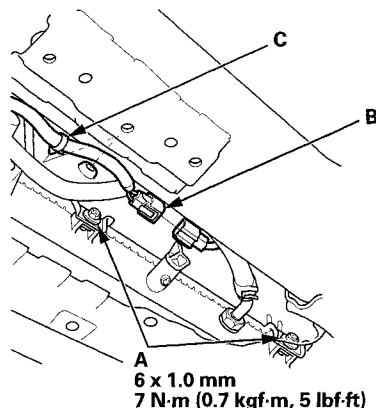
6. Connector the radiator fan motor connector (A), and install the harness clamps (B).





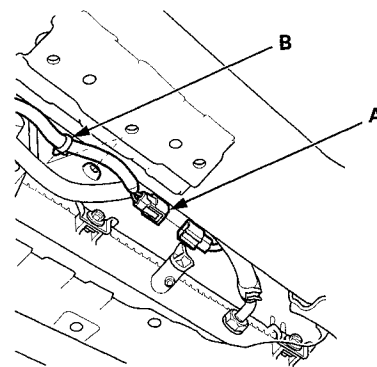
Radiator Replacement

7. Tighten the A/C condenser fan shroud mounting bolts (A).



8. Connect the A/C condenser fan motor connector (B), and install the harness clamp (C).
9. Install the splash shield (see page 20-205).
10. Lower the vehicle on the lift.
11. Install the air intake duct splash separator (see step 69 on page 5-23).
12. Install the battery base (see step 65 on page 5-23).
13. Do the battery installation procedure (see page 22-87).
14. Install the engine compartment covers (see page 20-186).

1. Remove the engine compartment covers (see page 20-186).
2. Drain the engine coolant (see page 10-6).
3. Remove the air intake duct splash separator (see step 4 on page 5-3).
4. Raise the vehicle on the lift.
5. Remove the splash shield (see page 20-205).
6. Disconnect the A/C condenser fan motor connector (A), and remove the harness clamp (B).

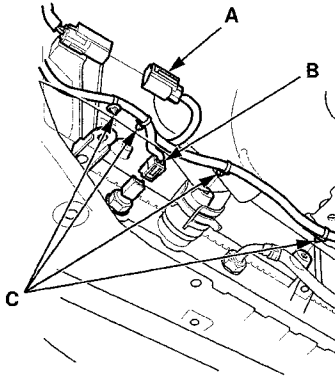


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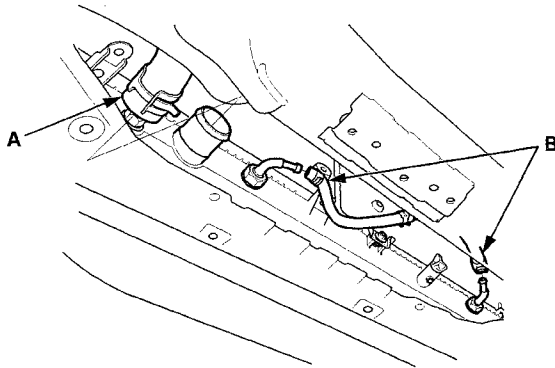
Cooling System

Radiator Replacement (cont'd)

7. Disconnect the radiator fan motor connector (A) and the engine coolant temperature (ECT) sensor 2 connector (B), then remove the harness clamps (C).



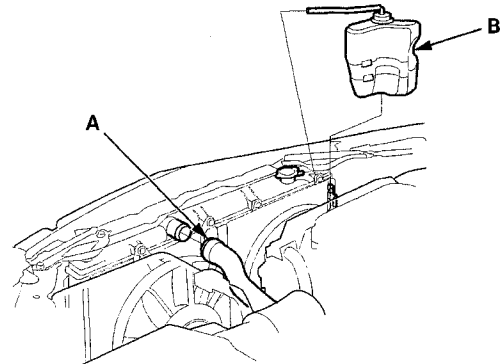
8. Disconnect the lower radiator hose (A).



