



Troubleshooting

Troubleshooting Precautions

Before Troubleshooting

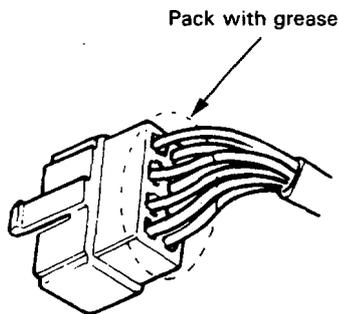
- Check the main fuse and the fuse box.
- Check the battery for damage, state of charge, and clean and tight connections.
- Check the alternator belt tension.

CAUTION:

- Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.
- Do not attempt to crank the engine with the battery ground cable incompletely connected or you will severely damage the wiring.

While You're Working

- Make sure connectors are clean, and have no loose pins or receptacles.
- Make sure multiple pin connectors are packed with grease (except watertight connectors).



CAUTION:

- Do not pull the wires when disconnecting a connector, pull only the connector housings.
- When connecting a connector, push it until it clicks into place.

Supplemental Restraint System:

- When attaching any of the SRS test harnesses, push the connectors straight-in until they are secure; do not bend connector pins.
- Always use the SRS test harnesses. Do not use test probes directly on component connector pins or wires; you may damage them or the control unit.
- Always keep the short connector (RED) on the air bag connector when the harness is disconnected.

Five-Step Troubleshooting

1. Verify The Complaint

Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. Analyze The Schematic

Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power feed through the circuit components to ground. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit operation, identify one or more possible causes of the problem.

