



Applies To: 1998-02 Accord V6 – ALL  
1999-02 Odyssey – ALL

August 14, 2001

## V6 Engine Oil Leaks

(Supersedes 01-009, *Accord V6 Engine Oil Leaks*, dated January 16, 2001)

### SYMPTOM

An oil leak from the front, middle, or rear of the engine.

### PROBABLE CAUSE

The cast aluminum engine block may be porous at the front, middle, or rear.

### CORRECTIVE ACTION

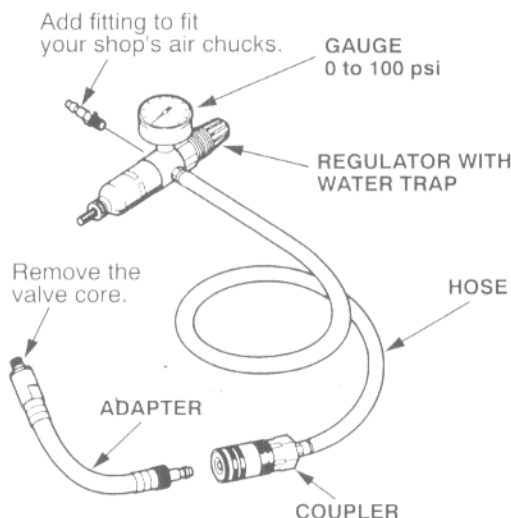
Depending on the location of the leak, seal it with JB Weld or with 3-Bond-coated sealing bolts.

### TOOL INFORMATION

**VTEC System Test Tool:** In some cases, the VTEC System Test Tool can be used to pressure-check the engine block for oil leaks. The tool was first used in 1992 to check the rocker arms on VTEC engines (see Service Bulletin 91-038, *VTEC Inspection Tool*, filed under Special Tools in your pre-'97 S/B binder).

If your shop doesn't have a VTEC System Test Tool, you can order its components from Snap-on (call your local representative) using these Snap-on part numbers:

- Gauge (0 to 100 psi) with regulator and water trap: P/N AHR420A
- Hose: P/N IM20
- Adapter: P/N MT26-17
- Coupler: P/N AHC23PM
- Fitting: Commercially available. Use the size that fits your shop's air supply.



### REQUIRED MATERIALS

JB Weld: P/N 8265-S (commercially available)  
Powdered Leak Detector: P/N 20165  
(Call Kent Industries at 800-654-6333.)

### PARTS INFORMATION

Timing Belt Adjuster Pulley Bolt:  
P/N 14551-P8A-999, H/C 6665731  
Engine Side Mount Bracket Bolt:  
P/N 95801-10085-99, H/C 6646574  
Transmission Mounting Bolt (2 required):  
P/N 95701-12070-99, H/C 6646566

### REPAIR PROCEDURE

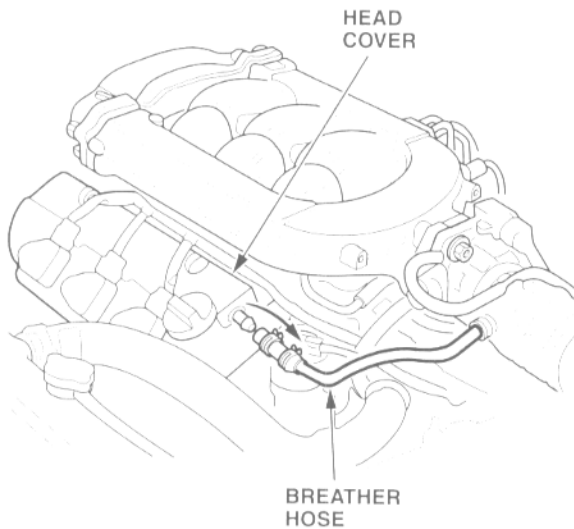
Most engine oil leaks can be seen when you disassemble the suspected area. But if you want to pinpoint the exact location of the leak, use a powdered leak detector (best for suspected bolt hole leaks) or do a pressure-test with the VTEC System Test Tool (best for suspected block porosity).

#### Leak Testing With a Powdered Leak Detector (Best for suspected bolt hole leaks)

1. Clean off residual oil and grease from the engine with engine degreaser.
2. Disassemble the engine enough to expose the area of the leak.
3. Spray powdered leak detector on the area.
4. Reassemble the engine, start it, and run it for about 5 minutes.
5. Shut off the engine, and inspect the leak area. Once you find the leak, go to **Confirming the Leak** on page 3, and use the chart to determine whether to follow **Repair Procedure A** or **Repair Procedure B**.

## Leak Testing With the VTEC System Test Tool (Best for suspected block porosity)

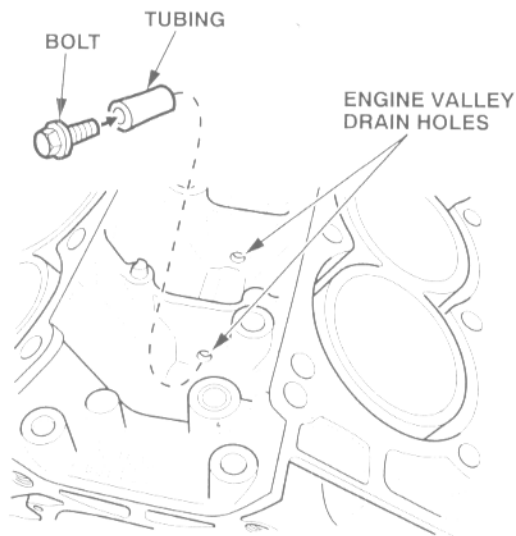
1. Disconnect the breather hose connecting the front head cover to the air inlet tube.



2. Remove the oil pressure switch from the oil pump.
3. Screw the adapter of the VTEC tool into the oil pressure switch hole.
4. Connect the VTEC tool to shop air regulated to no more than 40 psi.
5. Brush soapy water on the suspected porous area (best for vertical surfaces) or fill the area with soapy water (best for a suspected leak in the engine valley).

If the area bubbles, you've found the leak. Go to **Confirming the Leak** on page 3, and use the chart to determine whether to follow **Repair Procedure A** or **Repair Procedure B**.

NOTE: To fill an engine valley section with soapy water, plug the drain hole in the valley with a piece of tubing (P/N 36285-P8A-A00, H/C 5181730) around a 6 x 15 mm bolt.



6. After you pressure-test the block and make the needed repairs, pull fuse No.11 (15A) from the driver's under-dash fuse/relay box (to disable the ignition system), then crank the engine for 10 to 15 seconds; this ensures the engine bearings are lubricated before you start the engine. After you crank the engine, reinstall the fuse.
7. If you can't find the leak with this method, use the powdered leak detector.

### Repair Procedure A

1. Remove and discard the original bolt(s).
2. Install the appropriate coated bolt(s) (see PARTS INFORMATION), and torque them as indicated:
  - Timing Belt Adjuster Pulley Bolt: 44 N·m (33 lb-ft)
  - Engine Side Mount Bracket Bolt: 44 N·m (33 lb-ft)
  - Transmission Mounting Bolts: 73 N·m (54 lb-ft)
3. Reassemble the engine, start it, and let it run for 20 minutes. Then shut it off, and confirm that the leak is gone.

### Repair Procedure B

1. Thoroughly clean the area to be patched. *This is very important for good bonding of the adhesive.*
2. Follow the manufacturer's directions for preparing the JB Weld 8265-S adhesive.
3. Spread a generous amount of adhesive on the leak area and 1 to 2 inches surrounding it.
4. Reassemble the engine, making sure not to disturb the adhesive.
5. Let the adhesive set for at least 24 hours before you start the engine. *This is very important because engine oil pressure will try to push through the repair.*
6. If you pressure-tested the block, pull fuse No.11 from the driver's under-dash fuse/relay box to disable the ignition system. Then crank the engine for 10 to 15 seconds; this ensures that the engine bearings are lubricated before you start the engine. After you crank the engine, reinstall the fuse.
7. Start the engine, and let it run for 20 minutes. Then shut it off, and confirm that the leak is gone.

## Confirming the Leak

The engine may leak at any of six known areas. Confirm the leak with this chart, then repair it using Repair Procedure A or B.

Possible Leak Source	Leak Confirmation	Repair Procedure
Lower bolt hole of engine side mount bracket (see Illustration 1)	Remove the engine side mount lower bolt, then look for oil on the bolt threads or at the bottom of the bolt hole.	Use Repair Procedure A.
Bolt hole of timing belt adjuster pulley (see Illustration 1)	Remove the bolt, then look for oil on the bolt threads or at the bottom of the bolt hole.	Use Repair Procedure A.
Pocket on right side of timing belt adjuster pulley bolt (see Illustration 1)	Look for oil in the pocket, not in the threads, of the timing belt adjuster pulley bolt hole. If needed, use one of the leak detection methods on page 1 or 2.	Use Repair Procedure B.
Upper two transmission mounting bolt holes (see Illustration 2)	Remove the upper two transmission mounting bolts, then look for oil on the bolt threads or at the bottom of each bolt hole.	Use Repair Procedure A.
Two oil passages on transmission end of engine block (see Illustration 2)	Look for oil on the transmission end of the block. If needed, use one of the leak detection methods on page 1 or 2.	Use Repair Procedure B.
Engine valley, below intake manifold (see Illustration 3)	Look for oil in the engine valley. If needed, use one of the leak detection methods on page 1 or 2.	Use Repair Procedure B.

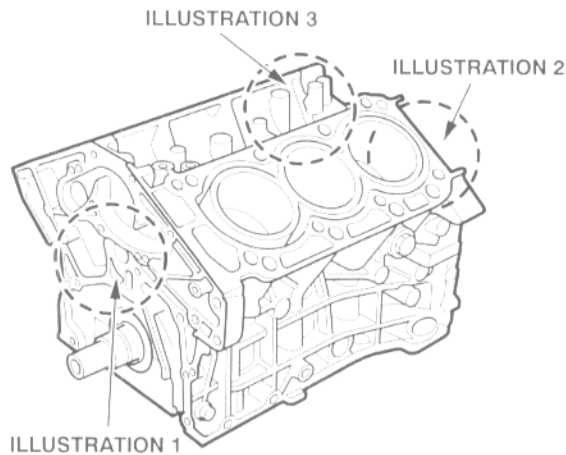


Illustration 1

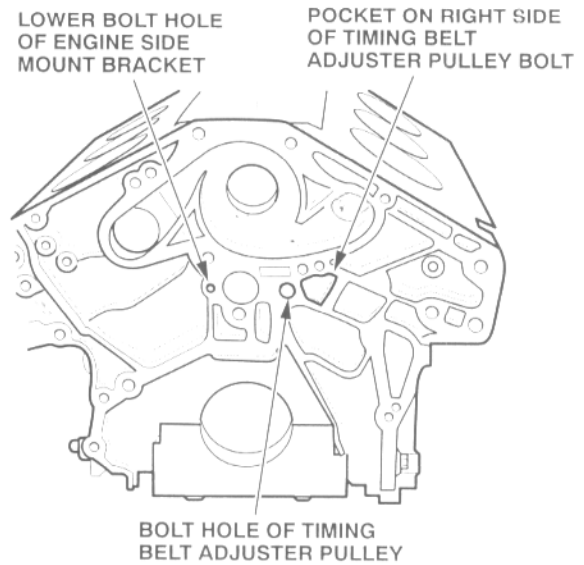


Illustration 2

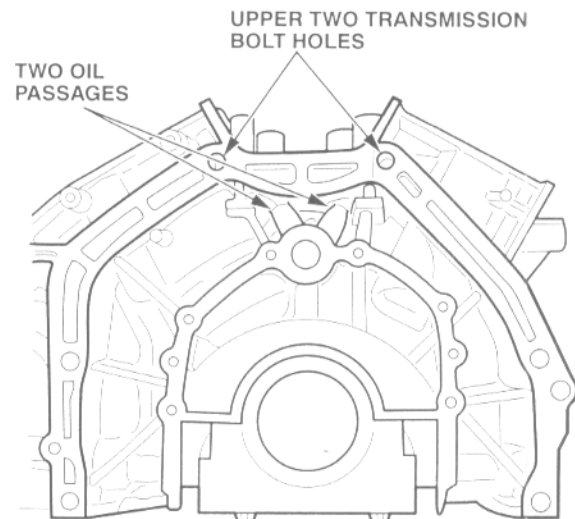
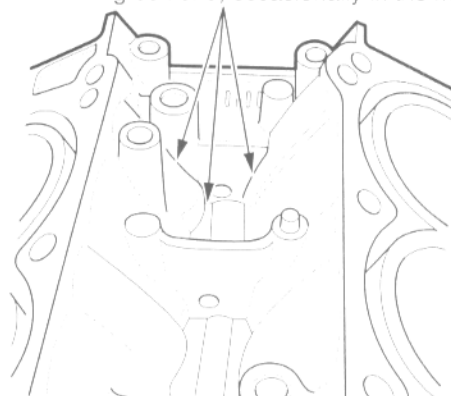


Illustration 3

**CORNERS OF ENGINE VALLEY**  
(Transmission end more often than timing belt end; occasionally in the middle.)



## WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

OP#	Description	FRT
109001	<b>Accord:</b> Repair pulley bolt hole of timing belt adjuster (includes finding the leak)	3.7
109002	<b>Accord:</b> Repair pocket on right side of timing belt adjuster pulley bolt hole (includes finding the leak, and JB Weld setup procedure)	4.0
109003	<b>Accord:</b> Repair lower bolt hole of the engine side mount bracket (includes finding the leak)	0.7
109004	<b>Accord:</b> Repair upper two transmission mounting bolt holes (includes finding the leak)	0.8
109005	<b>Accord:</b> Repair engine valley below intake manifold (includes finding the leak, and JB Weld setup procedure)	3.8
109006	<b>Accord:</b> Repair two oil passages on transmission end of engine block (includes finding the leak, and JB Weld setup procedure)	7.3
109001	<b>Odyssey:</b> Repair pulley bolt hole of timing belt adjuster (includes finding the leak)	3.7
109002	<b>Odyssey:</b> Repair pocket on right side of timing belt adjuster pulley bolt hole (includes finding the leak, and JB Weld setup procedure)	4.0
109003	<b>Odyssey:</b> Repair lower bolt hole of the engine side mount bracket (includes finding the leak)	2.0
109004	<b>Odyssey:</b> Repair upper two transmission mounting bolt holes (includes finding the leak)	0.8
109005	<b>Odyssey:</b> Repair engine valley below intake manifold (includes finding the leak, and JB Weld setup procedure)	3.8
109006	<b>Odyssey:</b> Repair two oil passages on transmission end of engine block (includes finding the leak, and JB Weld setup procedure)	7.3

Failed Part: P/N 10002-P8F-A00  
H/C 5946587

Defect Code: 060

Contention Code: B06

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.



Applies To: **1996-97 Accord L4** – ALL with A/T  
**1996-97 Odyssey** – ALL

**May 15, 2001**

## MIL Comes On With A/T DTC P0715

### PROBLEM

The MIL comes on, and A/T DTC P0715 (problem in the mainshaft speed sensor circuit) is set.

