

INTRODUCTION

How to Use This Manual

This supplement contains information for the '19 Brio/Brio Amaze/Amaze. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
Honda Brio MAINTENANCE, REPAIR and CONSTRUCTION 2012	62TG100
Honda Brio SUPPLEMENT 2012	62TG120
Honda Brio SUPPLEMENT 2013	62TG121
Honda Brio Amaze SUPPLEMENT 2014	62TG122
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2014	62TG123
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2014	62TG124
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2014	62TG125
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2015	62TG126
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2015	62TG127
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2015	62TG128
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2015	62TG129
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2016	62TG12A
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2016	62TG12B
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2017	62TG12C
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2017	62TG12D
Honda Brio/Brio Amaze/Amaze SUPPLEMENT 2018	62TG12E

The first page of each section is marked with a black tab that lines up with its corresponding thumb index tab on this page and the back cover. You can quickly find the first page of each section without looking through a full table of contents. The symbols printed at the top corner of each page can also be used as a quick reference system.

Safety Messages

Your safety, and the safety of others, is very important. To help you make informed decisions, we have provided safety messages, and other safety information throughout this manual. Of course, it is not practical or possible to warn you about all the hazards associated with servicing this vehicle. You must use your own good judgment. You will find important safety information in a variety of forms including:

- **Safety Labels** — on the vehicle.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words, DANGER, WARNING, or CAUTION. These signal words mean:

DANGER

You **WILL** be KILLED or SERIOUSLY HURT if you don't follow instructions.

WARNING

You **CAN** be KILLED or SERIOUSLY HURT if you don't follow instructions.

CAUTION

You **CAN** be HURT if you don't follow instructions.

- **Instructions** — how to service this vehicle correctly and safely.

General Information



Specifications

specs

Maintenance



Engine Electrical



Engine Mechanical



Engine Cooling



Fuel and Emissions



*Transaxle



Steering



Suspension



Brakes (Including ABS)



*Body



*Heating, Ventilation, and Air Conditioning



*Body Electrical



*Audio and Visual System



*Restraints



Outline of Model Changes

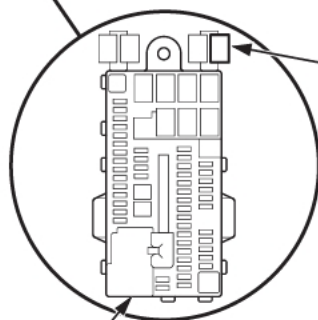
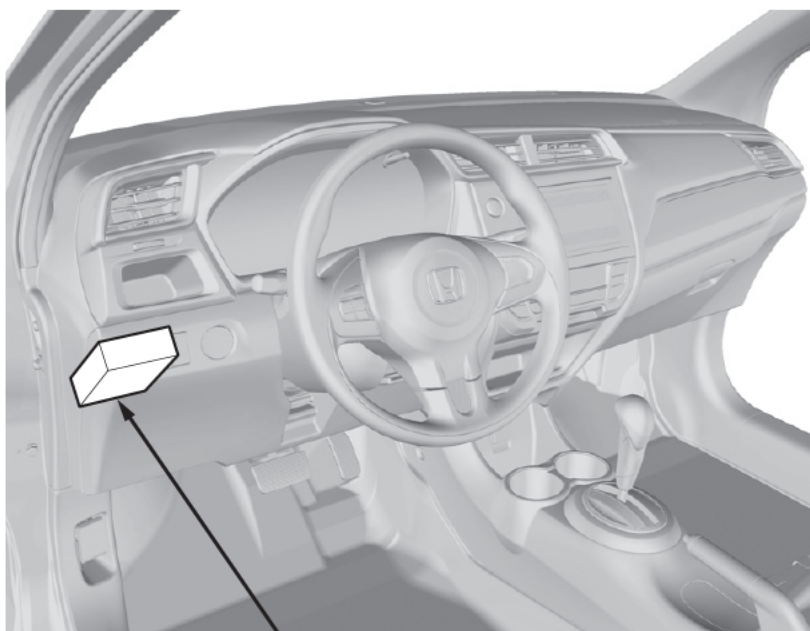
'12 model (62TG120) - '14 model (62TG123)

SECTION	DESCRIPTION	2012 MODEL (62TG120)	2013 MODEL (62TG121)	2014 MODEL (62TG122)	2014 MODEL (62TG123)
General information	ID model has been added	○			
	'13 model has been added - IN and KN models have been added		○		
	'14 model (Sedan) has been added for KZ model			○	
	'14 model (Hatchback) has been added '14 model (Sedan) has been added for ID and KN models				○
Specifications	ID model has been added	○			
	'13 model has been added - IN and KN models have been added		○		
	'14 model (Sedan) has been added for KZ model			○	
	'14 model (Hatchback) has been added '14 model (Sedan) has been added for ID and KN models				○
Maintenance	ID model has been added	○			
	'13 model has been added - IN and KN models have been added		○		
	'14 model (Sedan) has been added for KZ model			○	
	'14 model (Hatchback) has been added '14 model (Sedan) has been added for ID and KN models				○
Engine Electrical	ID model has been added	○			
	- L13Z5 engine has been added - A/T model has been added - The ECM has been changed for ID and KN models		○		
Engine Mechanical	ID model has been added	○			
	- L13Z5 engine has been added - A/T model has been added - The ECM has been changed for ID and KN models - The subframe has been changed for ID and KN models - The main bearing identification has been changed - The intake manifold has been changed for ID and KN models		○		
	The exhaust pipe and the muffler has been changed			○	
Engine Cooling	ID model has been added	○			
	- L13Z5 engine has been added - A/T model has been added - The ECM has been changed for ID and KN models		○		
	The circuit diagram has been changed				○

