HONDA **Service Bulletin** **23-058**

July 7, 2023 Version 1

Safety Recall: 2023 Civic Hatch Brake Hold/VSA Modulator

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2023	Civic	Sport CVT	Check the iN VIN status for eligibility
2023	Civic	Sport Touring CVT	Check the iN VIN status for eligibility

BACKGROUND

A ball valve in the vehicle stability assist (VSA) modulator was damaged during the manufacturing process, resulting in an insufficient seal on part of the *Brake Hold* system. (This issue does not affect regular service brake functions.) The insufficient seal potentially could result in brake fluid leakage in the VSA modulator. If leakage occurs with the *Brake Hold* function engaged (i.e., when the system keeps brake pressure on without the brake pedal depressed), the vehicle unexpectedly may move at low speed, increasing the risk of a crash that may result in damage to involved vehicle(s) or injury to occupant(s) or others.

CUSTOMER NOTIFICATION

Owners of affected vehicles will be sent a notification of this campaign.

Do an iN VIN status inquiry to make sure the vehicle is shown as eligible.

Some vehicles affected by this campaign may be in your new or used vehicle inventory.

Failure to repair a vehicle subject to a recall or campaign may subject your dealership to claims or lawsuits from the customer or anyone else harmed as a result of such failure. Before selling a vehicle in inventory, always check if it is affected by a safety recall by conducting a VIN status inquiry.

CORRECTIVE ACTION

Replace the VSA Modulator.

PARTS INFORMATION

NOTE: There are a very limited number of units affected. You must check the VIN responsibility report before ordering.

Part Name	Part Number	Quantity
VSA Modulator Assembly (Sport CVT)	57100-T43-A82	1
VSA Modulator Assembly (Sport Touring CVT)	57100-T43-A52	1

CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by “do-it-yourselfers,” and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

REQUIRED MATERIALS

Part Name	Part Number	Quantity
Brake Fluid (Dot 3)	08798-9008	1

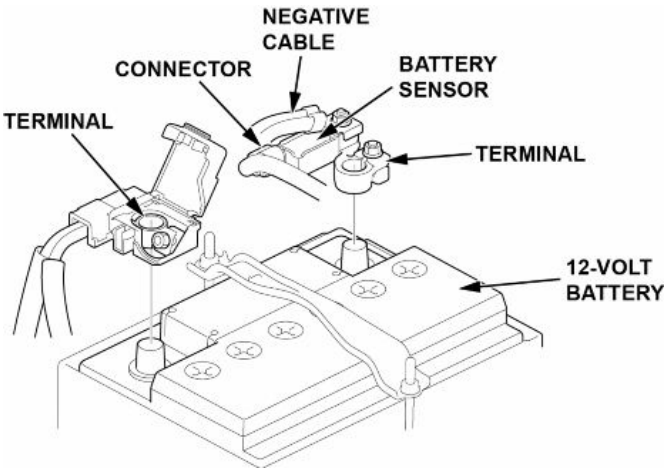
WARRANTY CLAIM INFORMATION

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
4131BG	**Sport**: VSA Modulator - Replace	1.3 hr	6VM00	AEY00	A23058A	57100-T43-A82
4131BG	**Sport Touring**: VSA Modulator - Replace	1.3 hr			A23058B	

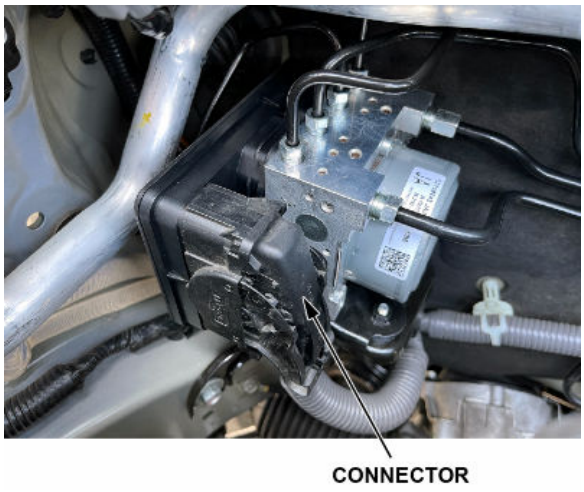
REPAIR PROCEDURE

1. Disconnect the negative terminal from the 12 volt battery.

   NOTE: Wait at least **3 minutes** after disconnecting the 12-volt battery negative terminal.

