



Carriage Shoppe Publishes Consumer Guide to Collision Damage Around Vehicle Cameras and Sensors

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Carriage Shoppe has published new consumer guidance explaining how collision damage around vehicle cameras and sensors can be evaluated during repair planning. The September resource focuses on the relationship between collision-affected exterior components and the advanced driver-assistance system technology that may be positioned within or near those areas.

Modern vehicles can use cameras, radar units, parking sensors, and other electronic components to support features such as lane assistance, adaptive cruise control, blind-spot monitoring, parking assistance, and automatic emergency braking. Depending on the vehicle, this technology can be located in windshields, bumpers, grilles, mirrors, and other exterior areas.

The new guidance is intended to help consumers understand why evaluating a damaged bumper, grille, windshield, mirror, or nearby body component can involve more than assessing its exterior appearance.

Carriage Shoppe's collision repair information provides additional context about the broader evaluation and repair-planning process.

The September resource begins with vehicle and component identification. Camera and sensor configurations can vary by make, model, model year, trim level, and installed equipment. Vehicles that appear similar externally may therefore have different technology positioned behind or within the same general body area.

Identifying the individual vehicle and the components involved in the collision provides a basis for determining which systems and manufacturer procedures may be relevant to the repair.

A front bumper provides one example. Depending on the vehicle, a bumper assembly can incorporate parking sensors, wiring, mounting hardware, radar-related components, or other equipment. Collision damage to the bumper cover does not automatically establish that these components are damaged, but their location can make them relevant to the evaluation.

Appropriate access during repair planning can allow technicians to document the condition and position of components that were not fully visible during the initial exterior inspection. This distinction prevents the presence of electronic equipment from being treated as evidence of damage by itself.

Similar considerations can apply to front grilles and nearby components. Some vehicles position radar or camera-related equipment in or around these areas. A collision can also affect mounting locations or adjacent components even when the electronic unit itself does not show obvious exterior damage.

Windshield-mounted cameras represent another example of how vehicle technology and body repair can intersect. Carriage Shoppe's published service information identifies windshield-mounted ADAS cameras among the systems that can require vehicle-specific consideration when glass replacement or related repair operations are performed.

Side mirrors and rear vehicle areas can also contain technology. Depending on the model and equipment package, cameras, blind-spot-related components, parking sensors, or wiring may be incorporated into these locations.

The September guidance does not establish that every collision involving one of these areas requires scanning, calibration, sensor replacement, or another electronic procedure. Instead, it explains why technicians identify the vehicle, document the affected components, and research the applicable manufacturer information before determining which operations are relevant.

Manufacturer procedures can provide technical information involving component removal and installation, mounting requirements, diagnostic scanning, aiming, calibration, replacement, and other operations associated with specific systems.

Yoder Collision Network provides additional information about manufacturer-specific repair considerations through its OEM certification information.

The new resource also distinguishes physical component damage from changes that can occur during the repair process itself. A camera or sensor does not necessarily need to be visibly damaged for manufacturer information to become relevant. Certain repair or replacement operations involving nearby components may have associated procedures for electronic systems.

For example, removal or replacement of an exterior component containing or supporting a sensor can create different considerations from repairing an unrelated panel elsewhere on the vehicle. The applicable requirements depend on the vehicle, system, and repair operation being performed.

This is why Carriage Shoppe's September guidance treats cameras and sensors as part of a connected repair-planning process rather than as isolated electronic components.

Diagnostic scanning can provide another source of information during collision repair. Carriage Shoppe identifies manufacturer-specific scanning and ADAS calibration capabilities among the technology used at its Fort Collins facility. Its published service information also describes static and dynamic calibration procedures for applicable systems.

The guidance separates these capabilities from a universal requirement. The presence of an ADAS feature does not by itself establish which diagnostic or calibration procedures apply to a particular collision repair. Vehicle-specific information and the operations performed provide the technical context for that determination.

This distinction can help consumers understand why two vehicles with similar-looking bumper or windshield damage may have different repair documentation. One vehicle may contain technology in the affected area that another does not, or the systems may use different mounting arrangements and manufacturer procedures.

The September resource also connects camera and sensor considerations with traditional auto body repair. Restoring an exterior component can involve its shape, position, attachment points, refinishing, and relationship with adjoining panels. When technology is mounted within or near that component, repair

planning can also account for the electronic equipment associated with the area.

Additional information about repairing exterior vehicle components is available through Yoder Collision Network's auto body repair information.

The new consumer guidance adds a technology-specific explanation to Carriage Shoppe's existing collision repair information. Its focus is not on predicting that a camera or sensor has been affected after every collision, but on explaining why these systems can become part of repair planning when they are located within or near damaged components.

The central takeaway is that modern collision repair can involve both the visible body component and the technology associated with it. Identifying the vehicle, documenting the affected area, locating relevant cameras or sensors, and reviewing manufacturer-specific information can help determine which repair and diagnostic procedures apply to the individual vehicle.

Carriage Shoppe is part of Yoder Collision Network and provides collision and auto body repair services at 327 S Link Ln, Fort Collins, CO 80524. The facility's published services include structural and body repair, refinishing, computerized diagnostics, and ADAS-related calibration procedures for applicable vehicles.

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Carriage Shoppe

Carriage Shoppe in Fort Collins provides trusted collision repair, dent repair, structural restoration, and expert auto painting. As part of the Yoder Collision Network, we deliver factory-quality repairs backed by a lifetime warranty.

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