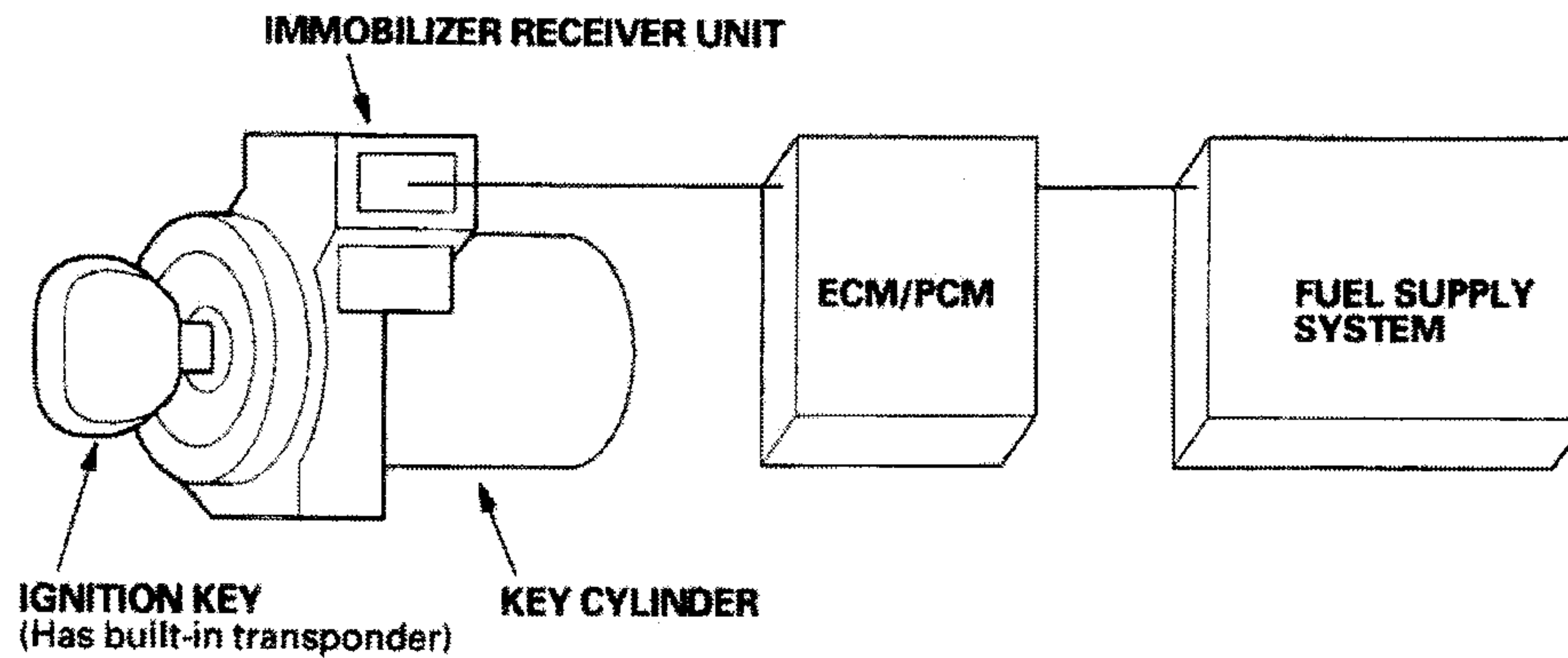


Immobilizer System

System Description

The vehicle is equipped with an immobilizer system that will disable the vehicle unless the proper ignition key is used. This system consists of a transponder located in the ignition key, an immobilizer receiver unit, an indicator light, and the ECM/PCM.

When the key is inserted in the ignition switch and turned to the ON (II) position, the immobilizer receiver unit sends power to the transponder in the ignition key. The transponder then sends a coded signal back through the immobilizer receiver unit to the ECM/PCM.