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Starting System

Component Location Index



STARTER CUT RELAY (CVT)
Test, page 22 230
in the Shop Manual Supplement, P/N 62TG12A

UNDER-DASH FUSE/RELAY BOX

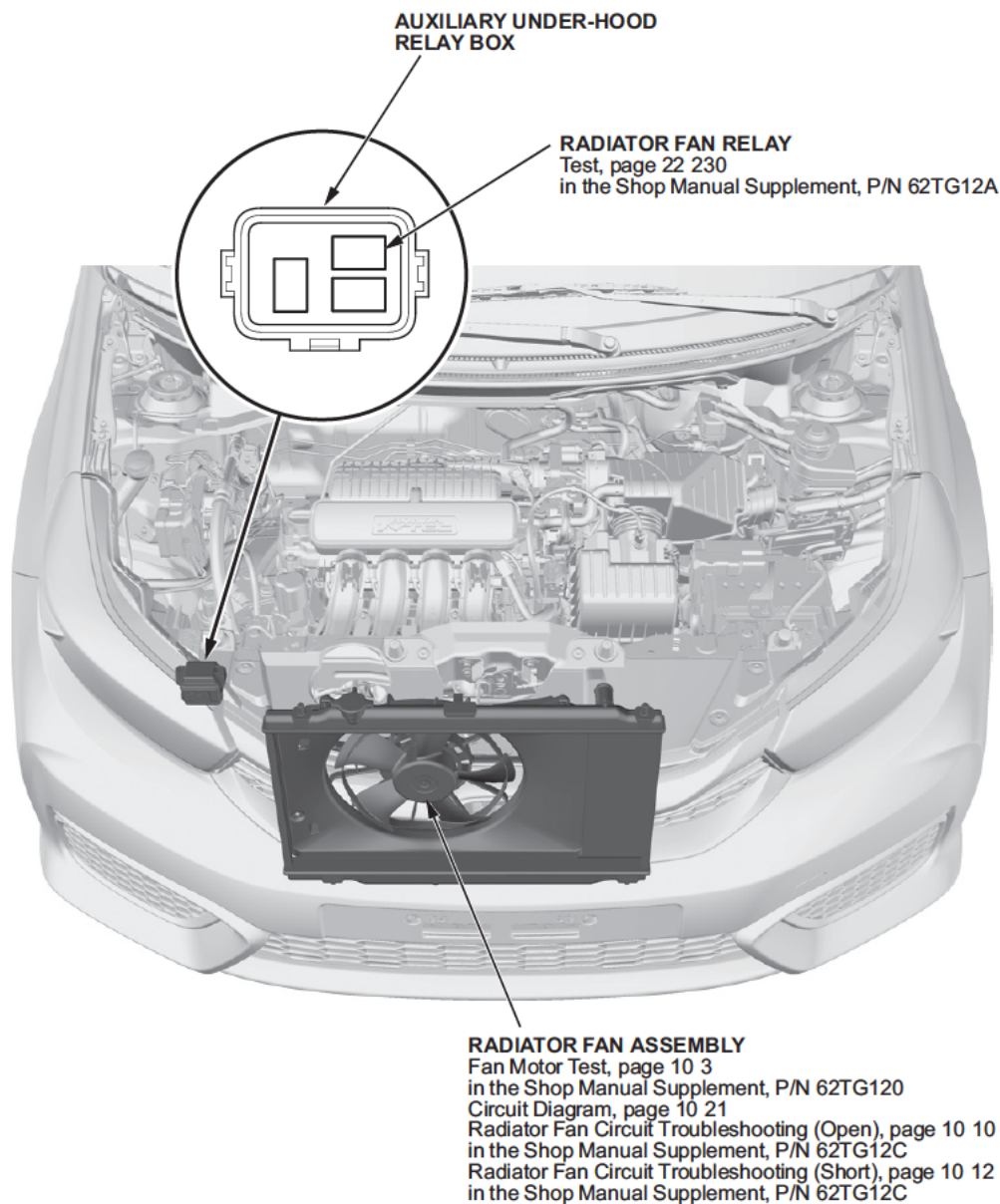
This illustration shows LHD model.



Fan Controls

Component Location Index

Single fan type



This illustration shows LHD model.

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Symptom Troubleshooting Index

When the vehicle has one of these symptoms, check for a diagnostic trouble code (DTC) with the HDS. If there is no DTC, do the diagnostic procedure for the symptom, in the sequence listed, until you find the cause.

