

Helping you fix it right the *first time - every time*

## One-Push Start Troubleshooting Tips

**Currently Applies To:** '13 and later ILX, '13 and later RDX, and '14 and later RLX

Got a one-push start vehicle with one of these symptoms?

- The engine cranks, but won't start.
- The engine starts, but then stalls.
- The engine start/stop button turns on electrical power, but won't crank the engine.
- The engine start/stop button won't turn on electrical power and the engine won't crank

Here's the best way to find and fix the problem:

1. Press the lock/unlock buttons on the keyless access remote.

*Does the remote's LED blink?*

**Yes** – Go to step 2.

**No** – Check the remote battery condition and installation. If it's OK, check the water detection sticker on the inside of the back panel:

**White or white with red dots** - No water damage, go to step 2.

**Solid Red** - Water damage. Replace the remote, and recheck  
For more info, be sure to check out *Tech2Tech* segment "One-Push Start Problem? Check the Keyless Access Remote for Water Damage."

2. Press the lock/unlock buttons on the keyless access remote.

*Do the doors lock/unlock?*

**Yes** – Go to step 3.

**No** – Check the remote registration.

**NOTE:** An unregistered remote will not blink its LED.

3. With your foot off the brake pedal, push the engine start/stop button.

*Does the vehicle go into ACCESSORY mode?*

**Yes** – The remote is correctly registered in the keyless access system. Now, make sure the vehicle goes into ACCESSORY mode using the backup function. To do that, hold the remote outside the open driver's window and push the engine start/stop button. When the MID prompts you, touch the button with the remote. The LED on the start/stop button will blink up to **30 seconds** until it detects the remote, then solid for **10 seconds**. Now, turn on the vehicle. If it doesn't go into ACCESSORY mode, register the backup control unit, if it does, go to step 4.

**No** – Check power to the keyless access system.

4. Press the brake pedal, and push the engine start/stop button.

*Does the engine crank?*

**Yes** – Go to step 5.

**No** – Check the brake switch circuit and the starting system.

5. Push the engine start/stop button to go into ON mode.

*Does the immobilizer indicator blink?*

**Yes** – Go to step 7.

**No** – Go to step 6.

6. Press the brake pedal, and push the engine start/stop button.

*Does the engine start and run?*

**Yes** – Intermittent problem.

**No** – Check the PGM-FI system.

7. Check the immobilizer status in the HDS **PGM-FI Data List**.

**RUN** – Keyless access system is OK, check the PGM-FI system. Go to step 8.

**BAN** – This should cause the immobilizer indicator to blink and the engine to start (not just crank), then stall in **2 seconds**. If that happens, there are multiple problems that will need more troubleshooting.

8. Turn on the vehicle using the backup function, and make sure the immobilizer status reads **RUN** in the **PGM-FI Data List**. This tells you the backup system is correctly registered.

*Does the status read RUN?*

**Yes** – The keyless access and backup control units are registered and aren't the cause of the starting problem. Continue with normal troubleshooting.

**No** – Register the backup control unit.

## Always Lube Oil Filter Gasket Before Installing New Oil Filter

There's been a recent change to the oil filter manufacturing process and, as a result, oil filters no longer come pre-lubed.

So now, more than ever, it's really important to lube the oil filter gasket before installing a new oil filter. Lubing the gasket keeps it from crimping and forming a bad seal.

# SRS Supplier Changes: What You Need to Know

**Currently Applies To:** '12 TL

Because of supplier shortages from Japan's earthquake and tsunami, vehicles came from the factory with different SRS parts than what's listed in the parts catalog.

At various times during production, we used parts supplied by both TRW and Continental. Each supplier has a different way of sending signals between the impact sensors and the SRS unit. The SRS floor harness is also different between these suppliers.

After a deployment, the SRS must be repaired with replacement parts from the **same** supplier that was originally used in production. Before ordering replacement SRS parts, **always** check the part number on the original part you're replacing. **Don't** rely on the parts catalog. If you install mismatched parts, you'll wind up with the **SRS** indicator on and SRS DTCs.

We've put together the following info to help you keep all of this straight. But just keep in mind they're **not** a substitute for checking those original part numbers

## Affected Vehicles

*2WD Base/Tech/Advance*

VIN Range			
TRW SRS	Continental SRS (With SRS Unit P/N 77960-TK4-A71)	Continental SRS (With SRS Unit P/N 77960-TK4-A73)	TRW SRS
19UUA8...CA000001 ~ 19UUA8...CA008019	19UUA8...CA008020 ~ 19UUA8...CA031780	19UUA8...CA031781 ~ 19UUA8...CA039853	19UUA8...CA039854 ~ End of Production

*AWD Base/Tech (6AT & 6MT)/Advance*

VIN Range			
TRW SRS	Continental SRS (With SRS Unit P/N 77960-TK5-A71)	Continental SRS (With SRS Unit P/N 77960-TK5-A73)	TRW SRS
19UUA9...CA000001 ~ 19UUA9...CA002515	19UUA9...CA002516 ~ 19UUA9...CA010092	19UUA9...CA010093 ~ 19UUA9...CA012660	19UUA9...CA012661 ~ End of Production

