

I-CAR AUSTRALIA BEST PRACTICES FOR REPAIRING COMPLEX ADAS SYSTEMS INCLUDE:



USING A FACTORY SCAN TOOL



Identify all modules and build data

Will have current model year
Can perform all program / scan / calibration / initialisations

USING AN AFTERMARKET SCAN TOOL



Identifies most modules

May not have coverage of most current model year
May not be able to identify / communicate with all modules
OEMS may not test or approve aftermarket scan tools

Can perform many program / scan / calibration / initialisation procedures

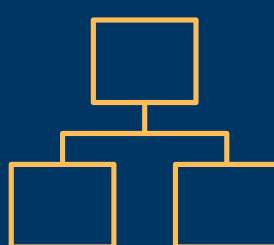
A robust scan tool can do most program / scan / calibration / initialisations

Not all OEMS have build data in non-dealership information

Not all OEM data terms mirror repair information terms

Some have a sales designation for an ADAS that does not match the name in the repair information

IDENTIFY SYSTEMS UPDATES FROM PRE-REPAIR SCAN



Use Diagnostic Trouble Code (DTC) information for:

Flow charts
Parts location diagrams
Physical damage to systems/parts/wires/mounting areas
Modules that are present, but unresponsive

IDENTIFY CALIBRATION REQUIREMENTS



I-CAR's Repairability Technical Support (RTS) post calibration requirement search can help

Need OEM repair information to perform procedures

SPECIAL TOOLS / TAGETS / SCAN TOOL REQUIREMENTS / DRIVE CYCLE REQUIREMENTS



Some parts may require in-process calibration to verify the system will be calibrated when repairs are completed

If mounting location is damaged / disturbed

Prepare for post-repair calibration and post-repair scan