2001-02 ACCESSORIES & EQUIPMENT

Anti-Theft & Keyless Entry Systems - MDX

DESCRIPTION & OPERATION

WARNING: Vehicle is equipped with Supplemental Inflatable Restraint (SIR) system. When servicing vehicle, use care to avoid accidental air bag deployment. SIR system-related components are located in various locations throughout interior of vehicle, depending on application. Do not use electrical test equipment on or near these circuits. If necessary, deactivate SIR system before servicing components. See AIR BAG SAFETY PRECAUTIONS and DISABLING & ACTIVATING AIR BAG SYSTEM in AIR BAG RESTRAINT SYSTEMS article.

NOTE: All models come equipped with anti-theft, keyless entry and power door lock systems.

ANTI-THEFT SYSTEM

Anti-theft system is automatically armed whenever doors, hood and tailgate are closed and locked. Security indicator light on driver's door panel will start to flash once system is armed. Any one of the following will set off alarm: a door is forced open or is unlocked without using key or transmitter, radio or navigation display unit is disconnected, or tailgate is opened without using transmitter.

When anti-theft system has been activated, horns will sound and all exterior lights will flash for 2 minutes unless disarmed with key or remote transmitter. PANIC mode allows anti-theft system to be activated by pushing PANIC button on transmitter for 2 seconds. Alarm will sound for 30 seconds. To cancel PANIC mode, push any button on transmitter or turn ignition key on.

KEYLESS ENTRY SYSTEM

The keyless entry system allows the locking and unlocking of doors using the remote transmitter. The keyless entry system will flash parking lights, side marker lights, taillights and instrument panel lights once when locking system, and twice when unlocking system. Doors cannot be locked or unlocked using the remote transmitter if any door is not closed, or if ignition key is in ignition switch. If hood or tailgate is open, doors can be locked and unlocked, but anti-theft system will not arm until hood or tailgate is fully closed.

Pressing LOCK button once will lock all doors. Pressing UNLOCK button once will unlock driver's door. Pressing UNLOCK button twice will unlock all doors and tailgate. When UNLOCK button is pressed, dome light, depending on its switch position, will come on. If a door is not opened within 30 seconds after UNLOCK button is pressed, dome light will go out and all doors and tailgate will automatically relock.

COMPONENT LOCATIONS

For component locations, see **COMPONENT LOCATIONS** table. See **Fig. 1**.

COMPONENT LOCATIONS

Component	Location
Door Multiplex Control Unit	Built Into Driver's Power Window Master Switch
Driver's Multiplex Control Unit	On Driver's Underdash Fuse/Relay Box
Driver's Underdash Fuse/Relay Box	Above Left Kick Panel
Ground G201	Right Front Corner Of Engine Compartment
Ground G401	Under Access Cover At Left End Of Dashboard
Ground G501	Under Driver's Side Of Dashboard, Above Fuse Block
Ground G502	Under Middle Of Dashboard, Left Of Power Outlet
Ground G503	Under Right Side Of Dashboard, Next To Blower Motor
Ground G601	Under Carpet On Left Side Of Floor
Ground G602	Behind Left Rear Trim Panel
Ground G651	Under Carpet On Right Side Of Floor
Ground G652	Behind Right Rear Trim Panel
Hood Switch	On Bottom Of Hood Latch
Horn Relay	In Underhood Fuse/Relay Box
Horns	One In Each Front Corner, Behind Inner Fender Liner
Keyless Receiver Unit	Behind Glove Box
Passenger's Multiplex Control Unit	On Passenger's Underdash Fuse/Relay Box
Passenger's Underdash Fuse/Relay Box	Behind Right Kick Panel
Taillight Relay	In Driver's Underdash Fuse/Relay Box
Underhood Fuse/Relay Box	Right Side Of Engine Compartment

