

Transmission Flush Systems: Just Say “No”

Transmission flush systems are *not* approved or recommended for Honda A/Ts because many flush systems require or encourage the use of solvents, additives, or non-Honda ATF. To flush only an A/T oil cooler, refer to Service Bulletin 89-022, *A/T Cooler Flushing Procedure*, filed under Clutch/Trans./Diff., or to the appropriate S/M. To flush an A/T, refer to the article *A/T Flushing Procedure Revised* in the June '97 edition of ServiceNews.

New Software for PGM Tester: SN020

The latest PGM Tester software, version SN020 (5/22/00), was sent to your service manager on the July HONDANET CD. To load the software into your PGM Tester, use your 8MB program card and the normal updating procedure (see the article *How to Install PGM Tester Software* in the October '98 edition of ServiceNews).

Here's some important info on SN020:

- The PGM Tester now supports Integrated Motor Assist (IMA) system freeze data, snapshot, and miscellaneous test capabilities for the '00 Insight.
- SN020 can send snapshot and freeze data to Tech Line via the Data Transfer Module (DTM). The DTM does *not* work with SN010 (3/5/00).
- On '00 Accord V6s, a DTC P1259, VTEC System Malfunction, is misreported by SN020 as DTC P1279, B2 VTEC Malfunction. DTC P1279 is *not* listed in the 1998–00 Accord Service Manual V6 Supplement, so if you get a DTC P1279, troubleshoot DTC P1259 instead.
- SN020 reports some legitimate DTCs as P9999. If this happens, make sure the PGM Tester DTC Type is “SAE,” then use the generic OBD II mode to determine the actual DTC.

Long Crank Time After Fill-Up: '99–00 Civic

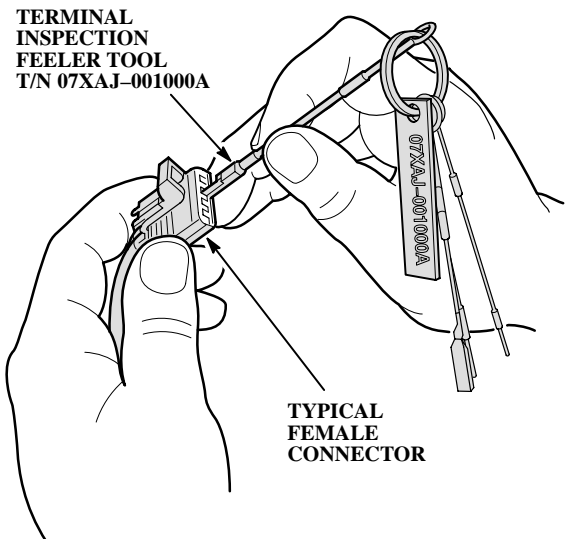
On '99–00 Civics, if the EVAP purge control solenoid valve is stuck open, fresh fuel vapor can enter the engine while the fuel tank is being filled. When you start the engine after a fill-up, these vapors can cause long cranking or a hard start. To fix this problem, replace the EVAP purge control solenoid valve.

New Terminal Inspection Feeler Tool Set

Your dealership was recently sent two terminal inspection feeler tool sets. This required special tool is a collection of four male connector terminals on a key ring. With this tool, you can inspect the terminal fit between two matching connectors without removing the terminals from the connector.

Here's how to use it:

1. Find the terminal tool that best matches the male terminal in the mating connector. Make sure you don't select a terminal tool larger than the mating female terminal; it will spread the female terminal and cause a loose terminal fit.
2. Insert the terminal tool into the female terminal, then remove it.



3. Compare the drag to the other terminals in the connector; if there's less drag, remove the female terminal, and tighten the contacts to increase the tension, or replace the terminal with a new one from the appropriate terminal repair kit (see Service Bulletin 95-023, *Terminal Replacement Instructions*, filed under Special Tools).

If you need more of these tool sets, order them through the parts system: T/N 07XAJ-001000A, H/C 6404479.

Another Cause for DTC P0172: '99–00 Odyssey

On '99–00 Odysseys, if after troubleshooting DTC P0172, Fuel System Too Rich, you still can't fix the problem, the reason may be a sticking EGR valve. Here's how to check for it:

1. Measure the fuel pressure.

Is the fuel pressure 250 to 294 kPa (36 to 43 psi)?

NO – Correct the fuel pressure problem.

YES – Go to step 2.

2. Connect the PGM Tester, and check the EGR VLS reading from the stored DTC freeze data. If the data is no longer stored, check the current data list.

Is the EGR VLS voltage above 1.20 volts at idle?

NO – Recheck the fuel pressure using the freeze data parameters.

