



Model	Model Code	Year Model
All	All	All

Issue Date
15/03/2017

Originator

Service News (Issue 46) Helping you to fix it right the first time

Introduction

Welcome to Service News. This information has been compiled to give you hints, tips and information for a range of topics that are not normally shown in MaRIS or the shop manual.

Please distribute this bulletin to all employees in your dealership. It is beneficial for all your staff to know about the contents regardless if they work in sales, administration or technical roles.

Past Issues Index

We have attached a past issues index. This should make it easier for you to quickly find the contents of all previous Service News publications.

Please see the attachments file for the index list.

Feedback

Service News is written for you. We welcome your feedback on the contents and format. What do you like, what do you dislike? What would you like to see more of?

Do you have a clever way of diagnosing an issue that you'd like to share with your Honda colleagues?

Feedback can be sent to Service.News@honda-eu.com

SvRS Remaining Distance

A change to all 2016YM vehicles has been implemented to simplify the Service Reminder System (SvRS) by showing Remaining Days only. The Remaining Days value is an easier way to monitor upcoming service items rather than Remaining Distance.

This will also change the system calculation logic for grouping items to avoid repeat visits to the dealer in quick successions.

Therefore, both the i-MID and HDS will no longer show the Remaining Distance for 2016YM. Please make Customers, Sales and Service departments aware of this specification change for 2016YM vehicles onwards.

The example below shows the HDS / SvRS system for a 2016YM HR-V, note; the items now only show Remaining Days.

Maintenance Item	Remaining Distance	Remaining Days
ITEM A	-----	164 days
ITEM B	-----	365 days
ITEM 2	-----	730 days
ITEM 3	-----	730 days
ITEM 4	-----	2918 days
ITEM 5	-----	3650 days
ITEM 7	-----	1095 days
ITEM 8	-----	1458 days
ITEM 9	-----	2918 days

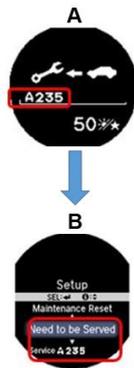
The changes also enable the customer or dealer to reset individual items independently via the i-MID rather than using HDS, this includes items which may not be

necessarily due.

The images below show an HR-V example of the change to the reset procedure for SvRS via the i-MID.

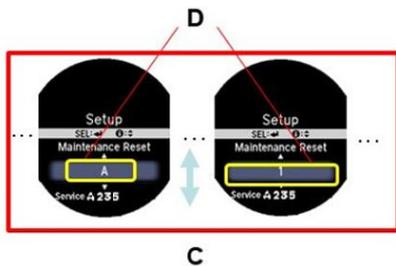
Current I-MID reset procedure

- A. Service Reminder indicator.
- B. RESET items together.



Additional changes to the SvRS system reset procedure

- C. Item RESET
- D. Independent item RESET.



SvRS Data Corruption

Through analysis and recreation testing it has been found that it is possible to cause a corruption error in the gauge module SvRS data because of low battery voltage.

Examples of the data corruption might be the SvRS mileage or days showing as a negative value.

If you need to make any change to the SvRS system, then ensure the battery is connected to a power supply (Midtronics) or in a fully charged condition to ensure there is no chance of SvRS data corruption due to low battery (system crash).

VTC Actuator Rattle Noise - HR-V Petrol 1.5 litre 2016YM

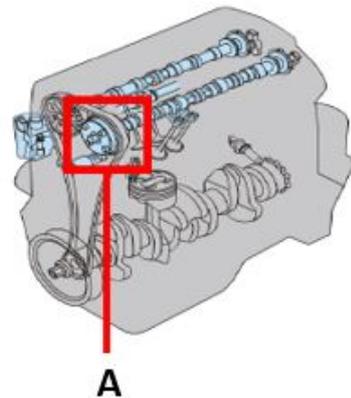
Some customers might complain of a rattle noise from the engine shortly after a cold start. This can also occur when the vehicles has been parked overnight or for 12 hours or more.

If you are finding it difficult to diagnose the rattle, use an electronic listening device to help source the location of the noise.

If you have eliminated the engine auxiliary components, then it could potentially be the VTC actuator (A) which is the cause of this abnormal rattle noise.

If you confirm the noise is from the VTC actuator, then replace it according to MarIS.

Care Point: After VTC Actuator replacement, you should carry out the CKP Pattern Clear/CKP Pattern Learn Procedure according to Maris, otherwise the ECM data could be corrupted and set DTC P0341.



