

September 17, 2016

04391 Version 3

## Warranty Extension: 2012 TL Torque Converter

Supersedes 16-040, dated August 3, 2016; See REVISION SUMMARY.

### AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2012	TL	ALL	Check the iN VIN status for eligibility

### REVISION SUMMARY

Some information was deleted from the CLIENT NOTIFICATION.

### BACKGROUND

There is a judder from the torque converter lock-up clutch felt while driving between 20–45 mph. To minimize the possibility for the judder to occur, a software update for the transmission is available.

To increase client confidence, American Honda is also extending the warranty on the torque converter in affected vehicles to 8 years from the original date of purchase or 105,000 miles, whichever comes first.

A 2012 TL has two different types of torque converters because some torque converters were replaced prior to this warranty extension. As a result, there are two repair procedures based on the current program ID in the PCM. Make sure you follow the correct repair procedure for the program ID that you're working on.

The warranty extension does not apply to any vehicle that has ever been declared a total loss or sold for salvage by a financial institution or insurer, or has a branded or similar title under any state's law.

There are two service bulletins applicable to this issue:

- 16-030, *Warranty Extension: 2012 TL Software Update for Lock-up Clutch Function* – Update the software in the vehicle.
- 16-040, *Warranty Extension: 2012 TL Torque Converter* - Replace the torque converter.

Do 16-030 first to update the vehicle. If the judder returns after updating the vehicle, the torque converter may need to be replaced; refer to the INSPECTION section of this bulletin.

### CLIENT NOTIFICATION

Owners of affected vehicles will be sent a notification of this campaign.

Do an iN VIN status inquiry to make sure the vehicle is shown as eligible.

### CORRECTIVE ACTION

Make sure service bulletin 16-030 was done, then capture a snapshot of the symptom and review it. If the snapshot indicates a torque converter judder, forward the snapshot to Tech Line, then do an ATF flush or replace the torque converter based on the current program ID in the PCM.

**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.

**REQUIRED MATERIALS**

Part Name	Part Number	Quantity
Acura ATF DW-1	08200-9008	8 (Torque Converter Replacement) 10 (ATF Flush)

**PARTS INFORMATION – TORQUE CONVERTER REPLACEMENT**

Part Name	Part Number	Quantity
Torque Converter Assembly	26000-RP7-305	1
Flange Bolt (10 x 30 mm)	90163-SDB-A00	3
Set-Ring (32 x 2.2 mm)	44319-STX-A60	1
Set-Ring (32 x 2.2 mm)	44319-SJA-A00	1
Flange Bolt (12 x 33 mm)	90186-SDA-A00	2
Flange Bolt (14 x 135 mm)	90176-SDA-A00	2
Flange Bolt (10 x 35 mm)	90164-SEP-A00	2
Flange Bolt (10 x 34 mm)	90170-SDA-A01	2
Shock Absorber Fork Bolt (12 x 98 mm)	90121-SM4-010	2
Self-locking Nut (12 mm) (CLINCH)(SATO RASHI)	90215-SB0-003	2
Castle Nut (14 mm)	90363-TK4-A01	2
Split Pin (3.0 x 22 mm)	94201-30220	4
Flange Nut (12 mm)	90362-SZA-A00	2
Flange Nut (M10) (AWD Only)	90310-TK5-A00	4
Flange Bolt (10 x 35 mm)	90163-SDA-A01	7
Flange Bolt (12 x 70 mm)	90051-PE0-000	2
Flange Bolt (12 x 40 mm)	90164-S5A-010	3
Flange Nut (12 mm)	90371-TK4-A00	4
Exhaust Pipe Gasket (ISHINO)	18212-SA7-003	2
Pre Chamber Gasket	18393-SDB-A00	1
Self-Locking Nut (10 mm)	90212-SA5-003	9
Drain Plug Washer (18 mm)	90471-PX4-000	1

**PARTS INFORMATION – ATF FLUSH**

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

## WARRANTY CLAIM INFORMATION

### Torque converter replacement

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
2181BM	Replace the torque converter.	6.5 hrs.	6V200	KB400	16-040N	26000-RGL-305
2181BM	Replace the torque converter.	6.5 hrs.	6V200	KB400	16-040P	26000-RGL-305
A	Add for alignment.	0.4 hr.				

