

'Troubleshooting TPMS DTCs 32, 34, 36, or 38

Got a '05 Pilot in your shop with any one of these TPMS DTCs?

- TPMS DTC 32 (right-front tire pressure sensor transmitting failure)
- TPMS DTC 34 (left-front tire pressure sensor transmitting failure)
- TPMS DTC 36 (right-rear tire pressure sensor transmitting failure)
- TPMS DTC 38 (left-rear tire pressure sensor transmitting failure)

If one of these TPMS DTCs looks familiar, follow these steps to fix the problem:

1. Swap the wheel that's causing the problem for a wheel with a known-good sensor.
2. Use the HDS to teach the TPMS control unit the tire pressure sensor ID of the known-good sensor.

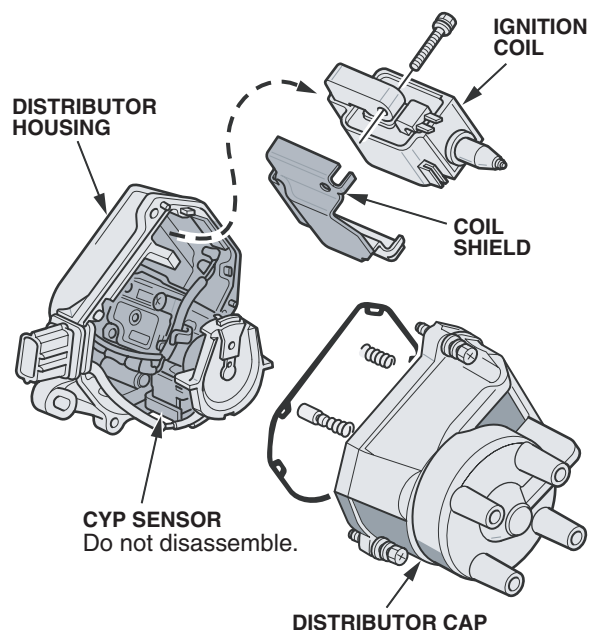
Helpful Tip: To avoid control unit learning problems that might crop up (sometimes they do), clear the TPMS DTC with the HDS, then, with the help from someone in your shop, start the learning process while driving the vehicle under **10 mph**. The TPMS control unit should learn all four sensor IDs.

- If the TPMS control unit learns the sensor ID of the known-good sensor, the original wheel has a bad sensor. Refer to pages 18-80 thru 18-82 of the '05 Pilot S/M, and replace that sensor. (Online, enter keyword **TPMS**, and select **Tire Pressure Sensor Replacement** from the list.) Reinstall the original wheel on the vehicle.
- If the TPMS control unit won't learn the sensor ID of the known-good sensor, reinstall the original wheel on the vehicle, and follow the troubleshooting procedure on pages 18-59 thru 18-62 of the S/M. (Online, enter **TPMS**, and select **TPMS DTC Troubleshooting 32, 34, 36, 38** from the list.)

Troubleshooting Tips for DTC P1381

Troubleshooting a '98–02 Accord L4 or '96–00 Civic with DTC P1381 (CYP sensor intermittent interruption)? If you can't find anything wrong after following the procedure in the appropriate S/M, then try this:

1. Remove the distributor cap, and make sure the ignition coil shield is there and it's correctly installed.



- If the ignition coil shield installation is right, go to step 2.
 - If the ignition coil shield installation isn't right, properly install the coil shield.
2. Unplug the 4P connector from the alternator
 3. Test-drive the vehicle.
 - If DTC P1381 comes back with the alternator unplugged, replace the distributor housing.
 - If DTC P1381 doesn't come back, go to step 4.
 4. Plug the 4P connector into the alternator, and use the HDS to do a charging system test. Look at the alternator diode pattern on the display screen.
 - If the diode pattern doesn't look right, replace the alternator. A faulty diode can cause electrical interference that sets this DTC.
 - If the diode pattern looks OK, press on with normal troubleshooting.

O/M Error Alert: Wrong Elapsed Time Description

There's an error in the '05 Odyssey O/M you need to be aware of. On page 76, it says the elapsed time on the MID is the time traveled since you last reset the trip computer. That's not true. Here's what the text should say:

- **ELAPSED TIME:** The time traveled since you last turned the ignition switch to the ON (II) position. Cycling the ignition switch off and on again will reset the elapsed time to 0:00.

Poor Radio Reception or Static On Rough Roads

Have you gotten any complaints from '05 Odyssey owners of poor radio reception or static when driving on rough roads or going over bumps? These could be symptoms of a loose antenna sublead connection at either the middle of the dashboard or at the antenna module that's attached to the passenger-side C-pillar, or of a bad antenna sublead.

