

2005-08 SUSPENSION

TPMS (Tire Pressure Monitoring System) - RL

COMPONENT LOCATION INDEX

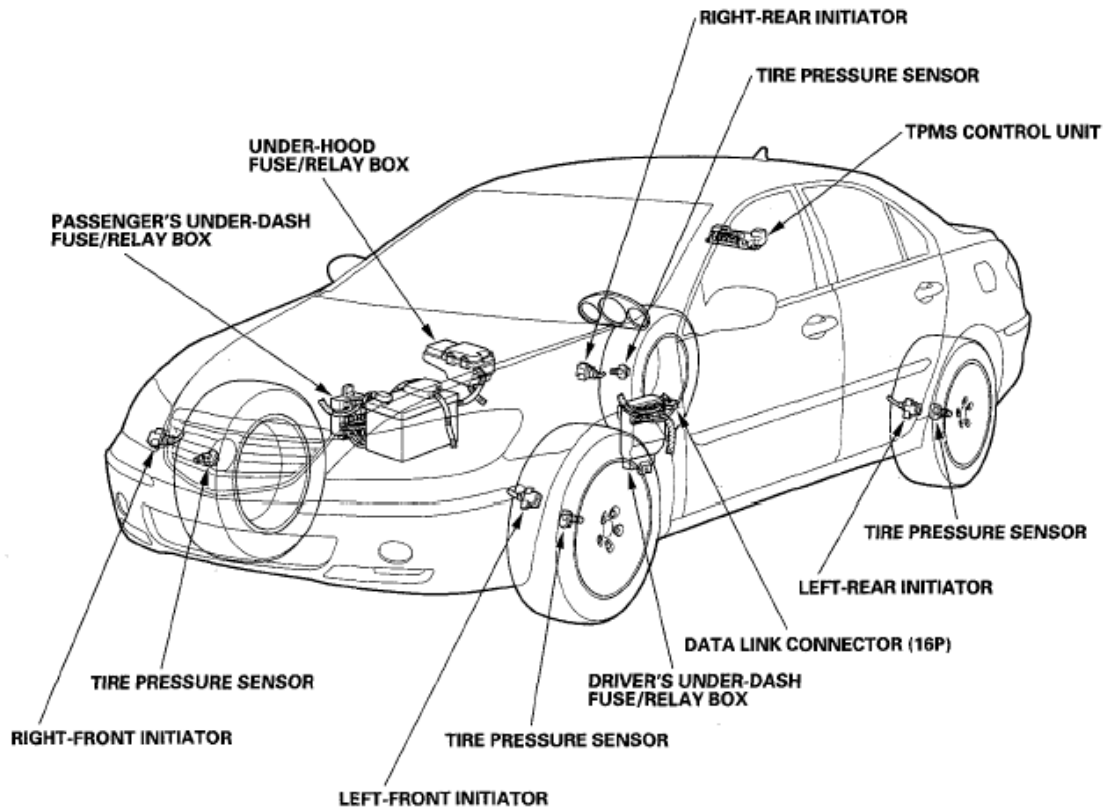
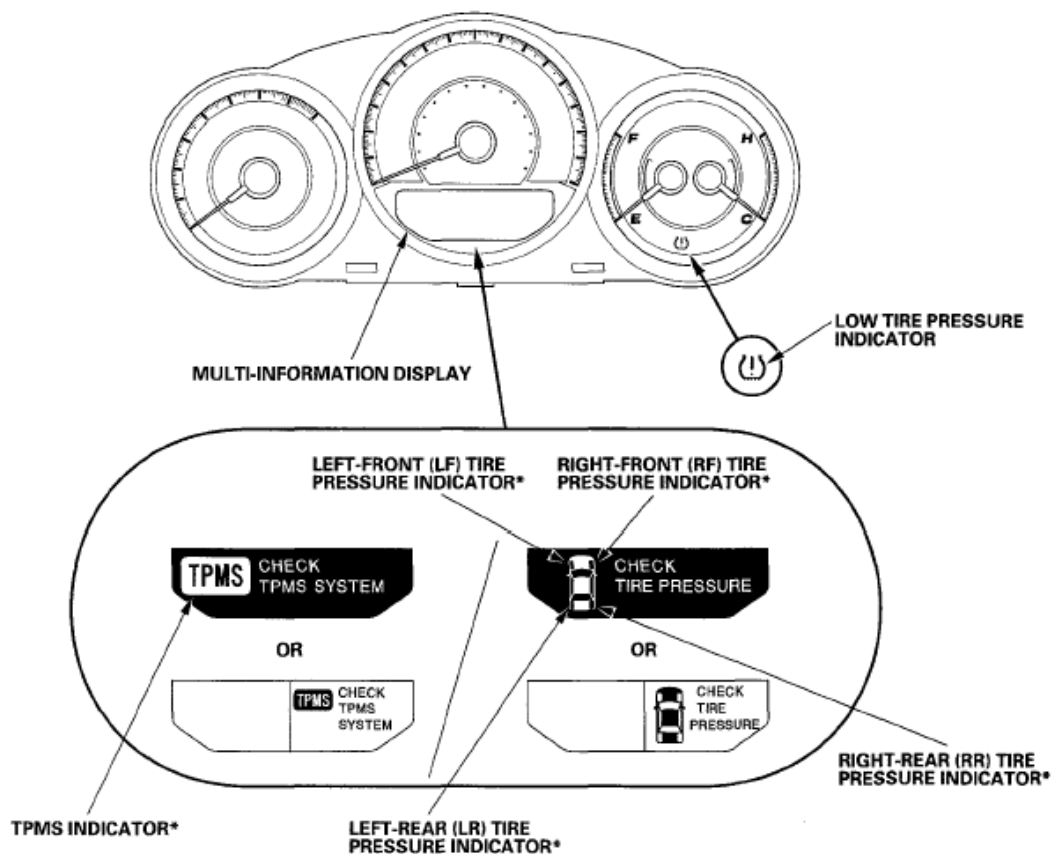


Fig. 1: Identifying TPMS (Tire Pressure Monitoring System)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

GENERAL TROUBLESHOOTING INFORMATION

SYSTEM INDICATOR LOCATION



*: Located in the Multi-Information Display

Fig. 2: Identifying Multi-Information Display
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

HOW TPMS WORKS ('05-07 MODELS)

The TPMS (Tire Pressure Monitoring System) has many indicators: a low tire pressure indicator (LED indicator), a system indicator, and the tire(s) indicator (shown on the multi-information display). When the TPMS control unit detects low pressure in a tire or a problem in the system, it turns on the appropriate indicator(s).

- If low tire pressure is detected, the low tire pressure indicator and the appropriate tire indicator come on.
- If a problem in the system is detected, the TPMS indicator comes on.
- If low tire pressure and a problem in the system are detected, only the TPMS indicator comes on.

If the system is OK, the low tire pressure indicator should come on when you turn the ignition switch ON (II), and then go off 2 seconds later. If it doesn't, there is a problem with the system.

If the system detects low pressure in any of the four tires, the low tire pressure indicator comes on and the appropriate tire(s) indicator will show on the multi-information display, and the control unit will set one or more of these codes: DTC 11,13,15,17. When the tire pressure returns to normal, the control unit will turn off the indicators and store the DTC(s). However, if the control unit detects a problem in the system during an indication of low tire pressure, it will turn off the low pressure and tire(s) indicators, store the DTC(s), and turn on the TPMS indicator.

NOTE: Tire pressures will increase slightly as the temperature in the tires rises during driving at highway speeds. Pressures will also increase or decrease slightly with changes in outside air temperature. A temperature change of about 50°F (10°C) will change tire pressure by about 10 kPa (0.1 kgf/cm², 1.5 psi). If the temperature drops and then rises, tire pressure could decrease just enough to turn on the low pressure and tire(s) indicators, but later increase enough to turn them off. To resolve a complaint of such intermittent indications, confirm and clear the stored DTC(s) and check the tire pressures. Then explain to the client how temperature changes can affect the system, especially when tire pressures are near the low end of the TPMS normal range - 168 to 220 kPa (1.7 to 2.2 kgf/cm², 24 to 32 psi).

If a problem is detected in the system, the TPMS indicator will come on and stay on until the system returns to normal with most DTCs. If DTC 45,51,53,55, 57, 81,83, or 85 is set, the TPMS indicator will go off only when the ignition switch is turned off.

If a flat tire is replaced with the spare tire, and the flat tire is stored in the cargo area, the low tire pressure indicator will stay on but the appropriate tire indicator will go off. This prevents the client from thinking there is a problem with the spare tire. When the flat tire is taken out of the vehicle for repair, the TPMS indicator will come on showing a (DTC 32,34, 36, or 38) because the system is no longer receiving the signal from the tire's transmitter.

HOW TPMS WORKS ('08 MODEL)

The TPMS (Tire Pressure Monitoring System) has many indicators: a low tire pressure indicator (LED indicator), a system indicator, and the tire(s) indicator (shown on the multi-information display). When the TPMS control unit detects low pressure in a tire or a problem in the system, it turns on, or blinks the appropriate indicator(s).

- If low tire pressure is detected, the low tire pressure indicator and the appropriate tire indicator come on.
- If a problem in the system is detected, the TPMS indicator comes on, and the low tire pressure indicator comes on after blinking for about 75 seconds.
- If low tire pressure and a problem in the system are detected the TPMS indicator comes on, and the low tire pressure indicator comes on after blinking for 75 seconds. In this case the low tire pressure indicator will be warning of the system failure.

If the system is OK, the low tire pressure indicator should come on when you turn the ignition switch ON (II), and then go off 2 seconds later. If it doesn't, there is a problem with the system.

If the system detects low pressure in any of the four tires, the low tire pressure indicator comes on and the appropriate tire indicator(s) will show on the multi-information display, and the control unit will set one or more of these codes: DTC 11,13,15,17. When the tire pressure returns to normal, the control unit will turn off the indicators and store the DTC(s). However, if the control unit detects a problem in the system during an indication of low tire pressure, it will turn off the tire indicators, store the DTC(s), and turn on the TPMS indicator and the low tire pressure indicator after blinking.

NOTE: Tire pressures will increase slightly as the temperature in the tires rises during driving at highway speeds. Pressures will also increase or decrease

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PROBLEMS THAT ARE NOT SYSTEM FAULTS

- **Tire Sealant**

Fluid sealant used to repair a punctured tire can damage the tire pressure sensor mounted on each wheel. It can prevent the system from detecting the correct tire pressure, which sets a DTC 11, 13, 15, or 17 even though the system is normal.

- **Cold Weather**

When the weather is extremely cold - about -40°F (-40°C) or colder - the output of the lithium battery in each tire pressure sensor may drop far enough that the control unit sets a DTC for low battery voltage (31, 33, 35, or 37) even though the system is normal.

- **Non-TPMS Wheels**

Vehicles equipped with TPMS (including PAX system) must use wheels made for the system. Every TPMS wheel is marked with the letters TPMS or PAX System; do not use any other type of wheel.

HOW A DIAGNOSTIC TROUBLE CODE (DTC) IS SET ('05-07 MODELS)

- When the system detects a problem, the TPMS control unit sets a code, but shifts to fail-safe mode, and will not alert the driver to low tire pressures.
- If the TPMS control unit loses power, or fails, the TPMS indicator will come on, but no DTC will be set.
- The memory can hold all the DTCs that could possibly be set. However, when the same DTC is detected more than once, the most recent one overwrites the previous one, so only the latest DTC of each type is stored.
- DTCs are indicated in ascending order, not in the order they occurred.

- Set DTCs are stored in the EEPROM (nonvolatile memory), they cannot be cleared by disconnecting the battery. To clear a DTC, connect the HDS (Honda Diagnostic System) to the data link connector (DLC), and follow the screen prompts.

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HOW TO TROUBLESHOOT TPMS DTCS ('05-07 MODELS)

DTC troubleshooting procedures assume the cause of the problem is still present and the TPMS indicator is still on. (NOTE: The TPMS indicator comes on for DTCs 11,13,15, and 17 only if the low tire pressure indication is false, caused by a problem in the system.) Do not use a troubleshooting procedure unless the system has set the DTC listed for it.

1. Ask the client to describe the conditions when the indicator came on, and try to reproduce the same conditions for troubleshooting. Find out if the client checked and/or adjusted tire pressures since the indicator came on.
2. If an indicator does not come on during the test-drive, check for loose terminals, poor contact due to damaged terminals, etc. before you start troubleshooting.
3. After troubleshooting, clear the DTCs, and test-drive the vehicle. Make sure no indicators come on.

HOW TO TROUBLESHOOT TPMS DTCS ('08 MODEL)

DTC troubleshooting procedures assume the cause of the problem is still present and the TPMS indicator and the low tire pressure indicator (start blinking) are still on. (NOTE: The TPMS indicator and the low tire pressure indicator (start blinking) comes on for DTCs 11,13,15, and 17 only if the low tire pressure indication is false, caused by a problem in the system.) Do not use a troubleshooting procedure unless the system has set the DTC listed for it.

