January 29, 2026 Version 2

Noncompliance Recall: 2025 CR-V e:FCEV Fuel Cell Stack

APPLIES TO

Year	Model	Trim Level	VIN Range
2025	CR-V e:FCEV	ALL	Check iN VIN Status Inquiry for eligibility.

BACKGROUND

A manufacturing defect may cause coolant leakage from the fuel cell stack, which can lead to an electrical short circuit and trigger multiple diagnostic trouble codes (DTCs) over time. This condition may cause loss of motive power, increasing the risk of a crash or injury.

CUSTOMER NOTIFICATION

Owners of affected vehicles will be sent a notification of this campaign.

Do an iN VIN status inquiry to make sure the vehicle is shown as eligible. Some vehicles affected by this campaign may be in your new or used vehicle inventory.

Failure to repair a vehicle subject to a recall or campaign may subject your dealership to claims or lawsuits from the customer or anyone else harmed as a result of such failure. Before selling a vehicle in inventory, always check if it is affected by a safety recall by conducting a VIN status inquiry.

CORRECTIVE ACTION

Replace the fuel cell (FC) stack.

WARRANTY CLAIM INFORMATION

NOTE: This repair can only be performed by a certified fuel cell technician.

If Fuel Cell Stack Part Number 063A0-6GT-A00 was used for the repair, use template A:

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
3101JT	Replace fuel cell stack (includes VSA sensor neutral position memorization and FC Stack reset procedures)	13.4 hr	6LF00	CN400	A25086A	3A000-6GT-305
A	Hydrogen venting (full tank) - Add	2.1 hr				
B	Coolant drain and repack for shipping - Add	0.4 hr				

If Fuel Cell Stack Part Number 063A0-6GT-A10 was used for the repair, use template B:

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
3101JT	Replace fuel cell stack (includes VSA sensor neutral position memorization and FC Stack reset procedures)	13.4 hr	6LF00	CN400	A25086B	3A000-6GT-305
A	Hydrogen venting (full tank) - Add	2.1 hr				
B	Coolant drain and repack for shipping - Add	0.4 hr				

Sublet Charges:
Sublet T1: Towing to fuel station (upload invoice).
Sublet O1: Refilling hydrogen fuel (upload invoice).

PARTS INFORMATION

Do not order parts for this repair.

All parts will be allocated to the dealer after Honda Automotive Customer Service has confirmed the repair appointment with the customer and the dealer.

Part Name	Part Number	Quantity
Fuel Stack – For unsold vehicles in dealers' inventory (Can also be used on customer owned vehicles)	063A0-6GT-A00	1
Fuel Stack - For customer owned vehicles **only**. (**Do not** use on a vehicle that has not been sold)	063A0-6GT-A10	
O-Ring (9.8X2.4)	91380-6GS-A01	1
Self-Lock Nut (12MM)	90215-SB0-003	3
Flange Nut (10MM)	90002-S10-000	1
Set Ring (32X2.2)	44319-STX-A60	1
Spindle Nut	90305-S3V-A11	1
Bolt-Washer (12X57.5)	90160-T95-A00	5
Flange Bolt (12X45)	90160-TZA-000	2
Flange Bolt (14X64)	90164-T95-A00	2
Flange Bolt (14X64)	90165-T95-A00	2
Flange Bolt (14X50)	90168-SMG-E01	3
Flange Bolt (10X30)	90171-TBA-A00	3
Flange Nut (14MM)	90371-T95-A01	1
Flange Nut (14MM)	90382-SJA-000	1
Flange Bolt (14X45)	90161-TL0-E00	3
Ventilation Seal F (H2)	3F766-5WM-A01	2
Coolant LCAC IN. Hose Set	3J751-6GT-305	1
SPL Bolt (12X1.75X45)	90001-6GV-A00	1
Flange Bolt (12X55)	90181-T2A-A01	4
O-Ring (6.8X1.9)	91301-RYX-A01	1
Drain O-Ring	19012-PD2-004	3
Sensor Base (H2) Seal	3F721-6GS-A00	1

REQUIRED MATERIALS

Part Name	Part Number	Quantity
Insulating Fluid - 1-GAL (FC)	08CLA-P99-1F4A8	5
Honda Long Life Antifreeze/Coolant Type 2	08CLA-P99-0F0A8	2
Insulating Film/Tape	Commercially available	1

TOOL INFORMATION

Tool Name	Part Number	Quantity
Right Side Drive Unit Holder	07AAB-6GVA100	1
Left Side Drive Unit Holder	07AAB-6GVA200	1
Engine Hanger	07XAK-PFCA100	1
Hose Plugs and Caps Assortment Kit	Commercially Available	1
Rubber Insulated Glove	SFG150011-8/9/10/11	1
Leather Protector Glove	SFGVLP110-8/9/10/11	1

REPAIR PROCEDURE

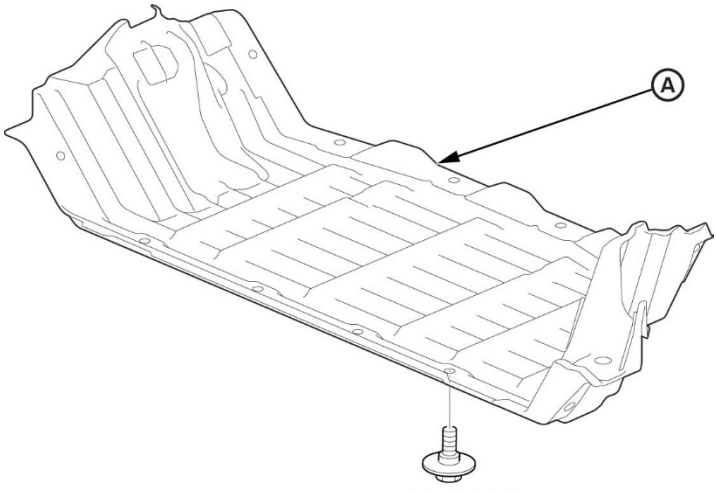
⚠ WARNING

- Compressed hydrogen gas is flammable and highly explosive. You could be killed or seriously injured if leaking hydrogen gas is ignited. Stop the FC system and keep heat, sparks, and flames away.
- Power cables carry high voltage when the electric powertrain system is energized. To avoid serious injury from electrical shock, do not turn on the system with the power cables disconnected.
- Wear insulated gloves and use insulated tools to protect you from electrical shock. When removing or installing high voltage items, always use them. Wrap the high voltage items with insulating tape after removing.

NOTE:

- **This is a complex procedure; all steps should be completed as instructed.**
- **This procedure can only be performed by a certified fuel cell technician.**

1. Fully charge the high-voltage battery prior to starting work.
2. Lift the vehicle, *Lift and Support Points*
3. Remove the middle floor undercover (A).



BOLTS (4)
9.4 N·m (6.9 lb-ft)

4. Defuel the system by following these Common Procedures and Procedure A steps:

   NOTE:

   - If P0AA6 DTC is stored, disregard this DTC and continue with this repair.
   - Refer to Job Aid *Fuel Cell Service Equipment Kit and Portable Vent Stack* for tool usage information.

   DTC Check

   1. Connect the i-HDS.
   2. Connect a power supply to the 12-volt battery.

      NOTE: Honda recommends using the Midtronics GR8-1100P AST in Power Supply Mode, the Midtronics DCA-8000 Dynamic Diagnostic Charging System in Reflash Mode, or the Associated Equipment Corporation ESS6100 100A Smart Charger in Power Supply | DIAG+, 512EVO connected directly to the vehicle's 12-volt battery. It should be left connected during the entire procedure to maintain a steady voltage.
   3. Turn the vehicle to the ON mode.
   4. Check for FC system DTCs. Select the following menu buttons on the i-HDS screen in sequence:
      1. FC (System Selection Menu)
      2. DTCs Freeze Data

         NOTE:
         - If DTC is not indicated, go to the next section; *Hydrogen Tank Hydrogen Supply - Stop*.
         - If DTC other than P3255 is indicated, troubleshoot the indicated DTC.
         - If DTC P3255 is indicated, check the internal solenoid valve by the following procedure:

           Select the following menu buttons on the i-HDS screen in sequence:
           1. FC (System Selection Menu)
           2. Adjustment
           3. In Tank Electric Valve Check Mode

              NOTE: A hydrogen tank with a failed internal solenoid valve must be replaced.

   Hydrogen Tank Hydrogen Supply – Stop

   1. Shut off the hydrogen supply:

      Select the following menu buttons on the i-HDS screen in sequence:

      1. FC (System Selection Menu)
      2. Adjustment
      3. H2 Injection Disable Mode

         NOTE: Check that the hydrogen leak indicator in the gauge control module is flashing.

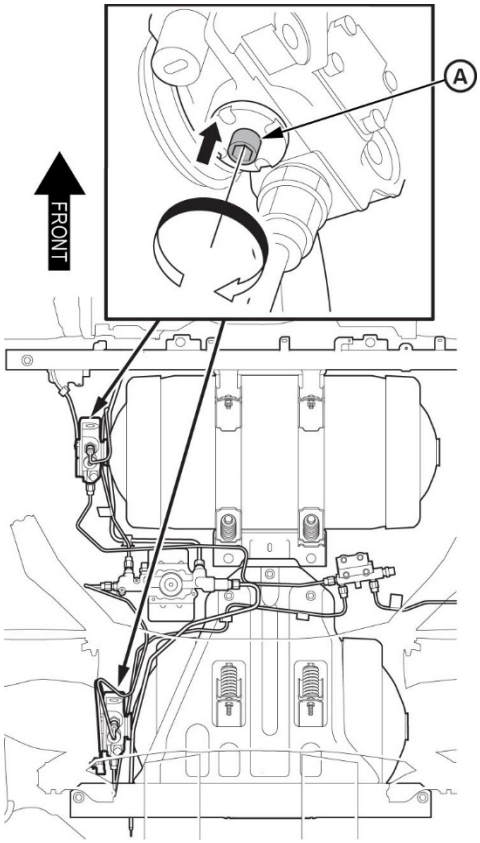
         Do not do the following as it will cancel H2 Injection Disable Mode.

         - **Do not** reset the FC ECU.
         - **Do not** turn the vehicle to the READY TO DRIVE mode.
   2. Turn the vehicle to the OFF (LOCK) mode.

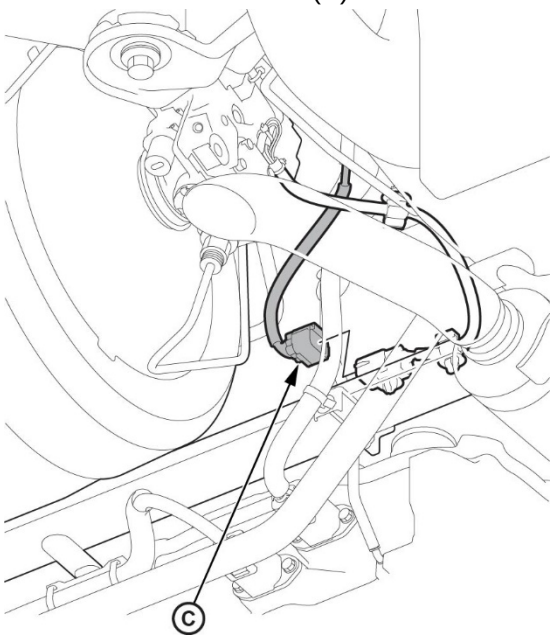
      NOTE: Check that the hydrogen leak indicator in the gauge control module is flashing.

Close the Tank Valves and Discharge the Stack and Lines

1. Turn the manual valves (A) clockwise at 25 N·m (18 lb-ft).



2. Disconnect the connector (C).



3. Turn the vehicle to the ON mode.
4. FC system DTC clear.

   Select the following menu buttons on the i-HDS screen in sequence:

   1. FC (System Selection Menu)
   2. DTCs/Freeze Data
   3. DTC Clear Button

5. Turn the vehicle to OFF (LOCK) mode.
6. Discharge the FC stack:

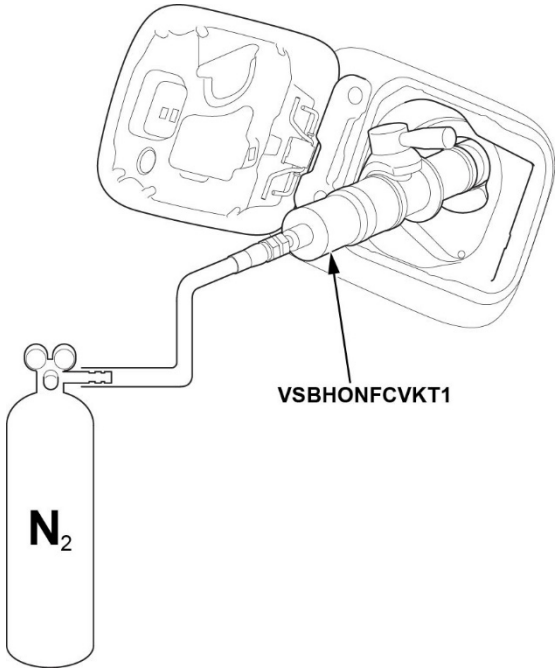
   Select the following menu buttons on the i-HDS screen in sequence:

   1. FC (System Selection Menu)
   2. Adjustment
   3. FC Stack Discharge Mode

7. Turn the vehicle to OFF (LOCK) mode
8. Connect the fuel cell service equipment kit to the filling port and fill the vehicle with nitrogen at a minimum pressure of **1.5 MPa (15.296 kg/cm^2 , 217.56 psi)**. Make sure the fill nozzle is secured and correctly attached.

   NOTE:

   - Monitor the pressure at the nitrogen regulator periodically to ensure that the minimum pressure is met.
   - Change the nitrogen bottle if the regulated pressure falls below the requirements.



9. Depressurize the hydrogen line:

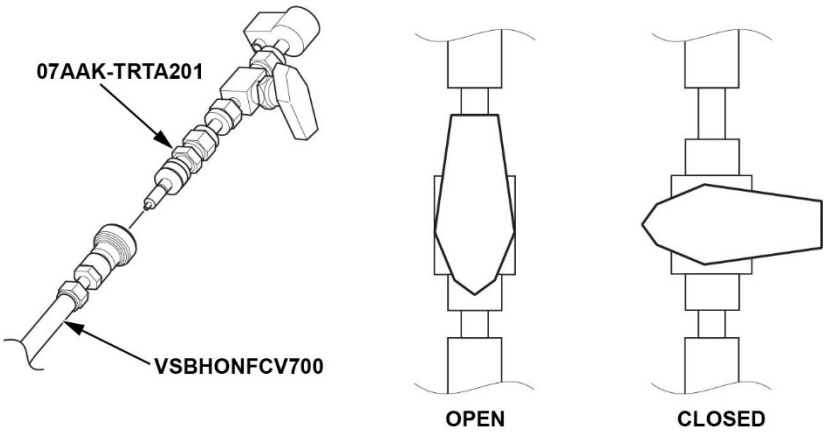
   Select the following menu buttons on the i-HDS screen in sequence:

   1. FC (System Selection Menu)
   2. Adjustment
   3. Anode Pressure Relief Mode

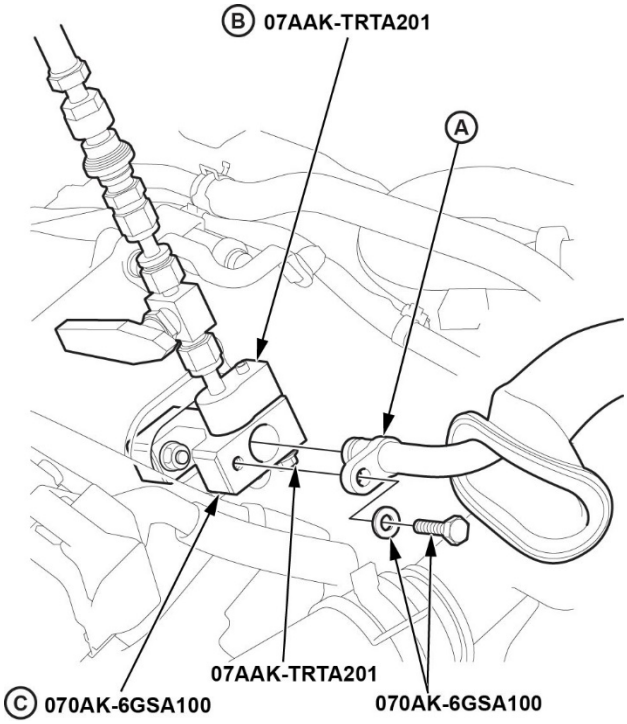
   NOTE:

   - DTC P31D9 and P31DE are indicated, but the Anode Pressure Relief Mode is available.
   - Since the hydrogen comes out during the procedure, DTCs other than DTC P31D9 and P31DE may be indicated, and this may stop the Anode Pressure Relief Mode.