To fix the problem, make sure all connections are tight. Replace the antenna sublead if needed. Refer to the '05 Odyssey ETM for more info. Check out photo 83 on page 201-13 and photo 159 on page 201-26.

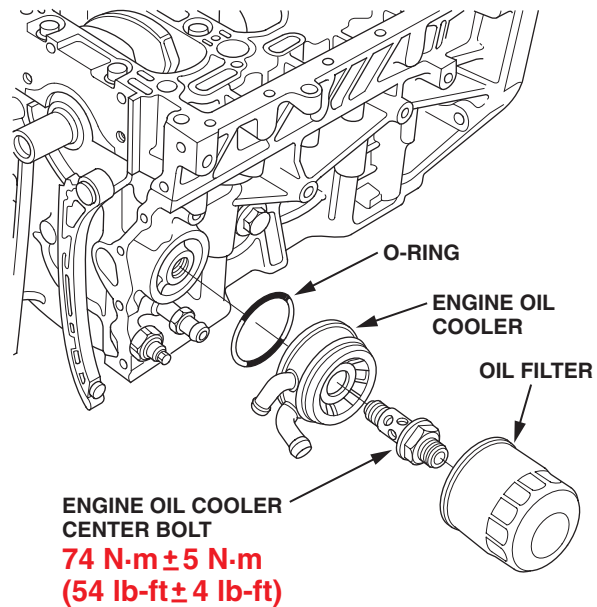
Clock Randomly Changes Time? It's a Software Bug

NOTE: This article applies to '05 Odyssey EX-L and Touring models with the navigation system.

A bug in the navigation system software can cause the clock to randomly change the displayed time. To fix this problem, call the Honda Navigation fulfillment desk at **888-291-4675** and ask for an updated DVD.

Engine Oil Cooler Center Bolt Torque Spec

Need the torque spec for the engine oil cooler center bolt in a '00–05 S2000? Although there's a picture of this bolt in the Component Location Index in the '00–05 S2000 S/M and in ISIS, there's no mention anywhere of its torque spec. In fact, there's no mention of how to replace the engine oil cooler.



The upcoming '00–06 S2000 S/M will include an engine oil cooler replacement procedure. For now, jot down this torque spec for the center bolt in your copies of the S/M: **74 N·m ± 5 N·m (54 lb-ft ± 4 lb-ft)**.

MIL On With DTC P0128

NOTE: This article applies to all '03–04 Civic Hybrids and '05 Civic Hybrids from VIN JHMES9...5S000001 thru JHMES9...5S016049.

Got a Civic Hybrid in your shop with the MIL on and DTC P0128 (cooling system malfunction) set? To fix this problem, see S/B 05-028, *Product Update: ECM Update to Prevent Catalyst DTC P0420 and/or VPS DTC P1021, MCM Update to Current Specifications*, and update the ECM and the MCM.

Auto Idle Stop Won't Work With the A/C Running

If the Auto Idle Stop system in a '05 Accord Hybrid won't work with the A/C running, the reason could just be a normal characteristic of the system. The Auto Idle Stop system is designed to stop working under any of these conditions:

- **High Interior Temperature:** If it's really hot inside the vehicle, the system won't work until the interior cools down to a temperature the electric A/C can handle. The engine may restart if the electric A/C can't maintain the selected cooling.
- **High Blower Fan Speed:** The system won't work when you set the blower fan speed to the 4th or 5th position.
- **Low Climate Control Temperature Setting:** The system won't work when you set the climate control temperature to the lowest Auto mode setting.
- **Low IMA Battery Charge Level:** The system won't work when the IMA battery charge level is too low.
- **Set DTCs:** The system won't work if certain IMA, HVAC, or PGM-FI DTCs are set.

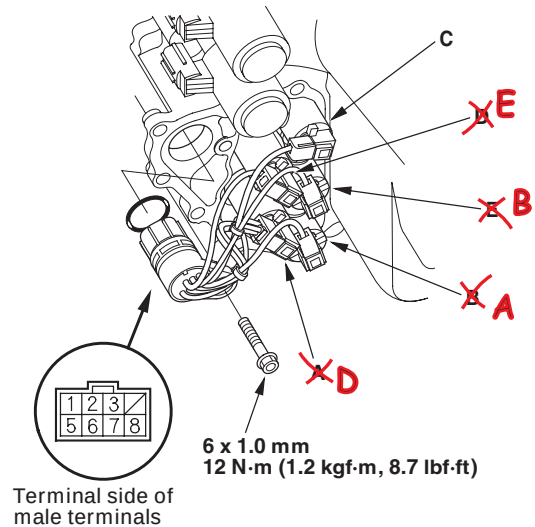
New Software for HDS: Version 2.001.012

During the week of September 12, 2005, all Honda dealerships were sent a new CD containing HDS software version 2.001.012. This new CD sports a jet black label that reads "Honda Diagnostic System Installation Disk (VER 2.001.012), September 2005." Your system administrator should have this software already loaded onto the master server.