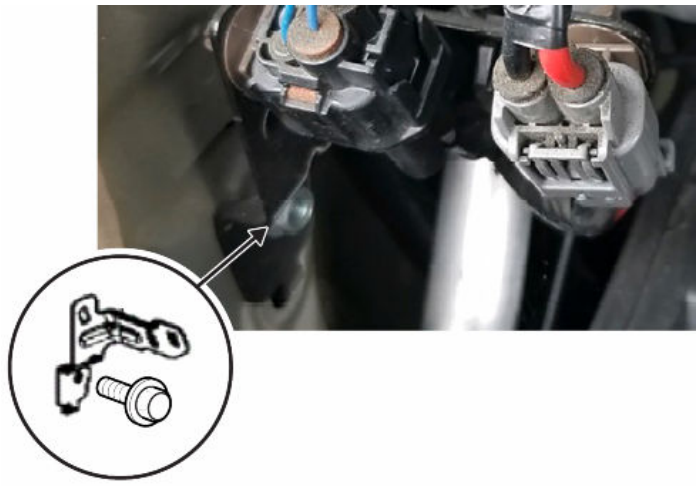


2. Disconnect the VSA Modulator 46P Connector.



3. Remove the wire harness bracket (2.0L Engine).

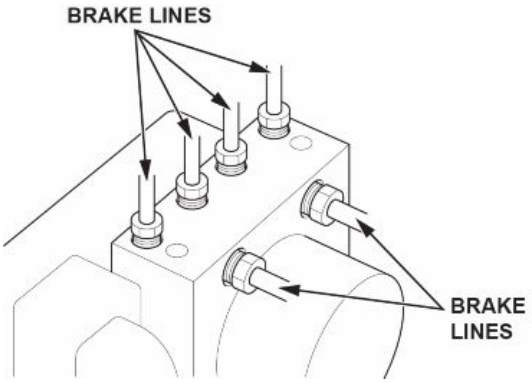
   Unbolting the bracket from the inner fender panel will facilitate the removal and installation of the VSA modulator by providing additional clearance.



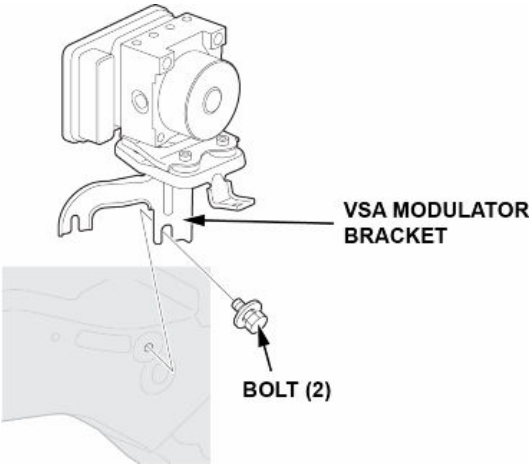
4. Remove the six pipes from the VSA modulator. Cap the two lines leading from the master cylinder.

   NOTICE

   Do not spill brake fluid on the vehicle; it may damage the paint. If brake fluid does contact the paint, wash it off immediately with water.