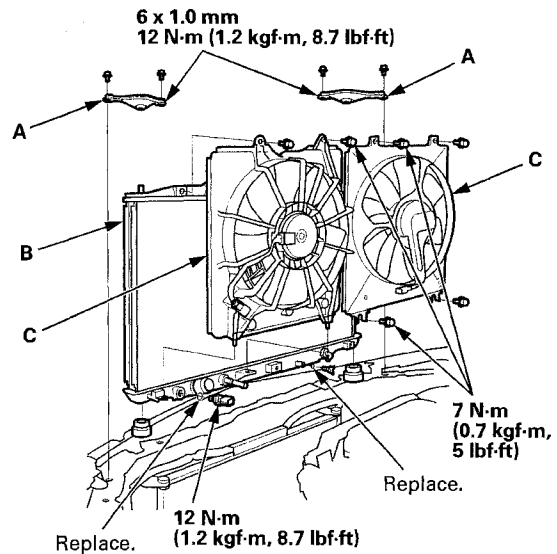
9. A/T model: Disconnect the automatic transmission fluid (ATF) cooler hoses (B) from the radiator (see page 14-239), then plug the cooler hoses and the lines.

10. Lower the vehicle on the lift.

11. Disconnect the upper radiator hose (A) and remove the coolant reservoir (B).



12. Remove the upper brackets (A), then pull up the radiator (B) with fan shrouds (C).

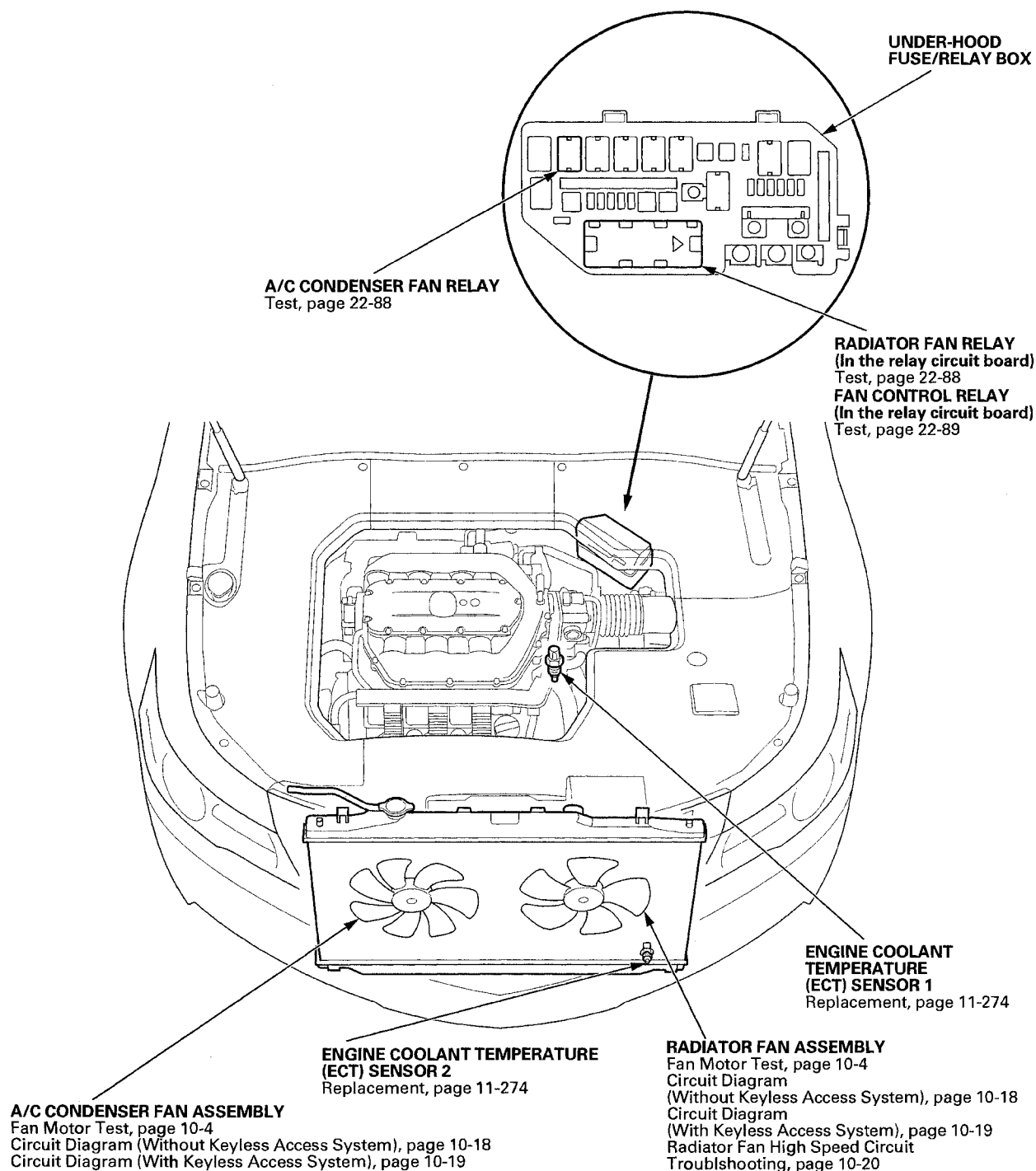




13. Remove the fan shrouds and other parts from the radiator.
14. Install radiator in the reverse order of removal. Make sure the upper and lower cushions are set securely.
15. A/T model: Refill the transmission with ATF (see page 14-203).
16. Fill the radiator with engine coolant, and bleed the air from the cooling system (see step 8 on page 10-7).
17. Clean up any spilled engine coolant.
18. Install the engine compartment covers (see page 20-186).

