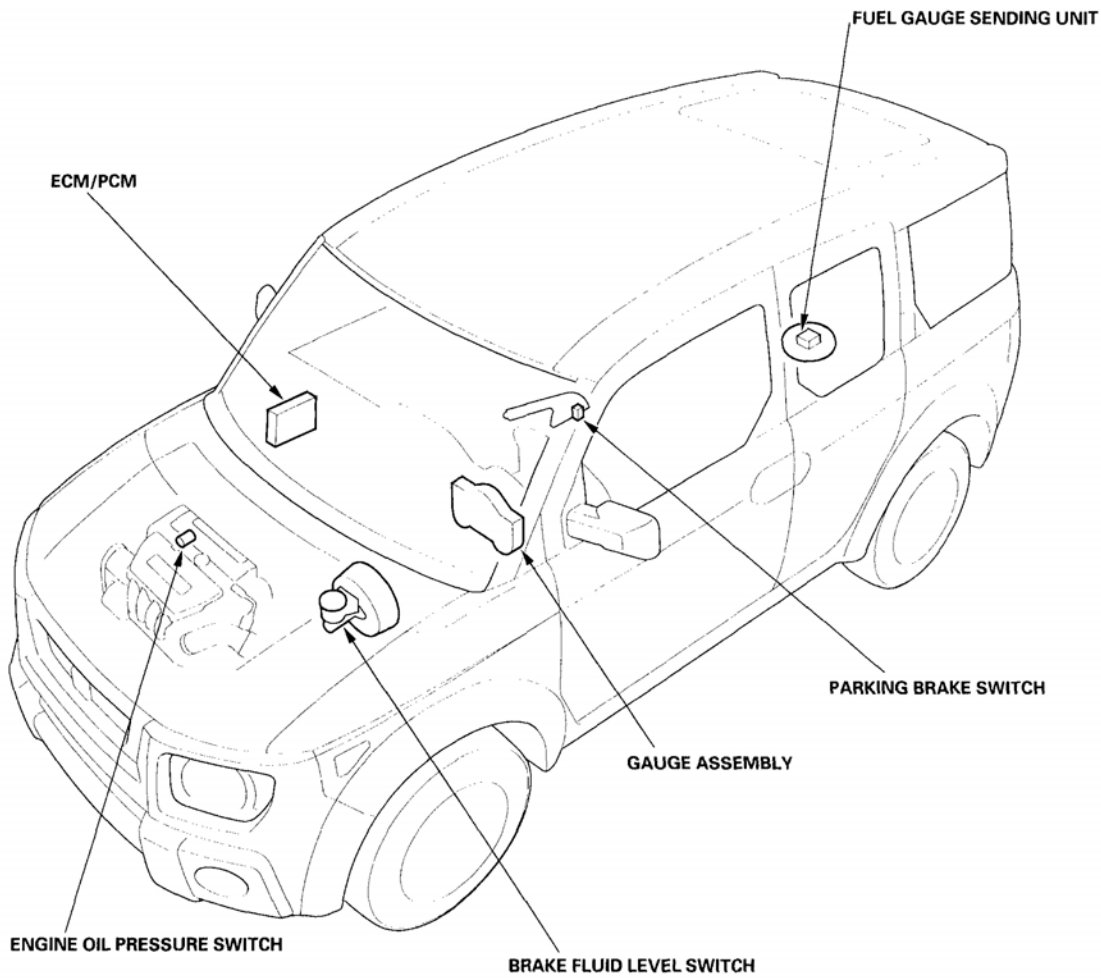


2003-04 ACCESSORIES & EQUIPMENT

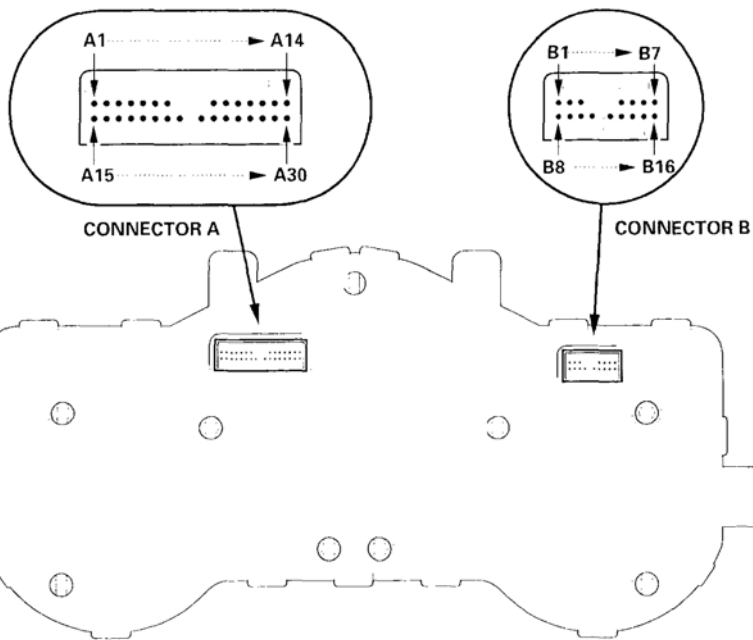
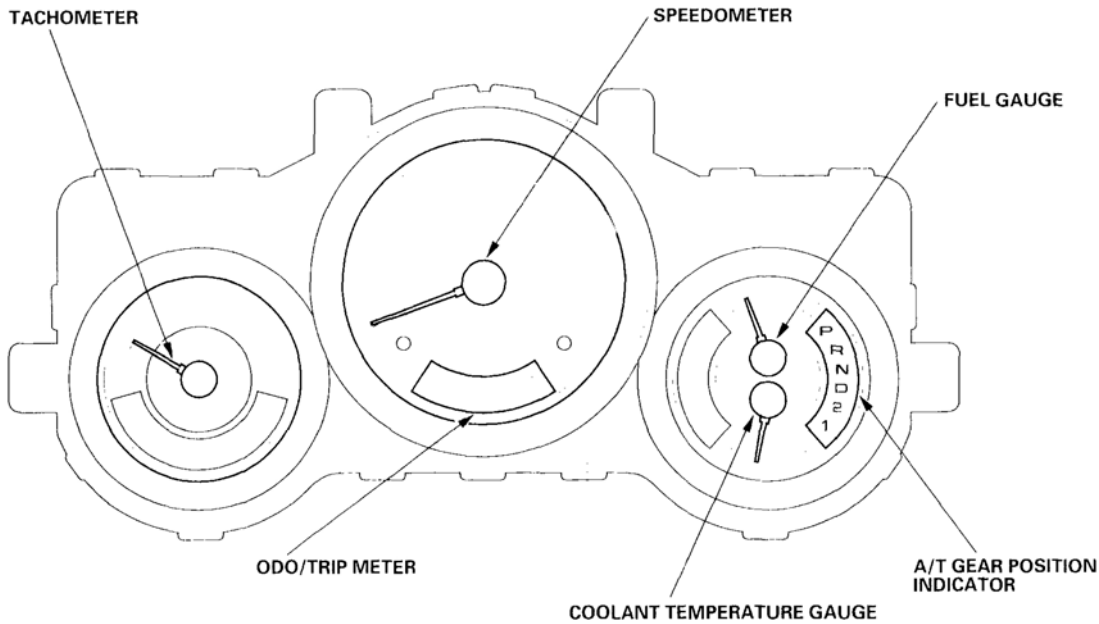
Gauges - Element

COMPONENT LOCATION INDEX



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Fig. 1: Identifying Gauges Component Locations



(Viewed from back)

G01418027

Fig. 2: Locating Gauges & Gauge Connectors & Identifying Gauge Connector Terminals

SELF-DIAGNOSTIC FUNCTION

The gauge assembly has a self-diagnostic function that checks these circuits:

Indicator Drive Circuit Check

