2003-06 ACCESSORIES & EQUIPMENT

Keyless/Power Door Locks/Security System - MDX

COMPONENT LOCATION INDEX

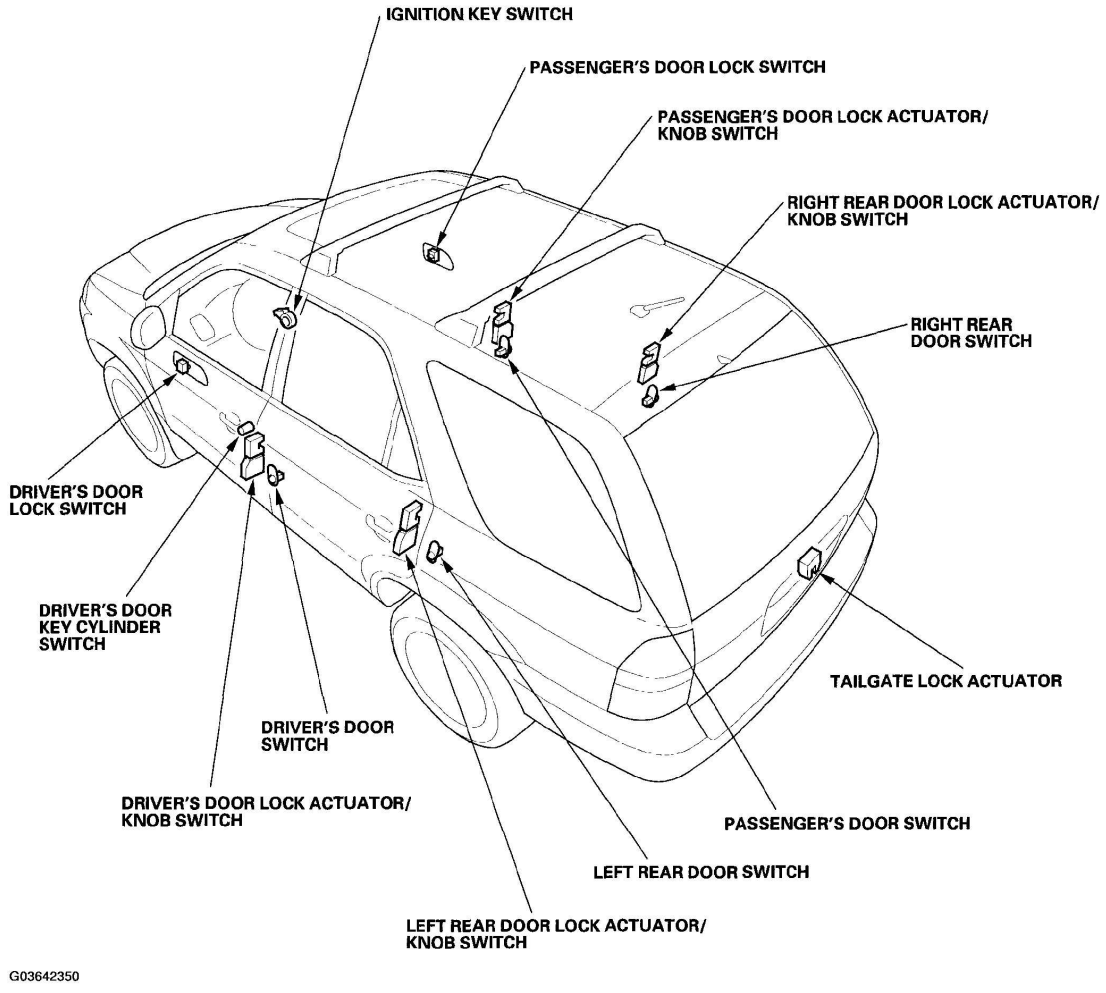

Fig. 1: Identifying Keyless/Power Door Locks/Security System Components Location
Courtesy of AMERICAN HONDA MOTOR CO., INC.

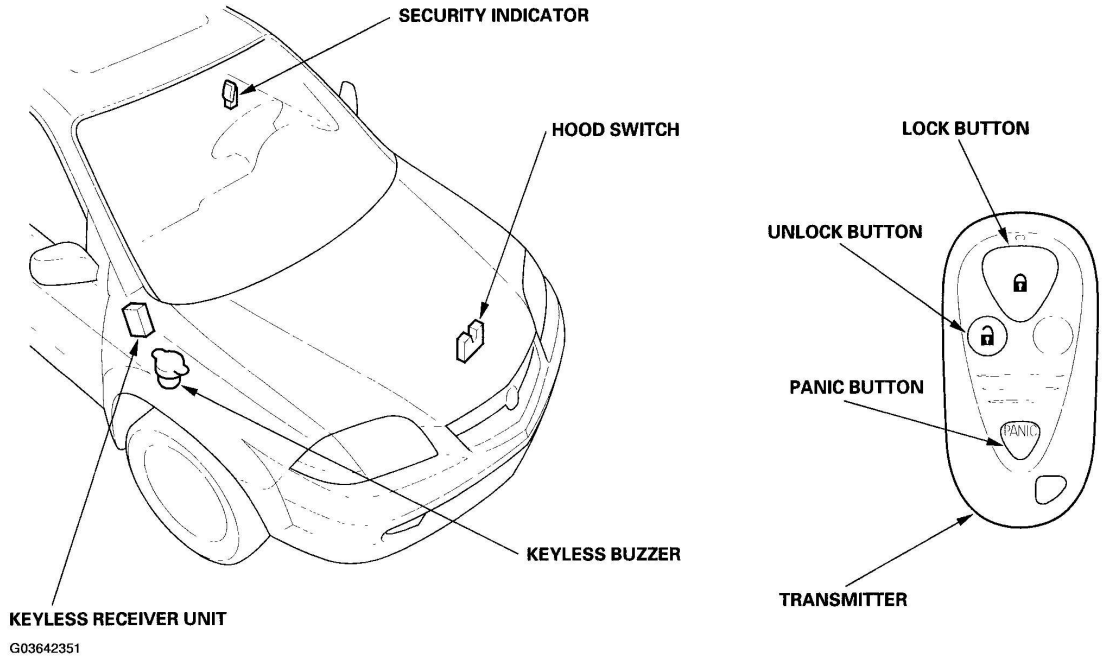

Fig. 2: Identifying Keyless/Power Door Locks/Security System Components Location
Courtesy of AMERICAN HONDA MOTOR CO., INC.

SYSTEM DESCRIPTION

SECURITY ALARM SYSTEM

The security alarm system is armed automatically after the doors, hood, and tailgate are closed and locked. For the system to arm, the ignition switch must be off, the key must be removed, and the security control unit must receive signals that the doors, hood, and tailgate are closed and locked. The alarm can be disarmed at any time by unlocking either door with the key or the remote transmitter.

When everything is closed and locked, the only control unit inputs that are grounded, and have 0 V, are the driver's door lock knob switch, the audio unit, DVD player, rear controller and screen, and the navigation display. In other words, all of the other switches are open, including the key cylinder switches, and they have about 10 V. 10 seconds after the doors and tailgate are locked with the key or the lock knob (with the door open), or immediately after the doors are locked with the LOCK button on the remote transmitter, the security system arms, and the security indicator on the door flashes. If the security indicator does not flash, the system is not arming. Check the doors, hood, and tailgate to see if they are closed. A beep to confirm the security alarm system is armed will sound if the LOCK button is pressed a second time within 5 seconds.

If one of the switches is misadjusted or there is a short in the system, the system will not arm. As long as the control unit continues to receive a ground signal, it senses that the vehicle is not closed and locked, and the system will not arm. Conversely, a switch that is slightly misadjusted can sound an alarm for no apparent reason. In this case, a significant change in outside temperature, the vibration of a passing truck, or someone bumping into the vehicle could cause the alarm to sound. There is no glass breakage or motion detector feature.

If anything is opened or improperly unlocked after the system is armed, the control unit receives a ground signal from that switch, and the 10 V reference drops to 0 V. If the audio unit, navigation display, DVD player, or rear controller and screen is disconnected, the input loses its ground, and the input voltage goes to 10 V. The system sounds the alarm when any of these things occur:

- The ignition switch is turned ON (II)
- A door or tailgate is forced open
- A door is unlocked without using the key or the remote transmitter
- The hood is opened
- The audio unit, navigation display, DVD player, or rear controller and screen is disconnected
- The panic mode is activated

When the system sounds the alarm, the horns sound and the exterior lights flash for 2 minutes. The alarm can be stopped at any time by unlocking either door with the key or by pressing any button on the remote transmitter.

PANIC MODE

The panic mode allows the security system to sound the alarm with the remote transmitter in order to attract attention. When the PANIC button is pressed and held for 2 seconds, the alarm will sound and the exterior lights will flash for about 30 seconds.

The panic mode can be canceled at anytime by pressing any button on the remote transmitter or by turning the ignition switch ON (II). The panic mode will not function if the ignition switch is ON (II).

KEYLESS ENTRY SYSTEM

The security alarm system is integrated with the keyless entry and multiplex systems. The passenger's multiplex control unit receives LOCK (arm) and UNLOCK (disarm), and Panic signals from the keyless entry control unit. The keyless entry system allows you to lock and unlock the vehicle with the remote transmitter. When you press the LOCK button, all doors lock. When you press the UNLOCK button once, only the driver's door unlocks. The other doors and the tailgate will unlock when you press the button a second time.

When the switch for the front individual light is in the center position (rear individual lights is in "door" position), they will come on when you press the UNLOCK button. If you do not open a door, the lights will go off in about 30 seconds, the doors will automatically relock, and the security system will rearm. If you relock the doors with the remote transmitter within 30 seconds, the lights will go off immediately.

You cannot lock the doors with the remote transmitter if a door or the tailgate is not fully closed, or if the key is in the ignition switch. If the tailgate or hood is not closed, the doors will lock and unlock, but the security system will not arm until the tailgate and hood are closed.

The system will signal you when the doors lock and unlock by flashing the parking lights, side marker lights, and taillights: once when they lock, and twice when they unlock.

When you press the LOCK button a second time within 5 seconds after you have locked the doors, the horns will sound once to verify that vehicle is secure and the security system is set.

If the lights do not flash, make sure the doors, the hood, and the tailgate are closed and locked. The most common failure is a door, hood, tailgate, lock knob, ignition key, or door/tailgate key cylinder input. Check that the security indicator blinks. If the security alarm system does not arm, refer to the multiplex mode or security input tests.

RECALLING A MEMORIZED DRIVING POSITION (WITH DPMS)

The transmitter has a function to recall a memorized driving position. There are two kinds of transmitters. One is for the driving position memory switch 1, the other is for driving position memory switch 2. When the driver's door is opened after unlocking the door with the transmitter, the beeper sounds once, and the driver's seat and mirror move to the memorized driving position. When the movement is complete, the beeper sounds twice. The instructions for turning ON and OFF this feature are on the back of the keyless transmitter or (see **TRANSMITTER TEST**). For '03 model, if the seat and mirror are already in position after the door is unlocked and open, there will be no beep.

