

2007-08 ACCESSORIES AND BODY, CAB

Gauges - TL

COMPONENT LOCATION INDEX

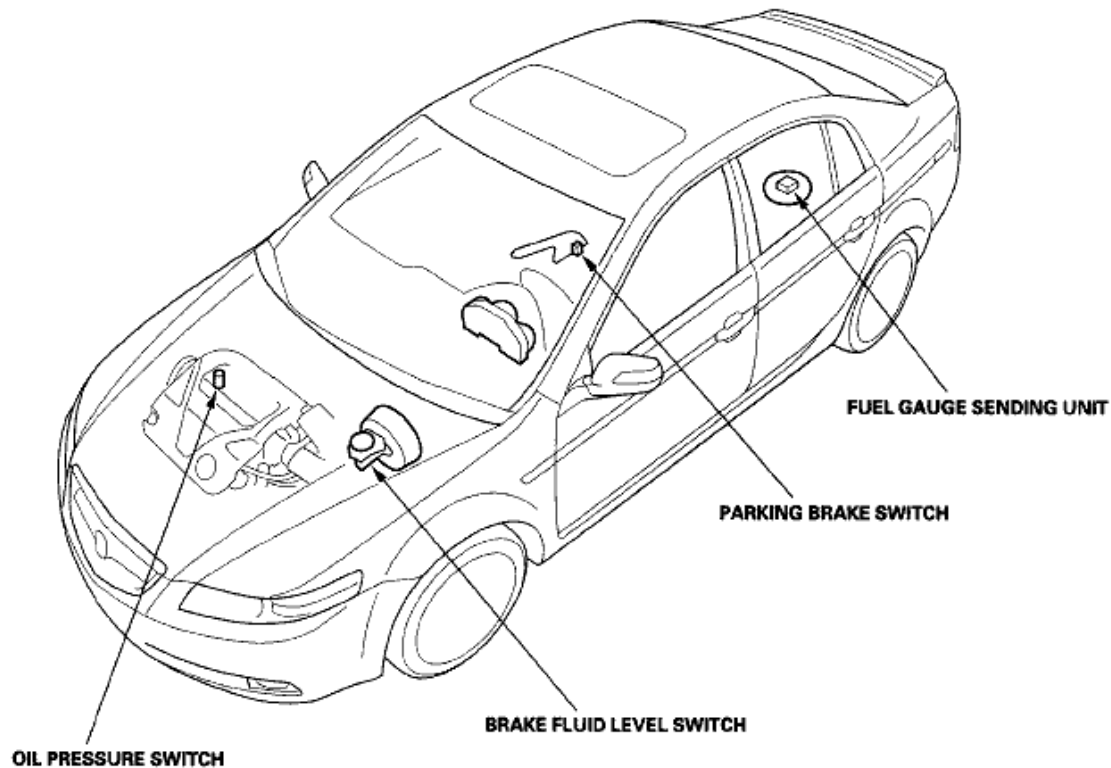


Fig. 1: Identifying Gauges Component Location (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

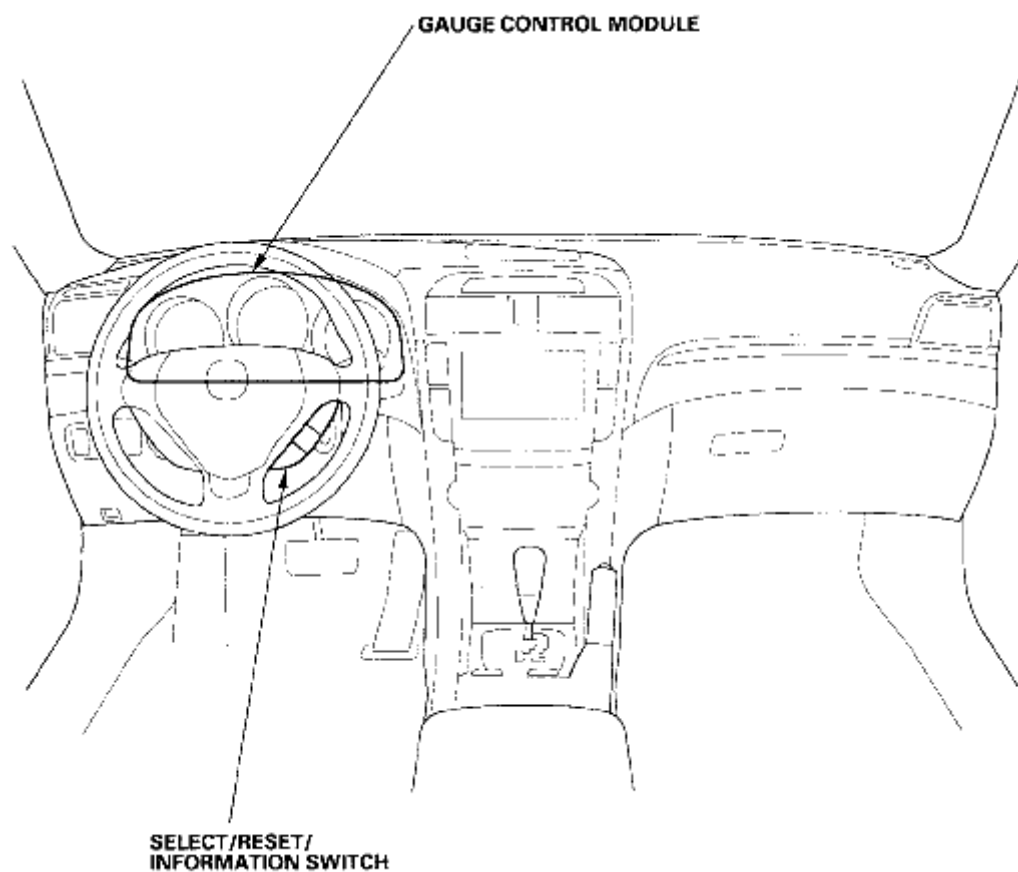


Fig. 2: Identifying Gauges Component Location (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

