

2007-08 ACCESSORIES AND BODY, CAB

Keyless/Power Door Locks/Security System - TL

COMPONENT LOCATION INDEX

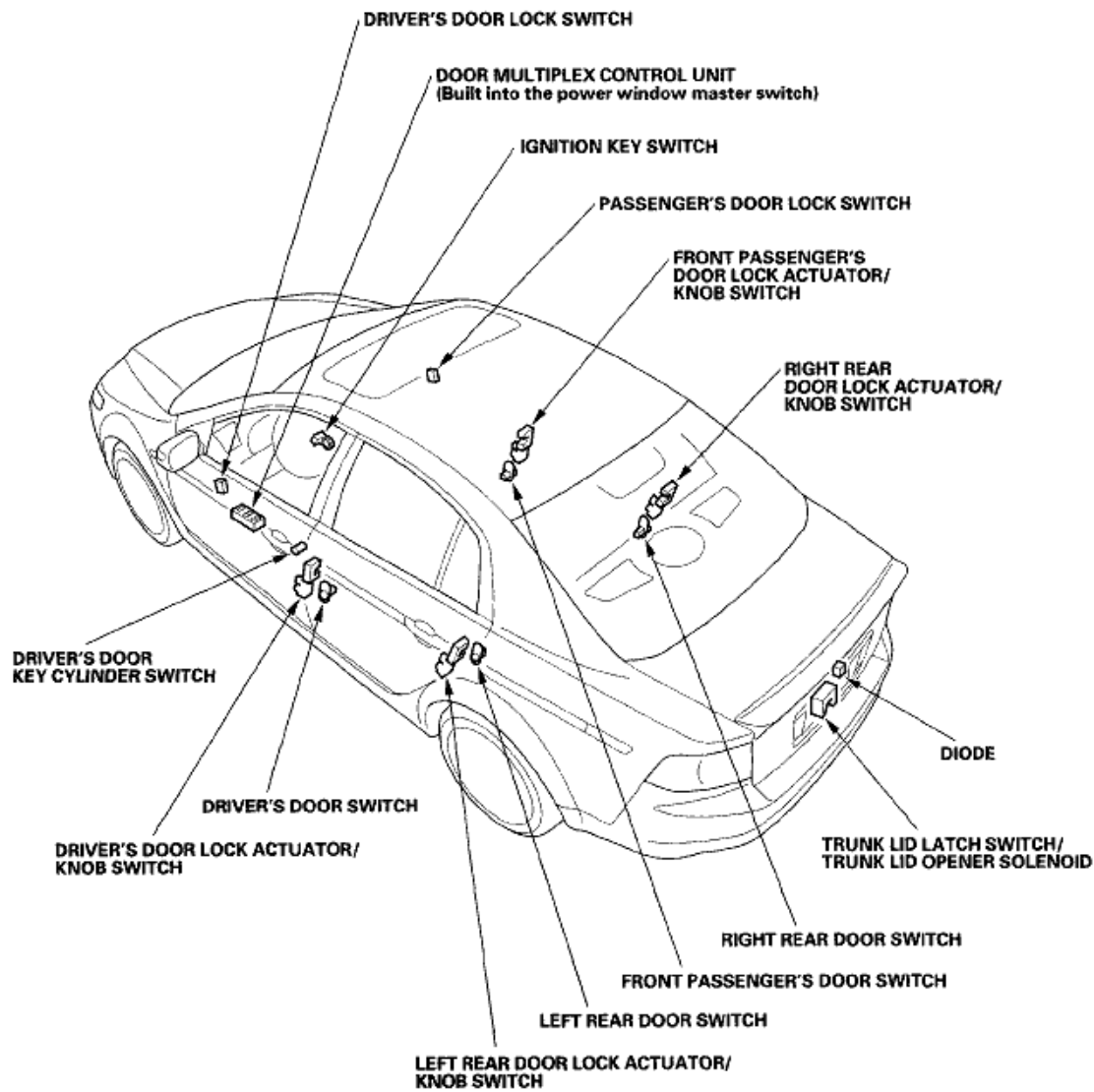


Fig. 1: Identifying Keyless/Power Door Locks/Security System Components Location (1 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

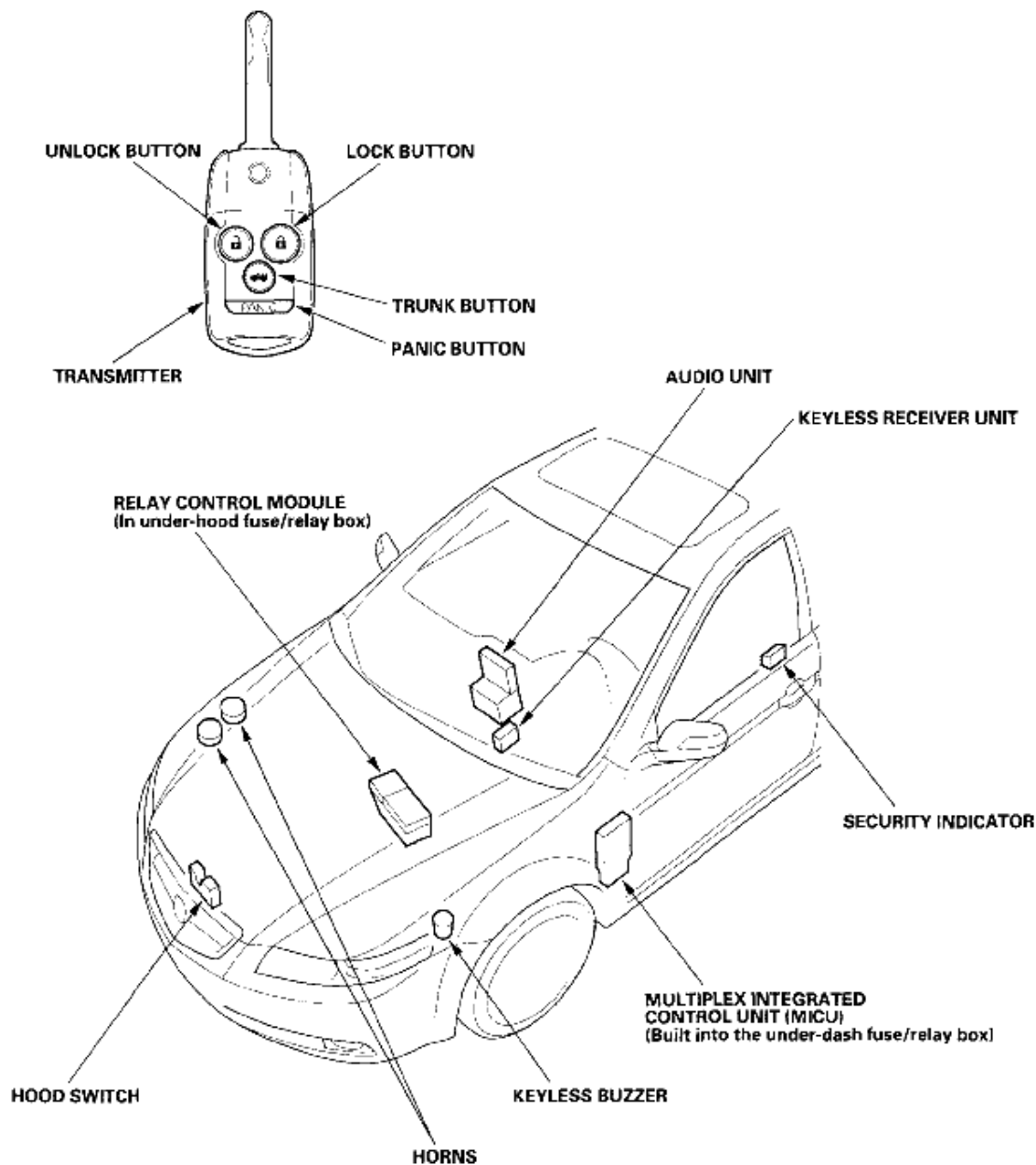


Fig. 2: Identifying Keyless/Power Door Locks/Security System Components Location (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SYSTEM DESCRIPTION

SECURITY ALARM SYSTEM

The security alarm system is integrated with the multiplex integrated control system, and arms automatically after the doors, hood, and trunk are closed and locked. For the system to arm, the ignition switch must be off, the key must be removed, and the MICU must receive signals that the doors, hood, trunk are closed and locked. The alarm can be disarmed at any time by unlocking the driver's door with the key or pressing the UNLOCK button on the remote transmitter.