When entering the self-diagnostic function, these indicator lights blink:

- Seat belt indicator
- Door indicator
- Brake system light
- Charging system light
- Cruise indicator
- Low engine oil pressure indicator
- Low fuel indicator
- Maintenance reminder indicator
- Washer fluid level indicator (Canada)
- A/T gear position indicator (1, 2, D)
- Over drive indicator (A/T)

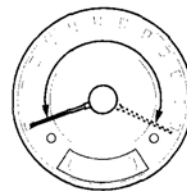
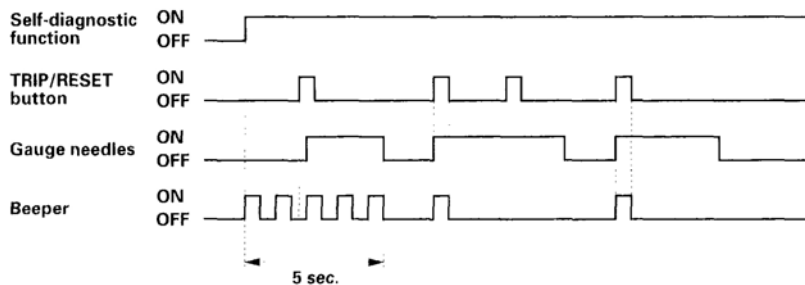
LCD Segments Check

When entering the self-diagnostic function, the odo/trip meter segments blink five times.

