

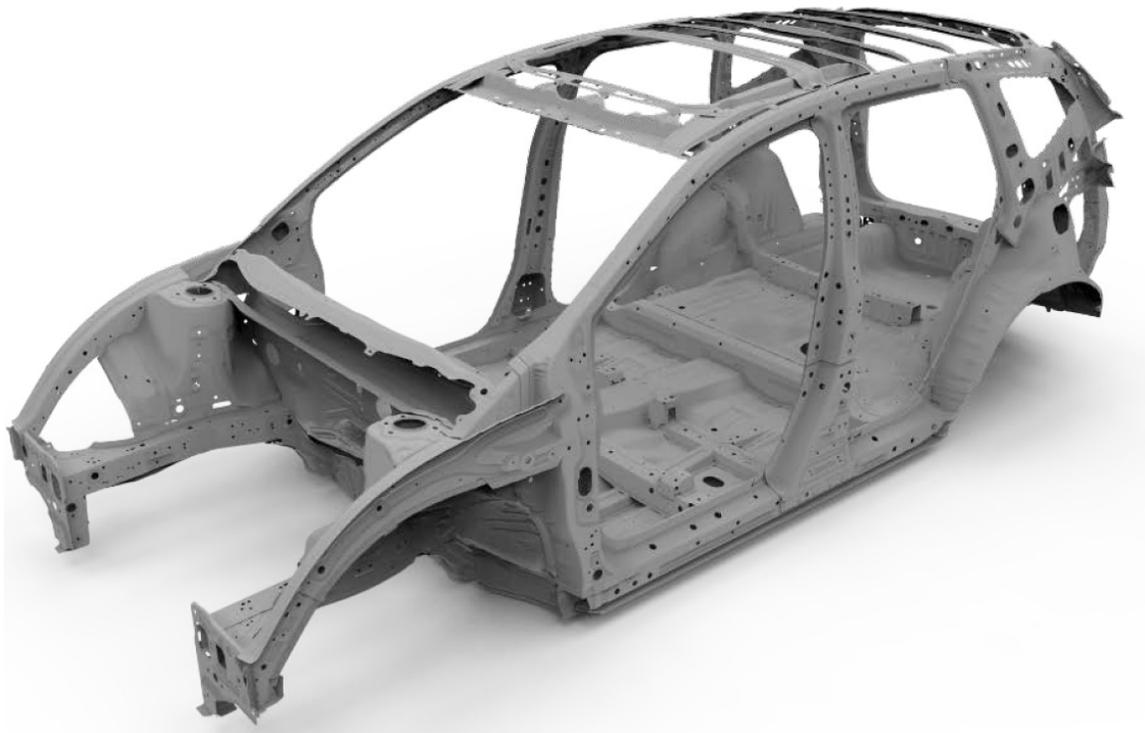
2017 CR-V and 2020 CR-V Hybrid Series: Body Repair Information

APPLIES TO

2017 CR-V and 2020 CR-V Hybrid Model Series

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

OVERVIEW OF BODY FEATURES



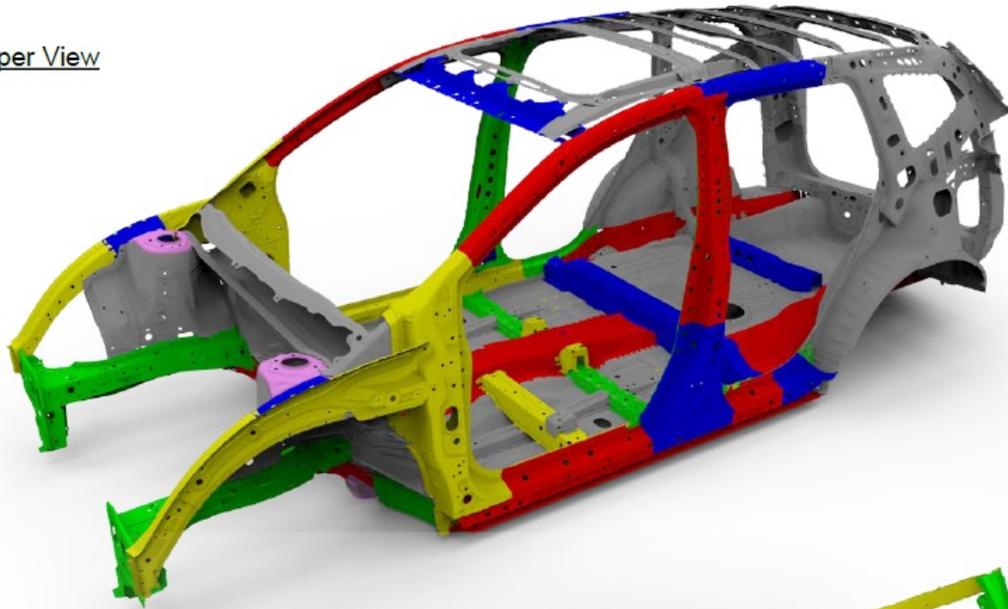
- Next-Generation Advanced Compatibility Engineering™ (ACE™) body structure
- Body construction using extensive amounts of high-tensile-strength steel (HSS), including 26% ultra-high-strength steel (UHSS - 980 MPa and higher)
- Weight-saving 1,500 MPa rear frame rails with soft zones for crash performance that may be sectioned in specified areas during collision repairs.
- Bolt-on resin composite front bulkhead assembly

