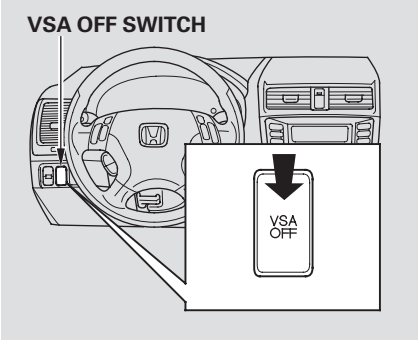
VSA Off Switch

In certain unusual conditions when your vehicle gets stuck in shallow mud or fresh snow, it may be easier to free it with the VSA temporarily switched off. When the VSA system is off, the traction control system is also off. You should only attempt to free your vehicle with the VSA off if you are not able to free it when the VSA is on.

Immediately after freeing your vehicle, be sure to switch the VSA on again. We do not recommend driving your vehicle with the VSA and traction control systems switched off.



This switch is under the left vent. Press it to turn the VSA system on and off.

When VSA is off, the VSA activation indicator comes on as a reminder.

VSA is turned on every time you start the engine, even if you turned it off the last time you drove the vehicle.

VSA and Tire Sizes

Driving with varying tire or wheel sizes may cause the VSA to malfunction. When replacing tires, make sure they are of the same size and type as your original tires (see page 232).

Deactivate the VSA system if you need to drive with the compact spare tire installed (see page 240).

If you install winter tires, make sure they are the same size as those that were originally supplied with your vehicle. Exercise the same caution during winter driving as you would if your vehicle was not equipped with VSA.

Towing a Trailer

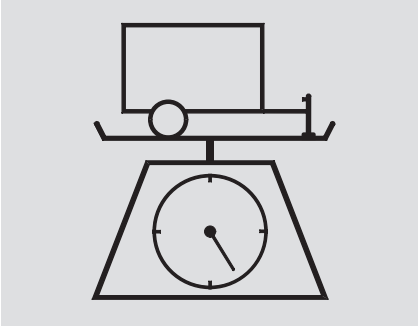
Your vehicle has been designed primarily to carry passengers and their cargo. You can also use it to tow a trailer if you carefully observe the load limits, use the proper equipment, and follow the guidelines in this section.

⚠ WARNING

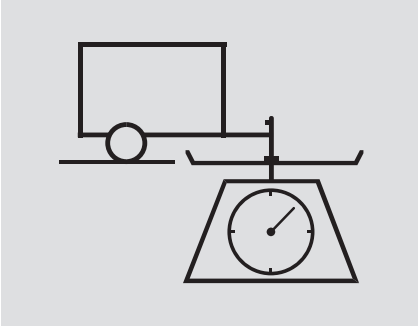
Exceeding any load limit or improperly loading your vehicle and trailer can cause a crash in which you can be seriously hurt or killed.

Check the loading of your vehicle and trailer carefully before starting to drive.

Load Limits



Total Trailer Weight: The maximum allowable weight of the trailer and everything in or on it must not exceed 1,000 lbs (450 kg). Towing a load that is too heavy can seriously affect your vehicle's handling and performance. It can also damage the engine and drivetrain.



Tongue Load: The weight that the tongue of a fully-loaded trailer puts on the hitch should be approximately 10 percent of the trailer weight. Too much tongue load reduces front-tire traction and steering control. Too little tongue load can make the trailer unstable and cause it to sway.

To achieve a proper tongue load, start by loading 60 % of the load toward the front of the trailer and 40 % toward the rear, then re-adjust the load as needed.

- **Gross Vehicle Weight Rating (GVWR):**
  The total weight of the vehicle, all occupants, all cargo, and the tongue load must not exceed:

  U.S. VP and LX:
  Canadian DX-G:
  4,080 lbs (1,850 kg)
  U.S. EX and EX-L:
  Canadian SE and EX-L:
  4,145 lbs (1,880 kg)
  V6 models with automatic transmission:
  4,345 lbs (1,970 kg)
  V6 models with manual transmission:
  4,300 lbs (1,950 kg)

- **Gross Axle Weight Rating (GAWR):**
  The total weight of each axle must not exceed:

  U.S. VP and LX:
  Canadian DX-G:
  2,195 lbs (995 kg)
  on the front axle
  1,960 lbs (890 kg)
  on the rear axle
  U.S. EX and EX-L:
  Canadian SE and EX-L:
  2,225 lbs (1,010 kg)
  on the front axle
  1,985 lbs (900 kg)
  on the rear axle
  V6 models:
  2,360 lbs (1,070 kg)
  on the front axle
  2,005 lbs (910 kg)
  on the rear axle

Towing a Trailer

Checking Loads

The best way to confirm that vehicle and trailer weights are within limits is to have them checked at a public scale. To locate the public scales in your area, consult your local yellow pages or ask your dealer for assistance.

