

# General Information

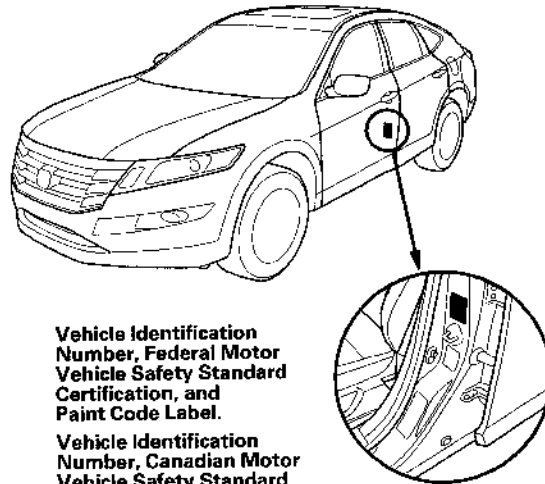
## Chassis and Paint Codes - '10 Model

### Vehicle Identification Number

5J6 TF1 H 3 \* A L 000001

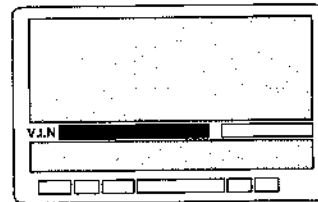
a b c d e f g h

- a. **Manufacturer, Make, and Type of Vehicle**  
5J6: Honda of America Mfg., Inc.  
Honda multipurpose passenger vehicle
- b. **Line, Body, and Engine Type**  
TF1: Accord Crosstour (2WD)/J35Z2  
TF2: Accord Crosstour (4WD)/J35Z2
- c. **Body Type and Transmission Type**  
H: 5-door Multipurpose Passenger Vehicle/  
5-speed Automatic
- d. **Vehicle Grade (Series)**  
USA models                      Canada models  
3: EX                                5: EX-L  
5: EX-L
- e. **Check Digit**
- f. **Model Year**  
A: '10
- g. **Factory Code**  
L: East Liberty, Ohio Plant, USA
- h. **Serial Number**  
000001 —: USA models  
800001 —: Canada models



Vehicle Identification Number, Federal Motor Vehicle Safety Standard Certification, and Paint Code Label.

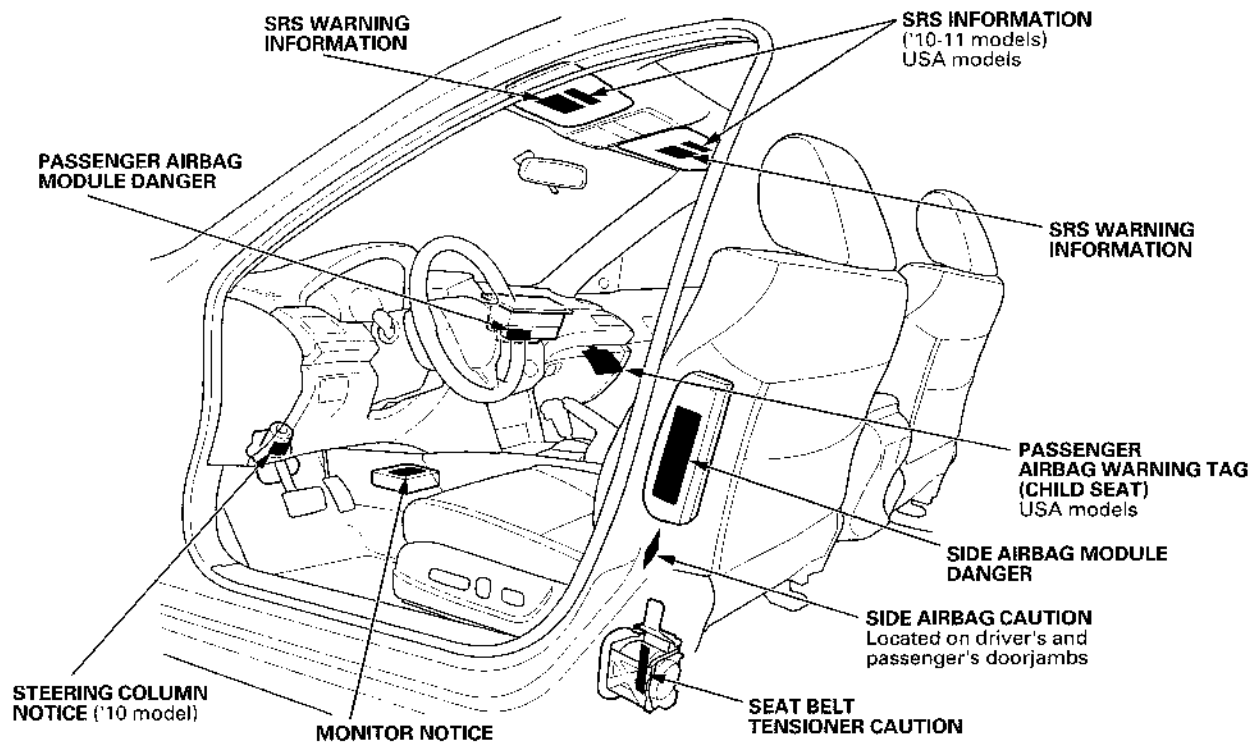
Vehicle Identification Number, Canadian Motor Vehicle Safety Standard Certification, and Paint Code Label.



