DTC P1259: VTEC SYSTEM MALFUNCTION

1. Perform PCM reset procedure using scan tool. See **SELF-DIAGNOSTICS - INTRODUCTION** article. Ensure engine oil level is correct. Start engine and run at 3000 RPM with no loads and transmission in Neutral until radiator fan comes on. Road test vehicle. Accelerate in 1st gear to an engine speed over 6000 RPM and hold that engine speed for at least 2 seconds. If DTC P1259 is not indicated during first road test, repeat road test 2 more times. If DTC P1259 is indicated, go to next step. If DTC is not indicated, problem is intermittent. System is okay at this time. Check for poor connections or loose wires at VTEC solenoid valve and PCM connectors. See appropriate wiring diagram in **WIRING DIAGRAMS** article. Repair as necessary.
2. Turn ignition off. Disconnect VTEC pressure switch 2-pin connector, located at right front of engine. Check for continuity between VTEC pressure switch connector terminals. If continuity exists, go to next step. If continuity does not exist, replace VTEC pressure switch.
3. Turn ignition on. Measure voltage between ground and VTEC pressure switch harness connector terminal No. 2 (Blue/Black wire). If battery voltage exist, go to next step. If battery voltage does not exist, check for an open or short in Blue/Black wire between VTEC pressure switch and PCM 31-pin connector "C" terminal No. 10. See **Fig. 3**. Repair as necessary. If wire is okay, substitute a known-good PCM and recheck. See SUBSTITUTING PCM in **SELF-DIAGNOSTICS - INTRODUCTION** article. If symptom or problem goes away, replace original PCM.
4. Measure voltage between VTEC pressure switch harness connector terminals. If battery voltage exists, go to next step. If battery voltage does not exist, repair open in Brown/Yellow wire between VTEC pressure switch and ground connector located behind valve cover. See appropriate wiring diagram in **WIRING DIAGRAMS** article. If wire is okay, substitute a known-good PCM and recheck. See SUBSTITUTING PCM in **SELF-DIAGNOSTICS - INTRODUCTION** article. If symptom or problem goes away, replace original PCM.
5. Turn ignition off. Disconnect VTEC solenoid valve connector. Check resistance between ground and VTEC solenoid valve connector. If resistance is 14-30 ohms, go to next step. If resistance is not 14-30 ohms, replace VTEC solenoid valve.
6. Turn ignition off. Remove VTEC pressure switch and install Pressure Gauge Adaptor (07NAJ-P07010A) and A/T Low Pressure Gauge (07406-0070300). Reinstall VTEC pressure switch into adaptor. Connect tachometer. Start engine and run at 3000 RPM with no loads and transmission in Neutral until radiator fan comes on. Because engine is running with no load, oil pressure must be checked within one minute. Check oil pressure at engine speeds of 1000, 2000 and 5000 RPM. If oil pressure is less than 7 psi (48 kPa), go to next step. If oil pressure is 7 psi (48 kPa) or more, check VTEC solenoid valve. See **SYSTEM & COMPONENT TESTING** article.
7. Turn ignition off. Disconnect VTEC solenoid valve connector. Connect a fused jumper wire between battery voltage and VTEC solenoid valve connector. Start engine. Check oil pressure at 5000 RPM. If oil pressure is more than 57 psi (390 kPa), go to next step. If oil pressure is 57 psi (390 kPa) or less, check VTEC solenoid valve. See **SYSTEM & COMPONENT TESTING** article.
8. Ensure fused jumper wire is still connected to VTEC solenoid valve connector. Start engine and allow it to idle. Set engine speed to more than 5000 RPM and using backprobe set, measure voltage between ground and PCM 31-pin connector "C" terminal No. 10 (Blue/Black wire). See **Fig. 3**. See appropriate wiring diagram in **WIRING DIAGRAMS** article. If battery voltage exists, go to next step. If battery voltage does not exist, replace VTEC pressure switch.
9. Turn ignition off. Disconnect fused jumper wire from VTEC solenoid valve connector. Using backprobe set, check for continuity in Green/Yellow wire between VTEC solenoid valve harness connector and PCM 25-pin connector "B" terminal No. 12. See appropriate wiring diagram in

WIRING DIAGRAMS article. If continuity exists, go to next step. If continuity does not exist, repair open in Green/Yellow wire between VTEC solenoid valve connector and PCM 25-pin connector "B" terminal No. 12. See appropriate wiring diagram in **WIRING DIAGRAMS** article. Repair as necessary.

10. Check for continuity between ground and VTEC solenoid valve harness connector. See appropriate wiring diagram in **WIRING DIAGRAMS** article. If continuity exists, repair short in Green/Yellow wire between VTEC solenoid valve connector and PCM 25-pin connector "B" terminal No. 12. If continuity does not exist, substitute a known-good PCM and recheck. See SUBSTITUTING PCM in **SELF-DIAGNOSTICS - INTRODUCTION** article. If symptom or problem goes away, replace original PCM.