HONDA ServiceNews March 2006

Helping you fix it right the *first* time - *every* time

Check Out the New Look!

We thought it was high time *ServiceNews* got a face-lift. So, we've wrapped its name in a snappy font style that we feel better reflects *today's* Honda. And we've thrown in a catchy motto to express what *ServiceNews* is all about. You'll see this new look on all future issues of *ServiceNews*, along with more upgrades and enhancements.

Honda's New Fit Gets a *New* PDI

The new Honda Fit is coming your way this April, and with it, a new way of doing PDI. The service history booklet packed in the glove box includes a heavily revised PDI that shares a bare family resemblance to the old PDI you're used to doing.

In a nutshell, this new PDI is a leaner, sleeker version of the old one. It gets rid of a lot of checks normally done at the factory and focuses instead on things that new vehicle owners really care about and react to, like dents, dings, and scratches; overall cleanliness; and noise, vibration, and harshness. These things can have a powerful impact on how new vehicle owners view the product, your dealership, and the Honda brand.

The new PDI is grouped into two sections: Mechanical Inspections and Road Test. One item that's stressed in this new PDI is checking and adjusting tire pressures, including the spare. It's **so** important, in fact, it's even printed in bold type.

When doing a PDI on a Fit, you check for dents, dings, and scratches, overall cleanliness, and correct tire pressures in the Mechanical Inspections section. In the Road Test section, you check for noise, vibration, and harshness, and make sure the powertrain and vehicle systems work right. At vehicle delivery, a final inspection is done where the vehicle gets checked for dents, dings, scratches, and overall cleanliness; the fuel tank is topped off; and fluid levels and tire pressures are rechecked.

Watch for a new training module on the Online University. You'll see it listed as PDC10 - New Vehicle Preparation. All service techs will need to complete this module before they can do a PDI on the Fit. This module will teach you about the importance of doing a thorough road test and even offers some cool tips to help improve your efficiency.

Mountain Driving, Trailer Towing, and A/T Slippage

NOTE: This article applies to '06 and later Odysseys, Pilots, and Ridgelines.

If your service customer does a lot of mountain driving, trailer towing, or both, the ATF should be replaced every **30,000 miles.** You'll see this typical verbiage in the Maintenance Minder section of the appropriate O/M:

Symbol	Maintenance Sub Items
1	• Rotate tires
2	• Replace air cleaner element If you drive in dusty conditions, replace every 15,000 miles (24,000 km). • Replace dust and pollen filter If you drive primarily in urban areas that have high concentrations of soot in the air from industry and from diesel-powered vehicles, replace every 15,000 miles (24,000 km). • Inspect drive belt
3	• Replace transmission fluid Driving in mountainous areas at very low vehicle speeds or trailer towing results in higher transmission temperatures. This requires transmission fluid changes more frequently than recommended by the Maintenance Minder. If you regulary drive your vehicle under these conditions, have the transmission fluid changed every 30,000 miles (48,000 km).
4	• Replace spark plugs

If you've got a vehicle in your shop for a slipping A/T and your service customer drives the vehicle as described here, check if the ATF was replaced at the recommended interval. If it wasn't, drain and refill the ATF and do a test-drive. If the A/T is still slipping, press on with normal troubleshooting. If needed, replace the A/T.

"B" Main Code Appears For First-Time Service

NOTE: This article applies to '06 Accords, '06 Accord Hybrids, '05 Odysseys, and '06 Pilots.

Got a vehicle in for first-time service but the engine oil life display or MID shows a **B** main code instead of an **A**? A manufacturing problem with the gauge assembly is the cause, but it's nothing you can fix by fiddling with the hardware. Instead, just go ahead and do the service work called out for a **B** main code. The **A** main code will appear the next time service is needed, balancing out the services.

Got DTC P2422? Check for an EVAP System Vent Blockage

NOTE: This article applies to '03–06 Accord V6s, '06 Civics, '05–06 CR-Vs, '03–06 Elements, and '03–06 Pilots.

Got a vehicle in your shop with DTC P2422 (EVAP canister vent shut valve close malfunction)? An EVAP system vent blockage is the likely culprit. It can slow down the venting process, setting this DTC.