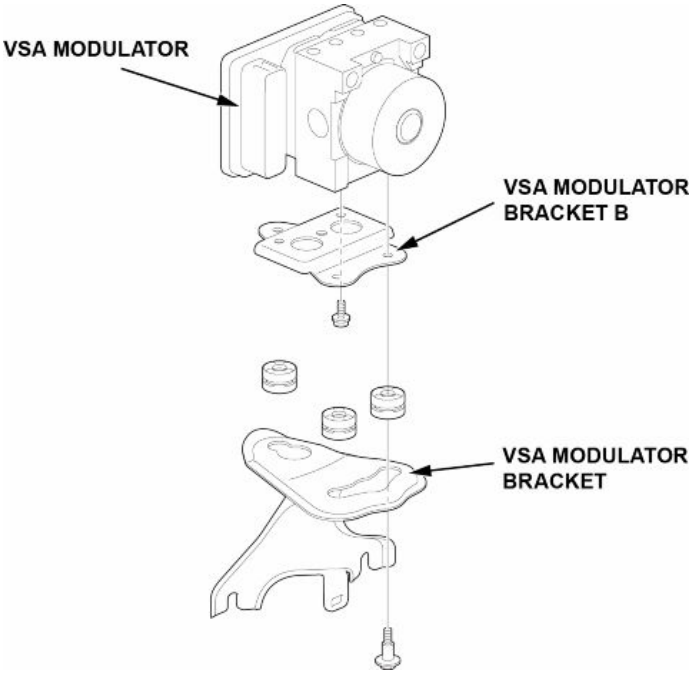
5. Remove the 2 bolts securing the VSA Modulator Bracket to the engine bay and remove the assembly (VSA Modulator and Bracket).



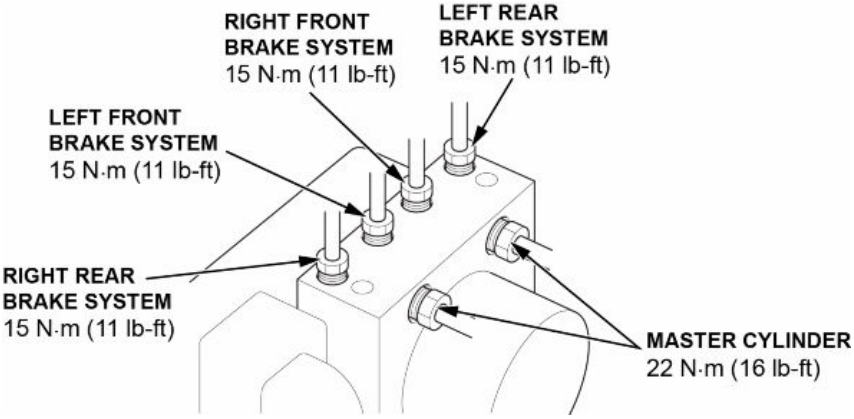
6. Separate the VSA Modulator from the Modulator Bracket and Modulator Bracket B, then install both the Modulator Bracket and Modulator Bracket B onto the replacement VSA Modulator.

   NOTE:

   - Do not damage or drop the replacement VSA modulator, as it is sensitive.
   - Do not use power tools when removing/installing the VSA modulator.

