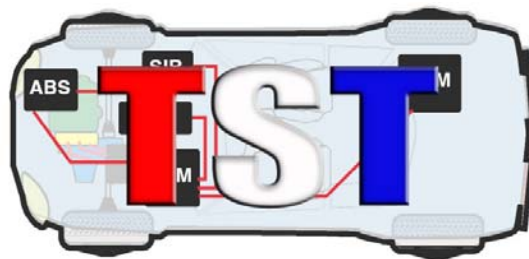


January 2012



Technicians Service Training

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Transmission Diag for Regular Shops

Wayne Colonna

February 6-9, 2012

9th TST Big Event

Truglia/Morton/Nall

March 24th, 2012

Editor

Jerry "G" Truglia

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Antitheft Gone Wild

I received a distress call from a body shop for a complaint of a no-start on a 2006 Honda Civic. The shop had just finished working on the vehicle and decided to detail the car for the owner



as a courtesy. The detail guy loved his tunes so he decided to leave the ignition key on and crank up his favorite station while he was working. I could only envision this guy dancing around the car singing "Working at The Car Wash" and having a good time as he was fully unaware of the accessory position that car manufactures use to limit battery drain. When the detailer was all done with the vehicle he went to crank the engine and heard the famous slow dragging sound of the engine followed by a click-click-click.

We have all been here before and a simple jump start with a battery charger on boost mode or the use of a jumper box always gets us back on track. The jump start attempted on this vehicle only provided an extended good crank with a no-start.

(Con't on page 3)

Technicians Service Training
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Information contained in this newsletter is intended for use by professional auto repair technicians familiar with approved vehicle repair procedures. The authors are not responsible for physical injury or property damage resulting from the incorrect application of information or procedures outlined in this volume.

Currently there are **TST chapters in Connecticut, Massachusetts, New Jersey, New York** and membership continues to grow. For more information you can call

TST headquarters at:

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Technicians Service Training



www.TSTseminars.org

What is TST?

TST is a group of dedicated technicians and instructors committed to the continuing education of our fellow technicians. We provide once a month training seminars to technicians at a reasonable price. TST brings our members nationally known instructors and state of the art training.

Our Goal & Mission Statement

- *Keep our fellow technicians up to date with the latest technology.*
- *Provide training seminars for a reasonable price.*
- *Deliver information that the technician can use now.*
- *Keep technicians informed of information affecting our industry.*
- *Increase consumer awareness of what a good technician is.*

Why join TST?

TST membership includes special pricing on once a month week-day night seminars and the occasional full Saturday seminar. With a \$75.00 yearly membership, the monthly seminars are only \$65.00. TST classes are NOT sales or product seminars. The instructors that TST brings in are all “hands-on” industry experts with up to date, cutting edge knowledge that you can use in your shop the next day. That’s 65 dollars for a seminar in which you are able to learn something useful, for fixing those tough jobs that we all see on a regular basis. Our instructors are masters at making the complex understandable. Membership also includes a Monthly Newsletter full of real world technical articles, diagnostic case studies, and solutions to the kinds of problems you see in your bays each week.

The following are some of TST’s regular instructors:

Bernie Thompson of ATS

John Thornton of Autotrain Inc.

Wayne Colonna of ATSG

Jorge Menchu the “Labscope Guru,” AES Wave

John Anello of Auto Tech On Wheels

Mark Warren of Motor Magazine

Bob Pattengale of Bosch

Peter Meier of Motor Age Magazine

Ken Zanders of Illinois Air Team

Jerry “G” Truglia of National Instructor & owner of A.T.T.S. Inc.

