

2000-06 ELECTRICAL

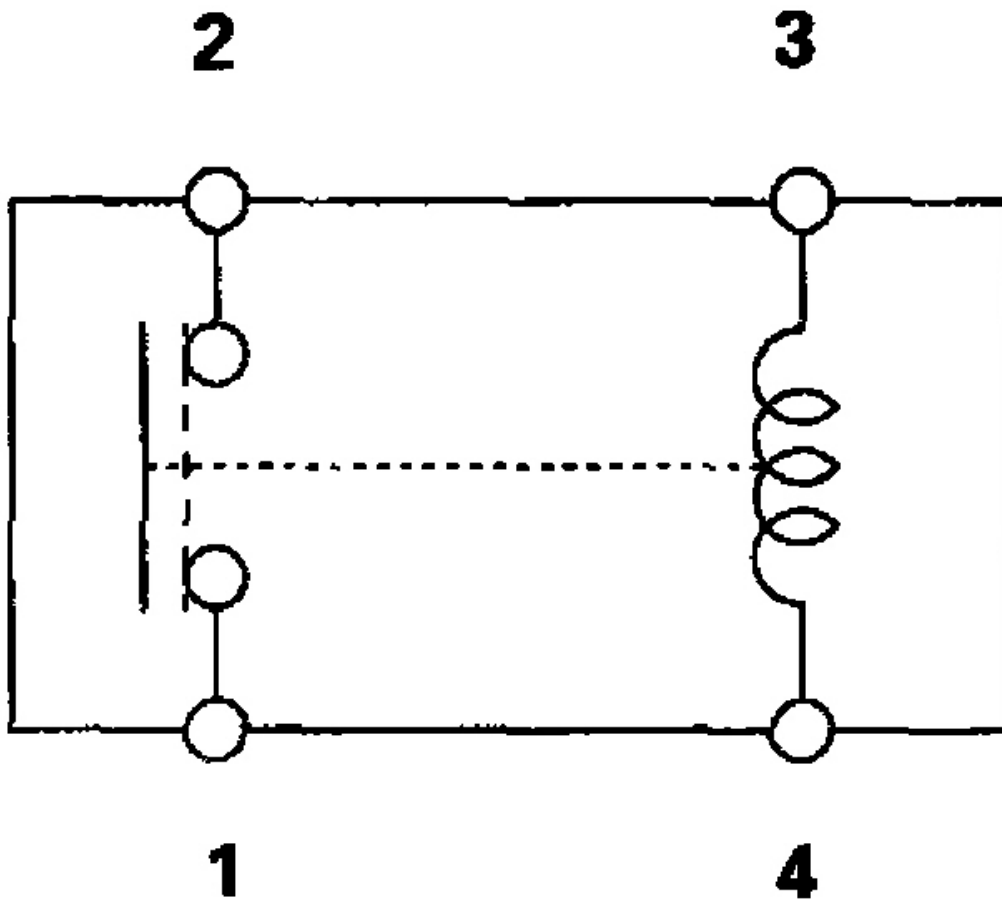
Relays - Insight

POWER RELAY TEST

NORMALLY-OPEN TYPE A

1. Turn the battery module switch OFF, and measure the voltage (see **TURNING OFF POWER TO THE HIGH VOLTAGE CIRCUIT**).
2. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 4 terminals.
 - There should be no continuity between the No. 1 and No. 2 terminals when power is disconnected.
 - A/C compressor clutch relay
 - A/C condenser fan relay
 - Air/fuel ratio sensor relay
 - Daytime running lights relay (Canada)
 - Headlight relay 1
 - Headlight relay 2
 - High speed battery module fan control relay
 - High speed motor power inverter module fan control relay
 - High voltage contactor control relay
 - Horn relay
 - Ignition hold relay
 - Low speed battery module fan control relay
 - Low speed motor power inverter module fan control relay
 - Power window relay
 - Radiator fan relay
 - Rear window defogger relay
 - Reverse relay
 - Starter cut relay

