



**Transmission:** *Honda/Acura*  
**Subject:** *Diagnostic trouble code retrieval*  
**Application:** *Honda/Acura*  
**Issue Date:** *February, 2000*

# Honda/Acura

## Diagnostic Trouble Code Retrieval

When the computer detects a problem in the transmission control system, it stores a diagnostic trouble code in memory, to indicate the general area where the problem appears. This is designed to help you identify and find problems in the computer control system.

When a diagnostic trouble code first sets in memory, all Honda and Acura vehicles flash a shift status light on the dash. This isn't a trouble code: It's just the computer's way of telling you to check for codes.

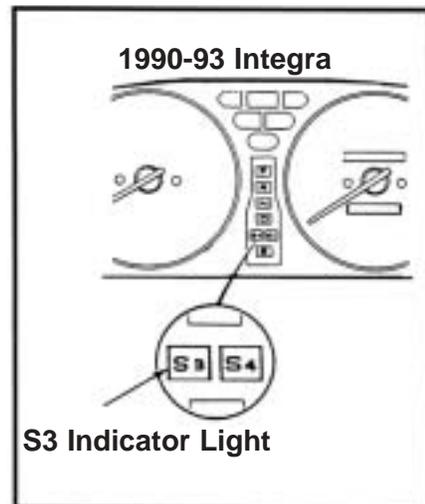
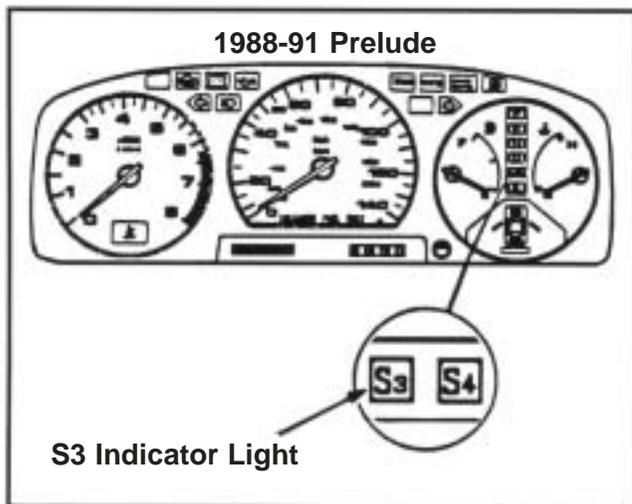
Honda and Acura provides their diagnostic trouble codes on of two ways: Some vehicles flash an LED on the transmission computer, whenever the key is on. Others deliver codes by flashing the S or D4 light on the dash, whenever you connect the wires in a service connector.

Here we'll look at both procedures, to see how to retrieve the codes, how to translate the codes, and how to clear those codes from memory after you've completed your repairs.

### Displays from the LED on the Computer

Several of the early Hondas and Acuras display diagnostic trouble codes by flashing an LED on the computer itself. The LED continues flashing whenever the key is on as long as the codes remain in memory.

When a code sets in memory, the computer lights the S3 indicator light in the dash. The S3 indicator remains on all the time, regardless of gear range; this indicates a problem in the computer system that needs attention.

