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Frame Weakening Standards

Sec. 14-271a-1. Definitions

As used in this section and section 14-271a-2 of the Regulations of Connecticut State Agencies:

1. “Body” means the occupant and cargo carrying portion of a vehicle including the sides, floor and permanent type roof, but does not include that portion of the floor on unibody vehicles that contains structural shapes or where it has structural pieces welded to it;

2. “Chassis” means the frame, suspension and related components that support the body of a motor vehicle;

3. “Commercial motor vehicle” means “commercial motor vehicle” as defined in section 14-1 of the Connecticut General Statutes;

4. “Flange” means that portion of a frame rail or stamped structural shape that forms the bottom or top horizontal portion of the frame member.

5. “Frame” means that portion of a motor vehicle chassis that supports the weight of the body and drive train on the suspension, including individual frame members and stamped structural shapes in unibody vehicles;

6. “I-CAR Standards” means policies, procedures, and practices contained in the Collision Repair Manuals published by the Inter-Industry Conference on Auto Collision Repair, 5125 Trillium Blvd., Hoffman Estates, IL 60192;

7. “Light duty motor vehicle” means any motor vehicle other than a commercial motor vehicle; and

8. “Subframe” means an independent frame member that is discontinuous at some point between the front and rear axles.

(Adopted effective June 22, 2009)

Sec. 14-271a-2. Frame weakening standards

No motor vehicle shall be operated on any public highway, nor shall any motor vehicle pass any safety inspection conducted by the commissioner of motor vehicles under authority of any provision of the Connecticut General Statutes or the Regulations of Connecticut State Agencies, if the vehicle frame fails to meet any of the following standards:

1. The frame or chassis of each motor vehicle shall not be cracked, loose, sagging or broken;

2. Bolts, brackets, or welds securing the cab or the body of the vehicle to the frame or subframe must not be loose, broken, or missing;

3. The frame flanges between the axles shall not be bent, cut or notched, except as specified by the commercial motor vehicle manufacturer of the vehicle in question or, if the vehicle in question is a light duty motor vehicle, in accordance with either the I-CAR Standards or the recommendations of the manufacturer of the motor vehicle in question;

4. The frame flanges shall not be rusted such that any corrosive scaling or flaking has reduced the solid metal of the flange by fifty percent or more;

5. No holes shall be drilled in the top or bottom frame flanges, except as specified by the commercial motor vehicle manufacturer of the vehicle in question or, if the vehicle in question is a light duty motor vehicle, in accordance with I-CAR Standards;

6. No rust perforation holes shall be allowed in the top or bottom flanges; or

7. Parts and accessories shall not be welded to the frame or chassis of a motor vehicle except in accordance with the recommendations of the commercial motor vehicle manufacturer of the vehicle in question or, if the vehicle in question is a

light duty motor vehicle, in accordance with either the I-CAR Standards or the recommendations of the manufacturer of the motor vehicle in question.

(Adopted effective June 22, 2009)