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Dynamic Calibrations Compared to a Test Drive

Posted on 11 March 2019   Share:

Many advanced driver assistance systems (ADAS) require a dynamic calibration procedure, or a static calibration followed by a dynamic calibration. A dynamic calibration requires the vehicle to be driven, often times with two technicians and a scan tool. Though it can be easy to think of dynamic calibration as a test drive, they are not one in the same. Let's explore the difference between the two.

First and foremost, if a vehicle requires a dynamic calibration, a test drive isn't done simultaneously. While both require the vehicle to be on the road, there are different stipulations required for dynamic calibration than most test drives require. A test drive should be performed following all dynamic (and static) calibrations, often as a separate and final step before the vehicle is delivered. This is done to confirm that everything is functioning as intended, including ADAS. The test drive has to be last because you may not be able to test the functionality of an ADAS before it is calibrated.

During a dynamic calibration, certain conditions may be required. This could include the speed the vehicle is traveling, road conditions, clear road markings, and the time of day. During a test drive, you normally will want to travel multiple speeds to check for air leaks, vibrations, noises, or other issues. Though road conditions can affect the ability to perform both test drives and dynamic calibrations, calibrations are more sensitive to weather and objects in or near the roadway. Dynamic calibrations may require straight empty roads, as well as curvy roads with vehicle lined streets. It depends on the system and the manufacturer.

While both operations will require the vehicle to be driven, they should be treated differently.

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