*(cont'd)*

*SRS Supplier Changes: What You Need to Know (cont'd)*

**Parts Information**

*2WD Base/Tech*

Description	Part Number	
	TRW	Continental
SRS Unit	77960-TK4-A11	77960-TK4-A71 77960-TK4-A73
Sensor Assy., Fr. Crash - RH	77930-TK4-B11	77930-TA0-B11
Sensor Assy., Fr. Crash - LH	77930-TK4-B21	77930-TA0-B21
Sensor Assy., Side Impact	77970-TR0-A11	77970-TA0-A11
Sensor Assy., Satellite Safing	77975-TK4-A11	77975-TA0-A11
SRS Floor Harness	77962-TK4-A01	77962-TK4-D00

*2WD Advance*

Description	Part Number	
	TRW	Continental
SRS Unit	77960-TK4-A11	77960-TK4-A71 77960-TK4-A73
Sensor Assy., Fr. Crash - RH	77930-TK4-B11	77930-TA0-B11
Sensor Assy., Fr. Crash - LH	77930-TK4-B21	77930-TA0-B21
Sensor Assy., Side Impact	77970-TR0-A11	77970-TA0-A11
Sensor Assy., Satellite Safing	77975-TK4-A11	77975-TA0-A11
SRS Floor Harness	77962-TK4-A10	77962-TK4-D10

*AWD Base/Tech (6AT)*

Description	Part Number	
	TRW	Continental
SRS Unit	77960-TK5-A11	77960-TK5-A71 77960-TK5-A73
Sensor Assy., Fr. Crash - RH	77930-TK4-B11	77930-TA0-B11
Sensor Assy., Fr. Crash - LH	77930-TK4-B21	77930-TA0-B21
Sensor Assy., Side Impact	77970-TR0-A11	77970-TA0-A11
Sensor Assy., Satellite Safing	77975-TK4-A11	77975-TA0-A11
SRS Floor Harness	77962-TK5-A01	77962-TK5-D00

*(cont'd)*

*SRS Supplier Changes: What You Need to Know (cont'd)*

*AWD Tech (6MT)*

Description	Part Number	
	TRW	Continental
SRS Unit	77960-TK5-A11	77960-TK5-A71 77960-TK5-A73
Sensor Assy., Fr. Crash - RH	77930-TK4-B11	77930-TA0-B11
Sensor Assy., Fr. Crash - LH	77930-TK4-B21	77930-TA0-B21
Sensor Assy., Side Impact	77970-TR0-A11	77970-TA0-A11
Sensor Assy., Satellite Safing	77975-TK4-A11	77975-TA0-A11
SRS Floor Harness	77962-TK5-A11	77962-TK5-D10

*AWD Advance*

Description	Part Number	
	TRW	Continental
SRS Unit	77960-TK5-A11	77960-TK5-A71 77960-TK5-A73
Sensor Assy., Fr. Crash - RH	77930-TK4-B11	77930-TA0-B11
Sensor Assy., Fr. Crash - LH	77930-TK4-B21	77930-TA0-B21
Sensor Assy., Side Impact	77970-TR0-A11	77970-TA0-A11
Sensor Assy., Satellite Safing	77975-TK4-A11	77975-TA0-A11
SRS Floor Harness	77962-TK5-A20	77962-TK5-D20

## Help Keep the Key Code Data Base Current

Whenever you replace a lock set, whether it's covered by warranty or not, be sure to call our warranty department at **310-783-3240**, and let them know the new keycode for the vehicle you're working on. That way, they can keep their key code database current.

And one more thing. If you need a keycode for a 1991 or earlier vehicle, don't go to the **Key Code Inquiry** on the iN; you won't find it there. Just call our warranty department; they'll be glad to help you.

## Lug Nut Size and Torque Spec Are Different for 2014 MDX

**Currently Applies To:** '14 MDX

Just so you know, the all-new 2014 MDX comes with different size lug nuts than what we've been using on the 2013 MDX. They're now **19 mm** instead of 22 mm.

That also means a different torque spec. You need to torque these lug nuts to **80 lb-ft (108 N-m)** instead of 94 lb-ft (127 N-m).

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## MIL On With DTC P2279 or P0507 After Throttle Body Servicing

**Currently Applies To:** '13–14 ILX, '03–13 MDX, '07–13 RDX, '05–12 RL, '14 RLX, '04–13 TL, '04–13 TSX, and '10–12 ZDX

**EDITOR'S NOTE:** This article replaces "MIL On With DTC P2279 After Throttle Body Cleaning or Replacement," issued in **May 2013**.

Just cleaned or replaced the throttle body and now you've got one or more of these symptoms?

- Fluctuating idle
- MIL on with DTC P2279 (intake air system leak)
- MIL on with P0507 (idle control system RPM higher than expected)

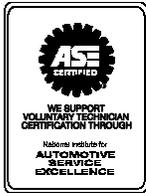
What's probably happened is the throttle plate is now in a different position from the one the ECM/PCM had learned.

To fix this problem, the ECM/PCM has to relearn the current closed throttle position. Here's how to do it:

1. Go to **INSPECTION MENU** in the HDS, and select **ETCS TEST**.
2. Select **TP POSITION CHECK**, and clear the throttle position learned value.
3. Turn off the ignition, then, turn it back on.
4. Reset the ECM/PCM.
5. Do the idle learn procedure.
6. Recheck for DTCs. If DTC P2279 or P0507 doesn't reset, you're done. If either one does, continue with normal troubleshooting.



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BSN 49584 (1306)