When everything is closed and locked, the only inputs that are grounded, and have 0 V, are the driver's door

lock knob switch (LOCK position), and the audio unit. In other words, all of the other switches are open, and have 0.8 V - 5 V, including the key cylinder switches. The security indicator at the driver's door begins to flash immediately after the doors, trunk, and hood are closed and locked, and shortly later, the security system arms and the security indicator flashes on for a shorter amount of time than before. If the security indicator does not flash, the system is not arming. If the vehicle is completely closed and locked, a beep sounds and parking lights flash to confirm the security alarm system is armed if the LOCK button is pressed a second time within 5 seconds, and the keyless lock acknowledgment is turned on.

If one of the switches is misadjusted or shorted internally (0 V), or there is a short in the circuit (0 V), the security system will not arm. A switch that is slightly misadjusted can cause the alarm to sound for no apparent reason. In this case, a significant change in outside air temperature, the vibration of a passing vehicle, or something bumping into the vehicle could cause the alarm to sound. There is no glass breakage or motion detector feature.

If anything is opened or improperly unlocked after the system is armed, the control unit receives a ground signal from that switch, the 0.8 V-5.0 V reference drops to 0 V, and the system sounds the alarm. If the audio unit is disconnected, the input loses its ground, and the input voltage goes to 5.0 V or more, and the system sounds the alarm. The system sounds the alarm when any of following occur while the security system is armed:

- A door or the trunk is forced open
- A door is unlocked without using the key or the remote transmitter
- The hood is opened
- The audio unit is disconnected
- The remote panic is operated
- The ignition switch is turned ON (II)

When the system sounds the alarm, the horns sound and the exterior lights flash for 2 minutes. The alarm can be stopped at anytime by unlocking the driver's door with the key or by pressing any button on the remote transmitter.

PANIC MODE

The panic mode sounds the alarm in order to attract attention. When the PANIC button on the remote transmitter is pressed and held for about 2 seconds, the alarm sounds and the exterior lights flash for about 20 seconds.

The panic mode can be cancelled at anytime by pressing any button on the remote transmitter or by turning the ignition switch ON (II). The panic mode will not function if the ignition switch is ON (II).

KEYLESS ENTRY SYSTEM

The keyless entry system is integrated with the MICS. The door multiplex control unit receives LOCK, UNLOCK and PANIC signals from the keyless receiver unit. The remote transmitters 1 and 2 (Identified on the back of the remote) are linked to the DPMS, the climate control settings, the custom memory settings (in the MID), and the illumination settings. Depending on which remote transmitter unlocks the vehicle, these settings are chosen.

Some functions of the security, keyless entry and power door locks can be customized using the MID keyless memory setting. They include:

- **AUTO DOOR LOCK:** Door locking can be turned off, or turned on when shifting from Park (A/T) or at a speed above 10 mph.
- **AUTO DOOR UNLOCK:** Door unlocking can be turned off, or turned on when shifting to Park (A/T) or turning the ignition switch OFF.
- **WHENEVER UNLOCKING:** Door unlocking can be set to unlock all doors or only the driver's door.
- **KEYLESS DOOR LOCK ACKNOWLEDGMENT:** The beep can be turned on or off when pressing the LOCK button a second time on the remote transmitter.
- **SECURITY RELOCK TIMER:** Select the time (30,60, or 90 sec.) that the doors relock if you unlock the doors with the remote transmitter, but do not open any of them.
- **HEADLIGHT AUTO OFF TIMER:** Select time (0,15, 30, or 60 sec.) to turn the headlights off after removing the key from the ignition and closing the driver's door.
- **INTERIOR LIGHT DIMMING TIMER:** Select the dimming time (5,15, or 30 sec.) of the interior lights after closing the door with the key removed from the ignition.

The remote transmitters can be linked and unlinked to the keyless memory settings by pressing the LOCK and UNLOCK buttons at the same time for about 1 second. The LED on the remote transmitter blinks once when linked, and twice when unlinked.

The keyless entry system allows you to lock and unlock the vehicle with the remote transmitter. When you press the LOCK button, all the doors lock (unless any one of the doors is not fully closed, the key-off timer is ON or the key is in the ignition switch). When you press the UNLOCK button first time, only the driver's door unlocks, if keyless memory setting "WHENEVER UNLOCKING" is set to Driver's Door. The other doors unlock when you press the UNLOCK button a second time. All the doors unlock when you press the UNLOCK button first time if keyless memory setting "WHENEVER UNLOCKING" is set to All Doors.

NOTE: The doors will not lock with the remote transmitter if a door is not fully closed, or if the key is in the ignition switch.

If the UNLOCK button is pressed, released, then pressed and held, the power windows and the moonroof begin to open. The power windows and the moonroof stop if the button is released. See power windows for more information and troubleshooting.

When the interior light switch is in the center position, it will come on when the UNLOCK button is pressed. If a door is not opened, the light will go off in about 30, 60, or 120 seconds (depending on the keyless memory setting "SECURITY RELOCK TIMER"), and the doors will relock. If the doors are locked with the remote transmitter within 30 seconds, the light will go off immediately.

POWER DOOR LOCK SYSTEM

The power door lock system locks and unlocks all four doors with the driver's or passenger's master door lock switch.

The doors can be locked and unlocked using the key in the driver's door key cylinder switch. If the key is turned counterclockwise, all the doors lock. If the key is turned clockwise once, the driver's door unlocks, and when the key is released, then turned again, the other doors unlock.

The doors can also be locked by pushing down on the lock knob on the driver's door. Pulling up on the lock knob only unlocks the driver's door. The lock knobs on the other doors only lock and unlock that door.

If the key is in the ignition, and a door is open, the doors will not lock using the master door lock switches and the door multiplex control unit will automatically unlock the doors if you push down on the driver's door lock knob and close the door.

CIRCUIT DIAGRAM

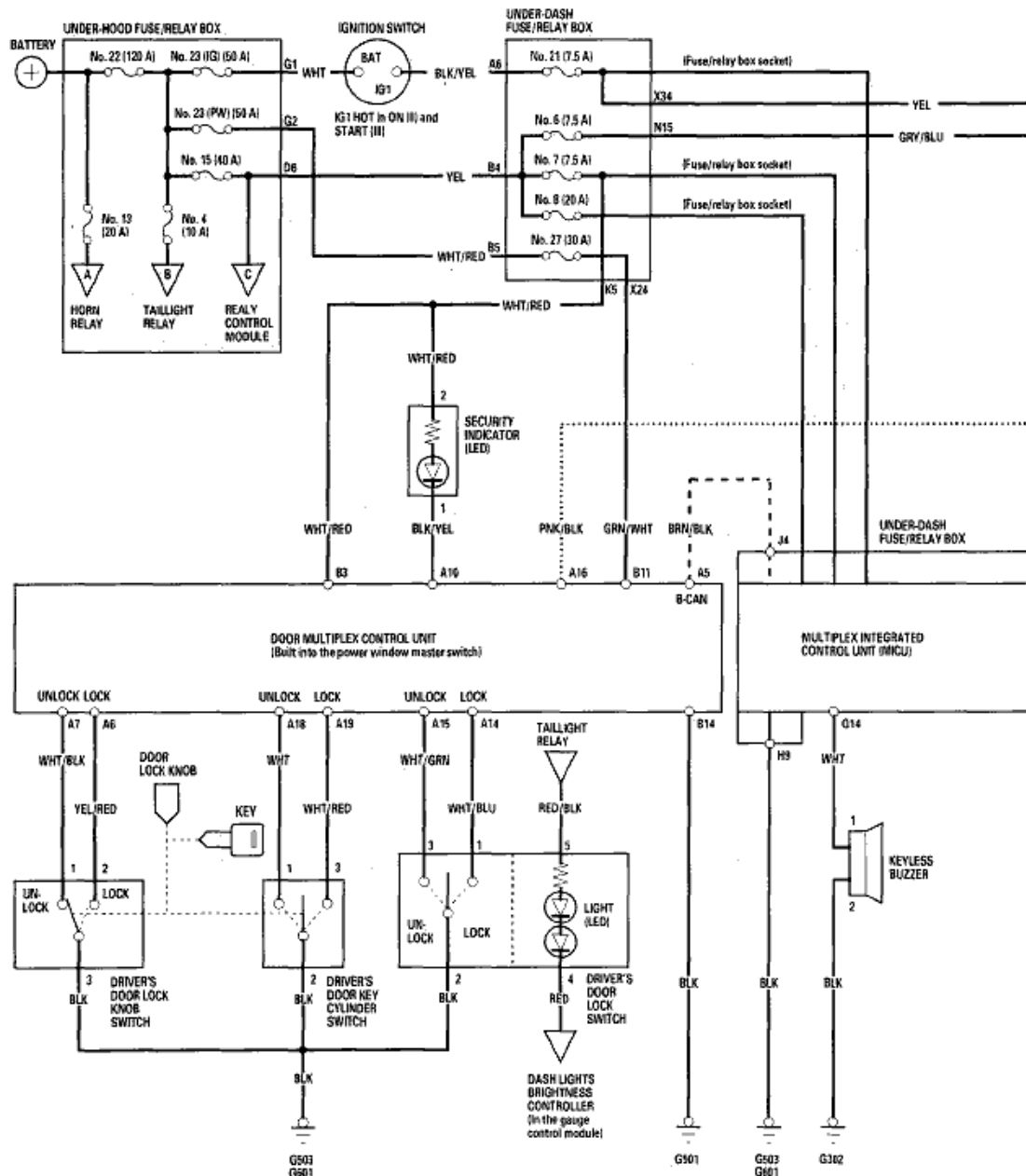


Fig. 3: Keyless/Power Door Locks/Security System - Circuit Diagram (1 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

