

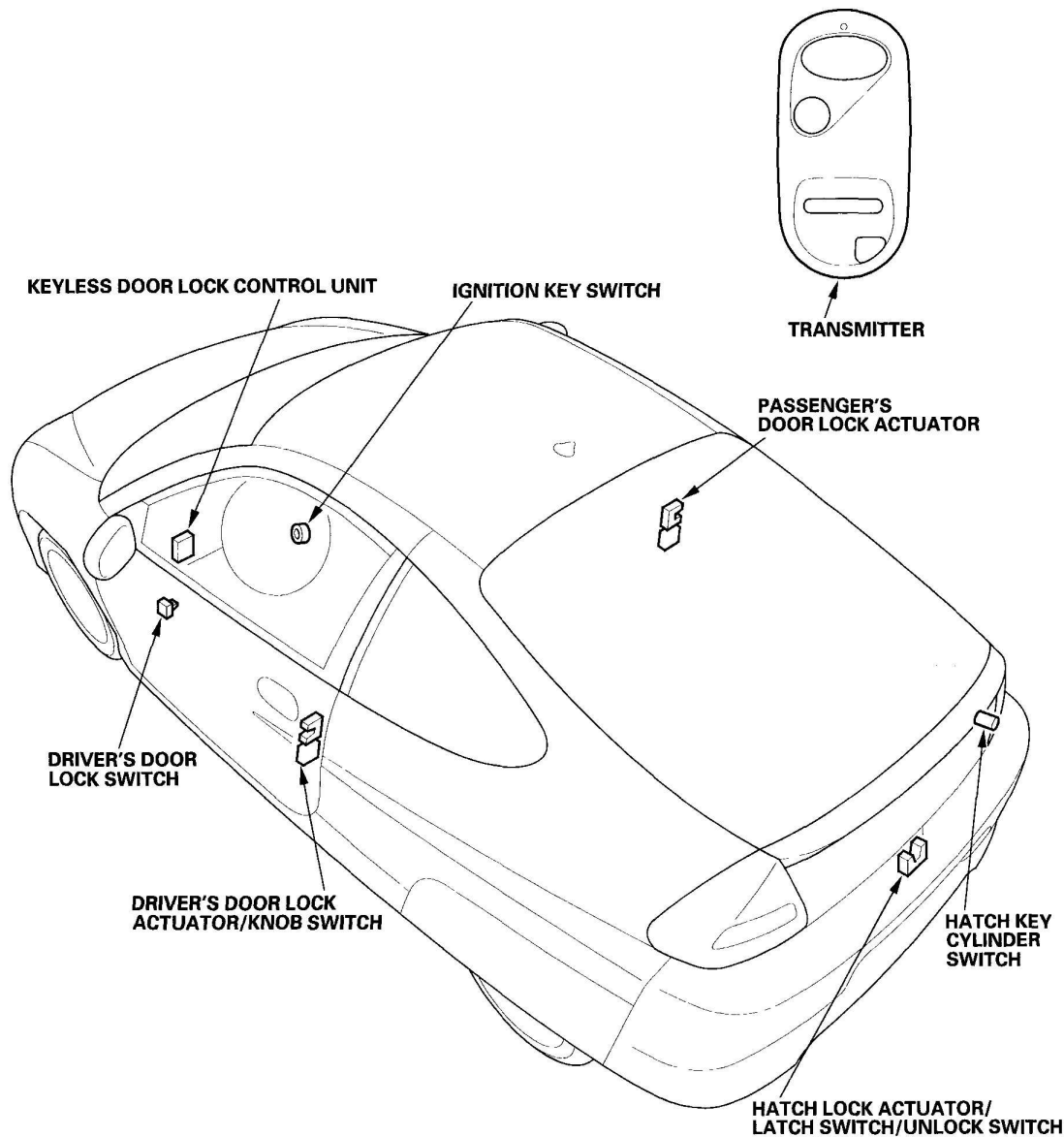
2006 Honda Insight

2000-06 ACCESSORIES & EQUIPMENT Keyless/Power Door Lock System - Insight

2000-06 ACCESSORIES & EQUIPMENT

Keyless/Power Door Lock System - Insight

COMPONENT LOCATION INDEX



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Fig. 1: Identifying Keyless/Power Door Lock System Component Location
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