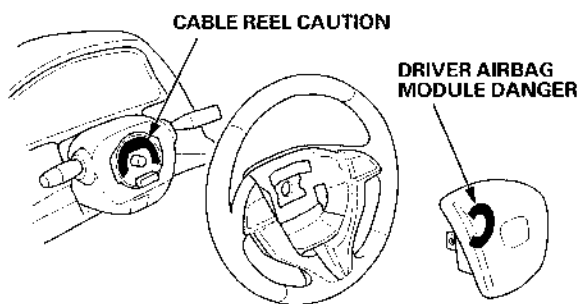


## Danger/Warning/Caution Label Locations

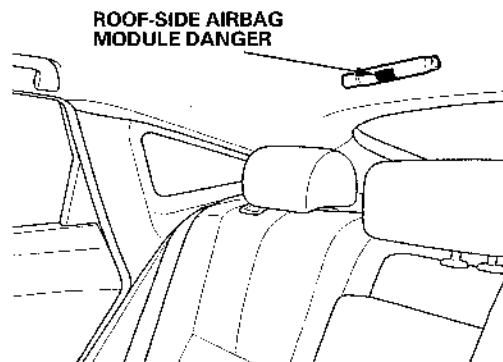
### Front Passenger's Compartment:



### Steering Wheel:



### Rear Passenger's Compartment:



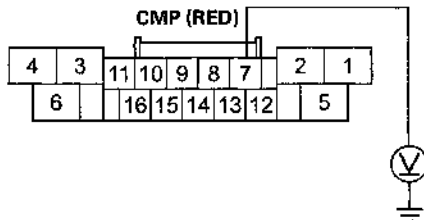
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# Active Control Engine Mount (ACM) System

## DTC Troubleshooting (cont'd)

13. Measure the voltage between engine mount control unit 16P connector terminal No. 7 and body ground.

ENGINE MOUNT CONTROL UNIT 16P CONNECTOR



Wire side of female terminals

*Is there about 0 V?*

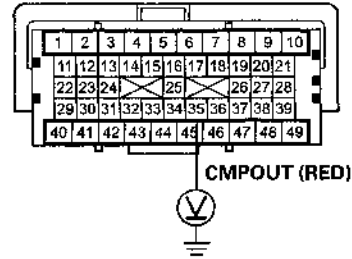
**YES**—Replace the engine mount control unit (see page 4-84). Turn the ignition switch to LOCK (0), then go to step 28.

**NO**—Go to step 14.

14. Turn the ignition switch to LOCK (0).
15. Remove the jumper wire from the CMP sensor 3P connector.
16. Jump the SCS line with the HDS.
- NOTE:** This step must be done to protect the PCM from damage.
17. Disconnect PCM connector A (49P).
18. Turn the ignition switch to ON (II).

19. Measure the voltage between PCM connector terminal A35 and body ground.

PCM CONNECTOR A (49P)