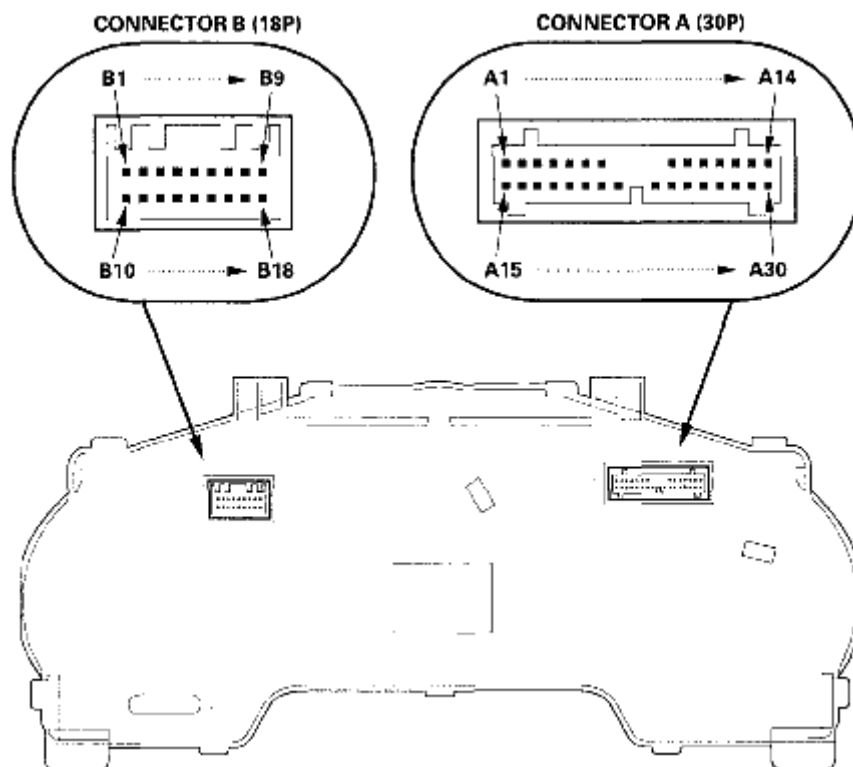
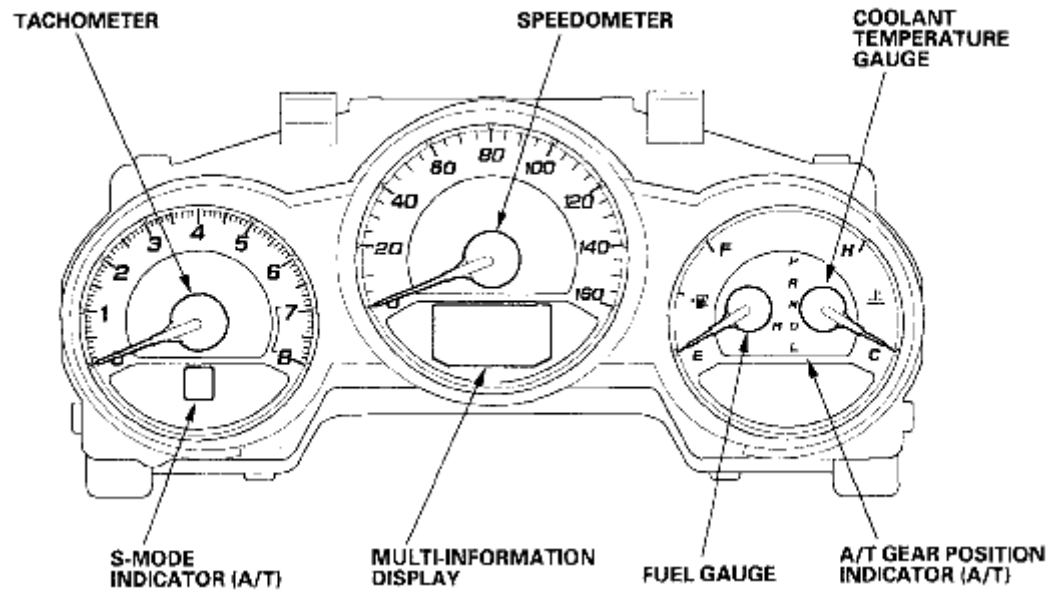


Fig. 3: Identifying Gauges Connector Terminal

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**Fig. 4: Identifying Coolant Temperature Gauges**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

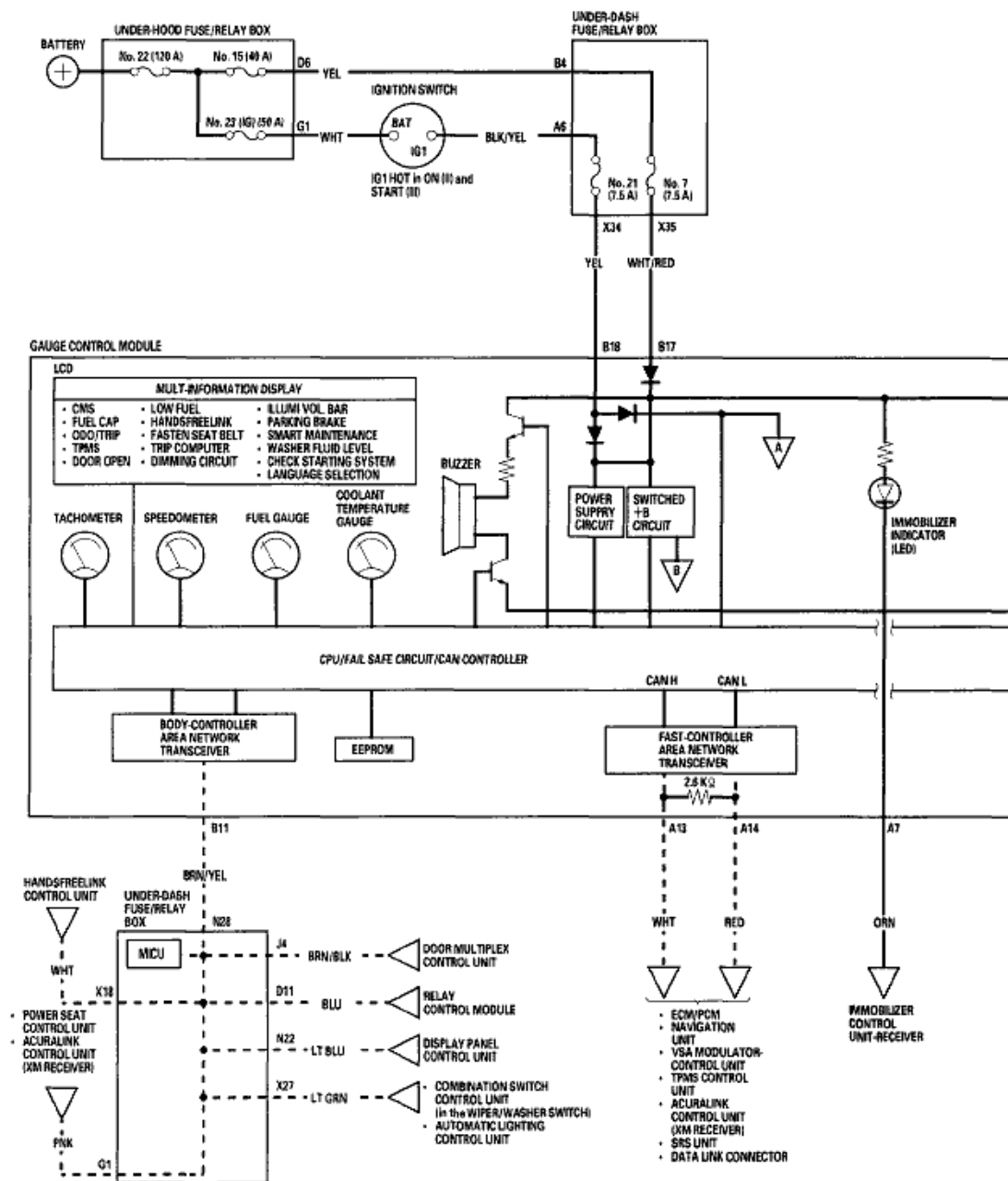


Fig. 5: Gauges - Circuit Diagram (1 Of 7)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

