

Get Your OBD II Training On-Line

You can now get your OBD II training done on-line through the Interactive Network (*iN*). Technical Training now has 17 new self-study modules covering OBDII. These modules and the supporting OBD II resource guide cover just about anything related to OBD II. The modules are in Adobe PDF format, which allows you to print out the individual modules.

To get to the modules, do this:

1. Log on to *iN*.
2. Click on *Online University*, located on the left side of the screen.
3. Click on *Service Training*, located on the left side of the screen.
4. Click on *Web Based Training*, located on the left side of the screen.
5. Click on *EMC*, located in the middle of the page. This opens a screen that lists all the OBD-II-related modules currently available.
6. Choose a module.
7. Study the module.
8. When you're ready to take the test and get credit for this module; click on *Testing Center*, located on the left side of the screen.
9. Log in with your DPTS ID or your social security number, and take the test. After you pass the test, you get credit for the module.

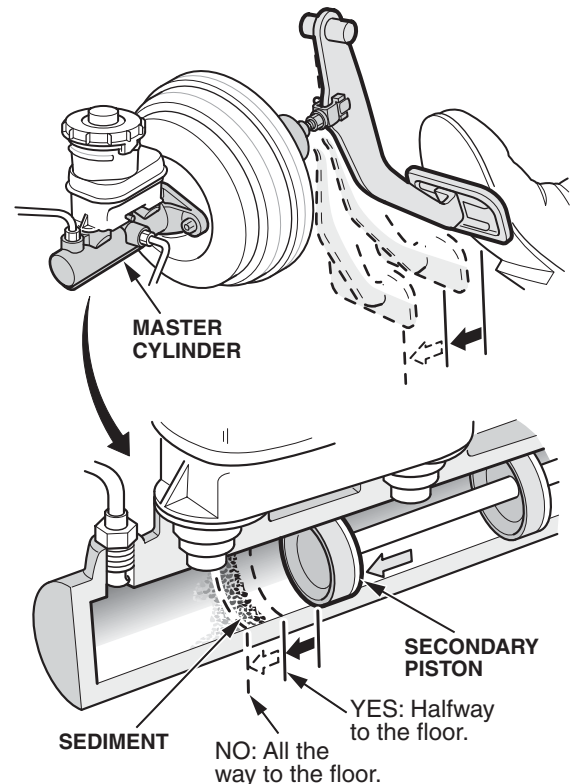
These modules will help you learn more about OBD II and emissions and, since they're on-line, you can print them and study them at your own pace.

Odometer and SportShift Indicator Not Illuminated

If a customer brings in a '99-03 3.2TL or a '01-03 3.2CL with the odometer and the Sequential SportShift indicator illumination not working, replace the small instrument panel printed circuit board (PCB), P/N 78147-S0K-A01. The PCB contains the voltage regulator for the instrument cluster. Changing the PCB does not affect the current odometer mileage.

Press Brake Pedal Halfway to Avoid Piston Seal Damage

On all Acura models, if you're manually bleeding the brakes, make sure whoever's pumping the brake pedal pushes it only halfway to the floor. If the pedal is pushed all the way to the floor, you might push the master cylinder secondary piston into any sediment or deposits that have collected on the piston cylinder walls. If this happens, the seals can be permanently damaged and cause an internal leak.



To completely avoid this potential problem, use any of the brake pressure bleeder equipment available through the Acura Tool and Equipment Program (call 888-424-6857). The equipment makes brake bleeding much quicker and easier.

MDX: Check Connector C103 Before Troubleshooting DTC P1457

On '01-02 MDXs, before troubleshooting a DTC P1457 (evaporative system leak at canister) make sure connector C103 is tight and secure. If this connector is loose, it might cause DTC P1457. The connector is located between the transmission and the air cleaner inlet duct. If connector C103 is tight and secure, perform normal troubleshooting.

DTC P1456 or P1457 Still Set? Test for Internal Leaks

NOTE: This article applies to all models except SLXs.

