HONDA ServiceNews August 2006

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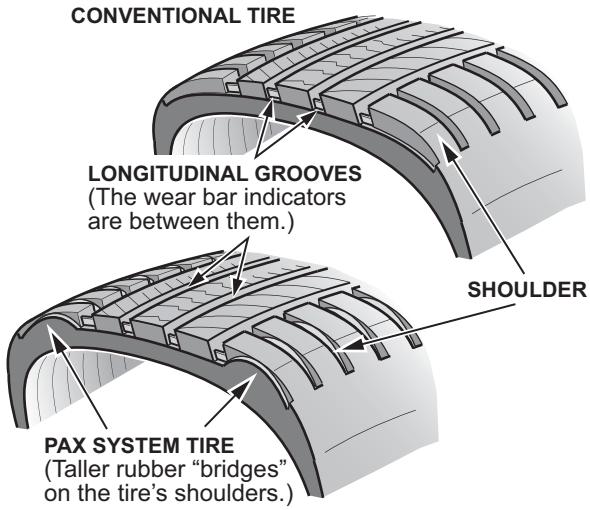
Shoulder Wear on Michelin® PAX System™ Tires May Just Be Normal

Some ’05–06 Odyssey Touring model owners have come into Honda dealerships with concerns of early tire wear on the shoulder areas of their Michelin Energy LX4 PAX System tires. After careful analysis of several of the tires that were returned for this problem, it was concluded the tires had plenty of service life remaining and shouldn’t have been replaced.



The tread design on Michelin PAX System tires is similar to conventional Michelin Energy LX4 tires, but it’s got a taller rubber “bridge” linking the tread blocks in the shoulder area. Normal wear on this tire may result in the shoulder ribs looking like they’re wearing out faster than the rest of the tread area. This results in a tire that looks like it’s short on tread in the shoulder area while the rest of the tire looks fine.

To avoid needless tire replacement, your dealership should thoroughly inspect the tire, especially the shoulders. You can safely drive on a PAX System tire with smooth-looking shoulders until the tread depth in the main longitudinal grooves reaches the wear bar indicators. Of course, if the steel cables are showing, that tire is shot and it’s got to be replaced.

A measurable difference of **2/32 of an inch** between the tire’s outer and center longitudinal grooves points to other possible causes for rapid tire wear: misalignment, wrong tire pressure, lack of proper tire rotation, or aggressive driving. Take corrective action, and replace that tire as appropriate.

With proper use and maintenance, Michelin Energy LX4 PAX System tires have proven to wear similarly to conventional Michelin Energy LX4 tires. So let your service customers know that rotating the tires at the recommended service intervals, keeping them properly inflated, and avoiding aggressive driving helps to ensure a long service life and trouble-free performance.

Navigation System DVD Handling Tips

NOTE: This article applies to navigation system-equipped ’03–07 Accords, ’06–07 Civics, ’00–07 Odysseys, ’03–07 Pilots, and ’06–07 Ridgelines.

Navigation system DVDs can be easily scratched or damaged if you don’t handle them properly, and they’re not exactly cheap to replace. So here are some important handling tips you need to remember:

- **Don’t** eject the DVD from the navigation unit unless you really need to. The drive is simply not designed to load and eject disks again and again.
- **Always** handle the DVD by its edges or by its center hole. **Never** touch the media side (the side that’s opposite the label). Fingerprints smudge the DVD’s surface, making it hard for the navigation unit to read the disk.
- After you eject the DVD, make sure you identify it with the VIN and store it in a plastic jewel case or an envelope. With some navigation units, if you load a navigation DVD that’s got the wrong software version (for example, an ’06 version in a ’05 vehicle), you’re loading software that **can’t** be removed. Also, loading the wrong color DVD (for example, an orange one instead of a white one) can result in an error message or cause symptoms that can be mistaken for a navigation hardware problem.
- For more info about navigation system DVDs, check out S/B 05-032, *Navigation System DVD Information*.

