



Fuse/Relay Boxes

Main Under-hood Fuse Box

Fuse-to-Components Index

Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected	Notes
1	MAIN FUSE	125A	10-7	Alternator, Fuses 4, 5, 6, and 7 in the Main Under-hood Fuse Box, Multi-fuse 3 in the Main Under-hood Fuse Box	
2	FAN MAIN	60A	10-4	Fuses 17, 18, 29, and 30 in the Under-hood Fuse/Relay Box	
	AS FB-2	50A	10-7	Fuses 12, 13, 14, 15, 26, 27, and 28 in the Passenger's Under-dash Fuse/Relay Box	
	VACUUM	(60A)	10	HondaVAC t Motor Relay	HondaVAC t
	INTR LT FI MAIN	30A	10	Fuse 11 in the Main Under-hood Fuse Box, Fuses 8, 9, 10, 11, 12, 13, 14, 15, and 16 in the Under-hood Fuse/Relay Box	
	STOP&HORN HAZARD	30A	10	Fuses 9 and 10 in the Main Under-hood Fuse Box	
	RR BLOWER BMS	30A	10	Fuse 8 in the Main Under-hood Fuse Box, Rear Blower Motor Relay in the Under-hood Fuse/Relay Box	
	VSA FSR	30A	10	VSA Modulator-Control Unit	
	VSA MTR	40A	10	VSA Modulator-Control Unit	
3	DR FB-2	50A	10-10	Fuses 6, 7, 8, 9, 20, and 33 in the Driver's Under-dash Fuse/Relay Box	
	IG1 MAIN	50A	10-10	Ignition Switch, Starter Cut Relay 1 in the Driver's Under-dash Fuse/Relay Box	without Keyless Access
	ST MTR	40A	10-10	Starter Cut Relay 1 in the Driver's Under-dash Fuse/Relay Box	Keyless Access
	RR FB-1	60A	10-10	Fuses 1, 2, 3, 4, 5, 6, 7, 8, 14, 15, and 16 in the Rear Fuse Box	
	AS FB-1	50A	10-8	Fuses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 18 in the Passenger's Under-dash Fuse/Relay Box	
	DR FB-1	50A	10-8	Fuses 15, 16, 17, 19, 29, 30, 31, and 32 in the Driver's Under-dash Fuse/Relay Box	
	RB MAIN	60A	10-8	Fuses 19, 20, 21, 22, 23, 24, 25, and 31 in the Under-hood Fuse/Relay Box, Headlight Low Relay in the Under-hood Fuse/Relay Box	
	AS PSD MTR	40A	10-9	Right Power Sliding Door Control Unit	Power Sliding Doors
	FR BLOWER	40A	10-9	Front Blower Motor Relay in the Relay Block	
4	RR DEF	40A	10-7	Rear Window Defogger Relay in the Under-hood Fuse/Relay Box	
5	—	—	10-8	Not Used	
6	IG MAIN 2	30A	10-8	Under-dash Sub-relay Box	Keyless Access
7	IG MAIN 1	30A	10-8	Under-dash Sub-relay Box	Keyless Access
8	BMS	7.5A	10	Battery Sensor	
9	STOP & HORN	20A	10	Brake Pedal Position Switch, Horn Relay in the Under-hood Fuse/Relay Box	
10	HAZARD	15A	10	Hazard Warning Switch, Driver's MICU in the Driver's Under-dash Fuse/Relay Box	
11	INTR LT	7.5A	10	Interior Lights Cut Relay in the Relay Block	





