

Helping you fix it right the *first* time - every time

## Red or Pinkish Red Water Detection Sticker Means Water Damage

**Currently Applies To:** '13 Accord and '13 Fit EV

The keyless access remote for the Accord and the interactive remote for the Fit EV are water resistant, but they're **not** waterproof. That means they can withstand being dunked in water for a short period, but anytime longer . . . and their electronics could get flooded and stop working.

The test procedure in the electronic service manual tells you to check for water damage but it doesn't tell you how to do it. So, here's what you need to know.

All keyless access remotes and interactive remotes come with a water detection sticker on the inside of the back panel. That sticker should be **white with red dots** (or possibly **solid white**). But if the remote gets exposed to enough moisture, the sticker turns **solid red or pinkish red**.

**KEYLESS ACCESS REMOTE**



**INTERACTIVE REMOTE**



If you get a keyless access remote or interactive remote that won't work, open it up and check the water detection sticker. If it's **red or pinkish red**, that remote is water damaged and must be replaced. But keep in mind, water-damaged remotes **aren't** covered by warranty, so any claims submitted will get rejected.

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## Aiming the LaneWatch Camera

**Currently Applies To:** '13 Accord Sedan (EX, EX-L, and Touring)

The LaneWatch feature can help drivers see traffic as well as pedestrians and other objects in their blind spot. It uses real-time video from a camera mounted below the passenger's power mirror to give a wide-angle rear view on the iMID or navi screen, depending on the trim level. The video comes up when you put on the right turn signal or press the LaneWatch button on the end of the turn signal lever.

Anytime you remove or replace the camera, or there's an aiming error, you've got to aim it again. We covered this in the electronic service manual, but it's a preliminary version and it's missing some key details to actually aim the camera. We're making changes to the manual to fix this, but until they're posted, use the applicable aiming procedure in this article.

Before you start, just a couple of things to keep in mind:

- There are some errors in the listed special tools. The Aiming Stand Set includes a plumb bob, which isn't shown. Aiming Marker A should be **vertical** with **six** dots and its tool number should be 070AK-T2AA**110**. And Aiming Marker B shouldn't even be listed; it's no longer needed.
- For proper aiming, make sure you follow the target setup in the manual **to the letter**. In particular, check that your work area is well lit, there's a target in place, and there's nothing bright behind it. If you don't follow the setup, you'll get an **Aiming Failed** message on the screen (it's hard to miss) and will have to start over again.

### Audio Without Touch Screen (EX models)

1. Set up the target according to the electronic service manual.
2. Turn on the ignition.
3. Turn off the audio unit.
4. Press and hold the **1** and **6** preset buttons, followed by the **Volume/Power** knob.
5. Release all three when you see **DIAG** on the iMID.
6. Press the **MENU** button. The rear camera view comes up.
7. Press the **4** preset button, then press it again. The LaneWatch camera view comes up.
8. Press the **LaneWatch** button on the end of the turn signal lever. This starts the aiming process.
9. Wait until the aiming process is done.

### Audio With Touch Screen (EX-L models without navigation)

1. Set up the target according to the electronic service manual.
2. Turn on the ignition.
3. Press and hold the **DISP**, **BACK**, and **VOL/PWR** buttons until the **Select Diagnosis Items** menu comes up on the iMID.
4. Select **Detail Information & Setting**.
5. Select **Unit Check**.
6. Select **LaneWatch**.
7. Select **Start**.
8. Press the LaneWatch button on the end of the turn signal lever. This starts the aiming process.
9. Wait until the aiming process is done.

### With Navigation (EX-L with navigation and Touring models)

1. Set up the target according to the electronic service manual.
2. Turn on the ignition.
3. Press and hold the **NAV**, **BACK**, and **MENU** buttons until the **Select Diagnosis Items** menu comes up on the navi screen.
4. Select **Detail Information & Setting**.
5. Select **Unit Check**.
6. Select **LaneWatch**.
7. Select **Start**.
8. Press the LaneWatch button on the end of the turn signal lever. This starts the aiming process.
9. Wait until the aiming process is done.

Just so you know, we've got a *Tech2Tech*® segment coming soon that covers this material and demo's the aiming process on a Touring Sedan. So watch for it online.

## Get to Know the New TPMS

**Currently Applies To:** '13 Accord

**EDITOR'S NOTE:** This article revises the one issued in **August 2012**. Changes are highlighted in **red**.

The all-new 2013 Accord comes with an **indirect** TPMS that doesn't use tire pressure sensors mounted inside the tires. Instead, it uses the existing VSA wheel speed sensors to monitor and compare tire characteristics while driving.

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## Get to Know the New TPMS (cont'd)

There are two things you really need to know about this system: calibration and the functions of the low tire pressure/TPMS indicator.