Coming Your Way: The TPMS Sensor Tool

NOTE: This article applies to '07 Elements and '07 Odysseys (all except Touring models). These models come with a new, simplified type of TPMS.

Each Honda dealership is going to be sent a new required special tool: the TPMS Sensor Tool (T/N AKS062006). You need this tool to help you troubleshoot the TPMS and to do tire pressure sensor ID memorization.

Background

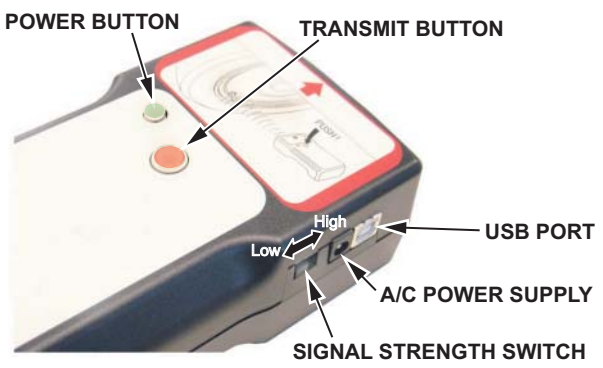
Unlike earlier systems, this TPMS doesn't use initiators to wake up the tire pressure sensors. Instead, each sensor has a built-in acceleration sensor. When the vehicle reaches a certain speed, the tire pressure sensors wake up. When the vehicle is stationary for **5 minutes** or more, the sensors automatically go to sleep. To troubleshoot the TPMS or to do sensor ID memorization, you need this TPMS sensor tool to wake up the tire pressure sensors.

Tool Description Revised 10/4/06

The TPMS sensor tool comes neatly packed as a kit in a foam-lined, high-impact, black plastic carrying case for easy transport and storage. Here's what you get in the kit:

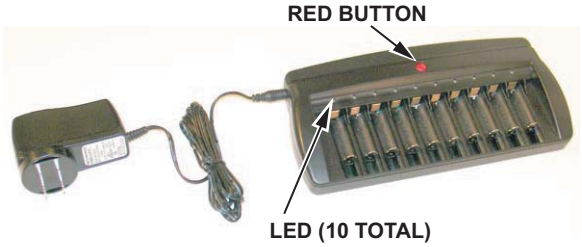
- TPMS sensor tool
- Rechargeable nickel-metal hydride (Ni-MH) 1.2 volt AA batteries (10 total)
- AC power adapter (for TPMS sensor tool)
- Battery charger
- AC power adapter (for battery charger)
- USB cable (15 foot)

The TPMS sensor tool can run either on the 10 rechargeable batteries or with the AC power adapter. The front of the tool has a power button and a transmit button. The power button lights **green** when you push and release it; the transmit button lights **red** when you push and hold it.



The right side of the tool has a signal strength switch that lets you select either a high-strength (70 Db) signal or a low-strength (60 Db) signal. Slide the switch up for high; slide it down for low. Next to that switch, there's an outlet for the AC power adapter. Next to the outlet, there's a port for the USB cable.

The battery charger is a "smart" type (it's computer-controlled). It has an open tray that holds the 10 rechargeable batteries. An LED above each battery slot tells you the charge status. When you push the red button on top of the battery charger, the LED blinks **red** to tell you the battery charger is in its discharge mode. The battery charger completely discharges the battery before it begins the charging process to keep the battery from developing a memory. The LED lights **solid red** when the battery is fully discharged and the charging process begins. The LED lights **green** when the battery reaches its full charge.



The USB cable connects the TPMS sensor tool to the HDS or to a PC. It's for future use.

Tool Tips

The TPMS sensor tool is actually quite simple to use. Here are some handy tips:

- Make sure the HDS is connected to the 16P DLC and it's loaded with version 2.005.008 or later software. *This tool doesn't work without the HDS or this software.*
- Press and release the power button to turn on the tool; press and hold the button to shut it off. To save battery power, this tool shuts itself off after **3 minutes** of idle time.
- For best results, make sure the signal strength switch is **always** set to the low (down) position.

