

Wireless Headphones Don't Work With the RES

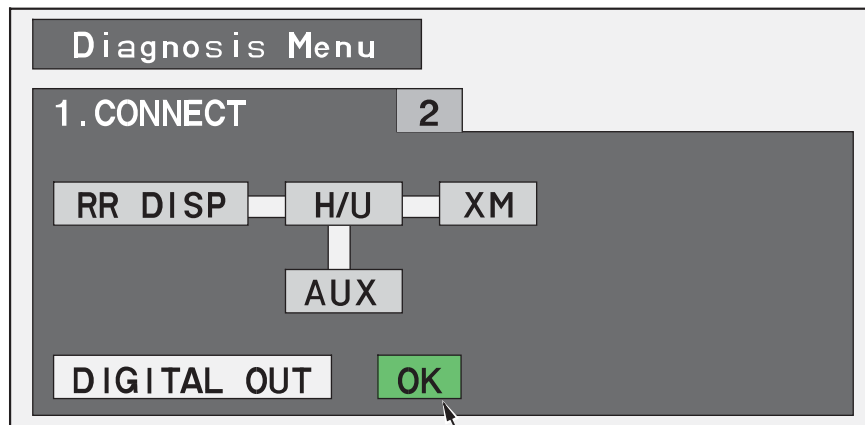
Currently Applies To: '07-08 MDXs with RES

Got a vehicle in your shop because the wireless headphones don't work with the RES, although they work just fine with the AM/FM radio, XM radio, or the in-dash disc changer? The digital audio lead, the digital audio sublead, or both could be the culprit. The audio for the wireless headphones is supplied by these leads to the rear controller and screen, which contains infrared sensors that transmit the digital audio signal to the headphones.

If either the lead or the sublead isn't securely plugged in at each end, or the lead or the sublead itself is bad, you can wind up with this problem.

To check for and fix this problem, here's what you need to do:

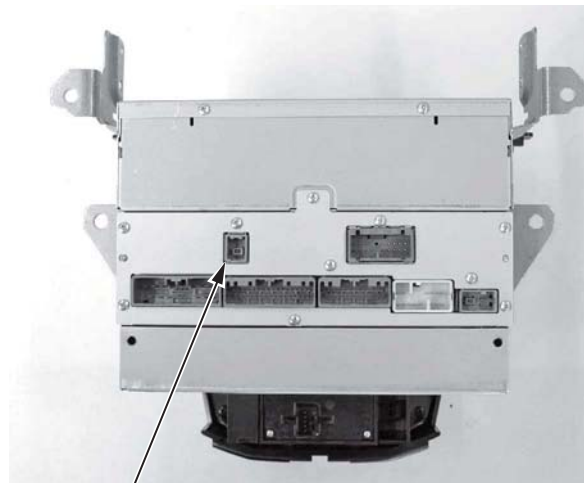
1. Refer to pages 23-112 and 23-113 of the '07-08 MDX S/M, and enter the self-diagnostic function. (Online, enter keyword **HEADPHONES** and select **Wireless headphones do not work . . .** from the list.)
2. From the **Diagnosis Menu** on the overhead screen, select **1. CONNECT**. Check the **DIGITAL OUT** status.
 - If you see **NG** in a red box, go to step 3.
 - If you see **OK** in a green box, continue with normal troubleshooting.



DIGITAL LINE CONNECTION CHECK
 CONNECTION OK: GREEN COLOR
 CONNECTION NG: RED COLOR

3. Check the digital audio lead's connector at the rear controller and screen, and make sure that it's securely plugged in. Refer to page 23-134 of the S/M for details. (Online, enter keywords **REAR CONTROLLER**, and select **Rear Controller and Screen Removal/Installation** from the list.)
 - If **NG** in the red box now changes to **OK** in a green box, you've fixed the problem. Play a DVD in the DVD player and listen for audio in the headphones just to make sure.
 - If you still see **NG** in the red box, go to step 4.

4. Check the digital audio lead's connector and the digital audio sublead's connector in the right A-pillar, and make sure that they're securely plugged in. Refer to pages 20-78 thru 20-80 of the S/M for details. (Online, enter keywords **A-PILLAR** and select **Trim Removal/Installation - A-Pillar Trim** from the list.)
 - If **NG** in the red box now changes to **OK** in a green box, you've fixed the problem. Play a DVD in the DVD player and listen for audio in the headphones just to make sure.
 - If you still see **NG** in the red box, go to step 5.
5. Check the digital audio sublead's connector (connector F) at the back of the audio unit, and make sure that it's securely plugged in. Refer to page 23-90 of the S/M for details. (Online, enter keywords **AUDIO UNIT** and select **Audio Unit Removal/Installation** from the list.)
 - If **NG** in the red box now changes to **OK** in a green box, you've fixed the problem. Play a DVD in the DVD player and listen for audio in the headphones just to make sure.
 - If you still see **NG** in the red box, go to step 6.



