

2024 Prologue Model Series: New Body Repair Information

APPLIES TO

2024 Prologue Model Series

- This publication contains a summary of new body and vehicle technologies that may affect collision and other body repairs. Always refer to the service information and body repair manual (BRM) for complete repair information. A subscription may be purchased at techinfo.honda.com.
- The Prologue was co-developed in partnership with General Motors (GM). The Prologue's service and body repair information reference GM information and may have the GM logo and likeness of GM's format.



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POST-COLLISION VEHICLE STORAGE

A damaged Prologue can be stored in either an Open Perimeter Isolation or Barrier Isolation.

Open Perimeter Isolation

Vehicle is stored in an outdoor area separated from all combustibles and structures by a minimum distance of 50 feet (15.2 m) from all sides.



Barrier Isolation

- Vehicle is stored in an outdoor area separated from all combustibles and structures with a barrier constructed of earth, steel, concrete, or solid masonry designed to contain a fire and/or prevent the fire from extending to adjacent vehicles.
- The barriers should be of sufficient height to direct any flame or heat away from adjacent vehicles.
- If the barrier is only on three of the four sides of the vehicle, the open side would need to maintain the separation distance referenced above.
- It is not recommended to fully enclose the vehicle in a structure due to the risk of post-incident fire extending to the structure, and the possibility of trapped explosive or harmful gases. Therefore, a roof is not recommended for barrier isolation.

HIGH-VOLTAGE POWER CUT-OFF

The supplemental inflatable restraint sensing and diagnostic module determines the severity of a collision with the assistance of impact sensors located at strategic points on the vehicle. The battery energy control module will open the high-voltage contactor relays, placing the vehicle in a high-voltage lockout state and disabling the vehicle whenever a crash event of sufficient intensity has been detected.

In addition to the opening of the high-voltage contactor relays, a single-use pyro-fuse will be activated whenever the supplemental inflatable restraint system is deployed. An activated pyro-fuse will inhibit high-voltage current flow out of the battery pack to the under-hood components. Once activated, it cannot be reset and the high-voltage battery assembly must be replaced.



HIGH-VOLTAGE DISABLING

Always perform the high-voltage disabling procedure prior to removing any high-voltage components and connections. Refer to the **High-Voltage Disabling** procedure in SIS for step-step-step instructions.

The procedure will cover:

- How to disable high-voltage.
- How to test for the presence of high-voltage.
- Identifying conditions under which high-voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.
- The use of digital multi-meters (DMM) to disable high-voltage.

NOTE:

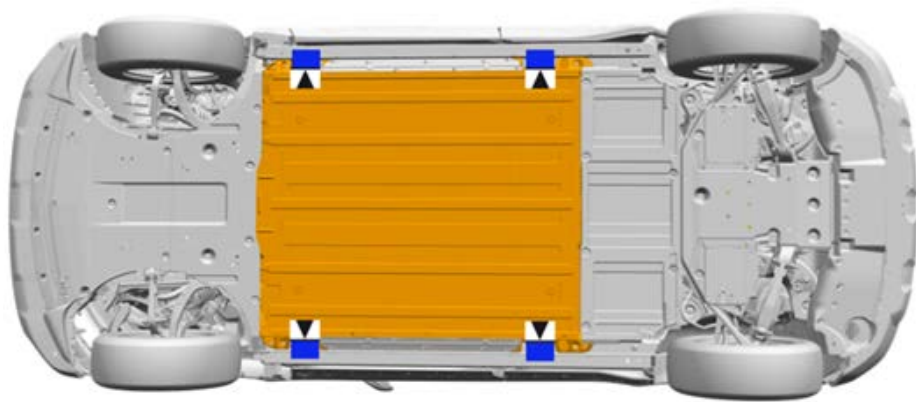
- The disable procedure only de-energizes the high-voltage circuits and components outside of the high-voltage battery. Dangerous voltage levels always exist within the high-voltage battery assembly.
- Refer to the **Prologue Emergency Response Guide** for additional information on safe practices.

Once you have safely disabled the high-voltage system, always use a lock out to prevent reconnection of the system.