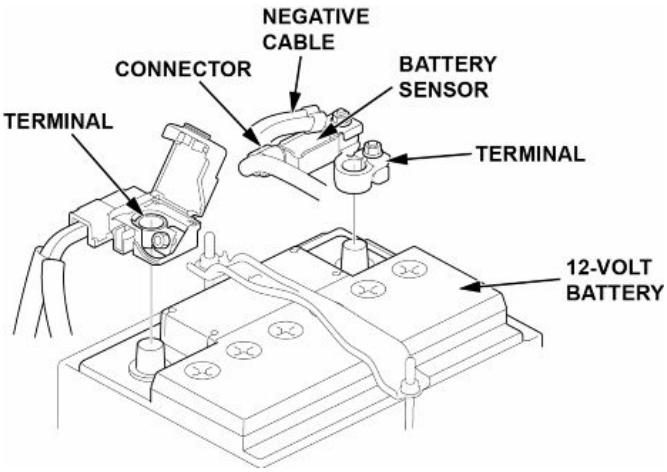


7. Reinstall the assembly (VSA Modulator and Bracket) into the engine bay. Then reconnect the brake lines.



8. Reinstall the VSA Modulator 46P Connector.

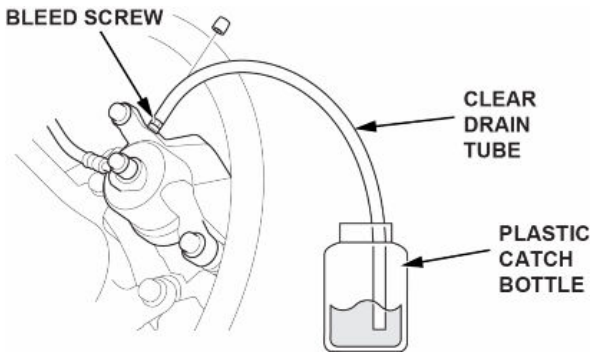
9. Reconnect the negative terminal to the 12 volt battery.



10. Bleed the brake system in the following order (If necessary, remove the wheels):
    1. Front-driver's side
    2. Front-passenger's side
    3. Rear-passenger's side
    4. Rear-driver's side

    To bleed each side, use the following procedure:

    10.1. Attach a clear tube to the bleed screw.



    10.2. Submerge the other end of the clear tube into a clear plastic catch bottle of brake fluid.

    10.3. Have an assistant slowly pump the brake pedal several times, then apply steady, continuous pressure.

    10.4. Loosen the bleed screw slowly to bleed the fluid into the plastic catch bottle. The brake pedal will travel toward the floor as the fluid is bled from the system.

    10.5. When the brake pedal reaches the floor, have the assistant hold the pedal in that position, then tighten the bleed screw. The brake pedal can now be released.

    10.6. Repeat steps 10.3 thru 10.5 until the brake fluid in the clear tube appears fresh and there are no air bubbles in the fluid.

    10.7. Apply and release the parking brake **5 times**, then bleed the rear brakes again.

    NOTE: When bleeding the brake system, air can get trapped inside the rear calipers. This is due to the complex fluid path inside electric parking brake calipers. Therefore, this procedure is necessary.

10.8. Tighten the bleed screw to the specified torque:

Front - 8.4 N·m (6.2 lb-ft)

Rear - 17 N·m (13 lb-ft)

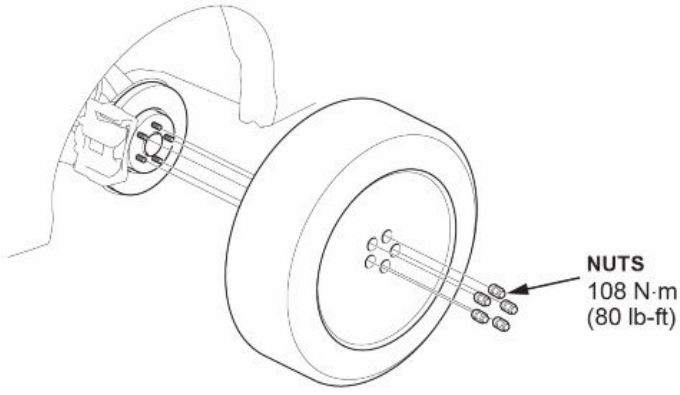
NOTE:

- If pressure or vacuum bleeding, refer to the tool manufacturer's instructions included with the tool. If you use a commercially available pressure feed bleeder and operate the brake pedal, excessive hydraulic pressure will be applied to the cup inside the master cylinder causing damage. Do not use these methods together.
- The brake fluid level must be at the MAX (upper) level mark of the reservoir at the start of the bleeding procedure and checked after bleeding each wheel location. Add fluid as required.
- Before beginning the bleeding procedure, remove the reservoir cap and strainer, and remove any dirt and debris then reinstall the strainer only.