(cont'd)

Coming Your Way:...(cont'd)

- Follow all HDS screen prompts. When you're instructed, aim the tool straight at the tire pressure sensor about **20 inches** away, and push and hold the transmit button. Keep following the screen prompts.

If you've got a vehicle in your shop that needs servicing and you can't wait for your new TPMS sensor tool to arrive, the AHM Special Tools Loan Program has some of these tools available. Just call **1-800-346-6327**, and a loaner will be shipped to you overnight.

Navi Display Doesn't Dim With Headlights On

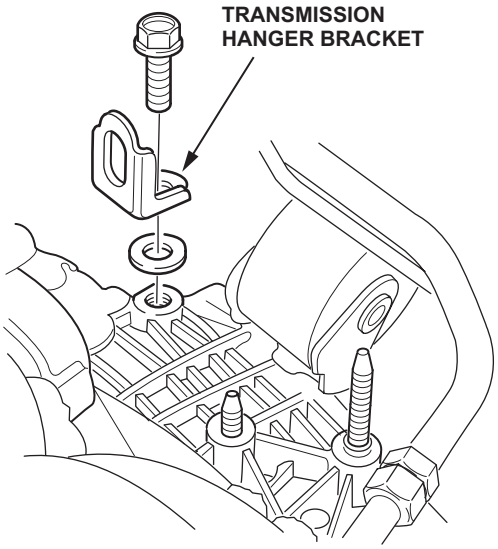
NOTE: This article applies to '03–06 Accord EX-Ls and EX-V6s and '05–06 Odyssey EX-Ls and Touring models.

Got a vehicle in your shop because the navigation system display doesn't automatically dim and switch to Night Mode when the headlights are turned on? There's a really simple fix for this problem: just turn down the instrument panel brightness from MAX to one click below it.

This dimmer override function is for all those folks who drive during the day with their headlights on and need to crank up the navigation system display brightness so they can see the screen.

Use Trans Hanger Bracket to Hoist Engine/Transmission

Each Honda dealership is being sent a Transmission Hanger Bracket (hanger B) (P/N 21232-RCT-A00, H/C 7428824). This bracket mounts to the '07 CR-V transmission housing and provides a safety balance point when you use a chain hoist to remove or install the engine/transmission assembly.



New Software for HDS: Version 2.005.008

During the week of August 7, 2006, each Honda dealership was sent a new CD containing HDS software version 2.005.008. This new CD sports a bright yellow label that reads **HDS VER 2.005.008**, and it's dated August 2006. Your system administrator should have this software already loaded onto the master server.

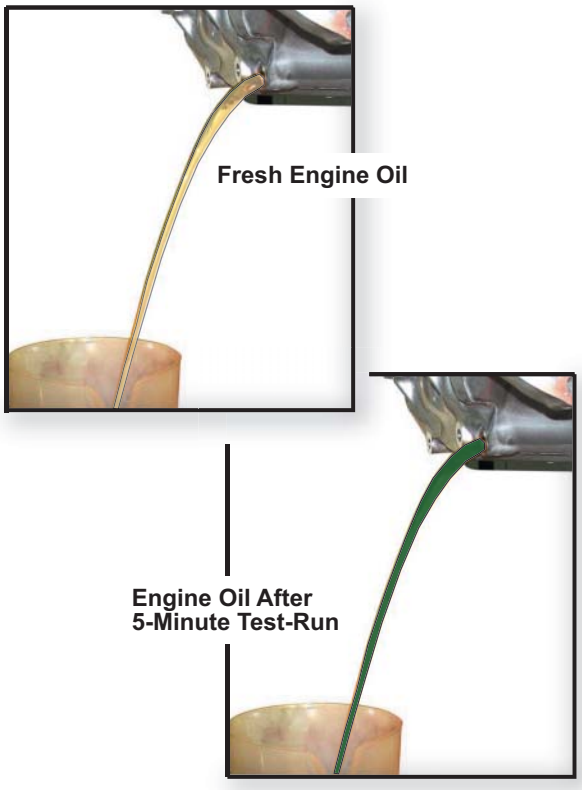
Here's some important info on 2.005.008:

- It adds system coverage for '07 Civic GXs and S2000s.
- It enhances the Honda Interface Module (HIM) user interface.
- You now hear a beep when you make selections on the display screen.
- It includes the tire pressure sensor ID memorization and sensor position check for servicing the TPMS in '07 CR-Vs, Elements, and Odysseys (all except Touring models).
- It includes a memory enhancement to cut down on problems with partial software installation.

