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 [Table of Contents](#)



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[Table of Contents](#) > [DTC P16E2: PGM-FI-ACG LIN Communication Error](#)

Honda CR-V Programmed Fuel Injection (PGM-FI) system → DTC P16E2: PGM-FI-ACG LIN Communication Error

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2. Reset the PCM with the HDS see [HOW TO TROUBLESHOOT THE A/T SYSTEM](#) or [HOW TO TROUBLESHOOT THE FUEL AND EMISSIONS SYSTEMS](#) .

3. DO THE PCM IDLE LEARN PROCEDURE .

4. Start the engine.

- 5. Check under these conditions:
 - A/C on
 - Temperature control at maximum cool
 - Blower fan at maximum speed
 - Headlights on high beam
 - Rear window defogger on
- Hold the engine speed at 2,000 rpm (in P or N) for 1 minute.
- Check for Pending or Confirmed DTCs with the HDS.

DTC Description	Confirmed DTC	Pending DTC	Freeze Frame
P16BB ALTERNATOR B TERMINAL CIRCUIT LOW VOLTAGE			

Is DTC P16BB indicated?

YES : Check for poor connections or loose terminals at the alternator and the under-hood fuse/relay box, then go to step 1.

NO : Troubleshooting is complete. If any other Pending or Confirmed DTCs are indicated, go to the indicated DTC's troubleshooting.

DTC P16E2: PGM-FI-ACG LIN COMMUNICATION ERROR

DTC Troubleshooting: P16E2



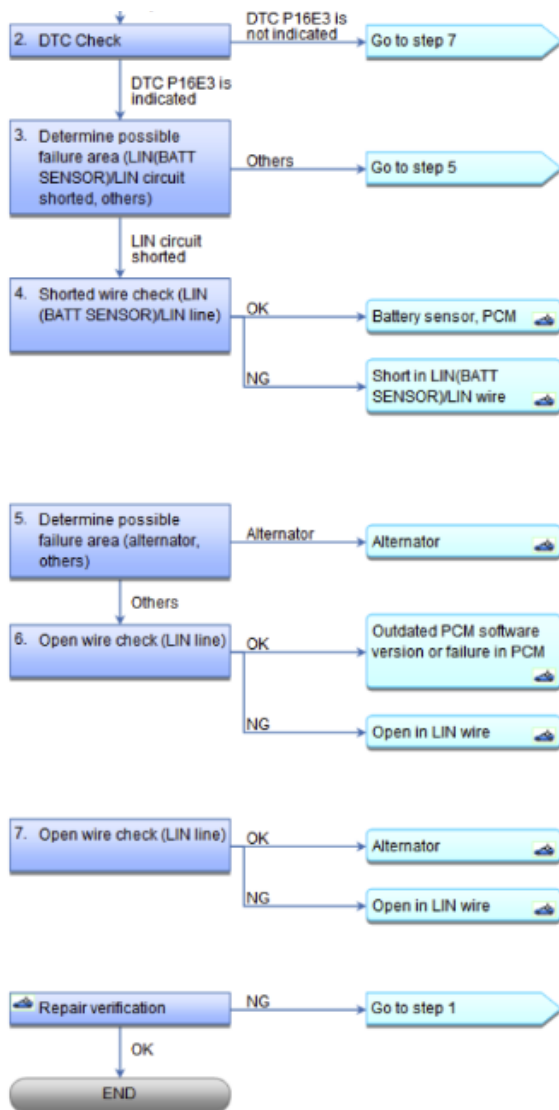


Fig. 328: DTC Troubleshooting Flow Chart (P16E2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: Before you troubleshoot, record all freeze data and any on-board snapshot, and

review the general troubleshooting information See [HOW TO TROUBLESHOOT THE A/T SYSTEM](#) or [HOW TO TROUBLESHOOT THE FUEL AND EMISSIONS SYSTEMS](#) .