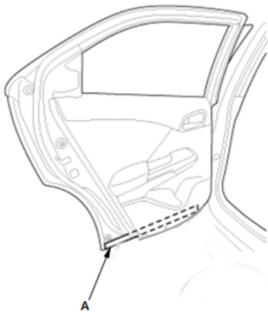
Please note :

The VTC Actuator part number is: 14310-5R1-013

Part description: ACTUATOR ASSY., VTC (46T)

Type-R Rear Door Seal Deletion

Some customers might notice that there are holes in the lower part of both rear doors on 2015-2016 YM Civic Type R. This is normal for Civic Type R as the door frame is common to other Civic 5 door types where a seal is fitted as shown in figure (A) below.



The rear door seal was deleted for Civic Type R as part of an overall weight reduction plan. The door seal function is to reduce road noise in the cabin and does not have any effect on water intrusion.

If a customer notices this condition, the above explanation should be used.

It is not recommended to fit this seal for any customer complaints. If the customer requests for the part to be fitted, this should not be claimed for under normal warranty.

Honda Connect Screen Cleaning

If customers complain that their Honda Connect unit starts rebooting for no apparent reason then it could be due to them cleaning the touch screen display and accidentally pressing a sequence of buttons which initiates the reboot process.

If a customer complains about a unit rebooting, then check if it occurred during cleaning and advise them to ensure the Honda Connect unit is switch off during cleaning process.

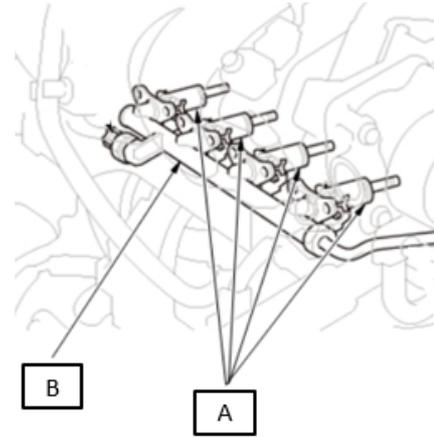
Direct Injection System

If you remove the fuel injectors for any repair or maintenance, you should note the cylinder number of the fuel injector and ensure it is refitted to the same cylinder when reinstalling.

Note: Always use new clips and seals as the system operates at high pressure.

If one injector fails you must replace all four injectors (A), as the fuel rail (B) is supplied as a set.

Web EPC only lists an Injector set, single injectors cannot be ordered separately.



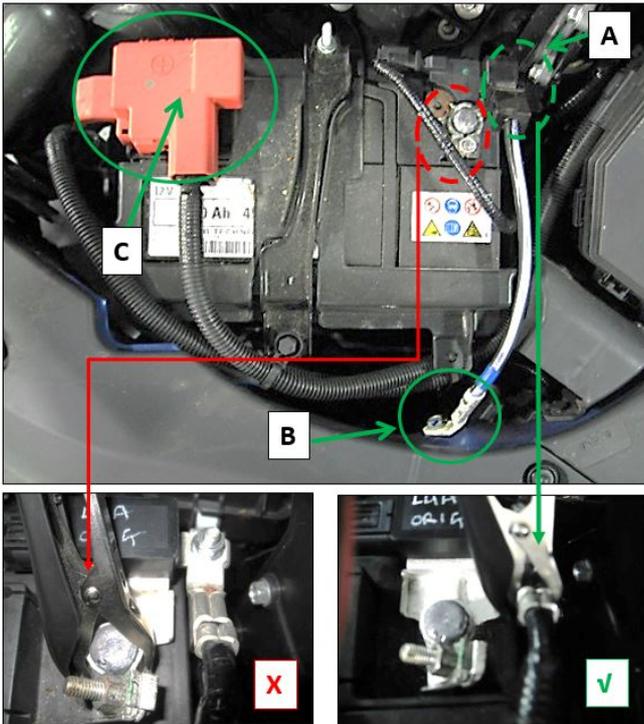
Special Battery Charging Treatment

This method should be only carried out for repeat customer complaints, always follow MaRIS troubleshooting in the first instance.

If auto idle stop is inoperative due to the low battery symbol, conduct the following special charging treatment that will recover an undamaged battery:

Note: Both battery terminals should be connected during this charging procedure.

The negative charger clamp should be connected to the body cable side of the battery sensor in position (A or B) depending on model and grade. The positive charger clamp should be connected to the positive battery terminal (C).



If the negative charger clamp is connected incorrectly on to the battery negative terminal the battery sensor will not detect the charging current flow. This will result in the Auto Idle Stop system being disabled by the ECM/PCM software logic.

Charging of the battery

1. Battery charging must continue until the battery voltage level achieves 13.20 Volts or greater. (Use a multi-meter or the Midtronics tester to check the battery voltage)
2. A normal battery should achieve this level of voltage at 5 hours of charging using the Honda Midtronics ChargeXpress 25 battery charger.

