

VSA is turned on every time you start the engine, even if you turned it off the last time you drove the car.

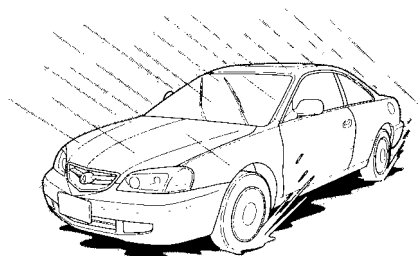
VSA and Tire Sizes

Driving with varying tire or wheel sizes may cause the VSA to malfunction. When replacing tires, make sure they are of the same size and type as your original tires (see page [247](#)).

Deactivate the VSA system if you need to drive with the compact spare tire installed (see page [272](#)).

If you install winter tires, make sure they are the same size as those that were originally supplied with your car. Exercise the same caution during winter driving as you would if your car was not equipped with VSA.

Driving in Bad Weather



Rain, fog, and snow conditions require a different driving technique because of reduced traction and visibility. Keep your car well-maintained and exercise greater caution when you need to drive in bad weather. The cruise control should not be used in these conditions.

Driving Technique — Always drive slower than you would in dry weather. It takes your car longer to react, even in conditions that may seem just barely damp. Apply smooth, even pressure to all the controls. Abrupt steering wheel movements or sudden, hard application of the brakes can cause loss of control in wet weather. Be extra cautious for the first few miles (kilometers) of driving while you adjust to the change in driving conditions. This is especially true in snow. A person can forget some snow-driving techniques during the summer months. Practice is needed to relearn those skills.

Exercise extra caution when driving in rain after a long dry spell. After months of dry weather, the first rains bring oil to the surface of the roadway, making it slippery.

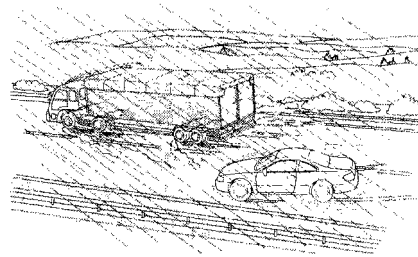
Visibility — Being able to see clearly in all directions and being visible to other drivers are important in all weather conditions. This is more difficult in bad weather. To be seen more clearly during daylight hours, turn on your headlights.

Inspect your windshield wipers and washers frequently. Keep the windshield washer reservoir full of the proper fluid. Have the windshield wiper blades replaced if they start to streak the windshield or leave parts unwiped. Use the defroster and air conditioning to keep the windows from fogging up on the inside (see pages [128](#) and [133](#)).

Traction — Check your tires frequently for wear and proper pressure. Both are important in preventing "hydroplaning" (loss of traction on a wet surface). In the winter, mount snow tires on all four wheels for the best handling.

Watch road conditions carefully, they can change from moment to moment. Wet leaves can be as slippery as ice. "Clear" roads can have patches of ice. Driving conditions can be very hazardous when the outside temperature is near freezing. The road surface can become covered with areas of water puddles mixed with areas of ice, so your traction can change without warning.

Be careful when downshifting. If traction is low, you can lock up the drive wheels for a moment and cause a skid.



Be very cautious when passing, or when being passed by other vehicles. The spray from large vehicles reduces your visibility, and the wind buffeting can cause you to lose control.

Towing a Trailer

Your Acura has been designed primarily to carry passengers and their cargo. You can use it to tow a trailer if you carefully observe the load limits, use the proper equipment, and follow the guidelines in this section.

Load Limits

- **Total Trailer Weight:** The total weight of the trailer and everything loaded in it must not exceed 1,000 lbs (450 kg). Towing a load that is too heavy can seriously affect your car's handling and performance. It can also damage the engine and drivetrain.

- **Tongue Load:** The weight that the tongue of a fully-loaded trailer puts on the hitch should be approximately 10 percent of the trailer weight. Too little tongue load can make the trailer unstable and cause it to sway. Too much tongue load reduces front-tire traction and steering control.

