

DTC P0128 and DTC P1486 Are Interchangeable

When troubleshooting a '00–01 Accord or '01–02 Civic, if the PGM Tester tells you there's a DTC P0128 (cooling system malfunction) or P1486 (cooling system malfunction) set, it's really reporting the same thing. DTC P0128 is an SAE or generic DTC while P1486 is a manufacturer-specific DTC. Since these DTCs are similar, the PGM Tester sometimes reports a P0128 when it detects a P1486, or vice versa. In either case, you can use the S/B, S/M, or ISIS keyword troubleshooting for either DTC.

Intermittent Overheating or High Temp Gauge Reading

If owners of '00–01 Civics are complaining that the temperature gauge needle sometimes shoots up to the dreaded **H** mark for no apparent reason, the problem may be a faulty radiator cooling fan switch. If the switch is faulty, it can cause an intermittent overheating problem or cause the temperature gauge needle to climb past its normal position. To fix this problem, replace the thermo-switch, P/N 37760-P00-004, H/C 3881554.

Use EVAP System Function Test to Check for Leaks

NOTE: This article applies to '98–03 Accords, '96–03 Civics, '98–03 CR-Vs, and '99–03 Odysseys.

PGM Tester software SN320 and later versions let you do a function test of the EVAP system to check for leaks. You'll find this test listed on the **INSPECTION** screen (see S/B 02-007, *EVAP System Function Testing and Diagnostics With the PGM Tester*, for details). If you're working on a '01–02 Civic or a '02 CR-V, take a look at S/B 02-026, *2001–02 Civic and 2002 CR-V: MIL Comes On With DTC P1457*, as well.

Before doing any repair work, you should run the EVAP System Function Test to find out what caused a DTC P1456 [EVAP control system leakage (fuel tank system)] or DTC P1457 [EVAP control system leakage, (EVAP canister system)] to set. And after you've finished repairs, run the test again to make sure the repair was done right before returning the vehicle to your customer.

Pick the Right Group When Calling Tech Line

To get the best info from Tech Line, you need to pick the group with the most savvy on the system you're working on. Use this handy chart to determine if you need your call answered by Powertrain (Group 1) or General (Group 2).

System	Group
Accessories (i-VES, CD, spoilers, etc.)	2
Air Conditioning, Heating & Ventilation	2
Anti-Lock Brake System	2
Body	2
Body Electrical (multiplex, wiring, charging)	2
Brakes	2
Compressed Natural Gas (CNG)	1
Engine Driveability, Emissions	1
Engine Electrical (starting, ignition, immobilizer system)	1
Engine Mechanical	2
Engine Performance (ECM/PCM DTCs)	1
Four-Wheel Drive, Differential, VTM-4	2
Hybrid (EV, IMA)	1
Locks, Keys, Security	2
Navigation System	2
Noise, Vibration, Harshness	2
Power Sliding Doors	2
Power Steering (electric & hydraulic)	2
SRS, Seat Belts	2
Suspension & Alignment	2
Tires & Wheels	2
Traction Control (TCS, VSA, ATTS)	2
Transmission - Automatic	1
Transmission - Manual and Clutch	2

Installing an In-Tank Fuel Pump/Sending Unit? Don't Forget a New Base Gasket, Locknut, and Fuel Line Retainers

Whenever you install an in-tank fuel pump/sending unit into a plastic fuel tank, the S/M tells you to install a new base gasket. But did you know you also need to replace the locknut and the fuel line retainers as well? Make a note in the Fuel Supply System subsection of the appropriate S/Ms to also replace the locknut and the fuel line retainers. Then follow this handy chart to order the appropriate parts.

