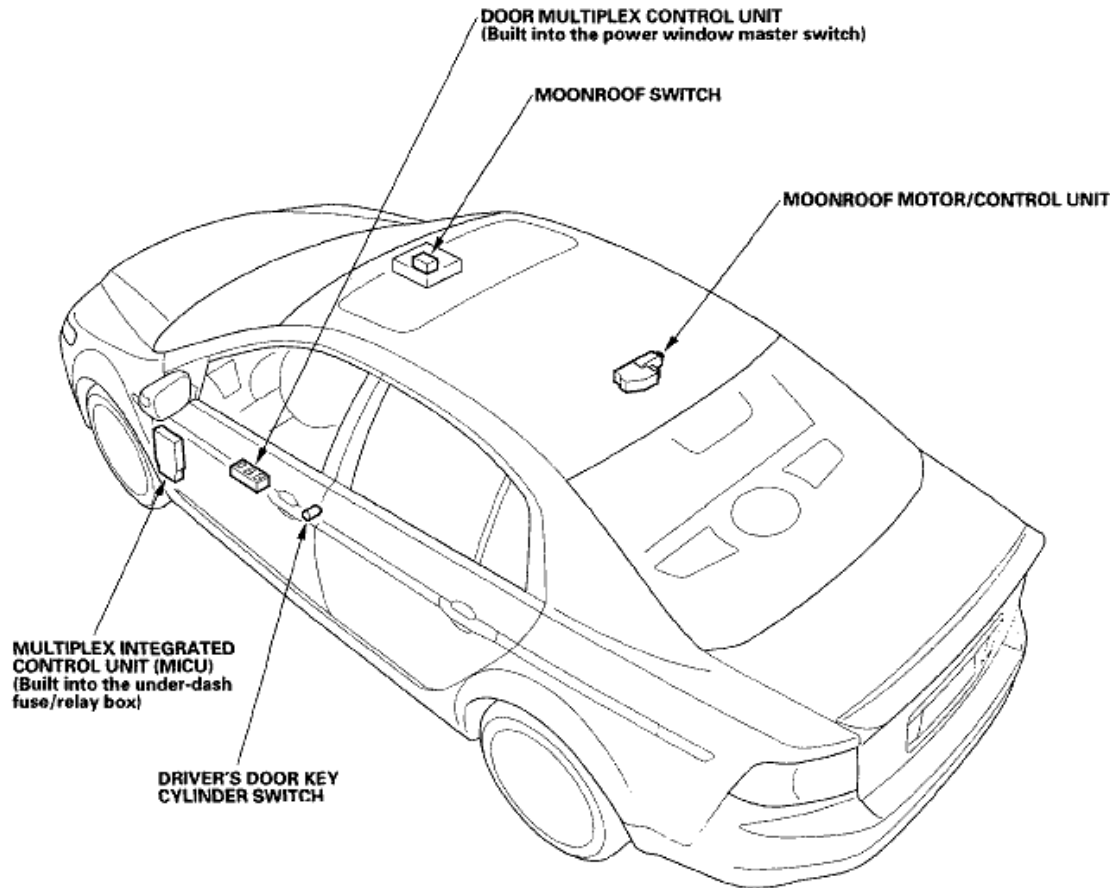


## 2007-2008 ACCESSORIES AND EQUIPMENT

## Power Moonroof - TL

## COMPONENT LOCATION INDEX

**Fig. 1: Identifying Body Electrical-Moonroof Component Location**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

## MOONROOF CALIBRATION

**NOTE:** The moonroof calibration must be performed when any of the following events have occurred.

- The moonroof is manually moved with the battery dead or disconnected.
- The moonroof motor is replaced with a new one.
- Any component related to the moonroof replaced. -Wind deflector
  - Moonroof glass
  - Moonroof seal
  - Moonroof glass bracket
  - Moonroof cables, etc.