3. Isolate The Problem By Testing The Circuit

Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

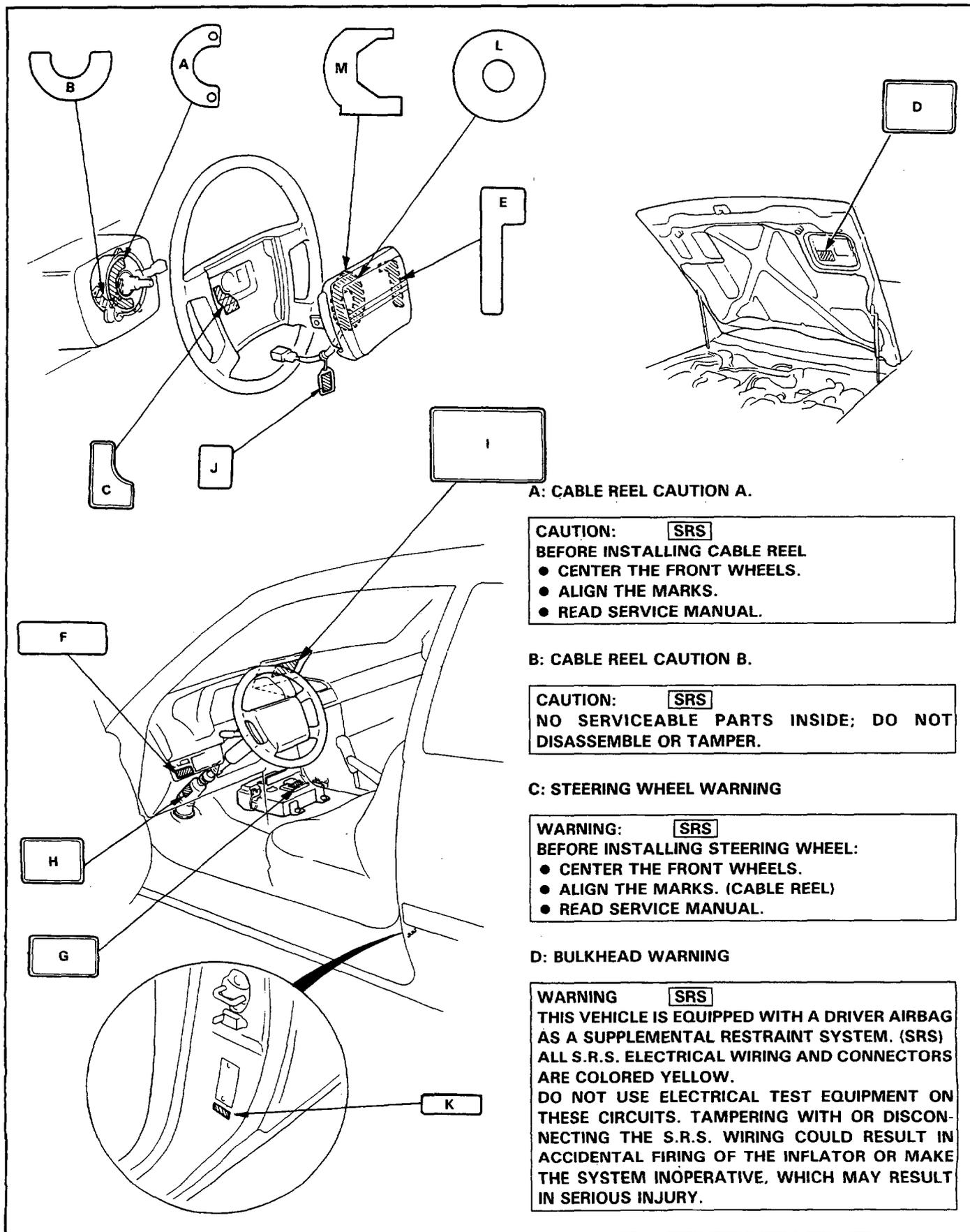
4. Fix The Problem

Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. Make Sure The Circuit Works

Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

Troubleshooting



A: CABLE REEL CAUTION A.

CAUTION: **SRS**
 BEFORE INSTALLING CABLE REEL
 ● CENTER THE FRONT WHEELS.
 ● ALIGN THE MARKS.
 ● READ SERVICE MANUAL.

B: CABLE REEL CAUTION B.

CAUTION: **SRS**
 NO SERVICEABLE PARTS INSIDE; DO NOT
 DISASSEMBLE OR TAMPER.

C: STEERING WHEEL WARNING

WARNING: **SRS**
 BEFORE INSTALLING STEERING WHEEL:
 ● CENTER THE FRONT WHEELS.
 ● ALIGN THE MARKS. (CABLE REEL)
 ● READ SERVICE MANUAL.

D: BULKHEAD WARNING

WARNING **SRS**
 THIS VEHICLE IS EQUIPPED WITH A DRIVER AIRBAG
 AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
 ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS
 ARE COLORED YELLOW.
 DO NOT USE ELECTRICAL TEST EQUIPMENT ON
 THESE CIRCUITS. TAMPERING WITH OR DISCON-
 NECTING THE S.R.S. WIRING COULD RESULT IN
 ACCIDENTAL FIRING OF THE INFLATOR OR MAKE
 THE SYSTEM INOPERATIVE, WHICH MAY RESULT
 IN SERIOUS INJURY.



E: MODULE WARNING

WARNING **SRS**
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.
UNDER NO CIRCUMSTANCES SHOULD DIAGNOSIS BE PERFORMED USING ELECTRICAL TEST EQUIPMENT OR PROBING DEVICES.
NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE OR TAMPER.
STORE THE REMOVED AIRBAG ASSEMBLY WITH THE PAD SURFACE UP.
FOR SPECIAL HANDLING OR STORAGE REFER TO THE HONDA SERVICE MANUAL.
DISPOSE OF THE ENTIRE UNIT AS DIRECTED.

F.: DRIVER INFORMATION

SRS ALWAYS WEAR YOUR SEAT BELT.
● THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
● IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.

G: SRS UNIT CAUTION

CAUTION **SRS**
● NO SERVICEABLE PARTS INSIDE.
● DO NOT DISASSEMBLE OR TAMPER.
● DO NOT DROP.
● STORE IN A CLEAN, DRY AREA.

