

DTC **C1850-12**: FAIL SAFE RELAY STUCK ON

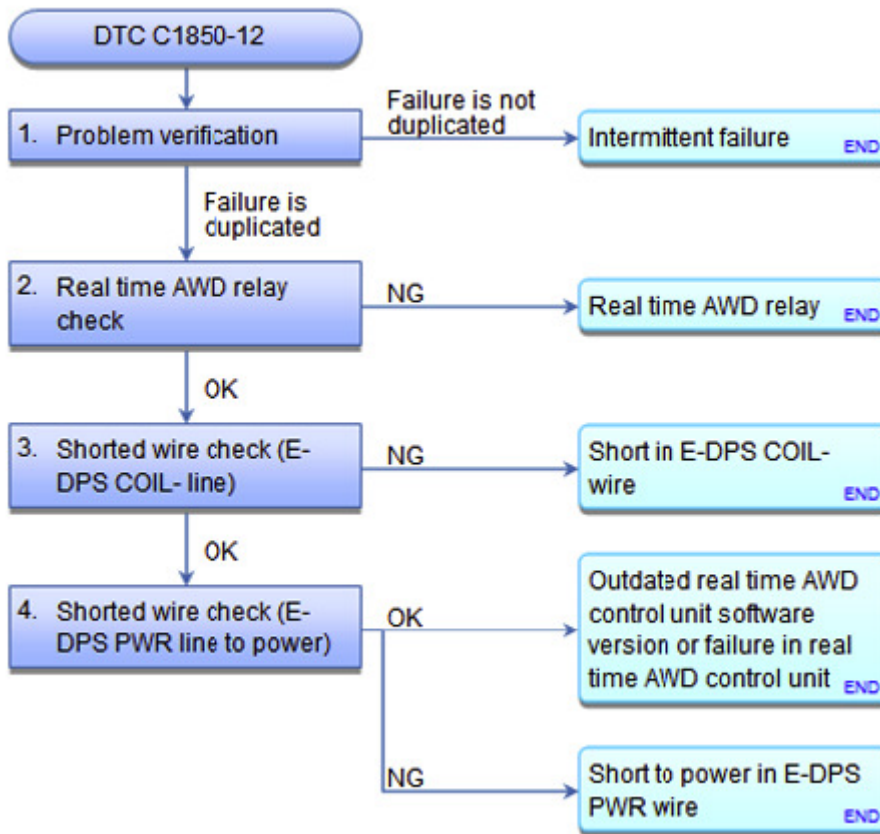
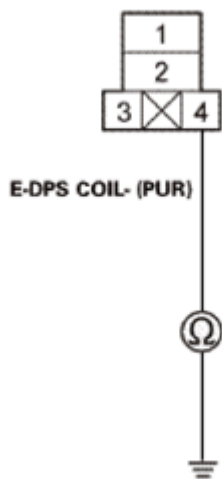


Fig. 22: DTC Troubleshooting Flow Chart (

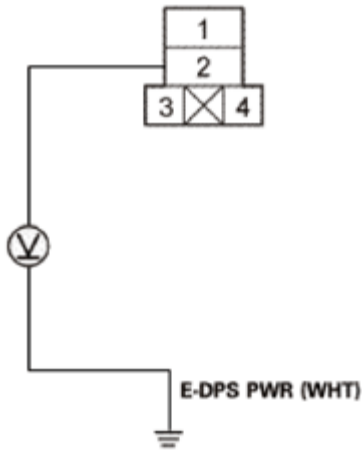
REAL TIME AWD RELAY 4P SOCKET



Terminal side of female terminals

C1850

REAL TIME AWD RELAY 4P SOCKET



Terminal side of female terminals

-12)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: Before you troubleshoot, REVIEW THE HOW TO TROUBLESHOOT THE REAL TIME AWD SYSTEM .

DTC Description	DTC	Freeze Frame
C1850 -12 Fail Safe Relay Stuck ON		

1. Problem verification:

- o 1. Turn the ignition switch to ON (II).
- o 2. Check the parameter(s) below with the HDS.

Signal	Threshold		Current conditions	
	Values	Unit	Values	Unit
Voltage of Battery	More than 8.3	V		

Do the current condition(s) match the threshold?

YES : The failure is duplicated. Go to step 2.

NO : Intermittent failure, the system is OK at this time.

2. Real time AWD relay check:

- o 1. Turn the ignition switch to LOCK (0).
- o 2. **REMOVE THE REAL TIME AWD RELAY** , then **TEST IT** .

Is the real time AWD relay OK?

YES : The real time AWD relay is OK. Go to step 3.

NO : **REPLACE THE REAL TIME AWD RELAY** .

3. Shorted wire check (E-DPS COIL- line):

- o 1. Disconnect the following connector.

Real time AWD control unit 24P connector

- o 2. Check for continuity between test points 1 and 2.

Test condition IG LOCK (0)

Real time AWD relay: disconnected

Real time AWD control unit 24P connector: disconnected

Test circuit E-DPS COIL-

Test point 1 Real time AWD relay 4P socket No. 4 (PUR)

