

## PGM Tester Software SN211: Capabilities and Limitations

In the February '02 issue of *ServiceNews*, we told you about the newly released PGM Tester software version SN211 (see the article "New Software for PGM Tester: SN211"). Here's something else you need to know:

At this time, you *can't* use the data transfer module (DTM) to send A/T snapshot data to Tech Line. When calling Tech Line, be prepared to read off the A/T snapshot data to the Tech Line specialist or to fax it to **310-783-3530**.

## S/M Fix: Fuel Pressure Test, '99–02 Odyssey

The fuel pressure measurement procedure on pages 11-209 and 11-210 of the 1999–02 Odyssey Service Manual is incorrect. To measure fuel pressure on '02 models, you *don't* need to do step 9, removing the vacuum hose from the fuel pressure regulator. That's because the hose is a vent hose, *not* a vacuum hose as used on earlier models. Make a note on your copies of the S/M that step 9 applies *only* to '99–01 models.

## Buzz After Driving Through Puddle: '01 Civic DX, LX

On '01 Civic DXs and LXs, if your customer complains of a hearing a buzz or feeling a vibration after driving through a puddle, the problem may be that exhaust pipe B is hitting the body. Cold water splashing onto the pipe can cause thermal shock, temporarily changing the pipe's shape and causing it to hit the body. To fix this problem, replace exhaust pipe B with P/N 18220-S5D-A12, H/C 6693212. The replacement pipe has a different shape to compensate for thermal shock.

## Don't Call Tech Line for Passport ECMs/PCMs

If you're calling Tech Line to get a Passport ECM/PCM, *don't* bother. Tech Line is no longer distributing them. If you need a new ECM/PCM, order it through normal parts ordering channels, then program it at your dealership using the Smart Cable.

## Reman RES Components Now Available: '02 Odyssey

If you're repairing the rear entertainment system (RES) on a '02 Odyssey, you can now order these remanufactured (or new) components through normal parts ordering channels:

Description	P/N	H/C
DVD Player	39110-S0X-A01ZARM	6915748
Display (G50L Light Fern)	39460-S0X-A01ZARM	6915763
Display (NH302L Pale Quartz)	39460-S0X-A01ZBRM	6915789
Display (YR169L Mild Beige)	39460-S0X-A01ZCRM	6915805
Remote Control	39560-S0X-A01 (new only)	6788012
Head Phones	39580-S0X-A01 (new only)	6788038

## Displaying the Anti-Theft Radio Serial Number

On '01–02 Accord EXs, '01–02 Civic EXs, and '02 CR-Vs, follow these steps if you need to display the anti-theft radio serial number:

1. Turn on the radio, and turn the ignition switch to ON (II). The display must read **CoDe** to get the serial number.
2. Turn off the radio.
3. Press and hold the #1 and #6 radio preset buttons, then turn on the radio. The radio will display a **U** and four digits (for example, **U1004**); these are the first four digits of the serial number. Then the radio will display an **L** and four digits (for example **L8564**); these are the last four digits of the serial number. Record all eight digits, then go to step 4.
4. Enter the eight-digit serial number into the Integrated Network (IN) computer to get the corresponding anti-theft code.
5. Enter the anti-theft code into the radio.

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## Using the Hunter GSP9700 Wheel Balancer

If you're using the Hunter GSP9700 to resolve a stubborn tire/wheel balance-related vibration that you *can't* resolve with a conventional wheel balancing machine, here's some helpful info:

- At **60 mph**, a average diameter tire turns about **830 rpm**. At this speed, a slight variation in balance, sidewall stiffness, or roundness can cause vibrations that happen about 14 times per second.
- Static (single-plane) and dynamic (two-plane) balance can correct imbalance, but balance alone *can't* correct variation in wheel force caused by wheel runout or uneven tread or sidewall stiffness in the tires.
- Match mounting (OEM matching) a tire and rim by matching the tire's high point or stiff spot with the lowest spot in the rim can make the tire/wheel assembly "round" when rolling. The GSP9700 road roller can simulate a road force to find the tire's stiff spot. If the force variation is unacceptable, the GSP9700 will prompt you to measure rim runout.
- After the GSP9700 determines that the rim runout and tire force variation are unacceptable, it instructs you to dismount the tire from the wheel, and position the stiff part of the tire at the lower part of the wheel.
- After you set the tire pressure to the recommended pressure on the doorjamb sticker, do a two-plane dynamic balance. On Odysseys, install the best tire/wheel on the *left rear* and the next best combination on the *left front*.
- Since the Hunter GSP9700 is a relatively high-priced piece of hardware, Hunter has a website you can use to find a tire store or dealer in your area who has one. With this info, you can solve your customer's tire balancing problem by sending him or her to that location or by taking the vehicle there yourself. Make sure you request match mounting and that you get a copy of the runout and force variation printout.
- Hunter's website is [www.GSP9700.com](http://www.GSP9700.com). You can also call them toll-free at **800-448-6848**.
- You can order the GSP9700 through the Honda Tool and Equipment Program by calling **888-424-6857**.