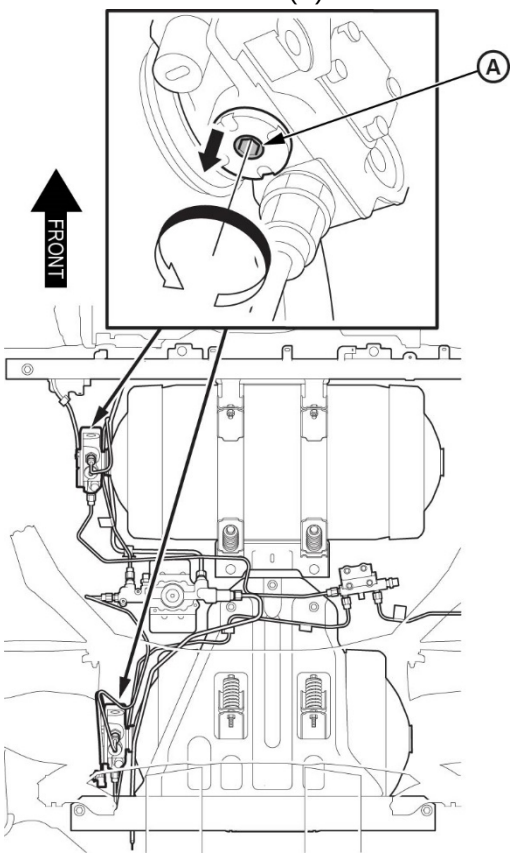
10. Connect the vent hose set (VSBHONFCV700) to the defuel joint assembly.
    NOTE: Make sure the valve on the defuel joint assembly is closed.



11. Install the hydrogen gas supply hose (A), the defuel joint assembly (B), and the 3-way defuel joint (C) to the FC stack assembly.
    NOTE:
    - Use a new O-ring when connecting the hydrogen gas supply hose.
    - Tighten the bolts and nut to **9.4 N·m (6.9 lb-ft)**.
    - Replace the O-ring on the hydrogen gas supply hose after completion.
    - Replace two O-rings on the special tool after completion. Refer to the Honda Tool and Equipment Program for availability of this part.



12. Turn the manual valves (A) counterclockwise until it stops. Do not exceed **3.5 N·m (2.6 lb-ft)**.

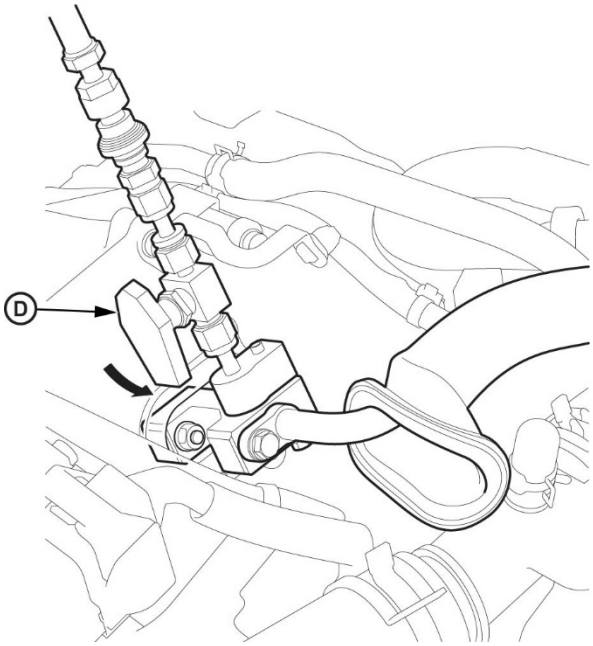


13. Discharge the hydrogen gas:

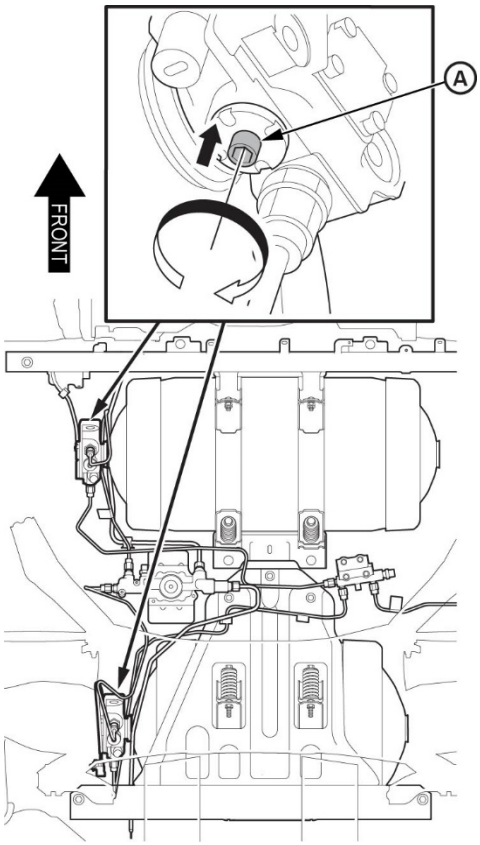
    Select the following menu buttons on the i-HDS screen in sequence:

    1. FC (System Selection Menu)
    2. Adjustment
    3. Tank Vent Mode (Service)

14. Slowly open the valve (D) on the defuel joint assembly to discharge the hydrogen.

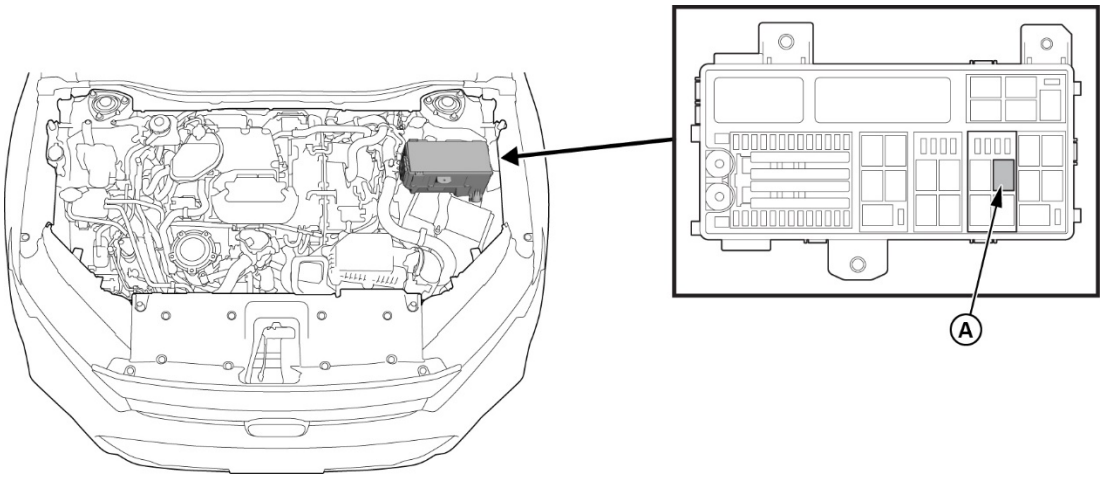


15. Wait until the Tank Vent Mode (Service) stops, then turn the vehicle to the OFF (LOCK) mode. The defueling is complete.
16. Close the tank valves by turning the manual valves (A) clockwise at **25 N·m (18 lb-ft).**

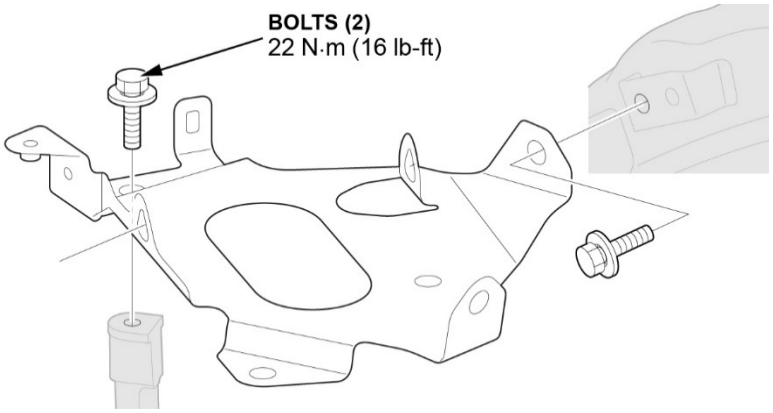


5. Open the hood to the wide-open position, Step 2, *FC Stack Removal and Installation*.
6. Remove the IGB relay (A).

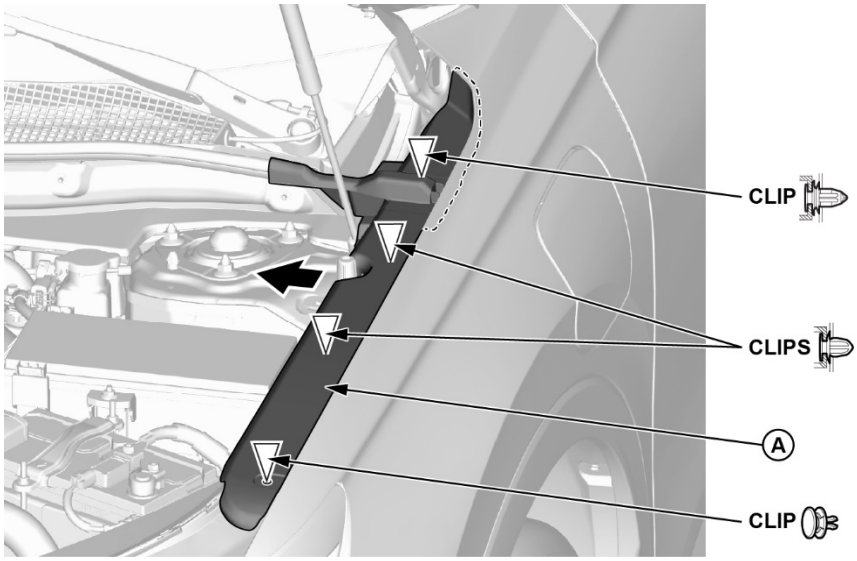
   NOTE: Before working on high-voltage areas, remove the IGB relay from the under-hood fuse/relay box to cut off the high-voltage circuit.



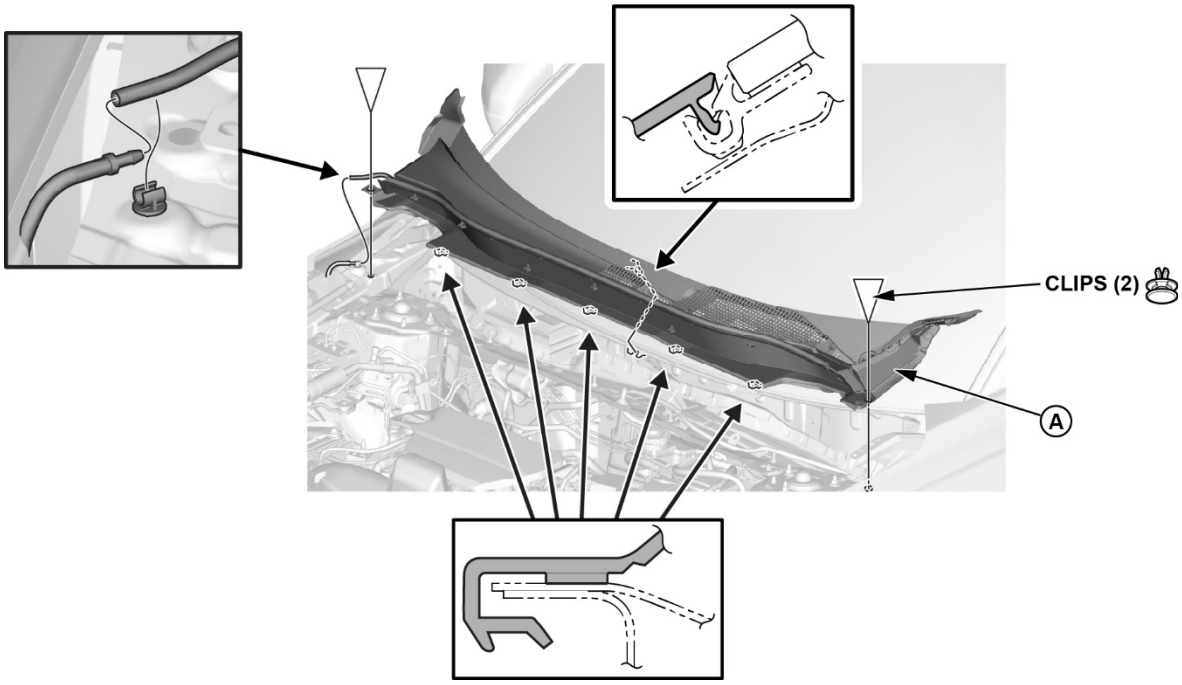
7. Remove the 12-volt battery
    1. *12 Volt Battery Terminal Disconnection and Reconnection*.
    2. Remove the 12-volt battery.
8. Remove the 12-volt battery tray.



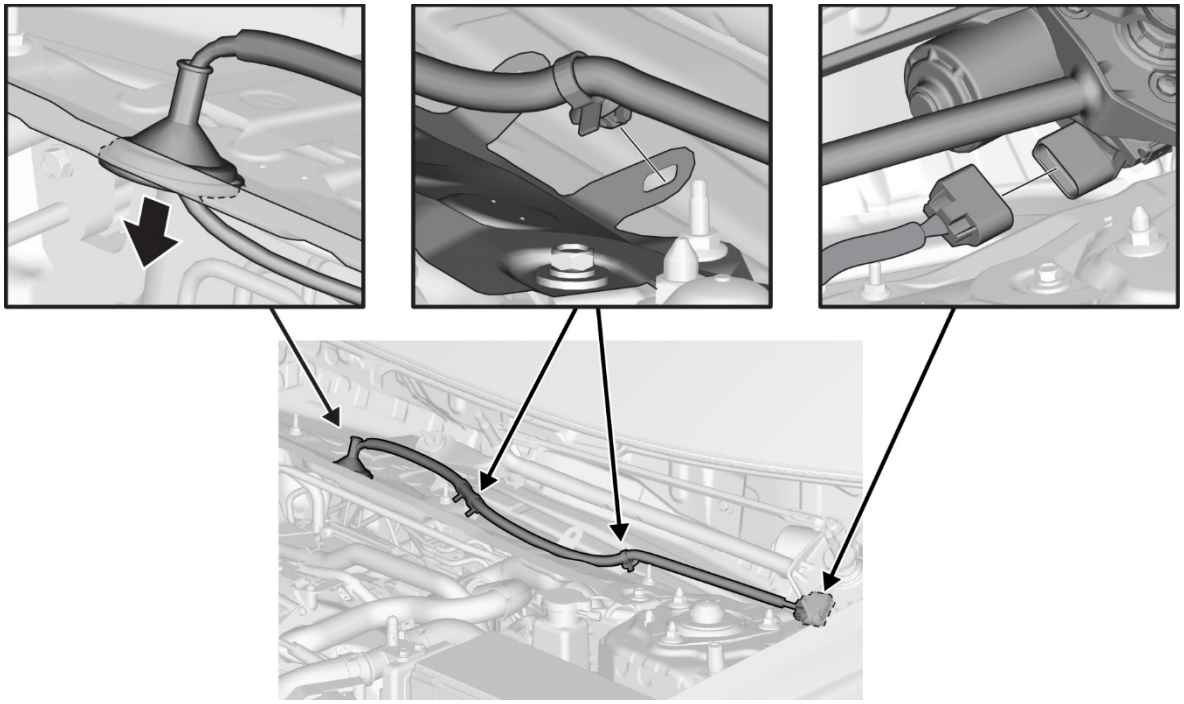
9. Remove both windshield wiper arms. During installation torque to **27 Nm (20 lb-ft)**.
10. Remove the front fender trim (A) on both sides (driver's side shown).



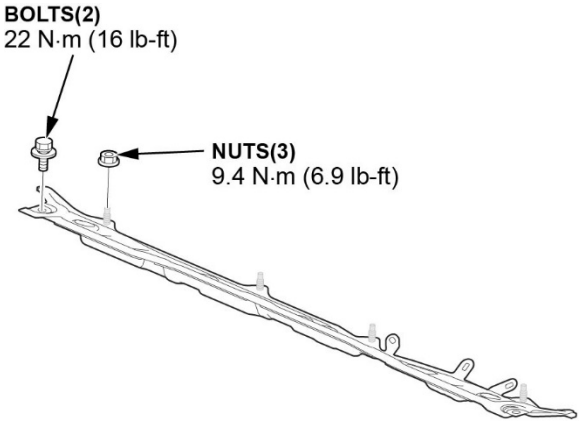
11. Remove the cowl cover (A).



12. Disconnect the wiring to the wiper motor and unclip the harness, then push the grommet and wiring through the cowl support.