Factory-Fill Engine Oil Looks Dark? It's Normal

At PDI, does the factory-fill engine oil look less like Texas Tea and more like Oklahoma Crude? Don't worry, there's nothing wrong with the engine. The engine oil looks that way because of molybdenum (that's "moly" for short), a special lubricant applied by the factory to critical engine components during assembly.

When the engine is test-run, that molybdenum mixes with the engine oil, turning it a dark metallic color often within the first **5 minutes** of running. And just how dark that engine oil turns seems to vary between vehicle models, engine types, and engine assembly plants.



What's really important to remember here is this: **Don't** change the factory-fill engine oil because it looks dark; just make sure it's at the right fluid level. To ensure proper engine break-in, the factory-fill engine oil needs to remain in the engine until the first scheduled maintenance interval.

Accessory Power Socket Keeps Blowing Fuse

NOTE: This article applies to Japan-built '03–06 Accords, Japan-built '01–05 Civics, '06 Civics, '02–06 CR-Vs, '07 Fits, and '01–06 Insights.

Got a vehicle in your shop because the accessory power socket keeps blowing the fuse? The reason may be a compatibility problem between the power socket and the power adapter that's being used. The original power socket has a center tip that sticks out. With some power adapters, if the center tip on the adapter gets pushed in too far, it causes a short in the adapter and the fuse blows.

To fix this problem, check to see if the power socket has a center tip that sticks out. If it does, then replace the power socket with P/N 39624-SZ3-L01, H/C 8445454, and replace the fuse. This new style power socket has a recessed center tip that doesn't cause the power adapter to short when you plug it in. If the power socket already is this new type, then look for other possible causes for the blown fuse.

Re-Keying Sidewinder-Type Lock Cylinders

NOTE: This article applies to '03–06 Accords, '05–06 Accord Hybrids, '03–06 Civics, '03–05 Civic Sis, '03–05 Civic GXs, '04–06 Civic Hybrids, '02–06 CR-Vs, '03–06 Elements, '07 Fits, '03–06 Odysseys, '03–06 Pilots, '06–07 Ridgelines, and '04–06 S2000s.

If you're replacing a sidewinder-type ignition switch, door lock, trunk lock, or glove box lock, we've got some good news: You don't need to replace **all** those locks anymore. Just re-key the door, trunk, and glove box locks to match the ignition switch lock. Here's how you to it:

1. Order a Door Lock Cylinder Kit (P/N 06720-S5A-305, H/C 7604499). This kit includes eight door inner cylinders, two tailgate inner cylinders, and all associated hardware.
2. Refer to **REPAIR PROCEDURE** in S/B 03-068, *Door Lock Cylinder Binds*, and do steps 1 and 2. Then do steps 14 thru 24.

When doing this repair, here are some important things to keep in mind:

- All sidewinder tumblers and springs are the same, but the inner cylinders in this kit fit **only** the lock cylinders for Civics, CR-Vs, and Elements.
- If you're working on an Accord or Pilot, you can reuse the original inner cylinder if you're really careful taking the lock cylinder apart.
- Some lock cylinders may have covers. Make sure you remove them carefully since you'll need to reuse them. Replacement covers **aren't** available.

Front Speakers Growl or Hum with Radio On or Off

Got a '05 Accord Hybrid with front audio speakers that growl, rumble, boom, or hum whether the radio is turned on or off? A bad active noise cancellation (ANC) unit could be the culprit.

You **only** hear this noise when the **ECO** (fuel economy) indicator is on. And you're most likely to hear it when you're going between **30 and 60 mph** (with the A/T in 3rd, 4th, or 5th gear), the engine is running between **1,600 and 1,800 rpm**, or both.