Year/Model	Gasket (P/N, H/C)	Locknut (P/N, H/C)	Fuel Line Retainer (P/N, H/C)
2003 Accord L4	17574-SDA-A01, 7244940	17719-S3Y-003, 6342430	17711-S0X-003, 5928296
2003 Accord V6	17574-SDA-A01, 7244940	17719-S1A-E01, 5928361	17711-S0X-003, 5928296
2001–03 Civic	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S84-004, 5433545
2002–03 Civic Si	17574-S1A-E01, 5928122	17719-S1A-E01, 5928361	17711-S0X-931, 5928312
2003 Civic Hybrid	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S84-004, 5433545
2003 Civic Hybrid (SULEV)	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S0X-003, 5928296
2002–03 CR-V	17574-S0E-003, 6887103	17719-S0E-003, 6887293	17711-S84-004, 5433545
2003 Element	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S84-004, 5433545
2000–03 Insight (M/T)	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S84-004, 5433545 or 17711-ST0-004, 5199708
2001–03 Insight (CVT)	17574-S3Y-003, 6342265	17719-S3Y-003, 6342430	17711-S84-004, 5433545
1999–01 Odyssey	17574-S1A-E01, 5928122	17719-S1A-E01, 5928361	17711-S0X-003, 5928361 and 17711-S0X-931, 5928312 or 17711-ST0-004, 5199708 and 17711-S84-004, 5433545
2002–03 Odyssey	17574-S1A-E01, 5928122	17719-S1A-E01, 5928361	17711-S0X-003, 5928296 and 17711-S0X-931, 5928312
2003 Pilot	17574-S1A-E01, 5928122	17719-S1A-E01, 5928361	17711-S0X-931, 5928312
2001–02 Passport	See "Picking the Right Fuel Pump O-Ring: '01–02 Passport" in the March '03 issue of <i>ServiceNews</i> .	8-21010-287-0, 6463459 (No replacement needed)	2-90442-800-0, 6071153 and 2-90442-810-0, 6071161

Install the new gasket on the fuel tank side, *not on the fuel pump/sending unit side*; this ensures that the gasket doesn't get pinched or rolled. If you don't install the fuel pump/sending unit correctly, the MIL could come on with an EVAP control system leakage DTC set.

The gasket and the locknut are currently available in Honda parts stock under separate part numbers. But soon, they'll be packaged under a single part number. The fuel sending unit, gasket, and locknut will also be packaged together under a single part number. The gasket and the locknut will then be discontinued as separate part numbers.

Clicking From Door Going Over Rough Roads: '03 Pilot

Getting complaints from '03 Pilot owners of a clicking coming from a door when driving over rough roads? The problem may be too much friction in the door seal (this is the part that attaches to the body). To get rid of the noise, replace the door seal. The replacement seal has a low-friction surface.

What Does the Accessory DVD *i-VES* Fit?

Although the Accessory application chart doesn't show this, you can install the accessory DVD *i-VES* in all '99–'03 Odysseys, including those with the navigation system. You can also install it in '03 Pilots, except the EX-L models with the navigation system. The EX-L model with navi has no open slot in the dash for the DVD player.

Center Dash Pocket Removal: '02–'03 CR-V

When removing the center dash pocket in a '02–'03 CR-V to install accessories or to do dash repairs, don't pull on the center pocket door; you'll bend the pivot pins or break the plastic. Damage to the center pocket door when installing accessories isn't covered by warranty.

To remove the center dash pocket, refer to page 20-78 of the 2002–'03 CR-V S/M. Remove the cover from the bottom of the pocket, and then remove the screw. Reach into the bottom of the pocket, and pull on the two holes with your fingers.

Wrong Radio Bracket Screws: '03 Element DX

In the accessory kit, the screws that hold the radio mounting brackets to the console may be the wrong type. If needed, order the correct screws: P/N 90133-SM4-003, H/C 3300423.

Can the Aero Kit Be Installed With Fog Lights?

