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To: Collision Repair Industry

**POSITION STATEMENT: Use of Heat While Repairing Damaged Structural & Non-Structural Components**

For mild and high strength steel structural components, heat up to 752 °F (400 °C) may be used to straighten the damaged areas to their original dimensions. However, the damaged areas must be replaced after straightening with heat and may **NOT** be reused. For ultra-high strength steel structural components, **NO** heat may be used.

Heat may **NOT** be used for non-structural components, including but not limited to doors, hood, roof, outer fenders, trunk/tailgate, and outer quarter panels.

Cold straightening may be performed on mild and high strength steel structural components. Depending on the severity of the damage, the cold straightened structural components may be reused. Cold straightening may **NOT** be performed on ultra-high strength steel structural components. Any damaged ultra-high strength steel components must be replaced at factory seams.

Refer to the applicable Body Repair Manual (BRM) for identifying where different types of steel are used in the body structure and for specific repair/replacement procedures on each vehicle being repaired. Hyundai BRMs are available on the Hyundai Tech Info website located at <https://www.hyundaitechinfo.com> under "Service Information > Body".