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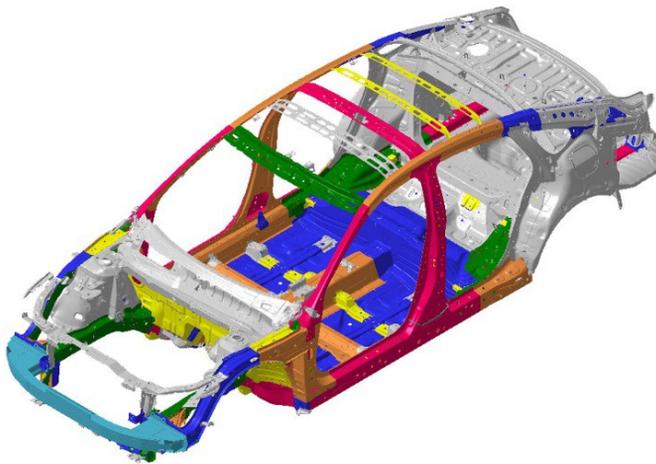
2018 ACCORD: New Model Body Repair Information

DISCLAIMER: This publication contains a summary of new body and vehicle technology that may affect collision and other body repairs. Always refer to the service information manual and Body Repair Manual for complete repair information. A subscription may be purchased at: techinfo.honda.com

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OVERVIEW OF BODY FEATURES



2018 models have these body features:

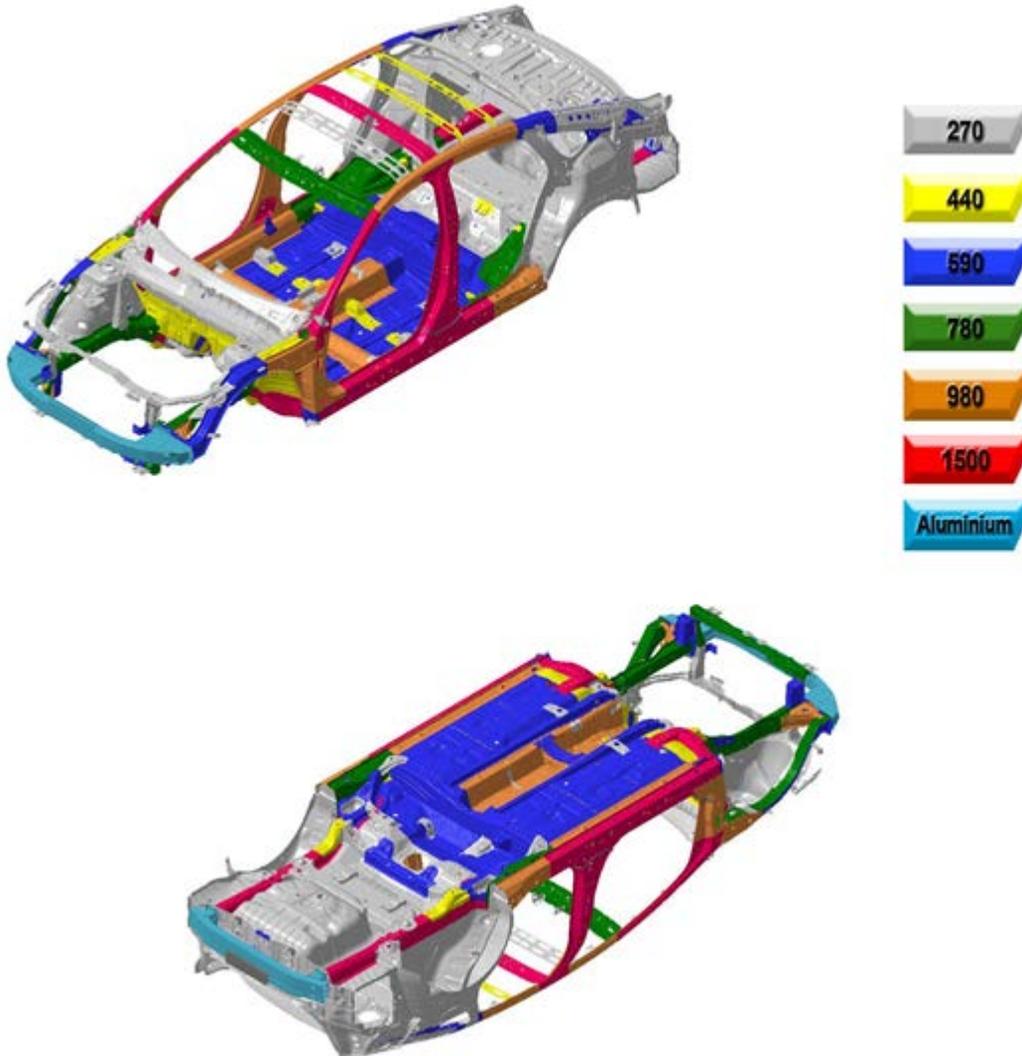
- Next-Generation Advanced Compatibility Engineering™ (ACE™) body structure.
- Extensive use of high tensile strength steel (64.4%), including 36.5% in grades 780, 980, and 1,500 MPa.
- Roof attached with laser brazing method along both apertures.
- Extensive use of impact-resistant adhesive throughout the construction process.
- Blue Eyes brilliant LED headlights.
- Active grille shutter system.
- Aluminum hood panel and bumper beams for weight reduction and improved fuel efficiency.
- Auto emergency brake engagement, Rear cross traffic monitor, Traffic sign recognition, Driver attention monitors, Capless fuel filler and Automatic Hi Beam headlights.

