2005 ODYSSEY - Front Door Panel Removal/Installation

Special Tools Required

- KTC trim tool set SOJATP2014
- Trim pad remover, Snap-on A 177A or equivalent, commercially available

NOTE: Use the appropriate tool from the KTC trim tool set to avoid damage when prying components.

1. Lower the glass fully.
2. Using the appropriate trim tool, pry out on the rear portion of the cover (A) to release the hooks (B, C), then remove the cover and the screws securing the inner handle (D).

3. Remove the power window switch panel (A).
   -1 Using the appropriate trim tool pry up on the rear edge of the switch panel tape to release the rear clip.
   -2 Pull out along the edge of the panel to release the hooks (B) and front clip.
   -3 Disconnect the power mirror switch connector (C) (driver's) and the power window switch connector (D).

Driver's

4. Remove the door panel (A) with as little bending as possible to avoid creasing or breaking it.
   -1 Remove the screws (B).
   -2 Use a commercially available trim pad remover (C) to detach the clips (D).
5. Disconnect the inner handle cable (A) from the inner handle (B).

6. Disconnect the courtesy light bulb connector (A) and the driving position memory switch connector (B), then remove the door panel (C). Take care not to bend the cable.
7. If necessary, remove the screws securing the inner handle (A), then remove the handle from the door panel (B).

8. Install the door panel in the reverse order of removal, and note these items:

- Replace any damaged clips.
- Make sure the connectors are plugged in properly, and that the cable and the bulb socket are connected properly.
- Make sure the window and power door lock operate properly.
- Driver's: Perform the power window control unit reset procedure.
2005 ODYSSEY - Passenger's Window Motor Test

1. Remove the door panel.
2. Disconnect the 6P connector (A) from the window motor.

Front passenger's

![Diagram of front passenger's window motor connection]

Terminal side of male terminals

1 2 3
4 5 6

Rear

![Diagram of rear window motor connection]

Terminal side of male terminals

1 2 3
4 5 6

3. Test the motor by connecting battery power and ground according to the table. When the motor stops running, disconnect one lead immediately.
4. If the motor does not run or fails to run smoothly, replace it.
<table>
<thead>
<tr>
<th>Terminal</th>
<th>3^*1</th>
<th>4^*2</th>
<th>6^*3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+</td>
<td>-</td>
<td>+</td>
</tr>
<tr>
<td><strong>UP</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DOWN</strong></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

*1: Right rear window motor  
*2: Left rear window motor  
*3: Front passenger’s window motor
2005 ODYSSEY - Power Window Master Switch Input Test

NOTE: Make sure the ignition switch is OFF before disconnecting the connectors.

1. Before testing the power windows, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A.
2. Turn the ignition switch OFF.
3. Remove the power window master switch.
4. Disconnect the 23P connector (A) and 13P connector (B) from the power window master switch (C).
5. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, go to step 6.
6. Reconnect the connector to the power window master switch, turn the ignition switch ON (II) and make these input tests at the connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 7.

<table>
<thead>
<tr>
<th>Cavity</th>
<th>Wire</th>
<th>Test condition</th>
<th>Test: Desired result</th>
<th>Possible cause if result is not obtained</th>
</tr>
</thead>
<tbody>
<tr>
<td>1•2</td>
<td>BLK</td>
<td>Under all conditions</td>
<td>Check for voltage to ground: There should be less than 1 V.</td>
<td>• Poor ground (G601)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• An open in the wire</td>
</tr>
<tr>
<td>3</td>
<td>WHT/GRN</td>
<td>Ignition switch ON (II)</td>
<td>Check for voltage to ground: There should be less than 1 V.</td>
<td>• Blown No. 23 (P/V) (50 A) fuse in the under-hood fuse/relay box</td>
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<td></td>
<td></td>
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<td></td>
<td>• Faulty power window relay</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>• Faulty driver's under-dash fuse/relay box</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• An open in the wire</td>
</tr>
<tr>
<td>10</td>
<td>GRN/WHT</td>
<td>Under all conditions</td>
<td>Check for voltage to ground: There should be battery voltage.</td>
<td>• Blown No. 27 (20 A) fuse in the driver's under-dash fuse/relay box</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Faulty driver's under-dash fuse/relay box</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• An open in the wire</td>
</tr>
<tr>
<td>15</td>
<td>WHT/RED</td>
<td>Under all conditions</td>
<td>Check for voltage to ground: There should be battery voltage.</td>
<td>• Blown No. 7 (7.5 A) fuse in the driver's under-dash fuse/relay box</td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>• Faulty driver's under-dash fuse/relay box</td>
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<td></td>
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<td></td>
<td>• An open in the wire</td>
</tr>
<tr>
<td>20</td>
<td>YEL</td>
<td>Ignition switch ON (II)</td>
<td>Check the voltage to ground: There should be battery voltage.</td>
<td>• Blown No. 21 (7.5 A) fuse in the driver's under-dash fuse/relay box</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>• Faulty driver's under-dash fuse/relay box</td>
</tr>
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<td></td>
<td></td>
<td>• An open in the wire</td>
</tr>
<tr>
<td>6</td>
<td>RED/WHT</td>
<td>Ignition switch ON (II)</td>
<td>Check for voltage to ground: There should be battery voltage.</td>
<td>• Faulty power window master switch</td>
</tr>
</tbody>
</table>
7. Disconnect the 23P connector from the power window master switch, and make these input tests at the connectors.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace the power window master switch, and go to step 8.