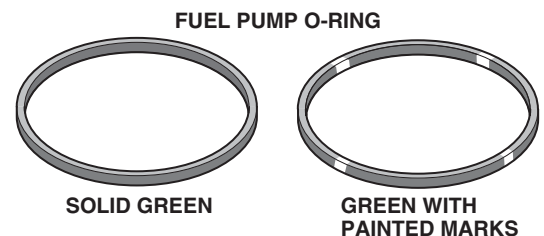
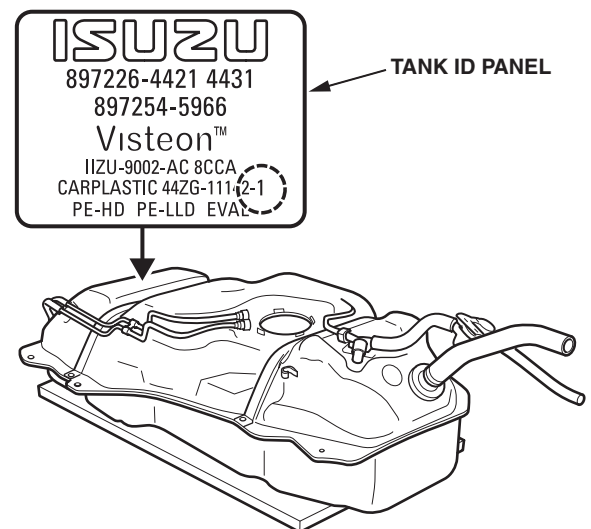
If you're being asked whether the aero kit (front under spoiler) can be installed with fog lights on an '03 Civic 2-door, the answer is NO. You can install either the fog lights or the aero kit, not both.

Picking the Right Fuel Pump O-Ring: '01–'02 Passport

When installing the fuel pump/sending unit in a '01–'02 Passport, make sure you're using the right fuel pump O-ring (gasket).

Look at the embossed ID panel on the top of the front part of the fuel tank. The second to the last line on the panel starts with **CARPLASTIC**, followed by an alphanumeric code ending in a **-1** or a **-2**.

- If the alphanumeric code ends in **-1**, install the solid green fuel pump O-ring, P/N 8-97329-935-0, H/C 7065592.
- If the alphanumeric code ends in **-2**, install the green fuel pump O-ring with the painted marks, P/N 8-97329-099-0, H/C 7063969.



No Filters in Accessory A/C Kit: '03 Element DX

If you're installing an A/C kit in a '03 Element DX, make sure you order the dust and pollen filters (P/N 80292-S5D-A01, H/C 6460265). The kit doesn't include them.

Troubleshooting the Security System When It Sounds By Itself

Getting complaints from owners of '98–02 Accord EXs and SEs, '01–03 Odyssey EXs, or '03 Pilot EXs that the security system sounds by itself? You can determine the cause of the complaint by knowing how long the alarm sounded before it shut itself off. Here are the three possible scenarios:

- Scenario 1: Alarm sounded for 30 seconds with no one in the vehicle
- Scenario 2: Alarm sounded for 2 minutes while someone was in the vehicle
- Scenario 3: Alarm sounded for 2 minutes with no one in the vehicle

If you can't duplicate your customer's complaint at the dealership, ask your customer to time how long the alarm sounds and to describe the conditions when it does. Having accurate info greatly increases your chances of successful troubleshooting.

Scenario 1: Alarm Sounded for 30 Seconds With No One in the Vehicle

If the security system alarm sounded for **30 seconds** and then shut itself off, the Panic button on the remote transmitter got pressed and set off the panic alarm. This can easily happen if you lean over with the remote transmitter stuffed into your front pocket or you're carrying something that presses against it. This is a normal characteristic of the security system, and can't be fixed by replacing components. If your customer's vehicle is a '98–01 Accord EX, refer to S/B 01-003, *Panic Alarm Sounds By Itself Intermittently*.

Scenario 2: Alarm Sounded for 2 Minutes While Someone Was in the Vehicle

The security system alarm can sound while someone is in the vehicle. For this to happen, however, these things must have occurred in this order:

1. Someone unlocked the driver's door, opened it, and climbed into the vehicle.
2. With the door open, the person locked the doors with the power door lock switch or the driver's door lock knob, then closed the door.
3. The person waited **15 seconds** or more before inserting the key into the ignition switch and turning the switch to ON (II).