Interestingly, the most common culprit reported is a spider's nest (a yellow sac spider's to be exact) in the fitting that connects the hose to the vehicle frame. Another common culprit is a blocked EVAP canister Use the HDS to run the EVAP system function test to find out if the system really has a problem. If it looks like a blockage is possible, then follow this procedure to track it down:

1. From the **Mode Menu** on the HDS, select **Inspection**.
2. From the **Inspection Menu**, select **EVAP TEST**. From the **EVAP TEST MENU**, select **MULTI SOLENOIDS**. From the **Multi Solenoids Menu**, select **PCS (CPV) ON, CVS ON**.
3. Record the **FTP Sensor** value on the display screen. [This is for key on, cap off (KOCO).] Reinstall the fuel fill cap.
4. Disconnect the purge line between the PCS and the intake manifold.
5. Connect a hand vacuum pump to the line toward the PCS.

   NOTE: On Civics and CR-Vs, the PCS is mounted to the throttle body. To apply vacuum to the EVAP system, you've got to unbolt the PCS and attach the vacuum pump hose to the nipple leading to the throttle body.
6. Pump the handle until the **FTP Sensor** value reads **1.60 volts**. Keep in mind, you're evacuating the EVAP canister, so you might need to do a lot of pumping to reach this value.
7. Unplug the PCS connector, and disconnect the vacuum pump. The **FTP Sensor** value should stay the same.
8. Plug in the PCS connector, and record how long it takes for the sensor value to return to the value you recorded in step 3.
9. Connect the vacuum pump to the line toward the PCS, and pump the handle until the **FTP Sensor** value reads **1.60 volts**.
10. Unplug the CVS connector, and record how long it takes for the sensor value to return to the recorded value.
11. Compare your recorded PCS and CVS venting times. The PCS venting time should be **1 to 2 seconds** longer than the CVS venting time.
    - If the venting times meet the criteria, press on with normal troubleshooting.
    - If the venting times differ widely, look for a vent blockage on the side of the EVAP system with the longer venting time. Fix the blockage problem, then run the EVAP system function test again to make sure the problem is fixed.

New Software for HDS: Version 2.003.020

During the week of March 1, 2006, all Honda dealerships were sent a new CD containing HDS software version 2.003.020. This new CD sports a snappy, lime-colored label that reads "Honda Diagnostic System Installation Disk (VER 2.003.020), February 2006." Your system administrator should have this software already loaded onto the master server.

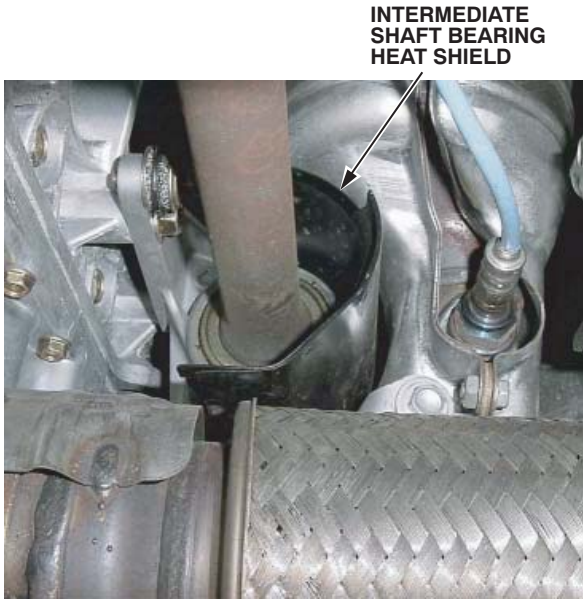
Here's some important info on 2.003.020:

- IMA freeze data for '06 Civic Hybrids has been added.
- The procedure for ECM/PCM replacement in '06 Civic 2-doors has been improved.
- The reprogramming IDs have been updated to support applicable S/Bs posted on ISIS.

Pinging or Buzzing Between 1,500 and 2,500 RPM

NOTE: This article applies to '03–05 Accord V6s, '05 Odysseys, and '03–05 Pilots.

Got a vehicle in your shop that pings, buzzes, or whistles under load with the engine running at 1,500 to 2,500 rpm? The culprit could be the intermediate shaft bearing heat shield. This noise can change with engine temperature and may be intermittent. Sometimes, you can hear it only when the engine is cold.