Fan Controls

Component Location Index





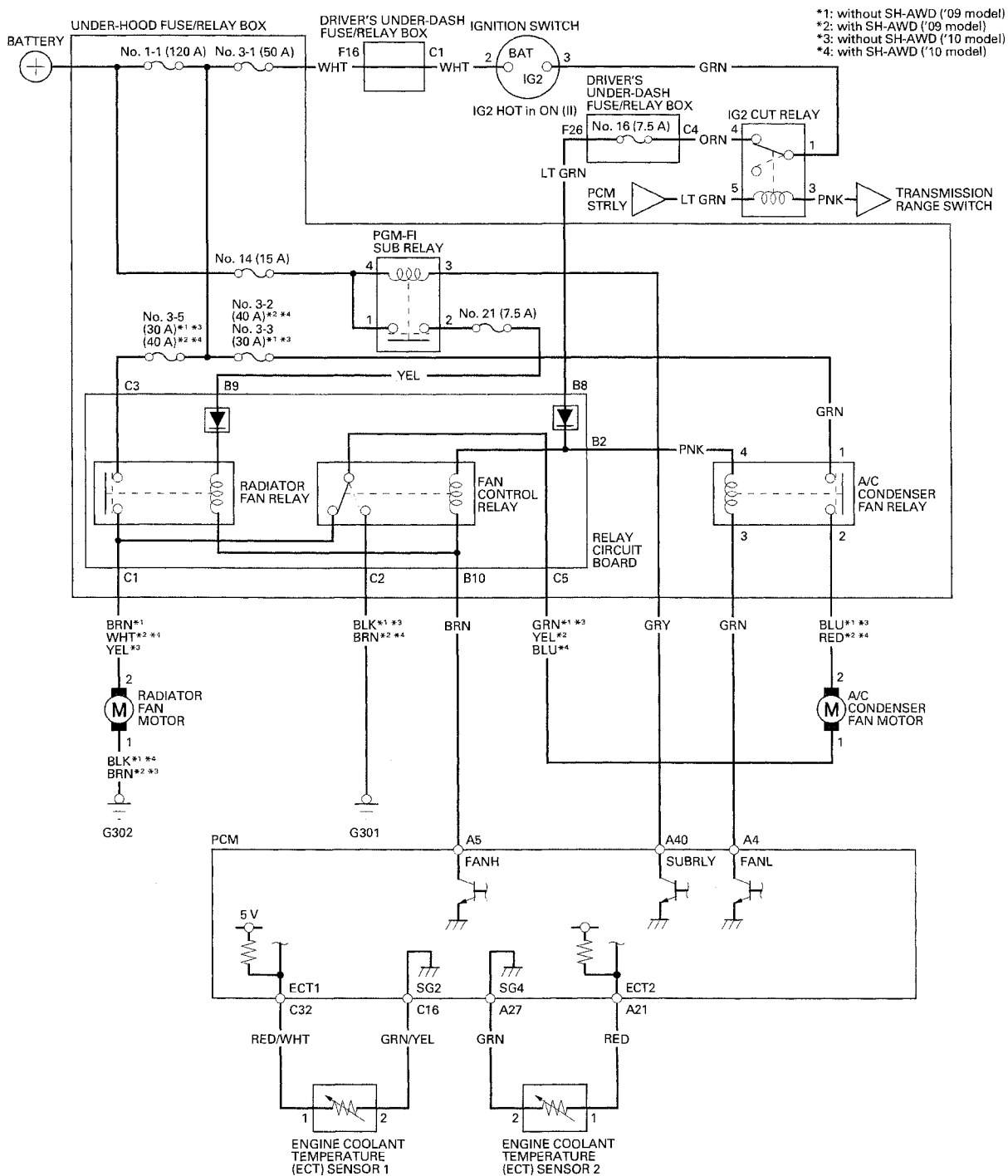
Symptom Troubleshooting Index

Symptom	Diagnostic Procedure	Also check for
Engine overheats	1. Check the coolant level. 2. Check for any engine coolant leakage (from gaskets, hoses, O-rings, etc.). 3. Check for dirt, leaves, or insects on the radiator and A/C condenser. 4. Check for deteriorated coolant. 5. Check for damaged or deformed fan shrouds. 6. Check the fan motors for proper direction of operation (blowing air toward the engine). 7. Inspect the fan motors (see page 10-4) or fan relays: • A/C condenser fan relay (see page 22-88) • Radiator fan relay (see page 22-89) • Fan control relay (see page 22-89) 8. Check the radiator cap (see page 10-3). 9. Check the thermostat (see page 10-4). 10. Inspect the water pump (see page 10-5). 11. Check for plugged or deteriorated radiator hoses. 12. Check for plugged heater core or hoses. 13. Check for a damaged cylinder head gasket.	Proper radiator and condenser fan control and operation
The radiator fan does not run at high speed	Radiator fan high speed circuit troubleshooting (see page 10-20).	Cleanliness and tightness of all connectors
Both the radiator fan and the A/C condenser fan do not run at low speed	Radiator and A/C condenser fans low speed circuit troubleshooting (see page 21-86).	Cleanliness and tightness of all connectors
The A/C condenser fan does not run at high speed	A/C condenser fan high speed circuit troubleshooting (see page 21-89).	Cleanliness and tightness of all connectors

