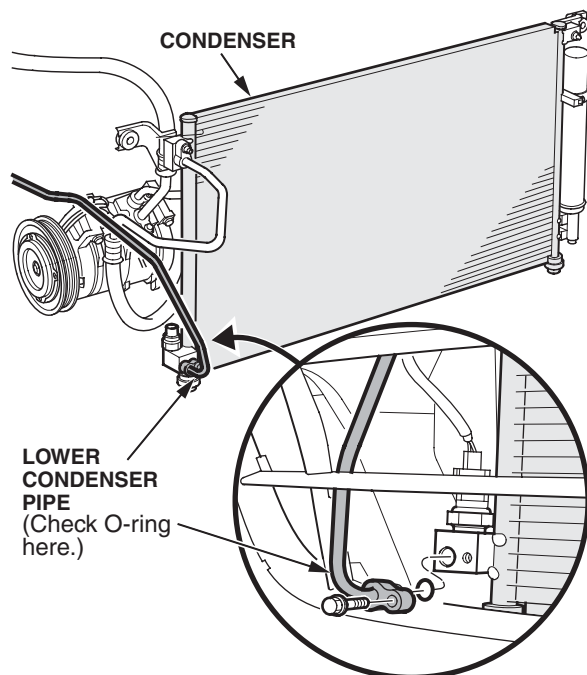


## Lower Condenser Pipe O-Ring Leakage: '03 Accord

If you're looking for a refrigerant leak on a '03 Accord, first check for a faulty 8 mm O-ring on the lower condenser pipe before you start checking the entire A/C system. If the O-ring is faulty, replace it with P/N 80873-ST7-000, H/C 4256129.



## Readiness Code Status: Complete vs. Incomplete

Under current federal regulations, all readiness codes on a vehicle must read **COMPL** (Complete) before the OBD I/M test can be concluded. During these tests, readiness codes are used to show which emissions control systems have had their operational status tested. The Environmental Protection Agency (EPA) is proposing to let states conclude the testing process on '96-00 vehicles with *two or less* readiness codes reading **INCOMPL** (Incomplete). For '01 and later vehicles, the I/M testing process could still be concluded provided there's no more than *one* readiness code reading **INCOMPL**. Check your state's I/M program to see if this EPA proposal applies to your area. Readiness codes are also a great way to check if a repair has been effective or not. But keep in mind they don't indicate pass/fail status of the emission control system. If a fault is detected during monitoring, the readiness code will change to **COMPL** and a DTC will set to identify the fault. The combination of readiness codes and DTCs indicate the operational status of the emission control system.

## Try MIL Watching to Read Readiness Code Status

Readiness codes (also called diagnostic readiness codes or readiness/function codes) tell you if a specific emissions control system monitor has completed all testing needed to determine the operational status of the related system. This process of testing until the operational status is determined is referred to in OBD II lingo as "monitoring" the emissions control system.

You can check readiness code status by watching the MIL on the gauge assembly or using the PGM Tester. If you don't want to hassle with the PGM Tester, MIL watching is the way to go. Just turn the ignition switch to ON (II) (but don't start the engine), and keep your eyes on the MIL. If all readiness codes are complete, the MIL comes on for **20 seconds** and then goes off. If one or more codes are incomplete, the MIL comes on for **20 seconds** and then blinks **five times**.

Want to beef up your knowledge of readiness codes? Visit the Online University on the Interactive Network (*iN*), and order up EMC48, *OBD II Readiness Codes Operation*. (You'll see this module listed as **READINESS CODES** in the menu.) This module covers the system. The module is in Adobe PDF format, so it's a snap to print out if you prefer to study from a hard copy.

## PGM Tester Software SN310

The latest PGM Tester software version SN310 (9/17/02) was sent to your service manager on the October '02 Interactive Network (*iN*) CD. Here's some important info:

- Most "Body Electric" function tests are now available for the '03 Accord. The "Body Electric" odometer rewrite procedure is also now working.
- You can now view freeze data in any system without the PGM Tester resetting (turning off).
- The procedure for clearing DTCs has been corrected.
- You can now do SRS and immobilizer system functions on the '03 Pilot.
- You can now do immobilizer system functions and initialize the SRS seat weight sensor (SWS) on the '03 Odyssey.

For info about updating on the *iN* or for general CD questions, call the Interactive Network support center at **800-245-4343**. For info on vehicle systems or PGM Tester usage, call Special Tools at **800-346-6327**. For warranty policy inquiries, call Warranty at **310-783-3240**.

