

ADAS CALIBRATION READINESS PACKET

A product-neutral, evidence-led checklist for confirming readiness before an applicable static, dynamic, or combined calibration procedure begins.

VERSION
1.0

AUG 12
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CONTROLLING RULE

This packet organizes readiness. It does not determine whether calibration is required, provide specifications, perform the procedure, or prove completion. Retrieve and follow the current vehicle-specific OEM procedure for every applicable value, condition, tool, step, and acceptance criterion.

HOW TO USE THIS PACKET

01	One vehicle and one event	Open a new packet for each VIN and service event. Never carry values forward from another vehicle.
02	Four decision states	YES = confirmed with evidence. NO = evaluated and not satisfied. N/A = not applicable with rationale. HOLD = unknown, unsafe, or unresolved.
03	Attach the evidence	Retain the procedure identity, scans, measurements, equipment record, setup evidence, outputs, exceptions, and responsible-person signoff.

01

VEHICLE AND SERVICE-EVENT IDENTITY

Complete before selecting a procedure or equipment.

VIN		MILEAGE	
YEAR / MAKE / MODEL		REPAIR ORDER	
BUILD / TRIM / OPTIONS		DATE OPENED	
AFFECTED FEATURE(S)			
CUSTOMER / SERVICE CONCERN			

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
[]	[]	[]	[]	VIN/build information and installed ADAS equipment positively identified.
[]	[]	[]	[]	Affected feature, sensor location(s), and related module(s) identified from authorized information.
[]	[]	[]	[]	Exact complaint, warning text, operating condition, mileage, and chronology recorded.
[]	[]	[]	[]	Pre-existing damage, prior repairs, alignment, glass/body work, programming, and calibration history requested and documented.

02

TRIGGERING EVENT AND CURRENT OEM AUTHORITY

The service event creates the question; the current procedure controls the answer.

A calibration trigger can be related to replacement, removal/installation, adjustment, impact, repair, alignment, DTC/status information, software/configuration work, or another vehicle-specific event. Do not generalize across makes, models, years, sensors, or functions.

☐ Glass / camera area	☐ Bumper / grille / radar area	☐ Collision / impact
☐ Sensor/module replaced	☐ Sensor/module removed or installed	☐ Mount/bracket/body repair
☐ Steering/suspension work	☐ Wheel alignment / ride-height change	☐ Tire/wheel change
☐ Programming/configuration	☐ DTC/status directs procedure	☐ Other OEM-defined event

TRIGGERING EVENT	_____
EVENT DATE / MILEAGE	_____
EVIDENCE SOURCE	_____

03

CURRENT OEM SERVICE INFORMATION

Record the exact source and revision/access date used for this vehicle.

OEM PORTAL / SOURCE	_____
DOCUMENT TITLE / NUMBER	_____
REVISION / PUBLICATION / ACCESS DATE	_____
APPLICABLE BULLETIN(S) / POSITION STATEMENT(S)	_____
CALIBRATION TYPE	☐ Static ☐ Dynamic ☐ Combined ☐ Procedure determines ☐ Other: _____
REQUIRED SCAN TOOL / SOFTWARE	_____
REQUIRED TARGET / FIXTURE / EQUIPMENT	_____
COMPLETION AND VERIFICATION EVIDENCE REQUIRED	_____

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	Procedure matches the exact vehicle, installed system, service event, and sensor/module location.
☐	☐	☐	☐	Current revision/access date is documented; applicable bulletins and position statements were reviewed.
☐	☐	☐	☐	All prerequisite measurements, conditions, tools, targets, software, and completion outputs were extracted into the work plan.
☐	☐	☐	☐	No value, target, distance, tolerance, route, speed, or acceptance criterion was borrowed from memory or another vehicle.
☐	☐	☐	☐	Procedure is available at the point of work and can be followed without improvisation.

HOLD RULE

If the exact current procedure cannot be positively matched to the vehicle and event, stop. Obtain the correct information or refer the work before setup or execution.

04

REPAIR, INSTALLATION, AND MOUNTING READINESS

Document the condition before targets, aiming, or dynamic procedure setup.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	All procedure-relevant repairs are complete; no unresolved damage remains in the sensor, mount, bracket, glass, bumper, body, harness, or connector area.
☐	☐	☐	☐	Installed parts, glass, bumper/grille materials, emblems, coatings, brackets, and fasteners are correct for the identified vehicle and configuration.
☐	☐	☐	☐	Sensor/module is securely installed and the surrounding structure/mounting relationship has been inspected as directed by the OEM procedure.
☐	☐	☐	☐	Connector seating, terminal condition, harness routing, grounds, and water/corrosion concerns were evaluated where applicable and authorized.
☐	☐	☐	☐	Required programming, coding, configuration, initialization, or relearn work is complete before calibration.
☐	☐	☐	☐	No cleaning, adjustment, bracket movement, shim, target substitution, or other undocumented change was used to obtain a completion message.

RELEVANT REPAIR(S) COMPLETED	_____
PART / GLASS / BRACKET VERIFICATION	_____
MOUNTING OR DAMAGE OBSERVATION	_____
PROGRAMMING / CONFIGURATION RECORD	_____

05

MECHANICAL AND GEOMETRIC READINESS

Enter only the checks and specifications required by the current OEM procedure.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	Tire size/type, condition, inflation, and wheel condition satisfy the applicable procedure.
☐	☐	☐	☐	Vehicle load, cargo, passengers, fuel/energy state, and ride-height conditions satisfy the applicable procedure.
☐	☐	☐	☐	Suspension, steering, wheel bearing, chassis, and ride-height concerns that could affect geometry are resolved as required.
☐	☐	☐	☐	Wheel alignment is measured/completed when required; the actual report is attached.
☐	☐	☐	☐	Steering wheel/steering angle/straight-ahead or other procedure-specific prerequisite is established and documented.
☐	☐	☐	☐	Vehicle is positioned, leveled, stabilized, and prepared exactly as required for the selected procedure.