### CORRECTIVE ACTION

Retrieve and record the A/T freeze data with the PGM Tester. Make sure you record the freeze data values on the repair order. Refer to DIAGNOSIS to determine which of these repair actions is needed:

- Replace the PCM
- Flush the A/T
- Replace the A/T
- Troubleshoot the mainshaft speed sensor circuit
- Troubleshoot an engine problem

### PARTS INFORMATION

Powertrain Control Module: See page 3

Drain Plug Washer: P/N 90471-PX4-000, H/C 3300936

### REQUIRED MATERIALS

Honda ATF-Z1 (12 quarts required):

P/N 08200-9002, H/C 6512628

### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

### REPAIR PROCEDURE A

*Replace the PCM*

Operation Number: 121177

Flat Rate Time: 0.3 hour

Failed Part: P/N 37820-P0B-A70  
H/C 4736757

Defect Code: 814

Contention Code: K49

Template ID: 01-012A

Skill Level: Repair Technician

### REPAIR PROCEDURE B

*Flush the A/T*

Operation Number: 219235

Flat Rate Time: 0.9 hour

Failed Part: P/N 37820-P0B-A70  
H/C 4736757

Defect Code: 814

Contention Code: K49

Template ID: 01-012B

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

### DIAGNOSIS

1. Connect the PGM Tester to the 16P data link connector (DLC).
  2. Turn the ignition switch ON (II).
  3. From the SYSTEM SELECT screen, select AUTOMATIC TRANSMISSION.
  4. From the TEST MODE MENU screen, select FREEZE DATA.
  5. Read and record the freeze data values. (See the examples of PGM Tester displays.) Make sure you record the actual freeze data values on the repair order.
- If the mainshaft speed value is *lower* than the countershaft speed and VSS values, as shown, and you have these conditions:
    - TP sensor value is off idle (more than 0.5 volts, more than 1%, or more than -2°, depending on the unit of measure),
    - ECT value is about 140°F,
    - VSS value is between 20 to 40 mph, and
    - Shift signal is 3rd gear

go to **REPAIR PROCEDURE A.**

ENGINE SPD	2438RPM
VSS	35MPH
C SHAFT SPD	35MPH
<b>M SHAFT SPD</b>	<b>23MPH</b>
TP SENSOR	1.70V

- If the mainshaft speed value is *lower* than the countershaft speed and VSS values, but one or more of the values in the conditions listed above are outside the parameters, clear the DTC with the PGM Tester, then flush the A/T (see **REPAIR PROCEDURE B, Flushing the A/T**). If the DTC comes back, replace the A/T with a remanufactured unit (see S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*, filed under Transmission/Driveline).

**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.

- If the mainshaft speed value is *higher* than the countershaft speed and VSS values, as shown, go to **REPAIR PROCEDURE B**.

ENGINE SPD	-----	2720RPM
VSS	-----	44MPH
C SHAFT SPD	-----	44MPH
<b>M SHAFT SPD</b>	-----	<b>60MPH</b>

- If the mainshaft speed value is *zero*, as shown, check the sensor connectors and terminals for a good fit and for a short or open in the wiring. Do the mainshaft speed sensor troubleshooting in the Transmission section of the appropriate service manual.

ENGINE SPD	-----	2438RPM
VSS	-----	35MPH
C SHAFT SPD	-----	23MPH
<b>M SHAFT SPD</b>	-----	<b>0MPH</b>
TP SENSOR	-----	1.70V

- If the engine speed value is *zero*, and the countershaft speed and VSS values are identical, as shown, ask your customer if the engine has ever stalled while driving. If it has, the problem may be engine-related, *not* A/T-related. Continue with normal troubleshooting procedures.

<b>ENGINE SPD</b>	-----	<b>0RPM</b>
VSS	-----	19MPH
C SHAFT SPD	-----	19MPH
M SHAFT SPD	-----	6MPH

### REPAIR PROCEDURE A

Replace the PCM. Refer to the chart in PARTS INFORMATION to select the correct replacement. When you remove the PCM, find its part number in the chart, and order the part number in the far right column. For Accord L4 models only, the chart includes replacement PCMs listed in S/B 98-040, *Diagnostic Trouble Code P0740*, filed under Transmission/Driveline. One of those PCMs may have been previously installed.

### REPAIR PROCEDURE B

#### Accord L4

- Drain the ATF.
- Loosen the 11 bolts for the A/T right side cover, and slide back the cover.
- Look at the 4th clutch feed pipe inside the cover.

*Is the bushing for the feed pipe visible?*

**YES** - Replace the A/T with a remanufactured unit (see S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*, filed under Transmission/Driveline. (The feed pipe bushing should stay stationary inside the mainshaft.)

**NO** - Reinstall the cover, and torque the bolts to 12 N·m (8.7 lb-ft). Clear the DTC with the PGM Tester, and flush the A/T (see **Flushing the A/T**). If the DTC comes back, replace the A/T with a remanufactured unit (see S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*, filed under Transmission/Driveline).

#### Odyssey

Clear the DTC with the PGM Tester, then flush the A/T (see **Flushing the A/T**). If the DTC comes back, replace the A/T with a remanufactured unit (see S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*, filed under Transmission/Driveline).

#### Flushing the A/T

- Raise the vehicle on a lift.
- Drain the ATF.
- Refill the A/T with Honda ATF-Z1.
- Start the engine.
- Press the brake pedal, move the shift lever to D<sub>4</sub>, and release the brake pedal.
- Press the accelerator pedal so the speedometer reads 50 mph. Make sure the A/T shifts through the first three lower gears and into 4th gear and the torque converter locks up. Release the accelerator pedal.
- Press the brake pedal to stop the front wheels.
- Move the shift lever to R, and then to N. Release the brake pedal.
- Repeat the shifting procedure (steps 5 through 8) *four more times*.
- Turn off the engine.
- Drain the ATF.
- Repeat steps 3 through 11 *two more times*.
- Reinstall the drain plug with a new sealing washer.
- Refill the A/T with Honda ATF-Z1.

## PARTS INFORMATION

Use this chart for **REPAIR PROCEDURE A** to select the correct replacement PCM. When you remove the PCM from the vehicle, find its part number in the chart, and order the part number in the far right column. For Accord L4 models only, the chart includes replacement PCMs listed in S/B 98-040, *Diagnostic Trouble Code P0740*, filed under Transmission/Driveline. One of those PCMs may have been previously installed.

Model	Trim Level	Original PCM	Replacement PCM (From S/B 98-040)	Replacement PCM To Order
'96 Accord 4-door	DX Added Value 25th Anniversary	P/N 37820-P0B-A70 H/C 4736757	P/N 37820-P0B-305 H/C 5646658	P/N 37820-P0B-315 H/C 6074496
		P/N 37820-P0J-L60 H/C 4736815	P/N 37820-P0J-305 H/C 5646666	P/N 37820-P0J-315 H/C 6074504
	LX (No ABS)	P/N 37820-P0B-A70 H/C 4736757	P/N 37820-P0B-305 H/C 5646658	P/N 37820-P0B-315 H/C 6074496
		P/N 37820-P0J-L51 H/C 4736807	P/N 37820-P0J-306 H/C 5646674	P/N 37820-P0J-316 H/C 6074512
	LX (With ABS)	P/N 37820-P0B-A70 H/C 4736757	P/N 37820-P0B-305 H/C 5646658	P/N 37820-P0B-315 H/C 6074496
		P/N 37820-P0J-L60 H/C 4736815	P/N 37820-P0J-305 H/C 5646666	P/N 37820-P0J-315 H/C 6074504
EX	P/N 37820-P0H-L51 H/C 4772190	P/N 37820-P0H-305 H/C 5646633	P/N 37820-P0H-315 H/C 6074470	
'96 Accord 2-door	LX	P/N 37820-P0J-L60 H/C 4736815	P/N 37820-P0J-305 H/C 5646666	P/N 37820-P0J-315 H/C 6074504
	EX	P/N 37820-P0H-L51 H/C 4772190	P/N 37820-P0H-305 H/C 5646633	P/N 37820-P0H-315 H/C 6074470
'96 Accord 5-door	LX	P/N 37820-P0J-A80 H/C 4806691	P/N 37820-P0J-307 H/C 5646682	P/N 37820-P0J-317 H/C 6074520
	EX	P/N 37820-P0H-A70 H/C 4806675	P/N 37820-P0H-306 H/C 5646641	P/N 37820-P0H-316 H/C 6074488
'97 Accord 4-door	DX Added Value	P/N 37820-P0J-L61 H/C 5173547	P/N 37820-P0J-L62 H/C 5646716	P/N 37820-P0J-L63 H/C 6093363
	LX (No ABS) SE	P/N 37820-P0J-L61 H/C 5173547	P/N 37820-P0J-L62 H/C 5646716	P/N 37820-P0J-L63 H/C 6093363
		P/N 37820-P0J-L52 H/C 5162839	P/N 37820-P0J-L53 H/C 5646724	P/N 37820-P0J-L54 H/C 6074561
	LX (With ABS)	P/N 37820-P0J-L61 H/C 5173547	P/N 37820-P0J-L62 H/C 5646716	P/N 37820-P0J-L63 H/C 6093363
	EX	P/N 37820-P0H-L52 H/C 5173521	P/N 37820-P0H-L53 H/C 5646690	P/N 37820-P0H-L54 H/C 6074538
'97 Accord 2-door	LX SE	P/N 37820-P0J-L61 H/C 5173547	P/N 37820-P0J-L62 H/C 5646716	P/N 37820-P0J-L63 H/C 6093363
	EX	P/N 37820-P0H-L52 H/C 5173521	P/N 37820-P0H-L53 H/C 5646690	P/N 37820-P0H-L54 H/C 6074538
'97 Accord 5-door	LX	P/N 37820-P0J-A81 H/C 5160064	P/N 37820-P0J-A82 H/C 5646732	P/N 37820-P0J-A83 H/C 6074579
	EX	P/N 37820-P0H-A71 H/C 5160049	P/N 37820-P0H-A72 H/C 5646708	P/N 37820-P0H-A73 H/C 6074546
'96 Odyssey	ALL	N/A	N/A	P/N 37820-P1E-305RM H/C 6126643
'97 Odyssey	ALL	N/A	N/A	P/N 37820-P1E-A62RM H/C 6134530



Applies To: 1999-01 Odyssey EX - ALL

November 27, 2001

### Power Sliding Door Does Not Close Completely (Supersedes S/B 01-020, dated February 27, 2001)

#### SYMPTOM

When you close the power sliding door, the rear portion of the door goes in and then pops out to the half-latched position. When you put the vehicle into gear, the sliding door alarm sounds.

#### PROBABLE CAUSE

Misaligned junction switch, faulty remote control switch, or faulty closer motor-latch assembly.

#### CORRECTIVE ACTION

Align the sliding door and junction switch, replace the faulty remote control switch, or replace the faulty closer motor-latch assembly.

#### PARTS INFORMATION

##### Closer Motor-Latch

Left: P/N 72650-S0X-A53, H/C 6472732

Right: P/N 72610-S0X-A53, H/C 6472724

##### Junction Switch

'99-00, Left Body: P/N 35435-S0X-A03, H/C 6787626

'99-00, Left Door: P/N 35436-S0X-A03, H/C 6787659

'99-00, Right Body: P/N 35430-S0X-A03, H/C 6787568

'99-00, Right Door: P/N 35431-S0X-A03, H/C 6787592

'01, Left Body: P/N 35435-S0X-A32, H/C 6787642

'01, Left Door: P/N 35436-S0X-A32, H/C 6787675

'01, Right Body: P/N 85430-S0X-A32, H/C 6787584

'01, Right Door: P/N 35431-S0X-A32, H/C 6787618

##### Remote Control Switch

'99-00, Left: P/N 72662-S0X-A51, H/C 5933833

'99-00, Right: P/N 72622-S0X-A51, H/C 5933676

'01, Left: P/N 72662-S0X-A61, H/C 6554364

'01, Right: P/N 72622-S0X-A61, H/C 6554299

#### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

Operation Number: From the Flat Rate Manual

Flat Rate Time: From the Flat Rate Manual

Failed Part: Use the part number from the repair order.

Defect Code: From the Flat Rate Manual

Contention Code: From the Flat Rate Manual

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

#### REPAIR PROCEDURE

1. Make sure all recalls for the vehicle have been completed (see S/B 99-054, *Safety Recall: Odyssey Sliding Doors*, and S/B 00-047, *Safety Recall: Rear Door Latch Assembly*, filed under Body).
2. Align the affected sliding door, then align the junction switch (see S/B 99-072, *Sliding Door Alarm Beeps*, filed under Body Electrical).
3. Test-drive the vehicle on a rough road, then test the affected sliding door by opening and closing it several times.

*Does the door close completely?*

**Yes** - Return the vehicle to your customer. ■

**No** - Go to step 4.

4. With the door fully closed, press the OPEN side of the dashboard door switch for the affected door.

*Does the door open normally?*

**Yes** - Go to step 5.

**No - Left door:** Inspect the No. 1 (20A) fuse in the passenger's under-dash fuse/relay box. If the fuse is OK, repair the open in the GRN wire between the driver's under-dash fuse/relay box and the power sliding door control unit. ■

**Right door:** Inspect the No. 5 (20A) fuse in the passenger's under-dash fuse/relay box. If the fuse is OK, repair the open in the RED/YEL wire between the passenger's under-dash fuse/relay box and the power sliding door control unit. ■

5. Close the sliding door with the dashboard door switch. As it reaches the half-latched position, listen to the sliding door alarm.

*Does the alarm beep five times as the door reaches the B-pillar?*

**Yes** - Go to step 6.

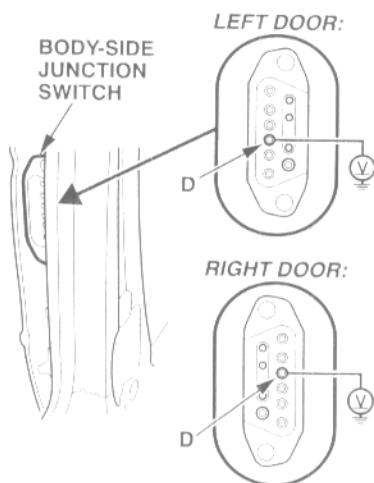
**No** - Go to step 11.

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6. With the affected sliding door open, measure the voltage to body ground at terminal D of the body-side junction switch.

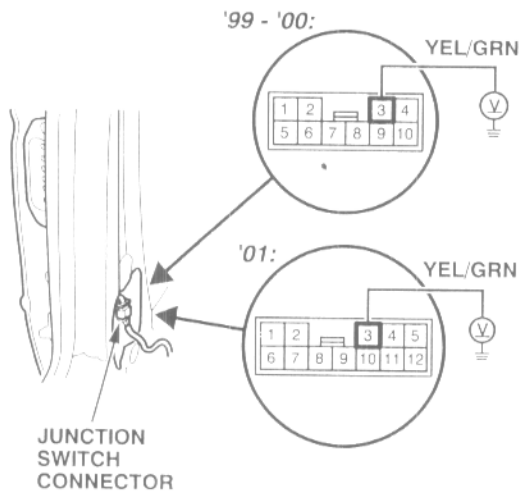


Is there 10 V or more?

**Yes** - Go to step 7.

**No** - Repair the open in the YEL/GRN wire between the power sliding door control unit and the junction switch. ■

7. Remove the B-pillar trim and the front seat belt retractor (see section 23 of the 1999–02 Odyssey Service Manual for SRS precautions).
8. With one of the voltmeter test leads, backprobe terminal No. 3 of the junction switch connector, and ground the other lead. Then close the sliding door, and watch the voltage reading as the door closes.

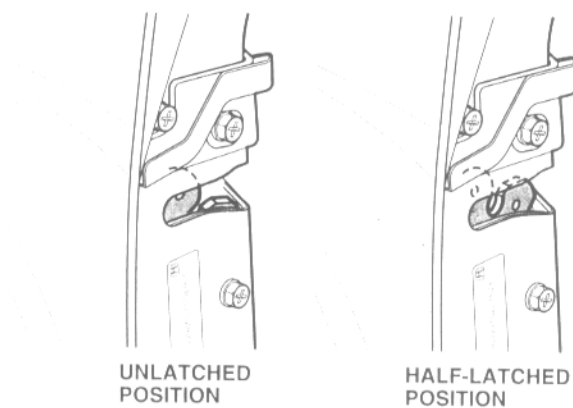


Does the voltage drop to less than 1 V when the door reaches the half-latched position?

