

**August 15, 2023**

Version 1

**2017–19 Ridgeline: Transmission Temp Too Hot Message on the MID****AFFECTED VEHICLES**

Year	Model	Trim	VIN Range
2017–19	Ridgeline	ALL	ALL

**SYMPTOM**

Transmission Temperature Too Hot on the MID and no related DTCs.

**POSSIBLE CAUSE**

ATF deterioration causes high foaming and low viscosity. During extended high load driving ATF will foam and cooler flow rate is reduced.

**CORRECTIVE ACTION**

Update the PGM-FI software and flush the ATF three times.

**PARTS INFORMATION**

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

**REQUIRED MATERIALS**

Part Name	Part Number	Quantity
ATF DW-1	08200-9008	12

**CUSTOMER 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 Honda automobile dealer.

## 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	A23074A	37805-5MJ-A56
A	Flush the ATF 3 times.	1.4 hr	03214	03217	A23074A	37805-5MJ-A56

## SOFTWARE INFORMATION

NOTE: Unnecessary or incorrect repairs resulting from a failure to update the diagnostic and reprogramming software are not covered under warranty.

**Before beginning the repair, make sure all diagnostic and reprogramming software are updated as listed.**

<b>i-HDS Software Version</b>	1.008.020 or later
<b>HDS Software Version</b>	3.105.009 or later
<b>Honda ECU Reprogramming</b>	3.6.0.0
<b>J2534 Rewrite Version</b>	1.00.0034
<b>J2534 Rewrite Database Update</b>	20230414_2492

**Update only the systems and software listed in this service bulletin.**

**Do not use the MongoosePRO VCI for this service bulletin as it is not an American Honda-approved device.**

For more information about updating vehicle systems, refer to service bulletin 22-100, *Updating Control Units/Modules with the Honda ECU Reprogramming Application*.

Year/Model	Vehicle System	Program Part Number	Program ID
2017	PGM-FI ECU	37820-5MJ-A580-M1	37805-5MJ-A570-M1
2017	PGM-FI ECU	37820-5MJ-A780-M1	37805-5MJ-A770-M1
2017	PGM-FI ECU	37820-5MJ-A080-M1	37805-5MJ-A070-M1
2018	PGM-FI ECU	37820-5MJ-A620-M1	37805-5MJ-A620-M1
2018	PGM-FI ECU	37820-5MJ-A820-M1	37805-5MJ-A820-M1
2018	PGM-FI ECU	37820-5MJ-A120-M1	37805-5MJ-A120-M1
2019	PGM-FI ECU	37820-5MJ-A420-M1	37805-5MJ-A420-M1
2019	PGM-FI ECU	37820-5MJ-A920-M1	37805-5MJ-A920-M1
2019	PGM-FI ECU	37820-5MJ-A220-M1	37805-5MJ-A220-M1

## REPAIR PROCEDURE

1. Do an All DTC Check.
  - If any DTCs are present, this service bulletin does not apply, continue with normal troubleshooting.
  - If no DTCs are present, go to step 2 and update the PGM-FI software.
2. Update the PGM-FI software, see service bulletin 22-100, Updating Control Units/Modules with the Honda ECU Reprogramming Application.

NOTICE
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- Make sure the 12-volt battery is fully charged before starting an update.
  - Connect a fully charged jumper battery pack, the Midtronics GR8-110P AST in Power Supply Mode or the Midtronics DCA-8000 Dynamic Diagnostic Charging System in Reflash Mode directly to the vehicle's 12-volt battery. Leave it connected during the entire procedure to maintain a steady voltage.
  - If the vehicle's 12-volt battery drops below 10-volts during the update, the programming status bar may not present accurately, or the Honda ECU Reprogramming application may display an error message.
  - Control module failure caused by the improper completion of a software update (early key cycle, low battery voltage, disconnected DLC cable, etc.) is not covered by warranty.
  - If an error occurs during the update or the i-HDS freezes, do not disconnect the battery or turn the ignition to OFF. Reboot the i-HDS, and start over.
  - To prevent control unit damage, do not operate anything electrical (headlights, audio system, brakes, A/C, power windows, door locks, etc.) during the update.
  - Warranty reimbursement for technician labor is not allowed for routine checking/installation of any available software update.
3. Do an ALL DTC CHECK and clear any codes that may have set during the update, then go to step 4.
  4. Flush the transmission fluid three times.

Automatic Transmission Fluid Capacity  
Without AWD: **3.1L (3.3 US qt)** at change.  
With AWD: **3.1L (3.3 US qt)** at change.

5. Check the transmission level.

NOTE: Overfilled transmission level can cause an overheat condition.

COLD CHECK 20°C (68°F)

HOT CHECK 85°C (185°F)

**COLD CHECK 20°C (68°F)**



**HOT CHECK 85°C (185°F)**



6. Once the flush is complete, advise that ATF level is critical. The level is designed to be checked at **80°C (176° F)**.

- If the fluid level is checked at a colder temperature it will read low or on the bottom dot of the dipstick.
- If the transmission fluid is filled to the top dot when cold, the transmission will be overfilled which increases foaming and contributes to the overheat problem.

END