2001 Odyssey: PDI and New Model Information

Most PDI procedures for the 2001 Odyssey are the same as for any Honda vehicle, but some new features require inspection. This service bulletin describes these new features and explains your PDI responsibilities.

WARRANTY CLAIM INFORMATION
None. These procedures are part of normal PDI.

FUSES
The 40 A Back-Up/Acc fuse is removed from the under-hood fuse/relay box during shipping. It is stored in the center pocket below the front beverage holder. Install this fuse in the under-hood fuse/relay box.

RAPGARD REMOVAL
To avoid damaging the windshield washer nozzles when removing the Rapgard, do this:
1. Push the nozzle toward the front of the hood with your finger until the nozzle tab releases from the hood.
2. Slide a plastic card, such as a credit card, under the edge you just released. Push the nozzle toward the back of the hood with your finger until the other tab releases.
3. Repeat steps 1 and 2 to remove the other nozzle.
4. Remove the Rapgard.
5. Make sure the nozzle gaskets and supply line tubes are not twisted, then push down on the nozzles to lock their tabs in the hood.

SHIFT LOCK RELEASE
The shift lock release is on top of the steering column. The shift lock release cover is stored in the center pocket during shipping. Remove the cover from the center pocket, and install it in the shift lock release slot.

ANTENNA MAST
During shipping, the radio antenna mast is stored in the well behind the third seat. Remove the mast from the well, and install it.

USING A HOIST OR JACK
The fuel tank and exhaust system extend below the side sills. When raising an Odyssey on a hoist, set the hoist pads as high as possible. Refer to the shop manual for the proper lifting points.
PGM TESTER
The PGM Tester is used to monitor, test, and diagnose the emissions control system, automatic transmission, ABS, SRS, and immobilizer system. To use the Tester, make sure program card version SN120 or later is installed.
The data link connector for the PGM Tester is on the lower part of the dashboard to the right of the steering column.

MULTIPLEX CONTROL SYSTEM CONNECTOR
The Multiplex Control System (MPCS) connector is on the driver's side, taped to the brake switch harness. To use this connector for troubleshooting the MPCS, connect the 3P connector, T/N 07WAZ-001010A, and follow the procedures in the shop manual.

MEMORY ERASE SIGNAL CONNECTOR
The Memory Erase Signal (MES) connector is plugged into a dummy plug in front of the driver's-side fuse/relay box. To erase SRS DTCs with the MES connector, unplug the connector from the fuse/relay box, connect the SCS service connector, T/N 07PAZ-0010100, and follow the procedure in the shop manual.

CONTROL UNIT MEMORIES
The memories for the ABS and SRS control units cannot be erased by removing the back-up fuse or by disconnecting the battery. To erase codes in these memories, use the PGM Tester, or follow the procedure in the appropriate section of the shop manual.

POWER SLIDING DOORS
The rear sliding doors are electrically powered. They lock and unlock with the same controls used for the front doors and tailgate. Each power sliding door can be opened and closed by any of these methods:
• Press the switch on the dashboard to the left of the steering column.
• Press the button on the remote transmitter.
• Pull the inside or outside door handle.
The MAIN switch on the dashboard disables door operation.
The doors operate only when the vehicle is in Park. If the shift lever is moved out of Park while a door is fully open, a continuous tone sounds until the door is fully closed. If a door is opening when the shift lever is moved out of Park, the door stops and the tone sounds. Use one of the methods above to close the door. If a door is closing when the shift lever is moved out of Park, a beeper sounds until the door is fully closed.
Because of possible interference, the driver's-side sliding door locks automatically when the fuel fill lid is unlocked with the handle to the left of the driver's seat. The door must be manually unlocked after the fuel fill door is closed.
If either door runs into an obstacle while it is closing, it will stop and reverse direction.

**Resetting** - If either sliding door is open when the battery is disconnected or goes dead, the system must be reset. To reset the system after power is restored:
- Pull the door fully closed by hand, or
- Turn the MAIN switch on. Push and hold the CLOSE side of the dashboard door control switch until the door closes fully.

**System Diagnosis** - The Power Sliding Door indicator on the instrument panel will come on if a problem is detected in the system. Refer to the shop manual for diagnosis and troubleshooting procedures.

**ACCESSORY POWER SOCKETS**
There are two accessory power sockets. One is under the front center pocket, and the other is on the left side of the cargo area. The ignition switch must be in the Accessory or ON position to use the power sockets. Each socket, when used separately, will power a 12V accessory rated at 10 amps or less. When both sockets are in use, the total current requirement for both accessories must be 10 amps or less.

**PARKING BRAKE**
The parking brake is operated by a foot pedal to the left of the brake pedal. To set the parking brake, push the foot pedal. To release the parking brake, push the pedal again.

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**CENTER SEAT BELT**
The lap/shoulder belt in the center of the third row seat is a two-piece assembly. The shoulder belt is connected to a retractor in the ceiling. The passenger sitting in that position must pull down the shoulder belt and fasten it to the latch plate of the lap belt.

**SPARE TIRE**
The spare tire is a standard space-saver type. It is stored beneath the floor between the first and second rows of seats.

**FUEL TANK**
The fuel tank is made of a plastic resin. It does not have a drain plug.

**WINDSHIELD WIPERS**
The wiper arms will interfere with each other if they are raised off the glass in the wrong order. Lift the driver’s-side arm first, then lift the passenger’s-side arm. To return the wiper arms to the glass, lower the passenger’s-side arm first, then lower the driver’s-side arm.

**TRAILER TOWING**
The trailer towing capacity is 2,000 pounds. When an accessory transmission cooler is added, towing capacity increases to 3,500 pounds.