- If the proper key has been used, the immobilizer indicator light will come on for about two seconds, then go off.
- If the wrong key has been used whose code was not received or recognized by the unit, the indicator light will come on for about two seconds, then it will blink until the ignition switch is turned OFF.
- If the ignition switch is turned OFF, the indicator will blink for about five seconds to signal that the unit has been set correctly, then the indicator will go off.
- If the customer has lost his key, and cannot start the engine, contact Acura Customer Relations.

IMMOBILIZER INDICATOR LIGHT BLINKING PATTERN:

IGNITION SWITCH		ON	[Solid bar representing 2 seconds]	
		OFF	[Solid bar representing 5 seconds]	
PROPER KEY INSERTED	INDICATOR LIGHT	ON	[Solid bar representing 2 seconds]	
		OFF	[Five vertical bars representing 1 Hz blinks over a 5-second interval]	
WRONG KEY INSERTED	INDICATOR LIGHT	ON	[Five vertical bars representing 1 Hz blinks over a 5-second interval]	
		OFF	[Solid bar representing 5 seconds]	



Troubleshooting

Follow this procedure if the vehicle does not start after rewriting the ECM/PCM with the PGM-Tester.

Note these items before troubleshooting:

- Due to the action of the immobilizer system, the engine takes slightly more time to start than vehicles without an immobilizer system.
- When the system is normal, and the proper key is inserted, the indicator light comes on for two seconds, then it goes off.
- If the indicator starts to blink after two seconds, or if the engine does not start, repeat the starting procedure.
If the engine still does not start, continue with this procedure.

1. Using a scan tool, check for a Diagnostic Trouble Code (DTC) (see page 11-3).

Is DTC P1607 indicated?

YES – Substitute the ECM/PCM with a known-good ECM/PCM and retest (see page 11-5). ■

NO – Go to step 2.

2. Turn the ignition switch ON (II) with the proper key.
3. Check to see if the immobilizer indicator light comes on.

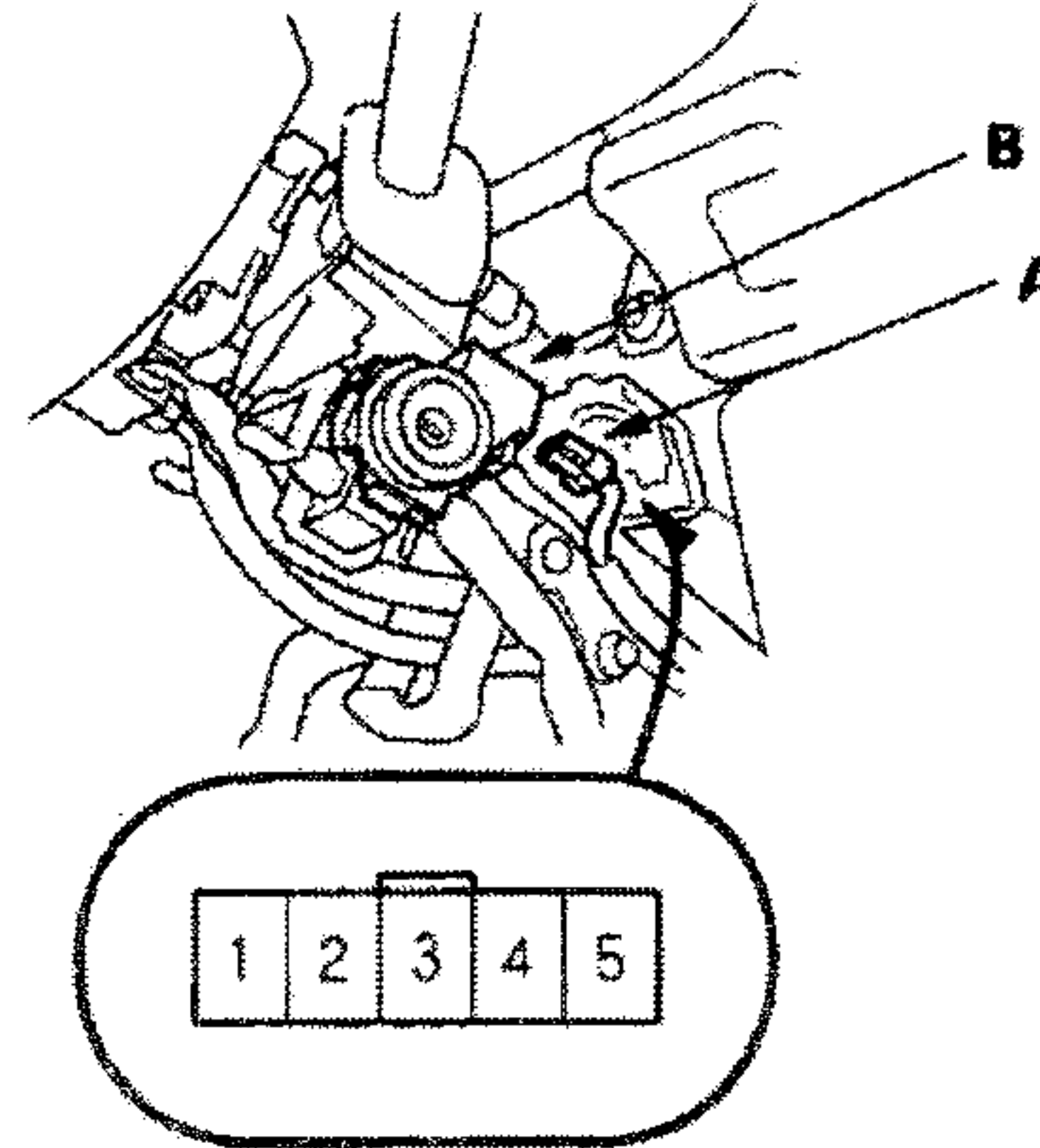
Does the indicator light blink?