Fuse/Relay Boxes

Under-hood Fuse/Relay Box

Fuse-to-Components Index

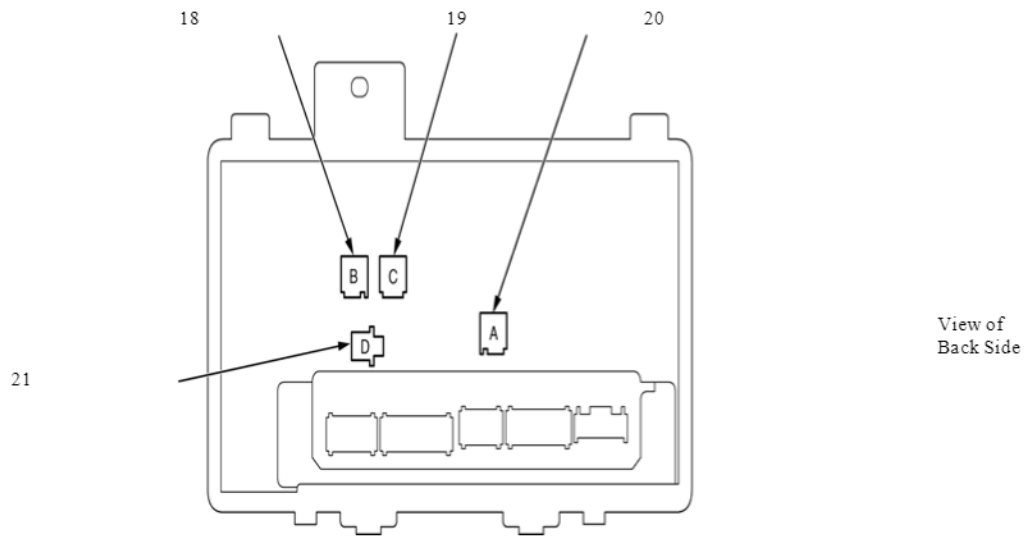
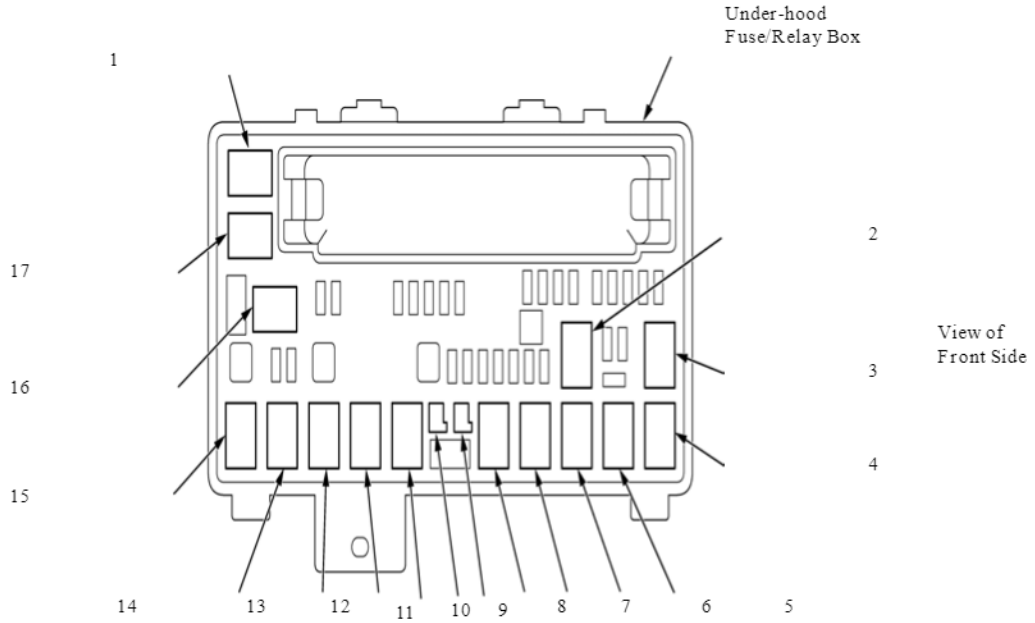
Fuse Number	Fuse Name	Amps	Page	Component or Circuit Protected	Notes
1	—	—	—	Not Used	
2	—	—	—	Not Used	
3	ACG FR	15A	10-5	Alternator, EVAP Canister Purge Valve, PCM	
4	WASHER	15A	10-5	Relay Control Module (Control Circuit Board) in the Under-hood Fuse/Relay Box, Relay Control Module (Relay Circuit Board) in the Under-hood Fuse/Relay Box, Rear Window Washer Motor Relay in the Under-hood Fuse/Relay Box, Windshield Washer Motor Relay in the Under-hood Fuse/Relay Box, Wiper Main Relay in the Under-hood Fuse/Relay Box	
5	VBSOL	7.5A	10-5	PCM	
6	ECU FR	7.5A	10-5	Relay Control Module (Control Circuit Board) in the Under-hood Fuse/Relay Box	
7	—	—	10-5	Not Used	
8	FI SUB	15A	10-1	PGM-FI Sub-relay in the Under-hood Fuse/Relay Box	
9	DBW	15A	10-1	ETCS Control Relay in the Under-hood Fuse/Relay Box	
10	FI MAIN	15A	10-1	PGM-FI Main Relay 1 in the Under-hood Fuse/Relay Box	
11	IG COIL	15A	10-1	Ignition Coil Relay in the Under-hood Fuse/Relay Box	
12	—	—	10-2	Not Used	
13	—	—	10-2	Not Used	
14	—	—	10-2	Not Used	
15	RADIO	20A	10-2	Active Noise Cancellation Unit, Audio Unit (without Navigation), Audio-Navigation Unit (Navigation), Center Display Unit, DVD Player Unit (RES)	
16	BACK UP	10A	10-2	Climate Control Unit (Climate Control), DLC, Door Multiplex Control Unit in the Power Window Master Switch, Driver's MICU in the Driver's Under-dash Fuse/Relay Box, FCW/LDW Camera Unit (FCW/LDW), Gauge Control Module, HomeLink ? Unit (HomeLink ?), Immobilizer-Keyless Control Unit (without Keyless Access), Keyless Access Control Unit (Keyless Access), Left Power Sliding Door Control Unit (Power Sliding Doors), Optional Connector (Automatic Dimming Inside Mirror) (Automatic Dimming Inside Mirror: Honda Accessory), Power Mirror Control Unit (DPMS), Power Seat Control Unit (DPMS), Power Tailgate Control Unit (Power Tailgate), Power Window Master Switch, Rear Controller and Screen (RES), Rear MICU in the Rear Fuse Box, Relay Control Module (Control Circuit Board) in the Under-hood Fuse/Relay Box, Right Power Sliding Door Control Unit (Power Sliding Doors)	
17	MG CLUTCH	7.5A	10-4	A/C Compressor Clutch Relay in the Under-hood Fuse/Relay Box	



