

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

MIL On with DTC P3400 and/or P3497? Try This Quick Test First

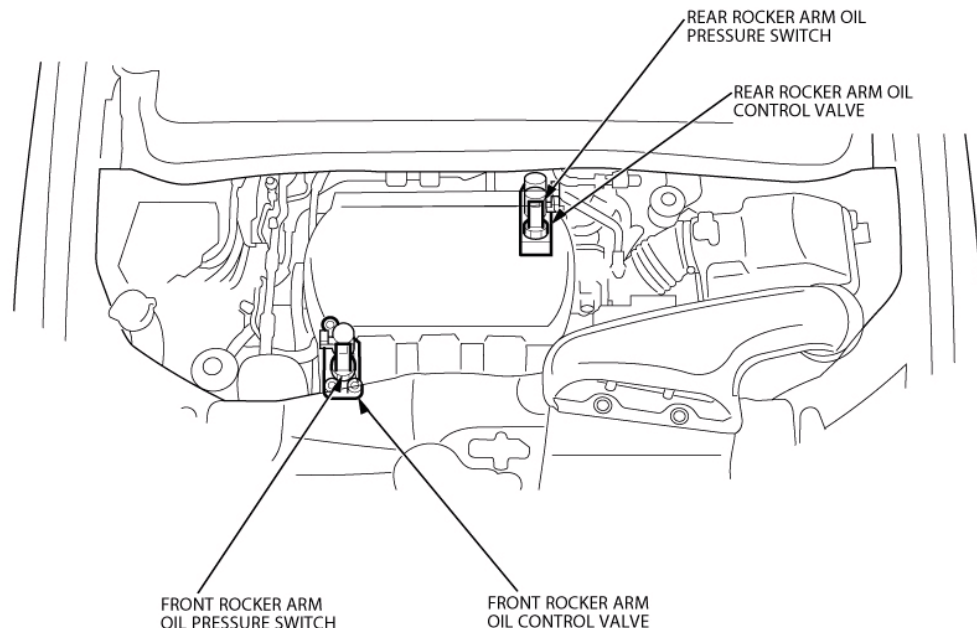
Currently Applies To: '08–12 Accord V6 with A/T, '10–12 Crosstour, '08–10 Odyssey (Touring and EX-L), '11–12 Odyssey, and '09–12 Pilot

Got a vehicle with the MIL on and one or both of these DTCs?

- DTC P3400 (VPS stuck off bank 1)
- DTC P3497 (VPS stuck off bank 2)

Follow these steps for fast, easy troubleshooting:

1. Check the engine oil level. Low oil pressure can set these DTCs.
 - If the oil level is low, adjust it or replace the oil if needed. Then, follow the procedure in S/B 11-033, *Engine Oil Consumption; MIL May Be On With DTC P3400 and/or P3497*.
 - If the oil level is OK, go to step 2.
2. Clear the DTC(s), and turn the ignition switch to ON (II) **without** starting the engine (key on, engine off).
 - If the DTC(s) come right back, there's likely a problem in the rocker arm oil pressure switch circuit. Go to step 3.
 - If the DTC(s) don't come back, the rocker arm oil pressure switch circuit is probably OK. Go to step 4.
3. Unplug the **rear** rocker arm oil pressure switch 1P connector for DTC P3400, or the **front** rocker arm oil pressure switch 1P connector for DTC P3497. Go to the **PGM-FI Data List**, and check the **ROCKER ARM OIL PRESSURE SWITCH** signal.



- If the switch signal reads **OFF**, the wiring is OK. Replace the oil pressure switch. Then, plug in the connector and make sure the DTC(s) don't come back.
- If the switch signal reads **ON**, there's a problem in the wiring or the PCM. Continue with the normal DTC troubleshooting in ISIS.

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MIL On with DTC P3400 and/or P3497? Try This Quick Test First (cont'd)

4. Start the engine, and let it idle for **1 minute** (key on, engine running).
 - If the DTC(s) come back, the rocker arm oil control valve is leaking or stuck. Replace the **rear** rocker arm oil control valve for DTC P3400, or the **front** rocker arm oil control valve for DTC P3497.
 - If the DTC(s) still don't come back, continue with the normal DTC troubleshooting in ISIS.

Just so you know, we've got a *Tech2Tech* segment coming your way that demonstrates this quick test. So, keep checking ISIS.