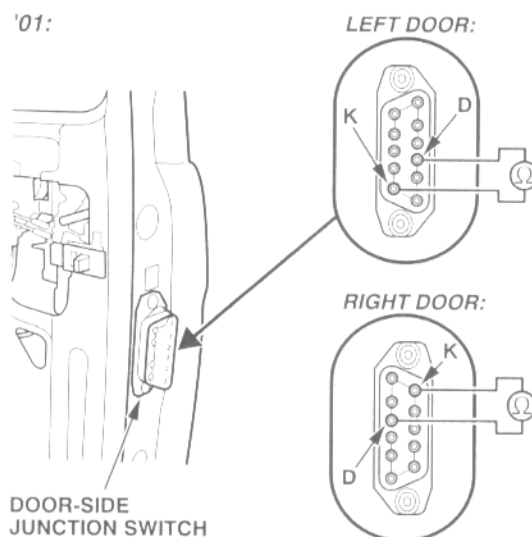
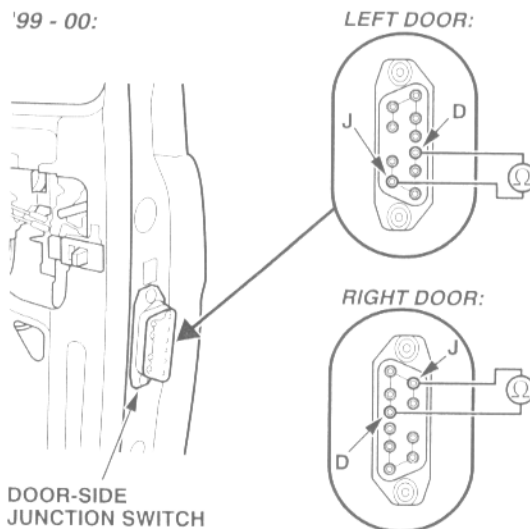
**Yes** - Check terminal No. 8 of the power sliding door control unit connector A (26P) for a poor fit. Replace or repair the terminal as needed. ■

**No** - Go to step 9.

9. With the sliding door open, use a small screwdriver to push the latch into the half-latched position.



10. '99–00 models: Check for continuity between terminals D and J of the door-side junction switch.  
'01 models: Check for continuity between terminals D and K of the door-side junction switch.

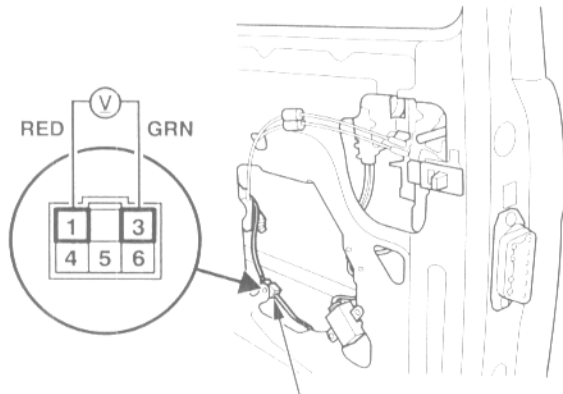


*Is there continuity?*

**Yes** - Replace both the door and body junction switch (see S/B 99-072, *Sliding Door Alarm Beeps*, filed under Body Electrical, for replacement and alignment procedures). ■

**No** - Repair the open in the YEL/GRN or the BLK wire. If the circuit is OK, replace the closer motor-latch assembly (see page 20-16 of the 1999-02 Odyssey Service Manual). ■

11. Remove the door panel from the affected sliding door (see page 20-13 of the 1999-02 Odyssey Service Manual).
12. Backprobe terminal No. 1 and terminal No. 3 of the closer motor-latch assembly connector. Use long voltmeter test leads so you can check voltage while the sliding door is closing.



CLOSER MOTOR-LATCH  
POSITION SWITCH CONNECTOR

13. Open the sliding door, then close it with the dashboard door switch. Watch the voltage reading as the door closes.

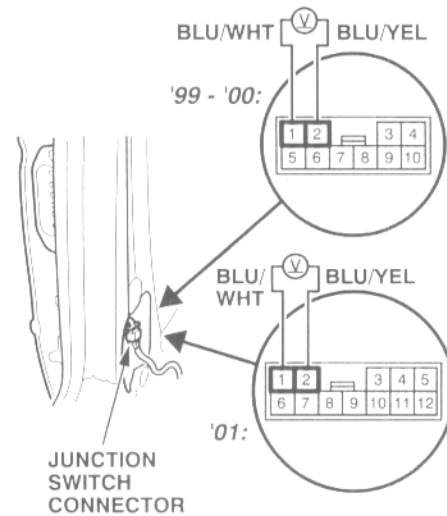
*Is there at least 6 V available to the closer motor when the door reaches the half-latched position?*

**Yes** - Go to step 23.

**No** - Go to step 14.

14. Open the affected sliding door, and remove the B-pillar trim and the front seat belt retractor (see section 23 of the 1999-02 Odyssey Service Manual for SRS precautions).

15. Backprobe terminal No. 1 and terminal No. 2 of the junction switch connector.



16. Close the sliding door with the dashboard door switch, and watch the voltage reading as the door closes.

*Is battery voltage available when the door reaches the half-latched position?*

**Yes** - Check terminals No. 1 and No. 2 of the junction switch connector for a poor fit. If the fit is OK, replace both sides of the junction switch, and adjust them (see S/B 99-072, *Sliding Door Alarm Beeps*, filed under Body Electrical, for replacement and alignment procedures). ■

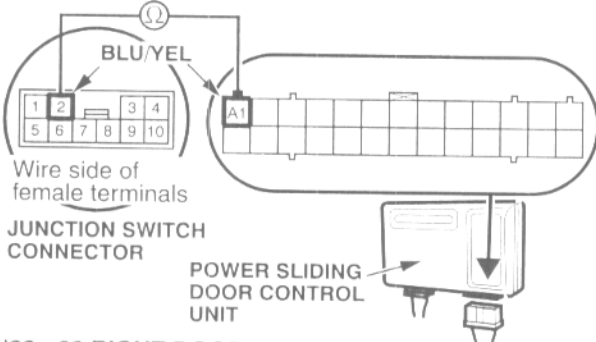
**No** - Go to step 17.

17. Remove the power sliding door control unit (see page 22-298 of the 1999-02 Odyssey Service Manual).
18. Unplug power sliding door control unit connector A (26P) from the power sliding door control unit. Unplug the junction switch connector at the affected sliding door.

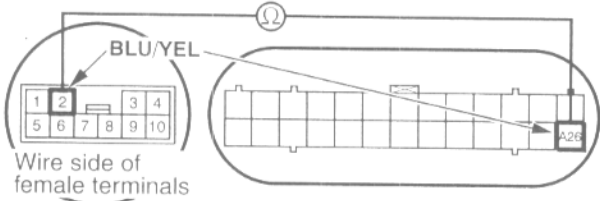
19. *Left door:* Check for continuity between terminal No. 1 of the power sliding door control unit connector A (26P) and terminal No. 2 of the junction switch connector.

*Right door:* Check for continuity between terminal No. 26 of the power sliding door control unit connector A (26P) and terminal No. 2 of the junction switch connector.

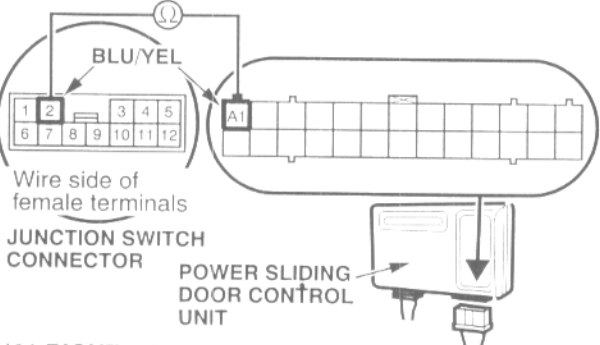
**'99 - 00 LEFT DOOR:**



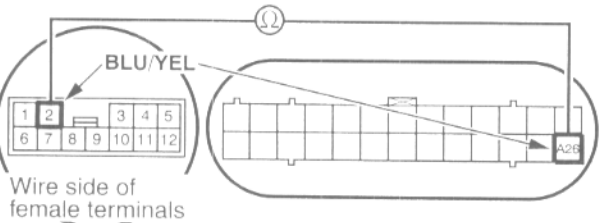
**'99 - 00 RIGHT DOOR:**



**'01 LEFT DOOR:**



**'01 RIGHT DOOR:**



*Is there continuity?*

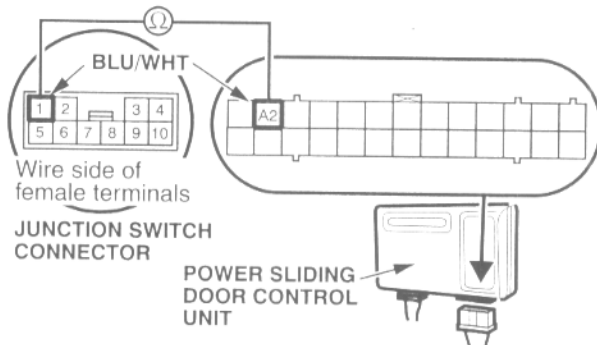
**Yes** - Go to step 20.

**No** - Repair the open in the BLU/YEL wire between the power sliding door control unit and the junction switch connector. Plug in the junction switch connector and the power sliding door control unit connector A (26P). Reinstall the power sliding door control unit. ■

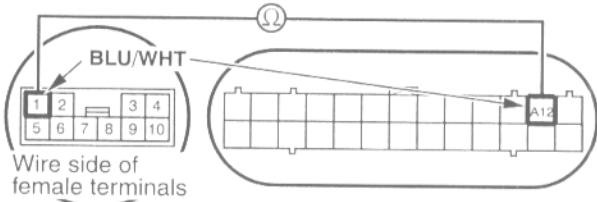
20. *Left door:* Check for continuity between terminal No. 2 of the power sliding door control unit connector A (26P) and terminal No. 1 of the junction switch connector.

*Right door:* Check for continuity between terminal No. 12 of the power sliding door control unit and terminal No. 1 of the junction switch connector.

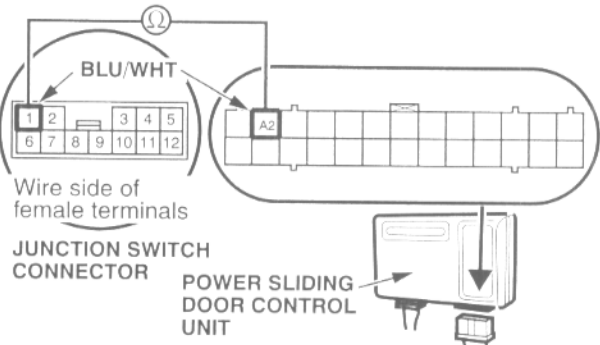
**'99 - 00 LEFT DOOR:**



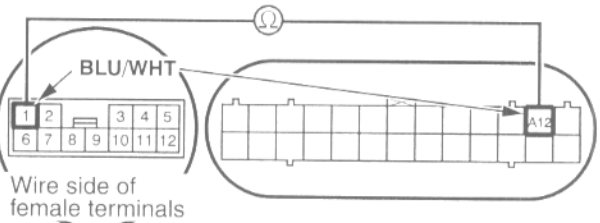
**'99 - 00 RIGHT DOOR:**



**'01 LEFT DOOR:**



**'01 RIGHT DOOR:**

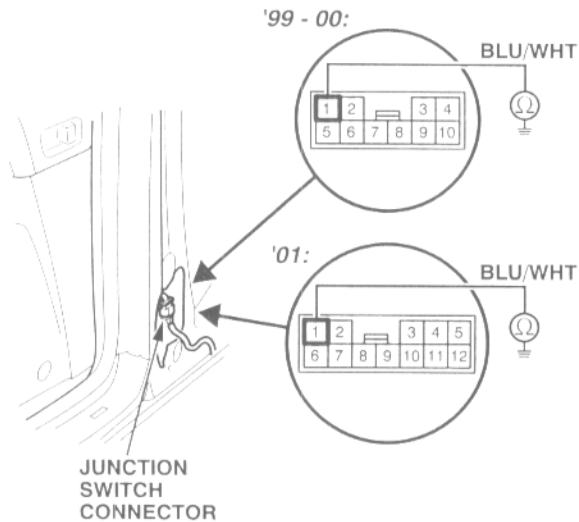


*Is there continuity?*

**Yes** - Go to step 21.

**No** - Repair the open in the BLU/WHT wire between the power sliding door control unit and the junction switch connector. Plug in the junction switch connector and the power sliding door control unit connector A (26P). Reinstall the power sliding door control unit. ■

21. With the sliding door open, and control unit connector A (26P) still unplugged, plug in the junction switch connector, then check for continuity between terminal No. 1 of the junction switch connector and body ground.

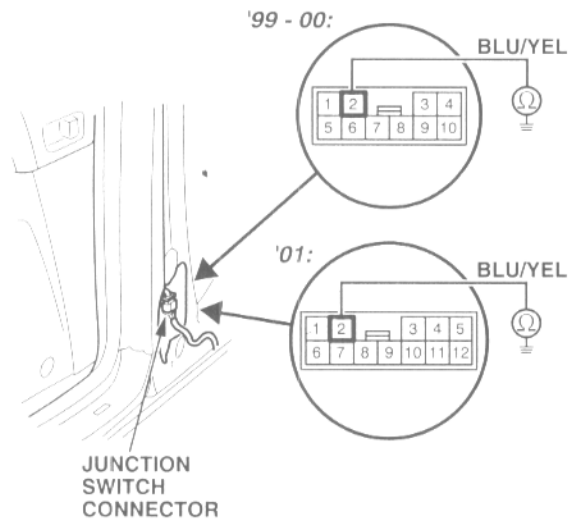


*Is there continuity?*

**Yes** - Repair the short to ground in the BLU/WHT wire. Plug in the power sliding door control unit connector A (26P). Reinstall the power sliding door control unit. ■

**No** - Go to step 22.

22. Check for continuity between terminal No. 2 of the junction switch connector and body ground.

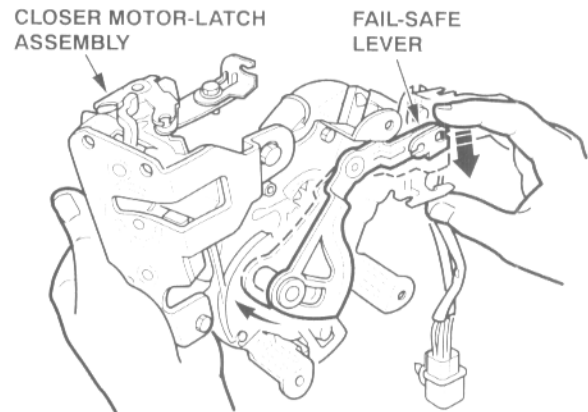


*Is there continuity?*

**Yes** - Repair the short to ground in the BLU/YEL wire. Plug in the power sliding door control unit connector A (26P). Reinstall the power sliding door control unit. ■

**No** - Check the connections at the appropriate power sliding door control unit. If OK, replace the power sliding door control unit. ■

23. Remove the closer motor-latch assembly (see page 20-16 of the 1999-02 Odyssey Service Manual). Hold the assembly vertically. Push up the fail-safe lever, then release it. The lever should fall without binding.