CIRCUIT DIAGRAM

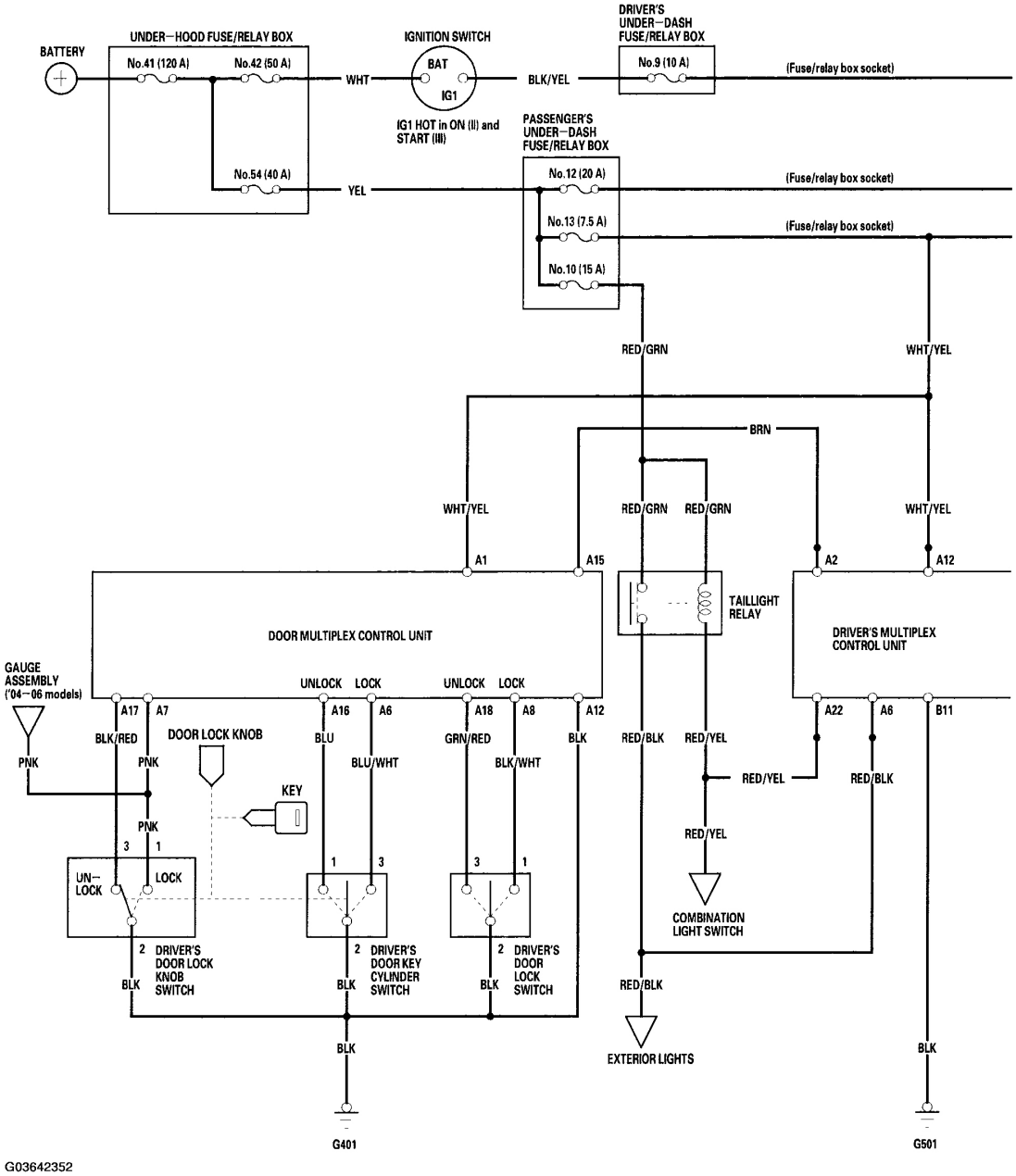

Fig. 3: Keyless/Power Door Locks/Security System Circuit Diagram (1 Of 4)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

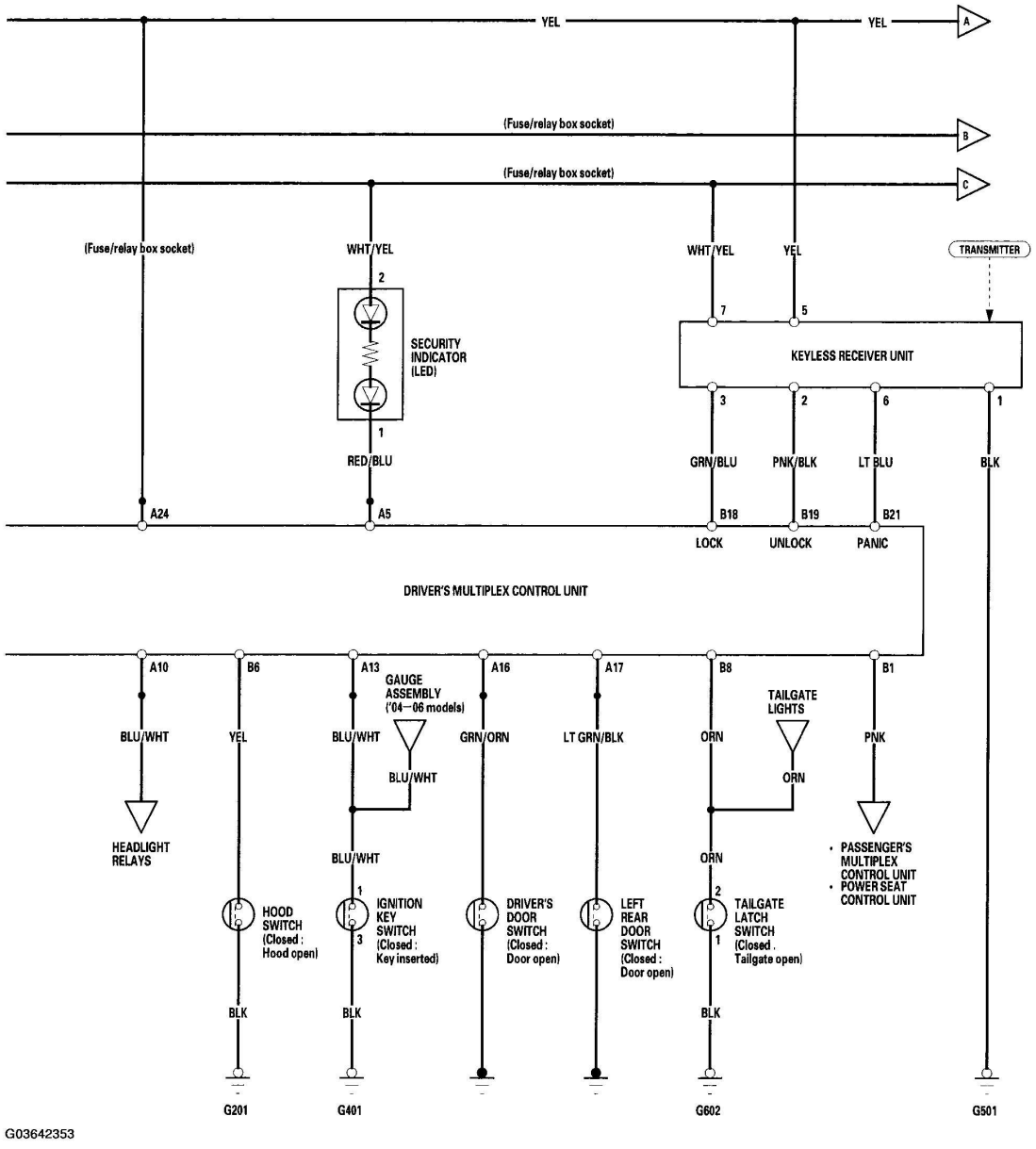

Fig. 4: Keyless/Power Door Locks/Security System Circuit Diagram (2 Of 4)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

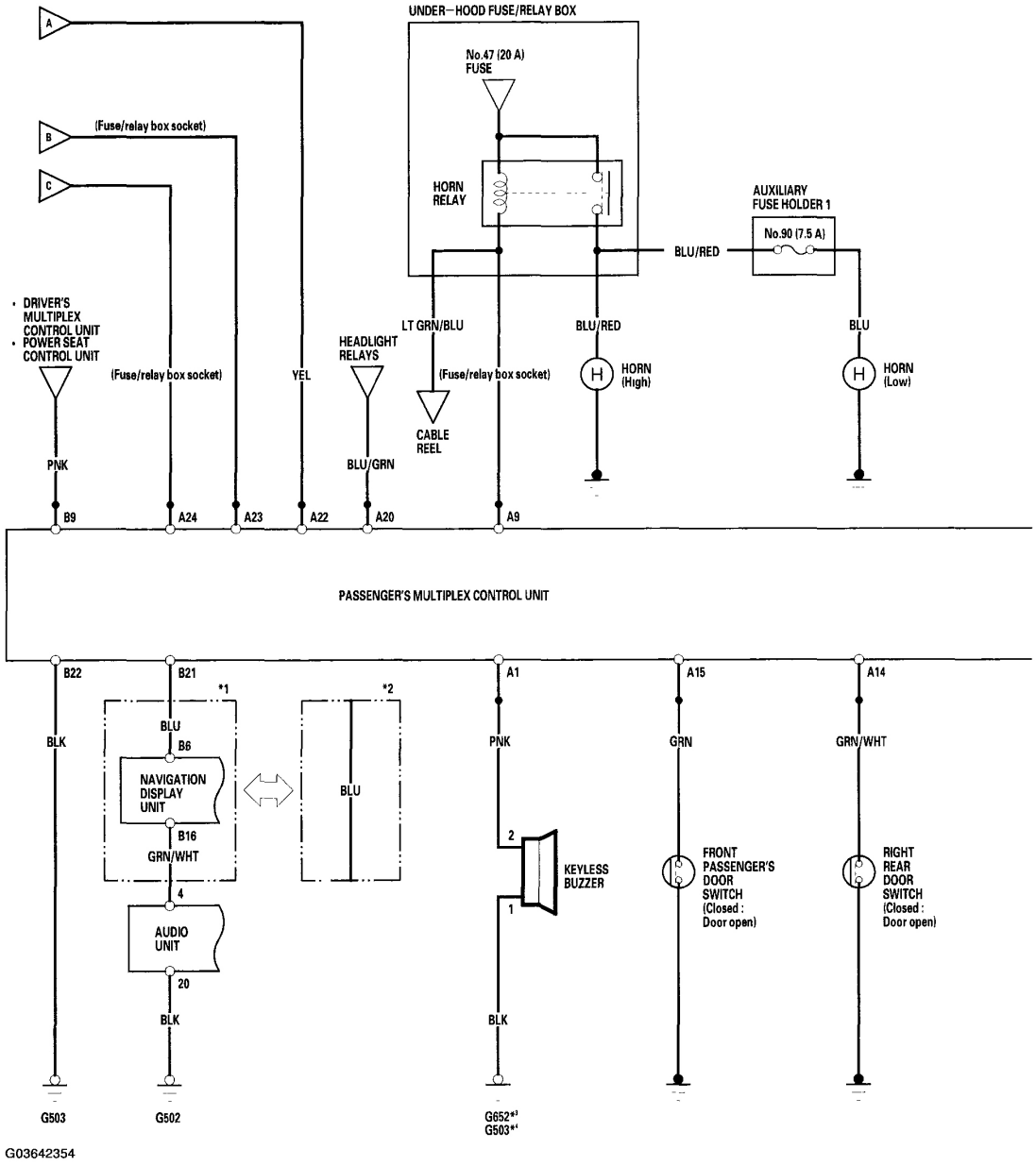

Fig. 5: Keyless/Power Door Locks/Security System Circuit Diagram (3 Of 4)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

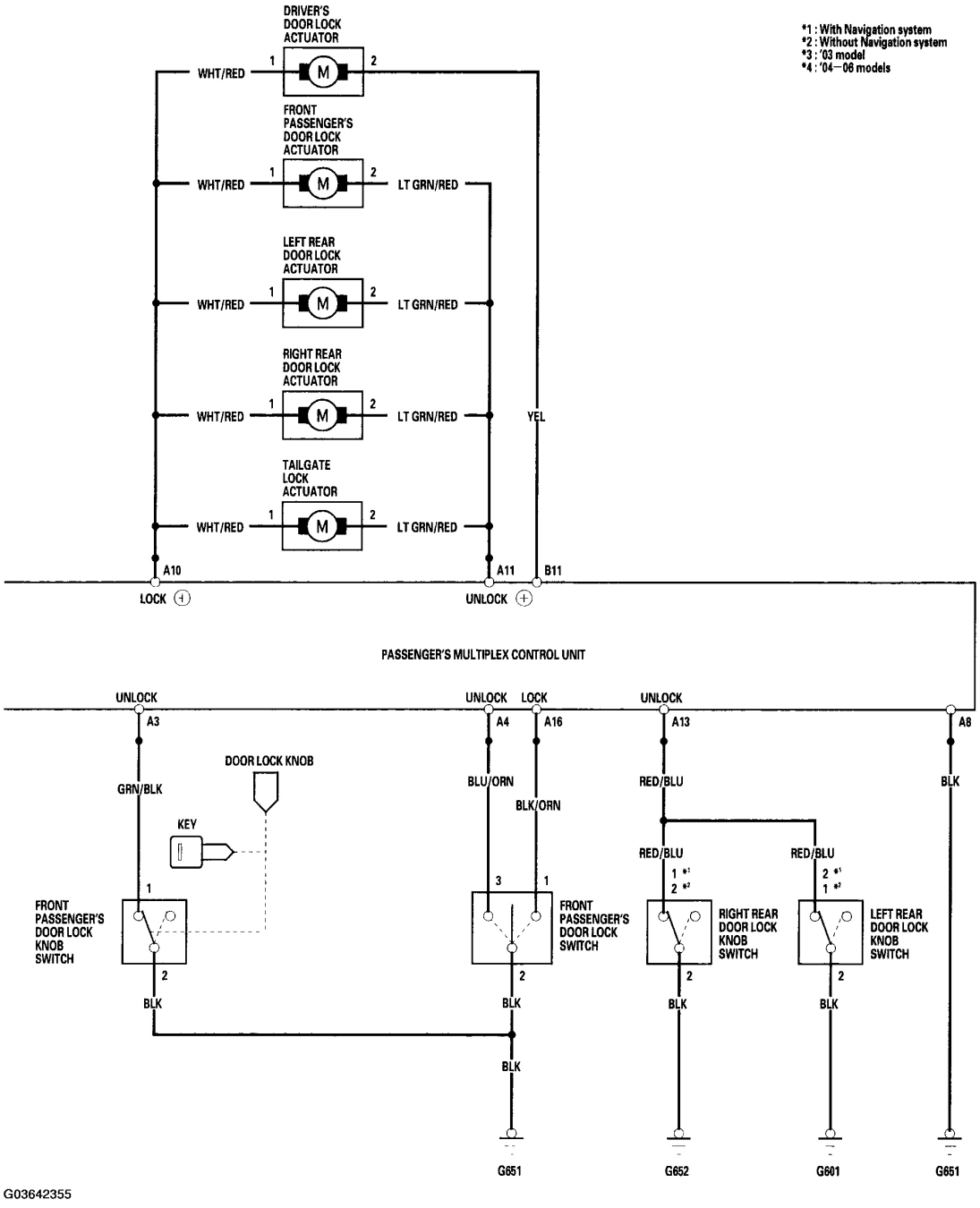

Fig. 6: Keyless/Power Door Locks/Security System Circuit Diagram (4 Of 4)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CONTROL UNIT INPUT TEST

NOTE:

- **If security system arms when locking the vehicle with the key in the**

driver's door, but not with the remote, go to keyless receiver unit input test (see KEYLESS RECEIVER UNIT INPUT TEST).

