

Braking System

Your vehicle is equipped with disc brakes at all four wheels. A power assist helps reduce the effort needed on the brake pedal. The anti-lock brake system (ABS) helps you retain steering control when braking very hard.

Resting your foot on the pedal keeps the brakes applied lightly, builds up heat, and reduces their effectiveness. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by taking your foot off the accelerator and downshifting to a lower gear.

Check the brakes after driving through deep water. Apply the brakes moderately to see if they feel normal. If not, apply them gently and frequently until they do. Be extra cautious in your driving.

Braking System Design

The hydraulic system that operates the brakes has two separate circuits. Each circuit works diagonally across the vehicle (the left-front brake is connected with the right-rear brake, etc.). If one circuit should develop a problem, you will still have braking at two wheels.

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.



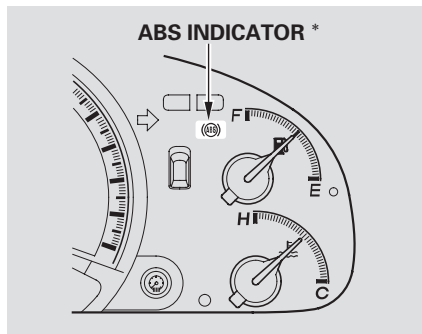
Anti-lock Brakes (ABS)

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.

You should never pump the brake pedal. Let the ABS work for you by always keeping firm, steady pressure on the brake pedal. 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.

ABS Indicator



If the ABS indicator comes on, the anti-lock function of the braking system has shut down. The brakes still work like a conventional system, but without anti-lock. You should have your dealer inspect your vehicle as soon as possible.

Important Safety Reminders

ABS does not reduce the time or distance it takes to stop the vehicle; it only helps with steering control during braking.

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.

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.



Vehicle Stability Assist (VSA) System

The vehicle stability assist (VSA) system helps to stabilize the vehicle during cornering if the vehicle turns more or less than desired. It also assists you in maintaining traction while accelerating on loose or slippery road surfaces. It does this by regulating the engine's output, and by selectively applying the brakes.

When VSA activates, you may notice that the engine does not respond to the accelerator in the same way it does at other times.

The VSA system cannot enhance the vehicle's driving stability in all situations and does not control your vehicle's entire braking system. It is still your responsibility to drive and corner at reasonable speeds and to leave a sufficient margin of safety.



VSA Activation Indicator

When VSA activates, you will see the VSA activation indicator blink.



VSA System Indicator

If the VSA system indicator comes on while driving, pull to the side of the road when it is safe, and turn off the engine. Reset the system by restarting the engine. If the VSA system indicator stays, or comes back on while driving, have the VSA system inspected by your dealer.

If the indicator does not come on when the ignition switch is turned to ON (II), there may be a problem with the VSA system. Have your dealer inspect your vehicle as soon as possible.

On Touring models only

You will also see a "CHECK VSA SYSTEM" message on the multi-information display if there is a problem with the VSA system.

If the low tire pressure indicator comes on (see page 66), or the multi-information display shows a "CHECK TPMS SYSTEM" message (see page 84), the VSA system automatically turns on even if you turn it off with the VSA OFF button.

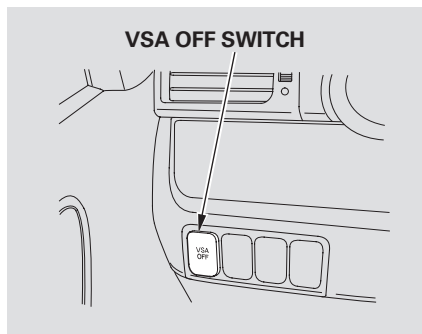
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Vehicle Stability Assist (VSA) System

Without VSA, your vehicle still has normal braking and cornering ability, but it does not have VSA traction and stability enhancement.

VSA OFF Switch



This switch is under the driver's side vent. Press it to turn the VSA system on or 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.

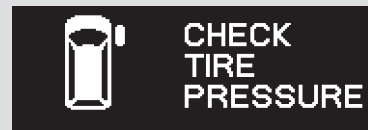
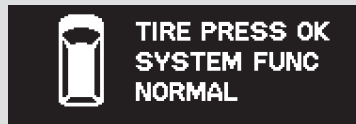
VSA and Tire Sizes

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 [349](#)).