- - - - - : CAN line

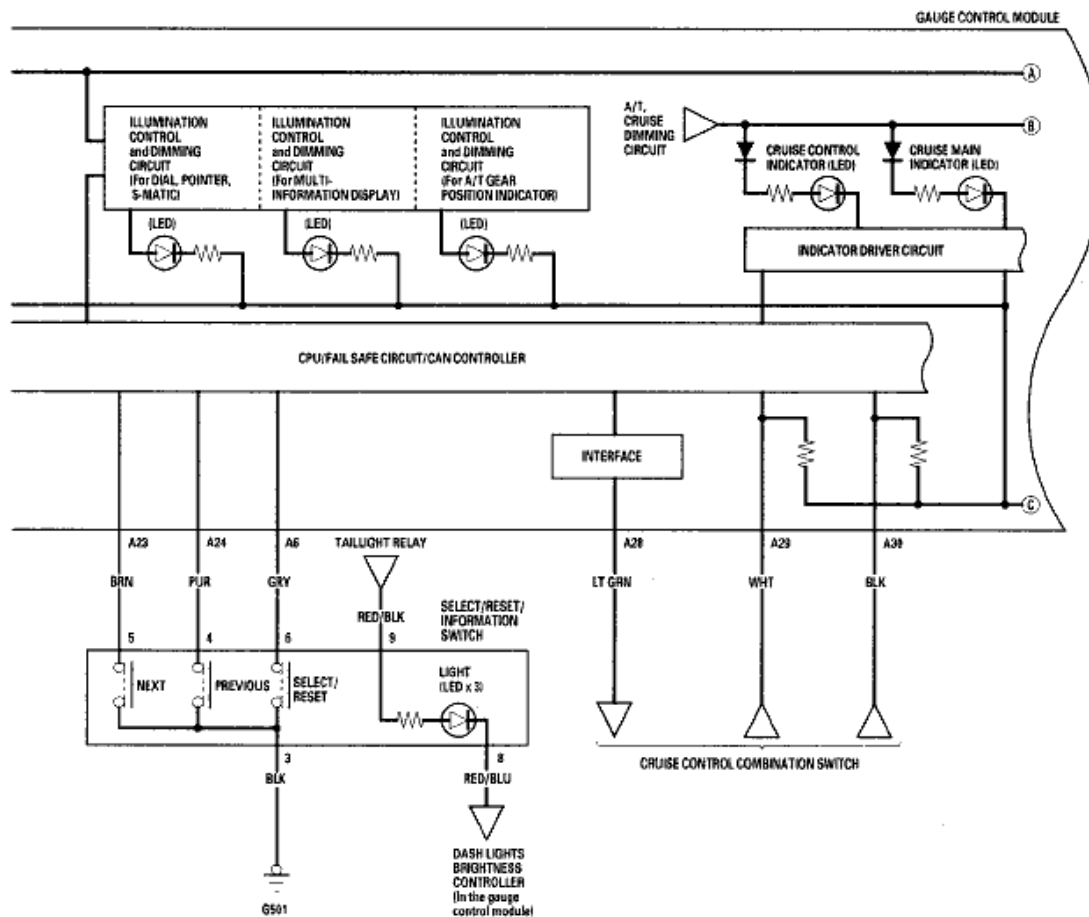


Fig. 6: Gauges - Circuit Diagram (2 Of 7)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

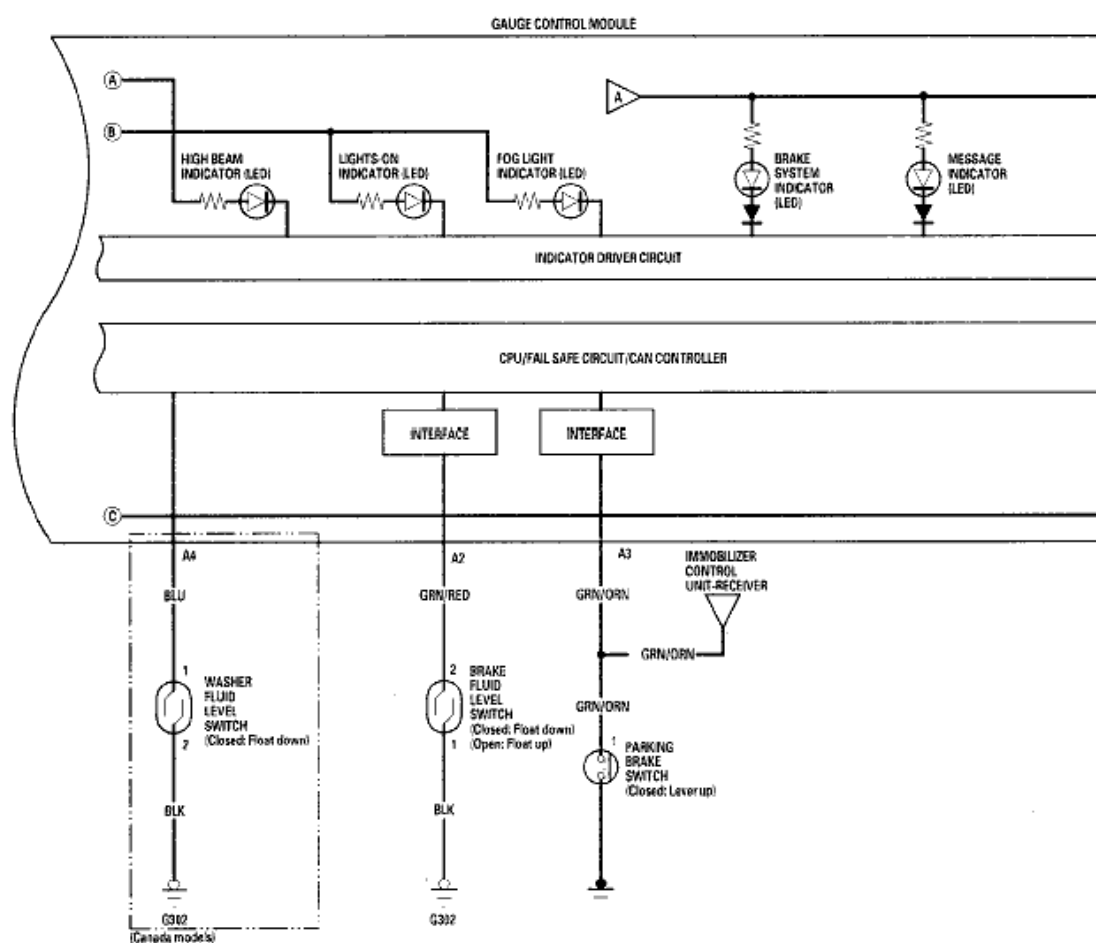


Fig. 7: Gauges - Circuit Diagram (3 Of 7)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*1 TL model
 *2 TYPE-S model

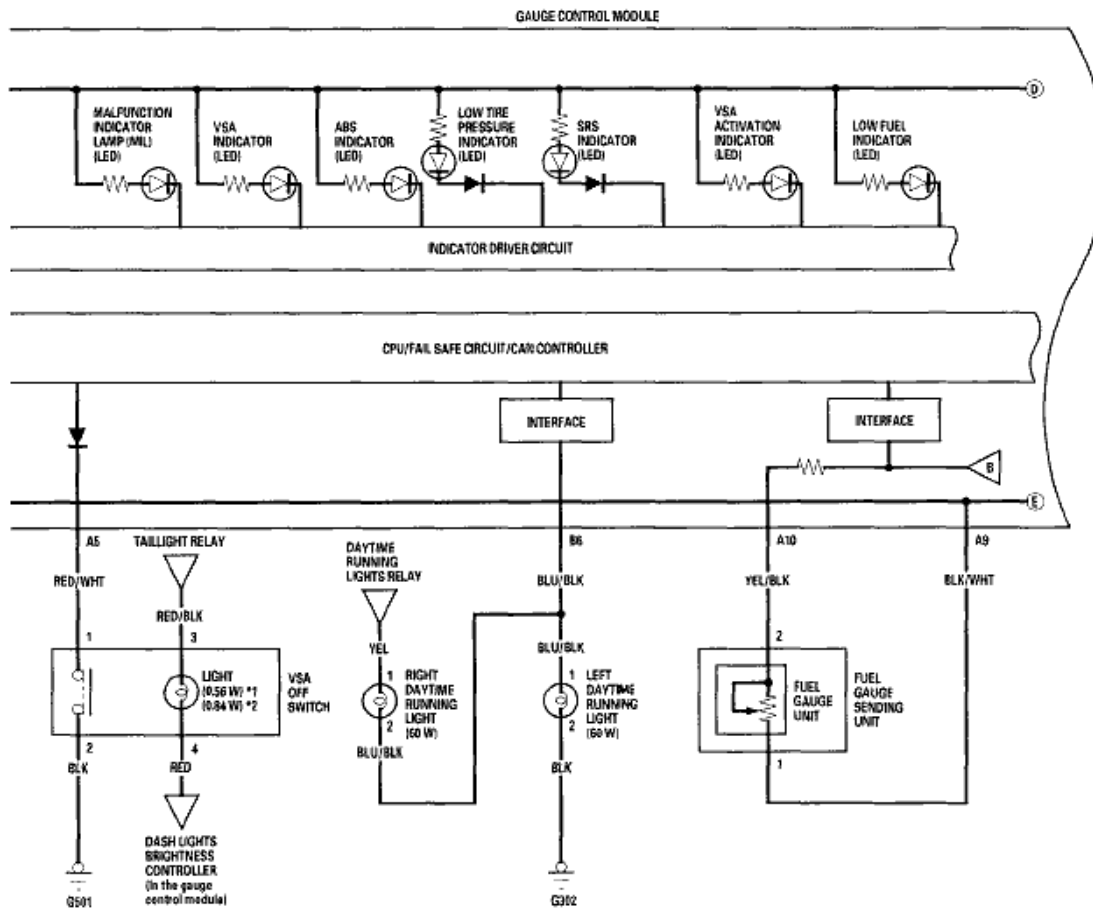


Fig. 8: Gauges - Circuit Diagram (4 Of 7)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