1. Ask the client to describe the conditions when the indicators came on or blinked, and try to reproduce the same conditions for troubleshooting. Find out if the client checked and/or adjusted tire pressures since the indicator came on.
2. If an indicator does not come on during the test-drive, check for loose terminals, poor contact due to damaged terminals, etc. before you start troubleshooting.
3. After troubleshooting, clear the DTCs, and test-drive the vehicle. Make sure no indicators come on.

HOW TO RETRIEVE TPMS DTCS

1. With the ignition switch OFF, connect the HDS (Honda Diagnostic System) to the 16P data link connector (DLC) (A) located under the leftside of the dashboard.

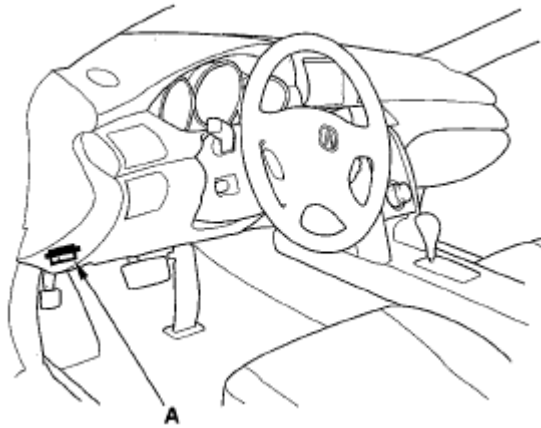


Fig. 3: Identifying Data Link Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Turn the ignition switch ON (II).
3. Make sure the HDS communicates with the vehicle and the TPMS control unit. If it doesn't, troubleshoot the DLC circuit (see '**08 MODEL**').
4. Follow the prompts on the HDS to display the DTC(s) on the screen. After determining the DTC, refer to the **DTC TROUBLESHOOTING**.

NOTE: See the HDS Help menu for specific instructions.

5. Turn the ignition switch OFF.

HOW TO CLEAR TPMS DTCS

NOTE: You cannot clear the DTCs manually.

1. With the ignition switch OFF, connect the HDS to the 16P data link connector (DLC) (A) located under the left side of the dashboard.

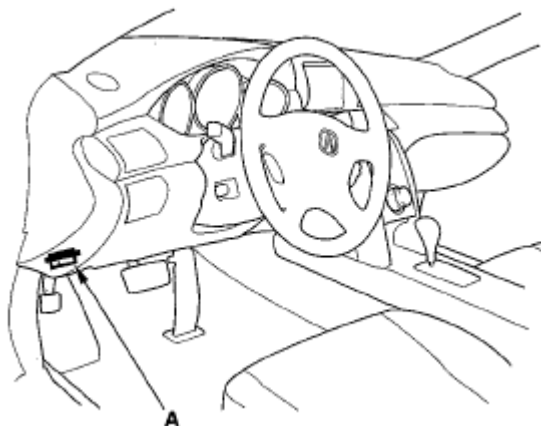


Fig. 4: Identifying Data Link Connector**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

2. Turn the ignition switch ON (II).
3. Make sure the HDS communicates with the vehicle and the TPMS control unit. If it doesn't, troubleshoot the DLC circuit (see '**08 MODEL**').
4. Clear the DTC(s) by following the screen prompts on the HDS.

NOTE: **See the HDS Help menu for specific instructions.**

5. Turn the ignition switch OFF.

MEMORIZING THE TIRE PRESSURE SENSOR ID**MEMORIZING A TIRE PRESSURE SENSOR ID**

When a tire pressure sensor is replaced, the sensors ID must be memorized by the TPMS control unit.

NOTE: **To ensure the control unit memorizes the correct ID, the vehicle with the new sensor must be at least 3 m (10 ft) from any other TPMS pressure sensor not installed on that vehicle.**

MEMORIZING A SENSOR ID AUTOMATICALLY

After rotating the tires or replacing a tire pressure sensor, drive the vehicle for at least 40 seconds at a speed of 15 mph (24 km/h) or more, and all the sensor IDs will be memorized automatically.

NOTE:

- **When replacing the TPMS control unit, use the HDS to memorize IDs.**
- **After the IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the four tire indicators come on.**

MEMORIZE THE ID WITH THE HDS

The HDS can memorize the ID of a new tire pressure sensor or a previously memorized ID.

1. With the ignition switch OFF, connect the HDS to the 16P data link connector (DLC) (A) located under the left side of the dashboard.

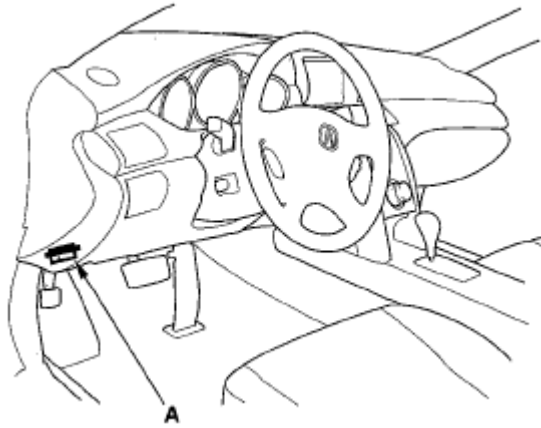


Fig. 5: Identifying Data Link Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Turn the ignition switch ON (II).
3. Make sure the HDS communicates with the vehicle and the TPMS control unit. If it doesn't, troubleshoot the DLC circuit (see '08 MODEL).
4. Memorize the ID of the tire pressure sensor by following the screen prompts on the HDS.

NOTE:

- See the HDS Help menu for specific instructions.
- When replacing the TPMS control unit, use the HDS to memorize IDs.
- After the IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the tire indicators come on.

5. Turn the ignition switch OFF.

DTC TROUBLESHOOTING INDEX

DTC TROUBLESHOOTING INDEX

DTC	Detection Item
<u>11</u>	Right-front low air pressure
<u>13</u>	Left-front low air pressure
<u>15</u>	Right-rear low air pressure
<u>17</u>	Left-rear low air pressure
<u>21</u>	Right-front tire pressure sensor abnormally high temperature
<u>22</u>	Left-front tire pressure sensor abnormally high temperature
<u>23</u>	Right-rear tire pressure sensor abnormally high temperature
<u>24</u>	Left-rear tire pressure sensor abnormally high temperature
<u>31</u>	Right-front tire pressure sensor low battery voltage

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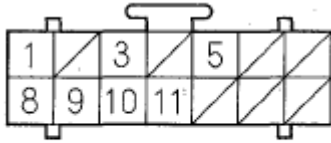
<u>32</u>	Right-front tire pressure sensor transmitting failure
<u>33</u>	Left-front tire pressure sensor low battery voltage
<u>34</u>	Left-front tire pressure sensor transmitting failure
<u>35</u>	Right-rear tire pressure sensor low battery voltage
<u>36</u>	Right-rear tire pressure sensor transmitting failure
<u>37</u>	Left-rear tire pressure sensor low battery voltage
<u>38</u>	Left-rear tire pressure sensor transmitting failure
<u>41</u>	Abnormal signal reception error
<u>45</u>	Initiator circuit short detection
<u>51</u>	Right-front tire pressure sensor registration error
<u>53</u>	Left-front tire pressure sensor registration error
<u>55</u>	Right-rear tire pressure sensor registration error
<u>57</u>	Left-rear tire pressure sensor registration error
<u>81</u>	TPMS control unit failure (RAM/ROM/ADC/EEPROM/ALU) check
<u>83</u>	No VSP signal
<u>85</u>	F-CAN communication failure
<u>91</u>	Right-front tire pressure sensor internal error
<u>93</u>	Left-front tire pressure sensor internal error
<u>95</u>	Right-rear tire pressure sensor internal error
<u>97</u>	Left-rear tire pressure sensor internal error

SYMPTOM TROUBLESHOOTING INDEX**SYMPTOM TROUBLESHOOTING CHART**

Symptom	Diagnostic procedure
HDS does not communicate with the TPMS control unit or the vehicle	Troubleshoot the DLC circuit (see <u>'08 MODEL</u>)
Low tire pressure indicator does not come on, and no DTCs are stored ('05-07 models)	Symptom Troubleshooting (see <u>LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED ('05-07 MODELS)</u>)
Low tire pressure indicator does not come on, and no DTCs are stored ('08 model)	Symptom Troubleshooting (see <u>LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED ('08 MODEL)</u>)
Low tire pressure indicator does not go off, and no DTCs are stored ('05-07 models)	Symptom Troubleshooting (see <u>LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED ('05-07 MODELS)</u>)
Low tire pressure indicator does not go off, and no DTCs are stored ('08 model)	Symptom Troubleshooting (see <u>LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED ('08 MODEL)</u>)
TPMS indicator does not come on, and no DTCs are stored	Symptom Troubleshooting (see <u>TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT COME ON, AND NO DTCS ARE STORED</u>)
TPMS indicator does not go off, and no DTCs are stored	Symptom Troubleshooting (see <u>TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT GO OFF, AND NO DTCS ARE STORED</u>)

SYSTEM DESCRIPTION

TPMS CONTROL UNIT INPUTS AND OUTPUTS FOR CONNECTOR A (14P)



Wire side of female terminals

Fig. 6: Identifying TPMS Control Unit Inputs And Outputs For Connector A (14P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

VOLTAGE TERMINAL CHART

Terminal number	Wire color	Terminal sign (Terminal name)	Description	Measurement		
				Terminal	Conditions	Voltage
1	RED	+B (Battery positive)	Power source for the TPMS control unit	1-GND	At all times	Battery voltage
3	BLK	GND (Ground)	Ground for the TPMS control unit	3-GND	At all times	Less than 0.1V
5	YEL	IG1 (Ignition 1)	Power source for activating the system	5-GND	Ignition switch ON (II)	Battery voltage
					Ignition switch OFF	Less than 0.1V
8	BRN	LF LF PWR. (LF low frequency power)	Power source for the left-front initiator	8-GND	For 5 seconds with ignition switch ON (II)	About 7 V
					After 5 seconds with ignition switch ON (II)	-
9	ORN	RF LF PWR. (RF low frequency power)	Power source for the right-front initiator	9-GND	For 5 seconds with ignition switch ON (II)	About 7 V
					After 5 seconds with ignition switch ON (II)	-
10	BRN	LR LF PWR. (LR low frequency power)	Power source for the left-rear initiator	10-GND	For 5 seconds with ignition switch ON (II)	About 7 V
					After 5 seconds with ignition switch ON (II)	-
11	PUR	RR LF PWR. (RR low frequency power)	Power source for the right-rear initiator	11-GND	For 5 seconds with ignition switch ON (II)	About 7 V
					After 5 seconds	-

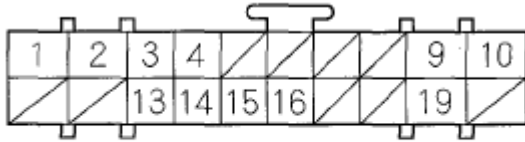
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with ignition switch
ON (II)

-

TPMS CONTROL UNIT INPUTS AND OUTPUTS FOR CONNECTOR B (20P)



Wire side of female terminals

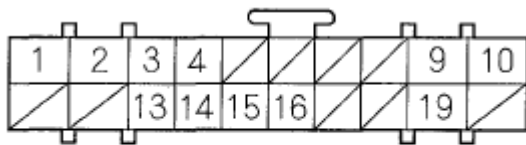
Fig. 7: Identifying TPMS Control Unit Inputs And Outputs For Connector B (20P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

VOLTAGE TERMINAL CHART

Terminal number	Wire color	Terminal sign (Terminal name)	Description	Measurement		
				Terminal	Conditions	Voltage
1	LTGRN	RF LF SIG. (RF low frequency signal)	Detects the signal from the right-front initiator	1-GND	For the first 5 seconds after turning the ignition switch ON (II)	Pulses 0-2 V
					With ignition switch ON (II) for more than 5 seconds	Less than 0.1V
2	GRY	RR LF SIG. (RR low frequency signal)	Detects the signal from the right-rear initiator	2-GND	For the first 5 seconds after turning the ignition switch ON (II)	Pulses 0-2 V
					With ignition switch ON (II) for more than 5 seconds	Less than 0.1V
3	GRY	LF LF SIG. (LF low frequency signal)	Detects the signal from the left-front initiator	3-GND	For the first 5 seconds after turning the ignition switch ON (II)	Pulses 0-2 V
					With ignition switch ON (II) for more than 5 seconds	Less than 0.1V
4	PNK	LR LF SIG. (LR low frequency signal)	Detects the signal from the left-rear initiator	4-GND	For the first 5 seconds after turning the ignition switch ON (II)	Pulses 0-2 V
					With ignition switch ON (II) for more than 5 seconds	Less than 0.1V

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					seconds	0.1V
9	LTBLU	K-LINE (Data link connector)	Communications with HDS	-	-	-
10	BLK	CANL (CAN communication signal low)	Sends the communication signal	-	Ignition switch ON (II)	Pulses

TPMS CONTROL UNIT INPUTS AND OUTPUTS FOR CONNECTOR B (20P)

Wire side of female terminals

Fig. 8: Identifying TPMS Control Unit Inputs And Outputs For Connector B (20P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

VOLTAGE TERMINAL CHART

Terminal number	Wire color	Terminal sign (Terminal name)	Description	Measurement		
				Terminal	Conditions	Voltage
13	LT BLU	LF LF GND (LF low frequency ground)	Ground for the left-front initiator	13-GND	Ignition switch ON (II)	Less than 0.1V
14	PNK	RF LF GND (RF low frequency ground)	Ground for the right-front initiator	14-GND	Ignition switch ON (II)	Less than 0.1V
15	GRN	LR LF GND (LR low frequency ground)	Ground for the left-rear initiator	15-GND	Ignition switch ON (II)	Less than 0.1V
16	LTGRN	RR LF GND (RR low frequency ground)	Ground for the right-rear initiator	16-GND	Ignition switch ON (II)	Less than 0.1V
19	WHT	CANH (CAN communication signal high)	Sends the communication signal	-	Ignition switch ON (II)	Pulses

SYSTEM STRUCTURE

Whenever the engine is running, the TPMS control unit continuously monitors all four tires and the system. If it detects low pressure in a tire, it alerts the driver by turning on the low tire pressure indicator and the appropriate tire(s) indicator shown on the multi-information display. If it detects a problem in the system it turns on the TPMS indicator.