In a nutshell, this CD adds system coverage for '06 Civics, Elements, Insights, and Pilots.

S/M Fix: Shift Solenoid Valve Test, '03–06 Accord L4

You need to tweak the illustration for step 19 on page 14-193 of the '03–06 Accord L4 S/M. The callouts are wrong. Mark up your copies of the S/M to look like this:



Balky Power Sliding Door? Check for Roller Binding

If the power sliding door on a '05 Odyssey starts opening again just before it fully closes, the upper roller could be binding. This can happen if the upper rail is too narrow where it curves toward the body. The inside width of the upper rail should be **20 mm ± 0.3 mm**.

To check if this is the problem, close the door by hand, and note if the upper roller binds where the rail curves in. If it does, use a block of wood and a hammer to spread the rail sides apart in that spot. Be really careful when you do this so you don't damage the paint. And don't spread the rail sides too far apart, or the door will rattle.

Why a PC Card Won't Play in the Audio Unit

NOTE: This article applies to '06 Civic EX and Si models with the navigation system.

All '06 Civics with the navigation system come with a cool PC card player. It's included in the audio unit behind the fold-down display screen. It lets you play tunes in both MP3 and WMA format using several popular memory card types.

Unfortunately, there are no error messages or troubleshooting procedures for these memory cards. If a customer comes into your shop complaining the audio unit won't play tunes from a memory card, there are lots of reasons why it won't. Here are some possibilities:

- The PC card might not be fully inserted in the card player slot. Eject the card, and carefully reinsert it. *Never* force the card into the slot; you could damage the pins in the back of the slot. If the PC card won't fully insert, inspect the back of the card slot for bent pins. If you see bent pins, replace the audio unit.
- The memory card might have audio files the audio unit doesn't recognize. This audio unit only recognizes files in MP3 and WMA formats.
- The audio unit might not accept the memory card type. At this time, only ATA cards, CompactFlash, and SD cards have been tested and are known to work.
- CompactFlash and SD memory cards need a PC card adapter to work with the audio unit. There are lots of PC card adapters on the market, but not every memory card will work with every card adapter. The card adapter used might be keeping a known-good flash memory card from playing. Many of these card adapters haven't been tested.
- The memory card's storage capacity might be more than **1 GB**. Only cards with storage capacities up to **1 GB** have been tested.
- The memory card might be blank (there's nothing on it). If the card has write protection, make sure it's turned off before loading files onto the card.
- The memory card might have bad sectors or other formatting errors. If this is the case, the card needs reformatting. Use *only* the FAT or FAT32 format. *Never* use the NTFS format; the audio unit won't accept it.
- The memory card might have gotten fried by heat. Remind your customer to eject the card from the audio unit when leaving the vehicle and take it along for safe keeping.
- A hard disc drive (HDD) card is being used. These cards don't always work with the audio unit and, inside a hot vehicle, they can overheat and shut down. They aren't recommended.
- The memory card's filing structure might exceed the allowed specs. The system is designed to work with memory cards with no more than **eight** folder levels, **99** folders, and **999** total tracks. If any of these limits are exceeded, the audio unit might not display the tune info or play the tunes on the card.

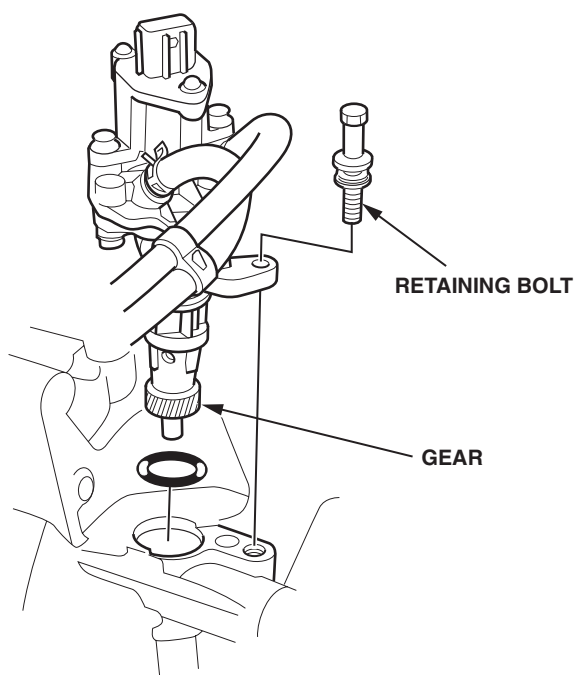
Here's something else to keep in mind. When inserting a PC card into the audio unit, expect a delay before the **CARD** button on the display screen works. There's nothing wrong with the PC card or the audio unit, this delay is normal. The audio unit must read the PC card's file tag info for album names, artists, and tune titles. Depending on the number of tunes and how complex the folder structure is, this can take some time. You won't see an hourglass icon on the screen while this is happening, so you've just got to be patient and wait for the loading to finish.