DTC Description	Confirmed DTC	Pending DTC	Freeze Frame
P16E2 PGM-FI-ACG LIN COMMUNICATION ERROR			

1. Problem verification:

- 1. Turn the ignition switch to ON (II).
- 2. **Clear the DTC with the HDS** See **HOW TO TROUBLESHOOT THE A/T SYSTEM** or **HOW TO TROUBLESHOOT THE FUEL AND EMISSIONS SYSTEMS** , and wait for 10 seconds.
- 3. Check for Pending or Confirmed DTCs with the HDS.

DTC Description	Confirmed DTC	Pending DTC	Freeze Frame
P16E2 PGM-FI-ACG LIN COMMUNICATION ERROR			

Is DTC P16E2 indicated?

YES : The failure is duplicated. Go to step 2.

NO : Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the alternator, the battery sensor, and the PCM.

2. DTC Check:

- 1. Check for Pending or Confirmed DTCs with the HDS.

DTC Description	Confirmed DTC	Pending DTC	Freeze Frame
P16E3 PGM-FI-BATTERY SENSOR LIN COMMUNICATION ERROR			

Is DTC P16E3 indicated?

YES : Go to step 3.

NO : Go to step 7.

3. Determine possible failure area (LIN(BATT SENSOR)/LIN circuit shorted, others):

- 1. Turn the ignition switch to LOCK (0).

- 2. Disconnect the following connector.

Alternator 1P connector

- 3. Check for continuity between test points 1 and 2.

Test condition IG LOCK (0)

Alternator 1P connector: disconnected

Test circuit LIN

Test point 1 Alternator 1P connector No. 1 (TAN)

Test point 2 Body ground

ALTERNATOR 1P CONNECTOR



Terminal side of female terminals

Fig. 329: Checking Continuity Between Alternator 1P Connector No. 1 (TAN) And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES : Go to step 4.

NO : Go to step 5.

- 4. Shorted wire check (LIN(BATT SENSOR)/LIN line):
 - 1. Jump the SCS line with the HDS.
 - 2. Continue to check for continuity between the alternator 1P connector terminal and body ground, while disconnecting these connectors, one at a time:
 - Battery sensor 2P connector
 - PCM connector B (49P)

Does continuity go away when one of the above connectors is disconnected?

YES : The LIN(BATT SENSOR)/LIN wire is OK. Replace the part that caused an open when it was disconnected, then **do the repair verification** .

NO Repair a short in the LIN(BATT SENSOR)/LIN wire between the battery sensor, the alternator, and the PCM(B16), then **do the repair verification**.

5. Determine possible failure area (alternator, others):

- 1. Turn the ignition switch to LOCK (0).
- 2. Reconnect the alternator 1P connector
- 3. Disconnect the following connector.

Battery sensor 2P connector

- 4. Check for continuity between test points 1 and 2.

Test condition IG LOCK (0)

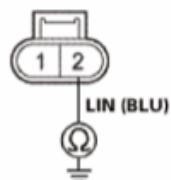
Battery sensor 2P connector: disconnected

Test circuit LIN(BATT SENSOR)

Test point 1 Battery sensor 2P connector No. 2 (BLU)

Test point 2 Body ground

BATTERY SENSOR 2P CONNECTOR



Terminal side of female terminals

Fig. 330: Checking Continuity Between Battery Sensor 2P Connector No. 2 (BLU) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES : Replace the alternator See **ALTERNATOR OVERHAUL** or **ALTERNATOR REMOVAL AND INSTALLATION** , then **do the repair verification** .

NO : Go to step 6.

6. Open wire check (LIN line):

- 1. Jump the SCS line with the HDS.
- 2. Disconnect the following connector.

Alternator 1P connector

PCM connector B (49P)

- o 3. Check for continuity between test points 1 and 2.