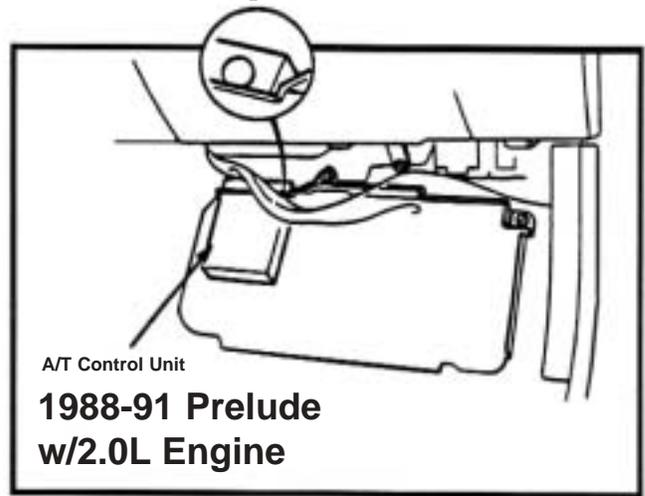


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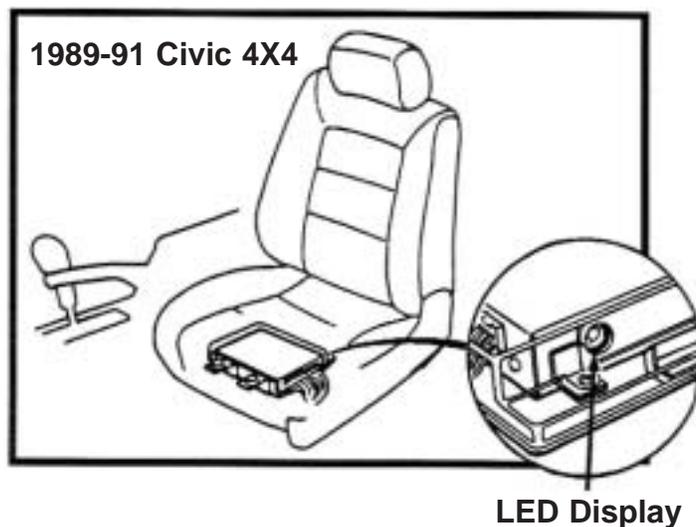
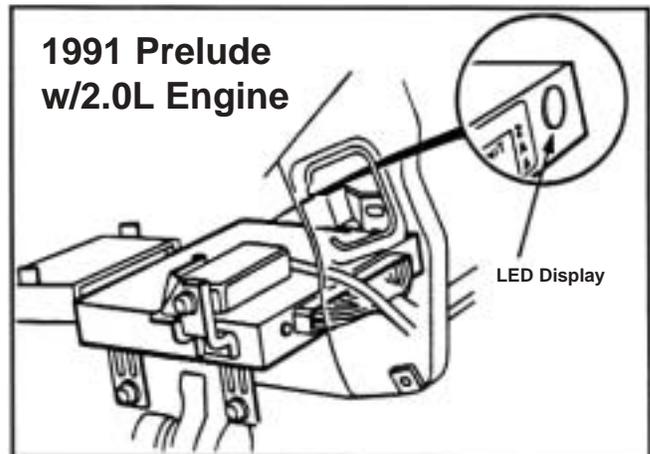
Use the following to identify vehicles that use an LED on the transmission computer to flash out the codes, and where to look for the computer.

## Honda

1988-90 Prelude, 1991 All w/2.1L engine — Look for the computer under the front of the carpet, on the passenger's side. Remove the passenger's door sill and kick panel to make it easier to access the computer.



1991 Prelude w/2.0L engine — Look for the computer behind the center console. The computer is just visible from the passenger's side door.

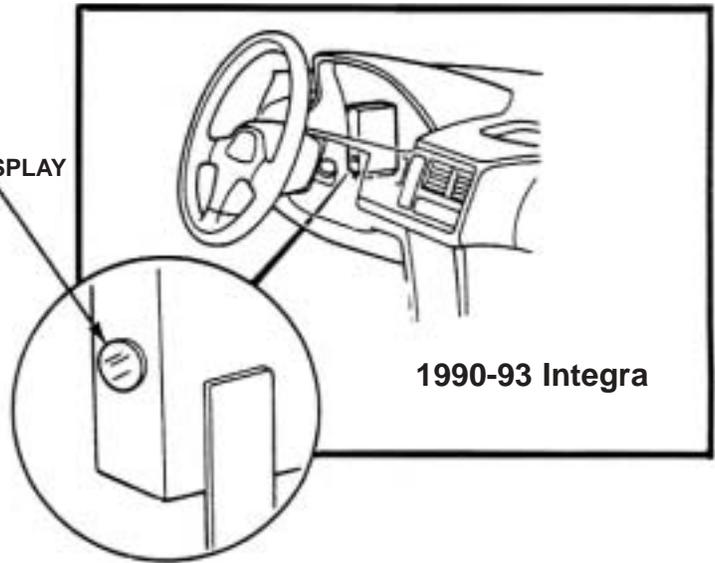


1989-91 Civic 4X4 — Look for the computer under the driver's seat

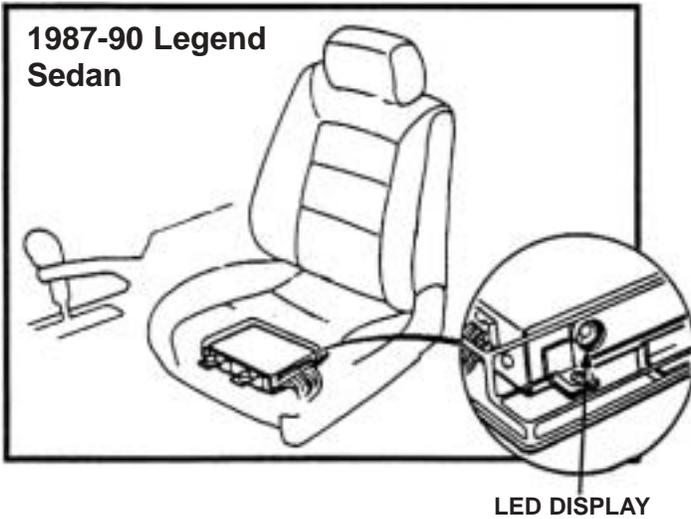
## Acura

1990-93 Integra — Look for the computer behind the left side of the dashboard, next to the inner fender. The computer is just visible from the driver's side floor.