A/C Cools Poorly During Hard Acceleration

Currently Applies To: '98–12 Accord L4, '95–12 Accord V6, '05–07 Accord Hybrid, '10–12 Crosstour, '96–12 Civic, '03–12 Civic Hybrid, '97–12 CR-V, '11–12 CR-Z, '03–11 Element, '07–12 Fit, '10–12 Insight, '99–12 Odyssey, '03–12 Pilot, and '06–12 Ridgeline

EDITOR'S NOTE: This article replaces "Poor A/C Cooling During Hard Acceleration," from the **July 2004** issue.

Does the A/C cool poorly during hard acceleration? You might just be dealing with a normal characteristic of the vehicle.

To kick up acceleration and passing performance, the ECM/PCM cuts off the A/C compressor when you accelerate at or near wide-open throttle. Since it's a normal characteristic, there's really no point in replacing parts; you won't change a thing.

IMA DTC P0A80 on an Accord Hybrid? It's Just a Software Problem

Currently Applies To: '05–07 Accord Hybrid

Got IMA DTC P0A80 (replace hybrid battery pack) after the IMA battery software was updated? Don't replace anything! That DTC means that the IMA battery software doesn't match the IMA battery. It only sets if the vehicle has its original **YNA** battery and you selected program code **SB2** by mistake. Code **SB2** applies to replacement batteries.

Just repeat the update process, but select **YNA** instead. For more info and a detailed list of all IMA battery codes, see S/B 10-083, *IMA Battery Software and Hardware Updates*.

Tailgate Won't Open? Try This Quick Troubleshooting Method

Currently Applies To: '10–12 Crosstour, '07–12 CR-V, '09–12 Pilot with non-power tailgate

You're working on a vehicle with a tailgate that won't open. It doesn't matter whether you use the button on the outside handle, or the switch on the inside (Pilot only), it's **not** opening.

It could be that although the doors are unlocked, the MICU didn't get an unlock signal from one of the lock knobs. If the MICU thinks that even one door is still locked, it won't let the tailgate open.

The normal method of troubleshooting is to pull up the **Data List** in the HDS, and find out which door isn't responding. But here's a quick and easy method we've come up with that **doesn't** require the HDS or any tools:

1. Lower all the windows.
2. Lock the doors with the keyless remote.
3. Wait until the security system is armed.

NOTE: The security LED in the gauge control module will let you know when it's armed. When you first lock the doors, the LED blinking rate is **2 seconds** on, and **1 second** off. When the system is armed, the blinking rate changes to **0.5 second** on, and **2 seconds** off.

4. After the system arms, reach through a window and unlock one of the doors with the lock knob.
 - If the alarm sounds, then the MICU is getting the proper signal from the door lock knob switch that it's just been unlocked. Reset the alarm with the remote, and repeat steps 3 and 4 again with other doors.
 - If the alarm doesn't sound, then the MICU didn't get any unlock signal from the door lock knob switch that you just unlocked. Troubleshoot and repair that lock knob circuit, then re-test the tailgate.

Got a Civic Hybrid with IMA DTC P0A80? Update the Battery Software

Currently Applies To: '03–05 Civic Hybrid

Got IMA DTC P0A80 (replace hybrid battery pack)? Don't replace anything! The IMA battery software just needs to be updated to the latest version.

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Got a Civic Hybrid with IMA DTC P0A80? Update the Battery Software (cont'd)

To remedy the situation, go back to S/B 10-083, *IMA Battery Software and Hardware Updates*, and update both the battery software and motor software using this version or later.

- HDS Software Version 3.002.034
- HDS Control Module (CM) Update - Database Update 1 Mar 2012

Once the software has been updated, DTC P0A80 will be gone, never to be seen again.

After updating the IMA motor and battery software, immediately check for DTCs.

- If you see DTC P1569 or P1637 right after the update, there's a mismatch between the battery software and the battery type. Go back to S/B 10-083, recheck the battery type and software, and repeat the update.
- If you see DTC P1569 or P1637 any time other than right after the update, follow the normal troubleshooting in ISIS.

Electronic Interference Can Set SRS DTC 15-3 or 86-11

Currently Applies To: All '00 and later models with SRS

EDITOR'S NOTE: This article replaces "SRS DTC 15-3 Set by Electronic Interference," from the **July 2001** issue.

