



Advanced Drive Assist Systems JOB AID

IMPORTANT REFERENCE USE ONLY

- Component locations are approximate and may vary by vehicle or trim level.
- **Always refer to the Ford Workshop Manual (WSM)** for complete procedures, including description and operation, component location, diagnosis and testing, repair, and calibration.

PURPOSE: Many Ford vehicles feature Advanced Driver-Assistance Systems (ADAS) designed to warn drivers and help mitigate hazards. Removal, replacement, or service of ADAS or related components requires calibration and/or vehicle programming. This job aid identifies component descriptions, locations, and calibration requirements. **Always follow the Ford Workshop Manual procedures when servicing or calibrating ADAS components.**

Component	ADAS Sensor Calibration Procedures	When is Calibration Required
Parking Aid Cameras (aka 360 Degree Cameras) (Front Grille, Emblem, decklid, tailgate, liftgate, mirror)	Routines vary by camera system and require an FDRS tool. Refer to the workshop manual for the specific routine names, which may include: Alignment: - 360 Degree Camera Alignment * - Rear View Parking Aid Camera Alignment * Initialization: - Parking Aid Camera Initialization - Local Interconnect Network (LIN) New Module Initialization *dynamic routine	- <i>Alignment</i> required for all 360° and IPMA-linked rear cameras if the camera or its mounting component (grille, bumper, mirror, tailgate) is moved, removed, or replaced. - <i>Initialization</i> required for APIM or BCM-linked rear cameras if the camera is replaced. - No routine required for simple disconnect/reconnect if the camera position remains undisturbed.
Parking Aid Sensors (Front and rear bumpers)	In-shop, static procedures: Azimuth System Check Elevation System Check (not required for corner sensors)	The <i>system checks</i> should be performed when: - Sensor is replaced - Sensor removed from bumper - Bumper or bumper cover removed from vehicle
Side Obstacle Detection Modules (aka corner radars) (Taillights and behind bumper covers)	Dynamic routine with an FDRS tool: SODL, SODR, SODCMC, or SODCMD Alignment.	An <i>alignment</i> routine is required when: - SODL, SODR, SODCMC, or SODCMD is replaced - SODL, SODR, SODCMC, or SODCMD is moved and/or removed from vehicle - For taillight-mounted sensors, any time that taillight is removed or replaced
CCM (Cruise Control Module) (aka front center radar module) (Behind front bumper cover)	Cruise Control Radar Alignment: requires both manual adjustment and a dynamic routine with an FDRS tool.	- CCM, CCM bracket, or front bumper beam is replaced - CCM, CCM bracket, or front bumper beam is removed and installed (including the same hardware placed back in the same position) - No routine is required for front bumper cover replacements, if the CCM remains undisturbed.
Windshield	Refer to HUD and Front Windshield Camera sections	Windshield is replaced
HUD (Head Up Display Module)	Head Up Display (HUD) Module Configuration static procedure to verify HUD is projecting properly.	- HUD is replaced or removed - The instrument panel is replaced or removed - A new windshield is installed
Front Windshield Camera	Dynamic routine with an FDRS tool: Image Processing Module A (IPMA) Alignment	- Camera is replaced - Windshield is replaced - Camera is removed and installed (including the same camera, placed back on the same windshield in the same position)
ADAS module (see Workshop manual)	Refer to Workshop Manual	IPMB is replaced
	Refer to Workshop Manual	IPMA is replaced