TIRE / WHEEL EVIDENCE	_____
RIDE HEIGHT / LOAD / FUEL OR ENERGY STATE	_____
ALIGNMENT / STEERING PREREQUISITE	_____
OTHER GEOMETRIC REQUIREMENT	_____

EVIDENCE RULE

A sensor or bracket that looks straight is not geometric evidence. Record the measurements, reports, and procedure-defined conditions that support readiness.

06

ELECTRICAL, DIAGNOSTIC, SOFTWARE, AND CONFIGURATION STATE

Preserve the initial record before clearing or changing vehicle state.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	Complete pre-scan and module identification were saved with VIN, mileage, date/time, and scan-tool/software identification.
☐	☐	☐	☐	Required modules communicate and the installed software/configuration/coding state is suitable for the current procedure.
☐	☐	☐	☐	Relevant current, pending, stored, history, or communication DTCs were evaluated and addressed as directed by the procedure.
☐	☐	☐	☐	Power support, battery/charging state, ignition mode, network state, and other electrical prerequisites satisfy the current procedure.
☐	☐	☐	☐	Required prerequisite routines, initializations, or status checks are complete and their outputs are retained.

07

EQUIPMENT AND MEASUREMENT READINESS

Identify the actual equipment used; do not rely only on the shop's capability list.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	Scan tool, interface, subscriptions, calibration software, and communication method are approved/suitable for the identified procedure.
☐	☐	☐	☐	Targets, patterns, reflectors, mats, stands, fixtures, adapters, and measuring devices match the current procedure and are complete/undamaged.
☐	☐	☐	☐	Equipment identification, software version, inspection/calibration status, and any required self-check are documented.
☐	☐	☐	☐	Target dimensions, placement, centering, height, angle, and measurement reference points will be established only from the current procedure.

08

WORKSPACE OR DYNAMIC-ROUTE READINESS

Control and record every applicable environmental prerequisite.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	Static workspace floor, level/flatness, clearances, target field, reflections, obstructions, lighting, and vehicle positioning satisfy the procedure.
☐	☐	☐	☐	Dynamic route, road markings, geometry, traffic, speed range, weather, visibility, time, and safety conditions satisfy the procedure before departure.
☐	☐	☐	☐	Wipers, lamps, doors, windows, HVAC, tire state, vehicle load, feature settings, and other procedure-specific states are established.
☐	☐	☐	☐	A safe stop/abort plan exists; no technician or road user will be exposed to an improvised or uncontrolled test condition.

SCAN TOOL / SOFTWARE ID	_____	POWER SUPPORT ID	_____
TARGET / FIXTURE ID	_____	MEASURING DEVICE ID	_____
WORKSPACE / ROUTE RECORD	_____ _____ _____		
WEATHER / LIGHTING / TRAFFIC	_____ _____ _____		

09

READINESS DECISION

Ready, hold, or refer. Unknown is never an implied yes.

READY may be selected only when every applicable prerequisite has been confirmed from the current vehicle-specific OEM procedure and documented for this vehicle and service event. READY does not mean calibration is complete or the vehicle is validated.

READINESS DECISION	☐ READY ☐ HOLD ☐ REFER
Decision basis / unresolved item(s)	
Responsible person / role	
Signature	Date/time:

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PROCEDURE COMPLETION AND HANDOFF RECORD

Complete only after the authorized OEM procedure. Keep this record separate from readiness.

YES	NO	N/A	HOLD	READINESS ITEM / RECORD THE SUPPORTING EVIDENCE
☐	☐	☐	☐	OEM procedure was executed without undocumented substitution, skipped prerequisite, or changed specification.
☐	☐	☐	☐	Calibration routine output/report was saved and attached; exact result/status is recorded below.
☐	☐	☐	☐	Required post-scan, DTC review, status checks, and procedure-specific verification were completed and retained.
☐	☐	☐	☐	Any required road test or functional check was performed only under the current OEM procedure, authorized conditions, and a documented safety plan.
☐	☐	☐	☐	Exceptions, interruptions, failed attempts, changed conditions, and unresolved items are recorded rather than omitted.
☐	☐	☐	☐	Driver/owner handoff includes applicable feature status, warnings, limitations, unresolved concerns, and safe-use information.

PROCEDURE RESULT / STATUS	
OUTPUT/REPORT ATTACHMENT	
POST-SCAN / VERIFICATION	
EXCEPTION / LIMITATION	
FINAL DISPOSITION	☐ Completed per recorded procedure ☐ Hold ☐ Refer ☐ Additional work required
TECHNICIAN / SIGNATURE / DATE	

SCOPE	This independent packet is educational process documentation. It is not an OEM procedure, diagnosis, repair instruction, calibration specification, legal requirement, insurer requirement, validation report, or certification of system performance. Actual vehicle requirements vary. Current manufacturer information and qualified professional judgment control.
AUTHOR	Sainath Reddy Puchakayala Automotive Engineer ASE L4-Certified ADAS Professional Project VISION ADAS Version 1.0 August 12, 2026
REFERENCES	SAE J3262:2023 - Active Safety Systems Sensor Calibration Terms and Definitions; NHTSA - Driver Assistance Technologies; I-CAR RTS - ADAS calibrations require precision and OEM procedures. Full links: projectvisionadas.com/engineering-notes/adas-calibration-readiness-packet