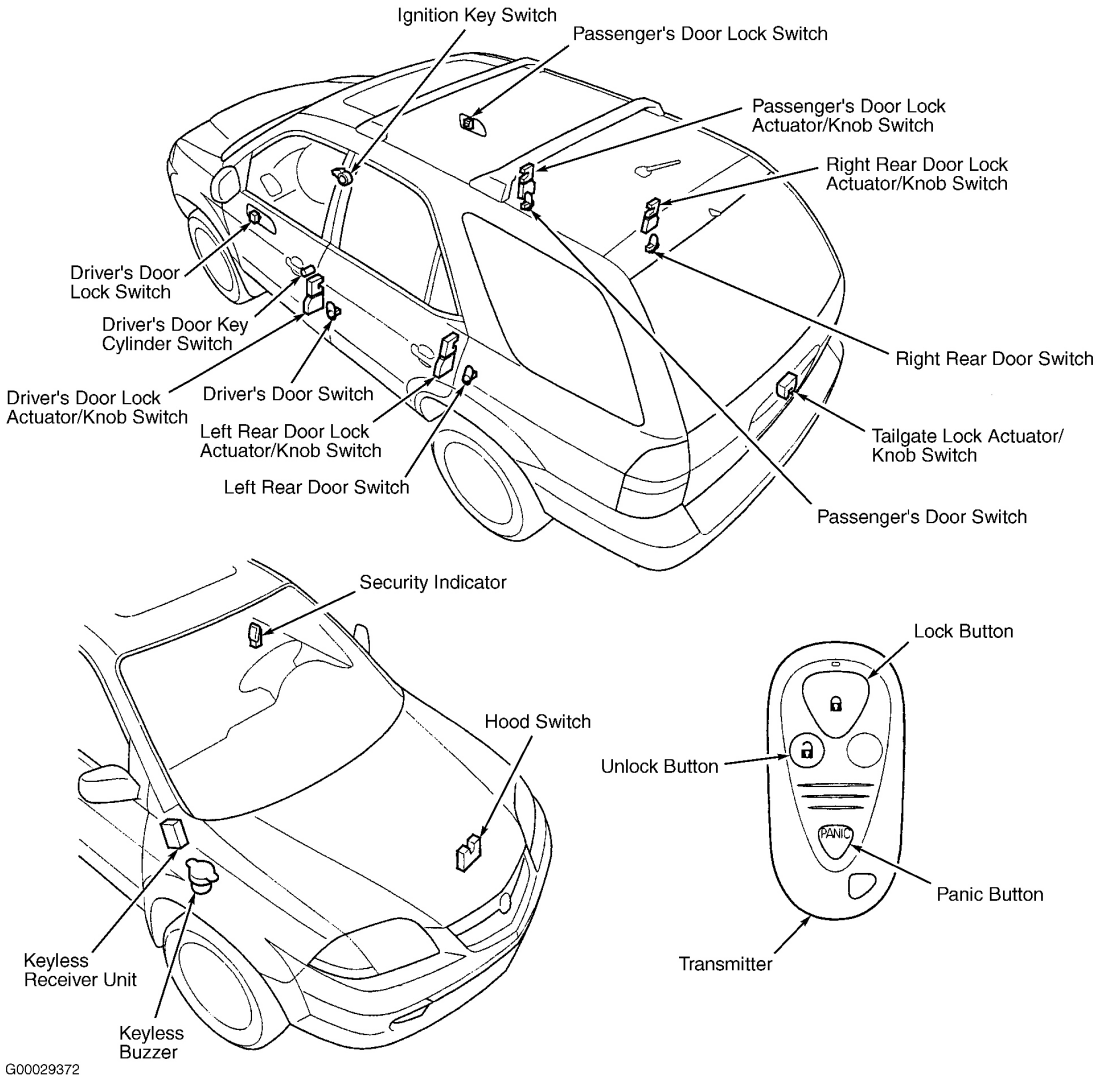


Fig. 1: Locating Anti-Theft/Keyless Entry/Power Door Lock Components
Courtesy of AMERICAN HONDA MOTOR CO., INC.

PROGRAMMING

REMOTE TRANSMITTERS

NOTE: Up to 3 transmitter codes can be stored in power door lock control unit memory. If a fourth code is entered, the first one stored will be erased. It is important to maintain time limits between steps, otherwise process will need to be repeated.

1. Turn ignition switch to ON position. Within 1-4 seconds, aim transmitter at vehicle and push LOCK or UNLOCK button. Within 1-4 seconds, turn ignition switch to OFF position. Go to next step.

2. Within 1-4 seconds, turn ignition switch to ON position. Within 1-4 seconds, aim transmitter at vehicle and push LOCK or UNLOCK button. Within 1-4 seconds, turn ignition switch to OFF position. Go to next step.
3. Within 4 seconds, turn ignition switch to ON position. Within 1-4 seconds, aim transmitter at vehicle and push LOCK or UNLOCK button. Within 1-4 seconds, turn ignition switch to OFF position. Go to next step.
4. Within 4 seconds, turn ignition switch to ON position. Within 1-4 seconds, aim transmitter at vehicle and push LOCK or UNLOCK button. Ensure that you can hear sound of door lock actuators. Within 1-4 seconds, push LOCK or UNLOCK button again. Go to next step.
5. Within 10 seconds, aim transmitters to be programmed (up to 3) at vehicle and press LOCK or UNLOCK buttons. Ensure that you can hear the sound of door lock actuators after each transmitter code is stored. Turn ignition switch to OFF position. Remove key and confirm proper operation of transmitters after each transmitter code is stored. If vehicle is equipped with Driving Position Memory System (DPMS), DPMS can be turned ON or OFF by pressing and holding LOCK and UNLOCK buttons on transmitter simultaneously. Transmitter LED will blink once for remote DPMS ON, and twice for remote DPMS OFF.

NOTE: For more diagnostic information on DPMS, see appropriate DRIVER'S POSITION MEMORY SYSTEMS article.

TROUBLE SHOOTING

NOTE: Before performing any diagnostic testing procedures, ensure that multiplex control system is functioning properly. See appropriate MULTIPLEX CONTROL SYSTEMS article.

If anti-theft/keyless entry/power door lock system can not be operated using remote transmitter, see **REMOTE TRANSMITTER** under COMPONENT TESTING.

SYSTEM TESTS

WARNING: Vehicle is equipped with Supplemental Inflatable Restraint (SIR) system. When servicing vehicle, use care to avoid accidental air bag deployment. SIR system-related components are located in various locations throughout interior of vehicle, depending on application. Do not use electrical test equipment on or near these circuits. If necessary, deactivate SIR system before servicing components. See AIR BAG SAFETY PRECAUTIONS and DISABLING & ACTIVATING AIR BAG SYSTEM in AIR BAG RESTRAINT SYSTEMS article.

NOTE: Before performing any diagnostic testing procedures, ensure that multiplex control system is functioning properly. See appropriate MULTIPLEX CONTROL SYSTEMS article.

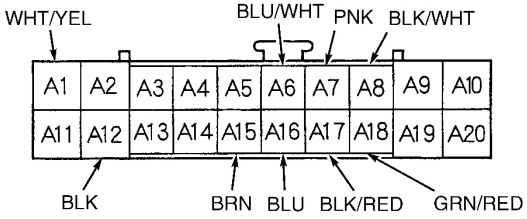
KEYLESS CONTROL SYSTEM INPUT TESTS

NOTE: For location of system grounds, see COMPONENT LOCATIONS .

1. Before testing keyless entry/power door lock system control functions, check driver's underdash fuse/relay box fuse No. 9 (10-amp). Check passenger's underdash fuse/relay box fuses No. 10 (15-amp), 12 (20-amp) and 13 (7.5-amp). Check underhood fuse/relay block fuse No. 47 (20-amp). If any fuse is blown, replace fuse and retest system. If fuse blows again, locate and repair short. See **WIRING DIAGRAMS** . If fuses are okay, go to next step.
2. Check multiplex control system for Diagnostic Trouble Codes (DTCs). See appropriate MULTIPLEX CONTROL SYSTEMS article. If DTC exists, diagnose and repair DTC. If DTC does not exist, check driver's multiplex control unit. See **DRIVER'S MULTIPLEX CONTROL UNIT INPUT TEST** .