- **These tests cover the door, driver's, and passenger's multiplex control units.**

Before testing the power door lock and security control functions, troubleshoot the multiplex control system (see **TROUBLESHOOTING**).

DRIVER'S UNIT

1. Remove the driver's multiplex control unit from the driver's under-dash fuse/relay box.
2. 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 3.

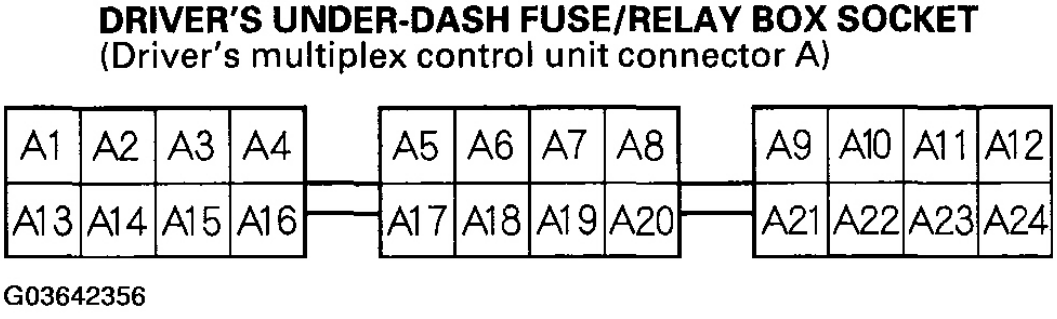

Fig. 7: Identifying Driver's Under Dash Fuse Socket
Courtesy of AMERICAN HONDA MOTOR CO., INC.

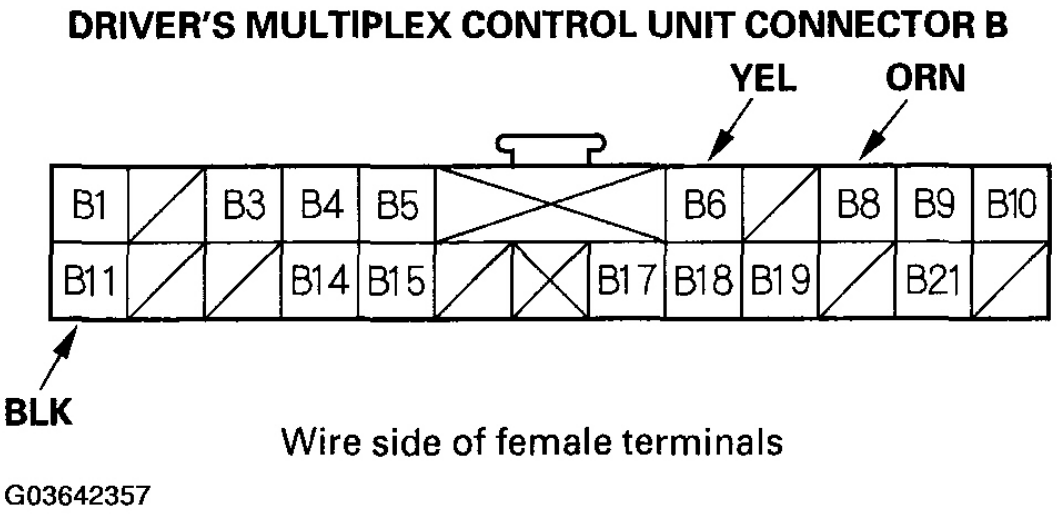

Fig. 8: Identifying Driver's Multiplex Control Unit Connector B
Courtesy of AMERICAN HONDA MOTOR CO., INC.

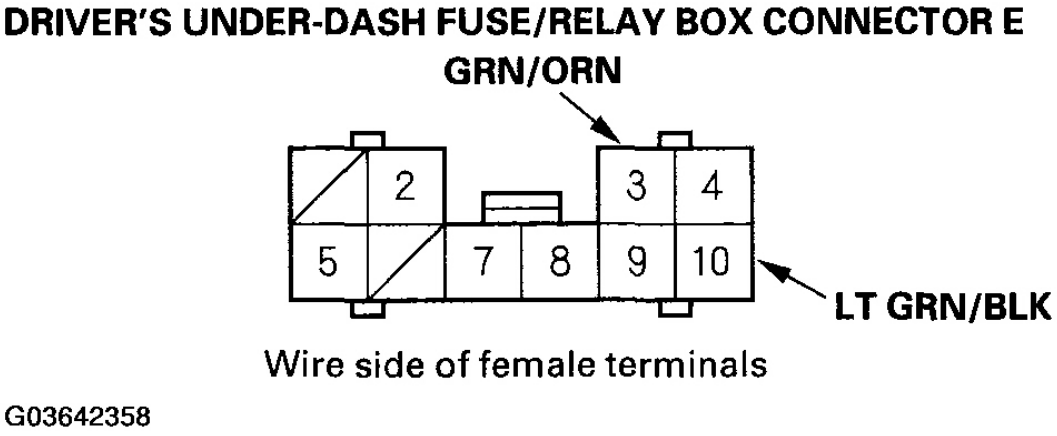

Fig. 9: Identifying Driver's Under Dash Fuse Box Connector E
Courtesy of AMERICAN HONDA MOTOR CO., INC.

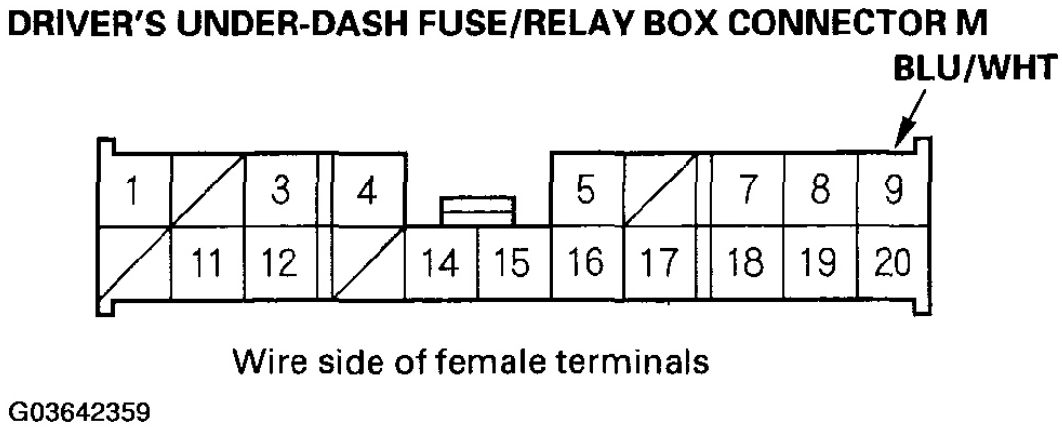

Fig. 10: Identifying Driver's Under Dash Fuse Box Connector M
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. With the driver's multiplex control unit still disconnected, make these input tests at the connector and driver's under-dash fuse/relay box sockets.
   - 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 4.

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 (7.5 A) 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 (10 A) fuse in the driver's under-dash fuse/relay box • Faulty driver's fuse/relay box
A5		Under all conditions	Attach to ground: The security indicator should come on.	• Blown No. 13 (7.5 A) 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		Attach to ground.	The parking lights and dash lights should come on.	• Blown No. 10 (15 A) fuse in the passenger's under-dash fuse/ relay box • Faulty taillight relay • Faulty driver's fuse/relay box • An open in the wire
A6		Connect A22 terminal to body ground	Check for voltage to ground: There should be battery voltage.	• Blown No. 10 (15 A) fuse in the passenger's under-dash fuse/ relay box • Faulty taillight relay • Faulty driver's fuse/relay box • An open in the wire
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

*: Driver's multiplex control unit connector B

G03642360

Fig. 11: Control Unit Input Test Chart (Driver's Unit)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Reconnect the driver's multiplex control unit to the driver's under-dash fuse/relay box, turn the ignition switch ON (II) to keep the system awake, and perform the following input tests at the appropriate connectors on the back of the driver's under-dash fuse/relay box.

   For driver's under-dash fuse/relay box connector socket location (see **DRIVER'S 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 1 in **PASSENGER'S UNIT** .

CONTROL UNIT INPUT TEST (DRIVER'S UNIT)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
			Check for voltage to ground:	• Poor ground (G201)

B6(1)	YEL	Hood open	There should be less than 1 V.	• Faulty hood switch • An open in the wire
		Hood closed	Check for voltage to ground: There should be 5 V or more.	• Faulty hood switch • A short to ground in the wire
B8(1)	ORN	Tailgate open	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G602) • Faulty tailgate latch switch • An open in the wire
		Tailgate closed	Check for voltage to ground: There should be 5 V or more.	• Faulty tailgate latch switch • A short to ground in the wire
E3	GRN/ORN	Driver's door open	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door switch • An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door switch • A short to ground in the wire
E10	LT GRN/BLK	Left rear door open	Check for voltage to ground: There should be less than 1 V.	• Faulty left rear door switch • An open in the wire
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty left rear door switch • A short to ground in the wire
M9	BLU/WHT	Ignition key is in the ignition switch	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G401) • Faulty ignition key switch • An open in the wire
		Ignition key is out of the ignition switch	Check for voltage to ground: There should be 5 V or more.	• Faulty ignition key switch • A short to ground in the wire
(1) Driver's Multiplex Control Unit Connector B				

PASSENGER'S UNIT

1. Remove the passenger's multiplex control unit from the passenger's under-dash fuse/relay box, and disconnect its connector.
2. 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 3.

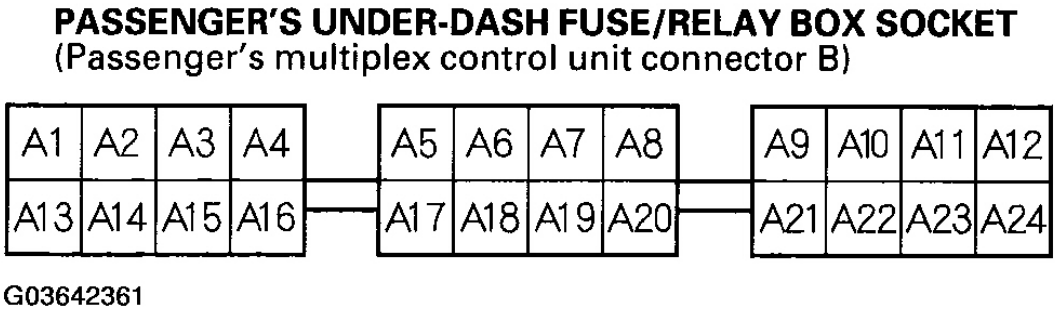

Fig. 12: Passenger's Under-Dash Fuse/Relay Box Socket
Courtesy of AMERICAN HONDA MOTOR CO., INC.

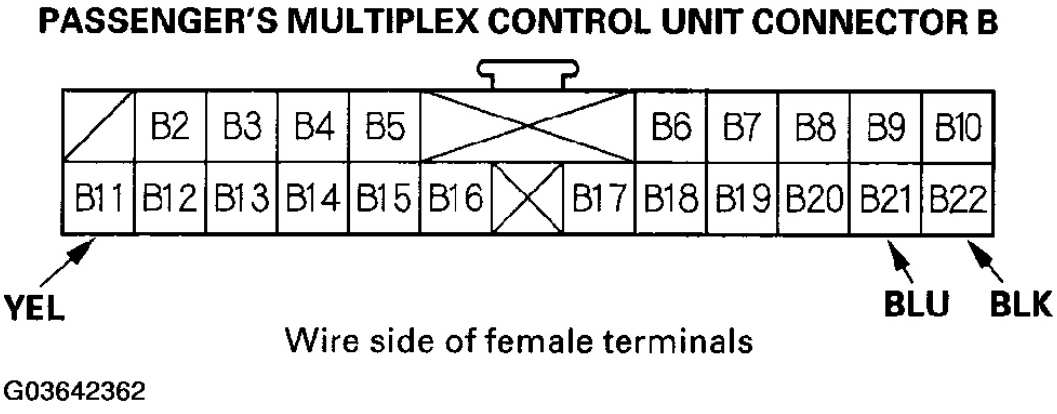

Fig. 13: Passenger's Multiplex Control Unit Connector B
Courtesy of AMERICAN HONDA MOTOR CO., INC.