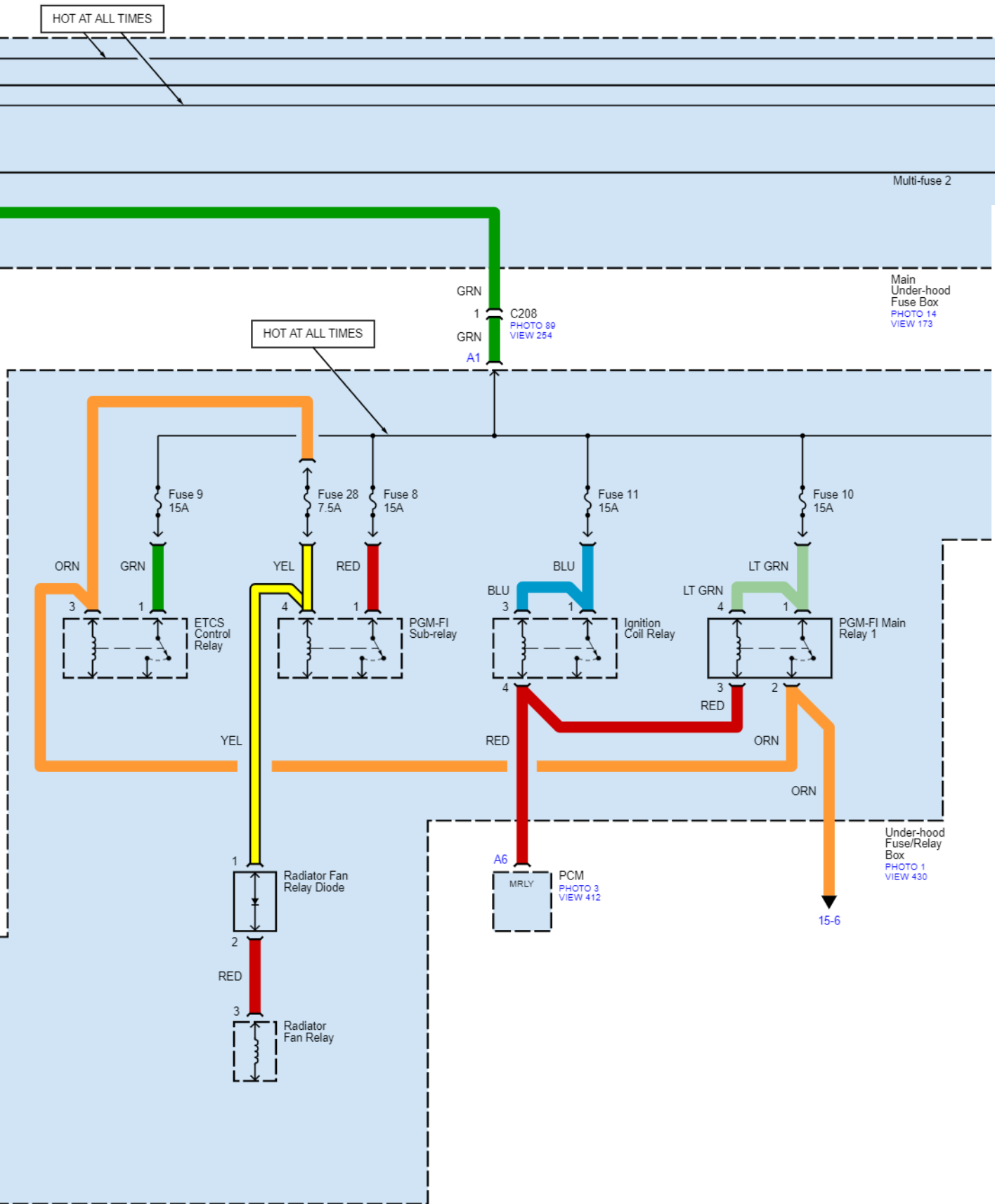


Fuse/Relay Boxes

Under-hood Fuse/Relay Box (Relay Block Part)

