



**iNFormation**

**Update Your MCS Tester**

The latest software update (MCS\_2.005) for the MCS diagnostic tool was released on February 18, 2014. Make sure your MCS diagnostic tool is up to date for the latest models. Download the software update to your service department laptop PC from *iN* by following this path:

***iN* > Service > TechLine > Diagnostic Tools > MCS > Software Download**

Once the software is downloaded be sure to connect the MCI (interface box) to the PC and update its on-board software.

**Finding Accessory Installation Instructions**

As you may already know, nearly all Accessory Installation Instructions for model years 2005 and later can be found on *iN* by following this path:

***iN* > Parts > Accessory Marketing > Installation Instructions**

And, if you search by model name (ie: TRX420), you're likely to end up getting numerous search results, which you will then have to sift through until you find the instructions for the accessory you want. However, the quickest way to find a single Accessory Installation Instruction is to search by part number (ie: 08L76-HR3-A21). This will return only the instructions for this particular accessory, thus eliminating the need to sift through multiple search results.

Accessory part numbers are most easily accessed by using the *Honda Genuine Accessories Dealer Catalogs*, which are available on *iN* and in hard copy.

**All Models**

**Verifying Electrical Component Failure/Repair**

American Honda regularly calls in electrical components that have been warranty claimed as defective. These may be tested by Honda in a sample vehicle to verify the failure, and very often the claimed parts work perfectly. This begs the question; "Was the customer's complaint actually repaired by the replacement of this component?"

If normal diagnostic troubleshooting procedures do not reveal the cause of the complaint (poor connection, open circuit, short circuit) and it comes down to swapping-out parts, American Honda recommends using the "Known Good Part" procedure as a way to confidently replace an electrical component. As this procedure can be labor intensive to do properly, it is not a good substitute for standard diagnostic troubleshooting, so make sure you do that first.

The definition of "Known Good Part" is one that is already in service on a fully functional vehicle. New part(s) from stock are not yet proven to be "good," so don't pull new parts for testing if you can easily borrow one from another vehicle.

**Here's how to do it right:**

1. Source an in-service test part from a functional vehicle and install it into the suspect circuit. Mark the parts so they don't get mixed-up.
2. Test the vehicle and part under the conditions noted in the repair order and then carefully note the results on the RO.
  - If the complaint was remedied, double check the results by installing the suspect part on the known-good vehicle. If the complaint follows the suspect part, you can confidently replace the component with a new one from stock.



- If the complaint is not remedied, something was missed during normal troubleshooting procedures. Review the Service Manual and check the entire circuit again.

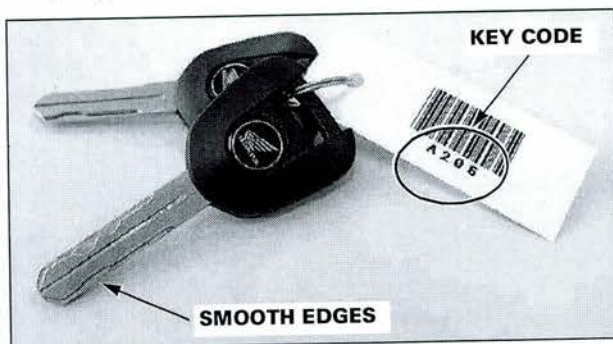
If you do not have access to a "known good" part and successfully resolved the complaint with a new inventory part, make sure you double-check the repair by putting the suspect part back into the circuit and verify that the problem has returned.

Only after the above methods have been employed can you legitimately submit a warranty claim for a failed electrical component. For more information about these and other troubleshooting strategies, visit the *TechLine* pages on *iN*.

## On-Road

### Wave Type Keys Coming to Honda Motorcycles

Beginning with model year 2014, select on-road motorcycles (CBR1000RR and CTX1300) will be adopting the "wave" type ignition key.



Available in automobiles for many years, the wave type key offers some distinct advantages over the conventional serrated-edge style keys such as much easier insertion and removal from lock cylinders. Also, wave type lock cylinders are much harder to defeat (pick) than serrated edge key types.

As has been customary on most late-model Honda motorcycles, the key codes are furnished on a key tag with the original keys. So it's important that the customer saves their key code tag in case they need replacement keys in the future.

Honda motorcycle wave key blanks are available

through normal parts channels and can be cut by "code" or physically duplicated, however not with the existing motorcycle serrated key cutting equipment. So AHM Special Tools department has arranged for rapid third-party wave key cutting services from *Champion Keys*, in San Francisco, CA.

To order wave key cutting services, locate the *Key Cutting Service Request Form* on the *iN TechLine Technical Reference* page:

**Service > TechLine > Technical Library > Technical Reference > Key Cutting Service Request Form**

For complete details on wave key cutting procedures, check out *STN #26 - Powersport Key Service* on *iN*:

**Service > Tools > Special Tools > STN #26: Powersports Key Service**

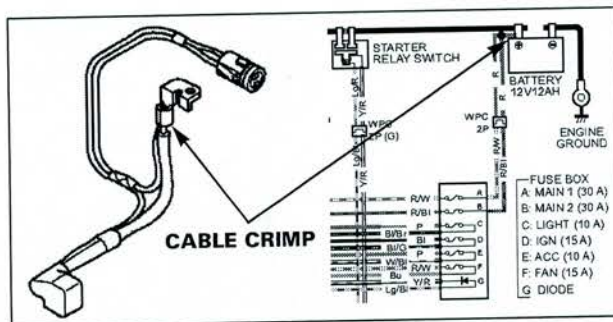
## TRX

### 2009-2014 TRX420FA/FGA/FPA

#### Phantom DTC 15

Some dealers have experienced frustrating troubleshooting sessions for Diagnostic Trouble Code (DTC) 15 that appears in the gear position display after what seems to be a shift function failure. The symptoms are an engine that will turn over but won't start and the transmission cannot be shifted electronically (stuck in gear or neutral).

If the above symptoms are present and the gear position display is blinking-out DTC 15 (one long and then five short blinks), first check for a failed *Main 1* fuse and also check the battery positive cable for a poor/failed cable crimp at the battery terminal. If both of those check out OK, you can then troubleshoot for DTC 15 (Shift solenoid valve circuit).



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