

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

Power Sliding Door Troubleshooting Tips

Currently Applies To: '99 and later Odyssey with power sliding doors

Got a power sliding door that opens, moves a bit, stops, and beeps? Many times the trap detection logic that's built into the power sliding door control unit can't tell the difference between unwanted friction and something actually blocking the door's path.

To help you troubleshoot this sort of problem we've put together some handy tips:

All Models

- To help you pinpoint where the door is binding, mark the floor rocker with tape or some other means to see if the door reverses in the same spot. If it also reverses when closing at that same spot, you've found the location. Inspect the track and rollers at that spot, and check for a bent track and debris.
- Your drag inspection **must** include **all** of the rollers, bearings, pulleys, and pivots. It's possible for any one of them to seize up, and plastics can wear. Take a look at this pivot. It seized up from rust, causing a door opening/closing complaint.



- Make sure the track width hasn't changed. This can happen after a roller failure or door removal/installation. You want to focus your attention on the lower and center roller areas, and slide motor/cable placement.

'05 and Later Models Only

- If the door reverses when opening, it's not a pinch sensor problem but something drag related; the pinch sensor **isn't** monitored when opening. To check for this, assist the door past the reversal point with your palm on the door glass or sheet metal and drag with the door to lessen effort on the motor/pulsar speed. If that helps, you've got a drag or resistance problem.

- If you close the door and it **still** reverses with the help of your palm, it could be an input problem. Remember, three beeps should follow any reversal event. Any other input that's capable of reversing the door would first need to stop it and then move it again. That would take two false inputs in sequence, which is highly unlikely.
- To troubleshoot a pinch sensor, use the HDS PC. Go to the **Power Sliding Door Data List**, and check the applicable **Power Sliding Door Pinch Sensor** value. Keep in mind for '11 and later models you won't see the pinch sensors listed. We're aware of this issue and are looking into a solution.
- You can also troubleshoot a pinch sensor using a digital voltmeter that's set to the meters min/max function. The voltage should read about **10 volts** with the pinch sensor unplugged or open (this also sets a DTC), and about **5 volts** with it plugged in. If it reads **less than 0.5 volt**, the sensor is activated (pinched)

Help Keep the Key Code Data Base Current

Whenever you replace a lock set, whether it's covered by warranty or not, be sure to call our warranty department at **310-783-3240**, and let them know the new keycode for the vehicle you're working on. That way, they can keep their key code database current.

And one more thing. If you need a keycode for a 1991 or earlier vehicle, don't go to the **Key Code Inquiry** on the iN; you won't find it there. Just call our warranty department; they'll be glad to help you.

Always Lube Oil Filter Gasket Before Installing New Oil Filter

There's been a recent change to the oil filter manufacturing process and, as a result, oil filters no longer come pre-lubed.

So now, more than ever, it's really important to lube the oil filter gasket before installing a new oil filter. Lubing the gasket keeps it from crimping and forming a bad seal.

Driver's Seat-Back Won't Lock in Place

Currently Applies To: '13 Accord Coupe with power driver's seat

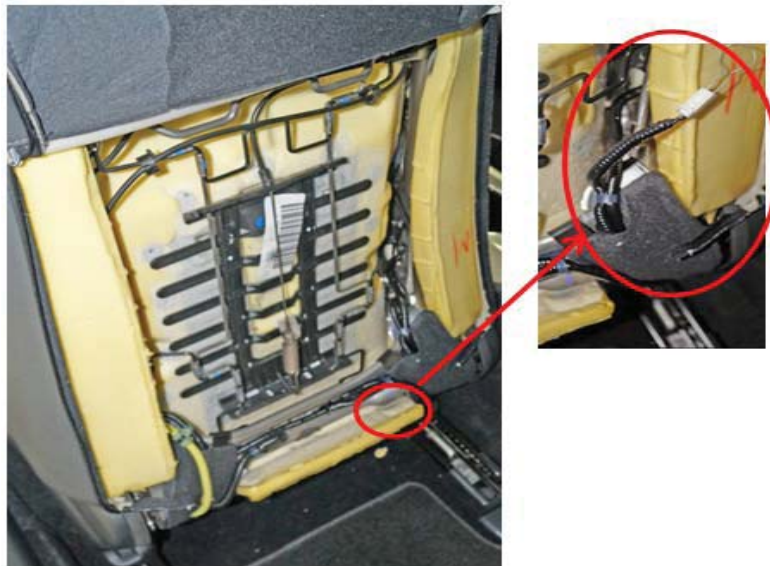
Can't lock the driver's seat-back after fully reclining it and then using the walk-in feature? When you do that, the recline lock mechanism binds up and then the recline motor limit switch activates. This binding up keeps the seat-back from locking in any position, and the activated limit switch keeps the recliner from being adjusted forward.

To fix this problem, try giving the seat-back a quick, downward shove on the upper right corner of the seat frame, just to the right of the headrest, like you see here.