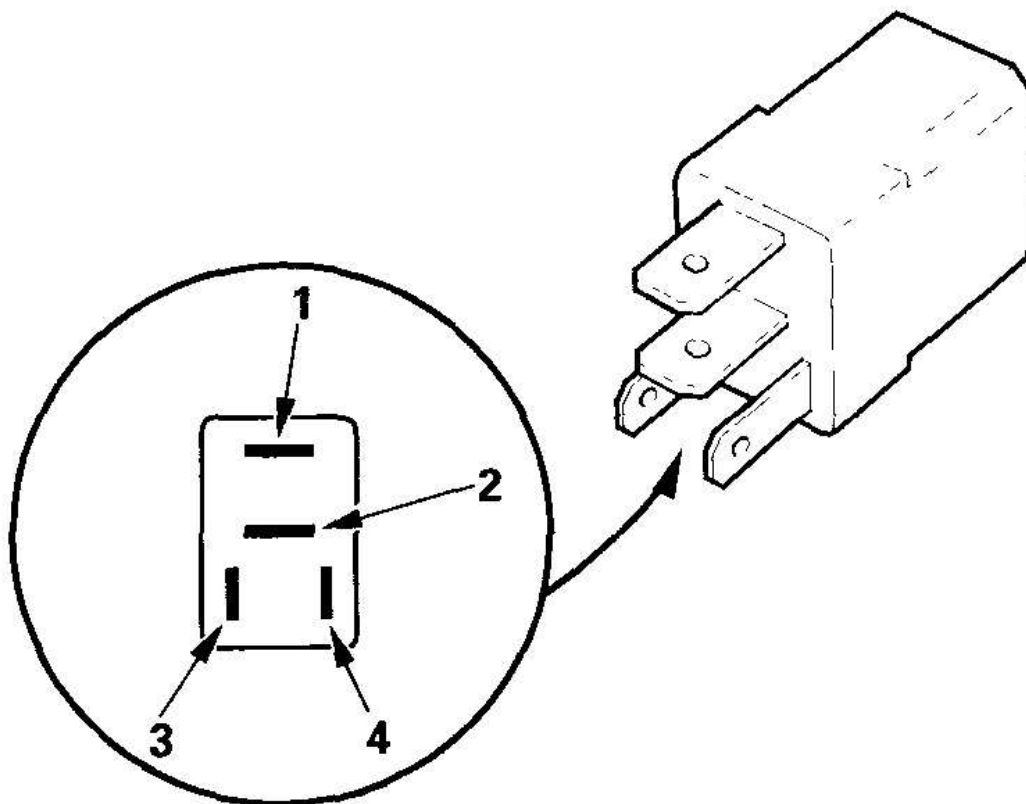
■ Taillight relay



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Fig. 1: Checking For Continuity Between Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

type 1:

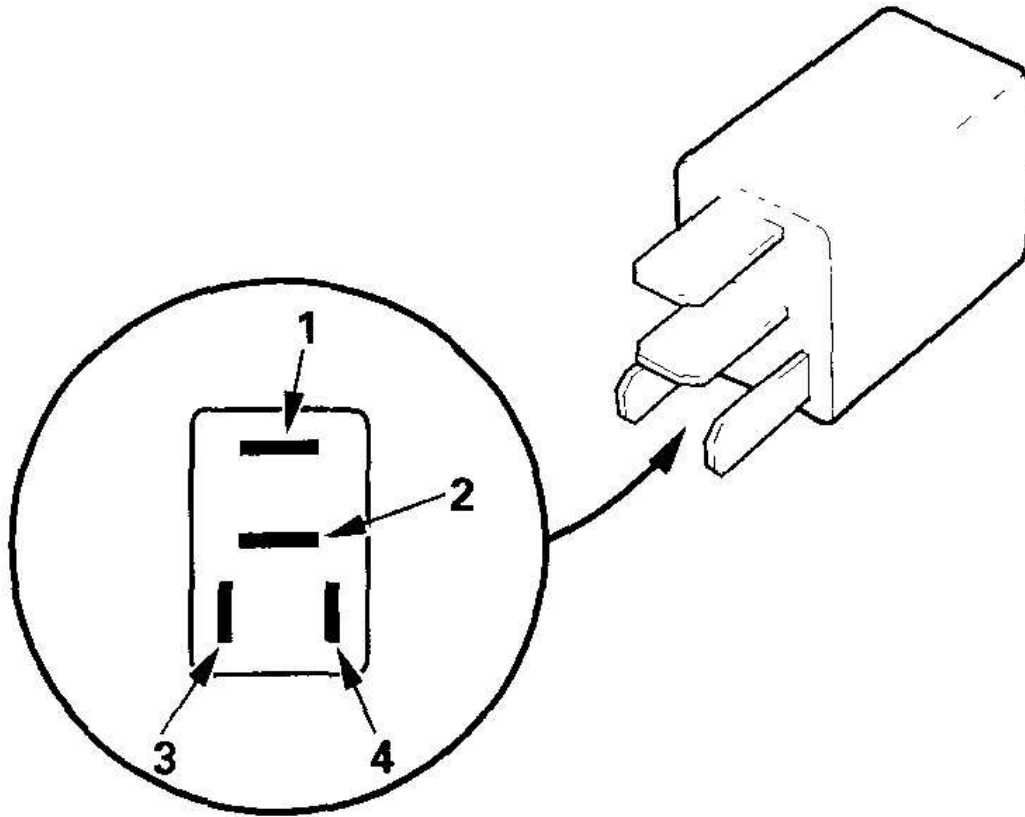


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Fig. 2: Identifying Relay Terminal (1 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

