2007-08 ACCESSORIES AND EQUIPMENT

Keyless/Power Door Lock System - Element

COMPONENT LOCATION INDEX

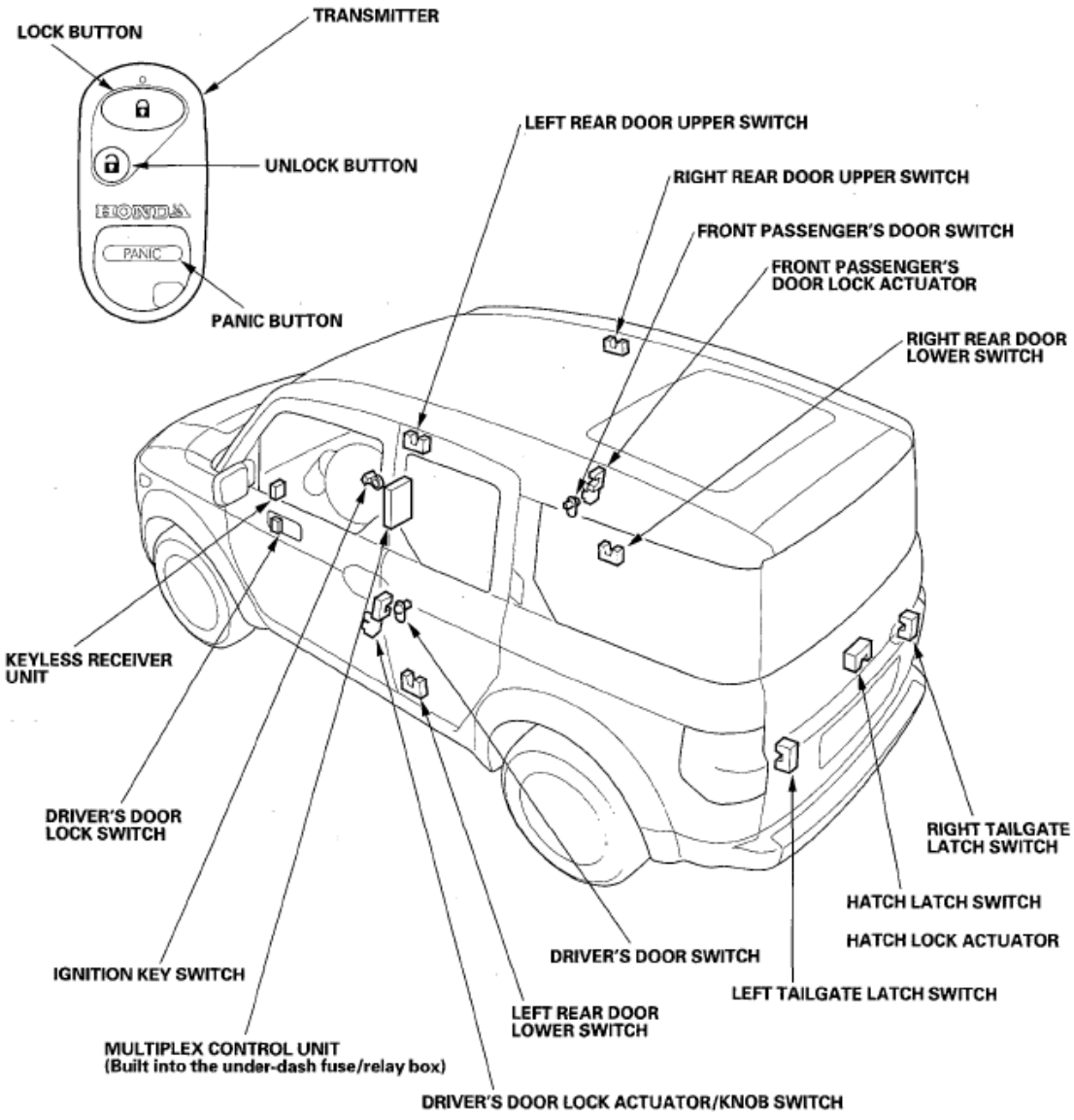

Fig. 1: Identifying Keyless/Power Door Lock System Components Location
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