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## Fog Light Installation: '03 Accord

If you're installing fog lights on a '03 Accord, there's no shame if you mistake the fog light switch connector with the TCS switch connector. Both connectors are five-pin connectors that interchange. To keep things straight, refer to this handy table:

Connector	No. of Pins	No. of Wires	Wire Colors
TCS Switch	5	4	black, red/white, red/black, red
Fog Light Switch	5	5	blue, green, red, red/black, black

## Hood Closing Tips Revisited: '00-03 Insight

In the May issue of *ServiceNews* we told you the hood on a '00-02 Insight should close properly if dropped from about **12 inches** (see the article "Hood Closing Tips: '00-02 Insight"). We've since learned from the factory that the optimum closing height is **6 to 8 inches**. The 12-inch height is at the outer range of the spec and may be too high for some vehicles. With the hood latch properly adjusted, the hood closes securely when dropped from only 6 to 8 inches.

## Where's the Radio Anti-Theft Card Stored in S2000s?

Are you having trouble finding the radio anti-theft card in an S2000 during PDI? You'll find it stashed in the large well under the upper cover of the rear console. Because the well's so deep, you might not see the card; but rest assured, it's there. Just stick your hand inside the well and fish it out.

## Don't Peel Off Center Pocket Lid Sticker: '03 Accord

The center pocket in '03 Accords is designed to open with just a single push on the center of the lid. Trying to force the lid open by pulling on it bends the latch pin so the lid can't open. Vehicles coming from the factory will now have a sticker on the lid informing the customer how to properly open it. Don't peel off the sticker during PDI.

## Buffeting Noise With Rear Window(s) Open Is Normal

On '98-03 Accords, '96-03 Civics, '97-02 CR-Vs, or '03 Pilots, if you have the front windows raised and one or both of the rear windows lowered while driving, air rushing past the rear window opening can generate a buffeting or booming noise that's hard to miss. This noise is simply the price paid for an aerodynamically efficient automotive design, and it's similar to what you hear when you blow across the mouth of an empty soda bottle. You can affect this buffeting by lowering the front windows or raising one or both of the rear windows.

## No IMA Assist, No Auto Idle Stop Feature

If you're getting complaints from owners of '00-03 Insights and '03 Civic Hybrids with M/T that the IMA system doesn't give any assist or the Auto Idle Stop feature is on the fritz, the clutch switch may be the culprit.

To check for a faulty clutch switch, connect the PGM Tester to the 16P data link connector, and select PGM-FI (not IMA). Monitor the clutch switch data while pressing and releasing the clutch pedal. The clutch switch should be on when the clutch pedal is pressed, and off when the pedal is released. If the switch is on all the time, you've got a faulty or misadjusted clutch switch.

## No Readiness Codes? Check Back-up Fuse

On all OBD II-equipped vehicles, if all of the readiness codes read INCOMPL (Incomplete) on the PGM Tester screen, check the ECM/PCM back-up fuse before doing a lengthy test-drive. If the ECM/PCM doesn't have battery back-up voltage, the readiness codes are reset every time the ignition switch is turned to LOCK (0).

## S/M Fix: Fuel Gauge Sending Unit Test, '03 Pilot

Step 7 on page 11-136 of the 2003 Pilot S/M incorrectly states to check G601 for a poor ground if the measured battery voltage is not as specified. The correct ground is G502. Make this change in all your copies of the S/M.

## Follow This Diagnostic Procedure For S/B 02-034

Before doing the repair procedure in S/B 02-034, *SRS Indicator Comes On With SRS DTC(s) 15-1, 15-2, 15-3*, make sure you do the appropriate diagnostic procedure listed here first. If you don't, you might not be able to clear the DTC or initialize the new OPDS control unit.

### Diagnosing SRS DTC 15-1

- Use the PGM Tester to clear the DTC.
- If the DTC immediately sets again, disregard the service bulletin, and continue with normal troubleshooting.
- If the DTC does not set again, go to the S/B **REPAIR PROCEDURE**.

### Diagnosing SRS DTC 15-2

- Use the PGM Tester to clear the DTC. Inspect the connections and wiring of the side airbag cutoff indicator circuit.
- If the connections and wiring are OK, the circuit components were not disconnected for some previous repair, and the DTC does not set again, go to the S/B **REPAIR PROCEDURE**.
- If the connections or wiring are faulty, repair the circuit. If the DTC sets again, disregard the service bulletin, and continue with normal troubleshooting.