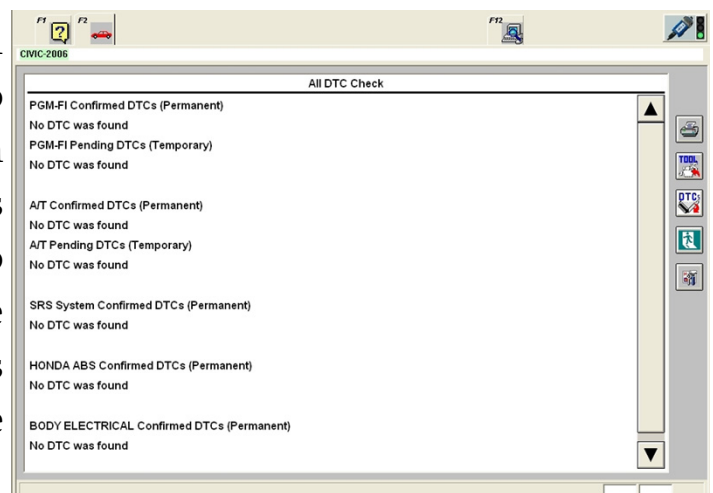
Antitheft Gone Wild (con't from p. 1)

The car was running prior to the battery going dead and now the shop was married to a no-start condition. When I arrived at the shop I got in the car and attempted to start it. It cranked over fine, but wouldn't fire. I did notice one thing the body shop had overlooked. There was a green key icon flashing on the instrument panel, indicating that that vehicle was immobilized.



This Honda uses an immobilizer receiver and control unit assembly mounted on the ignition lock housing. It has a built-in antenna ring that mounts directly around the key hole to read the chip embedded within the immobilizer key. The key for the car was a correct black Honda key and not a gray valet key with limited use, but I was puzzled as to why the green key on the dash panel was flashing. I know from experience that if the PCM was to be inoperative and the immobilizer unit lost communication with it, then the immobilizer unit will flash the green key icon.

I hooked up my Honda HDS scan tool and performed an All DTC Check to see if there were any trouble codes on board and to verify that the PCM was functioning. I was very surprised to see no codes in memory and that the PCM was responding because I was hoping to find something to give me direction.



(Con't on p. 7)

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Jim Bradanini
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QUOTE

Hey: To all my tool carrying friends,

I just switched Brian's tool insurance from Farmers to Pro-TEC and I am now only spending \$350 a year for \$70,000 of insurance on hand tools, welder, air compressor, tool boxes, etc...we were spending \$747 every six months.

Anyway, I figured whoever needs insurance on your tools against theft, flood, fire, etc.... blanket coverage. The people are really nice and you can do it over the phone. You don't have to have a tool inventory list, though you will need one if you have a claim so do one up front anyway.

They offer \$50,000 for \$250 but we upped it to \$70,000 for \$350. <http://www.mechanicsinsurance.com>. The guys name is Jim Bradanini and his email address is: JimB@cpminsurance.com. Their phone is 203-439-2810. I had left a message and he got back to me within the hour.

Thank you so much for making your process so smooth and painless, kind and professional.

