Accord Immobilizer System

All models of the 1998 Accord have an Immobilizer System. To the owner, this system is very similar in operation to the Prelude's. Technically, it has many differences.

This service bulletin gives you information on system components, adding or replacing keys, the starting procedure if the key is lost, and component replacement. Additional information can be found in section 23 of the 1998 Accord Service Manual, and in the PROformance 1998 Accord Technician's Information Guide.

WARRANTY CLAIM INFORMATION

None. This Service Bulletin is for information only.

## IMMOBILIZER SYSTEM COMPONENTS

The Immobilizer System has four major components:

- Two master keys and one valet key
- Immobilizer system indicator
- Immobilizer receiver
- Engine Control Module/Powertrain Control Module (ECM/PCM)

Immobilizer System Keys

The car comes with two master keys (black grip), and one valet key (gray grip). *There is no learning key (red grip).*
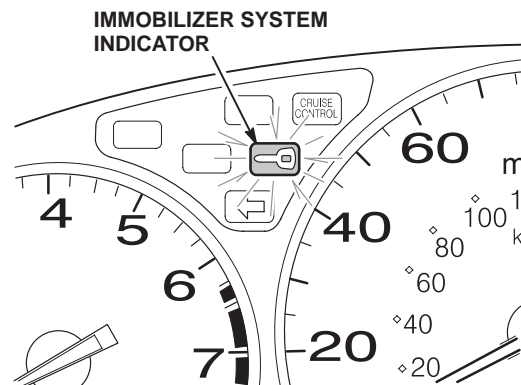
Each key has a transponder inside that outputs an ID code when it is inserted in the ignition switch. This ID code is used by the Immobilizer System to determine whether to start the car. There are no batteries or other serviceable parts inside the keys.

MASTER KEY (BLACK)   **VALET KEY (GRAY)**
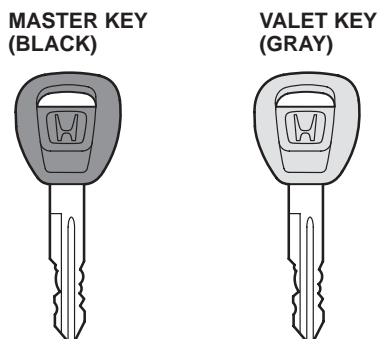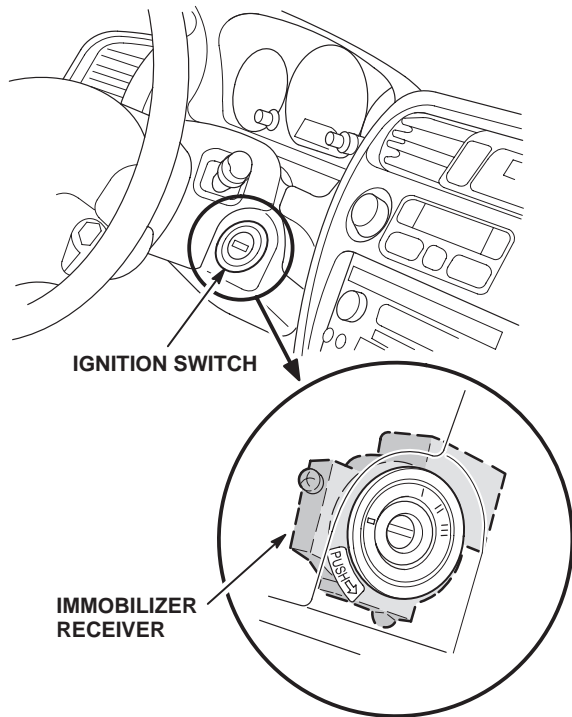

Immobilizer System Indicator

The Immobilizer System indicator is located in the upper left of the instrument panel. If a properly coded key is inserted in the ignition switch and the switch is turned to ON, the indicator comes on for two seconds. When the ignition switch is turned to LOCK and the key removed, the indicator blinks for five seconds.

If an improperly coded key is inserted, the indicator comes on for two seconds when the ignition switch is turned to ON, then starts to blink. It will continue blinking until the key is removed.

IMMOBILIZER SYSTEM INDICATOR

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.

Immobilizer Receiver

The immobilizer receiver is located inside the bezel around the ignition switch. It uses electromagnetic induction to power the transponder in the key. There is no direct electrical connection. The immobilizer receiver reads the ID code from the key's transponder and sends it to the PCM.

IGNITION SWITCH

IMMOBILIZER RECEIVER

Engine Control Module/Powertrain Control Module (ECM/PCM)

The ECM/PCM is located in the center console below the radio. The Immobilizer System logic is inside the ECM/PCM. When the proper ID code is sent by the immobilizer receiver, the ECM/PCM enables the fuel system so the engine will start.