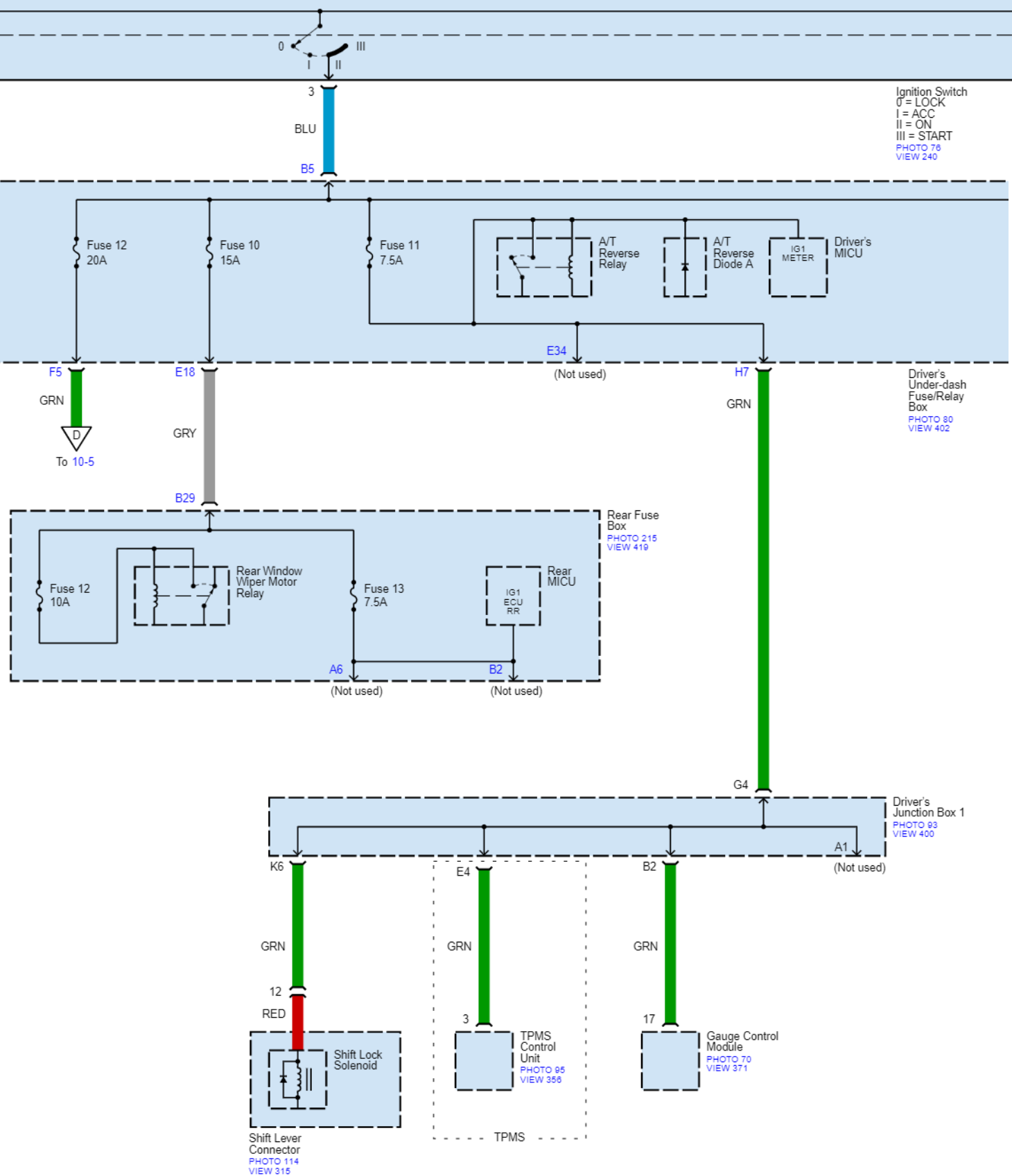


Power Distribution

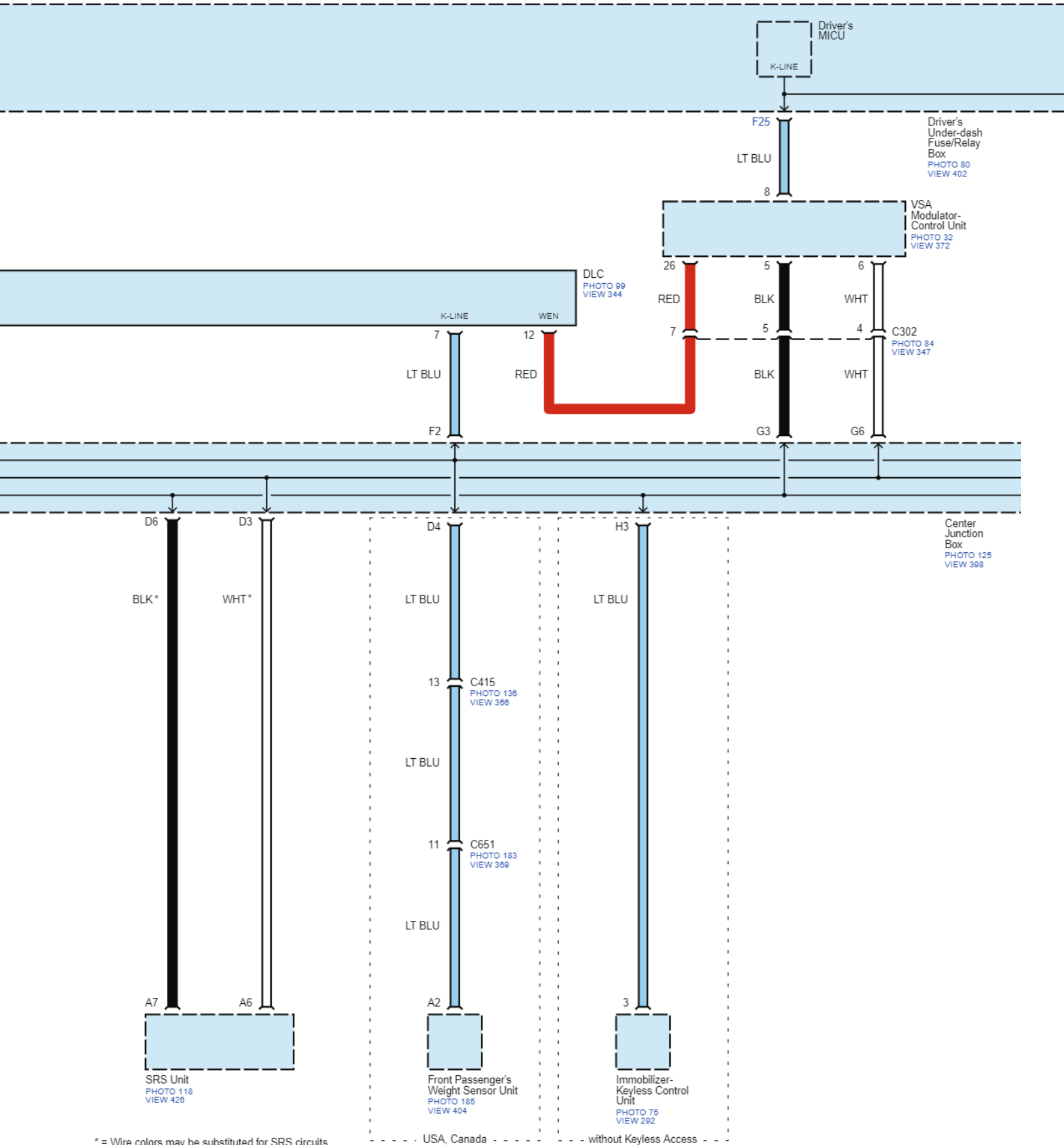


Power Distribution

without Keyless Access



DLC (Data Link Connector)

