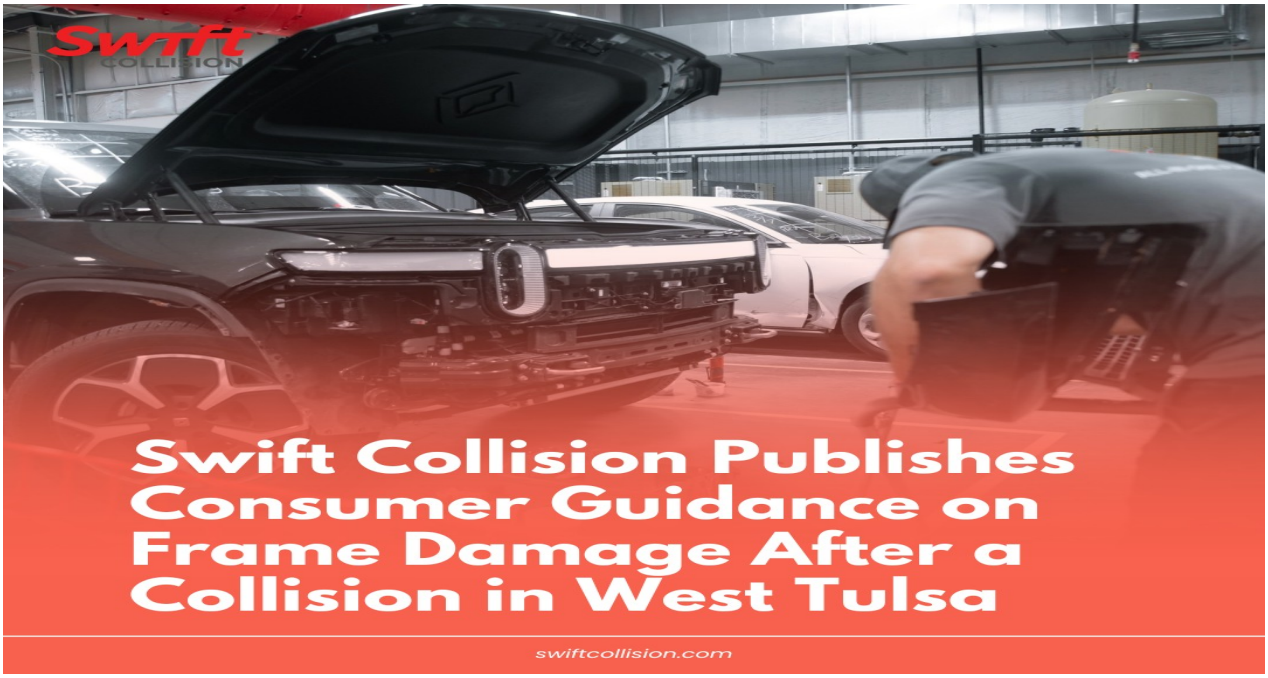


Swift Collision Publishes Consumer Guidance on Frame Damage After a Collision in West Tulsa

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Swift Collision has published consumer guidance explaining how frame and structural damage can be evaluated after a collision and why the extent of that damage may not always be apparent from a vehicle?s exterior. The newly published guidance focuses on four areas drivers may encounter during structural repair planning: vehicle construction, damage inspection, structural measurements, and manufacturer-specific repair procedures.

The guidance expands on Swift Collision?s collision repair services by explaining the difference between visible exterior damage and confirmed structural damage. A damaged bumper, fender, quarter panel, or door does not by itself establish whether the underlying vehicle structure has been affected.

The term frame damage is commonly used to describe structural collision damage, but vehicle construction varies. Many passenger vehicles use unibody construction in which structural areas are integrated into the body, while some trucks and SUVs use different designs. Identifying the vehicle and the area affected by the

collision is therefore an important starting point.

Visible damage provides information about where an impact occurred, but it does not always show the complete condition of surrounding components. Front impacts, for example, may visibly affect the bumper, grille, hood, lamps, or fenders while structural or mounting areas remain behind those exterior components. Side and rear impacts can involve different groups of panels, attachment points, and structural areas.

For this reason, technicians may use appropriate disassembly and measurement when the documented collision conditions indicate that additional evaluation is needed. This does not mean every collision causes structural damage. The purpose is to determine what was actually affected rather than making assumptions based on exterior appearance.

I-CAR collision repair information describes structural measuring as part of the evaluation and repair process when applicable. Depending on the vehicle and damage, technicians may use point-to-point or three-dimensional measurements to compare relevant areas with vehicle specifications. Measurements can provide information that may not be apparent through visual inspection alone.

Vehicle materials can also influence the repair plan. Modern vehicle structures may incorporate different grades of steel, aluminum, and other materials. Straightening, sectioning, welding, bonding, riveting, and component replacement are not interchangeable procedures for every vehicle or structural component.

Manufacturer repair information can identify requirements involving materials, joining methods, component replacement, sectioning locations, and measuring procedures. Swift Collision provides additional information about its manufacturer-specific capabilities through its OEM certifications page.

Panel fit can provide another indication that an affected area should be evaluated. Changes in the position of doors, hoods, fenders, trunk lids, liftgates, or other exterior components can provide useful information after a collision. Uneven panel gaps alone, however, do not establish structural damage. Hinges, brackets, retainers, mounting points, and exterior panels can also contribute to alignment changes.

Mounting areas can require additional attention when collision forces reach suspension, steering, body, restraint, or other attachment locations. Wheel-area impacts are one example. Contact involving a wheel or surrounding body area can affect different components depending on the direction and severity of the impact.

Structural measurement and wheel alignment also serve different purposes. Alignment provides information about wheel positioning, while structural evaluation examines the physical condition and dimensions of applicable vehicle areas. When both are relevant, the repair sequence can address documented collision damage before applicable final alignment procedures.

Modern driver-assistance technology can introduce additional vehicle-specific requirements. Cameras, radar units, sensors, and related equipment can depend on designated mounting positions. When collision damage or repairs affect relevant components, manufacturer procedures can identify whether diagnostic or calibration operations apply. Information about these procedures is available through Swift Collision?s ADAS calibration page.

The newly published guidance organizes structural evaluation into a practical sequence. Technicians first identify the vehicle and impact area, document visible conditions, obtain additional access when necessary, use measurements when appropriate, and review applicable manufacturer repair information before establishing the repair approach.

Confirmed structural damage can then be addressed according to the repair plan, with additional measurements or verification procedures performed when applicable. Mechanical, alignment, diagnostic, or calibration work may also be incorporated when required for the individual repair.

For West Tulsa vehicle owners, the central takeaway is that exterior appearance alone does not determine whether frame or structural damage is present. A vehicle with noticeable body damage may have damage limited to exterior components, while another collision may require additional access or measurement to establish the condition of structural areas.

Swift Collision provides collision repair and related vehicle repair services for drivers throughout the Tulsa area, including western Tulsa. Its services include collision repair, paintless dent repair, auto glass services, electric vehicle repair, ADAS calibration, and fleet solutions.

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Swift Collision

Swift Collision provides factory-certified collision repair, paint, and dent removal using OEM-approved methods and advanced technology. We work with all insurers and back every repair with a lifetime warranty.

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