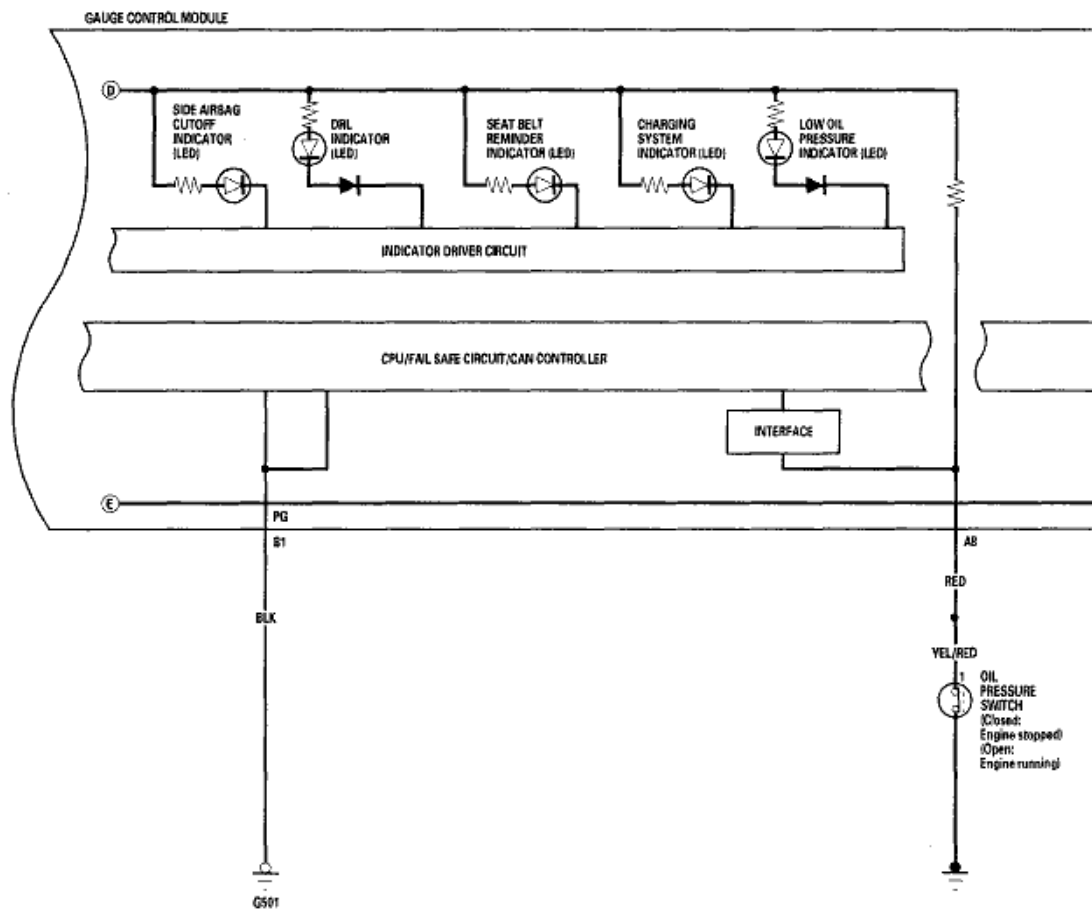


Fig. 9: Gauges - Circuit Diagram (5 Of 7)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.



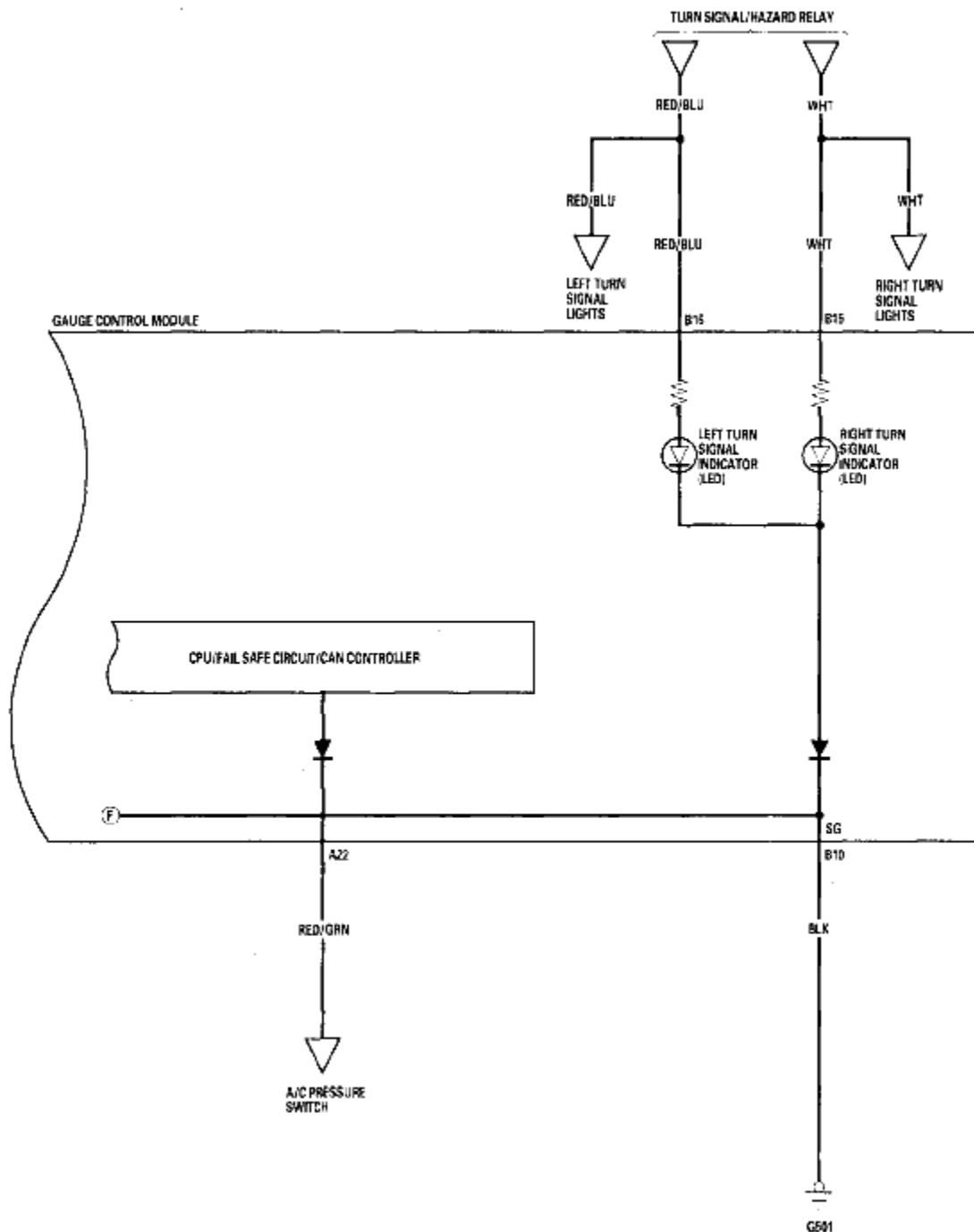


Fig. 11: Gauges - Circuit Diagram (7 Of 7)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

SELF-DIAGNOSTIC FUNCTION

Before troubleshooting the gauge system, refer to multiplex integrated control system B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

The gauge control module has a self-diagnostic function.

- The beeper drive circuit check.
- The indicator drive circuit check.
- The switch input test.
- The LCD segments check.
- The gauges drive circuit check (Speedometer, Tachometer, Fuel gauge, Coolant temperature gauge).
- The communication line check (of the body-controller area network (B-CAN) communication line and the fast-controller area network (F-CAN) communication line between the gauges).