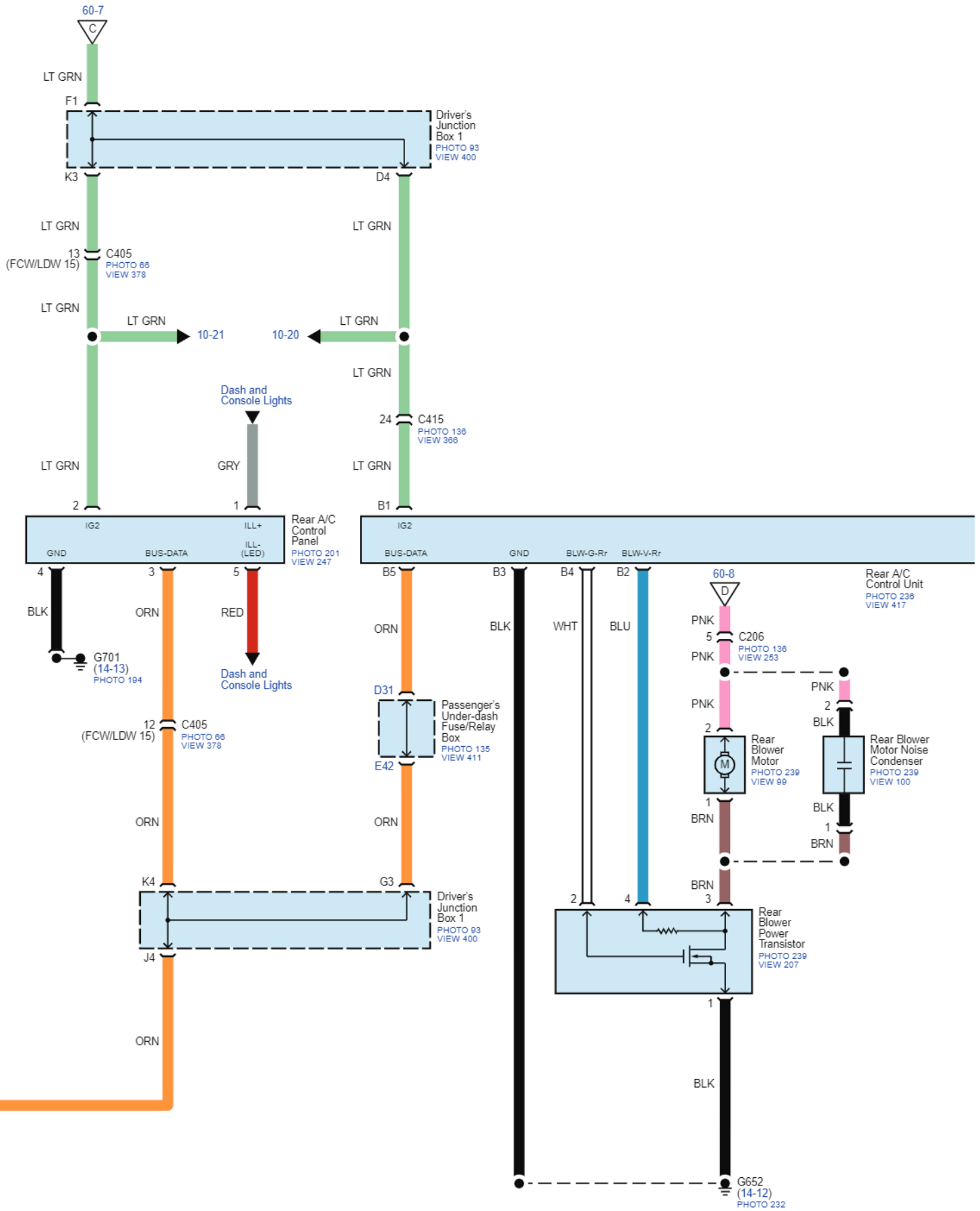


* = Wire colors may be substituted for SRS circuits

----- USA, Canada ----- without Keyless Access -----

HVAC

Climate Control (without DPMS)



Front Wiper/Washer

How the Circuit Works

The wiper/washer system is part of the multiplex integrated control system. The driver's MICU and the wiper/washer switch are the main operation controls of the wiper/washer system. The rear window washer motor relay, windshield washer motor relay, windshield wiper high/low relay, and windshield wiper motor relay are incorporated in the under-hood fuse/relay box.

Testing the multiplex components and reading Diagnostic Trouble Codes (DTCs) can be done by using an HDS Tester. The windshield wiper motor and windshield/rear window washer motor can be tested manually without an HDS Tester.

Refer to the Service Manual (Section 22, Body Electrical) for specific tests and troubleshooting procedures.

Power Supply

Battery voltage is supplied at all times to the wiper main relay contacts through fuse 31 (in the under-hood fuse/relay box). With the ignition switch in ON (II) or START (III) or engine start/stop switch ON OR START MODE (IG1B), battery voltage is supplied to the driver's MICU through fuse 11 (in the driver's under-dash fuse/relay box). With the ignition switch in ON (II) or START (III) or START (III) or engine start/stop switch ON OR START MODE (IG1B), battery voltage is also supplied to the wiper main relay coil through fuse 4 (in the under-hood fuse/relay box).

Mist

When the wiper/washer switch is moved to MIST, the signal for mist is sent to the driver's MICU. The driver's MICU communicates the mist signal via B-CAN to the relay circuit board in the relay control module (in the under-hood fuse/relay box). The relay circuit board in the relay control module provides ground to the windshield wiper motor relay, energizing the relay. Battery voltage is supplied through the energized windshield wiper motor relay and the static windshield wiper high/low relay to the high winding of the windshield wiper motor, causing the motor to run in high. As soon as the motor starts running, the mechanical park/run switch built into the motor will move from PARK to RUN. With the motor running, the mechanical park/run switch is in RUN, removing ground from the motor input to the driver's MICU. If the switch is held in MIST for multiple wiper cycles, the PARK/RUN switch will alternate between PARK and RUN, indicating what position the wipers are in to the driver's MICU.

Intermittent

When the wiper/washer switch is moved to INTERMITTENT, the signal for intermittent and the signal for the intermittent dwell time controller are sent to the driver's MICU. The driver's MICU communicates the intermittent signal via B-CAN to the relay circuit board in the relay control module (in the under-hood fuse/relay box). The relay circuit board in the relay control module provides ground to the windshield wiper motor relay coil and the windshield wiper high/low relay coil, energizing the relays. Battery voltage is supplied through the energized windshield wiper motor relay and the energized windshield wiper high/low relay to the low winding of the windshield wiper motor, causing the motor to run in low. As soon as the motor starts running, the mechanical park/run switch built into the motor will move from PARK to RUN. With the motor running, the mechanical park/run switch is in RUN, removing ground from the motor input to the driver's MICU. If the switch is in INTERMITTENT for multiple wiper cycles, the PARK/RUN switch will alternate between PARK and RUN, indicating what position the wipers are in to the driver's MICU.

Low Speed


When the windshield wiper switch is moved to LOW, the signal for low is sent to the driver's MICU. The driver's MICU communicates the low signal via B-CAN to the relay circuit board in the relay control module (in the under-hood fuse/relay box). The relay circuit board in the relay control module provides ground to the windshield wiper motor relay coil and the windshield wiper high/low relay coil, energizing the relays. Battery voltage is supplied through the energized windshield wiper motor relay and the energized windshield wiper high/low relay to the low winding of the windshield wiper motor, causing the motor to run in low. As soon as the motor starts running, the mechanical park/run switch built into the motor will move from PARK to RUN. With the motor running, the mechanical park/run switch is in RUN removing ground from the motor input to the driver's MICU. If the switch is in LOW for multiple wiper cycles, the PARK/RUN switch will alternate between PARK and RUN, indicating what position the wipers are in to the driver's MICU.

When the windshield wiper switch is moved to OFF, the signal for off is sent to the driver's MICU. Once the wipers reach the PARK position, the relay circuit board in the relay control module removes the ground from the windshield wiper motor relay, de-energizing the relay. De-energizing the windshield wiper motor relay removes battery voltage from the windshield wiper motor.