Jo



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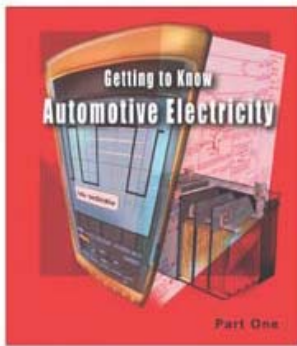
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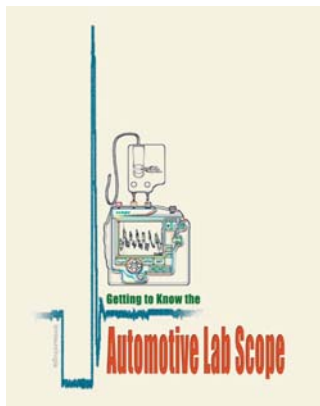
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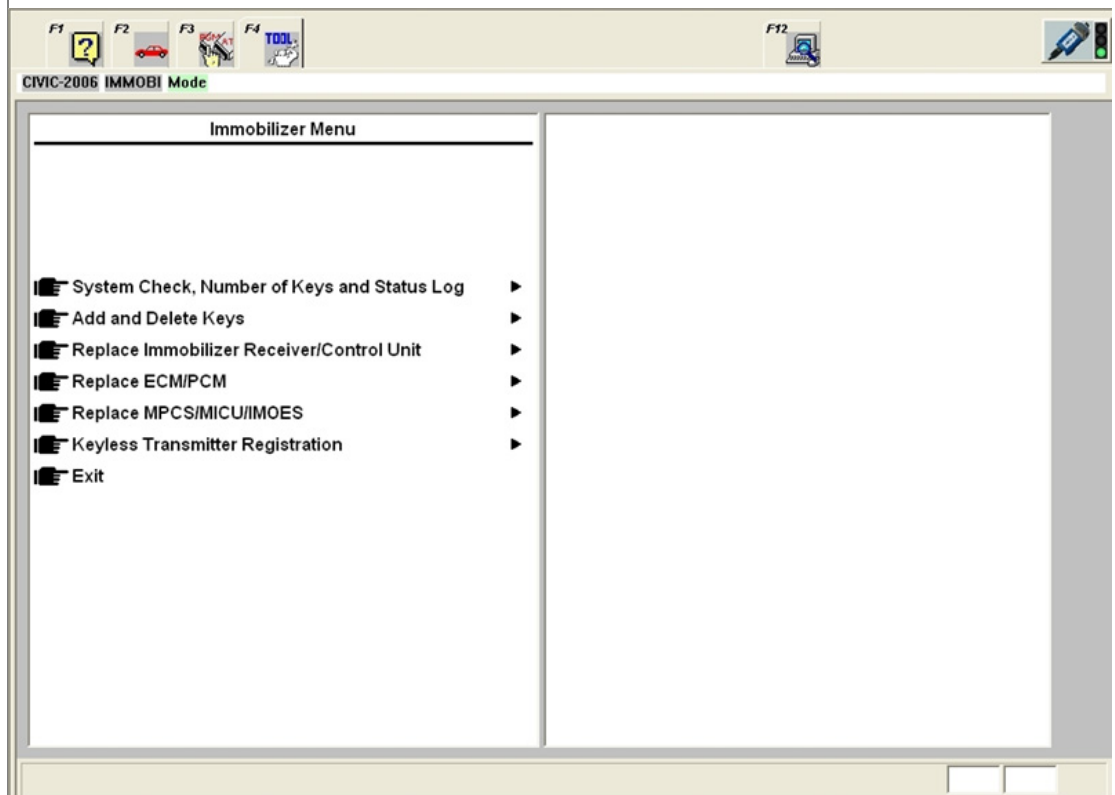
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Antitheft Gone Wild (con't from p. 3)

I just sat there for a moment thinking about what could have gone wrong. I can tell you that the worst thing you can ever do on the cars of today is drag a battery down really low on a slow crank because it can allow many controllers on board to lose learned functions. This is why certain manufacturers such as BMW will not allow the vehicle to crank if the battery voltage is too low. My guess at this point was that the key's learned memory might have been lost.



At this point, I decided to relearn the key so I went into the Immobilizer menu of the Honda HDS scan tool and selected "Add and Delete Keys". The Honda scan tool cautions us not to use a key with "T5" stamped on the metal blade.

The tester cannot program keys with a T5 stamped on the blade of the key or with the word ILCO on the plastic head. These keys can only be programmed with the ILCO key duplicator.