----- : CAN line
 : Other communication line

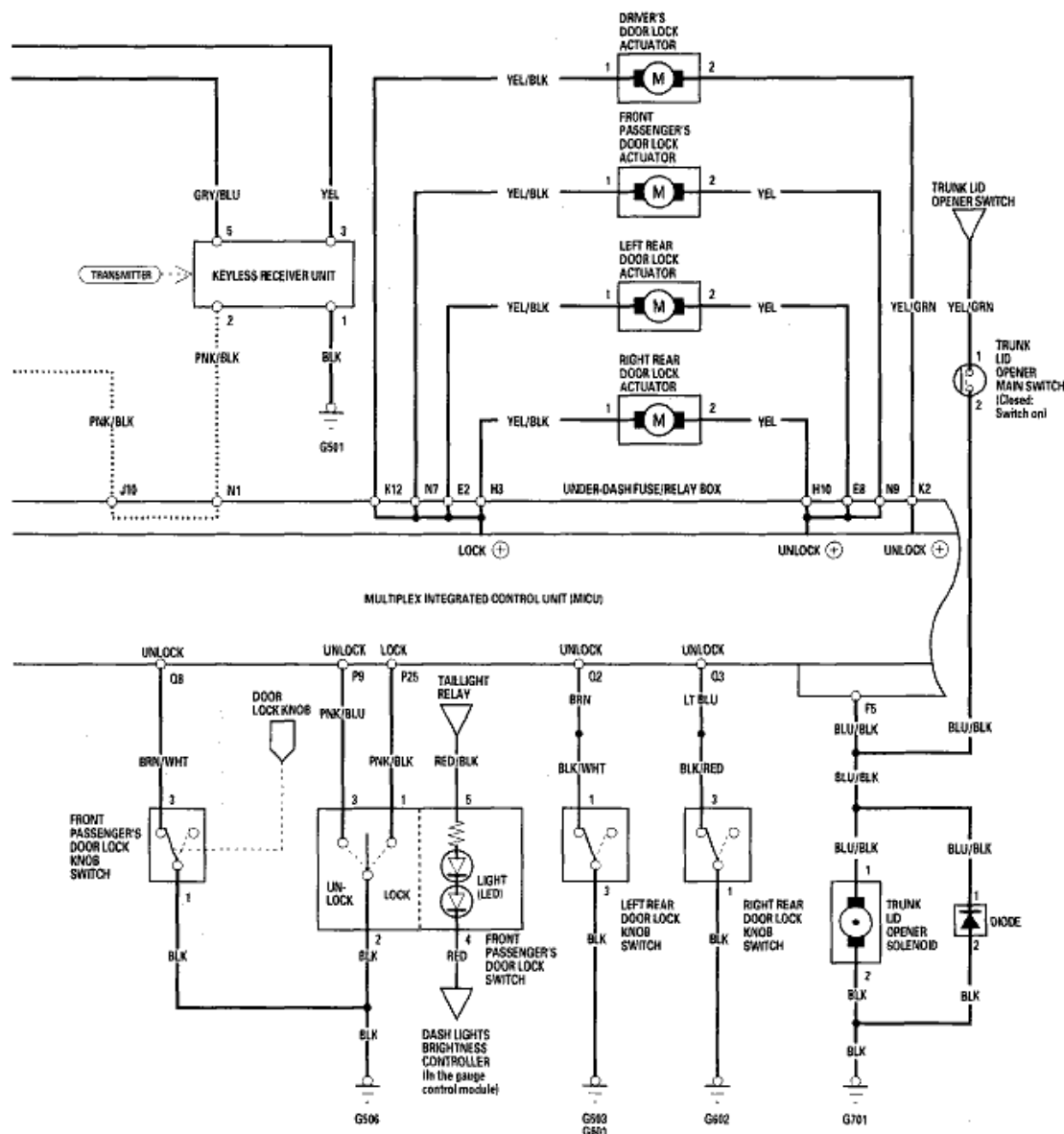


Fig. 4: Keyless/Power Door Locks/Security System - Circuit Diagram (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

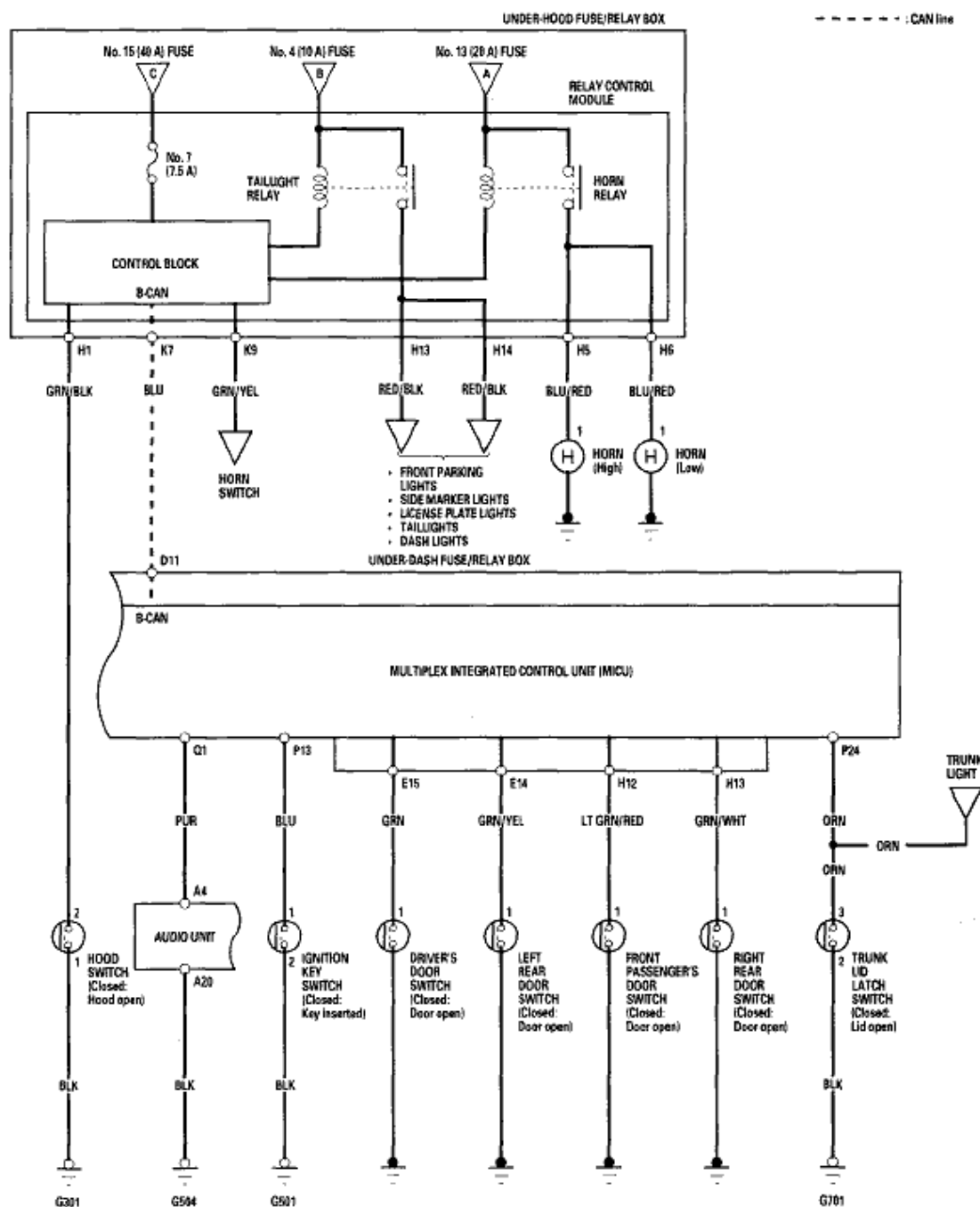


Fig. 5: Keyless/Power Door Locks/Security System - Circuit Diagram (3 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC B1026: PASSENGER'S DOOR LOCK SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.

2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the front passenger's door lock switch several times.
4. Check for DTCs with the HDS.

Is DTC B1026 indicated?