NOTE: Indicators are also controlled via the communication line.

ENTERING THE SELF-DIAGNOSTIC FUNCTION

Before doing the self-diagnostic function, check the No. 7 (7.5 A) fuse and the No. 21 (7.5 A) fuse in the under-dash fuse/relay box.

1. Push and hold the SELECT button.
2. Turn the headlights ON.
3. Turn the ignition switch ON (II).
4. Within 5 sec, turn the headlights OFF, then ON and OFF again.
5. Within 5 sec, release the SELECT button, and then push and release the button three times repeatedly.

- NOTE:**
- While in the self-diagnostic mode, the dash lights brightness controller operates normally.
 - While in the self-diagnostic mode, the SELECT button is used to start the Beeper Drive Circuit Test and the Gauge Drive Circuit Check.
 - If the vehicle speed exceeds 1.2 mph (2 km/h) or the ignition switch is turned OFF, the self-diagnostic mode ends.

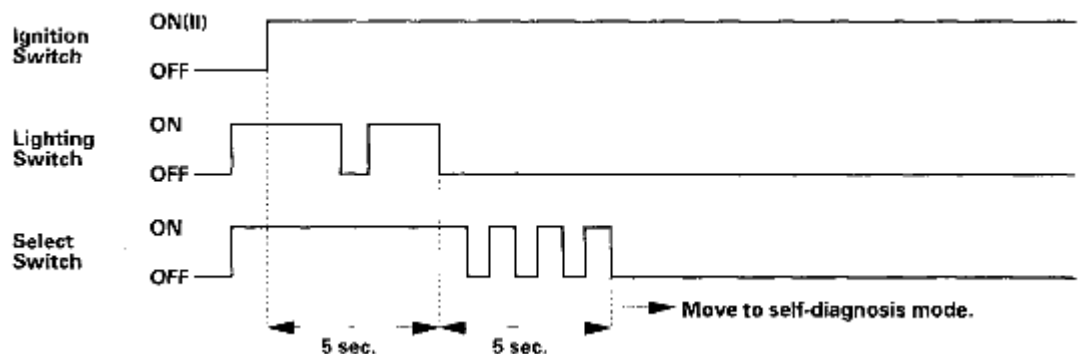


Fig. 12: Ignition Switch - Blinking Pattern
Courtesy of AMERICAN HONDA MOTOR CO., INC.

THE INDICATOR DRIVE CIRCUIT CHECK

When entering the self-diagnostic mode, the following indicators blink:

A/T gear position indicator (A/T), ABS indicator, brake system indicator, charging system indicator, cruise

control indicator, cruise main indicator, DRL indicator, fog light indicator, high beam indicator, lights-on indicator, low oil pressure indicator, low fuel indicator, low tire pressure indicator, malfunction indicator lamp (MIL), message indicator, seat belt reminder indicator, side airbag cutoff indicator, SRS indicator, VSA activation indicator, and VSA indicator.

SWITCH INPUT CHECK

After the intermittent beeper sounds at the initial stage of self-diagnosis, a beeper sounds continuously while any of the following switch inputs are switched from OFF to ON:

Parking brake switch, VSA OFF switch, cruise control master, SET, RESUME switches, select, previous, next switches, and dash lights brightness controller (cancel, VOL (+), VOL (-))

THE BEEPER DRIVE CIRCUIT CHECK

When entering the self-diagnostic mode, the beeper sounds five times.

THE LCD [SPORT SHIFT AND MULTI-INFORMATION DISPLAY (MID)] SEGMENT CHECK

When entering the self-diagnostic mode, the all segments blink five times.

THE GAUGE DRIVE CIRCUIT CHECK

When entering the self-diagnostic mode, the speedometer, the tachometer, the fuel gauge, and the coolant temperature gauge needles sweep from the minimum position to maximum position, then return to the minimum position.

NOTE: After the beeper stops sounding and the gauge needles return to the minimum position, pushing the select/reset button starts the Beeper Drive Circuit Check (one beep) and the Gauge Drive Circuit Check again. The check cannot be started again until the gauge needles return to the minimum position.

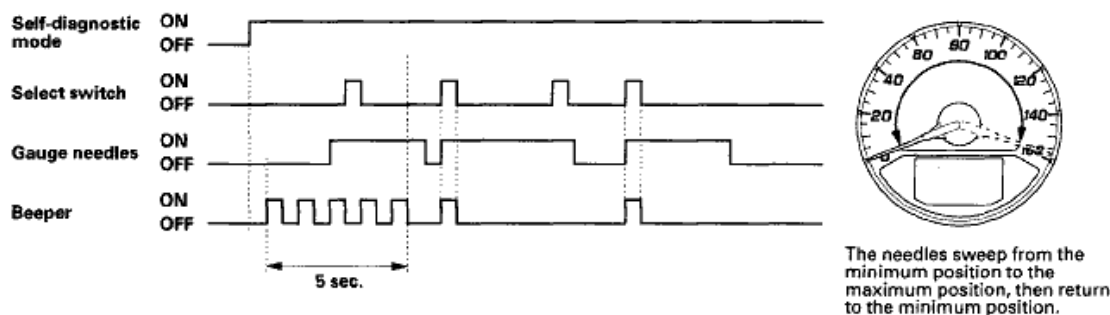


Fig. 13: Speedometer - Blinking Pattern
Courtesy of AMERICAN HONDA MOTOR CO., INC.

If a needle fails to sweep or the beeper does not sound, replace the gauge control module.

THE COMMUNICATION LINE CHECK

While in the self-diagnostic mode, the Communication Line Check starts after the LCD Segments Check.

If all segments come on, the communication line is OK. If there is a communication line error, the word "Error" will be indicated on the multi-information display followed by a number.

- If the word "Error 1" is indicated, there is a malfunction in the communication line between the gauge control module and the fast-controller area network (F-CAN). Check for DTCs in the ECM/PCM and troubleshoot any DTCs found. If no DTCs are found, go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
- If the word "Error 2" is indicated, there is a malfunction in the communication line between the gauge control module and the body-controller area network (B-CAN). Go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**). (B1155 set).
- If the word "Error 3" is indicated, there is a malfunction in the communication line between the gauge control module and the body-controller area network (B-CAN) and the fast-controller area network (F-CAN). Check for DTCs in the ECM/PCM and troubleshoot any DTCs found. If no DTCs are found, go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

Faulty (example Error 1)

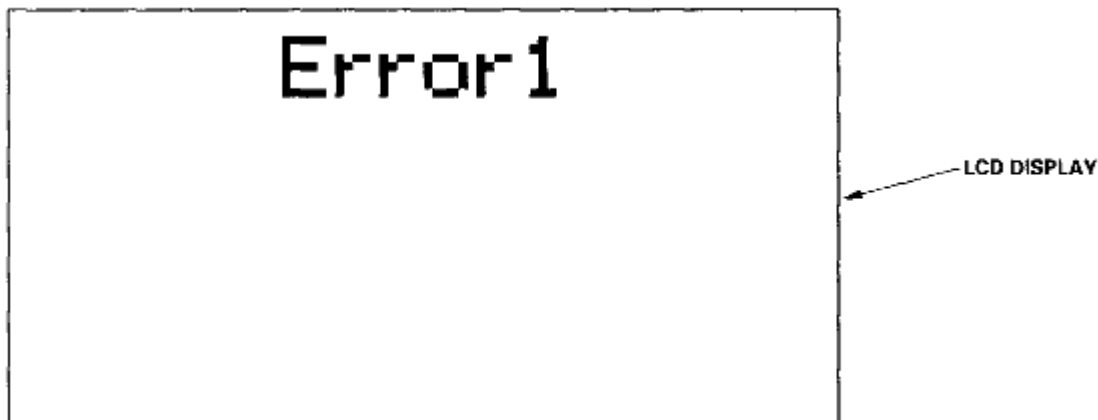


Fig. 14: Diagnosis Test Mode Display
Courtesy of AMERICAN HONDA MOTOR CO., INC.

