

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

*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

8. Cross Members/Reinforcement (welded)

- a. Existing damage, more than 1" deflection, or any tear, rip, or perforation over 1/2" (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. 1/4" 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 1/2" (incidental^{**})
- b. Any bend, kink, deflection or perforation due to direct impact
- c. Repaired
- d. Replacement

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12. Support Pillars – A, B, C, D pillars

- 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

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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

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