BODY TECHNOLOGY

BODY CONSTRUCTION AND HIGH-STRENGTH STEEL CONTENT

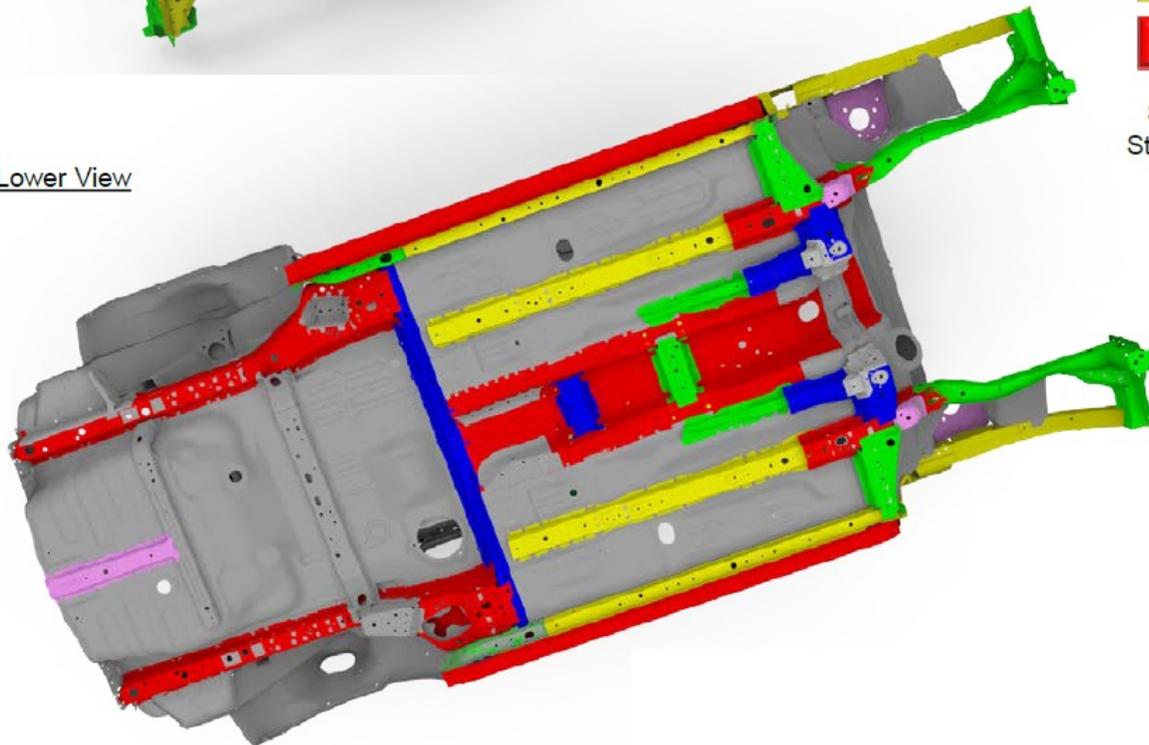
- Steel parts are color coded based on their tensile strength in megapascals (MPa).
- High-strength steel (HSS) is defined as any steel with a tensile strength of 340 MPa or higher.
- Ultra-high-strength steel (UHSS) is defined as any steel with a tensile strength of 980 MPa or higher.
- Steel repair and welding procedures vary depending on the tensile strength of the parts involved.