To fix this problem, refer to S/B 06-005, *Humming or Booming Comes From the Speakers*, and replace the ANC unit and both front speakers.

Say "Buh-Bye" to Those Adhesive Goo Blues

The adhesive from shipping protectors leaves a rather nasty goo that's really tough to take off at PDI. Our factories and vendors are looking into this problem, and we hope to have a solution soon. Until then, here are a couple of off-the-shelf cleaning products we've tested that let you say "buh-bye" to those adhesive goo blues:

- **Door panels:** To remove adhesive goo from door panels, you want Goo Gone® from Magic American Products. For info about this product and where you can get it, check out their Web site at *www.magicamerican.com.*

- **Floor Carpets:** To remove adhesive goo from floor carpets, Professional Resolve® from Reckitt Benckiser is just the ticket. For info about this product and where you can get it, check out their Web site at *www.reckittprofessional.com.*

Setting Up the HIM to Work as a Drive Recorder

NOTE: This article applies to all Honda models except '06–07 Civics, Civic Sis, and Civic Hybrids; '07 Odysseys; and '06 S2000s. Those models use a CAN protocol and need a future HDS update to add the drive recorder function.

One of the cool things the HDS can do is set up the Honda Interface Module (HIM) to work as a drive recorder. It's a great way to capture intermittent problems that are hard to pin down or duplicate. You can set up the HIM to start recording when a parameter exceeds a particular threshold voltage or value or when your service customer presses the green **ENTER** button on the front of the unit. As a drive recorder, the HIM can store multiple snapshots (it can be triggered more than one time). Here's what you need to do to set up the HIM as a drive recorder:

1. Connect the HDS to the 16P DLC.
2. From the **System Selection Menu**, select **PGM FI**. From the **Mode Menu**, select **Drive Recorder** and wait for the prompt telling you to disconnect the HDS from the DLC. The HDS then directs you to connect the HIM to the DLC. When communication is established between the HIM and the vehicle, you see the green **1** light on the front of the HIM come on.
3. Use the red communication cable (P/N REDCAT5E) to connect the HIM to the HDS. When communication is established, you see the green **1** light and the yellow **2** light on the front of the HIM blink together.
4. Touch the green check mark (✓) in the lower right corner of the display screen after communication is established.

   NOTE: The HDS may tell you the HIM software needs updating to work as a drive recorder. If this happens, follow the screen prompts and update the software.
5. When you see the drive recorder setup screen, select the trigger type, the length, and the trigger point for the snapshot. The length can be from **30 seconds to 3 minutes**. The trigger point can **only** be from **1 to 30 seconds**, no matter what length of snapshot you pick. And you can **only** get a maximum of **30 seconds** of data before the trigger point.

   NOTE: If you set up the HIM to take snapshots by hand, tell your customer to press the green **ENTER** button on the front of the HIM when the symptom happens.
6. Touch the blue check mark (✓) on the display screen. The yellow **2** light on the front of the HIM starts to blink, then the green **1** light also starts to blink.
7. When you see a dialog box that tells you the setup was successful, touch **OK** and disconnect the HDS from the HIM. The HIM is now set up to take drive recorder snapshots.

Downloading Drive Recorder Snapshots to the HDS

After you've taken drive recorder snapshots with the Honda Interface Module (HIM), you need to download them to the HDS in order to look at them. Here's how you do it:

1. Connect the HIM to the 16P DLC or to an AC/DC power adapter.
2. From the main menu on the HDS display screen, touch the open file folder icon on the right side of the screen. This puts the HDS in its stand-alone mode. From the **Mode Menu**, select **Drive Recorder.** You see a dialog box asking you if you want to download info from the HIM.
3. Use the red communication cable (P/N REDCAT5E) to connect the HIM to the HDS. Touch **YES** in the dialog box. As the HDS starts downloading the snapshots from the HIM, you see a status bar at the bottom of the screen. Wait for the download to complete (this could take awhile, depending on the number of snapshots). When it's done, you see a list of the downloaded snapshots.
4. Select the **+** box next to the VIN of the snapshot you want to take a look at. Select the time you want to see, then touch the green check mark (✓) in the lower right corner of the screen. The HDS then displays the selected snapshot.