YES – Replace the EGR valve.

Dead Battery Overnight: '99–00 Odyssey

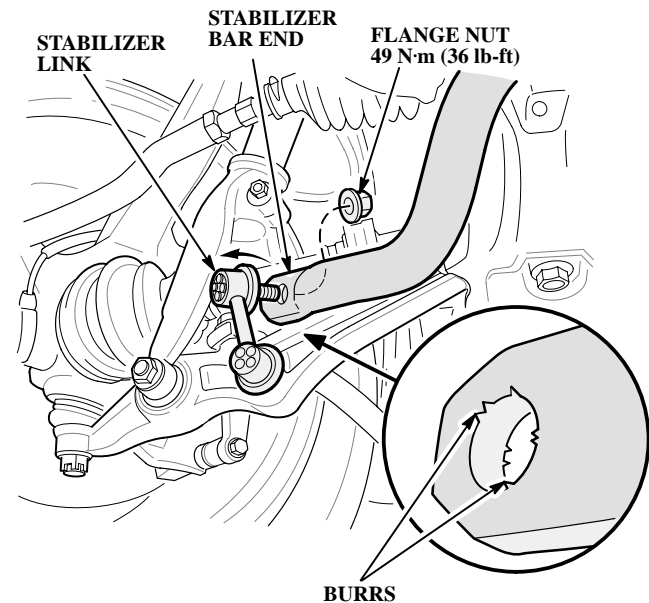
The front and rear map lights on '99–00 Odysseys are a handy and convenient feature for both driver and passengers. If left on, however, they'll drain the battery to the point where it can't start the engine.

If the battery charge is very low, and the engine barely starts, the SRS unit may turn on the SRS indicator and set an SRS DTC. In some cases, the PCM may also turn on the MIL and set DTC P1607, Malfunction in PCM Internal Circuit.

Before you diagnose a no start, slow cranking, SRS, or PCM problem, make sure the battery is fully charged and the front and rear map lights are OFF. And to prevent this problem, advise your customers to take the time to make sure all the map lights are off before leaving the vehicle.

Clunking on Turns or Bumps: '99–00 Accord

On '99–00 Accords, if your customer complains that the vehicle clunks when turning or going over bumps, check if the flange nuts on the front stabilizer links are loose. If they are, disconnect the stabilizer links from the stabilizer bar ends, pivot the links out of the way, and check the holes in the bar ends for burrs. A nut that's tightened against a burr can loosen as the burr flattens or changes shape. To keep this from happening again, remove any burrs with a file, and reconnect the stabilizer links to the bar ends. Torque the flange nuts to 49 N·m (36 lb-ft).



Doors Won't Lock With Remote: '97–00 CR–V

On '97–00 CR–Vs, if the keyless remote transmitter unlocks the doors and disarms the security system, but it won't lock the doors or arm the system, check the position of the ceiling light switch and the operation of the key reminder beeper.

If the ceiling light switch is in the OFF position and a door is open, or the door switch is shorted (closed) so the door appears to be open, the power door locks will *not* lock the doors but the hatch release *will* work normally.

If the key switch is defective, and the key reminder beeper sounds any time a door is open, even without a key in the ignition, the power door locks will *not* lock the doors and the hatch release will *not* work.

Emission Test Tips: '90–93 Accord

On '90–93 Accords, a restricted EGR port can cause excess exhaust gasses to go to the cylinders with clear ports. Since exhaust gasses are inert, they cause the cylinders with clear ports to be too rich. A rich mixture can cause misfiring and high levels of carbon monoxide (CO) and hydrocarbons (HC). These high levels can cause the vehicle to fail an emissions test.

If you suspect a restricted EGR port, here's what to do:

1. Connect a voltmeter to the O2 sensor wire at the ECM.
2. Start the engine, and let it warm up to normal operating temperature.
3. Test-drive the vehicle, keeping the engine speed around 2,500 rpm.
4. Check the O2 sensor output voltage. If the voltage reading fluctuates between 0.7 and 0.9 volts, disconnect the EGR vacuum hose, and plug it so there's no vacuum leak.
5. Test-drive the vehicle again with the engine at 2,500 rpm, and check the O2 sensor output voltage. If the voltage reading returns to normal (it should fluctuate between 0.2 and 0.8 volts), clean out the EGR ports (see Service Bulletin 98–074, *Hesitation or Stumble*, filed under Fuel and Emissions).

Give Us Your Feedback

Tech Line relies on your feedback to keep vehicle repair information up-to-date. Your feedback on the information you get from Tech Line helps out in two important ways:

- If the information helped you fix the vehicle, your feedback tells Tech Line the repair is valid and it can be used by other techs.
- If the information did *not* fix the problem, your feedback will help Tech Line revise the repair to make it valid.

