

2007-2008 ACCESSORIES AND EQUIPMENT

Entry Lights Control System - TL

COMPONENT LOCATION INDEX

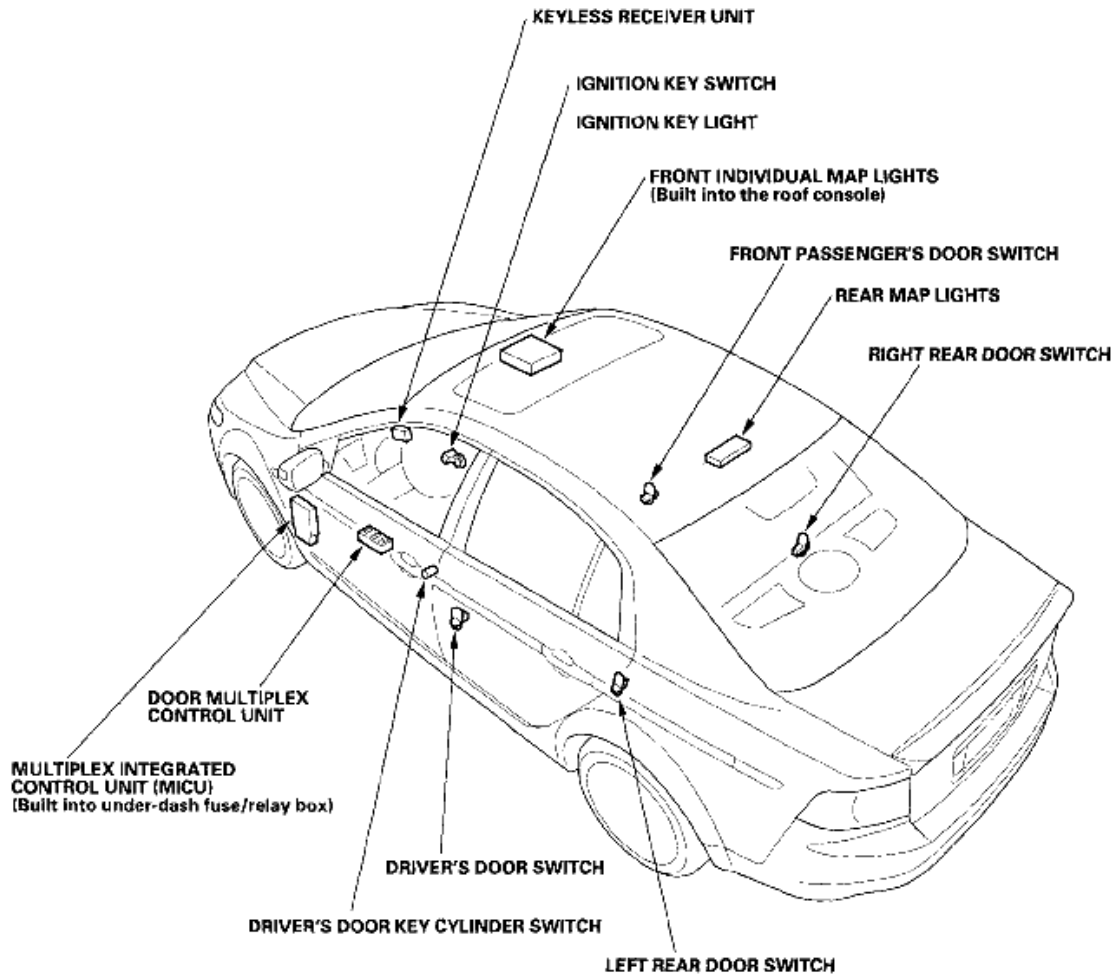


Fig. 1: Identifying Entry Lights Control System Components Location
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