Fan Controls

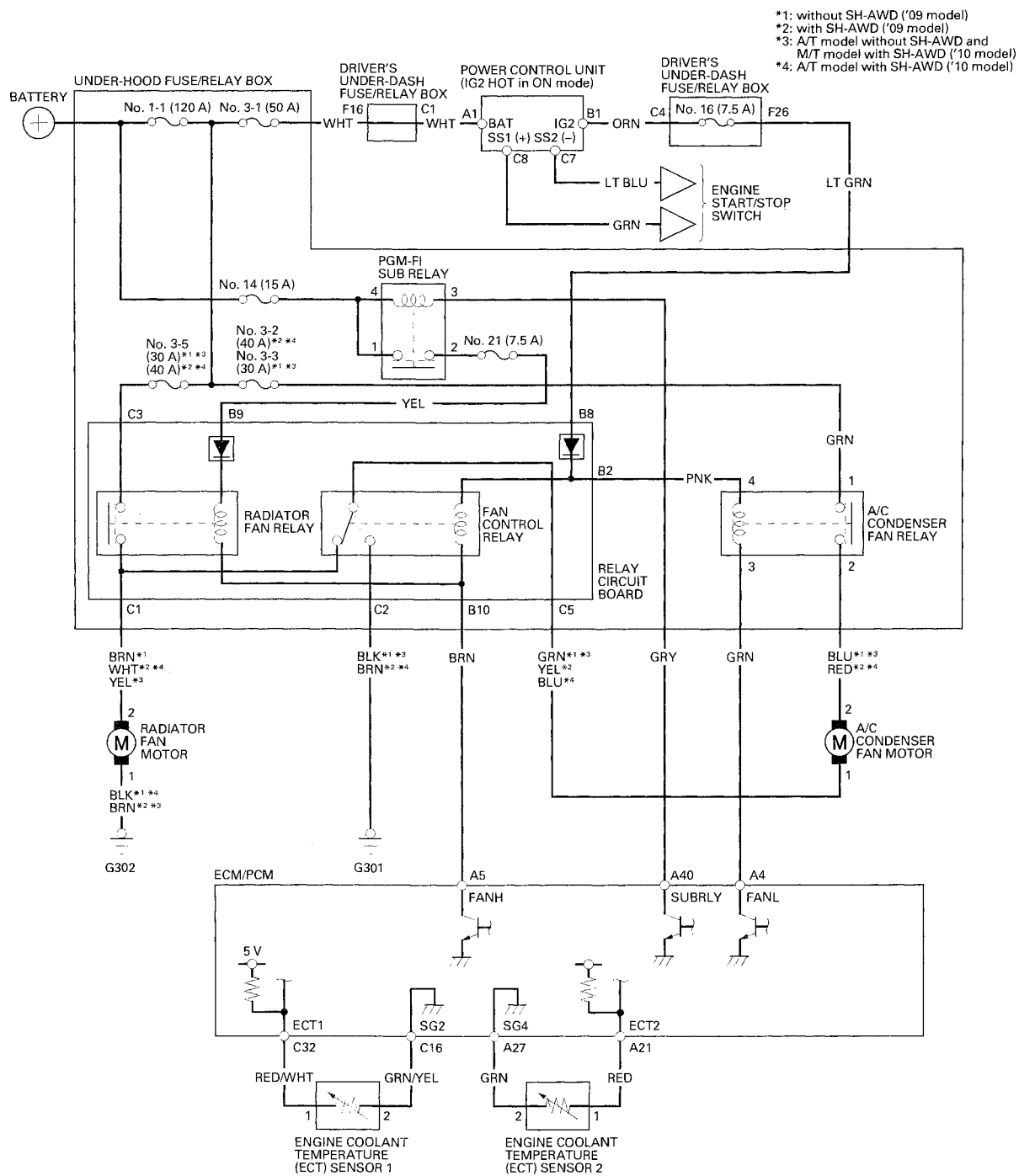
Circuit Diagram

Without Keyless Access System





With Keyless Access System



Fan Controls

Radiator Fan High Speed Circuit Troubleshooting

Without keyless Access System

NOTE: Information marked with an asterisk (*1) applies to without SH-AWD ('09 model), (*2) applies to with SH-AWD ('09 model), (*3) applies to without SH-AWD ('09 model), and (*4) applies to with SH-AWD ('10 model).

1. Check the No. 3-5 (30 A) (*1 *3), (40 A) (*2 *4) fuse, the No. 14 (15 A) fuse, and the No. 21 (7.5 A) fuse in the under-hood fuse/relay box, and the No. 16 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Are the fuse(s) OK?

YES—Reinstall the fuse(s), then go to step 2.