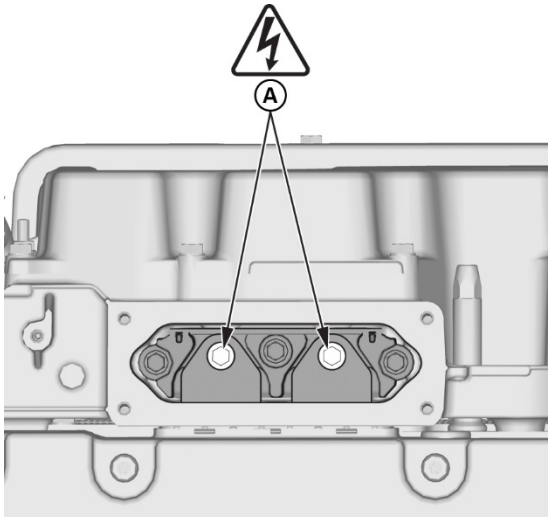


13. Remove the cowl support.



14. Remove the DT coolant bracket (A), then remove the VCU cover (B).

15. Measure the voltage between the high voltage terminals (A). There should be less than **30 volts**.
    NOTE: If the voltage is higher than **30 volts**, repeat the FC Discharge in step 4, then recheck.



16. Loosely reinstall the VCU cover (A).

17. Remove the front bumper cover, select item M in *Front Bumper Area*.

    NOTE: During installation, reinstall the front bumper cover after the cooling system bleeding is complete.

18. Loosen the FC expansion tank cap and the DT coolant reservoir cap.

19. Remove the front grille cover (A).

20. Remove the air cleaner assembly including the clean side tube assembly from the air pump unit, *Air Cleaner Area*.

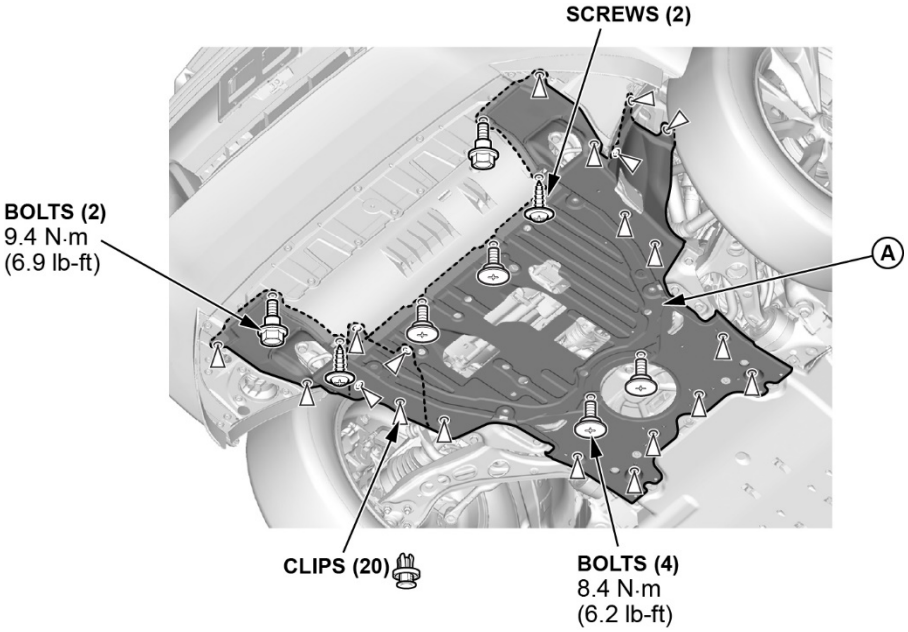
    NOTICE

    After the tube assembly is removed, cover the air inlet to the air pump unit to keep debris and coolant from getting inside the air pump.

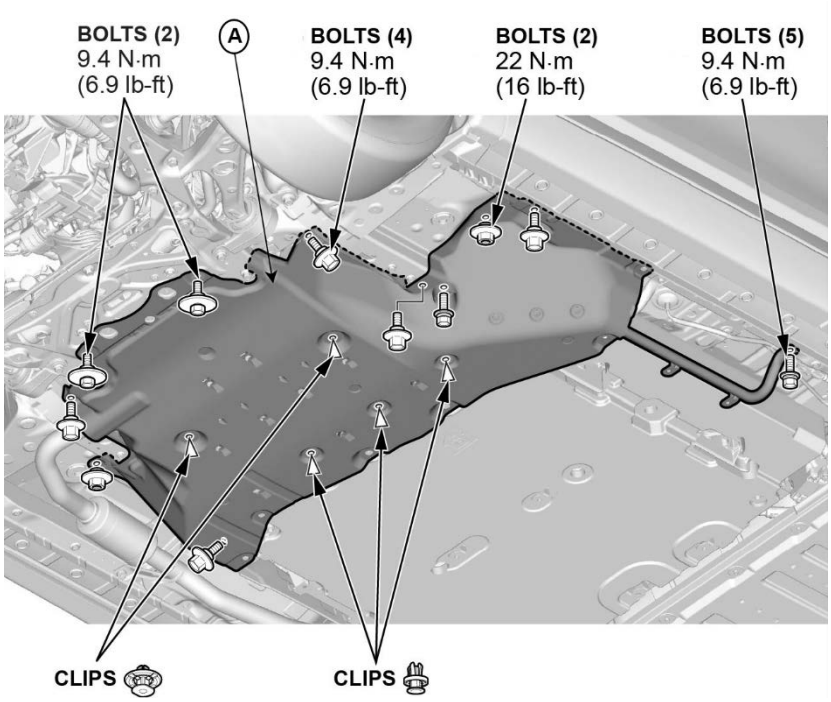
21. Raise the vehicle.

22. Remove the front wheels. When installing, torque the wheel nuts to **127 N·m (94 lb-ft)**.

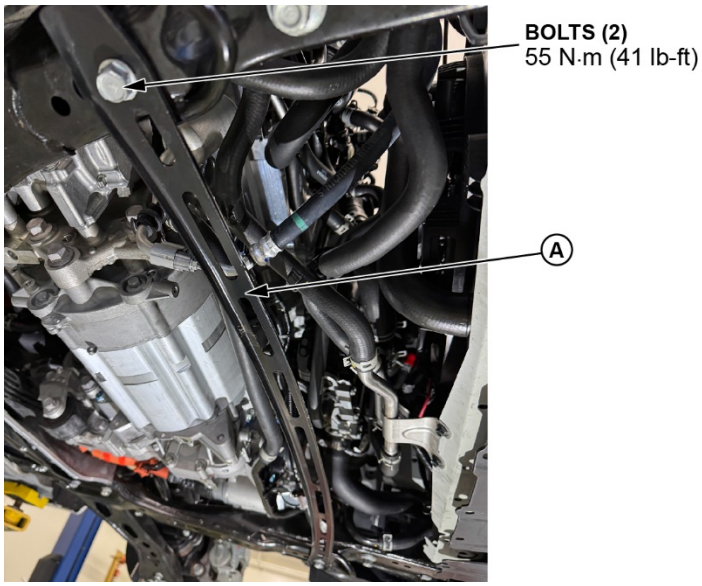
23. Remove the motor undercover (A) with the lid and plate as one piece.



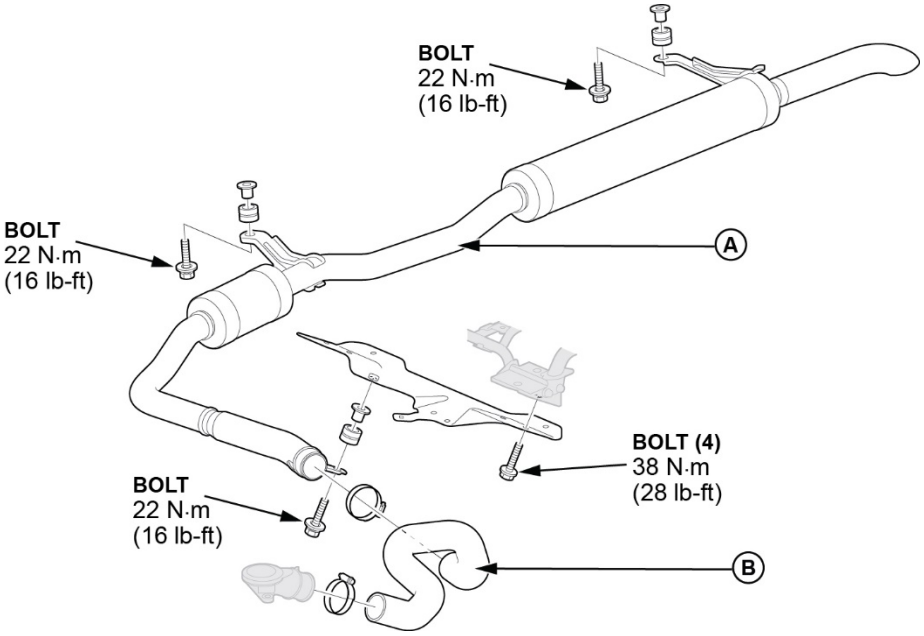
24. Remove the front floor undercover (A).



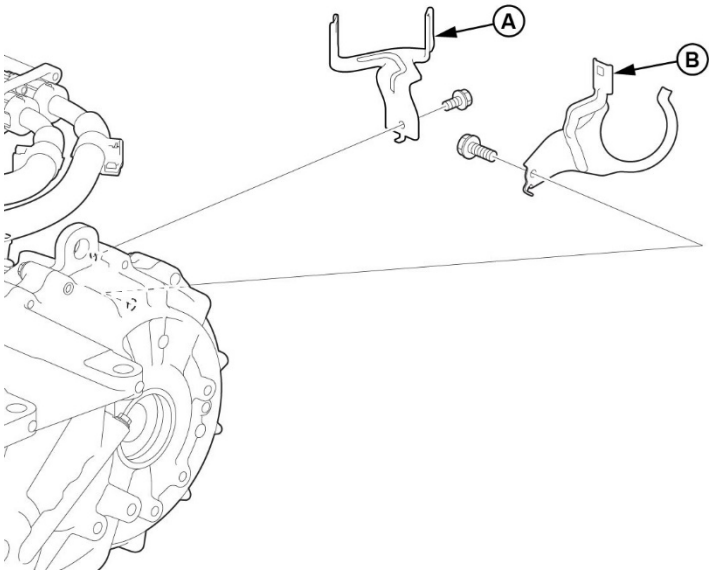
25. Remove the front bulkhead brace (A).



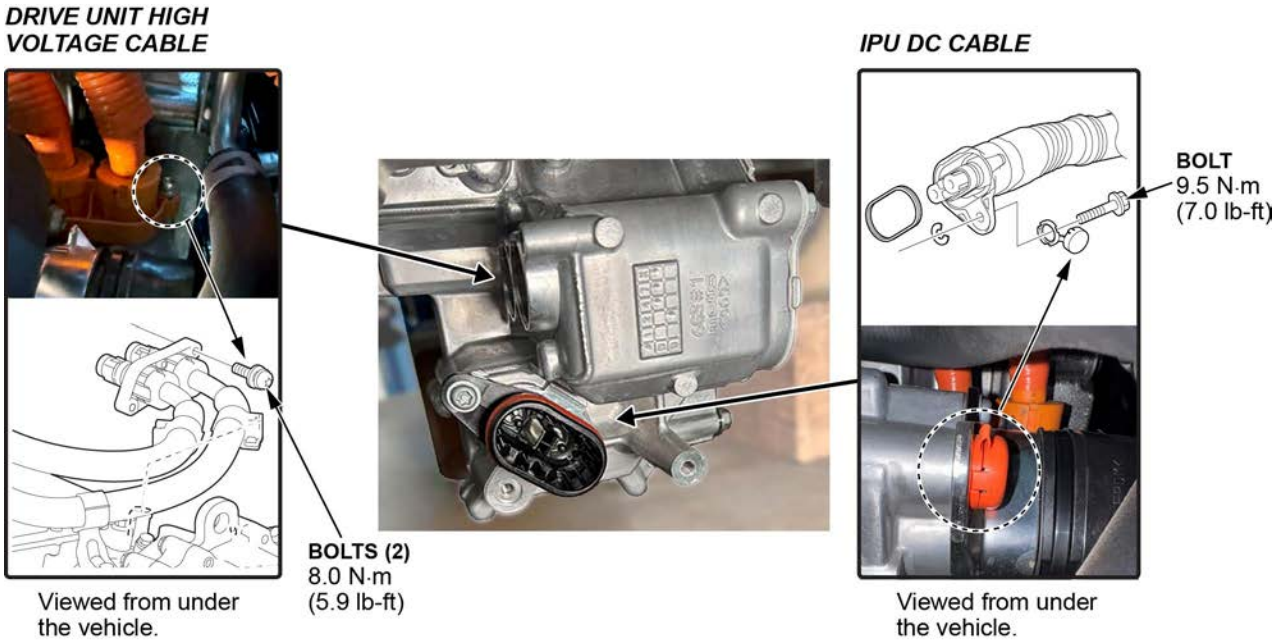
26. Remove the exhaust pipe (A), then remove the exhaust hose (B).



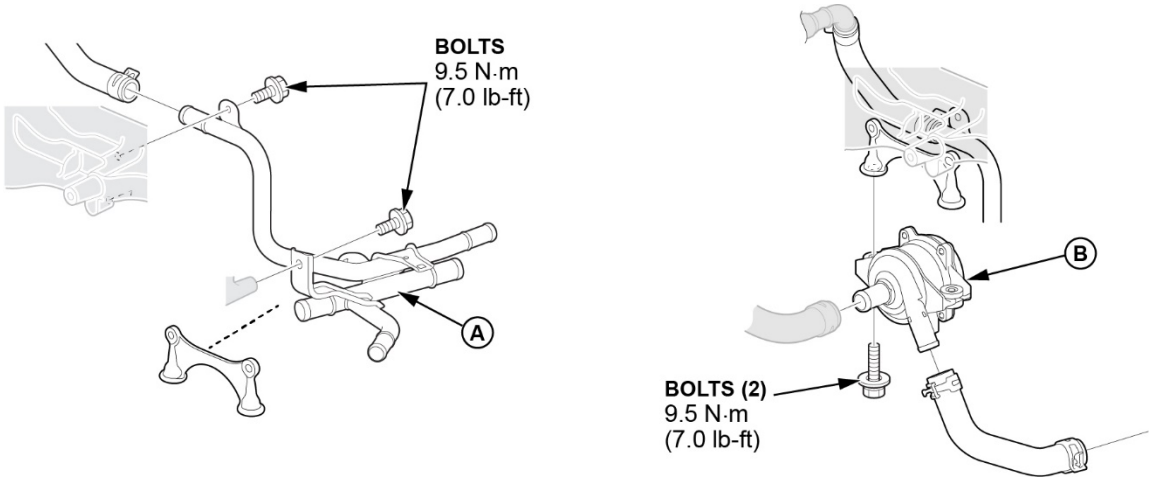
27. Remove the cable stay C (A) that supports the drive unit high voltage cable, and the exhaust hose bracket (B).



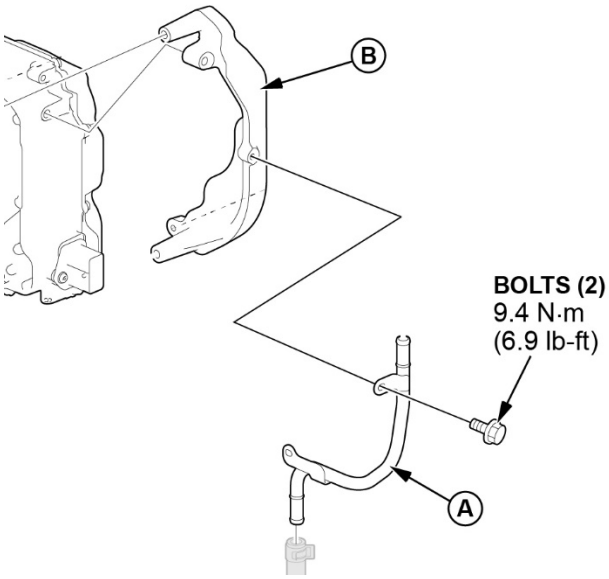
28. Disconnect the drive unit high voltage cable connector, then disconnect the IPU DC cable single connector at the lower rear of the FC stack. Once removed, wrap the cable ends with insulating tape.



29. Remove the two bolts securing coolant pipe (A) to the electric water pump, then remove the two mounting bolts for the electric water pump (B) at the passenger's side rear of the FC stack.



30. Remove the two bolts holding IEX Pipe A (A) to the VCU support bracket (B).

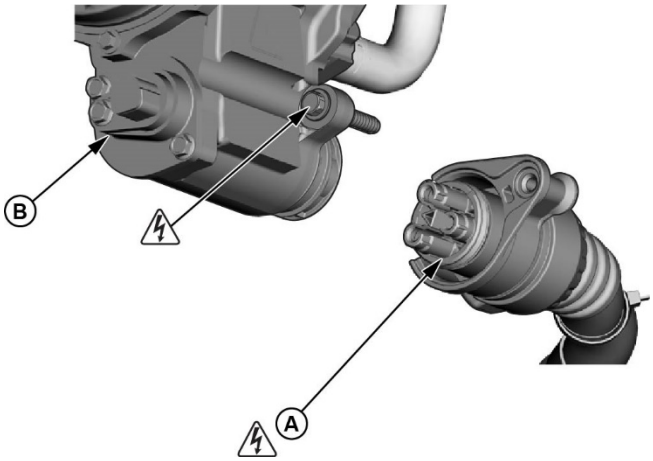


31. Drain the fuel cell (FC) coolant, steps 1-4 of *FC Coolant Replacement*.
32. Drain the drivetrain (DT) coolant, steps 1-3 of *Coolant Replacement*.
    NOTE: During reassembly, reconnect hoses that were disconnected during draining.