H: STEERING COLUMN CAUTION

CAUTION **SRS**
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

I: POCKET INFORMATION

DRIVER'S AIRBAG INFORMATION **SRS**
● SUPPLEMENTAL RESTRAINT SYSTEM (SRS) CAN PROVIDE ADDITIONAL PROTECTION FOR THE DRIVER IN A FRONTAL COLLISION. A FUNCTIONAL DESCRIPTION OF THE SRS IS IN YOUR OWNER'S MANUAL.
● THE SYSTEM MUST BE INSPECTED TEN YEARS AFTER DATE OF MANUFACTURE, AS NOTED ON THE CERTIFICATION PLATE.
● ANY REPAIR, INSPECTION OR NEARBY ACCESSORY INSTALLATION SHOULD BE DONE BY AN HONDA DEALER.
● IF YOUR SRS INDICATOR:
• LIGHTS WHILE DRIVING OR FLASHES;
• FAILS TO LIGHT OR STAYS ON AFTER THE IGNITION IS FIRST TURNED ON:
SEE YOUR AUTHORIZED HONDA DEALER.

J: STEERING WHEEL WARNING

WARNING **SRS**
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.

K: LABEL **AIRBAG**

L: INFLATOR LABEL

DANGER POISON
KEEP OUT OF THE REACH OF CHILDREN
CONTAINS SODIUM AZIDE AND POTASSIUM NITRATE. CONTENTS ARE POISONOUS AND EXTREMELY FLAMMABLE. CONTACT WITH ACID, WATER, OR HEAVY METALS MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. DO NOT DISMANTLE, INCINERATE OR BRING INTO CONTACT WITH ELECTRICITY OR STORE AT TEMPERATURES EXCEEDING 93°C (200°F).
FIRST AID: IF CONTENTS ARE SWALLOWED INDUCE VOMITING.
— FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES.
— IF GASES FROM ACID OR WATER CONTACT ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.

M: INFLATOR COVER LABEL

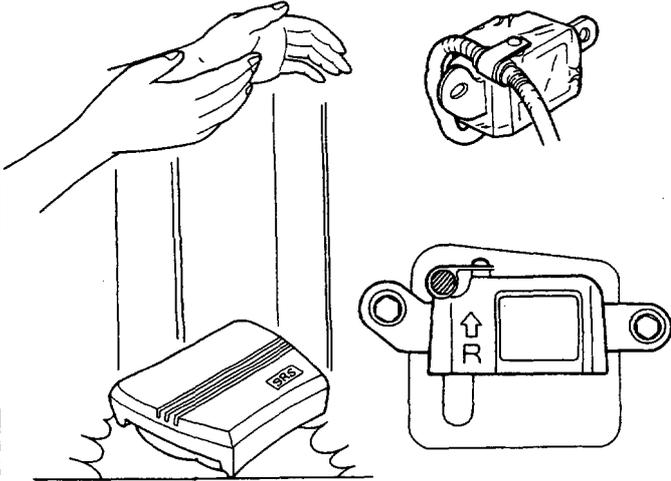
DANGER **SRS**
EXPLOSIVE/FLAMMABLE
CONTACT WITH ACID, WATER, OR HEAVY METALS SUCH AS COPPER, LEAD, OR MERCURY, MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 93°C (200°F). FOR PROPER HANDLING, STORAGE, AND DISPOSAL PROCEDURES REFER TO THE HONDA SERVICE MANUAL.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID:
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

Troubleshooting

General Precautions

1. Carefully inspect any SRS part before installing. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation:

- Airbag assy.
- Front sensors.
- Cable reel.
- SRS unit

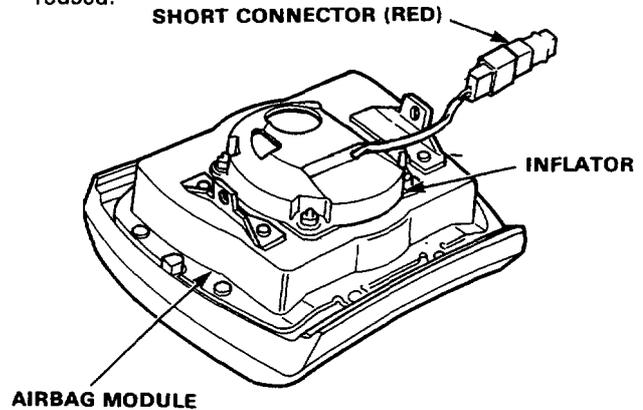


2. Use only the digital multimeter to check the system. If using an analog circuit tester, it may cause an accidental deployment and possible injury.
3. Do not install used SRS parts from another car. When repairing, use only new SRS parts.
4. Except when performing electrical inspections, always disconnect both the negative cable and positive cable at the battery before beginning work.
5. Replacement of the lighting and wiper combination switches and cruise control switch can be done without removing the steering wheel:

- Lighting and wiper combination switch replacement, see page 16-70.
- Cruise control switch replacement, see page 16-80.

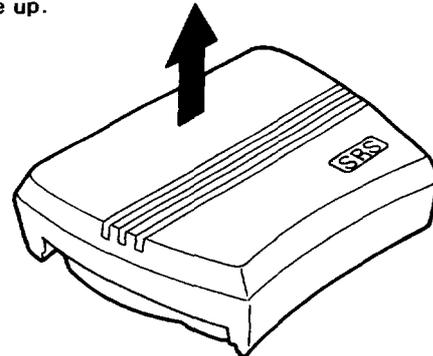
Airbag Assembly

Do not try to disassemble the airbag assembly. There are no separately serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.



For temporary storage of the airbag assembly during service, please observe the following precautions:

1. Store the removed airbag assembly with the pad surface up.



WARNING If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

2. Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 100°C/212°F) and free of any oil, grease, detergent or water.

CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative.

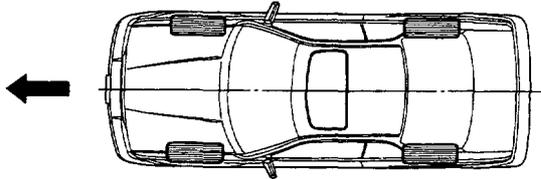
If you suspect the airbag assembly has been damaged, install a new unit and refer to the Deployment/Disposal Procedures for scrapping of the damaged airbag.



Steering

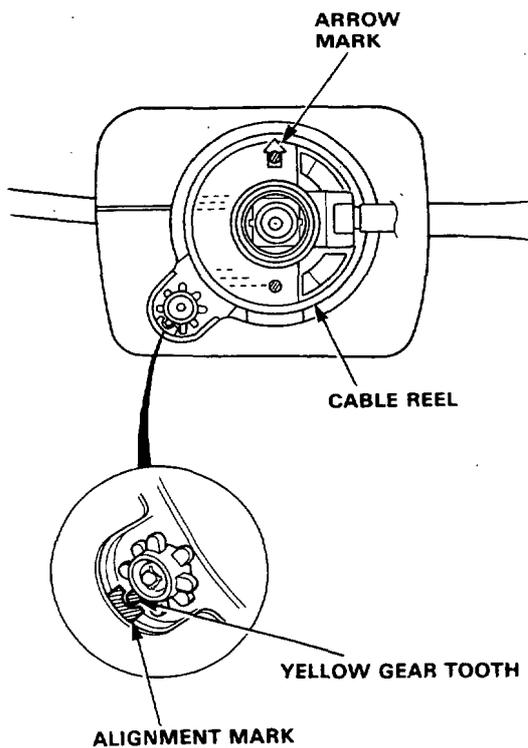
1. Steering Wheel and Cable Reel Alignment :

NOTE: To avoid misalignment of the steering wheel or airbag on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



