

**April 29, 2024**

Version 1

## MIL Is On With DTC P0011

### AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
2023–24	Civic	Type R	ALL

### SYMPTOM

The malfunction indicator lamp (MIL) is illuminated and sets DTC P0011 (Variable Valve Timing Control (VTC) A System Malfunction)

### POSSIBLE CAUSE

During the engine warm-up, the Variable Valve Timing Control system may not be able to control within the VTC target.

### CORRECTIVE ACTION

- Check the engine oil level.
- Update PGM-FI Software.
- Complete CMP Learn.
- Clear and Complete IN-VTC Learn Procedure.

### WARRANTY CLAIM INFORMATION

The normal warranty applies.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
1255D8	Update the PGM-FI software.	0.2 hr	03214	03217	A24070A	37805-66V-A04
1255D8M	CMP and IN-VTC learn- Add	0.2 hr				

Skill Level: Repair Technician

**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.

## 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>	1.008.024 or later
<b>HDS Software Version</b>	3.105.028 or later
<b>Honda ECU Reprogramming</b>	3.6.0.0 or later
<b>J2534 Rewrite Version</b>	TBD
<b>J2534 Rewrite Database Update</b>	TBD

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

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

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

<b>Year</b>	<b>Trim</b>	<b>Software System</b>	<b>Program ID</b>
2023-24	Civic Type R	PGM-FI	37805-66V-A040

## INSPECTION PROCEDURE

1. Check the engine oil level.

Is the oil level OK?

**Yes** – Go to the REPAIR PROCEDURE and Update PCM software.

**No** – Add engine oil to the correct level, then go to the REPAIR PROCEDURE and update the PGM-FI software.

## REPAIR PROCEDURE

1. Update the PGM-FI software, see service bulletin 22-100 *Updating Control Units/Modules with the Honda ECU Reprogramming Application*.

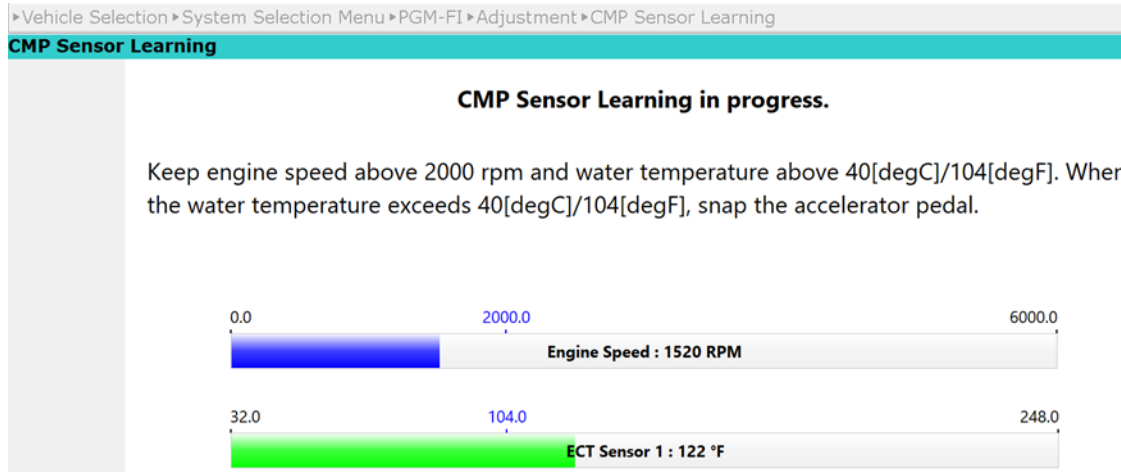
NOTE:

- Make sure the 12-volt battery is fully charged before starting an update. Do not use a lithium-ion jump pack to supply power to the battery during reprogramming. Lithium-ion jump packs are designed to provide pulses of high amperage and do not provide consistent power to the battery.
  - Connect a 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.
2. Leave the 12-volt power supply connected during a software update, CMP learn, IN-VTC clear, and relearn procedures.
  3. Do an **ALL-DTC CHECK** and clear any codes that may have been set during the update.

4. Connect the i-HDS to the DLC.
5. Select the following menu buttons on the HDS screen in sequence and learn the CMP sensor learning value.

NOTE: CMP learn needs to be done before the IN VTC clear and relearn.