Initiators

Mounted on the top of each wheel well, each initiator sends a start/stop signal to the tire pressure sensor in the tire below it.

Control unit

Mounted under the rear shelf, the control unit sends signals to the initiators and receives signals from them.

to verify pressure sensor IDs every time the engine starts. It also receives signals from the transmitters in the tire pressure sensors, and it continuously monitors and controls the system.

Indicators

All indicators are in the gauge control module: The low tire pressure indicator (LED indicator), tire(s) indicators (on the multi-information display) to show which tire is affected, and the TPMS indicator (on the multi-information display) that comes on only if there's a problem with the system. When two or more tire pressures are low, the low pressure indicator comes on about 5 seconds before the appropriate tire(s) indicator. Once low pressure is detected, the system scans all four pressure sensors to ensure that it turns on the correct tire indicator.

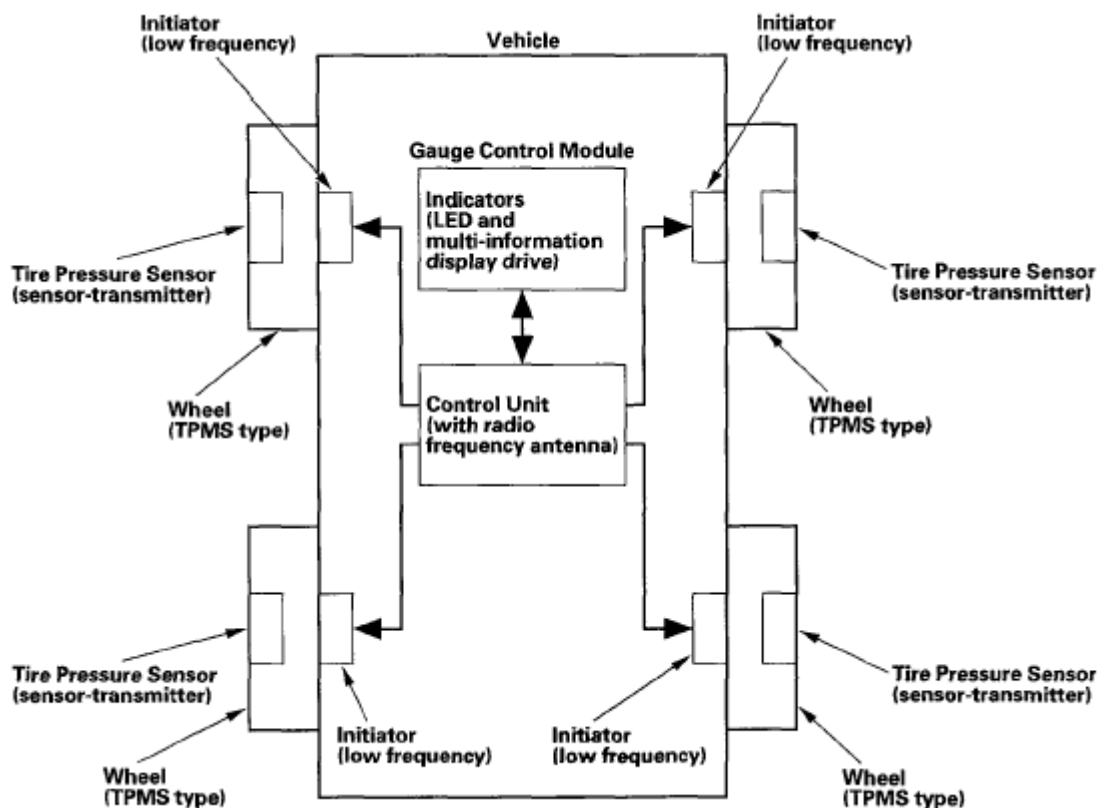


Fig. 9: TPMS Control Unit - System Diagram
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Tire pressure sensor

Each sensor is an integrated unit made up of the tire valve stem, a pressure sensor, and a transmitter. The unit is attached to the inside of the wheel, around the valve stem. The sensor transmits a signal to the control unit when tire pressure is less than 168 kPa (1.7 kgf/cm², 24 psi). The control unit then turns on the low pressure indicator and the appropriate tire(s) indicator. When that tire's pressure is increased to more than 198 kPa (2.0 kgf/cm², 29 psi), the transmitter stops sending the signal, and the control unit turns the indicators off.

Wheels

TPMS (included with PAX system) will not work unless TPMS type wheels are installed on the vehicle. The

original equipment wheels have a "TPMS" or "PAX System" mark on them (A), and a counterweight (B) cast into the opposite side of the spoke to balance the weight of the sensor (C).

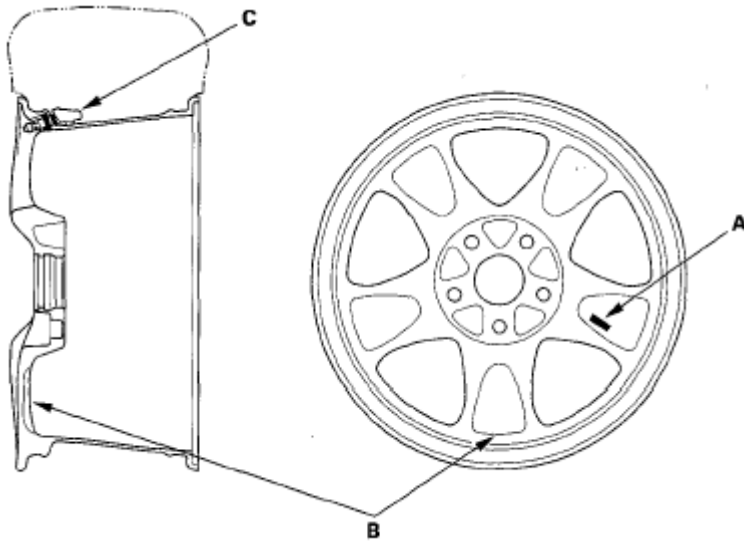


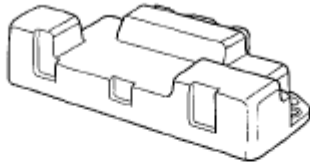
Fig. 10: Identifying Counterweight And Weight Sensor
Courtesy of AMERICAN HONDA MOTOR CO., INC.

System Communication

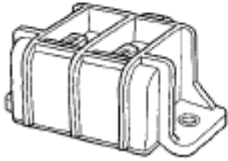
- When the vehicle is running, an RF (radio frequency) band wave signal is continuously transmitted from the tire pressure sensor to the control unit.
- When the ignition switch is turned ON (II), the initiators send an LF (low frequency) band wave signal to the low pressure sensors, switching them from sleep mode to normal function mode. When the ignition switch is turned OFF, the sensors switch from normal function mode back to sleep mode to extend their battery life.
- Each low pressure sensor has its own ID to prevent jamming by similar systems on other vehicles. After memorizing all the sensor IDs, the control unit receives only those specific signals.
- An ID can be memorized manually or automatically. Each initiator is hardwired to the control unit. Every time the ignition is turned ON (II), the control unit asks each initiator for a sensor ID. The initiators then transmit the sensor IDs, and the control unit receives and memorizes them. The control unit then knows which ID belongs to each tire location. This recurring ID confirmation prevents any confusion in the system as a result of normal tire rotation.

NOTE: Be careful not to bend the bracket or base on the TPMS control unit and initiators. Misalignment of the control unit and initiators could interfere with sending and receiving signals.

**Control Unit
(with Radio Frequency Antenna)**



**Initiator
(Low Frequency Initiator)**



**Tire Pressure Sensor
(Sensor-transmitter)**



Fig. 11: Identifying Control Unit And Tire Pressure Sensor
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