### Calibration

For the system to work right, this process **must** be done at PDI, then anytime you do the following:

- Adjust pressure in one or more tires
- Rotate tires
- Replace one or more tires
- Replace or update the VSA-modulator control unit

Keep in mind, you just need to **start** the process; the system will finish it on its own as your customer drives the vehicle. Starting calibration is really easy. Here's how it's done:

#### Before You Start

1. Make sure the vehicle is completely stopped with the trans in Neutral (M/T) or Park (A/T or CVT).
2. Make sure all of the tires are the same type and size. The system won't work right if they aren't.
3. Set the tire pressures to the cold inflation values listed on the driver's doorjamb label.
4. Turn on the ignition.

#### Starting Calibration - Models Without MID

Press and hold the TPMS button underneath the left side of the dashboard for **3 seconds** until the low tire pressure/TPMS indicator blinks **twice**.



If the indicator doesn't blink, make sure your setup is good, then press and hold the button again. The process finishes automatically as your customer drives the vehicle. This takes about **30 minutes** of cumulative driving at **30 to 60 mph**.

#### Starting Calibration - Models With MID

1. Press the up or down arrow button on the steering wheel to select **Vehicle Settings**, then press the **SEL/RESET** button. **TPMS Calibration** comes up.

2. Press the **SEL/RESET** button. The display switches to **Setup**, where you can select **Cancel** or **Calibrate**.
3. Press the arrow buttons to select **Calibrate**, then press the **SEL/RESET** button.

You'll then see **Calibration Started**. If you see **Calibration Failed to Start**, just repeat steps 2 and 3. The calibration process finishes automatically as your customer drives the vehicle. This takes about **30 minutes** of cumulative driving at **30 to 60 mph**.

#### Calibration Status

With the vehicle stationary, you or your customer might notice that the indicator comes on for **2 seconds** and then goes off, **45 seconds** after turning on the ignition. **On models with MID, the Tire Pressures Low message also does the same thing.** There's **nothing** wrong; it's just telling you the system is still calibrating. If the system detects vehicle speed **before** those 45 seconds are up, or the calibration process is done, the indicator won't do that, **nor will that MID message**.

#### Low Tire Pressure/TPMS Indicator Functions

The indicator does various things, depending on conditions and circumstances. Here's the lowdown:



#### Normal Conditions

- It comes on for a few seconds when you turn on the ignition. This is just part of the bulb check.
- It comes on for **2 seconds**, and then goes off if the vehicle isn't moved **45 seconds** after turning on the ignition. **On models with MID, the Tire Pressures Low message also does the same thing.** As we mentioned earlier, this just means the system is still calibrating.

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## Get to Know the New TPMS (cont'd)

### Abnormal Conditions

- It comes on and stays on if one or more tire pressures are very low or the system hasn't been calibrated. **On models with MID the Tire Pressures Low message also does the same thing.** If this happens, the vehicle should be stopped in a safe place, the tire pressures checked and adjusted if needed, and the calibration process started.
- It blinks for about **1 minute**, then stays on if the compact spare is mounted or there's a problem with the TPMS. **On models with MID, the Tire Pressure Monitor Problem message also does the same thing.** If the spare is mounted, the regular tire should be repaired or replaced and mounted as soon as possible, and the calibration process started. If the spare isn't mounted, the calibration process should be started and the system checked.