YES – Go to step 4.

NO – Check for these problems:

- An open in the PNK/WHT wire between the gauge assembly and ECM/PCM. ■
- A faulty immobilizer indicator light. ■
- A blown No. 13 (15A) fuse in the passenger's under-dash fuse/relay box. ■
- An open in the WHT/RED (A/T) or BRN (M/T) wire between the passenger's under-dash fuse/relay box and the gauge assembly. ■

4. Disconnect the 5P connector (A) from the immobilizer receiver unit (B).



Wire side of female terminals

5. Check for continuity between the No. 4 terminal and body ground.

Is there continuity?

YES – Go to step 6.

NO – Repair open in the BRN/YEL wire between the immobilizer receiver unit and G101. ■

(cont'd)

Immobilizer System

Troubleshooting (cont'd)

6. Check for voltage between the No.1 terminal and body ground with the ignition switch turned ON (II).

Is there battery voltage?

YES – Go to step 7.

NO – Check for these problems:

- A faulty PGM-FI main relay. ■
- A blown No. 46 (15A) fuse in the under-hood fuse /relay box. ■
- A blown No. 1 (15A) fuse in the driver's under-dash fuse/relay box. ■
- An open in the YEL/BLK wire between the PGM-FI main relay and the immobilizer receiver unit. ■

7. Check for continuity between the No. 2 terminal and ECM/PCM connector terminal E30 (M/T)/ E2 (A/T).

Is there continuity?

YES – Go to step 8.

NO – Repair open in the RED wire between the immobilizer receiver unit and ECM/PCM. ■