Deactivate the VSA system if you need to drive with the compact spare tire installed (all models except U.S. Touring).

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.

Tire Pressure Monitoring System (TPMS)



On U.S. Touring models only
Your vehicle is equipped with a tire pressure monitoring system (TPMS) that turns on every time you start the engine and monitors the pressure in your tires while driving.

You will see the above display on the multi-information display when you turn the ignition switch to ON (II) and press the INFO button on the steering wheel six times.

To see the inflation pressures of all four tires, press the SEL/RESET button on the steering wheel. The display changes as shown above.

Each tire has its own pressure sensor. If the air pressure of a tire becomes significantly low, the sensor in that tire immediately sends a signal that causes the low tire pressure indicator in the instrumental panel to come on. If this happens, you will see which tire is losing the pressure in the multi-information display along with a "CHECK TIRE PRESSURE" message.

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Tire Pressure Monitoring System (TPMS)

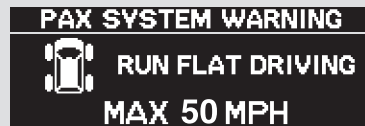


Low Tire Pressure Indicator

When the low tire pressure indicator is on, one or more of your tires is significantly under-inflated. You should stop and check your tires as soon as possible, and inflate them to the proper pressure as indicated on the vehicle's tire information placard. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability. Each tire, including the spare should be checked monthly when cold, and set to the recommended inflation pressure as specified in the vehicle placard and owner's manual (see page [346](#)).

It is possible that the pressures shown in the multi-information display and the pressures you manually measure are slightly different.

If the difference is significant and you cannot make the low tire pressure indicator and message in the multi-information display go out after inflating the tires to the specified values, have your dealer check the system as soon as possible.



If a flat tire is causing the low tire pressure indicator to come on, you will see the above message in the multi-information display.

Tire Pressure Monitoring System (TPMS)

Because your vehicle is equipped with the Michelin PAX system, you can continue to drive up to about 125 miles (200 km). If you have a flat tire, take your vehicle to the nearest Honda dealer or authorized Michelin PAX system dealer.

For more information on the Michelin PAX system, refer to page [356](#).

TPMS System Failure



If there is a problem with the TPMS, you will see the above message in the multi-information display.

If you see this message, the system is off and is not monitoring the tire pressures. Have the system checked by your dealer as soon as possible.

If the low tire pressure indicator comes on, or the multi-information display shows a “CHECK TPMS SYSTEM” message, the VSA system automatically turns on even when the VSA system is turned off by pressing the VSA OFF button (see page [301](#)). If this happens, you cannot turn the VSA system off by pressing the VSA OFF button again.

Changing a Tire with TPMS

The tires on your vehicles are PAX tires, and you cannot replace or repair a flat tire. Replacement or repair of tires must be performed by a Honda dealer or an authorized Michelin PAX system dealer.



Towing a Trailer

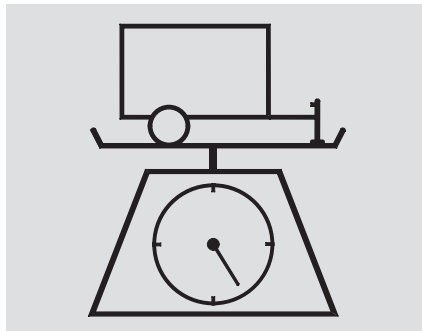
Your vehicle has been designed to primarily carry passengers and their cargo. You can also use it to tow a trailer if you carefully observe the load limits, use the proper equipment, and follow the guidelines in this section.

WARNING

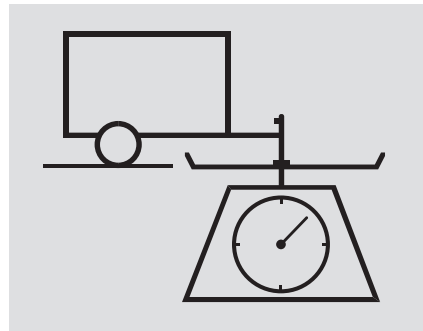
Exceeding any load limit or improperly loading your vehicle and trailer can cause a crash in which you can be seriously hurt or killed.

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 depends on several factors. See page [307](#) for the driving limits for your towing situation. 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 total 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.