

## If Your Engine Overheats

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The pointer of your vehicle's temperature gauge should stay in the midrange under most conditions. It may go higher if you are driving up a long steep hill on a very hot day. If it climbs to the red mark, you should determine the reason.

### NOTICE

*Driving with the temperature gauge pointer at the red mark can cause serious damage to your engine.*

Your vehicle can overheat for several reasons, such as lack of coolant or a mechanical problem. The only indication may be the temperature gauge climbing to or above the red mark. Or you may see steam or spray coming from under the hood. In either case, you should take immediate action.

### **WARNING**

Steam and spray from an overheated engine can seriously scald you.

Do not open the hood if steam is coming out.

1. Safely pull to the side of the road. Put the transmission in Neutral or Park and set the parking brake. Turn off the heating and cooling system and all other accessories. Turn on the hazard warning indicators.
2. If you see steam and/or spray coming from under the hood, turn off the engine.
3. If you do not see steam or spray, leave the engine running and watch the temperature gauge. If the high heat is due to overloading (climbing a long, steep hill on a hot day with the A/C running, for example), the engine should start to cool down almost immediately. If it does, wait until the temperature gauge comes down to the mid-point then continue driving.
4. If the temperature gauge stays at the red mark, turn off the engine.
5. Wait until you see no more signs of steam or spray, then open the hood.

6. Look for any obvious coolant leaks, such as a split radiator hose. Everything is still extremely hot, so use caution. If you find a leak, it must be repaired before you continue driving (see **Emergency Towing** on page 273 ).
7. If you don't find an obvious leak, check the coolant level in the radiator reserve tank (see page 144). If the level is below the MIN mark, add coolant to halfway between the MIN and MAX marks.
8. If there was no coolant in the reserve tank, you may also have to add coolant to the radiator. Let the engine cool down until the pointer reaches the middle of the temperature gauge, or lower, before checking the radiator.

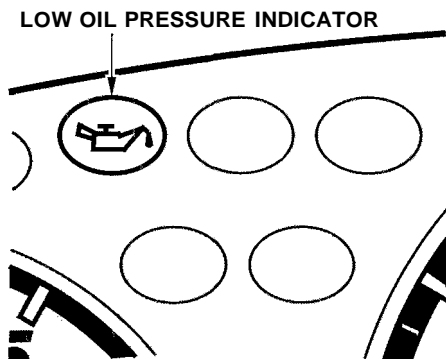
### **WARNING**

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

9. Using gloves or a large heavy cloth, turn the radiator cap counterclockwise, without pushing down, to the first stop. This releases any remaining pressure in the cooling system. After the pressure releases, push down on the cap and turn it until it comes off.
10. Start the engine and set the temperature control dial to maximum. Add coolant to the radiator up to the base of the filler neck. If you do not have the proper coolant mixture available, you can add plain water. Remember to have the cooling system drained and refilled with the proper mixture as soon as you can.
11. Put the radiator cap back on tightly. Run the engine and watch the temperature gauge. If it goes back to the red mark, the engine needs repair. (See **Emergency Towing** on page 273 .)
12. If the temperature stays normal, check the coolant level in the radiator reserve tank. If it has gone down, add coolant to the MAX mark. Put the cap back on tightly.

## Low Oil Pressure Indicator



This indicator should light when the ignition switch is ON (II), and go out after the engine starts. It should never come on when the engine is running. If it starts flashing, it indicates that the oil pressure dropped very low for a moment, then recovered. If the indicator stays on with the engine running, it shows that the engine has lost oil pressure and serious engine damage is possible. In either case, you should take immediate action.