Symptom	Diagnostic procedure	Also check for
Engine will not start (MIL works OK, no DTCs set)	1. Test the battery, refer to the Shop Manual, P/N 62TG100 (see page 22-77). 2. Test the starter, refer to the Shop Manual, P/N 62TG100 (see page 4-10). 3. Check the fuel pressure, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-398). 4. Troubleshoot the fuel pump circuit, refer to the Shop Manual Supplement, P/N 62TG12C (see page 11-187).	• Low compression • No ignition spark • Restricted exhaust system • Intake vacuum leaks • Locked up engine • Broken cam chain • Fuel contamination
Engine will not start, and HDS does not communicate with the ECM/PCM (MIL comes on and stays on)	Troubleshoot the ECM/PCM power and ground circuits: • CVT, refer to the Shop Manual Supplement, P/N 62TG12A (see page 11-123). • M/T, refer to the Shop Manual Supplement, P/N 62TG12C (see page 11-133).	• No power to ECM/PCM • No ground to ECM/PCM • Shorted reference voltage
MIL comes on and stays on, or never comes on at all, no DTCs set	Troubleshoot the MIL circuit. • CVT, refer to the Shop Manual Supplement, P/N 62TG12A (see page 11-122). • M/T, refer to the Shop Manual Supplement, P/N 62TG12C (see page 11-132).	
Engine will not start (MIL works OK, no DTCs set, immobilizer indicator stays on or flashes)	Check the immobilizer system, refer to the Shop Manual, P/N 62TG100 (see page 22-297).	
Engine starts but stalls immediately (MIL works OK, no DTCs set, immobilizer indicator stays on or flashes)	Check the immobilizer system, refer to the Shop Manual, P/N 62TG100 (see page 22-297).	• Low compression • Intake vacuum leak • Weak spark • Low fuel pressure
Engine is hard starting (MIL works OK, no DTCs set)	1. Test the battery, refer to the Shop Manual, P/N 62TG100 (see page 22-77). 2. Check the fuel pressure, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-398). 3. Test the throttle body, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-343).	• Low compression • Intake vacuum leaks • Fuel contamination • Weak spark
Cold fast idle too low (MIL works OK, no DTCs set)	1. Do the ECM/PCM idle learn procedure, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-385). 2. Check the idle speed, refer to the Shop Manual Supplement, P/N 62TG12C (see page 11-183). 3. Throttle body cleaning, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-343).	• Incorrect valve adjustment • Fuel contamination
Cold fast idle too high (MIL works OK, no DTCs set)	1. Do the ECM/PCM idle learn procedure, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-385). 2. Check the idle speed, refer to the Shop Manual Supplement, P/N 62TG12C (see page 11-183). 3. Test the throttle body, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-343).	• Intake vacuum leak • Incorrect valve adjustment
After warming up, idle speed is below specifications without load (MIL works OK, no DTCs set)	Test the throttle body, refer to the Shop Manual Supplement, P/N 62TG125 (see page 11-343).	• Intake vacuum leaks • Incorrect valve adjustment

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ECM/PCM Replacement

Special Tools Required

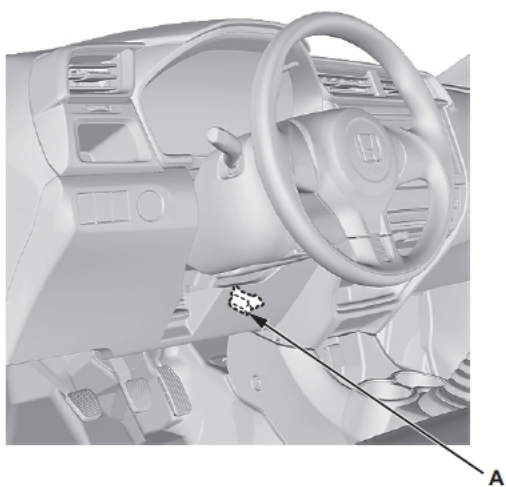
- Honda Diagnostic System (HDS)
- Honda Interface Module (HIM)
- HDS pocket tester
- MVCI unit with the latest control module (CM) update software installed

Any one of the above updating tools can be used.

NOTE:

- Make sure the HDS/iN workstation or the MVCI has the latest HDS software version.
- If you are replacing the ECM/PCM after substituting a known-good ECM/PCM, reinstall the original ECM/PCM, then do this procedure.

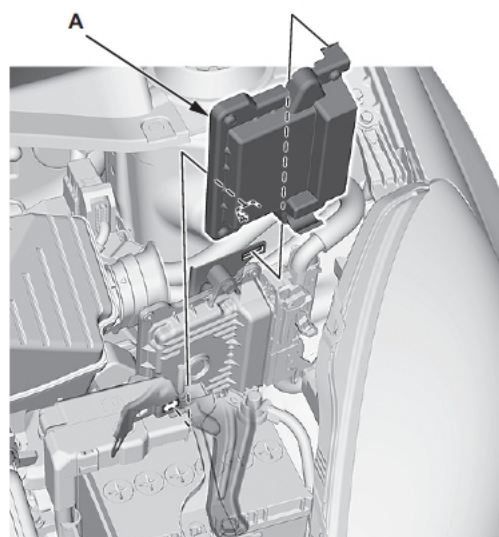
1. Connect the HDS to the data link connector (DLC) (A) located under the driver's side of the dashboard.



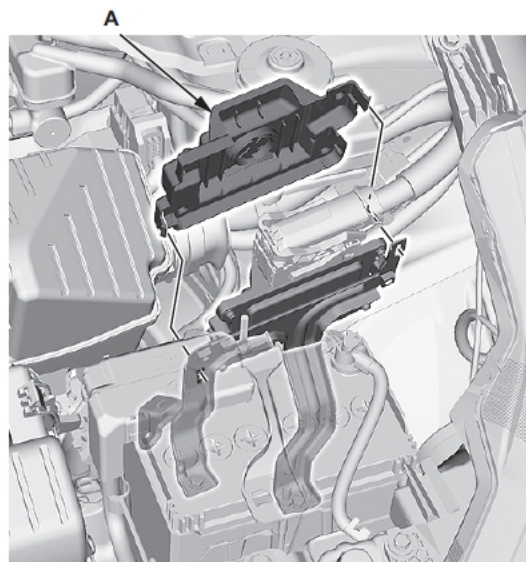
2. Turn the ignition switch to ON (II).
3. Make sure the HDS communicates with the ECM/PCM and all other vehicle systems. If it doesn't, go to the DLC circuit troubleshooting (see page 11-94).
4. Jump the SCS line with the HDS.
5. Turn the ignition switch to LOCK (0).