33. Disconnect the high voltage connector (A) from the lower rear of the air pump unit (B), then wrap the cable end with insulating tape and secure the cable toward the rear of the vehicle.

NOTICE

Cover the high voltage connector on the air pump to prevent debris and coolant from getting inside and causing damage.
During installation, torque the high voltage connector mounting bolt to **10 N·m (7 lb-ft)**.



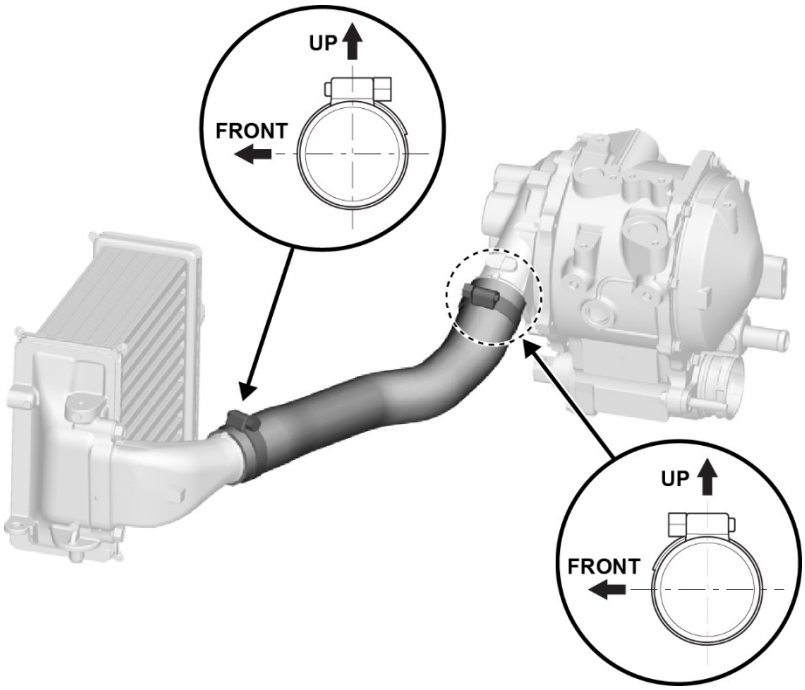
34. Disconnect the wiring from the front of the electric air compressor.

35. Disconnect the hose from the air pump unit to the intercooler at the air compressor.

    NOTE: During installation, make sure the band clamps are properly oriented.

    NOTICE

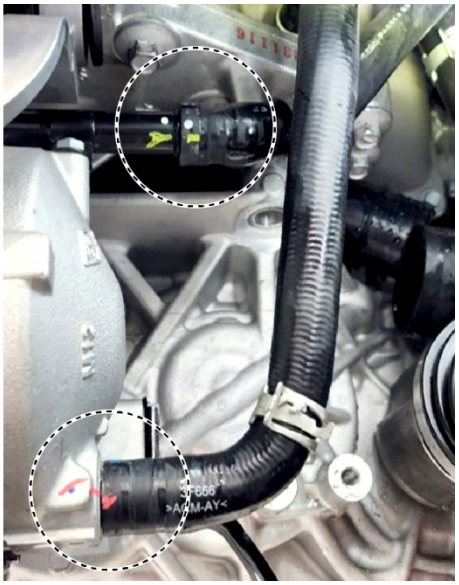
    Cover the air pump connection to prevent debris and coolant from getting inside and causing damage.



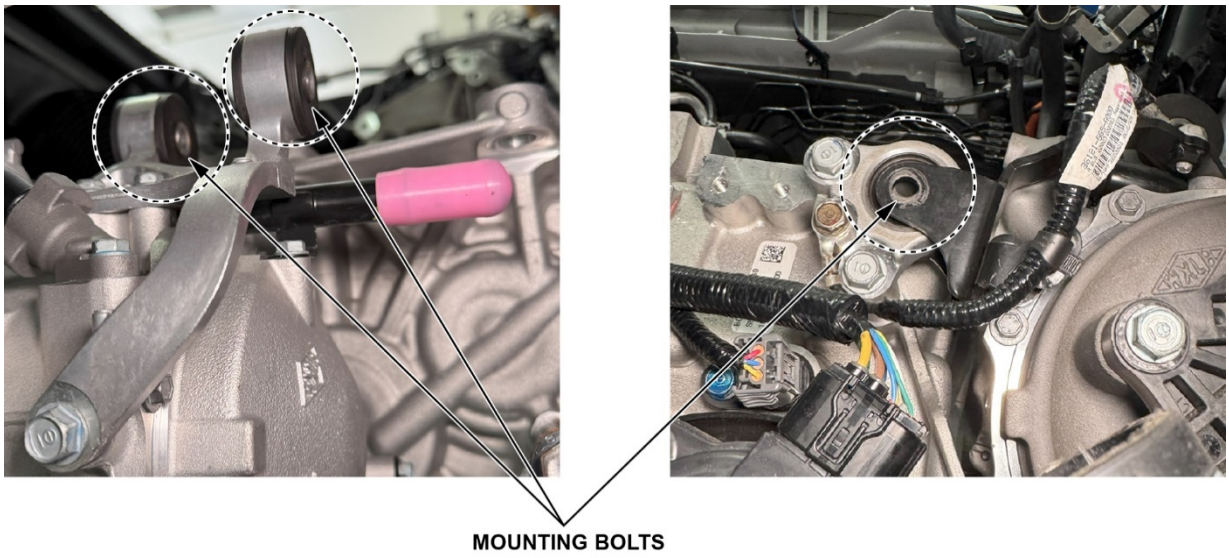
36. Remove the lower hose from the back of the air compressor, plug the hose, and cap the outlet tube, then remove the upper hose, plug the hose and cap the outlet tube.

    NOTICE

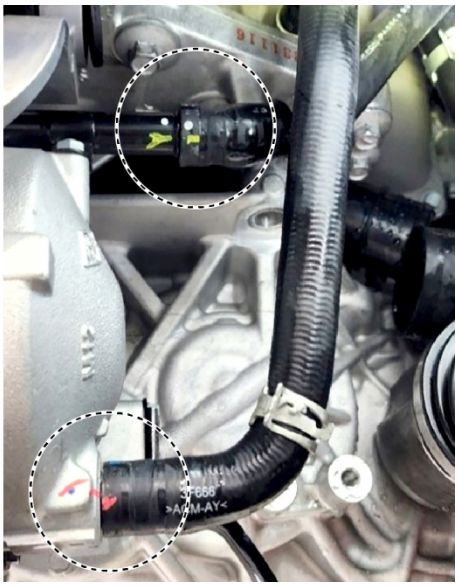
    Cover the air pump hose connections to prevent debris and coolant from getting inside and causing damage.



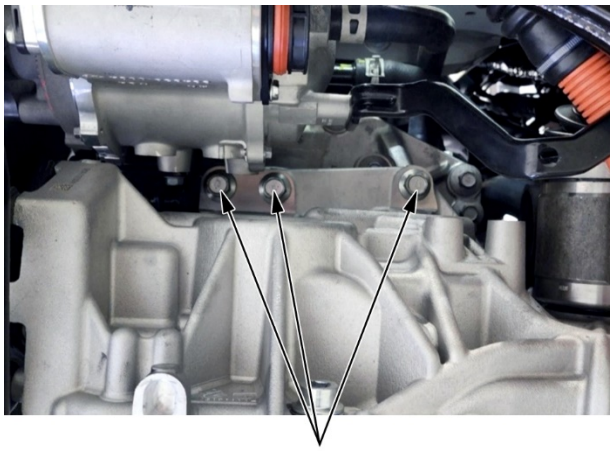
37. Remove the three mounting bolts for the electric air compressor and allow it to rest in place on the subframe. On installation torque the mounting bolts to **22 N·m (16 lb-ft)**.



38. Remove the two hoses from the back of the air pump unit.

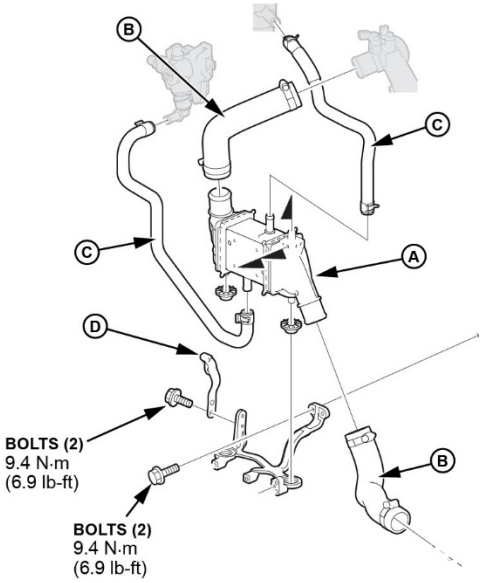


39. With the air pump unit moved to the side, remove the three bolts securing the drive unit.



BOLTS
90 N·m (66 lb-ft)
Remove.

40. Remove the water-cooled intercooler (A) from the front of the drive unit area by removing the following in sequence.
    1. Disconnect the two large intercooler outlet hoses (B) from the intercooler.
    2. Disconnect the two smaller LCAC coolant hoses (C) from the intercooler.
    3. Remove the two bolts at the rear of the intercooler to the drive unit.
    4. Remove the two bolts on the passenger's side of the intercooler that mount the intercooler to the bracket (D).



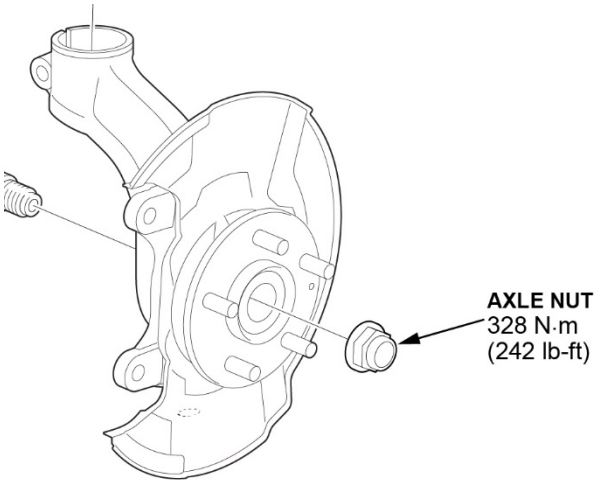
41. Disconnect the four FC coolant hoses shown from the front of the FC stack.

42. Remove the two hose bracket bolts from the front of the stack.

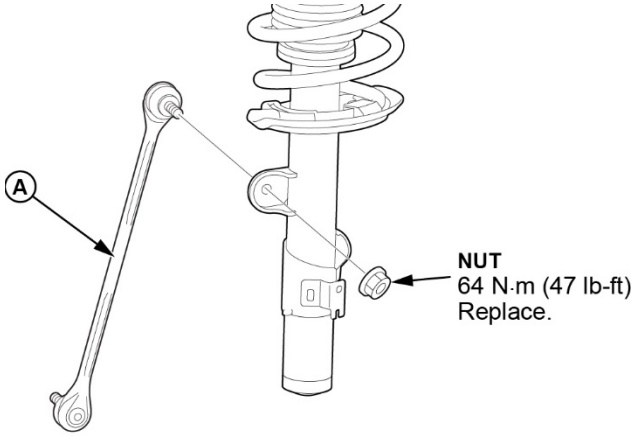
Viewed from under the vehicle.

43. Disconnect the 2 bolts at the bottom of Stiffener A connecting the stiffener to the drive unit. (Picture taken from underside).

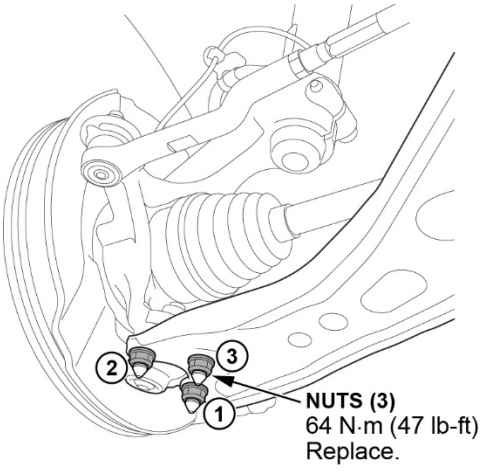
44. Remove the passenger side axle nut.



45. Disconnect the upper stabilizer link (A).



46. Remove the three nuts holding the lower arm to the ball joint.



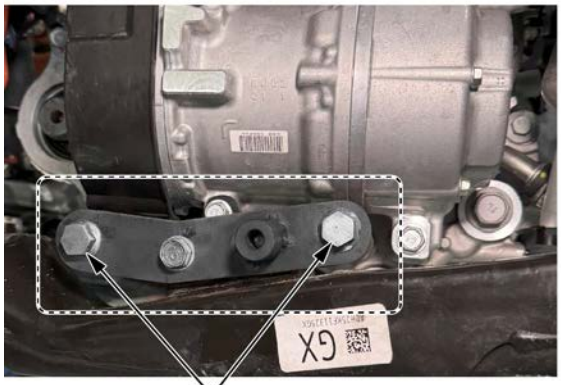
Tightening Procedure

Step	Operation	Object	Specification
1	Temporarily Tighten	All Nuts	–
2	Tighten	All Nuts	①→②→③

47. Remove the passenger's side outer axle shaft.
    NOTE: Use a new set ring during installation.

48. Install the right-side drive unit holder (07AAB-6GVA100) as shown. Torque the bolts to **33 N·m (24 lb-ft).**

PASSENGER'S SIDE



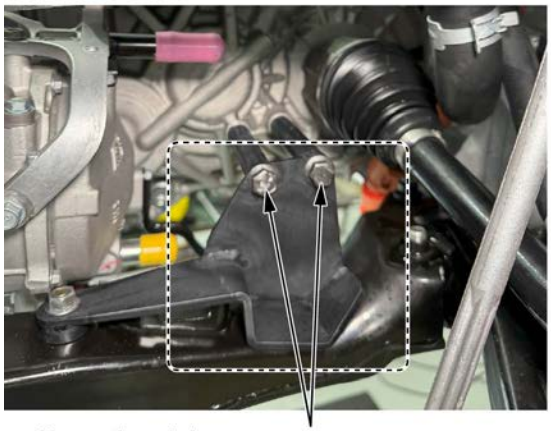
BOLTS
33 N·m
(24 lb-ft)

Shown from right wheel opening.

Shown from underneath.

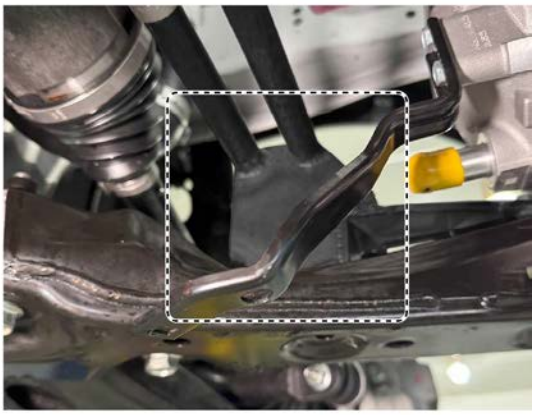
49. Install the left-side drive unit holder (07AAB-6GVA200) as shown. Torque the bolts to **33 N·m (24 lb-ft).**

DRIVER'S SIDE



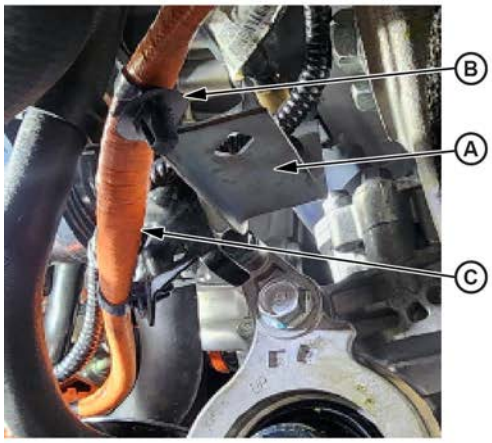
Shown from left wheel opening.