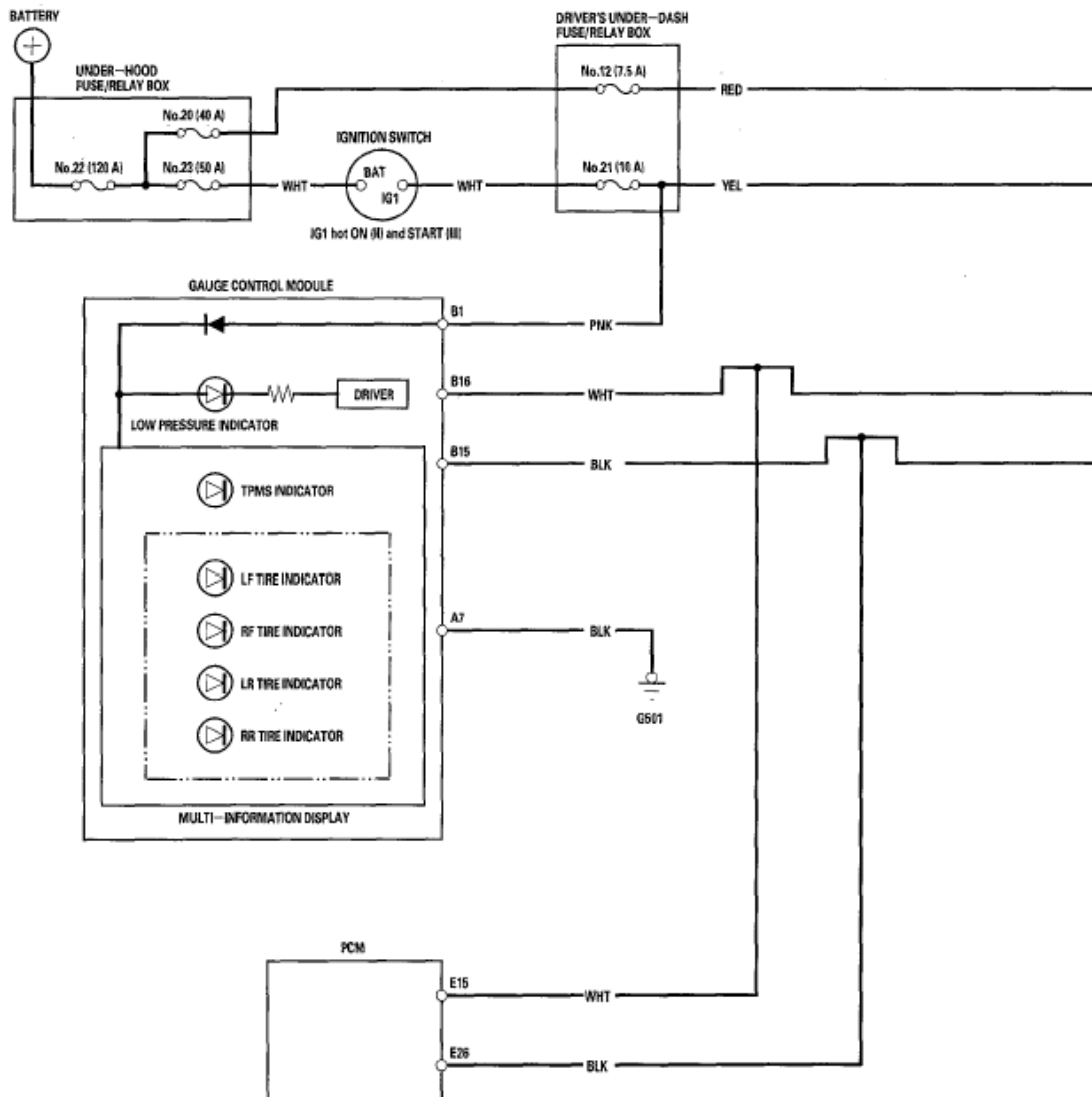


Fig. 12: TPMS - Circuit Diagram (1 Of 3)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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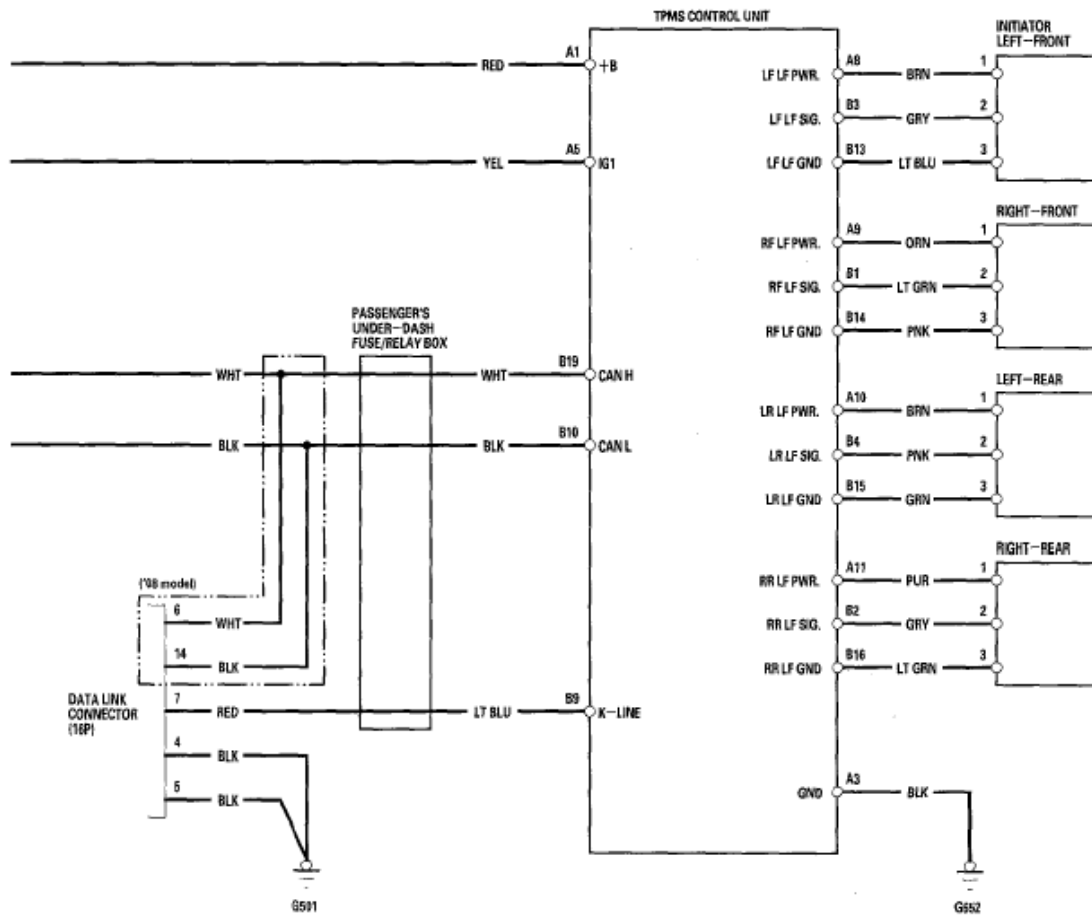
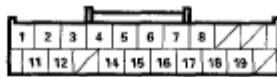


Fig. 13: TPMS - Circuit Diagram (2 Of 3)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Connector views

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

GAUGE CONTROL MODULE CONNECTOR B (28P)



Wire side of female terminals

PCM CONNECTOR (31P)



Wire side of female terminals

DATA LINK CONNECTOR (16P)



Terminal side of female terminals

INITIATOR CONNECTOR (3P)



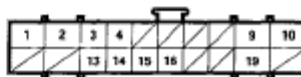
Wire side of female terminals

TPMS CONTROL UNIT CONNECTOR A (14P)



Wire side of female terminals

TPMS CONTROL UNIT CONNECTOR B (23P)



Wire side of female terminals

Fig. 14: TPMS - Circuit Diagram (3 Of 3)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC 11,13,15,17: LOW AIR PRESSURE

NOTE: If low Air pressure is detected, the control unit will set one or more of these DTCs, and turn on the low pressure indicator and the appropriate tire indicator(s). If the low pressure and tire indicators come on due to true low Air pressure, and the client corrects it before bringing the vehicle in, the DTCs will have been stored, but all the indicators will be off.

1. Turn the ignition switch ON (II).
2. Check which tire indicator is on.

NOTE: If no tire indicators are on, retrieve the DTCs with the HDS.

DTC TROUBLESHOOTING CHART

DTC	Tire location
11	Right-front
13	Left-front
15	Right-rear
17	Left-rear

3. Turn the ignition switch OFF.
4. Check the pressure of the indicated tire.

Is there 168 kPa (1.7 kgf/cm² , 24 psi) or less?

YES - Go to step 5.

NO - Go to step 7.

5. Check for and repair the cause of air loss, and then inflate the tire (see **WHEEL ALIGNMENT**).
6. Turn the ignition switch ON (II).

Do the tire indicators go off within 1 minute?

YES - The system is OK at this time. Clear the DTC with the HDS.

NO - Go to step 7.

7. Check the tire pressure of the appropriate tire with the HDS.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

Is the indicated tire pressure on the HDS within 40 kPa (0.4 kgf/cm² , 6 psi) of the actual tire pressure?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Check that the tire-pressure sensor is properly mounted. Replace the appropriate tire pressure sensor (see **TIRE PRESSURE SENSOR REPLACEMENT**).

DTC 21,22,23,24: TIRE PRESSURE SENSOR ABNORMALLY HIGH TEMPERATURE

1. Make sure the tires have cooled down.
2. Turn the ignition switch ON (II).
3. Check the tire indicated by the DTCs you retrieved.

NOTE: An abnormal rise in the internal temperature of the tires can be caused by:

- Excessive braking
- Failure to release the parking brake (rear tires only)
- Leaving the vehicle running while parked
- Improper assembly of a wheel and tire

DTC TROUBLESHOOTING CHART

DTC	Tire location
21	Right-front
22	Left-front
23	Right-rear
24	Left-rear

4. Turn the ignition switch ON (II).

Does the TPMS indicator go off within 1 minute?

YES - The system is OK at this time. Clear the DTC with the HDS.

NO - Go to step 5.

5. Read the internal temperature of the tire with the HDS.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

Is 176°F (80°C) or more indicated?

YES - Replace the appropriate tire pressure sensor (see **TIRE PRESSURE SENSOR REPLACEMENT**).

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

DTC 31,33,35,37: TIRE PRESSURE SENSOR LOW BATTERY VOLTAGE

NOTE: This problem occurs when the temperature around the sensor is -40°F (-40°C) or less. Note that the diagnosis must be made in a place where ambient temperature is -4°F (-20°C) or more.

1. Turn the ignition switch ON (II).

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Does the TPMS indicator go off within one minute?

YES - The system is OK at this time. Clear the DTC with the HDS.

NO - Go to step 2.

2. Check the FR, FL, RR, or RL in the TPMS DATA LIST with the HDS.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch **OFF**, rotate the tire 1/4 turn, then turn the ignition switch **ON (II)**, and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

DTC TROUBLESHOOTING CHART

DTC	Tire location
31	Right-front
33	Left-front
35	Right-rear
37	Left-rear

Is LOW indicated?

YES - Replace the appropriate tire pressure sensor (see **TIRE PRESSURE SENSOR REPLACEMENT**).

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

DTC 32,34,36,38: TIRE PRESSURE SENSOR TRANSMISSION FAILURE

- NOTE:**
- Inspect for an aftermarket device interfering with the RF signal from the sensors when turning the ignition switch **ON (II)**.
 - Vehicle must be driven for 3 minutes at 15 mph (24 km/h) or more for DTC 32, 34, 36, or 38 to set.

1. Check the indicated location to make sure the wheel is a TPMS type with the tire pressure sensor.

DTC TROUBLESHOOTING CHART

DTC	Tire location
32	Right-front
34	Left-front
36	Right-rear
38	Left-rear

Is a TPMS type wheel with a tire pressure sensor mounted on the vehicle?

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YES - Go to step 4.

NO - Go to step 2.

2. Install a known-good TPMS wheel.
3. To memorize the sensor ID, drive the vehicle above 15 mph (24 km/h) for 40 continuous seconds, or memorize the ID with the HDS (see **MEMORIZE THE ID WITH THE HDS**).
4. Test-drive the vehicle.
5. Check the VSP in the TPMS DATA LIST with the HDS.

Is the vehicle speed indicated?

YES - Go to step 9.

NO - Go to step 6.

6. Turn the ignition switch OFF.
7. Turn the ignition switch ON (II).
8. Check for DTCs with the HDS.

Is DTC 85 indicated?

YES - Go to the **DTC 85 TROUBLESHOOTING** .

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

9. Turn the ignition switch OFF.
10. Turn the ignition switch ON (II).
11. With the HDS, check the indicated tire for the tire sensor status changing to normal.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch **OFF**, rotate the tire 1/4 turn, then turn the ignition switch **ON (II)**, and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

DTC TROUBLESHOOTING CHART

DTC	Tire location
32	Right-front
34	Left-front
36	Right-rear
38	Left-rear

Is NORMAL indicated within one full turn of the tire?

YES - The system is OK at this time. Clear the DTC with the HDS.

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NO - Go to step 12.

12. Turn the ignition switch OFF.
13. Install a wheel with a known-good tire pressure sensor on the vehicle.
14. To memorize the sensor ID, drive the vehicle above 15 mph (24 km/h) for 40 continuous seconds, or memorize the ID with the HDS (see **MEMORIZE THE ID WITH THE HDS**).
15. Turn the ignition switch OFF.
16. Turn the ignition switch ON (II).
17. With the HDS, check the indicated tire for a normal pressure sensor signal.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

DTC TROUBLESHOOTING CHART

DTC	Tire location
32	Right-front
34	Left-front
36	Right-rear
38	Left-rear

Is NORMAL indicated within one full turn of the tire?

YES - Replace the tire pressure sensor on the client's wheel (see **TIRE PRESSURE SENSOR REPLACEMENT**).

NO - Go to step 18.

18. Turn the ignition switch OFF.
19. Disconnect the appropriate initiator 3P connector.

DTC TROUBLESHOOTING CHART

DTC	Initiator location
32	Right-front
34	Left-front
36	Right-rear
38	Left-rear

20. Disconnect the TPMS control unit connector A (14P) and B (20P).
21. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and appropriate initiator 3P connector terminal No. 1 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal	Initiator name/ terminal No.
32	No. 9	RIGHT-FRONT/1

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34	No. 8	LEFT-FRONT/1
36	No. 11	RIGHT-REAR/1
38	No. 10	LEFT-REAR/1

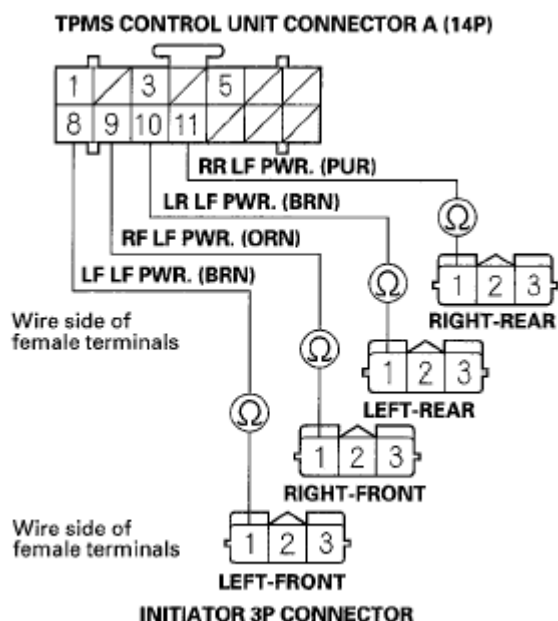


Fig. 15: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Appropriate Initiator 3P Connector Terminal No. 1
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 22.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

22. Check for continuity between the appropriate terminal in TPMS control unit connector B (20P) and appropriate initiator 3P connector terminal No. 3 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal	Initiator name/terminal No.
32	No. 14	RIGHT-FRONT/3
34	No. 13	LEFT-FRONT/3
36	No. 16	RIGHT-REAR/3
38	No. 15	LEFT-REAR/3

