

## PGM Tester Software SN131

In the May '01 issue of *ServiceNews*, we told you about reported problems with the PGM Tester software version SN131, sent to your service manager on the May '01 HONDANET CD. Here's some more info you should be aware of:

*Don't* use software version SN131 for these functions; it *won't* work:

- **Immobilizer system functions** - Adding programmed ignition keys or replacing the ECM/PCM.
- **OPDS unit initialization** - Initializing the side airbag sensor/control unit.

To do these functions, you *must* reload software version SN122P. Software version SN200P1, scheduled for release on the August '01 HONDANET CD, will correct these problems.

But until SN200P1 is available, keep using SN131 when you need to do these functions:

- **2001 Civic** - View freeze data.
- **2001 Civic GX (CNG)** - View DTCs, freeze data, or snapshot data.
- **2001 Insight** - Do immobilizer functions, view IMA functions and freeze data.
- **All models** - Do evaporative system testing.

## SRS DTC 15-3 Set by Electronic Interference

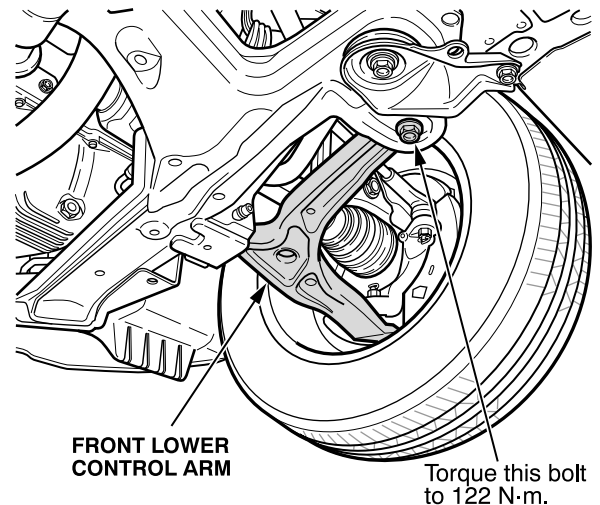
On '00-02 Accords and '01 Civics, the OPDS sensors in the front passenger seat-back pad are *very* sensitive and can set SRS DTC 15-3 (faulty OPDS sensor) if they're exposed to even nominal amounts of electronic interference. Some electrical devices that plug into the vehicle's accessory power socket, especially those using a power inverter/converter, can interfere with the seat-back sensors and cause a false DTC 15-3.

Ask your customer if he or she uses an aftermarket electrical device near the front passenger's seat (laptop computer, strobe light, neon light, ozone generator, seat heater, handheld radio, etc.). If the answer is yes, clear the DTC with the PGM Tester, and return the vehicle to your customer. Explain to your customer how sensitive the OPDS sensors are, and advise him or her to avoid using such electrical devices near the front passenger's seat-back.

## Clunk or Thump From the Front Floor: '99-01 Odyssey

On all '99-00 Odysseys, and '01 Odysseys thru VIN 2HKRL18651H555625, insufficient clamping of the rear mounting bolt on the front suspension lower control arm can cause a clunk or thump from the front floor when you brake or accelerate briskly. Insufficient clamping happens if the thread friction is too high while the mounting bolt is tightened.

To fix the problem, loosen then torque the rear mounting bolt on each lower control arm to **122 N·m (90 lb-ft)**. Test-drive the vehicle to make sure the noise is gone. If the noise is gone, return the vehicle to your customer. If the noise is still there, hook up a ChassisEAR diagnostic tool (T/N JSP-SM06600), and continue with normal troubleshooting. For info on using the ChassisEAR, refer to S/B 00-063, *Steelman ChassisEAR Diagnostic Tool*, filed under Tools.



## Send Us Your ISIS Feedback

If navigation or content problems are giving you a headache when using ISIS, don't just suffer in silence, send us your feedback; our Service Communications department will give it their immediate attention.

The **FEEDBACK** button on the main ISIS screen navigation bar provides a direct link to the Service Communications department. Here's how to use the feedback function:

1. Click on the **FEEDBACK** button on the main ISIS screen navigation bar.
2. Select a feedback category from the pull-down menu. You can choose from these categories:
  - Text (Description or Procedure)
  - Illustration or Schematic
  - ISIS Program Function
  - Other ISIS Comments
  - Flat Rate Comments (Selecting this category takes you directly to the Request for Review form.)
3. Enter your phone number and/or e-mail address.
4. Enter your feedback in the box provided. *Don't* use quotation marks or the system won't accept your comment. For all comments, except flat rate comments, make sure you include the year and model of the vehicle or the VIN; the kind of publication (S/M, S/B, ETM, etc.); the publication's title and any related numbers (DTC No., S/B No., etc.); and a description of the problem.
5. Click on the **Submit** button to send your feedback, or click on the **Close** button to cancel it.

That's all there is to it. By making good use of the **FEEDBACK** button, you'll be helping us to improve ISIS so it better meets your needs and the needs of your fellow service techs.

