

HONDA · POWERTRAIN

P1697

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1697 · Honda

Traction Control Fuel Cut Signal High Input

P1697 on Honda vehicles means the powertrain control module (PCM) has detected a high voltage condition on the traction control fuel cut signal circuit, which is the wire the traction control system uses to request a momentary fuel cut during wheel slip. The PCM expects this signal to stay within a specific voltage range, and a sustained high input tells the computer that the circuit is shorted to power or that the traction control module is sending an invalid request.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Honda specific	Medium	Professional	Computer and output circuits

Symptoms you may notice

- Traction control system (TCS) warning light illuminated on the dashboard
- Check Engine Light (CEL) illuminated along with the TCS light
- Traction control system disabled, with the TCS indicator showing 'off' or flashing
- Engine may enter a reduced power or limp mode in some Honda models
- Often no symptoms besides the warning lights, with normal engine and braking behavior
- Intermittent activation of the fuel cut signal can cause a brief stumble or hesitation during acceleration

Common causes, most likely first

- 1 Short to voltage on the traction control fuel cut signal wire, often from chafed insulation against a grounded or powered component
- 2 Faulty traction control module (also called the ABS modulator or VSA modulator) internally shorting the signal circuit high
- 3 Corroded or damaged connector pins at the PCM or traction control module, allowing voltage to bleed across terminals
- 4 Failed PCM driver circuit for the fuel cut signal input, though this is less common than wiring or module faults
- 5 Aftermarket electrical accessories or poor previous repairs tapping into the signal wire and introducing voltage
- 6 Water intrusion into the traction control module connector or PCM connector causing conductive corrosion



How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze-frame data to confirm P1697 is active and not a historical ghost code
- 2 Inspect the traction control fuel cut signal wire and connectors between the PCM and the traction control module for chafing, corrosion, or loose pins
- 3 Measure voltage on the signal circuit with the key on and engine off, comparing against Honda service information for the expected range
- 4 Disconnect the traction control module and recheck the signal voltage at the PCM to see if the high input disappears, isolating the module as the source
- 5 Perform a wiggle test on the harness while monitoring live data for the fuel cut signal to catch intermittent shorts
- 6 If the module is suspected, substitute a known-good unit or follow Honda diagnostic flow to confirm internal short before replacement
- 7 Clear codes and perform a road test with the traction control system active to verify the repair and ensure no pending codes return

Traction control fuel cut signal traps

- A high input on this circuit is frequently caused by a short to voltage in the engine bay harness where it rubs against the battery positive cable or a powered accessory wire, not by a failed traction control module.
- Technicians often replace the ABS/VSA modulator prematurely because the code points to the traction control system, but checking the signal voltage at the PCM with the module disconnected quickly proves whether the module is actually at fault.
- P1697 can be set by a weak or failing battery that causes voltage spikes on the signal line during cranking, so always load-test the battery and check charging voltage before condemning expensive components.
- Aftermarket alarm or remote start installations that tap into the fuel cut or traction control wiring are a common hidden cause, especially on older Hondas with modified electrical systems.
- The fuel cut signal is a momentary request during traction control intervention, so a high input that only appears during hard acceleration or wheel slip may not show up in a static voltage test and requires live data monitoring during a test drive.

Can I keep driving with P1697?

You can generally drive the vehicle with P1697 set because the engine and brakes remain functional, but the traction control system may be disabled, which reduces stability in slippery conditions. Avoid aggressive acceleration or driving on loose or wet surfaces until the fault is repaired, and address the code promptly to prevent a more serious electrical short from affecting other systems.



Tools that help

- OBD-II scan tool with Honda-specific software for module codes and live data
- Digital multimeter with back-probing pins
- Honda service information wiring diagrams for the traction control fuel cut circuit
- Test light or load probe for circuit integrity checks
- Wiggle test tool or helper to flex harness while monitoring voltage

Reading P1697

- P** Powertrain: engine, transmission and emissions.
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- 1** Manufacturer-specific code (Honda): its meaning depends on the make.
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- 6** Computer and output circuits.
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- 97** The exact fault within that area.

Often seen with

P1698 Engine Torque Control Cut Signal Circuit Low Input · **P1696** Traction Control Fuel Cut Signal Low Input · **P1696** PCM Failure EEPROM Write Denied · **P1698** No CCD Messages From TCM · **P1696** CAN Link Engine Control Module Cruise Control Module Circuit · **P1696** Traction Control Fuel Cut Signal Low Input · **P1696** Remote Keyless Entry Voltage High · **P1698** No CCD Messages Received From PCM · **P1696** PCM Failure EEPROM Write Denied · **P1698** No CCD Messages Received From PCM · **C0035** Left Front Wheel Speed Sensor Circuit Range/Performance · **P0500** Vehicle Speed Sensor Malfunction · **U0122** Lost Communication With Vehicle Dynamics Control Module

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1697/>