8. Check for continuity between the No. 3 terminal and ECM/PCM connector terminal E30 (M/T)/ E2 (A/T).

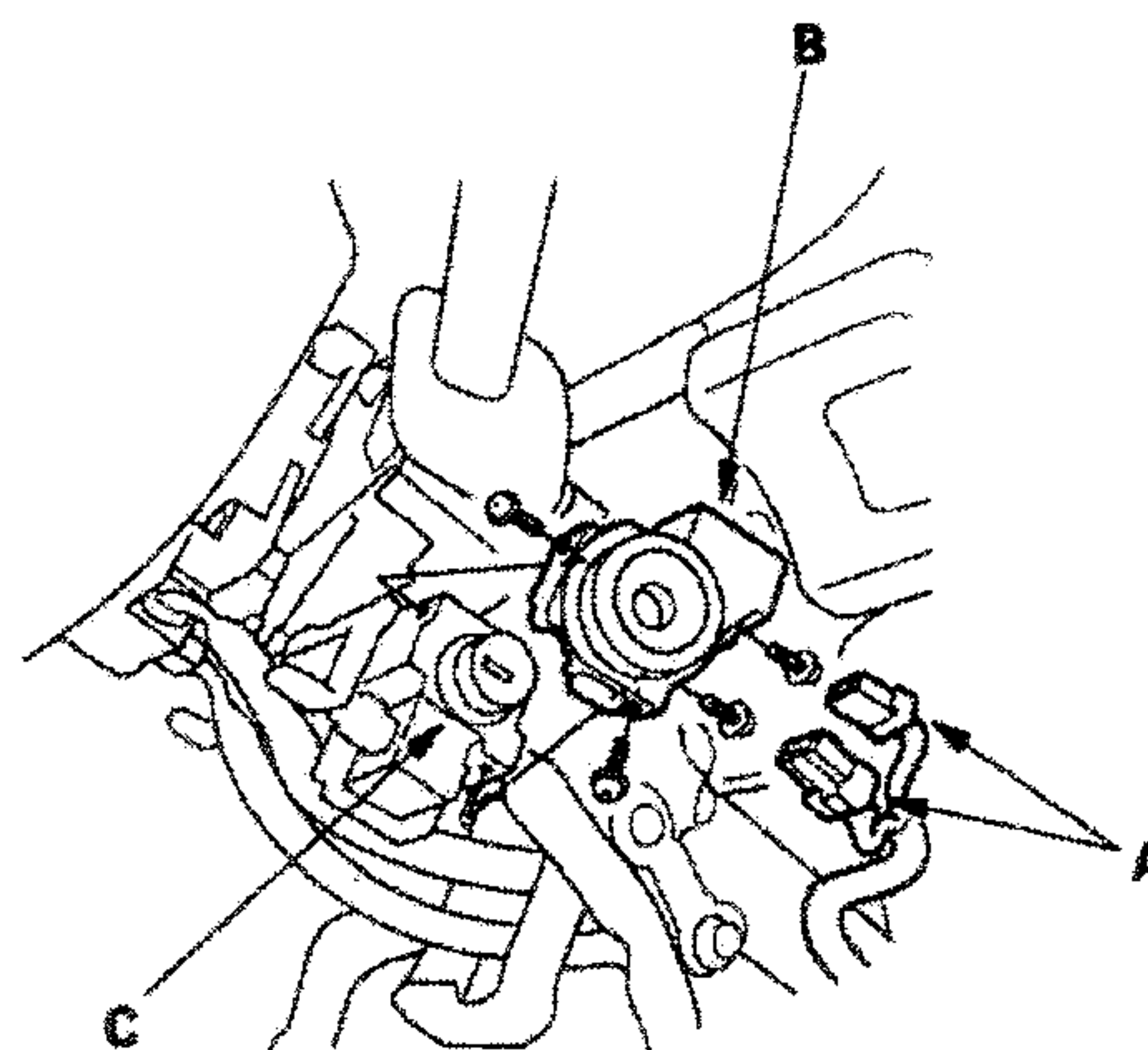
Is there continuity?

YES – Replace the immobilizer receiver unit. ■

NO – Repair open in the BLU/WHT wire between the immobilizer receiver unit and ECM/PCM. ■

Immobilizer Receiver Unit Replacement

1. Remove the driver's dashboard lower cover (see page 20-63).
2. Remove the steering column covers (see page 17-25).
3. Disconnect the 5P and 7P connectors (A) from the immobilizer receiver unit (B).



4. Remove the screws and the immobilizer receiver unit from the ignition key cylinder (C).
5. Install in the reverse order of removal.
6. After replacement, check the immobilizer system.