



Re: Collision repair of Honda and Acura unibody vehicles.

From time to time clarification is requested from American Honda regarding collision repair.

It is critical that Collision Repair Facilities do not redesign the vehicle during collision repair. Extensive R&D goes into every Honda and Acura to provide safety both to those inside and those outside the vehicle. . Please see: <http://world.honda.com/safety/> and [http://world.honda.com/news/2003/4030904\\_2.html](http://world.honda.com/news/2003/4030904_2.html)

Body Repair Manuals are printed for every Honda and Acura model that is sold new in the US. That manual provides instruction for proper repair procedures. It has drawings that show each factory seam and where every weld is located on the car. In a few instances it also indicates where it is acceptable to cut panels and section at other than factory seams.

The Body Repair Manuals can be purchased at <http://www.helminc.com> Or an online subscription at: <https://www.serviceexpress.honda.com>

This is Honda policy:

**Sectioning frame components:**

Repair at factory seams with the same procedure as the factory assembly process except where specified otherwise in the **Honda and Acura Body Repair Manuals** (rear frame rails, rear floor) or the replacement part is sold as a section (quarter panel, rocker panel or outer side panel). The quarter panel is considered to be a structural panel.

**Adhesives vs. welding:**

Repair at factory seams with the same procedure as the factory assembly process except where specified otherwise in the **Honda and Acura Body Repair Manuals** Please note that the door skin is welded at the top of the skin, and is glued around the crimp. Each body repair manual states that if the reinforcement in the door is damaged then the complete door must be replaced. Door and bumper reinforcements must not be repaired or straightened.