

2007-08 ACCESSORIES AND BODY, CAB

Driver Position Memory System (DPMS) - TL

COMPONENT LOCATION INDEX

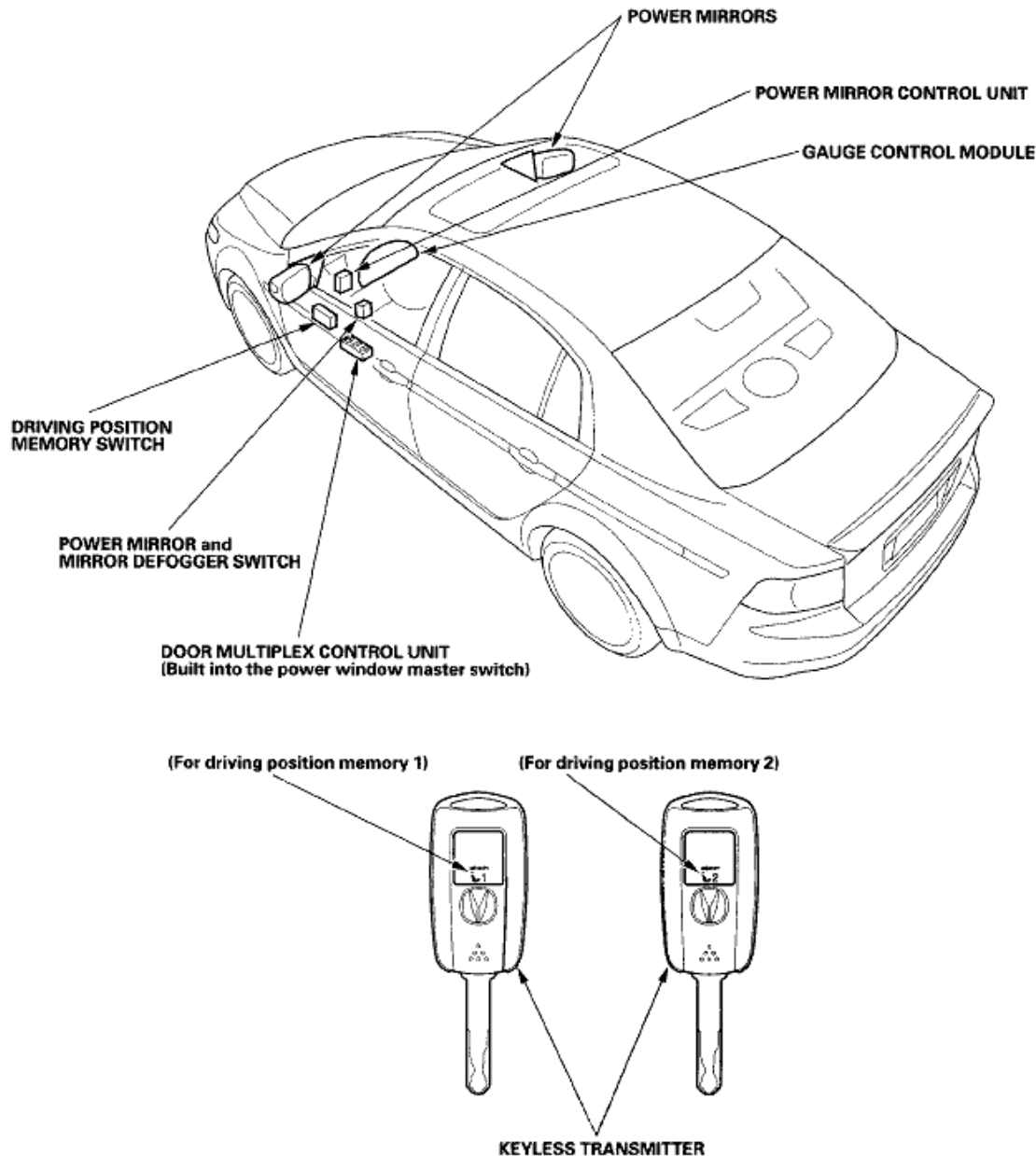


Fig. 1: Identifying Driver Position Memory System (DPMS) Components Location (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

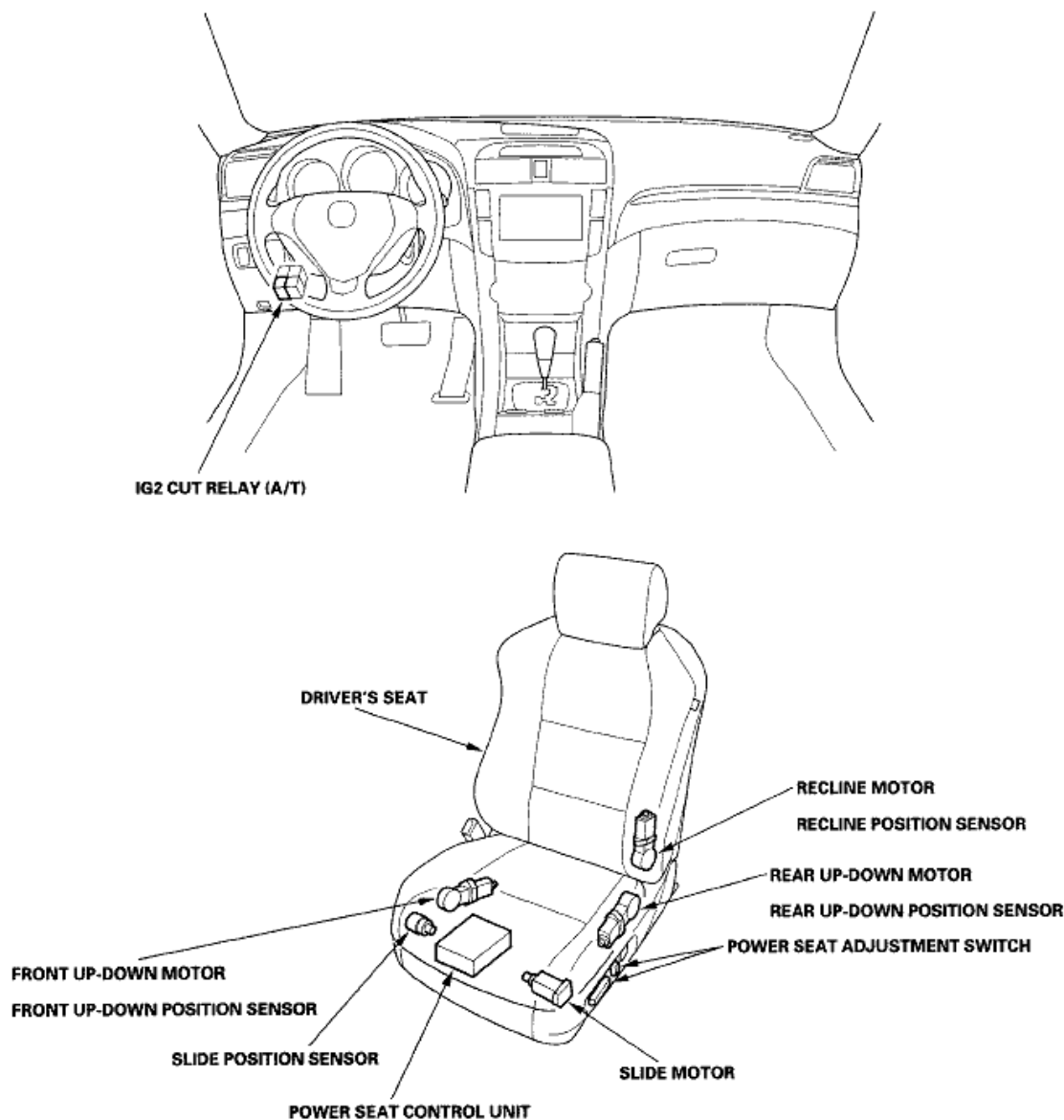


Fig. 2: Identifying Driver Position Memory System (DPMS) Components Location (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SYSTEM DESCRIPTION

The driver's seat and the power mirrors have a memory feature. All the adjustments can be memorized by pressing the MEMO button on the driving position memory switch, and then pressing one of two position buttons within 5 seconds. Pressing the appropriate position button will move the seat and the mirrors to the memorized positions. This system is integrated with the multiplex integrated control system, and has 9 wake-up and sleep modes. All digital signals are sent via shared B-CAN and UART communication lines. For more information about communication line and wake-up/sleep mode, refer to the Multiplex Control System Description (see **SYSTEM DESCRIPTION**).

DPMS is linked to the keyless transmitters 1 and 2. Depending on which keyless transmitter unlocks the doors, the driving memory position 1 or 2 is chosen. To turn remote DPMS feature ON (link) or OFF (unlinked) press and hold the LOCK and UNLOCK buttons on the keyless transmitter for about 1 second, the LED on the keyless transmitter blinks once when linked, and twice when unlinked, refer to Keyless

Entry/Security Alarm System Descriptions (see **SYSTEM DESCRIPTION**) for more information.

MEMORY RETRIEVE

When one of the two buttons on the driving position memory switch is pressed with the vehicle parked (A/T: shift lever in P position) (M/T: shift lever in neutral, parking brake on) and the driver's door closed, the seat and the mirrors move to the memorized positions.

POWER SEAT POSITION SENSORS

Each motor has a sensor which detects motor rotation and sends a pulse to the power seat control unit when the motor rotates. The control unit stores the number of pulses in its memory, and the seat position is memorized.

POWER MIRROR POSITION SENSORS

By means of a tilt position sensor and swing position sensor, the power mirror control circuit in the power mirror control unit detects the voltage changes caused by the movements of the mirrors. These voltage changes are stored in memory, and the power mirror positions are memorized for each stored driving position.

REVERSE MIRROR CONTROL

When the vehicle is shifted to Reverse (shift lever in R position) with the power mirror selector switch in Left (or Right) position, the driver's (or passenger's) side mirror tilts down automatically to help the driver's view. The mirror will return to the previous position when the shift lever is shifted out of R position. The reverse mirror control is cancelled if the power mirror selector switch is in the center position.

CIRCUIT DIAGRAM - POWER SEAT

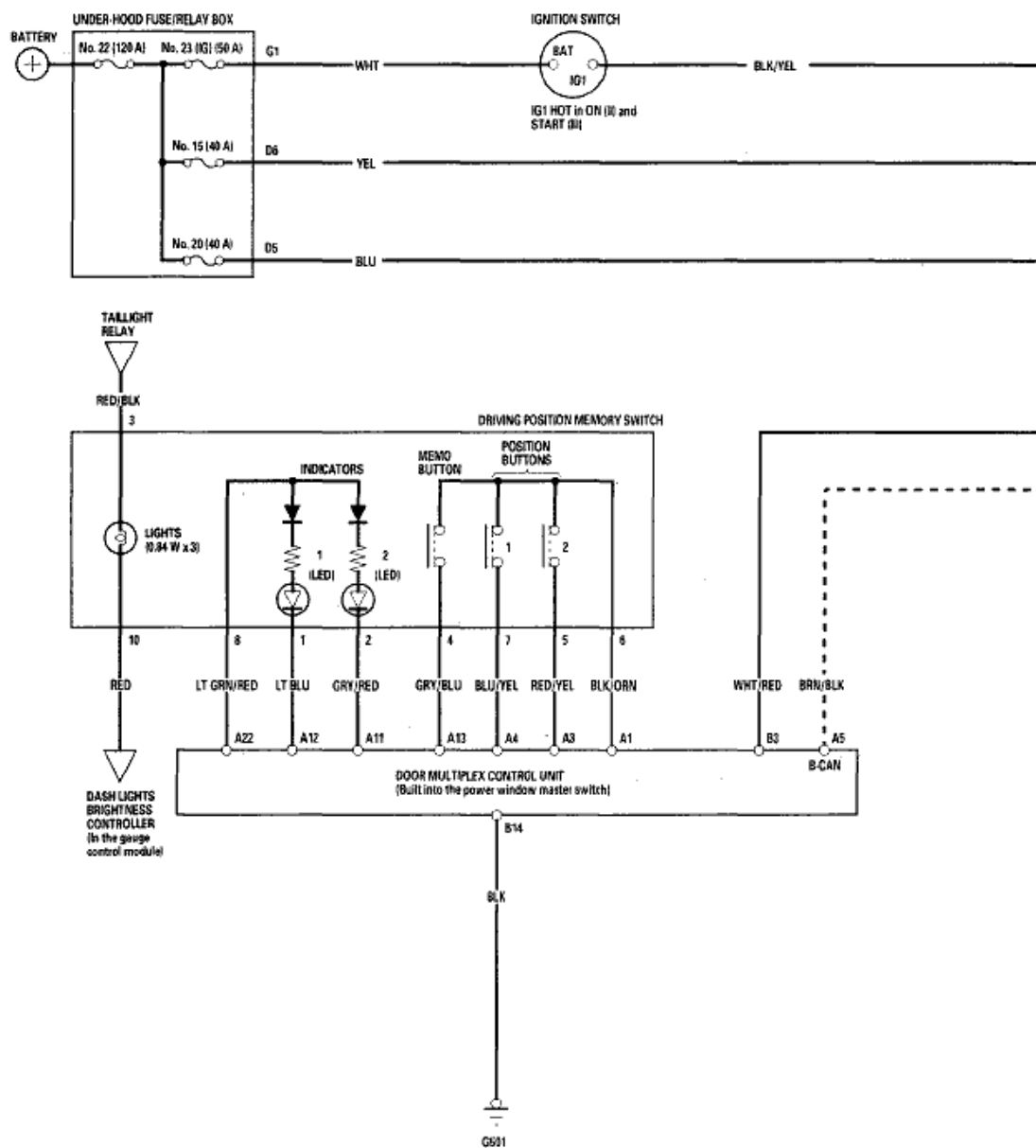


Fig. 3: Power Seat - Circuit Diagram (1 Of 4)

Courtesy of AMERICAN HONDA MOTOR CO., INC.



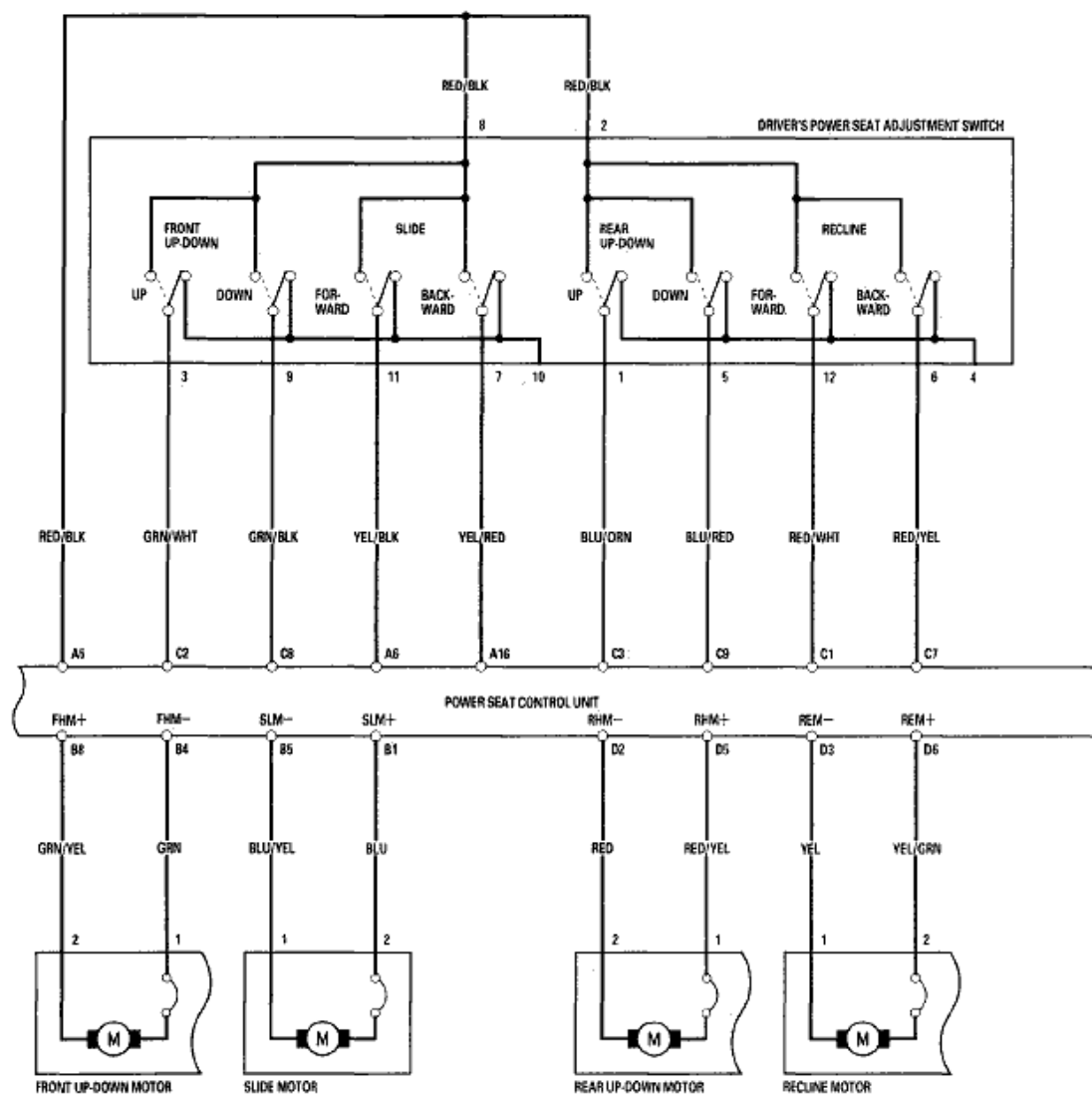


Fig. 5: Power Seat - Circuit Diagram (3 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

