

Humming or Growling? Check the Wheel Bearings

A bad front wheel bearing(s) in a '98–04 Accord, '01–04 CR-V, '03 Element, or '99–04 Odyssey can make a humming or growling that's easily mistaken for a noisy bearing or gear in the A/T. Before you order a reman A/T, test-drive the vehicle to make sure the A/T is really the problem.

Listen carefully as you accelerate and decelerate during your test-drive. Shift into neutral. Varying throttle position and shifting into neutral changes the load on the A/T bearings and gears. If the A/T has a bad bearing or gear, the change in load will affect its noise level. If that's what you find, then go ahead and order a reman A/T.

If the noise level isn't affected by changes in throttle position or shifting into neutral, then the culprit could be a bad front wheel bearing(s). Since the wheel bearings aren't mounted on shafts being spread apart by gears, they're not affected by changes in load. Also, since Honda uses angular contact wheel bearings, you won't normally hear a change in noise level when you swerve the vehicle from side to side.

Hook up a STEELMAN® ChassisEAR™ (T/N JSP SM06600) to the front knuckles, and test-drive the vehicle again. Refer to S/B 00-063, STEELMAN ChassisEAR™ Diagnostic Tool, for more info.

- If you hear humming or growling from one or both of the front wheel bearings, replace the affected wheel bearing(s), and then test-drive the vehicle to make sure the noise is gone.
- If you don't hear any noise from the front wheel bearings, the problem could be from tire noise or vibration. Swap the front wheels and tires with a known-good vehicle. Test-drive the vehicle, and check if the noise or vibration goes away.

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Remote Audio Controls Don't Work Properly

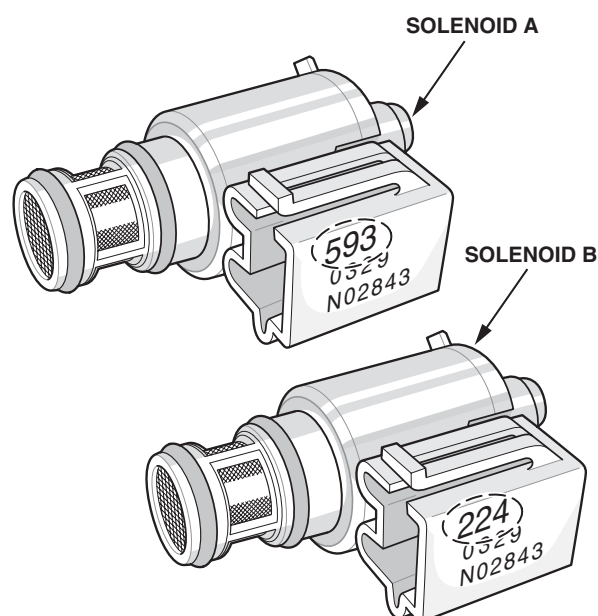
If the two steering wheel-mounted audio control volume buttons on a '01–02 Accord EX, '98–00 Accord EX V6, or '99–03 Odyssey EX change the radio stations or a CD track instead of the volume, do the repair procedure in S/B 03-022, *Remote Audio Controls Do Not Work Properly*, to dimple the top steering column bearing shield. If the remote audio controls still don't work right after doing this repair, replace the steering column.

Identifying A/T Shift Solenoids: '94–02 Passport

If you've ever replaced the A/T shift solenoids in a '94–02 Passport, you're probably aware that the S/M and parts catalog descriptions for the solenoids don't exactly match. Use this handy chart when ordering replacement solenoids:

Description	Part Number Honda Code	Parts Catalog Reference Number
1-2 & 3-4 shift solenoid A, ON/OFF NC (normally closed hydraulic exhaust passage)	8-96014-593-0 4394722	160B
2-3 shift solenoid B, ON/OFF NO (normally open hydraulic exhaust passage)	8-96014-224-0 4394243	160A

When installing these solenoids in the valve body, make sure you don't get them mixed up or install them in the wrong position. It's easy to do since these solenoids look almost identical. Fortunately, each solenoid has some of its part number engraved on its connector. Solenoid A has **593**; solenoid B has **224**.