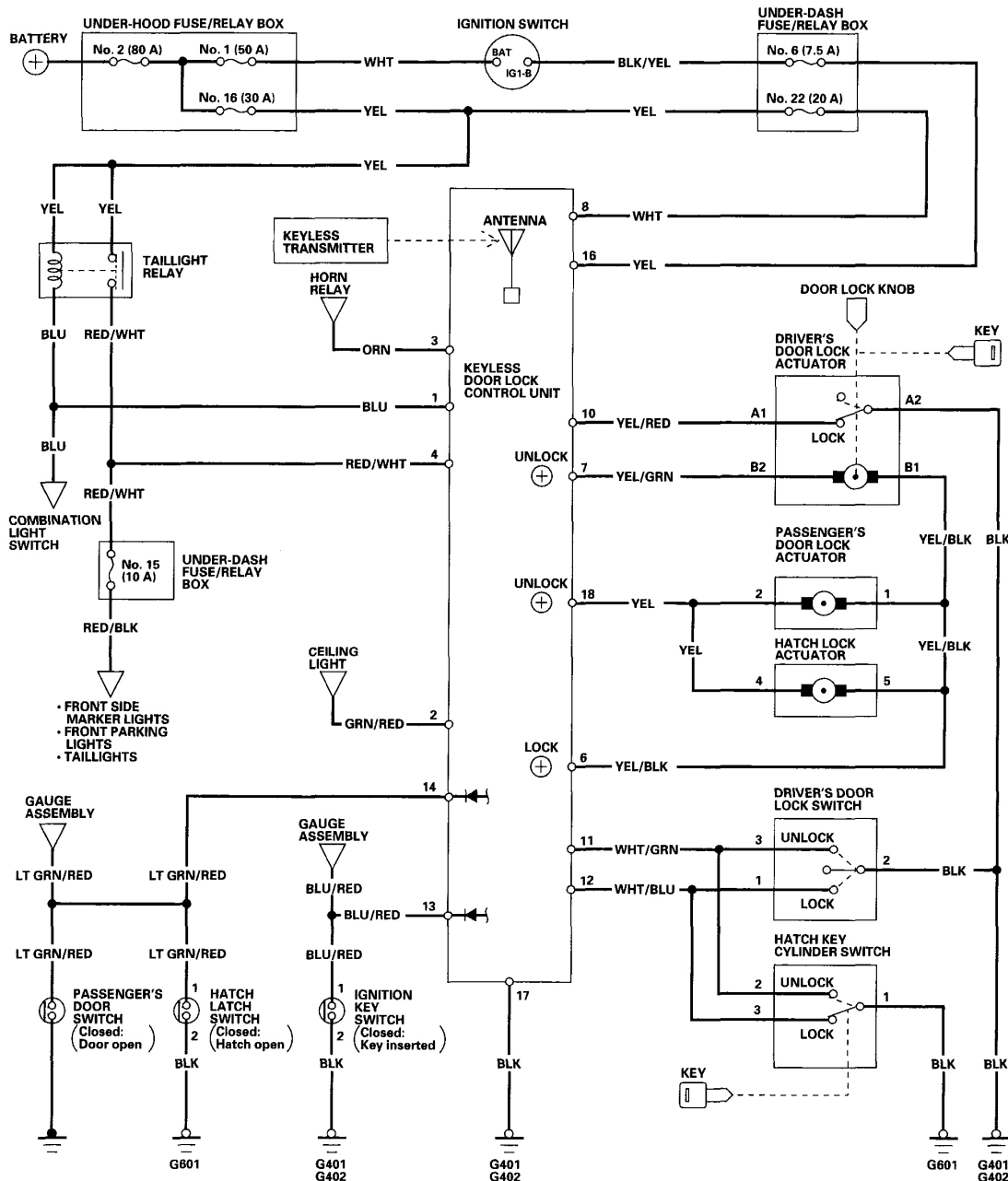


Fig. 2: Circuit Diagram - Keyless/Power Door Lock System
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

CONTROL UNIT INPUT TEST

1. Remove the driver's pocket (see **DASHBOARD REMOVAL/INSTALLATION**).
2. Disconnect the 18P connector (B) from the keyless door lock control unit (A).

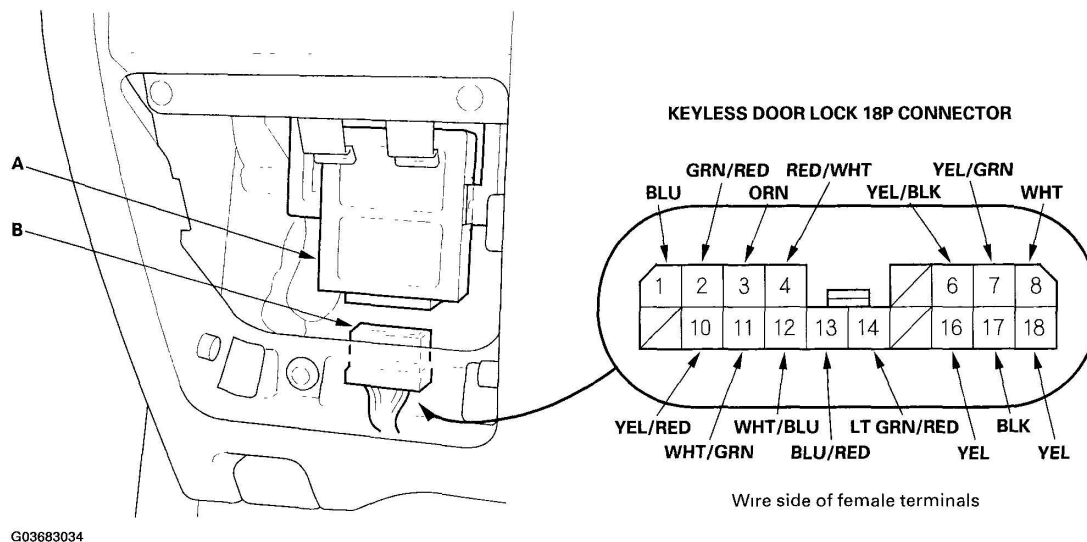


Fig. 3: Disconnecting 18P Connector From Keyless Door Lock Control Unit

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Inspect the connector and socket terminals to be sure they are making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 4.
4. With the connector still disconnected, make these input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 5.