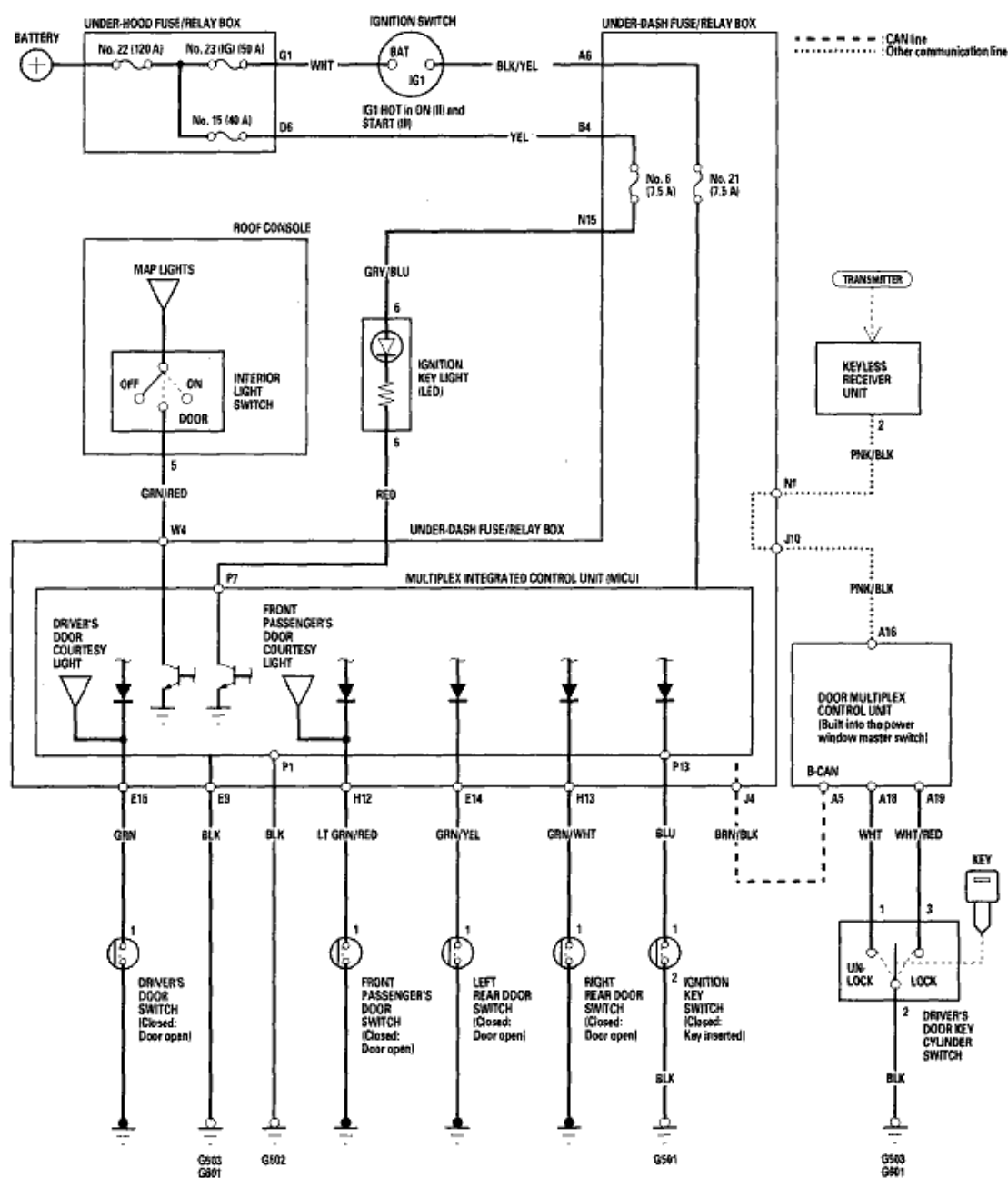


Fig. 2: Entry Lights Control System - Circuit Diagram
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

CONTROL UNIT INPUT TEST

NOTE: Make sure the ignition switch is OFF before disconnecting the under-dash fuse/relay box connectors.

1. Before testing the entry light control functions, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**), and the keyless receiver unit input test (see **KEYLESS RECEIVER UNIT INPUT TEST**).

Multiplex Integrated Control Unit

2. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**).
3. Disconnect under-dash fuse/relay box connectors E, J, H, W, and P.

NOTE: All connectors are shown from wire side of female terminals.