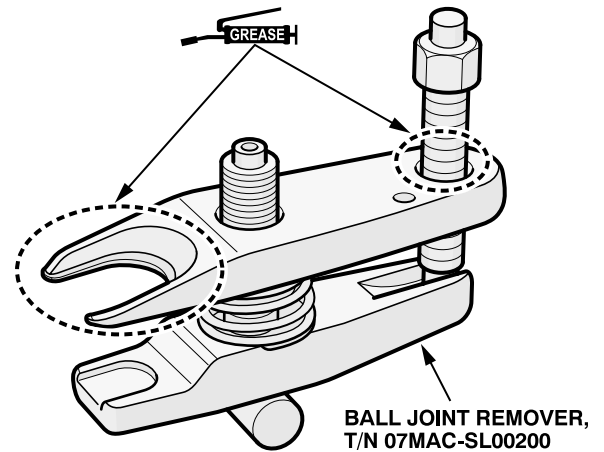
## S/M Fix Revisited: Oil Pump O-Ring, '98-01 Accord L4

In the April '01 issue of *ServiceNews* (see the article "S/M Fix: Oil Pump O-Ring, '98-01 Accord L4"), we told you to cross out the small, round O-ring from the exploded view on page 8-7 of the 1998-01 Accord S/M. Well, we found a few more places where you also need to do this. Make sure you cross out the small O-ring in the illustration for step 8 on page 8-8 and in the illustration for step 20 on page 8-10.

## Separating Lower Control Arm Ball Joints: '01 Civic

On '01 Civics, if you're doing a repair that calls for separating lower control arm ball joints, follow these tips for best results:

- Make sure you use the 28 mm ball joint remover, T/N 07MAC-SL00200.



- Apply molybdenum grease to the tool on the areas shown before each use.
- Apply pressure to the ball joint by tightening the tool with the pressure bolt.
- If the ball joint *won't* pop loose from the control arm, *don't* try to release it by hitting the tool, the knuckle, or the control arm with a hammer or other object; you could damage the tool or the components and require their replacement. Just keep tightening the tool with the pressure bolt until the ball joint releases.

## Which Models Have Seat Belt Tensioners?

Most newer Honda models have driver's and front passenger's seat belt tensioners that are controlled by the SRS unit and deploy when the airbags do. In a moderate-to-severe front-end collision, the tensioners instantly and firmly retract the seat belts to hold the occupants in the seats. After deployment, the seat belt tensioners *must* be replaced along with the SRS unit and the deployed driver's and front passenger's airbags.

These models have seat belt tensioners:

- 2001 Accord
- 2001 Civic (also has seat belt buckle tensioners)
- 2000-01 S2000
- 2000-01 Insight
- 1998-01 CR-V
- 1999-01 Odyssey

## Engine Cranks But *Won't* Start: '99–00 Odyssey

On '99–00 Odysseys, if the engine cranks, but it *won't* start, check the immobilizer system indicator and the MIL. If the immobilizer system indicator and the MIL are working normally, check the No. 11 fuse in the driver's under-dash fuse/relay box. The No. 11 fuse can break or become dislodged when applying the parking brake. Install a new fuse in the No. 11 slot. If the engine starts, install a fuse box cover (P/N 38201-S3V-A01, H/C 6536338) to protect the No. 11 fuse. The fuse box cover was added at the factory for the '01 and '02 models but *wasn't* installed on '99 and '00 models.

## Thump at Cold Start Is Normal

On '98–02 Accord V6s, '98–02 Accord DXs, and on '99–02 Odysseys, the front and rear (vacuum-actuated) motor mounts can make a thump noise when you first start the engine after the vehicle has been sitting overnight (or for several hours). This is a normal characteristic of the vehicle, and is *not* a reason for concern. Replacing the motor mounts may temporarily eliminate the noise, but the noise will come back after only a few thousand miles.

## Capturing and Downloading DTCs With the PGM Tester

For warranty claim validation and payment on PGM-FI-related repairs, you *must* list DTC data in the appropriate field of the warranty claim form.

Beginning with PGM Tester software version SN122P and revised HONDANET software (contained on the February '01 HONDANET CD), you *must also* use the PGM Tester to capture and store DTC data, then to download it to the HONDANET 2000.

This DTC data is highly valuable to our Service Engineering and Warranty departments, to Honda R&D, and to the factories, in helping to identify trends and to resolve problems sooner. To make sure American Honda gets all available data, do the DTC download *before* you reload the PGM Tester software.

NOTE: The DTC download procedure takes less than 2 minutes to complete, which is much faster than the 6 to 8 minutes needed to load the PGM Tester software. For details, refer to S/B 01-029, *Capturing and Downloading DTCs With the PGM Tester*, filed under Tools.

## 4WD Indicator Blinks Rapidly: '00–01 Passport

On '00–01 Passports, if the shift-on-the-fly actuator is stuck, the 4WD indicator blinks rapidly when switching between 2WD and 4WD. To test the actuator motor, unplug the actuator, and apply 12 V and ground to the GRN and GRN/RED wires at the 4WD actuator as shown.

Position	GRN (1)	GRN/RED (2)
2WD	–	+
4WD	+	–

Monitor the position of the 4WD switch with an ohmmeter. With the actuator powered, you should have continuity between the terminals marked with an X.