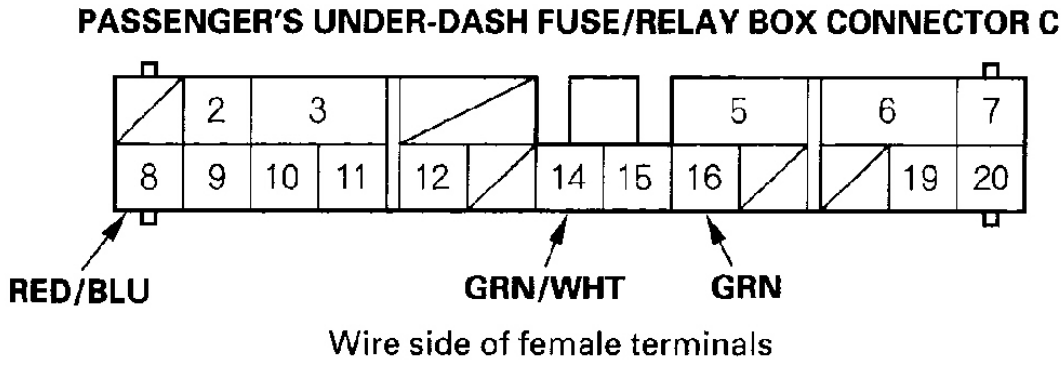

Fig. 14: Passenger's Under-Dash Fuse/Relay Box Connector C
Courtesy of AMERICAN HONDA MOTOR CO., INC.

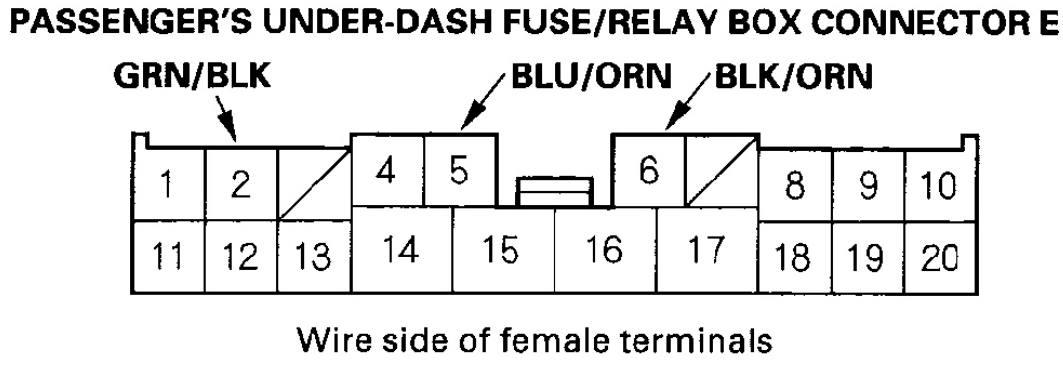

Fig. 15: Passenger's Under-Dash Fuse/Relay Box Connector E
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. With the passenger's multiplex control unit still disconnected, make these input tests at the connectors and the passenger's under-dash fuse/relay box sockets.
   - 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 4.

CONTROL UNIT INPUT TEST (PASSENGER'S UNIT - 1 OF 2)

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

B22[(1)]	BLK	Under all conditions	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 (20 A) 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 (10 A) 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 (20 A) 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 (7.5 A) fuse in the passenger's under-dash fuse/relay box • Faulty passenger's fuse/relay box
				• Faulty driver's door lock

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.	actuator • Faulty passenger's fuse/relay box • An open in the wire
B11(1)	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 sound.	• Poor ground (G652(2) or G503(3)) • Faulty keyless buzzer • Faulty passenger's fuse/relay box • An open in the wire
B21(1)	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
(1) Passenger's Multiplex Control Unit Connector B (2) '03 Model (3) '04-'06 Models				

4. Reconnect the passenger's multiplex control unit to the passenger's under-dash fuse/relay box, turn the ignition switch ON (II) to keep the system awake, and perform the following input tests at the appropriate connectors on the passenger's under-dash fuse/relay box. For passenger's under-dash fuse/relay box connector socket location (see **PASSENGER'S UNDER-DASH FUSE/RELAY BOX**).

NOTE: When testing passenger's door lock knob switches, begin with all doors

locked, then test one at a time.

- 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 1 in **DOOR UNIT** .

CONTROL UNIT INPUT TEST (PASSENGER'S UNIT - 2 OF 2)

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 less than 1 V.	• 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 less than 1 V.	• 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 less than 1 V.	• 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 less than 1 V.	• 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 less than 1 V.	• 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/ORN	Passenger's door lock switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	• 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/ORN	Passenger's door lock switch in LOCK	Check for voltage to ground: There should be less than 1 V.	
		Passenger's door lock switch in neutral position	Check for voltage to ground: There should	

			be 5 V or more.	
B21(1)	BLU	Under all conditions	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G502) • Poor connection at audio unit or navigation display unit • Faulty audio unit or navigation display unit. • An open in the wire
(1) Passenger's Multiplex Control Unit Connector B				

DOOR UNIT

1. Remove the door multiplex control unit, and disconnect its connector.
2. Inspect the connector and socket terminals to be sure they are 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 3.

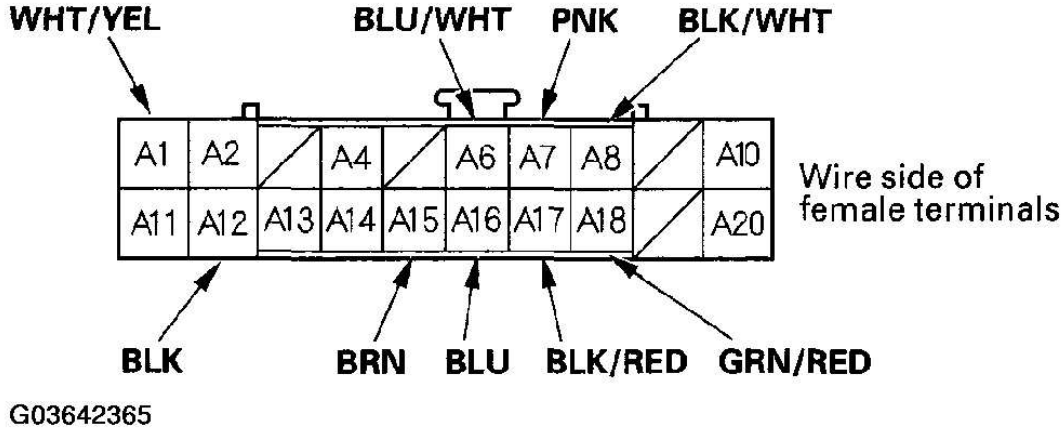

Fig. 16: Inspecting Connector And Socket Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Reconnect the connector to the door multiplex control unit, turn the ignition switch ON (II) to keep the system awake, perform 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 4.

CONTROL UNIT INPUT TEST (DOOR UNIT)

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 (7.5 A) fuse in the passenger's under-dash fuse/relay box • An open in the wire
A12	BLK	Under all conditions	Check for voltage to ground: There should be less than 1 V.	• Poor ground (G401) • An open in the wire
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

4. If all the input tests prove OK, one of the control units must be faulty, substitute a known-good control unit for the one that is most likely at fault, then recheck the system. If the system works properly, the original control unit is faulty; replace it. If there is still a malfunction, substitute a known-good control unit for the next most likely unit to be at fault, and recheck. If the system works properly, the original unit is faulty; replace it.

KEYLESS RECEIVER UNIT INPUT TEST

1. Remove the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**).
2. Disconnect the 7P connector (A) from the keyless receiver unit (B).

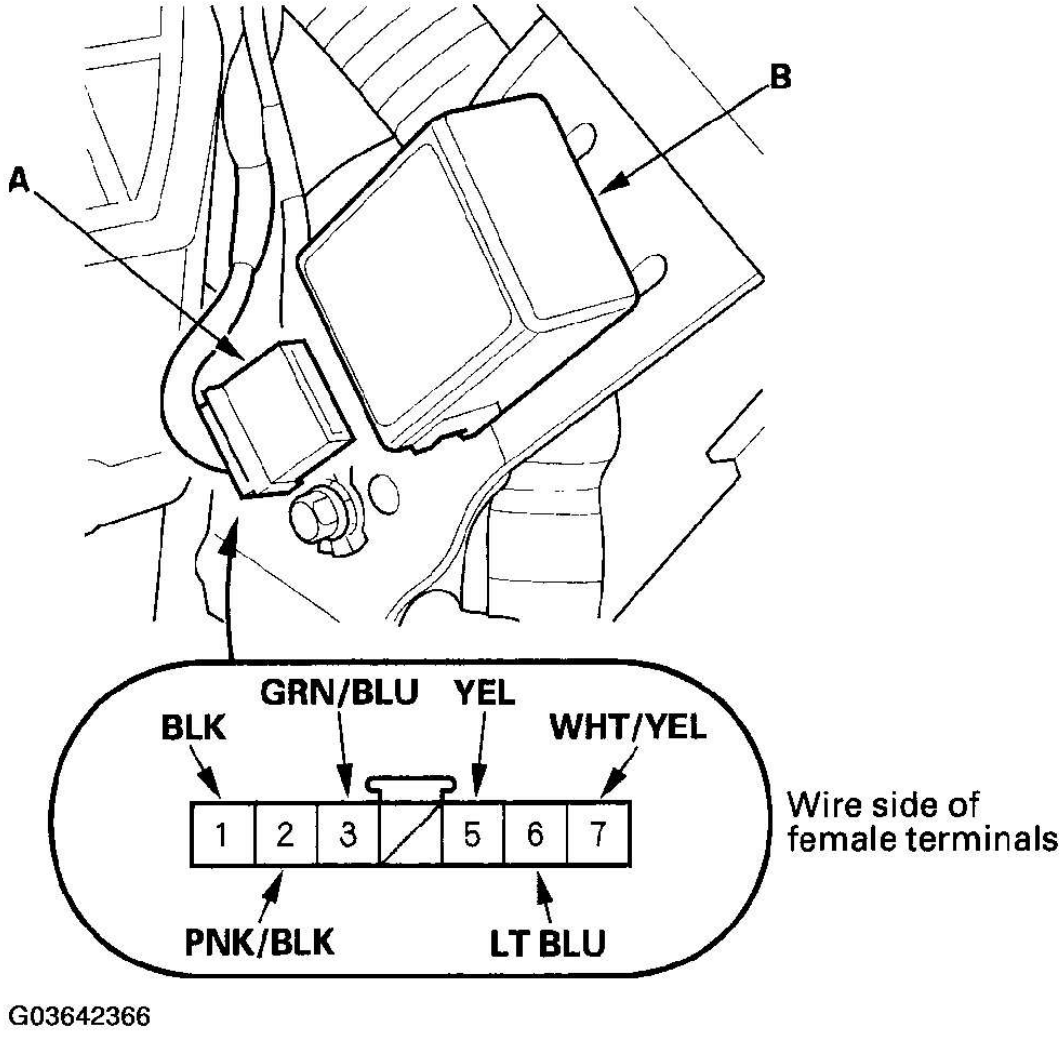

Fig. 17: Disconnecting 7P Connector From Keyless Receiver Unit
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 are OK, go to step 4.
4. 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, replace the keyless receiver unit.