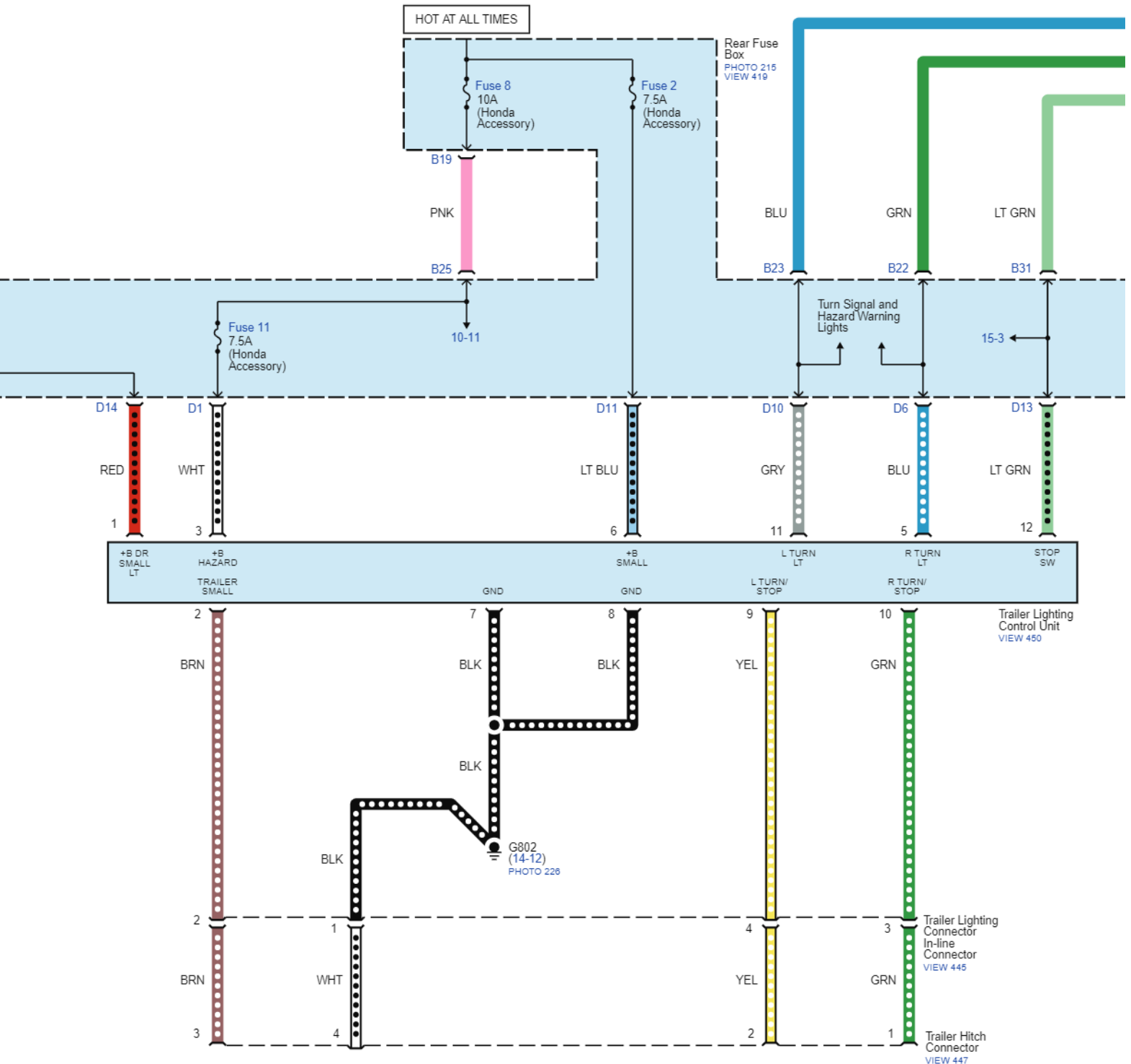
Trailer Lighting Connector

Honda Accessory

YEL

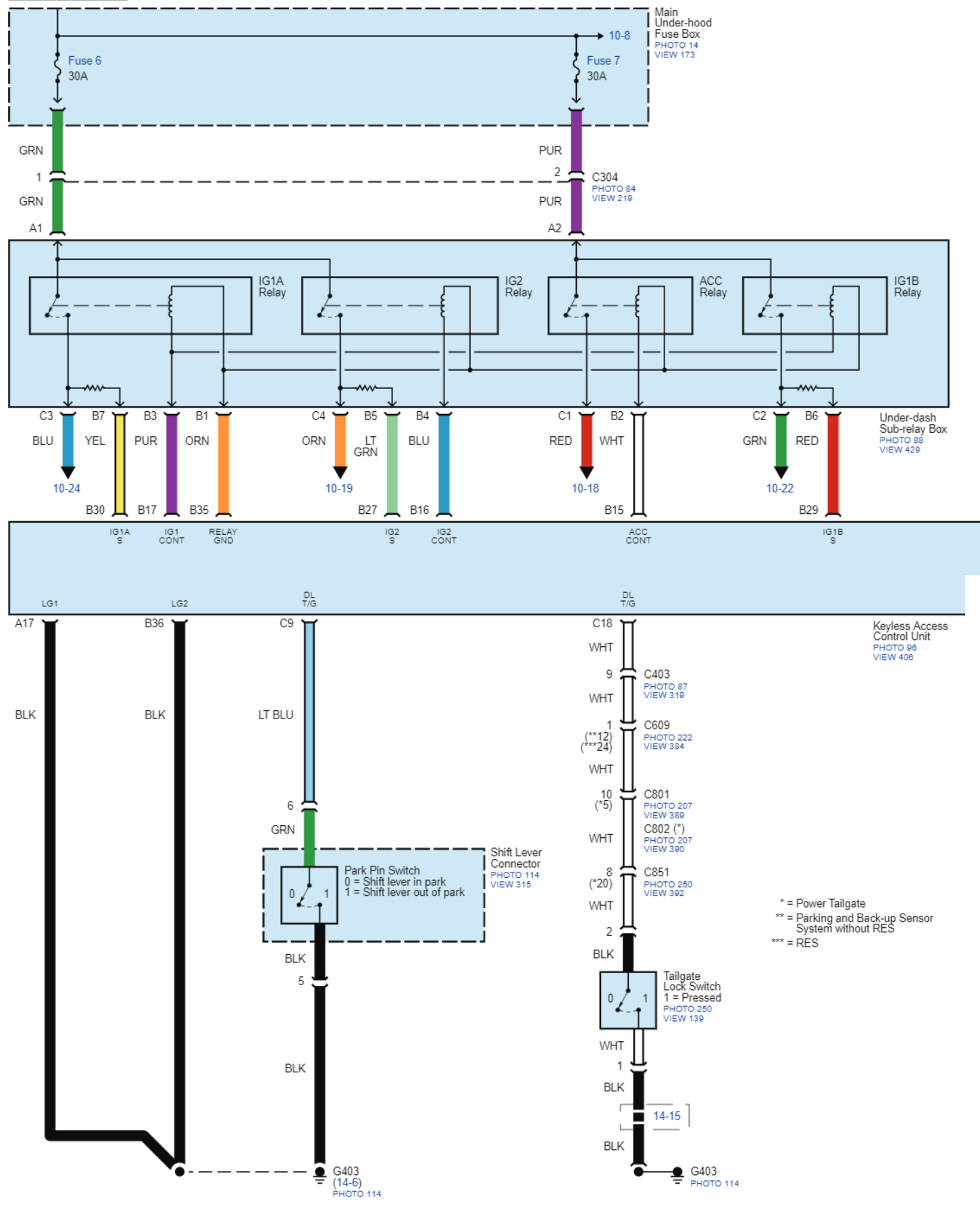
NOTE: Wires that look like this  are part of the Honda Accessory harness installed between factory harness connectors/components sockets.