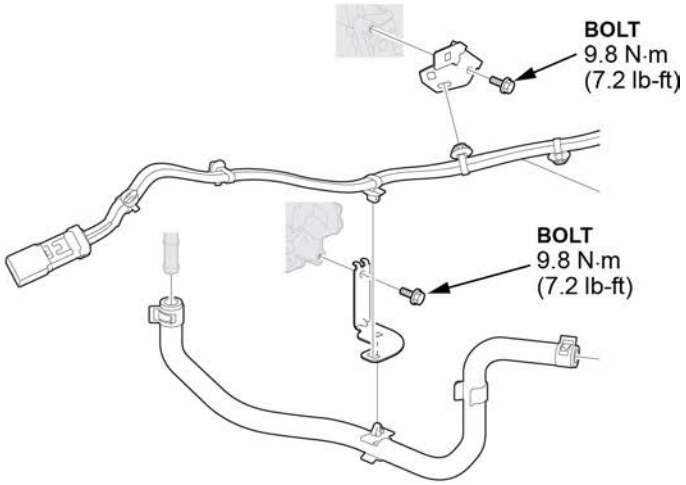
BOLTS
33 N·m
(2 lb-ft)



Shown from underneath.

50. Remove the bracket (A) and the harness clip (B) holding the high-voltage AC compressor line (C), located above the intermediate axle support bearing.



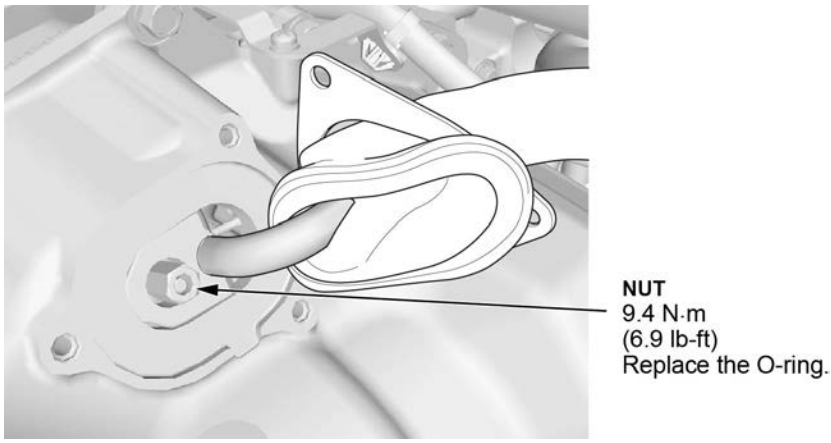


51. Remove the two bolts securing the rear stiffener B to the stack, leaving the stiffener attached to the drive unit.

52. Lower the vehicle.
53. Remove the Hydrogen (H2) supply hose.

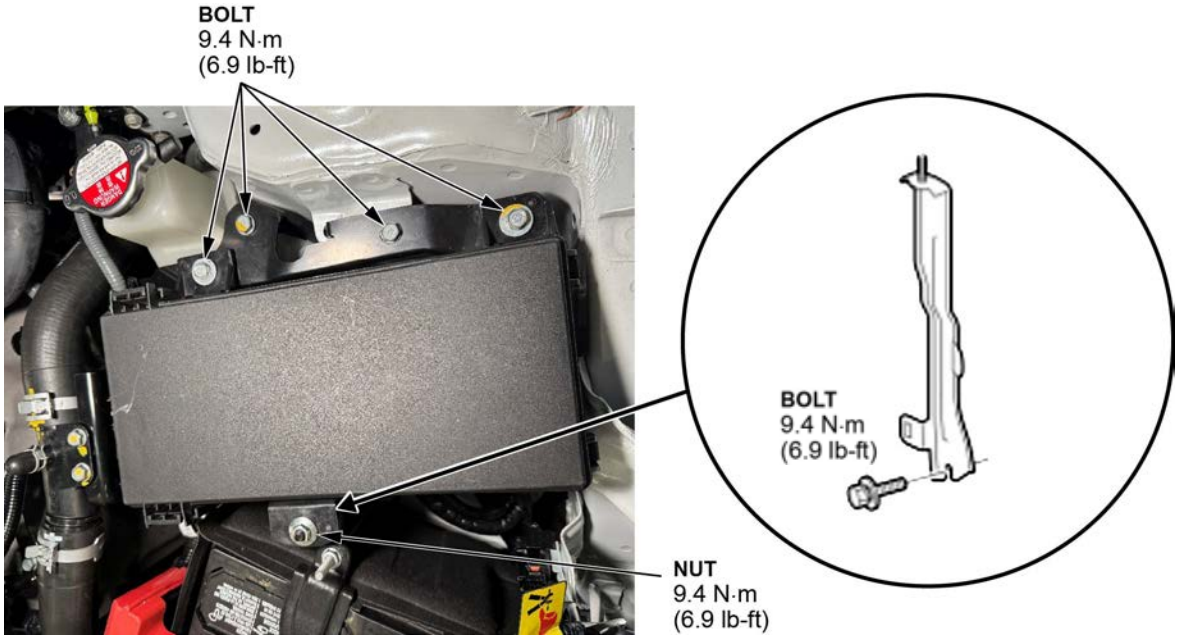
    NOTE:

    - There will be a slight release of pressure when removed, which is normal.
    - The supply hose may already be disconnected during defueling.
    - Use a new O-ring during installation.
    - During installation, torque the mounting nut to **9.4 N·m (6.9 lb-ft).**



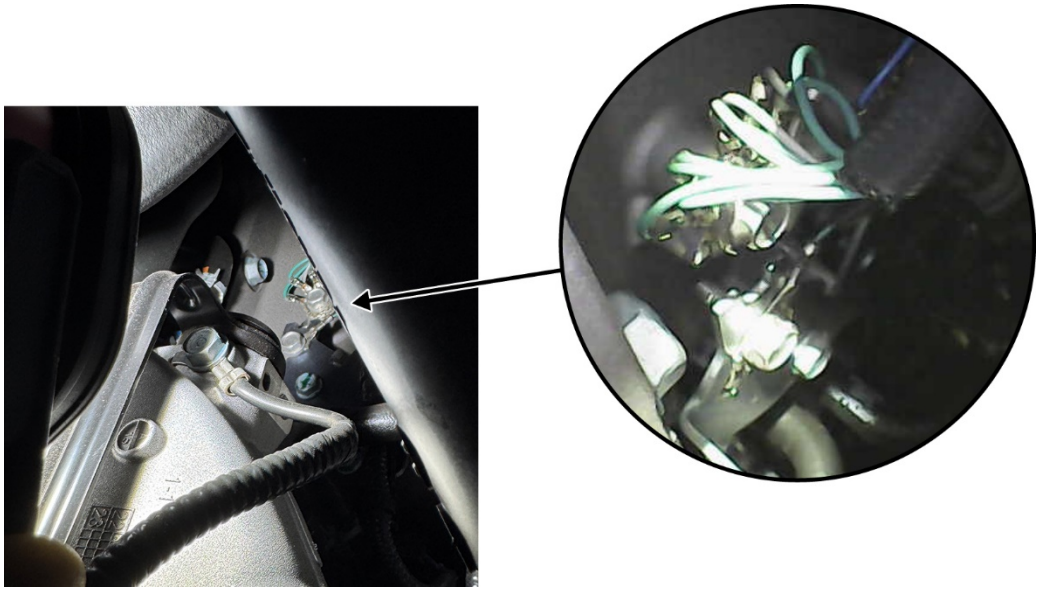
54. Remove the hose from the top of the FC stack.

55. Unbolt the fuse box to allow access to the mount underneath, then remove the fuse box mounting brackets



56. Unbolt the IPU coolant reservoir but **do not** disconnect the hose.

57. Remove harness couplers and three ground bolts on the stack above the intercooler. During installation, torque to **9.4 N·m (6.9 lb-ft)**.



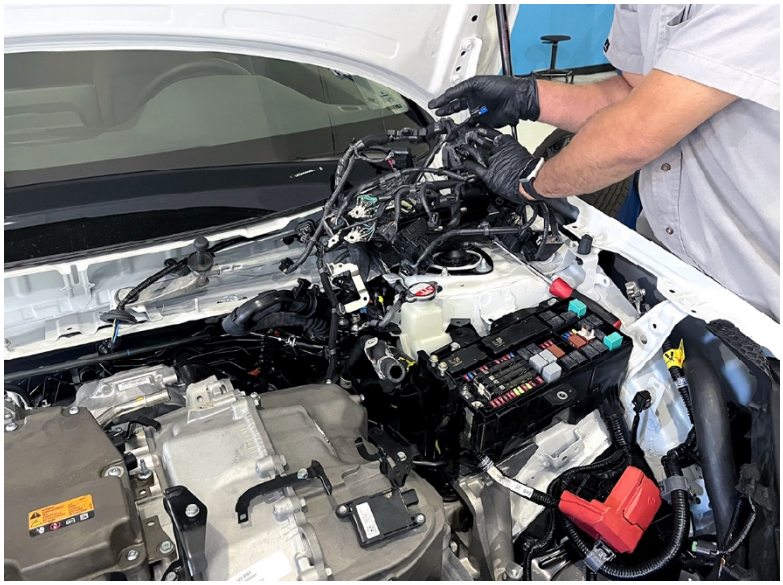
58. Disconnect and remove the FC ECU (A).

BOLTS
12 N·m
(9 lb-ft)

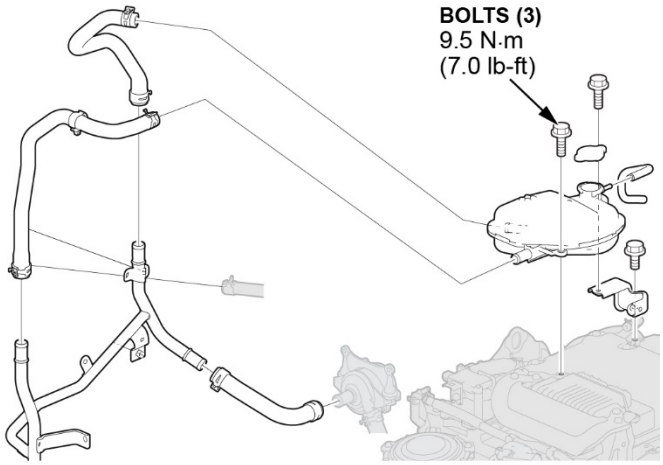
59. Remove the two bolts securing the wiring harness bracket (A), then disconnect the connectors on the driver's side top of the stack.

BOLTS
9.0 N·m
(6.6 lb-ft)

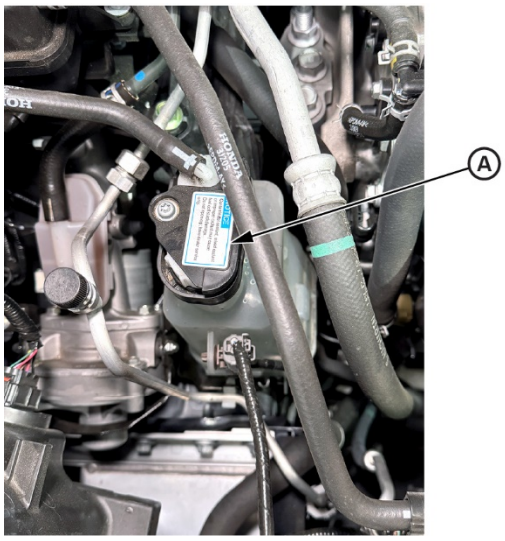
60. Disconnect any remaining wiring connectors to allow the wiring harness to be set aside.

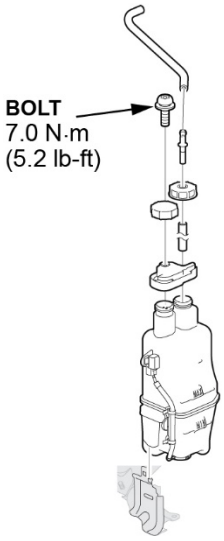


61. Remove the drivetrain (DT) coolant reservoir.

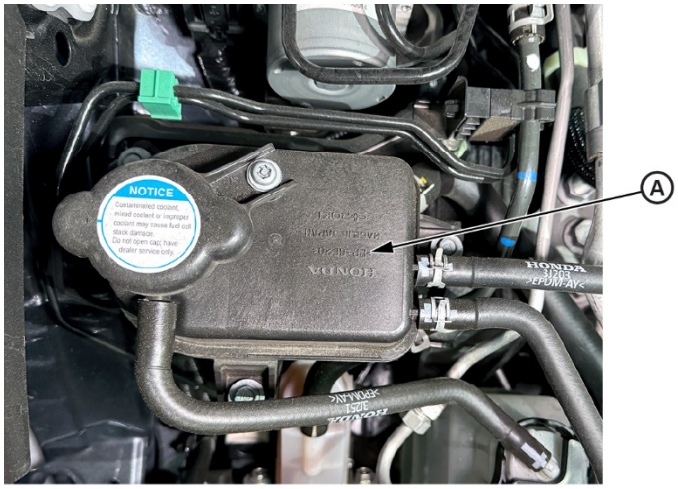


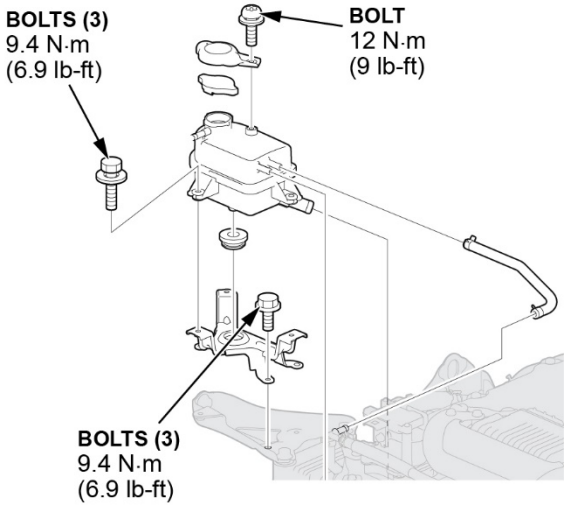
62. Remove the FC coolant reservoir (A).



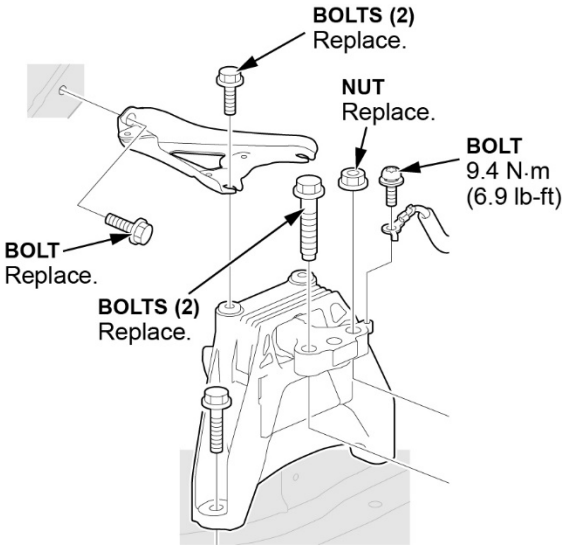


63. Remove the FC coolant expansion tank (A) and base.





64. Remove the right side mount bracket located underneath the FC coolant expansion tank (A).
NOTE: Follow the *Fuel Cell Mount Tightening Procedure* for installation.

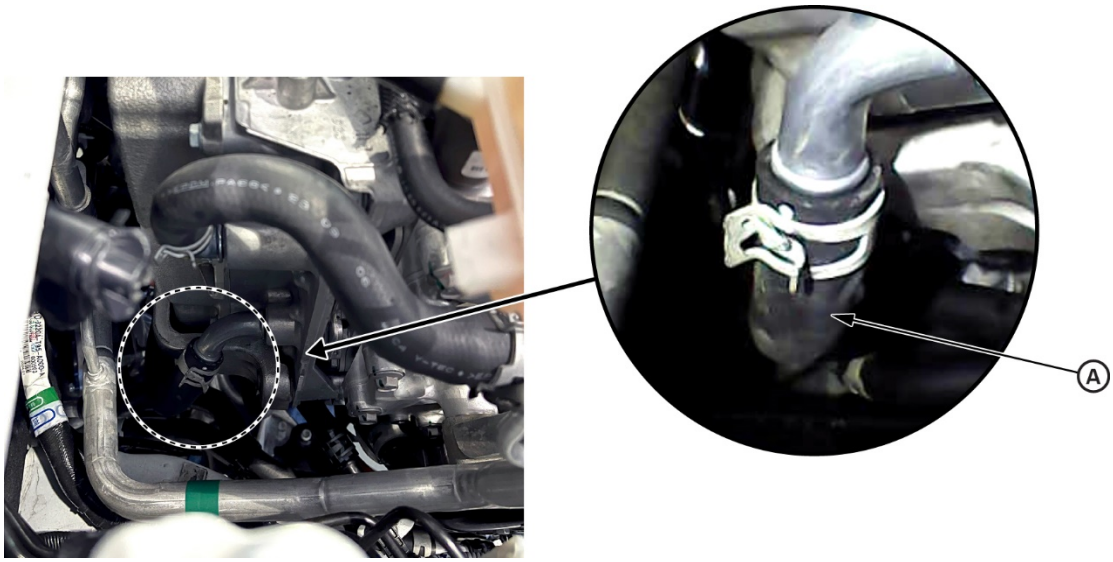


65. Remove one side of the hose clip (A).

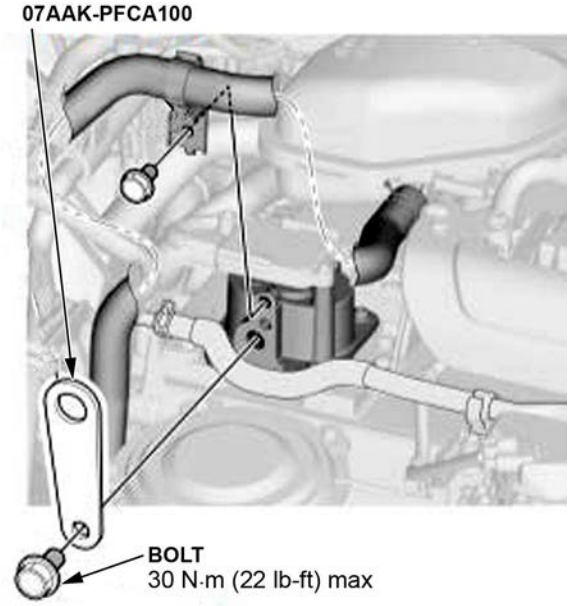
66. Unbolt the brake reservoir (A) from the bracket, then remove the bracket.
    NOTE: The bracket will need to be detached from the white plastic bracket holding brake lines underneath.