6. Remove the ECM/PCM cover (A).

CVT



M/T

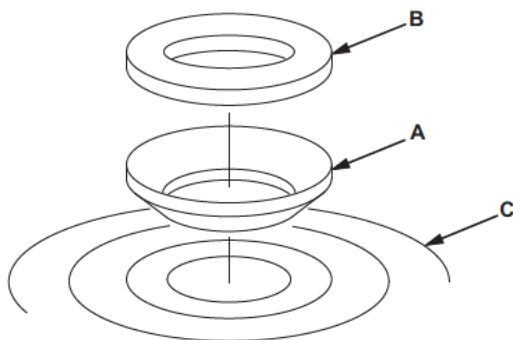


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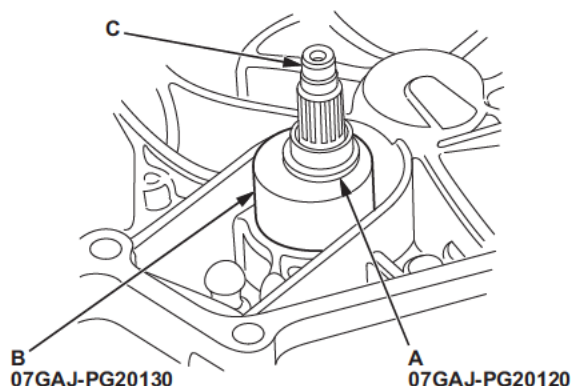


9. Thoroughly clean the 36 mm spring washer (A) and the 26 mm washer (B) before installing them on the clutch housing side ball bearing (C).

NOTE: Be sure to install the spring washer in the direction shown.

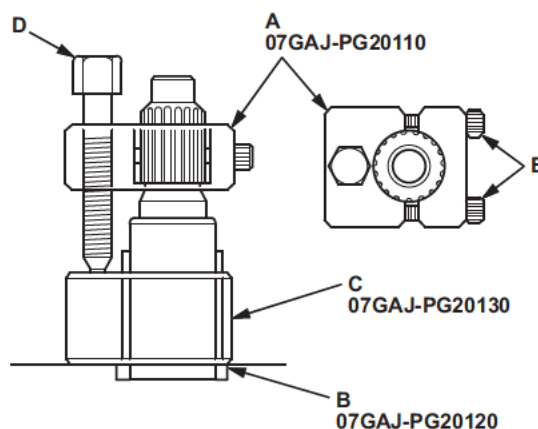


10. Install the mainshaft in the clutch housing.
11. Place the transmission housing over the mainshaft and onto the clutch housing.
12. Tighten the clutch and transmission housings with several 8 mm bolts.
- NOTE:** It is not necessary to use sealing agent between the housings.
13. Tap the mainshaft with a soft face hammer.
14. Slide the collar (A), and mainshaft base (B) over the mainshaft (C).



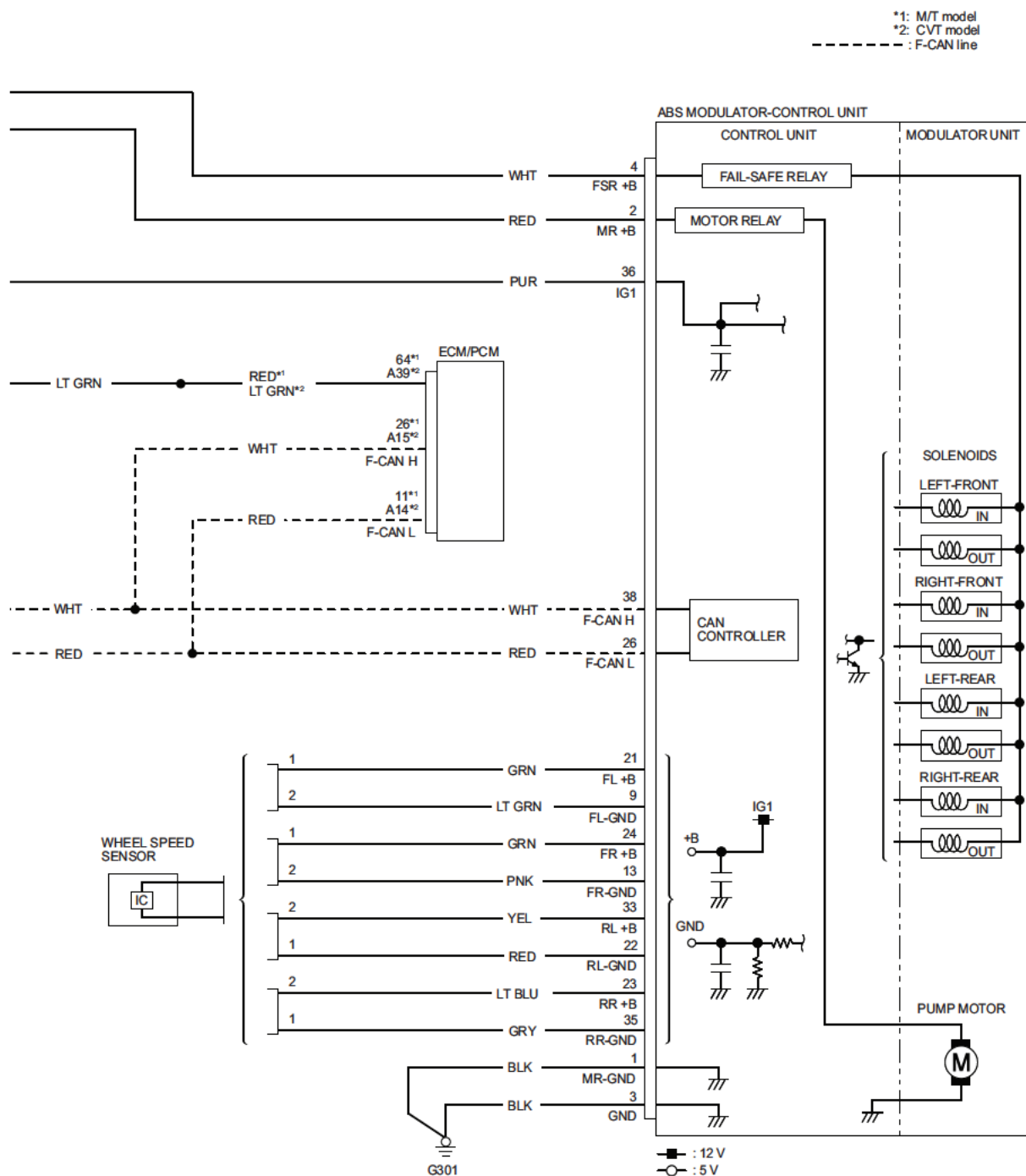
15. Attach the mainshaft holder (A), collar (B), and the mainshaft base (C) to the mainshaft as follows:

- Backout the catch adapter bolt (D) and loosen the two hex bolts (E).
- Fit the mainshaft holder over the mainshaft so its lip is towards the transmission.
- Align the mainshaft holder lip around the groove at the inside of the mainshaft splines, then tighten the hex bolts.

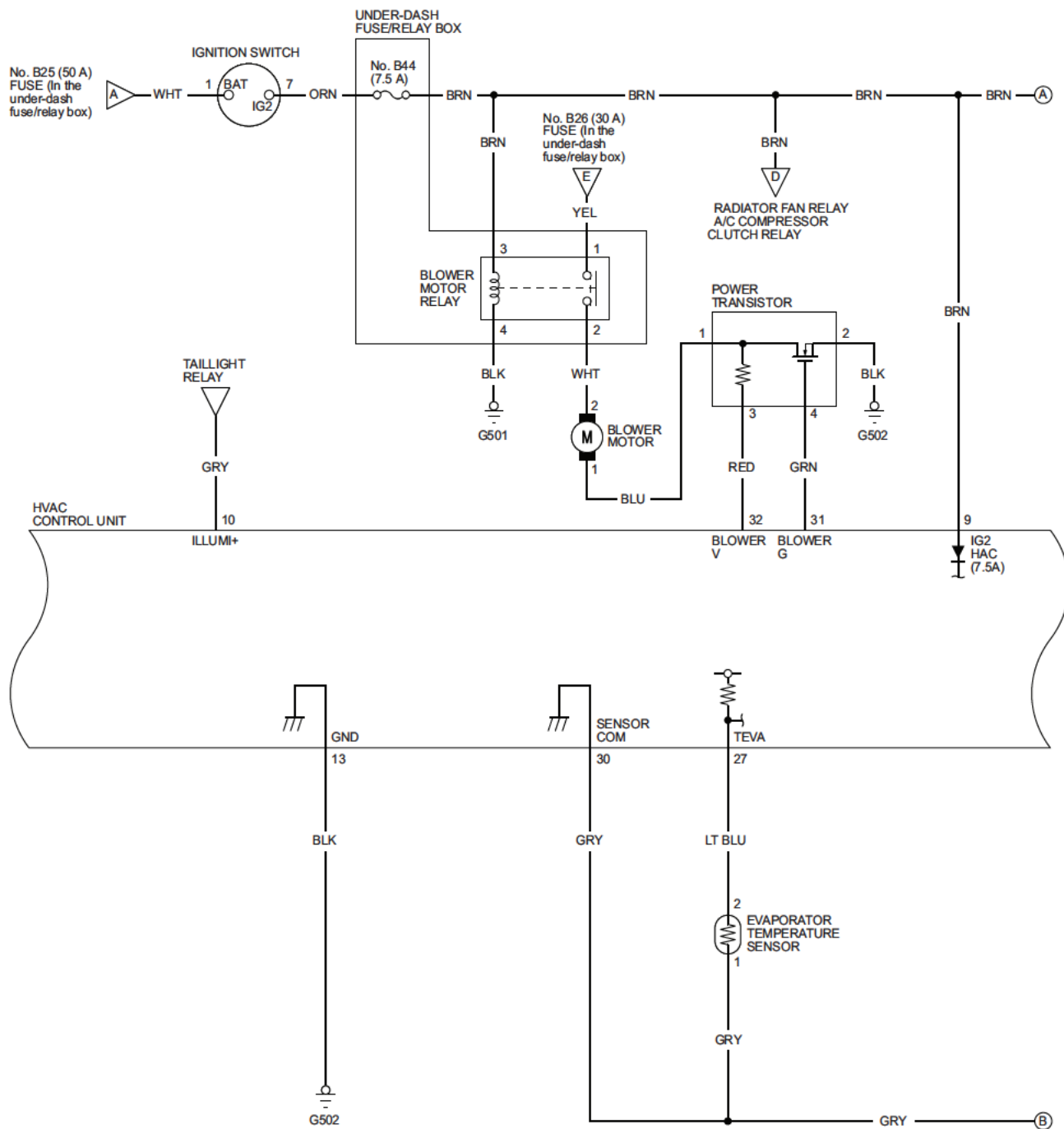


16. Fully seat the mainshaft by tapping its end with the soft face hammer.
17. Thread the mainshaft holder bolt in until it just contacts the wide surface of the mainshaft base.