KEYLESS RECEIVER UNIT INPUT TEST

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
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. There should be no continuity to ground.	• An open in the wire • Short to ground
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. There should be no continuity to ground.	• An open in the wire • Short to ground
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. There should be no continuity to ground.	• An open in the wire • Short to ground
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G503) • An open in the wire
5	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 9 (10 A) 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 (7.5 A) fuse in the passenger's under-dash fuse/relay box • An open in the wire

DOOR LOCK KNOB SWITCH TEST

DRIVER'S DOOR

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

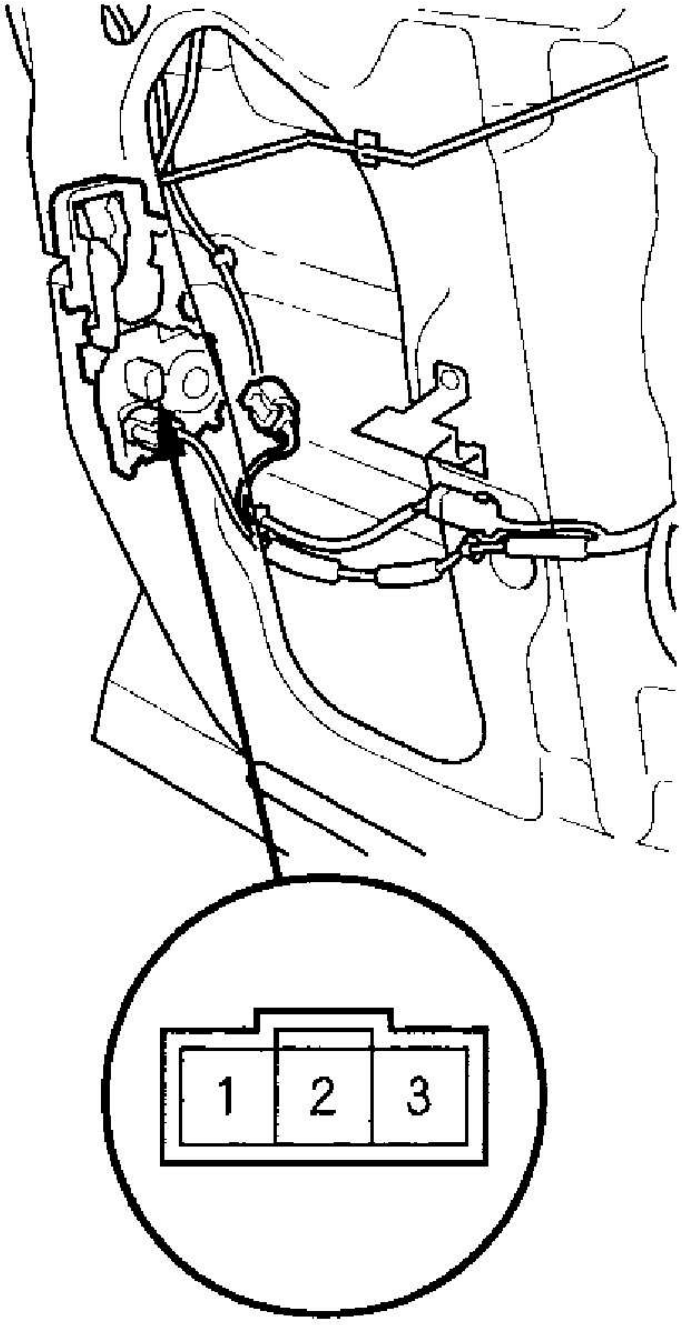

Fig. 18: Disconnecting 3P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.

- There should be continuity between the No. 1 and No. 2 terminals when the door lock knob switch is in the LOCK position, and no continuity when the door lock knob switch is in the UNLOCK position.
- There should be continuity between the No. 2 and No. 3 terminals when the door lock knob switch is in the UNLOCK position, and no continuity when the door lock knob switch is in the LOCK position.

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

FRONT PASSENGER'S DOOR

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

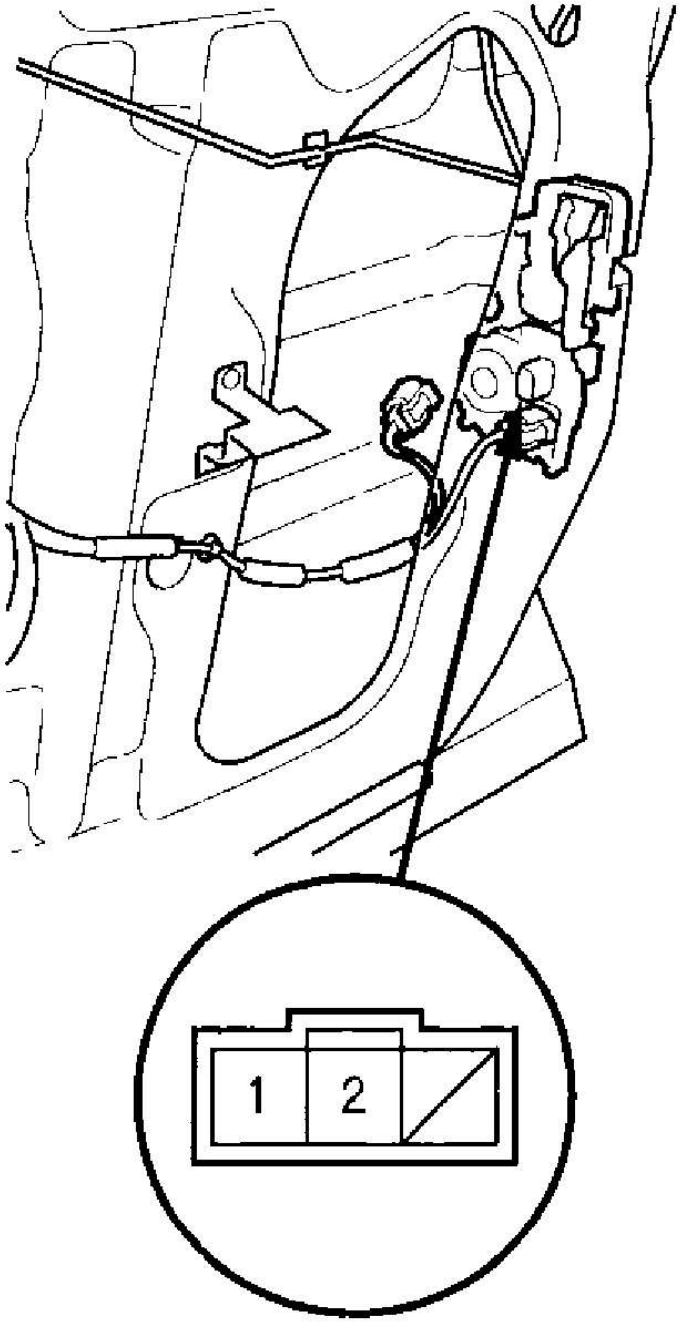

Fig. 19: Disconnecting 3P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals. There should be continuity between the No. 1 and No. 2

terminals when the door lock knob switch is in the UNLOCK position, and no continuity when the door lock knob switch is in the LOCK position.

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

LEFT REAR DOOR

1. Remove the left rear door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the actuator.

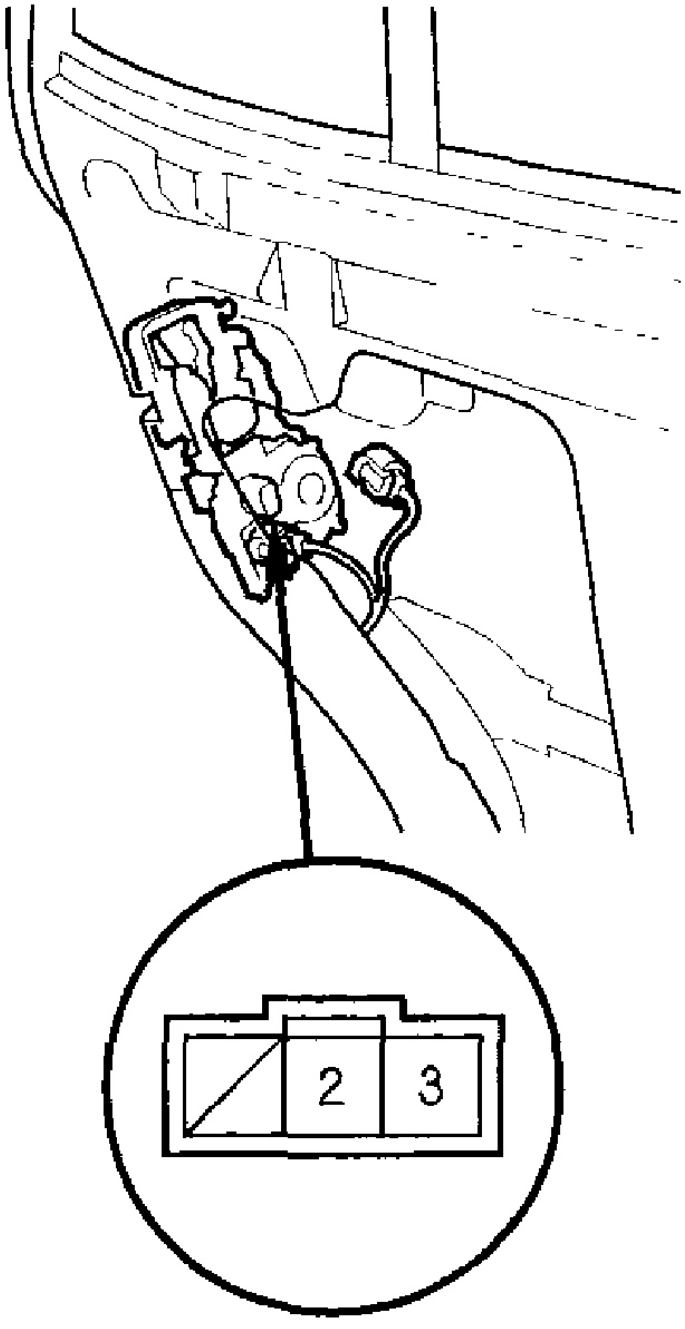

Fig. 20: Disconnecting 3P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals. There should be continuity between the No. 2 and No. 3

terminals when the door lock knob switch is in the UNLOCK position, and no continuity when the door lock knob switch is in the LOCK position.

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

RIGHT REAR DOOR

1. Remove the right rear door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the actuator.

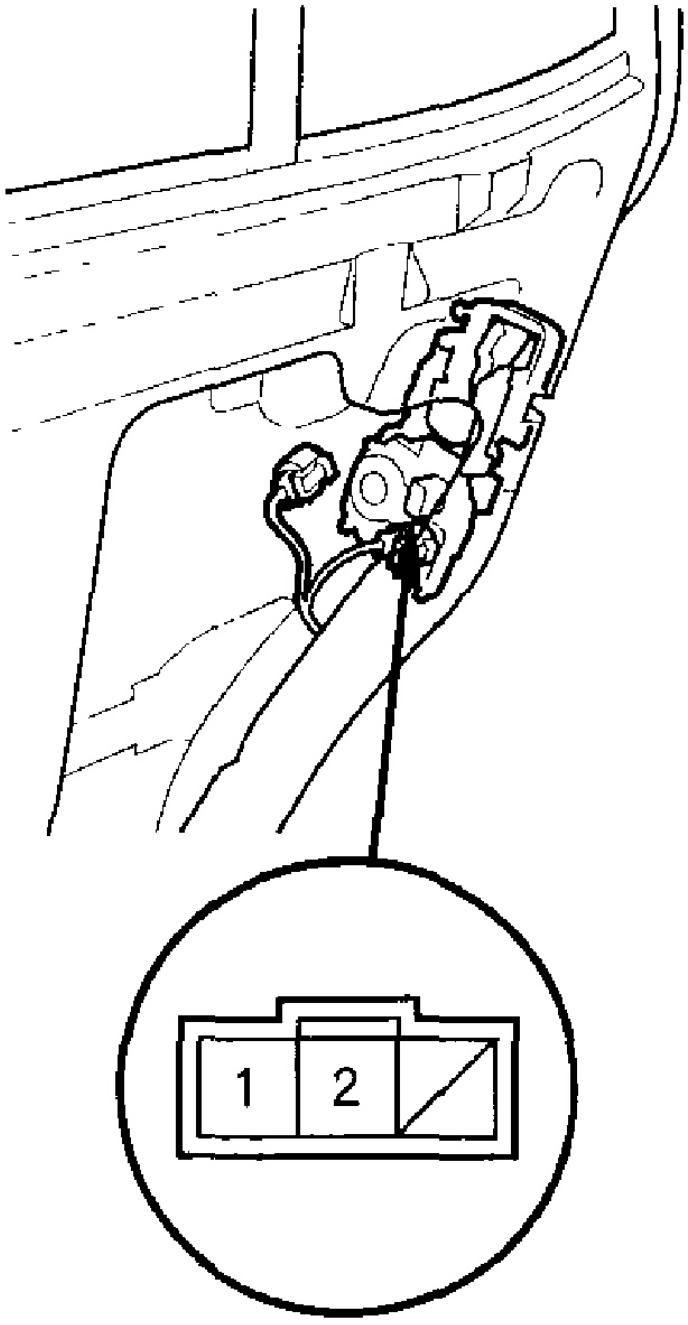

Fig. 21: Disconnecting 3P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals. There should be continuity between the No. 1 and No. 2

terminals when the door lock knob switch is in the UNLOCK position, and no continuity when the door lock knob switch is in the LOCK position.

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

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 from the actuator.