    During installation, torque mounting bolts to **9.5 N·m (7 lb-ft)**.

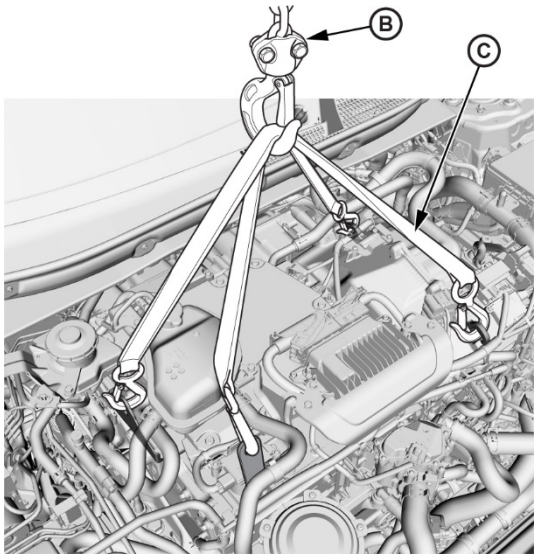
67. Disconnect the hose (A) on the back of the passenger's side rear of the stack.



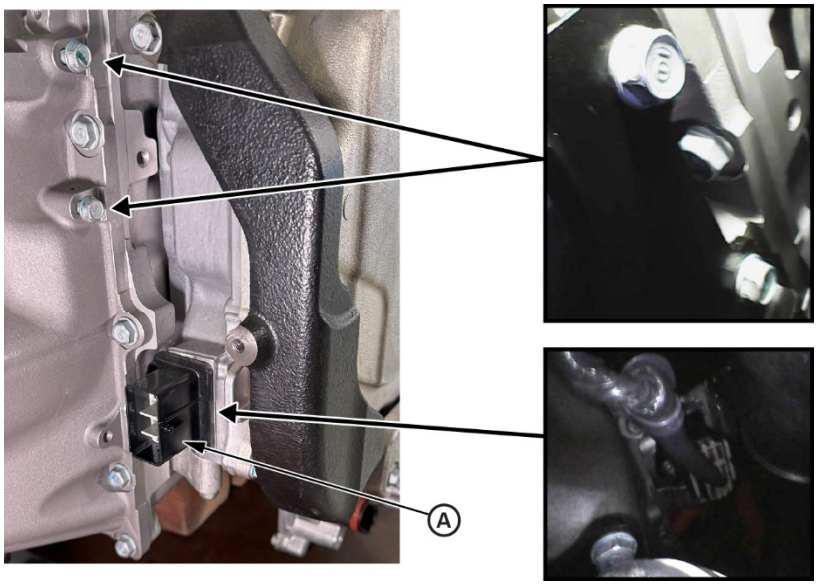
68. Install the engine hanger bracket P/N 07AAK-PFCA100 and torque to **30 N·m (22 lb-ft)**.



69. Attach the engine hanger (C) and engine hoist (B) to support the FC stack.

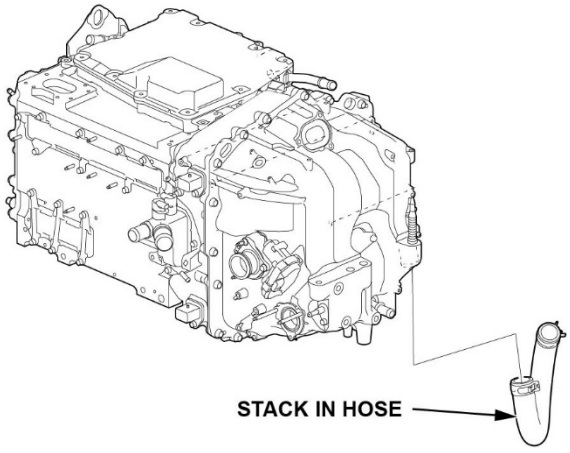


70. Remove the two bolts securing the FC coolant hose bracket on the driver's rear side of the FC stack. Then disconnect the large VCU connector (A) from the VCU, which sits below the FC coolant hose bracket. During installation, torque the bracket bolts to **9.4 N·m (6.9 lb-ft).**



71. Remove the ground bolt above the FC coolant hose bracket.

72. Disconnect the stack in. hose at the driver's side rear of the stack.

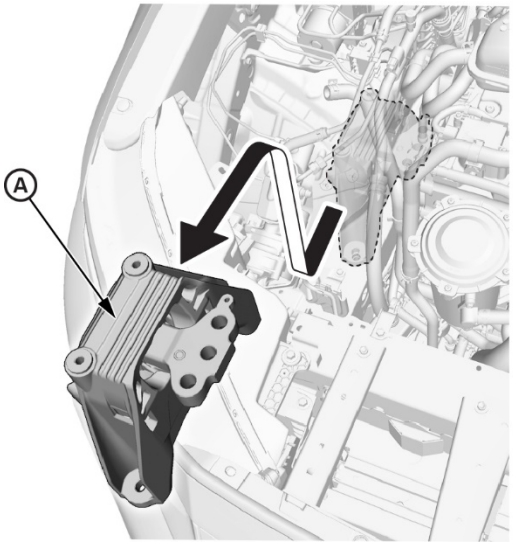


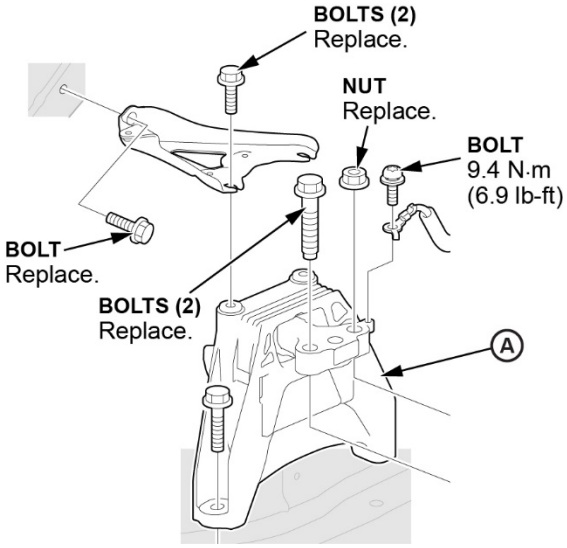
73. Remove the right side mount (A).

NOTICE

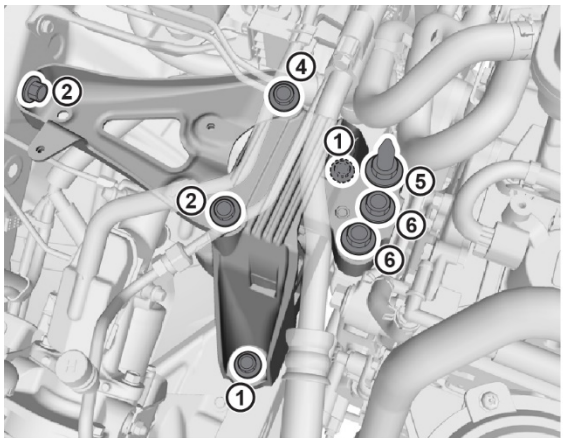
Reinstall the mounting bolts and support nuts in the sequence given. Failure to follow this sequence may cause excessive noise and vibration and can reduce fuel cell mount life.

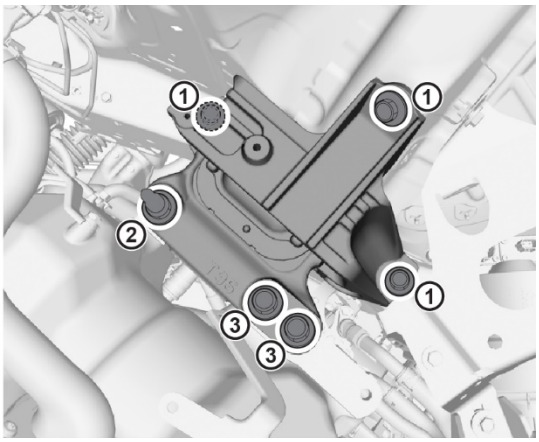
NOTE: During installation**,** snug the mounting bolts but **do not** final torque at this time. Once the right side mount has been installed, follow the *Fuel Cell Mount Tightening Procedure* to torque the bolts, in the proper sequence, to final specification.





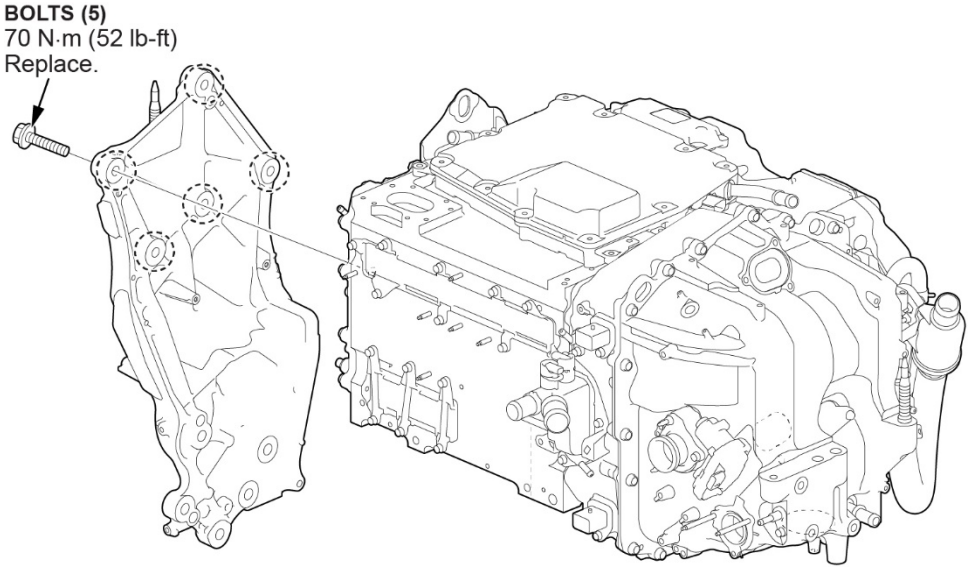
Installation Torque Sequence



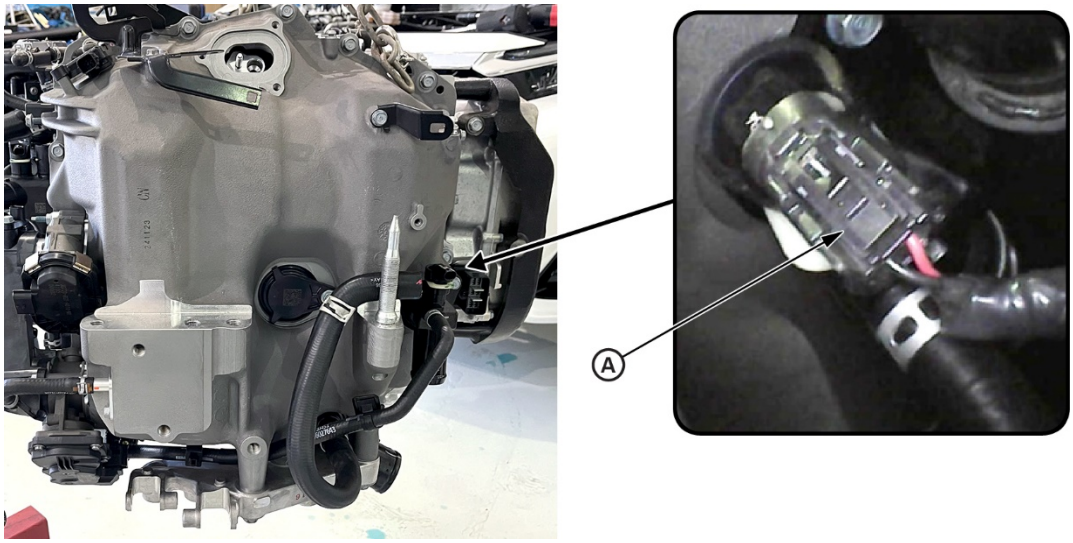


Mount Torque Sequence	Mount Name	Mount Bolt / Nut Tightening Sequence					
		①	②	③	④	⑤	⑥
1	Right Side Mount	55 N·m (41 lb-ft)	55 N·m (41 lb-ft)	55 N·m (41 lb-ft)	55 N·m (41 lb-ft)	100 N·m (74 lb-ft)	100 N·m (74 lb-ft)
2	Left Side Mount	75 N·m (55 lb-ft)	100 N·m (74 lb-ft)	100 N·m (74 lb-ft)	-	-	-
3	Torque Rod	80 N·m (59 lb-ft)	95 N·m (70 lb-ft)	-	-	-	-

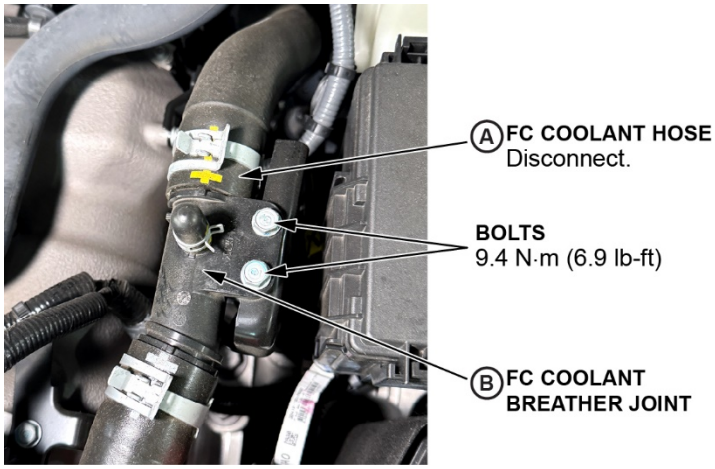
74. Remove the five, powertrain right side bracket mounting bolts securing the FC stack to the bracket.



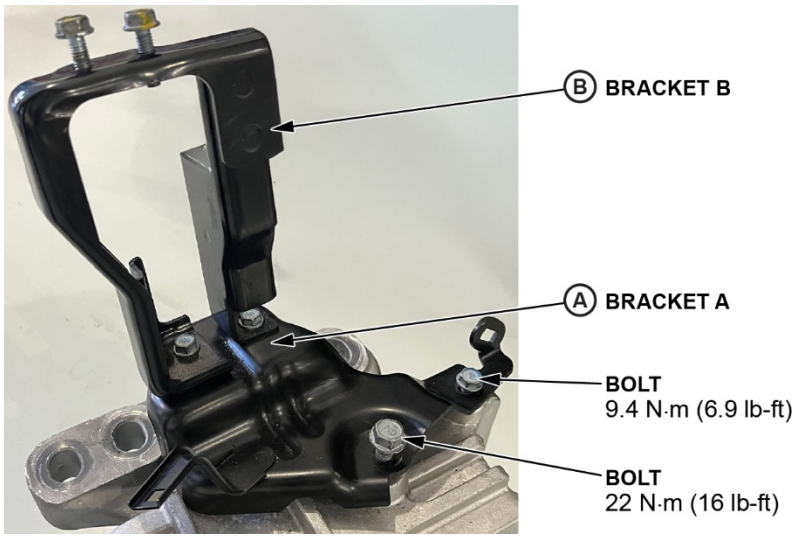
75. Disconnect the small connector (A) from the FC coolant temperature sensor 3.



76. Disconnect the FC coolant hose (A) nearest to the firewall, then remove the FC coolant breather joint (B) bracket bolts.



77. Remove the coolant breather brackets (A and B) as an assembly from the top of the left side mount by removing the bolts shown.