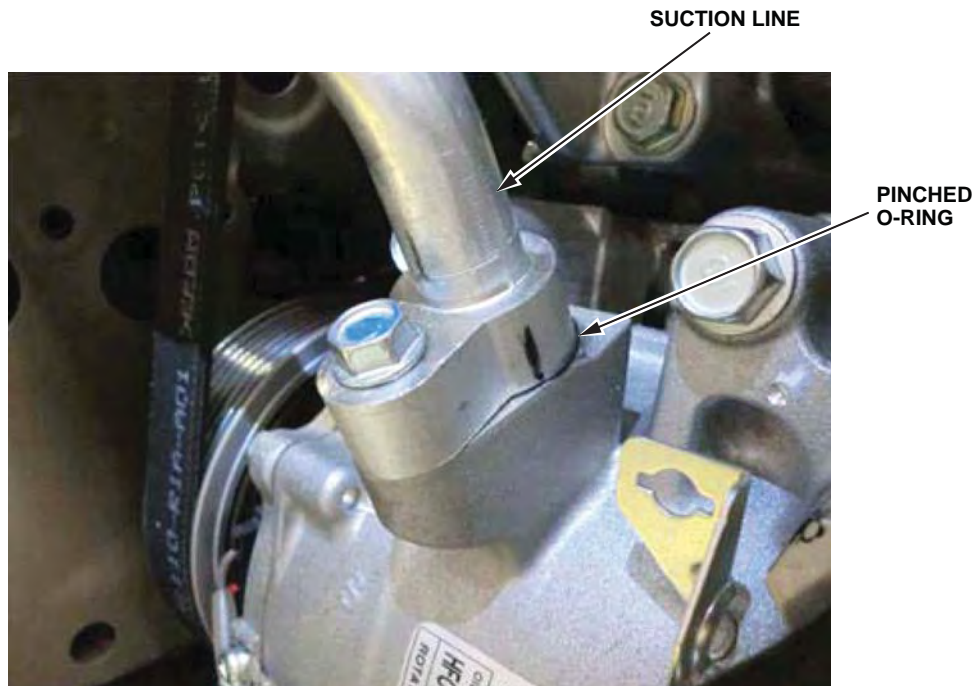
### For More Info

To learn more about this new TPMS, be sure to check out self-study module SSC16, *Indirect Tire Pressure Monitoring System*, in the dealer's Online University, and the *Tech2Tech®* segment "A Look at TPMS Calibration."

## Poor A/C Performance? Check Compressor Suction Line O-Ring

**Currently Applies To:** '12 Civic

Got a vehicle in for poor A/C performance? Before running the A/C Performance Test, try checking for a pinched 5/8-inch O-ring at the suction line; it can cause this problem. You can tell it's pinched by the ring material sticking out.



If that's the case, replace the O-ring. If that O-ring was OK, then run the A/C Performance Test.

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## MIL On with DTC P0128? Check the Thermostat Gasket

Currently Applies To: '12 Civic (Except Hybrid, Natural Gas, and Si)

**EDITOR'S NOTE:** This article revises the one issued in **September 2011**. Changes are highlighted in **red**.

Got a vehicle with the MIL on and DTC P0128 (cooling system malfunction)? The thermostat gasket just might be the culprit. If it's not in the right position, it can hold the jiggle valve open, causing a very small leak through the thermostat that can get picked up by the DTC P0128 onboard monitor.



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*MIL On with DTC P0128? Check the Thermostat Gasket (cont'd)*

This problem applies to these vehicles:

Model	VIN Break	Replacement Self-Locking Nut
2009–12 2WD Pilot	Thru 5FNYF3***CB004847	P/N 90213-SJ6-004
2012 2WD Pilot	After 5FNYF3***CB004847	P/N 90213-SZA-A01
2009–12 4WD Pilot	Thru 5FNYF4***CB008723	P/N 90213-SJ6-004
2012 4WD Pilot	After 5FNYF4***CB008723	P/N 90213-SZA-A01

Before getting into any heavy troubleshooting, remove the thermostat, and check the gasket position. Make sure it's centered over the jiggle valve.

- If it isn't centered, center the gasket. Then reinstall the thermostat, and clear the DTC.
- If it's already centered, continue with normal troubleshooting.

## Wind Noise From the Windshield

**Currently Applies To:** '08–12 Accord

Got wind noise coming from the windshield? A deformed hood seal could be the culprit.



To check for this, look into the gap between the front edge of the hood and the top of the grill. If you see any obvious hood seal deformation, replace the hood seal. If you don't, then apply a strip of tape over the gap and go out for a test drive. If the noise is now gone, replace the hood seal. If it's not, continue with normal troubleshooting.

## Don't Leave the Build Sheet Taped to the Dashboard!

**Currently Applies To:** '12–13 Odyssey, '12–13 Pilot, and '12–13 Ridgeline

If the factory build sheet is left taped to the dashboard, the tape can damage its surface. This is especially true if the vehicle is parked outside in the hot sun.



Our factories have agreed to tape the build sheet to the floor instead.



But if you get a vehicle with the sheet taped to the dashboard, pull it off right away. Make sure you remove all of the tape, and clean off any glue residue.

Your dealer inventory should also be checked for this. You don't want to leave any build sheets taped to the dashboard.

## New Audio Anti-Theft System Means No More Code Cards or Stickers

**Currently Applies To:** '12 Civic, '12 CR-V, All '13 and later Honda models

Just so you know, we introduced a new audio anti-theft system that doesn't require a code to exit the anti-theft mode.

To exit that mode, just press and hold the POWER button on the audio or audio navigation unit for about **2 seconds**. The ECM/PCM checks that the VIN matches the one saved in the unit. You'll then hear a long beep as the unit exits the mode. Release the button.

2012 Civics and CR-Vs don't come with code cards, but still have the stickers. The 2013 Odyssey and Pilot don't come with either. This is a rolling change that'll eventually apply to the rest of the model lineup.

Should you need the anti-theft code, you can get it from the **Anti-Theft Code Inquiry** screen on the iN using the unit's serial number. For details, check out the electronic service manual. You'll also find it covered in the *Tech2Tech* segment "Don't Have the Anti-Theft Code? Here's an Easy Way to Get It."

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