



# Technical Service Information

## HONDA

### CODE P1298 DIAGNOSIS, ELD CIRCUIT HIGH

**COMPLAINT:** The vehicle may come into the shop with complaints of, Code P1298 stored (ELD Voltage High) and the TCM/PCM may store any of the following solenoid codes, P0753, P0758, P0763, P1768 or P1773.

**CAUSE:** The Electronic Load Detector (ELD), located in the under hood fuse box (Refer to Figure 1), has failed allowing the alternator to overcharge which causes high system voltage which results in *causing solenoid codes to be stored falsely.*

**NOTE:** The above complaints can also be caused by the failure of the #15 fuse on earlier models or the #4 fuse on later models, both of which are in the underdash fuse box.

The #15 fuse usually blows on Civics due a wire harness under the intake manifold rubbing through the insulation causing a short to ground. When this fuse blows, the transmission will be stuck in 4th gear, the ELD will not have power and the speedometer will be inoperative.

The ELD could easily be mis-diagnosed if the way it operates is unknown. The ELD limits the amount of alternator output voltage when there is no electrical load sensed. This puts less load on the engine at idle for emission purposes and provides better fuel economy on the highway. Under this "no load" condition a voltmeter across the battery may show open post voltage only (12.6V). Turn the headlights on, and now, the voltmeter would indicate about 14.6V.

The transmission problems occur due to high voltage conditions due to high alternator output as a result of a failed ELD which explains the P1298 code definition of ELD circuit high.

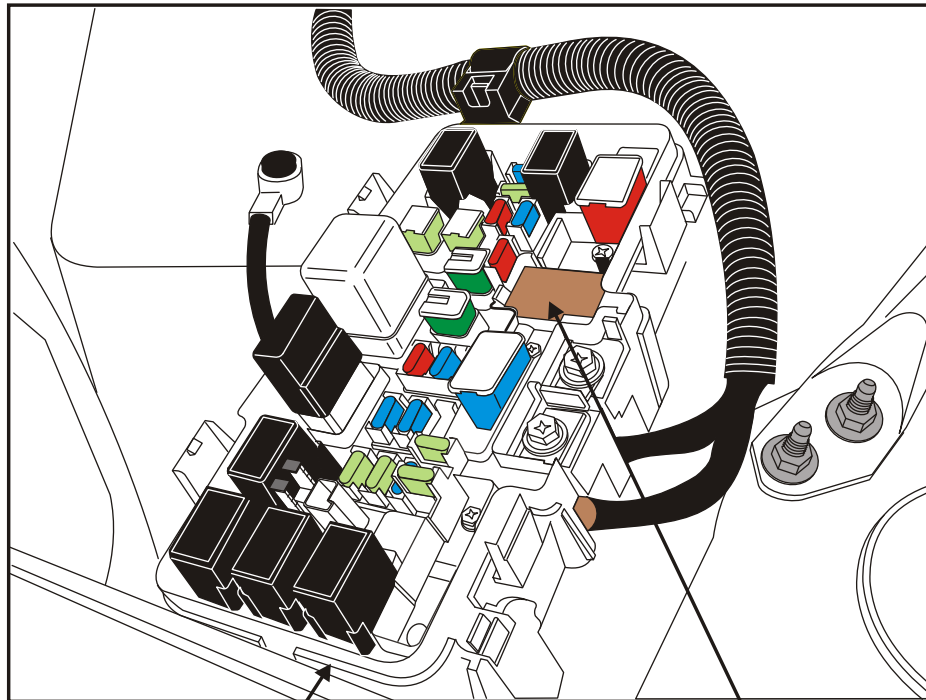
**CORRECTION:** Always diagnose the P1298 FIRST. Start by verifying proper alternator output. The ELD connector which is located on the underside of the underhood fuse box is a three terminal arrangement which is shown in the wiring diagram in Figure 2. Terminal one is the battery voltage supply for the ELD which is fused by the #15 or #4 fuse that was discussed above. Terminal two is ground. Terminal three is ELD voltage output which should drop with the headlights on.

If the voltage does not drop, the ELD is faulty. If the voltage does drop, the ECM may be at fault.