CONNECTOR INPUT TEST REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not
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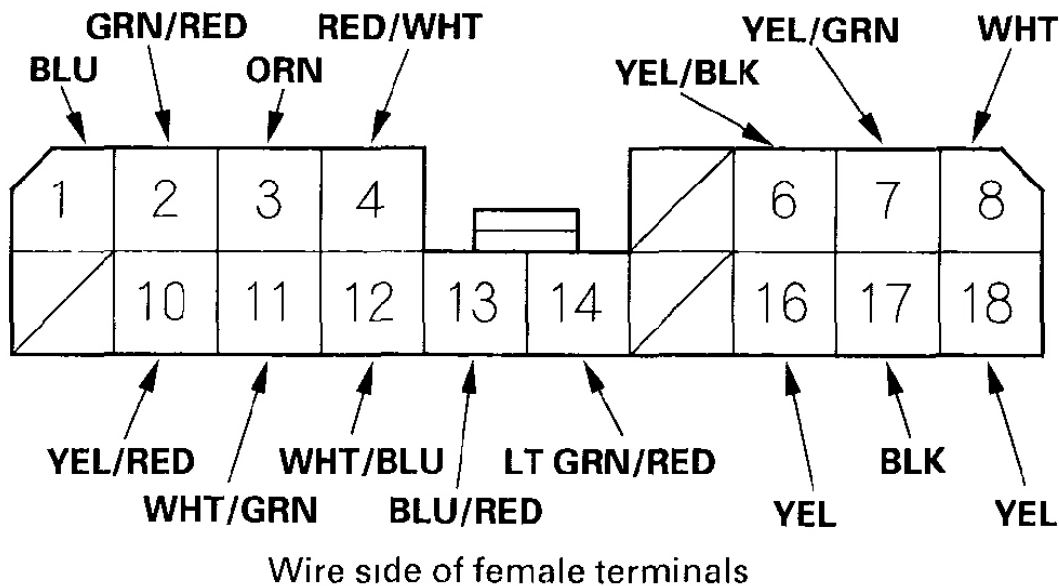
				obtained
2	GRN/RED	Under all conditions	Attach to ground: Ceiling light should come on.	<ul style="list-style-type: none"> • Blown No. 19 (7.5 A) fuse in the under-dash fuse/relay box • Blown ceiling light bulb • An open in the wire
3	ORN	Under all conditions	Attach to ground: The horn should sound.	<ul style="list-style-type: none"> • Faulty horn • Faulty horn relay • An open in the wire
4	RED/WHT	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 16 (30 A) fuse in the under-hood fuse/relay box • Faulty taillight relay • An open in the wire
6	YEL/BLK	Connect No. 8 terminal to the No. 6 terminal, and No. 7 and No. 18 terminals to the No. 17 terminal momentarily.	Check door lock operation: Both doors and hatch should lock.	<ul style="list-style-type: none"> • Faulty actuator • An open in the wire
7	YEL/GRN	Connect No. 8 terminal to the No. 7 terminal, and No. 6 terminal to the No. 17 terminal	Check door lock operation: Driver's door should unlock.	<ul style="list-style-type: none"> • Faulty driver's door lock actuator • An open in the

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		momentarily.		wire
18	YEL	Connect No. 8 terminal to the No. 18 terminal, and No. 6 terminal to the No. 17 terminal momentarily.	Check door lock operation: Passenger's door and hatch should unlock.	<ul style="list-style-type: none"> • Faulty passenger's door lock actuator • Faulty hatch lock actuator • An open in the wire

KEYLESS DOOR LOCK 18P CONNECTOR



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Fig. 4: Identifying Keyless Door Lock 18P Connector Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Reconnect the 18P connector to the keyless door lock control unit, and make these input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the

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system.

- If all the input tests prove OK, the control unit must be faulty; replace the keyless door lock control unit.

CONNECTOR INPUT TEST REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
17	BLK	Under all conditions	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none">• Poor ground (G401, G402)• An open in the wire
8	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 16 (30 A) fuse in the under-hood fuse/relay box• Blown No. 22 (20 A) fuse in the under-dash fuse/relay box• An open in the wire
16	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none">• Blown No. 6 (7.5 A) fuse in the under-dash fuse/relay box• An open in the wire
1	BLU	Combination switch OFF	Check for voltage to ground: There should be battery	<ul style="list-style-type: none">• Blown No. 16 (30 A) fuse in the under-hood fuse/relay box• Faulty taillight

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			voltage.	relay An open in the wire
10	YEL/RED	Driver's door lock knob in LOCK	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> • Poor ground (G401, G402) • Faulty driver's door lock actuator (knob switch) • An open in the wire
		Driver's door lock knob in UNLOCK	Check for voltage to ground: There should be about 5 V or more.	<ul style="list-style-type: none"> • Faulty driver's door lock actuator (knob switch) • Short to ground in the wire
11	WHT/GRN	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> • Poor ground (G401, G402, G601) • Faulty driver's door lock switch • Faulty hatch key cylinder switch • An open in the wire
		Hatch key cylinder switch in UNLOCK		
		Driver's door lock switch in neutral	Check for voltage to ground: There should be about 5 V or more.	<ul style="list-style-type: none"> • Faulty driver's door lock switch • Faulty hatch key cylinder switch • Short to ground in the wire
		Hatch key cylinder switch in LOCK		
		Driver's door lock switch in		<ul style="list-style-type: none"> • Poor ground (G401, G402,

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12	WHT/BLU	LOCK	Check for voltage to ground: There should be less than 1 V.	G601) <ul style="list-style-type: none"> Faulty driver's door lock switch Faulty hatch key cylinder switch An open in the wire
		Hatch key cylinder switch in LOCK		
		Driver's door lock switch in neutral	Check for voltage to ground: There should be about 5 V or more.	<ul style="list-style-type: none"> Faulty driver's door lock switch Faulty hatch key cylinder switch Short to ground in the wire
		Hatch key cylinder switch in UNLOCK		
13	BLU/RED	Ignition key is in the ignition switch	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> Poor ground (G401,G402) Faulty ignition key switch An open in the wire
		Ignition key removed from the ignition switch	Check for voltage to ground: There should be about 5 V or more.	<ul style="list-style-type: none"> Faulty ignition key switch Short to ground in the wire
14	LTGRN/RED	Door(s) or hatch open	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> Poor ground (G601) Faulty door switch Faulty hatch latch switch An open in the wire