**CONNECTOR F
(2-GRY)**

6. Refer to page 23-99 of the S/M, and replace both the digital audio lead (rear wire harness) (P/N 32153-STX-A00) and the digital audio sublead (P/N 39117-STX-A01). (Online, enter keywords **DIGITAL AUDIO** and select **Rear Entertainment System Component Location Index** from the list.)
IMPORTANT: During removal, be really careful not to damage the lead or the sublead, or their connectors. Warranty Parts Inspection (WPI) needs those parts intact so that they can properly inspect and test them. And **do not** cut off the lead's or sublead's connectors just to make things easier to remove. If you do, your warranty claim will be rejected.

Get to Know the GNA600 Gateway Device

Currently Applies To: General Information

In the fall of 2006, each Acura dealership was sent a kit (P/N TDS35540402), which included a GNA600 Gateway Device along with a set of accessories for it.



The GNA600 replaces the Honda Interface Module (HIM). And like the HIM, it works as a communications gateway between the vehicle and a PC. As an Acura service tech, you need to get familiar with this tool—if you're not already. You need it to use HDS PC software and to update control units/modules. And it's the **only** tool that can update the AcuraLink (XM-HIP) control unit.

If you're new to the GNA600—or just a tad fuzzy on some of its operating details—here's some good info that will help get you up to speed:

- *Teradyne GNA600 Gateway Device User Guide for Acura Vehicles*
- *S/B 07-027, Updating the AcuraLink Control Unit.*
- *S/B 01-026, Updating Control Units/Modules*
- *Installation Instructions for HDS PC Software*

You'll find these documents in ISIS under **SEARCH BY PUBLICATION**. For the user guide and installation instructions, click on **Tool Information** and scroll down the list. For S/B 01-026 and S/B 07-027, click on **Service Bulletins**, and search by **Keyword**, **Section**, or **Year**.

IMPORTANT: Your PC must have outbound http (port 80) access to *ahmhds.com, and all users must have administrator rights to install, uninstall, and run the required applications.

Now Available: Extreme Cold Weather Antifreeze/Coolant Type 2

Currently Applies To: General Information

Acura's gone extreme when it comes to its engine coolant. Meet the latest member of the Acura Precision Crafted vital fluids family: Extreme Cold Weather Antifreeze/Coolant Type 2. This new brew is just the ticket when you're driving in areas where the mercury drops way down into the subzero zone.

Our normal engine coolant—Longlife Antifreeze/Coolant Type 2—is a **50%** concentration of antifreeze and water. It's formulated to work straight from the jug at temperatures as low as **-34°F**. But below that temperature, the coolant freezes up. And not even an accessory block heater can prevent it from doing so.

That's where Extreme Cold Weather Antifreeze/Coolant Type 2 comes in. When properly measured and added to the engine coolant, it raises the antifreeze concentration to **60%**, which lowers the coolant freezing point to **-62°F**. And it does this without affecting the original cooling system service interval, too.



The instructions for using this new coolant are on the back of the bottle. Here are what they say in a nutshell:

1. Look up the total engine coolant capacity for the vehicle that you're working on (see the applicable S/M or ISIS). You need to replace **20%** of that capacity with Extreme Cold Weather Antifreeze/Coolant Type 2. The chart below gives you a general idea of how much coolant to replace, but don't just rely on it. You still need to figure the actual amount.

If the Total Engine Coolant Capacity Is . . .	Replace This Amount of Engine Coolant
4.0 qt.	0.8 qt. (12.8 oz.)
7.0 qt.	1.4 qt. (1 qt., 6.4 oz.)
10.0 qt.	2.0 qt.
13.0 qt.	2.6 qt. (2 qt., 9.6 oz.)

2. Make sure that the engine and the radiator are cool to the touch, then remove the calculated amount of engine coolant from the radiator, and replace that amount with Extreme Cold Weather Antifreeze/Coolant Type 2.
3. If needed, add fresh Longlife Antifreeze/Coolant Type 2 until the coolant level reaches the base of the filler neck.

Handy Tip: Mark the reservoir with a grease pen to clearly show that the antifreeze concentration is now at **60%**. Keep it simple yet easily recognizable like **XC60** or **COOL60**. If sometime later you need to replace this coolant with normal coolant, the marking easily wipes off. You won't find this tip in the instructions; it's something new.