If any communication line errors are found, go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

ENDING THE SELF-DIAGNOSIS FUNCTION

Turn the ignition switch OFF.

NOTE: If the vehicle speed exceeds 1.2 mph (2 km/h), the self-diagnosis function ends.

REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE

NOTE:

- If the HDS retrieves the ODO data from the gauge control module, the ODO value on the multi-information display will appear as "- - -",

making the ODO function unusable, and the HDS will be unable to retrieve additional ODO values.

- Rewriting is not possible on a gauge control module that does not communicate.
- Obtain a new gauge control module before starting the rewriting process.

1. Before replacing the gauge control module, connect the HDS to the data link connector.
2. Select GAUGES from the BODY ELECTRICAL SYSTEM SELECT MENU display.
3. Select "Gauge Control Module Replacement (ODO rewrite)" from the ADJUSTMENT MENU, and follow the instructions on the display to retrieve the ODO value.
4. Replace the gauge control module.
5. Follow the instructions on the display to write the new ODO value to the new gauge control module.

GAUGE CONTROL MODULE REPLACEMENT

NOTE: Before replacing the gauge control module, do the "Rewriting the ODO Data on a New Gauge Control Module" (see REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE).

1. Remove the instrument panel (see INSTRUMENT PANEL REMOVAL/INSTALLATION).
2. Remove the screws from the gauge control module (A), and spread a protective cloth (B) on the upper column cover.

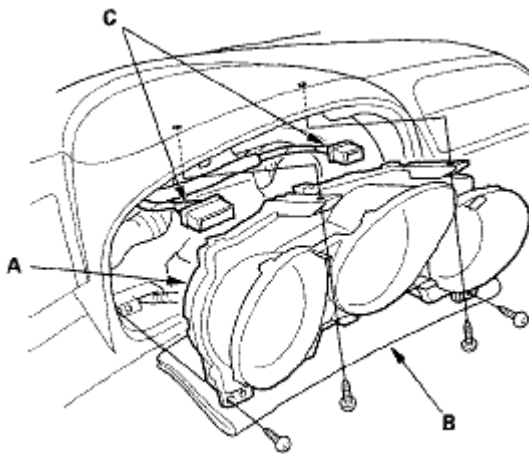


Fig. 15: Identifying Gauge Control Module
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Disconnect the connectors (C), and remove the gauge control module.
4. Install the gauge in the reverse order of removal.

SELECT/RESET/INFORMATION SWITCH TEST/REPLACEMENT

1. Remove the driver's airbag assembly (see DRIVER'S AIRBAG REPLACEMENT).

2. Disconnect the 20P connector (A) from the cable reel.

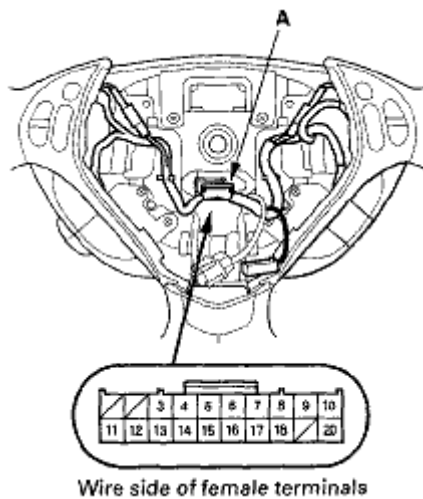


Fig. 16: Identifying 20P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminal in each switch position according to the table.

Terminal Position	3	4	5	6	8		9
Select/Reset	○	—	—	○	○	⊗	○
Next (→)	○	—	○	—	○	⊗	○
Previous (←)	○	○	—	—	○	⊗	○

Fig. 17: Continuity Specifications Chart

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the continuity is not as specified, replace the switch.

OUTSIDE AIR TEMPERATURE INDICATOR CALIBRATION

NOTE: To test the outside air temperature sensor (see OUTSIDE AIR TEMPERATURE SENSOR TEST).

DESCRIPTION

The outside temperature sensor is located behind the center of the front bumper. The gauge control module uses measurements from this sensor to display the outside air temperature.

Because of the location of the sensor, it may be affected by heat reflection from the road, engine and radiator heat or hot exhaust from surrounding traffic. These conditions can heat soak the outside air temperature sensor and cause inaccurate readings. Logic has been written into the gauge control module to help prevent abnormal or fluctuating outside air temperature indicator readings.

OUTSIDE AIR TEMPERATURE INDICATOR LOGIC

Initial outside air temperature indication after the ignition switch is turned ON (II). If the engine coolant temperature is 140°F (60°C) or higher when the ignition switch is turned ON (II), the outside air temperature indicated the last time the key was turned off will be displayed regardless of the current temperature measured by the outside air temperature sensor.

If the engine coolant temperature is 139°F (59°C) or lower when the ignition switch is turned ON (II), the current temperature measured by the outside air temperature sensor will be indicated.

UPDATE TO THE OUTSIDE AIR TEMPERATURE INDICATOR WHILE DRIVING

If the temperature measured by the outside air temperature sensor is greater than the temperature on the outside air temperature indicator, the outside temperature indicator will increase by 1°F (1°C) per minute after the vehicle speed is greater than 19 mph (30 km/h) for more than 30 seconds. It will continue to increase until the current outside air temperature is indicated. So, the first change to the outside air temperature indicator is 1 minute and 30 seconds after the vehicle speed is greater than 19 mph (30 km/h). If the vehicle speed drops below 19 mph (30 km/h), the indicator will not update again until the vehicle speed is increased to 19 mph (30 km/h) or more for more than 1 minute and 30 seconds again.

If the outside air temperature is less than the indicated temperature, the temperature will decrease 1°F (1°C) every 2 seconds until the current outside air temperature is indicated regardless of vehicle speed.

TROUBLESHOOTING

If the indicator displays "- - -" for more than 2 seconds after selecting the outside air temperature display mode, check the climate control system or multiplex integrated control system for DTCs (see B-CAN System Diagnosis Test Mode A) (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

CALIBRATION

The outside air temperature indicator's displayed temperature can be recalibrated $\pm 5^{\circ}\text{F}$ (or $\pm 3^{\circ}\text{C}$) to meet the client's expectations.

1. Turn the ignition switch ON (II).
2. Select the outside air temperature display and press and hold the SELECT/RESET button for 10 seconds. While you continue to hold the button, the display will scroll through temperature settings from $+5^{\circ}\text{F}$ to -5°F (or $+3^{\circ}\text{C}$ to -3°C) as shown.

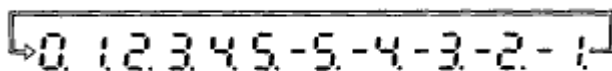


Fig. 18: Screen Display - Temperature
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. When the desired correction value appears on the display, release the button, and the recalibrated outside air temperature will be displayed. Each time a desired correction valve is entered, it replaces the previous valve.

Example:

Incorrect value = 68°F (20°C)

Desired correction valve = +2°F (+1°C)

Correct value = 70°F (21°C)

Desired correction valve = -2°F (-1°C)

Correct value = 66°F (19°C)

NOTE: To recalibrate the display to the true temperature, remove the outside air temperature sensor (A), but leave it connected. Submerge the sensor and a thermometer (B) in a container of ice water (C). Select the calibration mode as described above, then recalibrate the display to the true temperature.

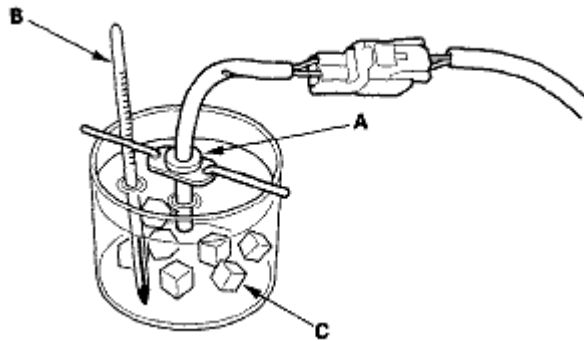


Fig. 19: Identifying Outside Air Temperature Sensor And Thermometer
Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC B1152: GAUGE CONTROL MODULE EEPROM ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Start the engine.
3. Check for DTCs with the HDS.