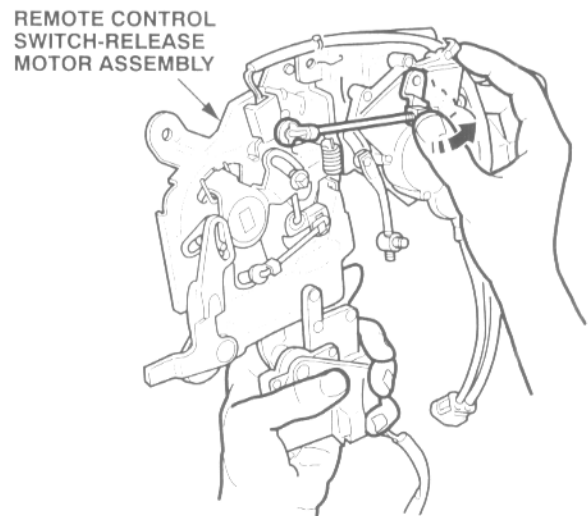


*Does the fail-safe lever fall without binding?*

**Yes** - Go to step 24.

**No** - Replace the closer motor-latch assembly (see page 20-16 of the 1999-02 Odyssey Service Manual). ■

24. Remove the remote control switch-release motor assembly. Make sure all of the levers and motors move without binding.



*Do any of the levers bind?*

**Yes** - Replace the remote control switch-release motor assembly (see page 20-16 of the 1999-02 Odyssey Service Manual). ■

**No** - Replace the closer motor-latch assembly (see page 20-16 of the 1999-02 Odyssey Service Manual). Make sure you install the new cables that come with the new closer motor-latch assembly. ■

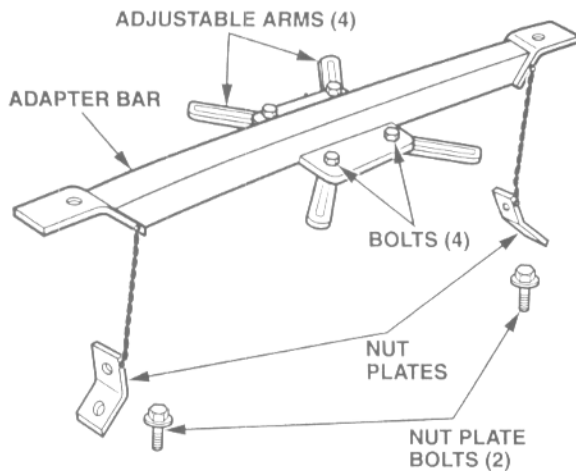
25. Test-drive the vehicle on a rough road, then test the affected sliding door by opening and closing it several times to make sure the door is fixed.



## Odyssey Front Sub-Frame Removal Adapter

The Odyssey Front Sub-Frame Removal Adapter is a required tool. When properly fitted to a transmission jack and the vehicle's front sub-frame, the adapter provides a convenient way to remove the sub-frame. Front sub-frame removal is needed for transmission removal.

**NOTE:** The adapter is only intended to support the sub-frame, not the sub-frame and engine or transmission. Before you lower the sub-frame with the adapter, make sure the engine and transmission are properly supported.



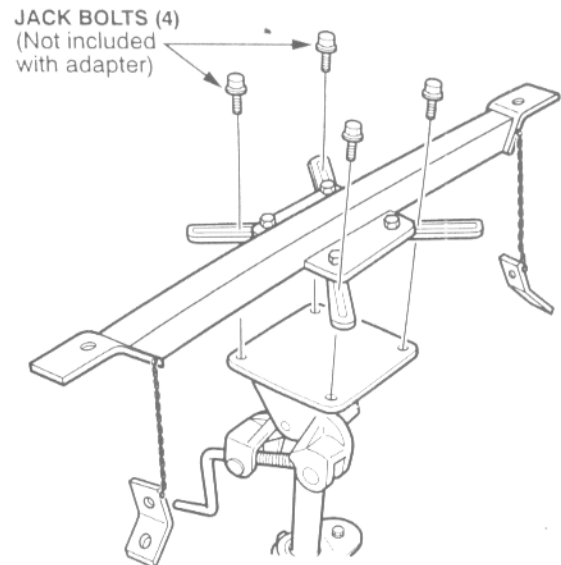
### ORDERING INFORMATION

The Odyssey Front Sub-Frame Removal Adapter, T/N EQS07AODSY0, has been shipped to each dealership as a required special tool. To order additional adapters, call the Honda Tool and Equipment Program at 888-424-6857.

### USING THE ADAPTER

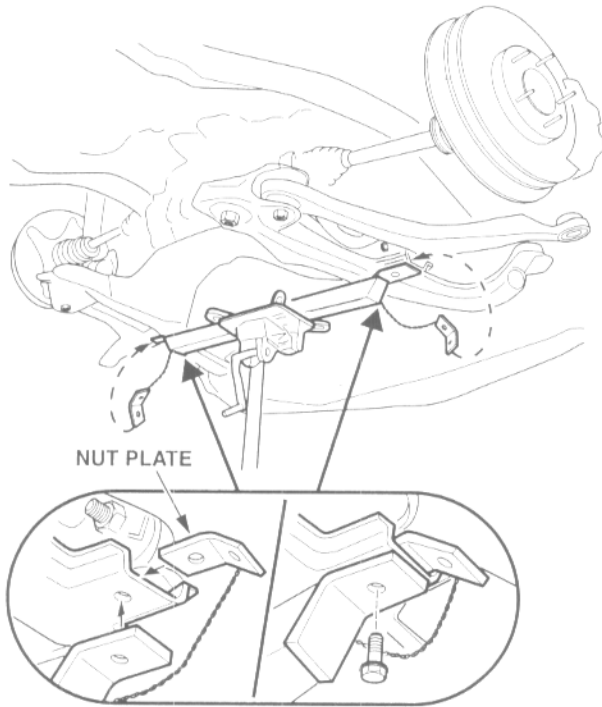
**NOTE:** The adapter is designed to be used with the transmission jack (model number LSL-W93714) or the powertrain lift (model number OTC-1585), both available through the Honda Tool and Equipment Program. The adapter will also work with most commercially available transmission jacks.

1. Loosen the four bolts holding the adapter's adjustable arms to its center plate.
2. Line up the slots in the arms with the bolt holes on the corners of the jack base, then attach the adapter to the jack base with the bolts that came with the jack. Tighten all bolts securely.



3. Raise the jack to vehicle height.

4. Remove the two bolts from the adapter's nut plates, then slide the plates between the sub-frame and the body.



5. Insert the nut plate bolts through the holes in the adapter and the sub-frame; then thread the bolts into the nut plates and torque them to 54 N·m (40 lb-ft).
6. With all vehicle parts properly supported or removed (see Transmission Removal in section 14 of the 1999-01 Odyssey Service Manual), carefully lower the sub-frame using the controls on the jack.



## Using the Honda Interface Module to Update the ECM/PCM

The procedures in this service bulletin will be used and referenced in other service bulletins.

The ECM/PCM in 2001 and later Civics can be reprogrammed. The tool used to update the Civic ECM/PCM is the Honda Interface Module (HIM).

Programmable ECMs/PCMs will be used in future Honda models. When a new model comes out, refer to its service manual to determine if this is the case.

To program an ECM/PCM, you need the HIM, the vehicle you're working on, and a PC with Windows 95 or later, your HONDANET 2000 workstation, or your IN (Interactive Network) workstation.

This service bulletin describes these items:

- Who to contact for questions or problems when using the HIM or DCS CD
- Required tools and equipment
- HIM user tips
- Programming the HIM and updating the ECM/PCM
- How to diagnose the HIM

### WARRANTY CLAIM INFORMATION

Refer to the specific service bulletin for the symptom you are repairing.

Skill Level: Repair Technician

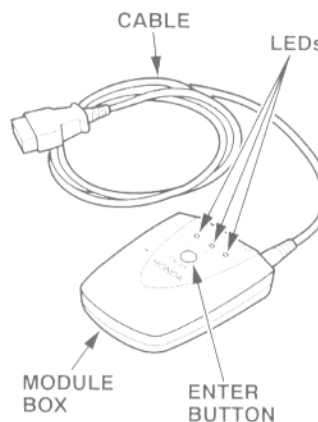
### QUESTIONS OR PROBLEMS WITH THE HONDA INTERFACE MODULE OR HONDANET 2000 CD

For questions or problems on HIM hardware and its use, call American Honda Special Tools at 800-346-6327.

For questions about loading the HONDANET 2000 CD, call the HONDANET 2000 Support Center at 800-245-4343.

### REQUIRED TOOLS AND EQUIPMENT

- Honda Interface Module: P/N EQS05A35570  
Includes the module box and an attached cable.



- HONDANET 2000 CD (August 2001 or later) loaded into your HONDANET 2000 master terminal
- HONDANET 2000 Workstation with 32-bit processor (**not** the master terminal)

or

- IN (Interactive Network) Workstation
- PC Interface Cable: P/N VET-02002832  
This is the same cable you use to connect the PGM Tester to the HONDANET 2000 or IN workstation when updating the Tester's program card or downloading DTCs to American Honda. It's a blue cable with an attached adapter.
- 110 VAC/12 VDC Power Supply: P/N VET-02002426  
This is the same power supply used by the PGM Tester.

NOTE: The HIM, the blue PC interface cable, and the 110 VAC/12 VDC power supply can be ordered through the Honda Tool and Equipment Program at 888-424-6857.

## HIM USER TIPS

- Before you update an ECM/PCM, make sure the vehicle's battery is fully charged.
- If you're updating the ECM/PCM on a new vehicle, make sure all its fuses were installed at PDI.
- To prevent ECM/PCM damage, do not operate anything electrical (audio system, brakes, A/C, power windows, moonroof, etc.) during the update.
- If you need to diagnose the HIM because the red light (#3) came on or was flashing during an update, leave the ignition switch in the ON (II) position while you disconnect the HIM from the DLC (data link connector). This will prevent ECM/PCM damage.
- When you replace an ECM/PCM with a new one from parts stock, make sure it has the latest update. As with any ECM/PCM replacement, you need to rewrite the new ECM/PCM with the PGM Tester so the immobilizer system will work, and also perform the idle learn procedure.
- After you've read this service bulletin and done a few updates, you can save some time by using the abbreviated updating instructions on the back of the HIM.

## PROGRAMMING THE HIM AND UPDATING AN ECM/PCM

To update an ECM/PCM, you need to program the HIM, and then do the actual update. Here's an overview, followed by the step-by-step procedures.

Take the HIM to the vehicle, and connect it to the DLC; information about the ECM's/PCM's software is loaded into the HIM. Then, take the HIM to your computer workstation, connect it, and follow the instructions on the screen. The workstation determines if the software in the ECM/PCM is up-to-date. If the ECM/PCM needs to be updated, the update is programmed into the HIM. (If the ECM/PCM already has the update, it is indicated on the screen, and no further action is needed.)

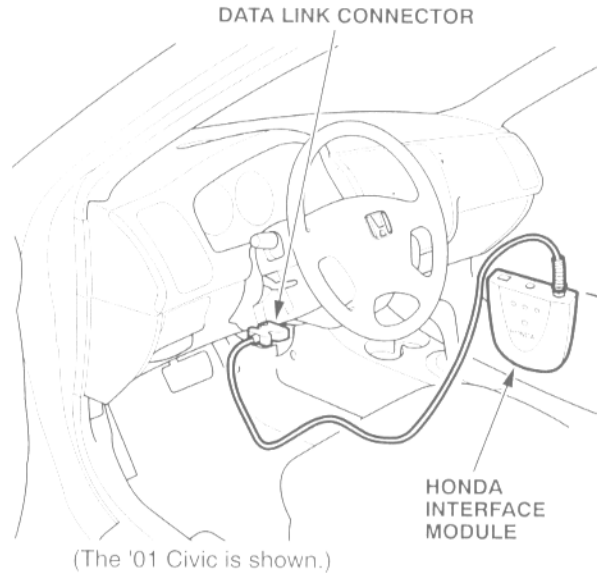
To complete the ECM/PCM update, take the HIM back to the vehicle, connect it to the DLC, and press the ENTER button. The HIM then replaces the current ECM/PCM software information with the update.

**NOTE:** To avoid permanent ECM/PCM damage, be sure to follow the HIM programming and ECM/PCM updating procedures exactly.

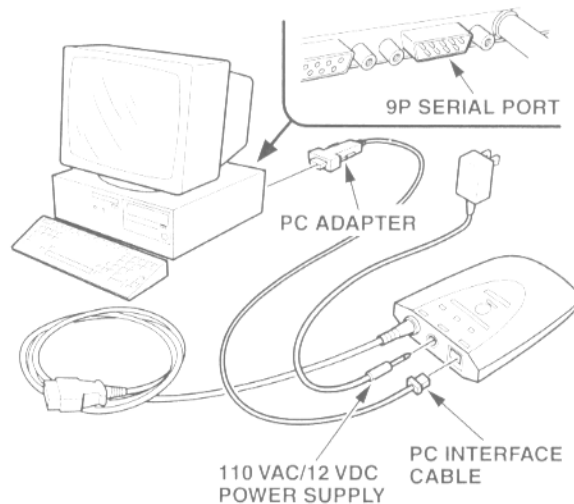
### Programming the HIM

1. If not already done, load the August 2001 or later HONDANET 2000 CD onto your HONDANET 2000 master terminal. Loading instructions are included in the CD's mailing.
2. Take the HIM to the vehicle, and turn the ignition switch to ON (II).

3. Connect the HIM cable to the vehicle's DLC (data link connector). The HIM's green (#1) and yellow (#2) lights flash.



4. When the green (#1) light glows steadily and the yellow (#2) light is off, turn the ignition switch to LOCK (0). Disconnect the HIM from the DLC, then take it to the HONDANET 2000 or IN workstation.
5. Connect the small end of the blue PC interface cable to the PC port on the HIM. (Some interface cables are gray, and some have a yellow label near the small end to help you identify them.)



6. If not already done, connect the PC adapter end of the PC interface cable to the 9P serial port on the HONDANET 2000 or IN workstation.

**NOTE:** If the workstation isn't the same one used for updating PGM Tester program cards, disconnect the PC interface cable from one workstation, and connect it to the 9P serial port on the other workstation. You can avoid this extra step by getting a PC interface cable for each workstation.

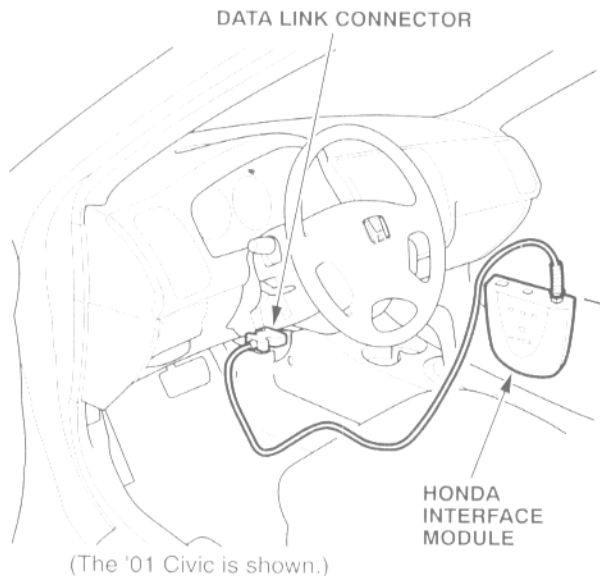


7. Connect the 110 VAC/12 VDC power supply to the HIM and to a wall outlet.
8. Log in to HONDANET 2000.
9. At the top of the HONDANET 2000 screen, click on *Service Bay*, then click on *HIM* in the drop-down menu. This brings up the Honda Interface Module Welcome screen.
10. From the Welcome screen, choose the function you need:
  - Click on *Auto Sel* to retrieve the vehicle's ECM/PCM update status from the HIM. **Auto Sel is used for almost every HIM procedure.**
  - Click on *Select* to manually retrieve the vehicle's update status and program the ECM/PCM update needed for the repair. **Select is used only when Tech Line or a service bulletin directs you to use it.**
11. Follow the screen prompts exactly. When you are finished, the screen displays *Programming the Honda Interface Module is Complete*. Once the HIM is programmed, go to Updating an ECM/PCM With a Programmed HIM.