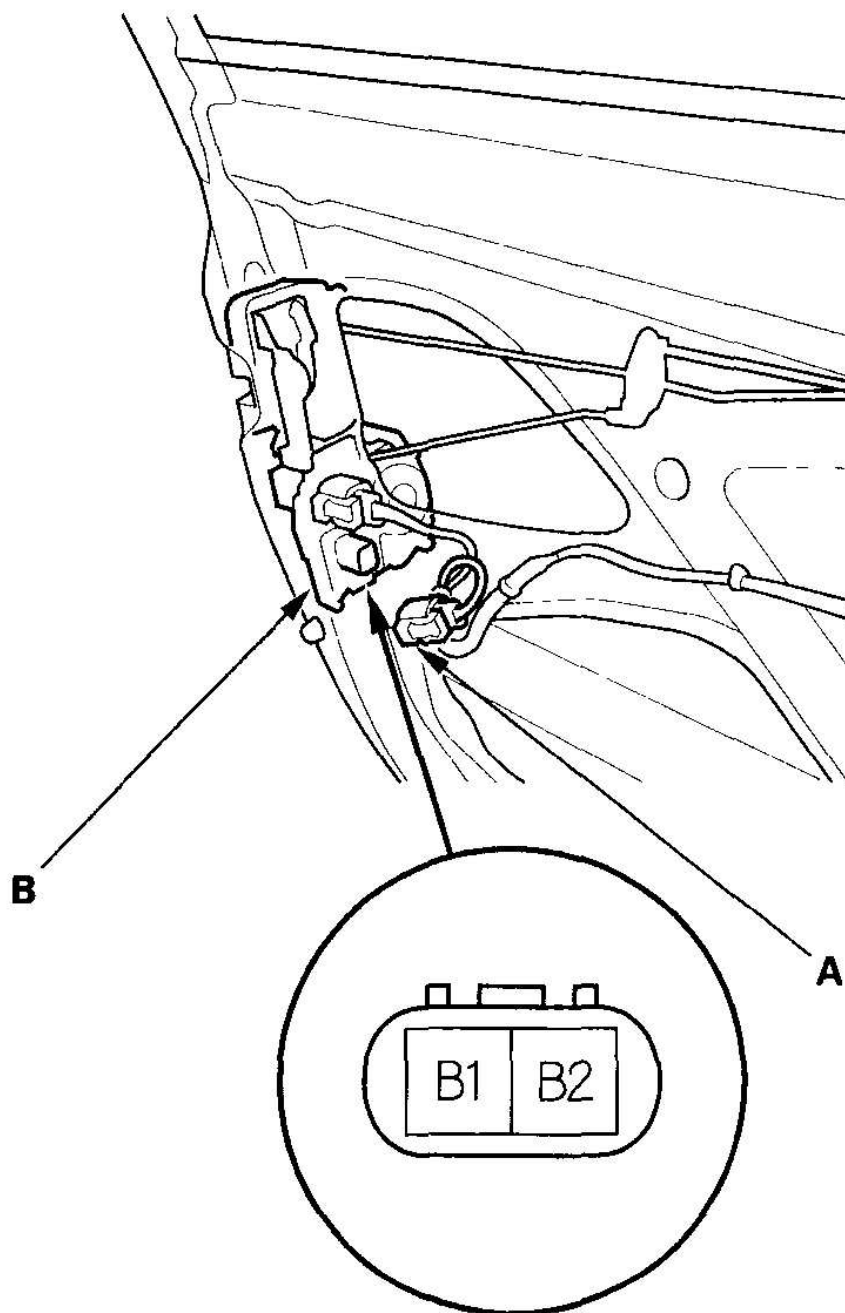
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		Door(s) or hatch closed	Check for voltage to ground: There should be about 5 V or more.	<ul style="list-style-type: none">• Faulty door switch• Faulty hatch latch switch• Short to ground in the wire
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DRIVER'S DOOR LOCK ACTUATOR TEST

1. Remove the driver's door panel (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector (A) from the actuator (B).



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Fig. 5: Disconnecting 2P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	B1	B2
	+	-
LOCK	+	-
UNLOCK	-	+

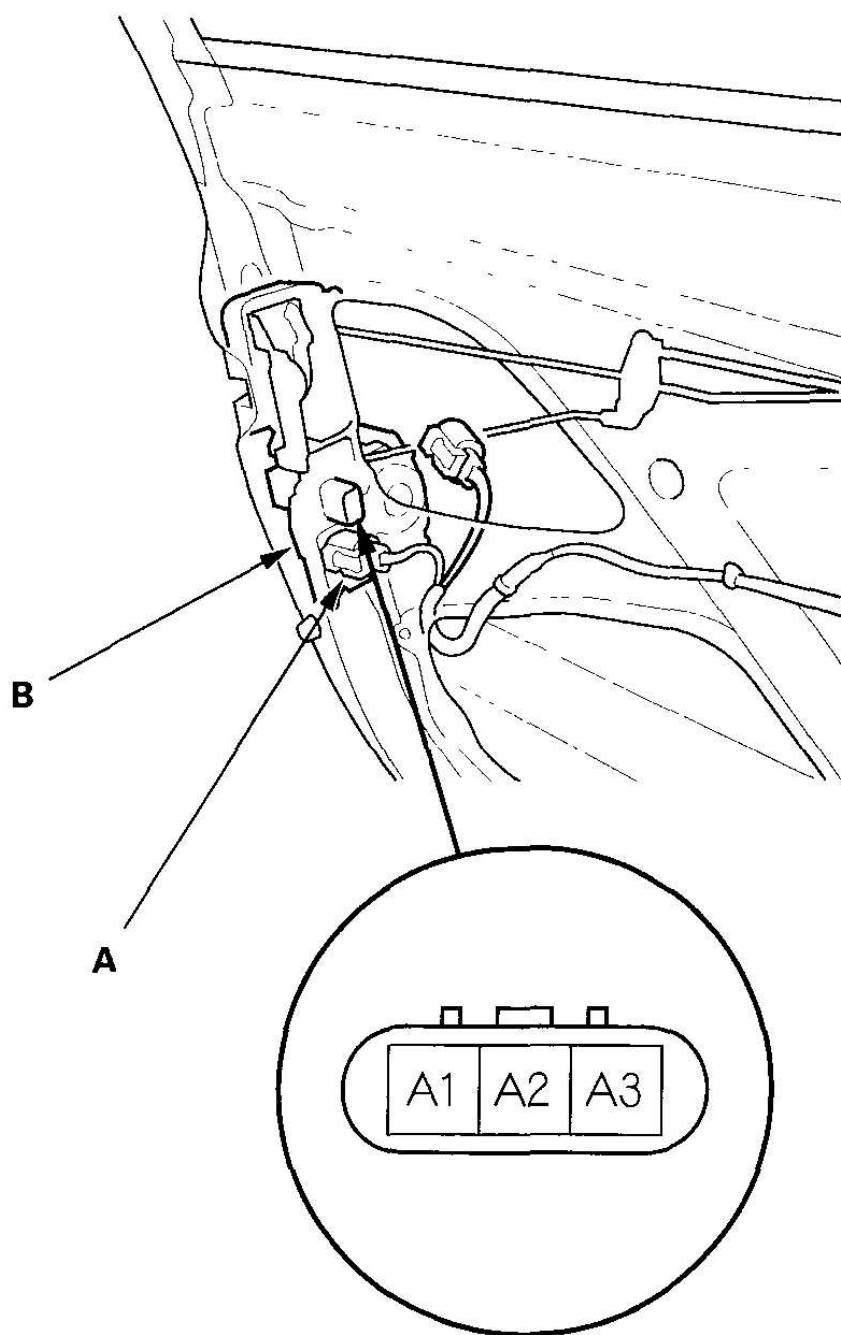
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Fig. 6: Power And Ground Connection Reference Table
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the actuator does not operate as specified, replace it.