Is DTC B1152 indicated?

YES -Faulty gauge control module; replace the gauge control module (see GAUGE CONTROL MODULE REPLACEMENT).

NO -Intermittent failure, the gauge control module is OK at this time. Check pin fits and connections. If the connections are good, check the battery condition (see BATTERY TEST), and the charging system.

DTC B1155: GAUGE CONTROL MODULE LOST COMMUNICATION WITH COMBINATION SWITCH CONTROL UNIT (HEADLIGHT SWITCH MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1155 indicated ?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pin fits and connections.

4. Check for DTCs with the HDS.

Are DTCs B1007 or B1062, B1555 also indicated?

YES -Go to Combination Switch Control Unit Input Test (see COMBINATION SWITCH CONTROL UNIT INPUT TEST).

NO -Go to Gauge Control Module Input Test (see GAUGE CONTROL MODULE INPUT TEST).

DTC B1156: GAUGE CONTROL MODULE LOST COMMUNICATION WITH COMBINATION SWITCH CONTROL UNIT (WIPER SWITCH MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1156 indicated?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pin fits and connections.

4. Check for DTCs with the HDS.

Is DTC B1063 also indicated?

YES -Go to Combination Switch Control Unit Input Test (see COMBINATION SWITCH CONTROL UNIT INPUT TEST).

NO -Go to Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

DTC B1157: GAUGE CONTROL MODULE LOST COMMUNICATION WITH MULTIPLEX INTEGRATED CONTROL UNIT (MICU)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1157 indicated?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pin fits and connections.

4. Check for DTCs with the HDS.

Are DTCs B1055, B1255 and B1806, B1556 also indicated?

YES -Go to Multiplex Integrated Control Unit Input Test (see **MICU INPUT TEST**).

NO -Go to Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

DTC B1158: GAUGE CONTROL MODULE LOST COMMUNICATION WITH RELAY CONTROL MODULE

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1158 indicated?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pin fits and connections.

4. Check for DTCs with the HDS.

Is DTC B1005 also indicated?

YES -Go to Relay Control Module Input Test (see **RELAY CONTROL MODULE INPUT TEST**).

NO -Go to Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

DTC B1159: GAUGE CONTROL MODULE LOST COMMUNICATION WITH MULTIPLEX INTEGRATED CONTROL UNIT (MICU) (DOOR SWITCH MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1159 indicated?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pin fits and connections.

4. Check for DTCs with the HDS.

Are DTCs B1057 or B1807 also indicated?

YES -Go to Multiplex Integrated Control Unit Input Test (see **MICU INPUT TEST**).

NO -Go to Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

DTC B1160: GAUGE CONTROL MODULE LOST COMMUNICATION WITH DOOR MULTIPLEX CONTROL UNIT (DOOR LOCK SWITCH MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for DTCs with the HDS.

Is DTC B1160 indicated?

YES -Go to step 4.

NO -Intermittent failure. The gauge control system is OK at this time. Check pinfits and connections.

4. Check for DTCs with the HDS.

Are DTCs B1006 or B1058 also indicated?

YES -Go to Door Multiplex Control Unit Input Test (see **DOOR MULTIPLEX CONTROL UNIT**).

INPUT TEST).

NO -Go to Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

DTC B1168: GAUGE CONTROL MODULE LOST COMMUNICATION WITH ECM/PCM (ENGINE MESSAGES); DTC B1169: GAUGE CONTROL MODULE LOST COMMUNICATION WITH PCM (A/T MESSAGES)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Start and run the engine for at least 5 seconds then turn the engine off.
4. Check for DTCs with the HDS.

Are DTCs B1168 or B1169 indicated?

YES -Go to step 5.

NO -Intermittent failure, the F-CAN communication line is OK at this time. Check for loose or poor connections. If the connections are good, check the battery condition (see **BATTERY TEST**) and the charging system.

5. Check for DTCs in the ECM/PCM with the HDS.

Are any DTCs indicated?

YES -Go to the indicated DTCs troubleshooting.

NO -Go to step 6.

6. Do the Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

Are all inputs OK?

YES -Go to step 7.

NO -Repair the faulty input, then recheck the DTCs.

7. Substitute a known-good gauge control module.
8. Clear the DTCs with the HDS.
9. Turn the ignition switch OFF, and then back ON (II).
10. Start and run the engine for at least 5 seconds then turn the engine off.
11. Check for DTCs with the HDS.

Are DTCs B1168 or B1169 indicated?

YES -Replace the ECM/PCM.

NO -The original gauge control module is faulty; replace it (see **GAUGE CONTROL MODULE REPLACEMENT**).

DTC B1170: GAUGE CONTROL MODULE LOST COMMUNICATION WITH VSA MODULATOR-CONTROL UNIT (VSA MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for the DTCs in the PCM and the VSA with the HDS.

Are any DTCs indicated?

YES -Troubleshoot the indicated PCM or VSA DTCs.

NO -Go to step 4.

4. Turn the ignition switch OFF, and then back ON (II).
5. Check for DTCs with the HDS.

Is DTC B1170 indicated?

YES -Do the gauge control module input test (see **GAUGE CONTROL MODULE INPUT TEST**).

NO -Intermittent failure, the F-CAN communication line is OK at this time. Check for loose or poor connections. If the connections are good, check the battery condition (see **BATTERY TEST**), and the charging system.

DTC B1173: GAUGE CONTROL MODULE LOST COMMUNICATION WITH TPMS CONTROL UNIT (TPMS MESSAGE)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Check for the DTCs in the TPMS with the HDS.

Are any DTCs indicated?

YES -Go to step 4.

NO - Troubleshoot the indicated TPMS DTCs.

4. Turn the ignition switch OFF, and then back ON (II).
5. Check for DTCs with the HDS.

Is DTC B1173 indicated?

YES -Go to step 6.

NO -Intermittent failure, the F-CAN communication line is OK at this time. Check for loose or poor connections. If the connections are good, check the battery condition (see **BATTERY TEST**), and the charging system.

6. Turn the ignition switch OFF.
7. Disconnect gauge control module connector A (30P).
8. Disconnect TPMS control unit connector B (20P).
9. Check for continuity between gauge control module connector A (30P) No. 13 and No. 14 terminals and TPMS control unit connector B (20P) No. 19 and No. 10 terminals individually.

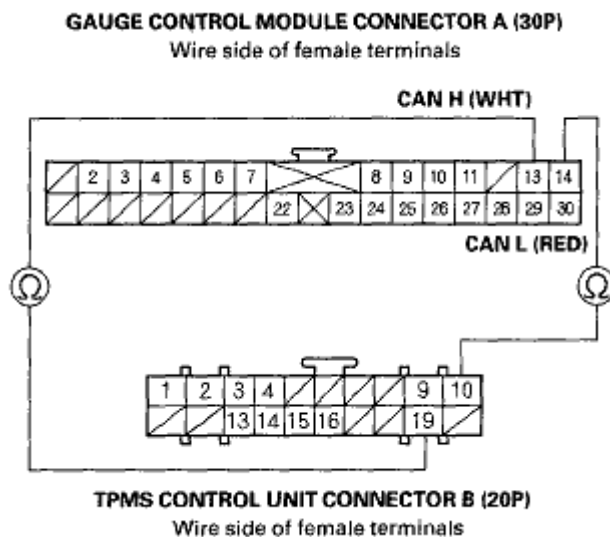


Fig. 20: Checking Continuity Between Gauge Control Module Connector (30P) And TPMS Control Unit Connector (20P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Substitute a known-good TPMS control unit, and recheck. If DTC B1173 is indicated again, replace the gauge control module.

NO -Repair an open in the wire between the gauge control module and the TPMS control unit.

DTC B1175: FUEL LEVEL SENSOR (FUEL GAUGE SENDING UNIT) SIGNALS INPUT ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions

in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Do the fuel gauge sending unit test (see FUEL GAUGE SENDING UNIT TEST).