If you've already done all of the prescribed troubleshooting and you still have DTC P1456 [EVAP control system leakage (fuel tank system)] or DTC P1457 [EVAP control system leakage (EVAP canister system)], the EVAP system may have an internal leak. To test for a leak between the fuel tank side and the EVAP canister side of the EVAP system, follow the appropriate procedure:

Leak Testing for DTC P1456

1. Turn the ignition switch ON (II).
2. Use the PGM Tester in the EVAP test mode to turn on the EVAP bypass solenoid valve. Clamp the vacuum hose between the two-way valve and the fuel tank.
3. Disconnect the vacuum hose between the canister and the two-way valve at the two-way valve port.
4. Attach a hand vacuum pump to the canister port of the two-way valve, and apply vacuum until the FTP sensor voltage reads 2.1 V. (You'll notice it takes very little vacuum.)
5. Unplug the 2P connector from the bypass solenoid valve.
6. Detach the vacuum pump.
7. Watch the FTP sensor voltage. If the voltage rises above 2.15 V in 20 seconds, replace the two-way valve and the bypass solenoid valve, and retest.

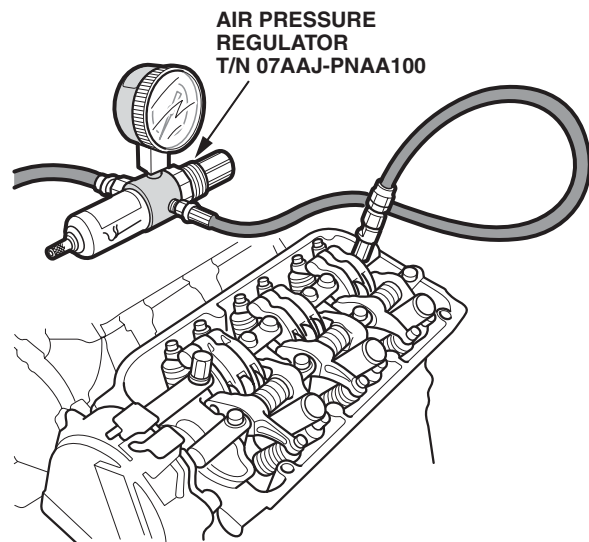
Leak Testing for DTC P1457

1. Turn the ignition switch ON (II).
2. Clamp the vacuum hose between the EVAP two-way valve and the fuel tank.
3. Disconnect the vacuum hose between the EVAP canister and the two-way valve at the two-way valve port.
4. Attach a hand vacuum pump to the port on the two-way valve. Use the PGM Tester to read the FTP sensor voltage. Record the reading.
5. Apply 2 inches of vacuum to the two-way valve, and watch the FTP sensor voltage. If the voltage drops more than 0.05 V in 20 seconds, replace the two-way valve and the bypass solenoid valve, and retest.

New Air Pressure Regulator for VTEC Rocker Arm Test

As mentioned in the November '01 ServiceNews article, if you are having problems engaging the rocker arm synchronizing pistons during the VTEC rocker arm test, you might not have enough air volume.

Acura now has an air pressure regulator (T/N 07AAJ-PNAA100) specifically made for the VTEC rocker arm test in the S/M. It's rated at 150 psi, so it's capable of supplying more than enough air to move the rocker arm synchronizing pistons.



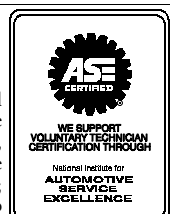
Cellular Phones Can Cause Speaker Noise

An aftermarket cell phone may cause a customer complaint of whining, popping, or thumping from the speakers. This noise is most often noticed when the phone rings or when placing a call.

Before you replace any audio components for a speaker noise complaint, especially if it cannot be duplicated, talk to the customer and find out if the problem only happens when they have their cell phone in the car. This is a normal characteristic of the audio system and cannot be eliminated.

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