The alarm sounds until you remove the key from the ignition switch and press the unlock button on the remote transmitter, or you insert the key into the door lock cylinder and turn it to the unlock position.

While the alarm is sounding and the lights are flashing, you can actually start the engine and drive the vehicle. The immobilizer system in these vehicles keeps the engine from starting unless you use a programmed ignition key, so there's no need for starter and ignition cutoff.

Because the door was locked while it was open, the security system couldn't tell if anyone was in the vehicle or just standing outside. A backup feature gives you **15 seconds** to insert the key into the ignition switch to signal you're inside the vehicle. If the security system control unit doesn't detect an ignition key cylinder switch signal within **15 seconds**, the system assumes that you're outside the vehicle and arms the system. This is a normal characteristic of the security system.

Scenario 3: Alarm Sounded for 2 Minutes With No One in the Vehicle

If the security system sounded for **2 minutes** and then shut itself off, a security system switch was violated after the security system was armed. Here are the components that could be involved:

- Hood switch
- Door switch (any door)
- Door lock knob switch (unlock)
- Door key cylinder switch (lock/unlock)
- Trunk switch
- Tailgate key cylinder switch (Odyssey & Pilot)
- Radio security ground
- Ignition switch [turned to ON (II)]

All switch circuits should be open (10 volts on the circuit) while the security system is armed. The only exceptions are the radio security ground and the driver's door lock knob LOCK inputs, which are closed (0 volt on the circuit). If any of these switches change from their normal position, (open or closed), the security system reports a violation and sounds the alarm.

The security system alarm keeps sounding until

- You disarm the system by pressing any button on the remote transmitter.
- You disarm the system by unlocking the doors with a key.
- The system automatically resets after sounding for **2 minutes**.

Troubleshooting for Scenario 3: Alarm Sounded for 2 Minutes With No One in the Vehicle

To troubleshoot this complaint, go to the Multiplex Control System subsection in the Body Electrical section of the appropriate S/M, and do the multiplex system self-diagnosis functions Mode 1 and Mode 2. Then do these steps:

1. Go into self-diagnosis Mode 2.
2. Lower all the windows. Close the hood, trunk, tailgate, and doors. Lock the doors.
3. Check for oversensitive hood switch, trunk switch, or key cylinder switches (door, tailgate):
 - Push and pull on the hood, trunk, tailgate, and doors while listening for a beep from the multiplex system.
 - If you hear the multiplex system beep, check the switch that caused the system to beep. Check the adjustment of the switch and the component that activates it. If the adjustments are OK, unplug the switch, and recheck. If the problem goes away, replace the switch.
 - If the problem remains or the multiplex system didn't beep, go to step 4.
4. Check for an oversensitive door lock knob switch:
 - Slowly pull up on each door lock knob, one at a time.
 - If you hear the multiplex system beep when you touch the lock knob, or a lock knob is more sensitive to movement than the other lock knobs, check its linkage. If the linkage is OK, unplug the switch that's oversensitive, and recheck. If the problem goes away, replace the oversensitive switch.
 - If the problem remains, go to step 5.
5. Check for an oversensitive door switch:
 - Tap on and around each door switch.
 - If you hear the multiplex system beep when you tap on a switch (but you don't push it), the switch is too sensitive. Look for cut or pinched wires near the area where you're tapping. If the wires are OK, unplug the switch. If the problem goes away, replace the switch.
 - If the problem remains, go to step 6.

6. Check for a loose radio security ground wire:
 - Remove the radio trim bezel, and then tap, wiggle, push, and pull on the radio connector and its electrical harness.
 - If you hear the multiplex system beep, the radio security wire has a poor connection to ground. Tighten the loose connection. If the problem remains, check the vehicle for aftermarket accessories that sense sound or motion. If you find such an aftermarket accessory, disconnect it, and recheck.