#### Updating an ECM/PCM With a Programmed HIM

NOTE: If the red light (#3) on the HIM comes on or flashes at any time during the procedure, the update was not completed. Go to DIAGNOSING THE HIM.

1. At the vehicle, turn the ignition switch to ON (II), then connect the HIM cable to the DLC. The HIM's green (#1) and yellow (#2) lights flash.



2. When the green (#1) light glows steadily and the yellow (#2) light is off, push and release the ENTER button on the HIM. The green (#1) light glows steadily, and the yellow (#2) light flashes for about 5 minutes. (The flashing speed can vary from fast to slow.)
 

**NOTICE:** To avoid permanent ECM/PCM damage, do not turn the ignition switch off, use anything electrical, or disconnect the HIM cable while the yellow light is flashing.
3. When the yellow (#2) light glows steadily and the green (#1) light is off, turn the ignition switch to LOCK (0) and then to ON (II) again.
4. When the green (#1) and yellow (#2) lights glow steadily, the update is complete. Disconnect the HIM from the DLC, and turn the ignition switch off.
5. If the vehicle still has the problem you tried to correct with the update, refer to the appropriate service manual or ETM for troubleshooting information.

#### DIAGNOSING THE HIM

If the red light (#3) on the HIM came on or was flashing while updating the ECM/PCM, do this:

1. Leave the ignition switch in the ON (II) position while you disconnect the HIM from the vehicle's DLC.
2. If not already done, load the August 2001 or later HONDANET 2000 CD onto your HONDANET 2000 master terminal. Loading instructions are included in the CD's mailing.
3. Connect the HIM to the HONDANET 2000 or IN workstation. Connect the small end of the PC interface cable to the PC port on the module box.
4. If not already done, connect the PC adapter end of the blue PC interface cable to the 9P serial port on the DCS or IN workstation.
5. Connect the 110 VAC/12 VDC power supply to the HIM and to a wall outlet.
6. Log in to HONDANET 2000.
7. From the choices across the top of the HONDANET 2000 screen, click on *Service Bay*, and then click on *HIM* from the drop-down menu.
8. Click on *View Err* at the bottom of the screen to display the problem encountered while the HIM was connected to the vehicle.
9. Call American Honda Special Tools at 800-346-6327 for further instructions.



## Capturing and Downloading DTCs With the PGM Tester

(Supersedes 01-029, dated March 20, 2001)

For warranty claim validation and payment on PGM-FI-related repairs, you *must* list diagnostic trouble code (DTC) data in the appropriate field of the warranty claim form.

Beginning with PGM Tester software version SN122P and revised HONDANET software (contained on the February '01 HONDANET CD), you *must also* use the PGM Tester to capture and store DTC data, then download it to HONDANET 2000.

### REQUIRED SPECIAL TOOLS AND EQUIPMENT

PGM Tester with SN122P or later software  
HONDANET CD (February '01 or later)  
PC Interface Cable (RS232): T/N VET-01002832  
AC Adapter Cable: T/N VET-02002426  
HONDANET DCS Workstation

Order the PC Interface Cable (RS232) and the AC Adapter Cable by contacting the Honda Tool and Equipment Program at **1-888-424-6857**. Phone lines are open Monday through Friday from 7:30 a.m. to 7:00 p.m. CT.

### WARRANTY CLAIM INFORMATION

For warranty claim information, refer to the appropriate service bulletin or the flat rate manual.

Skill Level: Repair Technician

### CAPTURING DTCs (AT THE VEHICLE)

1. Connect the PGM Tester with SN122P or later software to the 16P DLC.
2. Turn the ignition switch ON (II).
3. At the prompts, enter the VIN and odometer reading.
4. From the SYSTEM SELECT screen, select 1: PGM-FI.
5. From the TEST MODE MENU-PGM-FI screen, select 1: DTCs.
6. From the DTC MENU-PGM-FI screen, select 1: DTCs.

7. From the CAPTURE DTC CODES screen, enter the repair order number in the boxes, then press ENTER. Make sure you fill in *all* the boxes on the screen, or you will *not* be able to continue. If you are entering a 5-digit repair order number, enter a zero in the first box.
8. Monitor the screen display. The DTCs are automatically sent to the PGM Tester. When the process is finished, you will see the message "Capture is Complete.vb "

#### NOTE:

- You are then asked if you want to download the DTCs now or to continue. Pressing YES takes you to the SEND DTC CODES screen; pressing NO takes you back to the TEST MODE MENU-PGM-FI screen.
- The PGM Tester can capture up to **25** DTCs, and it can store DTCs for a maximum of **15** days. When the PGM Tester reaches either of these limits, you *must* download all the DTCs, or the PGM Tester is *not* usable.

### DOWNLOADING DTCs (AT THE DCS WORKSTATION)

1. Open HONDANET 2000.
2. At the top of the DCS display screen, click on "Service Bay."
3. From the pull-down menu, click on "PGM Tester," then "Retrieve DTC Codes."
4. At the bottom of the DCS display screen, click on "Continue." (This takes you to the "Retrieve DTC Codes" screen.)
5. Plug the blue PC Interface Cable (RS232) into the bottom of the PGM Tester.
6. Plug the AC Adapter Cable into the side of the PGM Tester.
7. Turn on the PGM Tester.
8. From the PROGRAM MENU screen, select 1: HONDA SYSTEMS.
9. From the VEHICLE CHECKS screen, press NO to the query "Is this Electric Vehicle?" This brings up the NO COMMUNICATION WITH PGM-FI screen. To continue on, you need to start the stand-alone mode; press YES.

10. From the SYSTEM SELECT screen, select 1: PGM-FI.
11. From the TEST MODE MENU-PGM-FI screen, select 8: SEND DTC CODES, and press SEND.
12. At the bottom of the DCS display screen, click on "Continue." The captured DTCs are automatically downloaded to the HONDANET 2000. When the download is complete, the PGM Tester clears all DTCs stored in its memory, and you see this message on the screen:  
"DTC Codes Retrieval Process Complete"  
"XX Transactions Received From PGM"  
"XX Transactions Stored Successfully"  
(XX = number of transactions downloaded)
13. Turn off the PGM Tester.
14. Unplug the blue PC Interface Cable (RS232) and the AC Adapter Cable.



**Power Sliding Door Operation and Troubleshooting**  
(Replaces 99-027, *Power Sliding Door Problems*, dated April 20, 1999)

**BACKGROUND**

The Odyssey EX power sliding door system has a number of electrical and mechanical components that must work in synchronization with each other for the doors to open and close properly.

This service bulletin describes the main components of the power sliding door system, and it covers the sequence of events that happens when a door opens and closes. The Symptom Troubleshooting Chart covers the most commonly reported problems with the system.

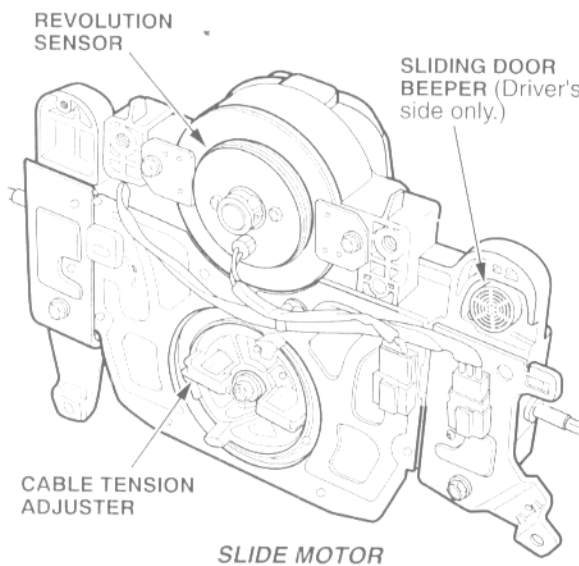
**COMPONENTS**

(Refer to page 2 for component locations.)

**Power Sliding Door Control Unit** – This unit receives inputs from the switches and sensors in the sliding door system. It outputs to the slide motor, release motor, and closer motor to control the movement of the doors. It also controls the sliding door indicator and beeper.

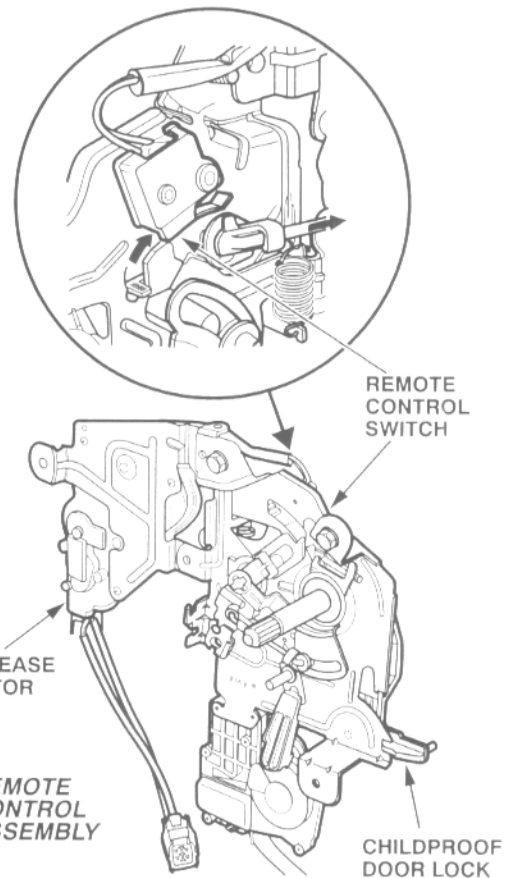
**Slide Motor** – This motor moves the door in both directions. It includes a revolution sensor and a cable tension adjuster.

- **Revolution Sensor** – As the slide motor moves the door, the revolution sensor generates pulses that are sent to the power sliding door control unit. The unit uses these pulses to determine the speed and position of the door as it moves.



**Remote Control Assembly** – This assembly operates cables that release the door latch and activate the failsafe lever. The assembly includes the release motor, the remote control switch, the lock actuator, the door lock, the child-proof lock, and the linkage to the inside and outside door handles.

- **Release Motor** – When the dashboard switch, the remote transmitter, or either the inside or outside door handle is used to open the door, this motor pulls on the release cable to release the door latch, allowing the door to open.
- **Remote Control Switch** – This switch signals the power sliding door control unit that someone is trying to open the door with the inside or outside door handle.



**Latch Assembly** – This assembly mechanically latches the door in the closed position. It contains the closer motor, the half-latch switch, the full-latch switch, and the failsafe lever.

- **Closer Motor** – This motor moves the latch from the half-latched to the fully latched position to complete closing the door.



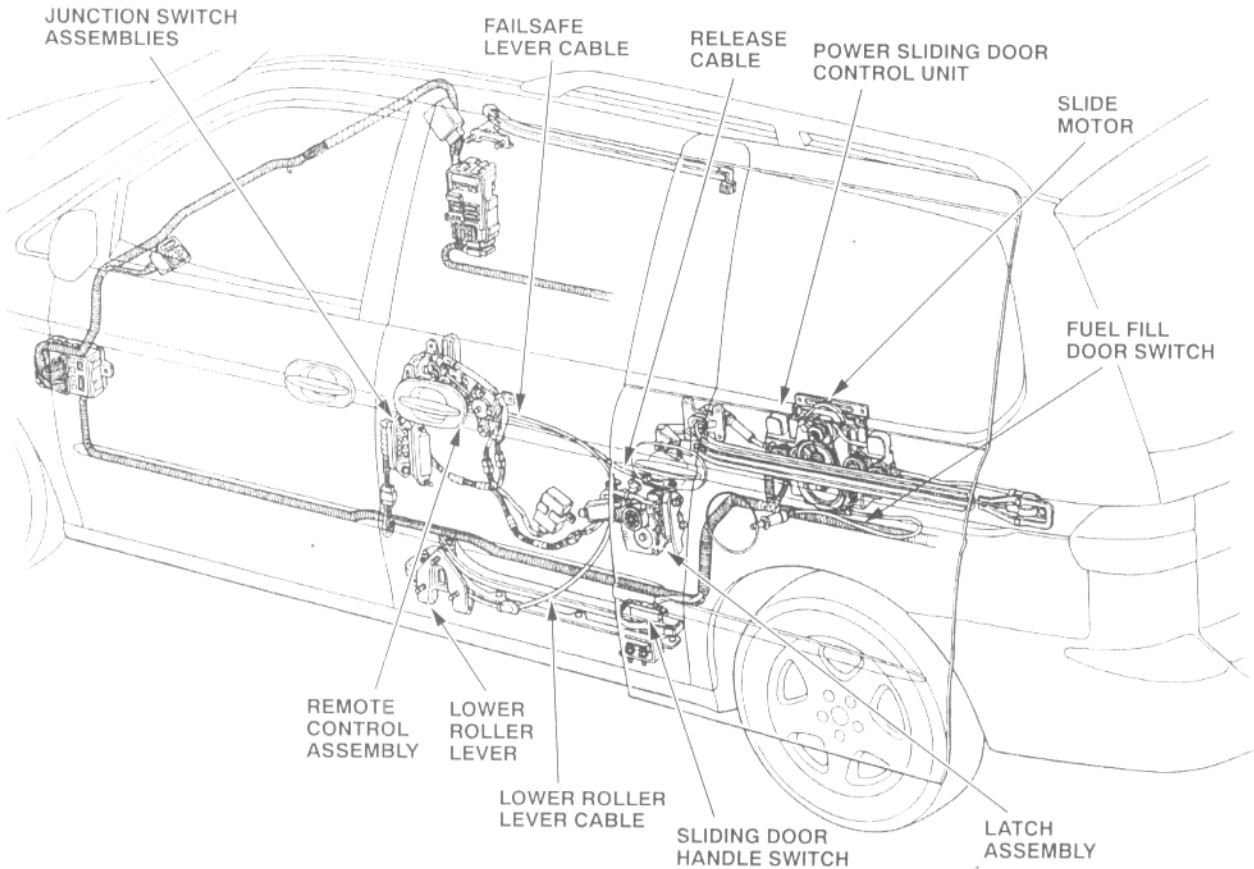
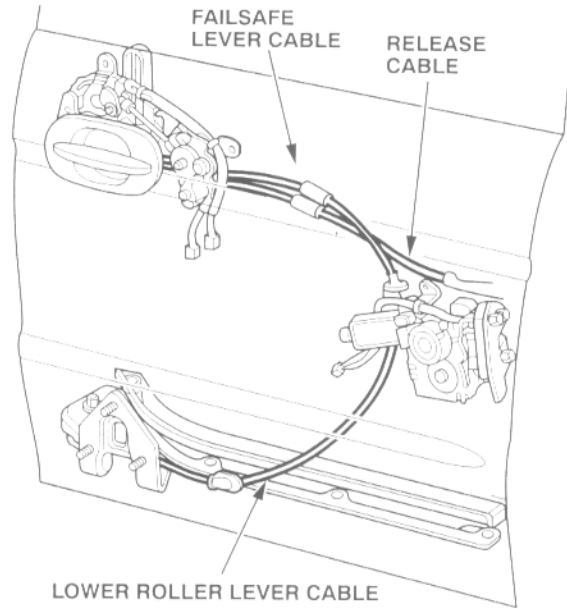
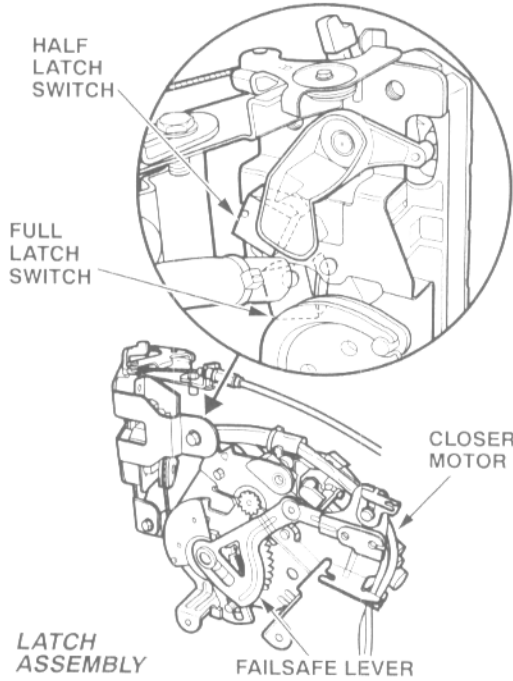
**CUSTOMER INFORMATION:** The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this 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.