Test condition IG LOCK (0)

Battery sensor 2P connector: disconnected

Alternator 1P connector: disconnected

PCM connector B (49P): disconnected

Test circuit LIN

Test point 1 PCM connector B (49P) No. 16 (TAN)

Test point 2 Alternator 1P connector No. 1 (TAN)

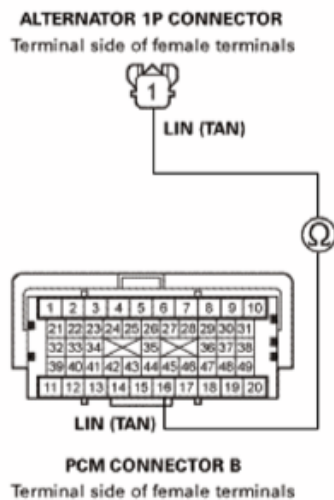


Fig. 331: Checking Continuity Between PCM Connector B (49P) No. 16 (TAN) And Alternator 1P Connector No. 1 (TAN)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES : The LIN wire is OK. **Update the PCM** See **PCM UPDATE** or **PCM REMOVAL AND INSTALLATION** if it does not have the latest software, or **substitute a known-good PCM** See **PCM REMOVAL AND INSTALLATION** or **PCM UPDATE** , then **do the repair verification** .

NO : Repair an open in the LIN wire between the alternator and the PCM (B16), then **do the repair verification** .

7. Open wire check (LIN line):

- o 1. Jump the SCS line with the HDS.
- o 2. Disconnect the following connectors.

Alternator 1P connector

PCM connector B (49P)

- o 3. Check for continuity between test points 1 and 2.

Test condition IG LOCK (0)

Alternator 1P connector: disconnected

PCM connector B (49P): disconnected

Test circuit LIN

Test point 1 PCM connector B (49P) No. 16 (TAN)

Test point 2 Alternator 1P connector No. 1 (TAN)

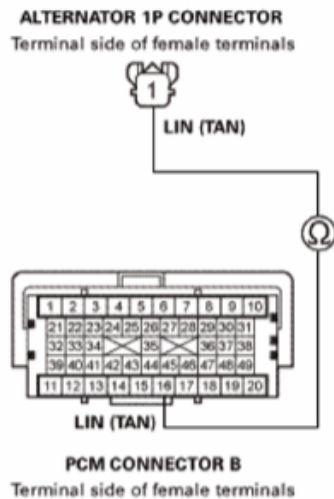


Fig. 332: Checking Continuity Between PCM Connector B (49P) No. 16 (TAN) And Alternator 1P Connector No. 1 (TAN)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES : The LIN wire is OK. **Replace the alternator** See [ALTERNATOR OVERHAUL](#) or [ALTERNATOR REMOVAL AND INSTALLATION](#) , then **do the repair verification** .

NO : Repair an open in the LIN wire between the alternator and the PCM (B16), then **do the repair verification** .

REPAIR VERIFICATION

- 1. Turn the ignition switch to LOCK (0).
- 2. Reconnect all connectors.
- 3. Turn the ignition switch to ON (II)
- 4. **Reset the PCM with the HDS** See [HOW TO TROUBLESHOOT THE FUEL AND EMISSIONS SYSTEMS](#) or [HOW TO TROUBLESHOOT THE A/T SYSTEM](#) .
- 5. [DO THE PCM IDLE LEARN PROCEDURE](#) .
- 6. Check for Pending or Confirmed DTCs with the HDS.

DTC Description	Confirmed DTC	Pending DTC	Freeze Frame
P16E2 PGM-FI-ACG LIN COMMUNICATION ERROR			

Is DTC P16E2 indicated?

YES : Check for poor connections or loose terminals at the alternator, the battery sensor, and the PCM. If the PCM was updated, **substitute a known-good PCM** See [PCM UPDATE](#) or [PCM REMOVAL AND INSTALLATION](#) , then recheck. If the PCM was substituted, go to step 1.

NO : Troubleshooting is complete. If the PCM was substituted, **replace the original PCM** See [PCM UPDATE](#) or [PCM REMOVAL AND INSTALLATION](#) . If any other Pending or Confirmed DTCs are indicated, go to the indicated DTC's troubleshooting.

DTC P16E3: PGM-FI-BATTERY SENSOR LIN COMMUNICATION ERROR

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