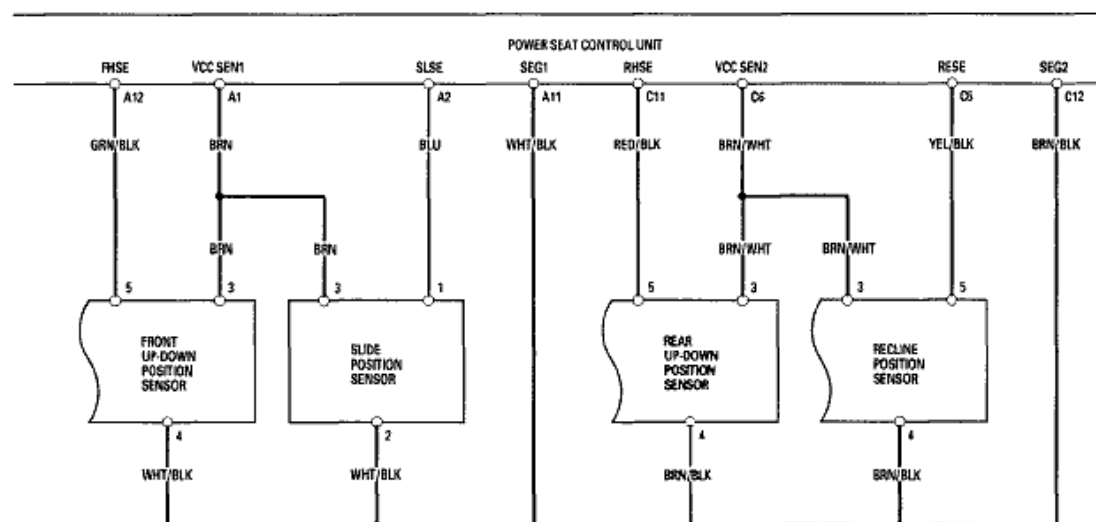


Fig. 6: Power Seat - Circuit Diagram (4 Of 4)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM - POWER MIRROR

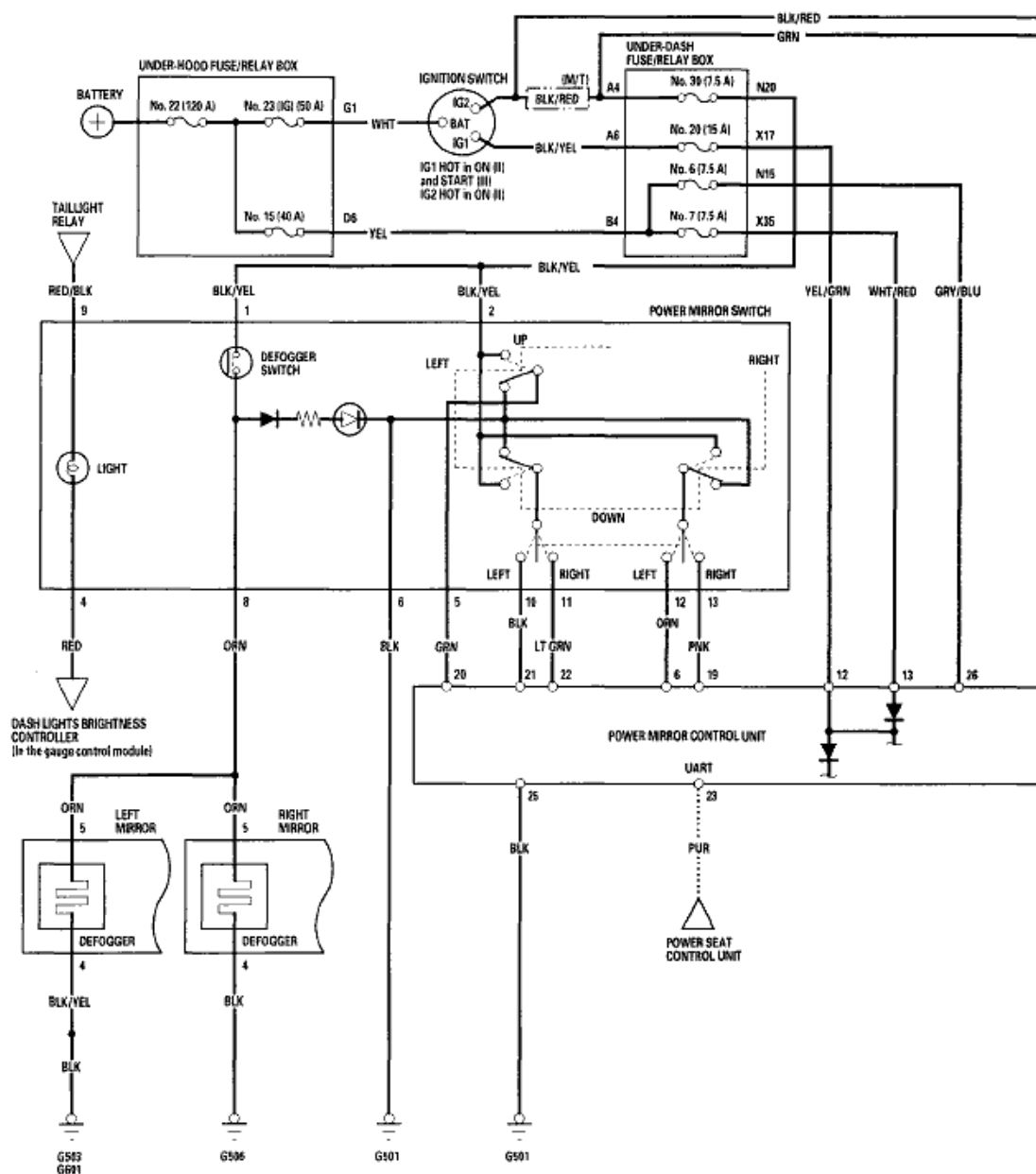


Fig. 7: Power Mirror - Circuit Diagram (1 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

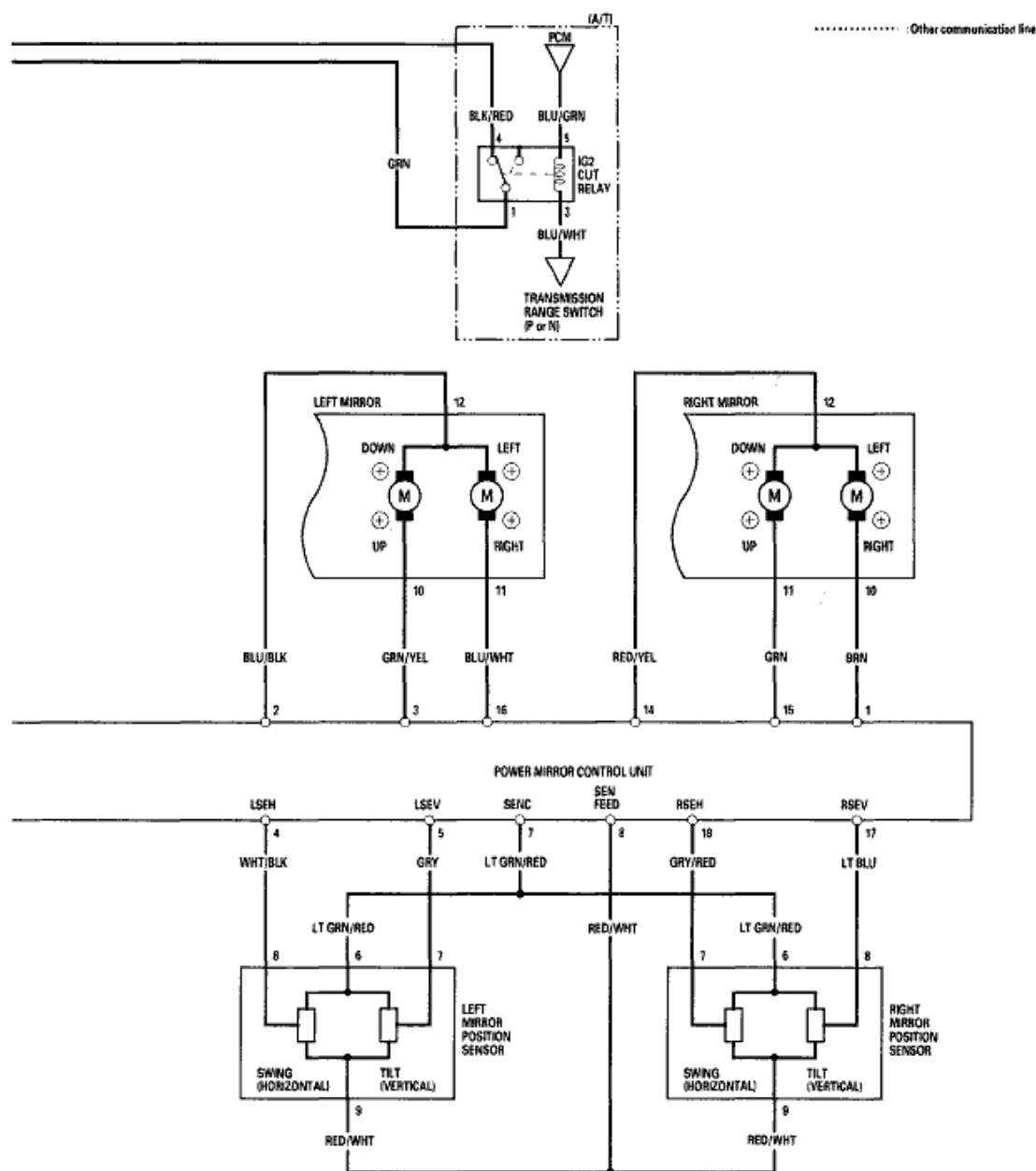


Fig. 8: Power Mirror - Circuit Diagram (2 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

GENERAL TROUBLESHOOTING INFORMATION

NOTE: Before troubleshooting the DPMS, refer to B-CAN System Diagnosis Test Mode A (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

The self-diagnostic function of the driving position memory system detects system problems. This information can be retrieved by displaying diagnostic trouble code on the driving position memory switch indicator.

ERASING THE DTC FROM MEMORY

With the HDS

Use the HDS to clear DTCs in the power seat/mirror mode of the body electrical system select menu.

Without the HDS

Make sure you have the anti-theft codes for the audio system and the navigation system (if equipped). Make sure the ignition switch is OFF. Disconnect the negative battery cable for at least 30 seconds. After reconnecting the battery, enter the anti-theft codes for the audio system and the navigation system, then set the clock (on vehicles without navigation).

Erasing the Driving Position from Memory

1. Press and hold all three driving position memory switch bottoms.
2. Turn the ignition switch ON (II).
3. Continue to hold all three driving position memory switches for more than 5 seconds, and release them in less than 10 seconds.
4. The buzzer will sound for 500 ms to confirm that all driving position data is erased.

SYSTEM INPUT TEST AND FUNCTION TEST

1. Connect the HDS to the DLC.
2. Turn the ignition switch ON (II).
3. From the Body Electrical System Selection menu select Power Seat/Power Mirror, then DTCs.
 - If DTCs are found, troubleshoot the DTCs using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
 - If no DTCs are found, go to step 4.
4. Exit the DTC mode and select Data List from the Power Seat/Power Mirror Test Mode Menu.
5. Test each input and monitor each output under the condition listed below.
 - If the data list indication is correct, continue to the next switch. If all switches are OK, go to step 6.
 - If the data list indication is not correct, perform the appropriate test at the control unit and terminal indicated in the table.
 - Voltage drop tests should be performed with the ignition switch ON and all connectors connected and the meter negative test lead attached to a good body ground.
 - Continuity tests should be performed with the ignition switch OFF and indicated terminals disconnected.

DATA LIST

Data List Input/Command	Condition: Data List Indication	Control Unit/Terminal Number/ Test (If applicable)	Possible cause if desired result is not obtained
Slide	Slide switch forward: ON	Power seat control	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>)

Switch Forward	Switch released: OFF	unit/A6, A5 (YEL/BLK)	• An open in the wire • A short to ground in the wire • Faulty control unit
Slide Switch Backward	Slide switch back: ON Switch released: OFF	Power seat control unit/A16, A5 (YEL/RED)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Recline Switch Forward	Recline switch forward: ON Switch released: OFF	Power seat control unit/C1, A5 (RED/WHT)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Recline Switch Backward	Recline switch backward: ON Switch open: OFF	Power seat control unit/C7, A5 (RED/YEL)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Front Up-Down Switch Up	Front up-down switch up: ON Switch released: OFF	Power seat control unit/C2, A5 (GRN/WHT)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Front Up-Down Switch Down	Front up-down switch down: ON Switch released: OFF	Power seat control unit/C8, A5 (GRN/BLK)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Rear Up-down switch Up	Rear up-down switch up: ON Switch released: OFF	Power seat control unit/C3, A5 (BLU/ORN)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire

			• A short to ground in the wire • Faulty control unit
Rear Up-down Switch Down	Rear up-down switch down: ON Switch released: OFF	Power seat control unit/C9, A5 (BLU/RED)	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in the wire • A short to ground in the wire • Faulty control unit
Reverse Switch	Transmission in R: ON Transmission out of R: OFF	Power seat control unit/A17 (CRN) Transmission in R: 12 V	• Faulty transmission range switch (see <u>TRANSMISSION RANGE SWITCH TEST</u>)⁽¹⁾ • Faulty back-up light switch (see <u>BACK-UP LIGHT SWITCH TEST</u>)⁽²⁾ • An open in the wire • Faulty control unit • Faulty MICU
Ignition switch for power seat control	Ignition switch on (II): ON Ignition switch off: OFF	Power seat control unit/A9 (YEL/GRN) Ignition switch ON (II): 12 V	• Blown No. 20 (15 A) fuse in the under-dash fuse/relay box • An open in the wire • A short to ground in the wire • Faulty control unit
Slide Position Sensor	Seat moving forward or rearward: ON Seat not moving: OFF	Power seat control unit/A2 (BLU) Pulses as seat moves, 2.5 V average	• Faulty sensor • An open in the wire • Faulty control unit
Front Up-Down Position Sensor	Seat front moving up/down: ON Seat not moving: OFF	Power seat control unit/A12 (GRN/BLK) Pulses as seat moves, 2.5 V average	• Faulty sensor • An open in the wire • Faulty control unit
Recline Position Sensor	Seat back moving forward or rearward: ON Seat not moving: OFF	Power seat control unit/C5 (YEL/BLK) Pulses as seat moves, 2.5 V average	• Faulty sensor • An open in the wire • Faulty control unit
Rear Up-down Position Sensor	Seat rear moving up/down: ON Seat not moving: OFF	Power seat control unit/C11 (RED/BLK) Pulses as seat moves, 2.5 V average	• Faulty sensor • An open in the wire • Faulty control unit

Mirror Select Switch LEFT	Mirror select switch in LEFT position: ON Select switch in CENTER or RIGHT position: OFF	Power mirror control unit/6 (ORN) Mirror Select switch LEFT: 0 V; CENTER or RIGHT: 5 V	- Faulty switch - An open in the wire - A short to ground in the wire - Faulty control unit
Mirror Select Switch RIGHT	Mirror select switch in RIGHT position: ON Select switch in CENTER or LEFT position: OFF	Power mirror control unit/19 (PNK) Mirror Select switch RIGHT: 0 V; CENTER or LEFT: 5 V	- Faulty switch - An open in the wire - A short to ground in the wire - Faulty control unit
Mirror Select Switch CENTER	Mirror select switch in CENTER position: ON Select switch in RIGHT or LEFT position: OFF	Power mirror control unit/6 (ORN), 19 (PNK) Mirror Select switch CENTER: 5 V each RIGHT or [LEFT] :6 (5V), 19 (0V) [6 (0 V), 19 (5 V)]	- Faulty switch (see <u>POWER MIRROR AND MIRROR DEFOGGER SWITCH TEST/REPLACEMENT</u>) - An open in the wire - A short to ground in the wire - Faulty control unit
Mirror Left Switch	Mirror select switch in LEFT, then RIGHT Mirror left switch pressed: ON Mirror switch released: OFF	Power mirror control unit/20 (GRN), 21 (BLK), 22 (LT GRN), 6 (ORN), 19(PNK) Mirror Select switch LEFT, left switch pressed: 20 (12 V), 21 (12V), 22 (0V), 6 (0V), 19 (5 V) Mirror Select switch RIGHT, right switch pressed: 20 (12 V), 21 (0 V), 22 (12 V), 6 (5 V), 19 (0 V)	- Faulty switch (see <u>POWER MIRROR AND MIRROR DEFOGGER SWITCH TEST/REPLACEMENT</u>) - An open in the wire - A short to ground in the wire - Faulty control unit
Mirror Right Switch	Mirror select switch in LEFT, then RIGHT Mirror right switch pressed: ON Mirror switch released: OFF	Power mirror control unit/20 (GRN), 21 (BLK), 22 (LT GRN), 6 (ORN), 19(PNK) Mirror Select switch LEFT, right switch pressed: 20 (0 V), 21 (0 V), 22 (0 V), 6 (12 V), 19 (5 V) Mirror Select switch RIGHT, right switch pressed: 20 (0 V), 21 (0V), 22 (0V), 6 (5V), 19 (12	- Faulty switch (see <u>POWER MIRROR AND MIRROR DEFOGGER SWITCH TEST/REPLACEMENT</u>) - An open in the wire - A short to ground in the wire - Faulty control unit