## Out-of-Warranty A/T Bangs in Reverse

NOTE: This article applies to these models and VINs:

'99 Odyssey – ALL

'00 Odyssey – From VIN 2HKRL1...YH500001 thru 2HKRL1...YH559976

'98–99 Accord V6 4-door – ALL

'00 Accord V6 4-door – From VIN 1HGCG1...YA000001 thru 1HGCG1...YA053670

'98–99 Accord V6 2-door – ALL

'00 Accord V6 2-door – From VIN 1HGCG2...YA000001 thru 1HGCG2...YA026314

What do you do in this situation? Your customer complains that the A/T bangs when the vehicle starts to move backward or torque is applied to the A/T. So you break out S/B 00-065, *Transmission Bangs in Reverse*, found under Transmission/Driveline, follow the diagnosis, and determine that the vehicle needs a reman A/T. But there's just one slight hitch, the vehicle is out of warranty. Well, if the A/T is in good condition, you can still fix it, and save your customer a healthy chunk of change as well, by installing a countermeasured servo valve body assembly (P/N 27400-P7X-A50, H/C 6486039).

## Driver's Seat Heater *Doesn't* Work: '02 Odyssey EX-L

On '02 Odyssey EX-Ls, if your customer complains that the driver's seat heater *doesn't* work, check if the vehicle has fog lights. If it does, you need to order and install a fog light subharness (P/N 08V31-S0X-100A, H/C 6957708). The seat heater *doesn't* work because whoever installed the fog light kit *didn't* use the subharness, but instead, plugged the fog light into the fuse box cavity that was occupied by the seat heater connector.

## Power Door Locks *Don't* Unlock: '99–02 Odyssey

On '99–02 Odysseys, if the power door lock switch *doesn't* unlock the doors, check if any repairs were done to the tailgate. If the tailgate or any of its components were replaced, it's real easy to mistakenly plug a right backup light connector in the tailgate into the tailgate key cylinder switch connector. Just fix the connections to solve the problem.

This info came to us from **Brent Fisher** of Pompano Honda, Pompano Beach, FL. Thanks, Brent.

## Battery Level Gauge Reading Suddenly Drops

On '00–'02 Insights, the battery level gauge *doesn't* read the battery level directly. Instead, it calculates the level by continuously measuring the current flow, voltage, and temperature.

Since the IMA charge level *isn't* read directly, small sensing errors can, over time, cause the gauge to read higher than the actual battery charge level. The IMA system then does a self-correction, and the battery level gauge reading suddenly drops. When this happens, IMA assist and the Auto Idle Stop function are disabled until the IMA battery is recharged enough by normal driving. This should take only a few minutes.

This correction of the battery level gauge is normal and *doesn't* mean there's a problem. If the IMA battery develops a problem or it becomes deteriorated, the IMA system indicator comes on.

You'll notice this self-correction taking place in this common scenario: After having parked the vehicle with the IMA battery at least 50 percent charged, you start and drive the vehicle a short distance (a block or so). The battery level gauge now indicates zero charge, and the IMA charge/assist gauge indicates the IMA battery is charging. This is a normal characteristic caused by the IMA battery gauge self-correction process.

## S/M Fix: Battery Module, PCU Removal, '00–'02 Insight

The removal procedures for the IMA battery and the power control unit (PCU) in the '00 Insight Service Manual need revising. Make these changes to your copies of the S/M:

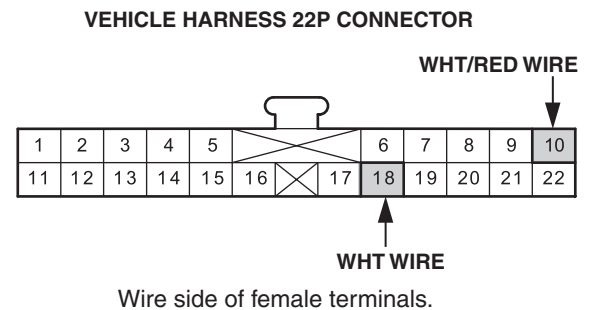
**Page 12-4, Step 8; Page 12-110, Step 8; Page 12-112, Step 9:** Change the text to read "Measure voltage at the junction board terminals (A). There should be 10.0 V or less. If voltage is *higher*, there is a problem in the circuit; do the DTC troubleshooting first."

## SRS Control Unit P/N Error: '02 Civic 4-Door

Our current parts catalog has the wrong P/N for the SRS unit used in '02 Civic 4-door models with side airbags. The *correct* P/N for the SRS unit is **77960-S5A-A93**, H/C **6864706**.