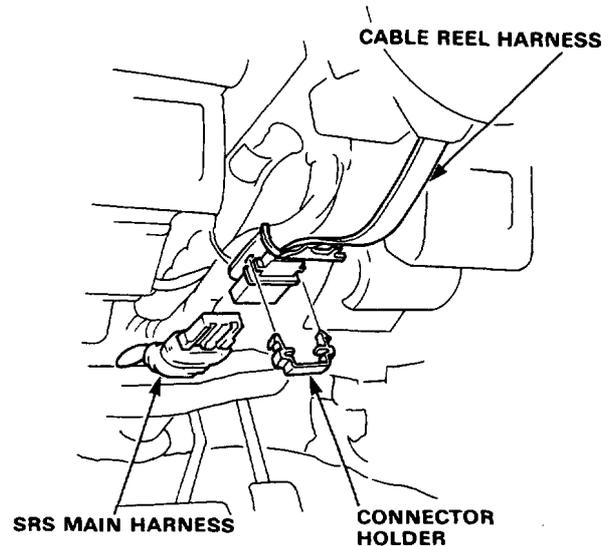
Rotate the cable reel clockwise until it stops.
Then rotate it counterclockwise (approximately two turns) until :

- The yellow gear tooth lines up with the mark on the cover.
- The arrow on the cable reel label points straight up.



2. Steering Column Removal :

CAUTION : Before removing the steering column, first disconnect the connector between the cable reel and the main SRS harness.



3. Steering wheel :

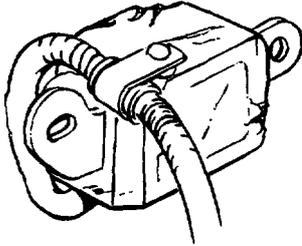
Do not replace the original steering wheel with any other design, since it will make it impossible to properly install the airbag (Only use genuine HONDA replacement parts).

4. After reassembly confirm that the wheels are still straight ahead and that steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjustment of the tie rods, not by removing and repositioning the steering wheel.

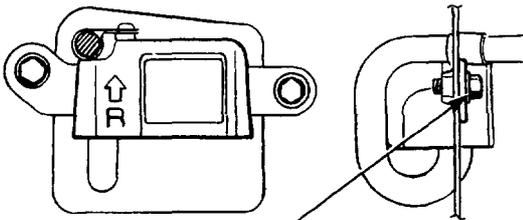
Troubleshooting

Sensor Inspection

1. After any degree of front body damage, inspection both front sensors.
Replace a sensor if there are any signs of dents, cracks or deformation.



2. Be sure the sensors are installed securely.



ALLOW NO GAPS

CAUTION:

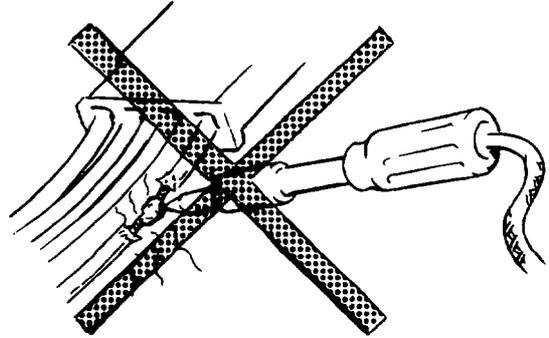
Take extra care when painting or doing body work on any part of the front fender. Avoid direct exposure of the sensors or wiring to heat guns, welding or spraying equipment.

⚠ WARNING

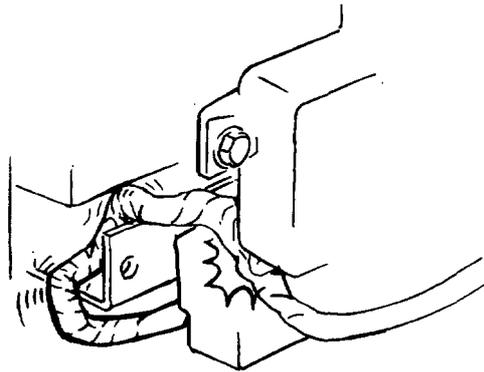
- Disconnect both the negative and positive battery cables.
- Install the short connector before performing work on the front fenders or the SRS sensors.

Wiring

1. Never attempt to modify, splice or repair SRS wiring.
NOTE: SRS wiring can be identified by special yellow outer protective covering.