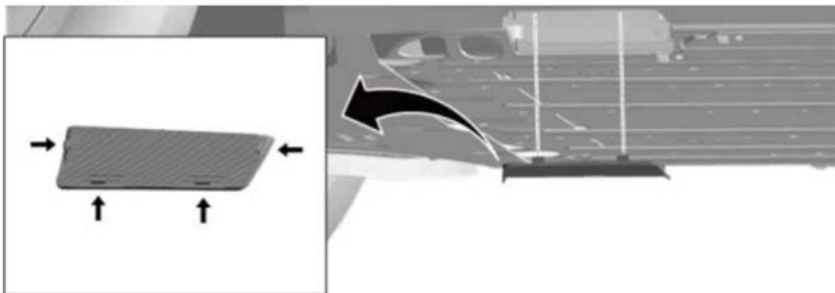


VEHICLE LIFTING

The lifting points are shown in blue. Never lift the vehicle from any locations on the high-voltage battery.



Make sure to remove the Rocker Panel Molding Jacking Opening Front Cover before positioning the lift onto the vehicle.






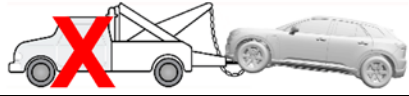


Due to the weight of the Prologue, a 10,000-pound lift with 3-stage arms and a drive-through clearance of a minimum **95-inches** is required to safely lift the Prologue. Contact the Honda Tool and Equipment Program at **1-888-424-6857** for recommendations on lifts.

VEHICLE TOWING AND TRANSPORTATION

The preferred method for emergency towing is to use a flat-bed tow truck or tow dollies to transport a disabled vehicle. If tow dollies must be used, be sure to suspend the rear wheels or both front and rear wheels. **DO NOT** use cable-type lift equipment.

NOTE: If there is a 12-volt power failure, the vehicle cannot be shifted into neutral; Use available tow dollies.

Towing Types		
		
		

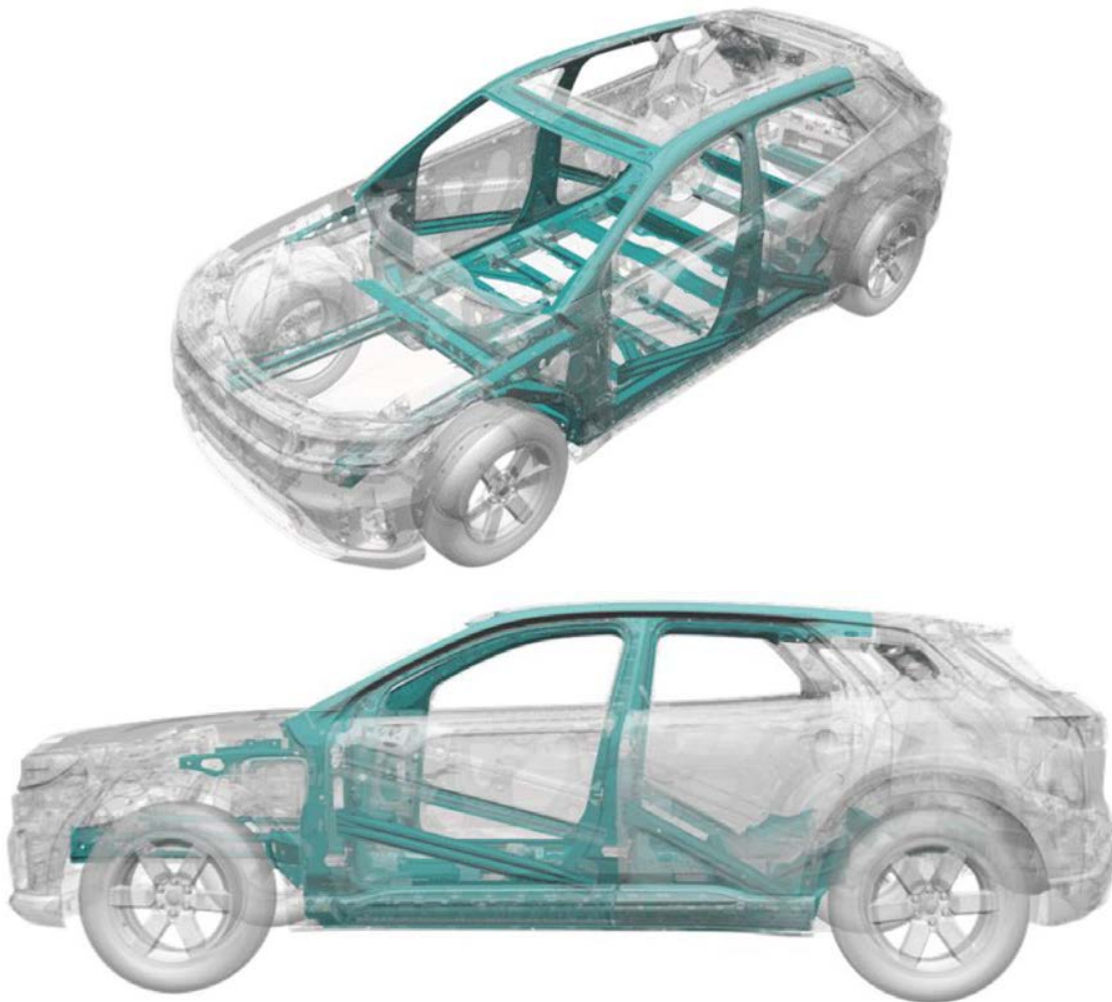
Refer to the *Prologue Emergency Response Guide* for additional information on towing information and transportation.