Door Multiplex Control Unit Input Test

1. Remove door multiplex control unit from passenger's underdash fuse/relay block. See **DOOR MULTIPLEX CONTROL UNIT** under REMOVAL & INSTALLATION. Check door multiplex control unit and all pertinent connectors for loose, damaged or corroded terminals. See **Fig. 2** . If problem exists, repair connectors as necessary. If problem does not exist, go to next step.
2. With door multiplex control unit still disconnected, perform input tests at appropriate door multiplex control unit terminals. See **Fig. 2** -**Fig. 3** . If any input is not as specified, repair indicated problem. If all inputs are as specified, go to next step.
3. Substitute known-good control unit for control unit most likely at fault and retest system. If system works properly, the replaced control unit was at fault. If system still does not work properly, repeat procedure until faulty control unit is located.



DOOR MULTIPLEX CONTROL UNIT CONNECTOR "A"
WIRE SIDE OF FEMALE TERMINALS

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/ relay box • An open in the wire
A12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401) • An open in the wire

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Fig. 2: Testing Door Multiplex Control Unit Inputs (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Reconnect door multiplex control unit connector "A". Backprobing at appropriate connector terminals, perform following input tests.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A6	BLU/WHT	Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door key cylinder switch • Poor ground (G401) • An open in the wire • Short to ground
		Driver's door key cylinder switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 5 V or more.	
A16	BLU	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door key cylinder switch • Poor ground (G401) • An open in the wire • Short to ground
		Driver's door key cylinder switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 5 V or more.	
A7	PNK	Driver's door lock knob locked	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door lock actuator • Poor ground (G401) • An open in the wire
		Driver's door lock knob unlocked	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock actuator • Short to ground in the wire
A17	BLK/RED	Driver's door lock knob unlocked	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door lock actuator • Poor ground (G401) • An open in the wire
		Driver's door lock knob locked	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock actuator • Short to ground in the wire
A8	BLK/WHT	Driver's door lock switch in LOCK	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door lock switch • Poor ground (G401) • An open in the wire
		Driver's door lock switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock switch • Short to ground in the wire
A18	GRN/RED	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door lock switch • Poor ground (G401) • An open in the wire
		Driver's door lock switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door lock switch • Short to ground in the wire

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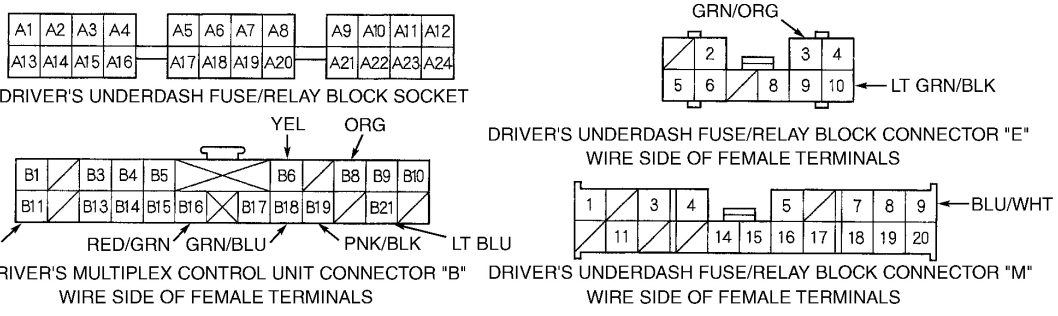
Fig. 3: Testing Door Multiplex Control Unit Inputs (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Driver's Multiplex Control Unit Input Test

1. Remove driver's multiplex control unit from driver's underdash fuse/relay block. See **DRIVER'S MULTIPLEX CONTROL UNIT** under REMOVAL & INSTALLATION. Check driver's multiplex control unit and all pertinent connectors for loose, damaged or corroded terminals. See **Fig. 4** . If problem exists, repair connectors as necessary. If problem does not exist, go to next step.

2. Perform driver's multiplex control unit input tests. See **Fig. 4** -**Fig. 5** . If any input is not as specified, repair indicated problem. If all inputs are as specified, go to next step.
3. Check passenger's multiplex control unit. See **PASSENGER'S MULTIPLEX CONTROL UNIT INPUT TEST** .



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B11	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501) • An open in the wire
A12	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/ relay box • Faulty driver's fuse/relay box • An open in the wire
A24		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 9 (10A) fuse in the driver's under-dash fuse/relay box • Faulty driver's fuse/relay box
A10		Headlight switch ON (≣D) and jump A10 to battery voltage	The headlights should come on.	• Poor ground (G401) • Faulty headlight relay 1 or 2 • Faulty combination light switch • Faulty driver's fuse/relay box • An open in the wire
A5		Under all conditions	Attach to ground: The security indicator should come on.	• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/ relay box • Faulty security indicator • Faulty driver's fuse/relay box • An open in the wire
A22		Connect B16 to battery voltage and A22 to ground	The parking lights and dash lights should come on.	• Poor ground (G401) • Faulty combination light switch • Faulty driver's fuse/relay box • Faulty taillight relay • An open in the wire
A6			Check for voltage to ground: There should be battery voltage.	• Blown No. 10 (15A) fuse in the passenger's under-dash fuse/ relay box • Faulty taillight relay • Faulty driver's fuse/relay box • An open in the wire
B16	RED/GRN	Combination light switch OFF	Check for continuity to ground: There should be no continuity.	• Faulty taillight relay • Faulty combination light switch • Faulty driver's fuse/relay box • An open in the wire • A short to ground in the wire
		Combination light switch ON and jump B16 to battery voltage	The parking lights and dash lights should come on.	• Faulty taillight relay • Faulty combination light switch • Faulty driver's fuse/relay box • An open in the wire

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Fig. 4: Testing Driver's Multiplex Control Unit Inputs (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: Reconnect the driver's multiplex control unit to the driver's underdash fuse/relay block, and perform the following input tests at the appropriate connectors on the back of the driver's underdash fuse/relay block.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
E3	GRN/ORG	Driver's door open	Check for voltage to ground: There shoul be 1 V or less.	• Faulty driver's door switch • An open in the wire • Short to ground
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	
E10	LT GRN/ BLK	Left rear door open	Check for voltage to ground: There should be 1 V or less.	• Faulty left rear door switch • An open in the wire • Short to ground
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	
B6	YEL	Hood open	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G201) • Faulty hood switch • An open in the wire • Short to ground
		Hood closed	Check for voltage to ground: There should be 5 V or more.	
B8	ORG	Tailgate open	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G602) • Faulty tailgate latch switch • An open in the wire • Short to ground
		Tailgate closed	Check for voltage to ground: There should be 5 V or more.	
M9	BLU/WHT	Ignition key is in the ignition switch	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G401) • Faulty ignition key switch • An open in the wire • Short to ground
		Ignition key is out of the ignition switch	Check for voltage to ground: There should be 5 V or more.	