## Installation Instruction Fix: Security System, '02 CR-V

If you've used AII 23086, *Security System*, to install the accessory security system in an '02 CR-V, you might have noticed the illustration in step 16 for the vehicle harness 22P connector is a little tough to follow. The actual connector has more cavities than what's shown in the illustration, so it's hard to tell just where to insert the WHT and WHT/RED wires. Here's a connector diagram that will make it clear:



The WHT/RED wire goes to the security unit, and it is hot at all times. The WHT wire goes to the security system LED. If these wires are inserted in the wrong cavities, the LED or possibly the entire security system may not work.

## Growling From Engine Area: '01–'02 Civic

On '01–'02 Civics, if your customer complains of a growling noise from the engine area, you can probably trace it to alternator bearing failure resulting from the belt tension being too tight. When installing A/C, an alternator, or new drive belts, make sure you refer to page 4-33 of the 2001–'02 Civic Service Manual to set the belt tension correctly.

## Outer CV Joint Grease Is Now a Different Color

When installing new outer CV joints, have you noticed the joint grease included in the kit is a different color? It's no longer that old familiar black color, but instead, a pale cream color. Our vendors recently changed the type/specifications of the grease. Pack the outboard joint with the cream-colored grease just as you would the black grease. It's the right stuff.

## Match Tire Sizes for Proper Handling and Stability

NOTE: This article applies to these vehicles:

- 1998–02 Accord V6 with ABS/TCS
- 1997–02 CR-V 4WD with ABS
- 1999–02 Odyssey with ABS/TCS
- 1985–91 Civic 4WD with ABS
- 1997–01 Prelude SH with ATTS and ABS
- 1994–02 Passport 4WD with ABS
- 2000–02 Insight with ABS
- 2000–02 S2000 with ABS/limited slip differential

Vehicles with ABS, TCS, ATTS, 4WD, or limited slip differentials are sensitive to differences in tire circumference. Here are the reasons:

**ABS.** The ABS control unit monitors the speed of all four wheels to determine the rate of slippage when the brakes are applied. If the tire circumference differs, the control unit can interpret this difference as slippage. This can cause the ABS modulator to reduce pressure to the wheel with the undersize tire.

**TCS.** The TCS control unit monitors the speed of all four wheels to determine the rate of slippage when accelerating. If the tire circumference differs, the TCS control unit can misinterpret this difference as slippage. This can cause the TCS control unit to reduce the throttle opening or increase brake application to the undersize wheel.

**ATTS.** The ATTS control unit monitors the steering angle and the speed of all four wheels to determine the rate of slippage when turning and accelerating. If the tire circumference differs, the ATTS control unit can interpret this difference as slippage. This can cause the ATTS control unit to misinterpret the inputs and set a DTC.

**4WD.** The 4-wheel drive mechanically connects the front and rear wheels together with a driveshaft. Differences in tire circumference can cause binding, noise, and premature driveline wear.

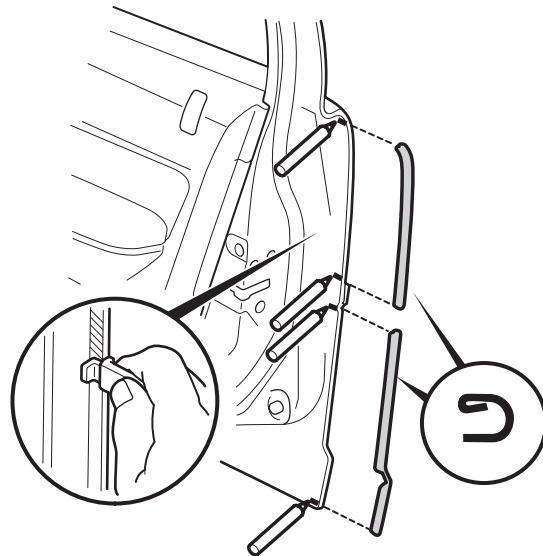
**Limited Slip Differential.** This system mechanically connects the driving wheels together. If the tire circumference differs, the vehicle can drift or pull on hard acceleration.

Here's an easy way to determine differences in loaded tire circumference:

1. Inflate all four tires to the cold tire inflation pressure listed on the doorjamb sticker.
2. Place a dab of grease on the center of each front tire.
3. Roll the vehicle at least one full tire rotation, and measure the distance between grease spots.
4. Repeat steps 2 and 3 for the rear tires.
5. Compare the differences in rolling circumference. If the rolling circumference differs, replace tires so all four tires match.

## Door Edge Guards Fall Off: '01–02 Civic

When installing accessory door edge guards on a '01–02 Civic, make sure you follow step 4 of the appropriate installation instruction *to the letter*. Trim the sealer from the door with the hem sealant cutting tool. If you *don't* trim the sealer, the door edge guard *doesn't* fully seat when you install it. Over time, it could detach itself from the door and fall off.



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