April 26, 2017 06104 Version 1

8-Speed Transmission (DCT) Has a Bump or Hard Shift When Coming to a Stop

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2015–17	TLX	ALL L4 8-Speed Dual Clutch Transmission (DCT)	ALL

SYMPTOM

The 8-Speed dual-clutch transmission (DCT) has a bump or hard shift when coming to a stop, usually on the downshift from 2nd to 1st. This symptom is intermittent and may be difficult to duplicate.

POSSIBLE CAUSE

The PCM settings are not properly breaking-in the odd and even clutches.

CORRECTIVE ACTION

There will be 2 different repairs depending on the inspection of the vehicle information:

- Update the PGM-FI/AT software (REPAIR PROCEDURE A).
- Update the software and perform the clutch break-in procedure. (REPAIR PROCEDURE B).

WARRANTY CLAIM INFORMATION

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
1255E4	Update the PGM-FI software.	0.2 hr	03214	03217	17-015N	37805-RDF-A580
B	Verify transmission serial number.	0.1 hr				

Use the warranty information below only if the clutch break-in procedure was required.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
1255E4	Update the PGM-FI software.	0.2 hr	03214	03217	17-015P	37805-RDF-A580
B	Verify transmission serial number.	0.1 hr				
C	Clutch break-in.	0.2 hr				

Skill Level: Repair Technician

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.

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SOFTWARE INFORMATION

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

i-HDS Software Version: **1.002.023 or later**

J2534 Software Information:

PC Application Version **1.1.0.2 or later**

Database update **17-APR-2017**

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.

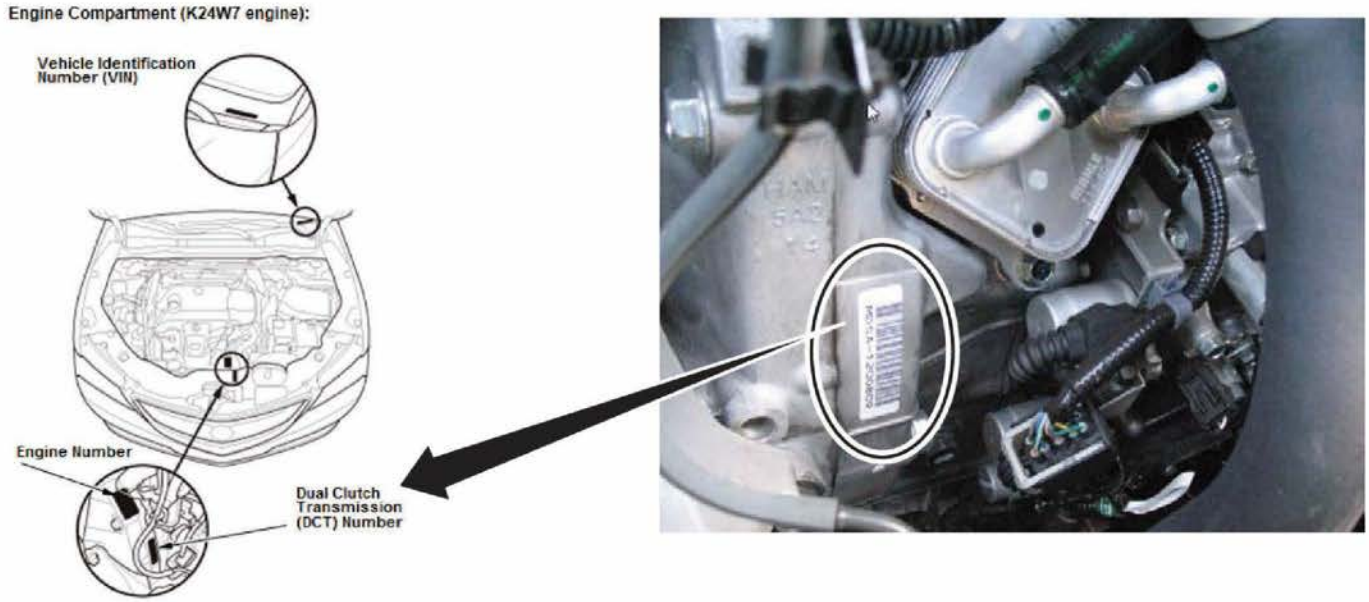
You cannot apply the updates with the MVCI as a standalone tool. To update the software you must use the MVCI or the DST-i interface in conjunction with the J2534 Rewrite PC application on the i-HDS.