Using a suitable scale or a special tongue load gauge, check the tongue load the first time you set up a towing combination (a fully-loaded vehicle and trailer), then recheck the tongue load whenever the conditions change.

Towing Equipment and Accessories

Towing can require a variety of equipment, depending on the size of your trailer, how it will be used, how much load you are towing, and where you tow. To ensure the best quality, we recommend that you purchase Honda equipment whenever possible.

Discuss your needs with your trailer sales or rental agency, and follow the guidelines in the rest of this section. Also make sure that all equipment is properly installed and that it meets federal, state, province, and local regulations.

Hitches

Any hitch used on your vehicle must be properly bolted to the underbody.

Safety Chains

Always use safety chains when you tow a trailer. Make sure the chains are secured to the trailer and hitch, and that they cross under the tongue and can catch the trailer if it becomes unhitched. Leave enough slack to allow the trailer to turn corners easily, but do not let the chains drag on the ground.

Trailer Brakes

Honda recommends that any trailer having a total weight of 1,000 lbs (450 kg) or more be equipped with its own electric or surge-type brakes.

If you choose electric brakes, be sure they are electronically actuated. Do not attempt to tap into your vehicle's hydraulic system. No matter how successful it may seem, any attempt to attach trailer brakes to your vehicle's hydraulic system will lower braking effectiveness and create a potential hazard.

See your trailer dealer or rental agency for more information on installing electric brakes.

Trailer Lights

Trailer lights and equipment must comply with federal, state, and regulations. Check with your local trailer sales or rental agency for the requirements in your area, and use only equipment designed for your vehicle.

Since lighting and wiring vary by trailer type and brand, you should have a qualified technician install a suitable connector between the vehicle and the trailer. Improper equipment or installation can cause damage to your vehicle's electrical system and affect your vehicle warranty.

Additional Towing Equipment

Many states and provinces require special outside mirrors when towing a trailer. Even if they don't, you should install special mirrors if you cannot clearly see behind you, or if the trailer creates a blind spot.

Ask your trailer sales or rental agency if any other items are recommended or required for your towing situation.

Towing a Trailer

Pre-Tow Checklist

When preparing to tow, and before driving away, be sure to check the following:

- The vehicle has been properly serviced, and the tires, brakes, suspension, cooling system, and lights are in good operating condition.
- All weights and loads are within limits (see pages 184 and 186).
- The hitch, safety chains, and any other attachments are secure.
- All items in or on the trailer are properly secured and cannot shift while you drive.
- Your vehicle tires and spare are properly inflated (see page 228), and the trailer tires and spare are inflated as recommended by the trailer maker.

Driving Safely With a Trailer

The added weight, length, and height of a trailer will affect your vehicle's handling and performance, so driving with a trailer requires some special driving skills and techniques.

For your safety and the safety of others, take time to practice driving maneuvers before heading for the open road, and follow the guidelines below.

Towing Speeds and Gears

Drive slower than normal in all driving situations, and obey posted speed limits for vehicles with trailers. If you have an automatic transmission, use the D position when towing a trailer on level roads.

Making Turns and Braking
Make turns more slowly and wider than normal. The trailer tracks a smaller arc than your vehicle, and it can hit or run over something the vehicle misses. Allow more time and distance for braking. Do not brake or turn suddenly as this could cause the trailer to jackknife or turn over.

Driving on Hills
When climbing hills, closely watch your temperature gauge. If it nears the red (Hot) mark, turn the air conditioning off, reduce speed and, if necessary, pull to the side of the road to let the engine cool.

D3 is the proper shift lever position to use when towing a trailer in hilly terrain.

When driving down hills, reduce your speed, and shift down to second gear. Do not "ride" the brakes, and remember, it will take longer to slow down and stop when towing a trailer.

If you must stop when facing uphill, use the foot brake or parking brake. Do not try to hold the vehicle in place by pressing on the accelerator, as this can cause the automatic transmission to overheat.

Handling Crosswinds and Buffeting
Crosswinds and air turbulence caused by passing trucks can disrupt your steering and cause trailer swaying. When being passed by a large vehicle, keep a constant speed and steer straight ahead. Do not try to make quick steering or braking corrections.

Backing Up
Always drive slowly and have someone guide you when backing up. Grip the *bottom* of the steering wheel, then turn the wheel to the left to get the trailer to move to the left. Turn the wheel to the right to move the trailer to the right.

Parking
Follow all normal precautions when parking, including firmly setting the parking brake and putting the transmission in Park (automatic) or in 1st or reverse (manual). Also, place wheel chocks at each of the trailer's tires.