ENGINE CONTROL MODULE/
POWERTRAIN CONTROL MODULE
(ECM/PCM)
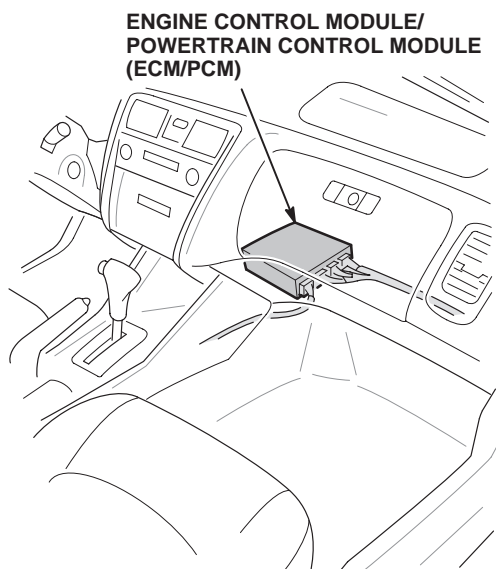
ADDING OR REPLACING KEYS

The car originally comes with three keys. This system will accept up to six keys, so three more may be added. To add or replace keys, these items are needed:

- Master key blank: P/N 35113-SZ3-Q01, H/C 5202502
  or
- Valet key blank: P/N 35114-SZ3-Q01, H/C 5202510
- All existing master and valet keys for this car
- The vehicle's key code for cutting new keys
- PGM Tester with SN 800 (or higher) software on a 4 MB program card
- The password for the PGM Tester program card (this five-character code is available on the HONDANET 2000 VIN Status Inquiry display).
- If you do not have any of the existing keys, you will also need the four-digit, VIN-specific, Immobilizer ECM/PCM code. This code is available on the HONDANET 2000 VIN Status Inquiry display. This is a rolling code that changes frequently. Get the code immediately before performing the procedure.

Procedure

1. Obtain all the existing keys from the customer.

2. Use tape to mark the keys with "A," "B," etc., starting with the existing keys. It is important to know which keys are existing keys and which keys are new keys during the learning procedure. For example, if there are two existing keys and three new key blanks, mark the existing keys as "A" and "B," and the new key blanks as "C," "D," and "E."

3. Cut the new keys. The Immobilizer System will accept a total of six keys.

4. Connect the PGM Tester to the car.

5. Insert key "A" in the ignition switch, and turn the ignition switch to ON.

6. Go into the Test Mode menu on the PGM Tester. Do not use the "Generic OBD II" mode.

7. Select "Keys" on the tester screen. This brings up the Keys sub-menu.

8. Select the appropriate option in the Keys sub-menu:
   - Add Keys – to add keys if at least one original, working key is available.
   - Delete keys – remove a lost key from the system's memory.
   - All Keys Lost – none of the original, working keys are available.

9. Follow the screen prompts. The Tester will eventually return to the Test Mode menu.

10. Disconnect the PGM Tester. Test all the keys to make sure they start the engine. If any key will not start the engine, repeat steps 4 – 9.

REPLACING COMPONENTS

For component troubleshooting and replacement procedures, refer to section 23 of the service manual. For any of the conditions in the chart that follows, you will need a PGM Tester with SN 800 (or higher) software on a 4 MB program card and the five character password for that card.

If the repair involves replacing the ECM/PCM or a lost key, the customer should supply you with the remaining keys and the key code. All existing and new keys will have to be relearned by the Immobilizer System. Any key not relearned at this time will not work.

Condition	Required Parts
Customer has the original keys, wants an additional key	A
The customer wants to replace a lost master or valet key	A
All the keys are missing	A and S
The ECM/PCM needs replacement	C and S
The immobilizer receiver is malfunctioning	B
The ignition switch is malfunctioning or damaged	If you know how to rekey locks, use D and rekey the rest of the locks to match the new steering lock assembly. If not, use E.
One of the other lock assemblies on the car needs replacing	If you know how to rekey locks, replace the individual lock. If not, use E.

Parts List

A – Master key blank: P/N 35113-SZ3-Q01, H/C 5202502
  – Valet key blank: P/N 35114-SZ3-Q01, H/C 5202510
  – All the original keys
  – Five-character PGM Tester card password

B – Immobilizer receiver and receiver harness

C – Engine Control Module/Powertrain Control Module
  – Five-character PGM Tester card password
  – All existing keys

D – Steering Lock Assembly

E – Key cylinder set

S – VIN-specific, four-digit Immobilizer ECM/PCM code

STARTING THE ENGINE WITHOUT A PROPERLY CODED KEY

If the customer does not have access to a properly coded ignition key (lost or misplaced), the engine can still be started with a non-transponder key and the proper immobilizer code. This is only a temporary fix.

Required Items

- Non-transponder key blank – P/N 35117-SM4-901, H/C 4225462

- Vehicle's key code for cutting new keys

- The VIN-specific, five-digit immobilizer brake code (available on the HONDANET 2000 VIN Status Inquiry display)

Procedure

1. Cut a temporary key using the key blank and the key code.

2. Using the temporary key, turn the ignition switch to ON.

3. Enter the first digit of the five-digit immobilizer brake code by pressing and releasing the brake pedal that number of times. For example, if the first digit is 4, press and release the brake pedal four times.

4. Turn the ignition switch to LOCK.

5. Turn the ignition switch to ON.

6. Enter the second digit of the immobilizer brake code by pressing and releasing the brake pedal.

7. Turn the ignition switch to LOCK.

8. Repeat steps 2 – 7 to enter the third, fourth, and fifth digits. You have 30 seconds to enter each digit.

9. After you turn the ignition to LOCK after entering the fifth digit, the Immobilizer System indicator should blink five times. The car can now be started with the temporary key. Start the engine within 10 minutes of completing this procedure, or it will have to be repeated.

The Immobilizer System indicator will remain lit while the engine is running. If the engine is turned off for more than 10 minutes, the immobilizer brake code will have to be re-entered.

If the customer is stranded because one key is lost, and has access to the other properly coded keys after returning home, no other work is necessary. Suggest to the customer that the lost key should be replaced, or the ID code of the lost key be erased from the Immobilizer System memory (refer to **Adding or Replacing Keys**).

If the customer has lost all the properly coded keys, refer to **Adding or Replacing Keys**.