DRIVER'S DOOR LOCK KNOB SWITCH TEST

1. Remove the driver's door panel (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector (A) from the actuator (B).



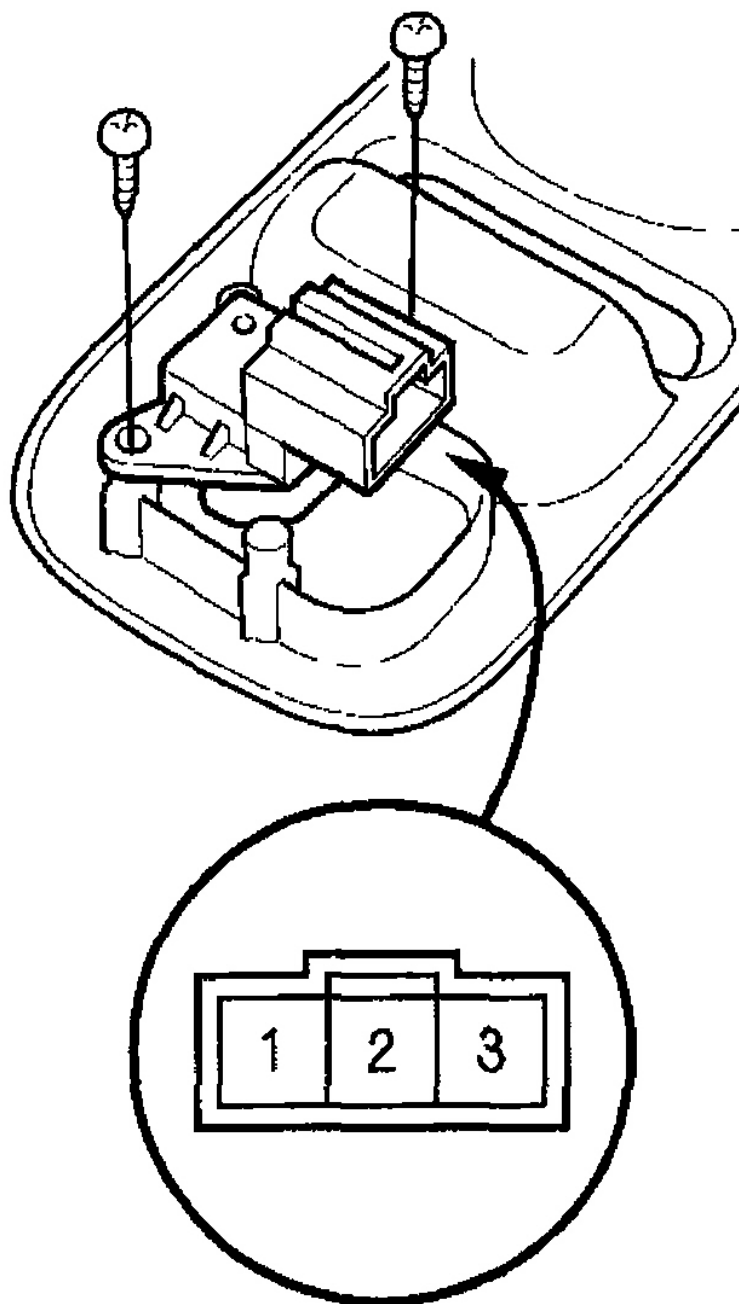
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Fig. 7: Disconnecting 3P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the A1 and A2 terminals.
 - With the driver's door locked, there should be continuity.
 - With the driver's door unlocked, there should be no continuity.
4. If the continuity is not as specified, replace the driver's door lock knob switch.

DRIVER'S DOOR LOCK SWITCH TEST





1. Remove the driver's door panel (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the switch.



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Fig. 8: Disconnecting 3P Connector From Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminal in each switch position according to the table.