Under-hood Fuse/Relay Box
PHOTO 1
VIEW 430



Keyless Access System

HOT AT ALL TIMES



* = Power Tailgate
 ** = Parking and Back-up Sensor System without RES
 *** = RES

Audio System

Touch Screen without Navigation

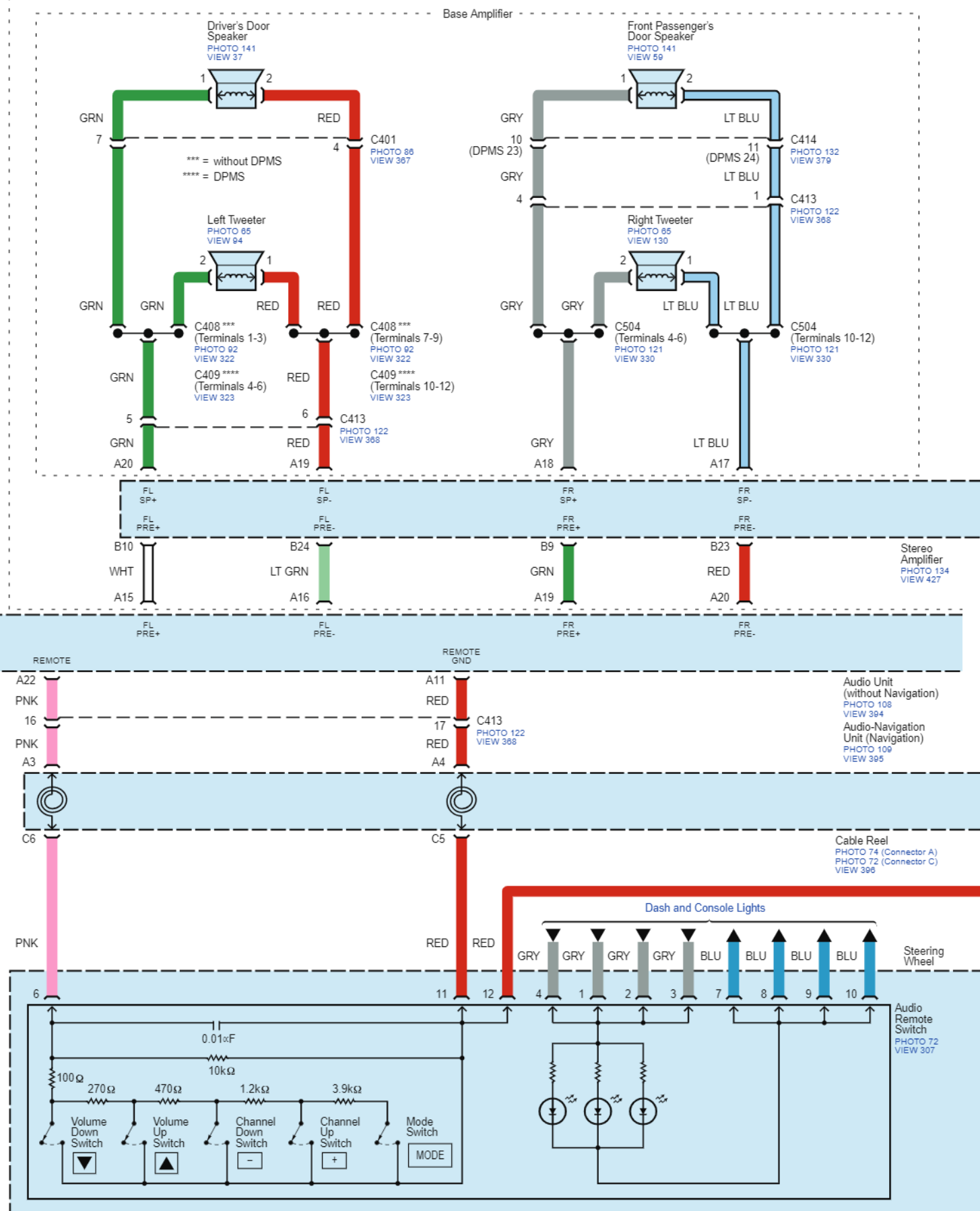


* = The shielded wires have a heat-shrunk tube insulating the outside of the wire. The color of the insulating tube, typically black or dark gray, may not match the color of the wire listed on the schematic.