NOTICE

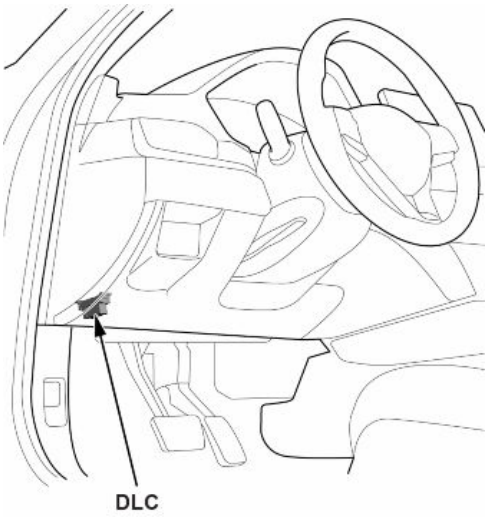
- Do not spill brake fluid on the vehicle; it may damage the paint. If brake fluid does contact the paint, wash it off immediately with water.
- Brake fluid is poisonous. If ingested, get medical attention immediately.
- Always use new genuine Honda or Acura DOT 3 Brake Fluid from an unopened container. Using a non-Honda or non-Acura brake fluid can cause corrosion and shorten the life of the system.
- Do not reuse drained brake fluid.
- Make sure no dirt or other foreign matter gets into the brake fluid.

11. If necessary, reinstall the wheels.



12. Perform the Keyless Access System Registration.

12.1. Connect the iHDS to the DLC located under the driver's side of the dashboard. Turn the vehicle to the ON mode, but do not start the engine.



12.2. Using a connected PC equipped with iHDS, load the Diagnostic System software, then select **Immobilizer Setup Tool**.

12.3. Select the appropriate items and do the registration according to the instructions on the HDS screen.

13. Do the VSA Modulator-Control Unit Update.

14. Do the VSA Sensor Neutral Position Memorization using HDS, and do the registration according to the instructions on the iHDS.

14.1. Before starting the memorization procedure, be sure that the following conditions are met:

- Set the steering wheel in the straight-ahead position.
- The vehicle is on level ground.

14.2. Select the following menu buttons on the iHDS screen in sequence:

1. ABS/VSA (System Selection Menu)
2. ADJUSTMENT
3. ALL SENSOR

15. Check the VSA Modulator-Control Unit.

15.1. Turn the vehicle to the ON mode.

15.2. Apply and release the parking brake 2 times, then make sure that the brake system indicator (red) goes OFF.

NOTE:

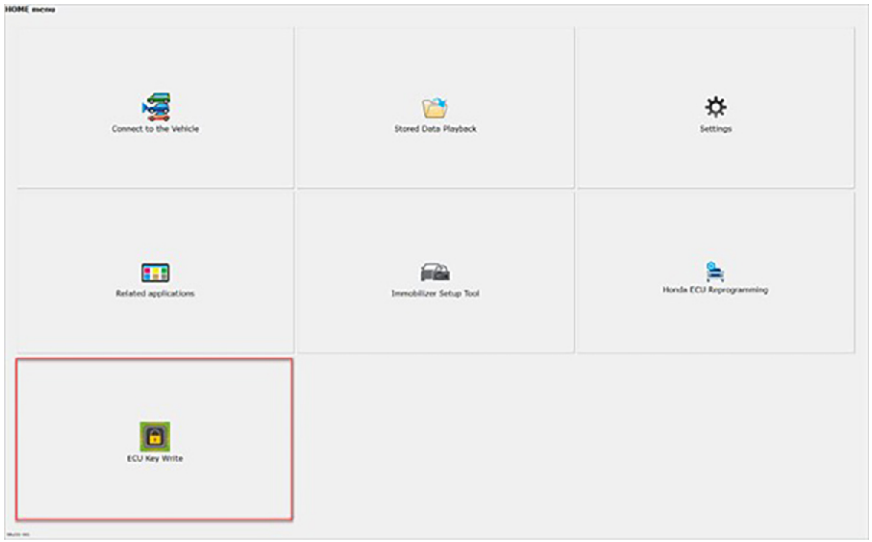
If the brake system indicator (red) does not go OFF, check for poor connection at the VSA modulator-control unit connector.

