

September 28, 2018

Version 1

2012-14 TL: Judder from the Torque Converter Lock-Up Clutch (Snapshot Upload Required)

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2012	TL	2WD	19UUA8F...CA035307 thru 19UUA8F...CA040693
2012	TL	4WD	19UUA9F...CA011186 thru 19UUA9F...CA012783
2013-14	TL	ALL	ALL

BACKGROUND

A judder from the torque converter lock-up clutch may be felt while driving between 20 and 60 mph. The problem is typically diagnosed as a bad torque converter. American Honda investigated the judder and found that the torque converter was not causing the judder and the transmission is not damaged by this judder.

The judder was caused by deteriorated transmission fluid. The transmission fluid deteriorates quicker than expected when it is exposed to intermittent high heat loads under specific driving conditions. A software update is available to maintain the transmission fluid temperature within the desirable range under all driving conditions and eliminate the potential for this judder.

There are two bulletins referring to this subject:

- 18-047 - 2012-14 TL: Judder from the Torque Converter Lock-Up Clutch (Snapshot Upload Required). **Do this bulletin first to apply the software and flush the transmission as indicated in the REPAIR PROCEDURE.**
- 18-048 - 2012-14 TL: Judder from the Torque Converter Lock-Up Clutch After Software Update (Snapshot Upload Required). Some vehicles based on how they are driven may still experience ATF deterioration after updating the PGM-FI or A/T system. In these cases, do the inspection and, if necessary, flush the transmission as indicated in the REPAIR PROCEDURE.

CORRECTIVE ACTION

Check if the software has been updated. If the software has not been updated, take an automatic transmission snapshot and review the data and confirm that the judder is coming from the torque converter. **Send the snapshot to Tech Line.** If the snapshot does not indicate the judder is coming from the torque converter, this service bulletin does not apply. If the snapshot indicates the judder is coming from the torque converter, update the PGM-FI system, then flush the transmission as indicated in the REPAIR PROCEDURE.

CLIENT INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Acura automobile dealer.

WARRANTY CLAIM INFORMATION

The normal warranty applies.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
1255E4	Update the PGM-FI or A/T software.	0.2 hr	03214	03217	B18047A	37805-RK1-3090
A	ATF flush procedure. Includes test-drive.	1.4 hrs				

Skill Level: Repair Technician

SOFTWARE INFORMATION

NOTE

Unnecessary or incorrect repairs resulting from a failure to update the i-HDS are not covered under warranty.

i-HDS Software Version: **3.103.012 or later**

J2534 Software Information:

- PC Application Version **1.1.0.2 or later**
- Database update **14-SEP-2018 or later**

Before beginning the repair, make sure that both the i-HDS and J2534 software are updated as listed above.

Do only the update listed in this service bulletin.

You cannot apply the updates with the MVCI as a standalone tool. To update the software you must use the MVCI or the DST-i interface in conjunction with the J2534 Rewrite PC application on the i-HDS.

For more information about updating the i-HDS, the MVCI, and vehicle systems, refer to Service Bulletin 01-026, *Updating Control Units/Modules*.

Year/Model	Software System	Program ID (or later)	Program P/N (or later)
12-14 TL 2WD	PGM-FI	K13090	37805-RK1-3090
12-14 TL AWD	PGM-FI	K23070	37805-RK2-3070

PARTS INFORMATION

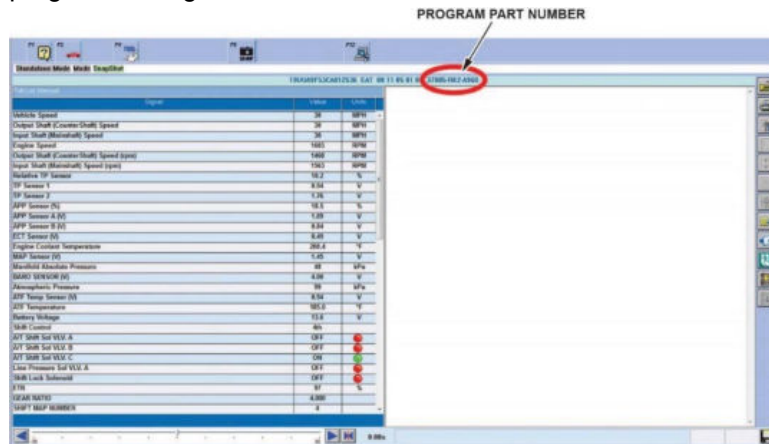
Part Name	Part Number	Quantity
Drain Plug Washer (18 mm)	90471-PX4-000	1
Sealing Washer (24 mm)	11107-PWA-300	1