		V)	
Mirror Up Switch	Mirror select switch in LEFT, then RIGHT Mirror up switch pressed: ON Mirror switch released: OFF	Power mirror control unit/20 (GRN), 21 (BLK), 22 (LT GRN), 6 (ORN), 19(PNK) Mirror Select switch LEFT, down switch pressed: 20 (0 V), 21 (0V), 22 (0V), 6 (12V), 19 (5 V) Mirror Select switch RIGHT, up switch pressed: 20 (0 V), 21 (0 V), 22 (12 V), 6 (5 V), 19 (12 V)	- Faulty switch (see <u>POWER MIRROR AND MIRROR DEFOGGER SWITCH TEST/REPLACEMENT</u>) - An open in the wire - A short to ground in the wire - Faulty control unit
Mirror Down Switch	Mirror select switch in LEFT, then RIGHT Mirror down switch pressed: ON Mirror switch released: OFF	Power mirror control unit/20 (GRN), 21 (BLK), 22 (LT GRN), 6 (ORN), 19(PNK) Mirror Select switch LEFT, down switch pressed: 20 (0 V), 21 (12 V), 22 (0 V), 6 (12 V), 19 (5 V) Mirror Select switch RIGHT, down switch pressed: 20 (0 V), 21 (0V), 22 (12V), 6 (5V), 19 (12 V)	- Faulty switch (see <u>POWER MIRROR AND MIRROR DEFOGGER SWITCH TEST/REPLACEMENT</u>) - An open in the wire - A short to ground in the wire - Faulty control unit
Ignition Switch for Power Mirror Control	Ignition switch on (II): ON Ignition switch off: OFF	Power mirror control unit/12 (YEL/GRN) Ignition switch on: Battery Voltage	- Blown No. 20 (15 A) fuse in the under-dash fuse/relay box - An open in the wire - A short to ground in the wire - Faulty control unit
Seat MEMO Switch	Seat MEMO switch pressed: ON Switch released: OFF	Door multiplex control unit/A13 (GRY/BLU) Seat MEMO switch pressed: 0 V; Switch released: 5 V or more	- Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) - An open in the wire - Faulty control unit
Driver 1 position Switch	Driver position 1 switch pressed: ON Switch released: OFF	Door multiplex control unit/A4 (BLU/YEL) Driver position 1 switch pressed: 0 V; Switch released: 5 V or more	- Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) - An open in the wire - Faulty control unit
	Driver position	Door multiplex control unit/A3	Faulty switch (see <u>POWER SEAT ADJUSTMENT</u>)

Driver 2 position Switch	2 switch pressed: ON Switch released: OFF	(RED/YEL) Driver position 2 switch pressed: 0 V; Switch released: 5 V or more	<u>SWITCH TEST/REPLACEMENT)</u> • An open in the wire • Faulty control unit
Right Mirror Horizontal Sensor	Right mirror moves left/right: NORMAL Right mirror stopped: ABNORMAL	Power mirror control unit/8 (RED/WHT), 7 (LT GRN/RED), 18 (GRY/RED) Right mirror moving from full right to full left: 8 (5 V), 7 (0 V), 18 (about 0.5 V to about 4.5 V)	• Faulty sensor • An open in the wire • Faulty control unit
Right Mirror Vertical Sensor	Right mirror moves up/down: NORMAL Right mirror stopped: ABNORMAL	Power mirror control unit/8 (RED/WHT), 7 (LT GRN/RED), 17 (LT BLU) Right mirror moving from full down to full up: 8 (5 V), 7 (0 V), 17 (about 0.5 V to about 4.5 V)	• Faulty sensor • An open in the wire • Faulty control unit
Left Mirror Horizontal Sensor	Left mirror moves left/right: NORMAL Right mirror stopped: ABNORMAL	Power mirror control unit/8 (RED/WHT), 7 (LT GRN/RED), 4 (WHT/BLK) Left mirror moving from full left to full right: 8 (5 V), 7(0 V), 4 (about 0.5 V to about 4.5 V)	• Faulty sensor • An open in the wire • Faulty control unit
Left Mirror Vertical Sensor	Left mirror moves up/down: NORMAL Right mirror stopped: ABNORMAL	Power mirror control unit/8 (RED/WHT), 7 (LT GRN/RED), 5 (GRY) Left mirror moving from full down to full up: 8 (5 V), 7 (0 V), 5 (about 0.5 V to about 4.5 V)	• Faulty sensor • An open in the wire • Faulty control unit
Right Mirror Horizontal Motor command	Right mirror commanded to move left/right: ON Right mirror stopped: OFF	Function Test: Go to step 6	N/A
Right Mirror Vertical	Right mirror commanded to move up/down:	Function Test: Go to	N/A

Motor command	ON Right mirror stopped: OFF	step 6	
Left Mirror Horizontal Motor command	Left mirror commanded to move left/right: ON Left mirror stopped: OFF	Function Test: Go to step 6	N/A
Left Mirror Vertical Motor command	Left mirror commanded to move up/down: ON Left mirror stopped: OFF	Function Test: Go to step 6	N/A
Driver 1 Position Indicator	Driver 1 Position Indicator on: ON Driver 1 Position Indicator off: OFF	Function Test: Go to step 6	N/A
Driver 2 Position Indicator	Driver 2 Position Indicator on: ON Driver 2 Position Indicator off: OFF	Function Test: Go to step 6	N/A
Slide Motor Command	As seat moves forward or rearward: ON Seat not moving: OFF	Function Test: Go to step 6	N/A
Recline Motor Command	As seat back moves forward or rearward: ON Set not moving: OFF	Function Test: Go to step 6	N/A
Front Height Motor Command	As front of seat moves up or down: ON Seat not moving: OFF	Function Test: Go to step 6	N/A
Rear Height	As rear of seat moves up or down: ON	Function Test: Go to	N/A

Motor Command	Seat not moving: OFF	step 6	
Power Seat Buzzer Command	Power seat buzzer commanded on: ON Power Seat buzzer commanded off: OFF	Function Test: Go to step 6	N/A
(1) A/T (2) M/T			

6. Exit the Data list and select Function Test.

7. Perform each of the function tests listed in the table below. The appropriate output should occur.

- If the function operates normally, go to the next function test. If all function tests operate normally, the system is OK.
- If the function does not occur, perform the appropriate test at the control unit and terminal indicated in the table.
 - Voltage drop tests should be performed with the ignition switch ON (II) and all connectors connected
 - Continuity tests should be performed with the ignition switch OFF and indicated terminals disconnected - Jumper tests should be done according to the instructions indicated
- If the test indicates that the component operates normally, but the function will not operate by the function test or the normal use of the component, the control unit that operates that function must be faulty; replace it.
- If the test indicates that the component does not operate normally, check for an open or short in the harnesses between the component and the control unit. If the harness is OK, replace the component.

Power Seat Indicator

POWER SEAT INDICATOR REFERENCE

Function Test	Component and operation	Control Unit/Terminal Number/ Test (If applicable)	Possible cause if desired result is not obtained
Memory Seat Indicator 1	Memory seat indicator 1 Illuminates	Door multiplex control unit/A22 (LT GRN/RED), A12(LT BLU) Disconnect Door Multiplex control unit connector A (22P). Apply 12 V to A22, ground to A12; memory seat indicator 1 should illuminate.	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT</u>) • An open in a wire • A short to ground in the LT GRN/RED wire
Memory	Memory seat	Door multiplex control unit/A22 (LT GRN/RED), A11 (GRY/RED) Disconnect Door	• Faulty switch (see <u>POWER SEAT ADJUSTMENT SWITCH</u>

Seat Indicator 2	indicator 2 Illuminates	Multiplex control unit connector A (22P). Apply 12 V to A22, ground to All; memory seat indicator 2 should illuminate.	<u>TEST/REPLACEMENT</u>) • An open in a wire • A short to ground in the LT GRN/RED wire
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Power Seat

POWER SEAT REFERENCE

Function Test	Component and operation	Control Unit/Terminal Number/ Test (If applicable)	Possible cause if desired result is not obtained
Slide Motor-Full Forward	Seat slides forward	Power seat control unit/B3 (WHT/BLU), B7 (BLK), B1 (BLU), B5 (BLU/YEL) Disconnect power seat control unit connector B (8P). Connect B3 to B1 and B7 to B5; driver's seat should slide forward.	• Faulty motor • An open in a wire • A short to ground in the BLU wire
Slide Motor-Full Backward	Seat slides rearward	Power seat control unit/B3 (WHT/BLU), B7 (BLK), B1 (BLU), B5 (BLU/YEL) Disconnect power seat control unit connector B (8P). Connect B3 to B5 and B7 to B1; driver's seat should slide rearward.	• Faulty motor • An open in a wire • A short to ground in the BLU/YEL wire
Front UP-DOWN motor-Full Up	Front of seat moves up	Power seat control unit/B3 (WHT/BLU), B7 (BLK), B4 (GRN), B8 (GRN/YEL) Disconnect power seat control unit connector B (8P). Connect B3 to B8 and B7 to B4; front of driver's seat should move up.	• Faulty motor • An open in a wire • A short to ground in the GRN/YEL wire
Front UP-DOWN Motor-Full Down	Front of seat moves down	Power seat control unit/B3 (WHT/BLU), B7 (BLK), B4 (GRN), B8 (GRN/YEL) Disconnect power seat control unit connector B (8P). Connect B3 to B4 and B7 to B8; front of driver's seat should move down.	• Faulty motor • An open in a wire • A short to ground in the GRN wire
Rear Up-Down Motor-Full Up	Seat moves up	Power seat control unit/D4 (WHT/RED), D1 (BLK), D5 (RED/YEL), D2 (RED) Disconnect power seat control unit connector D (6P). Connect D4 to D5 and D1 to D2; driver's seat should move up.	• Faulty motor • An open in a wire • A short to ground in the RED/YEL wire
Rear Up-Down Motor-	Seat moves	Power seat control unit/D4 (WHT/RED), D1 (BLK), D5 (RED/YEL), D2 (RED) Disconnect power seat control unit connector D	• Faulty motor • An open in a wire

Full Down	down	(6P). Connect D4 to D2 and D1 to D5; driver's seat should move down.	• A short to ground in the RED wire
Recline Motor-Full Forward	Seat back moves forward	Power seat control unit/D4 (WHT/RED), D1 (BLK), D6 (YEL/GRN), D3 (YEL) Disconnect power seat control unit connector D (6P). Connect D4 to D6 and D1 to D3; driver's seat back should move forward.	• Faulty motor • An open in a wire • A short to ground in the YEL/GRN wire
Recline Motor-Full Backward	Seat back moves backward	Power seat control unit/D4 (WHT/RED), D1 (BLK), D6 (YEL/ GRN), D3 (YEL) Disconnect power seat control unit connector D (6P). Connect D4 to D3 and D1 to D6; driver's seat back should move backward.	• Faulty motor • An open in a wire • A short to ground in the YEL wire

Power Mirror

POWER MIRROR REFERENCE

Function Test	Component and operation	Control Unit/Terminal Number/Test (If applicable)	Possible cause if desired result is not obtained
Left Power Mirror-Full Up	Left power mirror moves up	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 3 (GRN/YEL), 2 (BLU/BLK) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 3 and terminal 25 to terminal 2; left mirror should move up.	• Faulty actuator • An open in a wire • A short to ground in the GRN/YEL wire
Left Power Mirror-Full Down	Left power mirror moves down	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 3 (GRN/YEL), 2 (BLU/BLK) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 2 and terminal 25 to terminal 3; left mirror should move down.	• Faulty actuator • An open in a wire • A short to ground in the BLU/BLK wire
Left Power Mirror-Full Right	Left power mirror moves right	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 16 (BLU/WHT), 2 (BLU/BLK) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 16 and terminal 25 to terminal 2; left mirror should move right.	• Faulty actuator • An open in a wire • A short to ground in the BLU/WHT wire
Left Power Mirror-Full Left	Left power mirror moves left	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 16 (BLU/WHT), 2 (BLU/BLK) Disconnect the power mirror control unit connector. Connect terminal 26 to	• Faulty actuator • An open in a wire • A short to ground

		terminal 2 and terminal 25 to terminal 16; left mirror should move left.	in the BLU/BLK wire
Right Power Mirror-Full Up	Right power mirror moves up	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 15 (GRN), 14 (RED/YEL) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 15 and terminal 25 to terminal 14; right mirror should move up.	- Faulty actuator - An open in a wire - A short to ground in the GRN wire
Right Power Mirror-Full Down	Right power mirror moves down	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 15 (GRN), 14 (RED/YEL) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 14 and terminal 25 to terminal 15; right mirror should move down.	- Faulty actuator - An open in a wire - A short to ground in the RED/YEL wire
Right Power Mirror-Full Right	Right power mirror moves right	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 1 (BRN), 14 (RED/YEL) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 1 and terminal 25 to terminal 14; right mirror should move right.	- Faulty actuator - An open in a wire - A short to ground in the BRN wire
Right Power Mirror-Full Left	Right power mirror moves left	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 1 (BRN), 14 (RED/YEL) Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 14 and terminal 25 to terminal 1; right mirror should move left.	- Faulty actuator - An open in a wire - A short to ground in the RED/YEL wire
Tilt Down	Mirror select switch LEFT [RIGHT] : Left [RIGHT] mirror tilts down 5 degrees	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 2 (BLU/BLK) [14(RED/YEL)], 3 (GRN/YEL) [15(GRN)] Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 2 [14] and terminal 25 to terminal 3 [15]; left [right] mirror should move down.	- Faulty actuator - An open in a wire - A short to ground in the BLU/BLK [RED/YEL] wire
Tilt Up	Mirror select switch LEFT [RIGHT] : Left [RIGHT] mirror tilts up 5 degrees	Power mirror control unit/26 (GRY/BLU), 25 (BLK), 3 (GRN/YEL) [15 (GRN)], 2 (BLU/BLK) [14 (RED/YEL)] Disconnect the power mirror control unit connector. Connect terminal 26 to terminal 3 [15] and terminal 25 to terminal 2 [14]; left [right] mirror should move up.	- Faulty actuator - An open in a wire - A short to ground in the GRN/YEL [GRN] wire

POWER SEAT CONTROL UNIT INPUT TEST

NOTE: Before troubleshooting the DPMS, troubleshoot the multiplex integrated control system first 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 driver's power seat (see FRONT SEAT REMOVAL/INSTALLATION).

NOTE: Be careful not to scratch the interior trim.