To achieve a proper tongue load, start by loading 60 percent of the load toward the front of the trailer and 40 percent toward the rear, then re-adjust the load as needed.

- **Gross Vehicle Weight Rating (GVWR):**

The total weight of the vehicle, all occupants, all cargo, and the tongue load must not exceed:

Premium model

4,280 lbs (1,940 kg)

Type S

4,365 lbs (1,980 kg)

- **Gross Axle Weight Rating (GAWR):**

The total weight of the vehicle, all occupants, all cargo, and the tongue load must not exceed:

Premium model

2,425 lbs (1,100 kg)
on the front axle

1,950 lbs (885 kg)
on the rear axle

Type S

2,445 lbs (1,110 kg)
on the front axle

1,950 lbs (885 kg)
on the rear axle

⚠ WARNING

Exceeding load limits or improperly loading your vehicle and trailer can cause a crash in which you can be seriously injured or killed.

Check the loading of your vehicle and trailer carefully before starting to drive.

Checking Loads

The best way to confirm that vehicle and trailer weights are within limits is to have them checked at a public scale.

Using a suitable scale or a special tongue load gauge, check the tongue load the first time you set up a towing combination (a fully-loaded vehicle and trailer), then recheck the tongue load whenever the conditions change.

Towing a Trailer

Towing Equipment and Accessories

Towing can require a variety of equipment, depending on the size of your trailer, how it will be used, and how much load you are towing.

Discuss your needs with your trailer sales or rental agency, and follow the guidelines in the rest of this section. Also make sure that all equipment is properly installed and that it meets federal, state, province, and local regulations.

Hitches

Any hitch used on your vehicle must be properly bolted to the underbody.

Safety Chain

Always use a safety chain. Make sure that it is secured to both the trailer and hitch, and that it crosses under the tongue so it can catch the trailer if it becomes unhitched. Leave enough slack to allow the trailer to turn corners easily, but do not let the chain drag on the ground.

Trailer Brakes

Acura recommends that any trailer having a total weight of 1,000 lbs (450 kg) or more be equipped with its own electric or surge-type brakes.

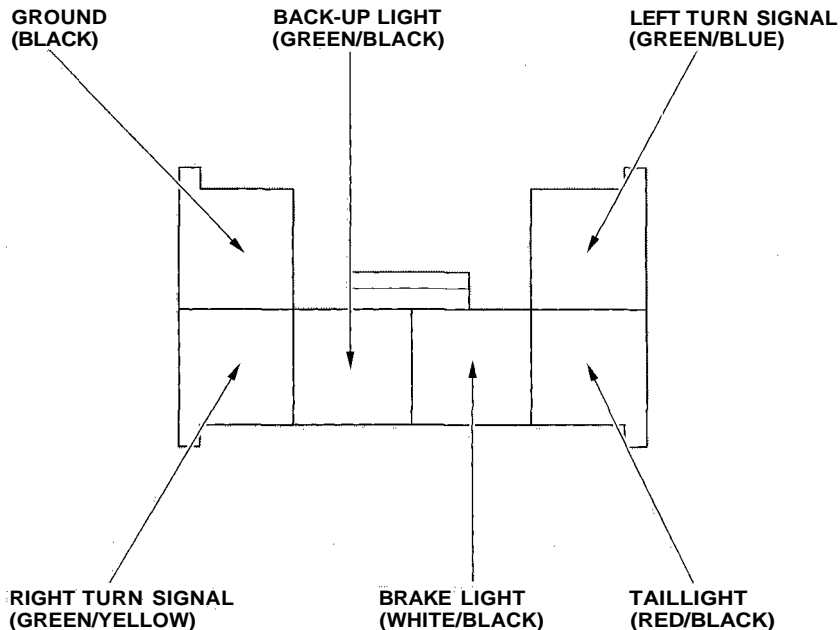
If you choose electric brakes, be sure they are electronically actuated. Do not attempt to tap into your vehicle's hydraulic system. No matter how successful it may seem, any attempt to attach trailer brakes to your vehicle's hydraulic system will lower braking effectiveness and create a potential hazard.