- **Half-Latch Switch** – This switch signals the power sliding door control unit that the door has reached the half-latched position.
- **Full-Latch Switch** – This switch signals the power sliding door control unit that the door has reached the fully latched position—the door is completely closed.
- **Failsafe Lever** – This lever mechanically disconnects the closer motor from the door latch. See Failsafe Emergency Stop Operation in this service bulletin.

**Release Cable** – This cable is routed between the remote control assembly and the latch assembly. It releases the latch to open the door. It is moved by the remote control assembly.

**Failsafe Lever Cable** – This cable is routed between the remote control assembly and the latch assembly. It activates the failsafe lever.

**Lower Roller Lever Cable** – This cable is routed between the latch assembly and the lower roller lever. It is moved by the failsafe lever.



**Lower Roller Lever** – This lever is moved by the lower roller lever cable. The lever contacts the sliding door handle switch.

**Sliding Door Handle Switch** – This switch works only when the door is fully open. It is activated by the lower roller lever, and signals the power sliding door control unit that someone has moved either the inside or outside door handle to close the door.

**Junction Switch Assemblies** – These are located in the front of each door and in the B pillars. They are the only electrical connection between the components in the door and the power sliding door control unit when the door is closed. There is no electrical connection when the door is open.

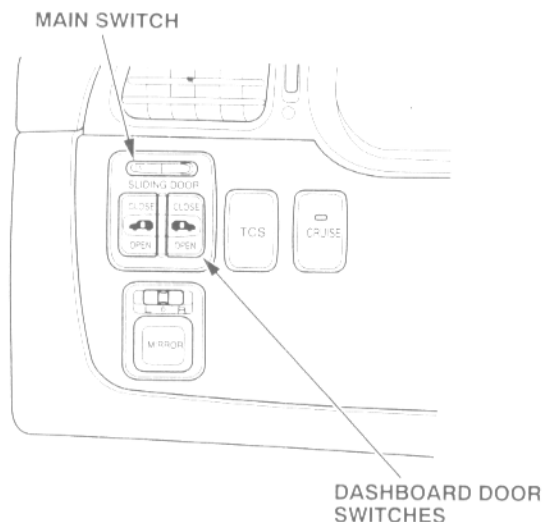
**Keyless Receiver Unit** – This unit is to the right of the glove box. It receives the door lock/unlock and sliding door activation signals from the remote transmitters. When either the left sliding door or right sliding door button is pushed on the remote transmitter, the receiver unit sends a signal to the appropriate power sliding door control unit.

NOTE: The doors will not operate with the remote transmitter when the key is in the ignition switch.

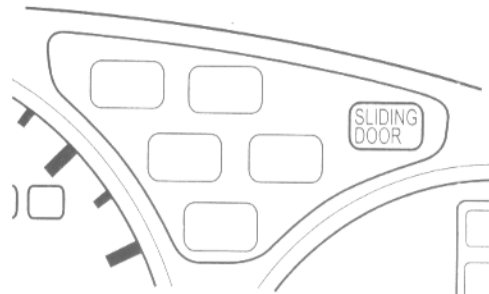
## SWITCHES AND INDICATORS

**Main Switch** – This switch, when it is OFF, turns off all the electrical controls to the doors, and disables the sliding door beeper. The doors can only be opened and closed manually.

**Dashboard Door Switches** – There is one rocker switch for each door. Each switch signals its respective power sliding door control unit that the driver wants to open or close that door.



**Sliding Door Indicator** – This indicator normally lights for about 2 seconds when the ignition switch is turned to ON (II). If it comes on at any other time, it is signaling the driver that there is a problem with the power sliding door system. The door with the problem will no longer operate electrically, only manually. The technician can use this indicator to read out trouble codes stored in the power sliding door system.



**Sliding Door Beeper** – This beeper signals the driver that a door is not properly closed and latched, or that the door has run into an obstacle while it is opening or closing. The beeper is located on the left slide motor assembly. It is controlled by both sliding door control units. The beeper is disabled when the Main switch is off.

## THEORY OF OPERATION

### Opening a Door With the Dashboard Door Switch or the Remote Transmitter

To open a door electrically, the Main switch on the dashboard must be ON, the shift lever must be in Park, the door must be unlocked, and the fuel fill door must be closed (left door only).

1. If the dashboard door switch is used, the switch sends a signal to the power sliding door control unit for that door. If the remote transmitter is used, the keyless receiver unit (behind the glove box) sends a signal to the power sliding door control unit for that door.
2. The power sliding door control unit sends a signal through the junction switch to the release motor to unlatch the door.
3. The release motor pulls the release cable, which is connected to the latch assembly. This mechanically unlatches the door.
4. After about a one-half second delay, the power sliding door control unit starts the slide motor. The slide motor moves the cables that move the door.
5. The revolution sensor senses the movement of the slide motor, and sends pulses to the power sliding door control unit. The control unit uses these pulses to judge the speed and position of the door.
6. When the power sliding door control unit judges that the door is fully open, it turns off the slide motor.

### Opening a Door With the Inside or Outside Handle

1. The inside and outside door handles are mechanically linked to the remote control assembly. Pulling a door handle pulls the release cable, which is connected to the latch assembly. This unlatches the door.
2. The remote control switch senses the movement of the door handle, and sends a signal through the junction switch to the power sliding door control unit.
3. The power sliding door control unit sends a signal through the junction switch to the release motor. The release motor pulls the release cable to keep the door unlatched.
4. After about a one-half second delay, the power sliding door control unit starts the slide motor. The slide motor moves the cables that move the door.
5. From this point, the door opening operation is the same as steps 5 and 6 in the previous description.

### Closing a Door With the Dashboard Door Switch or the Remote Transmitter

To close a door electrically, the Main Switch must be ON. The transmission does not have to be in Park. If it is not, the buzzer will sound either until the door is fully closed or the shift lever is moved to Park.

1. If the dashboard door switch is used, the switch sends a signal to the power sliding door control unit for that door. If the remote transmitter is used, the keyless receiver unit sends a signal to the power sliding door control unit for that door.
2. The power sliding door control unit starts the slide motor to move the door. The revolution sensor sends pulses to the power sliding door control unit.
3. The power sliding door control unit uses the pulses to keep track of the speed and position of the door. When the door gets near the fully closed position, the control unit slows down the slide motor.
4. As the door closes, the junction switch contacts come into contact with each other. Shortly thereafter, the half-latch switch sends a signal through the junction switch to the power sliding door control unit that the door is half-latched.
5. The power sliding door control unit sends a signal through the junction switch to start the closer motor.
6. The closer motor pulls the door to the fully latched position.
7. When the door is fully latched, the full-latch switch sends a signal through the junction switch to the power sliding door control unit. The control unit stops the slide motor, stops the closer motor, and returns the closer motor to its start position.

### Closing a Door With the Inside or Outside Handle

Because there is no electrical connection between the door and the body when the door is open, the door can be closed with the door handles only when it is fully open. The lower roller lever in the door can then contact the sliding door handle switch in the door sill.

1. When either the inside or outside door handle is moved, it causes the remote control assembly to pull on the failsafe lever cable.
2. The failsafe lever cable moves the failsafe lever. The lever pulls on the lower roller lever cable, which moves the lower roller lever.
3. The lower roller lever contacts the sliding door handle switch. This switch sends a signal to the power sliding door control unit to close the door.
4. From this point, the door closing operation is the same as steps 2 thru 7 in the previous description.

**Opening or Closing a Door Without Power** – The door electronics are disabled if the Main switch is OFF, or if there is a problem with the door that has turned on the sliding door indicator. In those cases, the door can be opened and closed by moving it manually. Manually opening and closing must be done carefully. Moving the door too fast in either direction can damage the slider motor and possibly the body. The door will not latch fully if it is closed too slowly. If the door does not latch, push on the window glass, not on the door sheetmetal, to latch the door.

### Trap Detection Operation

Trap Detection is the feature that detects an obstacle in the door's path as it opens or closes. This detection is disabled when the door is closing and reaches the half-latched position.

1. As stated previously, the power sliding door control unit monitors the pulses from the revolution sensor as the door moves.
2. If, from these pulses, the control unit detects that the door has slowed down (a sudden decrease in pulse frequency), the control unit stops the slide motor.
3. The sliding door beeper sounds three times.
4. The control unit reverses the slide motor's direction, and moves the door to its previous position (open or closed). If, for some reason, the shift lever is not in Park, the door will stop and not return to its previous position.

**NOTE:** The sensing and door reversal operation is not immediate (like an elevator door, for example). The door could bruise someone who is in the way.

## Emergency Stop Operation

The Emergency Stop feature allows the operator to stop the door for any reason when it is opening or closing. It can be activated at any time with the door switch on the dashboard, or with the remote transmitter. It can also be activated by either door handle only if the door is closed far enough that the junction switches are making contact. Turning the Main switch OFF also stops door movement.

1. If, while the door is moving, the power sliding door control unit receives an open or close signal from the door switch or the remote transmitter, or a signal through the junction switch from the remote control switch, it immediately stops the slide motor.
2. The sliding door beeper sounds three times (if the Main switch was not used to stop door movement).
3. If the remote transmitter is used to move the door after it has stopped, the door will move in the opposite direction. If the dashboard door switch is used, the door will move in the direction selected on the switch.

## Failsafe Emergency Stop Operation

The Failsafe Emergency Stop feature works only when the closer motor is moving the door from half-latched to fully latched. It can be activated by the dashboard door switch, the remote transmitter, or either of the door handles.

1. The power sliding door control unit receives an open or close signal from the door switch or the remote transmitter (through the keyless receiver unit)  
or  
the remote control switch sends a signal through the junction switch that a door handle has been pulled.
2. If a door handle was used, the linkage pulls the failsafe lever cable. If the door switch or remote transmitter was used, the power sliding door control unit sends a signal through the junction switch to the remote control unit to pull the failsafe lever cable.
3. The failsafe lever cable raises the failsafe lever, which disengages the closer motor from the latch.
4. The beeper sounds three times.
5. The power sliding door control unit stops and reverses the slide motor. If the door opening signal came from the dashboard door switch or the remote transmitter, the door is opened about 9 inches. If the door opening signal came from a door handle, the door is opened all the way.

## Fuel Fill Door Operation

The left door locks automatically when the fuel fill door is opened.

1. When the fuel fill door is opened (using the release lever next to the driver's seat), the fuel fill door switch closes. This energizes the fuel fill door relay.
2. The relay sends a signal through the junction switch to the sliding door lock control unit. This assembly locks the door.

The door does not unlock automatically when the fuel fill door is closed. It must be unlocked with the lock knob on the inside of the door, the power door locks, or the remote transmitter.

If you attempt to unlock the left door while the fuel fill door is open, it will lock again. You can override this automatic lock by pushing the lock knob to the unlock position and holding it there for several seconds. The door can now operate in its normal automatic modes. You can cause serious damage to the door or the fuel fill door by opening the sliding door.

## SLIDING DOOR BEEPER LOGIC

The sliding door beeper informs the driver that there has been a problem with a door's normal operation. It can also, in some cases, be a help in diagnosing a problem.

**Solid Tone** – A solid, continuous tone means that the door is open, not moving, and the shift lever is not in Park. This is caused by the power sliding door control unit not receiving a signal from the full-latch switch through the junction switch, no Park signal, and the unit is not moving the door.

Since both power sliding door control units use the same beeper, it may be hard to determine which door is at fault. With the beeper sounding, push each dashboard door switch to the CLOSE position. The beeper will stop when you press the switch for the door with the problem.

**Continuous Beep** – The beeper beeps continuously when the shift lever is moved out of Park and the door is closing. It should stop when the door is fully latched.

**Three Beeps, Door Stops** – See Emergency Stop Operation.

**Three Beeps, Door Reverses Direction** – See Trap Detection Operation and Failsafe Emergency Stop Operation.

**Five Beeps** – Diagnosis should show that the door is half latched but not fully latched. The power sliding door control unit did not receive a signal from the half-latch switch, so it did not power the closer motor. See the Symptom Troubleshooting Chart at the end of this service bulletin.



## RETRIEVING DIAGNOSTIC TROUBLE CODES

The sliding door indicator can be used to read out diagnostic trouble codes stored in the power sliding door system.

1. Turn the ignition switch to ON (II).
2. Turn the Main switch off.
3. Press and hold the OPEN or CLOSE side of the dashboard door switch for the door that is not working.
4. While still holding the door switch, turn the Main switch on for less than a second, then turn it off.
5. Immediately release the door switch. The sliding door indicator will begin flashing DTCs in the order they were set. Refer to the service manual for DTC definitions.

## REHOMING THE DOORS

Once a door problem has been repaired, the doors must be rehomed before they will work properly. The power sliding door control unit must relearn the door's home position so it can use the revolution sensor to keep track of the door's position when it is moving.

1. Erase the sliding door DTCs by removing the No. 13 (7.5 A) fuse from the passenger's under-dash fuse box for 10 seconds. Then reinstall the fuse.
2. Turn off the Main switch for the doors. Make sure the ignition switch is in LOCK (0).
3. Manually open the sliding door. Make sure it is fully open.
4. Turn the ignition switch to ON (II). Turn on the Main switch.
5. Push and hold the CLOSE side of the dashboard door switch for that door until the door is fully closed.
6. Test the door operation with the dashboard door switch, the remote transmitter, and the door handles.

## SYMPTOM TROUBLESHOOTING CHART

This information does not cover all of the possible problems that could occur in the power sliding door system. It does cover the most common problems reported to Tech Line.