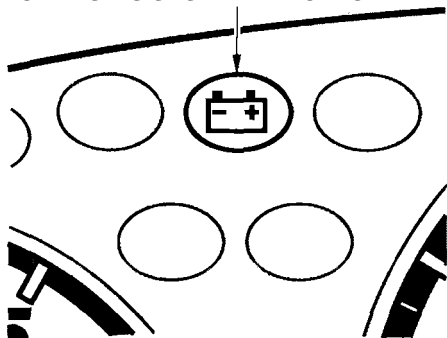
### NOTICE

*Running the engine with low oil pressure can cause serious mechanical damage almost immediately. Turn off the engine as soon as you can safely get the vehicle stopped.*

1. Safely pull off the road and shut off the engine. Turn on the hazard warning indicators.
2. Let the vehicle sit for a minute. Open the hood and check the oil level (see page 143). Although oil level and oil pressure are not directly connected, an engine that is very low on oil can lose pressure during cornering and other driving maneuvers.

3. If necessary, add oil to bring the level back to the full mark on the dipstick (see page 197).
4. Start the engine and watch the oil pressure indicator. If the light does not go out within ten seconds, turn off the engine. There is a mechanical problem that needs to be repaired before you can continue driving. (See **Emergency Towing** on page 273 .)

### CHARGING SYSTEM INDICATOR

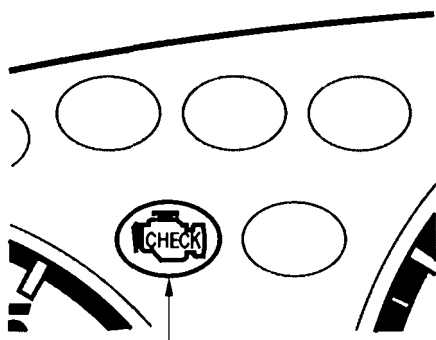


This indicator should come on when the ignition switch is ON (II), and go out after the engine starts. If it comes on brightly when the engine is running, it indicates that the charging system has stopped charging the battery.

Immediately turn off all electrical accessories: radio, heater, A/C, rear defogger, cruise control, etc. Try not to use other electrically-operated controls such as the power windows. Keep the engine running and take extra care not to stall it. Stalling the engine will discharge the battery rapidly.

By eliminating as much of the electrical load as possible, you can drive several miles (kilometers) before the battery is too discharged to keep the engine running. Drive to a service station or garage where you can get technical assistance.

## Malfunction Indicator Lamp



**MALFUNCTION INDICATOR LAMP**

This indicator comes on for a few seconds when you turn the ignition switch ON (II). If it comes on at any other time, it indicates one of the engine's emissions control systems may have a problem. Even though you may feel no difference in your vehicle's performance, it can reduce your fuel economy and cause your vehicle to put out excessive emissions. Continued operation may cause serious damage.

If you have recently refueled your vehicle, the cause of this indicator coming on could be a loose or missing fuel fill cap. Check the cap and tighten it until it clicks several times. Replace the fuel fill cap if it is missing. Tightening the cap will not make the indicator turn off immediately; it takes three driving trips.

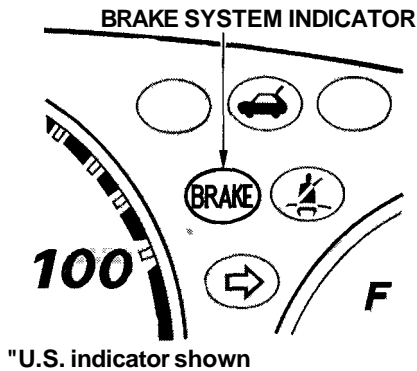
If the indicator remains on past three driving trips, or the fuel cap was not loose or missing, have the vehicle checked by the dealer as soon as possible. Drive moderately until the dealer has inspected the problem. Avoid full-throttle acceleration and driving at high speed.

You should also have the dealer inspect your vehicle if this indicator comes on repeatedly, even though it may turn off as you continue driving.

### NOTICE

*If you keep driving with the malfunction indicator lamp on, you can damage your vehicle's emissions controls and engine. Those repairs may not be covered by your vehicle's warranties.*

## Brake System Indicator



The Brake System indicator light should normally come on only when the parking brake is not fully released.