**To calibrate the moonroof, perform the following steps**

1. Turn the ignition switch ON (II).
2. Open the moonroof to full open position and release the open button.
3. Pull and hold the moonroof OPEN switch until the moonroof glass moves slightly back to its mechanical stop and then forward again slightly.
  - New Motor: 13 seconds delay before moonroof glass moves to mechanical stop.
  - Other than new motor: This will take about 13 seconds. (Includes 13 seconds delay from switch activation unit moonroof glass moves to mechanical stop).
4. Release the OPEN switch.
5. Within 5 seconds, pull and hold the moonroof OPEN switch again.
6. In about 3 seconds the moonroof glass will begin to slide closed.
7. Continue to hold the open button until the glass moves to closed position, tilts up, and returns to the closed position again.
8. Test the moonroof auto operation.

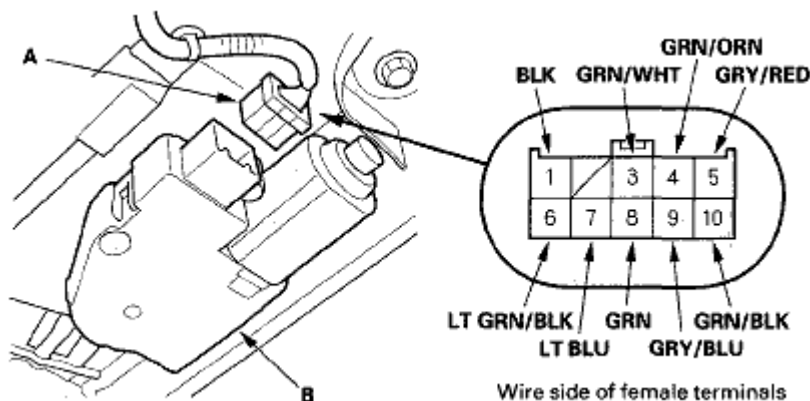
**CIRCUIT DIAGRAM**



Before troubleshooting the moonroof circuit, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A** ).

1. Turn the ignition switch OFF.

2. Remove the headliner (see **HEADLINER REMOVAL/INSTALLATION** ).
3. Disconnect the 10P connector (A) from the moonroof control unit (B).



**Fig. 3: Identifying 10P Connector And Moonroof Control Unit**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. 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 5.
5. Reconnect the connector, and make these input tests at the connector.
  - 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 6.

#### TESTING CONDITION CHART

| Cavity | Wire | Test condition       | Test: Desired result                                               | Possible cause if desired result is not obtained                                                                                                                                                                                   |
|--------|------|----------------------|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8      | GRN  | Under all conditions | Measure the voltage to ground:<br>There should be battery voltage. | <ul style="list-style-type: none"> <li>• Blown No. 28 (20 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty under-dash fuse/ relay box</li> <li>• A short to ground in the wire</li> <li>• An open in the wire</li> </ul> |
| 1      | BLK  | Under all conditions | Measure the voltage to ground:<br>There should be less than 1 V.   | <ul style="list-style-type: none"> <li>• Poor ground(G501)</li> <li>• An open in the wire</li> </ul>                                                                                                                               |

6. Disconnect the connector from the control unit, and make these input tests at the connector.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the control unit must be faulty, replace it.

#### TESTING CONDITION CHART

| Cavity | Wire | Test condition | Test: Desired result | Possible cause if desired result is not obtained |
|--------|------|----------------|----------------------|--------------------------------------------------|
|        |      |                |                      |                                                  |

|   |            |                                                      |                                                                                                                                        |                                                                                                                     |
|---|------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 3 | GRN/WHT    | Disconnect under-dash fuse/relay box connector POOP) | Check for continuity between the No. 3 terminal and the multiplex integrated control unit P12 terminal:<br>There should be continuity. | An open in the wire                                                                                                 |
|   |            |                                                      | Check for continuity between the No. 3 terminal and body ground:<br>There should be no continuity.                                     | <ul style="list-style-type: none"> <li>• A short to ground in the wire</li> <li>• Faulty moonroof switch</li> </ul> |
| 4 | GRN/ORN    | Moonroof switch in TILT position                     | Check for continuity between the No. 3 and No. 4 terminals:<br>There should be continuity.                                             | <ul style="list-style-type: none"> <li>• Faulty moonroof switch</li> <li>• An open in the wire</li> </ul>           |
| 9 | GRY/BLU    | Moonroof switch in OPEN position                     | Check for continuity between the No. 3 and No. 9 terminals:<br>There should be continuity.                                             | <ul style="list-style-type: none"> <li>• Faulty moonroof switch</li> <li>• An open in the wire</li> </ul>           |
| 6 | LT GRN/BLK | Moonroof switch in CLOSE position                    | Check for continuity between the No. 3 and No. 6 terminals:<br>There should be continuity.                                             | <ul style="list-style-type: none"> <li>• Faulty moonroof switch</li> <li>• An open in the wire</li> </ul>           |
| 5 | GRY/RED    | Moonroof switch in AUTO OPEN or AUTO CLOSE position  | Check for continuity between the No. 3 and No. 5 terminals:<br>There should be continuity.                                             | <ul style="list-style-type: none"> <li>• Faulty moon roof switch</li> <li>• An open in the wire</li> </ul>          |

