



Model	Model Code	Year Model
ACCORD 4D	CU3	09, 10, 11
ACCORD TOURER	CW3	09, 10, 11

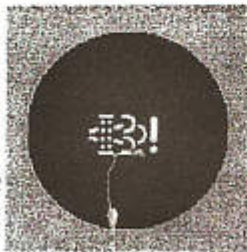
Issue Date
09-10-13

Originator

DPF Warning Light Comes On

Symptom

The CHECK SYSTEM ! (DPF OVER ACCUMULATION) light is on.



Cause

The PM accumulation calculation in the ECM software was not optimised.

Countermeasure

The ECM software has increased accuracy for PM accumulation calculation.

Application to Production Line

The software countermeasure was applied to Production line from the start of 2012 year model.

Repair Method

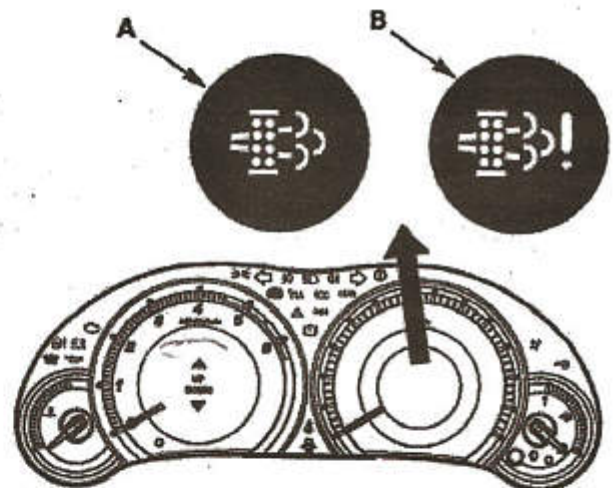
1. Update the ECM Software using HDS version 3.008.027 or later.
2. Carry out a Service Regeneration following the latest method as described in this Service bulletin.

Note: The above sequence should be followed in order. Do not replace the DPF unit without first carrying out the software update and then follow the latest Service Regeneration method.

Updated Regeneration Information

Do the diesel particulate filter (DPF) regeneration procedure whenever you find any of these symptoms or whenever you do any of these actions.

- When the CHECK SYSTEM (DPF OVER ACCUMULATION)MIL light (B) is on.
- Note: A Service Regeneration is not required for light (A): "DPF Regeneration Required". In this case, inform the customer to drive their vehicle to conditions stated in the owners manual to regenerate the DPF system.



- When the ECM is replaced.
- When the DPF converter is replaced or it was loose before.
- When the DPF differential pressure sensor is replaced or it was loose before.
- When the DPF differential pressure sensor tube is replaced or it was loose before.
- When the fuel injector is replaced or it was loose before.
- When EGT sensor 1 is replaced or it was loose before.



- When the MAF sensor/IAT sensor 1 is replaced or it was loose before.
- When the MAP sensor/IAT sensor 2 is replaced or it was loose before.
- When ECT sensor 1 is replaced or it was loose before.
- When the ISV is replaced.
- When the EGR valve is replaced or it was loose before.
- When the turbocharger is replaced or it was loose before.
- When the exhaust manifold is replaced or it was loose before.
- When the glow plug is replaced or it was loose before.
- When the intake air duct was loose before.
- When the IMRC valve is replaced.

! CAUTION !

Perform this procedure outdoors.

Exhaust system will become very hot during this procedure. Do not place any flammable materials around the exhaust system.

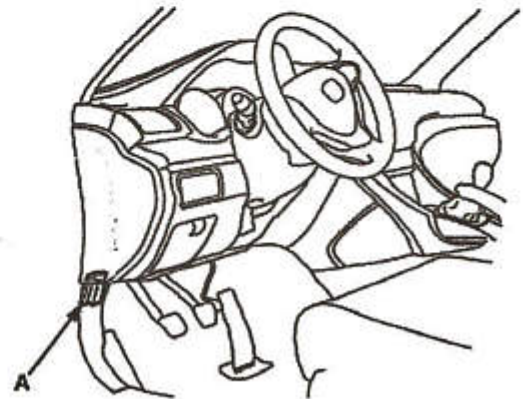
Do not breath in the exhaust gas.