3. Disconnect the connectors from the power seat control unit (A).

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

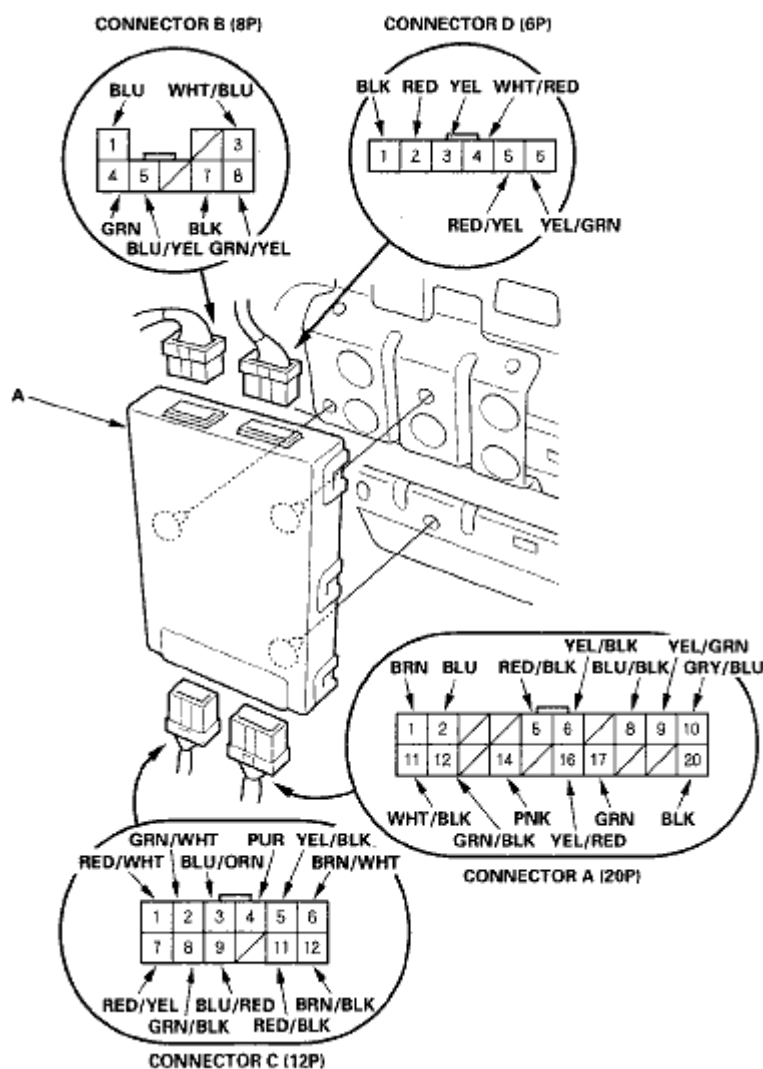


Fig. 9: Identifying Power Seat Control Unit And Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 power seat control unit 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 all the input tests prove OK, the control unit must be faulty; replace it.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A8 ⁽¹⁾	BLU/BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501, G503, G601) • An open in the wire
A20 B7 D1	BLK			
A9	YEL/GRN	Ignition switch ON (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 20 (15 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
A10	GRY/BLU	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • 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
B3	WHT/BLU	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 20 (40 A) fuse in the under-hood fuse/relay box • Blown No. 14 (20 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire

D4	WHT/RED	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 20 (40 A) fuse in the under-hood fuse/relay box • Blown No. 16 (20 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
A14	PNK	Under-dash fuse/relay box connector G (6P) disconnected	Check for continuity between the A14 terminal and under-dash fuse/relay box connector G (6P) No. 1 terminal: There should be continuity.	An open in the wire
			Check for continuity between the A14 terminal and body ground: There should be no continuity.	A short to ground in the wire
C4	PUR	Power mirror control unit connector (26P) disconnected	Check for continuity between the C4 terminal and power mirror control unit connector No. 23 terminal: There should be continuity end.	An open in the wire
			Check for continuity between the C4 terminal and body ground: There should be no continuity.	A short to ground in the wire
(1) M/T				

POWER MIRROR CONTROL UNIT INPUT TEST

NOTE: Before troubleshooting the DPMS, troubleshoot the multiplex integrated control system first 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 driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
3. Disconnect the 26P connector (A) from the power mirror control unit (B).

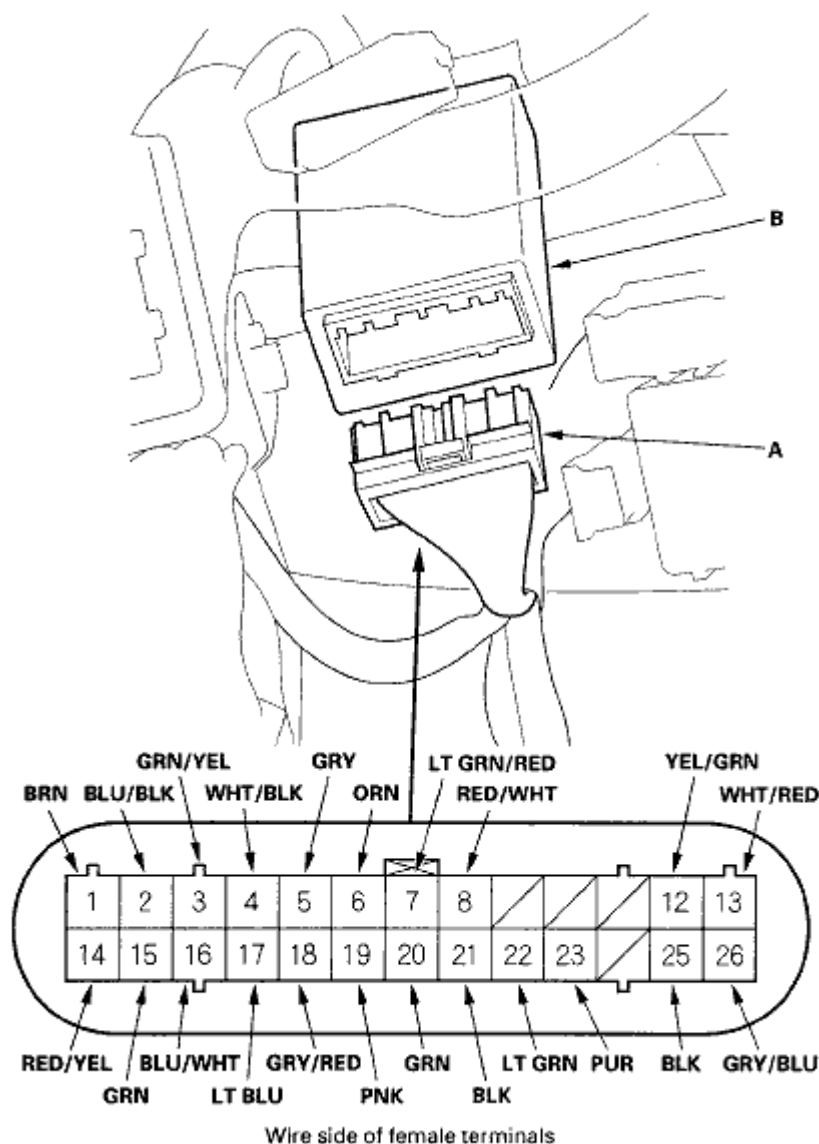


Fig. 10: Identifying Power Mirror Control Unit 26P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 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, the control unit must be faulty; replace it.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
25	BLK	Under all	Check for continuity to ground:	• Poor ground (G501)

		conditions	There should be continuity.	• An open in the wire
12	YEL/GRN	Ignition switch ON (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 20 (15 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
13	WHT/RED	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 7 (7.5 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
26	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
23	PUR	Power seat control unit connector C (12P) disconnected	Check for continuity between the No. 23 terminal and power seat control unit connector C (12P) No. 4 terminal: There should be continuity.	An open in the wire
			Check for continuity between the No. 23 terminal and body ground: There should be no continuity.	A short to ground in the wire

DTC TROUBLESHOOTING

DTC B1802: POWER SEAT CONTROL UNIT INTERNAL ERROR (EEPROM 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. Check for DTCs with the HDS.

Is DTC B1802 indicated?

YES -Replace the power seat control unit.

NO -The system is OK at this time.

DTC B1805: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH GAUGE CONTROL MODULE (VSP/NE SIGNAL)

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. Check for DTCs with the HDS. Is DTC B1805 indicated?

YES -Go to step 4.

NO -Check for poor connections. If OK, check battery condition and charging system.

4. Check for DTCs with the HDS.

Are DTCs B1011, B1060, and B1706 indicated?

YES -Go to step 7.

NO -Go to step 5.

5. Turn the ignition switch OFF.
6. Do the **POWER SEAT CONTROL UNIT INPUT TEST** (see **POWER SEAT CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty power seat control unit.

NO -Refer to the **POWER SEAT CONTROL UNIT INPUT TEST** and correct the cause.

7. Turn the ignition switch OFF.
8. Do the gauge control module input test (see **GAUGE CONTROL MODULE INPUT TEST**).

Is the input test OK?

YES -Faulty gauge control module.

NO -Refer to the gauge control module input test and correct the cause.

DTC B1806: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH MICU (MICU MESSAGE)

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. Check for DTCs with the HDS.

Is DTC B1806 indicated?

YES -Go to step 4.

NO -Check for poor connections. If OK, check battery condition and charging system.

4. Check for DTCs with the HDS.

Are DTCs B1055, B1157 and B1255 indicated?

YES -Go to step 7.

NO -Go to step 5.

5. Turn the ignition switch OFF.
6. Do the **POWER SEAT CONTROL UNIT INPUT TEST** (see **POWER SEAT CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty power seat control unit.

NO -Refer to the **POWER SEAT CONTROL UNIT INPUT TEST** and correct the cause.

7. Turn the ignition switch OFF.
8. Do the multiplex integrated control unit input test (see **MICU INPUT TEST**).

Is the input test OK?

YES -Faulty multiplex integrated control unit.

NO -Refer to the multiplex integrated control unit input test and correct the cause.

DTC B1807: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH MICU (DOOR

SWITCH MESSAGE)

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. Check for DTCs with the HDS.

Is DTC B1807 indicated?

YES -Go to step 4.

NO -Check for poor connections. If OK, check battery condition and charging system.

4. Check for DTCs with the HDS.

Are DTCs B1057 and B1159 indicated?

YES -Go to step 7.

NO -Go to step 5.

5. Turn the ignition switch OFF.
6. Do the **POWER SEAT CONTROL UNIT INPUT TEST** (see **POWER SEAT CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty power seat control unit.

NO -Refer to the **POWER SEAT CONTROL UNIT INPUT TEST** and correct the cause.

7. Turn the ignition switch OFF.
8. Do the multiplex integrated control unit input test (see **MICU INPUT TEST**).

Is the input test OK?

YES -Faulty multiplex integrated control unit.

NO -Refer to the multiplex integrated control unit input test and correct the cause.

DTC B1808: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH GAUGE CONTROL MODULE (A/T MESSAGE)

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. Check for DTCs with the HDS.

Is DTC B1808 indicated?

YES -Go to step 4.

NO -Check for poor connections. If OK, check battery condition and charging system.

4. Check for DTCs with the HDS.

Are DTCs B1008 and B1061 indicated?

YES -Go to step 7.

NO -Go to step 5.

5. Turn the ignition switch OFF.
6. Do the **POWER SEAT CONTROL UNIT INPUT TEST** (see **POWER SEAT CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty power seat control unit.

NO -Refer to the **POWER SEAT CONTROL UNIT INPUT TEST** and correct the cause.

7. Turn the ignition switch OFF.
8. Do the gauge control module input test (see **GAUGE CONTROL MODULE INPUT TEST**).

Is the input test OK?

YES -Faulty gauge control module.

NO -Refer to the gauge control module input test and correct the cause.

DTC B1809: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH DOOR MULTIPLEX CONTROL UNIT (MEMORY SWITCH MESSAGE)

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. Check for DTCs with the HDS.

Is DTC B1809 indicated?

YES -Go to step 4.

NO -Check for poor connections. If OK, check battery condition and charging system.

4. Check for DTCs with the HDS.

Are DTCs B1006, B1010, B1058, B1059, and B1160 indicated?

YES -Go to step 7.

NO -Go to step 5.

5. Turn the ignition switch OFF.
6. Do the **POWER SEAT CONTROL UNIT INPUT TEST** (see **POWER SEAT CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty power seat control unit.

NO -Refer to the **POWER SEAT CONTROL UNIT INPUT TEST** and correct the cause.

7. Turn the ignition switch OFF.
8. Do the door multiplex control unit input test (see **DOOR MULTIPLEX CONTROL UNIT INPUT TEST**).

Is the input test OK?

YES -Faulty door multiplex control unit.

NO -Refer to the door multiplex control unit input test and correct the cause.

DTC B1825: POWER SEAT SLIDE MOTOR PULSE 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. Turn the ignition switch OFF and then back ON (II).
2. Clear the DTCs with the HDS.
3. Operate the power seat adjustment switch in all directions for more than 1 second each.
4. Check for DTCs with the HDS.

Is DTC B1825 indicated?

YES -Go to step 5.

NO -Intermittent failure. The slide position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connector.

5. Clear the DTCs with the HDS.

Are DTCs B1826, B1827 and/or B1828 also indicated?

YES -Go to step 17.

NO -Go to step 6.

6. Clear the DTCs with the HDS.
7. Turn the ignition switch OFF, and then back ON (II).
8. Operate the slide switch for 2 seconds, and check the slide motor operation.

Does the slide motor run smoothly?

YES -Go to step 9.

NO -Go to step 26.

9. Turn the ignition switch OFF.
10. Disconnect power seat control unit connector A (20P).
11. Disconnect the slide position sensor, 3P connector.
12. Check for continuity between power seat control unit connector A (20P) No. 2 and No. 11 terminals and slide position sensor 3P connector No. 1 and No. 2 terminals individually.

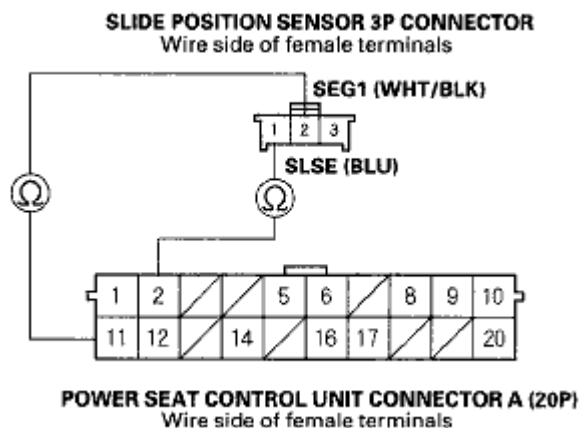


Fig. 11: Checking Continuity Between Power Seat Control Unit No. 2 And No. 11 Terminals And Slide Position Sensor No. 1 And 2 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

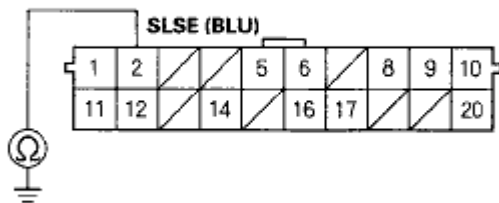
Is there continuity?

YES -Go to step 13.

NO -Repair an open in the wire.

13. Check for continuity between power seat control unit connector A (20P) No. 2 terminal and body ground.

POWER SEAT CONTROL UNIT CONNECTOR A (20P)



Wire side of female terminals

Fig. 12: Checking Continuity Between Power Seat Control Unit Connector A (20P) No. 2 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

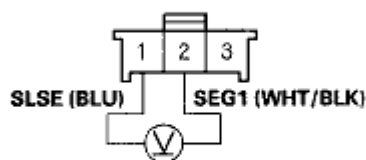
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 14.

14. Reconnect the power seat control unit connector A (20P).
15. Turn the ignition switch ON (II).
16. Measure the voltage between slide position sensor 3P connector No. 1 and No. 2 terminals.

SLIDE POSITION SENSOR 3P CONNECTOR



Wire side of female terminals

Fig. 13: Measuring Voltage Between Slide Position Sensor 3P Connector No. 1 And No. 2 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Faulty slide position sensor, replace the slide motor assembly.

NO -If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line).

17. Turn ignition switch OFF.

18. Disconnect power seat control unit connector A (20P).
19. Disconnect the slide position sensor 3P connector.
20. Check for continuity between power seat control unit connector A (20P) No. 1 and No. 11 terminals and slide position sensor 3P connector No. 3 and No. 2 terminals individually.

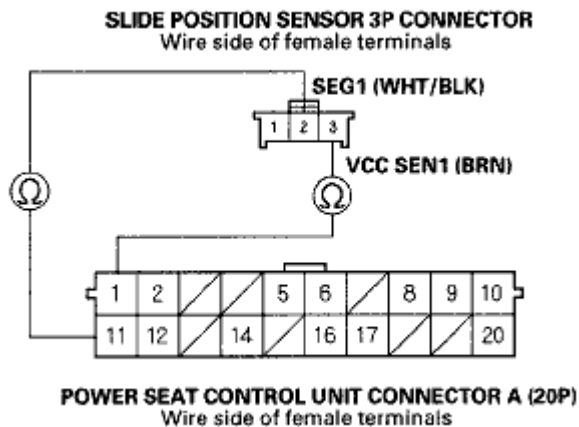


Fig. 14: Checking Continuity Between Power Seat Control Unit No. 1 And No. 11 Terminals And Slide Position Sensor No. 3 And No. 2 Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

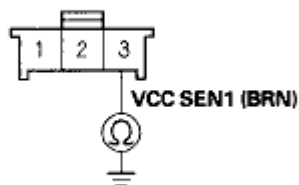
Is there continuity?

YES -Go to step 21.

NO -Repair an open in the wire.

21. Disconnect the 5P connectors from the recline motor/position sensor, the front up-down motor/ position sensor, and the rear up-down motor/ position sensor.
22. Check for continuity between slide position sensor 3P connector No. 3 terminal and body ground.

SLIDE POSITION SENSOR 3P CONNECTOR



Wire side of female terminals

Fig. 15: Checking Continuity Between Slide Position Sensor 3P Connector No. 3 Terminal And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

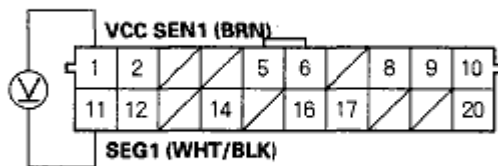
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 23.

23. Reconnect power seat control unit connector A (20P).
24. Turn the ignition switch ON (II).
25. Measure the voltage between power seat control unit connector A (20P) No. 1 and No. 11 terminals.

POWER SEAT CONTROL UNIT CONNECTOR A (20P)



Wire side of female terminals

Fig. 16: Measuring Voltage Between Power Seat Control Unit Connector A (20P) No. 1 And 11 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage when the slide switch is operated?