If both conditions (1 & 2) above are met, the battery has recovered successfully and the charger can be disconnected.

Note : If Auto Idle stop is not available due to low battery after this charging process, replace the battery and recharge it using the steps above.

Hints and Tips

If problems are encountered or the charging / testing results are not achieved, consider these best practice items:-

- The battery terminal posts should be inspected and clear of contamination and corrosion. A thin layer of corrosion on the lead terminal posts may

create abnormal electrical resistance.

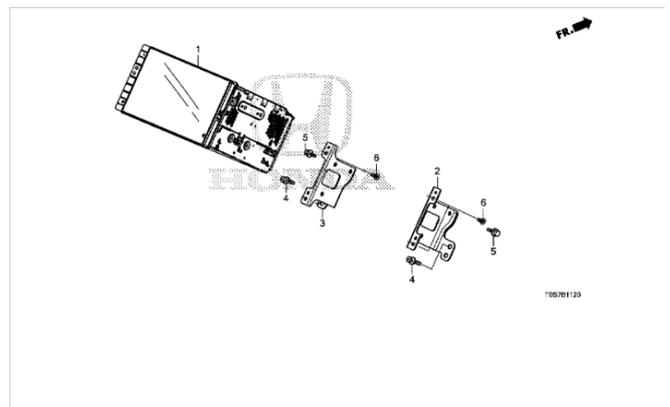
- Ensure the battery charger clamps and leads are inspected and clean from any contamination.
- Ensure the Midtronics battery tester leads (cables) are undamaged and correctly tightened (cable lock needs rotation). If there is any damage then replace the lead sets.
- Ensure the Midtronics battery tester lead clamps are undamaged and the clamp / teeth have sufficient spring pressure. If there is any damage then replace the lead sets.
- Midtronics replacement parts can be order via normal parts ordering and part numbers can be found in the following Service Bulletin: SM-16-007-01 titled - "Midtronics Battery Equipment Ordering".
- If the Midtronics battery tester hardware is damaged, then it should be sent to an approved Midtronics Service centre for repair and calibration. See Bulletin: SJ-16-003-01 titled - "Midtronics EXP 1030 Battery Tester/Charger Service Procedure".

WebEPC Correction

2016YM CRV audio unit, display has the wrong part number / Description in Parts Catalogue, instead of (Turkey) in the brackets it has (Nordic Kit) in brackets.

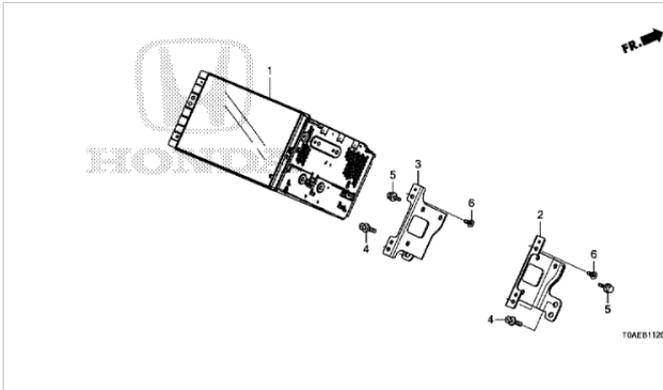
There is no (Nordic Kit) Sat Nav units and the T1E part number is only for the Turkish market.

Incorrect (16YM):



Refnr	Part Number	Description	Unit Qty
	39100T1****	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (NORDIC KIT) *	
	39100-T1E-G52	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (NORDIC KIT)	(1)
	39100-T1E-G62	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (NORDIC KIT)	(1)
	39100-T1V-G52	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU)	001
	39100-T1V-G62	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU)	001
	39100-T1E-G52	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (NORDIC KIT)	(1)
	39100-T1E-G53	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (NORDIC KIT)	(1)

Correct (15YM):



Refnr	Part Number	Description	Unit	Qty
- 1	39100T1****	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (TURKEY) *		*
	39100-T1E-G51	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (TURKEY)		(1)
	39100-T1E-G61	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (TURKEY)		(1)
	39100-T1V-G51	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU)		001
	39100-T1V-G61	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU)		001
	39100-T1E-G51	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (TURKEY)		(1)
	39100-T1E-G52	AUDIO UNIT, DISPLAY (WITH MAP) (FUJITSU) (TURKEY)		(1)

Note: WebEPC Parts Catalogue will be corrected in the near future. In the meantime do not order (Nordic Kit) Audio Unit, Display, unless you are fitting it to Turkish specification CRV.