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

Trim	Program ID (or later)	Program P/N (or later)
2015–16 TLX L4	DFA580	37805-RDF-A580
2017 TLX L4	DFA030	37805-RDF-A030

VEHICLE VERIFICATION

1. Check the transmission serial number.



Is the transmission serial number greater than the listed serial number?

TLX Transmission Serial Number: MDSA-1017766

Yes – Go to REPAIR PROCEDURE A.

No – Go to step 2.

2. Check the odometer mileage on the vehicle.

Is the mileage over 5000 miles?

Yes – Go to REPAIR PROCEDURE A.

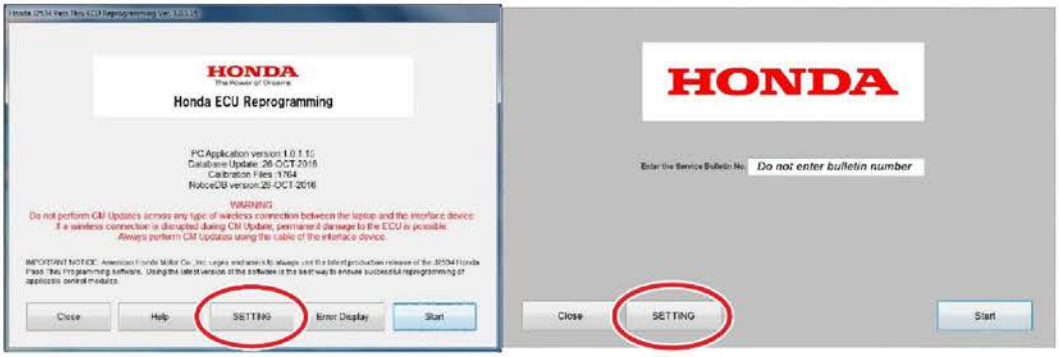
No – Go to REPAIR PROCEDURE B.

REPAIR PROCEDURE A

NOTE:

- You can't update the vehicle using the MVCI as a standalone tool.
- **Do not** use the MongoosePro VCI tool.
- Make sure the 12-volt battery is fully charged before starting an update.
- Connect a fully charged jumper battery to the vehicle, and leave it connected during the entire procedure to maintain steady voltage.
- Never turn the ignition to OFF or ACCESSORY during the update. If there is a problem with the update, leave the ignition turned to ON.
- To prevent powertrain control module damage, do not operate anything electrical (headlights, audio system, brakes, A/C, power windows, door locks, etc.) during the update.
- If you see the following **Error Display**, check that you are using the correct tool (MVCI or DST-i) with the i-HDS.

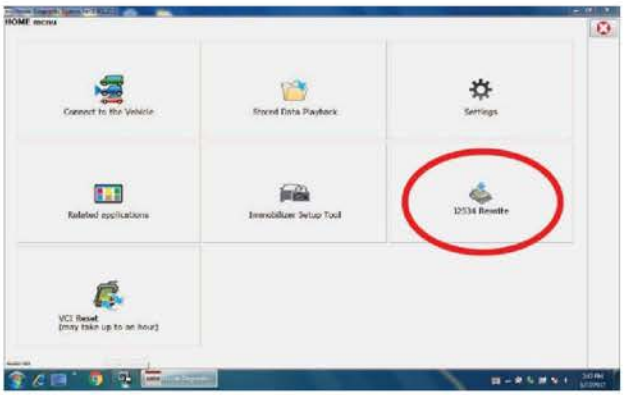
To change this, click on either of the **SETTING** selection buttons at the bottom of the J2534 initial screens as shown.



3. Make sure the parking brake is applied and the headlights are off.
4. Update the PGM-FI software by selecting the **i-HDS Diagnostic System** icon. Refer to Service Bulletin 01-026, *Updating Control Units/ Modules*.

   NOTE: **Do not** use the **Rewrite** icon on your desktop.