Terminal side of female terminals

*Is there about 5 V?*

**YES**—Turn the ignition switch to LOCK (0), then go to step 33.

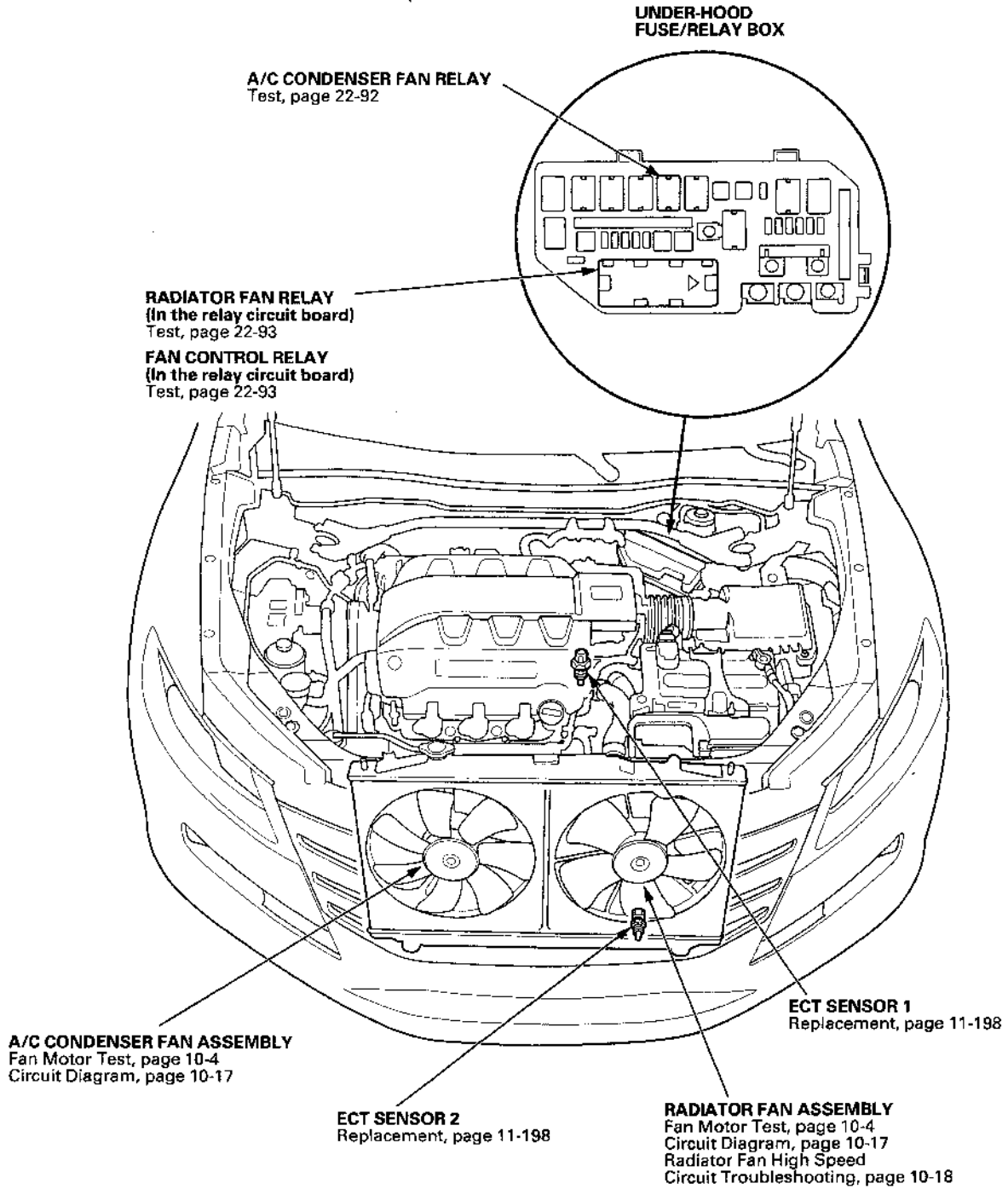
**NO**—Repair an open in the wire between engine mount control unit 16P connector terminal No. 7 and PCM connector terminal A35. Turn the ignition switch to LOCK (0), then go to step 28.

20. Turn the ignition switch to LOCK (0).
21. Jump the SCS line with the HDS.
- NOTE:** This step must be done to protect the PCM from damage.
22. Disconnect PCM connector A (49P).
23. Turn the ignition switch to ON (II).

# Fan Controls



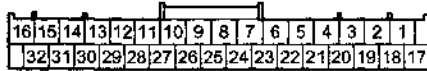
## Component Location Index





10. Check for continuity between PCM connector terminal A48 and gauge control module 32P connector terminal No. 19.

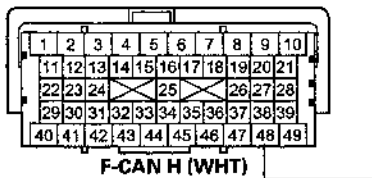
**GAUGE CONTROL MODULE 32P CONNECTOR**



**F-CAN H (WHT)**

Wire side of female terminals

**PCM CONNECTOR A (49P)**



**F-CAN H (WHT)**

Terminal side of female terminals

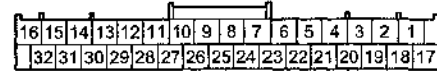
*Is there continuity?*

**YES**—Go to step 11.

**NO**—Repair an open in the wire between the PCM (A48) and the gauge control module, then go to step 12.

11. Check for continuity between PCM connector terminal A49 and gauge control module 32P connector terminal No. 20.

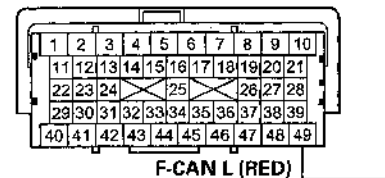
**GAUGE CONTROL MODULE 32P CONNECTOR**



Wire side of female terminals

**F-CAN L (RED)**

**PCM CONNECTOR A (49P)**



**F-CAN L (RED)**

Terminal side of female terminals

*Is there continuity?*

**YES**—Substitute a known-good gauge control module (see page 22-410), then go to step 12 and recheck. If DTC U0155 is not indicated after substitution, replace the original gauge control module, then go to step 12.

**NO**—Repair an open in the wire between the PCM (A49) and the gauge control module, then go to step 12.

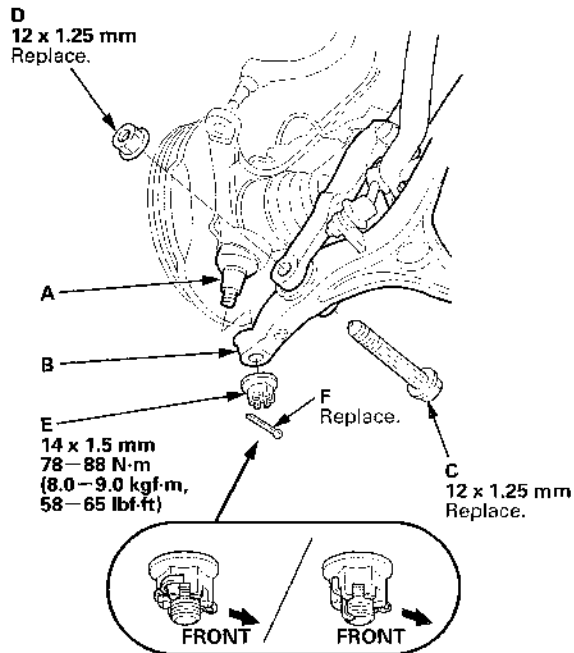
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# Automatic Transmission

## Transmission Installation (cont'd)

39. Connect the knuckle ball joint (A) on the lower arm (B) on both sides.

NOTE: Wipe off any grease contamination from the ball joint tapered section and threads.