Upper View



Steel Tensile Strength Legend

Lower View

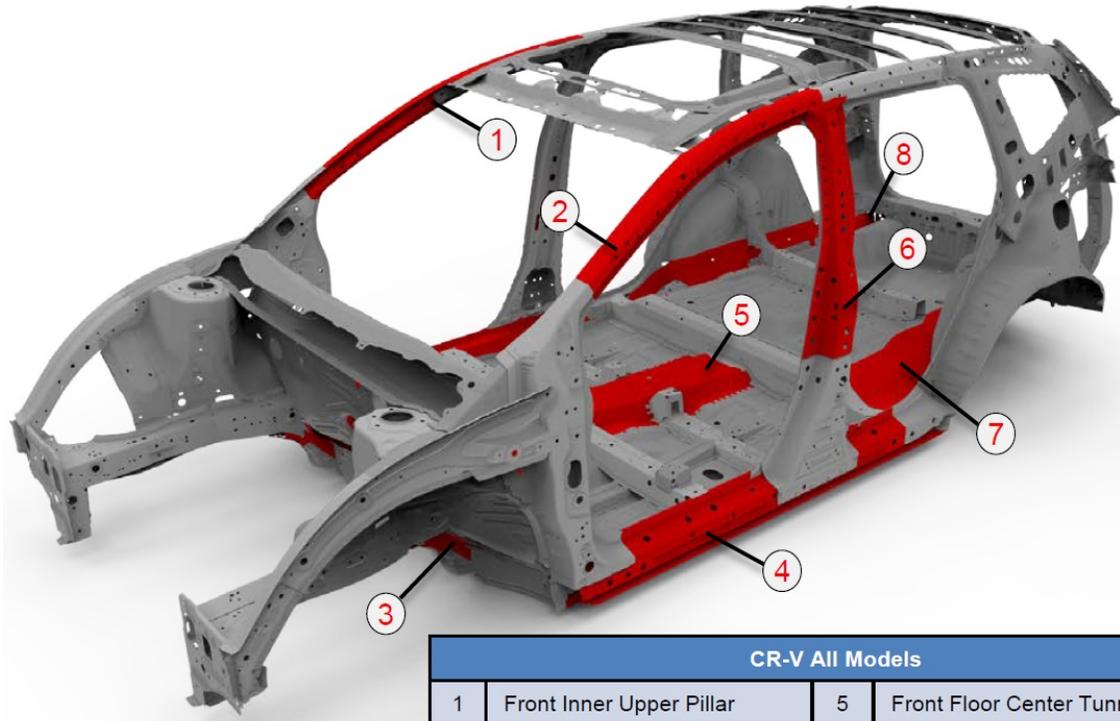


NOTE

These illustrations are for general reference only. Some body parts 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.

1,500 MPa (HOT STAMP) STEEL LOCATIONS

1,500 MPa steel is stronger than ordinary steel, so it can help protect vehicle occupants while reducing overall vehicle weight to improve fuel efficiency.

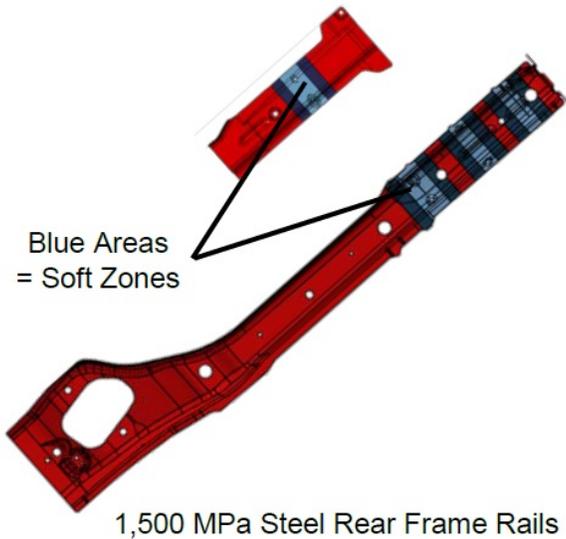


CR-V All Models			
1	Front Inner Upper Pillar	5	Front Floor Center Tunnel
2	Front Pillar Upper Stiffener	6	Center Pillar Upper Stiffener
3	Front Side Frame Extension	7	Rear Frame A
4	Side Sill Reinforcement	8	Rear Frame Upper Stiffener A&B

SECTIONABLE 1,500 MPa STEEL REAR FRAME

All models use weight-saving 1,500 MPa steel rear frame rails with soft zones for impact crush control.