Charting the Fuel Gauge and the Low Fuel Indicator

If an owner of a '98–03 Accord, '96–03 Civic, or '99–03 Odyssey is leery of the fuel gauge or low fuel indicator accuracy and worries about running out of fuel, you may be able to restore faith in the accuracy of this hardware by charting the operation.

If the fuel gauge, the low fuel indicator, or both doesn't give your customer a warm, fuzzy feeling, don't replace the fuel gauge or the sending unit until you've first charted the fuel gauge needle position and low fuel indicator status. You rarely improve accuracy by replacing fuel gauges and sending units. To chart the fuel gauge needle position and the low fuel indicator status, do this:

1. Have your customer bring in the vehicle when the fuel tank is nearly empty.
2. Drain any remaining fuel from the tank.
3. Park the vehicle on a flat surface, and add **2 gallons** of fuel to the tank with the ignition switch turned to LOCK (0).
4. Start the engine, and note the fuel gauge needle position after **2 minutes**. Draw a picture of the fuel gauge showing the position of the needle. Also note on your drawing if the low fuel indicator is on or off. Turn the ignition switch to LOCK (0).
5. Add **2 more gallons** of fuel to the tank. Start the engine, and note the position of the needle after **2 minutes**. Draw another picture of the fuel gauge showing the current position of the needle. Note the status of the low fuel indicator. Turn the ignition switch to LOCK (0).
6. Repeat step 5 until the fuel tank is full. Then give your customer all of the pictures you've drawn. They're usually enough to convince even the staunchest Doubting Thomas.

Be Careful Removing Vinyl Door Panel Protectors

If you're doing a PDI on a '03 Japan-built Accord or Civic, be really careful when you pull on the elastic string to remove the vinyl door protectors. If you're not careful, you could cut or mar the door panels. To remove the door protectors, cut the string first, then carefully remove the string from between the door panel and the door. Door panels damaged by the elastic string aren't covered by warranty.

Poor Ground Connection Can Cause ABS/TCS DTCs

On '98–02 Accord V6s, a poor ground at G204 can cause these brake system DTCs to set:

'98–02 Models

- ABS DTC 31 (right-front inlet solenoid)
- ABS DTC 33 (left-front inlet solenoid)

'01–02 Models Only

- TCS DTC 34 ([reference voltage (VREF) signal]
- TCS DTC 61 [A/T shift position (ATSFTP) signal]

Before you replace ABS or TCS components to fix these DTC problems, make sure the ground connection at G204 is clean and secure.

Tips From Training: Finding the OBD II Resource Guide

Rick Donia, Training Center Coordinator in French Camp, CA, passed along this info on how you can get a copy of the OBD II Second Generation Resource Guide needed for completing the EMC modules. He says just go into Online University and do a keyword search for **OBD** or **EM-RG**. You'll see it listed as **OBD II Second Generation On-Board Diagnostics Resource Guide**.

Keyless Remote Unlocks But Doesn't Lock Doors

NOTE: This article applies to '98–02 Accord EXs and SEs, '01–03 Odyssey EXs, and '03 Pilots.

If the keyless remote transmitter unlocks the doors but doesn't lock them, troubleshoot the problem by following this procedure:

1. Lock and unlock the doors with each power door lock switch.

Do the doors lock and unlock OK?

YES - Go to step 2.

NO - Troubleshoot and correct the problem in the power door lock circuit.■

2. Watch the dome light and the door open monitor in the gauge assembly.

Do the dome light and the door open indicator stay on at all times?

YES - Go to step 3.

NO - Do the security/multiplex system input tests in the appropriate service manual.■

3. Check these switches and circuits:

- Driver's door switch
- Front passenger's door switch
- Left rear passenger's door switch
- Right rear passenger's door switch
- Tailgate switch (Odyssey or Pilot only)

NOTE: Each of the listed switches and its circuit must be open and have about **10 volts** measured on the circuit for the keyless system to lock the doors. If a switch or wire is shorted to ground (**0 volts** measured on the circuit), the remote transmitter can't lock the doors, only unlock them



©2003 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Parts and Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 25040 (0304)