NOTE:

- During this procedure, the idle speed may rise, this is normal and not a problem. Continue with the procedure.
- During this procedure, white smoke and a smell may come out of the exhaust system, this is not a sign of mechanical problems. Do not breath in the exhaust gas, and continue with the procedure.
- Do not stop the engine during this procedure. You must complete this procedure once you have started.
- This procedure will take between 5 to 30 minutes.
- If any Temporary DTC's or DTC's are stored

during this procedure, go to the indicated DTC's troubleshooting first, then carry out this procedure again.

1. Check the engine oil level. If the level is +20 mm (0.79 in.) above the upper level mark, replace the engine oil.
2. Turn the ignition switch to ON (II).
3. Connect the HDS to the data link connector (DLC) (A) located under the driver's side of dashboard.



*: This illustration shows Left Hand Drive model. Right Hand Drive is similar.

4. Check for Temporary DTCs or DTCs with the HDS. If there are any Temporary DTCs or DTCs indicated, go to the indicated DTC's troubleshooting. If there are no DTCs indicated, go to step 5.

5. Select DPF REGENERATION in the ADJUSTMENT MENU within HDS.

6. Check DISTANCE FROM LAST DPF REGENERATION in the DPF RERATED PARAMETER STATE with the HDS.

- If it is over 300 km (186 mile), go to step 7.
- If it is below 300 km (186 mile), check for damage or clogging at the DPF differential pressure sensor and the DPF differential pressure sensor piping (see Maris Troubleshooting for this information).
- If there is no damage or clogging, go to step 7.
- If the DPF differential pressure sensor piping is damaged or clogged, replace the piping. Then go to step 2 and do the procedure again.

7. If the result is COMPLETED, go to step 13.



If the HDS shows other than "COMPLETED", go to the appropriate step listed below:

- "Wrong condition", go to step 8.
- "DPF system check required" (PM amount too much or Ash amount too much), go to step 9.
- "The DPF regeneration mode interrupted" (Exhaust system temperature did not rise after the specified time or time-out), go to step 11.
- "The DPF regeneration mode interrupted" (Exhaust gas temperature into the DPF converter (EGT sensor 1)), go to step 12.

8. If the HDS shows that the regeneration was interrupted because it was in the "Wrong condition", follow the messages that are shown on the HDS screen.

9. Do the DPF regeneration again. If the result is COMPLETED then go to step 13.

- If not, go to step 10.

10. If the HDS shows "DPF system check required" (PM amount too much or Ash amount too much), replace the DPF converter (see Maris Replacement Information for this item).

- Then go to step 13.

11. If the HDS shows that the regeneration was interrupted because the exhaust system temperature did not rise after the specified time, or it was timed out, replace the DPF converter, EGT sensor 1, and all injectors (see Maris replacement information for these items).

- Then go to step 2.

12. If the HDS shows that the regeneration was interrupted because the exhaust gas temperature between the warm up catalytic converter and the DPF is too high (EGT sensor 1), replace EGT sensor 1, and all injectors (see Maris replacement information).

- Then go to step 2.

13. Check if the engine oil has not already been changed in this procedure, check the engine oil level. If the level is more than upper level, replace the engine oil.

Note: Maris troubleshooting has also been updated with this information.

Warranty Information

Application: Normal Warranty Applies

Causal Part: 37820-***-*** - CONTROL MODULE, POWERTRAIN (REWRITABLE): Use Web EPC to determine the relevant causal part

Claim Code: 032

NEWS Symptom Code: 03203 - PGM-FI (MIL) LAMP LIT

LON (NEWS Only):

Operation No	Description	FRT
1255B3	UPDATE ECM (PCM)	0.2
3110A3	DPF FILTER REGENERATION	0.6
Total FRT:		0.8

Note: Oil may be claimed as a Additional cost if it is found to be 20mm above the upper level as in Step 1 of the updated Regeneration information.