S/M = The current Odyssey service manual

ETM = The current Odyssey Electrical Troubleshooting Manual

S/B = Service Bulletin (current version)

Symptom	Inspection	Probable Cause/Related Publications
The door will not open with either the inside or outside door handle.	The door unlatches when you pull the handle, but the slide motor does not start powering the door until you manually open the door about halfway. The door works OK with the dashboard door switch and the remote transmitter.	The remote control switch or circuit: <ul style="list-style-type: none"> <li>• S/B 99-072</li> <li>• S/M Release Motor and Remote Control Switch Test</li> <li>• S/M Sliding Door Junction Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>
The door will not open with the inside door handle.	The door will not unlatch either electrically or manually with the inside door handle.	Child Safety Lock: <ul style="list-style-type: none"> <li>• See the Owner's Manual.</li> </ul>
The door will not open with the dashboard door switch or with any of the remote transmitters. The door may not open if you pull and release a door handle too quickly.	The release motor does not operate, and the door does not unlatch. The slide motor tries to open the door, but the door does not move. The beeper sounds three times. If you pull and hold either door handle, the door will open normally.	The release motor or circuit: <ul style="list-style-type: none"> <li>• S/B 99-072</li> <li>• S/M Release Motor and Remote Control Switch Test</li> <li>• S/M Sliding Door Junction Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> <li>• Inspect the cable between the remote control assembly and the latch assembly.</li> </ul>
The left door will not open with the dashboard door switch, either door handle, or with any remote transmitter.	The door does not unlatch. The slide motor tries to operate, but the door does not move. The beeper sounds three times. The door lock knob will not stay in the unlocked position unless it is held there for several seconds.	The fuel fill door switch or circuit: <ul style="list-style-type: none"> <li>• S/B 99-081</li> <li>• S/M Sliding Door Lock Control Unit Input Test</li> <li>• ETM Power Door Locks</li> </ul>
The door will not operate from the remote transmitters.	The door operates normally when activated by the dashboard door switch or either door handle, but not by the remote transmitters.	The keyless receiver unit or circuit: <ul style="list-style-type: none"> <li>• S/M Keyless Receiver Unit Input Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> <li>• ETM Power Door Locks</li> </ul>
The door stops just before the half-latch position or The door stops just before the half-latch position, then reopens or The door reaches half-latch, but will not fully latch.	The door stops and the beeper sounds three times just before it reaches the half-latch position, then it may reopen. The beeper may sound three times when the door reaches the fully open position. The door may not close when either door handle is used to close the door.  If the door reaches half-latch, the closer motor operates, but it does not pull the door to full-latch.	Bound linkage or cables: <ul style="list-style-type: none"> <li>• Remote control assembly linkage</li> <li>• Latch assembly linkage (failsafe lever)</li> <li>• Cables between components: <ul style="list-style-type: none"> <li>– Release cable</li> <li>– Failsafe lever cable</li> <li>– Lower roller lever cable</li> </ul> </li> <li>• S/B 99-054</li> <li>• S/B 99-072</li> <li>• S/B 00-047</li> </ul>
The door does not operate. The sliding door indicator is on.	The door will not operate from any source (door handles, dashboard door switch, or remote transmitter), but it can be operated manually. A DTC 25 is stored in the affected door's control unit.	The control unit, the slide motor, or the control unit grounds or circuit: <ul style="list-style-type: none"> <li>• S/B 99-028</li> <li>• S/M Control Unit Input Test</li> <li>• S/M Slide Motor Test</li> <li>• ETM Power Sliding Door</li> </ul>

Symptom	Inspection	Probable Cause/Related Publications
The door does not operate. The sliding door indicator is not on.	The door will not operate from any source (door handles, dashboard door switch, or remote transmitter), but it can be operated manually. No DTCs are stored.	The Main switch, control unit, or circuit: <ul style="list-style-type: none"> <li>• S/M Power Sliding Door Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>
The door unlatches, but it does not slide open.	The release motor operates to unlatch the door, but the slide motor does not operate. The sliding door indicator is off, no DTCs are stored, and the beeper does not sound.	The control unit or circuit (logic, power or ground): <ul style="list-style-type: none"> <li>• S/B 99-028</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>
The door reaches half-latch, but will not fully latch.	The beeper sounds five or six times when the door reaches half-latch. The closer motor does not operate. If the open side of the dashboard door switch is pushed, the release motor operates and the door opens about 9 inches.	The half-latch switch, junction switch, control unit, or circuit: <ul style="list-style-type: none"> <li>• S/B 01-020</li> <li>• S/B 99-072</li> <li>• S/M Closer Motor Latch Switch Position Switch Test</li> <li>• S/M Sliding Door Junction Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>
The door reaches half-latch, but will not fully latch.	The closer motor does not operate. The slide motor continues to hum for 5 to 8 seconds after the door reaches half-latch.	The closer motor, junction switch, control unit, or circuit: <ul style="list-style-type: none"> <li>• S/B 01-020</li> <li>• S/B 99-072</li> <li>• S/M Closer Motor Latch Switch Position Switch Test</li> <li>• S/M Sliding Door Junction Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>
The sliding door beeper sounds a continuous tone when the shift lever is moved out of Park. (This may happen only intermittently.)	The door is fully latched, yet the beeper sounds continuously when the shift lever is not in Park.	The full-latch switch, junction switch, door adjustment, control unit, or circuit: <ul style="list-style-type: none"> <li>• S/B 99-072</li> <li>• S/M Closer Motor Latch Switch Position Switch Test</li> <li>• S/M Sliding Door Junction Switch Test</li> <li>• S/M Control Unit Input Test</li> <li>• ETM Power Sliding Doors</li> </ul>



Applies To: **1999-00 Odyssey – ALL**  
**2001 Odyssey – From VIN 2HKRL1...1H500001 thru 2HKRL1...1H585107**

June 26, 2001

## Tailgate Spoiler Is Cracked or Seal Is Hanging

### PROBLEM

The tailgate spoiler is cracked at or near the rear window washer nozzle or the spoiler seal is hanging from the top of the rear window.

### CORRECTIVE ACTION

Replace the tailgate spoiler.

### PARTS INFORMATION

Tailgate Spoiler: P/N 74900-S0X-A02, H/C 6789754

### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

Operation Number: 823185

Flat Rate Time: 0.4 hour

Failed Part: P/N 74900-S0X-A01  
H/C 5935127

Defect Code: 017

Contention Code: A02

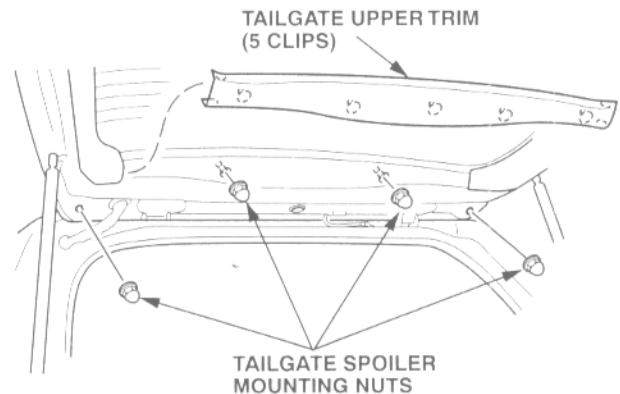
Template ID: 01-061A

Skill Level: Repair Technician

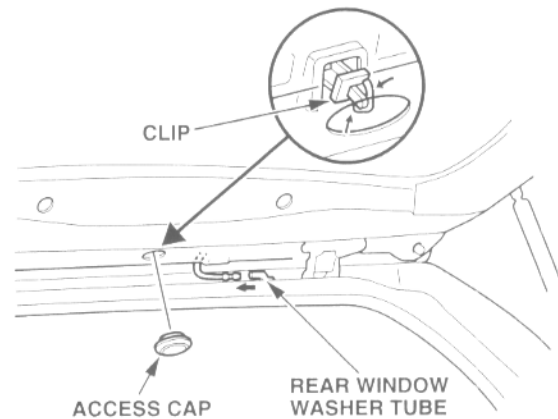
**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

### REPAIR PROCEDURE

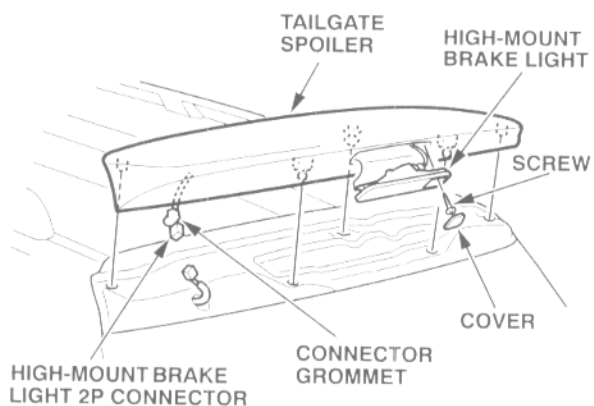
1. Remove the tailgate upper trim (five clips).



2. Remove the tailgate spoiler mounting nuts.
3. Disconnect the rear window washer tube. Remove the access cap from the tailgate, and detach the clip.



4. Gently close the tailgate, and lift up on the tailgate spoiler. Remove the high-mount brake light connector grommet from the tailgate, and unplug the high-mount brake light 2P connector. Remove the tailgate spoiler, taking care not to scratch the tailgate and the body.



5. Wipe the tailgate spoiler mounting surfaces on the tailgate with a clean shop towel.
6. Remove the high-mount brake light from the old tailgate spoiler (1 cover, 1 screw), and install it on the new spoiler.
7. Carefully position the new tailgate spoiler on the tailgate. Plug in the high-mount brake light 2P connector, and reinstall the connector grommet.
8. Push down on the tailgate spoiler, and gently raise the tailgate.
9. Reattach the clip, and reinstall the access cap. Reconnect the rear window washer tube.
10. Reinstall the mounting nuts on the tailgate spoiler. Torque the nuts to 9.8 N·m (7.2 lb-ft).
11. Reinstall the tailgate upper trim.



Applies To: **1999–2000 Odyssey EX – ALL**  
**2001 Odyssey EX – From VIN 2HKRL18..1H500001 thru 2HKRL18..1H521371**

**August 7, 2001**

**Driver’s Seat-Back Sometimes Changes Position**

**SYMPTOM**

After entering or exiting the vehicle, the driver notices that the seat-back has changed position.

**PROBABLE CAUSE**

The driver’s seat recline knob is too long, allowing the driver to accidentally bump the switch with his or her thigh when entering or exiting the vehicle.

**CORRECTIVE ACTION**

Replace the recline knob.

**PARTS INFORMATION**

Recline Knob

Light Quartz Gray (NH284L):  
 P/N 35952-S0X-J61ZA, H/C 6553705

Mild Beige (YR169L):  
 P/N 35952-S0X-J61ZB, H/C 6548986

Fern (G49L):  
 P/N 35952-S0X-J61ZC, H/C 6553713

**WARRANTY CLAIM INFORMATION**

**In warranty:** The normal warranty applies.

OP#	Description	FRT	Template ID
749125	Replace recline knob, Light Gray (NH284L)	0.2	01-066A
	Replace recline knob, Mild Beige (YR169L)		01-066B
	Replace recline knob, Fern (G49L)		01-066C

Failed Part: P/N 35952-S87-A51ZA  
 H/C 5435722

Defect Code: 077

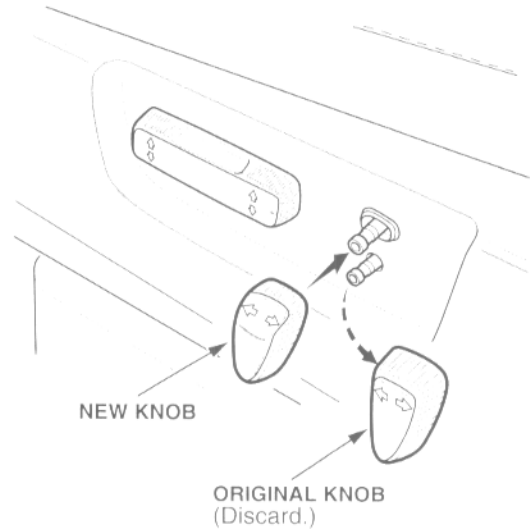
Contention Code: B99

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

**REPAIR PROCEDURE**

1. Remove the original knob by pulling it away from the seat.



2. Install the new knob, making sure that the forward and backward arrows are at the top.



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## 2002 Odyssey: PDI and New Model Information

Most of the features and equipment in the 2001 Odyssey have been carried over for 2002. A new trim level, the EX-L with leather interior, has been added. The navigation system or a new DVD-based rear entertainment system are available only on the EX-L.

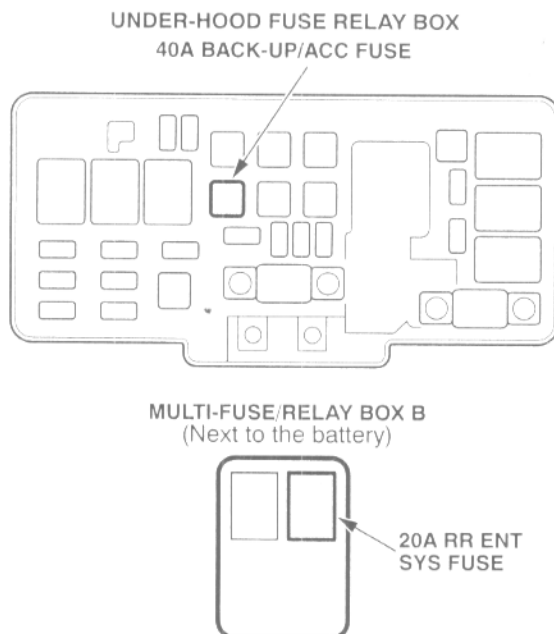
This service bulletin contains information needed for PDI and describes the changes for 2002.

### WARRANTY CLAIM INFORMATION

None; these procedures are considered part of PDI.

### FUSES

The 40A BACK-UP/ACC fuse and the 20A RR ENT SYS fuse (EX-L with rear entertainment system only) are removed for shipping, and stored in the center pocket.



### REAR ENTERTAINMENT SYSTEM

The EX-L trim level is available with a rear entertainment system. The system consists of an audio unit in the dashboard with controls for both the front and rear systems, a DVD player mounted in the lower part of the dashboard, a swing-down screen mounted on the ceiling, a remote control, and two wireless

headphones. There are also jacks in the compartment under the third-row seat armrest on the driver's side. One set of jacks allows the user to connect video games or other video equipment. The other jacks allow the user to connect up to three sets of stereo headphones. Each of those jacks has its own volume control.

The system allows the front seat occupants to listen to one audio source (radio, cassette, CD player or changer) through the vehicle's speakers while the second and third row passengers watch a DVD program or listen to a different audio source through headphones. Refer to the owner's manual for detailed information on operating the system.

To check the system during PDI, remove the DVD demonstration disc from the owner's manual packet. Remove the remote control, the remote control holder, both sets of wireless headphones, and the batteries from the plastic bag stored in the spare tire well. Install the batteries in the remote control and the headphones.

**NOTE:** Due to a last-minute design change, the instructions in the owner's manual for installing batteries in the wireless headphones and the remote control are incorrect. Use a coin or a small screwdriver to remove the covers.

Turn the ignition switch to ACCESSORY (I) or ON (II), then insert the DVD into the DVD player. Release the screen by pressing the release button, then lower the screen to the detent. Turn on the wireless headphones by pressing the red button on the earpiece, and adjust the volume with the wheel on the same earpiece. While the DVD is playing, test the functions with the remote control and make sure both wireless headphones work properly. The wireless headphones work in the rear seats only, not in the front seats or outside the vehicle.

When you are finished, store the remote control in the holder, and clip it to the pocket on the back of the front seat. Store both headphones in the front seat-back pockets. Leave the DVD in the player for the customer to use, and store the jewel case in the glove box.

Additional wireless headphones can be ordered from the parts department.

### ENGINE

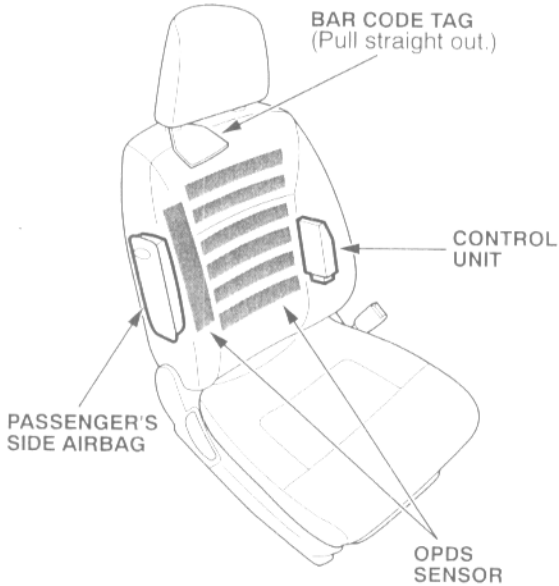
The intake, exhaust, and VTEC systems have been changed, and the compression ratio has been raised to 10.0:1. The horsepower rating is now 240 HP. Regular unleaded fuel is recommended.