PARTS INFORMATION

Part Name	Part Number	Quantity
Genuine Acura ATF DW1	08200-9008A	10

INSPECTION PROCEDURE

Connect the i-HDS and go to the A/T Data List. Check to see if the software has been updated by comparing the program P/N against the table below.



- If the program P/N is not listed, the vehicle has not been updated, continue to the Verification Procedure.
- If the program P/N is listed below (or later), the vehicle has been updated. Go to service bulletin 18-048, 2012-14 TL: Judder from the Torque Converter Lock-Up Clutch After Software Update.

Program P/N (or later)
37805-RK1-3090
37805-RK2-3070

VERIFICATION PROCEDURE

1. Take an automatic transmission snapshot and forward it to Tech Line using the RO number. For more information about capturing and interpreting the data, refer to the job aid *Torque Converter Clutch Shudder and Vibration* and the Tech2Tech® video *Interpreting Torque Converter Judder Snapshot Data*.
 - If the snapshot shows signs of torque converter shudder, go to REPAIR PROCEDURE.
 - If the snapshot does not indicate a judder, this bulletin does not apply, continue with normal troubleshooting.

NOTE

You do not need to contact Tech Line after sending the snapshot. However, if you do not send a snapshot, your claim may be subject to debit.

REPAIR PROCEDURE

1. Update the software using the i-HDS J2534 rewrite software with the MVCI or DST-i. Refer to Service Bulletin 01-026, *Updating Control Units/Modules*.

FLUSH PROCEDURE

NOTE

The term "flushing" refers to repeatedly draining and filling the transmission with Acura Genuine ATF-DW1. Other aftermarket flush systems are available, but American Honda strongly recommends that you avoid using them on any Acura vehicles.

1. Start the engine. Hold the engine speed at 3,000 rpm without load (in Park or Neutral) until the radiator fan comes on, then let it idle.
2. Position the vehicle on a lift and turn off the engine.

3. Remove the ATF filler bolt and sealing washer.
4. Raise the vehicle and make sure it is securely supported.
5. Remove the drain plug and drain the ATF.
6. Install the drain plug and original washer and torque it to **49 N•m(36 lb-ft)**.
7. Lower the vehicle and fill the transmission with **3.3 US qts (3.1 L)** of ATF-DW1 through the filler hole.

NOTE

Do not use non-Acura ATF because it can affect shift quality.

8. Install the ATF filler bolt and original sealing washer and torque it to **44 N•m (32 lb-ft)**.
9. Check that the fluid is filled to the proper level.
10. Raise the vehicle and make sure it is securely supported.
11. Start the engine.
12. Press the VSA OFF button.
13. Press the brake pedal and shift to Drive.
14. Release the brake pedal. Press the accelerator pedal and bring the speedometer up to 50 mph. Make sure the transmission shifts through the first three lower gears and into fourth gear and the torque converter is locking up.
15. Apply the brakes to stop the front wheels.
16. Shift to Reverse, then Neutral.
17. Repeat the shifting procedure (steps 12 through 15) four more times.
18. Turn off the engine.
19. Repeat the above drain, fill, and shifting procedure (steps 2 through 17) one more time.
20. After the second refill and drive cycle, drain the transmission.
21. Install the drain bolt with a new washer and torque to **49 N•m (36 lb-ft)**.
22. Fill the transmission with **3.3 US qts (3.1 L)** of ATF-DW1.

Automatic Transmission Fluid Capacity

AWD: 3.3 US qts (3.1 L) at change

2WD: 3.3 US qts (3.1 L) at change

NOTE

Do not use non-Acura ATF because it can affect shift quality.

23. Install the ATF filler bolt with a new sealing washer and torque the bolt to **44 N•m (32 lb-ft)**.
24. Clear any DTCs set while driving on the lift.

END