S/M Fix: PW Master Switch Input Test, '03-04 Accord

The table for the power window master switch input test on page 22-209 of the 2003-04 Accord S/M is missing some text in the **Test condition** column. There's no mention about connecting to body ground when testing cavities 9, 18, 13, 19, 12, and 14. For each of these cavities, change the last line of text in the column to read: **with a jumper wire, and the No. 3 terminal to body ground.**

Online University Has a New Look

The Online University now sports a streamlined and customized look and feel. Here's what's new:

- **New main menu bar.** The main menu bar spans the top of the page. Select any item and the start page comes up right away. You'll see targeted news items in the center and options to choose from on the right side.
- **News that specifically applies to you.** There's a customized news briefing that relates to you and your dealership business area on each landing page. It's a great way to find out about upcoming programs from American Honda.
- **Set your personal start page.** You can set any start page as your default page, so the next time you log onto the Online University, that page comes up. To change your preference, just click on **Set as default** on a new page.
- **Quick links.** These links anticipate your needs in each splash page and take you to the desired Online University section.
- **Splash pages.** These handy splash page links take you to the Online University page that closely matches standard dealership departments. You can set any splash page as your default page every time you visit the Online University.
- **Home button.** Click on **OU Home** in the upper right corner of your screen, and you're taken back to the home page, no matter where you roamed on campus.

Hanging Air Fresheners: Bad News for Paint or Plastic

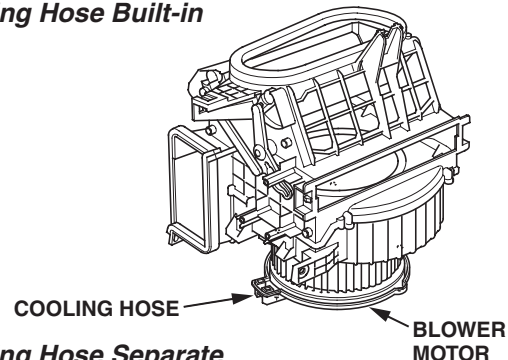
Never let hanging air fresheners come in contact with painted or plastic surfaces. The chemicals used in them can eat into paint or permanently mar the plastic. Most of these air fresheners actually state on their packages to avoid contact with any surface. Advise your customers to heed those words.

Heater Blower Motor Gets Hot or Blows a Fuse

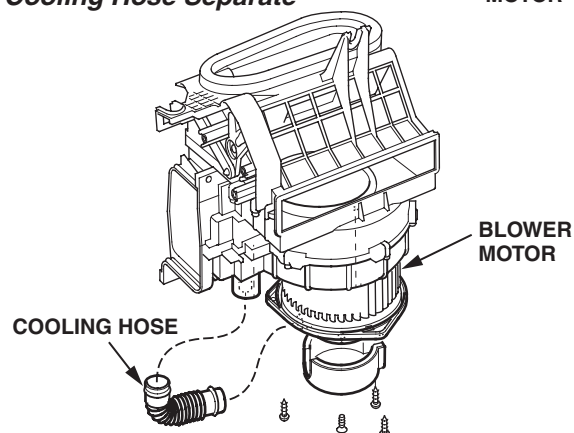
NOTE: This article applies to '90-04 Accords, '92-04 Civics, '97-04 CR-Vs, '03 Elements, '00-04 Insights, '95-04 Odysseys, '96-02 Passports, '03-04 Pilots, '97-01 Preludes, and '00-04 S2000s.

A blocked cooling hose for the heater blower motor can cause the motor to overheat, draw more current, blow a fuse, or even melt its plastic impeller. Before you order a replacement blower motor, make sure the cooling hose isn't blocked. On some models, you'll find the cooling hose molded into the blower motor housing; on other models, it's a separate piece. Check the S/M for the vehicle you're working on to determine the actual location of the cooling hose.

Cooling Hose Built-in



Cooling Hose Separate



A/T DTC P0740, P0741 Repair Tips: Another Look

If you're doing a repair for DTC P0740 or P0741 (lock-up control system) on any Honda models with A/T, except Passport, refer to this table first:

Model	S/B	Repair
'96–'97 Accord L4	98-040	Replace PCM or A/T
'98 Odyssey	98-053	Replace PCM or torque converter
'98–'99 Prelude	00-033	Replace TCM, and flush A/T
'01 Civic	01-049	Replace torque converter

If there's no S/B posted on ISIS for the vehicle you're working on, go to the DTC P0740 or P0741 troubleshooting procedure in the Automatic Transmission section of the appropriate S/M or under **DTC Troubleshooting** in ISIS. If the procedure recommends replacing the A/T, make sure you have a reman A/T on hand. Remove the original A/T, and look at the condition of the torque converter O-ring. Then follow these tips to ensure a lasting repair.

Missing or cut O-ring. If the O-ring is missing or cut, the ATF can leak internally, causing DTC P0740 or P0741 to set. Replace the O-ring, and reuse the original A/T. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data parameters (match the TPS and VSS values for at least **25 seconds**). If the DTC comes back, install the reman A/T. If the DTC doesn't come back, return the reman A/T to the reman center.

