

SCANNING

PRE-REPAIR SCAN PROCESS

1. Conduct customer consultation – customer authorisation is needed to scan vehicle and to share data with appropriate parties involved (Sublet Technician/Insurer/Repair Facility Personnel).
2. Check for Malfunction Indicator Lights (MILs) or any other essential information display messages. Please note: not all systems will show MILs even if there is damage to the system.
3. The 12-volt electrical system must be enabled to identify any MILs.
4. Record any MILs and/or information display messages.
5. Identify and record Advanced Driver Assist Systems (ADAS) – Collision Braking, Lane Keep Assist, Adaptive Cruise Control, etc.
6. Record potential damage to ADAS, ADAS mounting location(s), damage that may affect ADAS, or parts that will need to be R&I near ADAS.
7. Identify calibration/initialisation/aiming requirements for ADAS parts, including required calibration/initialisation following R&I.
 - a. RTS – OEM Calibration Requirements Search.
 - b. OEM information.
8. Identify the enable and disable switches.
 - a. Enablement/disablement may be required for some calibration procedures.
 - b. If it is turned off, the system may not be able to be calibrated.
 - c. Systems that can be enabled/disabled should be recorded.
9. Perform pre-repair scan (**important note:** refer to battery maintainer below) – Ensure the 12-volt electrical system and vehicle communication networks are not disabled so that a complete scan can be performed. If there is extensive vehicle damage, a pre-repair scan is not possible. The pre-repair scan should be performed as soon as repair progress allows it to be done safely.
10. Record Diagnostic Trouble Codes (DTCs) and other data – Include pending, current, and past DTCs.
11. Access OEM information to identify system(s) affected by DTCs – Check OEM information for bulletins/recalls/campaigns for DTCs.
12. Determine likely related and unrelated DTCs.
 - a. Leverage the 'Collision Advantage'.
 - b. Key cycles/time stamps/freeze-frame data.

POST-REPAIR CALIBRATION(S) AND POST-SCAN PROCESSES

1. Perform all required calibration/initialisation/aiming steps, following OEM published procedures. Note:
 - a. Some systems will require the vehicle to be driven to perform calibration/initialisation/aiming within the required driving parameters.
 - b. Some systems will not detect issues within the system until the vehicle is driven within the required driving parameters.
 - c. Some systems will require specialised tools and/or aiming equipment for calibration/initialisation/aiming.
 - d. Some systems will require both.
2. Perform post-repair scan (**important note:** refer to battery maintainer below).
3. If related DTCs return, begin OEM published diagnostic process to determine the error.

BATTERY MAINTAINER

A battery maintainer is an essential part of a pre and post-repair scanning procedure as this ensures there is enough and a consistent amount of power to complete a scan successfully. Scanning can vary in times and if power runs out, the scan will need to start again. In some cases, due to the condition of the vehicle, the vehicle battery will show a low voltage. This condition will not provide an accurate scan, as not all modules will be identified, thus affecting the accuracy of the scan report. Due to this, battery support is essential when performing a scan.

Place the battery maintainer on the vehicle at least 10 minutes before scanning to allow the battery to charge. This must be done even if the vehicle has recently been running and turned off.