16. Do the ECU Key Write.

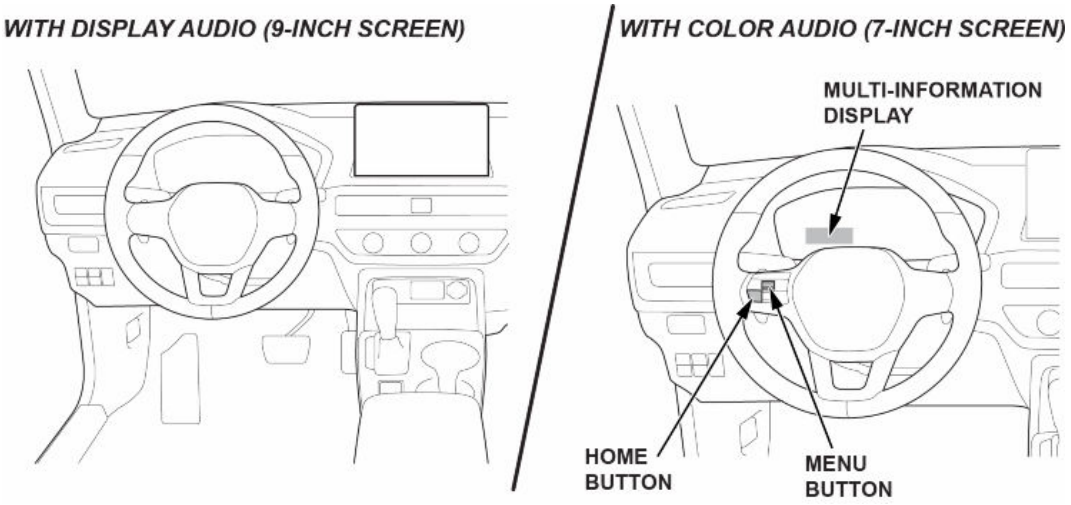
16.1. Select the ECU Key Writing application from the home menu of the HDS and follow the screen prompts to write the ECU Key.

NOTE:

- You must turn the vehicle to the OFF (LOCK) mode, wait for **5 minutes**, then back to the ON mode after completing the writing process (successful or failed (error)). Failure to do so will permanently damage the control unit.
- After writing the ECU Key, the control unit related with the ECU Key may trigger a DTC. Do an all DTC check and clear any DTC if necessary.



17. Do the Clutch Pedal stroke sensor Zero Point Learning (M/T equipped vehicles only).
    17.1. Turn the vehicle to the ON mode without pressing the clutch pedal.
    17.2. Wait for **2 seconds**, then make sure the VSA indicator goes OFF.
    17.3. If the VSA indicator goes OFF, the clutch pedal stroke sensor zero point learning is complete.
    17.4. If the VSA indicator blinks, the learning failed. Turn the vehicle to OFF mode and try again.
18. Calibrate TPMS.



With display audio type (9-inch screen)

18.1. Make sure the tires are inflated to the specified tire pressure listed on the doorjamb label.
18.2. Turn the vehicle to the ON mode.
NOTE: Vehicle must be stopped with the transmission in **P** position/mode (CVT) or **neutral** (M/T).
18.3. Select the following menu on the screen in sequence.
1. Vehicle Settings
2. TPMS Calibration
3. Calibrate
18.4. If the calibration successfully begins, “Calibration Started” is displayed on the screen.

With color audio type (7-inch screen)

18.1. Make sure the tires are inflated to the specified tire pressure listed on the doorjamb label.
18.2. Turn the vehicle to the ON mode.
NOTE: Vehicle must be stopped with the transmission in **P** position/mode (CVT) or **neutral** (M/T).
18.3. Press the HOME button (Figure 2).
18.4. Select the following menu on the button in sequence.
1. Vehicle settings
2. TPMS calibration
3. Calibrate
18.5. If the calibration successfully begins, “Calibration Started” is displayed on multi-information display.

END