LED DISPLAY

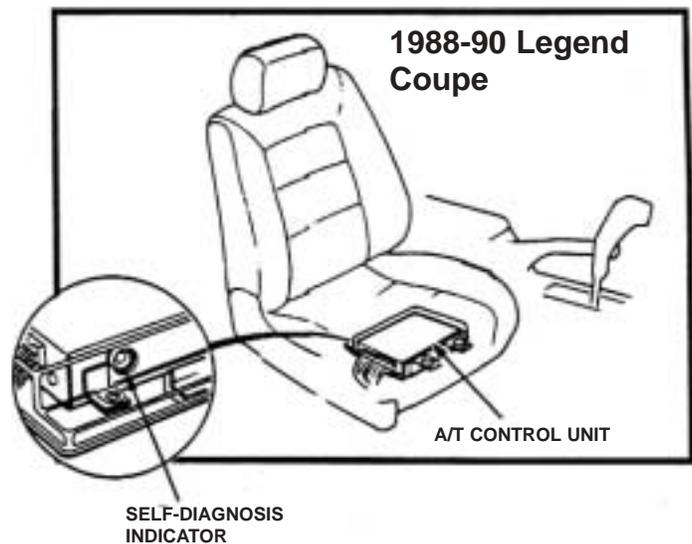


## 1987-90 Legend Sedan



1987-90 Legend Sedan — Look for the computer under the driver's seat.

1988-90 Legend Coupe — Look for the computer under the passenger's seat.



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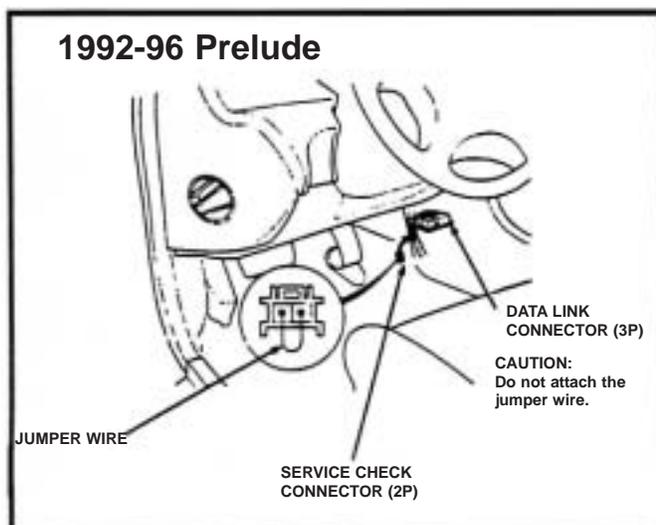
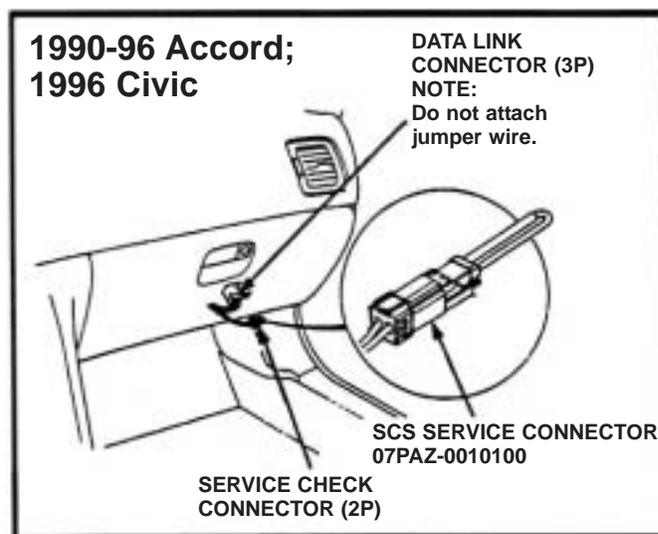
## Displays from the S or D4 Light

Following are vehicles that deliver diagnostic trouble codes through the S or D4 light on the dash. These vehicles have a “service check” connector; to read any trouble codes in memory, you have to jump two terminals of the service check connector together, and turn the ignition key on. The “service check” connector is either a single connector with two wires, or two separate connectors in a single harness. In either case, these wires aren’t connected anything; the connector (or connectors) sits open.