YES -Go to step 5.

NO -Intermittent failure. The passenger's door lock system is OK at this time. Check for shorted wires.

5. With the passenger's door lock switch in the neutral position, select SECURITY from the HDS and enter the DATA LIST.
6. Check the ON/OFF information of the Front Passenger's Door Lock Sw. (LOCK) and Front Passenger's Door Lock Sw. (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES -Go to step 7.

NO -Go to step 11.

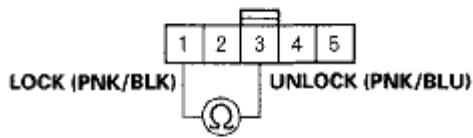
7. Push the front passenger's door lock switch in LOCK and UNLOCK positions, and check the ON/OFF information of the Front Passenger's Door Lock Sw. (LOCK) and Front Passenger's Door Lock Sw. (UNLOCK) in the DATA LIST.

Does the Front Passenger's Door Lock Sw. (LOCK) (Front Passenger's Door Lock Sw. (UNLOCK)) information indicate ON when the door lock switch is pushed in each switch position, and OFF when the door lock switch is released?

YES -Faulty MICU, replace it.

NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect the front passenger's door lock switch 5P connector and under-dash fuse/relay box connector P (30P).
10. Check for continuity between the front passenger's door lock switch 5P connector No. 1 and No. 3 terminals.

**FRONT PASSENGER'S DOOR LOCK SWITCH
5P CONNECTOR**

Wire side of female terminals

Fig. 6: Checking Continuity Between Front Passenger's Door Lock Switch 5P Connector No. 1 And 3 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the PNK/BLK and the PNK/ BLU wires.**NO** -Faulty front passenger's door lock switch.

11. Remove the front passenger's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
12. Disconnect the 5P connector from the front passenger's door lock switch.
13. Check the ON/OFF information of the Front Passenger's Door Lock Sw. (LOCK) and Front Passenger's Door Lock Sw. (UNLOCK) in the DATA LIST.

*Are both information indicators OFF?***YES** -Faulty front passenger's door lock switch; replace it.**NO** -Go to step 14.

14. Turn the ignition switch OFF.
15. Check for a short in the wire between the MICU and front passenger's door lock switch using the keyless entry/power door locks/security system control unit input test (see **CONTROL UNIT INPUT TEST**).

*Are the wire harnesses OK?***YES** -Faulty MICU; replace it**NO** -A short in the wire, repair and recheck.**DTC B1127: DRIVER'S DOOR KEY CYLINDER SWITCH MALFUNCTION**

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the driver's door key cylinder several times.
4. Check for DTCs with the HDS.

Is DTC B1127 indicated?

YES -Go to step 5.

NO -Intermittent failure. The driver's door key cylinder system is OK at this time. Check for shorted wires.

5. With the driver's door key cylinder in the neutral position, select SECURITY from the BODY ELECTRICAL SYSTEM SELECT MENU, and enter the DATA LIST.
6. Check the ON/OFF information of the Driver's Door Key Cylinder Switch (LOCK) and Driver's Door Key Cylinder Switch (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES -Go to step 7.

NO -Go to step 11.

7. Turn the driver's door key cylinder to the LOCK and UNLOCK positions with the ignition key and check the ON/OFF information of the Driver's Door Key Cylinder Switch (LOCK) and Driver's Door Key Cylinder Switch (UNLOCK) in the DATA LIST.

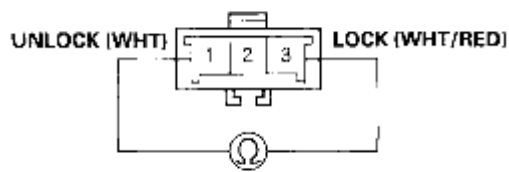
Is the Driver's Door Key Cylinder Switch (LOCK) (Driver's Door Key Cylinder Switch (UNLOCK)) information indicator ON when the key cylinder is in the LOCK (UNLOCK) position, and OFF when the key is returned to the neutral position?

YES -Faulty door multiplex control unit; replace the power window master switch.

NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect the driver's door key cylinder switch 3P connector, and door multiplex control unit connector A (22P).
10. Check for continuity between the driver's door key cylinder switch 3P connector No. 1 and No. 3 terminals.

**DRIVER'S DOOR KEY CYLINDER SWITCH
3P CONNECTOR**



Terminal side of male terminals

Fig. 7: Checking Continuity Between Driver's Door Key Cylinder Switch 3P Connector No. 1 And 3 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the WHT/RED and WHT wire.

NO -Faulty driver's door key cylinder switch.

11. Disconnect the driver's door key cylinder switch 3P connector.
12. Check the ON/OFF information of the Driver's Door Key Cylinder Switch (LOCK) and Driver's Door Key Cylinder Switch (UNLOCK) in the DATA LIST.

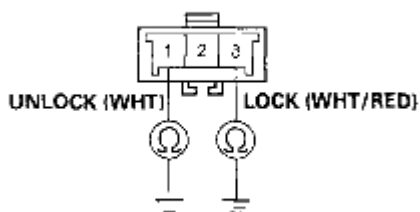
Are both information indicators OFF?

YES -Faulty driver's door key cylinder switch.

NO -Go to step 13.

13. Turn the ignition switch OFF.
14. Disconnect door multiplex control unit connector A (22P).
15. Check for continuity between the driver's door key cylinder No. 1 and No. 3 terminals and body ground individually.

**DRIVER'S DOOR KEY CYLINDER SWITCH
3P CONNECTOR**



Terminal side of male terminals

Fig. 8: Checking Continuity Between Driver's Door Key Cylinder No. 1 And 3 Terminals And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short to ground in the WHT/RED or WHT wire.

NO -Faulty door multiplex control unit; replace the power window master switch.

DTC B1128: DRIVER'S DOOR LOCK SWITCH SIGNAL ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the driver's door lock switch several times.
4. Check for DTCs with the HDS.

Is DTC B1128 indicated?

YES -Go to step 5.

NO -Intermittent failure. The driver's door lock switch system is OK at this time. Check for shorted wires.

5. With the driver's door lock switch in the neutral position, select SECURITY from the BODY ELECTRICAL SYSTEM SELECT MENU, and enter the DATA LIST.
6. Check the ON/OFF information of the Driver's Door Lock Switch (LOCK) and Driver's Door Lock Switch (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES -Go to step 7.

NO -Go to step 11.

7. Push the driver's door lock switch in LOCK and UNLOCK positions, and check the ON/OFF information of the Driver's Door Lock Switch (LOCK) and Driver's Door Lock Switch (UNLOCK) in the DATA LIST.

Does the Driver's Door Lock Switch (LOCK) (Driver's Door Lock Switch (UNLOCK)) information indicate ON when the door lock switch is pushed in the LOCK (UNLOCK) position, and OFF when the door lock switch is released?

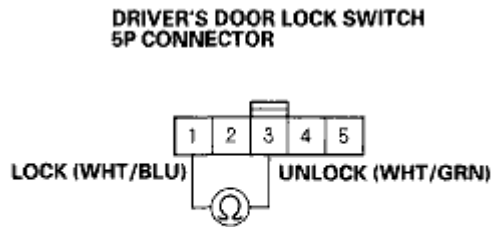
YES -Faulty door multiplex control unit; replace the power window master switch.

NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect the driver's door lock switch 5P connector and door multiplex control unit connector A

(22P).

10. Check for continuity between the driver's door lock switch 5P connector No. 1 and No. 3 terminals.



Wire side of female terminals

Fig. 9: Checking Continuity Between Driver's Door Lock Switch 5P Connector No. 1 And No. 3 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair short in the WHT/BLU and WHT/GRN wires.

NO -Faulty driver's door lock switch.

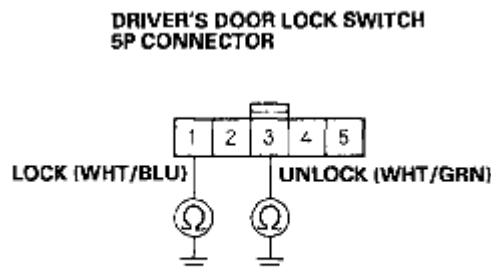
11. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
12. Disconnect the 5P connector from the driver's door lock switch.
13. Check the ON/OFF information of the Driver's Door Lock Switch (LOCK) and Driver's Door Lock Switch (UNLOCK) in the DATA LIST.

Are both information indicators OFF ?

YES -Faulty driver's door lock switch; replace it.

NO -Go to step 14.

14. Turn the ignition switch OFF, then disconnect door multiplex control unit connector A (22P).
15. Check for continuity between the driver's door lock switch 5P connector No. 1 and No. 3 terminals and body ground individually.