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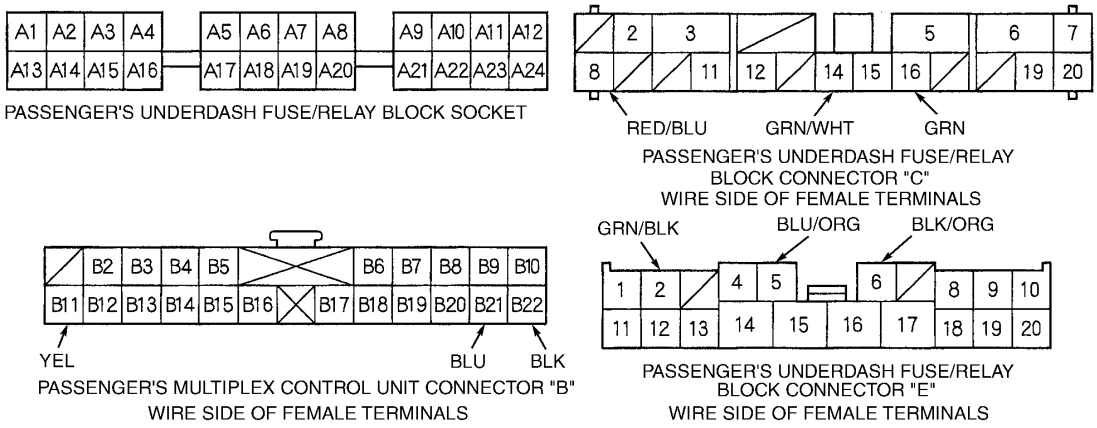
Fig. 5: Testing Driver's Multiplex Control Unit Inputs (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Passenger's Multiplex Control Unit Input Test

1. Remove passenger's multiplex control unit from passenger's underdash fuse/relay block. See **PASSENGER'S MULTIPLEX CONTROL UNIT** under REMOVAL & INSTALLATION. Check passenger's multiplex control unit and all pertinent connectors for loose, damaged or corroded terminals. See **Fig. 6** . If problem exists, repair connectors as necessary. If problem does not exist, go to next step.
2. With passenger's multiplex control unit still disconnected, perform input tests at appropriate passenger's multiplex control unit terminals and passenger's underdash fuse/relay block terminals. See **Fig. 6** -**Fig. 7** . If any input is not as specified, repair indicated problem. If all inputs are as specified, go to next step.
3. Check door multiplex control unit. See **DOOR MULTIPLEX CONTROL UNIT INPUT TEST** .



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B22	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G503) • Faulty passenger's fuse/relay box • An open in the wire
A8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G651) • Faulty passenger's fuse/relay box • An open in the wire
A9		Under all conditions	Attach to ground: Horns should sound.	• Blown No. 47 (20A) fuse in the under-hood fuse/relay box • Faulty passenger's fuse/relay box • Faulty horn relay • Faulty horn • An open in the wire
A20		Under all conditions	Attach to ground: Headlights should come on.	• Faulty headlight relay 1 or 2 • Faulty passenger's fuse/relay box • An open in the wire
A22		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 9 (10A) fuse in the driver's under-dash fuse/relay box • Faulty driver's fuse/relay box • Faulty passenger's fuse/relay box • An open in the wire
A23		Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 12 (20A) fuse in the passenger's under-dash fuse/relay box • Faulty passenger's fuse/relay box
A24		Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box • Faulty passenger's fuse/relay box
A10	Fuse/relay box socket	Jump A10 to battery voltage and B11 to body ground.	Check driver's door lock operation: The door should lock.	• Faulty driver's door lock actuator • Faulty passenger's fuse/relay box • An open in the wire
B11	YEL			
A10	Fuse/relay box socket	Jump A10 to battery voltage and A11 to body ground.	Check passenger's doors lock operation: The door should lock.	• Faulty passenger's door lock actuator • Faulty passenger's fuse/relay box • An open in the wire
A11			Check tailgate lock operation: The tailgate should lock.	• Faulty tailgate lock actuator • Faulty passenger's fuse/relay box • An open in the wire
A1	PNK	Connect A1 terminal to A24 terminal momentarily.	Check keyless buzzer operation: The buzzer should click.	• Poor ground (G503) • Faulty keyless buzzer • Faulty passenger's fuse/relay box • An open in the wire
B21	BLU	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G502) • Faulty connections at the audio unit or navigation display unit • Faulty audio unit or navigation display unit • Faulty passenger's fuse/relay box • An open in the wire

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Fig. 6: Testing Passenger's Multiplex Control Unit Inputs (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Reconnect passenger's multiplex control unit to passenger's underdash fuse/relay block.
Perform following input tests at appropriate underdash fuse/relay block connector.