The front of the bottle includes some important do's and don't's. Here's the lowdown:

- **Never** dilute or mix Extreme Cold Weather Antifreeze/Coolant Type 2 with water. Doing so shortens the engine coolant service life and could harm the cooling system.
- **Never** exceed a **60%** concentration of antifreeze.
- If you're planning to drive in extremely hot weather conditions, you need to drain the engine coolant from the radiator and coolant reservoir and replace it with fresh Longlife Antifreeze/Coolant Type 2. If you don't do this, the engine could overheat.

This new fluid is now available from Acura parts stock. It comes in 1-quart bottles. Order P/N OL999-9020.

NOTE: The bottle is labeled **Honda Genuine**, not **Acura Precision Crafted Fluids**. Don't worry, you ordered the right stuff.

VSA Activation Indicator On After VSA Modulator-Control Unit R&R

Currently Applies To: '03–06 MDXs, '07–08 RDXs, '05–08 RLs, '04–08 TLs, and '04–08 TSXs

Just replaced the VSA modulator-control unit (VSA modulator assembly), but now the VSA activation indicator is on? Try doing the VSA sensor neutral position memorization in the applicable S/M. (Online, enter keywords **VSA SENSOR** and select **VSA Sensor Neutral Position Memorization** from the list.)

NOTE: For RDXs, this procedure is called VSA system steering angle sensor center point writing. (Online, enter keywords **STEERING ANGLE** and select **VSA System Steering Angle Sensor Center Point Writing** from the list.)

The VSA activation indicator should go out when you're done, but if it's still on . . . continue with normal troubleshooting.

VSA DTC 66 After VSA Modulator-Control Unit Replacement

Currently Applies To: '00–04 3.5RLs

Just replaced the VSA modulator-control unit (VSA modulator assembly), but now you've got a VSA DTC 66 (pressure sensor)? Try doing the precharge brake line bleeding procedure in the applicable S/M. (Online, enter keyword **PRECHARGE** and select **Precharge Brake Line Bleeding** from the list.)

When you're done, **manually** clear this DTC. **Don't** try clearing it with the HDS or you'll wind up with a VSA DTC 98—a bogus DTC. (To learn more about this problem, see the December '04 *ServiceNews* article "HDS Software Bug Causes Bogus VSA DTC 98.")

After doing the bleeding procedure and manually clearing DTC 66, you should be done with this repair. But if that DTC just won't go away . . . then check out the VSA DTC 66 troubleshooting procedure. (Online, enter keywords **DTC 66** and select **DTC Troubleshooting: 66** from the list.)

Intermittent Communication Loss Between VSA System and HDS

Currently Applies To: '00–04 3.5RLs

The VSA modulator-control unit (VSA modulator assembly) messaging isn't fully compatible with the HDS. This causes an intermittent communication loss between the two units. You'll notice a repeating pattern of communication loss and restoration. Unfortunately, there's really nothing that you can do about this intermittent communication loss; it's considered a normal characteristic of the VSA system.

If you're using the HDS to do the steering angle sensor neutral position memorization, make sure that you start this procedure just as soon as the communication is restored. If you don't act quickly, there's simply not enough time for sensor memorization to wrap up before the communication is lost again.

MIL On With DTC P0171 or P0172? Check for an Aftermarket Air Intake

Currently Applies To: '07–08 MDXs and '07–08 RDXs

Got a vehicle in your shop with the MIL on and either DTC P0171 (fuel system too lean) or DTC P0172 (fuel system too rich)? Check to see if the vehicle has an aftermarket air intake system. If it does, you've probably found the culprit.

Aftermarket air intake systems can throw off the MAF sensor, causing either of these DTCs to set. Even worse, they can cause **serious** engine damage, which **is not** covered by warranty! (For more info, take a look at "Cold Air Intake Systems and Low-Restriction Air Filters: A Word to the Wise" in the April '05 issue of *ServiceNews*.)

The airflow characteristics of these aftermarket systems can vary from one to the other. The MAF sensor provides feedback to the PCM to get the proper air/fuel ratio. If the long term fuel trim exceeds the specified limits, the PCM will set one of those DTCs. Check out the Advanced Diagnostics in ISIS for the specific DTC limits of the vehicle that you're working on.

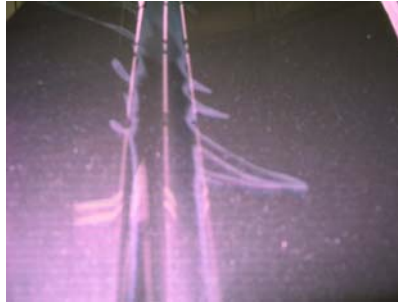
If the vehicle's got an aftermarket air intake system, have the service consultant talk with your client. He or she can either have the air intake system returned to stock (and return later if the DTC comes back), or he or she can take up this problem with the maker of the aftermarket air intake system.