Gauge Drive Circuit Check

NOTE: After the beeper stops sounding and the gauge needles return to the minimum position, pressing the TRIP/RESET button starts the Beeper Drive Circuit Check (one beep), and the Gauge Drive Circuit Check again.

When entering the self-diagnostic function, the speedometer, the tachometer, the fuel gauge, and the coolant temperature gauge needles move from the minimum position to the maximum position, then return to the minimum position. The check CANNOT be started until the gauge needles return the minimum position.



The needles sweep from the minimum position to the maximum position, then return to the minimum position.

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Fig. 4: Graphic Presentation Of Gauge Drive Circuit Check

Communication Line Check

In the self-diagnostic function, and after the odo/trip meter LCD Segments Check, the self-diagnostic function starts the Communication Line Check. If all segments come on, the communication line is OK. If the word "Error" is indicated, there is a malfunction in the communication line between the gauge assembly, the multiplex control unit, the keyless receiver unit ('04 EX), and the ECM/PCM. Go to Multiplex System Troubleshooting (see **TROUBLESHOOTING** in MULTIPLEX CONTROL SYSTEM - ELEMENT article).

Normal:



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Faulty:

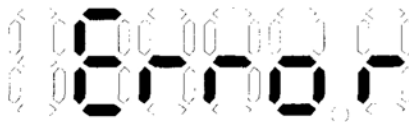


Fig. 5: Interpreting ODO/Trip Meter LCD Display

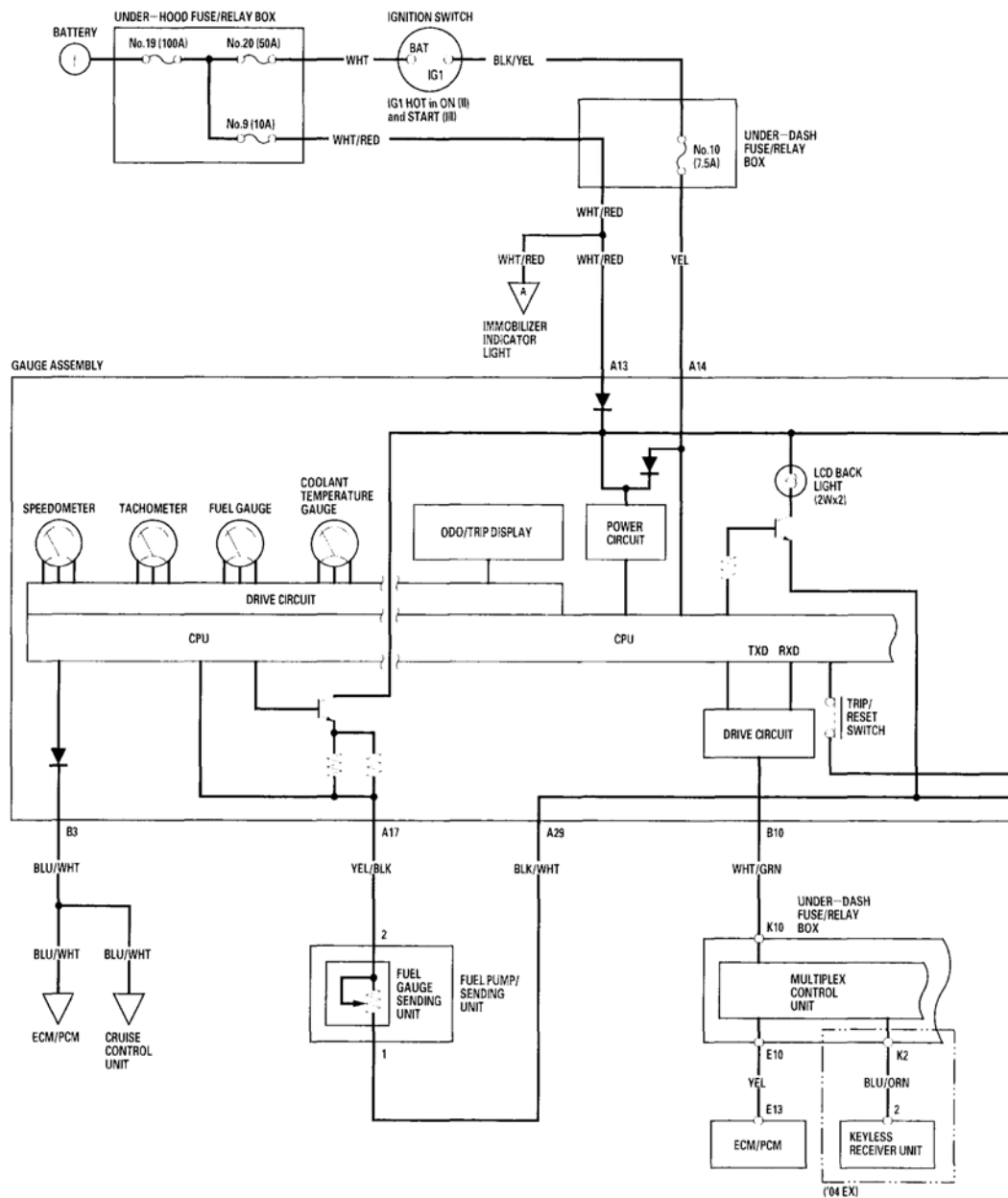
ENDING SELF-DIAGNOSTIC FUNCTION

NOTE: If the vehicle speed exceeds 1.2 MPH (2 km/h), the self-diagnostic function ends.

Turn the ignition switch OFF.

CIRCUIT DIAGRAM

Circuit Diagram

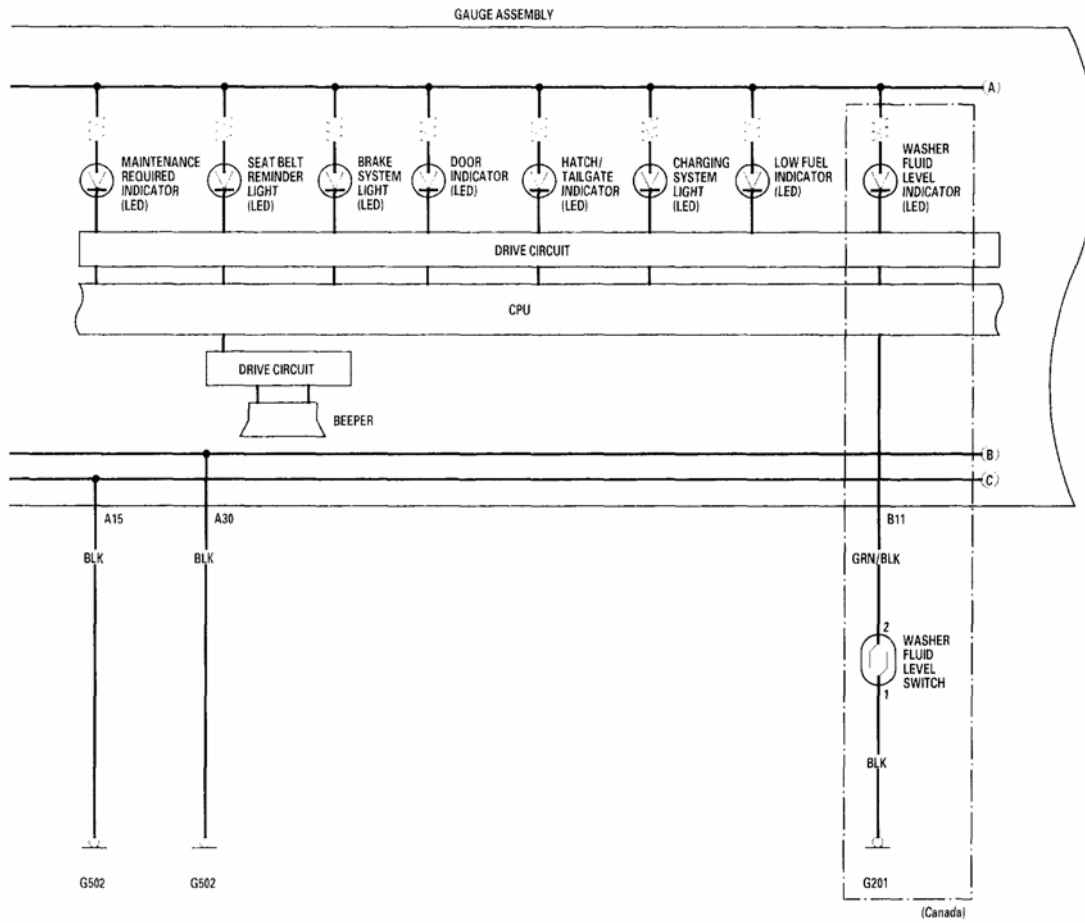


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Fig. 6: Gauge Assembly Circuit Diagram (1 Of 4)