Terminal Position	1	2	3
LOCK			
OFF			
UNLOCK			

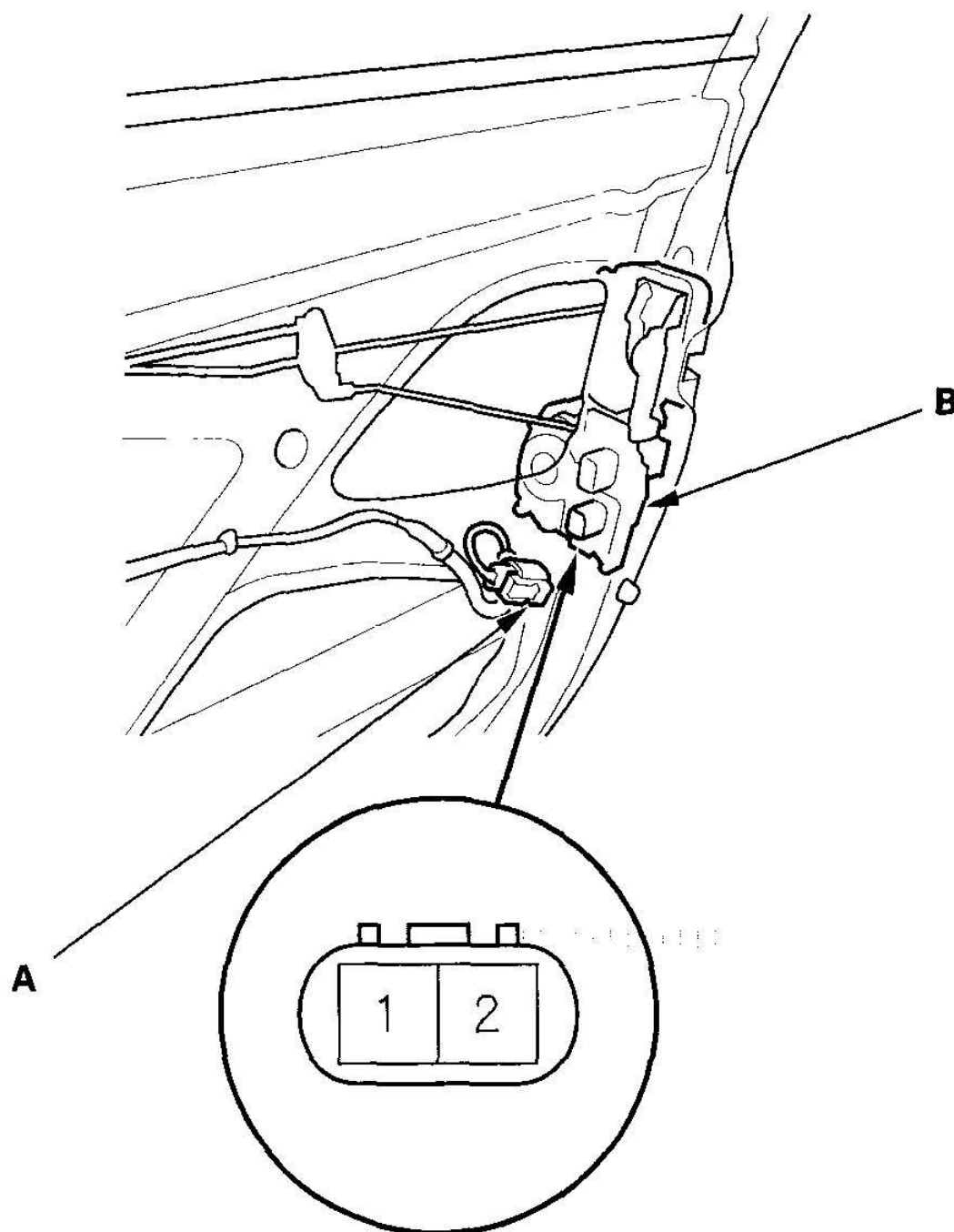
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Fig. 9: Door Lock Switch Continuity Checking Reference Table
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the continuity is not as specified, replace the driver's door lock switch.

PASSENGER'S DOOR LOCK ACTUATOR TEST

1. Remove the passenger's door panel (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector (A) from the actuator (B).



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Fig. 10: Disconnecting 2P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	1	2
	+	-
UNLOCK	+	-
LOCK	-	+

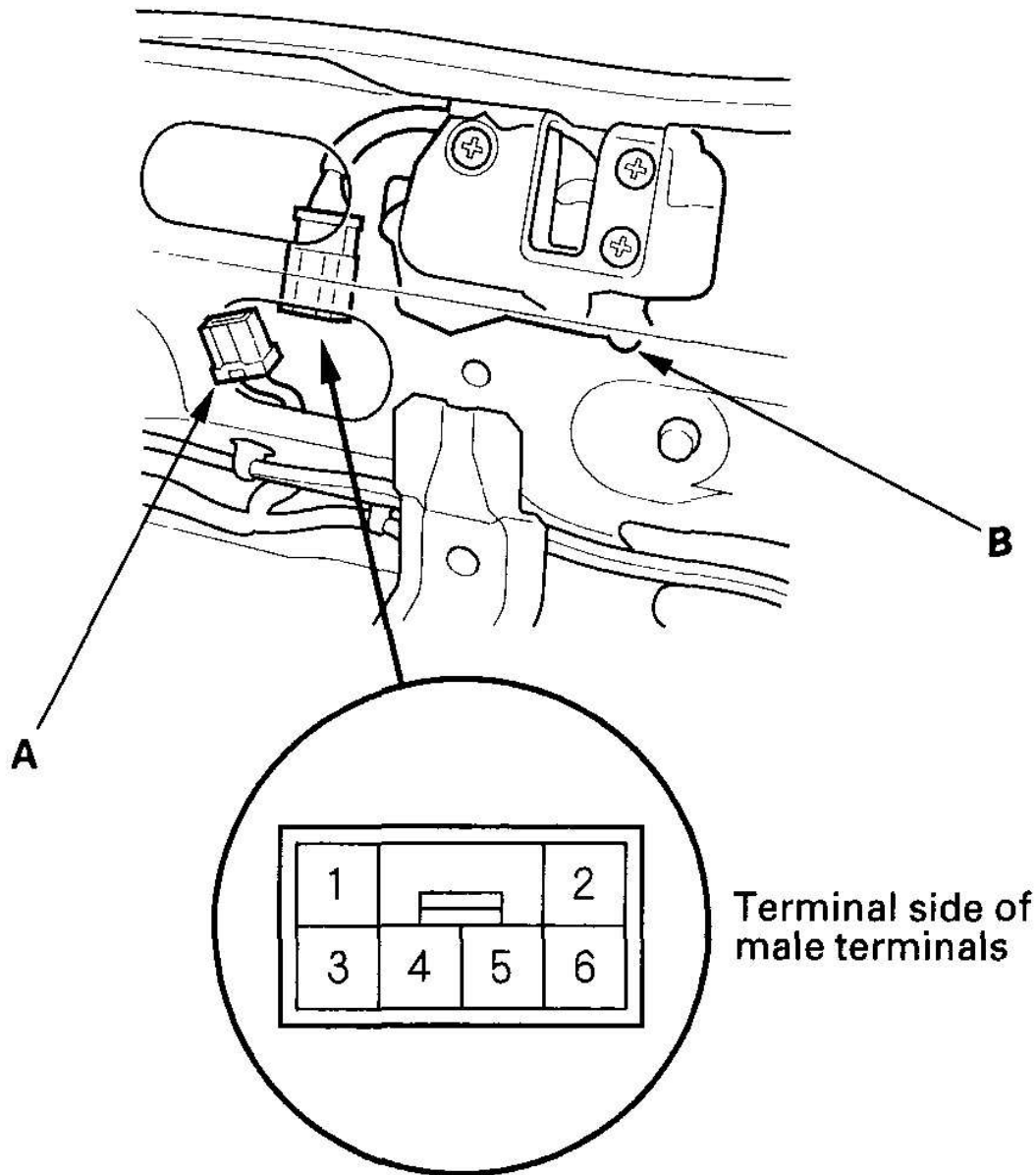
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Fig. 11: Power And Ground Connection Reference Table
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the actuator does not operate as specified, replace the passenger's door lock actuator.