YES -Faulty slide position sensor, replace the slide motor assembly.

NO -Replace the power seat control unit.

26. Turn the ignition switch OFF.
27. Disconnect power seat control unit connector B (8P).
28. Disconnect the slide motor 2P connector.
29. Check for continuity between power seat control unit connector B (8P) No. 1 and No. 5 terminals and slide motor 2P connector No. 2 and No. 1 terminals individually.

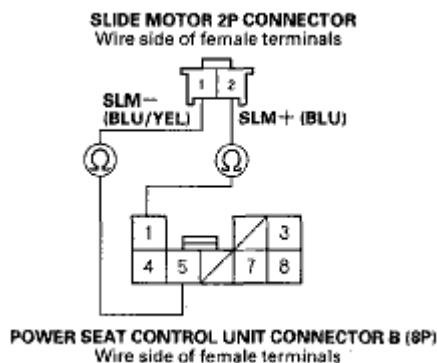


Fig. 17: Checking Continuity Between Power Seat Control Unit No. 1 And No. 5 Terminals And Slide Motor No. 2 And 1 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 30.

NO -Repair an open in the wire.

30. Check for continuity between body ground and slide motor 2P connector No. 1 and No. 2 terminals individually.

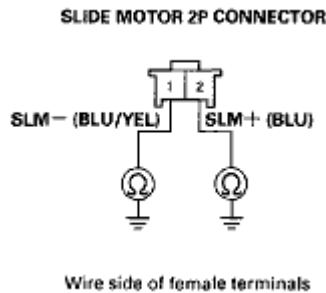


Fig. 18: Checking Continuity Between Body Ground And Slide Motor 2P Connector No. 1 And 2 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 31.

31. Test the slide motor (see **DRIVER'S POWER SEAT MOTOR TEST**).

Is the motor OK?

YES -Replace the power seat control unit.

NO -Replace the slide motor.

DTC B1826: POWER SEAT FRONT UP-DOWN MOTOR PULSE 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. Turn the ignition switch OFF and then back ON (II).
2. Clear the DTCs with the HDS.
3. Operate the power seat adjustment switch in all direction for more than 1 second each.
4. Check for the DTCs with the HDS.

Is DTC B1826 indicated?

YES -Go to step 5.

NO -Intermittent failure. The front up-down position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connector.

5. Clear the DTCs with the HDS.

Are DTCs B1825, B1827 and/or B1828 also indicated?

YES -Go to step 17.

NO -Go to step 6.

6. Clear the DTCs with the HDS.
7. Turn the ignition switch OFF and then back ON (II).
8. Operate the front up-down switch for 2 seconds, and check the front up-down motor operation.

Does the front up-down motor run smoothly?

YES -Go to step 9.

NO -Go to step 26.

9. Turn the ignition switch OFF.
10. Disconnect power seat control unit connector A (20P).
11. Disconnect the front up-down motor/position sensor 5P connector.
12. Check for continuity between power seat control unit connector A (20P) No. 12 and No. 11 terminals and front up-down motor/position sensor 5P connector No. 5 and No. 4 terminals individually.

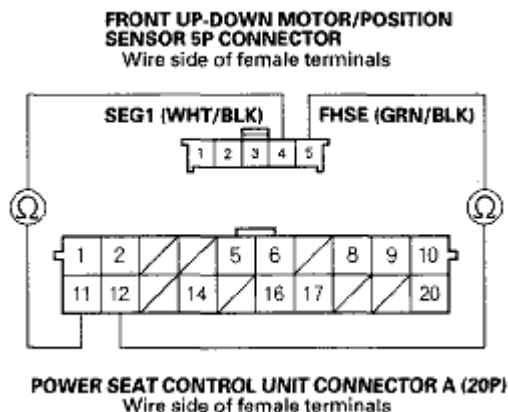


Fig. 19: Checking Continuity Between Power Seat Control Unit No. 12 And No. 11 Terminals And Front Up-Down Motor/Position Sensor No. 5 And 4 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

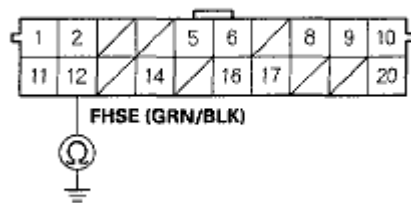
Is there continuity?

YES -Go to step 13.

NO -Repair an open in the wire.

13. Check for continuity between power seat control unit connector A (20P) No. 12 terminal and body ground.

POWER SEAT CONTROL UNIT CONNECTOR A (20P)



Wire side of female terminals

Fig. 20: Checking Continuity Between Power Seat Control Unit Connector A (20P) No. 12 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

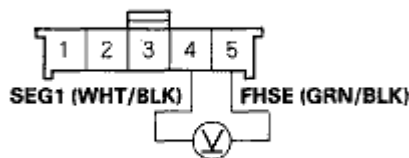
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 14.

14. Reconnect power seat control unit connector A (20P).
15. Turn the ignition switch ON (II).
16. Measure the voltage between front up-down motor/position sensor 5P connector No. 5 (+) and No. 4 (-) terminals.

FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

Fig. 21: Measuring Voltage Between Front Up-Down Motor/Position Sensor 5P Connector No. 5 (+) And No. 4 (-) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Replace the front up-down motor/position sensor.

NO -If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line).

17. Turn the ignition switch OFF.

18. Disconnect power seat control unit connector A (20P).
19. Disconnect the front up-down motor/position sensor 5P connector.
20. Check for continuity between power seat control unit connector A (20P) No. 1 and No. 11 terminals and front up-down motor/position sensor 5P connector No. 3 and No. 4 terminals individually.

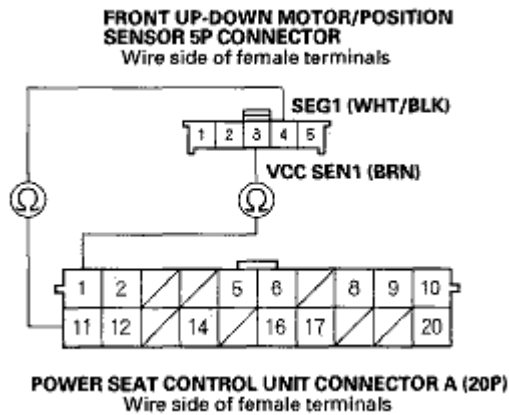


Fig. 22: Checking Continuity Between Power Seat Control Unit Connector A (20P) No. 1 And No. 11 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 21.

NO -Repair an open in the wire.

21. Disconnect the slide position sensor 3P connector and each 5P connector from the recline motor/ position sensor and the rear up-down motor/ position sensor.
22. Check for continuity between front up-down motor/ position sensor 5P connector No. 3 terminal and body ground.

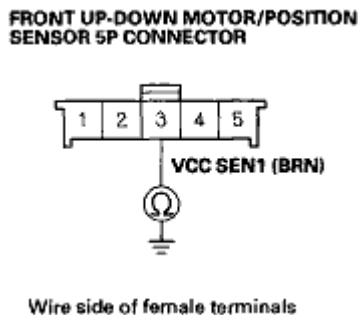


Fig. 23: Checking Continuity Between Front Up-Down Motor/ Position Sensor 5P Connector No. 3 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

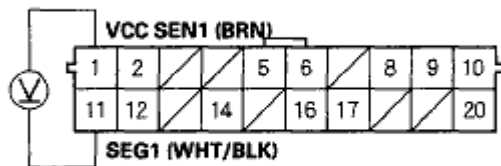
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 23.

23. Reconnect power seat control unit connector A (20P).
24. Turn the ignition switch ON (II).
25. Measure the voltage between power seat control unit connector A (20P) No. 1 and No. 11 terminals.

POWER SEAT CONTROL UNIT CONNECTOR A (20P)



Wire side of female terminals

Fig. 24: Measuring Voltage Between Power Seat Control Unit Connector A (20P) No. 1 And No. 11 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage when the front up-down switch is operated?

YES -Replace the front up-down motor/position sensor.

NO -Replace the power seat control unit.

26. Turn the ignition switch OFF.
27. Disconnect power seat control unit connector B (8P).
28. Disconnect the front up-down motor/position sensor 5P connector.
29. Check for continuity between power seat control unit connector B (8P) No. 8 and No. 4 terminals and front up-down motor/position sensor 5P connector No. 2 and No. 1 terminals individually.

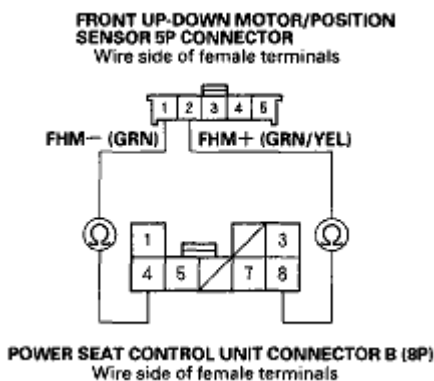


Fig. 25: Checking Continuity Between Power Seat Control Unit Connector B (8P) No. 8 And No. 4 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 30.

NO -Repair an open in the wire.

30. Check for continuity between front up-down motor/ position sensor 5P connector No. 1 and No. 2 terminals and body ground.

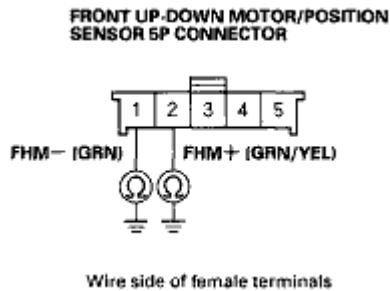


Fig. 26: Checking Continuity Between Front Up-Down Motor/ Position Sensor 5P Connector No. 1 And No. 2 Terminals And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 31.

31. Test the front up-down motor (see **DRIVER'S POWER SEAT MOTOR TEST**).

Is the motor OK?

YES -Replace the power seat control unit.

NO -Replace the front-up-down motor/position sensor.

DTC B1827: POWER SEAT REAR UP-DOWN MOTOR PULSE 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. Turn the ignition switch OFF and then back ON (II).
2. Clear the DTCs with the HDS.
3. Operate the power seat adjustment switch in each direction for more than 1 second.
4. Check for the DTCs with the HDS.

Is DTC B1827 indicated?

YES -Go to step 5.

NO -Intermittent failure. The rear up-down motor/ position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connector.

5. Clear the DTCs with the HDS.

Are DTCs B1825, B1826 and/or B1828 also indicated?

YES -Go to step 17.

NO -Go to step 6.

6. Clear the DTCs with the HDS.
7. Turn the ignition switch OFF and then back ON (II).
8. Operate the rear up-down switch for 2 seconds, and check the rear up-down motor operation.

Does the rear up-down motor run smoothly?

YES -Go to step 9.

NO -Go to step 26.

9. Turn the ignition switch OFF.
10. Disconnect power seat control unit connector C (12P).
11. Disconnect the rear up-down motor/position sensor 5P connector.
12. Check for continuity between power seat control unit connector C (12P) No. 11 and No. 12 terminals and rear up-down motor/position sensor 5P connector No. 5 and No. 4 terminals individually.

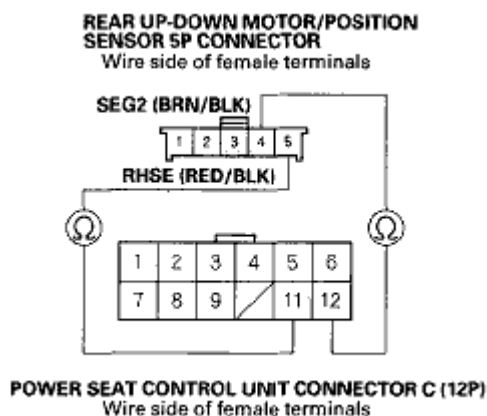


Fig. 27: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 11 And No. 12 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

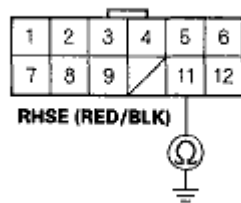
Is there continuity?

YES -Go to step 13.

NO -Repair an open in the wire.

13. Check for continuity between power seat control unit connector C (12P) No. 11 terminal and body ground.

POWER SEAT CONTROL UNIT CONNECTOR C (12P)



Wire side of female terminals

Fig. 28: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 11 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

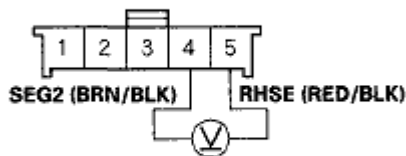
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 14.

14. Reconnect power seat control unit connector C (12P).
15. Turn the ignition switch ON (II).
16. Measure the voltage between rear up-down motor/ position sensor 5P connector No. 5 (+) and No. 4 (-) terminals.

REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

Fig. 29: Measuring Voltage Between Rear Up-Down Motor/ Position Sensor 5P Connector No. 5 (+) And No. 4 (-) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Replace the rear up-down motor/position sensor.

NO -If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line).

17. Turn the ignition switch OFF.

18. Disconnect power seat control unit connector C (12P).
19. Disconnect the rear up-down motor/position sensor 5P connector.
20. Check for continuity between power seat control unit connector C (12P) No. 6 and No. 12 terminals and rear up-down motor/position sensor 5P connector No. 3 and No. 4 terminals individually.

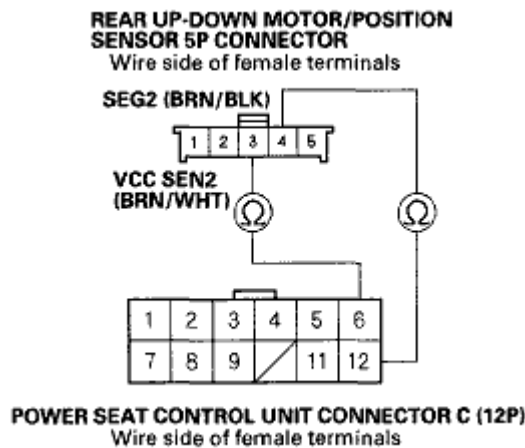


Fig. 30: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 6 And No. 12 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 21.

NO -Repair an open in the wire.

21. Disconnect the slide position sensor 3P connector and each 5P connector from the recline motor/ position sensor and the front up-down motor/ position sensor.
22. Check for continuity between rear up-down motor/ position sensor No. 3 terminal and body ground.

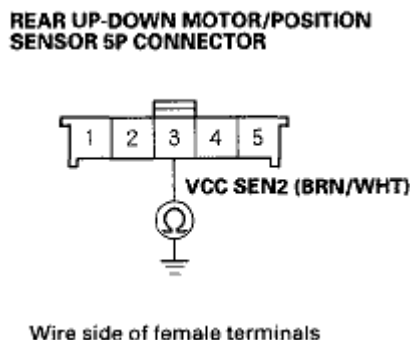


Fig. 31: Checking Continuity Between Rear Up-Down Motor/ Position Sensor No. 3 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

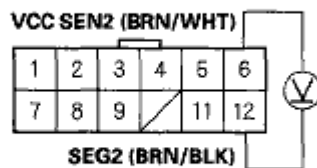
Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 23.

23. Reconnect power seat control unit connector C (12P).
24. Turn the ignition switch ON (II).
25. Measure the voltage between power seat control unit connector C (12P) No. 6 and No. 12 terminals.

POWER SEAT CONTROL UNIT CONNECTOR C (12P)



Wire side of female terminals

Fig. 32: Measuring Voltage Between Power Seat Control Unit Connector C (12P) No. 6 And No. 12 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage when the rear up-down switch is operated?

YES -Replace the rear up-down motor/position sensor.

NO -Replace the power seat control unit.

26. Turn the ignition switch OFF.
27. Disconnect power seat control unit connector D (6P).
28. Disconnect the rear up-down motor/position sensor 5P connector.
29. Check for continuity between power seat control unit connector D (6P) No. 5 and No. 2 terminals and rear up-down motor/position sensor 5P connector No. 1 and No. 2 terminals individually.

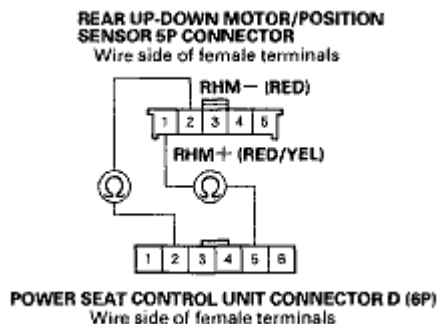


Fig. 33: Checking Continuity Between Power Seat Control Unit Connector D (6P) No. 5 And No. 2 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 30.

NO -Repair an open in the wire.

30. Check for continuity between body ground and rear up-down motor/position sensor 5P connector No. 1 and No. 2 terminals individually.

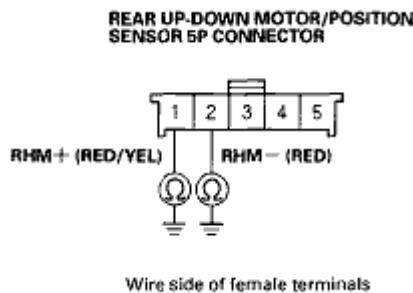


Fig. 34: Checking Continuity Between Body Ground And Rear Up-Down Motor/Position Sensor 5P Connector No. 1 And No. 2 Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 31.