5. Select **J2534 Rewrite**.



6. Confirm the software is the same **or later** as listed in SOFTWARE INFORMATION.

7. Select **Start**, then follow the screen prompts.

NOTE:

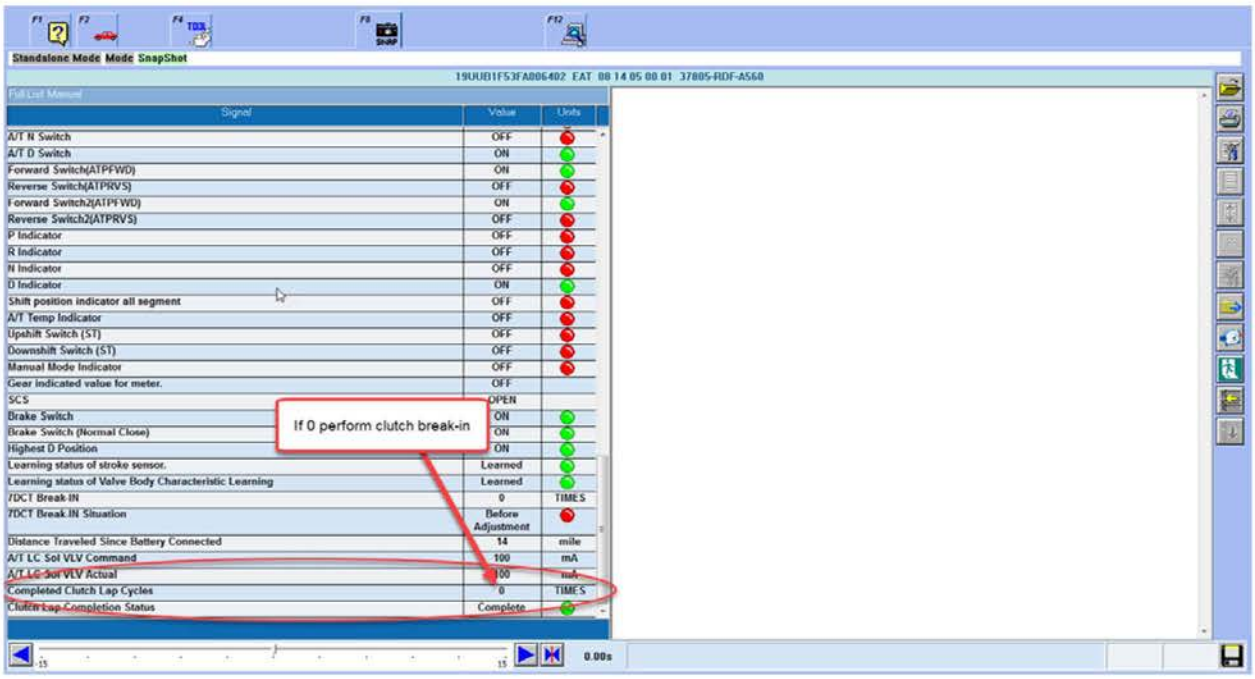
- **Do not** enter a bulletin number**.**
- If you receive a message that the vehicle has been already updated or that no update is available, check the PGM-FI data list. The header should indicate one of the following numbers (or later).

37805-RDF-A580	37805-RDF-A030

- If the program part number (or later) is not displayed, the i-HDS software needs to be reinstalled. Contact the Special Tools Hotline at **800-346-6327** for assistance.

REPAIR PROCEDURE B

1. Connect the i-HDS and go to the **AT Data List**.
2. Look at the number of Completed Clutch Lap Cycles.



Is there 1 or more ***Completed Clutch Lap Cycles?***

Yes – Update the PGM-FI/AT system. Go to REPAIR PROCEDURE A.

No – Update the PGM-FI/AT system. Go to REPAIR PROCEDURE A, then go to CLUTCH BREAK-IN PROCEDURE and do the procedure 1 time only.