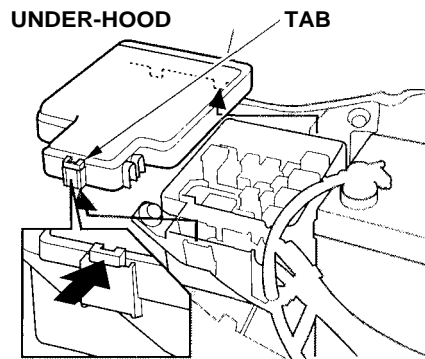
If it comes on at any other time, it indicates a problem with the vehicle's brake system. In most cases, the problem is a low fluid level in the brake fluid reservoir. Press lightly on the brake pedal to see if it feels normal. If it does, check the brake fluid level the next time you stop at a service station (see page 210). If the fluid level is low, take the vehicle to your dealer and have the brake system inspected for leaks or worn brake pads.

However, if the brake pedal does not feel normal, you should take immediate action. Because of the brake system's dual-circuit design, a problem in one part of the system will still give you braking at two wheels. You will feel the brake pedal go down much farther before the vehicle begins to slow down, and you will have to press harder on the pedal. The distance needed to stop will be much longer.

Slow down by shifting to a lower gear, and pull to the side of the road when it is safe. Because of the longer distance needed to stop, it is hazardous to drive the vehicle. You should have it towed, and repaired as soon as possible. (See **Emergency Towing** on page 273.)

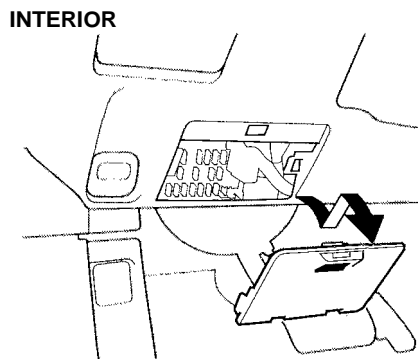
If you must drive the vehicle a short distance in this condition, drive slowly and cautiously.

## Fuses

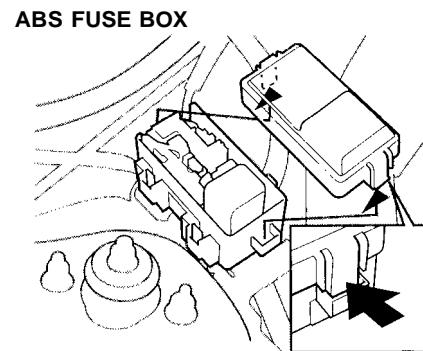


All the electrical circuits in your vehicle have fuses to protect them from a short circuit or overload. These fuses are located in two or three fuse boxes.

The under-hood fuse box is located in the engine compartment. To open it, push the tab as shown.



The interior fuse box is underneath the dashboard on the driver's side. Remove the fuse box lid by swinging the lid down and pulling it straight out of its hinges.

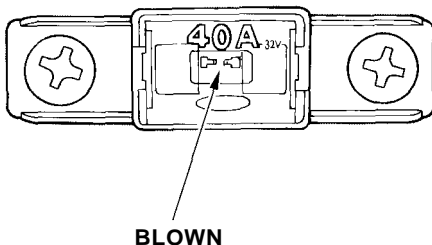


Vehicles equipped with ABS have a third fuse box for the ABS. It is in the engine compartment on the passenger's side.