NEW MODEL BODY TECHNOLOGY

BODY CONSTRUCTION AND HIGH STRENGTH STEEL CONTENT FOR 2012-14 MODELS

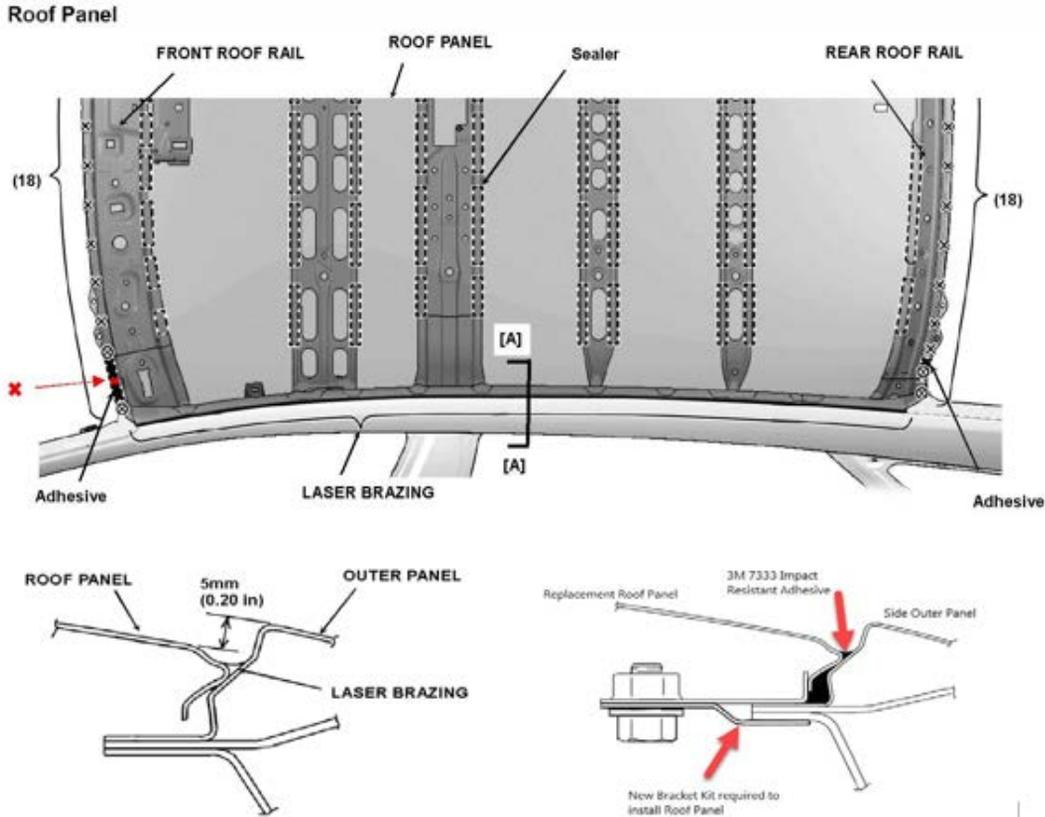
- Steel parts are color-coded based on their tensile strength in Megapascals (MPa).
- High strength steel is defined as any steel with a tensile strength of 340 MPa or higher.
- Steel repair and welding procedures vary depending on the tensile strength of the parts involved.