2004 Honda Element EX

2003-04 ACCESSORIES & EQUIPMENT 'Gauges - Element

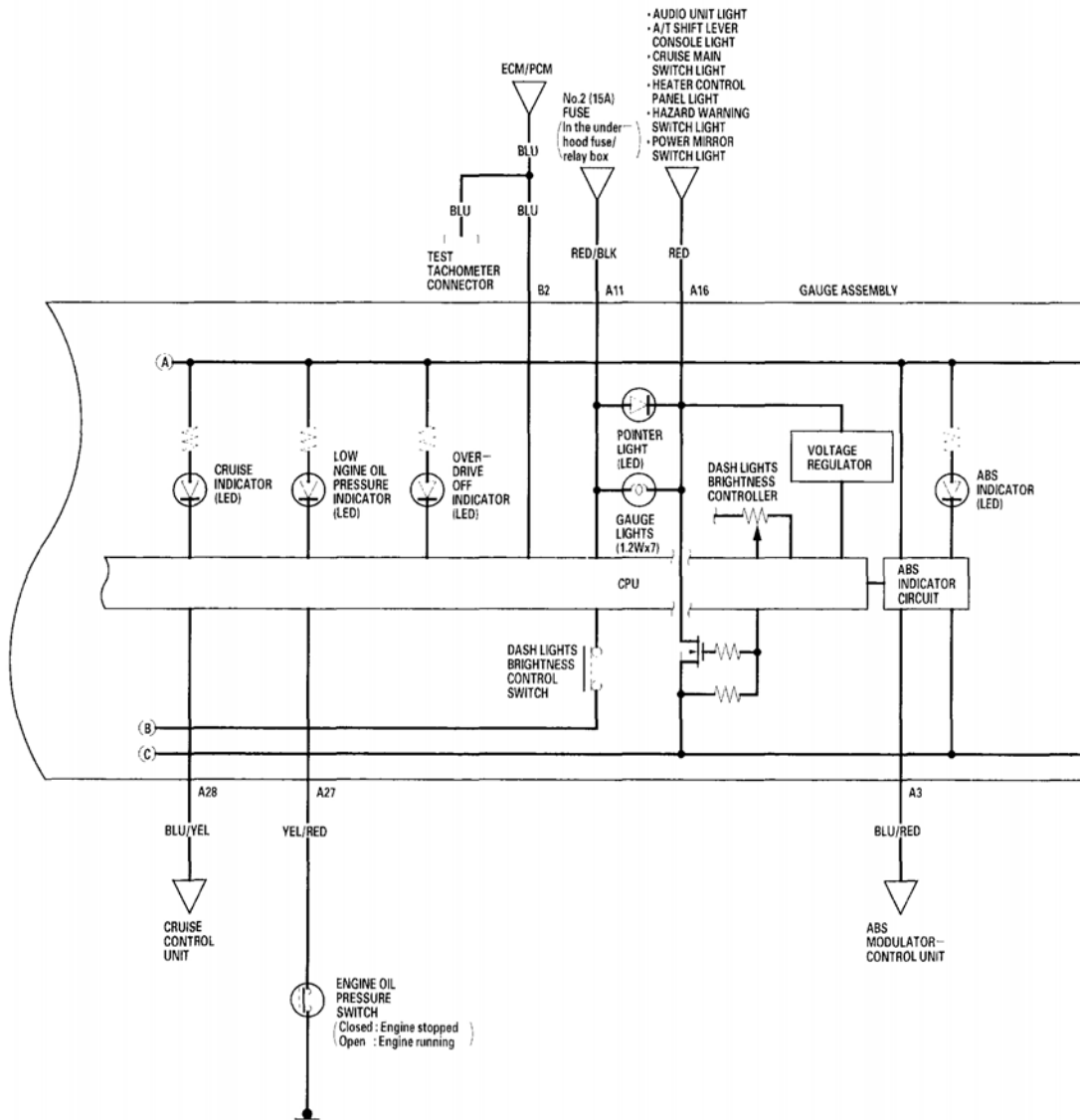


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Fig. 7: Gauge Assembly Circuit Diagram (2 Of 4)