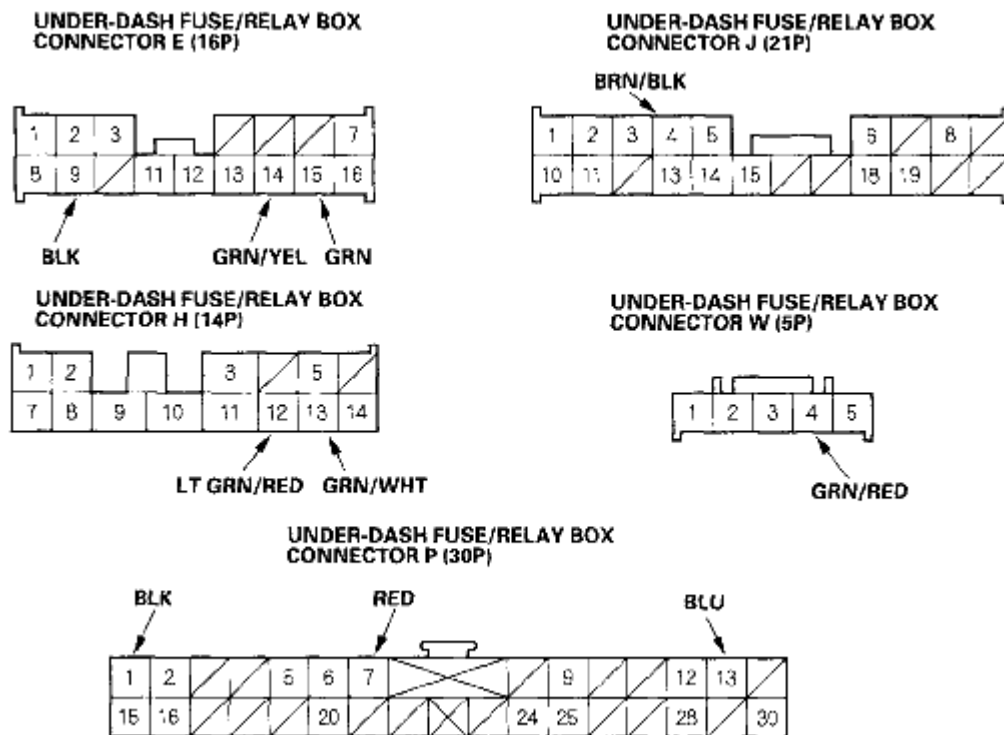


Fig. 3: Identifying Under-Dash Fuse/Relay Box Connectors
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 5.
5. With the connectors still disconnected, make these input tests at the connector.
 - If any test indicates a problem, find and correct the cause, the recheck the system.
 - If all the input tests prove OK, go to step 6.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
P1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G502) • An open in the wire
				• Poor ground

E9	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	(G503, G601) An open in the wire
P7	RED	Under all conditions	Attach to ground: Ignition key light should come on.	- Blown No. 6 (7.5 A) fuse in the under-dash fuse/relay box - Faulty ignition key light (LED) - An open in the wire
W4	GRN/RED	Interior light switch in middle (DOOR) position	Attach to ground: Front and rear map light(s) should come on.	- Blown No. 6 (7.5 A) fuse in the under-dash fuse/relay box - Blown bulb - Faulty map light - A short to ground in the wire - An open in the wire
J4	BRN/BLK	Disconnect door multiplex control unit connector A (22P)	Check for continuity between the J4 terminal and door multiplex control unit connector A (22P) No. 5 terminal: There should be continuity.	An open in the wire
			Check for continuity to ground: There should be no continuity.	A short to ground in the wire

6. Reconnect the connectors to the under-dash fuse/relay box. Turn the ignition switch ON (II), and make these input tests at the appropriate connectors on the under-dash fuse/relay box.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 7.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
E15	GRN	Driver's door open	Measure the voltage to ground: There should be less than 1 V.	- Faulty driver's door switch - An open in the wire
			Measure the	

		Driver's door closed	voltage to ground: There should be 5 V or more.	- Faulty driver's door switch - A short to ground in the wire
H12	LT GRN/RED	Front passenger's door open	Measure the voltage to ground: There should be less than 1 V.	- Faulty front passenger's door switch - An open in the wire
		Front passenger's door closed	Measure the voltage to ground: There should be 5 V or more.	- Faulty front passenger's door switch - A short to ground in the wire
E14	GRN/YEL	Left rear door open	Measure the voltage to ground: There should be less than 1 V.	- Faulty left rear door switch - An open in the wire
		Left rear door closed	Measure the voltage to ground: There should be 5 V or more.	- Faulty left rear door switch - A short to ground in the wire
H13	GRN/WHT	Right rear door open	Measure the voltage to ground: There should be less than 1 V.	- Faulty right rear door switch - An open in the wire
		Right rear door closed	Measure the voltage to ground: There should be 5 V or more.	- Faulty right rear door switch - A short to ground in the wire
P13	BLU	Ignition key inserted into the ignition switch	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G501) - Faulty ignition key switch - An open in the wire
		Ignition switch OFF and the	Measure the voltage to ground:	Faulty ignition key switch

		ignition key removed from the ignition switch	There should be 5 V or more.	• A short to ground in the wire
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Door Multiplex Control Unit

7. Turn the ignition switch OFF.
8. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
9. Disconnect the 22P connector from the door multiplex control unit.
10. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 11.