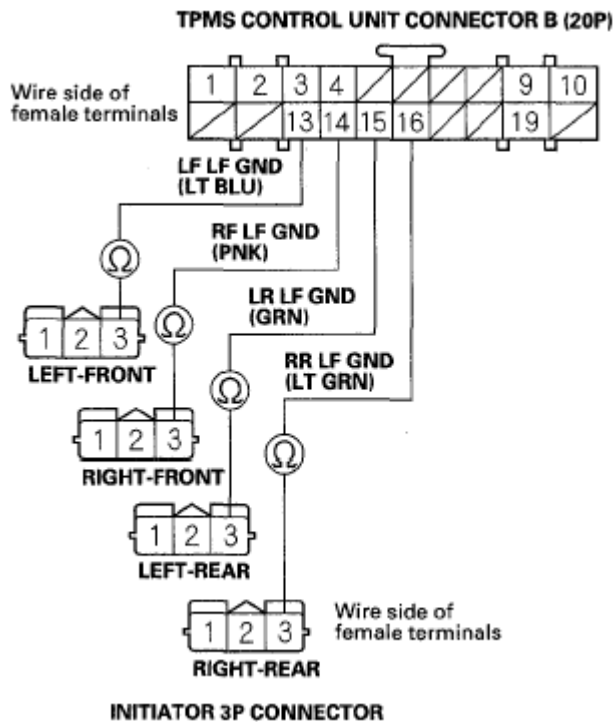


Fig. 16: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector B (20P) And Appropriate Initiator 3P Connector Terminal No. 3
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 23.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

23. Check for continuity between the appropriate terminal in TPMS control unit connector B (20P) and appropriate initiator 3P connector terminal No. 2 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal	Initiator name/ terminal No.
32	No. 1	RIGHT-FRONT/2
34	No. 3	LEFT-FRONT/2
36	No. 2	RIGHT-REAR/2
38	No. 4	LEFT-REAR/2

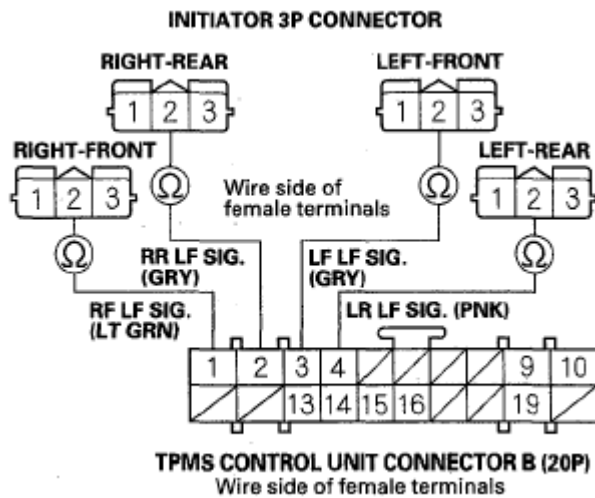


Fig. 17: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector B (20P) And Appropriate Initiator 3P Connector Terminal No. 2
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 24.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

24. Check for continuity between body ground and the appropriate TPMS control unit connector B (20P) terminal (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal
32	No. 1
34	No. 3
36	No. 2
38	No. 4

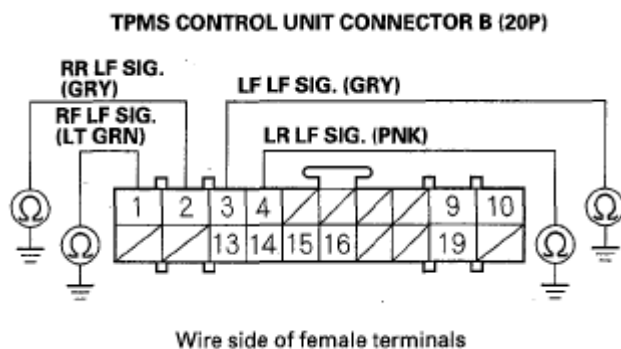


Fig. 18: Checking Continuity Between Body Ground And Appropriate TPMS Control Unit Connector B (20P) Terminal
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Repair short to body ground in the wire between the TPMS control unit and the appropriate initiator.

NO - Go to step 25.

25. Measure the voltage between body ground and the appropriate TPMS control unit connector B (20P) terminal (see **VOLTAGE TERMINAL CHART**).

VOLTAGE TERMINAL CHART

DTC	TPMS control unit terminal
32	No. 1
34	No. 3
36	No. 2
38	No. 4

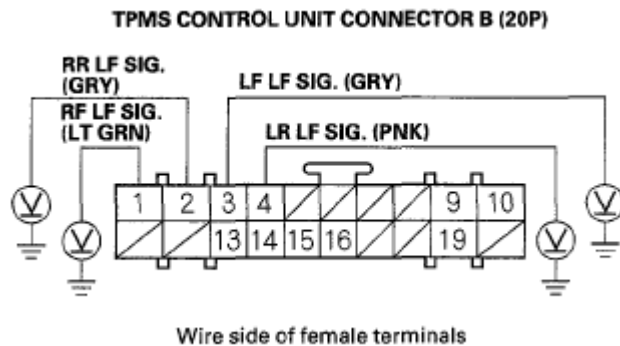


Fig. 19: Measuring Voltage Between Body Ground And Appropriate TPMS Control Unit Connector B (20P) Terminal

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Repair short to power in the wire between the TPMS control unit and the appropriate initiator.

NO - Replace the appropriate initiator (see **INITIATOR REPLACEMENT**).

DTC 41: ABNORMAL SIGNAL RECEPTION ERROR

NOTE: Inspect for an aftermarket device interfering with the RF signal from the sensors when turning the ignition switch ON (II).

1. Check all four wheels to make sure they are the TPMS type with the tire pressure sensor.

Is each wheel a TPMS type with a tire pressure sensor mounted on the vehicle?

YES - Go to step 4.

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NO - Go to step 2.

2. Install known-good TPMS wheel(s).
3. To memorize the sensor ID(s), drive the vehicle above 15 mph (24 km/h) for 40 continuous seconds, or memorize the ID(s) with the HDS (see **MEMORIZE THE ID WITH THE HDS**).
4. Test-drive the vehicle.
5. Check the VSP in the TPMS DATA LIST with the HDS.

Is the vehicle speed indicated?

YES - Go to step 9.

NO - Go to step 6.

6. Turn the ignition switch OFF.
7. Turn the ignition switch ON (II).
8. Check for DTCs with the HDS.

Is DTC 85 indicated?

YES - Go to the **DTC 85 TROUBLESHOOTING** .

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

9. Turn the ignition switch OFF.
10. Turn the ignition switch ON (II).
11. Check TPMS DATA LIST for LF, RF, LR, RR sensor status changing to "NORMAL".

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

Is NORMAL indicated within one full turn of the tire?

YES - The system is OK at this time. Clear the DTC with the HDS.

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

DTC 45: INITIATOR CIRCUIT SHORT DETECTION

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.

3. Turn the ignition switch OFF, then turn the ignition switch ON (II) again.
4. Check for DTCs with the HDS.

Is DTC 45 indicated?

YES - Go to step 5.

NO - The system is OK at this time.

5. Turn the ignition switch OFF.
6. Disconnect the TPMS control unit connector A (14P) and B (20P).
7. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and body ground (see **CONTINUITY CHART**).

CONTINUITY CHART

Terminal name	TPMS control unit terminal
RF LF PWR.	No. 9
LF LF PWR.	No. 8
RR LF PWR.	No. 11
LR LF PWR.	No. 10

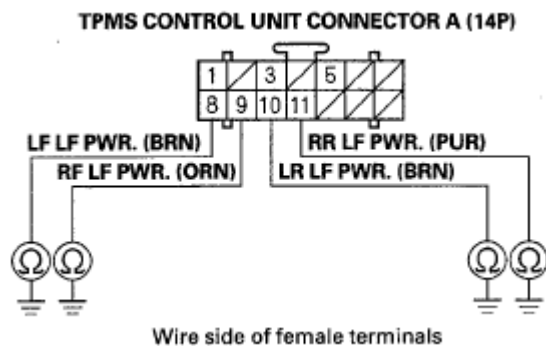


Fig. 20: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 8.

NO - Go to step 11.

8. Disconnect all four of the initiator 3P connectors.
9. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and body ground (see **CONTINUITY CHART**).

CONTINUITY CHART

Terminal name	TPMS control unit terminal

RF LF PWR.	No. 9
LF LF PWR.	No. 8
RR LF PWR.	No. 11
LR LF PWR.	No. 10

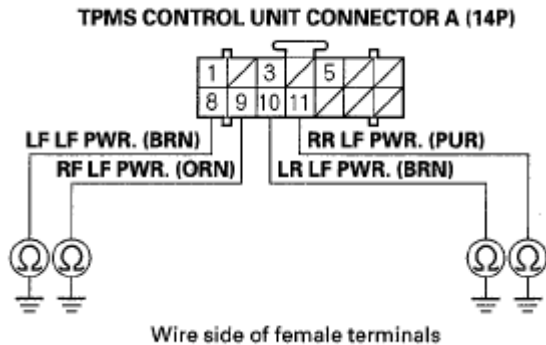


Fig. 21: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

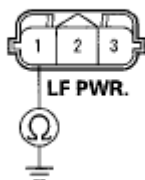
YES - Repair short to body ground in the wire between the TPMS control unit and the initiators.

NO - Go to step 10.

- On each individual initiator, check for continuity between body ground and initiator 3P connector terminal No. 1.

NOTE: Check the initiators when mounted on the vehicle.

INITIATOR 3P CONNECTOR



Terminal side of male terminals

Fig. 22: Checking Continuity Between Body Ground And Initiator 3P Connector Terminal No. 1

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Replace the appropriate initiator (see **INITIATOR REPLACEMENT**).

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

11. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and connector B (20P) terminals.

CONTINUITY CHART

Tire location	TPMS control unit terminal name/No.	
	Connector A (14P)	Connector B (20P)
Right-front	RF LF PWR./9	RF LF GND/14
Left-front	LF LF PWR./8	LF LF GND/13
Right-rear	RR LF PWR./11	RR LF GND/16
Left-rear	LR LF PWR./10	LR LF GND/15

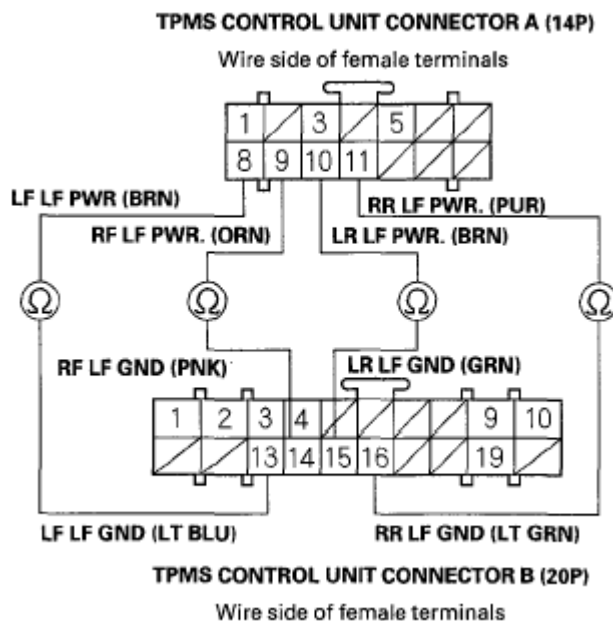


Fig. 23: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Connector B (20P) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 12.

NO - Go to step 15.

12. Disconnect all four of the initiator 3P connectors.
13. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and connector B (20P) terminals.

CONTINUITY CHART

	TPMS control unit terminal name/No.
--	-------------------------------------

Tire location	Connector A (14P)	Connector B (20P)
Right-front	RF LF PWR./9	RF LF GND/14
Left-front	LF LF PWR./8	LF LF GND/13
Right-rear	RR LF PWR./11	RR LF GND/16
Left-rear	LR LF PWR./10	LR LF GND/15

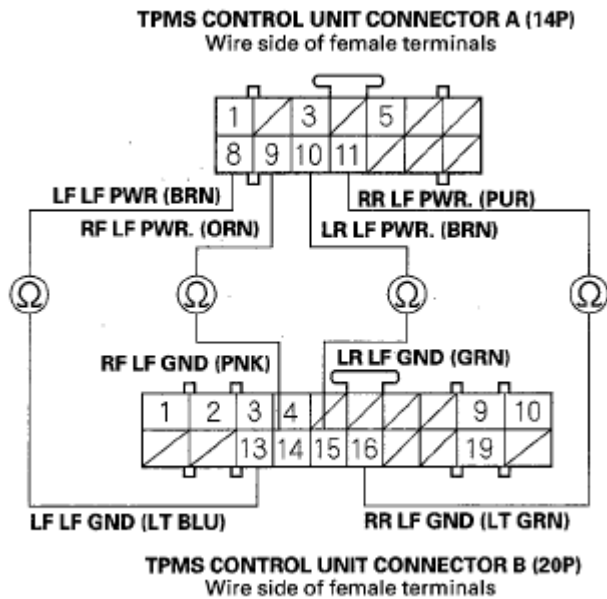


Fig. 24: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Connector B (20P) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

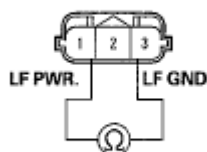
Is there continuity?