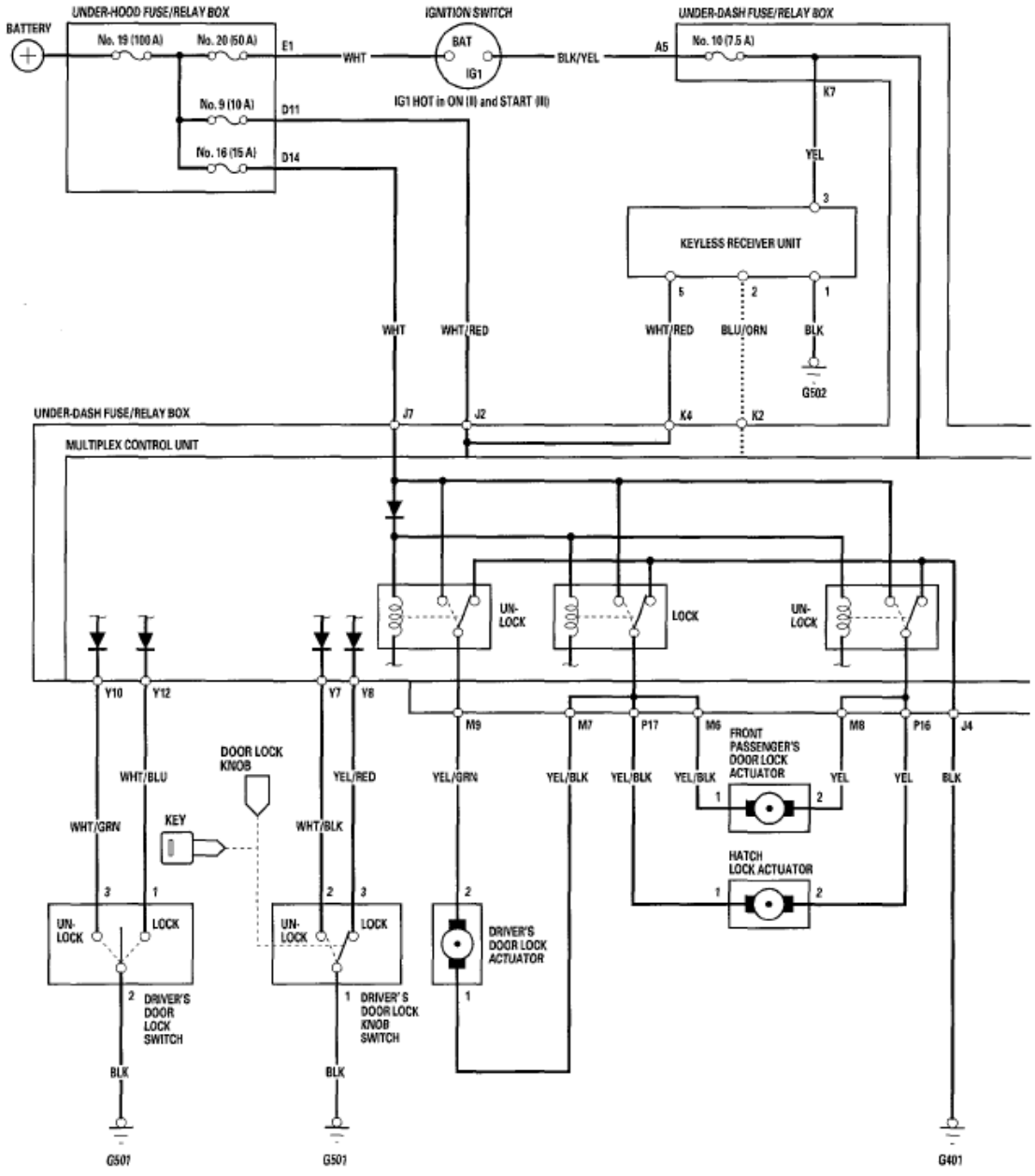

Fig. 2: Keyless/Power Door Lock System Circuit Diagram (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