2. Be sure to install the harness wires so that they are not pinched or interfering with other car parts.



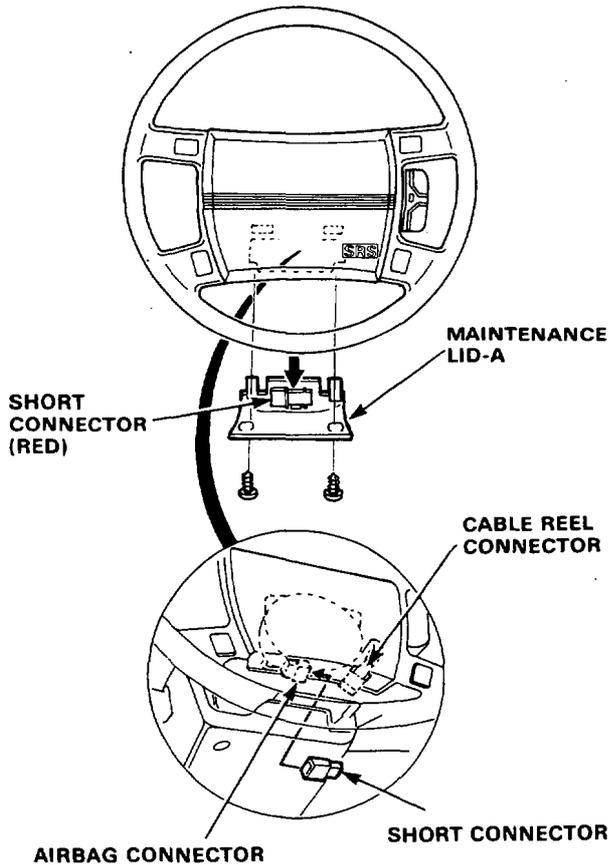
3. Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.



4. Installing Short Connector :

⚠ WARNING To avoid accidental deployment and possible injury always install the protective short connector on the inflator connector when the harness is disconnected.

- ① Disconnect both the negative cable and positive cable from battery.
- ② Remove maintenance lid A below the airbag, then remove the red short connector.
- ③ Disconnect the connector between the airbag and cable reel.
- ④ Connect the short connector to the airbag side of the connector.
- ⑤ Reconnect both the positive cable and negative cable to battery.



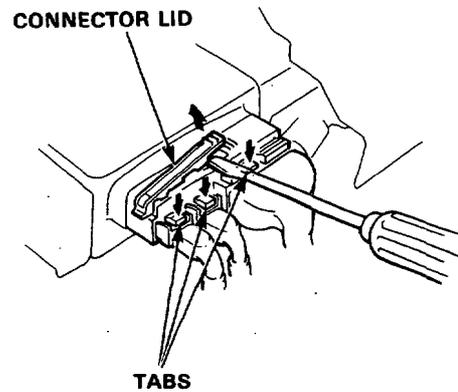
5. Disconnect the connectors at the SRS Unit and Fuse holder:

CAUTION: Avoid breaking the double-locked connectors on the SRS unit and fuse holder.

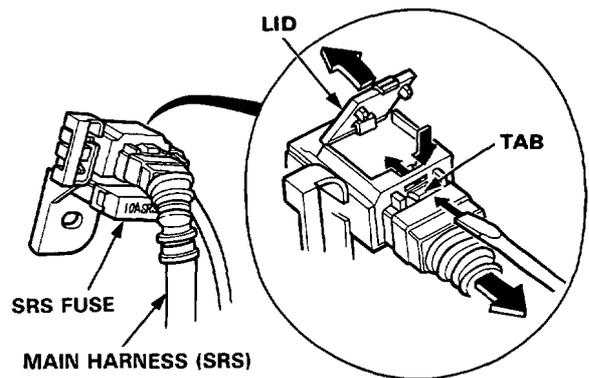
The connectors are double-locked; to remove them, first lift the connector lid with a thin screwdriver, then press the connector tab down and pull the connector out.

To reinstall a connector, push it into position until it clicks, then close the connector lid.

SRS Unit:



Fuse Holder:



Troubleshooting

CAUTION:

Make sure all SRS ground locations are clean and grounds are securely attached.

NOTE:

- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

* The figure shows LHD. KE model is symmetrical to the figure.