NOTE: These illustrations are for general reference only. Some body parts, such as the front pillars, are constructed from multiple layers of different tensile strength steels. Always refer to the body repair manual body construction section for specific steel tensile strength information.



ROOF PANEL ATTACHMENT

The roof on the 2018 Accord is attached with weld bonding in the corners as well as laser brazing along both side apertures. Replacement will require adhesive bonding, weld bonding and the purchase of rubber dams and a bracket kit that need to be welded into the apertures so the new roof panel can be bolted to them.



ALUMINUM PARTS & REPAIRABILITY

The hood on the 2018 Accord is constructed from Aluminum alloy.

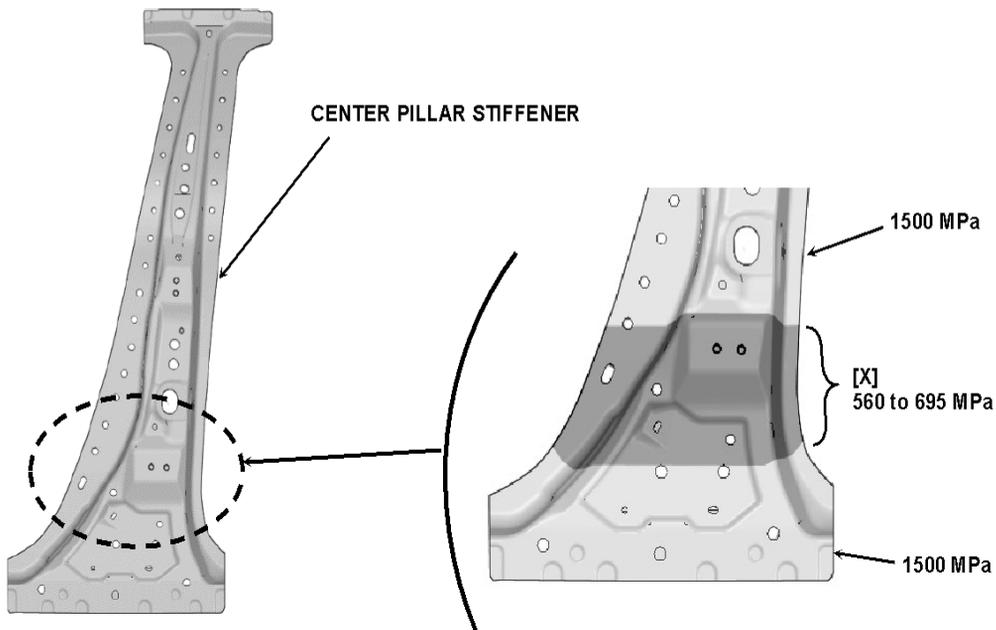
Repairability Issues:

- Minor damage to the aluminum hood may be repaired by body shops that have dedicated aluminum repair facilities and tools.
- To prevent galvanic corrosion, some fasteners for aluminum parts are considered one-time use and must be replaced if removed as specified in the electronic service manual or body repair manual.



