



More Tips on 3.5RL Immobilizer System

For info on the 3.5RL immobilizer system, use S/B 96-008, *Information About the Immobilizer System*, along with these tips:

- When you add or reprogram a key, the PGM Tester refers to the “original” key. This is the key that’s matched to the control unit at the time of programming. If you’re adding more keys to the system, *any* key that previously started the vehicle (master or valet) can be used as the “original” key. But remember, *never use the red learning key as the original key.*
- If you replace an immobilizer control unit, you’ll be programming the new control unit to match the old keys. The PGM Tester refers to the old keys as “new” keys because the old keys are new to the control unit.
- New control units come with one uncut master key, and one uncut learning key. The system can accept up to five keys.
- To match new keys to the locks, cut them using the ’90-95 Integra key cutting kit.
- Don’t use the PGM Tester’s generic OBD II mode to program keys; it doesn’t have immobilizer functions in it.
- The immobilizer password for the PGM Tester is available on ACURALINK 2000.



Airbag & Accumulator Shipping & Handling

Here’s some important information from our Warranty Department on SRS airbags, ABS accumulators, and shipping of hazardous materials:

- Don’t deploy airbags, and don’t depressurize accumulators after you remove them. These parts need to be held for thirty days in case they are called in by Warranty for inspection or evaluation.
- After the thirty-day holding period, airbags and accumulators must be deployed and depressurized before you throw them away. Refer to the appropriate S/M for disposal info.
- Without proper packaging and labeling, it’s illegal to ship airbags, ABS accumulators, batteries, fuel tanks, etc. For instructions on shipping hazardous materials, refer to section 8 in the Dealer Operations Manual. If you need additional instructions, call the Warranty Department at (310) 783-3287.

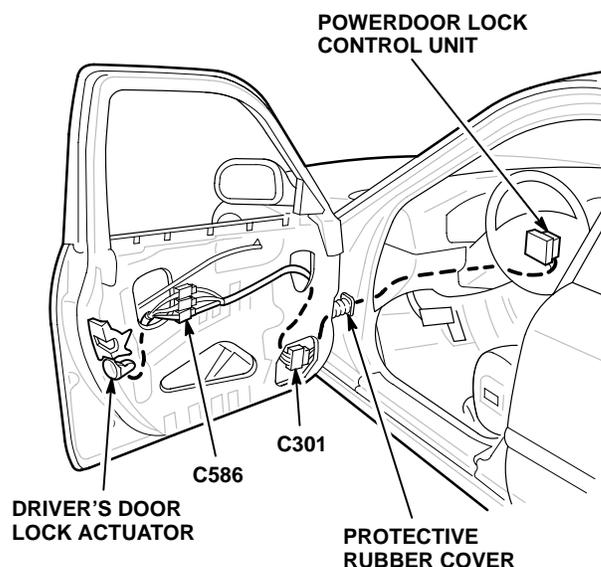


Doors Lock With Key in the Ignition

On ’91-95 Legends, an open in one of the door lock actuator wires may cause the doors to lock after you close them (with the key still in the ignition). Here’s why this happens and how to fix it.

If there’s an open in the GRN/BLK actuator wire (the wire that controls the unlock signal), the door lock control unit senses that the door lock actuator is in the locked position. When you close the door with the key in the ignition, the control unit tries to unlock the door a few times (a normal feature for lockout protection). But if the control unit doesn’t get an unlock signal from the door lock actuator, it locks the doors.

To correct the condition, check for an open in the GRN/BLK actuator wire between the power door lock control unit and the driver’s door lock actuator. First, look at connectors C586 and C301; make sure all the terminals inside them are making good contact. If the connectors are OK, check for continuity between connector C586 and the control unit. If there’s an open circuit, check for continuity between connector C301 and the control unit. If there’s still an open circuit, inspect the GRN/BLK wire where it runs between the door and the body.



For details on checking connectors and terminals, refer to the February ’96 issue of S/N. For info on wire repairs and terminal replacement, refer to S/B 95-007, *Terminal Replacement Instructions*.



PGM Tester Q & A

Tech Line receives many questions about using the PGM Tester. Here are the two most frequently asked questions and their answers.

Question: Why is there more than one program card?

Answer: Currently there are three program cards; each one allows the PGM Tester to perform different functions. The 4 MB program card (P/N 02002181, gray label) does not include troubleshooting capabilities. It can be used on '96 and newer vehicles with OBD II, and '92-95 vehicles without OBD II. The 512 KB program card (P/N 02001871, gray label) has troubleshooting capabilities, but it works only on '92-95 vehicles. There's also a 512 KB program card (P/N 02002030, off-white label) that's used with the ABS Diagnostic Kit to diagnose most ABS problems on Acura vehicles.

Question : Which vehicles require the 12-volt cigarette lighter adapter?

Answer: This adapter is used on Integras that have a gray 3P data link connector (DLC) with two terminals in it.



Brake Fluids: There Is a Difference

Genuine Honda Heavy Duty DOT 3 brake fluid is the only fluid you should be using in Acura brake systems because:

- it's the same formula as the factory-fill,
- it resists corrosion,
- it has low sediment formation, and
- it has superior high-temperature stability and a higher wet boiling point than other DOT 3 and DOT 4 brake fluids on the market.

All Acura brake systems are designed to work with Honda DOT 3 fluid. Even if DOT 4 was previously used in the vehicle you're working on, mix Honda DOT 3 with it when you add or replace fluid; it will give the brake system the advantages of the Honda DOT 3 formula.

The P/N for Genuine Honda Heavy Duty DOT 3 brake fluid is 08798-9008.



Be Careful When Using Silicone

Silicone sprays and sealants can have a detrimental effect on many automobile components if you're not careful when using them. Here are some examples:

- Electrical components such as power window switches, power door lock switches, and brake light switches can become damaged if silicone gets into their electrical contacts.
- If silicone is sprayed near someone painting a vehicle, it can settle on the paint and cause "fish eyes."
- Oxygen sensors can give out false readings if they're exposed to silicone.

Our advice: use silicone sparingly, wipe off overspray immediately, and be aware that it can cause damage, especially to electrical parts.



Cruise Control Q & A

Here are a few cruise control questions and answers to help you understand its operation.

Question: Is it normal for vehicle speed to vary slightly while the cruise control is on?

Answer: To maintain target speed, the ECU continually sends signals to the cruise control actuator to open and close the throttle. While this process happens very quickly, it's not instantaneous. A 2 to 3 mph variation is normal until the vehicle's speed "catches up" with the signal from the ECU.

Question: Why does the vehicle lose speed when climbing a hill?

Answer: Most systems have an actuator that opens the throttle using manifold vacuum. Manifold vacuum decreases while the vehicle is climbing a hill. This means there's less vacuum available to operate the actuator.

Question: Why doesn't the A/T downshift to maintain the target speed on a hill?

Answer: The cruise control system operates the throttle opening within a narrow range that's not enough to cause the A/T to downshift. (You can maintain target speed by depressing the accelerator pedal, or shifting to D3.)

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