NO—Replace the fuse(s) and recheck. If the fuse continues to blow, locate and repair the short in the circuit between the under-hood fuse/relay box and the relay circuit board, the under-hood fuse/relay box and the radiator fan motor, the driver's under-dash fuse/relay box connector terminal F26 and the under-hood fuse/relay box connector terminal B8. ■

2. Disconnect and remove the relay circuit board from the under-hood fuse/relay box, and test it (see page 22-89).

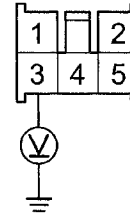
Is the relay circuit board OK?

YES—Go to step 3.

NO—Replace the relay circuit board, then retest.

3. Measure the voltage between under-hood fuse/relay box connector terminal C3 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)



Wire side of female terminals

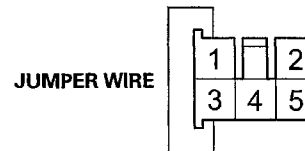
Is there battery voltage?

YES—Go to step 4.

NO—Replace the under-hood fuse/relay box. ■

4. Connect under-hood fuse/relay box connector terminals C1 and C3 with a jumper wire.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)



Wire side of female terminals

Does the radiator fan run at high speed?

YES—Go to step 8.

NO—Go to step 5.

5. Disconnect the radiator fan motor 2P connector, then test the fan motor (see page 10-4).

Is the fan motor OK?

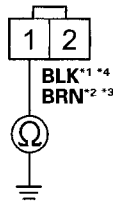
YES—Go to step 6.

NO—Replace the radiator fan motor, then retest.



6. Check for continuity between radiator fan motor 2P connector terminal No. 1 and body ground.

RADIATOR FAN MOTOR 2P CONNECTOR



Wire side of female terminals

Is there continuity?

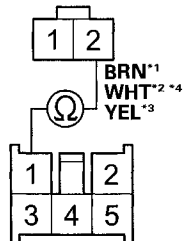
YES—Go to step 7.

NO—Repair open in the wire between radiator fan motor 2P connector terminal No. 1 and body ground (G302). ■

7. Check for continuity between under-hood fuse/relay box connector terminal C1 and radiator fan motor 2P connector terminal No. 2.

RADIATOR FAN MOTOR 2P CONNECTOR

Wire side of female terminals



UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)

Wire side of female terminals

Is there continuity?

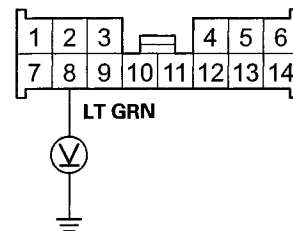
YES—Check for poor connections or loose terminals at the under-hood fuse/relay box and the radiator fan motor, the radiator fan motor and body ground (G302). ■

NO—Repair open in the wire between under-hood fuse/relay box connector terminal C1 and radiator fan motor 2P connector terminal No. 2. ■

8. Turn the ignition switch to ON (II), or press the engine start/stop button to select the ON mode.

9. Measure the voltage between under-hood fuse/relay box connector terminal B8 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)



Wire side of female terminals

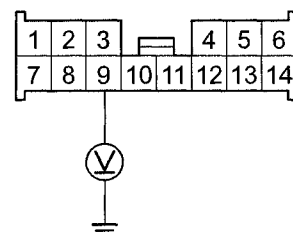
Is there battery voltage?

YES—Go to step 10.

NO—Repair open in the wire between driver's under-dash fuse/relay box connector terminal F26 and under-hood fuse/relay box connector terminal B8. ■

10. Measure the voltage between under-hood fuse/relay box connector terminal B9 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)



Wire side of female terminals

Is there battery voltage?

YES—Go to step 11.

