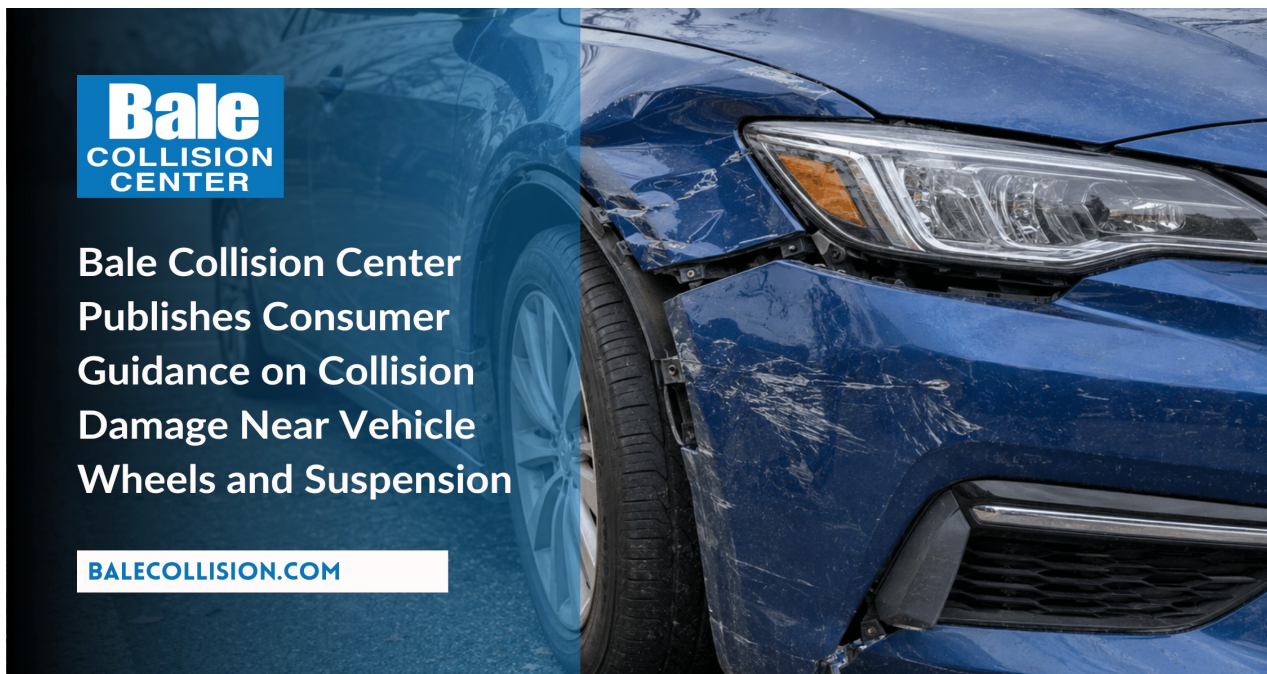




# **Bale Collision Center Publishes Consumer Guidance on Collision Damage Near Vehicle Wheels and Suspension**

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Bale Collision Center has published consumer guidance explaining why an impact near a vehicle's wheel can require evaluation beyond the visible wheel and tire damage. The September resource introduces a four-area framework covering the wheel and tire, suspension and steering components, mounting areas, and vehicle systems affected by the repair.

The guidance expands on Bale Collision Center's collision repair information by focusing specifically on how collision forces around a wheel can involve connected components. A direct wheel impact, corner collision, or accident that pushes a vehicle into a curb can produce different damage patterns depending on the vehicle and direction of impact.

The wheel and tire form the first area of evaluation. Visible conditions can include wheel damage, tire damage, changes in wheel position, or contact between the tire and surrounding components. These

observations provide a starting point but do not determine the complete repair scope.

Changes in vehicle behavior can provide additional information. A driver may notice that the steering wheel is no longer centered, the vehicle tracks differently, a tire rubs against another component, or new vibration or noise appears after the accident. These observations can help identify areas requiring evaluation, but they do not establish which component is responsible.