31. Test the rear up-down motor (see **DRIVER'S POWER SEAT MOTOR TEST**).

Is the motor OK?

YES -Replace the power seat control unit.

NO -Replace the rear up-down motor/position sensor.

DTC B1828: POWER SEAT RECLINE MOTOR PULSE 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. Turn the ignition switch OFF and then back ON (II).
2. Clear the DTCs with the HDS.
3. Operate the power seat adjustment switch in all direction for more than 1 second each.
4. Check for the DTCs with the HDS.

Is DTC B1828 indicated?

YES -Go to step 5.

NO -Intermittent failure. The recline motor/ position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connector.

5. Clear the DTCs with the HDS.

Are DTCs B1825, B1826 and/or B1827 also indicated?

YES -Go to step 17.

NO -Go to step 6.

6. Clear the DTCs with the HDS.
7. Turn the ignition switch OFF, and then back ON (II).
8. Operate the recline switch for 2 seconds, and check the recline motor operation.

Does the recline motor run smoothly?

YES -Go to step 9.

NO -Go to step 26.

9. Turn the ignition switch OFF.
10. Disconnect power seat control unit connector A (40P).
11. Disconnect the recline motor/position sensor 5P connector.
12. Check for continuity between power seat control unit connector C (12P) No. 5 and No. 12 terminals and recline motor/position sensor 5P connector No. 5 and No. 4 terminals individually.

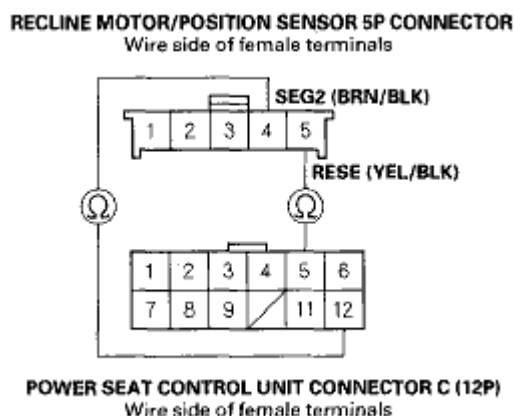


Fig. 35: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 5 And No. 12 Terminals

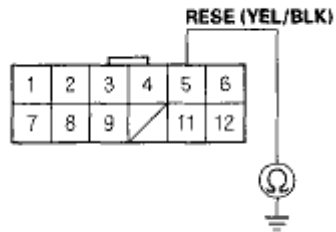
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 13.

NO -Repair an open in the wire.

13. Check for continuity between power seat control unit connector C (12P) No. 5 terminal and body ground.

POWER SEAT CONTROL UNIT CONNECTOR C (12P)

Wire side of female terminals

Fig. 36: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 5 Terminal And Body Ground

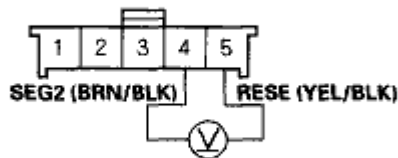
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 14.

14. Reconnect power seat control unit connector C (12P).
15. Turn the ignition switch ON (II).
16. Measure the voltage between recline motor/ position sensor 5P connector No. 5 (+) and No. 4 (-) terminals.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals

Fig. 37: Measuring Voltage Between Recline Motor/ Position Sensor 5P Connector No. 5 (+) And No. 4 (-) Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

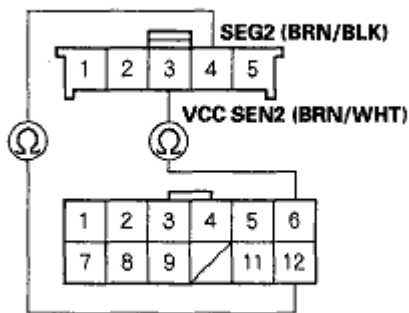
YES -Replace the recline motor/position sensor.

NO -If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line).

17. Turn the ignition switch OFF.
18. Disconnect power seat control unit connector C (12P).
19. Disconnect the recline motor/position sensor 5P connector.

20. Check for continuity between power seat control unit connector C (12P) No. 6 and No. 12 terminals and recline motor/position sensor 5P connector No. 3 and No. 4 terminals individually.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR
Wire side of female terminals



POWER SEAT CONTROL UNIT CONNECTOR C (12P)
Wire side of female terminals

Fig. 38: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 6 And No. 12 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

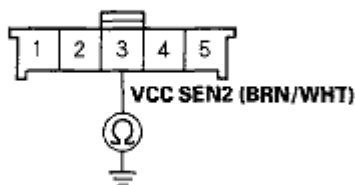
Is there continuity?

YES -Go to step 21.

NO -Repair an open in the wire.

21. Disconnect the slide position sensor 3P connector and each 5P connector from the front up-down motor/position sensor and the rear up-down motor/ position sensor.
22. Check for continuity between recline motor/ position sensor No. 3 terminal and body ground.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

Fig. 39: Checking Continuity Between Recline Motor/ Position Sensor No. 3 Terminal And Body Ground

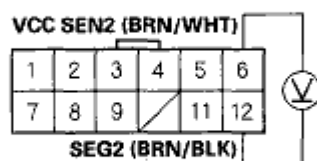
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 23.

23. Reconnect power seat control unit connector C (12P).
24. Turn the ignition switch ON (II).
25. Measure the voltage between power seat control unit connector C (12P) No. 6 and No. 12 terminals.

POWER SEAT CONTROL UNIT CONNECTOR C (12P)

Wire side of female terminals

Fig. 40: Measuring Voltage Between Power Seat Control Unit Connector C (12P) No. 6 And No. 12 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage when the recline switch is operated?

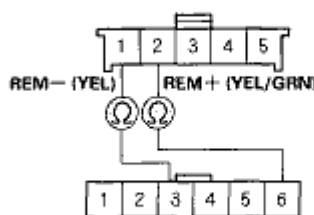
YES -Replace the recline motor/position sensor.

NO -Replace the power seat control unit.

26. Turn the ignition switch OFF.
27. Disconnect power seat control unit connector D (6P).
28. Disconnect the recline motor/position sensor 5P connector.
29. Check for continuity between power seat control unit connector D (6P) No. 3 and No. 6 terminals and rear up-down motor/position sensor 5P connector No. 2 and No. 1 terminals individually.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals

**POWER SEAT CONTROL UNIT CONNECTOR D (6P)**

Wire side of female terminals

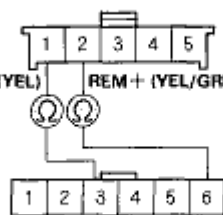


Fig. 41: Checking Continuity Between Power Seat Control Unit Connector D (6P) No. 3 And No. 6 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

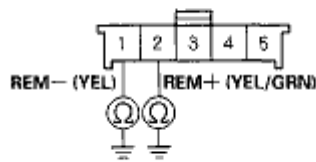
Is there continuity?

YES -Go to step 30.

NO -Repair an open in the wire.

30. Check for continuity between body ground and recline/position sensor 5P connector No. 1 and No. 2 terminals individually.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

Fig. 42: Checking Continuity Between Body Ground And Recline/Position Sensor 5P Connector No. 1 And No. 2 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Go to step 31.

31. Test the recline motor (see **DRIVER'S POWER SEAT MOTOR TEST**).

Is the motor OK?

YES -Replace the power seat control unit.

NO -Replace the recline motor/position sensor.

DTC B1829: A/T P SIGNAL AND VSS SIGNAL MISMATCH

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. Turn the ignition switch OFF.
2. Remove the No. 6 (7.5 A) fuse from the under-dash fuse/relay box, then reinstall the fuse.
3. Turn the ignition switch ON (II).
4. Operate the power seat with the driving position memory switch.
5. Check for DTCs with the HDS.

Is DTC B1829 indicated?

YES -Go to step 6.

NO -Intermittent failure, the system is OK at this time.

6. Check for power seat/power mirror DTCs with the HDS.

Are there any DTCs?

YES -Go to **INDICATED DTCS TROUBLESHOOTING**.

NO -Go to step 7.

7. Check for ECM/PCM DTCs (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is any DTC indicated?

YES -Go to **ECM/PCM INDICATED DTCS TROUBLESHOOTING**.

NO -Substitute a known-good power seat control unit and reset. If the symptom DTC is still preset; replace the gauge control module.

DTC B1830: RIGHT MIRROR HORIZONTAL SENSOR 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).**

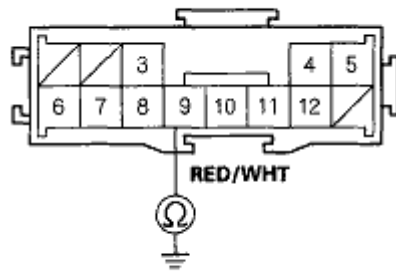
1. Clear the DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the right power mirror swings right or left with the power mirror switch.
4. Check for DTCs with the HDS.

Is DTC B1830 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Turn the ignition switch OFF.
6. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
7. Remove the driver's and front passenger's door panels (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
8. Disconnect the power mirror control unit 26P connector.
9. Disconnect the left and right power mirror 13P connectors.
10. Check for continuity between the right power mirror connector (13P) No. 9 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

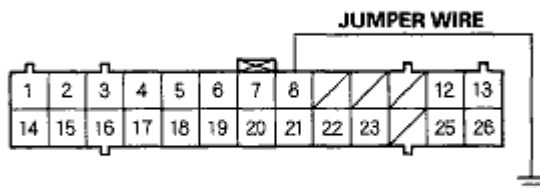
Terminal side of male terminals

Fig. 43: Checking Continuity Between Right Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the RED/WHT wire.**NO** -Go to step 11.

11. Connect the power mirror control unit connector (26P) No. 8 terminal to body ground with a jumper wire.

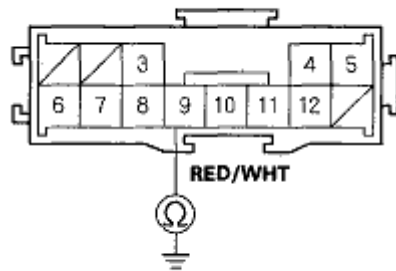
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 44: Connecting Power Mirror Control Unit Connector (26P) No. 8 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Check for continuity between the right power mirror connector (13P) No. 9 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

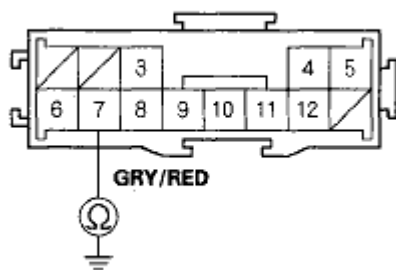
Terminal side of male terminals

Fig. 45: Checking Continuity Between Right Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Go to step 13.**NO** -Repair an open in the RED/WHT wire.

13. Check for continuity between the right power mirror connector (13P) No. 7 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 46: Checking Continuity Between Right Power Mirror Connector (13P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the GRY/RED wire.**NO** -Go to step 14.

14. Connect the power mirror control unit connector (26P) No. 18 terminal to body ground with a jumper wire.

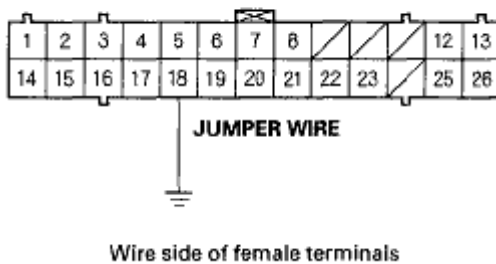
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Fig. 47: Connecting Power Mirror Control Unit Connector (26P) No. 18 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Check for continuity between the right power mirror connector (13P) No. 7 terminal and body ground.

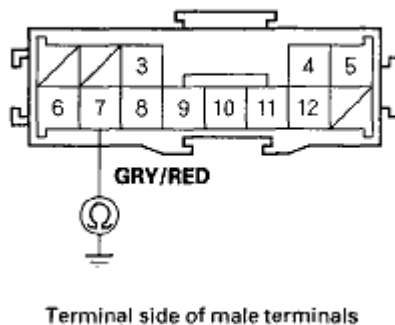
RIGHT POWER MIRROR CONNECTOR (13P)

Fig. 48: Checking Continuity Between Right Power Mirror Connector (13P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 16.

NO -Repair an open in the GRY/RED wire.

16. Check for continuity between the power mirror control unit connector (26P) No. 7 terminal and body ground.

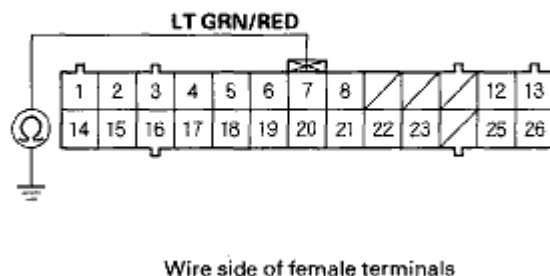
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Fig. 49: Checking Continuity Between Power Mirror Control Unit Connector (26P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the LT GRN/RED wire.

NO -Go to step 17.

17. Connect the power mirror control unit connector (26P) No. 7 terminal to body ground with a jumper wire.

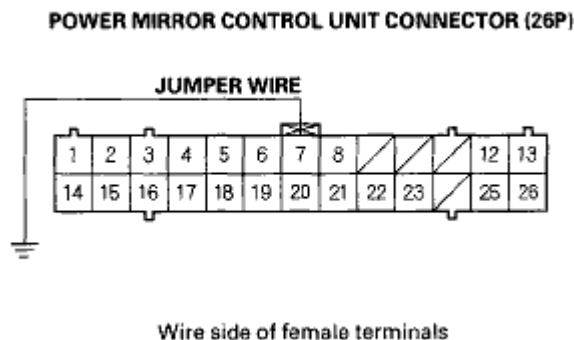


Fig. 50: Connecting Power Mirror Control Unit Connector (26P) No. 7 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Check for continuity between the right power mirror connector (13P) No. 6 terminal and body ground.

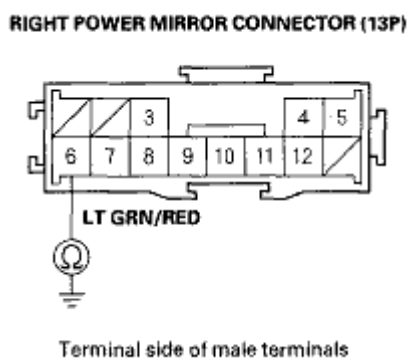


Fig. 51: Checking Continuity Between Right Power Mirror Connector (13P) No. 6 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

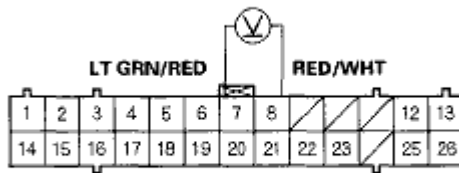
Is there continuity?

YES -Go to step 19.

NO -Repair an open in the LT GRN/RED wire.

19. Reconnect the power mirror control unit connector (26P).

20. Turn the ignition switch ON (II).
21. Measure the voltage between the power mirror control unit connector (26P) No. 8 and No. 7 terminals.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 52: Measuring Voltage Between Power Mirror Control Unit Connector (26P) No. 8 And No. 7 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Faulty right power mirror position sensor; replace the power mirror actuator (see **POWER MIRROR ACTUATOR REPLACEMENT**).

NO -Substitute a known-good power mirror control unit, and recheck. If DTC is gone, the original power mirror control unit is faulty; replace it.

DTC B1831: RIGHT MIRROR VERTICAL SENSOR 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 DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the right power mirror tilts up or down with the power mirror switch.
4. Check for DTCs with the HDS.

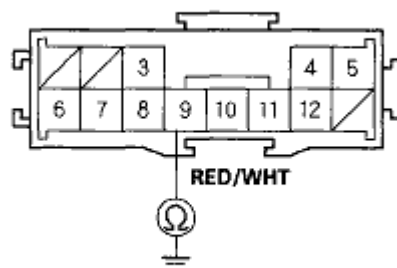
Is DTC B1831 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Turn the ignition switch OFF.
6. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
7. Remove the driver's and front passenger's door panels (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).

8. Disconnect the power mirror control unit 26P connector.
9. Disconnect the left and right power mirror 13P connectors.
10. Check for continuity between the right power mirror connector (13P) No. 9 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 53: Checking Continuity Between Right Power Mirror Connector (13P) No. 9 Terminal And Body Ground

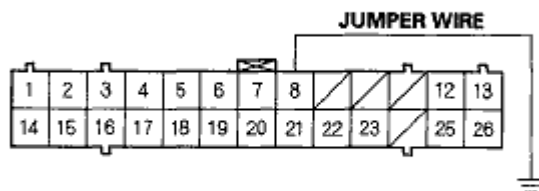
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

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

NO -Go to step 11.