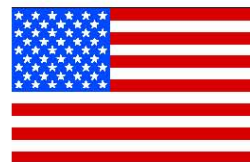
Press [ENTER] to continue

(Con't on page 9)

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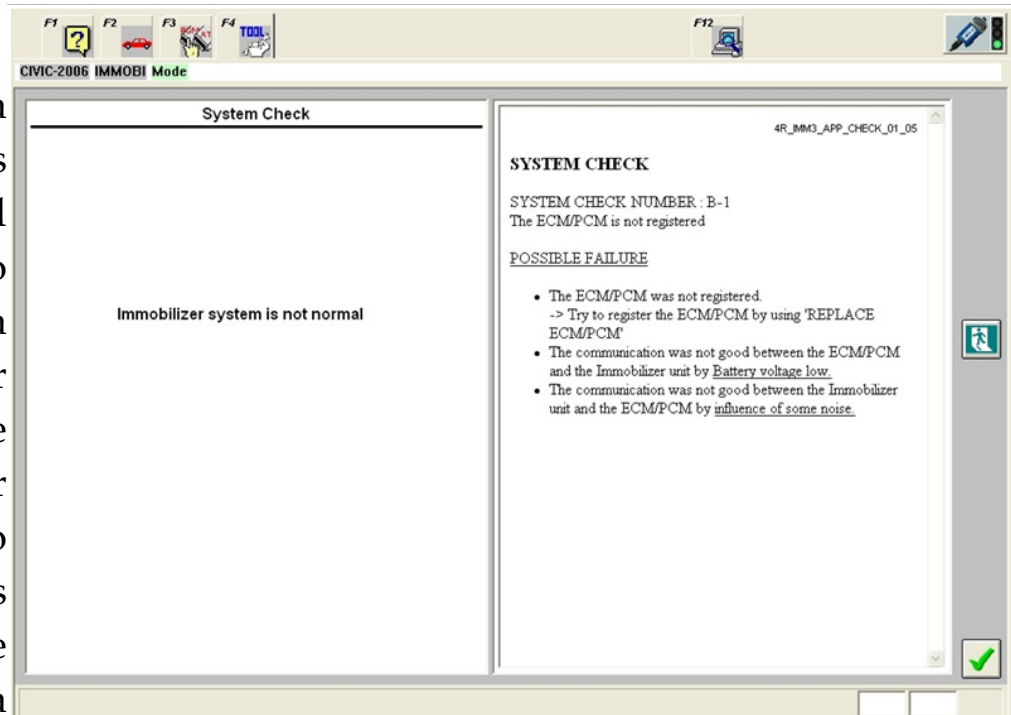
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Antitheft Gone Wild (con't from page 7)

This is a clone key without its own identity and can only be used in a key duplicator machine used by your local locksmith. This key was a true Honda key, not a T5, so I went through the procedure to learn the key, but every time I tried to complete the procedure I received the error message "Immobilizer System is not Normal."

The HDS provides a help screen for this error message and directs your attention to check the PCM for a registration issue or communication issue with the immobilizer control unit. Okay, so maybe the PCM lost its alignment with the immobilizer due to a



low battery condition. A lot of antitheft systems use a separate controller that will work in conjunction with the main Engine Control Module to control engine shutdown. Some systems block starter operation, while others do not, and some may even prevent spark and fuel pulse at the same time from occurring. I prefer the systems that provide a start and stall condition so at least you know you're definitely dealing with an anti-theft issue..

(Con't on page 12)

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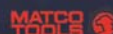


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Questions:

1. Do you want seminars to continue in your area?

2. Do you find the seminars useful?

Please ask a fellow technician to come and check-out our seminars so we can continue to bring you the best available information each month.

We need your support:

Thank you,
G Truglia

Antitheft Gone Wild (con't from page 9)

So now I went back to the immobilizer menu and selected "Replace ECM/PCM" to see if registering the PCM would resolve the problem. I went through the whole procedure and again the same error message "Immobilizer System not Normal." I did not want to start playing Russian roulette here with automotive parts, but I've done many of these Honda anti-theft systems and whenever I've come across this error message it has always been a new PCM/Immobilizer Control unit that was installed or a wrong key type being used. I next went ahead and tried to realign the Immobilizer Control unit as a last effort, but again had the same message. Now it was time to do some soul-searching in hopes of finding a resolution for my dilemma.

