

Helping you fix it right the *first* time - every time

## Rewriting the ODO Data to a New Gauge Control Module

NOTE: This article applies to '03–07 Accords, '06–07 Civics, '07 Fits, '05–07 Odysseys, and '06–07 Ridgelines.

Replacing a gauge control module? Make sure you use the HDS to rewrite the ODO data to the new module. To ensure this goes smoothly, here are some things you need to keep in mind before you start:

- Laws governing odometer repair, replacement, or servicing may vary from state to state. Questions concerning state laws should be directed to your applicable state agency, DMV office, or an attorney.
- Refer to section 2.24 of the *Honda Service Operations Manual* for warranty policies and procedures regarding odometer servicing and replacement.
- Have the replacement gauge control module handy.
- Make sure you follow the HDS prompts **to the letter** throughout the entire replacement process.
- Don't let the battery discharge during the replacement process; use a fully charged battery jump starter (**not** a battery charger).
- Once you actually start replacing the gauge control module, don't disconnect the HDS from the DLC until the new module is installed and the ODO data is rewritten. The rewrite process links the ODO data to the VIN. If you use the HDS on another vehicle or you interrupt the connection, you can corrupt the data.

To rewrite the ODO data, follow these steps:

1. Hook up a fully charged battery jump starter.
2. Connect the HDS with version 2.006.012 or later software to the 16P DLC. Turn the ignition switch to ON (II), and turn on the HDS. Click on the CARS icon to make sure the HDS has the right VIN for the vehicle you're working on. Check for set DTCs, and clear any you find. Enter the mileage.
3. From the **System Selection Menu**, select **BODY ELECTRICAL**. From the **Mode Menu**, select **GAUGES**.
4. From the **ADJUSTMENT** menu, select **GAUGE CONTROL MODULE REPLACEMENT (ODO REWRITE etc)**.

5. Select **READ OUT DATA**, and follow the prompts to retrieve the ODO data from the old gauge control module.
6. Replace the gauge control module. Refer to the Body Electrical section of the applicable S/M. (Online, enter keyword **GAUGE** and select **Gauge Control Module Replacement** from the list.)
7. Select **WRITE DATA**, and follow the prompts to rewrite the ODO data to the new gauge control module. If the rewrite process fails, you see - - - on the gauge control module. Don't disconnect the HDS or use it on another vehicle. Go straight to the article "Releasing a Locked ODO Value After Rewriting."

## Releasing a Locked ODO Value After Rewriting

NOTE: This article applies to '03–07 Accords, '06–07 Civics, '07 Fits, '05–07 Odysseys, and '06–07 Ridgelines. This article is a companion to the article "Rewriting the ODO Data to a New Gauge Control Module."

If the gauge control module reads - - - after being replaced and rewritten with the ODO data, the ODO value is locked up. Here's how to release it:

1. With the ignition switch turned to LOCK (0), reinstall the old gauge control module.
2. Make sure the HDS is connected to the DLC and the battery jump starter is connected to the battery.
3. Reboot the HDS by turning it off and then turning it back on.
4. From the **System Selection Menu**, select **BODY ELECTRICAL**. From the **Mode Menu**, select **GAUGES**.
5. From the **ADJUSTMENT** menu, select **GAUGE CONTROL MODULE REPLACEMENT (ODO REWRITE etc)**.
6. Select **Releasing Locked ODO Value**, and follow the prompts to restore the ODO value.
7. After the ODO value is restored, go to the article "Rewriting the ODO Data to a New Gauge Control Module," and continue with step 5 of that procedure.

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## Fix That Pesky Glove Box Light Leak

Sometimes the glove box door in a '03–07 Accord may not meet up just right with the dashboard when you close it. If this is the case and you turn on the parking lights or the headlights, you wind up with a pesky light leak from the glove box.

Fortunately, this is a real easy problem to fix. A strip of adhesive-backed EPT foam is all you need. Here's what you do:

1. Cut a piece of EPT foam (P/N 06992-SA5-000, H/C 2086668) that's **10 mm x 450 mm**. Make sure you use a straight edge and a sharp blade to do this. **Don't** use a pair of scissors; the edges must look straight and clean.
2. Remove the old factory-installed foam strip (if it's still there) from the dashboard.