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</thead>
</table>
| 8      | WHT/BLU| Driver's door key cylinder switch in LOCK                                      | Check for voltage to ground: There should be less than 1 V.                          | • Faulty driver's door key cylinder switch  
                                      |        | Driver's door key cylinder switch in neutral                                  | Check for voltage to ground: There should be 5 V or more.                         | • Short to ground  
                                      |        | Driver's door key cylinder switch in UNLOCK                                   | Check for voltage to ground: There should be 5 V or more.                         | • Faulty driver's door key cylinder switch  
                                      | 21     | WHT   | Driver's door key cylinder switch in UNLOCK                                   | Check for voltage to ground: There should be less than 1 V.                        | • Faulty driver's door key cylinder switch  
                                      |        | Driver's door key cylinder switch in neutral                                  | Check for voltage to ground: There should be 5 V or more.                         | • Short to ground  
                                      |        | Driver's door key cylinder switch in LOCK                                     | Check for voltage to ground: There should be 5 V or more.                         | • Faulty driver's door key cylinder switch  
                                      | 4      | BLU   | Ignition switch ON (II), and the driver's window switch moving up or down     | Check for voltage between the No. 4 and No. 1 terminals: There should be 0 V-about 5 V-0 V-about 5 V repeatedly (a digital voltmeter reads about 2.5 V while the window moves). | • Blown No. 7 (7.5 A) fuse in the driver's under-dash fuse/relay box  
                                      |        | Driver's door key cylinder switch in neutral                                  | Check for voltage to ground: There should be 5 V or more.                         | • Blown No. 27 (20 A) fuse in the driver's under-dash fuse/relay box  
                                      |        | Driver's door key cylinder switch in LOCK                                     | Check for voltage to ground: There should be 5 V or more.                         | • An open in the wire (RED/WHT, BLU, ORN)  
                                      | 17     | ORN   | Ignition switch ON (II), and the driver's window switch moving up or down     | Check for voltage between the No. 17 and No. 1 terminals: There should be 0 V-about 5 V-0 V-about 5 V repeatedly (a digital voltmeter reads about 2.5 V while the window moves). | • Short to ground in the wire  
                                      |        | Driver's door key cylinder switch in neutral                                  | Check for voltage to ground: There should be 5 V or more.                         | • Faulty driver's window motor  
                                      |        | Driver's door key cylinder switch in LOCK                                     | Check for voltage to ground: There should be 5 V or more.                         | • Faulty power window master switch  
                                      |        | Driver's door key cylinder switch in LOCK                                     | Check for voltage to ground: There should be 5 V or more.                         | • Faulty power window master switch  
                                      | 11     | RED/YEL| Connect the No. 10 and No. 11 terminals with a jumper wire, and connect the No. 23 terminal to body ground. | Check for driver's window operation: The window should go down.                     | • Blown No. 27 (20 A) fuse in the driver's under-dash fuse/relay box  
                                      |        |        | Cavity Wire Test condition Test: Desired result Possible cause if result is not obtained |                                                                                     | • Faulty driver's power window motor  
                                      | 23     | RED/BLK| Connect the No. 10 and                                                      | Check for driver's window                                                              |                                                                                     |
8. Reset the power window control unit.