- If rear frame damage is suspected, measure the entire vehicle using a three-dimensional measuring system.
- If the rear frame is damaged, replace the affected rear frame(s) as necessary depending on the damage.
- Because of a design change to the rear frame soft zones, the rear portion of the rear frame may be sectioned and replaced as specified in the BRM Rear Floor/Rear Frame Replacement procedure.
- For further repair information, refer to Rear Floor/Rear Frame Replacement and Rear Frame Complete Replacement in the service information.



ALUMINUM PARTS & REPAIRABILITY

The front and rear bumper beams are constructed from aluminum alloy.



Front and Rear Bumper Beams

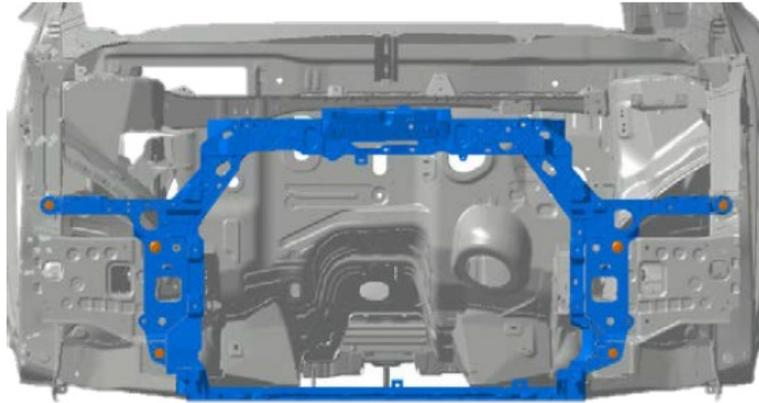
Repairability Issues

- Do not repair bumper beams if they are damaged.
- To prevent galvanic corrosion, some fasteners for aluminum parts are considered one-time use and must be replaced if removed.

RESIN COMPOSITE FRONT BULKHEAD

This vehicle has a lower bulkhead assembly constructed of resin composite material.

- The bulkhead design improves engine compartment access during factory assembly and service.
- The front bulkhead is attached with multiple bolts and is sold and replaced only as a complete assembly.
- The cooling fans, radiator, A/C condenser, hood lock, outside air temperature sensor, and related piping/ components are attached to the front bulkhead using molded-in M6/M8 threaded inserts.
- Over-torquing or using power tools may break these inserts loose, requiring front bulkhead replacement.
- A damaged bulkhead must be replaced, not repaired.
- For more information, refer to Exterior Parts Removal and Installation in the service information.

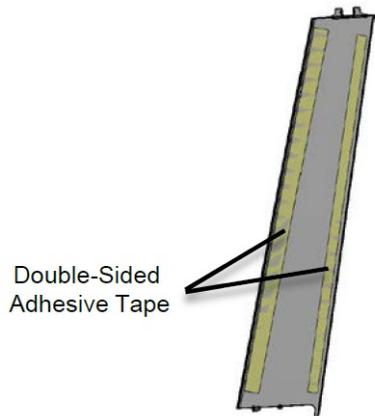


Resin Composite Front Bulkhead

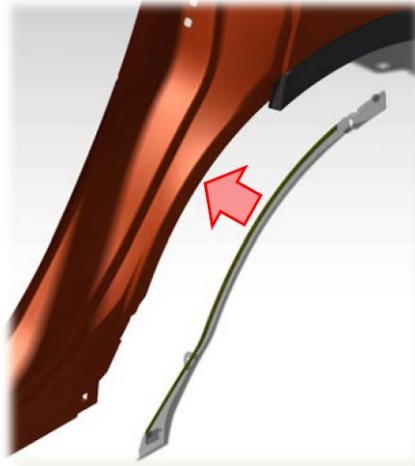
DOUBLE-SIDED ADHESIVE TAPE EXTERIOR PARTS ATTACHMENT

For better appearance/function, the following exterior parts are attached using double-sided adhesive tape instead of the traditional plastic clips:

- Front door sash outer trim
- Rear door sash outer trim
- Rear door wheel arch protector