Trailer Lights

Your car has a trailer lighting connector located in the trunk by the left taillight. To use the connector, undo the fastener and unscrew the cargo net mounting button on the left side of the trunk lining. Refer to the drawing in this page for the wiring color code and purpose of each pin.

If you use a converter, you can get the connector and pins that mate with the connector in your car from your Acura dealer.

Since lighting and wiring vary in trailer type and brand, you should also have a qualified technician install a suitable connector between the vehicle and the trailer.



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Towing a Trailer

Additional Trailer Equipment

Many states and Canadian provinces require special outside mirrors when towing a trailer. Even if they don't, you should install special mirrors if you cannot clearly see behind you, or if the trailer creates a blind spot.

Ask your trailer sales or rental agency if any other items are recommended or required for your towing situation.

Pre-Tow Checklist

When preparing to tow, and before driving away, be sure to check the following:

- The vehicle has been properly serviced, and the tires, brakes, suspension, and cooling system are in good operating condition.
 - All weights and loads are within limits (see pages [196](#) and [197](#)).
 - The hitch, safety chain, and any other attachments are secure.
 - All items on and in the trailer are properly secured and cannot shift while you drive.
 - The lights and brakes on your vehicle and the trailer are working properly.
- Your vehicle tires and spare are properly inflated (see page [244](#)), and the trailer tires and spare are inflated as recommended by the trailer maker.

Driving Safely With a Trailer

The added weight, length, and height of a trailer will affect your vehicle's handling and performance, so driving with a trailer requires some special driving skills and techniques.

For your safety and the safety of others, take time to practice driving maneuvers before heading for the open road, and follow the guidelines discussed below.

Towing Speeds and Gears

Drive slower than normal in all driving situations, and obey posted speed limits for vehicles with trailers. Use the D5 or D4 position when towing a trailer on level roads. D3 is the proper shift lever position to use when towing a trailer in hilly terrain. (See **"Driving on Hills"** in the following column for additional gear information.)

When towing a trailer in the Sequential SportShift mode, select Fourth, Third, Second, or First gear; depending on the vehicle speeds and road condition. Do not use Fifth gear. The recommended speed range for each gear position is shown in the table.

Gear position	Speed range
1	0 – 37 mph (0 – 60 km/h)
2	12 – 68 mph (20 – 110 km/h)
3, 4	over 25 mph (over 40 km/h)

Making Turns and Braking

Make turns more slowly and wider than normal. The trailer tracks a smaller arc than your vehicle, and it can hit or run over something the vehicle misses. Allow more time and distance for braking. Do not brake or turn suddenly as this could cause the trailer to jackknife or turn over.

Driving on Hills

When climbing hills, closely watch your temperature gauge. If it nears the red (Hot) mark, turn the air conditioning off, reduce speed and, if necessary, pull to the side of the road to let the engine cool.

If the transmission shifts frequently between 4th and 5th gears while going up a hill, shift to D4. And if the transmission shifts frequently between 3rd and 4th gears, shift to D3.

CONTINUED

Towing a Trailer

If you must stop when facing uphill, use the foot brake or parking brake. Do not try to hold the vehicle in place by pressing on the accelerator, as this can cause the automatic transmission to overheat.

When driving down hills, reduce your speed and shift down to 2nd gear. Do not "ride" the brakes, and remember it will take longer to slow down and stop when towing a trailer.

Handling Crosswinds and Buffeting

Crosswinds and air turbulence caused by passing trucks can disrupt your steering and cause trailer swaying. When being passed by a large vehicle, keep a constant speed and steer straight ahead. Do not try to make quick steering or braking corrections.

Backing Up

Always drive slowly and have someone guide you when backing up. Grip the *bottom* of the steering wheel; then turn the wheel to the left to get the trailer to move to the left, and turn the wheel right to move the trailer to the right.

Parking

Follow all normal precautions when parking, including putting the transmission in Park and firmly setting the parking brake. Also, place wheel chocks at each of the trailer's tires.