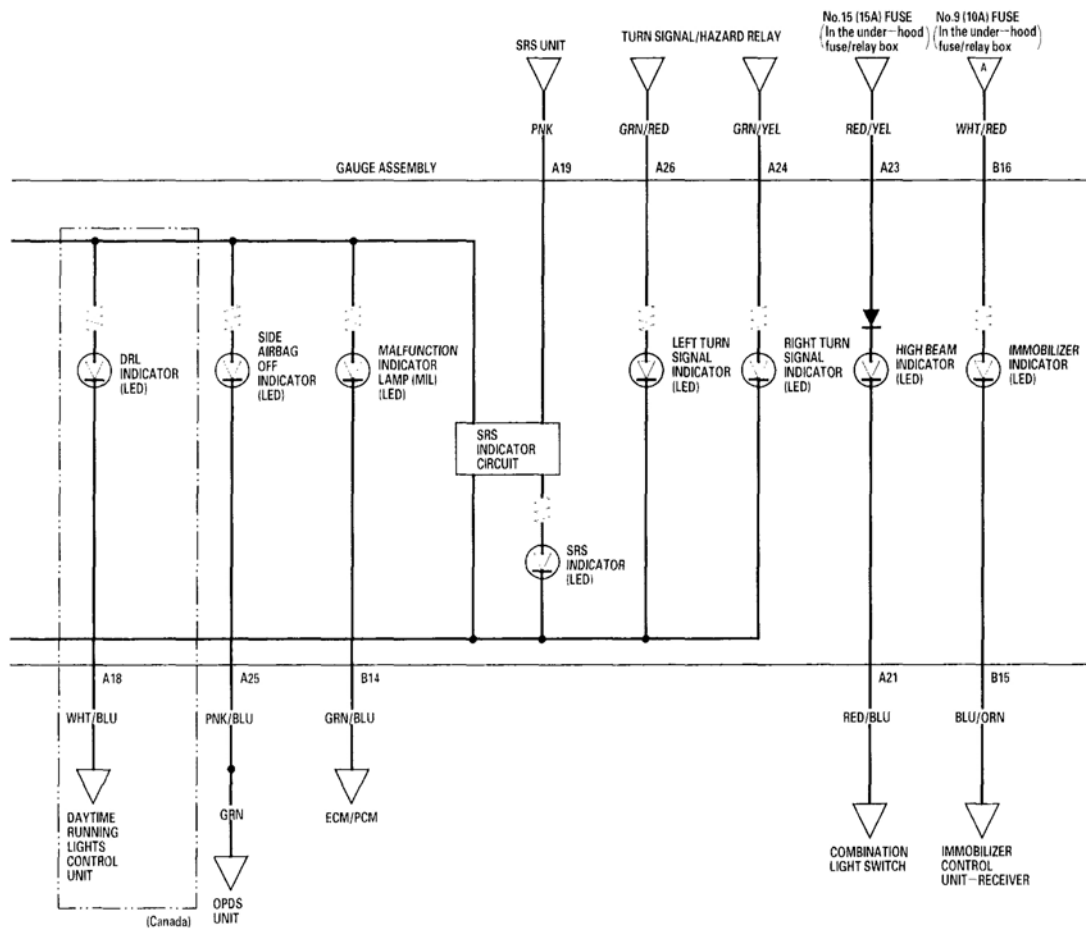
2004 Honda Element EX

2003-04 ACCESSORIES & EQUIPMENT' 'Gauges - Element



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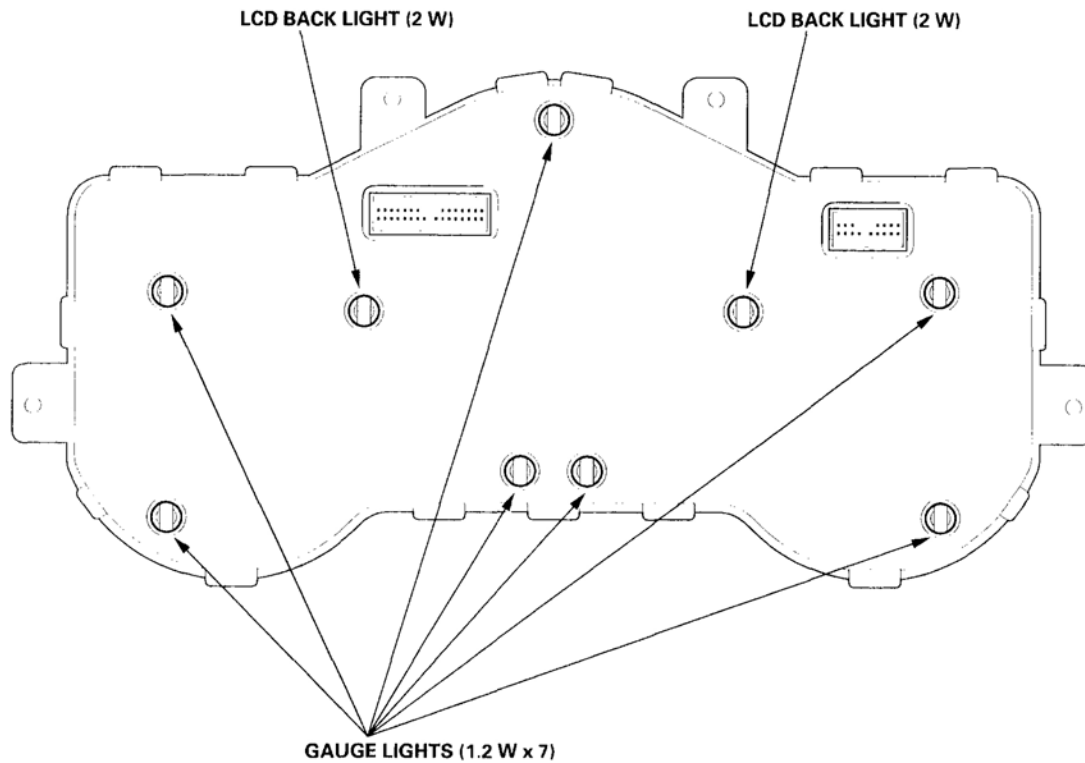
Fig. 8: Gauge Assembly Circuit Diagram (3 Of 4)



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Fig. 9: Gauge Assembly Circuit Diagram (4 Of 4)

