

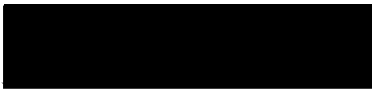


U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

January 16, 2013



NVS-216 nam
Ref. No. 10476041

Dear 

Thank you for your correspondence concerning your model year (MY) 2002 Acura RSX. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect trend may exist. However, we do not have authority to act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

You indicate that your MY 2002 Acura RSX was diagnosed with diagnostic readiness code (DRC) P1077. Your local dealer followed the repair procedure to correct the problem which involved installing valve assembly No. 17120-PPA-A01. However, when you picked up your vehicle from the dealer, the check engine light came back on. The dealer ordered another valve but could not guarantee the new valve would repair the problem. You are inquiring if an Acura Technical Service Bulletin (TSB No. 100102) can solve your problem.

We did not locate a TSB but we did locate an Acura service newsletter (enclosed) that indicates DRC P1077 is caused by the incorrect installation of the intake manifold runner control (IMRC) system in MY 2002 and MY 2003 Acura RSX vehicles. However, the issuance of a manufacturer's service newsletter does not necessarily reflect the existence of a safety-related defect in accordance with the National Traffic Motor Vehicle Safety Act. While we cannot guarantee the success of the remedy as installed in your vehicle by your dealer, we do not have any reason to believe that the corrective action submitted by the manufacturer will not work. We recommend that you continue to work with Acura and your dealership for any remaining concerns. The information provided has been entered into our database and will be considered with future reports to identify any safety defect trends that may require our attention. For your information, the NHTSA investigation and recall process can be found on our web site at www.nhtsa.gov.

Should you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, we would appreciate it if you would complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.gov or call the Auto Safety Hotline at 1-888-327-4236. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc. can be obtained from our web site.

Sincerely yours,

A handwritten signature in cursive script that reads "Randy Reid".

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

10005945 - 10005951

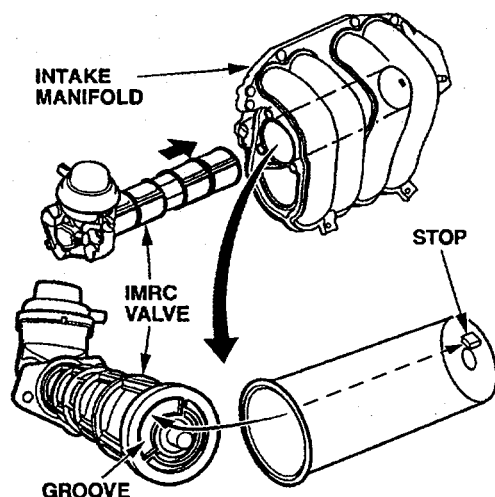
Ⓐ ACURA

ServiceNews

October 2002

Install the IMRC Valve Correctly: '02-'03 RSX

If you have a '02-'03 RSX with DTC P1077 [intake manifold runner control (IMRC) system malfunction (low rpm)] set, the IMRC valve (IMRC actuator assembly) was probably misinstalled. For a correct installation, make sure the stop in the intake manifold fits into the groove on the end of the actuator assembly.



Watch the MIL to Read Readiness Code Status

Readiness codes (also called diagnostic readiness codes or readiness/function codes) tell you if a specific emissions control system monitor has completed all testing needed to determine the operational status of the related system. This is referred to as "monitoring" the emissions control system.

You can check readiness code status by watching the MIL on the gauge assembly or using the PGM Tester. If you don't want to use the PGM Tester, MIL watching is the way to go. Just turn the ignition switch to ON (II) (but don't start the engine), and keep your eyes on the MIL. If all the readiness codes are complete, the MIL comes on for 20 seconds and then goes off. If one or more codes are incomplete, the MIL comes on for 20 seconds and then blinks five times.

If you want to learn more about readiness codes, visit the Online University on the Interactive Network (iN), and order up EMC48, *OBDII Readiness Codes Operation*. (You'll see this module listed as W B EMC48 READINESS CODES in the menu.) This module covers the system. The module is in Adobe PDF format, so you can print it out if you prefer.

Follow This Diagnostic Procedure For S/B 02-015

Before doing the repair procedure in S/B 02-015, *SRS Indicator Comes On With SRS DTC(s) 15-1, 15-2, 15-3*, found under Restraints, make sure you do the appropriate diagnostic procedure listed here first. If you don't, you might not be able to clear the DTC or initialize the new OPDS control unit.