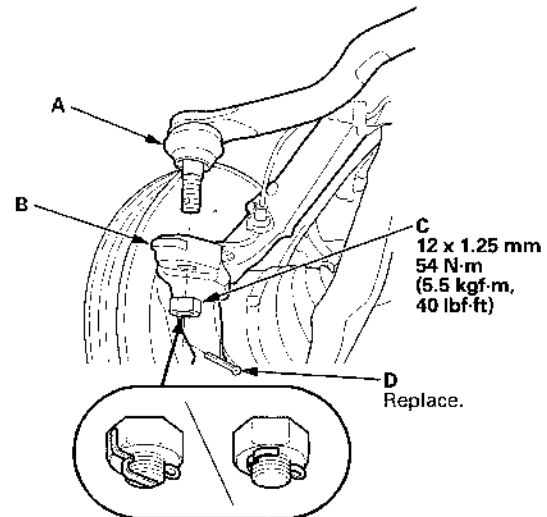
40. Install new damper fork mounting bolt (C) and nut (D) on both sides, and loosely tighten the nuts.

41. Tighten the castle nut (E) on both sides to the lowest torque specification, then tighten it only far enough to align the slot with the ball joint pin hole. Do not align the castle nut by loosening it.

NOTE: Insert a new cotter pin (F) into the ball joint pin hole from the front to the rear of the vehicle, and bend its end as shown. Check the ball joint pin hole direction before connecting the ball joint.

42. Connect the tie-rod end ball joint (A) to the knuckle (B) on both sides.

NOTE: Wipe off any grease contamination from the ball joint tapered section and threads.



43. Install the nut (C) on both sides, and tighten it to the specified torque.

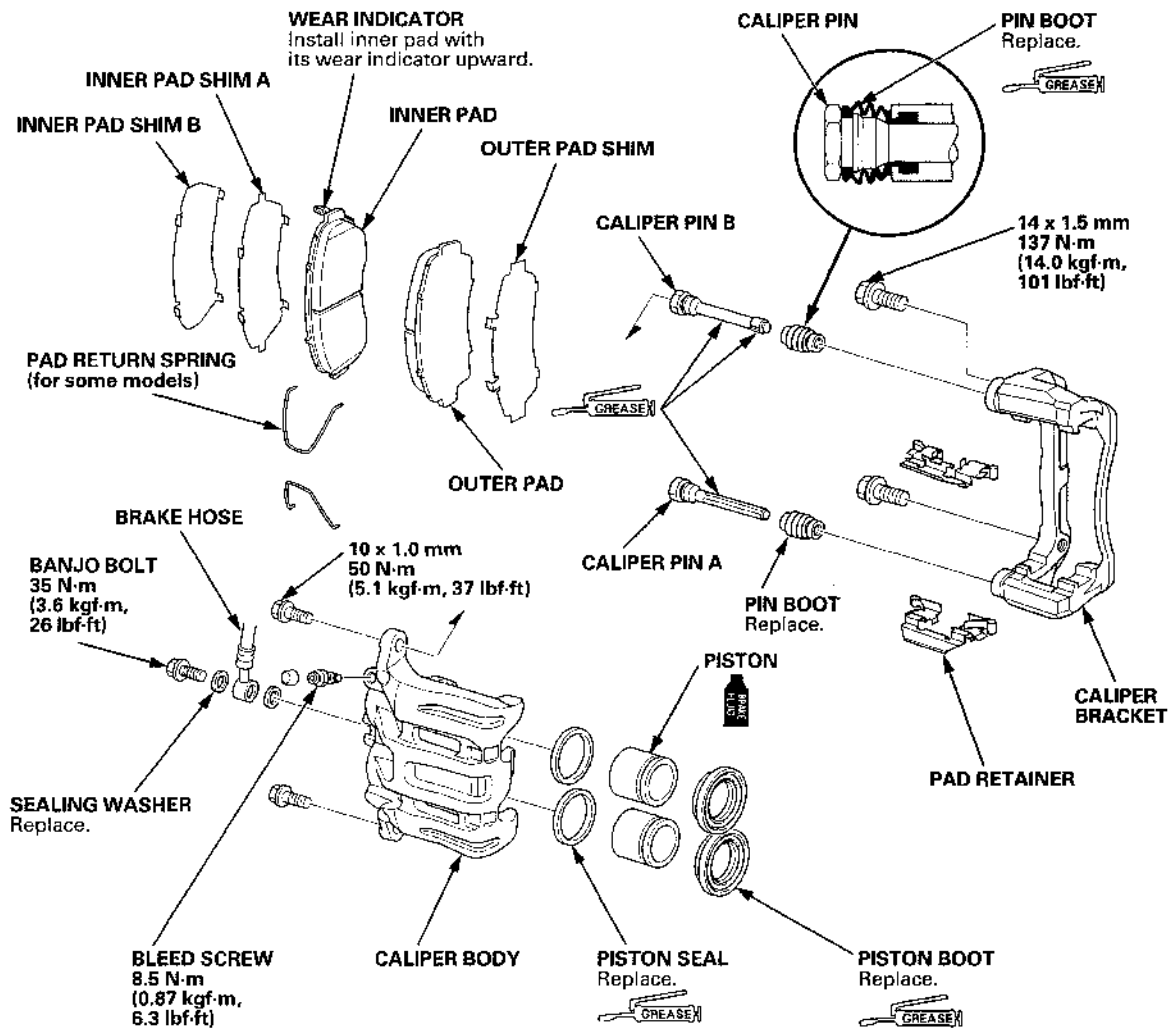
44. Install a new cotter pin (D) on both sides, and bend it as shown.