HATCH LOCK ACTUATOR/LATCH SWITCH/UNLOCK SWITCH TEST

1. Open the hatch and remove the rear trim panel (see **TRIM REMOVAL/INSTALLATION - CARGO AREA**).
2. Disconnect the 6P connector (A) from the hatch lock actuator (B).



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Fig. 12: Disconnecting 6P Connector From Hatch Lock Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

ACTUATOR TEST

3. Check actuator operation by connecting battery power and grounding

according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	4	5
LOCK	⊖	⊕
UNLOCK	⊕	⊖

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Fig. 13: Battery Power And Grounding Connection Reference Table
Courtesy of AMERICAN HONDA MOTOR CO., INC.

LATCH SWITCH TEST

4. Check for continuity between terminal No. 1 and terminal No. 2.
 - With the hatch open, there should be continuity.
 - With the hatch closed, there should be no continuity.

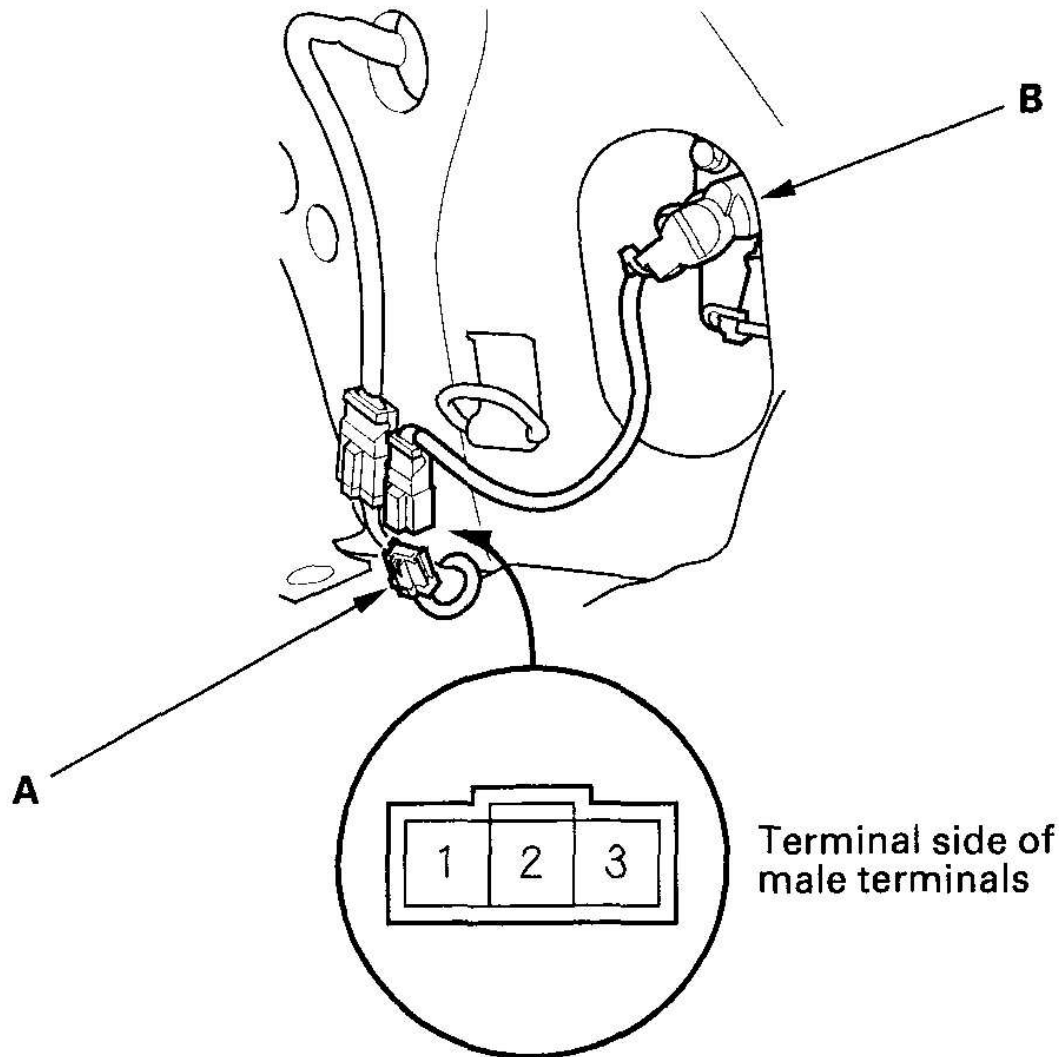
UNLOCK SWITCH TEST

5. Check for continuity between terminal No. 3 and terminal No. 6.
 - With the hatch unlocked, there should be continuity.
 - With the hatch locked, there should be no continuity.

If the tests don't work as specified, replace the hatch latch assembly.

HATCH KEY CYLINDER SWITCH TEST

1. Open the hatch and remove the rear trim panel (see **TRIM REMOVAL/INSTALLATION - CARGO AREA**).
2. Disconnect the 3P connector (A) from the key cylinder switch (B).

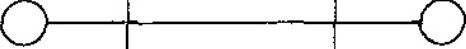
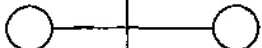


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Fig. 14: Disconnecting 3P Connector From Key Cylinder Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals in each switch position according

to the table.

