



CALIBRATION 101 FOR ESTIMATORS

When does this car need a calibration?

The estimator sheet from Mark Fowler, owner of Absolute ADAS. Sensor map, line picker, the table, and a Subaru rule you need.



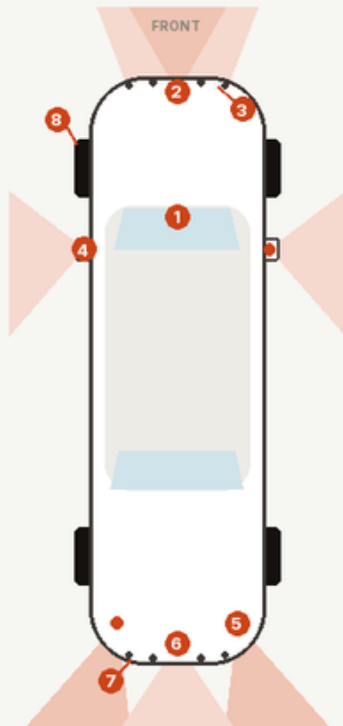
Absolute ADAS

Save it. Send it to your estimator.



WHERE THE SENSORS LIVE

Eight spots. Move the part, move the aim.



- 1 Forward camera**
moved by: windshield
- 2 Front radar**
moved by: grille, emblem, beam
- 3 Front park sensors**
moved by: bumper cover
- 4 Mirror cameras**
moved by: mirror, door
- 5 Blind spot radars**
moved by: rear cover, quarter
- 6 Rear camera**
moved by: liftgate, tailgate
- 7 Rear park sensors**
moved by: rear cover
- 8 Wheels, suspension**
moved by: alignment, tires, lift



THE 60-SECOND ANSWER

If the repair touched any of these, plan on a calibration.

- Windshield R&R, camera off the glass
- Front bumper cover, grille, emblem, beam
- Rear bumper cover, rear body, quarter
- Side mirror that has a camera in it
- Liftgate or tailgate with a camera
- Alignment, struts, springs, tires, lift
- Any ADAS sensor, camera, or bracket
- Airbag deployed: structure moved

Subaru with EyeSight: any collision, anywhere. Next slide.



THE SUBARU RULE

Subaru with EyeSight: any collision repair gets a calibration.

Not just glass. A hit anywhere can tilt the body a fraction of a degree, and the stereo camera sees it. Subaru bulletin 18-231-23 has us check body angle with a digital gauge before the cal.

**Write it on every Subaru collision RO.
Spec OE glass. Save the second trip.**



RED FLAG · WINDSHIELD

New glass, new aim.

The forward camera is glued to the windshield. Every glass R&R is a forward camera calibration. Aftermarket glass fails more often than OE, and Subaru says genuine glass only.

Ask your cal shop:

"Is this OE glass, and does the shop know it is a camera car?"



RED FLAG · FRONT BUMPER, GRILLE, BEAM

The radar looks through the cover.

Front radar sits behind the emblem or grille and rides on the bumper beam. Pull the grille, refinish the cover, replace the beam: the radar moved. Too many coats cut the signal. Nothing shows in the bay. It shows on the highway.

Ask your cal shop:

"How many coats over the radar, and did the cal complete?"



RED FLAG · REAR BUMPER, QUARTER PANEL

Two radars, one each corner.

Blind spot and rear cross traffic radars live behind the rear cover on brackets in the quarter. Refinish counts. Ford: topcoat only, 12 mils max over the sensors. A bent bracket still completes the routine and still reads wrong on the road.

Ask your cal shop:

"Both blind spot radars, and was the bracket checked?"



RED FLAG · ALIGNMENT, SUSPENSION, TIRES

Move the wheels, move the aim.

Thrust angle changes where the camera and radar point. Most makes require a recalibration after an alignment, and the steering angle sensor needs a reset. Bigger tires or a lift change radar height. Ford lists tire size change by name.

Ask your cal shop:

"Alignment first, then calibration, and was the SAS reset?"



THE ONE THING TO REMEMBER

No code does not mean calibrated.

A scan finds what is broken. It does not prove the aim is right. Ford, May 2026: calibration is required on any ADAS repair "regardless of whether a DTC is present."

The paperwork must show:

- 1. OEM procedure by name**
- 2. Pre-scan and post-scan**
- 3. Aim values, before and after**
- 4. Bay, road, or both**
- 5. VIN, tech, date**
- 6. Faults found and what was done**



HOW I WORK WITH YOUR SHOP

Every calibration I recommend, your shop gets paid for.

If the carrier denies it after my documentation, you do not pay me. I write the OEM-cited rebuttal and it usually flips on the next round.

Most calibration lines cost less than the tow that brings the car back.

TEXT THE VAN

1-844-FIX-ADAS

Guide, line picker and checklist: absoluteadas.com/estimator-guide