The OPDS sensors in the front passenger's seat-back pad are really sensitive and can set SRS DTC 15-3 (faulty OPDS sensor) or 86-11 (faulty OPDS seat-back sensor) if they're exposed to even small amounts of electronic interference. Some electrical devices that plug into the accessory power socket—especially those using a power inverter/converter—can interfere with the seat-back sensors and cause a false DTC. Even fluorescent lights can cause this when placed near those sensors.

Find out if your customer is using any plug-in electrical devices or fluorescent lights near the front passenger's seat. Typical plug-in devices are laptops, DVD players, cell phone/laptop charging units, A/C inverters, etc.

If the answer is yes, clear the DTC and return the vehicle to your customer. Have the service advisor explain to him or her just how sensitive those sensors are, and to advise against using any plug-in electrical devices or fluorescent lights near the front passenger's seat-back.

Tighten Tire Pressure Sensor Valve Stem Nuts With a Torque Wrench

Currently Applies To: All models with TPMS

EDITOR'S NOTE: This article replaces the one issued in **November 2010**.

To properly install a TPMS valve stem, you've got to tighten its mounting nut to spec. And to do that, you need a precision torque wrench that can handle **pound-inches**.

All Honda dealers were sent a TPMS Sensor Service Tool Set (T/N CDIHONTPMSK). This set includes a precision **1/4-inch** drive torque wrench that you can adjust from **20 to 150 lb-in.**, and an **11 mm** deep socket. You also get a durable, foam-lined carrying case.



If you'd like to order extra sets, you can do it online through the Honda Tool and Equipment Program; they're just a few clicks away on the iN. From the main menu, click on **SERVICE**. You can then click on either **Service Bay** and **Tool and Equipment Program** or **eMall** and **Tool & Equipment**. Either way takes you to the **Online Catalog**. Once there, enter the tool number in the search field and click on **Search**. You're taken right to the order page.

Of course, if you don't have online access, you can always give the Tool and Equipment Program folks a call at **888-424-6857**. They'll be glad to help you.

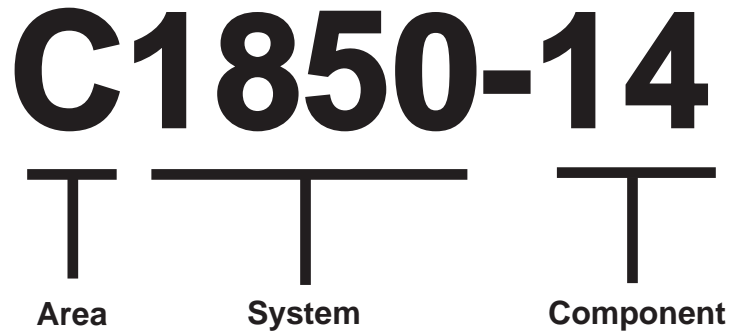
When we sent out those tool sets, we also included a handy guide that showed you the various tire pressure sensors found on TPMS-equipped Honda models up until that time and listed their valve stem mounting nut torque values.

Since then, we've added Continental as a supplier. Their valve stems have a much higher torque spec compared to those from Pacific and TRW. We've also revised the current job aid **Tire Pressure Sensor Valve Stem Nut Torque Guide**, to reflect this. To avoid any confusion, be sure to get rid of any old copies of that job aid that you might have in your shop.

New Eight-Character DTC Format

The SAE has come up with a new format for DTCs. Starting with the '12 CR-V, DTCs for the Real Time 4WD system use **eight** characters (actually it's seven plus a dash), instead of the familiar five. Eventually, this format will apply to all DTCs for all vehicles.

Here's a breakdown of that format:



Area

The first character gives you the general area of the failure: **B** = Body, **C** = Chassis, **P** = Powertrain, and **U** = Network.

System

The next four characters indicate the particular system where the failure is located, and answer questions like: Is it an ignition problem? Braking system?

Component

The last two characters specify what's failed, right down to the particular component, and how it failed (low voltage, high voltage, out of range, etc.).

For more info on accessing and installing software, click on **General Publications** and **Tool Information** in ISIS, and scroll down to **Installation Instructions for HDS PC Software**. If videos are your thing, don't miss "How to Get HDS Updates in Master Server Mode" and "How to Get HDS Updates in Standalone Mode" in *Tech2Tech*.