GAUGE BULB REPLACEMENT

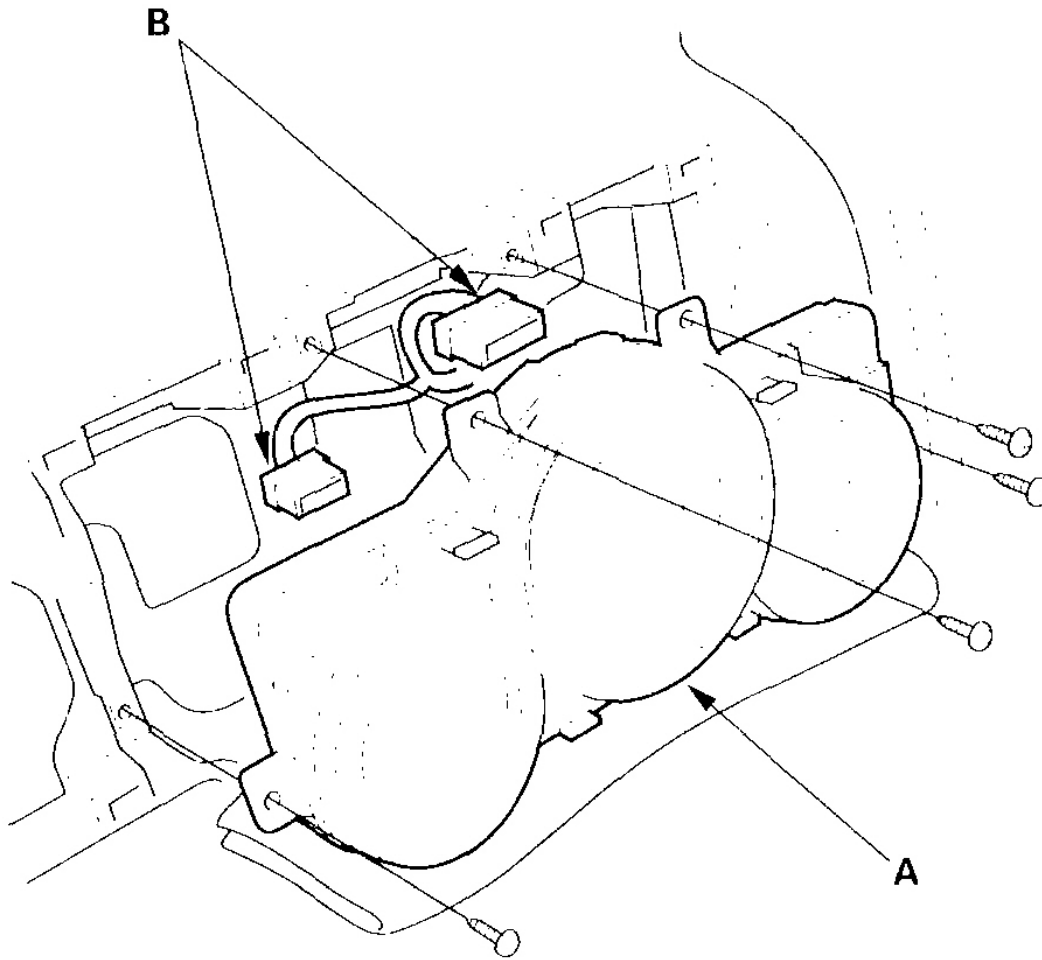


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Fig. 10: Locating Gauge Assembly Bulbs

GAUGE ASSEMBLY REPLACEMENT

1. Remove the driver's dashboard panel (see **DRIVER'S DASHBOARD PANEL REMOVAL/INSTALLATION**).
2. Place a clean shop towel under the gauge assembly to prevent scratching the steering column or dashboard.
3. Remove the four mounting screws from the gauge assembly (A).



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Fig. 11: Removing & Installing Gauge Assembly

4. Disconnect the connectors (B), and remove the gauge assembly.
5. Install the gauge assembly in the reverse order of removal.

RESETTING MAINTENANCE REMINDER INDICATOR

BLINKING PATTERN

Miles (km)	Maintenance Reminder Light
At 7,900 (12,640) to 8,100 (12,960)	Blinks for 10 seconds when the ignition switch is turned ON (II).
At 9,900 (15,840) to 10,000 (16,160)	Comes on and stays on while the ignition switch is ON (II).

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Fig. 12: Maintenance Reminder Indicator Blinking Pattern Table**PROCEDURE**

Press and hold the trip/reset button, turn the ignition switch ON (II), and continue to hold the button for more than 10 seconds.

COOLANT TEMPERATURE GAUGE TROUBLESHOOTING

Before testing, check the No. 9 (10A) fuse in the underhood fuse/relay box and the No. 10 (7.5A) fuse in the under-dash fuse/relay box.

