TrueFrame Structural Standards

All structural issues listed below WILL FAIL the TrueFrame Structural Standards

1. Used Vehicle Measurement Standard (UVMS)
   a. Symmetrically (comparative measure from side to side and point to point), the length, width and height must measure to a tolerance of no more than +/- 5mm of published specifications

2. Radiator Core Support (bolt-on, including the upper and lower tie bars, center support and side baffles)*
   a. Existing damage more than 1½" deflection, or any perforation over ½"

3. Radiator Core Support (welded)
   a. Existing damage more than 1½” deflection, or any perforation over ½”
   b. Replacement

4. Frame Rail Extensions/Ears (bolt-on, area at the end of the frame rails to which the bumper reinforcement or isolators attach)*
   a. Existing damage more than 1” deflection
   b. Repaired with filler

5. Frame Rail Extensions/Ears (welded, area at the end of the frame rails to which the bumper reinforcement or isolators attach)
   a. Existing damage more than 1” deflection, or any non-factory separation or torn/ripped welds
   b. Repaired with filler

6. Frame Rails (including front, center and rear rails)
   a. Transport tie-down more than 1”
   b. Existing damage (deflection, perforation) more than ½” (incidental**), including any non-factory separation or torn/ripped welds
   c. Damaged mounting points to frame or unibody
   d. Side rails/channels, existing damage more than 1” deflection (incidental**)
   e. Torque box, existing damage more than ½” deflection (incidental**)
   f. Any bend, deflection, kink, or deformation in rail due to direct or indirect vehicle impact damage
   g. Replacement

7. Cross Members (bolt-on)*
   a. Existing damage, more than 1” deflection, or any tear, rip, or perforation over ½” (incidental**)
   b. Repaired damage

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*All structural bolt-on parts that fail may pass after replacement and re-inspection
** Incidental damage typically refers to damage such as road debris, parking abutments, or improper jacking or lifting
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8. Cross Members/Reinforcement (welded)
   a. Existing damage, more than 1” deflection, or any tear, rip, or perforation over ½” (incidental**)
   b. Repaired damage
   c. Replacement

9. Aprons/Upper Reinforcement Rails
   a. Existing damage due to direct impact, any non-factory separation or torn/ripped welds
   b. ¼” deflection due to incidental contact
   c. Repaired damage due to direct impact
   d. Replacement
   Conventional frame: none

10. A. Strut Tower (front)
      a. Existing damage due to direct impact, any non-factory separation or torn/ripped welds
      b. Repaired (drilled-out procedure for strut replacement or adjustment acceptable)
      c. Replacement
      Conventional frame: none

B. Strut Tower / Rear Wheel Housing
   a. Existing damage more than 1” deflection or if causing non-factory separation or torn/ripped welds
   b. Repaired with filler (straightening of metal is allowed)
   c. Replacement
   Conventional frame: none

11. Cowl Panel/Firewall (excluding cowl vent panel)
    a. Existing damage more than ½” (incidental**)
    b. Any bend, kink, deflection or perforation due to direct impact
    c. Repaired
    d. Replacement

*All structural bolt-on parts that fail may pass after replacement and re-inspection
** Incidental damage typically refers to damage such as road debris, parking abutments, or improper jacking or lifting
   a. Existing damage more than ¼” deflection (incidental**)
   b. Repaired damage
      i. A, B, D pillars can have no filler present
      ii. For C pillar, there can be no filler past the first inverted line or ½” into the pillar,
         whichever comes first
   c. Replacement
   d. Access holes for paintless dent removal (PDR)
      i. 3 or less PDR holes per pillar, not greater than 5/8” each and not less than 10” apart
         (must be clean hole)
   e. A and B pillars – pillar cannot be completely painted. If A or B pillar is found to be painted into
      areas where detecting filler is not feasible, the pillar will not meet TrueFrame structural standards

13. Roof
   a. Replacement (entire structure or skinned)

14. Rocker Panel – Outer
   a. Existing damage (damage cannot go into the lower door jamb/sill)
   b. Repaired damage (filler cannot go into the lower door jamb/sill)
   c. Replacement
   d. Rocker down standing pinch weld flange: existing damage causing broken or torn/ripped welds
      (rolled pinch weld flange due to road debris or improper jacking acceptable)

15. Rocker Panel – Inner
   a. Existing damage more than ¼” deflection (incidental**). Any non-factory separation or torn/ripped welds.
   b. Repaired
   c. Replacement
   d. Any bend, kink, or deformation due to direct

16. Floor Panel/Trunk Pan
   a. Existing damage more than 2” deflection. Any non-factory separation or torn/ripped welds.
   b. Any tears/rips more than 1”
   c. Repaired with filler (straightening of metal allowed)
   d. Replacement

*All structural bolt-on parts that fail may pass after replacement and re-inspection
** Incidental damage typically refers to damage such as road debris, parking abutments, or improper jacking or lifting
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17. Quarter Panel/Cab Panel  
a. Existing damage, if replacement is recommended for quarter panel  
b. Replacement

18. Rear Body Panel  
a. Existing damage more than 1½” deflection and/or perforation. Any non-factory separation or torn/ripped welds.  
b. Replacement

19. Structural Bracing/Brackets (brace or bracket that connects two or more structural components)  
Bolt-on:  
a. Any existing damage (if damage exists on Structural Bracing/Brackets, vehicles may be eligible for re-inspection after proper replacement of bolt-on part)

Welded:  
a. Any existing damage  
b. Replacement

The following WILL NOT FAIL the TrueFrame Structural Standards

1. Truck Bedsides  
a. Existing damage (repaired or replaced), if bed is separate from body of vehicle  
b. Example of an exception: Honda Ridgeline