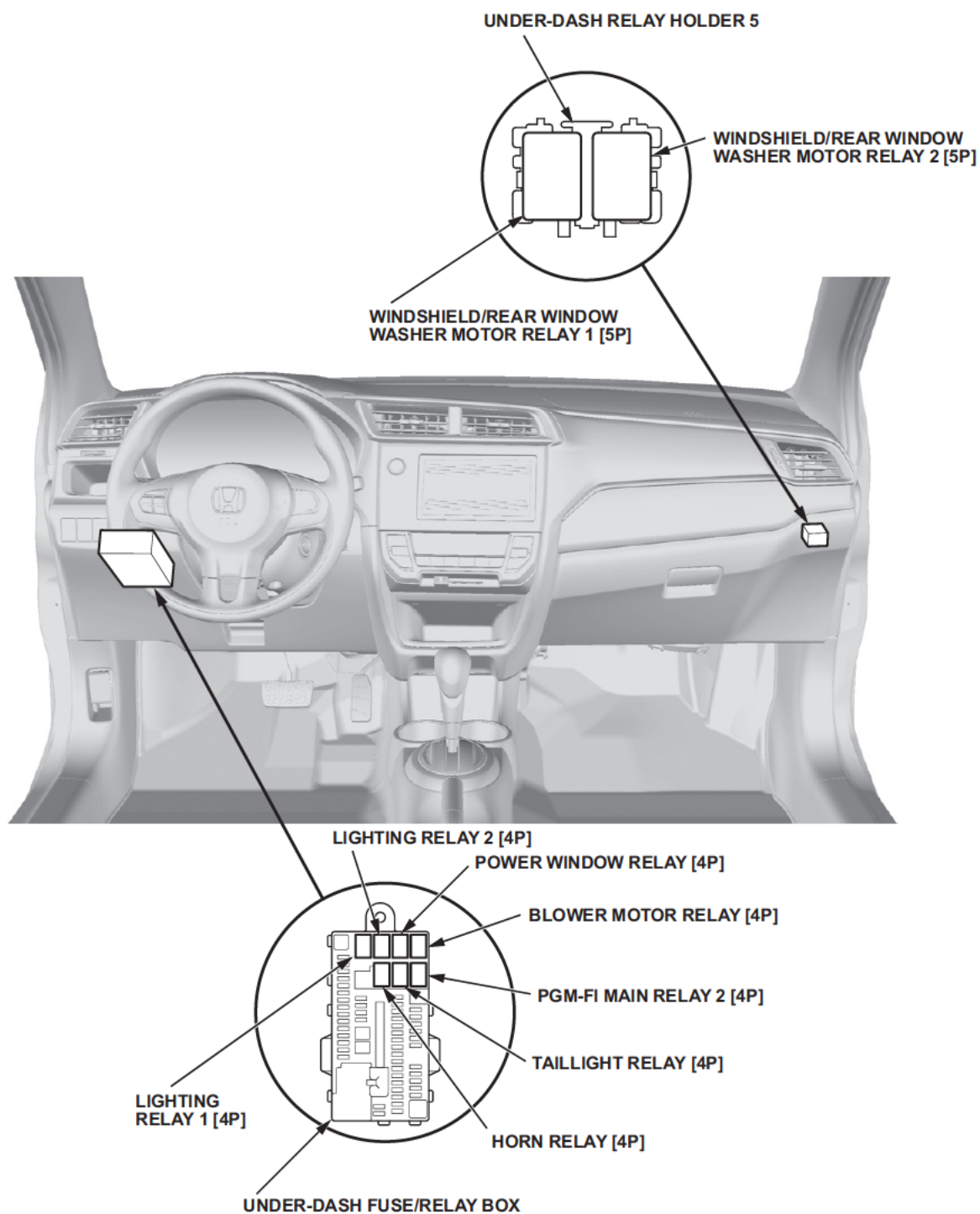
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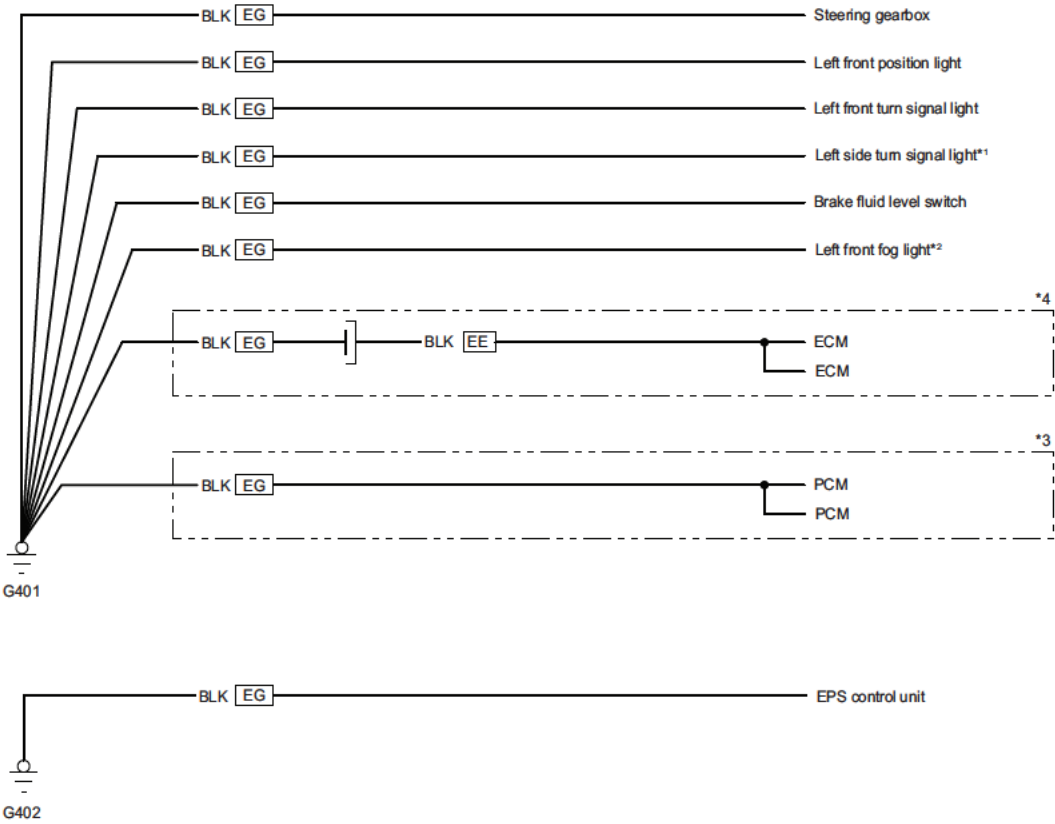