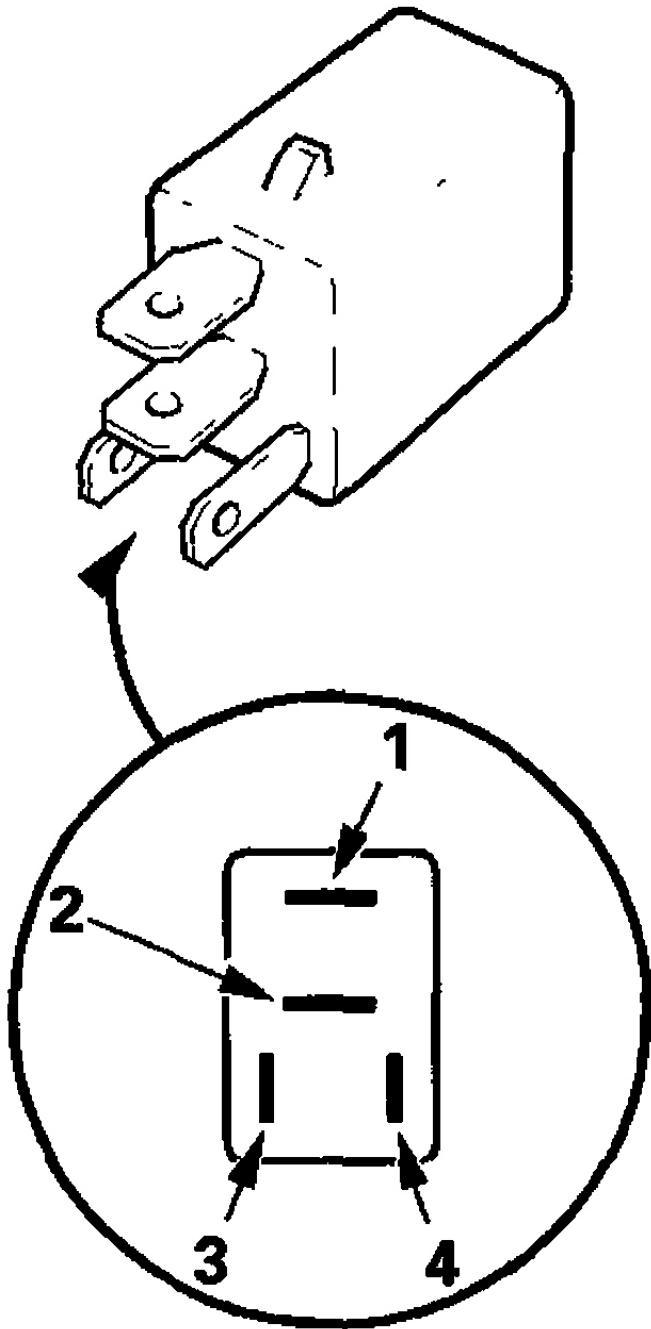
type 2:



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Fig. 3: Identifying Relay Terminal (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

PGM-FI main relay (fuel pump), PGM-FI main relay (IGP)