HFL System (HANDSfreeLINK)

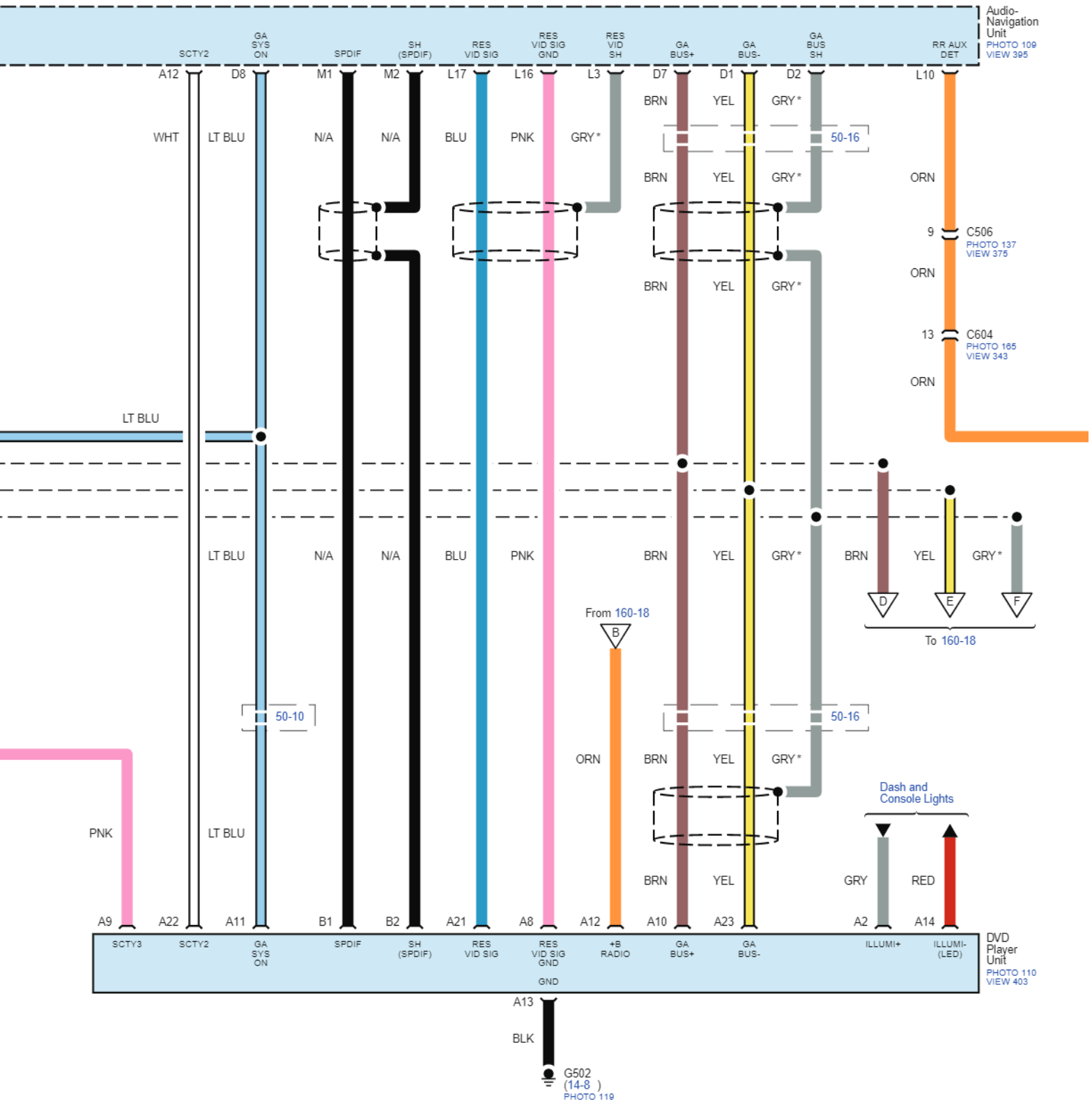
Touch Screen

Base Amplifier; without Premium Amplifier



Rear Entertainment System (DVD)

RES Wide



* = The shielded wires have a heat-shrunk tube insulating the outside of the wire. The color of the insulating tube, typically black or dark gray, may not match the color of the wire listed on the schematic.



Connector Index

Connector	Location Photo number in Section 201	Terminals View number in Section 202	Harness Page number / table Ref number in Section 203
In-line Connectors			
C570 (USA: Navigation)	117	256	28 / 34 and 42 / 4
C601 DPMS without DPMS	177	382	30 / 16 and 56 / 4 30 / 15 and 56 / 4
C602	165	348	30 / 4 and 34 / 6
C603	165	220	30 / 2 and 34 / 5
C604	165	343	30 / 3 and 34 / 4
C605	169	383	30 / 10 and 52 / 15
C606	169	280	30 / 8 and 52 / 17
C607	240	149	32 / 13 and 36 / 15
C608	240	349	32 / 14 and 36 / 16
C609 (Keyless Access)	222	384	32 / 17 and 46 / 25
C610 (HondaVAC t)	222	150	32 / 18 and 46 / 26
C611 (Keyless Access)	169	221	30 / 9 and 52 / 16
C651	183	369	34 / 17 and 57 / 12
C652	169	385	34 / 22 and 54 / 11
C653	169	281	34 / 24 and 54 / 9
C654	238	332	36 / 22 and 46 / 10
C655 (Keyless Access)	169	222	34 / 23 and 54 / 10
C656 (Junction Connector) (XM Radio)	232	333	36 / 12
C681	157	386	52 / 13
C682	157	282	52 / 12
C683 (Keyless Access)	157	223	52 / 14
C691	157	387	54 / 13
C692	157	283	54 / 14
C693 (Keyless Access)	157	224	54 / 12
C701 Moonroof without Moonroof	204	388	40 / 15 and 46 / 1 38 / 14 and 46 / 1
C801	207	389	44 / 7 and 46 / 3
C802	207	390	44 / 8 and 46 / 2
C803 (Junction Connector) (BSI System)	225	334	46 / 21
C804 (Parking and Back-up Sensor System)	251	391	46 / 17 and 59 / 6
C851	250	392	44 / 17
C852	250	151	44 / 12
C901 (RES Wide)	234	359	42 / 7