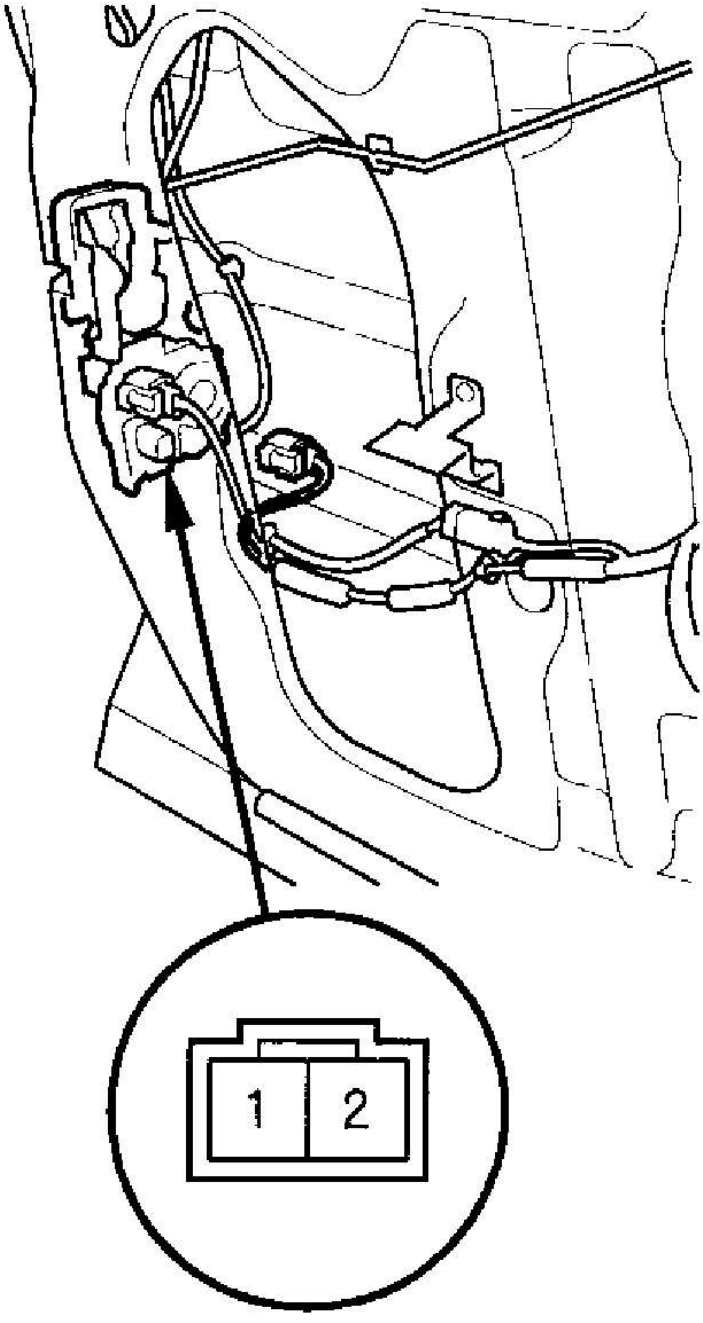

Fig. 22: Disconnecting 2P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 23** . To prevent damage to

the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

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Fig. 23: Checking Actuator Operation Connecting Power And Ground Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. If the actuator does not operate 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 from the actuator.

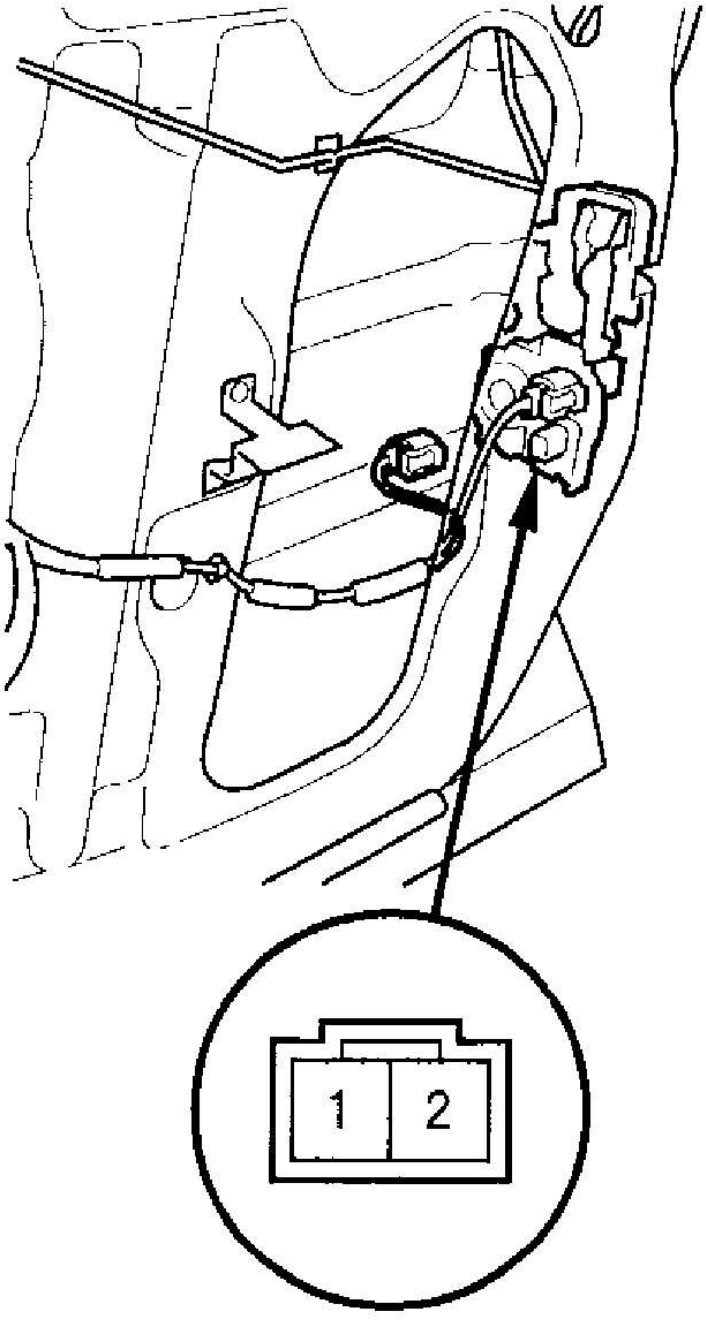

Fig. 24: Disconnecting 2P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 25** . To prevent damage to

the actuator, apply battery voltage only momentarily.

Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

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Fig. 25: Checking Actuator Operation Connecting Power And Ground Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

TAILGATE

1. Remove the tailgate lining (see **TRIM REMOVAL/INSTALLATION - TAILGATE AREA**).
2. Disconnect the 2P connector from the actuator.

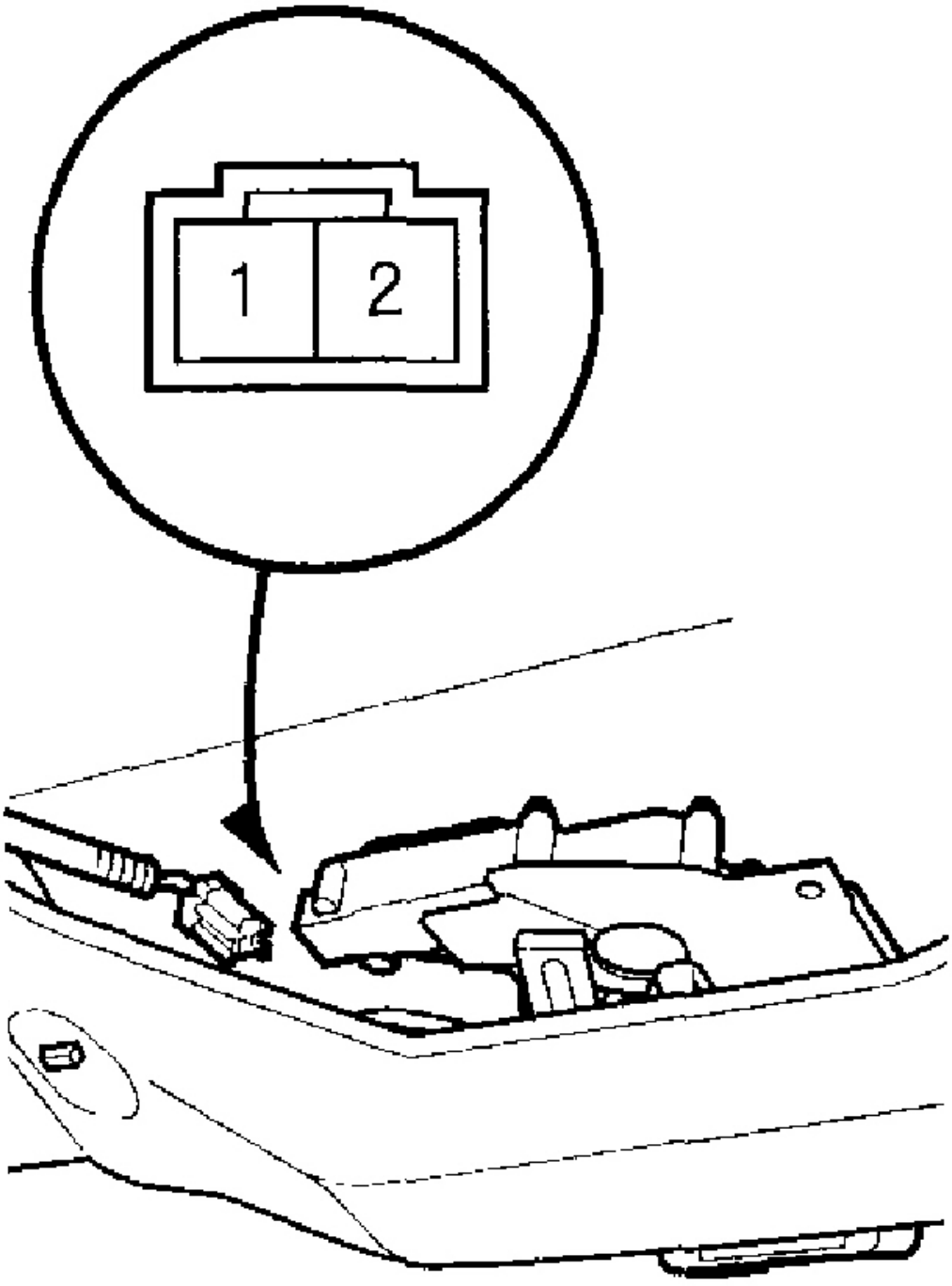

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Fig. 26: Disconnecting 2P Connector From Actuator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check actuator operation by connecting power and ground according to **Fig. 27** . To prevent damage to the actuator, apply battery voltage only momentarily.

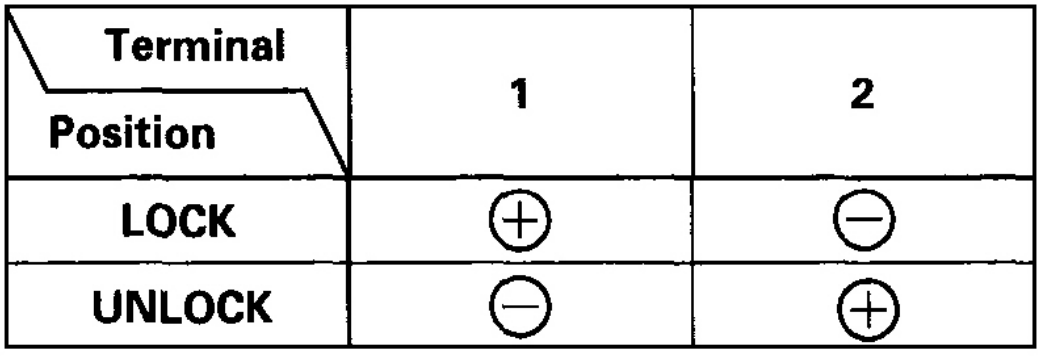

Fig. 27: Checking Actuator Operation Connecting Power And Ground Chart
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