Front Door Sash Outer Trim



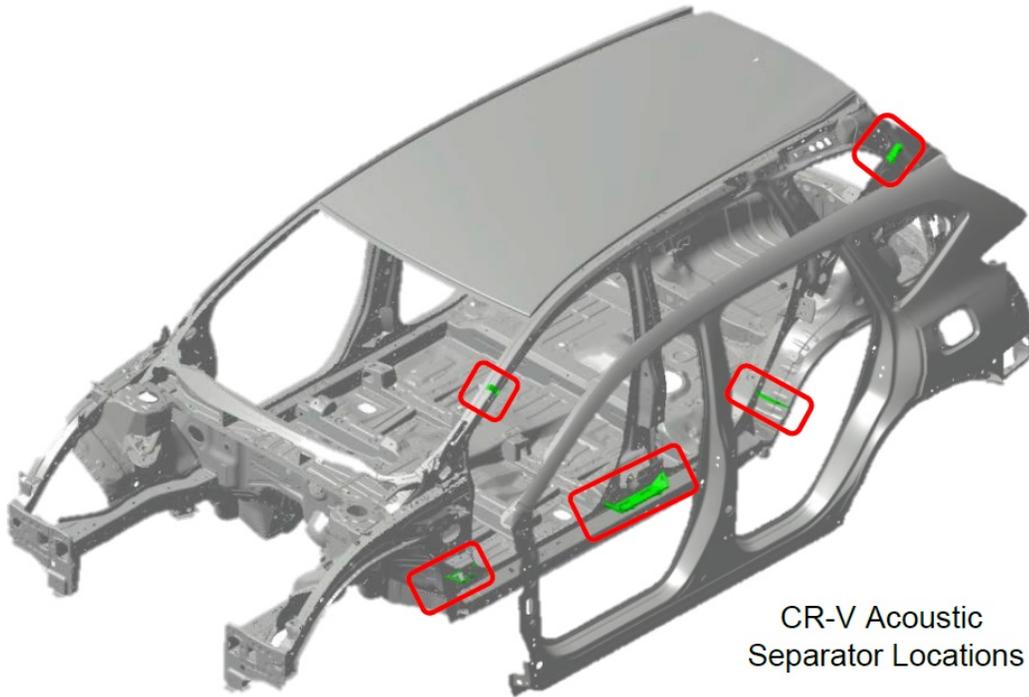
Rear Door Wheel Arch Protector

If these parts are removed, they **must** be replaced with new parts to ensure proper retention.

ACOUSTIC SEPARATOR LOCATIONS

A combination of molded, extruded, and tape acoustic separators are applied in various body locations.

- These are applied within the body pillars.
- Locations are shown in the diagram below.
- They are designed to block the noise paths into the cabin from hollow body cavities.
- Repairs are similar to previous models using commercially-available products.
- Refer to the Replacement section of the service information for specific procedures.



POWER TAILGATE INFORMATION

EX-L and Touring trim levels include a spindle-type power tailgate.

- The motor and actuator are integrated into the driver's side tailgate support strut for weight reduction.
- The Touring trim level also includes a hands-free feature that is activated using a kicking motion under the rear bumper.
- Until it is reset, the power tailgate will not open or close automatically under the following conditions:
 - The battery is disconnected, or the No. 18 BACKUP (10 A) fuse in the under-hood fuse/relay box is removed while the tailgate is operating.
 - Certain power tailgate components have been replaced.
- Refer to Resetting the Power Tailgate Control Unit in the service information.



Spindle-Type Power Tailgate Actuator

ADDITIONAL INFORMATION FOR HYBRID MODELS

REPAIRS AROUND THE INTELLIGENT POWER UNIT (IPU) AREA

The four bolts shown below are the mounting bolts for the IPU and also act as a body ground.



NOTE

When doing repairs in this area (rear upper frame, upper stiffener), do not primer or paint the areas indicated below. In addition, make sure those areas are free of corrosion.



EMERGENCY SHUTDOWN SYSTEM FOR THE HIGH-VOLTAGE SYSTEM

In a collision severe enough to deploy one or more of the airbags, the Honda CR-V Hybrid electrical system is designed to automatically open the high-voltage electrical contactors. This disconnects the high-voltage battery from the other high-voltage components and stops the flow of electricity in the high-voltage cables.

To resume power supply to the high-voltage circuits, the collision shutoff history needs to be cleared.

- If you have an i-HDS, refer to the collision shutoff clear command instructions listed in the Electric Powertrain Service Precautions of the service information.
- If you do not have an i-HDS, take the vehicle to your local Honda dealer to have this procedure completed.