Replace this strip of EPT foam.



3. Peel off the paper backing from the foam strip and, starting from left to right, press the strip to the dashboard in the same place where the old strip was. Make sure the strip doesn't show when you close the glove box door.
4. Make sure the glove box door closes without too much resistance. Over time, the foam strip will conform much like window and door weatherstrips do. The glove box door will then close easier.

## SRS DTC 15-1 Set; No. 7 Fuse Blows; Rear Wiper Doesn't Work

If you get a '03–05 Pilot with the SRS indicator on and a SRS DTC 15-1 (faulty OPDS unit or OPDS not initialized), check if the rear wiper motor works OK. If it's not working, then replace the No. 7 (7.5 A) fuse in the driver's under-dash fuse/relay box and clear the DTC. (This fuse protects the circuits of the OPDS unit, along with the rear window washer motor, intermittent relay, and wiper motor.)

If the new fuse doesn't blow and the SRS indicator stays off, then load the circuit by running the rear washer motor and wiper. If the rear washer and wiper stop working, check the fuse again to see if it's blown. The fuse may have blown because the rear washer motor is damaged. This fuse doesn't usually blow because of the SRS.

## Navigation System Map Matching

NOTE: This article applies to '03–07 Accords, '06–07 Civics, '07 CR-Vs, '00–07 Odysseys, '03–07 Pilots, and '06–07 Ridgelines.

If you're not seeing your dealership's location correctly on the navigation system display screen at PDI or after installing a new navigation unit, you need to reinitialize the system and then do map matching.

To do map matching, press the **MAP/GUIDE** button on the audio-HVAC display module to bring up the map on the display screen. Drive the vehicle on a mapped road shown on the screen. Don't enter a destination just yet. When you see the name of the current road you're driving on at the bottom of the screen, the map matching process is done. However, if your dealership is in a non-detailed area, you may need to drive over to a major highway to complete this process.

Once the map matching is done, pull over to the side of the road and enter your dealership's address. Now let the navigation system guide you back home to your dealership. Keep in mind, though, it may not pick the same route you'd normally take, but it will still get you there. So just sit back, relax, and enjoy the ride.

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## Dead Battery When Towing Behind a Motor Home

Here's something you should know about: Due to an O/M error, some '07 CR-V owners may pull the wrong fuse when they go to tow the vehicle behind a motor home. Later down the road, they wind up with a dead battery in their CR-V.

Truth is, you need to pull the No. 34 (7.5 A) (ACC Radio) fuse, **not** the No. 29 (15 A) (Accessory) fuse like it says in the O/M. This error was in the first printing of the O/M, and vehicle owners with those O/Ms have been notified. Current editions of the O/M include the right info.

## Misadjusted Brake Pedal Position Switch Can Set DTC 68

A misadjusted brake pedal position switch can set an ABS/TCS DTC 68 (brake pedal position switch) in a '03–05 Accord V6 or a VSA DTC 68 (brake pedal position switch) in a '06–07 Accord V6. The modulator-control unit has an internal pressure sensor. If the unit detects a predetermined amount of brake pressure without the brake pedal position switch on, it sets that DTC.

To check the adjustment of the brake pedal position switch, connect the HDS and look at the **BRK PRESS** value from the **TCS/VSA Data List**. With the brake pedal released, the value should read about **0.5 volts** or **0.0 MPa**.

If there's pressure showing, you need to adjust the switch. Here's how:

1. Remove the brake pedal position switch.
2. Pull up on the brake pedal all the way to its stop.
3. While holding the brake pedal up against its stop, push in the brake pedal position switch until it stops on the brake pedal arm.
4. Rotate the switch 1/4 turn to lock it in place.

If you adjusted the switch correctly, but that DTC still comes back, then check the brake pedal position switch circuit from the No. 13 fuse to terminal 8 of PCM connector A to ground G203. If all the connections are clean and tight, then replace the PCM.

## Troubleshooting B-CAN and F-CAN DTCs

NOTE: This article applies to '03–07 Accords, '06–07 Civics, '05–07 CR-Vs, '07 Fits, '05–07 Odysseys, '05–07 Pilots, and '06–07 Ridgelines.