If you suspect the heat shield is making all the hubbub, try loosening the mounting bolts, pushing the heat shield as far to the left or right as you can (the direction doesn't matter, you just want to anchor the shield against the bolts), then tightening the bolts to **21 lb-ft**. Be careful, though, not to overtighten the bolts; if you do, you could strip them. The heat shield is made to move around a little bit even when it's securely bolted in place, but anchoring it against the bolts and tightening them will cut down on the possibility of rattles.

Test-drive the vehicle, and listen for the noise. If it's gone, you're done. If you still hear the noise, hook up a STEELMAN® ChassisEAR™ diagnostic tool (T/N JSP-SM06600), and test-drive the vehicle again to track down the source.

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"Headrests" Are Really "Head Restraints"

The common term "headrest" muddles its true purpose. It's not a comfy place to rest your head while driving or riding. It's really a carefully designed head restraint that helps protect you from neck injuries if you're in a rear-end collision at low to moderate speeds.

Each head restraint is specifically designed for a particular vehicle model to meet Federal Motor Vehicle Safety Standards (FMVSS). Here are some dos and don'ts to keep in mind when dealing with head restraints:

- **Never switch** a head restraint from one vehicle model to another.
- **Never alter** a head restraint in any way, shape, or form.
- **Never install** a head restraint backwards.
- **Never let** a passenger ride in a seat without a properly installed head restraint.
- **Always refer** to the appropriate O/M to properly adjust a head restraint.

Interior Shipping Protection May Differ Between Models

Revised 8/18/06

When a new vehicle leaves the factory, it gets driven over a short test track of varying road surfaces to check for squeaks and rattles. The test driver works the windows and windshield wipers, moves the seats, plays the radio, etc., while listening for unusual suspension noise and for squeaks and rattles.

In an effort to hear real noises, the factories are testing several different options for interior shipping protection. Here's what's going on:

- **Honda Canada Manufacturing (HCM):** These folks make the Civic Coupe and Sedan, the Civic Si (both coupe and sedan), the Pilot, and the Ridgeline. They're cutting down on the number of interior parts that get protective covering.
- **Marysville Automobile Plant (MAP) and East Liberty Plant (ELP):** MAP makes the Accord. ELP makes the Civic Sedan and Element. Both plants are looking into a different protective covering material that's quieter than plastic during the test-drive.

So the bottom line is this: When you're doing a PDI on different model vehicles, don't expect them to all have the same levels of interior protection. You may need to tweak your PDI process a bit to suit this.

Music Link: Frequently Asked Questions

It seems just about everywhere you look these days, people are plugged into iPods®, bobbing their heads to their favorite tunes. Honda has a cool accessory that lets you listen to your iPod tunes right through your car or truck's audio system. It's called Music Link. If you're not already tuned into this new technology, here are the answers to some frequently asked questions about it.

Question: *What Honda models can I install Music Link on?*

Answer: Right now, you can install Music Link **only** in '06 Accords, Civics, CR-Vs, Element EXs, Odysseys, Pilot LXs and EXs, Ridgelines, and S2000s. There's a system conflict with Music Link in '06 Pilot EX-Ls, but once it's resolved, this model will be added to the PIB. Extensive testing is also being done to check for compatibility with earlier Honda models, and depending on the results, earlier models may be added to the PIB.

Question: *Why doesn't Music Link display the artist name and song title like my iPod does?*

Answer: The Music Link interface isn't designed to display the artist/song title info that you see on the iPod screen.

Question: *Why doesn't the Music Link search function work?*

Answer: The text-to-speech (TTS) software must be transferred from a computer to the iPod before it can do a search function. Without the TTS software, the iPod will only play in the shuffle mode. The TTS software must be run again after updating iTunes or adding new files to the iPod.

Question: *Can I use voice commands with Music Link?*

Answer: No, Music Link isn't designed to respond to voice commands.

Question: *Music Link was working for a while, now it doesn't work* **or** *Music Link was working for a while, now it only plays at low volume. What's going on?*

Answer: In either situation, check if the iPod is in a protective case; the case could be interfering with the cable connection. If it's in a protective case, take it out of the case, and retest.

New A/F Sensor Socket for '06 Civics

Replacing a faulty A/F sensor in a '06 Civic? You need a special socket to do the job right. All Honda dealerships are being sent a 22 mm O2 Sensor Socket made by Snap-on. If you need to order more of these sockets, just call the Honda Tool and Equipment Program at **888-424-6857** and ask for Snap-on P/N S6176.