HOOD SWITCH TEST

1. Open the hood.
2. Disconnect the 2P connector from the hood switch.

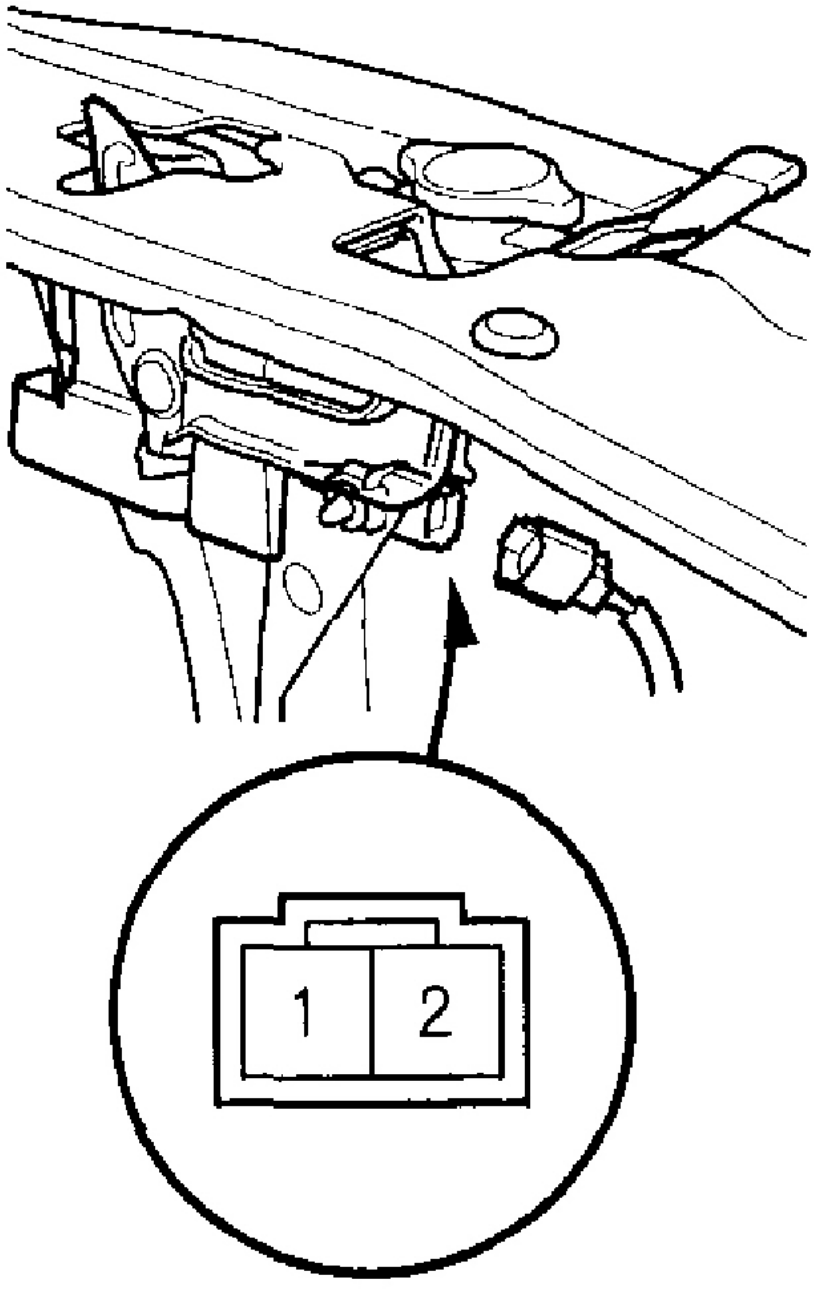

Fig. 28: Disconnecting 2P Connector From Hood Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.

- There should be continuity between the No. 1 and No. 2 terminals when the hood is opened (lever released).
- There should be no continuity between the No. 1 and No. 2 terminals when the hood is closed (lever pushed down).

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

DOOR KEY CYLINDER SWITCH TEST

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 3P connector from the key cylinder switch.

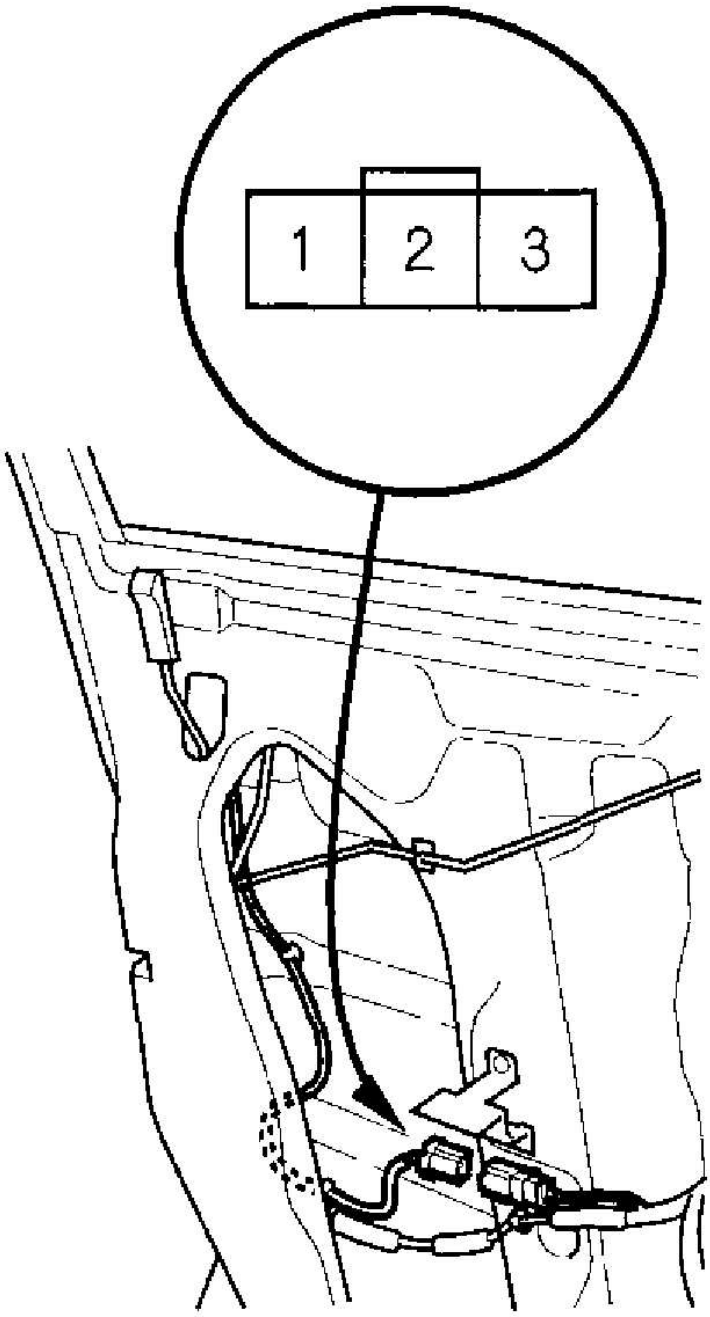

Fig. 29: Disconnecting 3P Connector From Key Cylinder Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.

- There should be continuity between the No. 2 and No. 3 terminals when the door key cylinder switch is in the LOCK position.
- There should be no continuity between the No. 2 and No. 3 terminals when the door key cylinder switch is in the neutral position or UNLOCK position.
- There should be continuity between the No. 1 and No. 2 terminals when the door key cylinder switch is in the UNLOCK position.
- There should be no continuity between the No. 1 and No. 2 terminals when the door key cylinder switch is in the neutral position or LOCK position.

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

NOTE: Make sure the slot in the switch is properly aligned with the tab on the key cylinder.

DOOR LOCK SWITCH TEST

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

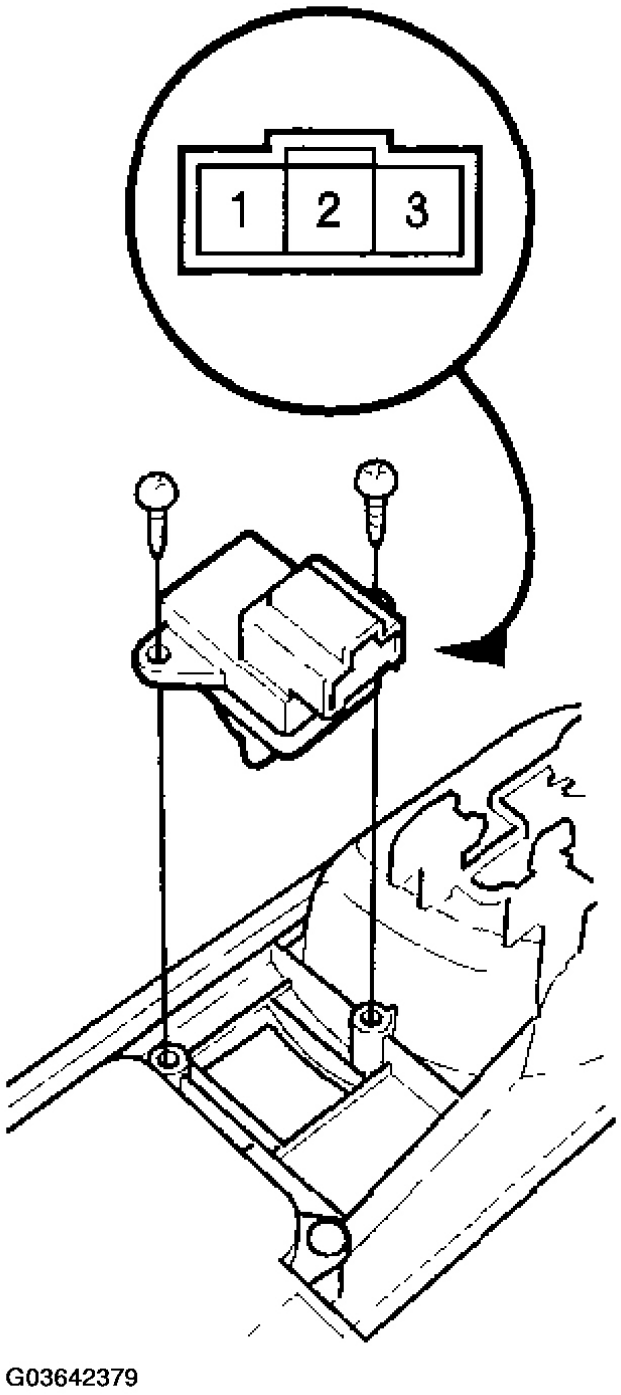

Fig. 30: Removing Door Lock Switch
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the terminals.

- There should be continuity between the No. 1 and No. 2 terminals when the door lock switch is in the LOCK position.
- There should be no continuity between the No. 1 and No. 2 terminals when the door lock switch is in the neutral position or UNLOCK position.
- There should be continuity between the No. 2 and No. 3 terminals when the door lock switch is in the UNLOCK position.
- There should be no continuity between the No. 2 and No. 3 terminals when the door lock switch is in the neutral position or LOCK position.

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

SECURITY INDICATOR TEST/REPLACEMENT

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

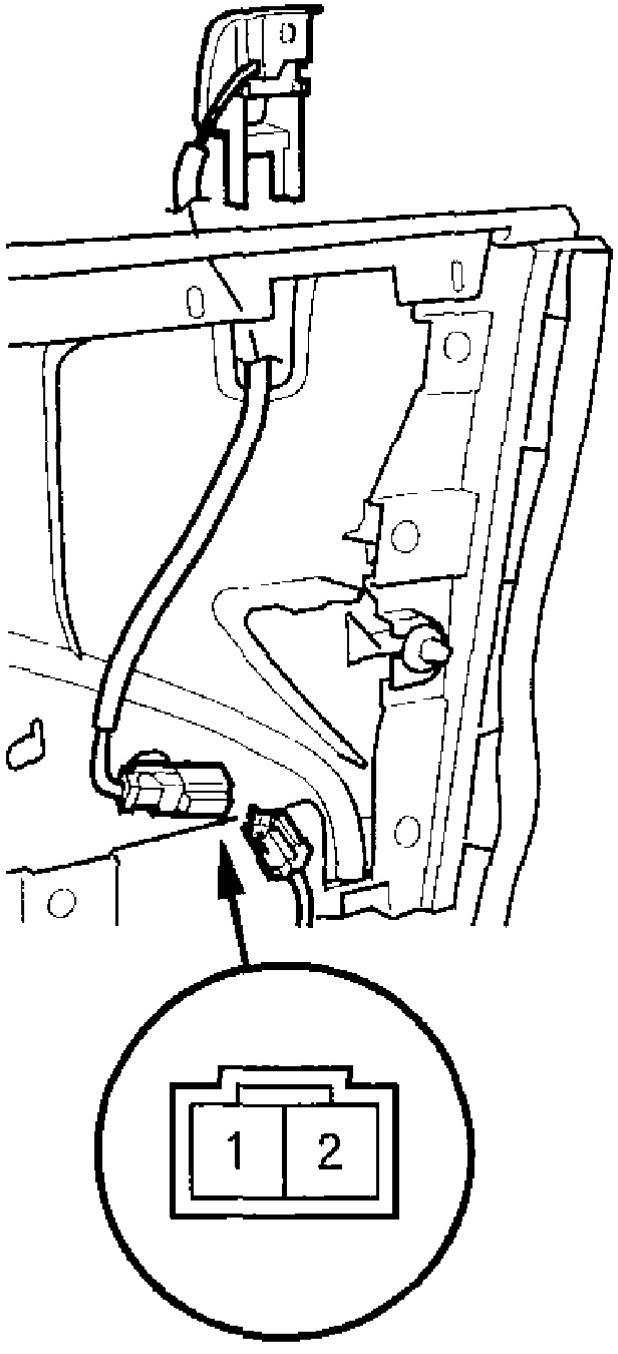

Fig. 31: Disconnecting 2P Connector From Security Indicator
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Test the indicator by connecting battery power to the No. 2 terminal and grounding the No. 1 terminal.

The LED should come on.

4. If the LED does not come on, replace the security indicator.

KEYLESS BUZZER TEST/REPLACEMENT

1. Remove the right inner fender (see **FRONT INNER FENDER REPLACEMENT**).
2. Disconnect the 2P connector (A) from the keyless buzzer (B).