NOTE: When testing passenger's door lock knob switches, begin with all doors locked; then test one at a time.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C16	GRN	Passenger's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty passenger's door switch • An open in the wire • Short to ground
		Passenger's door closed	Check for voltage to ground: There should be 5 V or more.	
C14	GRN/WHT	Right rear door open	Check for voltage to ground: There should be 1 V or less.	• Faulty right rear door switch • An open in the wire • Short to ground
		Right rear door closed	Check for voltage to ground: There should be 5 V or more.	
C8	RED/BLU	Wake up the multiplex system by locking all doors with the power door lock switch; Left rear door lock knob switch unlocked	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G601) • Faulty left rear door lock actuator • An open in the wire • Short to ground
		Wake up the multiplex system by locking all doors with the power door lock switch; Left rear door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	
		Wake up the multiplex system by locking all doors with the power door lock switch; Right rear door lock knob switch unlocked	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G652) • Faulty right rear door lock actuator • An open in the wire • Short to ground
		Wake up the multiplex system by locking all doors with the power door lock switch; Right rear door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	
E2	GRN/BLK	Wake up the multiplex system by locking all doors with the power door lock switch; Passenger's door lock knob switch unlocked	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G651) • Faulty passenger's door lock actuator • An open in the wire • Short to ground
		Wake up the multiplex system by locking all doors with the power door lock switch; Passenger's door lock knob switch locked	Check for voltage to ground: There should be 5 V or more.	
E5	BLU/ORG	Passenger's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G651) • Faulty passenger's door lock switch • An open in the wire • Short to ground
		Passenger's door lock switch in neutral position	Check for voltage to ground: There should be 5 V or more.	
E6	BLK/ORG	Passenger's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	
		Passenger's door lock switch in neutral position	Check for voltage to ground: There should be 5 V or more.	
B21	BLU	Under all conditions	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G502) • Poor connection at audio unit or navigation display unit • Faulty audio unit or navigation display unit. • An open in the wire

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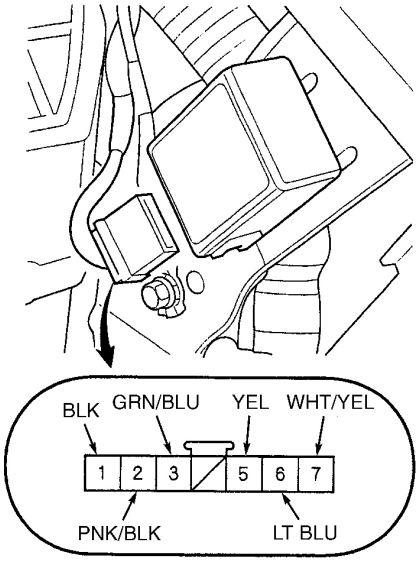
Fig. 7: Testing Passenger's Multiplex Control Unit Inputs (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

KEYLESS RECEIVER INPUT TEST

Remove glove box and glove box cover. Disconnect keyless receiver unit 7-pin connector. Check keyless receiver unit connector for loose, damaged or corroded terminals. If problem exists, repair connector as necessary. If problem does not exist, with keyless receiver unit 7-pin connector still disconnected, perform

keyless receiver input tests. See **Fig. 8** . If any input is not as specified, repair indicated problem. If all inputs are as specified, replace keyless receiver unit.



WIRE SIDE OF FEMALE TERMINAL

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G503) • An open in the wire
2	PNK/BLK	Under all conditions	Check for continuity between the No. 2 terminal and driver's multiplex control unit B19 terminal. There should be continuity.	• An open in the wire
3	GRN/BLU	Under all conditions	Check for continuity between the No. 3 terminal and driver's multiplex control unit B18 terminal. There should be continuity.	• An open in the wire
6	LT BLU	Under all conditions	Check for continuity between the No. 6 terminal and driver's multiplex control unit B21 terminal. There should be continuity.	• An open in the wire
5	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 9 (10A) fuse in the driver's under-dash fuse/relay box • An open in the wire
7	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box • An open in the wire

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Fig. 8: Testing Keyless Receiver Unit Inputs
Courtesy of AMERICAN HONDA MOTOR CO., INC.

COMPONENT TESTS

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NOTE: Before performing any diagnostic testing procedures, ensure that multiplex control system is functioning properly. See appropriate MULTIPLEX CONTROL SYSTEMS article.

DOOR LOCK ACTUATOR TEST

Remove front door panel on affected door. See **FRONT DOOR PANEL** under REMOVAL & INSTALLATION. Disconnect door lock actuator connector. See **Fig. 9** . Using fused jumper wires, connect battery voltage to door lock actuator terminal No. 1 and momentarily ground door lock actuator terminal No. 2. See **Fig. 10** . Door lock actuator should move to lock position. Reverse application of voltage to actuator. Door lock actuator should move to unlock position. If door lock actuator does not move as specified, replace door lock actuator.

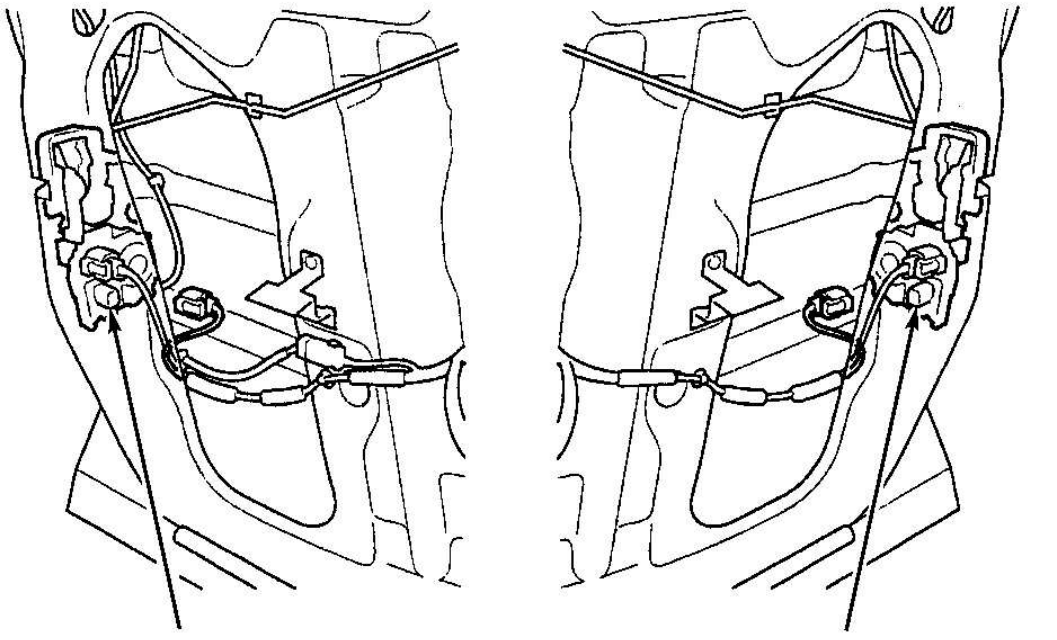

Fig. 9: Identifying Front Door Lock Actuator Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Fig. 10: Identifying 2-Pin Connector Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

DOOR LOCK KNOB SWITCH TEST

Remove appropriate door panel. See **FRONT DOOR PANEL** or **REAR DOOR PANEL** under REMOVAL & INSTALLATION. Disconnect appropriate door lock knob switch connector. See **Fig. 11** . Check continuity between door lock knob switch terminals with door lock knob switch in indicated positions. See **DOOR LOCK KNOB SWITCH CONTINUITY TEST** table. If continuity is as specified, switch is okay. If continuity is not as specified, replace door lock knob switch.