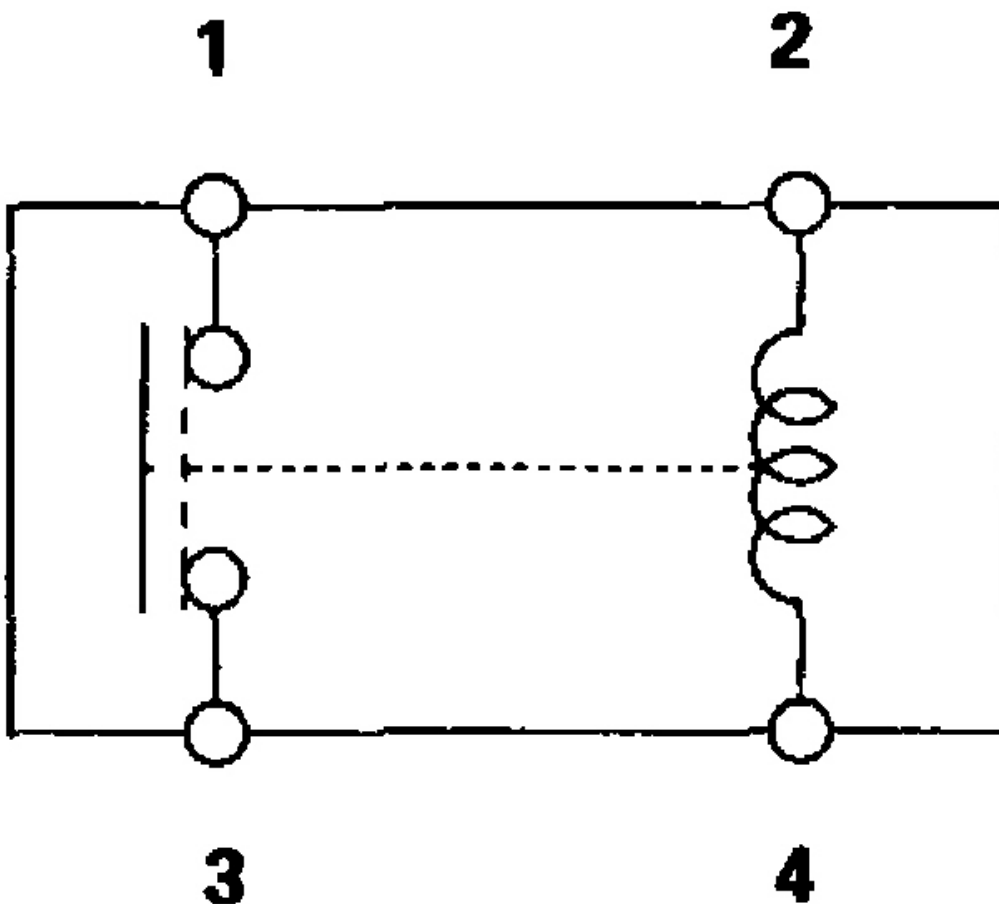
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Fig. 4: Identifying PGM-FI Main Relay (Fuel Pump), PGM-FI Main Relay (IGP)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

NORMALLY-OPEN TYPE B

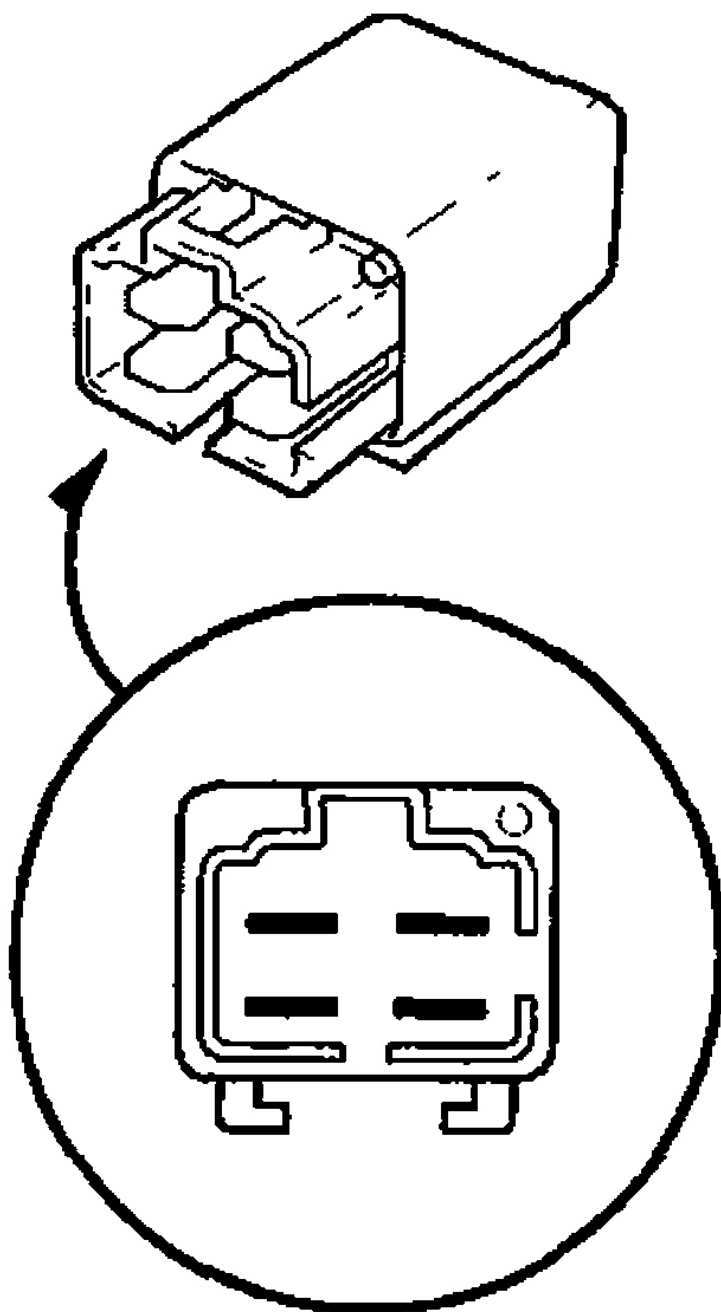
1. Turn the battery module switch OFF, and measure the voltage (see **TURNING OFF POWER TO THE HIGH VOLTAGE CIRCUIT**).
2. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 3 terminals when power and ground are connected to the No. 2 and No. 4 terminals.
 - There should be no continuity between the No. 1 and No. 3 terminals when power is disconnected.