## Honda

**IMPORTANT:** The data link connector (DLC) sits right next to the “service check” connector on these Hondas. Don’t confuse the two, and never jump the wires on the data link connector; jumping the data link connector will damage the computer.

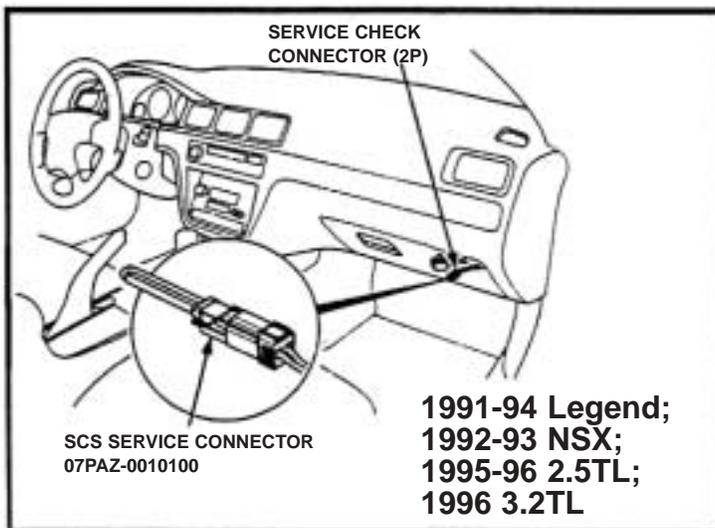
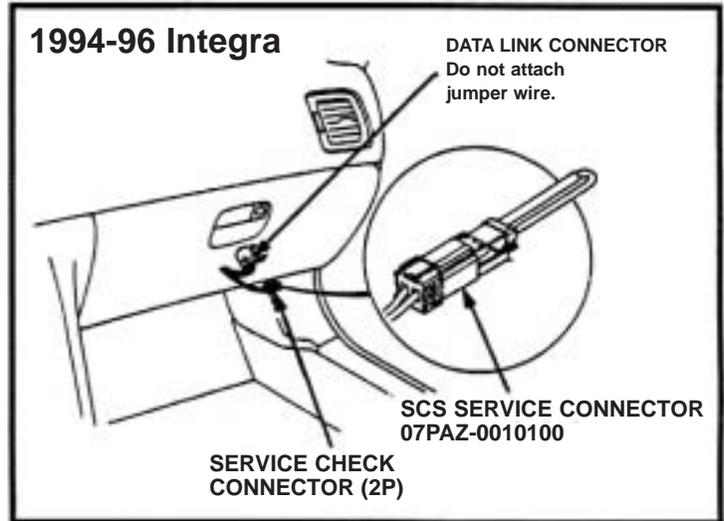
1990-96 Accord; 1996 Civic — Look for the “service check” connector tucked under the far right edge of the dashboard, either below the right bottom edge of the glove box, or behind the top edge of the passenger’s side carpet, on top of the computer.



1992-96 Prelude — Look for the “service check” connector behind the right side of the center console.

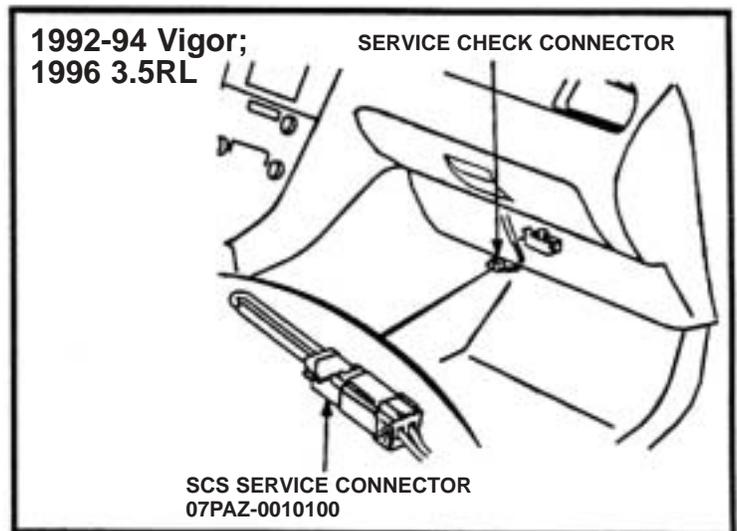
## Acura

1994-96 Integra — Look for the “service check” connector tucked under the far right edge of the dashboard, either below the right bottom edge of the glove box, or behind the top edge of the passenger’s side carpet, on top of the computer.