# Conventional Brake Components

## Front Brake Caliper Overhaul (cont'd)

### Exploded View

 : Honda silicone grease (P/N 08C30-B0234M)



# VSA System Components

## DTC Troubleshooting (cont'd)

### DTC 86-15: F-CAN Communication With Yaw Rate-Acceleration Sensor Malfunction

**NOTE:**

- Troubleshoot any fuel and emissions DTCs first.
- Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see page 19-48).

1. Turn the ignition switch to ON (II).
2. Clear the DTC with the HDS.
3. Turn the ignition switch to LOCK (0) and then back to ON (II).
4. Check for DTCs with the HDS.

*Is DTC 86-15 indicated?*

**YES**—If DTC 86-11 is indicated at the same time, do the DTC 86-11 troubleshooting first (see page 19-117). If DTC 86-11 is not indicated, go to step 5.

**NO**—If any other DTCs are indicated, go to the indicated DTCs troubleshooting. If DTCs are not indicated, intermittent failure, the system is OK at this time. Refer to intermittent failures troubleshooting (see page 19-49). ■

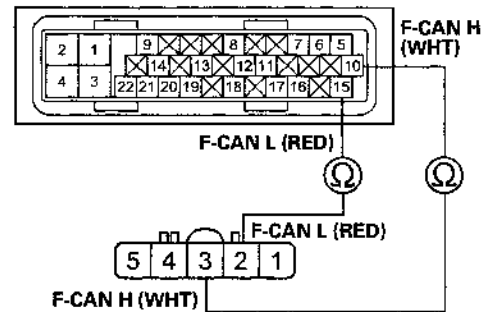
5. Turn the ignition switch to LOCK (0).
6. Disconnect the yaw rate-acceleration sensor 5P connector (see page 19-132).
7. Disconnect the VSA modulator-control unit 22P connector (see step 4 on page 19-135).

8. Check for continuity between the VSA modulator-control unit 22P connector terminal and the yaw rate-acceleration sensor 5P connector terminal (see table).

Sign	VSA Modulator-Control Unit 22P Connector Terminal	Yaw Rate-Acceleration Sensor 5P Connector Terminal
F-CAN L	No. 15	No. 2
F-CAN H	No. 10	No. 3

#### VSA MODULATOR-CONTROL UNIT 22P CONNECTOR

Wire side of female terminals



#### YAW RATE-ACCELERATION SENSOR 5P CONNECTOR

Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 9.

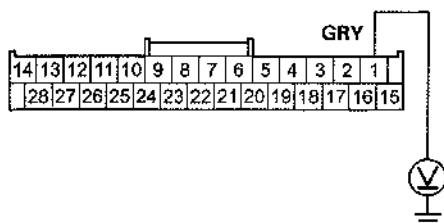
**NO**—Repair an open in the wire between the yaw rate-acceleration sensor and the VSA modulator-control unit. ■





12. Turn the ignition switch to ON (II), and measure the voltage between climate control unit connector A (28P) terminal No. 1 and body ground.

**CLIMATE CONTROL UNIT CONNECTOR A (28P)**



Wire side of female terminals

*Is there any voltage?*

**YES**—Repair a short to power in the wire between the climate control unit and the driver's air mix control motor. This short may also damage the climate control unit. Repair a short to power before replacing the climate control unit. ■

**NO**—Substitute a known-good climate control unit, and recheck. If the symptom/indication goes away, replace the original climate control unit; with navigation (see page 21-142), without navigation (see page 21-142). ■

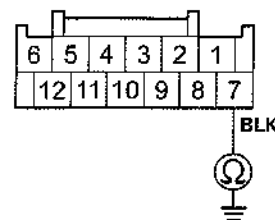
13. Turn the ignition switch to LOCK (0), and disconnect climate control unit connector B (12P).