CLUTCH BREAK-IN PROCEDURE

NOTE:

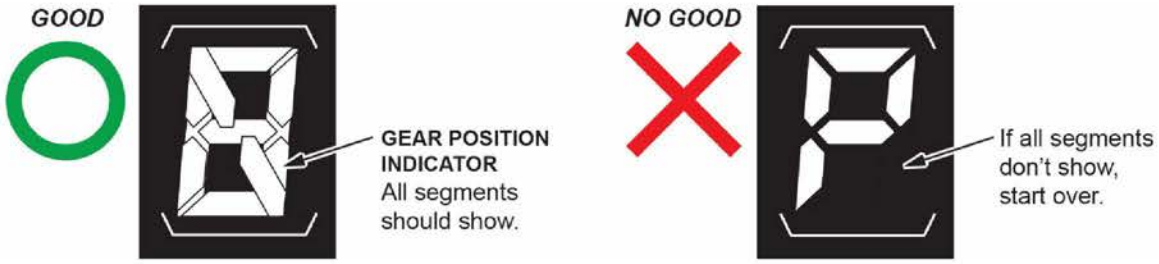
- Before doing the clutch break-in procedure cycle the ignition off then disconnect the i-HDS.
- Be sure to follow the procedure step by step to complete the procedure successfully.

1. Make sure the vehicle is on a flat surface, the parking brake is applied, and all electrical loads are turned off.
2. Make sure the transmission is in Park, then without pressing the brake pedal, turn the ignition to ON.
3. Connect the i-HDS, check the VIN, and enter the RO number to unlock the security command.
4. Go to the **A/T Data List** and make sure the **ATF Temperature** reads between **104°F** and **147°F**.
   - If the reading is between **104°F** and **147°F**, go to step 5.
   - If the reading is below **104°F**, start the engine and warm up the ATF. Once the reading is within range, turn off the i-HDS, turn the ignition to OFF, and back to step 2.
   - If the reading is above **147°F**, open the hood and wait for the ATF temperature to cool down within range. Once the reading is within range, turn off the i-HDS, turn the ignition to off, and go back to step 2.
5. From the **A/T Data List,** short the SCS.
6. Make sure the ignition is turned to ON and the transmission is in Park.

   NOTE: As soon as you press the brake pedal, you must complete the following steps within 60 seconds.
7. Press on the brake pedal and release it.
8. Press and release the accelerator pedal three times.
9. Press on the brake pedal, shift from Park to Neutral, then release the brake pedal.
10. Press and release the accelerator pedal three times.

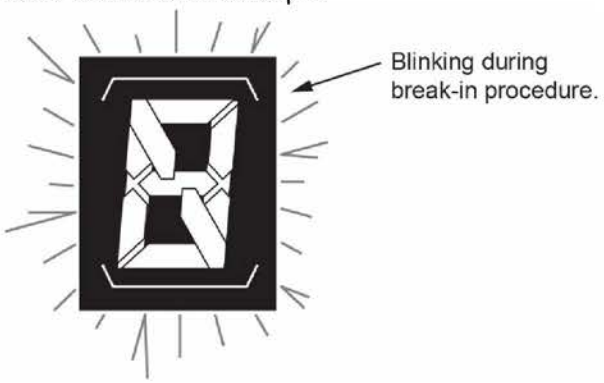
11. Press on the brake pedal, shift from Neutral to Park, then release the brake pedal.
12. Press and release the accelerator pedal three times.
13. Press on the brake pedal and hold it.
14. Make sure the Gear Position indicator has all of its segments showing.

    NOTE: If all of the segments are not showing, you must exit the i-HDS, turn the ignition OFF, and go back to step 3.



15. Start the engine. Do not release the brake pedal.
16. Continue holding the brake pedal through the break-in procedure. After about 10 seconds, the break-in procedure will automatically begin and the Gear Position indicator will start to blink. This procedure takes about 4 minutes.

    NOTE:
    - During this step, engine fluctuation is normal.
    - If you release the brake pedal or press down on the accelerator pedal, the procedure will stop and you will need to start over at step 3.



17. After the idle returns to normal, turn the ignition to OFF for 30 seconds.
18. Turn the ignition to ON and go to the **AT data list**.
19. Make sure the break-in procedure is complete by checking the status on the following items on the **AT Data List**:
    - **Completed Clutch Lap Cycles** count shows **1 time**.
    - **Clutch Lap Completion Status** shows **Complete**.

    NOTE: If the clutch break-in procedure is not complete, go to step 5 and repeat the procedure.

END