B-CAN (body controller area network) and F-CAN (fast controller area network) DTCs can set if you unplug a component in the system, the battery voltage drops below a critical value, or if communication is lost between components. These DTCs may not turn on any kind of warning indicator, but they're stored until they get cleared.

As a result, the B-CAN and F-CAN can store DTCs that aren't even related to the problem you're working on. So to keep yourself from going on a wild goose chase, write down all set B-CAN and F-CAN DTCs, clear them, and then troubleshoot those DTCs you can duplicate.

## Cruise Control Cancels With Headlights or Turn Signals

Got a '06–07 Accord in your shop because the cruise control cancels when you turn on the headlights or apply the turn signals? This can happen if the car has an aftermarket trailer wiring converter that's not compatible with the car's LED taillights. Some converters increase the voltage on the LED brake light circuit when you turn on the headlights (taillights) or use the turn signals. This voltage increase cancels the cruise control.

To determine if this is the problem, unplug the connector for the trailer wiring converter and test-drive the car with the cruise control set. If the cruise control works OK with the connector unplugged, then the trailer wiring converter isn't compatible with LED taillights. To fix this problem, replace the converter with one that is compatible. All major trailer hitch makers sell trailer wiring converters that are.

## S/M Fix: DTC P0135, '01–05 Civic

Step 5 of the DTC P0135 (primary HO2S [sensor 1] heater circuit malfunction) troubleshooting procedure on page 11-80 of the '01–05 Civic S/M has an error you need to fix. The query *Is there 10–40 Ω?* is wrong. It should read *Is there 3.0–3.6 Ω?* Mark up your copies of the S/M to reflect this change. It's already been made in ISIS.

## Navi Display Background Color Doesn't Change

Here's something to keep in mind about navigation system-equipped '03–05 Accords: If the car has the orange navigation DVD (software version 3.30C or later), you can't change the background color of the main menu display (that's setup screen #3) like it says in the navigation system manual. You can only change the color of the scroll bar and the displayed address window. Don't bother replacing the navigation DVD, the navigation system display, or the navigation unit; there's really nothing to fix.

## Navigation System Doesn't Map Match or Gets Lost

If the navigation system in a '03–07 Accord doesn't map match or it's not showing the vehicle position icon correctly, check to see if the rear window has aftermarket window tint. Since the GPS antenna is under the rear shelf, window tint with metallic content can curb the antenna's ability to receive the GPS satellite transmissions needed for navigation.

If there's no aftermarket window tint on the rear window, refer to the Body Electrical section of the '03–07 Accord S/M and check for a vehicle speed pulse (VSP). Then do the troubleshooting for "Vehicle position does not move on the map."

## New Software for HDS: Version 2.006.019

During the week of November 27, 2006, each Honda dealership was sent a new CD containing HDS software version 2.006.019. This new CD sports a dark blue label that reads **HDS VER 2.006.019**, and it's dated November 2006. Your system administrator should have this software already loaded onto the master server.

Here's some important info on 2.006.019:

- It improves system software for 2- and 4-door '07 Civic Sis.
- It enhances the Honda Interface Module (HIM) user interface.
- It includes a memory enhancement to cut down on problems with partial software installation.

## S/M Fix: Evaporator Temp Sensor Test, '06–07 Civic

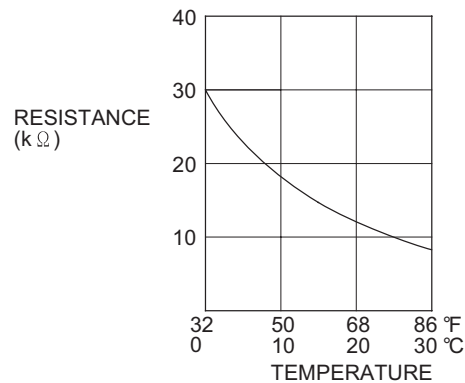
You need to do a bit of tweaking to step 4 of the Evaporator Temperature Sensor Test on page 21-76 of the '06–07 Civic S/M Volume 2. The evaporator temperature sensor for '07 Civic Coupes has changed and, along with it, its specified resistance values.