YES - Repair the short in the appropriate wire between the TPMS control unit and the initiator.

NO - Replace the initiator (see **INITIATOR REPLACEMENT**).

- On the initiator side, check for continuity between all four initiator 3P connector terminals No. 1 and No. 3 individually.

INITIATOR 3P CONNECTOR



Terminal side of male terminals

Fig. 25: Checking Continuity Between Initiator 3P Connector Terminals No. 1 And No. 3
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Replace the appropriate initiator (see **INITIATOR REPLACEMENT**).

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

15. Turn the ignition switch ON (II).
16. Measure the voltage between the appropriate terminal in TPMS control unit connector B (20P) and body ground individually.

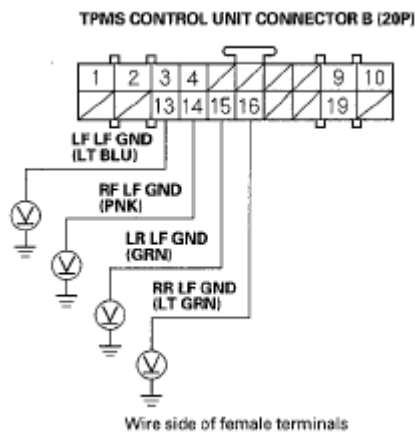


Fig. 26: Measuring Voltage Between Appropriate Terminal In TPMS Control Unit Connector B (20P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Repair short to power in the wire between the TPMS control unit and the initiators.

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

DTC 51,53,55,57: TIRE PRESSURE SENSOR REGISTRATION ERROR

NOTE: These DTCs will only set during initialization with the HDS.

1. Check the DTC indicated to the tire location to make sure the wheel is a TPMS type with the tire pressure sensor.

DTC TIRE LOCATION CHART

DTC	Tire location
51	Right-front
53	Left-front
55	Right-rear
57	Left-rear

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Is a TPMS type wheel with a tire pressure sensor mounted on the vehicle?

YES - Go to step 7.

NO - Go to step 2.

2. Install a known-good TPMS wheel.
3. To memorize the sensor ID, drive the vehicle above 15 mph (24 km/h) for 40 seconds, or memorize the ID with the HDS (see **MEMORIZE THE ID WITH THE HDS**).
4. Turn the ignition switch OFF.
5. Turn the ignition switch ON (II).
6. With the HDS, check the indicated tire for the normal sensor signal.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

DTC TIRE LOCATION CHART

DTC	Tire location
51	Right-front
53	Left-front
55	Right-rear
57	Left-rear

Is NORMAL indicated within one full turn of the tire?

YES - The system is OK at this time. Clear the DTC with the HDS.

NO - Go to step 12.

7. Turn the ignition switch OFF.
8. Install a wheel with a known-good tire pressure sensor on the vehicle.
9. To memorize the sensor ID, drive the vehicle above 15 mph (24 km/h) for 40 seconds, or memorize the ID with the HDS (see **MEMORIZE THE ID WITH THE HDS**).
10. Turn the ignition switch OFF.
11. Turn the ignition switch ON (II).
12. With the HDS, check the indicated tire for a normal pressure sensor signal.

NOTE: If the HDS screen shows **UNDEFINED** for sensor status, turn the ignition switch OFF, rotate the tire 1/4 turn, then turn the ignition switch ON (II), and try again. If **UNDEFINED** is still shown, repeat the rotating procedure until **NORMAL** is shown.

DTC TIRE LOCATION CHART

DTC	Tire location

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51	Right-front
53	Left-front
55	Right-rear
57	Left-rear

Is NORMAL indicated within one full turn of the tire?

YES - Replace the tire pressure sensor on the client's wheel (see **TIRE PRESSURE SENSOR REPLACEMENT**).

NO - Go to step 13.

13. Turn the ignition switch OFF.
14. Disconnect the appropriate initiator 3P connector.

DTC INITIATOR LOCATION CHART

DTC	Initiator location
51	Right-front
53	Left-front
55	Right-rear
57	Left-rear

15. Disconnect the TPMS control unit connector A (14P) and B (20P).
16. Check for continuity between the appropriate terminal in TPMS control unit connector A (14P) and appropriate initiator 3P connector terminal No. 1 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal	Initiator name/ terminal No.
51	No. 9	RIGHT-FRONT/1
53	No. 8	LEFT-FRONT/1
55	No. 11	RIGHT-REAR/1
57	No. 10	LEFT-REAR/1

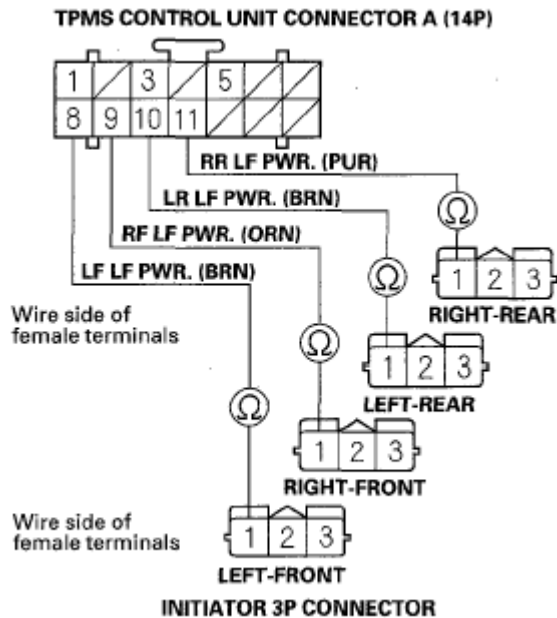


Fig. 27: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector A (14P) And Appropriate Initiator 3P Connector Terminal No. 1
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 17.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

17. Check for continuity between the appropriate terminal in TPMS control unit connector B (20P) and appropriate initiator 3P connector terminal No. 3 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal	Initiator name/ terminal No.
51	No. 14	RIGHT-FRONT/3
53	No. 13	LEFT-FRONT/3
55	No. 16	RIGHT-REAR/3
57	No. 15	LEFT-REAR/3

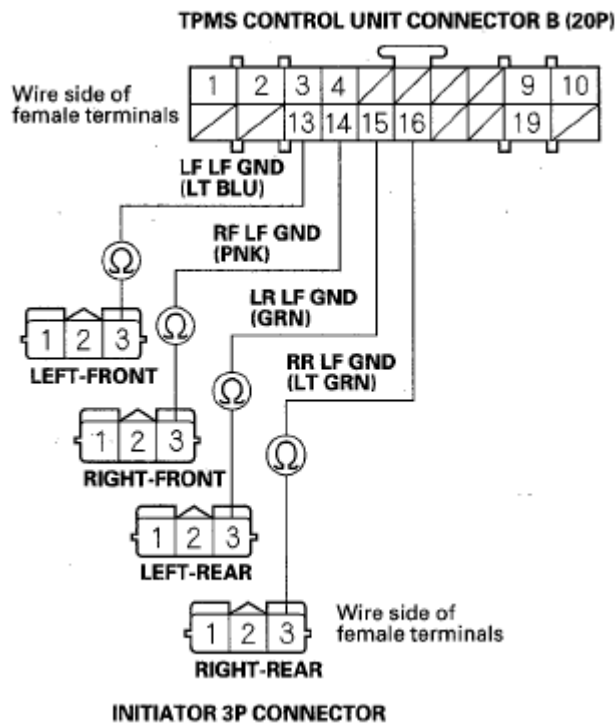


Fig. 28: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector B (20P) And Appropriate Initiator 3P Connector Terminal No. 3
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 18.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

18. Check for continuity between the appropriate terminal in TPMS control unit connector B (20P) terminal and appropriate initiator 3P connector terminal No. 2 (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal No.	Initiator name/ terminal No.
51	No. 1	RIGHT-FRONT/2
53	No. 3	LEFT-FRONT/2
55	No. 2	RIGHT-REAR/2
57	No. 4	LEFT-REAR/2

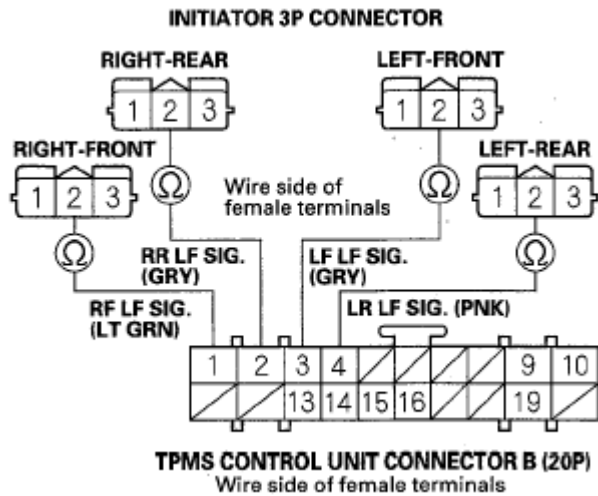


Fig. 29: Checking Continuity Between Appropriate Terminal In TPMS Control Unit Connector B (20P) Terminal And Appropriate Initiator 3P Connector Terminal No. 2
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Go to step 19.

NO - Repair open in the wire between the TPMS control unit and the appropriate initiator.

19. Check for continuity between body ground and the appropriate TPMS control unit connector B (20P) terminal (see **CONTINUITY CHART**).

CONTINUITY CHART

DTC	TPMS control unit terminal
51	No. 1
53	No. 3
55	No. 2
57	No. 4

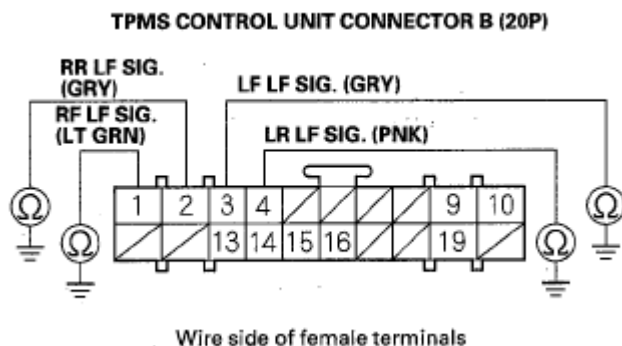


Fig. 30: Checking Continuity Between Body Ground And Appropriate TPMS Control Unit Connector B (20P) Terminal
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Repair short to body ground in the wire between the TPMS control unit and the appropriate initiator.

NO - Go to step 20.

20. Measure voltage between body ground and the appropriate TPMS control unit connector B (20P) terminal (see **CONTINUITY CHART**).

VOLTAGE TERMINAL CHART

DTC	TPMS control unit terminal
51	No. 1
53	No. 3
55	No. 2
57	No. 4

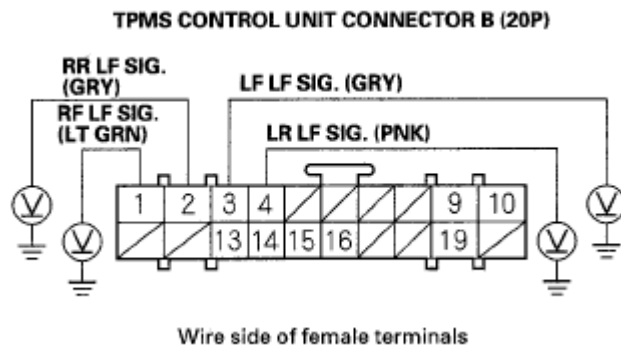


Fig. 31: Measuring Voltage Between Body Ground And Appropriate TPMS Control Unit Connector B (20P) Terminal

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Repair short to power in the wire between the TPMS control unit and the appropriate initiator.

NO - Repair the appropriate initiator (see **INITIATOR REPLACEMENT**).

DTC 81: TPMS CONTROL UNIT FAILURE (RAM/ ROM/ADC/EEPROM/ALU) CHECK

NOTE: Low battery voltage can cause this DTC. Make sure the battery is fully charged and in good condition.

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.
3. Turn the ignition switch OFF, then turn it ON (II) again.
4. Check for DTCs with the HDS.

Is DTC 81 indicated?