Of course, if the vehicle already has a stock air intake system . . . then it's high time to troubleshoot.

Stained Paint Under the Wrap Guard? It's Just Trapped Moisture

Currently Applies To: General Information

Trapped moisture under the plastic or white wrap guard can make even the best factory paint job look stained, fogged, or discolored.



Fortunately, there's an easy fix for this problem, and all you need is a hair dryer or a heat gun. Just carefully warm the paint, and that trapped moisture evaporates. To avoid damaging the paint or any plastic or rubber parts, apply the heat in a circular motion and make sure that the surface temperature stays **under 150°F**.

You may need to do this heat treatment more than once to get rid of that moisture . . . so just be patient and take your time.

A Troubleshooting Guide to HandsFreeLink - Part 5 of 5

Currently Applies To: '05–08 MDXs, '07–08 RDXs, '05–08 RLs, '04–08 TLs, and '06–08 TSXs

Last month, we introduced the fourth of a five-part series of articles to help you understand the HandsFreeLink® (HFL) and to troubleshoot problems tied to it. In that article we discussed what to do when your service client's cell phone won't automatically connect to the HFL or your client is having problems receiving and placing calls with the HFL. This month, we'll wrap things up with a handy glossary of HFL terms.

Auto Answer

This cell phone setting forces incoming calls to automatically be answered by the handset. Make sure this feature is disabled when you're using the HFL, since it may interfere with the HFL answering incoming calls. Set the phone to **Send Only, Any Key, Multi Key**, or a similar answer option.

Answer Options

These cell phone settings let you choose how you'd like to answer an incoming call on the handset. The answer option can affect incoming calls on the HFL.

Authorized Connection

This cell phone setting lets the phone automatically connect to the HFL without first asking you for permission. In some cases, it can affect the phone's ability to properly route sound to the HFL.

Bluetooth Power

This cell phone setting turns the Bluetooth power on or off. When you're using the HFL, make sure that the Bluetooth power is turned on.

Discovery Mode

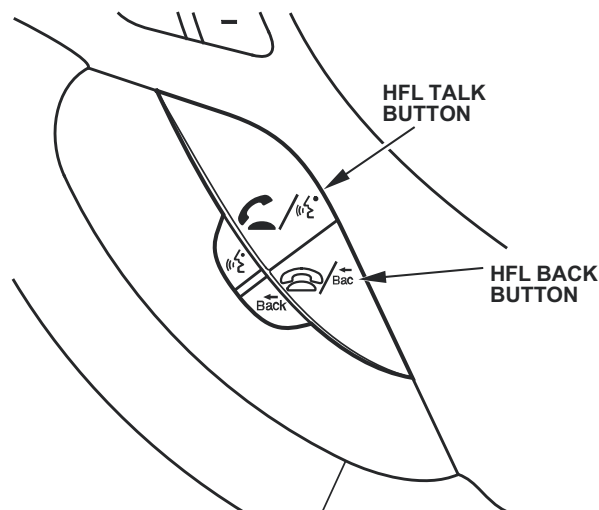
This cell phone setting lets the HFL find the phone during the pairing process. You must have the phone in Discovery Mode in order to pair it to the HFL.

Downloaded Ringtones

These are special ringtones that your client gets from websites, a mobile phone store, or other source, to customize his or her phone. They can be parts of favorite tunes, sound effects, etc.

HFL Back Button

This button on the steering wheel lets you end a call or go to a previous prompt on the HFL menu. Pressing that button twice or holding it down takes you back to the HFL main menu.



HFL Talk Button

This button on the steering wheel lets you give voice commands. Always press it and wait for the single beep before giving a command.

Hard Reset

When you do a hard reset, it clears the saved settings in the cell phone and restores it to the factory defaults. Do a hard reset only as a last resort.

Linking

This is when your paired cell phone is actively ready to use the HFL. You can pair up to six phones to the HFL, but only one phone can be linked at a time. If you've got two paired phones in your vehicle, only the phone that's linked can use the HFL. The other phone must be used like a regular handset.

Pairing

A description for linking two Bluetooth devices together. In this case, you're linking a cell phone to the HFL. After the pairing process is done, the devices can recognize each other and communicate wirelessly by way of Bluetooth.

Soft Reset

This helps restore the cell phone's basic functions. To do a soft reset, turn off the phone power, remove the battery and reinstall it, then turn the power back on.

Software Version

This refers to the software version that's loaded into the cell phone. The software version that was tested and found to be compatible with the HFL may be listed in the HFL website. Not all software versions, though, are compatible with the HFL.

Standard Ringtone

These are the ringtones that are factory-installed on the cell phone.