To submit your feedback, call Tech Line, choose option 3 (Message Center), and record your name, the call's reference number, and a brief message.

NOTE: Tech Line's message center is checked *only* once a day, usually at the end of the day. So don't use it if you need a callback.

Stalling at Stops: '00 Insight

On '00 Insights, the Auto Idle Stop function may be misinterpreted as stalling after coming to a stop. If your customer complains that the vehicle stalls at stops, test-drive the vehicle, and check if the low oil pressure indicator and the charging system indicator are on when the engine shuts off. If the indicators are *not* on, the Integrated Motor Assist (IMA) system is working normally, and the engine is *not* stalling. When the Auto Idle Stop function is active, the engine *should* shut off as the vehicle comes to a stop with the shift lever in Neutral and the clutch pedal released.

No Start in "Auto Idle Stop": '00 Insight

When driving a '00 Insight, the auto idle stop indicator can be OFF, ON steady, or ON blinking. If your customer complains that the engine will *not* start when the Auto Idle Stop function is active, test-drive the vehicle, check the auto idle stop indicator, then refer to this chart:

NOTE: The difference between ON steady and ON blinking is the position of the clutch switch.

Indicator Activity	Engine Auto Starts?	Reason
OFF	No	The engine is running, or it has stalled and the low oil pressure and charging system indicators are on.
ON steady	Yes	With the clutch pedal fully pressed, the engine will auto start when the transmission is shifted into gear.
ON blinking	No	The clutch pedal is <i>not</i> fully pressed. The engine will auto start once the clutch is fully pressed and the transmission is shifted into gear. If the transmission is already in gear, the engine will auto start when the clutch is fully pressed. The auto idle stop indicator also blinks if the Auto Idle Stop function is active and a door is opened.

Campaigns: Which Ones Apply? Which Ones Are Done?

When you service a vehicle, find out if any recall or product update campaigns apply to it. If so, check the VIN on the engine compartment bulkhead for punch marks to see if those campaigns have actually been done. Service advisors may already check for campaigns by referring to the VIN Punch Mark Location card we send them each year. Here are some ways *you* can keep up with campaigns:

Service Bulletin Index

Copy all the pages with the heading “RECALLS, PRODUCT UPDATES, AND PRODUCT IMPROVEMENT CAMPAIGNS” from the latest Honda Service Bulletin Index (S/B 97-022, filed under General Information), and keep them where you can quickly refer to them—like inside your toolbox. These pages list all the recalls and updates ever issued on Honda vehicles. The last column indicates the location of the punch mark made above or below a VIN character, according to the position of that character (1 thru 17) in the VIN. *The Honda Service Bulletin Index is updated quarterly.*

HONDANET

If you have access to HONDANET on a Dealer Communication System (DCS) computer, you can look up campaign bulletins as well as the record of campaign completions on specific VINs:

- On the HONDANET screen, select PUBLICATIONS. Select SERVICE in the first pop-up menu, and then SERVICE AND PARTS BULLETINS in the next menu. In the MODEL/SECTION/PUBID box, select a model, then a model year. In the SECTION box, select 02 CAMPAIGN. HONDANET will then automatically search for campaign info. If any campaign bulletins come up, you can double-click on each one to open it and check the punch mark location. *HONDANET service bulletin files are updated (with new CDs) monthly.*
- If you think a vehicle may have had a campaign done, but it has no punch mark in the required location, ask your warranty administrator to run a VIN Status Inquiry in HONDANET to see what campaigns have been reported as completed for that VIN. If campaign completion is verified, punch the VIN in the required location.

Integrated Service Information System

If your dealership is connected to the Honda Interactive Network (by next year, all dealers will be), you can also look up campaign bulletins in the Integrated Service Information System (ISIS). Here are two ways you can do this:

- Log into ISIS, and go to the SEARCH BY PUBLICATION screen. Select JOB AIDS from the lists of publications. In the list that comes up, click on HONDA Y0582 1984–00 HONDA CAMPAIGN VIN PUNCH MARK LOCATIONS. The page that comes up lists campaigns by model. *This job aid is the same as the card used by service advisors.*
- Log into ISIS, and go to the SEARCH BY VEHICLE screen. Select the appropriate vehicle model, model year, and the subject CAMPAIGNS & RECALLS, and click on CLICK HERE TO SEARCH. In the search results, you’ll see a list of all the campaign bulletins for that vehicle. You can then open each bulletin to check the location of the VIN punch mark. *ISIS bulletin files are updated weekly.*



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