Front Damper Shaft Nut Torque Spec Change and Reassembly Tips

Currently Applies To: '09–12 Pilot

Repairing a front damper/spring? Here's something you should know: We've increased the self-locking nut torque spec for 2009–11 models from 44 N·m (33 lb-ft) to **57 N·m (42 lb-ft)**. This matches the spec for 2012 models.

We've also changed the bump stop sleeve material. As a result, Honda parts stock now carries a new sleeve (P/N 51687-SZA-A02), which replaces the original one.

That new sleeve also uses a new self-locking nut (P/N 90213-SZA-A01), which we stock along with the original one (P/N 90213-SJ6-004). Its threads are wax-coated for greater clamping force, and because of that, it should only be used with the new sleeve. If you try using it with the original one, you could damage the sleeve.

This change took place after the start of production for 2012 models; so, there are also some VIN breaks to consider when ordering replacement nuts. Use this handy chart to ensure you're ordering the right ones for the vehicle you're working on:

Model	VIN Break	Replacement Self-Locking Nut
2009–12 2WD Pilot	Thru 5FNYP3***CB004847	P/N 90213-SJ6-004
2012 2WD Pilot	After 5FNYP3***CB004847	P/N 90213-SZA-A01
2009–12 4WD Pilot	Thru 5FNYP4***CB008723	P/N 90213-SJ6-004
2012 4WD Pilot	After 5FNYP4***CB008723	P/N 90213-SZA-A01

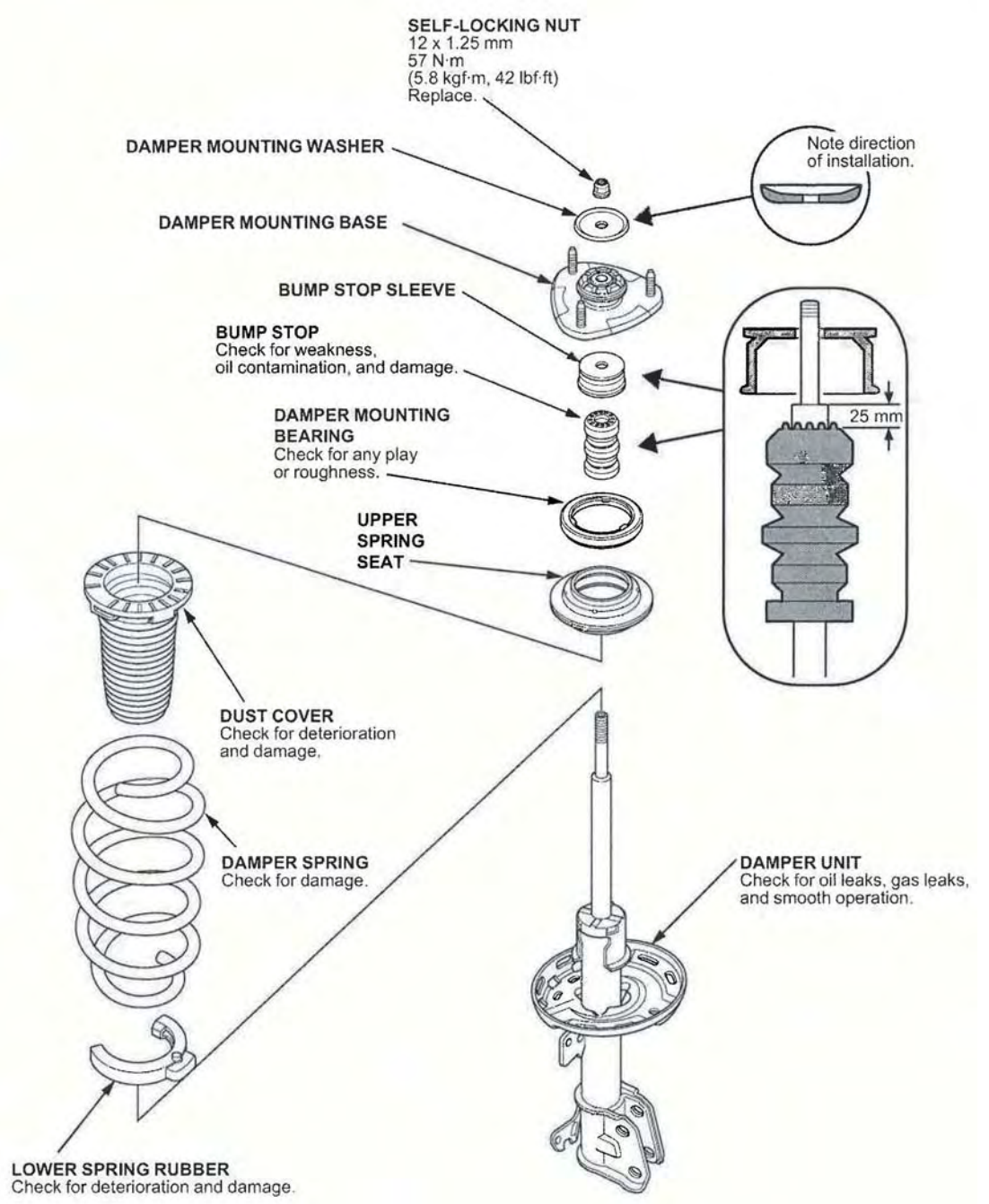
And for a trouble-free repair, here are some tips for reassembling the damper/spring. See the illustration on the next page for details.