DOOR MULTIPLEX CONTROL UNIT CONNECTOR A (22P)

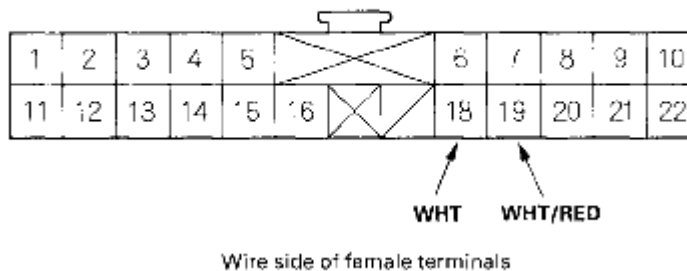


Fig. 4: Identifying Door Multiplex Control Unit 22P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Reconnect the connector to the door multiplex control unit. Turn the ignition switch ON (II), and make these input tests at the appropriate connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the MICU must be faulty; replace the under-dash fuse/relay box.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A19	WHT/RED	Driver's door key cylinder switch in LOCK	Measure the voltage to ground: There should be less than 1 V.	• Faulty driver's door key cylinder switch • Poor ground (G503, G601) • An open in the wire • A short to ground in the wire
		Driver's door key cylinder switch in the neutral position	Measure the voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder	Measure the voltage to ground:	

		switch in UNLOCK	There should be 5 V or more.	
A18	WHT	Driver's door key cylinder switch in UNLOCK	Measure the voltage to ground: There should be less than 1 V.	- Faulty driver's door key cylinder switch - Poor ground (G503, G601) - An open in the wire - A short to ground in the wire
		Driver's door key cylinder switch in the neutral position	Measure the voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in LOCK	Measure the voltage to ground: There should be 5 V or more.	

IGNITION KEY SWITCH TEST

1. Remove the steering column upper and lower covers (see **STEERING COLUMN REMOVAL AND INSTALLATION**).
2. Disconnect the 6P connector (A).

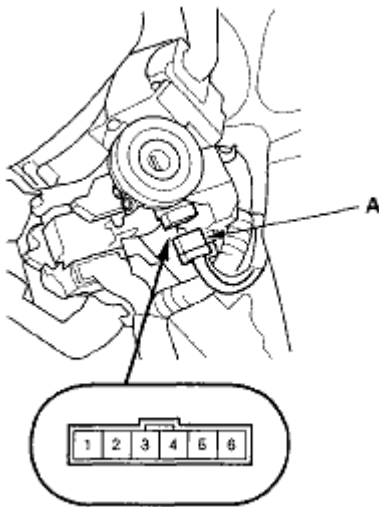


Fig. 5: Identifying Ignition Key Switch 6P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the No. 1 and No. 2 terminals.
 - There should be continuity with the key in the ignition switch.
 - There should be no continuity with the key removed.
4. If the continuity is not as specified, replace the ignition switch.

IGNITION KEY LIGHT TEST

1. Remove the steering column upper and lower covers (see **STEERING COLUMN REMOVAL AND INSTALLATION**).
2. Disconnect the 6P connector (A).

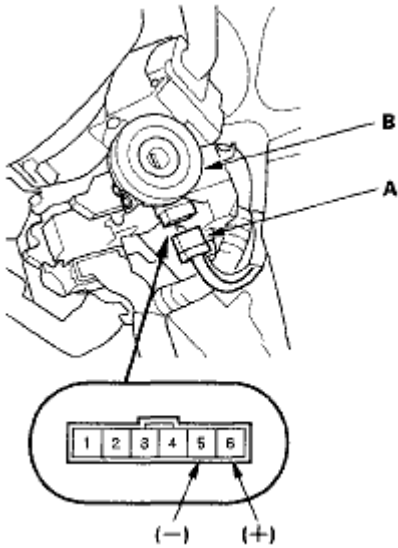


Fig. 6: Identifying Ignition Key Light 6P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. The LED (B) should come on when power is connected to the No. 6 terminal and ground is connected to No. 5 terminal.
4. If the LED does not come on, replace the ignition switch.