YES - Replace the TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT GO OFF, AND NO DTCS ARE STORED**).

NO - The system is OK at this time.

DTC 83: NO VSP SIGNAL

NOTE: Check the fuel and emission systems DTCs with the HDS, and troubleshoot the PCM and F-CAN communication errors first (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.
3. Test-drive the vehicle.
4. Check for DTCs with the HDS.

Is DTC 83 indicated?

YES - Go to step 5.

NO - The system is OK at this time.

5. Check for DTCs with the HDS.

Is DTC 85 indicated?

YES - Go to **DTC 85 TROUBLESHOOTING** .

NO - Go to step 6.

6. Test-drive the vehicle, and check the VEHICLE SPEED in the TPMS DATA LIST with the HDS.

Is the vehicle speed indicated?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Go to step 7.

7. Check the speedometer.

Does the speedometer register speed?

YES - Replace the TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT GO OFF, AND NO DTCS ARE STORED**).

NO - Substitute a known-good PCM (see **SUBSTITUTING THE PCM**), and retest. If no codes are shown, replace the original PCM.

DTC 85: F-CAN COMMUNICATION FAILURE

NOTE: Check the fuel and emission systems DTCs with the HDS, and troubleshoot the PCM and F-CAN communication errors first (see GENERAL TROUBLESHOOTING INFORMATION).

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.
3. Turn the ignition switch OFF, then turn the ignition switch ON (II) again.
4. Wait about 5 seconds.
5. Check for DTCs with the HDS.

Is DTC 85 indicated?

YES - Go to step 6.

NO - The system is OK at this time.

6. Test-drive the vehicle.

Does the speedometer work?

YES - Go to step 10.

NO - Go to step 7.

7. Turn the ignition switch OFF.
8. Disconnect the TPMS control unit connector B (20P).
9. Test-drive the vehicle.

Does the speedometer work?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED), and recheck.

NO - Turn the ignition switch OFF, and reconnect all connectors, then check and troubleshoot the fuel and emissions systems (see GENERAL TROUBLESHOOTING INFORMATION).

10. Turn the ignition switch OFF.
11. Short the SCS line with the HDS.
12. Disconnect PCM connector E (31P).
13. Disconnect the TPMS control unit connector B (20P).
14. Check for continuity between the TPMS control unit connector B (20P) terminals and the PCM connector E (31P) terminals individually (see CONTINUITY CHART).

CONTINUITY CHART

Terminal name	TPMS control unit terminal	PCM E terminal
CANL	No. 10	No. 26
CANH	No. 19	No. 15

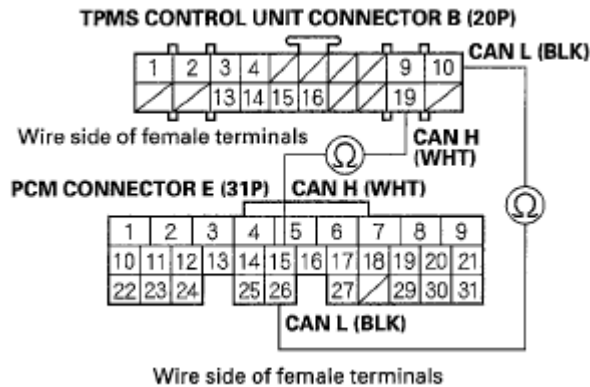


Fig. 32: Checking Continuity Between TPMS Control Unit Connector B (20P) Terminals And PCM Connector E (31P) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Repair open in the wire between the TPMS control unit and the PCM.

DTC 91,93,95,97: TIRE PRESSURE SENSOR INTERNAL ERROR

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.
3. Turn the ignition switch OFF, then turn it ON (II) again.
4. Wait about 1 minute.
5. Check for DTCs with the HDS.

NOTE: The tire pressure sensor of the appropriate wheel is shown.

DTC TIRE LOCATION CHART

DTC	Tire location
91	Right-front
93	Left-front
95	Right-rear
97	Left-rear

Is DTC 91, 93, 95 or 97 indicated?

YES - Replace the appropriate tire pressure sensor (see **TIRE PRESSURE SENSOR**

REPLACEMENT).

NO - The system is OK at this time.

SYMPTOM TROUBLESHOOTING**LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED ('05-07 MODELS)**

NOTE: Check for gauge DTCs with the HDS (see **GENERAL TROUBLESHOOTING INFORMATION**). If gauge DTCs are stored, troubleshoot those DTCs first

1. Turn the ignition switch ON (II).
2. Check the low tire pressure indicator for several seconds when the ignition switch is turned ON (II).

Did the indicator come on and then go off?

YES - Go to step 2.

NO - Do the troubleshooting for the gauge control module (see **COMPONENT LOCATION INDEX**). If necessary, substitute a known-good gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**), and recheck.

3. Lower a tires pressure until the low tire pressure indicator turns on.

NOTE: If 5 minutes has passed since the ignition switch has been turned on, turn the ignition switch off and wait 2 minutes, then turn back on again.

Does the indicator come on when the tire pressure is below 168 kPa, (1.7 kgf/cm² , 24 psi)?

YES - The system is OK at this time.

NO - Go to step 4.

4. Connect the HDS, and read the pressure of the low tire(s). If UNDEFINED is shown on the HDS, turn the ignition switch OFF, rotate the appropriate tire 1/4 turn, then turn the ignition switch ON (II), and try again. If there is no response, repeat the procedure in the previous sentence until a NORMAL is shown.

Is the tire pressure shown on the HDS monitor within 40 kPa (0.4 kgf/cm² , 6 psi) of the actual tire pressure?

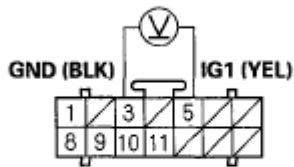
YES - Go to step 5.

NO - Replace the tire pressure sensor (see **TIRE PRESSURE SENSOR REPLACEMENT**).

5. Turn the ignition switch OFF.
6. Disconnect TPMS control unit connector A (14P).

- Measure the voltage between TPMS control unit connector A (14P) terminal No. 3 and No. 5.

TPMS CONTROL UNIT CONNECTOR A (14P)



Wire side of female terminals

Fig. 33: Measuring Voltage Between TPMS Control Unit Connector A (14P) Terminal No. 3 And No. 5

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Repair short to power in the wire between the TPMS control unit and the No. 21 (10A) fuse in the under-dash fuse/relay box.

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED ('08 MODEL)

- Turn the ignition switch ON (II), and watch the low pressure indicator.

Does the low pressure indicator come on for 2 seconds?

YES - Go to step 2.

NO - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**). If necessary, substitute a known-good gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**), and recheck.

- Lower the pressure in any tire until the low tire pressure indicator comes on.

Does the indicator come on when the pressure drops below: 168 kPa (1.7 kgf/cm² , 24 psi) or less?

YES - The system is OK at this time.

NO - Go to step 3.

- Connect the HDS, and read the pressure of the low tire(s). If UNDEFINED is shown on the HDS, turn the ignition switch OFF, rotate the appropriate tire 1/4 turn, then turn the ignition switch ON (II), and try again. If there is no response, repeat the procedure in the previous sentence until a NORMAL is

shown.

Is the tire pressure shown on the HDS monitor within 40 kPa (0.4 kgf/cm², 6 psi) of the actual tire pressure?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Replace the tire pressure sensor (see **TIRE PRESSURE SENSOR REPLACEMENT**).

LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED ('05-07 MODELS)

1. Turn the ignition switch OFF.
2. Disconnect the TPMS control unit 20P connector.
3. Turn the ignition switch ON (II).
4. Check the low tire pressure indicator for several seconds when the ignition switch is turned ON (II).

Did the indicator come on and then go off?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**). If necessary, substitute a known-good gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**), and recheck.

LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED ('08 MODEL)

NOTE: If the low tire pressure indicator is turned on at the same time as the TPMS indicator, troubleshoot the TPMS indicator does not go off, and no DTCs are stored in the TPMS symptom troubleshooting (see **TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT COME ON, AND NO DTCS ARE STORED**).

1. Turn the ignition switch ON (II).
2. Check the low tire pressure indicator for several seconds when the ignition switch is turned ON (II).

Did the indicator come on and then blink for about 75 seconds?

YES - Check for gauge DTCs with the HDS (see **WIRE COLOR CODES**), and do to the indicated gauge DTCs troubleshooting.

NO - Go to step 3.

3. Turn the ignition switch OFF.

4. Disconnect the TPMS control unit 20P connector.
5. Turn the ignition switch ON (II).
6. Check the low tire pressure indicator for several seconds when the ignition switch is turned ON (II).

Did the indicator come on and then blink for about 75 seconds?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**). If necessary, substitute a known-good gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**), and recheck.

TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT COME ON, AND NO DTCS ARE STORED

1. Check fuses No. 12 (7.5A) and No. 21 (10A) in the driver's under-dash fuse/relay box.

Are the fuses OK?

YES - Go to step 2.

NO - Replace the fuse(s), and recheck.

2. Turn the ignition switch ON (II).
3. With the HDS, command the system to turn on the TPMS indicator or tire(s) indicator.

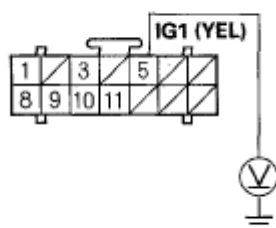
Does the TPMS indicator or tire(s) indicator come on?

YES - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**).

NO - Go to step 4.

4. Measure the voltage between TPMS control unit connector A (14P) terminal No. 5 and body ground.

TPMS CONTROL UNIT CONNECTOR A (14P)



Wire side of female terminals

Fig. 34: Measuring Voltage Between TPMS Control Unit Connector A (14P) Terminal No. 5 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Go to step 5.

NO - Repair open in the wire between TPMS control unit and the fuse No. 21 (10A) in the driver's under-dash fuse/relay box.

5. Turn the ignition switch OFF.
6. Disconnect TPMS control unit connector A (14P).
7. Measure the voltage between TPMS control unit connector A (14P) terminal No. 5 and body ground.

TPMS CONTROL UNIT CONNECTOR A (14P)

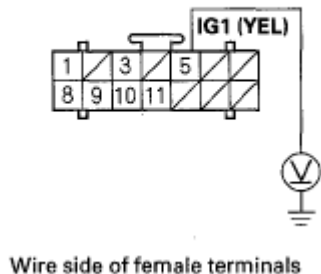


Fig. 35: Measuring Voltage Between TPMS Control Unit Connector A (14P) Terminal No. 5 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Repair the short between the wires to the TPMS control unit from fuse No. 12 (7.5A) and No. 21 (10A) in the driver's under-dash fuse/relay box.

NO - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

TPMS INDICATOR OR TIRE(S) INDICATOR(S) DOES NOT GO OFF, AND NO DTCS ARE STORED

1. Turn the ignition switch ON (II).
2. With the HDS, command the system to turn off the TPMS indicator or tire(s) indicator.

Does the TPMS indicator or tire(s) indicator, then go off?

YES - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**).

NO - Go to step 3.

3. Turn the ignition switch OFF, then disconnect the TPMS control unit connector B (20P).
4. Turn the ignition switch ON (II), and watch the TPMS indicator or tire(s) indicator.

Does the TPMS indicator or tire(s) indicator go off?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Go to step 5.

5. Turn the ignition switch OFF, then disconnect the gauge control module connector B (22P).
6. Turn the ignition switch ON (II), and watch the TPMS indicator or tire(s) indicator.

Does the TPMS indicator or tire(s) indicator go off?

YES - Check for loose terminals and poor connections at the TPMS control unit. If necessary, substitute a known-good TPMS control unit (see **TPMS INDICATOR OR TIRE(S) INDICATOR (S) DOES NOT GO OFF, AND NO DTCS ARE STORED**), and recheck.

NO - Do the self-diagnostic function for the gauge control module (see **SELF-DIAGNOSTIC FUNCTION**).

TPMS CONTROL UNIT REPLACEMENT

NOTE: Make sure the TPMS control unit mounting base is not bent or twisted as this may effect communication with the indicators and the tire pressure sensors.

1. Make sure the ignition switch is OFF.
2. Remove the rear shelf (see **TRIM REMOVAL/INSTALLATION - REAR SHELF AREA**).
3. Disconnect the TPMS control unit connectors (A).