And one more thing, if the card player is giving you a conniption, you can always play tunes in MP3 or WMA format using the audio unit's built-in CD player. But if you do, make sure there's no adhesive label on the CD. If the CD jams in the audio unit because it's got an adhesive label, you're looking at replacing the audio unit. And since that unit and the navigation system are rolled into one, that spells one big pain in the pocketbook.

Install VSS Properly to Avoid Reman A/T Damage

We can't emphasize enough how important it is to follow, to the letter, the installation instructions that come with a reman A/T. These instructions help ensure that you avoid damaging the A/T and score a successful repair.

This is particularly true when it comes to installing the vehicle speed sensor (VSS). Step 6 of the instructions tells you to make sure its gear is fully engaged and the VSS is fully seated before you tighten the retaining bolt.



If you don't install the VSS properly, the speed sensor gear will get stripped and the A/T will be seriously damaged. So don't take risks with your customer's vehicle. *Always* follow these instructions to the letter. You can rest assured you're doing the job right.

New Seat Belt Reminder Logic for '06 Models

NOTE: This article applies to '06 Accords, '06 Civics, '06 Pilots, and '06 S2000s.

Some '06 model Hondas come with new seat belt reminder logic that turns on the seat belt reminder light in the instrument panel if the front passenger isn't buckled up. While driving, if the OPDS detects there's someone in the front passenger's seat and the seat belt isn't buckled, the seat belt reminder light comes on and intermittently blinks.

New Immobilizer System in '06 Civics

The '06 Civic comes fresh from the factory with a new immobilizer system. It's Type 6, and it uses different logic than the Type 3 system that's in '01–'05 Civics. Knowing what the differences are will help you to troubleshoot this new system and to identify whether the system is at fault or not. Here's the lowdown.

Normal Operation

When you turn the ignition switch to ON (II), and the ignition key's transponder code is recognized by the system, the immobilizer system indicator comes on for **2 seconds**, and then goes off. The immobilizer system will let the engine start normally.

When you turn the ignition switch to LOCK (0), the immobilizer system indicator *doesn't* come on. This is unique to the Type 6 system.

If the Immobilizer System Detects a Problem

When you turn the ignition switch to ON (II), and the ignition key's transponder code *isn't* recognized by the system, the immobilizer system indicator comes on for **2 seconds**, and then starts to blink.

The immobilizer system reaction will vary depending on how fast you turn the ignition switch. If you turn the switch quickly from LOCK (0) to START (III), the engine will start up, run for about **1 second**, and then shut off. If you turn it to ON (II), hold it there, and then turn it to START (III), the starter will crank the engine, but the engine won't start.

When you turn the ignition switch to LOCK (0), the immobilizer system indicator blinks **10 times**. This is unique to the Type 6 system.

ThreeBond 1216F Liquid Gasket Now Available

Honda parts stock now carries ThreeBond 1216F Liquid Gasket (P/N 08718-0002, H/C 7834401). This new product is specially formulated to work on magnesium components but can be used on aluminum components as well. If you're installing the magnesium oil pan in a '05 Insight, you must apply this liquid gasket to the engine block mating surface of the pan. You'll see it listed in the Engine Mechanical section of the '00–'05 Insight S/M.

Taking the Mystery Out of the Maintenance Minder System

To help vehicle owners know when scheduled maintenance is due, Honda has introduced the maintenance minder system in these models.

- '06 Accord
- '06 Civic
- '05–'06 Odyssey
- '06 Pilot
- '06 Ridgeline
- '06 S2000

The maintenance minder system shows engine oil life in the information display to let you know when it's time to have the engine oil replaced and regular maintenance done. There's no longer a maintenance schedule in the O/M.