BODY CONSTRUCTION & HIGH-STRENGTH STEEL CONTENT

- High-strength steel (HSS) is defined as any steel with a tensile strength of **340–440 MPa**.
- Advanced-high-strength steel (AHSS) is defined as any steel with a tensile strength of **590–780 MPa**.
- 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.

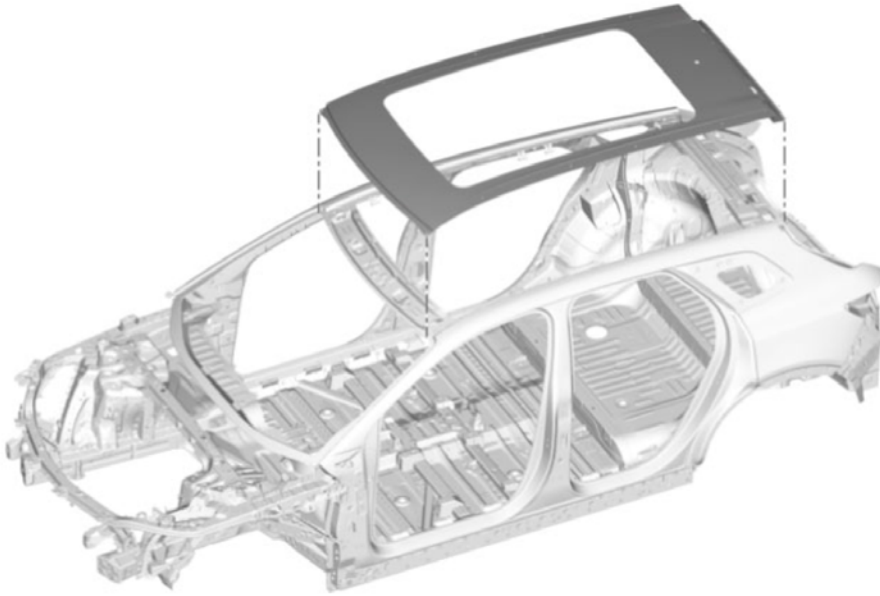
NOTE: Some body parts are constructed from multiple layers of different tensile strength steels. Always refer to the body construction section of the BRM for specific steel tensile strength information.

HSS and UHSS for the Prologue are identified below:



LASER-BRAZED ROOF

Laser-brazed roof panels require a combination of welding, use of adhesives and mechanical fasteners for replacement. Refer to the *Roof Outer Panel Replacement* procedure for more details.