DOOR LOCK KNOB SWITCH CONTINUITY TEST

Application & Switch Position	Continuity Between Terminals No.
Driver's Door	
Lock	1 & 2
Unlock	2 & 3
Driver's Side Rear Door	
Unlock	2 & 3
Passenger Side Doors (Front & Rear)	
Unlock	1 & 2

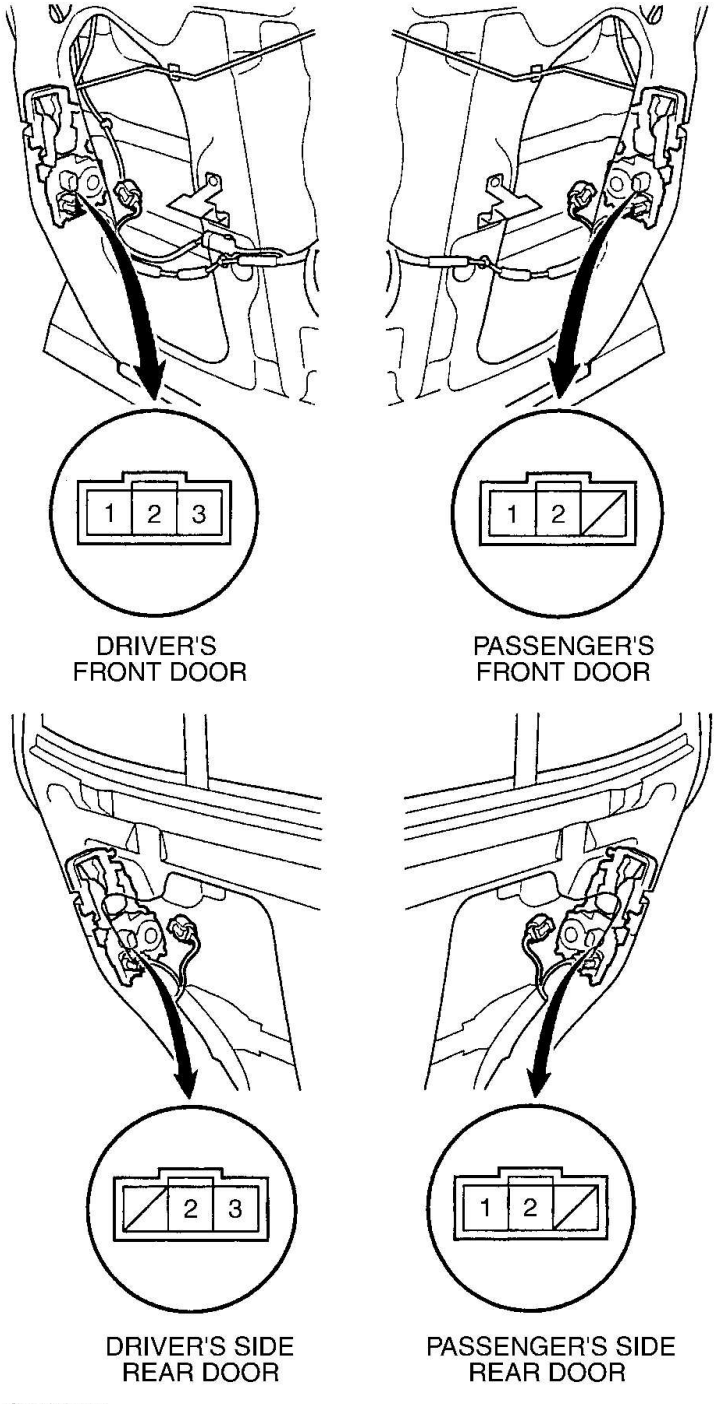

Fig. 11: Identifying Door Lock Knob Switch Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

DOOR LOCK SWITCH TEST

Remove door panel. See **FRONT DOOR PANEL** under REMOVAL & INSTALLATION. Remove 2 screws and remove door lock switch. Check continuity between door lock switch connector terminals with door lock switch in indicated positions. See **Fig. 12** . See **DOOR LOCK SWITCH CONTINUITY TEST** table. If continuity is as specified, door lock switch is okay. If continuity is not as specified, replace door lock switch.

DOOR LOCK SWITCH CONTINUITY TEST

Switch Position	Continuity Between Terminals No.
Lock	1 & 2
Off	No Continuity
Unlock	2 & 3

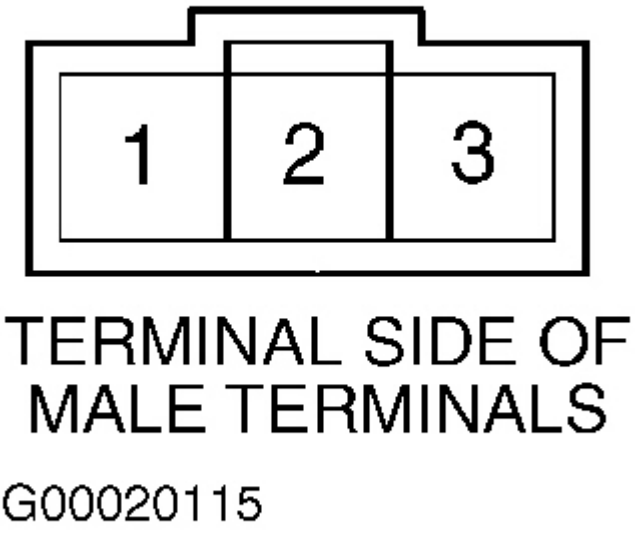

Fig. 12: Identifying Door Lock Switch Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

DRIVER'S DOOR KEY CYLINDER SWITCH TEST

Remove driver's door panel. See **FRONT DOOR PANEL** under REMOVAL & INSTALLATION. Disconnect key cylinder switch 3-pin connector. See **Fig. 13** . Check continuity between key cylinder switch terminals with key cylinder switch in indicated positions. See **DRIVER'S DOOR KEY CYLINDER SWITCH CONTINUITY TEST** table. If continuity is as specified, key cylinder switch is okay. If continuity is not as specified, replace key cylinder switch.

