



Wenzl's Collision Center Publishes Consumer Guide to Unibody Damage After an Accident

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Wenzl's Collision Center has published new consumer guidance explaining what unibody damage means after an accident and how collision repair professionals evaluate areas that may have been affected by impact forces. The September resource focuses on vehicle structure, damage identification, measurement, repair planning, and the importance of using procedures appropriate for the individual vehicle.

Many modern passenger vehicles use unibody construction, in which the body and structural sections are integrated rather than relying on a separate full frame beneath the vehicle. This design allows multiple areas of the vehicle to contribute to its overall structure, which means collision evaluation can extend beyond the exterior panel where damage is easiest to see.

The new guidance expands on Wenzl's Collision Center's collision repair information by providing a focused explanation of how structural conditions can become part of a repair plan after an accident.

Visible body damage and unibody damage are not interchangeable terms. A dented fender, damaged bumper, or creased door does not automatically mean the vehicle's underlying structure has been affected. Likewise, the exterior appearance of a vehicle alone may not provide enough information to determine the condition of every structural area associated with an impact.

Repair planning therefore begins with the individual collision. Technicians can document the location and characteristics of visible damage, identify components associated with the impact area, and determine whether additional inspection or measurement is appropriate.

Unibody structures include areas designed to support and connect different portions of the vehicle. Depending on the make and model, structural sections can be located around the front and rear of the vehicle, passenger compartment, floor, rocker areas, pillars, and other locations.

When collision forces reach one of these areas, technicians can evaluate the affected components rather than relying solely on the size of the visible dent or deformation. Two accidents that appear similar from outside can involve different repair requirements because impact direction, vehicle construction, and the components involved can differ.

Measurement can become an important part of this evaluation when structural involvement is suspected. Vehicle measuring systems can help technicians compare relevant locations and identify whether specific structural points remain within applicable specifications.

Measurement provides documented information about the vehicle rather than requiring structural conclusions to be based only on visual appearance. It can also help technicians determine which areas require repair and provide information used during subsequent stages of the repair process.

Structural evaluation is different from assuming that every collision has shifted the vehicle's unibody. The purpose of inspection and measurement is to determine the actual condition of relevant areas. If the documented findings do not indicate structural damage, those findings help define the repair scope just as identifying damage would.

Exterior panels remain part of the overall evaluation because they can provide information about where collision forces were concentrated. Wenzl's provides additional information about restoring damaged panels and exterior components through its auto body repair information.

Access can also affect what technicians are able to evaluate during an initial inspection. Bumper covers, liners, trim, exterior panels, or other components may conceal portions of the vehicle structure or attachment areas.

When repair planning calls for appropriate disassembly, previously covered locations can become accessible for closer inspection. Additional collision-related conditions identified at that stage can then be documented and incorporated into the repair plan.

This process helps explain why a repair estimate prepared before disassembly may develop as technicians gain access to the affected area. It does not mean structural damage is expected behind every damaged exterior component. Instead, disassembly allows the repair plan to reflect conditions that can actually be observed and documented.

Vehicle materials add another layer to structural repair planning. Modern unibody construction can incorporate different grades of steel, high-strength and ultra-high-strength steels, aluminum, and other materials. Their use and location vary by manufacturer and vehicle design.

Those differences can influence whether a structural component has repair limitations, requires replacement, or uses particular joining methods. Welding, adhesives, rivets, sectioning locations, fasteners, and other repair considerations can be specific to the component and vehicle.

This is one reason a repair technique appropriate for one model cannot automatically be assumed appropriate for another with similar-looking collision damage. Repair planning considers the construction of the actual vehicle and the procedures applicable to the affected component.

Unibody damage can also intersect with other parts of a collision repair. Suspension components, exterior panels, doors, bumpers, lighting, and other assemblies connect to or are positioned in relation to structural areas. When the documented impact involves these locations, their condition can be evaluated as part of the overall repair plan.

The September resource is intended to give Lincoln drivers clearer context when structural evaluation, measuring, or related operations appear on collision repair documentation. These steps are used to establish the condition of relevant areas and determine what work is supported by the findings.

More information about the facility and its services is available through the Wenzl's Collision Center Lincoln location.

The central takeaway is that unibody damage cannot be determined from exterior appearance alone. Collision location, structural inspection, appropriate access, measurement, vehicle construction, and applicable repair procedures can each contribute to determining whether structural repair is necessary and how that repair should be planned.

Wenzl's Collision Center is a family-owned collision repair business serving Lincoln, Nebraska. Located at 4515 N 62nd St, Lincoln, NE, the facility provides collision repair, auto body repair, paintless dent repair, and related vehicle restoration services for drivers in Lincoln and surrounding communities.

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For more information about Wenzl's Collision Center, contact the company here: Wenzl's Collision Center Kelli & Martin Wenzl (402) 466 0821 kwenzl@wenzlcc.com 4515 N 62nd St, Lincoln, NE 68507

Wenzl's Collision Center

Wenzl's Collision Center has provided trusted collision repair in Lincoln, NE since 1971. Family-owned and OEM-focused, we deliver expert auto body repair, precision painting, insurance assistance, and honest service you can trust.

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