METAL PANEL BONDING

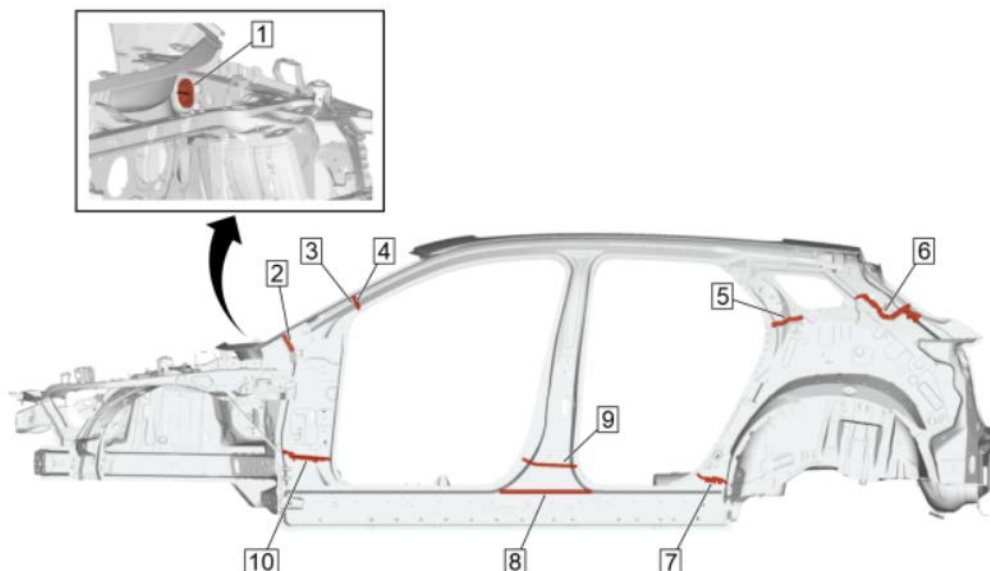
Adhesives currently meeting the performance requirements include the adhesive products listed below that meet these guidelines. Always refer to repair procedure for recommended fastening strategy.

Steel Panel Bonding Impact Resistant		
Manufacturer and Part Number	Description	Currently Used for Honda
Plio Grip 5770P	Structural Impact Durable Adhesive.	New
Fusor 2098	Impact Resistant Adhesive.	Yes
3M 07333	Impact Resistant Structural Adhesive	New
SEM 39757	Structural Impact Resistant Adhesive	Yes
Henkel Teroson EP 5065 SB	Structural Impact Resistant Adhesive	New

Steel Panel Bonding		
Manufacturer and Part Number	Description	Currently Used for Honda
Fusor 110B / 111B	Fast Set Panel Bonding Adhesive	New
Fusor 108B / 109B	Medium Set Panel Bonding Adhesive	Yes / New
3M 8116	Panel Bonding Adhesive	Yes
Plio Grip Panel 60	Panel Bonding Adhesive	New
SEM 39337	Door Skin and SMC Adhesive	Yes
Henkel Teroson EP 5055 SB	Panel Bonding Adhesive	New

BAFFLES

Electric vehicles operate quieter than normal internal combustion engine or hybrid vehicles. It is important that any components that help control external road noise are installed correctly according to the installation instructions. One of these components are baffles used around the frame as shown below. For more information refer to the *Baffle Specifications and Overview Baffle Positions* in the service manual for more information.



Number	Description	Number	Description
1	Baffle	6	Baffle
2	Baffle	7	Baffle
3	Sealing Strip	8	Baffle
4	Sealing Strip	9	Sealing Strip
5	Sealing Strip	10	Baffle

Make sure to apply the following materials when installing the baffle.

Manufacturer and Part Number	Description	Notes
3M 04248	Super Fast Repair Adhesive	Equivalent can be used
Fusor 143	Plastic Repair Adhesive 50cc	Equivalent can be used
SEM 39357	Flexible Urethane Foam	- For Baffles that require an expanding foam bead on the edge - Equivalent can be used
3M 08463	Flexible Foam	
Kent P10601	URE Foam	

COLOR CODES

The exterior color code of the Prologue can be found on the certification label located under the QR code.

MFD BY GENERAL MOTORS LLC

07/21

3B4A

GVWR 2722 KG 6001 LB	GAWR FRT 1350 KG 2976 LB	GAWR RR 1545 KG 3406 LB
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THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

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TYPE: MPV

TIRE SIZE	RIM	MODEL: 0M3M123
FRT 235/55R20 H	20X8J	
RR 235/55R20 H	20X8J	
SPA T135/70R18 M	18X4.5B	

PAINT BOOTH CONDITIONS

- Do not use the paint booth heating system for curing applied structural adhesives. Use only infrared heaters.
- Maximum paint booth baking temperatures must not exceed **140 °F (60 °C)** and **30 minutes** of bake time.
- The high-voltage battery temperature must not exceed **105°F (40.5°C)**.