7. Jump the SCS line with the HDS, then disconnect the ECM/PCM connector E (31P), and make these input tests at the connector.

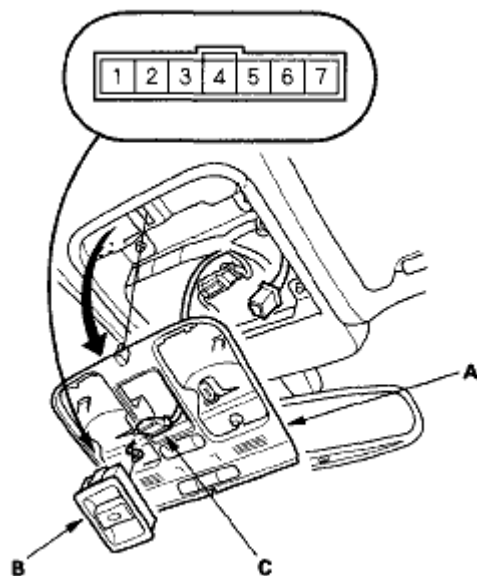
#### TESTING CONDITION CHART

| Cavity | Wire   | Test condition       | Test: Desired result                                                                                                        | Possible cause if desired result is not obtained                   |
|--------|--------|----------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 7      | LT BLU | Under all conditions | Check for continuity between the No. 7 terminal and the ECM/PCM connector E No. 11 terminal:<br>There should be continuity. | An open in the wire                                                |
|        |        |                      | Check for continuity between the No. 7 terminal and body ground:<br>There should be no continuity.                          | A short to ground in the wire                                      |
|        |        |                      | Check for continuity between the                                                                                            | <ul style="list-style-type: none"> <li>• An open in the</li> </ul> |

|    |         |                                                          |                                                                                                     |                                             |
|----|---------|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------|
| 10 | GRN/BLK | Disconnect door multiplex control unit connector A (22P) | No. 10 terminal and the door multiplex control unit A2 terminal:<br>There should be continuity.     | wire<br>• Faulty under-dash fuse/ relay box |
|    |         |                                                          | Check for continuity between the No. 10 terminal and body ground:<br>There should be no continuity. | A short to ground in the wire               |

## MOONROOF SWITCH TEST/REPLACEMENT

- Carefully pry off the lens with a small screwdriver (see **FRONT INDIVIDUAL MAP LIGHT REPLACEMENT** ).
- Pull down the roof console (A) holding the center part of the roof console.



**Fig. 4: Identifying Roof Console**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Carefully push out the moonroof switch (B) from behind the roof console, then disconnect the 7P connector (C) from switch.
- Check for continuity between the terminals in each switch position according to the table.

| Terminal Position | 1 | 2 | 3 | 6 | 7 | 4 | 5 |
|-------------------|---|---|---|---|---|---|---|
| OPEN              | ○ | — | — | — | ○ | ○ | ○ |
| CLOSE             | ○ | — | ○ | — | — | ○ | ○ |
| TILT              | ○ | ○ | — | — | — | ○ | ○ |
| CLOSE+AUTO        | ○ | — | ○ | ○ | — | ○ | ○ |
| OPEN+AUTO         | ○ | — | — | ○ | ○ | ○ | ○ |

**Fig. 5: Continuity Reference Chart**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. If the continuity check is not as specified, check the bulb. If the bulb is OK, replace the switch.