1. Start the engine, and check the malfunction indicator lamp (MIL).

Does the MIL come on and stay on?

YES: Troubleshoot the cause of the ECM/PCM DTC (see **HOW TO TROUBLESHOOT CIRCUITS AT ECM/PCM**), and recheck.

NO: Go to step 2.

2. Check for a multiplex control unit DTC (see **TROUBLESHOOTING** in MULTIPLEX CONTROL SYSTEM - ELEMENT article).

Is a DTC indicated?

YES: Troubleshoot the cause of the multiplex control unit DTC (see **TROUBLESHOOTING** in MULTIPLEX CONTROL SYSTEM - ELEMENT article), and recheck.

NO: Go to step 3.

3. Do the communication line check with the self-diagnosis procedure (see **COMMUNICATION LINE CHECK**).

Is the word "Error" indicated on the odo/trip meter display?

YES: The gauge cannot receive the signal from the multiplex control unit and the ECM/PCM. Check for an open in the WHT/GRN wire (gauge connector terminal B10).

NO: Go to step 4.

4. Do the gauge drive circuit check with the self-diagnosis procedure (see **GAUGE DRIVE CIRCUIT CHECK**).

Does the temperature gauge needle sweep from the minimum position to the maximum, then return to the minimum position?

YES: Go to step 5.

NO: Replace the gauge assembly.

5. Substitute a known-good ECM/PCM (see **HOW TO SUBSTITUTE ECM/PCM**), and recheck.

Does the symptom/indication go away?

YES: Replace the ECM/PCM.

NO: Substitute a known-good gauge assembly. If the symptom/indication goes away, replace the gauge assembly.