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Fig. 5: Checking For Continuity Between Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

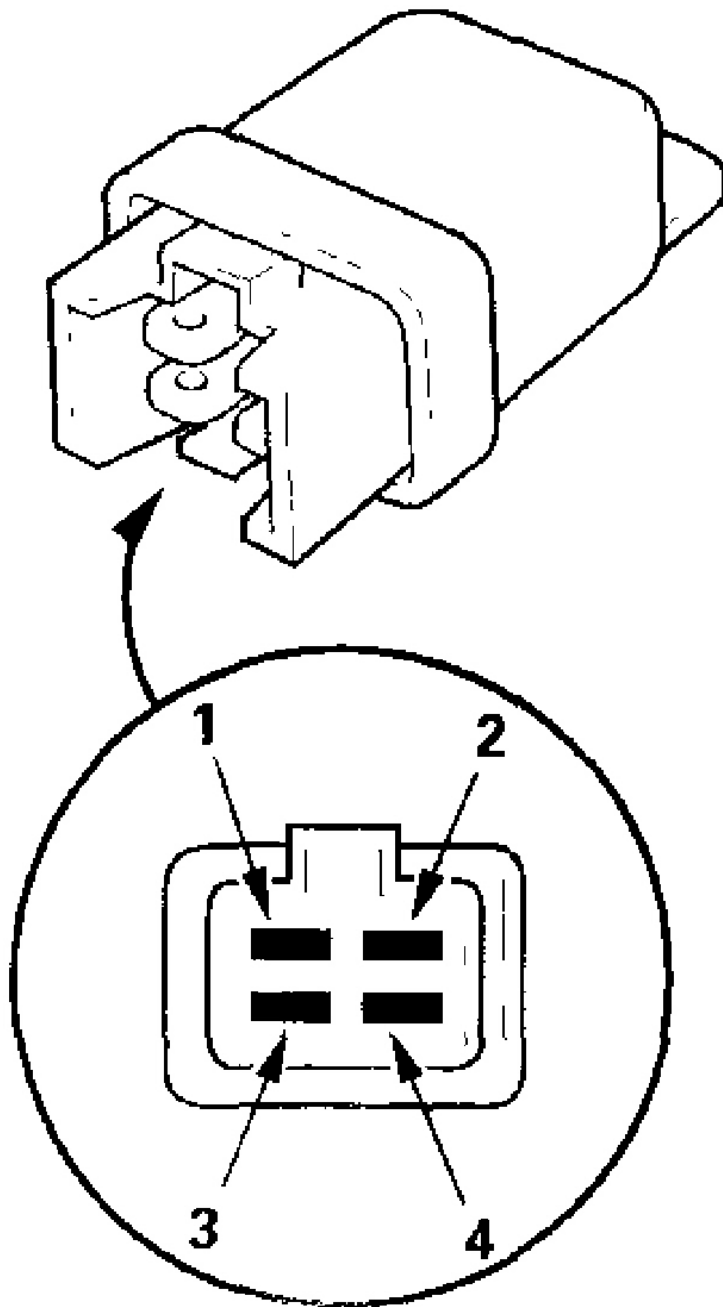
EPS motor relay



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Fig. 6: Identifying EPS Motor Relay
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Hatch opener relay