Position	GRN (4)	YEL (5)	BLK (6)
2WD	X	O	X
4WD	O	X	X

If the actuator motor *doesn't* move, replace the actuator motor (P/N 8-97208-683-4, H/C 6383665). If the actuator motor moves, refer to the appropriate service manual for additional troubleshooting.

## Auto Idle Stop Inoperative After A/C Installation

On '00–01 Insights, if the Auto Idle Stop function *doesn't* work after A/C installation, check these items:

- Make sure the ECON button on the climate control panel is pressed.
- Do the climate control panel self-diagnosis procedure on page 21-43 of the 2000 Insight Service Manual. [A disconnected outside air temperature (OAT) sensor or other climate control malfunctions can cause the Auto Idle Stop function not to work.]
- If the results of the self-diagnosis are inconclusive, refer to the August '00 issue of *ServiceNews* for a description of the Auto Idle Stop function logic (see the articles "Stalling at Stops: '00 Insight" and "No Start in 'Auto Idle Stop': '00 Insight").

## Power Door Locks Don't Work: '01 Civic

On '01 Civics, if the power door locks *don't* work, do the door lock switch test on page 22-148 of the 2001 Civic Service Manual. If the door lock switch is faulty, replace the door lock switch, *not* the power door lock actuator.

## Panic Feature Goes Off Intermittently: '98-01 Accord

On '98-01 Accord EXs, before you do the procedure in S/B 01-003, *Panic Alarm Sounds By Itself Intermittently*, filed under Body Electrical, ask your customer if the alarm (horn) sounded for about **30 seconds** or for about **2 minutes**.

The length of time the alarm sounds indicates if it was triggered by the security system's panic feature or from a security system violation. Here's how the two alarms differ:

- **Panic feature** - The panic feature sounds the alarm for only **30 seconds** (about 20 beeps), then turns itself off.
- **Security system violation** - A security system violation sounds the alarm continuously for **2 minutes**, then it turns itself off until the vehicle senses another violation.

If the alarm sounded because of the panic feature, do the procedure in S/B 01-003. If it sounded because of a security system violation, do the Control Unit Input Test on page 22-215 of the 1998-01 Accord S/M.

NOTE: The 30-second panic feature and the 2-minute security system violation apply to most Honda models with either a factory-installed security system or a dealer-installed Honda security system.

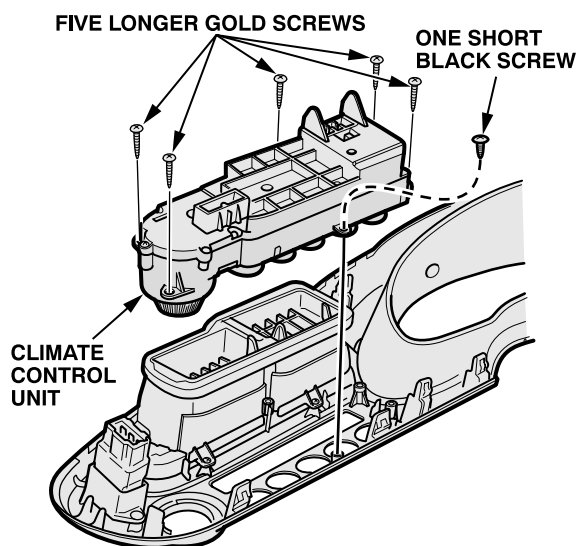
## Can the Pistons Hit the Valves?

On all Honda models, except Passports, if the timing belt breaks or jumps time while the engine is running, the pistons may hit the valves and bend them.

If you suspect the pistons are hitting the valves, correct the camshaft timing, and measure cylinder leakage. If the leakage exceeds 10 percent, and it's leaking past the valves, remove the cylinder head, and check the valves and pistons for damage. A slightly bent valve flexes each time the valve opens and closes. This repeated flexing can eventually break the head off of the valve and cause severe engine damage.

## Installing the Climate Control Panel: '00-01 Insight

Here's a tip that came to us from **Terry Banta** of Honda of Tempe, Tempe, AZ. On '00-01 Insights, when you're installing an A/C system or working on the climate control unit, refer to the illustration on page 21-80 of the '00 Insight Service Manual before you reinstall the unit to the instrument panel. The illustration shows you the location of the short, black self-tapping screw. If you install one of the longer, gold self-tapping screws in the hole for the short screw, the point of the screw will dimple the instrument panel outward and require replacement of the panel. Thanks, Terry, for this valuable tip.



## Tach Fluctuation and/or A/T DTC P0725: Accord V6

On '95-97 Accord V6s, when you troubleshoot a fluctuating tachometer or A/T DTC P0725 (lock-up clutch does not engage), keep in mind the cause could be a faulty resistor in the ignition coil. The transmission control module (TCM) provides electrical pulses through this resistor to drive the tachometer.

Although a faulty resistor *doesn't* affect the coil's ignition functions, you'll still need to replace the ignition coil to fix a fluctuating tachometer or A/T DTC P0725—the coil resistor *isn't* available separately. Order P/N 30520-P0G-A02, H/C 4598371, for the ignition coil.

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