Terminal Position	1	2	3
LOCK			
UNLOCK			

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Fig. 15: Key Cylinder Switch Continuity Checking Reference Table
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- If the continuity is not as specified, replace the switch.

TRANSMITTER TEST

NOTE:

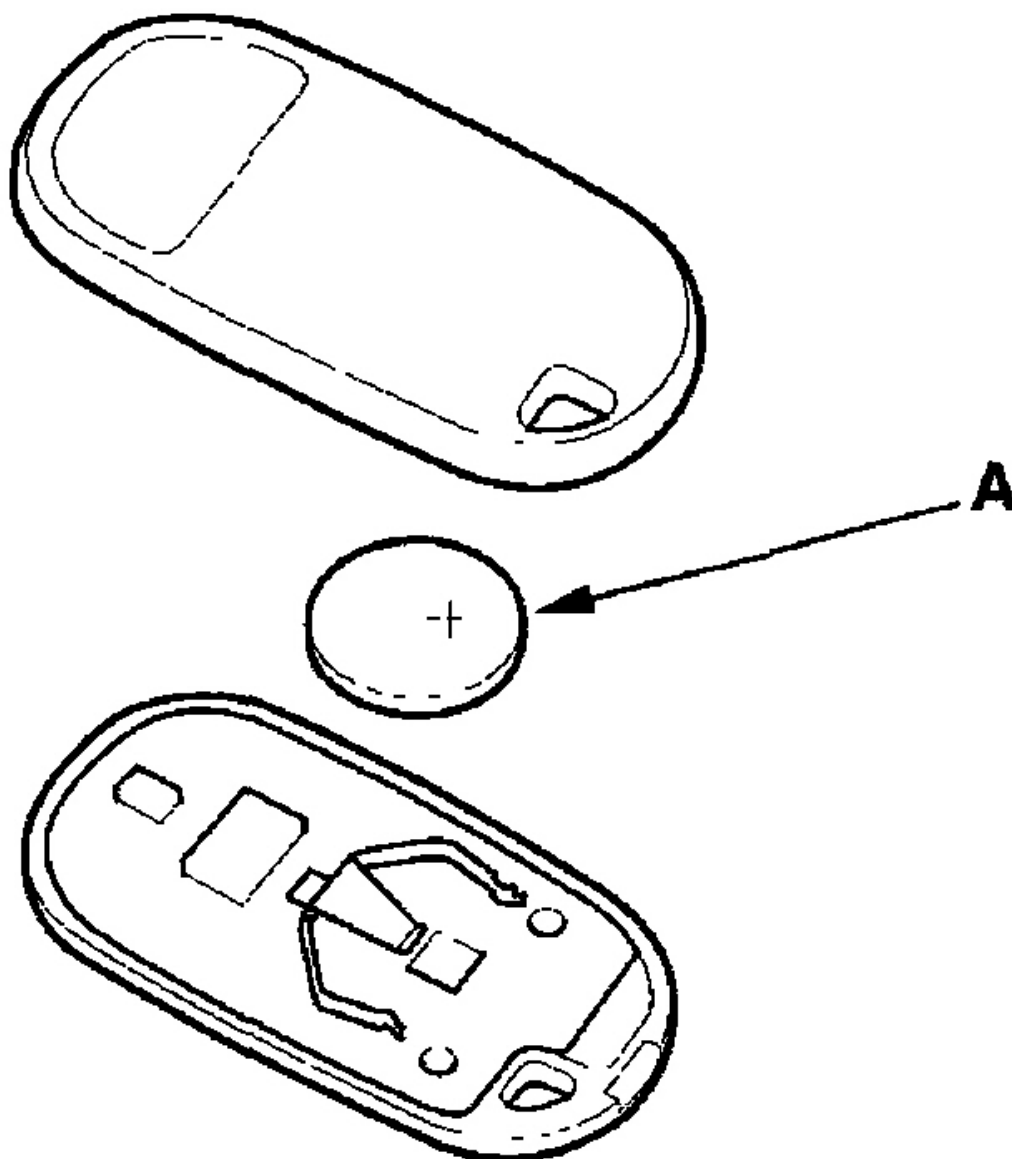
- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
- If any door is open, you cannot lock the door with the transmitter.
- If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.
- The doors do not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.

- Press the lock or unlock button five or six times to reset the transmitter.
 - If the locks work, the transmitter is OK.
 - If the locks don't work, go to step 2.

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2. Open the transmitter and check for water damage.
 - If you find any water damage, replace the transmitter.
 - If there is no water damage, go to step 3.
3. Replace the transmitter battery (A) with a new one, and try to lock and unlock the doors with the transmitter by pressing the lock or unlock button five or six times.
 - If the doors lock and unlock, the transmitter is OK.
 - If the doors don't lock and unlock, go to step 4.



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Fig. 16: Identifying Transmitter Battery
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Rewrite and register the transmitter code, then try to lock and unlock the doors.

- If the doors lock and unlock, the transmitter is OK.
- If the doors don't lock and unlock, replace the transmitter.

TRANSMITTER PROGRAMMING

Storing transmitter codes:

The codes of up to three transmitters can be stored into the keyless receiver unit memory. (A fourth code cannot be stored.)

NOTE: It is important to maintain the time limits between the steps.

1. Turn the ignition switch ON (II).
2. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
3. Within 1 to 4 sec, turn the ignition switch OFF.
4. Within 1 to 4 sec, turn the ignition switch ON (II).
5. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
6. Within 1 to 4 sec, turn the ignition switch OFF.
7. Within 4 sec, turn the ignition switch ON (II).
8. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
9. Within 1 to 4 sec, turn the ignition switch OFF.
10. Within 4 sec, turn the ignition switch ON (II).
11. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
12. Confirm you can hear the sound of the door lock actuators. Within 1 to 4 sec, push the transmitter lock or unlock button again.
13. Within 10 sec, aim the transmitters (up to three) whose codes you want to store at the receiver, and press the transmitter lock or unlock buttons. Confirm that you can hear the sound of the door lock actuators after each transmitter code is stored.

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14. Turn the ignition switch OFF, and pull out the key.
15. Confirm proper operation with the new code(s).