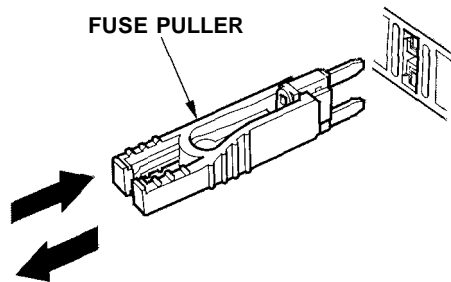
## Checking and Replacing Fuses

If something electrical in your vehicle stops working, the first thing you should check for is a blown fuse. Determine from the chart on pages 271 and 272, or the diagram on the fuse box lid, which fuse or fuses control that component. Check those fuses first, but check all the fuses before deciding that a blown fuse is not the cause. Replace any blown fuses and check the component's operation.

1. Turn the ignition switch to LOCK (0). Make sure the headlights and all other accessories are off.
2. Remove the cover from the fuse box.



3. Check each of the large fuses in the under-hood fuse box by looking through the top at the wire inside. Removing these fuses requires a Phillips-head screw-driver.

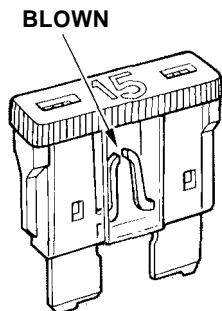


4. Check the smaller fuses in the under-hood fuse box and all the fuses in the interior fuse box by pulling out each fuse with the fuse puller provided in the door of the interior fuse box.

CONTINUED



## Fuses



5. Look for a burned wire inside the fuse. If it is burned, replace it with one of the spare fuses of the same rating or lower.

If you cannot drive the vehicle without fixing the problem, and you do not have a spare fuse, take a fuse of the same rating or a lower rating from one of the other circuits. Make sure you can do without that circuit temporarily (such as the accessory power socket or radio).

If you replace the blown fuse with a spare fuse that has a lower rating, it might blow out again. This does not indicate anything wrong. Replace the fuse with one of the correct rating as soon as you can.

### NOTICE

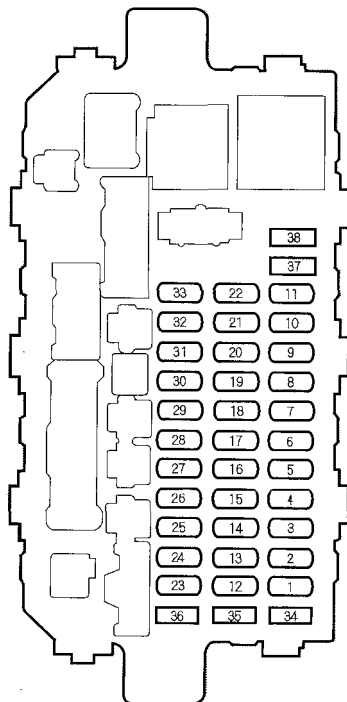
*Replacing a fuse with one that has a higher rating greatly increases the chances of damaging the electrical system. If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.*

6. If the replacement fuse of the same rating blows in a short time, there is probably a serious electrical problem in your vehicle. Leave the blown fuse in that circuit and have your vehicle checked by a qualified mechanic.

#### *On EX model*

If the radio fuse is removed, the audio system will disable itself. The next time you turn on the radio you will see "Code" in the frequency display. Use the Preset buttons to enter the five-digit code (see page [137](#)).

## INTERIOR FUSE BOX



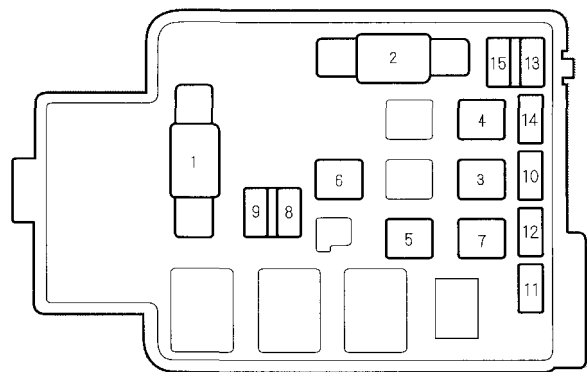
No.	Amps.	Circuits Protected
1	—	Not used
2	—	Not used
3	10 A	Rear Wiper, Washer
4	10 A	Right Headlight High Beam
5	10 A	Left Headlight High Beam
6	10 A	Rear Accessory Power Socket
7	20 A	Power Window Rear Left
8	20 A	Power Window Rear Right
9	15 A	IGN Coil
10	20 A	Power Window Front Assistant
11	20 A	Power Window Front Driver
12	7.5 A	Turn Lights
13	15 A	Fuel Pump (SRS Unit)
14	7.5 A	Cruise Control
15	7.5 A	ACG (IG), SP Sensor
16	7.5 A	ABS
17	7.5 A	Heater A/C Relay
18	7.5 A	Running Light Relay*
19	7.5 A	Back-up Light
20	7.5 A	Running Light*