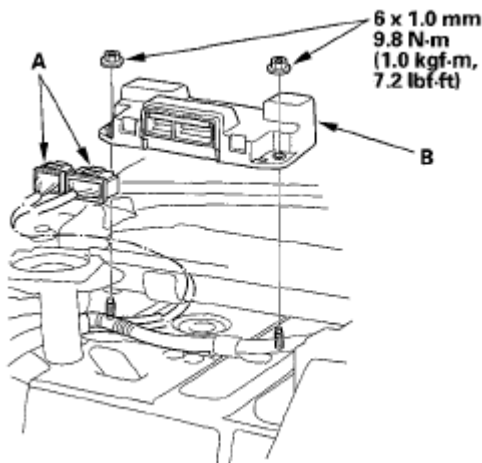


Fig. 36: Identifying TPMS Control Unit With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the TPMS control unit (B).
5. Install the TPMS control in the reverse order of removal.
6. Connect the HDS, and memorize the pressure sensor IDs (see **MEMORIZING THE TIRE PRESSURE SENSOR ID**). Do not memorize the IDs automatically.

INITIATOR REPLACEMENT

FRONT

NOTE: Make sure the initiator mounting bracket is not bent or twisted as this may affect its communication with the TPMS control unit and the tire pressure sensor.

1. Make sure the ignition switch is OFF.
2. Raise the front of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
3. Remove the front wheel.
4. Remove the front inner fender (see **FRONT INNER FENDER REPLACEMENT**).
5. Disconnect the initiator connector (A).

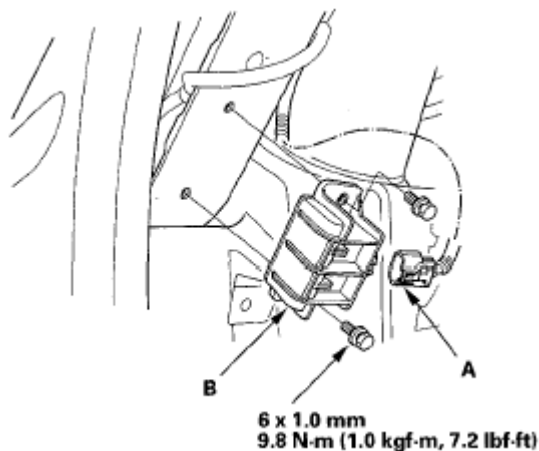


Fig. 37: Identifying Initiator With Torque Specifications - Front
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the initiator (B) from the bracket.
7. Install the initiator in the reverse order of removal.

REAR

1. Make sure the ignition switch is OFF.
2. Raise the rear of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
3. Remove the rear wheel.
4. Remove the rear fender cover (see **REAR INNER FENDER REPLACEMENT**).

5. Disconnect the initiator connector (A).

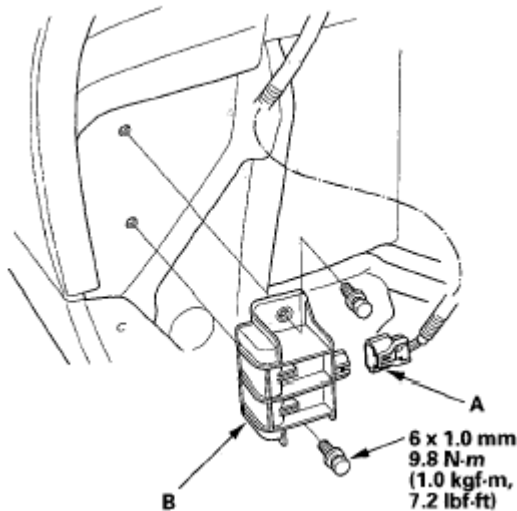


Fig. 38: Identifying Initiator With Torque Specifications - Rear
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the initiator (B) from the inner side of the wheel well.
7. Install the initiator in the reverse order of removal.

TIRE PRESSURE SENSOR REPLACEMENT

REMOVAL

1. Raise the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
2. Remove the wheel with the faulty sensor.
3. Remove the tire valve cap and the valve core, and let the tire deflate.
4. Remove any balance weights, and then break the bead loose from the wheel with a commercially available tire changer (A).

NOTE: Note these items to avoid damaging the tire pressure sensor:

- Do the outside of the wheel first.
- Position the wheel as shown so the valve stem (B) is 90 degrees from the bead breaker (C) as shown.
- Do not position the bead breaker of the tire changer too close to the rim.

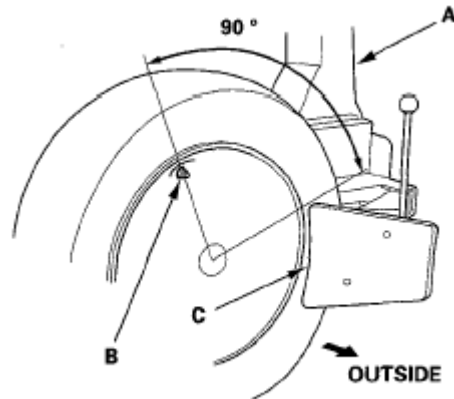


Fig. 39: Identifying Wheel Position Angle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Position the wheel so the tire machine (A) and tire iron (B) are next to the valve stem (C) and will move away from it when the machine starts. Then remove the tire from the wheel.

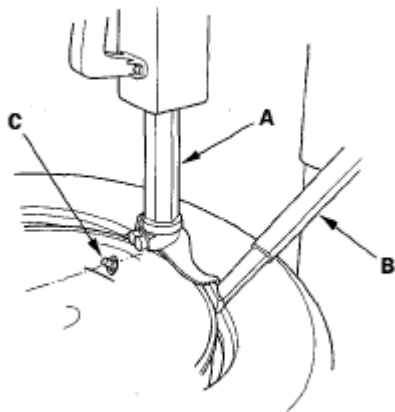


Fig. 40: Identifying Tire Machine And Tire Iron
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove and discard the valve stem nut (A), then remove the tire pressure sensor and valve stem (B) from the wheel.

NOTE: Use a new nut and a new valve stem on reassembly.

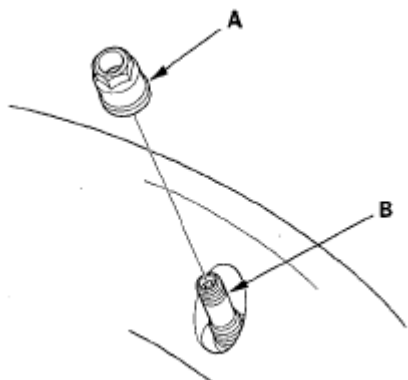


Fig. 41: Identifying Valve Stem Nut And Tire Pressure Sensor And Valve Stem
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove and discard the valve stem (A), and the screw (B) from the tire pressure sensor (C).

NOTE: The valve stem grommet (D) might stay in the wheel; make sure you remove it.

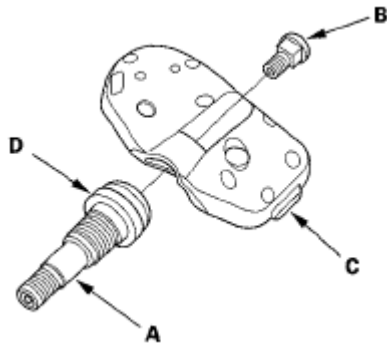


Fig. 42: Identifying Valve Stem Grommet And Valve Stem (A), And Screw
Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

NOTE: Use only wheels that have a "TPMS" or "PAX System" mark (A) on them.

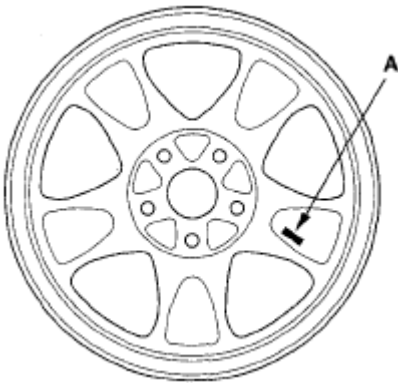


Fig. 43: Identifying TPMS Or "PAX SYSTEM" Mark
Courtesy of AMERICAN HONDA MOTOR CO., INC.

1. Assemble the new valve stem (A), new screw (B), and the sensor-transmitter (C).

NOTE: Always use a new valve stem and new screw.

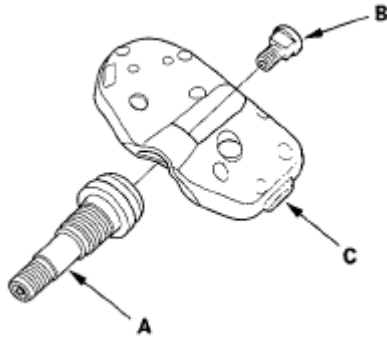


Fig. 44: Identifying Valve Stem, Screw, And Sensor-Transmitter
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Before installing the tire pressure sensor, clean the mating surfaces on the sensor and the wheel.
3. Install the tire pressure sensor (A) to the wheel (B), and tighten the valve nut (C) finger tight. Make sure the pressure sensor is resting on the wheel.

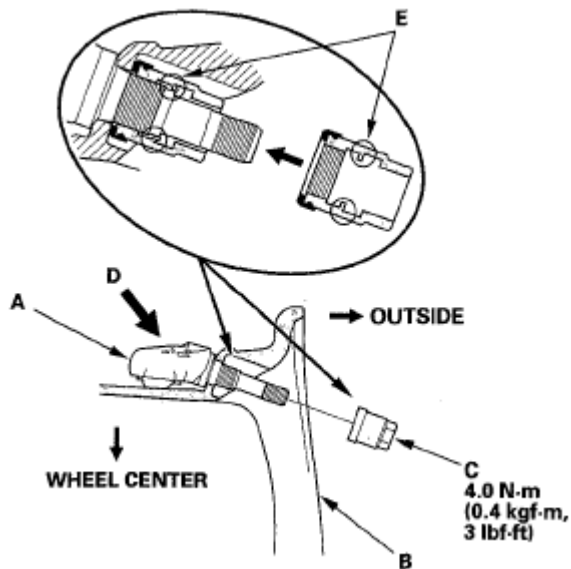


Fig. 45: Identifying Positioning Of Tire Pressure Sensor With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Tighten the valve nut to the specified torque while holding the tire pressure sensor toward (D) the wheel. You may hear a snap or pop as you tighten the nut. This is normal.

NOTE:

- Do not reuse the nuts that had been tightened, even one time, to the specified torque, as they are deformed inside (E).
- Do not use air or electric impact tools to tighten a valve stem nut.
- Tightening the nut beyond the specified torque can damage the nut.
- Make sure that there is no space between the sensor and the wheel.

5. Lube the tire bead, and position the wheel so the tire machine (A) and tire iron (B) are next to the

valve stem (C) and will move away from it when the machine starts. Then install the tire onto the wheel.

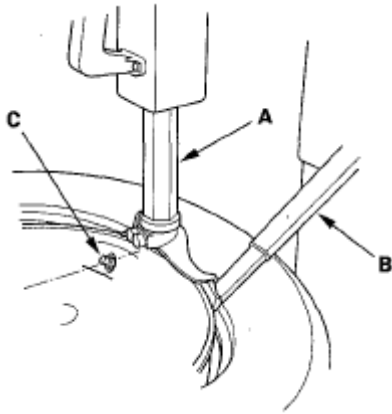


Fig. 46: Identifying Tire Iron And Valve Stem
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Inflate the tire to 300 kPa (3.1 kgf/cm², 44 psi) to seat the tire bead to the rim, then adjust the tire pressure to front 220 kPa (2.2 kgf/cm², 32 psi), rear 210 kPa (2.1 kgf/cm², 30 psi), and install the valve stem cap.

NOTE: Make sure the tire bead is seated on both sides of the rim uniformly.

7. Check and adjust the wheel balance, then install the wheels to the vehicle.
8. Remove the safety stands, and lower the vehicle.
9. Connect the HDS, and memorize the pressure sensor ID(s) (see **MEMORIZING THE TIRE PRESSURE SENSOR ID**).

RESETTING THE PAX SYSTEM WARNING

When a tire goes flat or is very low on pressure, the multi-information display will show "PAX SYSTEM WARNING, RUN FLAT DRIVING." After the tire is repaired or replaced, you must reset the warning indicator (and the mileage counter that supports it), no matter how far the vehicle was driven in the run flat mode.

1. Put the gauge control module into the self-diagnostic mode:
 - Turn the headlight switch to ON.
 - Press and hold the SELECT/RESET (SELECT/RESET Information switch).
 - Turn the ignition switch to ON (II).
 - Within 5 seconds, turn the headlights to AUTO, then to ON, and then to AUTO again.
 - Within 5 seconds, release the SELECT/RESET switch, then push and release the switch three times.
2. Once the gauge control module is in the self-diagnostic mode, press and hold the INFO button on the steering wheel for 5 seconds to get to the CUSTOMIZE MENU.
3. With the INFO button, scroll through to the PAX RESET screen, then press the SEL/RESET button on the steering wheel.

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4. With the INFO button, scroll through to the appropriate wheel, then press the SEL/RESET button on the steering wheel to reset the system warning. The screen should display PAX RESET "COMPLETED".
5. Use the INFO button to scroll through to EXIT, then press the SEL/RESET button.
6. Turn the ignition switch OFF to exit the self-diagnostic mode.