14. Disconnect these items:

- Driver's air mix control motor
- Passenger's air mix control motor
- Recirculation control motor
- Mode control motor
- Humidity/in-car temperature sensor

15. Check for continuity between climate control unit connector B (12P) terminal No. 7 and body ground.

**CLIMATE CONTROL UNIT CONNECTOR B (12P)**



Wire side of female terminals

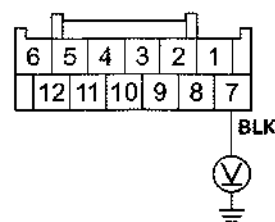
*Is there continuity?*

**YES**—Repair a short to body ground in the wire between the climate control unit and the driver's air mix control motor. ■

**NO**—Go to step 16.

16. Turn the ignition switch to ON (II), and measure the voltage between climate control unit connector B (12P) terminal No.7 and body ground.

**CLIMATE CONTROL UNIT CONNECTOR B (12P)**



Wire side of female terminals

*Is there any voltage?*

**YES**—Repair a short to power in the wire between the climate control unit and the driver's air mix control motor. This short may have also damaged the climate control unit. Repair a short to power before replacing the climate control unit. ■

**NO**—Go to step 17.

17. Turn the ignition switch to LOCK (0).

18. Reconnect climate control unit connector B (12P).

(cont'd)

# Multiplex Integrated Control System

## System Description (cont'd)

### Input: (cont'd)

System Menu	Data List	Data List Indication
Keyless Transmitter	Driver's Door Key Cylinder Switch (LOCK)	OFF/ON
	Driver's Door Key Cylinder Switch (UNLOCK)	OFF/ON
	Driver's Door Lock Switch (LOCK)	OFF/ON
	Driver's Door Lock Switch (UNLOCK)	OFF/ON
	Driver's Door Lock Knob Switch (LOCK)	OFF/ON
	Driver's Door Lock Knob Switch (UNLOCK)	OFF/ON
	Driver's Door Switch	OFF/ON
	Driver's Rear Door Switch	OFF/ON
	Trunk Lid/Tailgate Switch	OFF/ON
	Driver's Rear Door Lock Knob Switch (UNLOCK)	OFF/ON
	Passenger's LOCK Command	OFF/ON
	Passenger's UNLOCK Command	OFF/ON
	Trunk Handle Sw.	OFF/ON
	Driver's Door LOCK Command	OFF/ON
	Driver's Door UNLOCK Command	OFF/ON
	Trunk Lid Release Command	OFF/ON
	Front Passenger's Door Switch	OFF/ON
	Passenger's Rear Door Switch	OFF/ON
	Passenger's Rear Door Lock Knob Sw. (UNLOCK)	OFF/ON
	Passenger's Door Lock Knob Switch (UNLOCK)	OFF/ON
Power windows	P/W Main Switch	OFF/ON
	P/W Master Switch (Driver's Window AUTO)	OFF/ON
	P/W Master Switch (Driver's Window UP)	OFF/ON
	P/W Master Switch (Driver's Window DOWN)	OFF/ON
	P/W Master Sw. (Front Passenger's Window UP)	OFF/ON
	P/W Master Sw. (Front Passenger's Window DOWN)	OFF/ON
	P/W Master Switch (Left Rear Window UP)	OFF/ON
	P/W Master Switch (Left Rear Window DOWN)	OFF/ON
	P/W Master Sw. (Right Rear Wndw UP)	OFF/ON
	P/W Master Sw. (Right Rear Wndw DOWN)	OFF/ON
	P/W Master Sw. (Passenger's Wndw AUTO)	OFF/ON
	Driver's P/W Motor Pulse A	NONE/DETECT
	Driver's P/W Motor Pulse B	NONE/DETECT
	Driver's P/W Motor Command	OFF/UP/DOWN
	Driver's Door Switch	OFF/ON
	Power Window Timer Command	OFF/ON
	Front Passenger's Door Switch	OFF/ON
	Power Window Timer Command	OFF/ON