DRIVER'S DOOR KEY CYLINDER SWITCH CONTINUITY TEST

Switch Position	Continuity Between Terminals No.
UNLOCK	1 & 2
Off	No Continuity
LOCK	2 & 3

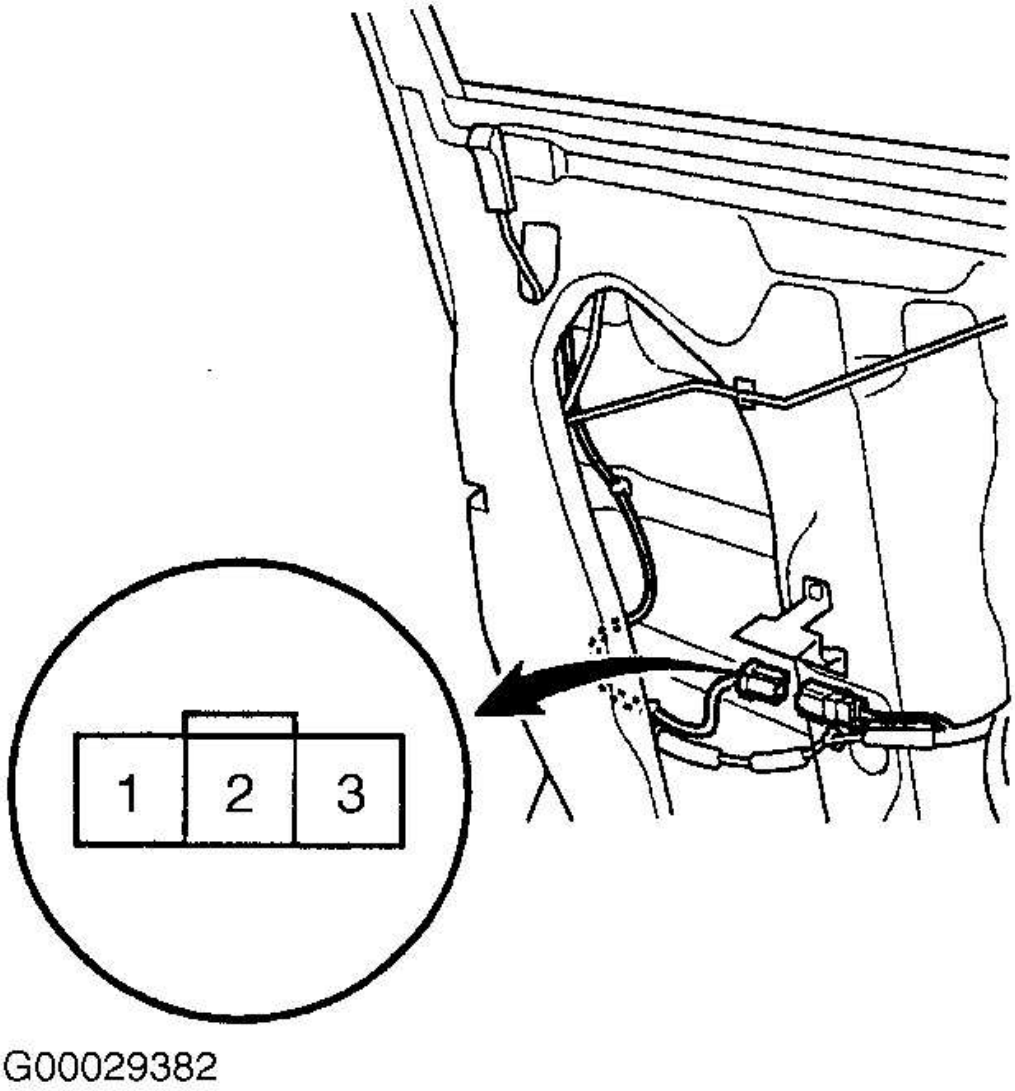

Fig. 13: Identifying Driver's Door Key Cylinder Switch Connector & Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

HOOD SWITCH

Open hood. Locate hood switch on bottom of striker assembly. Disconnect 2-pin hood switch connector. Using DVOM, check for continuity between hood switch terminals. Continuity should exist when hood release lever is up (hood open). Push hood release lever down. Continuity should not exist. If hood switch continuity is not as specified, replace hood switch.

KEYLESS BUZZER

Remove right inner fender liner. Locate keyless buzzer inside fender well. See **Fig. 1** . Disconnect keyless buzzer 2-pin connector. Using fused jumper wires, connect battery voltage to terminal No. 2 and ground to terminal No. 1. See **Fig. 10** . If buzzer does not chirp, replace keyless buzzer.

REMOTE TRANSMITTER

NOTE: If doors lock and unlock with transmitter, but LED on transmitter does not come on, LED is faulty. Replace transmitter. If any door is open, doors will not lock with transmitter. If doors are unlocked with transmitter, but no doors are opened within 30 seconds, doors will automatically relock. Door will not lock or unlock with transmitter if key is in ignition.