Cross out step 4 in your copies of the S/M, and use this version instead:

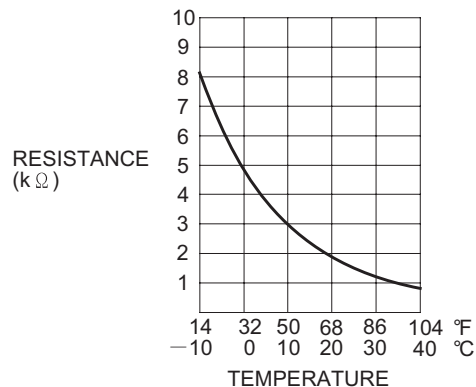
4. Compare the resistance readings with the specifications shown in the graph; the resistance should be within the specifications.

'06 2-door and 4-door models

'07 4-door model



'07 2-door model



This change has already been made in ISIS.

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## DTC P1163 Set; Surging, Jerking, Bucking Between 20 and 60 MPH

A faulty EGR valve in an M/T-equipped '00–03 Insight can cause a DTC P1163 (A/F sensor [sensor 1] slow response) to set, the car to surge, hesitate, jerk, or buck between **20 and 60 mph**, or both to happen.

To check if the EGR valve is the culprit, unplug its 6P connector and test-drive the car. If the surge or hesitation goes away with this connector unplugged, test A/F sensor 1. If the sensor is OK, then replace the EGR valve and clear the DTC.

With the EGR valve connector unplugged during your test-drive, the ECM/PCM will set DTC P1491 (EGR valve insufficient lift) and the MIL will come on. Make sure you also clear that DTC.

## Got SRS DTC 6-7, DTC 7-2? Replace the SRS Unit

NOTE: This article applies to '00–02 Accords, '01–05 Civics, '03–05 Civic GXs, '02–05 Civic SIs, '03–05 Civic Hybrids, '02–04 CR-Vs, '99–01 Odysseys, and '03–04 Pilots.

If you're troubleshooting a vehicle with SRS DTC 6-7 (internal failure of the SRS unit), DTC 7-2 (internal failure of the SRS unit), or both, don't bother with the troubleshooting procedure for those DTCs in the applicable S/M. Just replace the SRS unit. Clearing those DTCs doesn't give you a lasting repair.

## S/M Fix: DTC B1077, '03–07 Accord L4

You need to tweak step 21 of the DTC B1077 (windshield wiper [As] signal error) troubleshooting procedure on page 22-249 of the '03–07 Accord S/M. The **YES** and **NO** responses for the query *Is there continuity?* are reversed. Here's how it should read:

*Is there continuity?*

**YES**—Go to step 22.

**NO**—Repair an open in the BLU or YEL wire.

Mark up your copies of the S/M to reflect this change. It's already been made in ISIS.

## TPMS DTCs 32, 34, 36, 38, 41 Set After Driving 20 Minutes

The tire pressure sensors in '07 CR-Vs work on a frequency that's not allowed in Japan. Because of this, all '07 CR-Vs come shipped from the factory with the sensors put into a deep sleep. If the PDI procedure isn't done exactly as written, and the sensors are still in their deep sleep, the TPMS control unit will set the following TPMS DTCs after **20 minutes** of driving and turn on the **TPMS** indicator:

- TPMS DTC 32 (No. 1 tire pressure sensor transmitting failure)
- TPMS DTC 34 (No. 2 tire pressure sensor transmitting failure)
- TPMS DTC 36 (No. 3 tire pressure sensor transmitting failure)
- TPMS DTC 38 (No. 4 tire pressure sensor transmitting failure)
- TPMS DTC 41 (abnormal signal reception error)

Since your PDI test-drive isn't usually that long, those DTCs won't set, but they easily could for a new vehicle owner after he or she leaves your dealership.