I started by looking through a lot of service bulletins in my AllData system, and finally came across one that seemed to fit. It was titled "Immobilizer Indicator Is Blinking, Engine Won't Start" (Figure 8). This bulletin only pertained to 2006 Honda Civics and states that this problem will occur on this particular vehicle after a battery recently went dead and the engine was jump started. (Con't on page 16)



Immobilizer Indicator Is Blinking, Engine Won't Start

SYMPTOM

The engine does not start, and the immobilizer indicator is blinking (especially if the battery recently went dead and the engine was jump-started).

PROBABLE CAUSE

The immobilizer IMMOES code has been erased.

NOTE: This problem occurs only if all these conditions are met:

- The security system is set.
- The battery goes dead.
- Battery power is connected to the vehicle, then disconnected in a very short period of time (milliseconds).

If the vehicle meets these conditions, or if the condition is unknown, go to DIAGNOSIS.

VEHICLES AFFECTED

2006 Civic 2-Door LX and EX with A/T –
From VIN 2HGFG1...6H500001 thru
2HGFG1...6H565971

2006 Civic 2-Door LX and EX with M/T –
From VIN 2HGFG1...6H500001 thru
2HGFG1...6H565886

2006 Civic Si –
From VIN 2HGFG215.6H700001 thru
2HGFG215.6H709758

2006 Civic 4-Door LX and EX (USA-produced) –
From VIN 1HGFA1...6L000001 thru
1HGFA1...6L118712

2006 Civic 4-Door LX and EX (Japan-produced) –
ALL

2006 Civic 4-Door LX and EX with A/T (Canada-produced) –
From VIN 2HGFA1...6H0500001 thru
2HGFA1...6H522069

2006 Civic 4-Door LX and EX with M/T (Canada-produced) –
From VIN 2HGFA1...6H500001 thru
2HGFA1...6H522039

2006 Civic Hybrid – ALL

2006 Civic GX (CNG) –
From VIN 1HGFA465.6L000001 thru
1HGFA465.6L000027

CORRECTIVE ACTION

Replace the under-dash fuse/relay box (MIGU).

Under-Dash Fuse/Relay Box:

2006 Civic EX 2-Door
A/T – P/N 38200-SVA-A32, H/C 8356453
M/T – P/N 38200-SVA-A22, H/C 8356446

2006 Civic LX 2-Door
A/T – P/N 38200-SVA-A32, H/C 8356453
M/T – P/N 38200-SVA-A22, H/C 8356446

2006 Civic Si
M/T – P/N 38200-SVA-A22, H/C 8356446

2006 Civic EX 4-Door
A/T – P/N 38200-SNA-A32, H/C 8356198
M/T – P/N 38200-SNA-A22, H/C 8356180

2006 Civic LX 4-Door
A/T – P/N 38200-SNA-A32, H/C 8356198
M/T – P/N 38200-SNA-A22, H/C 8356180

2006 Civic Hybrid
A/T – P/N 38200-SNA-A32, H/C 8356198

2006 Civic GX
P/N 38200-SNF-A02, H/C 8356289

TOOL INFORMATION

KTM Trim Tool Set: T/N SOPJATP2014*

*Available through the Honda Tool & Equipment Program

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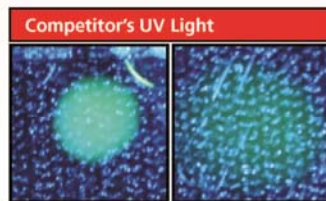
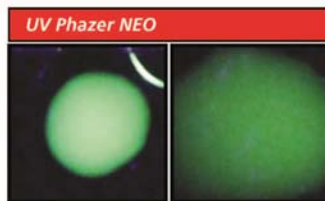
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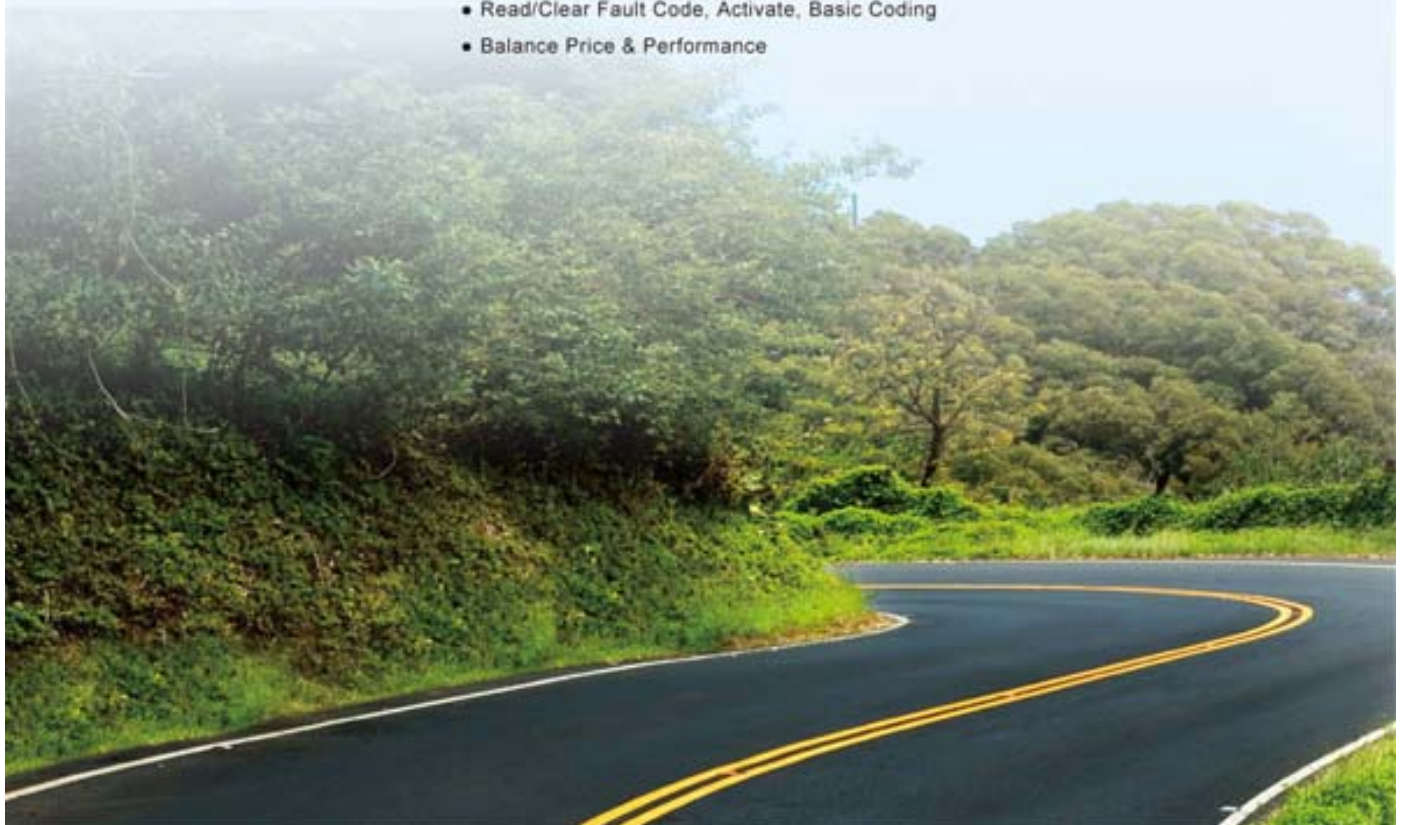
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Antitheft Gone Wild (con't from page 12)

Honda recommends replacing the under dash fuse/relay panel ECU called the MICU due to its loss of the immobilizer IMOES code. Apparently, this anti-theft system has another controller in the mix that is not commonly used on other models. I might have seen the MICU within the Honda immobilizer menu on certain year/models before, but never directed my attention toward it. It just seemed crazy to have a shop have to purchase a brand-new electronic fuse panel from just a battery going dead.



