



October 2014

**the**  
**wrench**  
Honda Technician Newsletter

## ***On-Road***

### ***'09 & Later GL1800***

#### **TPMS Interference**

When troubleshooting a TPMS malfunction indicator lamp, it is important to note that sometimes something outside of the system can interfere with the TPMS signal going from the wheels to the receiver. Honda has experienced several cases where the technician has spent countless hours trying to repair a system that is not actually broken. Many aftermarket accessories such as HID lights, cell phone/GPS chargers, and other electrical accessories can emit radio-frequency noise that can interfere (RFI) with the TPMS signal. If the motorcycle is equipped with any of these accessories, make sure to remove/disable them before you begin to verify the problem.

## ***Off-Road***

### ***TRX and SXS Models***

#### **New Vehicle Tire Hop**

If there is a pronounced sensation of wheel hop after the vehicle has been un-crated and driven for the first few times, the problem is that the tires have been deformed from sitting in one position, most probably at low pressure, for a long period of time. This is especially noticeable on the rear axle as the flat spots are always in sync due to the solid rear axle (even on IRS models, 'cause there's no differential). Front tire hop is less noticeable as the wheels turn independently of each other.

Most tire deformation will resolve itself in short order by inflating the tires to the correct pressure and riding the vehicle a couple of times. For instances where it seems to take longer for the tires to become round again, simply unbolt one wheel from the hub and rotate it 90 degrees. This

will change the phase of tire hop from one large event to two smaller events. Once the vehicle is in regular use the tires will go back to normal.

### ***TRX, MUV, and SXS Models***

#### **Clean Out Trapped Debris**

The Owner's Manuals for these types of vehicles outline pre-ride (drive) inspections that should be carried out prior to using the off-road vehicle. Among those instructions is the recommendation to remove dirt and debris prior to operating the machine. Grass, leaves, mud, muskeg, or other debris can accumulate atop the skid plates, frame rails, A-arm guards, and even inside exhaust shielding. The accumulation of this type of debris can negatively affect vehicle performance or create a fire hazard. Therefore, it is important that owners remove any build up in these areas before each ride. Please remind both your new-unit and service customers to follow this instruction (as well as all others) before each ride.

As an added service to your customers, it is suggested you clean out any built up debris each time you work on their machine.

### ***2015 and Later CRF250R/450R***

#### **PGM-FI Mode Selection**

The 2015 CRF250R and CRF450R have a new PGM-FI feature that allows the rider to select from three different engine output characteristics with the push of a button. Additionally, the optional PGM-FI setting tool can change the ignition timing and fuel injection values and save the setting data in Mode 2 or 3.

- PGM-FI mode 1: standard setting
- PGM-FI mode 2: smooth setting (reduces throttle response from the standard setting)
- PGM-FI mode 3: aggressive setting (increases throttle response from the standard setting)

There are two scenarios for using the PGM-FI mode select button.

### Mode Identification

Start the engine and let it idle.

Push the engine mode select button (1) when the throttle is fully closed. The engine mode indicator (2) will indicate the selected mode by the number of times it blinks (it repeats 3 times).

### Mode Selection

Start the engine and let it idle.

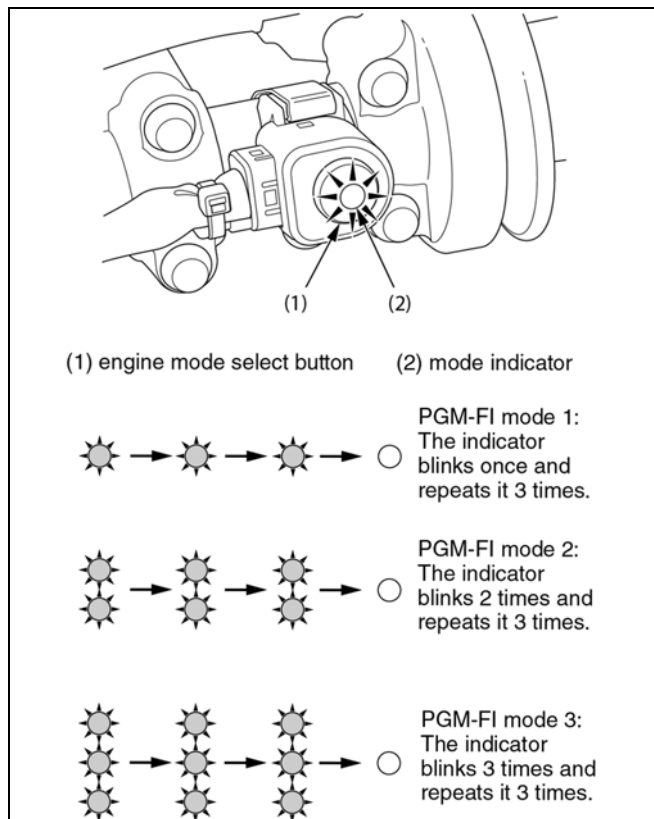
Select the mode using the following procedure when the throttle is fully closed:

1. Push and hold the engine mode select button (1) for 1 or more seconds.
2. Release the engine mode select button.

The engine mode indicator (2) will indicate the selected mode by the number of times it blinks.

Repeat Steps 1 and 2 until the desired mode is indicated.

Note that the engine mode cannot be changed if the fast idle knob is pulled out or if the idle speed is outside specification.



## Warranty Corner

### Warranty Parts Inspection

American Honda (AHM) regularly requests that dealers return warranty claimed parts for inspection. When this happens, the dealer receives an **IN** notification and an automated, pre-populated *Warranty Parts Return Summary* form is generated for the dealer to print and pack with the called-in parts to be shipped to AHM.

Recently the *Warranty Parts Return Summary* form was updated with two new items:

- Motorcycle Warranty Parts Inspection (WPI) shipping address, that gives dealer staff a quick reference to the correct "ship-to" address.
- Bar code at bottom of page (for AHM use only), that ensures a speedy and accurate receiving of call-in parts.

Both of these measures will minimize the occurrence of warranty claim debits due to incorrectly addressed packages (lost parts) and mishandled paperwork.

In addition to packing the *Warranty Parts Return Summary* into the box, dealers should follow these guidelines to ensure their warranty parts returns are processed and credited in a timely manner:

- Pack only one claim per box.
- When possible, use the box the replacement parts came in to ensure a good fit for shipping.
- Properly package the parts to:
  - Avoid shipping damage (take extra precautions with painted parts)
  - Prevent heavy parts from puncturing the box and causing additional damage
  - Prevent small parts from getting lost (use a zip-lock bag)
- If the part is exceptionally dirty or greasy, **DO NOT CLEAN** it, use the bag the replacement part came in and tape it shut. This will protect the documentation.
- **DO NOT** ship fuel-filled fuel pumps. Drain the excess fuel, enclose the part in a zip-lock bag, use the box the replacement part came in, and ship it *Ground* only.



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