SHOP SAFETY

Wheel Dollies

When a vehicle has been made immobile, either through the collision repair process or a collision, avoid pushing or rolling the vehicle on its drive wheels. The wheels rotating motion may charge the high-voltage inverters and cause an electric shock to yourself and other assisting personnel if any of the high-voltage components and electrical harness is exposed. Always use wheel dollies at each wheel to move the vehicle around the repair shop.

Danger Signs

When working on high-voltage components, always place danger signs inside or around the high-voltage vehicle being repaired to inform others.



Buffer Zones

Designate a buffer zone around the vehicle and place cones around the perimeter. This will keep unauthorized personnel from entering the work area. For additional safety, cone bars with a danger sign should be used.



When removing the high-voltage battery, designate an area of the shop where it can be safely stored during repairs. A buffer zone should also be created, and cones placed for safety.

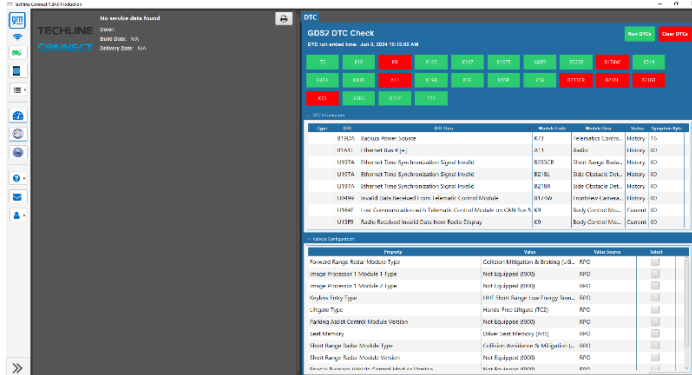


Welding Blankets

Make sure to use welding blankets when welding, cutting, and grinding around the high-voltage battery and components.

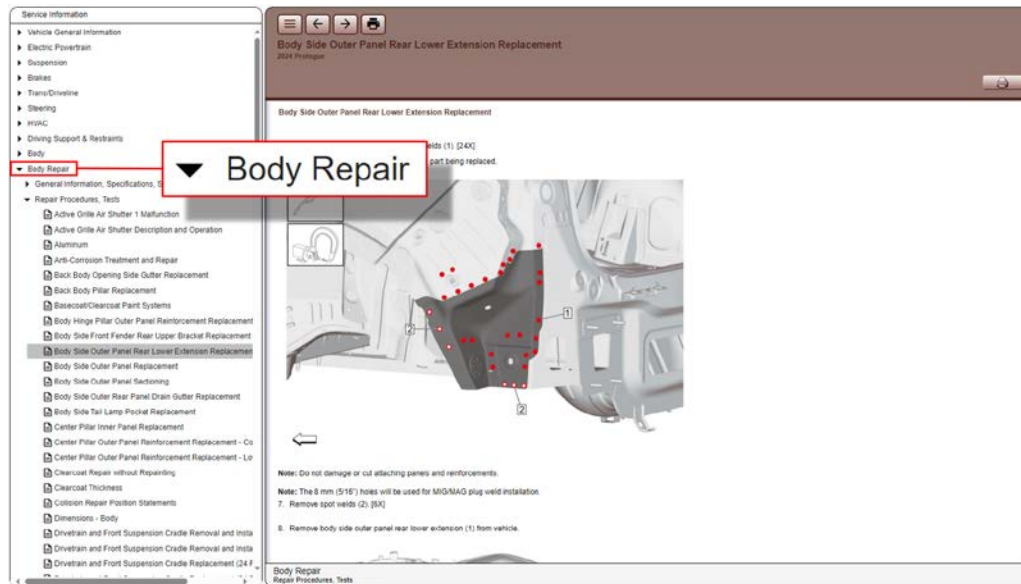
SCAN TOOLS

The Prologue will use the same vehicle communication interface tool, the MDI-2 and the Techline Connect software that is used by GM. If you already have both the MDI-2 and access to Techline Connect, they can be used for the Prologue. Do not use the DST-i or the i-HDS for this model.



SERVICE & BODY REPAIR MANUALS

The service and body repairs manuals for the Prologue will be similar to GM's format and is integrated as part of the service manual.