Test point 2 Body ground

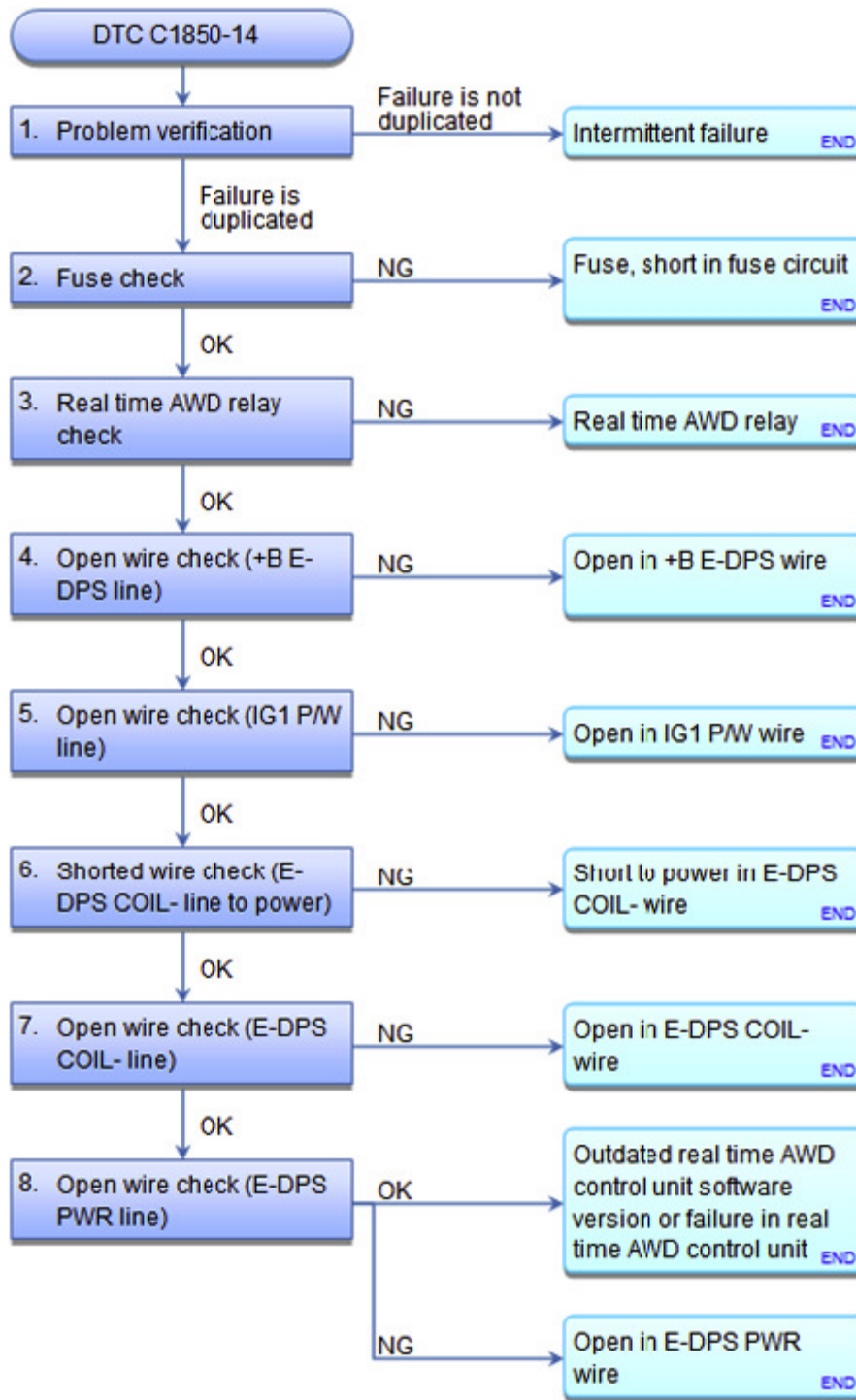


Fig. 23: Checking Continuity Between Real Time AWD Relay 4P Socket No. 4 (PUR) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES : Repair a short in the E-DPS COIL- wire between the real time AWD relay and the real time AWD control unit.

NO : The E-DPS COIL- wire is OK. Go to step 4.

4. Shorted wire check (E-DPS PWR line to power):
- 1. Turn the ignition switch to ON (II).
 - 2. Measure the voltage between test points 1 and 2.

Test condition IG ON (II)

Real time AWD relay: disconnected

Real time AWD control unit 24P connector: disconnected

Test circuit E-DPS PWR

Test point 1 Real time AWD relay 4P socket No. 2 (WHT)

Test point 2 Body ground

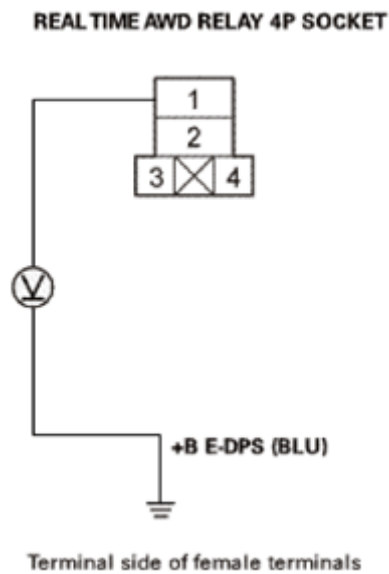


Fig. 24: Measuring Voltage Between Real Time AWD Relay 4P Socket No. 2 (WHT) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 0.1 V or less?

YES : Update the real time AWD control unit if it does not have the latest software See REAL TIME AWD CONTROL UNIT REMOVAL AND INSTALLATION or REAL TIME AWD CONTROL UNIT UPDATE , or substitute a known-good real time AWD control unit See REAL

TIME AWD CONTROL UNIT REMOVAL AND INSTALLATION or **REAL TIME AWD CONTROL UNIT UPDATE** , and recheck. If the symptom/indication goes away with the updated real time AWD control unit, troubleshooting is complete. If the symptom/indication goes away with a known-good real time AWD control unit, **replace the original real time AWD control unit** See **REAL TIME AWD CONTROL UNIT REMOVAL AND INSTALLATION** or **REAL TIME AWD CONTROL UNIT UPDATE** .

NO : Repair a short to power in the E-DPS PWR wire between the real time AWD relay and the real time AWD control unit.