The second area is the suspension and steering system. Depending on vehicle design, suspension components can include control arms, struts, shocks, springs, knuckles, bushings, links, and related parts. Front-wheel impacts can also involve components associated with steering.

Because these components work together to control wheel position and movement, an alignment change after a collision is not necessarily an adjustment-only issue. Inspection can first determine whether damaged or displaced components are contributing to the change.

Bale Collision Center's auto body repair information provides additional context for repairs involving body and mechanical collision damage.

The third area involves mounting points and adjoining portions of the vehicle. Suspension and steering components attach at specific locations, and a collision can also involve nearby fenders, wheel openings, bumper components, liners, or other body areas.

The September guidance distinguishes evaluation of these areas from assuming structural damage. Not every wheel-area impact affects a mounting location or surrounding structure. The impact location, physical inspection, measurements, and applicable vehicle information help determine which areas are relevant to the repair plan.

This distinction is also important when body and mechanical damage occur together. A corner impact can involve a fender or bumper while also producing conditions around the wheel. Developing the repair plan around the complete documented impact allows the different operations to be organized in the appropriate sequence.

The fourth area is vehicle-specific technology and procedures. Modern vehicles can use electronic systems that receive information related to steering, wheel speed, vehicle direction, cameras, radar, and other equipment.

When collision repairs involve steering, suspension, alignment, or associated components, technicians can review the manufacturer information applicable to the individual vehicle. Depending on the vehicle and work

performed, that information may identify inspection, measurement, diagnostic, alignment, or calibration procedures.

The presence of driver-assistance technology does not mean every wheel-area repair requires calibration. Applicable operations depend on the installed systems, components affected, repair performed, and vehicle-specific procedures.

The new September resource is intended to clarify the difference between correcting wheel alignment and determining why wheel position or vehicle tracking changed after an accident. Alignment measurements can provide useful information, but the broader evaluation considers whether another collision-related condition is influencing those measurements.

The guidance also explains why some wheel-area conditions may become clearer as repair planning progresses. Raising the vehicle or creating appropriate access can allow technicians to evaluate components that are difficult to see during an initial exterior inspection. Additional accident-related findings can then be documented in the repair plan when present.

For consumers, the four-area framework provides a more direct way to understand this category of collision damage. The visible wheel and tire establish one part of the assessment, while suspension and steering components, attachment areas, and applicable vehicle systems provide additional context when the impact makes those areas relevant.

The framework also avoids treating continued drivability as a complete assessment of the vehicle's condition. How the vehicle behaves after the collision can provide useful observations, while inspection and measurement are used to determine what those observations represent.

Information about Bale Collision Center and its facility is available through the Chenal location resource.

The central point of the September guidance is that collision damage around a wheel is evaluated as an interconnected area rather than solely by the appearance of the wheel or tire. The specific repair plan is based on documented conditions involving the individual vehicle, affected components, measurements where applicable, and relevant manufacturer procedures.

Bale Collision Center has served Little Rock and surrounding Arkansas communities since 1952, providing collision and auto body repair services for accident-damaged vehicles. Its services include collision repair, auto body repair, paintless dent repair, glass replacement, ADAS services, automotive refinishing, and

collision-related mechanical services. The Chenal facility is located at 13101 Chenal Pkwy, Little Rock, AR 72211.

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For more information about Bale Collision Center, contact the company here: Bale Collision Center (Chenal) Jason Spiller (501) 221-7181 [jspiller@baleautomotive.com](mailto:jspiller@baleautomotive.com) 13101 Chenal Pkwy, Little Rock, AR 72211, United States

### **Bale Collision Center**

*Bale Collision Center (Chenal) has provided trusted collision repair in Little Rock since 1952. Family-owned and I-CAR Gold certified, we deliver OEM repairs, dent repair, glass replacement, and insurance-friendly service.*

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