- Install the bump stop so the top of the stop is about **25 mm** below the damper shaft shoulder. If you don't leave that space, the bump stop could get pinched between the bump stop sleeve and the shoulder, which could lead to damper shaft failure.
- Install the bump stop sleeve with its opening facing down (flat side up).
- Install the damper mounting washer with its concave side facing up.
- Make sure you're using the right self-locking nut, and torque it to **57 N·m (42 lb-ft)**.

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Front Damper Shaft Nut Torque Spec Change and Reassembly Tips (cont'd)

- After installing the damper/spring onto the frame, make sure you fully compress the front suspension one time to position the bump stop against the sleeve. Driving over a speed bump, through a dip, or pulling into a driveway will usually do the trick.



Just so you know, we've got a *Tech2Tech* segment coming your way that covers this subject. So, watch for it on ISIS.

Driver's Seat Lowers by Itself? Try This Simple Test

Currently Applies To: '07–12 Accord, '07–12 CR-V, '05–10 Odyssey, '09–12 Pilot, and '07–12 Ridgeline

EDITOR'S NOTE: This article updates the affected vehicles in the **November 2011** article. Changes are highlighted in **red**.

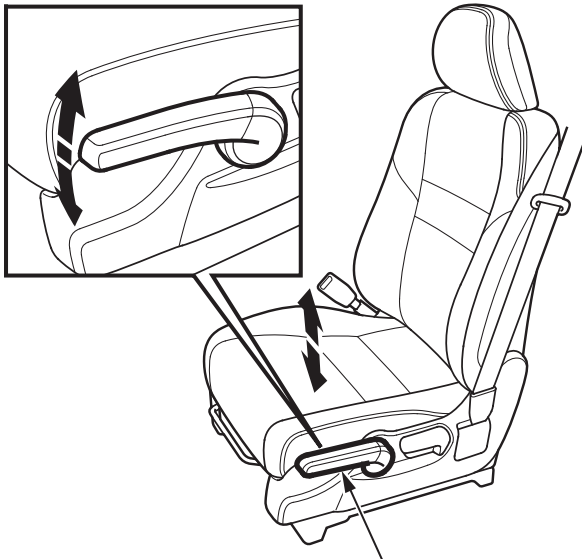
Troubleshooting a vehicle for any of these symptoms?

Got a driver's seat that seems to mysteriously lower itself over time? The culprit could be your customer, **not** the seat. The seat lowers when you push down repeatedly on the seat height adjustment lever. Chances are your customer is brushing against it when getting in or out of the vehicle.

Here's an easy way to check for this:

1. Set the seat height to where your customer normally likes it.
2. Remove the seat height adjustment lever.
3. Return the vehicle to your customer.

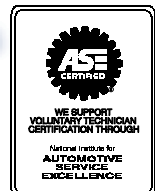
If your customer later reports that the seat height stays the same without the lever . . . mystery solved. Reinstall the lever and you're done. But if that seat keeps lowering by itself, then it's troubleshooting time.



SEAT HEIGHT ADJUSTMENT LEVER

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