Side Sill Stiffener and Center Pillar Stiffener

NOTE: Center pillar stiffener is made from ultra high-strength steel (UHSS) (1500 MPa). However, at the [X] area which is shown in the illustration, part is made from high-strength steel (except 1500 MPa). For this reason, sectioning is possible at area [X]. Do not cut except the [X] area.



TOWING AND LIFTING PRECAUTIONS

- Flatbed towing equipment is the preferred method to transport this vehicle.
- Front wheel lift towing equipment may also be used to tow this vehicle.

For more information, refer to “Emergency Towing” in the owner’s guide.

- Lift or jack only at the points specified in the owner’s guide to avoid damaging the vehicle.
- Do not lift or tow this vehicle by its bumpers, or serious damage will result.
- For more information, refer to “Lift and Support Points” in the service or body repair manual.



BODY REPAIR INFORMATION

NOTE: The following content is intended only to highlight new/special concerns. No body repairs should be attempted without first referencing the appropriate body repair manual for complete information.

USE OF HEAT DURING BODY STRAIGHTENING AND REPAIR

When you are doing body straightening and repair procedures, follow these guidelines:

- DO NOT apply heat to any body part during straightening. This may compromise the internal structure and strength of high-strength steel parts.
- Any part that has heat applied to it during straightening MUST be replaced with new parts.
- Ignoring these instructions may significantly reduce occupant protection in any subsequent collision.



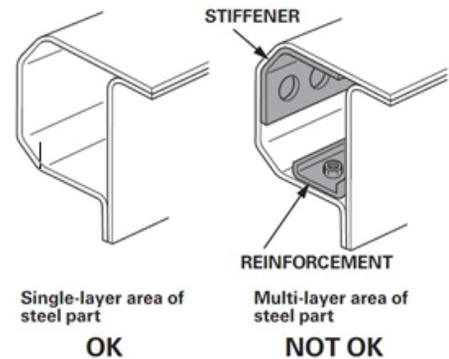
Do not heat during straightening

SECTIONING (CUT AND JOINT) GUIDELINES

Various high-strength steel materials with different sheet thicknesses and strengths are applied in many places that vary by body design in order to increase collision safety performance, body stiffness, and weight reduction. Stiffening members inside each part (patch, stiffener, etc.) are also specified in detail.

Follow these guidelines to avoid an unsafe repair:

- Sectioning (cut and joint) should usually be avoided except for mild steel outer panels and floor panels unless a specific procedure is provided in the body repair manual.
- However, depending on the type of vehicle damage, steel parts with a tensile strength ≤ 780 MPa may be sectioned provided ALL of the following conditions are met:
 - Sectioning must be done in a single-layer area of the part.
 - Multi-layer internal steel reinforcements and stiffeners must not be cut.
 - The repair is not in a load bearing area such as engine, transmission, or suspension mounting points.
- Replace body structural components such as stiffeners, reinforcements, and other multi-layered steel parts as assemblies that match the replacement parts configuration.
- Approved welding methods are listed in the table.
- Refer to the body repair manual section “Parts Sectioning (Cut and Joint) Guidelines” for complete information.



Sectioning Area Examples

Steel Part Tensile Strength (MPa)	Welding Method		
	Spot Weld	MAG Welding	
		Plug	Butt
<590	○	○	○
590	○	○	○
780	○	○	○
980	○	○	X
1500	○	○*	X

Welding Methods for Steel Parts
 (○ = Approved X = Not Approved)
 ○* = Approved only as specified in BRM