Then I started thinking. You know, I'm a gambler at times and it's on the immobilizer menu so why not try to realign this MICU unit back into this so-called anti-theft network party gone wild. I now went back to the vehicle and from the Immobilizer menu I selected "Replace MPC/MICU/IMOES" and followed the realignment procedure. I got all the way to the last step without any error messages and the car starts up and runs. Okay, now what? I have a car that runs and a shop that's beaming with joy. I took a step back to understand what was going on here.

My guess is that Honda may be having a problem with its 2006 Civics that can't keep information in the volatile memory of the MICU unit if the battery goes too low. So the company's resolution is to replace the unit under a quiet service bulletin without issuing a recall. What a turn of events! My only hope is that this one keeps you from jumping the gun on replacing unneeded parts and teaches you a valuable lesson to not let battery voltage levels drop too low.

Article by John Anello, AutoTechOnWheels.com & MastertechMagazine.com

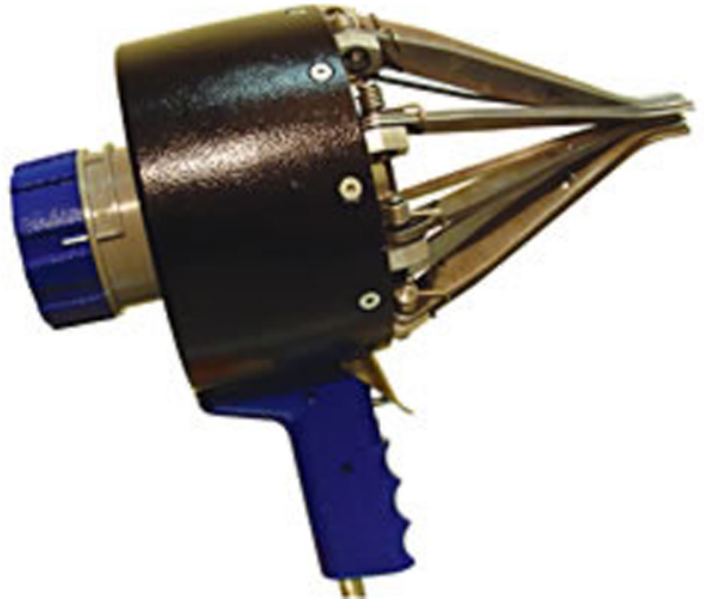
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We have made a few changes in response to feedback from last year. First, a much more substantial breakfast will be provided between 7 to 8 o'clock.. Training will start at 8 AM sharp. with Doc Nall presenting *Toyota Highlander Hybrids*. For those TST members coming from far away, the meat and potato classes begin a little later with Jim Morton covering *Modern Ignition Waveform Diagnostics* and G "Jerry" Truglia presenting *P0420—Keeping the Light Off*.



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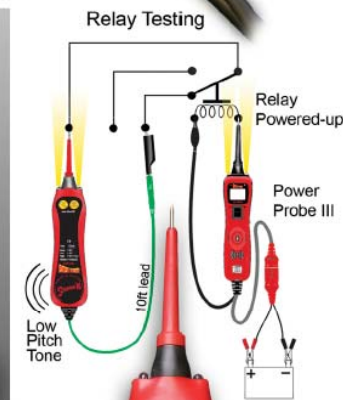


the "Smart" ECT2000



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The "SMART" receiver indicates the direction to the short circuit eliminating the guesswork.



Power Probe Lead Set



#PPLS01



Gold Series

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#PPCT

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