Is the fuel gauge sending unit OK?

YES -Go to step 2.

NO -Replace the fuel gauge sending unit.

2. Disconnect the fuel pump/fuel gauge sending unit 5P connector and the gauge control module connector A (30P).
3. Check for continuity between the fuel pump/fuel gauge sending unit 5P connector No. 1 and No. 2 terminals and gauge control module connector A OOP) No. 9 and No. 10 terminals individually.

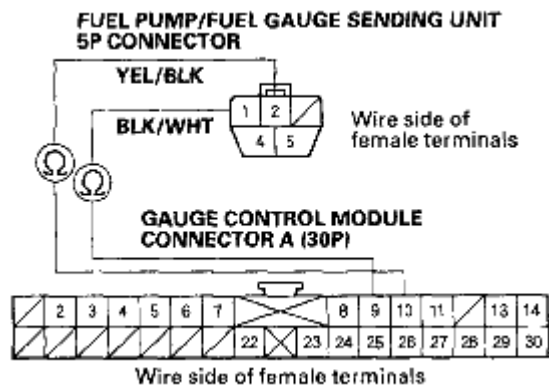


Fig. 21: Checking Continuity Between Fuel Pump/Fuel Gauge Sending Unit 5P Connector And Gauge Control Module Connector (30P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 4.

NO -Repair an open or loose connection in the BLK /WHT or YEL/BLK wire between the gauge control module connector A (30P) and fuel pump/fuel gauge sending unit 5P connector.

4. Check for continuity between gauge control module connector A (30P) No. 9 and No. 10 terminals and body ground individually.

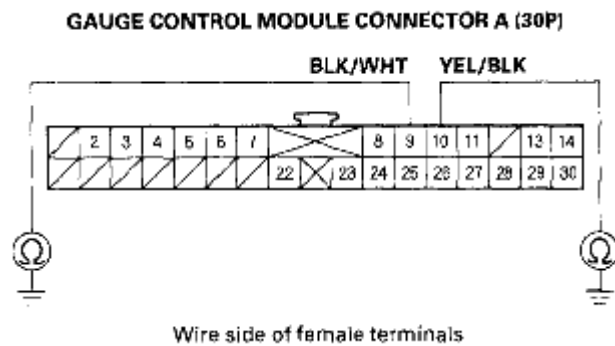


Fig. 22: Checking Continuity Between Gauge Control Module Connector (30P) No. 9 And 10 Terminals And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short to ground in the BLK/WHT or YEL/BLK wire.

NO -Replace the gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**).

DTC B1177: ABNORMAL BATTERY VOLTAGE

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON.
3. Check for DTCs with the HDS.

Is DTC B1177 indicated?

YES -Go to step 5.

NO -Go to step 4.

4. Crank the engine.

Is DTC B1177 indicated?

YES -Go to step 5.

NO -Intermittent failure. The gauge control module and power supply voltage (IG1) that is supplied to the gauge control module are OK at this time. The battery may have been discharged, and recovered.

5. Check the battery (see **BATTERY TEST**) and the charging system.

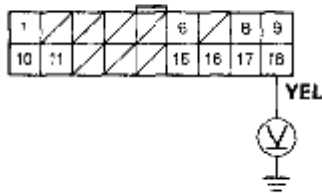
Is the battery condition normal and the charging system OK?

YES -Go to step 6.

NO -Abnormal battery condition which needs a recharge or replacement, or a charging system repair.

6. With gauge control module connector B (18P) still connected, measure the voltage between the No. 18 terminal and body ground.

GAUGE CONTROL MODULE CONNECTOR B (18P)



Wire side of female terminals

Fig. 23: Measuring Voltage Between No. 18 Terminal And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

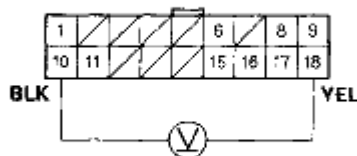
Is there battery voltage?

YES -Go to step 7.

NO -Repair an open or high resistance in the YEL wire between the gauge control module and under-dash fuse/relay box.

7. Measure the voltage between gauge control module connector B (18P) No. 10 and No. 18 terminals.

GAUGE CONTROL MODULE CONNECTOR B (18P)



Wire side of female terminals

Fig. 24: Measuring Voltage Between Gauge Control Module Connector B (18P) No. 10 And 18 Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Faulty gauge control module; replace the gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**).

NO -Repair an open or high resistance in the BLK wire between the gauge control module connector B (18P) and ground (G501).

DTC B1178: F-CAN COMMUNICATION LINE ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Start and run the engine for at least 5 seconds then turn the engine off.
4. Check for DTCs with the HDS.

Is DTC B1178 indicated?

YES -Go to step 5.

NO -Intermittent failure, the F-CAN communication line is OK at this time. Check for loose or poor connections. If the connections are good, check the battery condition (see **BATTERY TEST**) and the charging system.

5. Check for DTCs in the ECM/PCM with the HDS.

Are any DTCs indicated?

YES -Go to the indicated ECM/PCM DTCs troubleshooting.

NO -Go to step 6.

6. Do the Gauge Control Module Input Test (see **GAUGE CONTROL MODULE INPUT TEST**).

Are all inputs OK?

YES -Go to step 7.

NO -Repair the faulty input, then recheck the DTCs.

7. Substitute a known-good gauge control module.
8. Clear the DTCs with the HDS.
9. Turn the ignition switch OFF, and then back ON (II).
10. Start and run the engine for at least 5 seconds then turn the engine off.
11. Check for DTCs with the HDS.

Is DTC B1178 indicated?

YES -Replace the ECM/PCM.

NO -The original gauge control module is faulty; replace it (see **GAUGE CONTROL MODULE REPLACEMENT**).

DTC B1187: GAUGE CONTROL MODULE LOST COMMUNICATION WITH SRS UNIT (SRS MESSAGE)

NOTE: If you are Troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Wait for 6 seconds or more.
4. Check for DTCs with the HDS.

Is DTC B1187 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time. Check for loose or poor connections.

5. Check for SRS DTCs with the HDS (see **GENERAL TROUBLESHOOTING INFORMATION**).

Are any DTCs indicated?

YES -Go to the indicated DTCs troubleshooting, then recheck.

NO -Go to step 6.

6. Turn the ignition switch OFF.
7. Disconnect gauge control module connector A (30P).
8. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
9. Disconnect SRS unit connector A (28P).
10. Check for continuity between gauge control module connector A (30P) No. 13 and No. 14 terminals and SRS unit connector A (28P) No. 20 and No. 21 terminals individually.

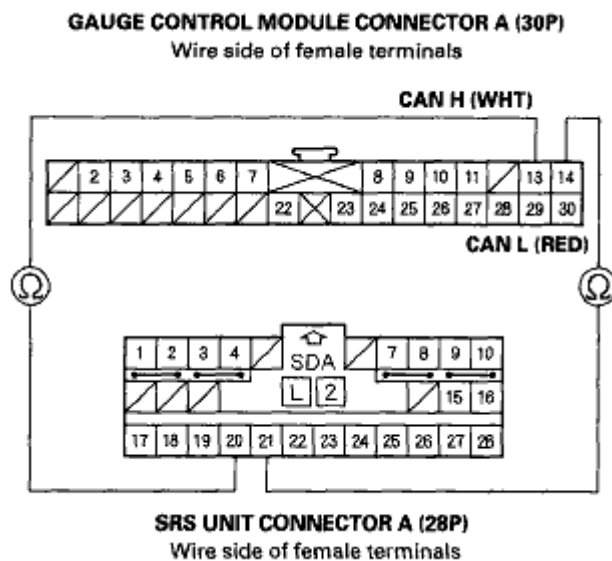


Fig. 25: Checking Continuity Between Gauge Control Module Connector A (30P) And SRS Unit Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Substitute a known-good SRS unit, and recheck. If the indication goes away, replace the original SRS unit. If the DTC is still present, replace the gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**).

NO -Repair an open in the wire.