Flattened or deformed O-ring. If the O-ring is flattened or deformed, replace the A/T. The O-ring can get damaged if the ATF pump seizes up and overheats. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data parameters (match the TPS and VSS values for at least **25 seconds**).

O-ring is OK. If the O-ring is round and in good condition, the most likely cause for DTC P0740 or P0741 to set is the A/T, the torque converter, or both. Install the reman A/T. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data parameters (match the TPS and VSS values for **25 seconds**).

Before you install the reman A/T, make sure the O-ring on the torque converter is properly installed.

More Tips for Doing S/B 03-066

If you're doing S/B 03-066, *Safety Improvement Campaign: Pilot SRS Unit*, here are a few more tips that could help make the job easier.

- When loading the SRS software, if you get the message **Procedure entry point SHGET special folder path A could not be located in the dynamic link library shell32.dll** on the Tech Cart monitor screen, the SRS software hasn't loaded. Click on **OK**, then follow the **Manual Loading Instructions** on page 3 of the S/B.
- You can load the SRS software on any computer (this includes laptops) that are compliant with the Interactive Network (iN) 2.0.
- If you can't wheel the Tech Cart close enough to the vehicle you're working on, you'll need to buy an extension for your COM (serial) port cable. You can get these cables from any computer retailer, and they're available in lengths up to 50 feet.
- If the Tech Cart monitor screen goes black after the countdown procedure, the display properties are probably set to black. Make sure the display properties are set to a different color.
- After the countdown procedure, if you don't get the message **IG-ON** or you immediately get the error message **login fail** (and this Tech Cart has never been used to reprogram an SRS unit), you may have selected the wrong COM port when you loaded the SRS software. Check which COM port the SRS cable 9-pin connector is plugged into. Then open the directory called **C:\HORWA05RW\SWAHP\DATA**, and double-click on **Pcd_Reprogramming.INI**. The second line shows you which COM port number was selected. If it shows the wrong COM port, change your selection, and save the revised file.

Check Warranty Code When Doing S/B 03-066

While we're on the subject of S/B 03-066, make sure you enter the correct five-digit warranty code on the warranty claim when the reprogramming is complete. If you don't, the claim will be kicked back to your dealership for error code 2079.

If this has been a problem for your dealership, here's a simple way to make sure you're using the correct code.

1. From the *iN* main menu, click on **Start**, select **Search**, and then click on **For Files or Folders . . .**
2. In the box below **Search for file or folders named:**, enter **ReprogrammingLog.txt**, and then click **Search Now**. (You should see a file or shortcut.)
3. Double-click on the file or shortcut to open the text window.
4. Find the VIN you need, and then record the code. (The code is just to the right of the VIN if the SRS unit reprogramming was successful.)
5. Close the file, but don't make any changes. If the software prompts you to save changes, just click **NO**.

Also, remember to enter the warranty code in the first Diagnostic Trouble Code field of the warranty claim. If you have any trouble, talk to your DPSM for further assistance.

Tips From Training: Pace Yourself to Reach Your Goal

Rick Donia, Training Center Coordinator in French Camp, CA, passed along this great tip: If you feel you're lagging behind in completing the PROformance self-study program, put aside an hour or so each week to complete two modules and tests. If you stick with it, you'll be done with the program in a year or less, even if you're just starting out. Our trainers would rather have you do a little at a time than cram through tests just to get them done.

Ordering A/T Cooler Flushing Fluid

S/B 89-022, *A/T Cooler Flushing Procedure*, doesn't mention anything about how to order additional flushing fluid. If you need to order more fluid, call the Honda Tool and Equipment Program at **1-888-424-6857** or use the fax order form provided in your *Honda Tool and Equipment Program Catalog*. Phone lines are open Monday thru Friday from 7:30 a.m. to 7:00 p.m. Central Time. You can also order online through the Interactive Network (*iN*). Click on **Service, Tool and Equipment**, and then **Online Catalog**. Click on **General Shop Equipment, Undercar Service Tools**, and then **A/T Cooler Flusher**.

Have Brake Fluid Tested for Petroleum Contamination

If the brake fluid reservoir gets contaminated with power steering fluid, ATF, engine oil, or other petroleum products, you've got a big problem. These products are rapidly absorbed by the brake system's rubber components, causing them to swell and soften within hours. This can severely damage conventional brake system or ABS components. And brake system damage caused by petroleum contamination *isn't* covered by warranty. If you suspect the brake fluid in the vehicle you're working on is contaminated with petroleum, have the brake fluid professionally analyzed. If you don't have a specific place in mind for doing this, you could search the internet, or we suggest contacting these folks:

Herguth Laboratories, Inc.

101 Corporate Place

Vallejo, CA 94590-6968

Phone: 888-437-4884

Website: *www.herguth.com*



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