This illustration shows LHD model.

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*1 : Without mirror turn signal
*2 : With front fog light
*3 : CVT
*4 : M/T

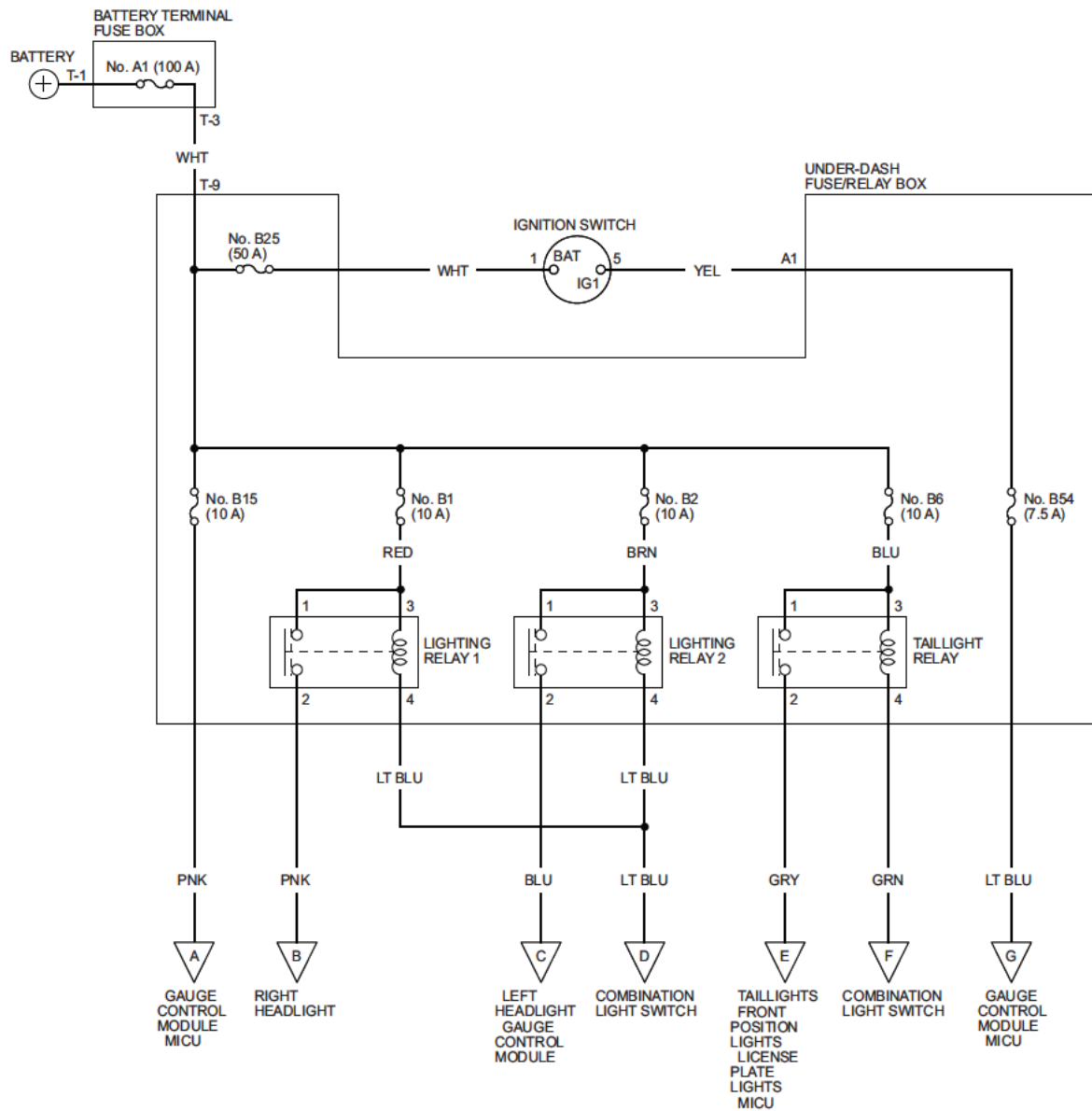


EE : Engine wire harness **EG** : Left engine compartment wire harness

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Exterior Lights

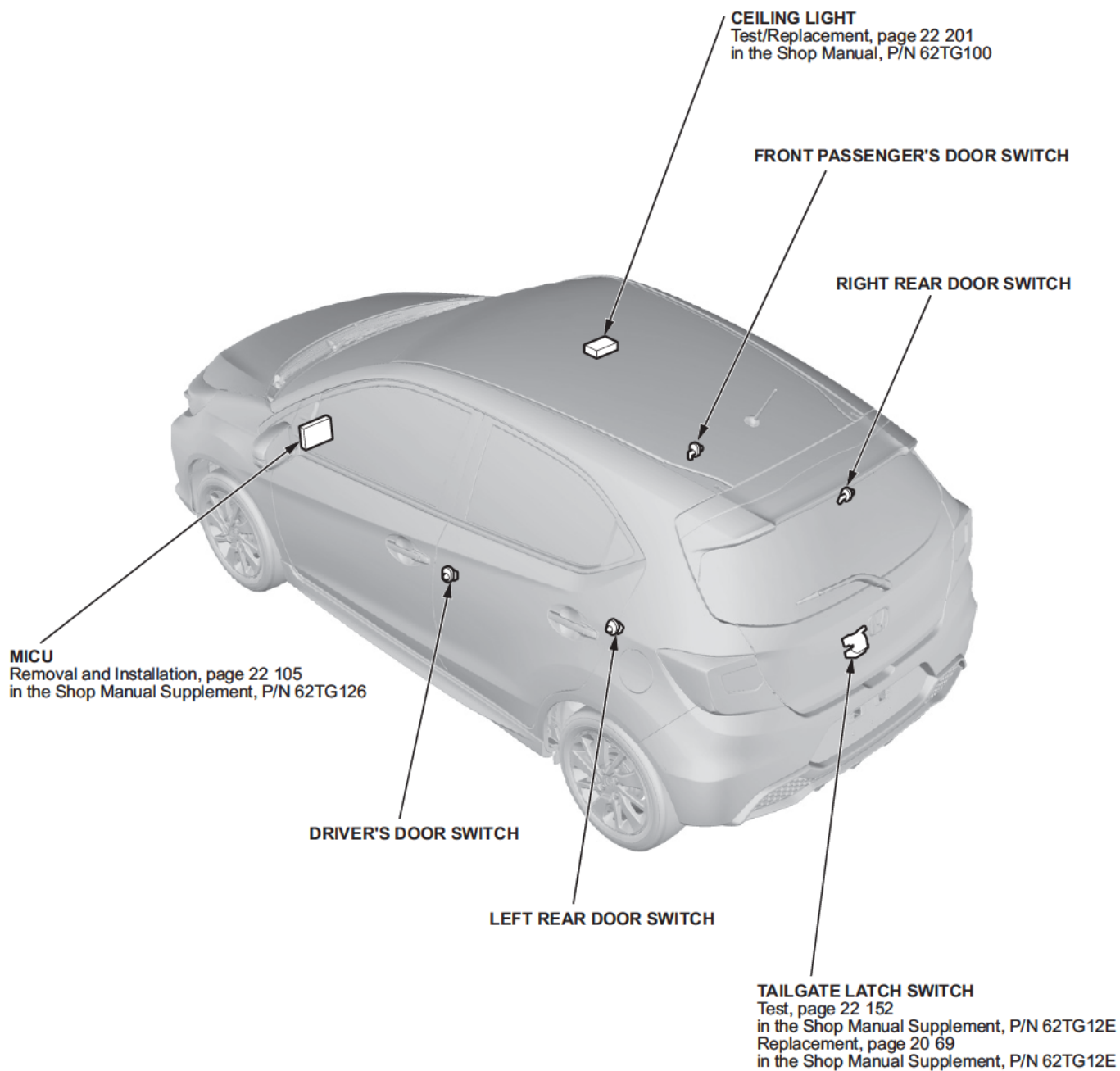
Circuit Diagram - Headlights/Position/Taillights/License Plate Lights





Interior Lights

Component Location Index



This illustration shows LHD model.



3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary and recheck the system.
 - If the terminals look OK, go to step 4.
4. With the connectors still disconnected, do the following input tests:
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 5.

MICU

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
C4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501) • An open or high resistance in the wire
D10	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501) • An open or high resistance in the wire
C1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501) • An open or high resistance in the wire
C6	LT GRN	Driver's door open	Check for continuity to ground: There should be continuity.	• Faulty driver's door switch • An open or high resistance in the wire
		Driver's door closed	Check for continuity to ground: There should be no continuity.	• Faulty driver's door switch • A short to ground in the wire
D11	LT BLU	Combination light switch (headlight) ON	Measure the voltage to ground: There should be battery voltage.	• Faulty combination light switch • An open or high resistance in the wire

5. Reconnect the connectors to the MICU, and do the following input tests:
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 6.

MICU

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A16	PNK	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Faulty MICU • An open or high resistance in the wire
A6	LT BLU	Turn the vehicle to the ON mode	Measure the voltage to ground: There should be battery voltage.	• Faulty MICU • An open or high resistance in the wire
B1	PUR	Turn the vehicle to the ACCESSORY mode	Measure the voltage to ground: There should be battery voltage.	• Faulty MICU • An open or high resistance in the wire

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