Wire side of female terminals

Fig. 10: Checking Continuity Between Driver's Door Lock Switch 5P Connector No. 1 And 3

Terminals And Body Ground**Courtesy of AMERICAN HONDA MOTOR CO., INC.***Is there continuity?***YES** -Repair a short to ground in the wires between the door lock switch and the door multiplex control unit.**NO** -Faulty door multiplex control unit; replace the power window master switch.**DTC B1129: DRIVER'S DOOR LOCK KNOB SWITCH SIGNAL ERROR****NOTE:** If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the driver's door lock knob switch several times.
4. Check for DTCs with the HDS.

*Is DTC B1129 indicated?***YES** -Go to step 5.**NO** -Intermittent failure. The driver's door lock knob switch system is OK at this time. Check pinfits and connections.

5. Select SECURITY from the BODY ELECTRICAL SYSTEM SELECT MENU, and enter the DATA LIST.

Check the ON/OFF information of the Driver's Door Lock knob Switch (LOCK) and Driver's Door Lock Knob Switch (UNLOCK) in the DATA LIST.

*Does the Driver's Door Lock Knob Switch (LOCK) information indicator ON and Driver's Door Lock Knob Switch (UNLOCK) information indicate OFF with the driver's door lock knob switch in LOCK position, and does the Driver's Door Lock Knob Switch (LOCK) information indicate OFF and Driver's Door Lock Knob Switch (UNLOCK) information indicate ON with the driver's door lock knob switch in the UNLOCK position?***YES** -Faulty door multiplex control unit; replace the power window master switch.**NO** -Go to step 6.

6. Disconnect the driver's door lock knob switch 3P connector.
7. Check the ON/OFF information of the Driver's Door Lock Knob Switch (LOCK) and Driver's Door Lock Knob Switch (UNLOCK) in the DATA LIST.

Are both information indicators OFF?

YES -Check for an open in the driver's door lock knob switch (LOCK) wire or the driver's door lock knob switch (UNLOCK) wire between the door multiplex control unit and the driver's door lock knob switch. If OK, replace the driver's door lock actuator.

NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect power window master switch connector A (22P).
10. Check for continuity between body ground and driver's door lock knob switch 3P connector terminals No. 1 and No. 3 individually.

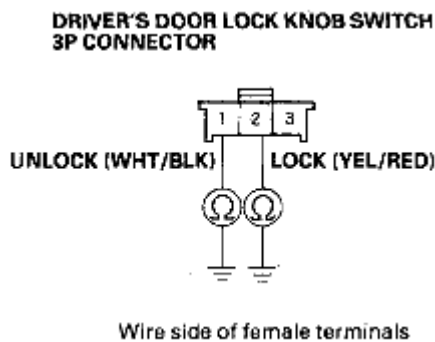


Fig. 11: Checking Continuity Between Body Ground And Driver's Door Lock Knob Switch 3P Connector Terminals No. 1 And No. 3

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the YEL/RED or WHT/BLK wire.

NO -Go to driver's door lock knob switch test (see **DOOR LOCK KNOB SWITCH TEST**). If the driver's door lock knob switch is OK, the door multiplex control unit is faulty; replace the power window master switch.

DTC B1144: ABNORMAL SIGNAL FROM KEYLESS RECEIVER UNIT

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF and remove the ignition key from the key cylinder.
3. Using the keyless transmitter, press the LOCK/ UNLOCK, TRUNK and PANIC buttons several times.
4. Turn the ignition switch ON (II).
5. Check for DTCs with the HDS.

Is DTC B1144 indicated?

YES -Go to step 6.

NO -The system is OK at this time.

6. Do the keyless receiver unit input test (see **KEYLESS RECEIVER UNIT INPUT TEST**).

Is the input test OK?

YES -Substitute a known-good keyless receiver unit, and recheck. If DTC is gone, the original keyless receiver unit is faulty; replace it. If the DTC B1144 is still indicated, replace the door multiplex control unit.

NO -Refer to the **KEYLESS RECEIVER UNIT INPUT TEST** and correct the cause.

TRIPPED SENSOR HISTORY

The security system stores information on the last tripped sensor if the security system has been violated. The information can be retrieved using the HDS.

To retrieve the last tripped sensor data:

1. Select HISTORY DATA from the security system test mode menu.
2. Select CURRENT DATA.
3. Confirm that the VIN matches the Vehicle then press the enter button.
4. Scroll through the data list.
 - Sensors that were violated will indicate DETECT.
 - Sensors that were not violated will indicate NONE.
5. Inspect the DETECT circuit for:
 - Misadjusted or damaged switch.
 - Loose or corroded connections.
 - Intermittent short to ground.

CONTROL UNIT INPUT TEST

NOTE: Before testing the keyless entry/security control system, troubleshoot the multiplex integrated control system (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

MULTIPLEX INTEGRATED CONTROL UNIT

1. Turn the ignition switch OFF.
2. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**).
3. Disconnect under-dash fuse/relay box connectors E, F, H, K, N, P, and Q.

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

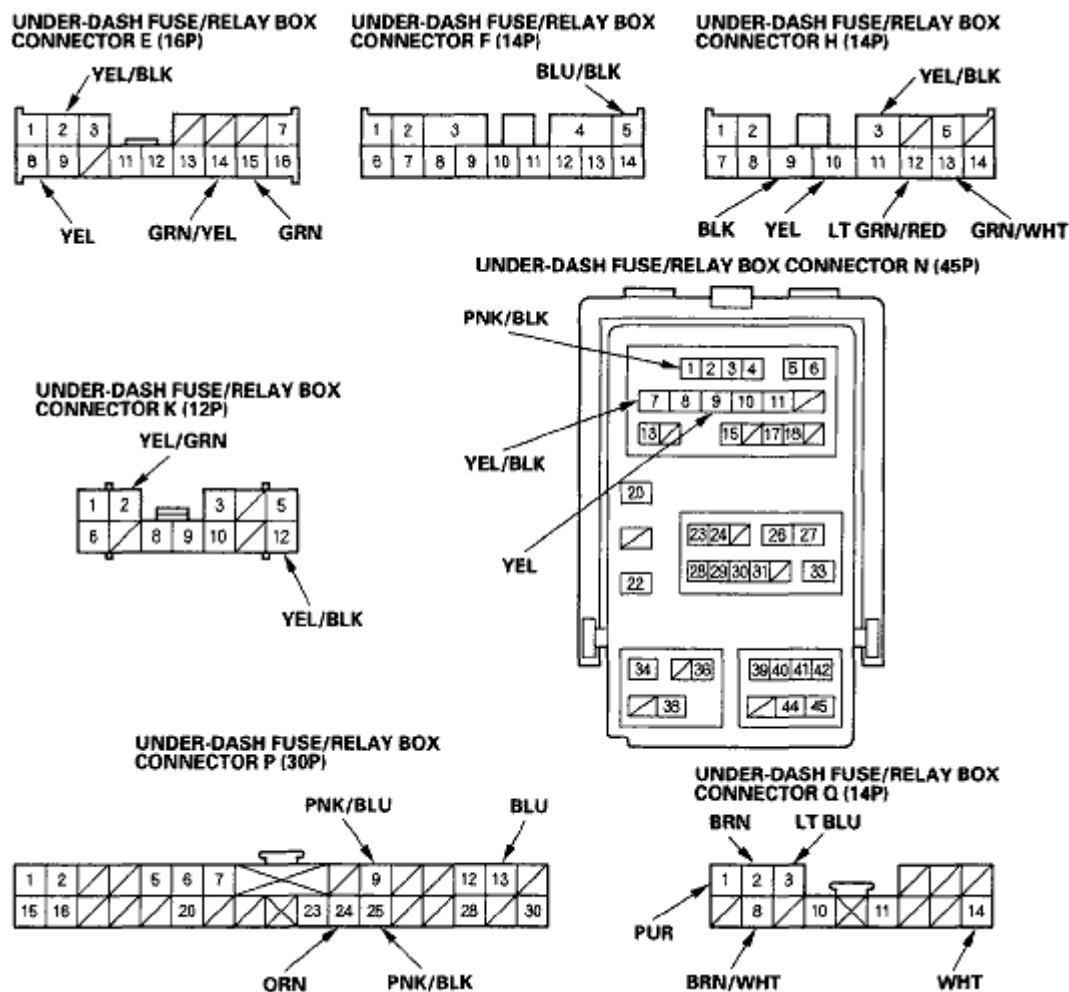


Fig. 12: Identifying Under-Dash Fuse/Relay Box Connectors Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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. With the connectors still disconnected, make these input tests at the connectors.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If the input tests prove OK, go to step 6.