WELDING PRECAUTIONS AND INFORMATION

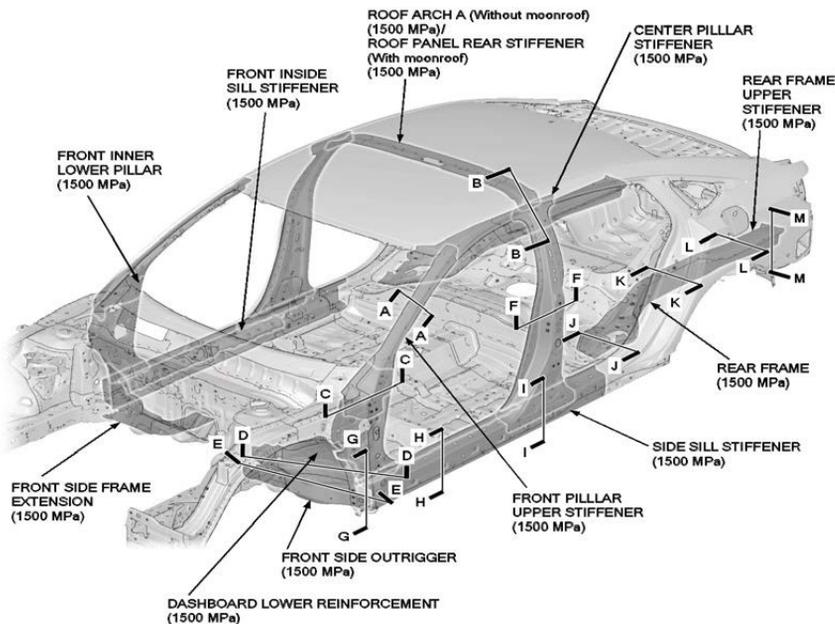
REPAIRING 1,500 MPa STEEL PARTS

Observe these precautions when repairing 1,500 MPa steel parts:

- NEVER attempt to straighten damaged 1,500 MPa steel parts because they may crack.
- 1,500 MPa steel parts MUST be replaced at factory seams using squeeze-type resistance spot welding (STRSW). DO NOT SECTION these parts!
- MIG brazed joints should be used ONLY in locations not accessible by a spot welder.
- To assure adequate weld tensile strength, always manually set the spot welder to the specifications provided in the body repair manual.

Important Information

Parts made of Ultra High Strength Steel (UHSS/1,500MPa/USIBOR) must be installed as a complete part. No sectioning allowed. Ultra High Strength Steel requires special welding equipment, procedures, and settings. See the welding section of the appropriate body repair manual. Failure to use the proper equipment or follow the proper procedures can result in an unsafe repair.



MIG BRAZING GUIDELINES FOR 1,500 MPa STEEL PARTS

Refer to the body repair manual for complete information:

- MIG-brazed joint locations are specified in the body repair manual.
- A single- or double-hole MIG braze may be specified in the body repair manual depending on the tensile strength of the parts being joined.
- The size and number of holes are critical to achieving adequate joint strength.
- A MIG welder with pulse control must be used. Refer to the equipment manufacturer's instructions for welder voltage and current setup.
- The photos on the right show the difference in results between pulsed and non-pulsed MIG brazing.



Pulsed MIG (OK)



w/o Pulsed MIG (NG)



MAG WELDING SPECIFICATIONS FOR 590–980 MPa HIGH-STRENGTH STEEL PARTS

NOTE: In this publication and the body repair manuals, gas metal arc welding (GMAW) is referred to by its subtypes depending on requirements as follows:

- MIG welding/brazing = Metal inert gas welding or brazing where 100% argon (Ar) shielding gas is used. Argon is inert and does not react with the molten weld pool or brazing operation.
- MAG welding = Metal active gas welding where the shielding gas being used contains a mixture of 80% argon (Ar) and 20% carbon dioxide (CO₂). It is considered active because the CO₂ undergoes a limited reaction with the molten weld pool.
- For MAG welding, 80/20 shielding gas (C20) is preferred. However, 75/25 (C25) is acceptable.