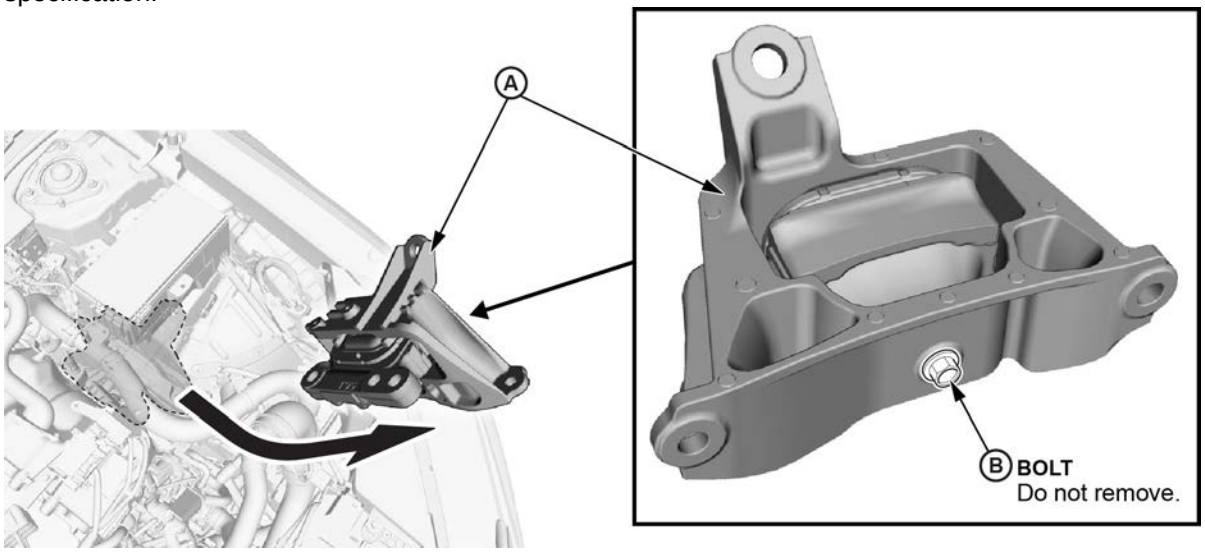


78. Remove the left side mount (A).

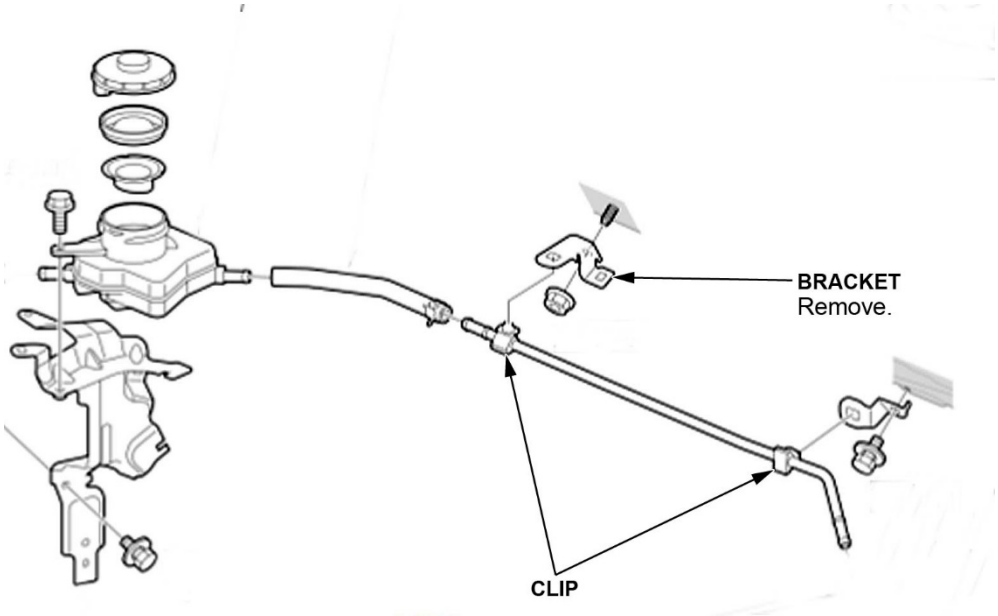
NOTICE

- **Do not** remove the bolt (B). If the bolt is removed the left side mount must be replaced as an assembly.
- During installation, reinstall the mounting bolts and support nuts in the sequence given. Failure to follow this sequence may cause excessive noise and vibration, and can reduce fuel cell mount life.

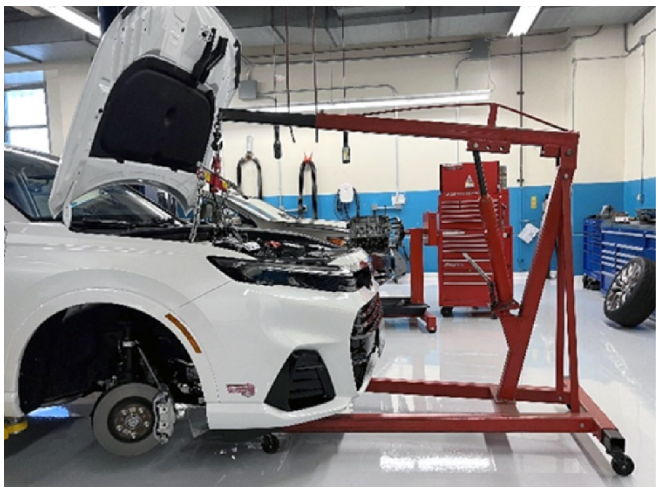
NOTE: **During installation,** snug the mounting bolts but do not final torque at this time. Once the right side mount has been installed, follow the *Fuel Cell Mount Tightening Procedure* to torque the bolts, in the proper sequence, to final specification.



79. Unclip the brake line from the firewall cowl area, then remove the bracket to provide additional clearance for FC stack removal.

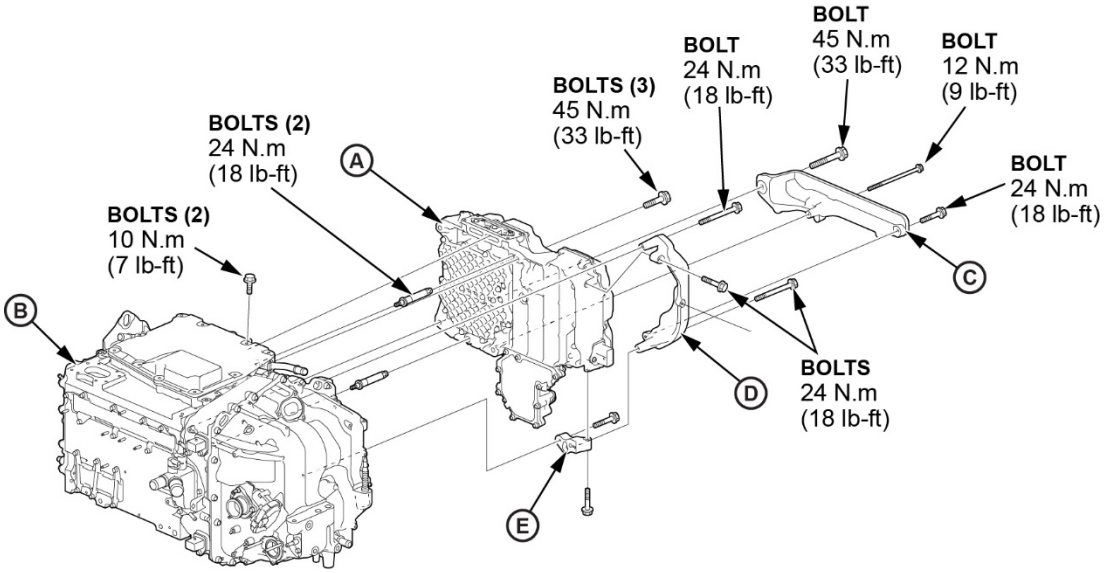


80. Carefully remove the FC stack from the top.

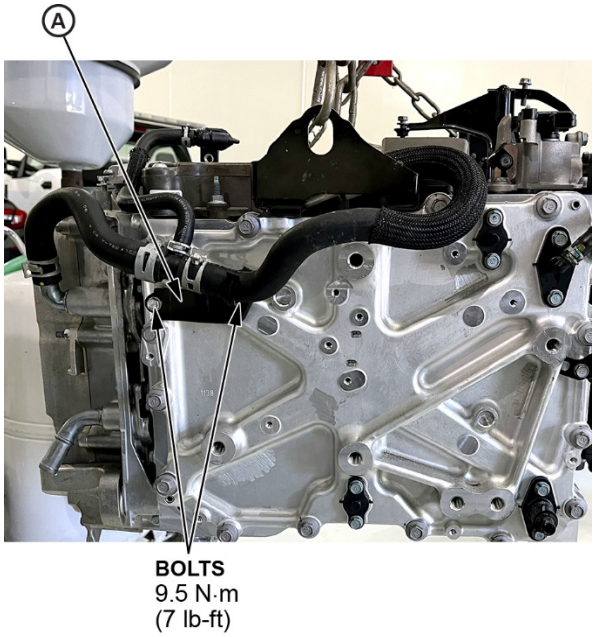


81. Place the 2, 4x4 wood beams under the stack and slowly lower the stack onto the beams. See Uncrating step 7 – *Uncrating & Crating the Fuel Cell stack*.
82. Remove the new FC Stack from the crate. Follow the steps for uncrating using the same job aid as step 81.

83. Remove the FC VCU assembly (A) and install on new FC stack assembly (B) in the reverse order of removal:
    1. Remove the FC VCU lower guard (C).
    2. Remove the left VCU guard (D).
    3. Remove the FC VCU guard bracket (E).
    4. Remove the FC VCU assembly (A).



84. Transfer the hose bracket (A) from the passenger's side of the old FC stack to the new FC stack, then torque to **9.5 N·m (7 lb-ft)**.



85. Transfer the driver's side Hydrogen (H2) sensor (A) using a new seal, and torque to **2.0 N·m (1.5 lb-ft)**.

    IMPORTANT: Make sure to install with a new seal, and it is properly positioned.

DRIVER'S SIDE

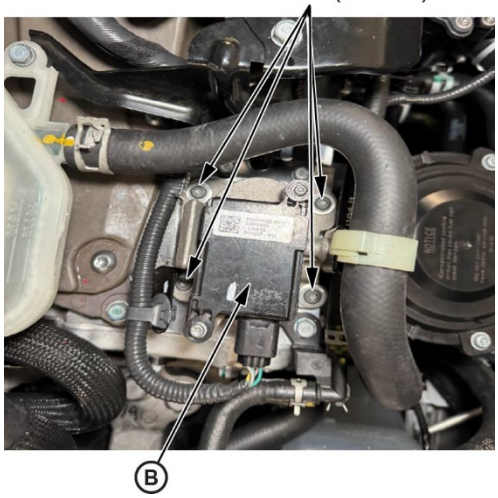
(A) Install with new seals.

86. Disconnect and transfer the passenger's side Hydrogen (H2) sensor and pedestal as an assembly (B) using a new pedestal seal, then torque to **7.0 N·m (5.2 lb-ft)**.

    NOTE:

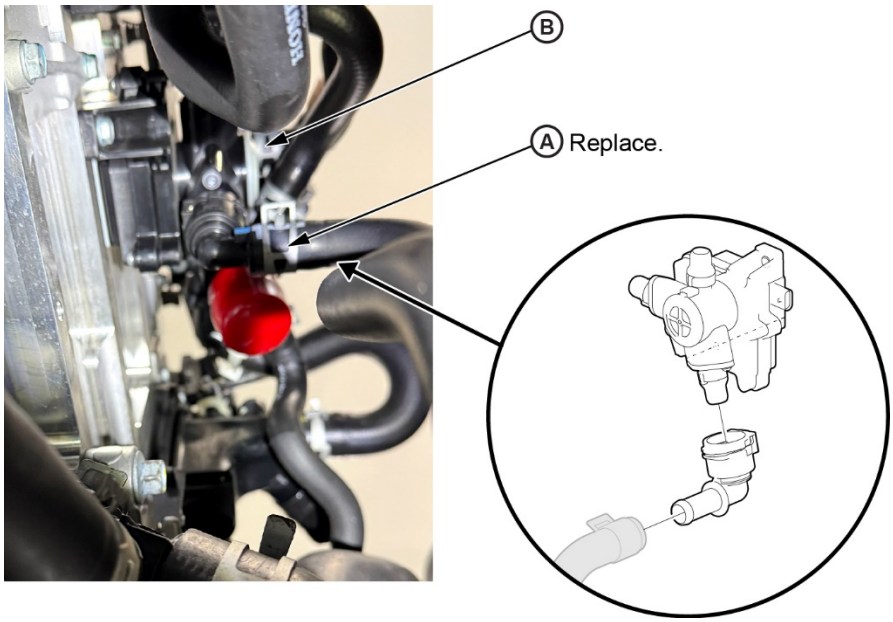
    - It is not necessary to remove the hydrogen (H2) sensor from the pedestal.
    - If the hydrogen (H2) sensor is removed, a new seal must be used when installing it to the pedestal.

BOLTS
7.0 N·m (5.2 lb-ft)

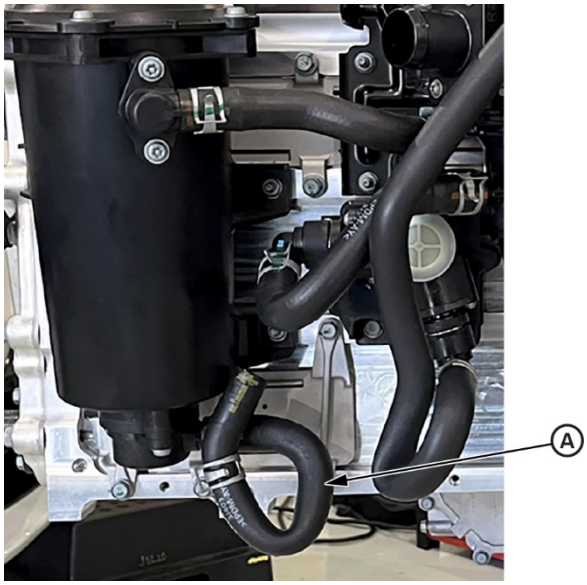


(B)

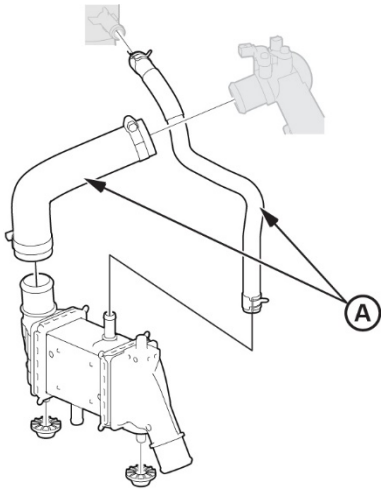
87. Install a new coolant LCAC In. hose set quick connector coolant hose assembly (A) to the lower connection point of the FC coolant sub-valve assembly (B) on the new stack.



88. Transfer the Ion exchanger hose C (A) from the old stack to the new stack.

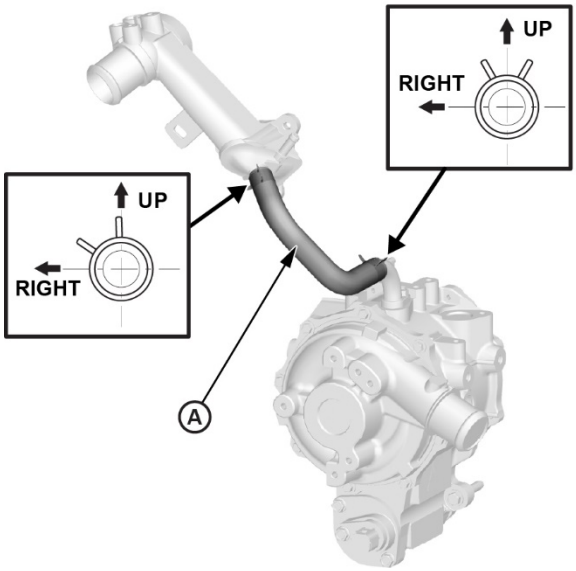


89. Transfer the water-cooled intercooler outlet hoses (A) to the new FC stack.

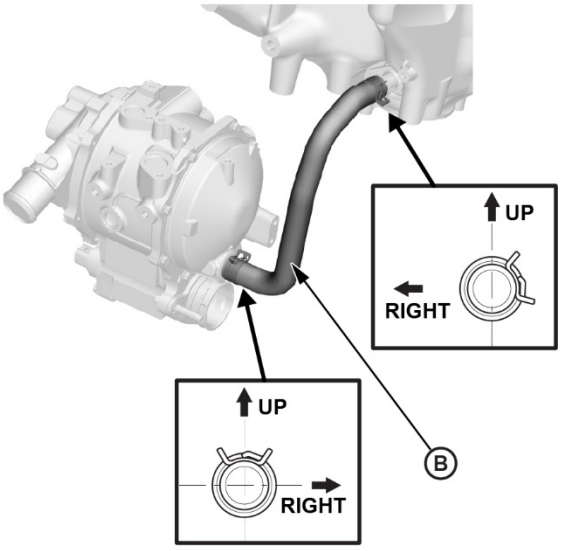


90. Transfer the electric air pump air inlet hose (A) and air outlet hose (B) to the new FC stack.

COOLING AIR INLET HOSE

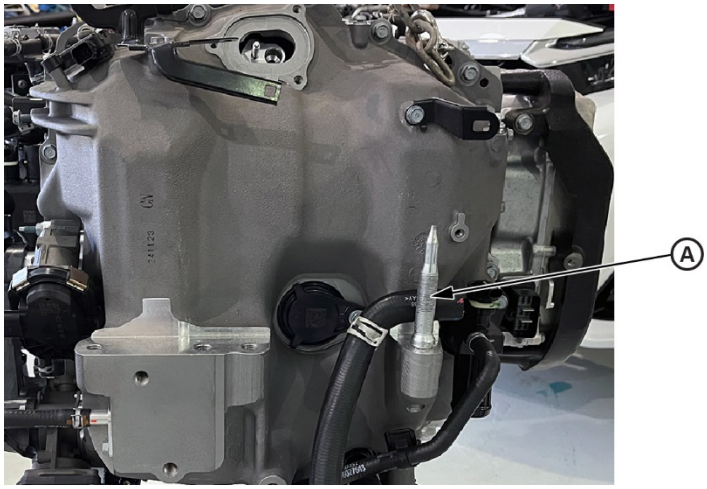


COOLING AIR OUTLET HOSE



91. Transfer the brackets (A & B) shown from the old stack to the new stack, then torque to **9.0 N·m (6.6 lb-ft)**.

92. Transfer the stack mounting stud bolt (A) from the old stack to the new stack.



93. Install the new FC stack.

94. Reinstall all removed parts in the reverse order of removal, back to step 6.

    NOTE:
    - Leave the front bumper cover off for cooling system bleeding.
    - Leave the middle floor undercover off until the Hydrogen Leak Check B is complete.