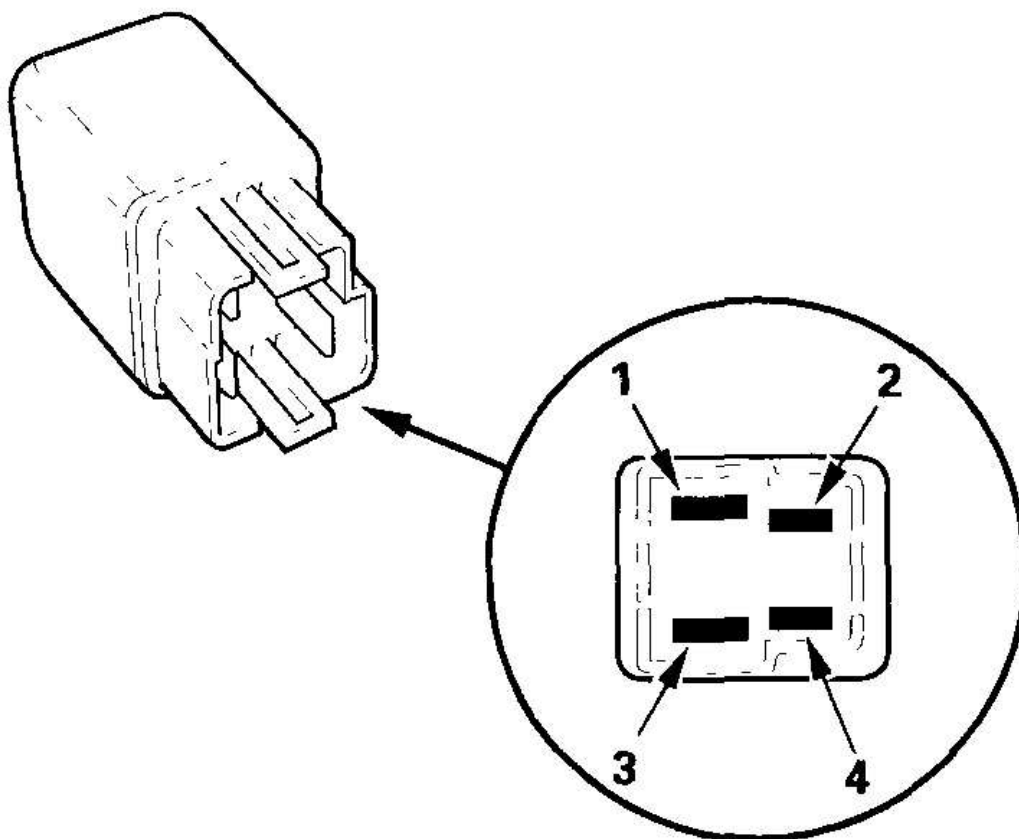


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Fig. 7: Identifying Hatch Opener Relay

Courtesy of AMERICAN HONDA MOTOR CO., INC.

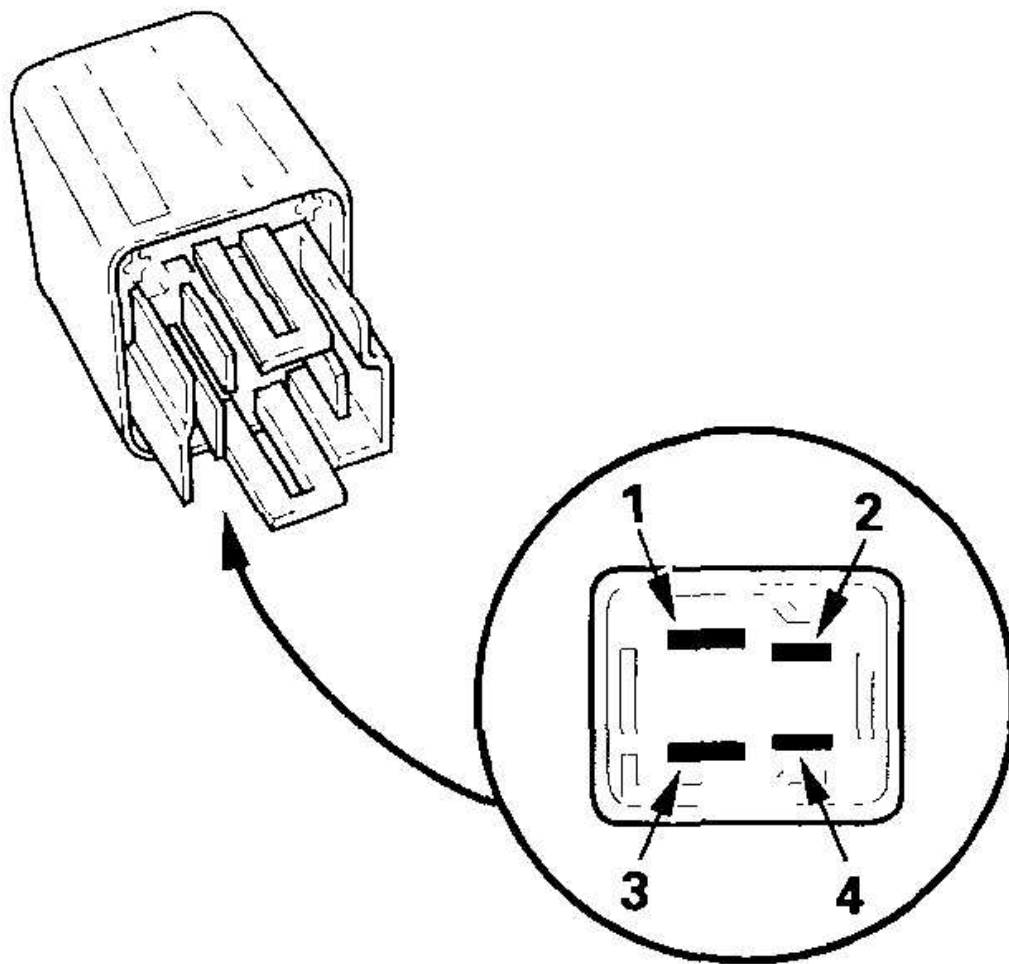
Blower motor relay, type 1:



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Fig. 8: Identifying Blower Motor Relay, Type 1
Courtesy of AMERICAN HONDA MOTOR CO., INC.

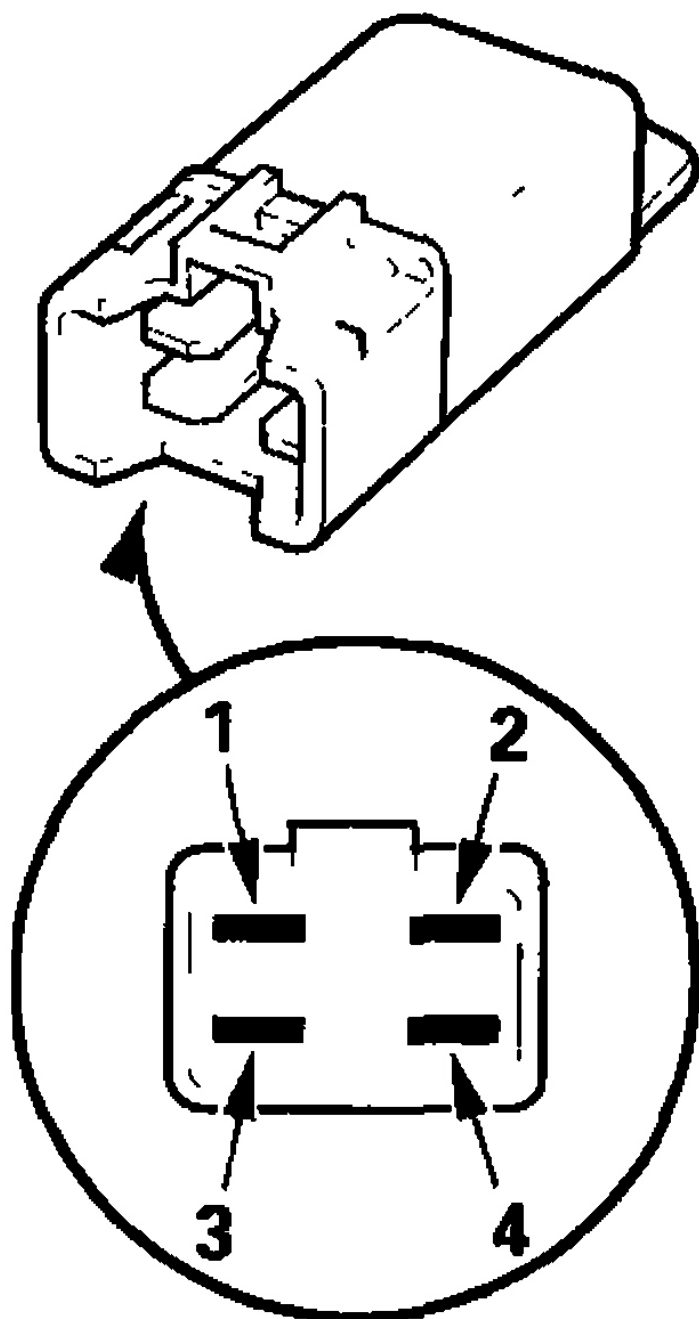
Blower motor relay, type 2:



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Fig. 9: Identifying Blower Motor Relay, Type 2
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Blower motor high relay