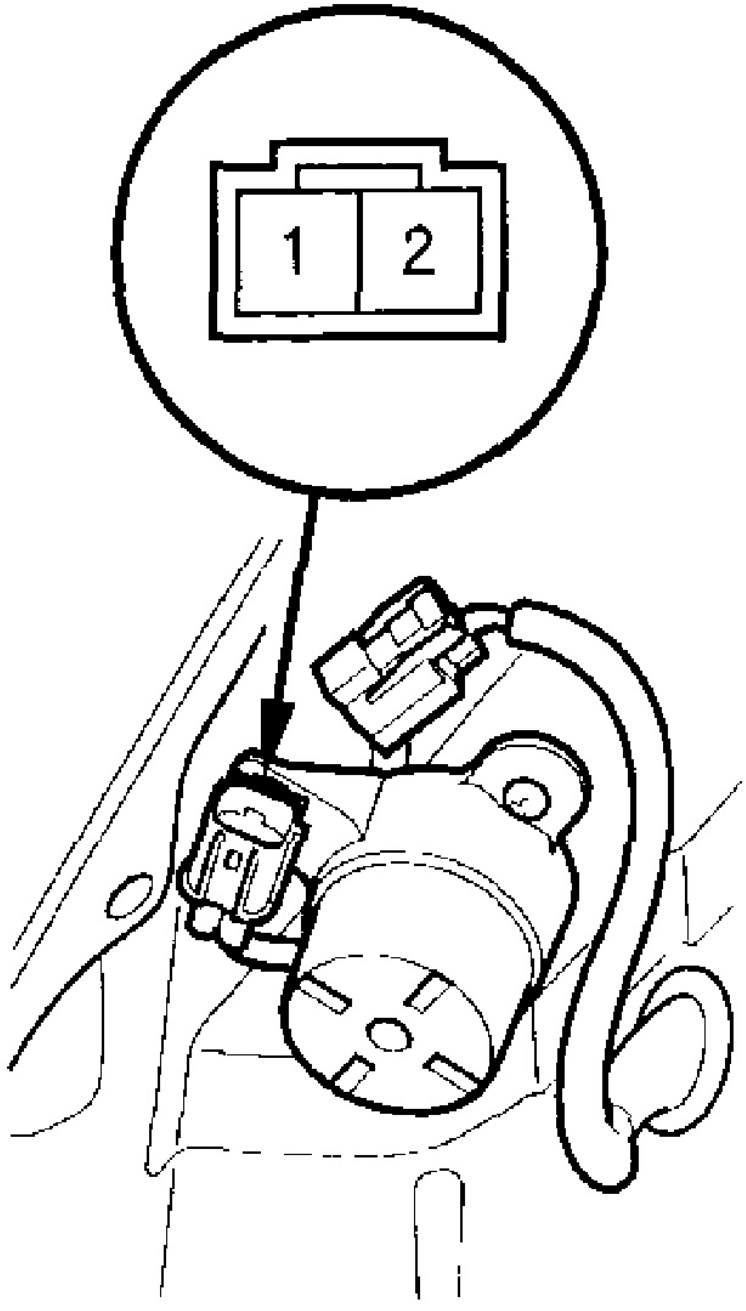

Fig. 32: Disconnecting 2P Connector From Keyless Buzzer
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Test the buzzer by connecting battery power to the No. 2 terminal and grounding the No. 1 terminal. You

should hear a slight chirp.

4. If the buzzer fails to sound, remove the two mounting screws, and replace the buzzer.

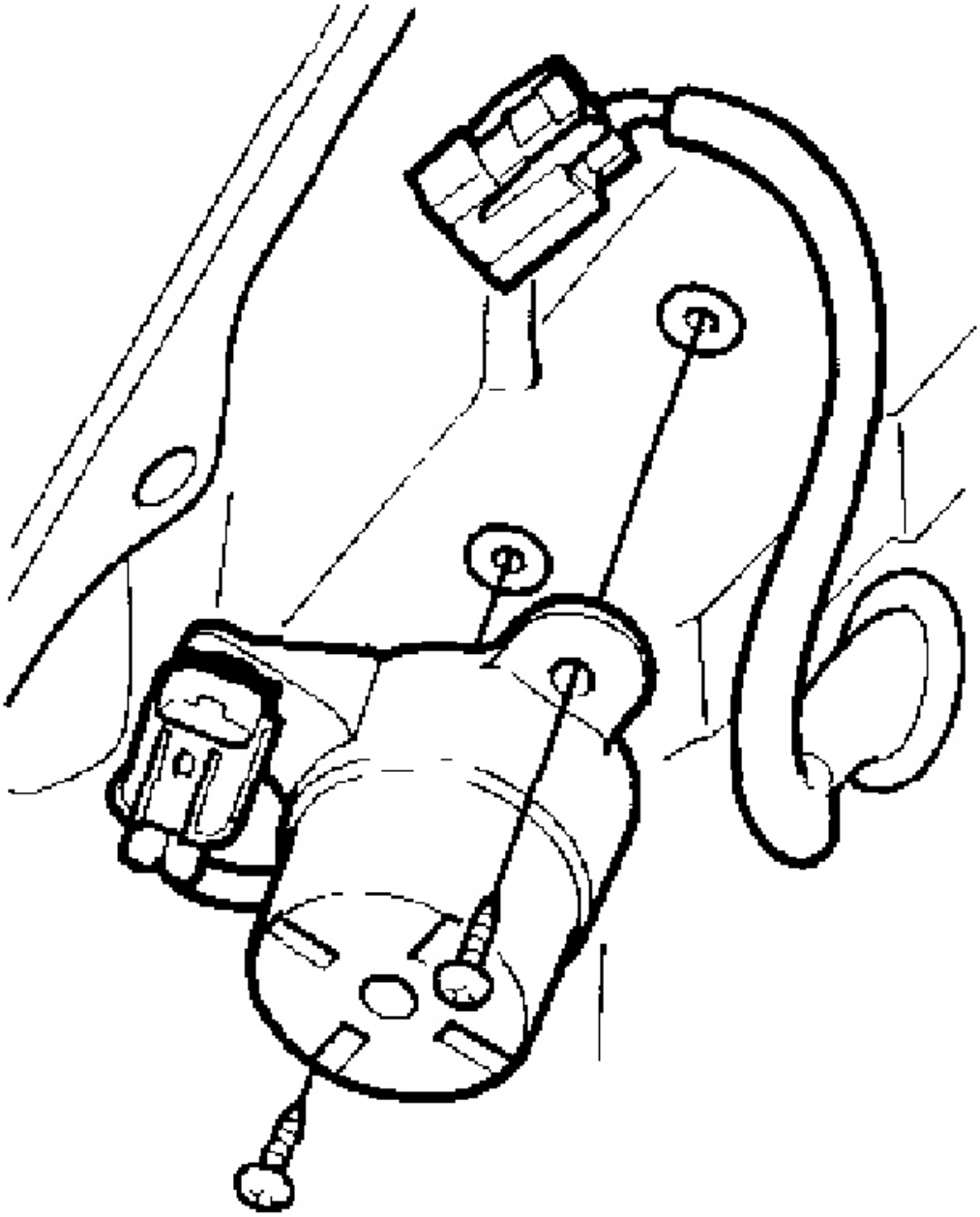

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Fig. 33: Removing Buzzer Mounting Screws
Courtesy of AMERICAN HONDA MOTOR CO., INC.

TRANSMITTER TEST

NOTE:

- **To turn the remote DPMS feature ON or OFF, press and hold the LOCK and UNLOCK buttons of the transmitter. The transmitter LED will blink once for remote DPMS ON, and blink twice for remote DPMS OFF.**
- **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 DPMS is in operable using the remote, make sure the DPMS feature is ON.**
- **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 inserted 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.

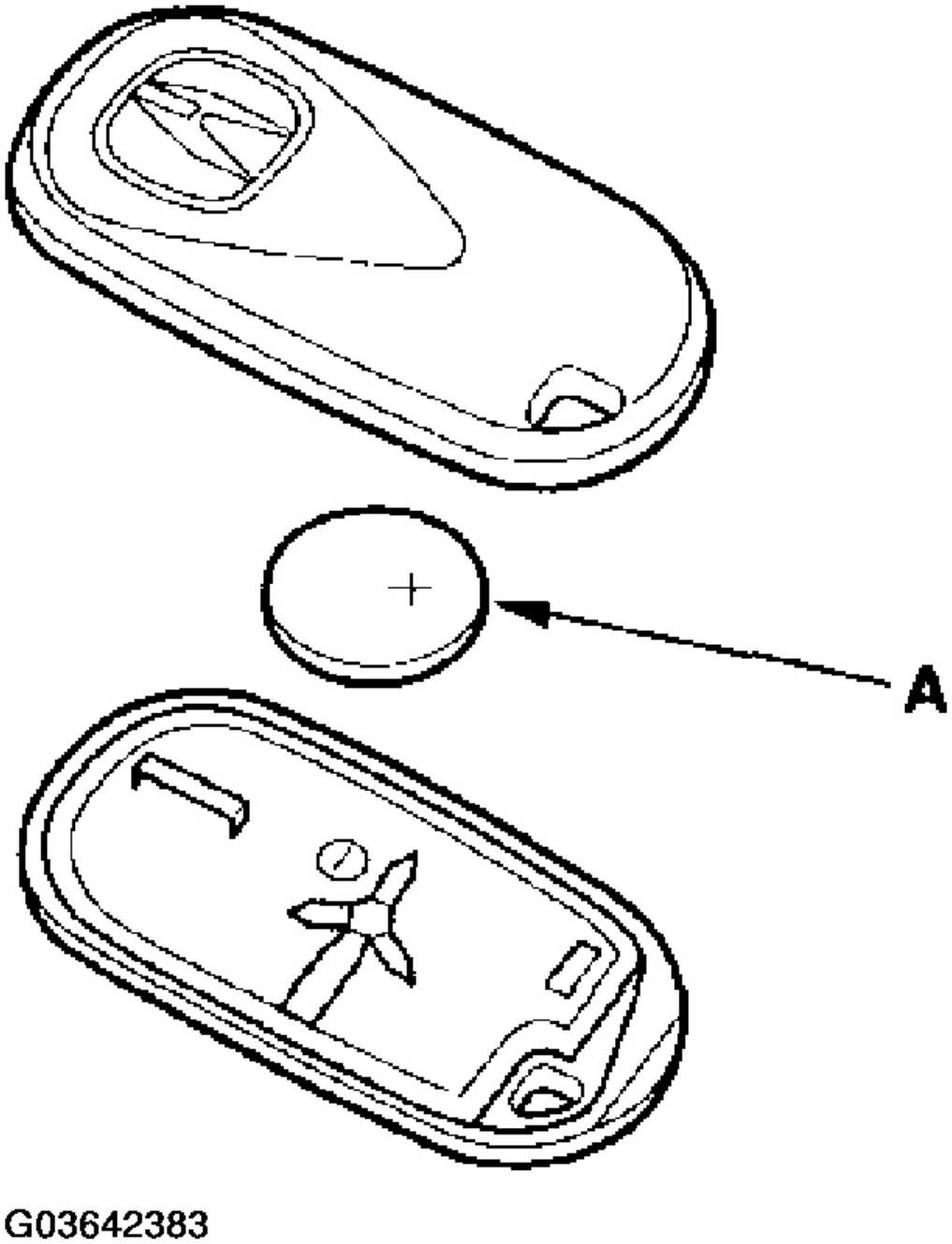

Fig. 34: Replacing Transmitter Battery
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Reprogram and register the transmitter, then try to lock and unlock the doors.
    - If the doors lock and unlock, the transmitter is OK.
    - If the doors don't lock and unlock, replace the transmitter.

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 which was input first will be erased.)

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

1. Turn the ignition switch ON (II).
2. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the keyless receiver unit by the steering column.
3. Within 1 to 4 sec., turn the ignition switch OFF.
4. Within 1 to 4 sec., turn the ignition switch ON (II).
5. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the keyless receiver unit by the steering column.
6. Within 1 to 4 sec., turn the ignition switch OFF.
7. Within 4 sec., turn the ignition switch ON (II).
8. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the keyless receiver unit by the steering column.
9. Within 1 to 4 sec., turn the ignition switch OFF.
10. Within 4 sec., turn the ignition switch ON (II).
11. Within 1 to 4 sec., push the transmitter lock or unlock button with the transmitter aimed at the keyless receiver unit by the steering column.
12. Confirm you can hear the sound of the door lock actuators. Within 1 to 4 sec., push the transmitter lock or unlock button again.
13. Within 10 sec., aim the transmitters (up to two additional ones) whose codes you want to store at the keyless receiver unit, and press the transmitter lock or unlock buttons.

    Confirm that you can hear the sound of the door lock actuators after each transmitter code is stored.

14. Turn the ignition switch OFF, and pull out the key.
15. Confirm proper operation with the new code(s).