The body repair manual specifies the weld types and locations for each body pane as follows:

- The welding wire used must have a tensile strength equal to or greater than the lowest tensile strength of the parts being welded. The conversion chart on the right shows the relationship of steel tensile strength (MPa) to the minimum welding wire tensile strength (ksi).
- Typical ER70S-6 MIG wire has a minimum tensile strength of 70 ksi (483 MPa). It can be used when welding up to 440 MPa steel parts. Refer to the diagrams shown below:

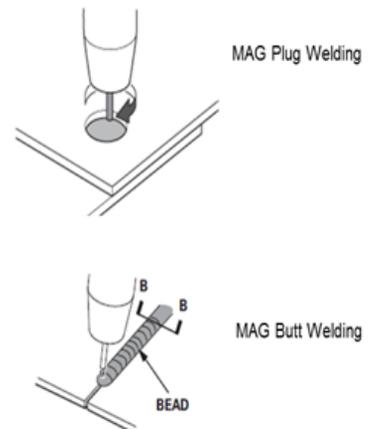


MAG PLUG WELDING GUIDELINES

- MAG plug welding may be done when joining body components to 590–980 MPa steel parts.
- Follow the recommendations described in the basic body repair manual “Repair Guidelines for High-Strength Steel Parts” and “MAG Welding Conditions for High-Strength Steel (Except 1,500 MPa) Parts.”
- MAG welding on 1500 MPa Parts may only be done when specifically called for in the Body Repair Manual.

MAG BUTT WELDING GUIDELINES

- MAG butt welding may be done only on steel parts with a tensile strength of 780 MPa and lower.
- Welding speed is critical to achieve the correct weld strength and minimize the heat affected zone (HAZ).
- Follow the recommendations described in the basic body repair manual “Repair Guidelines for High-Strength Steel Parts” and “MAG Welding Conditions for High-Strength Steel (Except 1,500 MPa) Parts.”



Important Information

Parts made of High-Strength Steel (590-980 MPa) must often be installed as a complete part. **Section only according to published repair information and guidelines.** This high-strength steel requires special welding equipment, procedures, and settings. See the welding section of the appropriate body repair manual. Failure to use the proper equipment or follow the proper procedures can result in an unsafe repair.

Steel Tensile (MPa)	Wire Tensile (ksi)
590	≥86
780	≥113
980	≥142

(1,000 psi = 1 ksi)

Bohler Union X96 wire must be used when attaching panels where the lower strength steel is 590 Mpa or higher.

AIRBAG SYSTEM COMPONENTS AND REPAIRS

AIRBAG SYSTEM COMPONENTS

The airbag system in this vehicle includes the following components that may deploy in a collision:

1. Driver and front passenger seat belt tensioners (may deploy independently from any airbags).
2. Driver and front passenger SRS airbags.
3. Side airbags mounted in the outer driver and front passenger seat-backs.
4. Left and right side curtain airbags mounted above the side windows under the headliner.
5. Driver and front passenger knee airbags.

DUAL SEAT BELT PRE-TENSIONERS

The 2018 Accord is equipped with dual seat belt pre-tensioners for both the driver's and front passenger's seats.

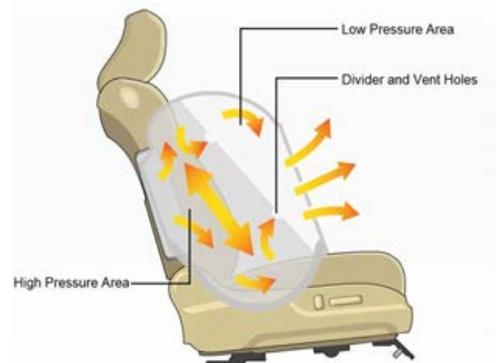
SMARTVENT™ SIDE AIRBAGS

This vehicle is equipped with SmartVent side airbag construction:

- This airbag design helps mitigate the risk of excessive airbag deployment force and risk of injury to smaller seat occupants.
- Eliminates the need for the Occupant Position Detection System (OPDS) sensor in the front passenger's seatback.

As with all side airbags, the following service precautions apply:

- Special seat covers and/or breakaway thread are used to insure proper deployment path.
- Damaged front seat covers should be replaced, not repaired.
- Do not install non-factory seat covers, because they may alter the airbag's intended deployment path.



AIRBAG SYSTEM REPAIR REQUIRED AFTER DEPLOYMENT

To restore proper function and allow DTCs to be cleared, the airbag system **MUST** be repaired as specified in the service manual. Refer to “Component Replacement/Inspection After Deployment” for complete information.