No.	Amps.	Circuits Protected
21	10 A	Right Headlight Low Beam
22	10 A	Left Headlight Low Beam
23	10 A	SRS
24	7.5 A	Power Window Relay
25	7.5 A	Meter
26	20 A	Front Wiper, Front Washer
27	10 A	Front Accessory Power Socket
28	10 A	Radio
29	—	Not used
30	7.5 A	Meter Light
31	7.5 A	Starter Signal
32	7.5 A	License Light, Taillight
33	7.5 A	Inter Lock Unit
34	7.5 A	Spare Fuse
35	10 A	Spare Fuse
36	15 A	Spare Fuse
37	20 A	Spare Fuse
38	—	Not used

\* : Canadian model

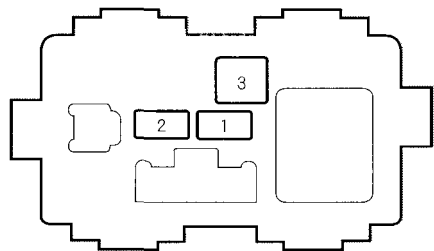
# Fuses

## UNDER-HOOD FUSE BOX



No.	Amps.	Circuits Protected
1	100 A	Main Fuse Battery
2	40 A	Main Fuse Ignition Starter
3	20 A	Rear Defogger
4	40 A	Power Window
5	40 A	Option
6	30 A	Headlight
7	40 A	Heater Motor
8	10 A	Hazard
9	15 A	Horn, Stop Light
10	20 A	Door Lock Unit
11	20 A	Cooling Fan
12	20 A	Condenser Fan
13	15 A	FIE/M (ECM/PCM)
14	7.5 A	Back-up (Radio)
15	7.5 A	Interior Light

## ABS FUSE BOX (For some types)



No.	Amps.	Circuits Protected
1	7.5 A	Motor Check
2	20 A	ABS + B
3	40 A	ABS Pump Motor

If your vehicle needs to be towed, call a professional towing service or, if you belong to one, an organization that provides roadside assistance. Never tow your vehicle behind another vehicle with just a rope or chain. It is very dangerous.

There are three popular types of professional towing equipment.

**Flat-bed Equipment** — The operator loads your vehicle on the back of a truck. **This is the only way to transport your vehicle.** Any other method of towing will damage the drive system. When you contact the towing agency, inform them that a flat-bed is required.

### NOTICE

*Towing a 4WD CR-V with only two tires on the ground will damage parts of the 4WD system. It should be transported on a flat-bed truck or trailer.*

**Wheel Lift Equipment** — The tow truck uses two pivoting arms that go under the tires (front or rear) and lift them off the ground. The other two tires remain on the ground.

**Never tow your vehicle with wheel lift equipment.**

**Sling-type Equipment** — The tow truck uses metal cables with hooks on the ends. These hooks go around parts of the frame or suspension and cables lift that end of the vehicle off the ground. Your vehicle's suspension and body can be seriously damaged. **This method of towing your CR-V is unacceptable.**

Refer to **Towing Your Vehicle Behind a Motorhome** on page [176](#) for non-emergency towing information.