WIRE TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
H9	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G503, G601) • An open in the wire
				• Poor ground (G701)

F5	BLU/BLK	Connect the F5 terminal to the battery positive terminal. Trunk lid opener main switch ON.	Check trunk lid opener solenoid operation: Trunk lid should open.	- Faulty trunk lid opener solenoid - An open in the wire
K2	YEL/GRN	Connect the battery positive terminal to K12 (K2) terminal, and K2 (K12) terminal to H9 terminal with a jumper wire.	Check actuator operation: The driver's door lock actuator should lock (unlock).	- Faulty driver's door lock actuator - An open in the wire
K12	YEL/BLK			
N7	YEL/BLK	Connect the battery positive terminal to N7 (N9) terminal, and N9 (N7) terminal to H9 terminal with a jumper wire.	Check actuator operation: The front passenger's door lock actuator should lock (unlock).	- Faulty front passenger's door lock actuator - An open in the wire
N9	YEL			
E2	YEL/BLK	Connect the battery positive terminal to E2 (E8) terminal, and E8 (E2) terminal to H9 terminal with a jumper wire.	Check actuator operation: The left rear door lock actuator should lock (unlock).	- Faulty left rear door lock actuator - An open in the wire
E8	YEL			
H3	YEL/BLK	Connect the battery positive terminal to H3 (H10) terminal, and H10 (H3) terminal to H9 terminal with a jumper wire.	Check actuator operation: The right rear door lock actuator should lock (unlock).	- Faulty right rear door lock actuator - An open in the wire
H10	YEL			
Q14	WHT	Under all conditions	Apply battery power to Q14 terminal momentarily: The buzzer should chirp.	- Poor ground (G302) - Faulty keyless buzzer - An open in the wire

6. Reconnect all 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 CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
Q8	BRN/WHT	Front passenger's door lock knob switch unlocked	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G506) - Faulty front passenger's door lock knob switch - An open in the wire
			Measure the	Faulty front passenger's

		Front passenger's door lock knob switch locked	voltage to ground: There should be 5 V or more.	door lock knob switch • A short to ground in the wire
P9	PNK/BLU	Front passenger's door lock switch unlocked	Measure the voltage to ground: There should be less than 1 V.	• Poor ground (G506) • Faulty front passenger's door lock switch • An open in the wire
		Front passenger's door lock switch in neutral	Measure the voltage to ground: There should be 5 V or more.	• Faulty front passenger's door lock switch • A short to ground in the wire
P25	PNK/BLK	Front passenger's door lock switch locked	Measure the voltage to ground: There should be less than 1 V.	• Poor ground (G506) • Faulty front passenger's door lock switch • An open in the wire
		Front passenger's door lock switch in neutral	Measure the voltage to ground: There should be 5 V or more.	• Faulty front passenger's door lock switch • A short to ground in the wire
Q2	BRN	Left rear door lock knob switch unlocked	Measure the voltage to ground: There should be less than 1 V.	• Poor ground (G503, G601) • Faulty left rear door lock knob switch • An open in the wire
		Left rear door lock knob switch locked	Measure the voltage to ground: There should be 5 V or more.	• Faulty left rear door lock knob switch • A short to ground in the wire
Q3	LT BLU	Right rear door lock knob switch unlocked	Measure the voltage to ground: There should be less than 1 V.	• Poor ground (G602) • Faulty right rear door lock knob switch • An open in the wire
		Right rear door lock knob switch locked	Measure the voltage to ground: There should be 5 V or more.	• Faulty right rear door lock knob switch • A short to ground in the wire
Q1	PUR	Under all conditions	Measure the voltage to ground: There should be	• Poor ground (G504) • Faulty connections at the audio unit • Faulty audio unit

			less than 1 V.	• An open 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 ignition key removed from the ignition switch. ⁽¹⁾	Measure the voltage to ground: There should be 5 V or more.	• Faulty ignition key switch • A short to ground in the wire
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
		Driver's door closed	Measure the 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:	• Faulty right rear door switch

			There should be 5 V or more.	• A short to ground in the wire
P24	ORN	Trunk lid open	Measure the voltage to ground: There should be less than 1 V.	• Poor ground (G701) • Faulty trunk lid latch switch • An open in the wire
		Trunk lid closed	Measure the voltage to ground: There should be 5 V or more.	• Faulty trunk lid latch switch • A short to ground in the wire
(1) Insert the key into the ignition switch and turn the ignition switch ON (II) before continuing to the next step.				

Door Multiplex Control Unit

- Turn the ignition switch OFF.
- Remove the power window master switch (see **REAR POWER WINDOW MOTOR TEST**).
- Disconnect the 22P connector from the power window master switch.

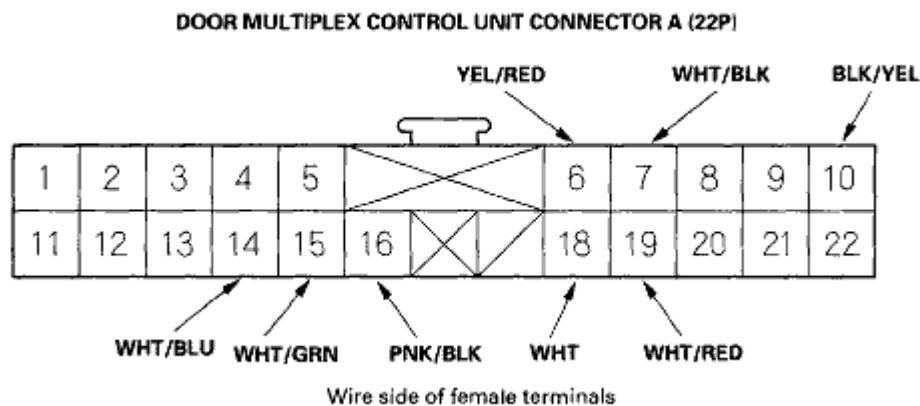


Fig. 13: Identifying Door Multiplex Control Unit 22P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- 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.
- With the connector still disconnected, make these input tests at the connector.
 - If the test indicates a problem, find and correct the cause, then recheck the system.
 - If the input tests prove OK, go to step 12.

WIRE TEST CONDITION CHART

Cavity	Wire	Test conditions	Test: Desired result	Possible cause if desired result is not obtained
				• Faulty security

A10	BLK/YEL	Under all conditions	Attach to ground: The security indicator should come on.	indicator An open in the wire
A16	PNK/BLK	Under all conditions	Check for continuity between the A16 terminal and under-dash fuse/relay box connector J terminal No. 10: There should be continuity.	An open in the wire

12. Reconnect the connector to the door multiplex control unit. Turn the ignition switch ON (II) and make these input tests at the connectors.

- 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 13.

WIRE TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A7	WHT/BLK	Driver's door lock knob switch unlocked	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - Faulty driver's door lock knob switch - An open in the wire
		Driver's door lock knob switch locked	Measure the voltage to ground: There should be 5 V or more.	- Faulty driver's door lock knob switch - A short to ground in the wire
A6	YEL/RED	Driver's door lock knob switch locked	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - Faulty driver's door lock knob switch - An open in the wire
		Driver's door lock knob switch unlocked	Measure the voltage to ground: There should be 5 V or more.	- Faulty driver's door lock knob switch - A short to ground in the wire
A14	WHT/BLU	Driver's door lock switch pressed (LOCK)	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - Faulty driver's door lock switch - An open in the wire
		Driver's door lock switch in neutral or pressed (UNLOCK)	Measure the voltage to ground: There should be 5 V or more.	- Faulty driver's door lock switch - A short to ground in the wire
				Poor ground (G503,

A15	WHT/GRN	Driver's door lock switch pressed (UNLOCK)	Measure the voltage to ground: There should be less than 1 V.	G601) - Faulty driver's door lock switch - An open in the wire
		Driver's door lock switch in neutral or pressed (LOCK)	Measure the voltage to ground: There should be 5 V or more.	- Faulty driver's door lock switch - A short to ground in the wire
A18	WHT	Driver's door key cylinder switch in UNLOCK	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - Faulty driver's door key cylinder switch - An open in the wire - A short to ground in the wire
		Driver's door key cylinder switch in neutral	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.	
A19	WHT/RED	Driver's door key cylinder switch in LOCK	Measure the voltage to ground: There should be less than 1 V.	- Poor ground (G503, G601) - Faulty driver's door key cylinder switch - An open in the wire - A short to ground in the wire
		Driver's door key cylinder switch in neutral	Measure the voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in UNLOCK	Measure the voltage to ground: There should be 5 V or more.	

13. If all the input tests prove OK, and no DTCs were found during MICS troubleshooting (B-CAN System Diagnosis Test Mode A) (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**), go to the B-CAN system input and output index (see **B-CAN SYSTEM SWITCH DEVICE INDEX**). If multiple failures are found on more than one control unit, replace the under-dash fuse/relay box (includes the MICU). If input failures are related to a particular control unit, replace that control unit.