### Diagnosing SRS DTC 15-3

- Use the PGM Tester to clear the DTC. Ask your customer if he or she uses an aftermarket electrical appliance (laptop computer, fluorescent map light, etc.) near the front passenger's seat-back. Some electrical appliances that plug into the vehicle's accessory power socket (especially those using a power inverter/converter) and aftermarket leather seat covers can interfere with the seat-back sensors and cause SRS DTC 15-3 to set.
- If your customer uses any of these appliances, operate the appliance near the front passenger's seat-back. If the DTC sets again, clear it, then return the vehicle to your customer. Advise him or her to avoid using the appliance near the front passenger's seat-back.
- If your customer does not use any of these appliances, and the DTC does not set again after clearing, go to the S/B **REPAIR PROCEDURE**.
- If the DTC immediately sets again after clearing, disregard the service bulletin, and continue with normal troubleshooting.

## S/M Fix: CNG Tank Inspection, '98–03 Civic GX

The note on page 11-138 of the 1998–00 Civic GX S/M and page 11-120 of the 2001–02 Civic GX S/M incorrectly states that you must be a Lincoln-certified technician to do the fuel tank inspection procedure. Change the note to read like this:

### **⚠ WARNING**

Compressed natural gas is flammable and highly explosive. You could be killed or seriously injured if leaking natural gas is ignited.

Stop the engine, and keep heat, sparks and flames away.

~~NOTE: You must be a Lincoln certified technician in order to perform the inspection procedure.~~

**NOTE: To do the inspection procedure, you must be a Honda natural gas technician who has completed Honda Natural Gas training modules NG01 through NG05.**

## D<sub>4</sub> or D Indicator Dims on Acceleration

Are owner's of '99–02 Odysseys or '97–01 CR-Vs complaining that the D<sub>4</sub> or D indicator dims when accelerating? The reason may be the electrical load detector (ELD).

With a fully charged battery, the ELD may reduce the alternator charge voltage output from **14.5 volts to 12.5 volts** when accelerating. This is done by the ECM/PCM to improve fuel economy and acceleration performance.

To check if the ELD is responsible for the indicator dimming, connect the PGM Tester to the 16P data link connector, navigate to **Data List**, and watch the listed value of **ALT Control** on the display screen. If the indicator dims and brightens as the listed value changes from **14.5 volts** to **12.5 volts**, the dimming is just a normal characteristic of the vehicle, and not something you can fix by replacing components. If the indicator intensity doesn't change, load-test the battery, then check the alternator charge rate.

For more info, check the product characteristic sheets available on ISIS. Click on **SEARCH BY PUBLICATION, Consumer Information, Product Characteristic Sheets, Lights Dim Briefly**.

## Leaky Fuel Fill Cap: '02 CR-V

If the threads on the fuel fill cap of a '02 CR-V have too much friction, the cap can click three times when you tighten it but still leak enough to set DTC P1456 [EVAP control system leakage (fuel tank system)].

To check the seal on the cap, smear a thin coat of grease on just the seal, then tighten the cap three clicks. If the fuel fill cap is binding, the seal won't contact the filler neck, and the grease on the seal will be untouched. When you install a new fuel fill cap, remember to apply grease to the seal and make sure it seals properly.

## Be Ready When RPO Tech Line Calls

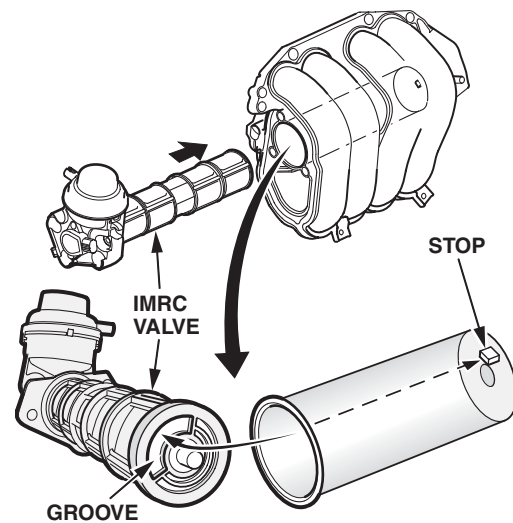
If Greg or Scott from the Remanufactured Parts Ordering (RPO) Tech Line office in Ohio haven't yet called you about a reman A/T you've ordered, they might.