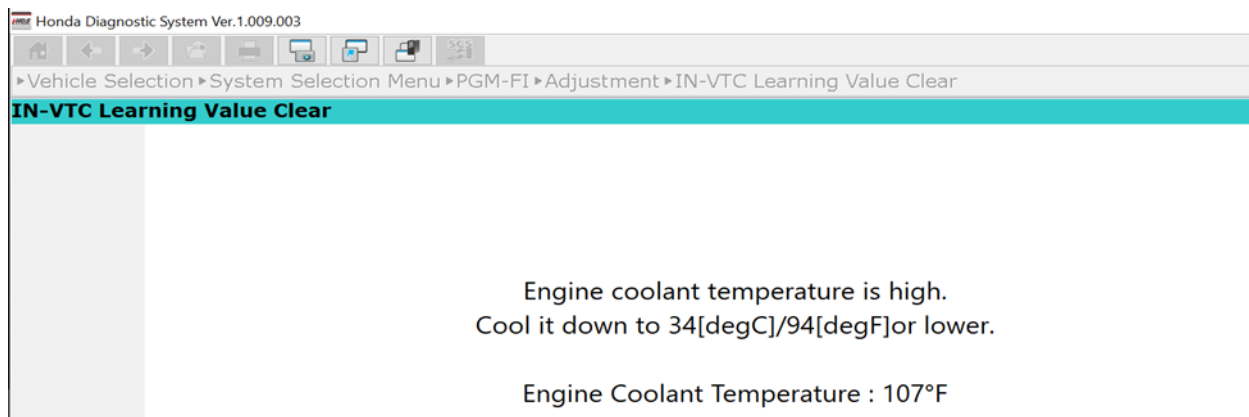
- PGM-FI (System Selection Menu)
- Adjustment
- CMP Learning
- Follow on-screen prompts until CMP learning completes.



6. Turn the vehicle to the OFF (LOCK) mode.
7. Jump the SCS line with the HDS.
8. Wait **60 seconds** and exit the SCS mode with the i-HDS.
9. Cool the engine down to under 94°
10. Do the Clear and Complete IN-VTC Learn Procedure.
 

Make sure the following:

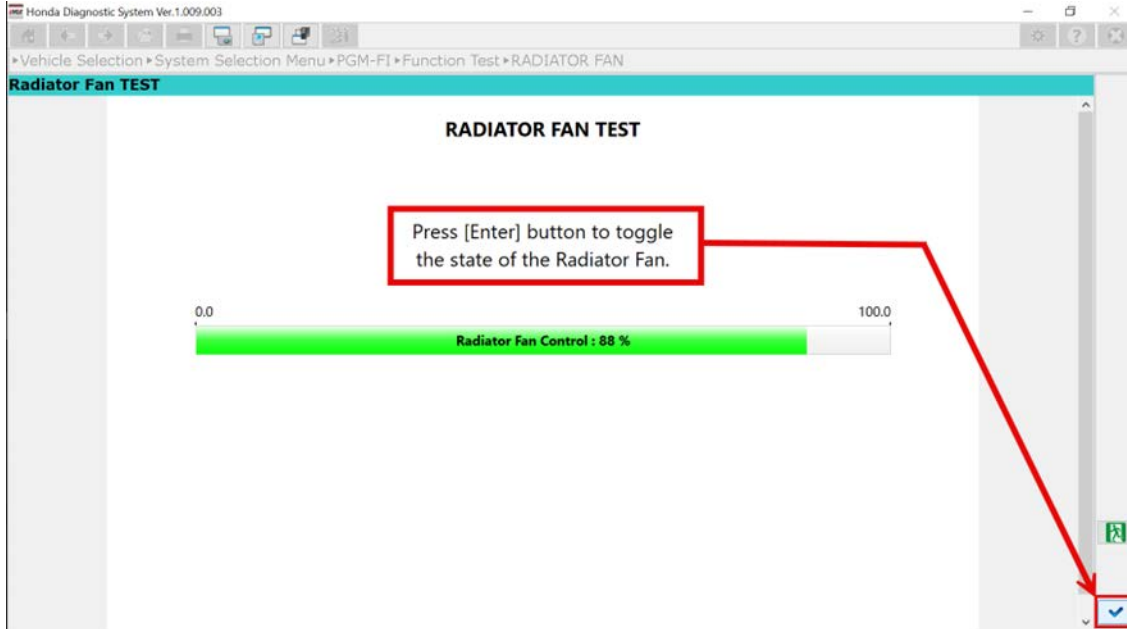
  - DTC P0011 not indicated.
  - Blower Fan OFF.
11. Select the following menu buttons on the HDS screen in sequence, and if the reading is 94°F (34°C) or more, cool the engine until it drops below 94°F (34°C).  
If the engine is too hot, you will see the below message to proceed to step 12.
  - PGM-FI (System Selection Menu)
  - Adjustment
  - IN-VTC Learning Value Clear



12. To aid the cool-down process, use the **Radiator Fan Function Test**. Select the following menu buttons on the HDS screen in sequence.

NOTE:

- PGM-FI (System Selection Menu).
- Function Test.
- Radiator Fan Test.
- Hit enter button to increase Radiator Fan Control to 88%.