DRIVING SUPPORT SYSTEMS

The Prologue features the following driving support systems:

Collision Mitigation Braking System	Blind Spot Information
Road Departure Mitigation System	Cross Traffic Monitor
Adaptive Cruise Control with Low-Speed Follow	Rear Cross-Traffic Braking
Front Parking Sensor System	Multi-View Camera System (Surround Vision Camera System)
Rear Parking Sensor System	Lane Change Collision Mitigation
Low Speed Braking Function	Rear Pedestrian Alert

Refer to the information in **Driver Assistance Systems Configuration Reference** found on SIS for more information about each system, when to perform a learn; and how to do it.

NOTE: Some components listed may not apply to the Prologue.

Driver Assistance Systems Configuration Reference
2024 Prologue

Driver Assistance Systems Configuration Reference

Learn

Note: Unless otherwise noted, learn is performed using GDS2

Component	When Learn is Required	Comment
Frontview Camera - Windshield	Frontview Camera - Windshield was replaced	SFS programming is required after replacement. Some vehicles will immediately begin the learn after programming. Other vehicles may require the learn to be started using GDS2. Refer to Service Information for specific programming and learn instructions after replacement.
	Frontview Camera - Windshield was removed from the bracket and reinstalled	---
	Windshield was replaced or removed and reinstalled	---
	After collision repair in instances of vehicle collision where damage exceeds minor outer body panel cosmetic distortion or when collision damage requires a suspension alignment be performed	---
	After any airbag deployment	---
Long Range Radar Sensor Module	Any of the following DTCs are set in the Frontview Camera - Windshield	Always refer to the appropriate diagnostic procedure in Service Information when diagnosing DTCs.
	<ul style="list-style-type: none"> DTC B1008 - Calibration Data DTC B395D - Camera Misaligned 	
	Any of the following DTCs are set in the Image Processing Module	SFS programming is required after replacement. Refer to Service Information for specific programming and learn instructions after replacement.
	<ul style="list-style-type: none"> DTC B101E - Electronic Control Unit Software 	
<ul style="list-style-type: none"> Long Range Radar Sensor Module was replaced Long Range Radar Sensor Module was removed and reinstalled After collision repair in instances of vehicle collision where damage exceeds minor outer body panel cosmetic distortion or when collision damage requires a suspension alignment be performed After any airbag deployment 	<ul style="list-style-type: none"> Because of the Long Range Radar Sensor Module location at the front of the vehicle, it is susceptible to damage in even minor collisions. Ensure appropriate scans are performed in accordance with Honda Position Statements on pre- and post-scan of collision vehicles. 	

Driving Support & Restraints | Driving Assistance & Warning
Repair Procedures, Tests

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There are no special paint requirements except for the front and rear parking sensors.

- Do not refinish previously painted sensors. Excess paint build-up will cause the sensor to be inoperative.
- Pay attention not to scratch the sensor. The sensor already comes prepared to be painted.
- Do not sand or prep the sensor head with a Scotch-Brite pad or equivalent. The sensor does not need to be sanded to be painted. Use only approved pre-clean solvent from your paint manufacturer.
- Apply paint, paint thickness shall not exceed 4.4 mils of paint to the head of the sensor using care to ensure the sides maintain the same paint film thickness as the top.

Refer to the specific parking sensor (referred to as Parking Assist Object Sensor) replacement procedure for more information.

Front Parking Assist Alarm Sensor Replacement
2024 Prologue

Front Parking Assist Alarm Sensor Replacement

Painting Procedure



Note: Do not refinish previously painted sensors. Excess paint build up will cause the sensor to be inoperative.

- Pay attention not to scratch sensor (1), sensor already comes prepared to be spray painted.
- Do not sand or prep the sensor head with a Scotch-Brite pad, sensor (1) does not need to be sanded to be spray painted. Use only approved pre-clean solvent from your paint manufacturer.
- Mask off the sensor 1/4 in up the sensor shaft (a) from the body of sensor (1) and mask the remainder of the sensor body that will not be painted.
- Apply paint, paint thickness shall not exceed 4.4 mils of paint to the head of the sensor (1) using care to ensure the sides maintain the same paint film thickness as the top.

Driving Support & Restraints | Driving Assistance & Warning | Smart Parking Assist System
Repair Procedures, Tests

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