KEYLESS RECEIVER UNIT INPUT TEST

- Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
- Disconnect the 5P connector (A) from the keyless receiver unit (B).

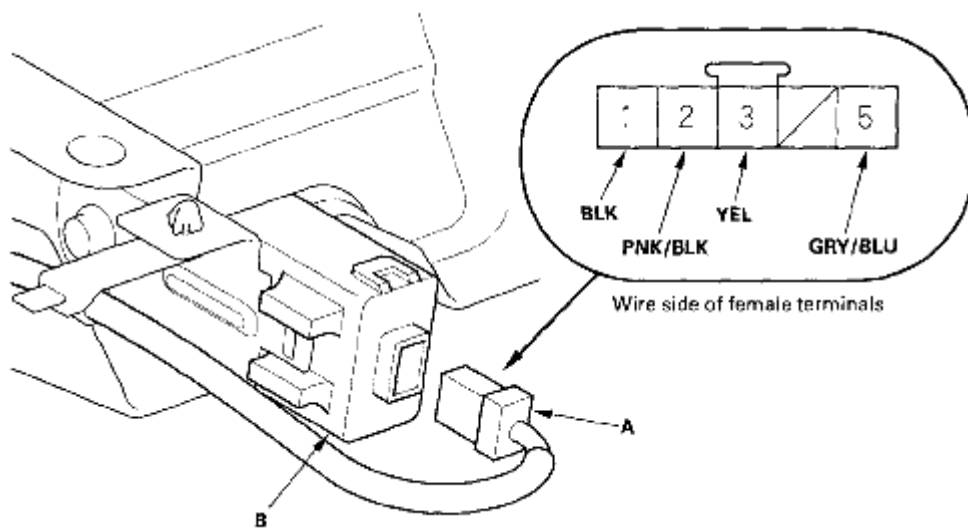


Fig. 14: Identifying Keyless Receiver Unit 5P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. 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 are OK, go to step 4.
4. With the connector still disconnected, 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 5.

WIRE TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
2	PNK/BLK	Door multiplex control unit connector A (22P) disconnected	Check for continuity between the No. 2 terminal and the door multiplex control unit connector A terminal No. 16: There should be continuity.	• An open in the wire • Faulty under-dash fuse/relay box
			Check for continuity between No. 2 terminal and body ground: There should be no continuity.	A short to ground in the wire

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 inputs prove OK, the keyless receiver unit must be faulty, replace the keyless receiver unit.

WIRE TEST CONDITION CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
			Measure the voltage	

1	BLK	Under all conditions	to ground: There should be less than 0.5 V.	• Poor ground (G501) • An open in the wire
3	YEL	Ignition switch ON (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 21 (7.5 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
5	GRY/BLU	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 6 (7.5 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire

DOOR LOCK ACTUATOR TEST

DRIVER'S DOOR

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector from the actuator.

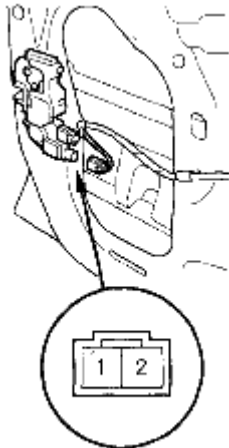


Fig. 15: Identifying Door Lock Actuator 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

Fig. 16: Terminals Voltage Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the actuator does not operate as specified, replace it.

PASSENGER'S DOOR

1. Remove the passenger's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector from the actuator.

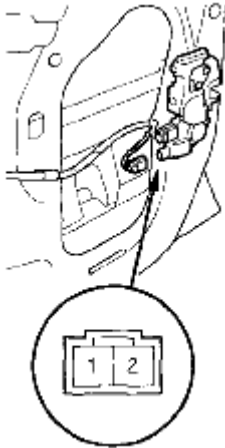


Fig. 17: Identifying Actuator 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: The illustration shows front passenger's door.

3. Check actuator operation by connecting power and ground according to the table. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal Position	1	2
LOCK	+	-
UNLOCK	-	+

Fig. 18: Terminals Voltage Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the actuator does not operate as specified, replace it.

DOOR LOCK KNOB SWITCH TEST

DRIVER'S DOOR

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the actuator.

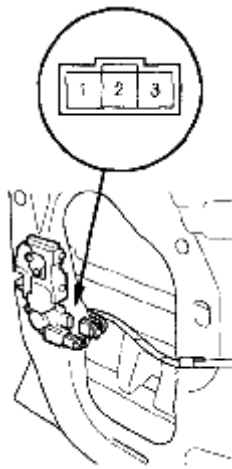


Fig. 19: Identifying Actuator 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.
 - There should be continuity between the No. 2 and No. 3 terminals when the door lock knob switch is in the LOCK position and no continuity when the switch is in the UNLOCK position.
 - There should be continuity between the No. 1 and No. 3 terminals when the door lock knob switch is in the UNLOCK position and no continuity when the switch is in the LOCK position.
4. If the continuity is not as specified, replace the door lock actuator.

PASSENGER'S DOOR

1. Remove the passenger's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the actuator.

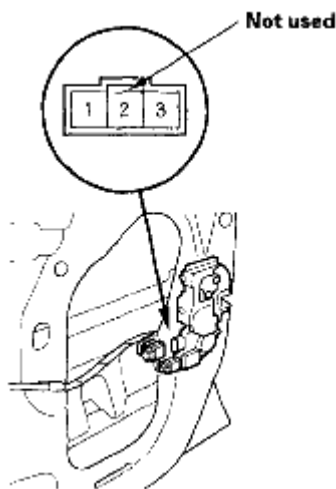


Fig. 20: Identifying Actuator 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: The illustration shows front passenger's door.

3. Check for continuity between the terminals. There should be continuity between the No. 1 and No. 3

terminals when the door lock knob switch in the UNLOCK position and no continuity when the switch is in the LOCK position.

4. If the continuity is not specified, replace the door lock actuator.

DOOR LOCK SWITCH TEST

1. Remove the door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Remove the two screws, then remove the door lock switch.

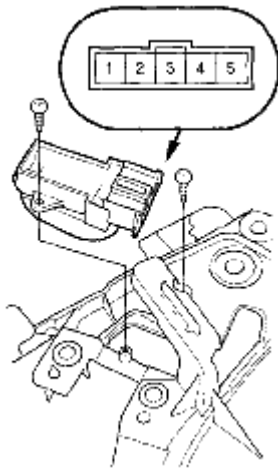


Fig. 21: Identifying Door Lock Switch Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 2 terminals when the door lock switch is in the LOCK position.
 - There should be no continuity between the No. 1 and No. 2 terminals when the door lock switch is in the neutral position or UNLOCK position.
 - There should be continuity between the No. 2 and No. 3 terminals when the door lock switch is in the UNLOCK position.
 - There should be no continuity between the No. 2 and No. 3 terminals when the door lock switch is in the neutral position or LOCK position.
 - There should be continuity between the No. 5 (+) and No. 4 (-) terminals (LED check).
4. If the continuity is not as specified, replace the switch.

DOOR KEY CYLINDER SWITCH TEST

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the key cylinder switch.

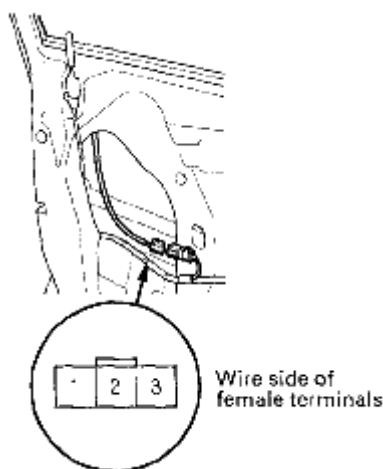


Fig. 22: Identifying Key Cylinder Switch 3P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.
 - There should be continuity between the No. 2 and No. 3 terminals when the door key cylinder switch is in LOCK position.
 - There should be no continuity between the No. 2 and No. 3 terminals when the door key cylinder switch is in the neutral or UNLOCK position.
 - There should be continuity between the No. 1 and No. 2 terminals when the door key cylinder switch is in UNLOCK position.
 - There should be no continuity between the No. 1 and No. 2 terminals when the door key cylinder switch is in the neutral or LOCK position.
4. If the continuity is not as specified, replace the door key cylinder switch (see **FRONT DOOR OUTER HANDLE REPLACEMENT**).

SECURITY INDICATOR TEST

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector from the security indicator.

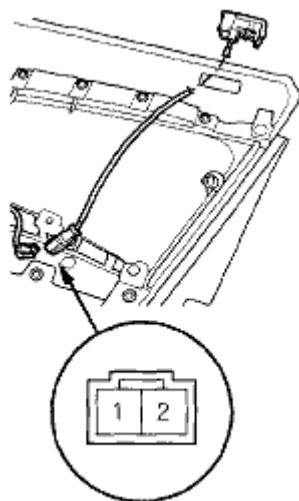


Fig. 23: Identifying Security Indicator 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. The LED should come on when battery power is connected to terminal No. 2, and ground is connected to terminal No. 1.
4. If the LED does not work as specified, replace the security indicator.