- Do not install used, refurbished, or modified airbag system parts!
- When making airbag system repairs, only use new genuine replacement parts, which are manufactured to the same standards and quality as the original parts.
- To ensure the correct replacement airbag system parts are installed, provide the VIN when ordering parts. Compare the part numbers on the new and removed parts to make sure they match.
- See the SRS Precautions and Procedures section of the service information for further information on proper handling of SRS components.

AIRBAG SYSTEM ELECTRICAL REPAIRS

Except when doing electrical inspections that require battery power, always turn the ignition to OFF, disconnect the battery cables, then wait at least 3 minutes before starting work.

See Battery Terminal Disconnect and Reconnect procedure in the online service information.

- For easier identification, electrical connectors that contain only airbag system wiring are yellow in color.
- Many harnesses that contain primarily airbag wiring are also wrapped in yellow tape.
- Airbag system wiring that runs in a common harness, such as a floor harness, is generally not marked.
- Never attempt to modify, splice, or repair airbag system wiring. If any part of the airbag system wiring is damaged, replace the affected wiring harness(es).



NOTE: Refer to the electronic service manual for complete restraint systems operation, diagnostic, and repair information.

ELECTRICAL REPAIR INFORMATION

TIRE PRESSURE MONITORING SYSTEM (TPMS)

This vehicle is equipped with an indirect TPMS. It uses the VSA wheel speed sensors to monitor and compare tire characteristics while driving to determine if one or more tires are significantly underinflated.

The low tire pressure/TPMS indicator blinks and/or comes on if:

- The air pressure is too low in one or more tires.
- The system requires calibration or is calibrating.
- The compact spare tire is mounted.
- There is a TPMS problem.



Low Tire Pressure Indicator

TPMS calibration must be started every time you:

- Adjust the pressure in one or more tires.
- Rotate the tires.
- Replace one or more tires.
- Replace or update the VSA-modulator control unit.

Refer to “TPMS Calibration” in the service or owner’s manual for complete information. Contact a Honda dealer for assistance if necessary.

SYSTEMS THAT MAY REQUIRE DEALER ASSISTANCE WITH AIMING

Some models may be equipped with one or more of the following systems that require aiming after collision repairs. Special tools are required to complete the aiming procedures. Contact a Honda dealer for assistance.

Forward Collision Warning and Lane Departure Warning (FCW/LDW):

The multipurpose camera unit must be re-aimed in these instances:

- The camera unit is removed or replaced.
- The windshield is removed or replaced.

If the aiming is incomplete, the FCW and LDW indicators come on and blink. The FCW and LDW warning messages may also appear.



LDW
Indicator



FCW/CMBS
Indicator

Adaptive Cruise Control (ACC) and Collision Mitigating Braking System (CMBS):

The millimeter wave radar for the ACC/CMBS must be re-aimed if:

- The radar unit is removed or replaced.
- The radar unit's mounting area was damaged.
- If the aiming process is not completed, or the electronic service manual procedure is not followed, the ACC indicator changes to amber and a warning message may also appear.



Lane Keeping Assist System (LKAS) System:

The multipurpose camera unit must be re-aimed in these instances:

- The camera/control unit is removed or replaced.
- The windshield is removed or replaced.
- If the aiming is not done or is not completed, the LKAS indicator changes to amber and blinks. A warning message may also appear.



Windshield Replacement On FCW /LDW/LKAS-Equipped Vehicles:

- Windshield damage within the multipurpose camera unit's field of vision can cause any these systems to operate abnormally.
- Only a genuine Honda replacement windshield should be installed. Installing an aftermarket replacement windshield may also cause abnormal operation.



ELECTRICAL GROUND WIRE PROTECTION

- Painting over electrical ground locations may cause electrical systems, such as vehicle stability assist (VSA), to malfunction and set DTCs that may be difficult to diagnose.
- Protect the ground wire and the ground wire mounting hole threads with a bolt or silicone plug when priming or painting.