# Entry Lights Control System

## Control Unit Input Test (cont'd)

5. Reconnect the connectors to the driver's under-dash fuse/relay box, and do the following input tests:

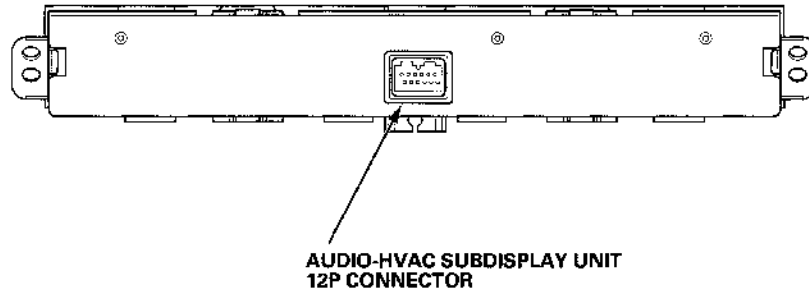
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 6.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
Q10	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Poor ground (G402)</li> <li>• An open or high resistance in the ground wire</li> </ul>
Q9	BRN	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open or high resistance in the ground wire</li> </ul>
R11	BRN	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open or high resistance in the ground wire</li> </ul>
R8	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Poor ground (G402)</li> <li>• An open or high resistance in the ground wire</li> </ul>
D9	WHT	Tailgate open	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Faulty tailgate latch switch</li> <li>• Poor ground (G601) or an open in the ground wire</li> <li>• An open or high resistance in the wire</li> </ul>
		Tailgate closed	Measure the voltage to ground: There should be about 5 V.	<ul style="list-style-type: none"> <li>• Faulty tailgate latch switch</li> <li>• A short to ground in the wire</li> </ul>
D10	LT GRN	Left rear door open	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Faulty left rear door switch</li> <li>• Faulty left rear door switch ground</li> <li>• An open or high resistance in the wire</li> </ul>
		Left rear door closed	Measure the voltage to ground: There should be about 5 V.	<ul style="list-style-type: none"> <li>• Faulty left rear door switch</li> <li>• A short to ground in the wire</li> </ul>
D15	BRN	Driver's door open	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch</li> <li>• Faulty driver's door switch ground</li> <li>• An open or high resistance in the wire</li> </ul>
		Driver's door closed	Measure the voltage to ground: There should be about 5 V.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch</li> <li>• A short to ground in the wire</li> </ul>
P7	PNK	Ceiling light switch in the middle position, Interior light switch in the DOOR position, Map lights in the DOOR position	Attach to ground with a jumper wire: The ceiling light and individual map light should come on.	<ul style="list-style-type: none"> <li>• Blown No. A16 (7.5 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty ceiling light</li> <li>• Faulty front individual map light</li> <li>• Faulty interior light switch</li> <li>• Blown bulb</li> <li>• An open or high resistance in the wire</li> </ul>
Q20	RED	Under all conditions	Attach to ground with a jumper wire: The ignition key light should come on.	<ul style="list-style-type: none"> <li>• Blown No. A16 (7.5 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty ignition key light</li> <li>• An open or high resistance in the wire</li> </ul>

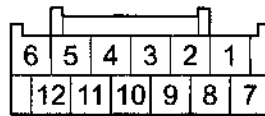
# Audio System

## System Description (cont'd)

### Audio-HVAC Subdisplay Unit Connector for Inputs and Outputs (with navigation)



### AUDIO-HVAC SUBDISPLAY UNIT 12P CONNECTOR



Wire side of female terminals

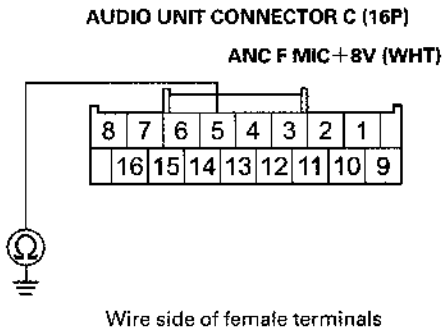
### Audio-HVAC Subdisplay Unit 12P Connector

Cavity	Wire Color	Terminal Name	Connects to
1	WHT	+B	No. A15 (10 A) fuse in the under-hood fuse/relay box
2	LT GRN	IG2	No. B16 (7.5 A) fuse in the driver's under-dash fuse/relay box
3	BLU	DUET CONT	Audio unit
4	Not used	Not used	---
5	RED	DUET TX	Audio unit
6	GRN	DUET RX	Audio unit
7	GRY	ILL+	No. C6 (7.5 A) fuse in the passenger's under-dash fuse/relay box
8	Not used	Not used	---
9	RED	ILL-	Dashlights brightness controller in the gauge control module
10	BLK	GND	Body ground to G502
11	PUR	AC SO	Climate control unit
12	RED	AC CLK	Climate control unit

# Audio System

## Symptom Troubleshooting (cont'd)

58. Check for continuity between audio unit connector C (16P) terminal No. 5 and body ground.



*Is there continuity?*

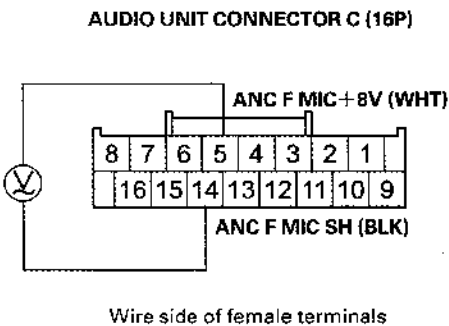
**YES**--There is a short to body ground in the wire between the audio unit and the front HFL-navigation-ANC/active sound control microphone or the front HFL-ANC/active sound control microphone. Replace the affected shielded harness. ■

**NO**--

- With navigation, replace the front HFL-navigation-ANC/active sound control microphone (see page 23-270). ■
- Without navigation, replace the front HFL-ANC/active sound control microphone (see page 23-312). ■

59. Turn the ignition switch to LOCK (0).
60. Connect a voltmeter between audio unit connector C (16P) terminal No. 5 and No. 14.

NOTE: Use the voltmeter in AC range.