11. Connect the power mirror control unit connector (26P) No. 8 terminal to body ground with a jumper wire.

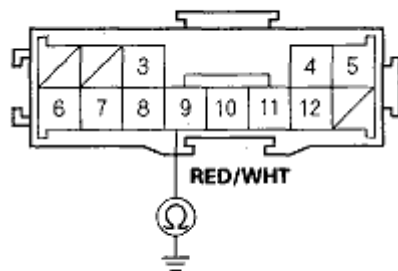
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 54: Connecting Power Mirror Control Unit Connector (26P) No. 8 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Check for continuity between the right power mirror connector (13P) No. 9 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

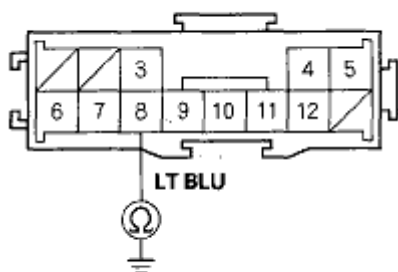
Terminal side of male terminals

Fig. 55: Checking Continuity Between Right Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Go to step 13.**NO** -Repair an open in the RED/WHT wire.

13. Check for continuity between the right power mirror connector (13P) No. 8 terminal and body ground.

RIGHT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 56: Checking Continuity Between Right Power Mirror Connector (13P) No. 8 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the LT BLU wire.**NO** -Go to step 14.

14. Connect the power mirror control unit connector (26P) No. 17 terminal to body ground with a jumper wire.

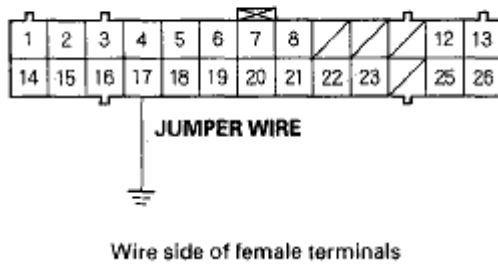
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Fig. 57: Connecting Power Mirror Control Unit Connector (26P) No. 17 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Check for continuity between the right power mirror connector (13P) No. 8 terminal and body ground.

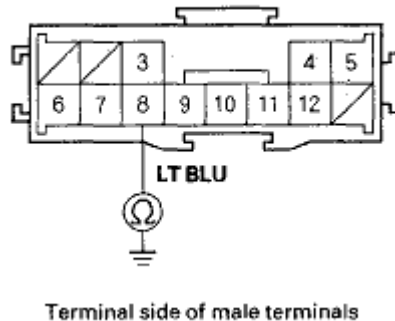
RIGHT POWER MIRROR CONNECTOR (13P)

Fig. 58: Checking Continuity Between Right Power Mirror Connector (13P) No. 8 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 16.

NO -Repair an open in the LT BLU wire.

16. Check for continuity between the power mirror control unit connector (26P) No. 7 terminal and body ground.

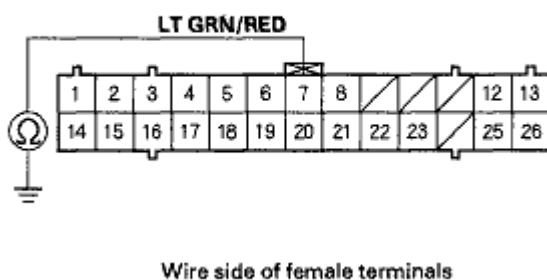
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Fig. 59: Checking Continuity Between Power Mirror Control Unit Connector (26P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the LT GRN/RED wire.

NO -Go to step 17.

17. Connect the power mirror control unit connector (26P) No. 7 terminal to body ground with a jumper wire.

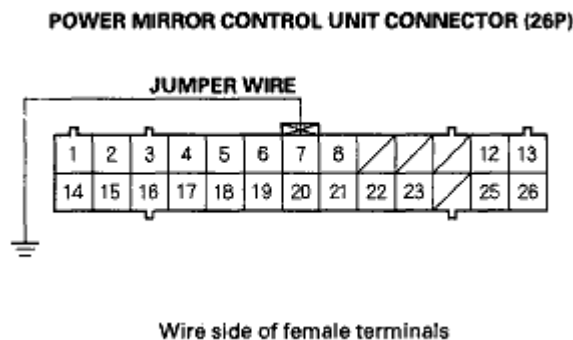


Fig. 60: Checking Connect Power Mirror Control Unit Connector (26P) No. 7 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Check for continuity between the right power mirror connector (13P) No. 6 terminal and body ground.

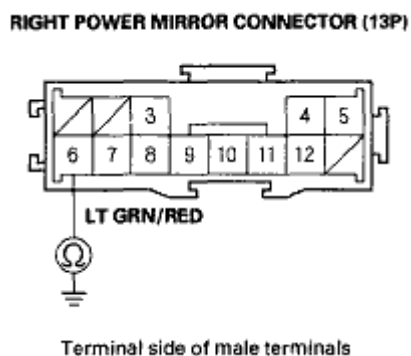


Fig. 61: Checking Continuity Between Right Power Mirror Connector (13P) No. 6 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

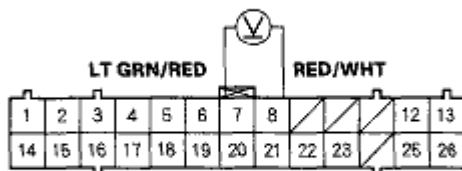
Is there continuity?

YES -Go to step 19.

NO -Repair an open in the LT GRN/RED wire.

19. Reconnect the power mirror control unit connector (26P).

20. Turn the ignition switch ON (II).
21. Measure the voltage between the power mirror control unit connector (26P) No. 8 and No. 7 terminals.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 62: Measuring Voltage Between Power Mirror Control Unit Connector (26P) No. 8 And No. 7 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Faulty right power mirror position sensor; replace the power mirror actuator (see **POWER MIRROR ACTUATOR REPLACEMENT**).

NO -Substitute a known-good power mirror control unit, and recheck. If DTC is gone, the original power mirror control unit is faulty; replace it.

DTC B1832: LEFT MIRROR HORIZONTAL SENSOR 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 DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the left power mirror swings right or left with the power mirror switch.
4. Check for DTCs with the HDS.

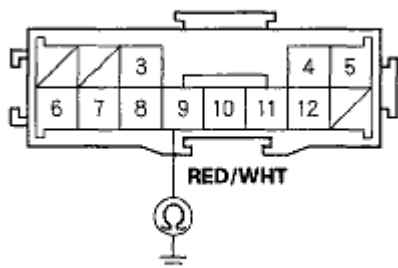
Is DTC B1832 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Turn the ignition switch OFF.
6. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
7. Remove the driver's and front passenger's door panels (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).

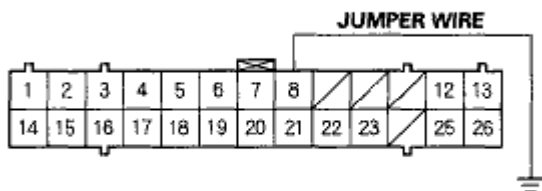
8. Disconnect the power mirror control unit 26P connector.
9. Disconnect the left and right power mirror 13P connectors.
10. Check for continuity between the left power mirror connector (13P) No. 9 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 63: Checking Continuity Between Left Power Mirror Connector (13P) No. 9 Terminal And Body Ground**Courtesy of AMERICAN HONDA MOTOR CO., INC.***Is there continuity?***YES** -Repair a short in the RED/WHT wire.**NO** -Go to step 11.

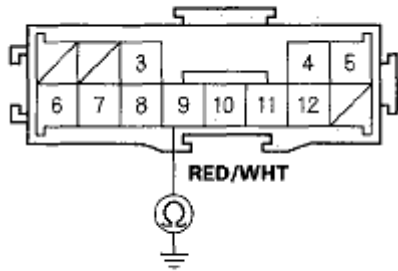
11. Connect the power mirror control unit connector (26P) No. 8 terminal to body ground with a jumper wire.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 64: Connecting Power Mirror Control Unit Connector (26P) No. 8 Terminal To Body Ground With A Jumper Wire**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

12. Check for continuity between the left power mirror connector (13P) No. 9 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

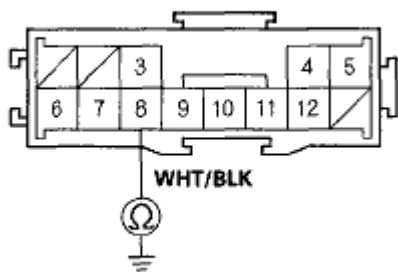
Terminal side of male terminals

Fig. 65: Checking Continuity Between Left Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Go to step 13.**NO** -Repair an open in the RED/WHT wire.

13. Check for continuity between the left power mirror connector (13P) No. 8 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

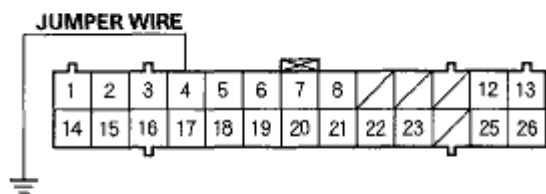
Terminal side of male terminals

Fig. 66: Checking Continuity Between Left Power Mirror Connector (13P) No. 8 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the WHT/BLK wire.**NO** -Go to step 14.

14. Connect the power mirror control unit connector (26P) No. 4 terminal to body ground with a jumper wire.

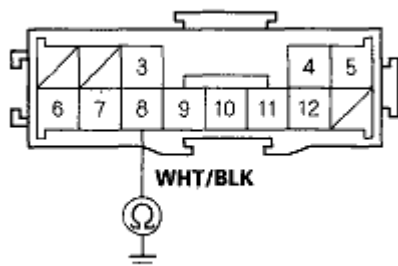
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 67: Connecting Power Mirror Control Unit Connector (26P) No. 4 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Check for continuity between the left power mirror connector (13P) No. 8 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 68: Checking Continuity Between Left Power Mirror Connector (13P) No. 8 Terminal And Body Ground

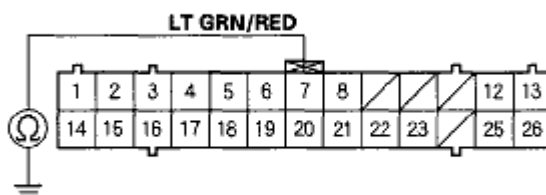
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 16.

NO -Repair an open in the WHT/BLK wire.

16. Check for continuity between the power mirror control unit connector (26P) No. 7 terminal and body ground.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 69: Checking Continuity Between Power Mirror Control Unit Connector (26P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the LT GRN/RED wire.

NO -Go to step 17.

17. Connect the power mirror control unit connector (26P) No. 7 terminal to body ground with a jumper wire.

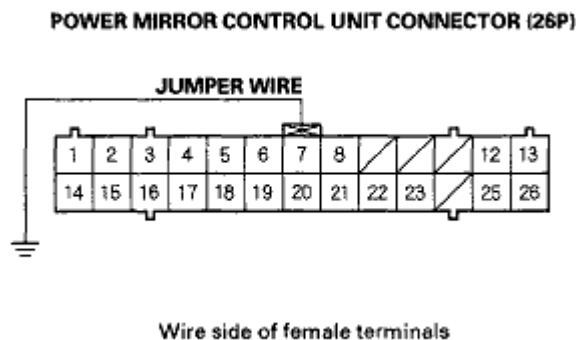


Fig. 70: Connecting Power Mirror Control Unit Connector (26P) No. 7 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Check for continuity between the left power mirror connector (13P) No. 6 terminal and body ground.

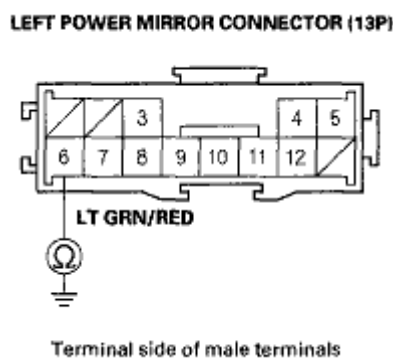


Fig. 71: Checking Continuity Between Left Power Mirror Connector (13P) No. 6 Terminal And Body Ground

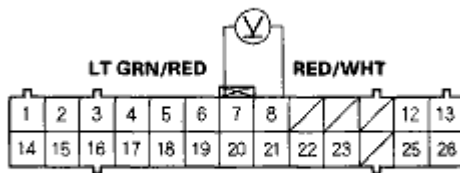
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 19.

NO -Repair an open in the LT GRN/RED wire.

19. Reconnect the power mirror control unit connector (26P).
20. Turn the ignition switch ON (II).
21. Measure the voltage between the power mirror control unit connector (26P) No. 8 and No. 7 terminals.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 72: Measuring Voltage Between Power Mirror Control Unit Connector (26P) No. 8 And No. 7 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Faulty left power mirror position sensor; replace the power mirror actuator (see **POWER MIRROR ACTUATOR REPLACEMENT**).

NO -Substitute a known-good power mirror control unit, and recheck. If DTC is gone, the original power mirror control unit is faulty; replace it.

DTC B1833: LEFT MIRROR VERTICAL SENSOR 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 DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the left power mirror tilts up or down with the power mirror switch.
4. Check for DTCs with the HDS.

Is DTC B1833 indicated?

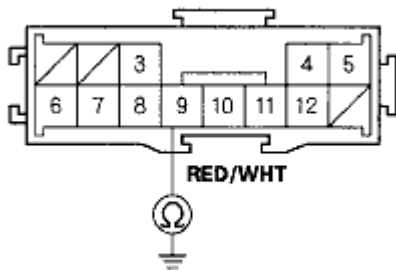
YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Turn the ignition switch OFF.
6. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
7. Remove the driver's and front passenger's door panels (see **FRONT DOOR PANEL**).

REMOVAL/INSTALLATION).

8. Disconnect the power mirror control unit 26P connector.
9. Disconnect the left and right power mirror 13P connectors.
10. Check for continuity between the left power mirror connector (13P) No. 9 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

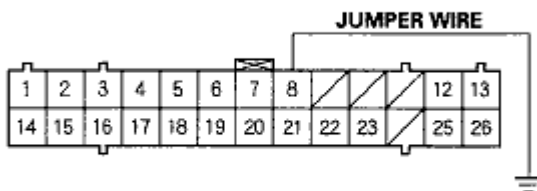
Terminal side of male terminals

Fig. 73: Checking Continuity Between Left Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the RED/WHT wire.**NO** -Go to step 11.

11. Connect the power mirror control unit connector (26P) No. 8 terminal to body ground with a jumper wire.

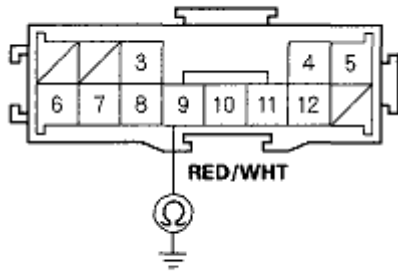
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 74: Connecting Power Mirror Control Unit Connector (26P) No. 8 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Check for continuity between the left power mirror connector (13P) No. 9 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

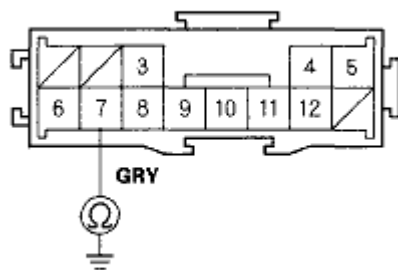
Terminal side of male terminals

Fig. 75: Checking Continuity Between Left Power Mirror Connector (13P) No. 9 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Go to step 13.**NO** -Repair an open in the RED/WHT wire.

13. Check for continuity between the left power mirror connector (13P) No. 7 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

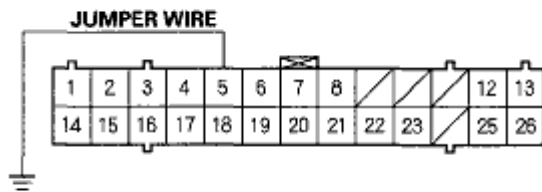
Terminal side of male terminals

Fig. 76: Checking Continuity Between Left Power Mirror Connector (13P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is there continuity?***YES** -Repair a short in the GRY wire.**NO** -Go to step 14.

14. Connect the power mirror control unit connector (26P) No. 5 terminal to body ground with a jumper wire.

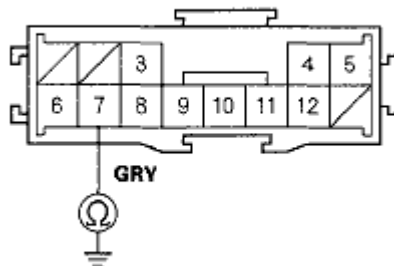
POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 77: Checking Connect Power Mirror Control Unit Connector (26P) No. 5 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Check for continuity between the left power mirror connector (13P) No. 7 terminal and body ground.

LEFT POWER MIRROR CONNECTOR (13P)

Terminal side of male terminals

Fig. 78: Checking Continuity Between Left Power Mirror Connector (13P) No. 7 Terminal And Body Ground

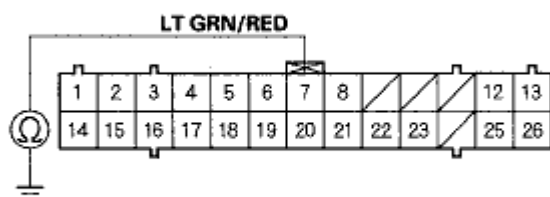
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 16.