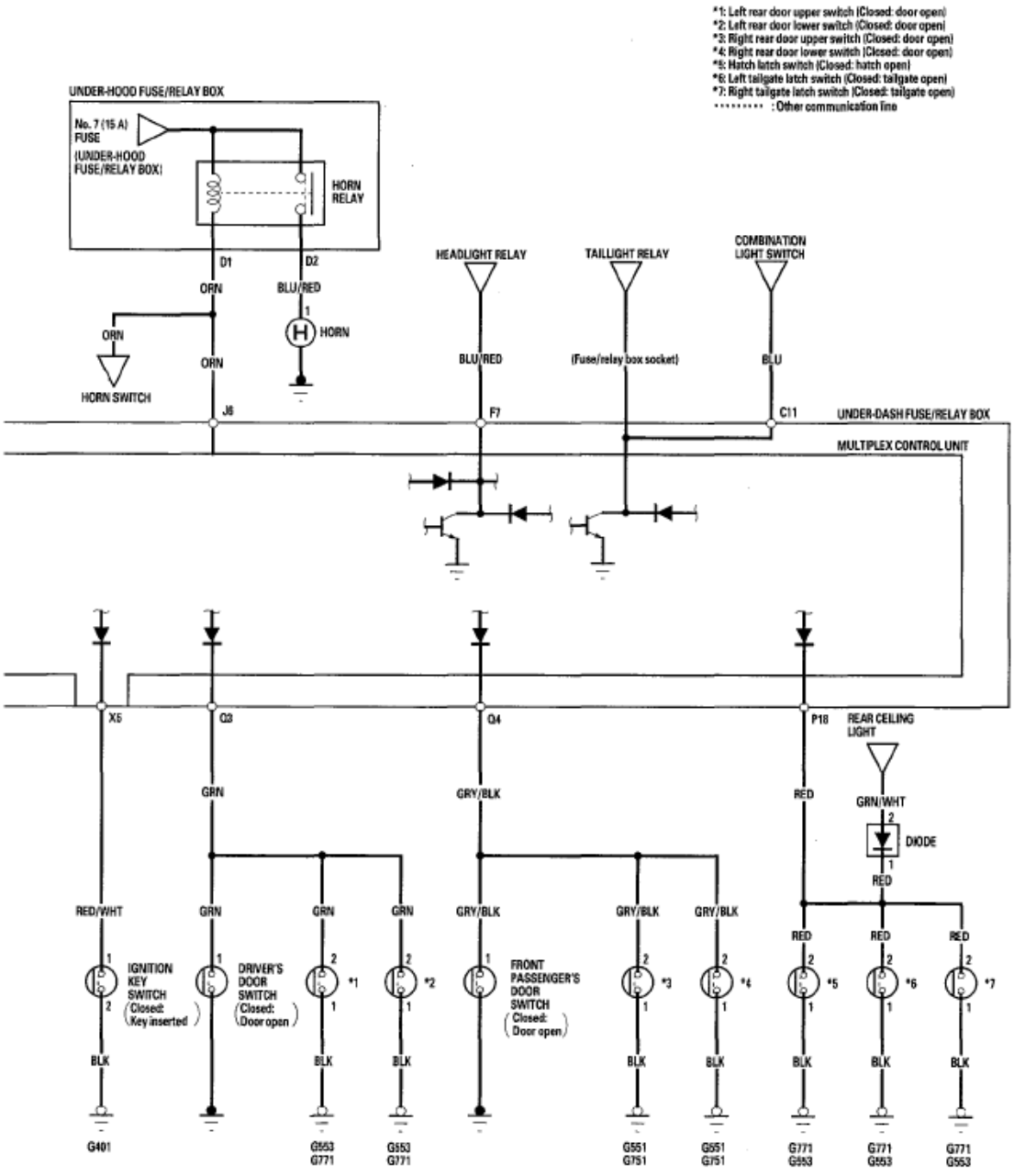

Fig. 3: Keyless/Power Door Lock System Circuit Diagram (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

KEYLESS RECEIVER UNIT INPUT TEST

1. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).

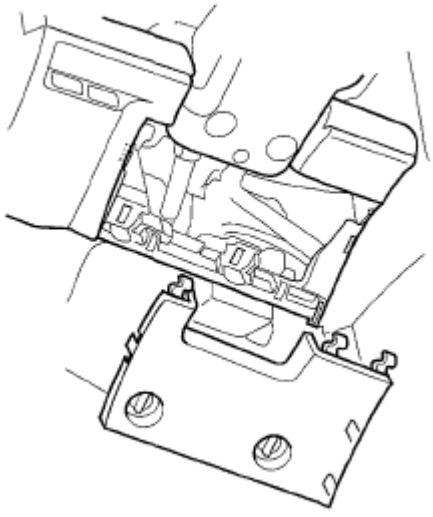

Fig. 4: Identifying Driver's Dashboard Lower Cover
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Disconnect the 5P connector (A) from the Keyless receiver unit (B).