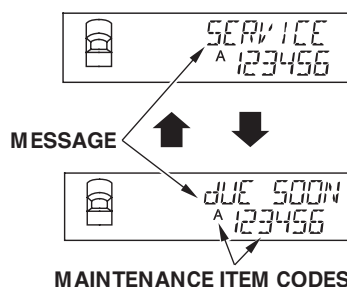
The system shows engine oil life as a percentage, which drops over time as the vehicle racks up miles. It starts out at **100%** with fresh engine oil, and winds down to **0%**, signaling the oil life is over. The system counts down oil life based on engine operating conditions (both normal and severe). If the engine runs at higher temperatures and rpm, or at low temperatures during short trips, the oil life will deplete faster than an engine running under more normal conditions.

Depending on the oil life percentage, the system shows three different messages when you turn the the ignition switch to ON (II). Here's what you could see:

Oil Life	Message	What to Do
15%	SERVICE DUE SOON	Plan to take your vehicle in for scheduled maintenance
5%	SERVICE DUE NOW	Take your vehicle in now for scheduled maintenance
0%	SERVICE PAST DUE (Mileage past due is also shown)	Service is overdue. Take your vehicle in now for scheduled maintenance

When the oil life reaches **15%**, you'll also see a two-part maintenance item code.

'06 RIDGELINE SHOWN



This code tells you what items need servicing when you have the engine oil replaced. The first part of the code is the main code. It's either **A** or **B**, never both. Here's what they mean:

Main Code	What It Means
A	Replace just the engine oil.
B	Replace the engine oil and the oil filter, rotate the tires, inspect the front and rear brakes, check the parking brake adjustment, and inspect several other items listed in the O/M.

The second part of the code is the subcode. It's numbered **1** thru **5** in vehicles without 4WD, and **1** thru **6** in vehicles with 4WD. These subcodes can show up in any combination. Here's what they mean:

Sub-code	What It Means
1	Rotate the tires.
2	Replace the air cleaner element, check the drive belt, and replace the dust and pollen filter.
3	Replace the transmission fluid and transfer fluid (if equipped).
4	Replace the spark plugs, replace the timing belt (if equipped), inspect the water pump, and inspect valve clearance.
5	Replace the engine coolant.
6	Replace the rear differential fluid (if equipped).

(cont'd)

Taking the Mystery Out...(cont'd)

The system automatically moves up maintenance items or delays them so they get done along with engine oil replacement. For example, if tire rotation is normally done at **7,500 miles**, but the oil life ends around **6,000 miles**, the system will move up tire rotation. Or, if the oil life appears to be ending around **9,000 miles**, the system will delay tire rotation. In either case, you would see the maintenance item code **A1** in the information display.

Some scheduled maintenance items are independent of the maintenance minder system. The brake fluid should be replaced every **3 years**, the idle speed should be inspected every **160,000 miles**, and the valves adjusted if they're noisy.

And there are driving situations where a few maintenance items deviate from the maintenance minder system. These items are affected:

- **Air filters** - the air cleaner element and dust and pollen filter should be replaced every **15,000 miles** if you drive the vehicle often in areas that are regularly dusty or dirty (high concentration of soot from industry or diesel-powered vehicles).
- **ATF** - the ATF should be replaced every **30,000 miles** if you use the vehicle mostly for towing or you drive in mountainous areas. This doesn't apply if the vehicle has ATF life monitoring. The '06 Civic is the only vehicle that monitors ATF life at this time.
- **Timing belt (if equipped)** - the timing belt should be replaced every **60,000 miles** if you drive the vehicle often in areas that commonly have temperatures **above 110°F** or **below -20°F**.

Keep in mind, only a small percentage of vehicle owners are actually involved in these driving situations. All other vehicle owners should follow the maintenance minder system.

For owners who only drive their vehicles occasionally, and the oil life never reaches **15%** at the end a **12-month** period since the engine oil was last replaced, the engine oil should be replaced and the oil life indicator reset to **100%**. When resetting the oil life indicator, the system will flash the maintenance item code that would have come up when the oil life reached **15%**. Make sure all maintenance is done according to that maintenance item code.

The maintenance minder info is stored in the ECM/PCM and in the gauge control module. The ECM/PCM keeps track of the oil life, while the gauge control module handles the service items. If you replace the ECM/PCM, make sure you transfer the maintenance minder info from the old ECM/PCM to the new one. And if you replace the gauge control module, remember to transfer the odometer reading from the old gauge control module to the new one.

When replacing the ECM/PCM, if you run into any problems transferring the maintenance minder info, replace the engine oil. The system will start the oil life at **100%**.



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ASN 30817 (0509)