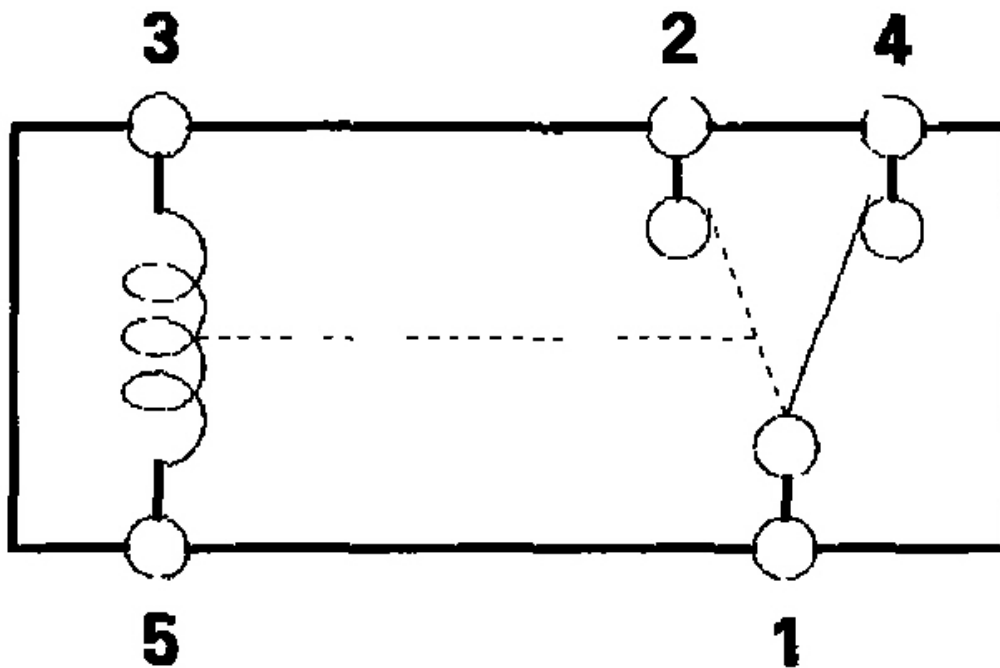


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Fig. 10: Identifying Blower Motor High Relay
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Check for continuity between the terminals.

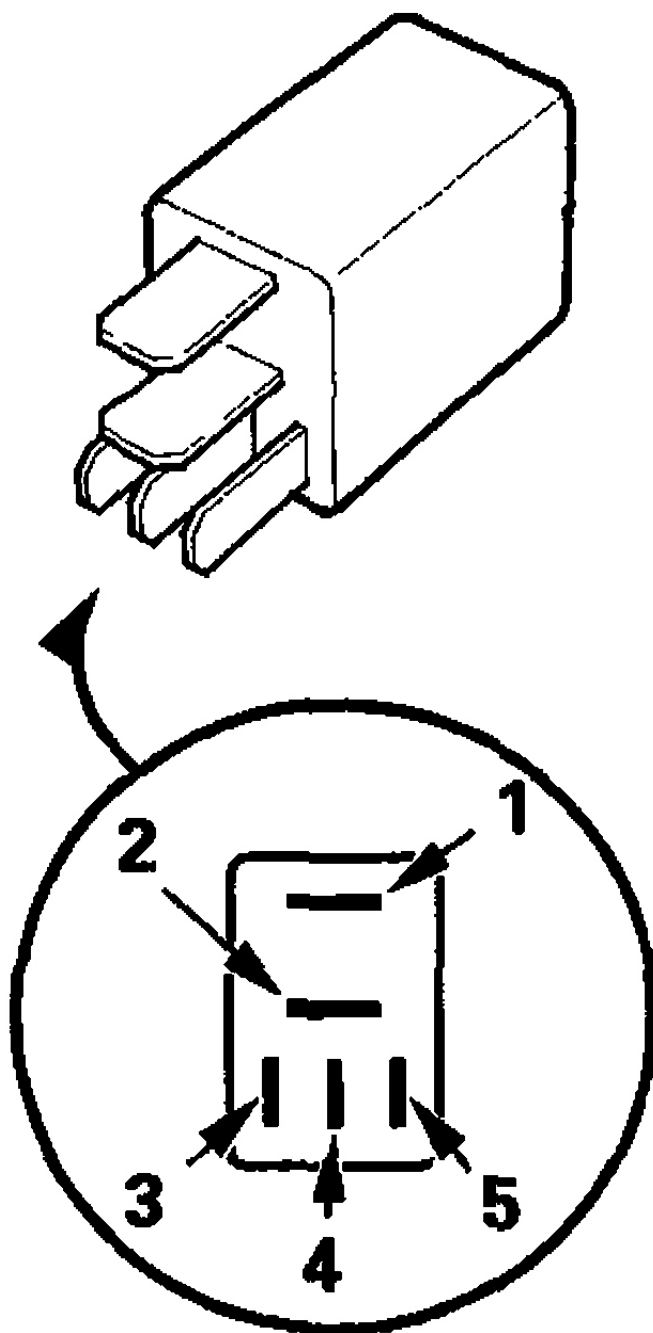
- There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 5 terminals.
- There should be continuity between the No. 1 and No. 4 terminals when power is disconnected.



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Fig. 11: Checking For Continuity Between Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Fan control relay. Low beam cut relay (Canada), Windshield wiper intermittent relay



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Fig. 12: Identifying Fan Control Relay
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