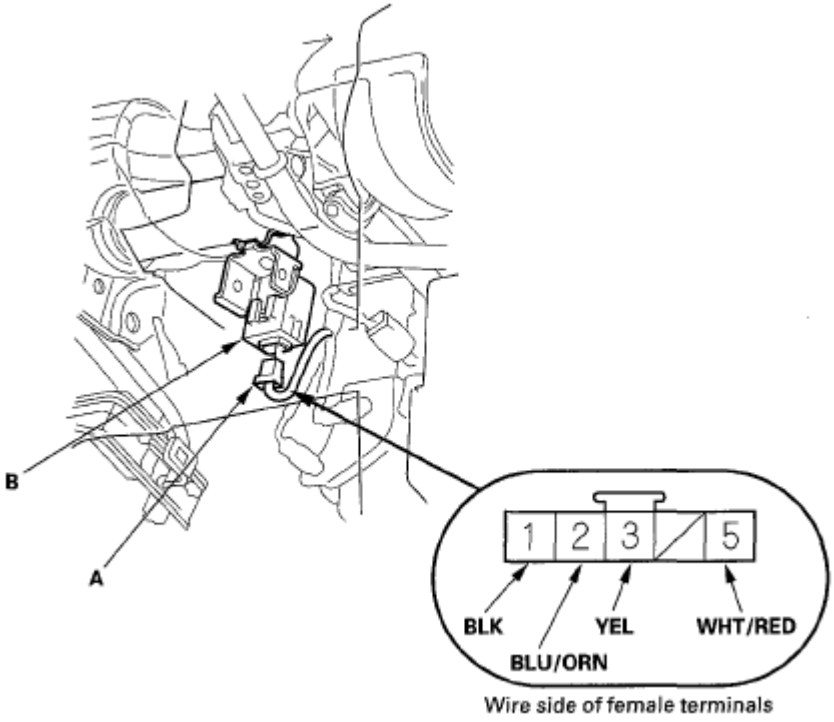

Fig. 5: Identifying Keyless Receiver Unit 5P Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Inspect the connector and socket terminals to be sure they are all making good contact.
    - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.

- If the terminals look OK, go to step 4.

4. Reconnect the connector, and make these input tests at the connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 5.

PROBLEM SYMPTOM CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
1	BLK	Under all conditions	Measure voltage to ground: There should be less than 1 V.	• Poor ground (G502) • An open in the wire
3	YEL	Ignition switch ON (II)	Measure voltage to ground: There should be battery voltage.	• Blown No. 10 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
		Ignition switch OFF	Measure voltage to ground: There should be no voltage.	Short to power on No. 10 (7.5 A) fuse circuit
5	WHT/RED	Under all conditions	Measure voltage to ground: There should be battery voltage.	• Blown No. 9 (10 A) fuse in the under-hood fuse/relay box • Faulty under-dash fuse/relay box • An open in the wire

5. Disconnect the connector, and make this input test at the connector.
   - If the test indicates a problem, find and correct the cause, then recheck the system.
   - If the input test proves OK, replace the keyless receiver unit.

PROBLEM SYMPTOM CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
2	BLU/ORN	Ignition switch OFF, under-dash fuse/relay box connector K (17P) disconnected	Check for continuity between the No. 2 terminal and the No. 2 terminal of the under-dash fuse/relay box connector K (17P): There should be continuity.	An open in the wire
			Check for continuity between the No. 2 terminal and body ground: There should be no continuity.	A short to ground in the wire

CONTROL UNIT INPUT TEST

NOTE: Before testing, troubleshoot the multiplex control system (see TROUBLESHOOTING).

1. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
2. Disconnect the under-dash fuse/relay box connectors C, F, J, K, M, P, Q, X and Y.