Use the HDS (the tablet)—**not** the HDS Pocket Tester—to clear those DTCs. Then follow this procedure to wake up the tire pressure sensors:

1. Turn the ignition switch to ON (II).
2. Quickly lower the tire pressure of one wheel to **20 psi** or until the low tire pressure indicator comes on. This ensures the sensor is awake and not in its sleep mode.
3. Inflate that tire to the recommended cold inflation pressure listed on the driver's doorjamb sticker, then make sure the low tire pressure indicator in the instrument panel goes out.
4. Repeat steps 1 and 2, one wheel at a time, until all four tire pressure sensors are awake.
5. Drive the vehicle over **30 mph** for a least **1 minute** straight. If the low tire pressure indicator stays off, you're done.

For more info, be sure to check out S/B 06-067, *2007 CR-V: PDI and New Model Information*.

## The Lowdown on Accessory Rooftop Luggage Carriers

NOTE: This article applies to '02–07 CR-Vs, '03–07 Elements, '99–07 Odysseys, '03–07 Pilots, and '06–07 Ridgelines.

Honda offers a line of accessory rooftop luggage carriers that are not only functional and easy to install, but also spiff up the looks of the truck, too. Here's some info about these carriers we thought you'd find useful:

Product Description	Part Number/ Honda Code	Weight	Volume	Dimensions	Ski Capacity
Short Roof Box - Rear Opening	08L20-TA1-100/ 7361314	30 lbs	13 cu ft	56" x 35" x 18"	N/A
Mid-Size Roof Box - Dual-Side Opening	08L20-TA1-100A/ 7789811	40 lbs	16 cu ft	76" x 33" x 16"	6 to 8 pairs
Luggage Basket	08L04-S9V-100/ 7115850	17 lbs	N/A	52" x 34" x 3"	N/A

Honda Model	Load Capacity			
	Roof Rack	Short Roof Box (Weight = 30 lbs)	Mid-Size Roof Box (Weight = 40 lbs)	Luggage Basket (Weight = 17 lbs)
2002–06 CR-V	75 lbs	45 lbs	35 lbs	58 lbs
2007 CR-V	165 lbs	110 lbs	N/A	110 lbs
2003–07 Element	75 lbs	45 lbs	35 lbs	58 lbs
1999–07 Odyssey	165 lbs	110 lbs	110 lbs	110 lbs
2003–07 Pilot LX	110 lbs	80 lbs	N/A	90 lbs
2003–07 Pilot EX	165 lbs	110 lbs	N/A	110 lbs
2006–07 Ridgeline	110 lbs	80 lbs	N/A	90 lbs

### Engine Intermittently Stalls After Body Shop Repair

Got a '03–05 Accord V6 that's back from the body shop after a front-end collision that now intermittently stalls when you use the turn signals, turn on the headlights, or apply some other high-current electrical load? Check for a poor negative battery ground at terminal G1. If the G1 mounting bolt was left loose or it was threaded into a painted or corroded surface, the poor ground that results can cause just this sort of problem.

To fix the problem, make sure the mounting surface is clean and free of any paint or corrosion, then tighten the G1 mounting bolt.

### Bad MPI Can Set IMA DTC P1588 or P1589

A bad motor power inverter (MPI) in a '03–05 Civic Hybrid can set IMA DTC P1588 (MPI module current signal high input), DTC P1589 (MPI module current signal circuit problem), or both. If you can duplicate this DTC(s), then replace the MPI current sensor. Refer to page 12-132 of the '03–05 Civic Hybrid S/M. (Online, enter **PDU** and select **PDU [Power Drive Unit] Capacitor Replacement** from the list.)

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## Poor Heating, Uneven Vent Temperatures

A restricted heater core in a '03–05 Element can cause poor heating, uneven corner vent temperatures, or both to happen. Before you replace the heater core, make sure of these things first:

- The heater valve, air mix door, and the mode door all work properly.
- The engine coolant level is right.
- The cooling system is properly bled and is free of air pockets.

If everything checks out OK, compare the heater performance in your customer's vehicle to a known-good vehicle. If there's a noticeable difference in your customer's vehicle—the lower duct temperature is lower, the corner vent temperatures are uneven, or both—then thoroughly drain the engine coolant, replace the heater core, and refill the cooling system with Honda Genuine Long Life Antifreeze/Coolant Type 2.



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