Doors Cannot Be Locked Or Unlocked With Remote Transmitter

1. Press LOCK or UNLOCK button on remote transmitter 5-6 times to reset transmitter. If door locks operate, remote transmitter is okay. If door locks do not operate, go to next step.
2. Open and check remote transmitter for water damage. If water damage is found, replace remote transmitter. Program replacement remote transmitter. See **REMOTE TRANSMITTERS** under PROGRAMMING. If remote transmitter is okay, go to next step.
3. Replace remote transmitter battery. Operate remote transmitter again. If door locks operate, remote transmitter is okay. If door locks do not operate, go to next step.
4. Reprogram remote transmitter code. See **REMOTE TRANSMITTERS** under PROGRAMMING. Recheck system operation. If door locks operate, remote transmitter is okay. If door locks do not operate, replace remote transmitter.

SECURITY INDICATOR

Remove driver's door panel. See **FRONT DOOR PANEL** under REMOVAL & INSTALLATION. Disconnect 2-pin security indicator connector. Using fused jumper wires, connect battery voltage to security indicator harness connector terminal No. 2 and ground to terminal No. 1. See **Fig. 10** . If LED does not illuminate, replace security indicator.

TAILGATE LOCK ACTUATOR TEST

Remove tailgate trim panel. See **TAILGATE TRIM PANEL** under REMOVAL & INSTALLATION. Disconnect tailgate actuator 2-pin connector. Using fused jumper wires, connect battery power to tailgate actuator connector terminal No. 1 and momentarily ground tailgate actuator terminal No. 2. See **Fig. 10** Tailgate actuator should move to LOCK position. Reverse jumper wire connections to actuator. Tailgate actuator should move to UNLOCK position. If tailgate actuator moves as specified, tailgate actuator is okay. If tailgate actuator

does not move as specified, replace tailgate actuator.

REMOVAL & INSTALLATION

WARNING: Vehicle is equipped with Supplemental Inflatable Restraint (SIR) system. When servicing vehicle, use care to avoid accidental air bag deployment. SIR system-related components are located in various locations throughout interior of vehicle, depending on application. Do not use electrical test equipment on or near these circuits. If necessary, deactivate SIR system before servicing components. See AIR BAG SAFETY PRECAUTIONS and DISABLING & ACTIVATING AIR BAG SYSTEM in AIR BAG RESTRAINT SYSTEMS article.

CAUTION: When battery is disconnected, vehicle computer and memory systems may lose memory data. Driveability problems may exist until computer systems have completed a relearn cycle. See COMPUTER RELEARN PROCEDURES article in GENERAL INFORMATION before disconnecting battery.

NOTE: Before disconnecting battery, obtain anti-theft code for radio. After battery is reconnected, the word CODE will appear on radio display. Enter 5-digit anti-theft code using select buttons and radio will begin working. If code is entered wrong too many times, leave radio on at least one hour and enter code correctly. Any time radio power is lost, pre-selected radio stations will have to be reset.

DOOR MULTIPLEX CONTROL UNIT

Removal & Installation

Gently pry up on rear of driver's power window switch trim to release retainer clips. Pull switch assembly rearward and out. Disconnect electrical connectors. Turn switch over and remove 4 retainer screws. To install, reverse removal procedure.

DRIVER'S MULTIPLEX CONTROL UNIT

1. Deactivate air bag system. See appropriate AIR BAG RESTRAINT SYSTEMS article. Disconnect negative battery cable and then positive battery cable. WAIT at least 3 minutes before beginning repairs under instrument panel.
2. Remove door sill molding and left side kick panel. Remove lower dash access panel. Remove fuse/relay block mounting bolt and pull fuse/relay block down. Disconnect driver's multiplex control unit from fuse/relay block. To install, reverse removal procedure.

FRONT DOOR PANEL

Removal & Installation

1. Carefully pry out and remove mirror mount cover. Pry screw cover up on inner door handle and remove screw. Pull inner door handle forward and out enough to disconnect inner handle rod and door lock switch connector. On models with Driving Position Memory System (DPMS), disconnect DPMS connector. On all models, detach hooks and clips and remove speaker grille. Remove screws around speaker.
2. Lift screw cover in pull pocket panel and remove screw. Gently pry up on rear of power window switch trim to release retainer clips. Pull switch assembly rearward and out. Disconnect electrical connectors. Using trim panel remover tool, gently pry on door panel and release panel clips. Once all clips are released, pull up on door panel to unhook from door. Disconnect electrical connector(s). To install, reverse removal procedure.

PASSENGER'S MULTIPLEX CONTROL UNIT

1. Deactivate air bag system. See appropriate AIR BAG RESTRAINT SYSTEMS article. Disconnect negative battery cable and then positive battery cable. WAIT at least 3 minutes before beginning repairs under instrument panel.
2. Remove door sill molding and right side kick panel. Remove lower dash access panel. Remove fuse/relay block mounting bolt and pull fuse/relay block down. Disconnect passenger's multiplex control unit from fuse/relay block. To install, reverse removal procedure.

REAR DOOR PANEL

Removal & Installation

Pry screw cover up on inner door handle and remove screw. Pull inner door handle forward and out enough to disconnect inner handle rod. Gently pry up on rear of power window switch trim to release retainer clips. Pull switch assembly rearward and out. Disconnect power window switch harness connector. Using trim panel remover tool, gently pry on door panel and release panel clips. Once all clips are released, pull up on door panel to unhook from door. Disconnect courtesy light harness connector. To install, reverse removal procedure.

TAILGATE TRIM PANEL

Removal & Installation

NOTE: Tape end of flat-bladed screwdriver before prying panels off to prevent scratching paint and panels.

Pry off inner tailgate handle screw cover and remove 2 screws. Remove tailgate handle. Locate 2 pressed-pin retainer clips on trim panel on each side of lock mechanism. Pry out center pin and remove retainer clips. Using flat-bladed screwdriver, release clips and remove tailgate upper trim. Release clips and remove left and right side tailgate trim. Release clips and remove tailgate trim panel. Disconnect cargo light connector. To install, reverse removal procedure.

WIRING DIAGRAMS

For 2001 wiring diagram, see **ANTI-THEFT** in SYSTEM WIRING DIAGRAMS article in ELECTRICAL.

For 2002 wiring diagram, see **ANTI-THEFT** in SYSTEM WIRING DIAGRAMS article in ELECTRICAL.