### ATF Flush

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
2181BR	ATF flush procedure. Includes test-drive.	1.4 hrs.	6V200	KB400	16-040Q	26000-RGL-305

## INSPECTION

1. Connect the i-HDS and make sure the software was updated.
2. Take an automatic transmission snapshot and review the data. 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 indicates there is torque converter judder, go to step 3.
  - If the snapshot indicates the torque converter is OK, this bulletin does not apply. Continue with normal troubleshooting.
3. Check the program ID on the snapshot.
  - If the program ID is **37805-RK1-3050** or **37805-RK2-3050**, go to REPAIR PROCEDURE TORQUE CONVERTER REPLACEMENT.
  - If the program ID is **37805-RK1-A780** or **37805-RK2-A960**, go to REPAIR PROCEDURE ATF FLUSH.

PROGRAM I.D.

The screenshot shows a diagnostic software interface with a data table. The table has columns for Signal, Value, and Units. The program ID '37805-RK2-A960' is circled in red and labeled 'PROGRAM I.D.' with an arrow. The data table includes various sensors and their values, such as Vehicle Speed (30 MPH), Engine Speed (1603 RPM), and ATF Temperature (185.0 °F).

Signal	Value	Units
Vehicle Speed	30	MPH
Output Shaft (CounterShaft) Speed	30	MPH
Input Shaft (Mainshaft) Speed	30	MPH
Engine Speed	1603	RPM
Output Shaft (CounterShaft) Speed (rpm)	1468	RPM
Input Shaft (Mainshaft) Speed (rpm)	1563	RPM
Relative TP Sensor	10.2	%
TP Sensor 1	0.94	V
TP Sensor 2	1.76	V
APP Sensor (%)	18.5	%
APP Sensor A (V)	1.69	V
APP Sensor B (V)	0.84	V
ECT Sensor (V)	0.49	V
Engine Coolant Temperature	208.4	°F
MAP Sensor (V)	1.45	V
Manifold Absolute Pressure	48	kPa
BARO SENSOR (V)	4.00	V
Atmospheric Pressure	99	kPa
ATF Temp Sensor (V)	0.94	V
ATF Temperature	185.0	°F
Battery Voltage	13.6	V
Shift Control	4th	
A/T Shift Sol VLV. A	OFF	
A/T Shift Sol VLV. B	OFF	
A/T Shift Sol VLV. C	ON	
Line Pressure Sol VLV. A	OFF	
Shift Lock Solenoid	OFF	
ETR	97	%
GEAR RATIO	4.000	
SHIFT MAP NUMBER	4	

## REPAIR PROCEDURE TORQUE CONVERTER REPLACEMENT

1. Forward the snapshot to Tech Line using the RO number. For more information about how to send the snapshot to Tech Line, refer to the job aid *Sending Vehicle Data to Tech Line*.

NOTE: **You do not need to call Tech Line** after sending the snapshot. If you do not send a snapshot, your claim may be subject to debit.

2. Replace the torque converter; refer to service information.

## REPAIR PROCEDURE ATF FLUSH

NOTE: The term “flushing” refers to repeatedly draining and filling the transmission with Honda Genuine ATF DW-1. Other aftermarket flush systems are available, but American Honda strongly recommends that you avoid using them on any Honda 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-Honda 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 brake pedal and shift to Drive.
13. 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.
14. Apply the brakes to stop the front wheels.
15. Shift to Reverse, then Neutral.
16. Repeat the shifting procedure (steps 12 through 15) four more times.
17. Turn off the engine.
18. Repeat the above drain, fill, and shifting procedure (steps 2 through 17) one more time.
19. After the second refill and drive cycle, drain the transmission, install the drain bolt with a new washer and torque it to **49 N·m (36 lb-ft)**.
20. Fill the transmission with **3.3 US qts (3.1 L)** of ATF DW-1.

NOTE: Do not use non-Honda ATF because it can affect shift quality.

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

END