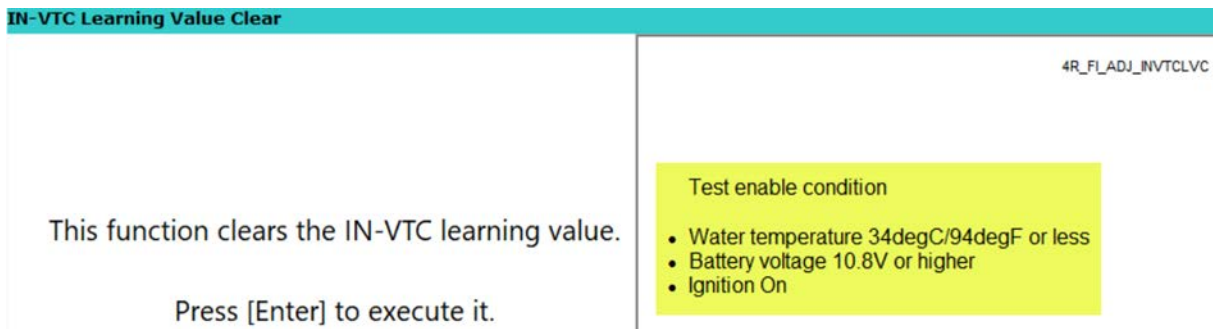


To monitor ECT 1, exit the radiator function test and enter the PGM-FI data list to view ECT 1.

**Specification: ECT 1 Below 34degC, 94degF.**

13. Select the following menu buttons on the HDS screen in sequence and clear the IN-VTC learning value.

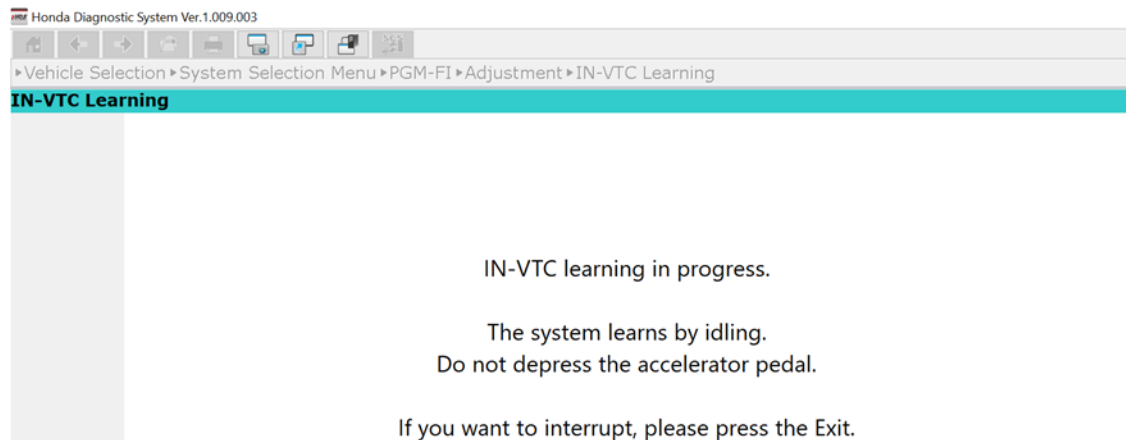
- PGM-FI (System Selection Menu)
- Adjustment
- IN-VTC Learning Value Clear



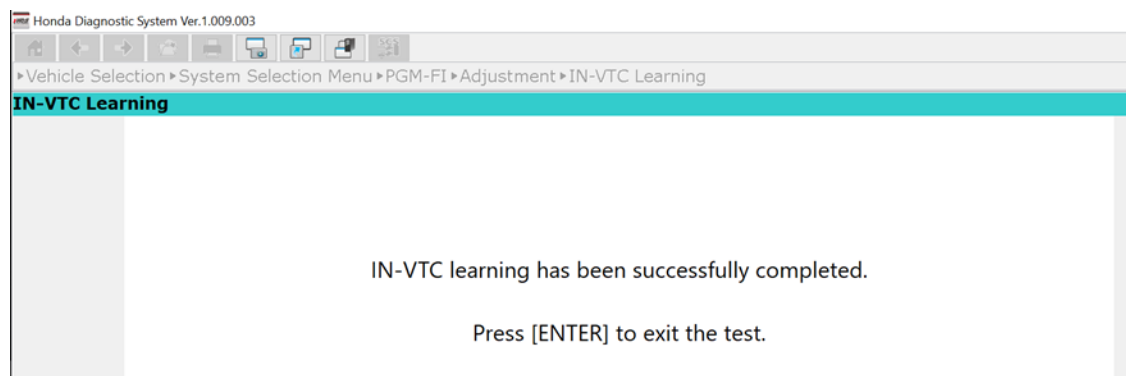
14. Select the following menu buttons on the HDS screen in sequence and learn the IN-VTC learning value.

NOTE:

- Make sure the accelerator pedal is not pressed.
- PGM-FI (System Selection Menu)
- Adjustment
- IN-VTC Learning
- Follow the on-screen prompts.



NOTE: This may take up to **10 minutes** to complete.



15. Turn the vehicle to the OFF (LOCK) mode.

16. Jump the SCS line with the i-HDS.

17. Wait **60 seconds** and exit the SCS mode with the i-HDS