1991-94 Legend; 1992-93 NSX; 1995-96 2.5TL; 1996 3.2 TL — Look for the “service check” connector tucked under the far right edge of the dashboard, either below the right bottom edge of the glove box, or behind the top edge of the passenger’s side carpet, on top of the computer.

1992-94 Vigor; 1996 3.5RL — Look for the “service check” connector under the left front edge of the passenger’s carpet, up against the firewall. Be careful adjusting the carpet or you’ll never get it back in place afterward.



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## Diagnostic Trouble Code Format

Hondas and Acuras display diagnostic trouble codes in one of two formats: as single and two-digit codes.

### Single-Digit Codes

Single-digit codes are just what their name implies: The computer displays each code by flashing the light a number of times to match the code number. So code 5 is five flashes: code 10 is ten flashes, and so on. If there's only one code in memory, the computer displays that code, pauses, then displays the code again. If there's more than one code in memory, the computer displays the codes in order, from lowest to highest.

All of the systems that use an LED on the computer to display codes use single-digit codes.

### Two-Digit Codes

Systems that use two-digit codes display diagnostic trouble codes as two separate digits; that is, they display the tens using one set of flashes, and the ones as another set of flashes.

The tens flashes are long flashes—they are usually about 1 1/2 seconds long. The ones flashes are much shorter; only about a half a second long. So code 14 would be one long flash, a short pause, and four short flashes. Zero is no flashes, so code ten would just be a long flash, followed by a long pause, to indicate that code is over, and the system is ready to move on to the next code.

Here's how the "S" or "D4" light would flash out diagnostic trouble codes 10 and 14.



All of the systems that use the "S" or "D4" light to display diagnostic trouble codes use two-digit codes. The system will display the codes in order, from the lowest to the highest number, and then repeat itself as long as you have the "service check" connector jumped and the key on.

## Clearing the Diagnostic Trouble codes

**IMPORTANT:** Never disconnect the battery to clear diagnostic trouble codes from memory. While this will erase the codes, it also erases all other memories in the vehicle, including the radio presets and the engine computer's learned parameters. This will affect the vehicle's operation, and can easily lead to a dissatisfied customer.

To clear any diagnostic trouble codes from memory, remove the fuse listed for the vehicle you're working on, and leave it out for at least a minute. Then reinstall the fuse, and drive the vehicle. After a thorough road test, recheck for any codes in memory. If there are no further codes in memory, your repairs were successful; if the codes return, or new codes appear, always check those problems before delivering the vehicle.

Vehicle Model	Year	Fuse to Erase Codes
<b>Honda</b>		
Accord	1990-96	Backup Fuse
Civic 4X4	1989-91	#34 Fuse
Civic	1996	Backup Fuse
Prelude	1989-91	#35 Fuse
	1992-96	Clock Radio Fuse
<b>Acura</b>		
Integra	1991-93	#34 Fuse
	1994-96	Backup Fuse
Legend	1988-90	#22 Fuse
	1991-95	#15 Fuse (in Underdash Fusebox)
Vigor	1992-94	Backup Fuse
2.5TL	1995-96	Backup Fuse
3.2TL	1996	Backup Fuse
3.5RL	1996	Backup Fuse

**NOTE:** All fuses are in the engine compartment fuse box except the 1991-94 Legend.

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## Diagnostic Trouble Codes

Here is a list of the diagnostic trouble codes that apply to Honda and Acura vehicles. Remember, never condemn a component based solely on a code; always check the circuit and component before replacing any parts.

1. Open or Shorted Lock-up Solenoid A.
2. Open or Shorted Lock-up Solenoid B.
3. Open or Shorted Throttle Position Sensor.
4. Open or Shorted Vehicle Speed Sensor.
5. Faulty Shifter Position Switch Circuit.
6. Faulty Shifter Position Switch Circuit.
7. Open or Shorted Shift Solenoid A.
8. Open or Shorted Shift Solenoid B.
9. Open or Shorted Countershaft Speed Sensor (Reed Type on Some Models).
10. Open or Shorted Coolant Temperature Sensor.
11. Open or Shorted Tach Signal Lead.
12. Faulty Cooling Fan Control Unit Lead (Legend w/Type 1 Control Unit).
13. Open or Shorted PA (Baro) Sensor (1990-93 Integra).
14. Open or Shorted FAS Lead.
15. Open or Shorted Mainshaft Speed Sensor.
16. Open or Shorted Pressure Control Solenoid.
17. Open or Shorted Kickdown Solenoid (Legend).
18. Lock-up Control System.
19. Shift Control System.