If you have SRS DTC 15-1:

- Use the PGM Tester to clear the DTC.
- If the DTC **sets again immediately**, disregard this service bulletin and continue with normal troubleshooting.
- If the DTC does not set again, go to the REPAIR PROCEDURE in the S/B.

If you have SRS DTC 15-2:

- Use the PGM Tester to clear the DTC. Inspect the connections and wiring of the side airbag cutoff indicator circuit.
- If the connections and wiring are OK and the circuit components were not disconnected for some previous repair, and the DTC does not set again, go to the REPAIR PROCEDURE in the S/B.
- If the connections or wiring are faulty, repair the circuit. If the DTC sets again, disregard the service bulletin, and continue with normal troubleshooting.

If you have SRS DTC 15-3:

- Use the PGM Tester to clear the DTC. Ask your customer if he or she uses an aftermarket electrical device (laptop computer, fluorescent map light, etc.) near the front passenger's seat-back. Some electrical devices that plug into the vehicle's accessory power socket (especially those using a power inverter/converter) and aftermarket leather seat covers can interfere with the seat-back sensors and cause SRS DTC 15-3 to set.
- If your customer uses any of these devices, operate the device near the front passenger's seat-back. If the DTC sets again, clear it, then return the vehicle to your customer. Advise him or her to avoid using the device near the front passenger's seat-back.
- If your customer does not use any of these devices, and the DTC does not set again after clearing, go to the REPAIR PROCEDURE in the S/B.
- If the DTC **sets again immediately** after clearing, disregard the service bulletin, and continue with normal troubleshooting.

Be Ready When RPO Tech Line Calls

If Greg or Scott from the Remanufactured Parts and Ordering (RPO) Tech Line office in Ohio haven't called you about a remanufactured A/T you've ordered, they might.

Ohio's where most of Acura's A/Ts are remanufactured, so we've stationed the RPO Tech Line staff there. When a dealer places an A/T order for a '01-03 model vehicle, the RPO Tech Line staff may call the service tech to get useful information so the factories can develop a countermeasure.

The RPO Tech Line staff gathers info only on A/T failures that haven't yet been reported, countermeasured, or both. Keep this info handy, you might get a call from Greg or Scott:

- Your dealer number
- VIN
- Vehicle mileage
- Customer name and phone number
- Customer complaint
- Road-test observation
- Retrieved DTCs and freeze data

Leakage From Moonroof Glass Weatherstrip

The moonroof glass weatherstrip on all Acuras isn't designed to be totally watertight. In heavy rain, it's normal to find water seeping past the weatherstrip into the drain channel, where it runs down the frame and out the drain tubes.

Although the moonroof's glass weatherstrip and drainage system (drain channel, frame, and drain tubes) are quite capable of handling rain, even very heavy rain, it does have its limits. Parking on a steep incline in the rain can tax the flow capacity of the drain tubes on the lowered side, resulting in overflow and leaks. Running the vehicle through a high-pressure or high water volume car wash may also exceed the drain tube's limits.

Before you do any adjustment or repairs to the moonroof, duplicate the conditions that caused the leak. If you can duplicate the leak under normal conditions, check for clogged drain tubes, then check the glass height adjustment.

Readiness Code Status: Complete vs. Incomplete

Under current federal regulations, all readiness codes must read COMPL (complete) before the OBD I/M test can be finished. During these tests, readiness codes are used to show which emissions control systems have had their operational status tested. The Environmental Protection Agency (EPA) is proposing to let states conclude the testing process on '96-00 vehicles with two or less readiness codes reading INCOMPL (incomplete). For '01 and later vehicles, the I/M testing process could still be wrapped up provided there's no more than one readiness code reading INCOMPL. Readiness codes are also a great way to check if a repair has been effective or not. For more information on readiness codes, visit the Online University.

Poor A/C Cooling on Hard Acceleration

If owners of '99-03 3.2TLs, '97-03 3.2CLs, '96-03 3.5RLs, '01-03 MDXs, or '02-03 RSXs complain of less cooling when they are accelerating at or near wide-open-throttle (WOT), tell them not to worry. The vehicle is designed for optimum acceleration and passing power, so the ECM/PCM shuts off the A/C compressor when accelerating at or near WOT. Replacing components won't change this normal characteristic.

Never Rotate Tires on NSXs

The performance limits of the NSX are a lot higher than other Acura models. To get this level of performance means using a pretty sophisticated wheel and tire package. The NSX's tires have a unidirectional tread pattern that helps push water out from between the tire and the road. The front and rear wheels and tires are also different sizes. For these reasons, never rotate the tires at all, not even side-to-side.

ACURA ServiceNews

©2002 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.



BSN 24688 (0210)