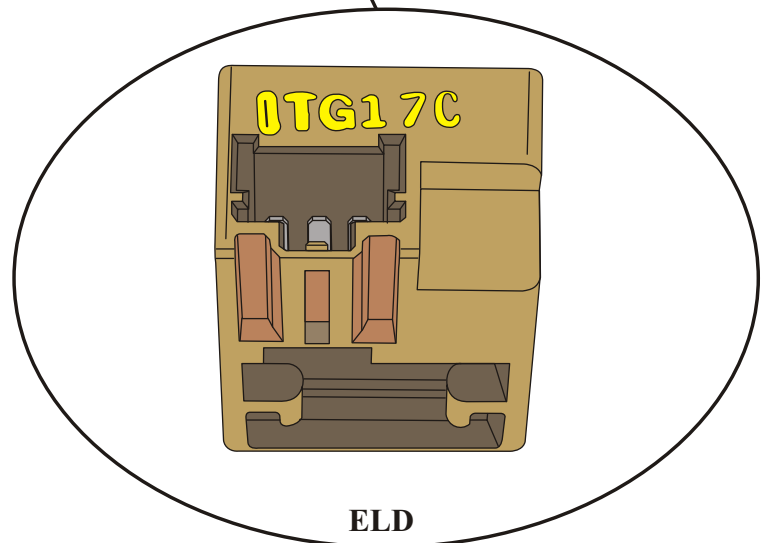
**SERVICE INFORMATION:**

The ELD can be bought separately on some models, while on others the entire underhood fuse box must be bought, check with your local Honda dealer.

## ELECTRONIC LOAD DETECTOR (ELD) LOCATION



**UNDERHOOD  
FUSE BOX**



**ELD**

**THE ELD IS ACCESSED FROM THE UNDERSIDE OF FUSE BOX**

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Figure 1

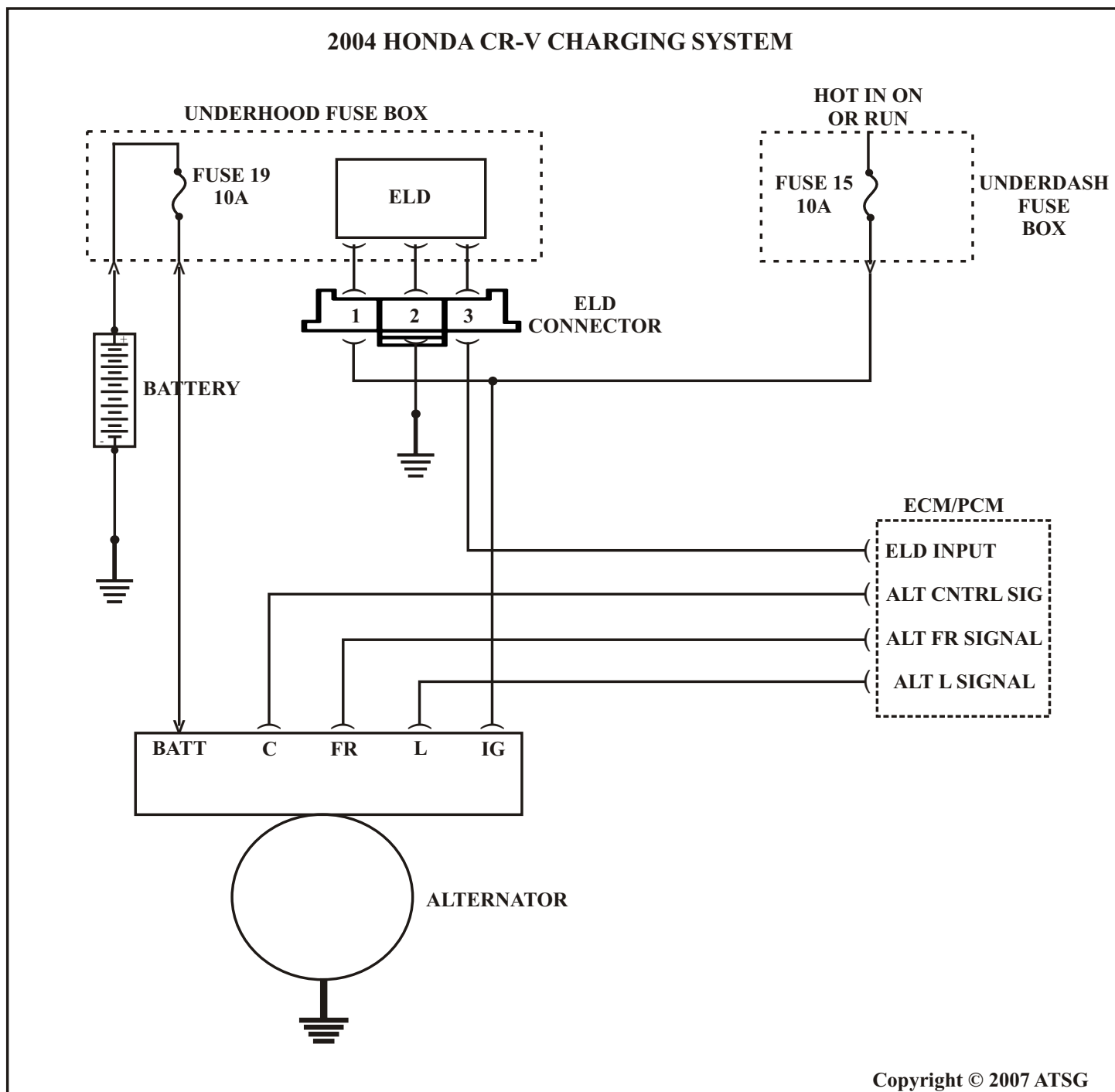


Figure 2