NO -Repair an open in the GRY wire.

16. Check for continuity between the power mirror control unit connector (26P) No. 7 terminal and body ground.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 79: Checking Continuity Between Power Mirror Control Unit Connector (26P) No. 7 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the LT GRN/RED wire.

NO -Go to step 17.

17. Connect the power mirror control unit connector (26P) No. 7 terminal to body ground with a jumper wire.

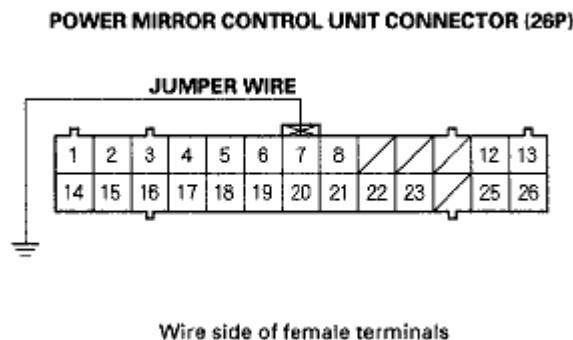


Fig. 80: Connecting Power Mirror Control Unit Connector (26P) No. 7 Terminal To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Check for continuity between the left power mirror connector (13P) No. 6 terminal and body ground.

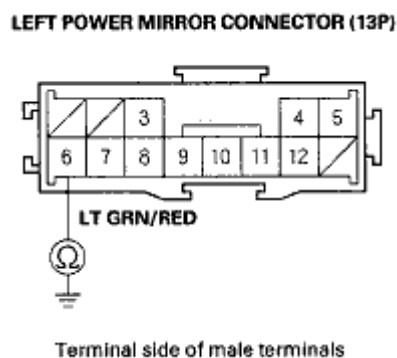


Fig. 81: Checking Continuity Between Left Power Mirror Connector (13P) No. 6 Terminal And Body Ground

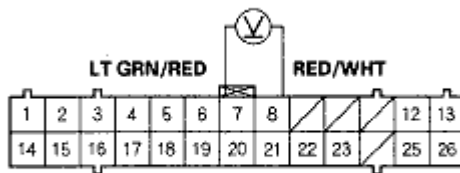
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 19.

NO -Repair an open in the LT GRN/RED wire.

19. Reconnect the power mirror control unit connector (26P).
20. Turn the ignition switch ON (II).
21. Measure the voltage between the power mirror control unit connector (26P) No. 8 and No. 7 terminals.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)

Wire side of female terminals

Fig. 82: Measuring Voltage Between Power Mirror Control Unit Connector (26P) No. 8 And No. 7 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 5 V?

YES -Faulty left power mirror position sensor; replace the power mirror actuator (see **POWER MIRROR ACTUATOR REPLACEMENT**).

NO -Substitute a known-good power mirror control unit, and recheck. If DTC is gone, the original power mirror control unit is faulty; replace it.

DTC B1834: M/T HARNESS POOR GROUND

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**).

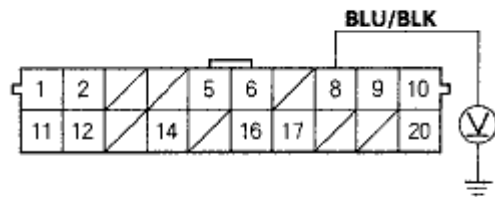
1. Clear the DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the power seat with the power seat adjustment switch.
4. Check for DTCs with the HDS.

Is DTC 1834 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Measure the voltage between the power seat control unit connector A (20P) No. 8 terminal and body ground.

POWER SEAT CONTROL UNIT CONNECTOR A (20P)

Wire side of female terminals

Fig. 83: Measuring Voltage Between Power Seat Control Unit Connector A (20P) No. 8 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there 1 V or less?

YES -Check for poor connection between the power seat control unit connector A (20P) and G501. If the wire and ground are OK, replace the power seat control unit (see **POWER SEAT CONTROL UNIT INPUT TEST**).

NO -Check for the poor ground (G501) or repair an open in the wire.

DTC B1837: POWER SEAT POSITION MEMORY RECALL 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 DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the power seat with the power seat adjustment switch.
4. Operate the power seat with the driving position memory switch.
5. Check for DTCs with the HDS.

Is DTC 1837 indicated?

YES -Go to step 6.

NO -Intermittent failure, the system is OK at this time.

6. Check for other DTCs.

Is any other DTC indicated?

YES -Go to the **INDICATED DTCS TROUBLESHOOTING**.

NO -Go to step 7.

7. Remove the driver's power seat (see **FRONT SEAT REMOVAL/INSTALLATION**).

8. Test the power seat motors (see **DRIVER'S POWER SEAT MOTOR TEST**).

Are the power seat motors OK?

YES -Replace the power seat control unit.

NO -Replace the faulty power seat motor(s).

DTC B1843: POWER SEAT CONTROL UNIT LOST COMMUNICATION WITH OTHER UNITS (UART COMMUNICATION 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 DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Operate the power seat with the driving position memory switch.
4. Check for DTCs with the HDS.

Is DTC 1843 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time.

5. Turn the ignition switch OFF.
6. Disconnect the power seat control unit connectors and power mirror control unit connector (26P).
7. Check for continuity between power seat control unit connector C (12P) No. 4 terminal and power mirror control unit connector (26P) No. 23 terminal.

POWER SEAT CONTROL UNIT CONNECTOR C (12P)

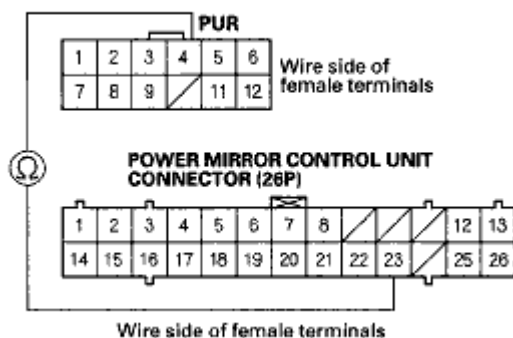


Fig. 84: Checking Continuity Between Power Seat Control Unit No. 4 Terminal And Power Mirror Control Unit No. 23 Terminal
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

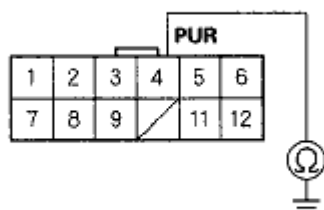
Is there continuity?

YES -Go to step 8.

NO -Repair an open in the PUR wire between the power mirror control unit connector (26P) and the power seat control unit connector C (12P).

8. Check for continuity between power seat control unit connector C (12P) No. 4 terminal and body ground with the ignition switch ON (II).

POWER SEAT CONTROL UNIT CONNECTOR C (12P)



Wire side of female terminals

Fig. 85: Checking Continuity Between Power Seat Control Unit Connector C (12P) No. 4 Terminal And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

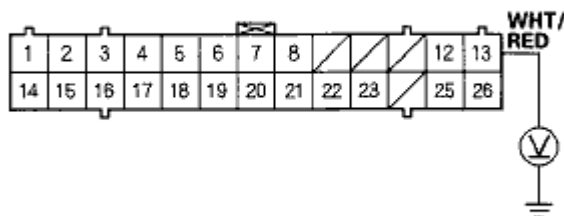
Is there continuity?

YES -Repair a short in the PUR wire to ground.

NO -Go to step 9.

9. Measure the voltage between the No. 13 terminal of the power mirror control unit connector (26P) and body ground.

POWER MIRROR CONTROL UNIT CONNECTOR (26P)



Wire side of female terminals

Fig. 86: Measuring Voltage Between No. 13 Terminal Of Power Mirror Control Unit Connector (26P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 10.

NO -Check No. 7 (7.5 A) fuse in the under-dash fuse/relay box. If the fuse is OK, repair an open in the WHT/RED wire.

10. Check for continuity between the No. 25 terminal of power mirror control unit connector (26P) and body ground.

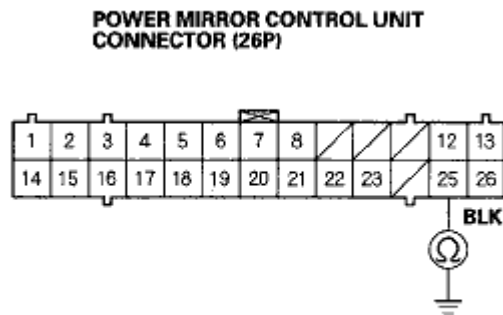


Fig. 87: Checking Continuity Between No. 25 Terminal Of Power Mirror Control Unit Connector (26P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair an open in the wire between the power mirror control unit and G501. If the wire is OK, repair G501.

NO -Replace the power mirror control unit.

DRIVER'S POWER SEAT MOTOR TEST

1. Remove the driver's seat (see **FRONT SEAT REMOVAL/INSTALLATION**).
2. Disconnect the connector from each power seat motor.

NOTE: All connectors are terminal side of male terminals.

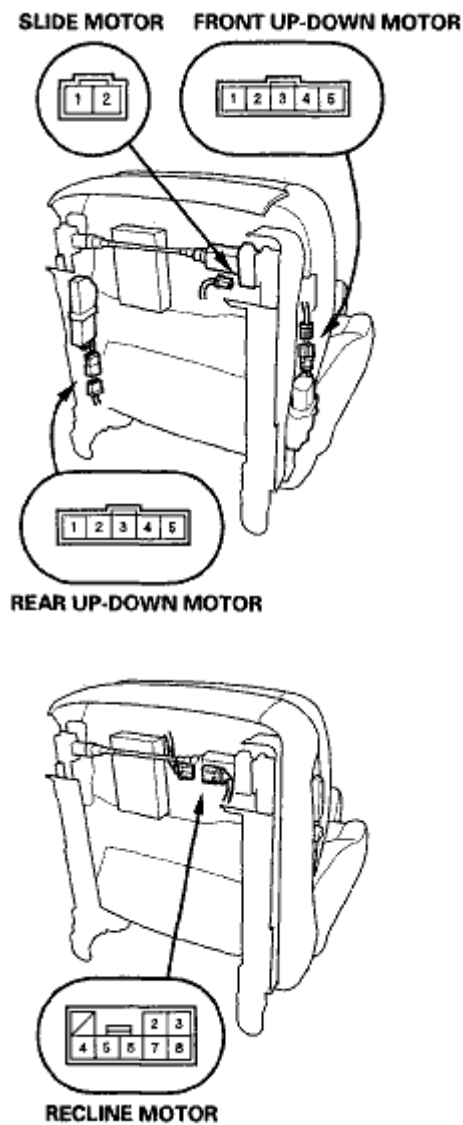


Fig. 88: Identifying Driver's Power Seat Motor Connector Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Test each motor by connecting power and ground according to the table. When the motor stops running, disconnect battery power immediately.

Terminal		1	2
Position			
SLIDE MOTOR	Forward	⊖	⊕
	Backward	⊕	⊖

Terminal		8	7
Position			
RECLINE MOTOR	Forward	⊖	⊕
	Backward	⊕	⊖

Terminal		1	2
Position			
FRONT UP-DOWN MOTOR	UP	⊖	⊕
	DOWN	⊕	⊖

Terminal		1	2
Position			
REAR UP-DOWN MOTOR	UP	⊕	⊖
	DOWN	⊖	⊕

Fig. 89: Power Seat Motor Terminals Chart

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the motor does not run or fails to run smoothly, replace:
 - Slide motor (see **FRONT SEAT LINKAGE DISASSEMBLY/REASSEMBLY - DRIVER'S 10-WAY POWER**)
 - Recline motor (see **FRONT SEAT RECLINE MOTOR REPLACEMENT**)
 - Front up-down motor (see **FRONT SEAT LINKAGE DISASSEMBLY/REASSEMBLY - DRIVER'S 10-WAY POWER**)
 - Rear up-down motor (see **FRONT SEAT LINKAGE DISASSEMBLY/REASSEMBLY - DRIVER'S 10-WAY POWER**)

DRIVING POSITION MEMORY SWITCH TEST/REPLACEMENT

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 10P connector from the memory switch (A).

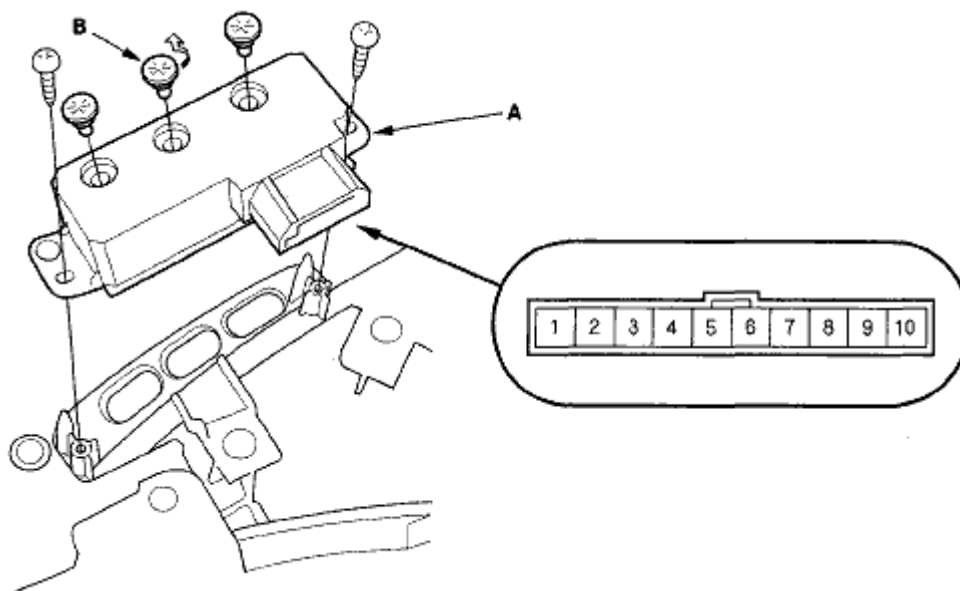


Fig. 90: Identifying Memory Switch 10P Connector And Screws
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals in each switch position according to the table.

Terminal		1	2		8	4	5	6	7	3		10
Position												
MEMO button	OFF											
	ON					○	—	○				
Position 1 button	OFF											
	ON							○	—	○	○	—
Position 2 button	OFF											
	ON							○	—	○		
Indicator 1		○	—	○	○							
Indicator 2			○	○	○							

Fig. 91: Terminals Continuity Chart
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the continuity check is not as specified, replace the bulbs (B), or remove the screws and replace the switch.

POWER SEAT ADJUSTMENT SWITCH TEST/REPLACEMENT

1. Remove the power seat adjustment switch knobs (A) and recline cover from the driver's power seat (see **FRONT SEAT DISASSEMBLY/REASSEMBLY**), then remove the two screws and the power seat switch.

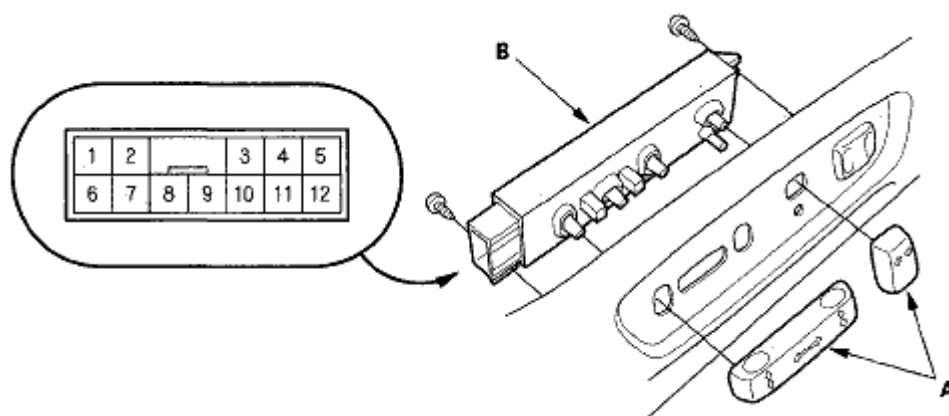


Fig. 92: Identifying Power Seat Adjustment Switch And Knobs
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Disconnect the 12P connector from the power seat adjustment switch (B).
3. Reinstall the adjustment switch knobs to the switch.
4. Check for continuity between the terminals in each switch position according to the table.

Terminal		1	2	3	4	5	6	7	8	9	10	11	12
Position													
SLIDE SWITCH	Forward			○	—	—	—	○	○	○	○	○	
	Backward			○	—	—	—	○	○	○	○	○	
RECLINE SWITCH	Forward	○	○	—	○	○	○						○
	Backward	○	○	—	○	○	○						○
FRONT UP-DOWN SWITCH	UP			○	—	—	—	○	○	○	○	○	
	DOWN			○	—	—	—	○	○	○	○	○	
REAR UP-DOWN SWITCH	UP	○	○	—	○	○	○						○
	DOWN	○	○	—	○	○	○						○

Fig. 93: Terminals Continuity Chart
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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