NO—Check the PGM-FI subrelay. If the relay is OK, replace the under-hood fuse/relay box. ■

11. Turn the ignition switch to LOCK (0), or press the engine start/stop button to select the OFF mode.

(cont'd)

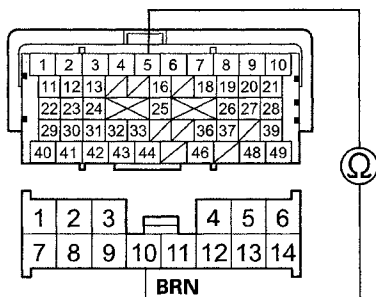
Fan Controls

Radiator Fan High Speed Circuit Troubleshooting (cont'd)

12. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
13. Turn the ignition switch to ON (II), or press the engine start/stop button to select the ON mode.
14. Make sure the HDS communicates with the vehicle and the powertrain control module (PCM). If it does not communicate, troubleshoot the DLC circuit (see page 11-258).
15. Jump the SCS line with the HDS, then turn the ignition switch to LOCK (0), or press the engine start/stop button to select the OFF mode.

NOTE: This step must be done to protect the PCM from damage.
16. Disconnect PCM connector A (49P).
17. Check for continuity between PCM connector terminal A5 and under-hood fuse/relay box connector terminal B10.

PCM CONNECTOR A (49P)
Terminal side of female terminals



UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)
Wire side of female terminals

Is there continuity?

YES—Update the PCM if it does not have the latest software (see page 11-281), or substitute a known-good PCM (see page 11-7), then recheck. If the symptom/indication goes away with a known-good PCM, replace the original PCM (see page 11-282).■

NO—Repair open in the wire between under-hood fuse/relay box connector terminal B10 and PCM connector terminal A5.■

With keyless Access System

NOTE: Information marked with an asterisk (*1) applies to without SH-AWD ('09 model), (*2) applies to with SH-AWD ('09 model), (*3) applies to A/T model without SH-AWD and M/T model with SH-AWD ('10 model), and (*4) applies to A/T model with SH-AWD ('10 model).

1. Check the No. 3-5 (30 A) (*1 *3), (40 A) (*2 *4) fuse, the No. 14 (15 A) fuse, and the No. 21 (7.5 A) fuse in the under-hood fuse/relay box, and the No. 16 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Are the fuse(s) OK?

YES—Reinstall the fuse(s), then go to step 2.

NO—Replace the fuse(s) and recheck. If the fuse continues to blow, locate and repair the short in the circuit between the under-hood fuse/relay box and the relay circuit board, the under-hood fuse/relay box and the radiator fan motor, the driver's under-dash fuse/relay box connector terminal F26 and the under-hood fuse/relay box connector terminal B8.■

2. Disconnect and remove the relay circuit board from the under-hood fuse/relay box, and test it (see page 22-88).

Is the relay circuit board OK?

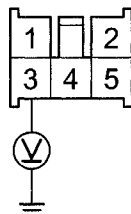
YES—Go to step 3.

NO—Replace the relay circuit board, then retest.



3. Measure the voltage between under-hood fuse/relay box connector terminal C3 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)



Wire side of female terminals

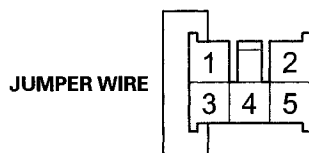
Is there battery voltage?

YES—Go to step 4.

NO—Replace the under-hood fuse/relay box. ■

4. Connect under-hood fuse/relay box connector terminals C1 and C3 with a jumper wire.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)



JUMPER WIRE

Wire side of female terminals

Does the radiator fan run at high speed?

YES—Go to step 8.

NO—Go to step 5.

5. Disconnect the radiator fan motor 2P connector, then test the fan motor (see page 10-4).

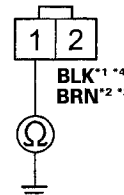
Is the fan motor OK?

YES—Go to step 6.

NO—Replace the radiator fan motor, then retest.

6. Check for continuity between radiator fan motor 2P connector terminal No. 1 and body ground.

RADIATOR FAN MOTOR 2P CONNECTOR



Wire side of female terminals

Is there continuity?