## TRANSMISSION

The 2002 Odyssey now has a 5-speed automatic transmission. The shift lever position indicator is essentially unchanged (P, R, N, D, D<sub>3</sub>, 2, 1). The shift lever has been shortened to provide better access to the audio system and HVAC controls.

## SIDE AIRBAGS

Driver's and front passenger's side airbags are now standard equipment on all trim levels. The front passenger's seat includes an Occupant Position Detection System (OPDS). This system is very similar to the Accord system; see the service manual.



NOTE: If the seat gets wet from rain or a spilled liquid, the SIDE AIRBAG OFF indicator may come on. If this happens, dry the seat and the indicator should turn off.

## TRAILER TOWING

The Odyssey trailer towing limit is still 3,500 pounds. However, a transmission cooler *and* a larger capacity power steering cooler *must* be installed to tow a trailer of any weight. Always install those two coolers whenever you install a trailer hitch.

## ENGINE OIL

For 2002, the recommended oil viscosity is 5W-20. The oil and filter change intervals remain the same.

## OTHER NEW FEATURES

**Brakes** – Rear disc brakes are now standard on all trim levels.

**Tires** – Tire size has changed from 215/65R16 to 225/60R16. Recommended cold tire pressure is 36 psi.

**Lumbar Support** – An adjustable driver's seat lumbar support is now standard on the EX and EX-L trim levels.

**Seat Heaters** – Front seat heaters are standard on the EX-L trim level. The switches to operate the heaters are next to the storage pockets in the front doors. The driver's seat has heaters in the seat-back and the seat bottom. Because of the OPDS system, the passenger's seat has a heater only in the seat bottom.

**Beverage Holders** – New folding beverage holders have been added to the outboard sides of the second row seats. These beverage holders are designed to break away if heavy objects are placed in them. They can be pushed back to their original positions without damage. Because customers will believe they have broken the beverage holders, service advisors should tell customers about this feature and demonstrate it.

**Bag Hooks** – Six bag hooks have been added to the back of the third row seat. These are intended to hold grocery-style plastic bags, not heavy objects.

**Rear Speakers** – The rear speakers have been increased in size to improve bass response and sound quality.





Applies To: **1999-01 Odyssey – ALL**  
**2002 Odyssey – From VIN 2HKRL18..2H500001 thru 2HKRL18..2H507787**

December 11, 2001

### Rear Wiper Arm Is Loose

#### PROBLEM

The rear wiper arm is loose.

#### CORRECTIVE ACTION

Clean the splines of the wiper motor shaft, and install a new flange nut.

#### PARTS INFORMATION

Rear Wiper Flange Nut:  
P/N 94050-06080, H/C 0612689

#### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

Operation Number: 741155

Flat Rate Time: 0.2 hour

Failed Part: P/N 76722-S0X-A01  
H/C 5936059

Defect Code: 032

Contention Code: B01

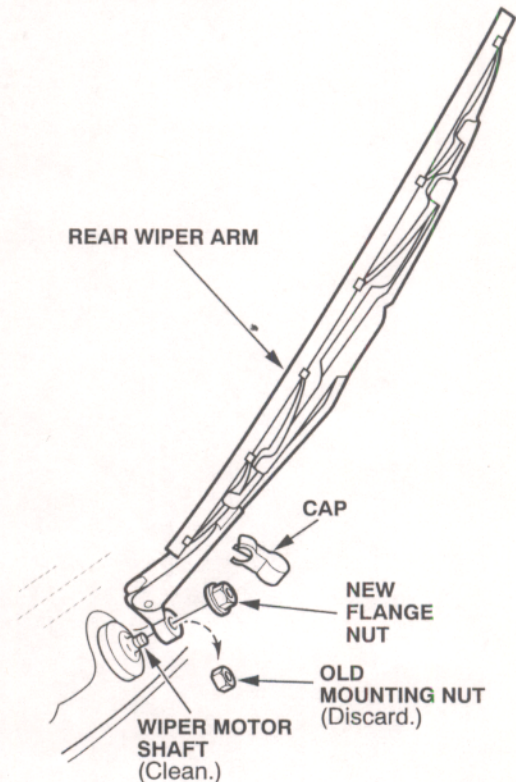
Template ID: 01-096A

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

#### REPAIR PROCEDURE

1. Remove the wiper arm cap, the nut, and the wiper arm. Discard the nut.



2. Using a wire brush, remove any wiper arm material from the splines of the wiper motor shaft.
3. Install the rear wiper arm onto the motor shaft in the park position.
4. Install the new flange nut, and torque the nut to 11.7 N·m (8.6 lb-ft).
5. Install the wiper arm cap.
6. Wet the rear window, and turn on the rear wiper to make sure it works properly.



Applies To: 1999-02 Odyssey – ALL without Navigation System  
1998-02 Accord – ALL

February 12, 2002

## Clock Light Does Not Work (Supersedes 01-097, dated November 6, 2001)

### PROBLEM

The clock does not light up with the other instrument panel lights.

### CORRECTIVE ACTION

Replace the clock illumination bulb.

### PARTS INFORMATION

- Clock Bulb: P/N 35505-S84-B02, H/C 5435540

### WARRANTY CLAIM INFORMATION

**In warranty:** The normal warranty applies.

Operation Number: 715106

Flat Rate Time: 0.3 hour for Odyssey  
0.2 hour for Accord

Failed Part: P/N 35505-S84-N01  
H/C 5435557

Defect Code: 032

Contention Code: B01

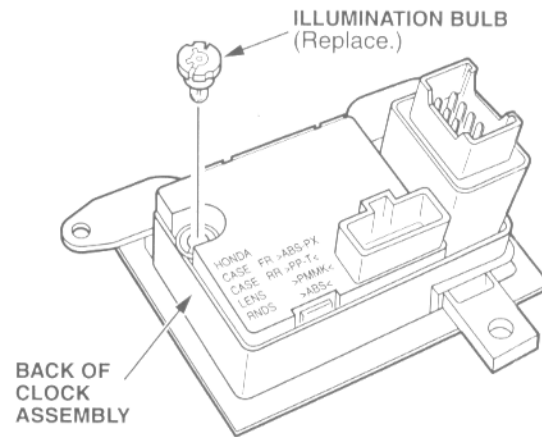
Template ID: 01-097A for Odyssey  
01-097B for Accord

Skill Level: Repair Technician

**Out of warranty:** Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

### REPAIR PROCEDURE

1. *Odyssey:* Remove the instrument panel (see page 20-68 in the service manual). *Accord:* Remove the clock from the center panel (see page 22-129 in the service manual).
2. Replace the clock illumination bulb.



3. Reinstall the clock or the instrument panel.
4. Set the clock.

**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.



September 4, 2001

## New Model Information Update: 2002 Odyssey

This update has useful servicing information for the 2002 Odyssey. To ensure the successful launch of the new Odyssey, please fax any Product Quality Reports (PQRs) to 1-888-234-2138.

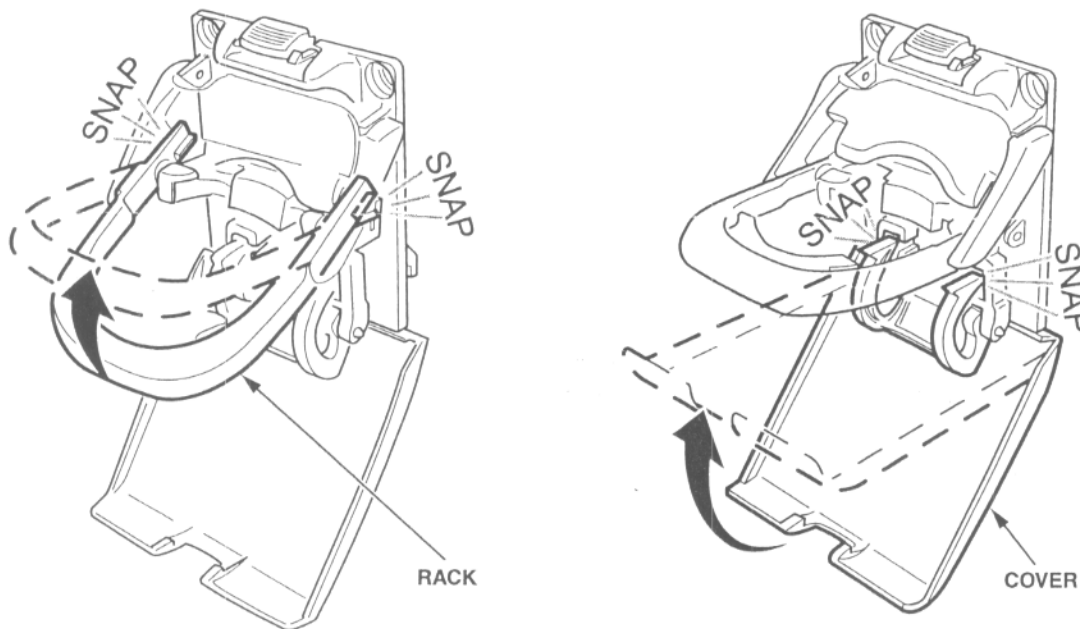
### Trailer Towing

The 2002 Odyssey still has a trailer towing limit of 3,500 lbs. But to tow a trailer of *any* weight, it *must* have an A/T cooler and a heavy-duty power steering cooler installed. If these items *aren't* installed before towing a trailer, you're looking at a potential failure of the A/T, power steering components, or both. The kit for the accessory trailer hitch includes the A/T cooler and the heavy-duty power steering cooler. So when you install the hitch, you'll also install both coolers in accordance with the instructions provided.

### New Folding Beverage Holders *Don't Break . . . They Break Away*

The new folding beverage holders on the outboard sides of the second row seats are designed to break-away instead of just breaking. If you accidentally step on them or push down on them too hard, the rack and the cover pop out of their detents and drop down.

To restore a beverage holder, just pull up firmly on the rack until you hear it snap into place, then do the same for the cover.



Honda Automobile Division

American Honda Motor Company, Inc., 1919 Torrance Boulevard, Torrance, California 90501-2746 Phone (310) 783-2000

### **Larger Tires Mean Higher Inflation Pressures**

The tire size on the 2002 Odyssey has changed from 215/65R16 to 225/60R16. Make sure you inflate these larger tires to 36 psi.

### **No Seat-Back Heater on EX-L Model**

To allow enough space for the occupant position detection system (OPDS) sensors, the EX-L model *doesn't* come with a heater in the front passenger seat-back, although the seat cushion *is* heated.

### **When You Think Oil, Think 5W-20, *Not* 5W-30**

All 2002 Odyssey engines are factory-filled with the new 5W-20 grade engine oil to provide high fuel economy and performance. When servicing, make sure you use *only* this grade of engine oil, *not* your traditional 5W-30 grade.

### **Low Fuel Indicated by LED**

The low fuel indicator light is now an amber LED instead of the fuel pump icon used on earlier models.

### **Check Glove Box for Demo DVD**

Just a reminder: On an EX-L model with the Honda DVD Entertainment System (Rear Entertainment System), there's a demo DVD included in the owner's manual packet in the glove box. During PDI, make sure this DVD is loaded into the DVD player for vehicle delivery.

### **And Speaking of the Honda DVD Entertainment System . . .**

The flip-down screen for the system is designed to turn itself off when it's pushed beyond the viewing detent. The wireless headphones work *only* while seated in the second and third row seats. *Don't* expect them to work if you're sitting in the driver's or front passenger's seat or standing outside the vehicle.

Sincerely,

**American Honda Motor Co., Inc.  
Honda Automobile Division**



## Odyssey Power Sliding Door System

**Customer's concern:** "When I'm closing one of the sliding doors on my van, the door stops, beeps three times, and goes back the other way."

OR

"When I open the door for the gas tank, the sliding door on my side locks."

**What's happening and why:** Each of the power sliding doors has the obstacle detection system, also called the auto-reverse feature or trap detection. If a door meets resistance or something gets in the way while it's opening or closing, the system detects a sudden reduction in door speed. The system then stops the door, beeps three times to alert the driver to the obstacle in the door's path, and reverses the direction of movement. The door may not immediately reverse its direction, however, as an elevator door would do.

When you use the release lever and open the fuel fill door to put fuel in the tank, the left (driver's side) sliding door locks automatically to keep that door from being opened into the fuel fill door and possibly damaging both doors. If you attempt to unlock the left sliding door, it will lock again. (You could override this automatic lock, however, by pushing the lock knob to the unlock position and holding it there for several seconds; the door could now be operated in its normal automatic modes.) Once you finish fueling and close the fuel fill door, the left door does not unlock automatically. You must unlock the door with the lock knob on the inside of the door, with the power door lock switches, or with the remote transmitter.

**What can be done:** Because the power sliding door could cause bruising or discomfort while closing, make sure passengers and any objects are clear of the door before you close it. Also, so that the motor can pull the sliding door all the way shut when the door is about to latch, the auto-reverse feature stops working at that point. So make sure that passengers, especially children, don't have their hands on the edge of the door or on the door pillar. If you notice that a person or an object is in the way while a sliding door is in motion, use the dashboard switches or the remote transmitter to stop the door; the door handles cannot be used to stop the door once it is in motion.

**Further explanation:** If you move the shift lever out of Park while a sliding door is closing, the beeper beeps until the door is latched. A solid tone when you move the shift lever out of Park means that a sliding door is open and is not moving. For more details, refer to the description of the power sliding door system for your vehicle in the appropriate section of your owner's manual.



June 4, 2002

Dear Service Manager:

Honda Motor Co., LTD. is announcing a Safety Recall campaign for certain 1997-99 Accords, 1998-00 Civics, 1997-99 CR-Vs, 1997-00 Odysseys, and 1997-99 Preludes.

Electrical contacts in the ignition switch can wear prematurely due to high electrical current passing through the switch. Worn out ignition contacts could cause the engine to stall without warning. Although the engine will restart in most cases, a vehicle that stalls while driving increases the risk of a crash.

#### **Affected Vehicles**

The affected VIN ranges for all three models are very wide, while the number of affected vehicles is much smaller. Because of this, you must verify vehicle eligibility by making sure the customer has a notification letter. Eligibility can be further checked using one of these methods.

- The vehicle is shown as eligible on DCS or iN (Interactive Network) VIN Status Inquiry.
- The vehicle is listed on your campaign responsibility report.\*

\* Campaign responsibility reports will be issued as customer notifications are mailed. Keep all the reports you receive; an overall report will not be sent to you.

#### **Repair Strategy**

The repair is to replace the ignition (electrical) switch. For repair information, refer to the enclosed service bulletin, #02-031, *Safety Recall: Ignition Switch*.

*Reinstalling aftermarket parts (security systems, alarms, audio systems, etc.) connected to the ignition wiring is not covered under this campaign.* If a customer wants a non-Honda part reinstalled, the shop that installed the part (or the customer) must do the work and assume liability. In addition, the customer is responsible for all costs associated with the non-Honda part and its installation. If you have any questions about this, please contact your District Service Manager.

#### **Customer Notification**

We will begin mailing customer notifications in late June. The quantity mailed will depend on the number of parts available for allocation. Mailings will continue as more parts become available. It will probably take about three months to complete the mailings.

#### **Parts Information**

During the initial stage of the campaign (June, July, and August), parts will be available by allocation only; no open ordering. You will be notified by DCS or iN when open ordering is allowed.

Sincerely,

**American Honda Motor Co., Inc.**  
**Honda Automobile Division**

Honda Automobile Division