Best Practice for Pre and Post Scans and ADAS

* Discuss diagnostics, scanning and ADAS functions and calibrations with vehicle owner if possible.
* Make sure that an authorization for repairs has been signed.
* Move vehicle to scanning stall.
* Note vehicle VIN, Miles, RO# and MIL illuminations
* Inspect vehicle and review OE build data for ADAS components and controls such as cameras, radar sensors, lane departure/blind spot indicators and steering wheel/dash controls.
* Print out documented OE procedures for vehicle being scanned.
* Hook up battery charger to maintain voltage.
* Hook up scan tool and put vehicle in proper state for scanning.
* Perform all-system DTC scan.
* Review individual system data values with scan tool related to codes retrieved and/or required data revised such as air bag deployment history steering angle, seat weight, camera or radar angle values.
* Note three case scenarios 1. No accident related codes 2. Accident codes 3. Accident related and non accident codes.
* Research codes and data values to determine repair options (OE procedures, OEM pertinent data).
* Determine ADAS options that will require calibrations with or without DTCs or data faults.
* Blueprint vehicle and pay particular attention to the ADAS components.
* Repair vehicle back to its pre-loss condition. On reassembly, check OE data to determine if an assembly needs to be removed for calibration.
* Document initialization, programing and module set up using procedures from OEM documentation.
* Perform post scan after vehicle assembly and determine new as well as old DTCs.
* Clear all possible DTC and correct faults codes that shop equipment will handle and document. *Even with all codes that have been cleared, it still may be necessary to send the vehicle for calibration as per OEM ADAS service* *information.*
* Scenario 1. All codes have cleared and no calibration is necessary, all OEM procedures have followed and documented, vehicle goes to the next step in the repair process. Scenario 2. Vehicle codes have cleared, all OEM procedures have followed and documented, vehicle needs certain system calibrated, vehicle goes to in house calibration center, an outside vendor or OEM dealership. It is highly recommended that another post scan be performed and documented. Scenario 3. Vehicle accident codes have not be cleared, an outside vendor is requested and/or vehicle is sent to OEM dealership to clear the codes and perform any calibrations that are required by OEM procedures. Also documentation is essential. Scenario 4. All accident codes have cleared, calibrations performed if necessary, but non accident codes have not been cleared. Customer needs to be notified and a release signed before vehicle is released.
* Final step is to determine by the OEM procedures if a road test needs to be performed. Test drive procedures will be outline in the OEM data. A final test drive documentation needs to be filled out and added to the repair order jacket.