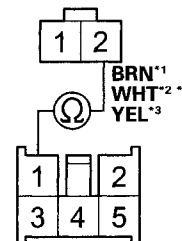
YES—Go to step 7.

NO—Repair open in the wire between radiator fan motor 2P connector terminal No. 1 and body ground (G302). ■

7. Check for continuity between under-hood fuse/relay box connector terminal C1 and radiator fan motor 2P connector terminal No. 2.

RADIATOR FAN MOTOR 2P CONNECTOR

Wire side of female terminals



UNDER-HOOD FUSE/RELAY BOX CONNECTOR C (5P)

Wire side of female terminals

Is there continuity?

YES—Check for poor connections or loose terminals at the under-hood fuse/relay box and the radiator fan motor, the radiator fan motor and body ground (G302). ■

NO—Repair open in the wire between under-hood fuse/relay box connector terminal C1 and radiator fan motor 2P connector terminal No. 2. ■

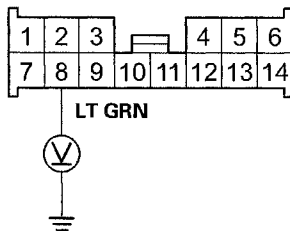
(cont'd)

Fan Controls

Radiator Fan High Speed Circuit Troubleshooting (cont'd)

8. Turn the ignition switch to ON (II), or press the engine start/stop button to select the ON mode.
9. Measure the voltage between under-hood fuse/relay box connector terminal B8 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)



Wire side of female terminals

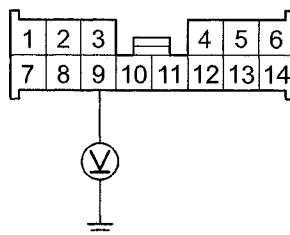
Is there battery voltage?

YES—Go to step 10.

NO—Repair open in the wire between driver's under-dash fuse/relay box connector terminal F26 and under-hood fuse/relay box connector terminal B8. ■

10. Measure the voltage between under-hood fuse/relay box connector terminal B9 and body ground.

UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)



Wire side of female terminals

Is there battery voltage?

YES—Go to step 11.

NO—Check the PGM-FI subrelay. If the relay is OK, replace the under-hood fuse/relay box. ■

11. Turn the ignition switch to LOCK (0), or press the engine start/stop button to select the OFF mode.

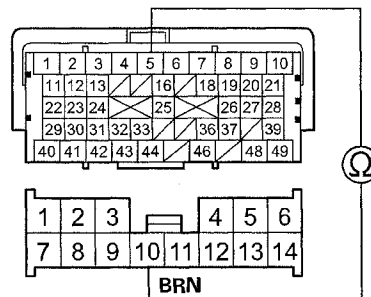
12. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
13. Turn the ignition switch to ON (II), or press the engine start/stop button to select the ON mode.
14. Make sure the HDS communicates with the vehicle and the engine control module (ECM)/powertrain control module (PCM). If it does not communicate, troubleshoot the DLC circuit (see page 11-258).
15. Jump the SCS line with the HDS, then turn the ignition switch to LOCK (0), or press the engine start/stop button to select the OFF mode.

NOTE: This step must be done to protect the ECM/PCM from damage.

16. Disconnect ECM/PCM connector A (49P).
17. Check for continuity between ECM/PCM connector terminal A5 and under-hood fuse/relay box connector terminal B10.

ECM/PCM CONNECTOR A (49P)

Terminal side of female terminals



UNDER-HOOD FUSE/RELAY BOX CONNECTOR B (14P)

Wire side of female terminals

Is there continuity?

YES—Update the ECM/PCM if it does not have the latest software (see page 11-281), or substitute a known-good ECM/PCM (see page 11-3), then recheck. If the symptom/indication goes away with a known-good ECM/PCM, replace the original ECM/PCM (see page 11-282). ■

NO—Repair open in the wire between under-hood fuse/relay box connector terminal B10 and ECM/PCM connector terminal A5. ■