



Diagnosing DTC P1456 and DTC P1457

(This service bulletin replaces 98-045, Service Manual Update: Troubleshooting DTC P1456 and DTC P1457, dated June 9, 1998)

This bulletin updates the troubleshooting procedures for DTC P1456 and DTC P1457.

Remove service bulletin number 98-045, *Service Manual Update: Troubleshooting DTC P1456 and P1457*, dated June 9, 1998, from your binder.

Make notes on pages 11-8, 11-139, and 11-144 of the 1998-00 Accord Service Manual: "Refer to S/B 99-074 in the Fuel and Emissions section."

DIAGNOSIS

NOTES: Make sure you have software version SN911 or later for your PGM Tester before performing this procedure. The symbol "■" indicates the end of troubleshooting.

1. Check the fuel fill cap. The cap must be the Honda cap and be tightened at least three "clicks" to properly seal the system.

NOTE: The Honda fuel cap has, "MUST BE TIGHTENED AT LEAST 3 CLICKS OR THE CHECK ENGINE LIGHT MAY COME ON" printed on it.

Is the proper fuel cap installed and properly tightened?

YES – Go to step 2.

NO – Replace or tighten the cap, and clear the DTC(s). Return the car to the customer, and explain that a loose, missing, or incorrect cap causes the Check Engine light to come on. ■

2. Raise the vehicle on a lift, and visually inspect all evaporative emission components, electrical connections and hose connections for damage, poor connections, or leaks.

Are there any signs of damage or poor connections?

YES – Repair as needed, then go to step 3.

NO – Go to step 3.

3. Connect the PGM Tester to the car, and retrieve the Test ID data. To do this, follow these prompts:

- Select GENERIC OBD II from the PROGRAM MENU screen.
- Select F1: OBD II FUNCTIONS from the FUNCTION MENU screen.
- Select F1: OBD II FUNCTIONS from the OBD II TEST MENU screen.
- Select F9: ADVANCED OBD II from the OBD II FUNCTIONS screen.
- Select F1: ON-BOARD TESTS from the ADVANCED OBD II screen.
- Select F1: NON-CONTINUOUS from the ON-BOARD TESTS screen. The Test ID screen appears with a history of the most recent self-tests.

4. Review the information on the Test ID screen. It lists a history of the most recent evaporative system self-tests.

Did all the Test ID lines pass the self-test?

YES – Clear the DTC(s) from the ECM/PCM, and return the car to the customer. The problem that caused the DTC did not recur during the last self-test of the evaporative emission system. ■

NO – Go to step 5.

5. Scroll down to the line that failed the self-test, then press the "*" and "HELP" keys simultaneously on the PGM Tester. Read the information on the Test ID line.

Do any of these codes appear: 21, 26, 27, 2D, 2E, 2F or 29?

YES – Perform the procedure in S/B 99-075, *Troubleshooting DTC P1456 and DTC P1457*.

NO – Clear the DTC(s) from the ECM/PCM, and return the car to the customer. There was an intermittent failure that did not recur during the last self-test. ■