95. Install the IGB relay

94. Connect the 12-volt battery, *12 Volt Battery Terminal Disconnection and Reconnection*.

95. Refill the FC coolant, steps 5-23 *FC Coolant Replacement*.

96. Reset the Maintenance Minder for the FC coolant, *Maintenance Minder General Information*.

    NOTE:
    - If the Maintenance Minder is indicating to replace the FC coolant, reset the Maintenance Minder with the gauge.
    - If the Maintenance Minder is not indicating to replace the FC coolant, reset the Maintenance Minder with the iHDS.

97. Refill the DT coolant, steps 4-9 *Coolant Replacement*.

    NOTE: **Do not** drain or service the IPU Cooling System; this system is untouched in this procedure.

98. Install the front bumper cover.

    NOTE: Re-aiming the millimeter wave radar is not required if the bumper cover is only removed and reinstalled.

99. Do the Hydrogen Leak Check B, steps 1-19 *Hydrogen Leak Check After Component Replacement*.

100. Fill the hydrogen through the hydrogen fuel receptacle until the tank pressure exceeds **60 MPaG**.

101. Turn the manual valves clockwise at **25 N·m (18 lb-ft)**.

102. Connect a power supply to the 12-volt battery.

     NOTE: Honda recommends using the Midtronics GR8-1100P AST in Power Supply Mode, the Midtronics DCA-8000 Dynamic Diagnostic Charging System in Reflash Mode, or the Associated Equipment Corporation ESS6100 100A Smart Charger in Power Supply | DIAG+, 512EVO connected directly to the vehicle's 12-volt battery. It should be left connected during the entire procedure to maintain a steady voltage.

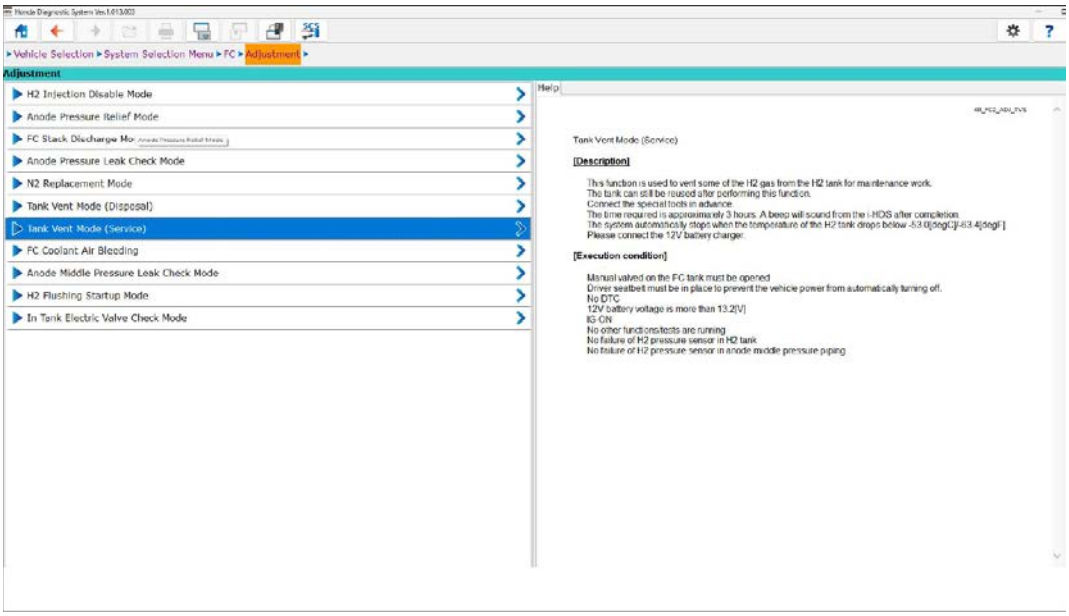
103. Set the power switch to the ON mode.

104. Connect the i-HDS to the vehicle and PC, then insert the driver's seat belt into the buckle.

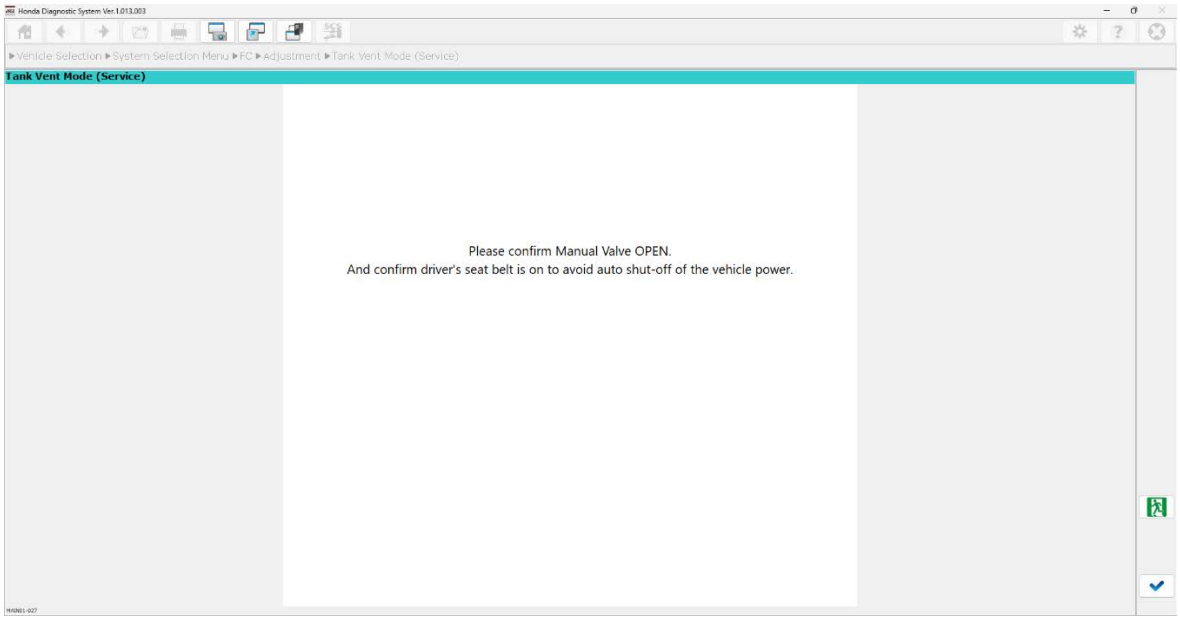
105. With the PC accessible from the outside of the vehicle, lift the vehicle for access to the hydrogen tanks.

106. Use the i-HDS Tank Vent Mode (Service) to open the electromagnetic tank valve:

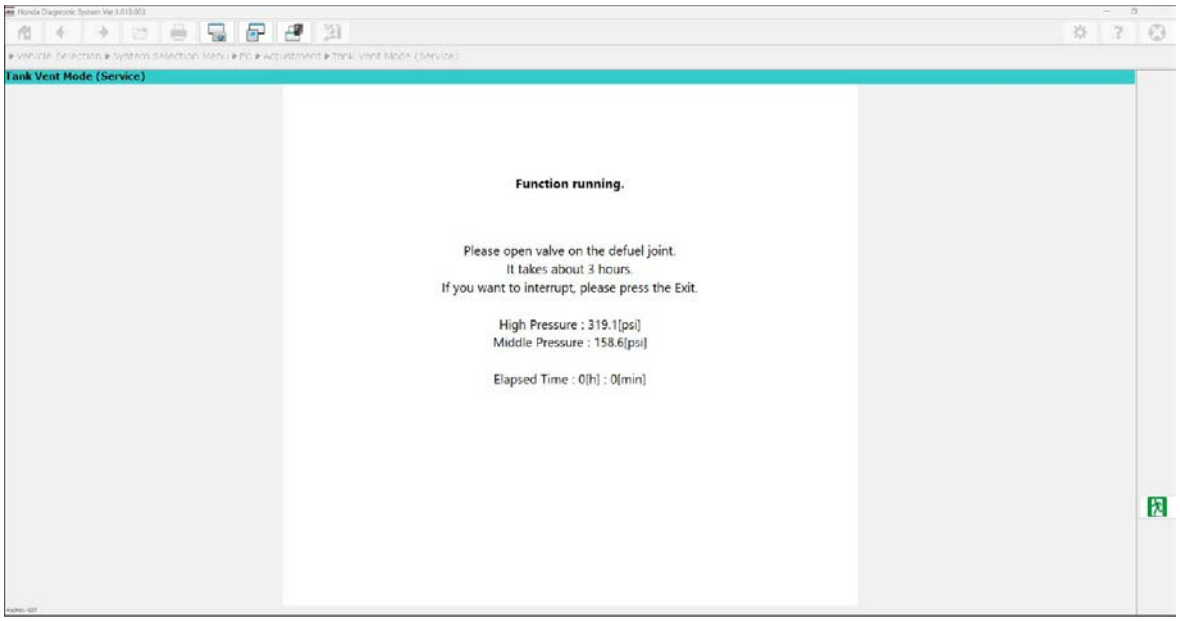
     1. Select **Connect to the Vehicle.**
     2. Enter the vehicle information, then select **System Selection Menu.**
     3. Select **FC.**
     4. Select **Adjustment.**
     5. Select **Tank Vent Mode (Service).**



6. Confirm the 12-volt power supply is connected, then select the  button.
7. Select YES to proceed with the Tank Vent Mode (Service) function.
8. Select  to initiate the tank valve vent mode.
   NOTE: The manual valves should be closed at this point for this test.

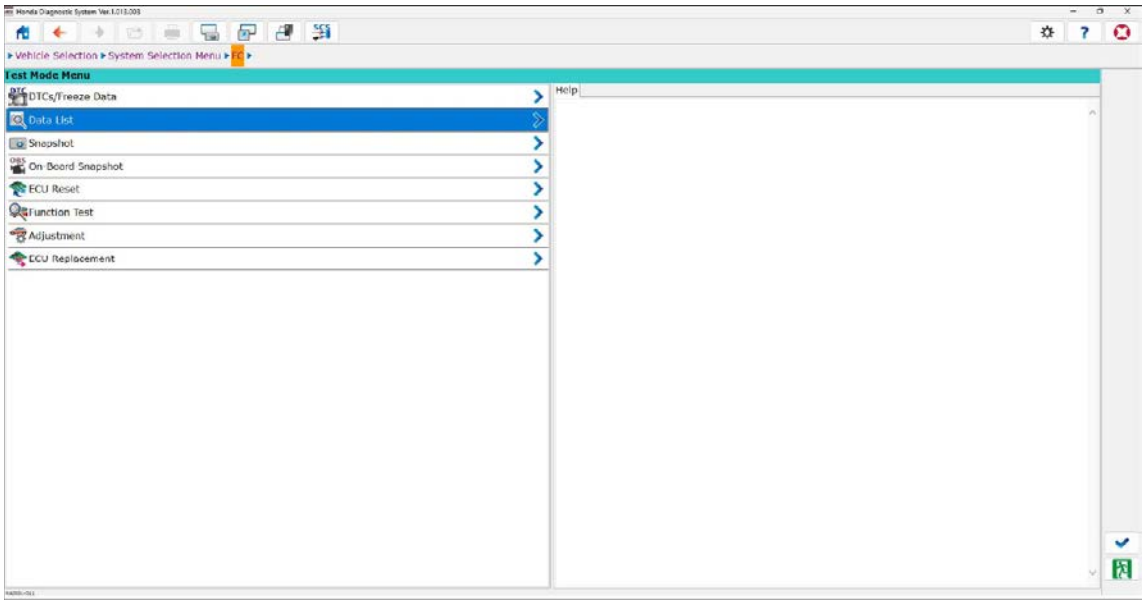


9. This screen should display to indicate the tank vent mode is running.



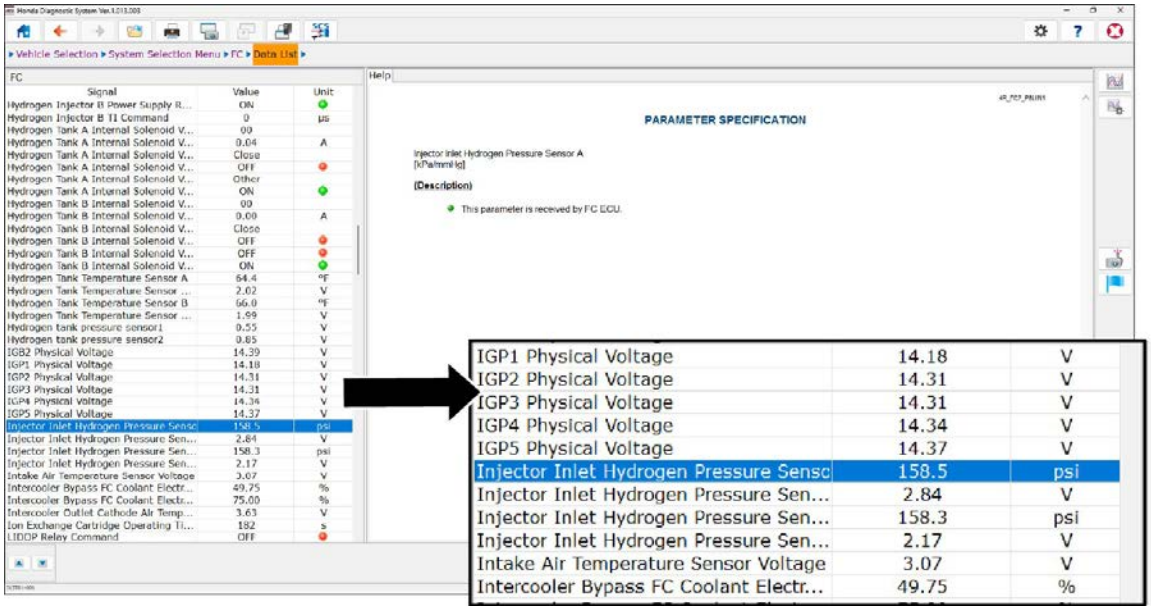
10. Within **99 seconds** of starting the Tank Vent Mode – turn the manual valve of the rear tank counterclockwise until it stops at **3.5 N·m (2.6 lb-ft)**.
11. Turn the manual valve of the front tank counterclockwise until it stops at **3.5 N·m (2.6 lb-ft)**.
12. Stop the tank vent mode by pressing the EXIT button  .
13. Set the power switch to the OFF mode.
14. Set the power switch to the ON mode.

15. From the **System Selection Menu** select the **Test Mode Menu**, then select **Data List**.



16. Confirm the value of Injector Hydrogen Pressure Sensor A is within the specified range of **138–181 psi** (**950–1250 kPa**).

    NOTE: If the value is not within the specified range, tighten the manual valves of both the rear and front tanks clockwise to **25 N·m (18 lb-ft)**, then repeat step 106.



17. Select the EXIT button  . **The Hydrogen Leak Test B is complete.**

107. From the **System Selection Menu**, select the **H2 Flushing Startup Mode.**
108. Do the *FC ECU Reset* procedure.
109. Do a front wheel alignment.
110. Do the *VSA Sensor Neutral Position Memorization* procedure.
111. Do the *FC Stack Operating Time Reset*.
112. Do the *FC Ion Exchanger Cartridge Operating Time Reset*.

Prepare the FC Stack for Return Shipping

1. Follow the instructions in the *Uncrating & Crating the Fuel Cell Stack* job aid.