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

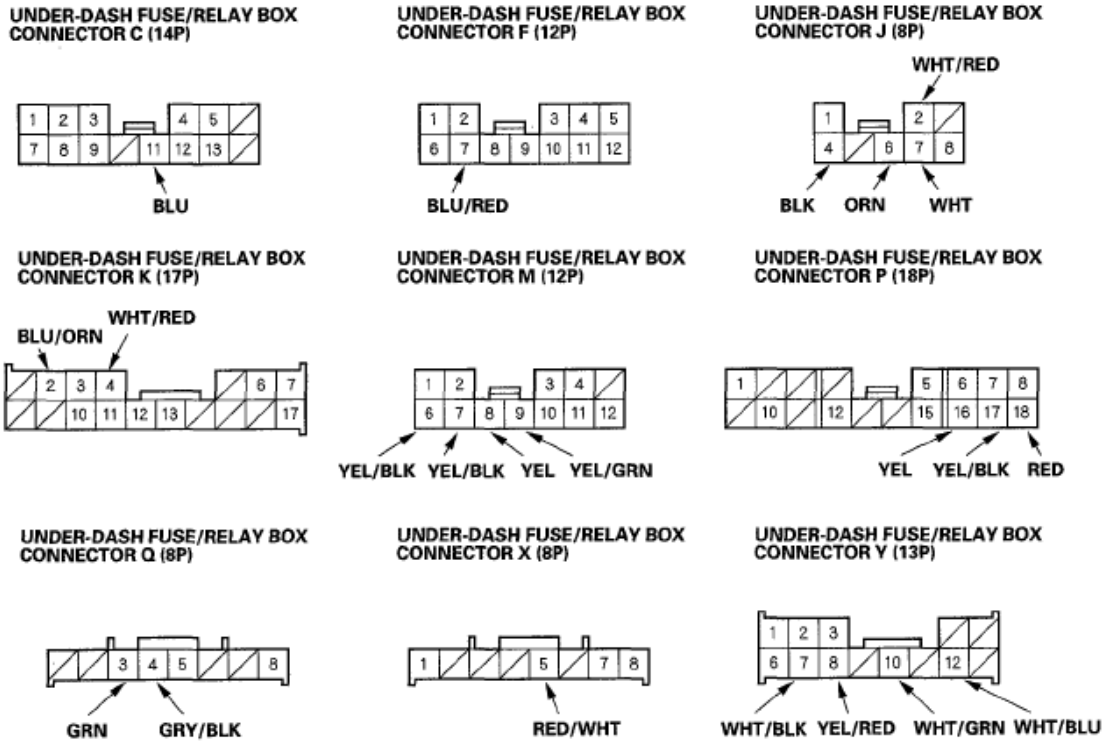

Fig. 6: Identifying Under-Dash Fuse/Relay Box Connectors
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, go to step 4.
4. Reconnect all connections to the under-dash fuse/relay box, and make these input tests at the appropriate connectors on the under-dash fuse/relay box.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 5.

PROBLEM SYMPTOM CHART

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

C11	BLU	Under all conditions	Attach to ground: Parking, side marker, license plate lights and taillights should come on.	• Blown No. 2 (15 A) fuse in the under-hood fuse/relay box • Faulty taillight relay • Faulty under-dash fuse/relay box • An open in the wire
F7	BLU/RED	Under all conditions	Attach to ground: Headlights should come on.	• Blown No. 15 or 17 (15 A) fuse in the under-hood fuse/relay box • Faulty headlight relay • Blown headlight bulb • An open in the wire
J2 K4	WHT/RED	Under all conditions	Measure voltage to ground: There should be battery voltage.	• Blown No. 9 (10 A) fuse in the under-hood fuse/relay box • An open in the wire
J4	BLK	Under all conditions	Measure voltage to ground: There should be less than 0.5 V.	• Poor ground (G401) • An open in the wire
P18	RED	Hatch or tailgate open	Measure voltage to ground: There should be less than 0.5 V.	• Faulty tailgate latch switch • Faulty hatch latch switch • An open in the wire
		Hatch and tailgate closed	Measure voltage to ground: There should be battery voltage.	• Faulty tailgate latch switch • Faulty hatch latch switch • Short to ground in the wire
Q3	GRN	Driver's door or left rear door open	Measure voltage to ground: There should be less than 0.5 V.	• Faulty driver's door switch • Faulty left rear door switch • An open in the wire
		Driver's door and left	Measure voltage to ground:	• Faulty driver's door switch • Faulty left rear door

		rear door closed	There should be battery voltage.	switch • Short to ground in the wire
Q4	GRY/BLK	Passenger's door or right rear door open	Measure voltage to ground: There should be less than 0.5 V.	• Faulty passenger's door switch • Faulty right rear door switch • An open in the wire
		Passenger's door and right rear door closed	Measure voltage to ground: There should be battery voltage.	• Faulty passenger's door switch • Faulty right rear door switch • Short to ground in the wire
X5	RED/WHT	Ignition key inserted into the ignition switch	Measure voltage to ground: There should be less than 0.5 V.	• Poor ground (G401) • Faulty ignition key switch • An open in the wire
		Ignition key removed from the ignition switch	Measure voltage to ground: There should be battery voltage.	• Faulty ignition key switch • Short to ground in the wire
Y7	WHT/BLK	Driver's door lock knob switch unlocked	Measure voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • Faulty driver's door lock knob switch • An open in the wire
		Driver's door lock knob switch locked	Measure voltage to ground: There should be battery voltage.	• Faulty driver's door lock knob switch • Short to ground in the wire
Y8	YEL/RED	Driver's door lock knob switch locked	Measure voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • Faulty driver's door lock knob switch • An open in the wire
		Driver's door lock knob switch unlocked	Measure voltage to ground: There should be battery voltage.	• Faulty driver's door lock knob switch • Short to ground in the wire
		Driver's door lock	Measure voltage to	• Poor ground (G501)