High Mount Brake Light Doesn't Work

NOTE: This article applies to '99–06 Odysseys and '03–06 Pilots.

When doing routine maintenance, check the high mount brake light when you're checking brake light operation. If the light doesn't work, replace the bulb.

Engine Cranks but Doesn't Start, Immobi Light Blinks

Revised 10/5/06

NOTE: This article applies to '03–06 Accords, '01–06 Civics, '02–06 CR-Vs, '03–06 Elements, '07 Fits, '05–06 Odysseys, '03–06 Pilots, '06 Ridgelines, and '06 S2000s.

If the starter motor cranks the engine, but the engine doesn't start, keep your eye on the immobilizer system indicator while the starter motor is engaged. If the indicator is blinking, the battery may be weak. A weak battery may have enough juice to turn the starter motor (it will turn with 9 to 10 volts), but not enough to run the other electrical systems, particularly the ECM/PCM.

To fix this problem, hook up a battery charger or a jumper battery and restart the engine. If the engine starts right up, or if the immobilizer system indicator blinks while the engine is running, then use the ED-18 battery tester to check the battery and an approved charging system tester such as the Sun VAT-40 or the Minuteman Plus Alternator, Regulator, Battery, Starter Tester (A.R.B.S.T.) to check the charging system. Make any needed repairs.

A weak battery can also cause an intermittent crank but no start problem with the immobilizer system indicator blinking. The starter motor may sound strong, but the ECM/PCM and the immobilizer system can't communicate. To fix this problem, use the ED-18 battery tester to check the battery. If needed, replace the battery.

Test Tire Pressure Gauges With New Calibration Tool

Each Honda dealership was recently sent a rather beefy-looking, large-faced (it's well over **3 inches** in diameter) tire pressure gauge. In case your curious why we sent it, it's a calibration tool for testing other tire pressure gauges.

This tool is highly accurate, it's a snap to read, and it can measure tire pressures up to **60 psi.** To test a tire pressure gauge, follow these steps:

1. Select a tire that's at room temperature.
2. Set the tire pressure to **30 psi** using the calibration tool.
3. Now, check the tire pressure using the tire pressure gauge you want to test. If the reading on that gauge **isn't** within **0.2 psi,** have that gauge adjusted, repaired, or replaced.

It's a good idea to test all the tire pressure gauges in your shop **every 6 months**. This new tool makes short work of it. If you need to replace it or you just want an extra one handy, order P/N 07AAJ-000A100, H/C 8298457 from American Honda parts stock.

Center Console Gets Hot With the Heater Running

Got a ’06 Civic Sedan with a center console that gets hot to the touch with the heater running? The joint duct assembly might have come loose from the center joint duct. If that happened, hot air escaping from the gap between the ducts can cause the center console to heat up like a hotplate.

To fix this problem, follow these steps:

1. Remove the center console. Refer to pages 20-134 thru 20-136 of the ’06 Civic S/M for details. (Online, enter keyword **CENTER CONSOLE**, and select **Center Console Removal/Installation** from the list.)
2. Adjust the opening of the joint duct assembly if needed. Then set the joint duct assembly into the center joint duct, making sure it’s firmly in place.
3. Reinstall the center console.

Honda Genuine MTF: It’s Even *Better* Than Before

In case you haven’t heard yet, Honda Genuine MTF has been improved. It offers better overall shift quality in cold weather (especially in freezing tempertures), and it’s got better friction reduction for improved fuel economy and longer transmission service life.

This new MTF (P/N 08798-9031, H/C 8429094) is the factory-fill on all ’07 M/T-equipped Honda models, and it’s backward compatible with older models. It comes in a 1-quart bottle that wears a new label and a white cap. Here’s what it looks like:

AUTOMOTIVE Youth Educational Systems YES ®

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