Ohio's the place where most of Honda's A/Ts are remanned, so we've positioned the RPO Tech Line folks close to where all the action is. When a dealer places an order for a '01-03 model reman A/T, the RPO Tech Line may call the service tech to get useful info so the factories can develop a countermeasure. The RPO Tech Line gathers info only on A/T failures that haven't yet been reported, countermeasured, or both. To save time if they call you, make sure you have this info handy:

- Your dealer number
- VIN
- Vehicle mileage
- Customer name and phone number
- Customer complaint
- Road-test observation
- Retrieved DTCs and freeze data

## Install IMRC Valve Correctly: '02 CR-V

If you've got a '02 CR-V with DTC P1077 [intake manifold runner control (IMRC) system malfunction (low rpm)] set, there's a good chance the IMRC valve (IMRC actuator assembly) wasn't installed correctly during a repair. For a correct installation, make sure the stop in the intake manifold fits into the groove on the end of the actuator assembly.



## Soggy Floor Carpet During Car Wash

Do you get complaints from owners of '94-02 Accords and '96-03 Civics of a soggy passenger floor carpet after running the vehicle through a car wash? Chances are when it happened the blower was on and the vent control was set to Fresh Air mode. If you run a vehicle through a high pressure or high water volume car wash with the HVAC controls set like this, water can get into the blower and drip onto the passenger's floor carpet. There's an easy solution to this problem: Before running the vehicle through the car wash, just turn off the blower and set the vent control to Recirculation mode.

## Calibrating the Outside Temp Indicator: '03 Pilot

The outside temperature indicator on '03 Pilots can be adjusted up or down in **1-degree increments up to 3 degrees**.

To change the displayed temperature, press and hold the SELECT/RESET button on the instrument panel for **10 seconds**. The display continuously scrolls through temperature offsets from **+ 3 degrees to - 3 degrees**. When you see the desired offset value on the display, release the button, and the corrected outside temperature is displayed.

To force the indicator to display the measured temperature right away, turn the ignition switch to LOCK (0), and remove the No. 13 (7.5A) Starter Signal fuse from the driver's under-dash fuse/relay box for **60 seconds**, then reinstall it. The indicator shows the measured outside temperature as soon as you turn the ignition switch to ON (II).

Removing the No. 13 fuse clears the idle speed and the driver's window auto up initialization from memory. So, make sure you do the idle learn procedure and the power window auto up initialization in S/B 02-029, *2003 Pilot: PDI and New Model Information*.

## Fuel Economy Display Accuracy

The fuel economy display used in '00-03 Insights and '03 Civic Hybrids relies on fuel injector duration and a fuel pressure assumption to calculate the amount of fuel consumed. Differences in fuel pressure, fuel density, or both, can affect the fuel economy calculation.

If your customer's fuel economy calculations don't match the trip meter or the averaged fuel mileage display, explain to him or her there's a display calculation accuracy of **± 10 percent**. This is just a characteristic of these vehicles and not something you can fix by replacing components.

## ETM Fix: Automatic Dimming Mirror, '03 Pilot

You need to make a correction to the back cover of the 2003 Pilot ETM. The circuit index shows the automatic dimming mirror on page 163. It's really on page 142, as listed on the front cover index. Make sure you correct all your copies of the ETM.

## Don't Switch Radio Assemblies: '03 Accords

The radio assemblies for the '03 Accord aren't interchangeable. *Never* install a replacement radio for a model with climate control in a model with manual HVAC controls. If you do, you'll be buying your customer another radio to replace the one you just smoked. Here's a handy chart to keep everything straight:

### 2003 Accord 4-Door

Trim Level	Part Number	Manufacturer
DX	39050-SDA-A61ZARM	Alpine
LX L4	39050-SDA-A01ZARM	Alpine
EX L4, LX V6	39050-SDA-A30ZARM	Stanley/ Panasonic
EX-L L4, EX-L V6	39050-SDA-A50ZARM	Stanley/ Panasonic
EX-L L4 NAVI, EX V6 NAVI	39050-SDA-A40ZARM	Alpine

### 2003 Accord 2-Door

Trim Level	Part Number	Manufacturer
LX L4	39050-SDN-A01ZARM	Alpine
EX L4, LX V6	39050-SDN-A30ZARM	Stanley/ Panasonic
EX-L L4, EX-L V6	39050-SDN-A50ZARM	Stanley/ Panasonic
EX-L L4 NAVI, EX V6 NAVI	39050-SDN-A40ZARM	Alpine