Y10	WHT/GRN	switch UNLOCK position	ground: There should be less than 0.5 V.	• Faulty driver's door lock switch • An open in the wire
		Driver's door lock switch in neutral or LOCK position	Measure voltage to ground: There should be battery voltage.	• Faulty driver's door lock switch • Short to ground in the wire
Y12	WHT/BLU	Driver's door lock switch LOCK position	Measure voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • Faulty driver's door lock switch • An open in the wire
		Driver's door lock switch in neutral or UNLOCK position	Measure voltage to ground: There should be battery voltage.	• Faulty driver's door lock switch • Short to ground in the wire

5. Disconnect the connectors, and make these input tests at the connectors.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the multiplex control unit must be faulty, replace the under-dash fuse/relay box assembly.

PROBLEM SYMPTOM CHART

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
J7	WHT	Under all conditions	Measure voltage to ground: There should be battery voltage.	• Blown No. 16 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
M7	YEL/BLK	Connect J7 terminal to M7 [M9] terminal, and M9 [M7] terminal to J4 terminal.	Check actuator operation: The driver's door lock actuator should lock [unlock].	• Blown No. 16 (15 A) fuse in the under-hood fuse/relay box • Faulty driver's door lock actuator • An open in the wire
M9	YEL/GRN			
				• Blown No. 16 (15 A) fuse in the

M6	YEL/BLK	Connect J7 terminal to M6 [M8] terminal, and M8 [M6] terminal to J4 terminal.	Check actuator operation: The front passenger's door lock actuator should lock [unlock].	under-hood fuse/relay box • Faulty front passenger's door lock actuator • An open in the wire
M8	YEL			
P16	YEL	Connect J7 terminal to P17 [P16] terminal, and P16 [P17] terminal to J4 terminal.	Check actuator operation: The hatch lock actuator should lock [unlock].	• Blown No. 16 (15 A) fuse in the under-hood fuse/relay box • Faulty hatch lock actuator • An open in the wire
P17	YEL/BLK			
J6	ORN	Under all conditions	Attach to ground: The horn should sound.	• Blown No. 7 (15 A) fuse in the under-hood fuse/relay box • Faulty horn relay • Faulty horn • An open in the wire
K2	BLU/ORN	Disconnect the keyless receiver unit 5P connector	Check for continuity between the K2 terminal and the keyless receiver unit 5P connector No. 2 terminal with the 5P connector disconnected: There should be continuity.	An open in the wire
			Check for continuity to ground: There should be no continuity.	Short to ground in the wire

DOOR LOCK ACTUATOR TEST

DRIVER'S DOOR

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

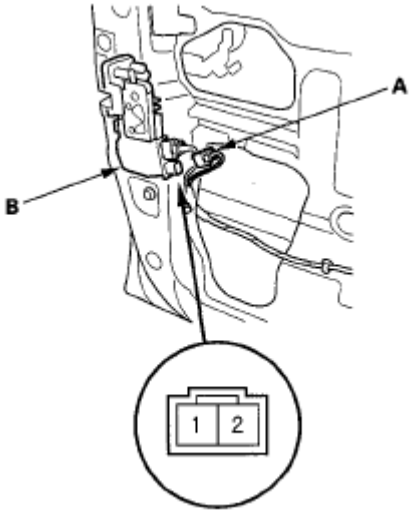

Fig. 7: Identifying Door Lock Actuator 2P Connector Terminals (Driver's Door)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 8**. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

Fig. 8: Battery Power And Ground Connection Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

PASSENGER'S DOOR

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

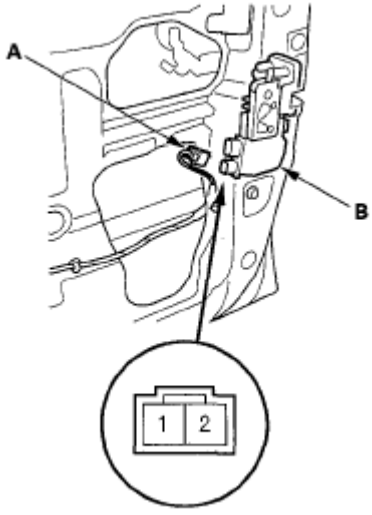

Fig. 9: Identifying Door Lock Actuator 2P Connector Terminals (Passenger's Door)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 10**. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊖

Fig. 10: Battery Power And Ground Connection Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

DOOR LOCK KNOB SWITCH TEST

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

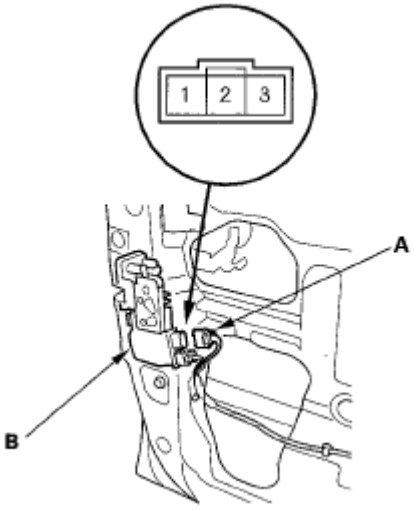

Fig. 11: Identifying Driver's Door Lock Actuator 3P Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals in each switch position according to **Fig. 12**.

Position \ Terminal	1	2	3
LOCK	○		○
UNLOCK	○	○	

Fig. 12: Driver's Door Lock Actuator Terminals Continuity Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the continuity is not as specified, replace the driver's door lock actuator.

DOOR LOCK SWITCH TEST

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

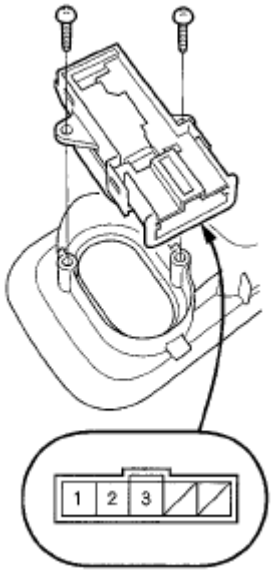

Fig. 13: Identifying Door Lock Switch Mounting Screws And Door Lock Switch Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the No. 1 and No. 2 terminals:
   - There should be continuity when the door lock switch is in the LOCKED position.
   - There should be no continuity when the door lock switch is in the neutral or UNLOCKED position.
4. Check for continuity between the No. 2 and No. 3 terminals:
   - There should be continuity when the door lock switch is in the UNLOCKED position.
   - There should be no continuity when the door lock switch is in the neutral or LOCKED position.
5. If the continuity is not as specified, replace the door lock switch.

REAR DOOR SWITCH TEST

1. Remove the rear door panel (see **REAR DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 2P connector (A) from the rear door upper and rear door lower switch.

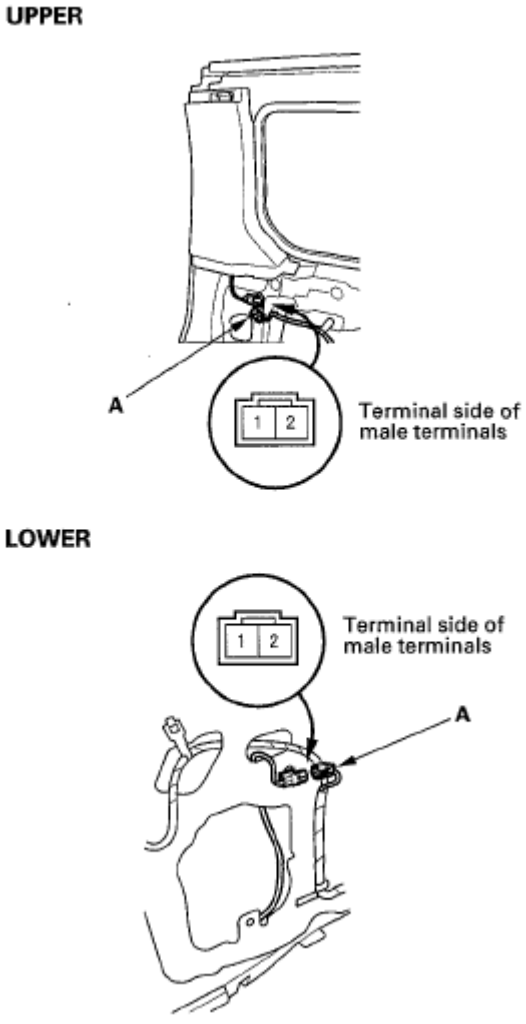

Fig. 14: Identifying Rear Door Switch 2P Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the 2P connector terminals No. 1 and No. 2.
   - There should be continuity with the rear door open.
   - There should be no continuity with the rear door closed.
4. If the continuity is not as specified, replace the faulty switch.