Faulty A/F Sensor Can Cause Multiple DTCs

This article applies to '03–05 Accord V6s, '05 Odysseys, '05 Pilots, and '06 Ridgelines.

A faulty A/F sensor can cause any or all of these DTCs to set:

- DTC P0134 [rear A/F sensor (bank 1, sensor 1) heater system malfunction]
- DTC P0154 [front A/F sensor (bank 2, sensor 1) heater system malfunction]
- DTC P2237 [rear A/F sensor (bank 1, sensor 1) IP line high voltage]
- DTC P2240 [front A/F sensor (bank 2, sensor 1) IP line high voltage]

To fix this problem, check the sensor wiring and connections for damage. If the sensor circuit is OK, and the DTC(s) come back after clearing them and doing a short test-drive, replace the A/F sensor. The replacement A/F sensors in Honda parts stock are an improved version over the original sensor.

Moving a Loaded Reman A/T Case? Say "Hello Dolly"

Honda reman A/Ts nestled in their shipping cases are a real beast to lug around. The A/T Case Dolly, available from the Honda Tool and Equipment Program, makes short work of it.

This cool tool was specifically designed for safely handling and moving loaded reman A/T cases. It's made of sturdy steel yet it weighs a mere 36 lbs. And it can heft loads up to 500 lbs.

The dolly's forks slip right into the case ribs for a good, solid hold. And the special wheel design lets you easily tip back the case and wheel it around your shop.

The Honda A/T Case Dolly is a great addition to your tool inventory. It's sturdy construction and unique design makes moving around loaded reman A/T cases a safe and easy job for one person. To order this tool, just call the Honda Tool and Equipment Program at **888-424-6857** and ask for WCO210070. You'll be glad you did.

Why Brake Pads Wear Unevenly

Curious why brake pads wear unevenly? Here are some common reasons:

- **Misadjusted parking brake cables:** If the parking brake cables aren't adjusted right, they can affect the volume of fluid that's needed to apply the brakes. If the brakes don't apply evenly, they won't wear evenly.
- **Air in the hydraulic braking system:** Air is compressible, so any air in the hydraulic braking system can affect the volume of fluid needed to apply the brakes. If the brakes don't apply evenly, they won't wear evenly.
- **Light brake application:** Applying the brakes very lightly can put the whole braking load on half of the braking system. Repeated stopping with one caliper and one rear brake can wear that diagonal faster than the other.

Accessory Power Socket Fuse Keeps Blowing

NOTE: This article applies to '03–06 Japan-built Accords, '05–06 Accord Hybrids, '01–05 Japan-built Civics, '03–05 Civic Hybrids, '06 Civics and Civic Hybrids, '02–06 CR-Vs, and '01–06 Insights.

Got a vehicle in your shop with an accessory power socket fuse that keeps blowing? This can happen if your service customer plugs a 12-volt charger into the accessory power socket to juice up his or her cell phone.

The accessory power socket has a bulge inside to prevent it's usage with a cigarette lighter. With some charger plugs, this bulge pushes the tip of the charger into the male plug, causing a short to ground inside the plug.

To fix this problem, replace the blown fuse. To keep it from happening again, have the service advisor tell your customer to either limit how far he or she inserts the male plug into the socket or to buy another brand of charger that won't blow the fuse.

Tips From Training: Think of Training as a *Process*

Want to get the biggest bang for your training buck? Then think of training as a **process** and not just some event. Start the process by getting prepped before your training center visit. Talk with your supervisor to pick the three top priority training subject areas that offer both you and your dealership the greatest benefit.

Now, log onto the *i*N, and click on **ONLINE UNIVERSITY**. Click on **TRAINING**, **Service Technical Training**, **Course Map**, and then **Interactive Course Map**. Select the course for your top priority subject area, find its starting point, then get busy doing the self-study modules in the order that's indicated on the map.

Soak up as much knowledge as you can before heading off to the training center. You'll find spending a little extra effort at home to prep for your visit will really pay off big-time when you're there. With the knowledge from your self-study modules under your belt, you'll be able to dive right into the hands-on skill modules instead of spending valuable time playing catch-up.

After your visit, make sure you talk with your supervisor about your experience. See if you can get work related to your training dispatched your way. This will help fortify what you learned while it's still fresh in your mind. Always remember: When is comes to training, think **process**.

This valuable advice came to us from **Carl McClure**, Technical Instructor in Troy, Ohio. Thanks, Carl.

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