## Never Rotate Tires on S2000s

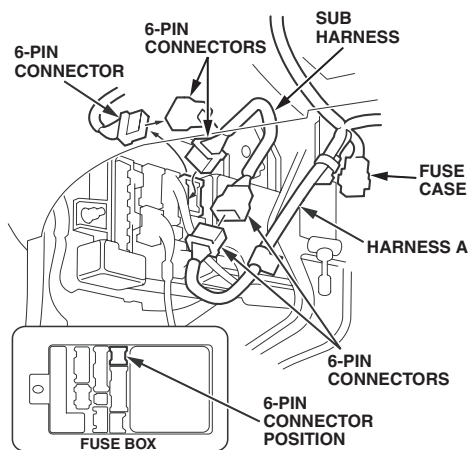
The performance limits of the '00-03 S2000 are a lot higher than for other Honda models. To get this level of performance means using a pretty sophisticated wheel and tire package. The S2000's tires have a unidirectional tread pattern that helps push water out from between the tire and the road. The front and rear wheels and tires are also different sizes. For these reasons, *never* rotate the tires side-to-side or front-to-rear.



## Fog Light Installation Instructions Revised

The '02 Odyssey fog light accessory installation instructions (AII 22889) were recently revised to include direction for seat heaters and leather seats. Before you install fog lights, make sure you print out the latest version of this AII from ISIS. Here's what's been added:

35. *With heated seats:* Plug the 6-pin connector of harness A into the 6-pin connector of the driver's side fuse box. Attach the 2A fuse label to the fuse case.
  - When the 6-pin connector of another harness is already connected fuse box, disconnect the 6-pin connector from the fuse box and install sub harness P/N 08V31-S0X-100A between as shown.



## Leakage From Moonroof Glass Weatherstrip

The moonroof glass weatherstrip on '94-03 Accords and '96-03 Civics isn't meant to be totally watertight. In fact, in heavy rain, it's normal to find water seeping past the weatherstrip into the drain channel, where it runs down the frame and out the drain tubes.

Although the moonroof's glass weatherstrip and drainage system (drain channel, frame, and drain tubes) are quite capable of handling rain, even heavy rain, it does have its limits. Parking on a steep incline in the rain can tax the flow capacity of the drain tubes on the lowered side, resulting in overflow and leaks. Running the vehicle through a high-pressure or high water volume car wash can also exceed the drain tube's limits.

Before you do any adjustments or repairs to the moonroof, duplicate the conditions that caused the leak. If you can duplicate the leak under normal conditions, check for clogged drain tubes, then check the glass height adjustment.

## Harsh 2nd to 3rd Upshift: '96-00 Passport

When troubleshooting a complaint of harsh 2nd to 3rd gear upshifting on a '96-00 Passport, check if A/T DTC P0705 (mode switch illegal position) is set. This DTC doesn't turn on the MIL and doesn't retain a failure record or freeze frame, but it can cause a harsh upshift because the PCM detected a problem and switched the system to backup mode.

DTC P0705 is usually caused by a power loss to the mode switch or the switch itself being faulty. Check the No. 14 fuse (CB-15 on '96-97 models) in the dash fuse box. If the fuse is OK, replace the mode switch.

On '98-99 models, DTC P0705 may also set when the ignition switch is held in the start position for more than **5 seconds**. See the article "Starter Auto-Start and Anti-Grind: '02 Passport" in the December '01 issue of *ServiceNews* for more info.

The A/T shift position switch attached to the transmission has different names in different publications. The most common names are mode switch, A/T position switch, inhibitor switch, range switch, and transmission range switch.

## Tips From Training: Accord S/M Fix

Paul Tierney, Training Center Coordinator in Mount Laurel, NJ, passed along these errors he and his students discovered in the 1998-02 Accord S/M while administering training module EMS22, *Fuel Tank Vapor Recovery System Testing*. He instructs his students to make these changes:

**Page 11-160, "Valve Test," step 4:** Change the text to read "Disconnect the vacuum *boxes* (A) from the EVAP canister (B), and then plug the ports with plugs (C)."

**Page 11-161, "Valve Test," steps 9 and 10:** Step 9 should be step *10* and step 10 should be step 9.

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