Brake Wear Indicators
If the brake pads need replacing, you will hear a distinctive, metallic screeching sound when you apply the brake pedal. If you do not have the brake pads replaced, they will screech all the time. It is normal for the brakes to occasionally squeal or squeak when you apply them.

Anti-lock Brakes
Standard on EX models
The Anti-lock Brake System (ABS) helps prevent the brakes from locking up and helps you retain steering control by pumping the brakes rapidly, much faster than a person can do it.

The ABS also balances the front-to-rear braking distribution according to vehicle loading.

You should never pump the brake pedal; this defeats the purpose of the ABS. Let the ABS work for you by always keeping firm, steady pressure on the brake pedal as you steer away from the hazard. This is sometimes referred to as “stomp and steer.”

You will feel a pulsation in the brake pedal when the ABS activates, and you may hear some noise. This is normal: it is the ABS rapidly pumping the brakes. On dry pavement, you will need to press on the brake pedal very hard before the ABS activates. However, you may feel the ABS activate immediately if you are trying to stop on snow or ice.
The ABS is self-checking each time the vehicle is started and moved. The ABS indicator will come on if anything goes wrong. If the ABS indicator comes on, the brakes still work like a conventional system, but without anti-lock. You should have a dealer inspect your vehicle as soon as possible.

ABS Indicator

If the ABS indicator and the brake system indicator come on together, and the parking brake is fully released, the front-to-rear braking distribution system may also be shut down.

Test your brakes as instructed on page 194. If the brakes feel normal, drive slowly and have your vehicle repaired by your Honda dealer as soon as possible. Avoid sudden hard braking which could cause the rear wheels to lock up and possibly lead to a loss of control.

Important Safety Reminders

ABS will not prevent a skid that results from changing direction abruptly, such as trying to take a corner too fast or making a sudden lane change. Always drive at a safe, prudent speed for the road and weather conditions.

ABS cannot prevent a loss of stability. Always steer moderately when you are braking hard. Severe or sharp steering wheel movement can still cause your vehicle to veer into oncoming traffic or off the road.

A vehicle with ABS may require a longer distance to stop on loose or uneven surfaces, such as gravel or snow, than a vehicle without anti-lock. Slow down and allow a greater distance between vehicles under those conditions.
Your vehicle has been designed primarily to carry passengers and their cargo. You can use it to tow a trailer if you carefully observe the load limits, use the proper equipment, and follow the guidelines in this section.

Be sure to read the Driving Off-Highway Guidelines section on page 143 if you plan to tow off paved surfaces.

**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.

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

**Gross Vehicle Weight Rating (GVWR)** — The maximum allowable weight of the vehicle, all occupants, all cargo and the tongue load is 4,450 lbs (2,020 kg).

**Gross Axle Weight Ratings (GAWR)** — The maximum allowable weight on the vehicle axles are 2,300 lbs (1,045 kg) on the front axle, and 2,205 lbs (1,000 kg) on the rear axle.

The best way to confirm that all loads are within limits is to check them at a public scale.

CONTINUED
Towing a Trailer

**Total Trailer Weight:** The total weight of the trailer and everything loaded in it must not exceed 1,500 lbs (680 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 little tongue load can make the trailer unstable and cause it to sway. Too much tongue load reduces front-tire traction and steering control.
Towing Equipment and Accessories
Towing generally requires a variety of supplemental equipment. To ensure the best quality, we recommend that you purchase Honda equipment whenever possible. Discuss any additional needs with your trailer sales or rental agency, and make sure all equipment is properly installed, maintained, and also meets state regulations.

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

Safety Chains
Always use safety chains. Make sure they are secured to both the trailer and hitch, and that they cross under the tongue so they 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.

If you use a non-Honda trailer lighting harness and converter, you can get the connector and pins that mate with the connector in your vehicle from your Honda dealer.

Connector — 98530-00006-00
Terminal Kit — 07JAZ-001-030A

Trailer Lights
Check trailer light requirements for the areas where you plan to tow.

Your vehicle has a trailer lighting connector located behind the right side panel in the cargo area. Refer to the drawing above for the wiring color code and purpose of each pin.

There are two common types of trailer brakes: surge and electric. Surge brakes are common for boat trailers, since the brakes will get wet. Electric brakes must be electronically actuated. Do not attempt to tap into your vehicle’s hydraulic system. See your brake manufacturer for more information on installing electric brakes.

CONTINUED
Towing a Trailer

**Trailer Mirrors**

Many states and Canadian 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.

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**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, and cooling system are in good operating condition.

  If you tow frequently, follow the Severe Conditions maintenance schedule.

- The trailer has been properly serviced and is in good condition.

- All weights and loads are within limits (see page 136).

- The hitch, safety chains, and any other attachments are secure.

- All items on and in the trailer are properly secured and cannot shift while you drive.

- The lights and brakes on your vehicle and the trailer are working properly.

- Your vehicle tires and spare are properly inflated (see page 172), and the trailer tires and spare are inflated as recommended by the trailer maker.

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- The lights and brakes on your vehicle and the trailer are working properly.

- Your vehicle tires and spare are properly inflated (see page 172), 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 discussed 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 overdrive (O/D) when towing a trailer on level roads. Turn off the overdrive (O/D) mode when towing a trailer in hilly terrain. (See "Driving on Hills" in the next column for additional gear information.)

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 mark, turn the air conditioning off, reduce speed and, if necessary, pull to the side of the road to let the engine cool.

If the automatic transmission shifts frequently between 3rd and 4th gears while going up a hill, turn off the overdrive (O/D) mode (see page 129).

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.

CONTINUED
**Trailer Driving Tips**

**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, and turn the wheel right to move the trailer to the right.

**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.

**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.

When driving down hills, reduce your speed and shift down to 3rd gear on the manual transmission, and turn off the overdrive (O/D) mode on the automatic transmission. Do not “ride” the brakes.

Remember: It will take longer to slow down and stop when towing a trailer.

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