If that does the trick, you're done. If it doesn't, you'll need to bypass the recline motor limit switch with a jumper wire to power the seat-back forward. Here's how to do it:

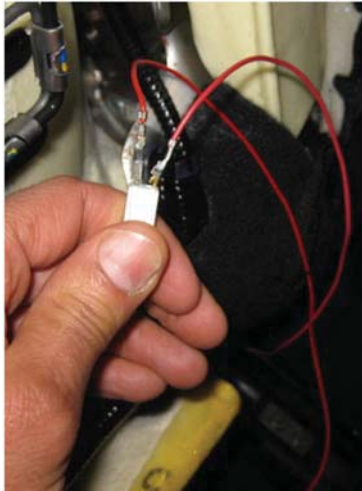
1. Refer to the electronic service manual, and remove the seat-back cover to access the recline motor limit switch 2P connector. It's mounted inside the seat-back frame.



(cont'd)

Driver's Seat-Back Won't Lock in Place (cont'd)

2. Unplug the connector, and insert a jumper wire into the female side. This bypasses the limit switch, but don't leave it permanently bypassed; the recline gears can get damaged.



3. Manually drop the seat-back to its fully reclined position, and cycle the recline switch forward until the seat-back locks. Don't cycle the switch for more than **2 seconds** or the recliner gears can get damaged. The seat-back should lock with little movement.
 - If the seat-back locks, go to step 4
 - If the seat-back still doesn't lock, continue with normal troubleshooting.
4. Recline the seat-back forward, remove the jumper wire, and plug in the connector.
5. Close up the seat-back cover, and make sure the seat-back works normally.

This problem can be avoided with a little customer education, so make sure the advisor knows what happened. He or she needs to tell your customer not to use the walk-in feature with the seat-back fully reclined.

MIL On With DTC P2279 or P0507 After Throttle Body Servicing

Currently Applies To: '08–13 Accord L4, '06–13 Accord V6, '14 Accord Plug-In, '06–13 Civic, '06–13 Civic Hybrid, '05–13 CR-V, '07–11 Element, '05–13 Odyssey, '05–13 Pilot, and '06–13 Ridgeline

EDITOR'S NOTE: This article replaces "MIL On With DTC P2279 After Throttle Body Cleaning or Replacement," issued in **May 2013**.

Just cleaned or replaced the throttle body and now you've got one or more of these symptoms?

- Fluctuating idle
- MIL on with DTC P2279 (intake air system leak)
- MIL on with P0507 (idle control system RPM higher than expected)

What's probably happened is the throttle plate is now in a different position from the one the ECM/PCM had learned.

To fix this problem, the ECM/PCM has to relearn the current closed throttle position. Here's how to do it:

1. Go to **INSPECTION MENU** in the HDS, and select **ETCS TEST**.
2. Select **TP POSITION CHECK**, and clear the throttle position learned value.
3. Turn off the ignition, then, turn it back on.
4. Reset the ECM/PCM.
5. Do the idle learn procedure.
6. Recheck for DTCs. If DTC P2279 or P0507 doesn't reset, you're done. If either one does, continue with normal troubleshooting.

Replacement LaneWatch Camera Won't Aim? Read This

Currently Applies To: '13 Accord (EX-L without navigation, EX-L with navigation, Touring)

Has this happened to you?

*You've just replaced the LaneWatch camera. You go to run the aiming procedure, but instead of an **OK** on the **Aiming** line of the **LaneWatch** screen, there's a **dash (-)**, and nothing happens when you select **Start** and press the LaneWatch button on the end of the turn signal lever.*

If that's the case, here's a way you still can aim the camera:

1. Turn the vehicle completely off.
2. Unplug the replacement camera, and plug in the original camera or a known-good one.
3. Turn on the vehicle, and let the head unit (it's the audio with touch screen or navigation display, depending on the trim level) completely boot up.
4. Unplug the original camera or known-good one, and plug the replacement camera back in.
5. Navigate to the **LaneWatch** screen on the head unit. You should now see **OK** on the **Aiming** line.
6. Select **Start**, and press the LaneWatch button. The system should now properly aim the camera
7. Make sure the aiming process is done and the camera works right before installing the mirror glass.

For more info on aiming the LaneWatch camera, be sure to check out the article "Aiming the LaneWatch Camera," issued in **October 2012**. You can also watch a demo of that procedure in the *Tech2Tech* segment "Aiming the LaneWatch Camera."

No. 36 (10A) Fuse Blown? Could Be a Misrouted Door Wire Harness

Currently Applies To: '06–11 Civic

Is the No. 36 (10A) fuse in the under-dash fuse/relay box blown or does it blow intermittently? It could be from a misrouted driver's or front passenger's door wire harness from an earlier repair. The harness should be routed **inside** of the door frame, not outside like you see here.



If that harness is misrouted, it can contact the door glass when it's raised and lowered. After a while, the harness can stretch, causing wire breakage or chafing of the insulation, which can result in a short circuit and a blown No. 36 fuse.

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No. 36 (10A) Fuse Blown? Could Be a Misrouted Door Wire Harness (cont'd)

If that's the case, you'll need to replace the wire harness and route it correctly. Here's how it **should** look:



When you're done, replace the No. 36 fuse and check power window operation.

 **HONDA**
ServiceNews

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