KEYLESS BUZZER TEST/REPLACEMENT

1. Remove the left inner fender (see **FRONT INNER FENDER REPLACEMENT**).
2. Disconnect the 2P connector (A) from the keyless buzzer (B).

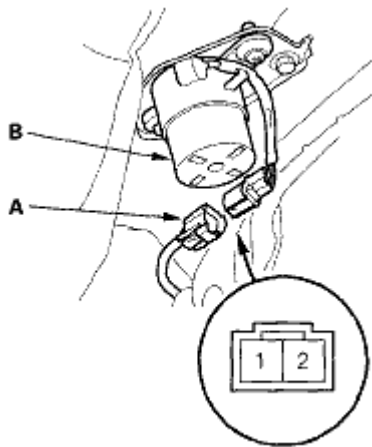


Fig. 24: Identifying Keyless Buzzer 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Test the buzzer by connection battery power to the No. 1 terminal and grounding the No. 2 terminal of the buzzer momentarily; the buzzer should sound.
4. If the buzzer does not replace the keyless buzzer by releasing the hooks.

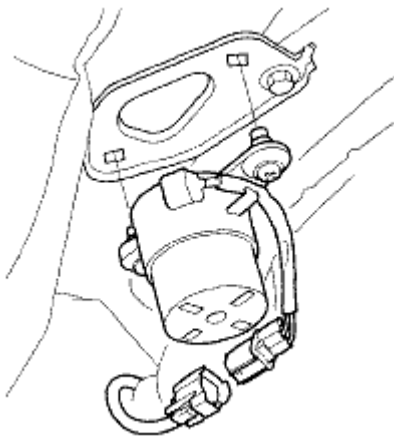


Fig. 25: Identifying Keyless Buzzer
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

HOOD SWITCH TEST

1. Open the hood.
2. Remove the hood latch cover (see **HOOD LATCH REPLACEMENT**).
3. Disconnect the 2P connector from the hood switch.

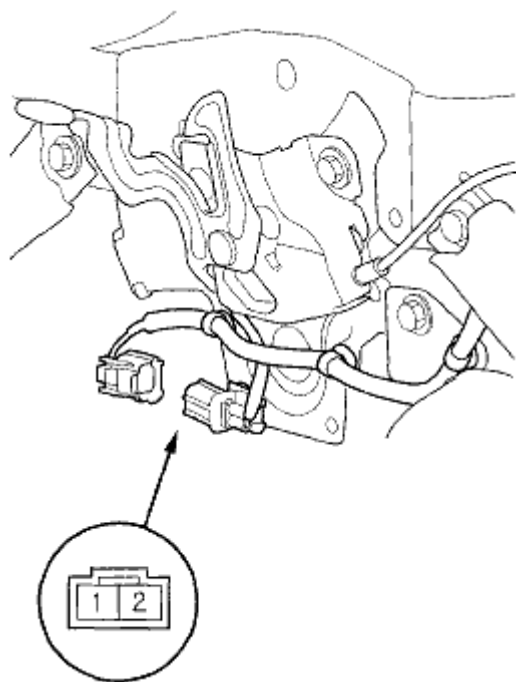


Fig. 26: Identifying Hood Switch 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Check for continuity between the terminals. There should be continuity between the No. 1 and No. 2 terminals when the hood is opened (latch released). There should be no continuity between the No. 1 and No. 2 terminals when the hood is closed (latch pushed down).
5. If the continuity is not as specified, replace the hood latch (see **HOOD LATCH REPLACEMENT**).

TRANSMITTER TEST

NOTE:

- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
- If any door is open, you cannot lock the doors with the transmitter.
- If the UNLOCK button is pressed on the transmitter and a door is not opened within 30 seconds, the doors relock automatically.
- The doors do not lock or unlock with the transmitter if the key is in the ignition switch.
- Panic function will not operate if the ignition switch is ON (II).
- If the lock and unlock function works normally, but the driving position memory system (DPMS) is not linked, confirm the link is turned ON (press lock and unlock at the same time), then check for problems in the DPMS (see **GENERAL TROUBLESHOOTING INFORMATION**) or B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN**).

SYSTEM DIAGNOSIS TEST MODE A).

Refer to **SYSTEM DESCRIPTION** for more information.

WITH HDS

Do a transmitter test using the HDS by selecting the KEYLESS INSPECTION MENU.

WITHOUT HDS

1. Press the lock or unlock button five or six times to reset the transmitter.
 - If the locks work, the transmitter is OK.
 - If the locks don't work, go to step 2.
2. Open the transmitter and check for water damage.
 - If you find any water damage, replace the transmitter.
 - If there is no water damage, go to step 3.

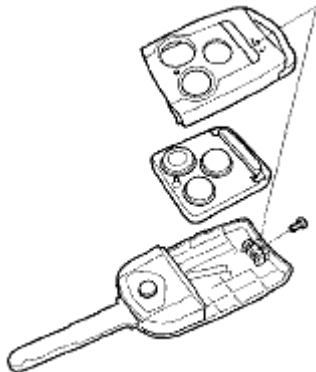


Fig. 27: Removing Transmitter

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Replace the transmitter battery (A) with a new one, and try to lock and unlock the doors with the transmitter by pressing the lock or unlock button five or six times.
 - If the doors lock and unlock, the transmitter is OK.
 - If the doors don't lock and unlock, go to step 4.

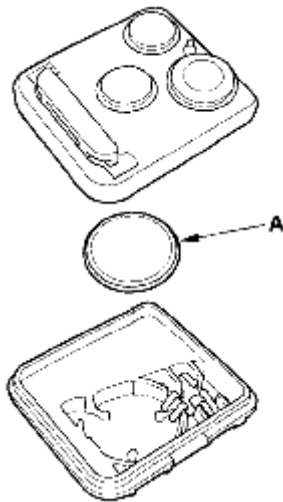


Fig. 28: Identifying Transmitter Battery
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Reprogram the transmitter (see **KEYLESS TRANSMITTER PROGRAMMING/DELETING-MANUAL METHOD**), then try to lock and unlock the doors.
 - If the doors lock and unlock, the transmitter is OK.
 - If the doors don't lock and unlock, try and program to another vehicle.
 - If the transmitter programs to another vehicle, go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**). If no trouble is found, go to keyless receiver unit input test (see **KEYLESS RECEIVER UNIT INPUT TEST**).
 - If the transmitter will not program to another vehicle, replace the transmitter.

KEYLESS TRANSMITTER PROGRAMMING/DELETING-MANUAL METHOD

NOTE: The keyless transmitter attaches to the ignition key and is separate from the immobilizer transponder. It is not necessary to use the HDS when replacing or deleting an existing transmitter.

- Adding a key (transponder) can only be done with the HDS. If the key being added has a new remote transmitter, it can be programmed with the HDS at the end of the "ADD A KEY" function (see **SYSTEM CHECK**).
- If one or all keys (transponders) are lost, the remote transmitters must be deleted manually. This will assure that all of the old keyless transmitters have been cleared from the keyless receiver units memory.
- When replacing the keyless receiver unit, you must have all of the remote transmitters that need to be programmed to the car.
- The keyless receiver unit can only store 5 keyless transmitters.
- During programming, pushing the same remote button 5 times will delete all other remotes.

ADDING A REMOTE TRANSMITTER

Turn the ignition switch ON (II), push the transmitter's lock or unlock button within 4 seconds and turn the

ignition switch OFF, turn it back ON (II) within 4 seconds and back OFF. Repeat this 2 more times and the locks should cycle when the transmitter button is pushed. Turn the ignition switch OFF and remove the key. Wait 10 seconds and verify that all remotes function properly.

ADDING MULTIPLE REMOTE TRANSMITTERS

Turn the ignition switch ON (II), push the transmitter's lock or unlock button within 4 seconds and turn the ignition switch OFF, turn it back ON (II) within 4 seconds and back OFF. Repeat this 2 more times and the locks should cycle when the transmitter button is pushed. Push the lock or unlock button on each remote to be programmed within 4 seconds of each other. Turn the ignition switch OFF and remove the key. Wait 10 seconds and verify that all remotes being programmed are functioning properly.

DELETING REMOTES

Turn the ignition switch ON (II), push the transmitter's lock or unlock button within 4 seconds and turn the ignition switch OFF, turn it back ON (II) within 4 seconds and back OFF. Repeat this 2 more times and the locks should cycle when the transmitter button is pushed. Push the same button 5 more times. This will leave only the current remote programmed in the keyless receiver unit.