HATCH LOCK ACTUATOR TEST

1. Remove the hatch trim panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION** 9).
2. Disconnect the 2P connector (A) from the actuator (B).

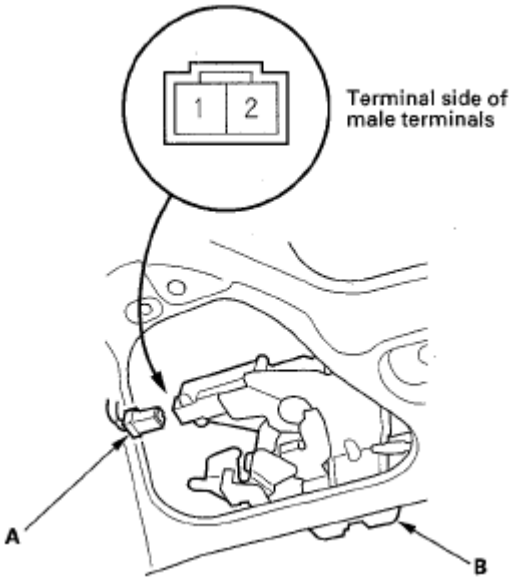

Fig. 15: Identifying Hatch Lock Actuator 2P Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 16**. To prevent damage to the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

Fig. 16: Battery Power And Ground Connection Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

TRANSMITTER TEST

NOTE:

- **If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.**
- **If any door is open, you cannot lock the door with the transmitter.**
- **If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.**
- **The doors do not lock or unlock with the transmitter if the ignition key is in the ignition switch.**

1. Press the lock or unlock button five or six times to reset the transmitter.

- If the locks work, the transmitter is OK.
- If the locks don't work, go to step 2.

2. Open the transmitter, and check for water damage.
   - If you find any water damage, replace the transmitter.
   - If there is no water damage, go to step 3.
3. Replace the transmitter battery (A) with a new one, and try to lock and unlock the doors with the transmitter by pressing the lock or unlock button five or six times.
   - If the doors lock and unlock, the transmitter is OK.
   - If the doors don't lock and unlock, go to step 4.

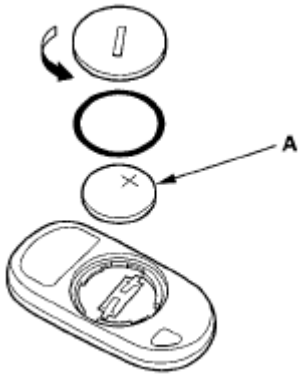

Fig. 17: Identifying Transmitter Battery
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Reprogram the transmitter, then try to lock and unlock the doors with the transmitter.
   - If the doors lock and unlock, the transmitter is OK.
   - If the doors don't lock and unlock, replace the transmitter. If the new transmitter won't lock and unlock the doors, test the keyless receiver unit (see **KEYLESS RECEIVER UNIT INPUT TEST**).

TRANSMITTER PROGRAMMING

Storing transmitter codes:

The codes of up to three transmitters can be stored into the keyless receiver unit memory. (If a fourth code is stored, the code that was programmed first will be erased.)

NOTE: It is important to maintain the time limits between the steps. Make sure the doors and the tailgate are closed.

1. Turn the ignition switch ON (II).
2. Within 1 to 4 seconds, push the transmitter lock or unlock button.
3. Within 1 to 4 seconds, turn the ignition switch OFF.

4. Within 1 to 4 seconds, turn the ignition switch ON (II).
5. Within 1 to 4 seconds, push the transmitter lock or unlock button.
6. Within 1 to 4 seconds, turn the ignition switch OFF.
7. Within 4 seconds, turn the ignition switch ON (II).
8. Within 1 to 4 seconds, push the transmitter lock or unlock button.
9. Within 1 to 4 seconds, turn the ignition switch OFF.
10. Within 4 seconds, turn the ignition switch ON (II).
11. Within 1 to 4 seconds, push the transmitter lock or unlock button.
12. The door lock actuators will activate to confirm that the system has entered the transmitter programming mode. Within 1 to 4 seconds, push the transmitter lock or unlock button again to program that transmitter. The door lock actuator will activate to confirm that the transmitter code is stored.
13. Within 10 seconds, press the transmitter lock or unlock buttons on the two additional transmitters. The door lock actuators will activate each time after you press the lock or unlock button to confirm that the transmitter code is stored.
14. Turn the ignition switch OFF, and remove the key.
15. Confirm proper operation of the transmitters.