61. Turn the ignition switch to ON (II).

62. Make a loud noise in front of the front ANC/active sound control microphone.

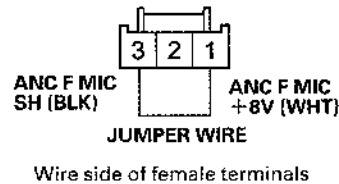
*Does the voltage change when making a loud noise in front of the microphone?*

**YES**--Replace the audio unit (see page 23-130). ■

**NO**--Go to step 63.

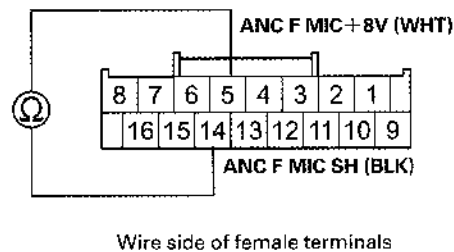
63. Turn the ignition switch to LOCK (0).
64. Disconnect audio unit connector C (16P) and the front ANC/active sound control microphone 3P connector.
65. Connect front ANC/active sound control microphone 3P connector terminals No. 1 and No. 3 with a jumper wire.

**FRONT ANC/ACTIVE SOUND CONTROL MICROPHONE 3P CONNECTOR**



66. Check for continuity between audio unit connector C (16P) terminals No. 5 and No. 14.

**AUDIO UNIT CONNECTOR C (16P)**



*Is there continuity?*

**YES**--Go to step 67.

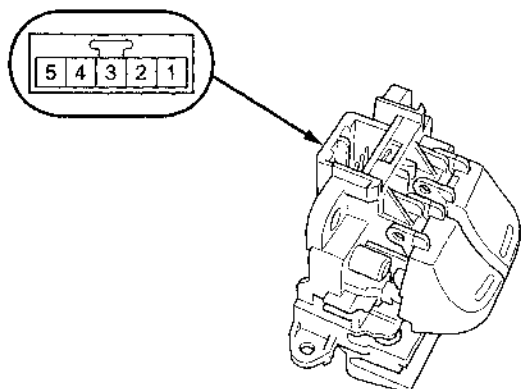
**NO**--There is an open in the wire(s) between the audio unit and the front ANC/active sound control microphone. Replace the affected shielded harness. ■

67. Remove the jumper wire.



## Voice Control Switch Test

1. Remove the voice control switch (see page 23-271).



2. Measure the resistance between terminals No. 2 and No. 4 in each switch position according to the table.

### Voice Control Switch

Position	Resistance
No button pressed	About 10 k $\Omega$
Navigation TALK button pressed	About 2.2 k $\Omega$
Navigation BACK button pressed	About 652 $\Omega$

3. If the resistance is not as specified, replace the voice control switch (see page 23-271).

## Voice Control Switch Removal/Installation

SRS components are located in this area. Review the SRS component locations (see page 24-13), and the precautions and procedures (see page 24-16) before doing repairs or service.

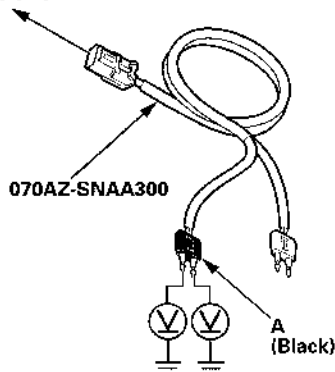
1. Remove the steering wheel (see page 17-7).
2. Remove the voice control switch (see page 17-8).
3. Install the voice control switch in the reverse order of removal.

# SRS (Supplemental Restraint System)

## DTC Troubleshooting (cont'd)

13. Turn the ignition switch to LOCK (0).
14. Disconnect the negative cable from the battery, then wait at least 3 minutes.
15. Disconnect SRS unit connector B (39P) from the SRS unit (see page 24-25).
16. Disconnect the SRS inflator simulator from SRS simulator lead L. Do not disconnect SRS simulator lead L from the left side curtain airbag inflator 2P connector on the SRS floor wire harness.
17. Reconnect the negative cable to the battery.
18. Turn the ignition switch to ON (II).
19. Measure the voltage between black terminal (A) of SRS simulator lead L and body ground individually. There should be less than 0.2 V.

LEFT SIDE CURTAIN AIRBAG INFLATOR 2P CONNECTOR on the SRS FLOOR WIRE HARNESS



Is the voltage as specified?

**YES**—Faulty SRS unit or poor connection at SRS unit connector B (39P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-201). If the DTC does not clear, replace the SRS floor wire harness. ■

**NO**—Short to power in the SRS floor wire harness; replace the SRS floor wire harness, then clear the DTC. ■

### DTC 33-9x ("x" can be 0 thru 9 or A thru F): Short to Ground in the Left Side Curtain Airbag Inflator

#### Special Tools Required

- SRS Inflator Simulator 07SAZ-TB4011A
- SRS Simulator Lead L 070AZ-SNAA300

#### NOTE:

- Before doing this troubleshooting procedure, find out if the vehicle was in a collision. If so, verify that all the required components were replaced with new components, of the correct part number, and that they were properly installed (see page 24-181).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-16), General Troubleshooting Information (see page 24-26), and Battery Terminal Disconnection and Reconnection (see page 22-86).
- Before replacing the SRS unit, check the SRS unit software version with the HDS. If the software version is not the latest, update the SRS unit software (see page 24-28), and retest.

1. Clear the DTCs with the HDS (see page 24-27).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Check for DTCs with the HDS (see page 24-27).

Is DTC 33-9x indicated?

**YES**—Go to step 4.

**NO**—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-28). If another DTC is indicated, troubleshoot the DTC. ■