PRACTICE EXAM 29

1. A static calibration requires a defined clear space around the vehicle and target. The primary reason this space is specified is to:

A. Keep stray reflections and obstructions from corrupting the reference

B. Allow the technician room to walk around the vehicle comfortably

C. Provide space to store the calibration fixtures between procedures

D. Let the battery support unit cables reach the vehicle's terminals

2. After completing a calibration, the technician should document the calibration result primarily because:

A. Documentation physically aims the radar to the vehicle thrust line

B. It provides a record of the work and the verified completion status

C. Documentation sets the steering angle sensor's stored zero-point

D. It lowers the system voltage required for the next calibration cycle

3. A technician completes a static calibration, then must decide whether a road test is still needed. The BEST practice is to:

A. Skip the road test because the static calibration already succeeded

B. Perform a functional road test to confirm real-world operation

C. Clear all DTCs again instead of performing any road test at all

D. Release the vehicle once the scan tool shows a complete status

4. A calibration procedure specifies a particular target-to-vehicle distance. If the available bay is too short for that distance, the technician should:

A. Move the target as close as the bay allows and accept the result

B. Estimate a shorter distance and adjust the values in the scan tool

C. Use a bay or area that accommodates the specified distance exactly

D. Skip the static method and assume the dynamic method needs no space

5. When a calibration completes but a related DTC remains stored, the technician should:

A. Release the vehicle since the calibration itself completed successfully

B. Diagnose and resolve the remaining DTC before considering the job done

C. Clear the DTC without diagnosis and return the vehicle to the customer

D. Repeat the calibration repeatedly until the stored DTC clears itself

6. A technician must verify a forward camera calibration held after the vehicle left and returned with a new complaint. The BEST first step is to:

A. Replace the forward camera assuming the calibration did not hold

B. Recalibrate immediately without retrieving any diagnostic information

C. Assume the customer caused the problem and decline further diagnosis

D. Perform a scan and review DTCs and live data before recalibrating

7. A calibration target must be evenly illuminated without glare or shadow. Uneven lighting on the target is a problem because it:

A. Raises the radar module's supply voltage above its rated limit

B. Resets the steering angle sensor's zero-point during the capture

C. Increases the ultrasonic array's frequency beyond its rated value

D. Impairs the camera's ability to acquire the target's printed pattern

8. After a calibration, a technician notes the customer should be informed about a feature's normal operating limitations. The BEST example to communicate is:

A. Camera-based features may degrade in heavy rain, fog, or sun glare

B. Radar sensors require a full battery replacement every single month

C. The system will operate identically under every possible condition

D. ADAS features remove the driver's responsibility to monitor the road

9. A technician performs a calibration with the vehicle's doors open and a heavy toolbox in the trunk. The MOST likely problem is that:

A. The open doors change the radar sensor's internal operating frequency

B. The toolbox resets the steering angle sensor's zero-point reference

C. The added load and open doors alter ride height, skewing sensor aim

D. The open doors lower the camera module's rated temperature limit

10. A technician must decide between performing a calibration in a cluttered general bay versus a dedicated clear area. The dedicated area is preferred because it:

A. Provides controlled space and conditions matching the procedure

B. Allows faster billing regardless of the calibration's actual accuracy

C. Eliminates the requirement to verify ride height before calibration

D. Removes the need to confirm tire pressures match the specification

11. A technician finds that the calibration target's printed surface is creased and partially faded. The technician should:

A. Use the creased target since the camera averages out minor flaws

B. Replace the target with an undamaged one matching the specification

C. Iron the crease flat and continue using the faded target as-is

D. Increase the bay lighting to compensate for the faded printed pattern

12. After a dynamic calibration fails to complete on suitable roads, a technician confirms tire size is correct and lane lines are clear. The NEXT consideration should be:

A. Replacing the forward camera since the dynamic calibration failed

B. Disabling the ADAS feature permanently to clear the complaint

C. Other required conditions such as speed, weather, or stored faults

D. Increasing tire pressure to raise ride height during the next drive

13. A technician should confirm the calibration area floor is level within the procedure's tolerance because an out-of-level floor:

A. Raises the radar module's supply voltage above its rated limit

B. Tilts the vehicle, skewing the sensor's pitch and aim reference

C. Resets the steering angle sensor zero-point during the procedure

D. Increases the ultrasonic array's frequency beyond its rated value

14. A technician completes all calibrations and prepares to return the vehicle. The MOST appropriate final documentation includes:

A. Only the labor hours, with no record of the calibration performed

B. The pre-scan, post-scan, and calibration results for the repair record

C. A note that the warning lamp was off, with no other documentation

D. The customer's verbal confirmation only, with no written record kept

15. A technician must decide whether a calibration can proceed with a marginally low battery. The correct action is to:

A. Proceed quickly before the battery voltage drops any further

B. Ignore battery voltage since it does not affect calibration results

C. Connect a battery support unit to maintain stable system voltage

D. Disconnect the battery entirely to force a clean module relearn

16. A calibration target's height relative to the sensor is specified in the procedure. Setting the target at the wrong height MOST directly causes the camera to:

A. Switch automatically into a radar-only calibration routine instead

B. Lose all network communication with the central gateway module

C. Learn an incorrect pitch reference, skewing vertical object data

D. Draw current beyond the calibration fixture's rated specification

17. A technician notices the calibration completed but live data shows the camera reporting an implausible lane offset. The BEST interpretation is that:

A. The implausible value confirms the calibration is perfectly accurate

B. Live data is never relevant once a calibration status reads complete

C. The road test can be skipped because the calibration status is complete

D. The calibration may not be valid despite the complete status shown

18. A technician must verify that the calibration fixture itself is undamaged and square before use. A bent or damaged fixture would MOST likely cause:

A. The radar module to draw current beyond its rated specification

B. Incorrect target geometry, producing an inaccurate calibration

C. The camera module to exceed its rated maximum operating temperature

D. The steering angle sensor to lose its stored zero-point reference

19. After a repair, the technician should compare the post-scan to the pre-scan specifically to:

A. Physically aim the radar sensor to the vehicle's thrust line reference

B. Confirm no new DTCs appeared and prior issues are resolved

C. Set the steering angle sensor zero-point before the road test begins

D. Establish the ultrasonic array's maximum object detection distance

20. A technician must explain to a customer why a windshield replacement required a camera calibration. The accurate explanation is that:

A. The new glass changed the radar sensor's horizontal beam spread

B. Replacing the glass raised the vehicle's ride height above spec

C. The steering angle sensor zero-point reset when the glass was changed

D. The camera's aim reference shifted when its mounting glass was changed

21. A calibration requires the steering wheel centered and wheels straight ahead. The technician should verify this because an off-center setup would:

A. Introduce a yaw error into the camera's lane-centering reference

B. Raise the radar module's supply voltage above its rated limit

C. Increase the camera module's operating temperature during capture

D. Demagnetize the wheel-speed sensor tone ring on the front axle

22. A technician completes a calibration but is uncertain whether the procedure version used was current. The BEST action is to:

A. Assume the version was current since the calibration completed

B. Release the vehicle and address the version question only if it returns

C. Document nothing about the version to avoid raising any concern

D. Confirm the current procedure version and repeat if it was outdated

23. A technician must decide whether to road test on public roads or a controlled course for dynamic calibration. The procedure's stated road requirements matter because:

A. Public roads always demagnetize the wheel-speed sensor tone rings

B. A controlled course raises the radar module's supply voltage limit

C. The camera needs the specified speed and clear markings to learn

D. Any road surface works equally well regardless of the markings present

24. A technician finds that the calibration completed faster than the procedure's typical time. The MOST appropriate response is to:

A. Assume the fast completion proves a superior calibration result

B. Skip the verification steps since the calibration finished quickly

C. Verify the setup was correct and confirm the result with a road test

D. Release the vehicle immediately because faster means more accurate

25. A technician should ensure the calibration target is centered laterally to the vehicle because lateral offset MOST directly produces:

A. A loss of communication between the camera and the gateway module

B. An overcurrent condition in the target fixture's illumination circuit

C. An automatic conversion of the procedure into a radar-only routine

D. A skewed horizontal yaw reference, biasing the sensor's centering

26. After calibration, the technician should confirm the ADAS warning lamps extinguish AND that:

A. The labor time was recorded, with no functional check performed

B. A functional or road test confirms the systems operate correctly

C. The DTC memory was cleared, with no other verification completed

D. The customer verbally agreed the repair was probably successful

27. A technician must determine whether a static or dynamic method applies when service information lists both. The correct interpretation is usually that:

A. Both methods are required and must be performed in the stated order

B. Only the faster of the two methods needs to be performed for the job

C. The dynamic method alone is always sufficient for any camera repair

D. Neither method is needed if no DTC is currently stored in the system

28. A technician finds the calibration bay has a reflective metal cabinet directly behind the radar target. The concern is that the cabinet could:

A. Raise the radar module's supply voltage above its rated maximum

B. Reset the steering angle sensor's zero-point during the procedure

C. Create stray reflections that corrupt the radar calibration reference

D. Increase the ultrasonic array's frequency beyond its rated value

29. A technician must verify a repair held over time and asks the customer to return if symptoms recur. This follow-up matters because:

A. The radar sensor physically re-aims itself during normal driving

B. The camera recalibrates automatically each time the vehicle is driven

C. The steering angle sensor zero-point resets on every key cycle

D. An intermittent or developing fault may not appear during one visit

30. A technician completes a calibration and the customer asks whether the ADAS now requires no attention while driving. The accurate response is that:

A. The system fully replaces the driver's need to watch the road ahead

B. The system operates flawlessly under all weather and road conditions

C. The system never requires any maintenance or future recalibration

D. ADAS assists the driver but does not replace active driver attention

31. A technician should confirm tire pressures match the placard before calibration because incorrect pressure:

A. Affects ride height, which shifts the sensors' pitch and aim

B. Changes the radar sensor's internal operating frequency band

C. Determines the camera's white-balance reference during capture

D. Increases the ultrasonic array's frequency beyond its rated value

32. A technician completes a calibration but cannot achieve the specified lighting in the bay. The BEST action is to:

A. Proceed anyway and accept whatever calibration result is produced

B. Correct the lighting to meet the specification before calibrating

C. Increase the scan tool's brightness to compensate for the bay lighting

D. Skip the camera calibration and perform only the radar portion instead

33. A technician verifies the post-repair operation by observing the system respond correctly during a road test. This functional verification is valuable because it:

A. Confirms the system performs correctly under real driving conditions

B. Physically aims the radar sensor to the vehicle's thrust line reference

C. Sets the steering angle sensor's zero-point after the wheel alignment

D. Lowers the camera module's operating temperature after the calibration

34. A technician must decide how to handle a calibration that will not complete despite a correct setup. The BEST next step is to:

A. Release the vehicle and tell the customer the system cannot be fixed

B. Replace the sensor immediately without any further investigation

C. Recheck conditions and consult service information for the failure cause

D. Force the calibration by clearing codes and disconnecting the battery

35. A technician should keep the calibration target surface clean and undamaged because contamination on the target:

A. Raises the radar module's supply voltage above its rated limit

B. Resets the steering angle sensor's zero-point during the procedure

C. Interferes with the camera's ability to acquire the printed pattern

D. Increases the ultrasonic array's frequency beyond its rated value

36. A technician completes the repair and must confirm the customer concern is resolved. The BEST confirmation is that:

A. The labor hours were logged accurately for the repair order record

B. The scan tool displayed a complete status once during calibration

C. The dashboard warning lamp turned off at the moment of key-on

D. The original symptom no longer occurs during a functional road test

37. A technician notices the vehicle was not allowed to settle on its suspension before calibration. The MOST likely consequence is:

A. The radar module draws current beyond its rated specification value

B. The steering angle sensor loses its stored zero-point reference value

C. A transient ride height that skews the sensors' pitch and aim

D. The camera module exceeds its rated maximum operating temperature

38. A technician should confirm the correct calibration target for the specific vehicle because using the wrong target:

A. Raises the radar module's supply voltage above its rated maximum

B. Resets the steering angle sensor's zero-point on each key cycle

C. Provides incorrect pattern geometry, producing an invalid result

D. Increases the ultrasonic array's frequency beyond its rated value

39. A technician completes a calibration and wants to ensure the documentation supports the repair. The documentation should include:

A. The pre-scan, calibration steps performed, and post-repair verification

B. Only a note that the calibration tool displayed a complete status

C. Just the customer's verbal statement that the concern was resolved

D. Only the labor time, with no record of the diagnostic findings

40. A technician should verify the calibration fixture is positioned square to the vehicle because a skewed fixture:

A. Raises the radar module's supply voltage above its rated limit

B. Biases the sensor's reference, producing an inaccurate calibration

C. Resets the steering angle sensor's zero-point during the procedure

D. Increases the ultrasonic array's frequency beyond its rated value

41. A technician must explain why a road test is part of the ADAS repair process. The accurate explanation is that the road test:

A. Confirms the system functions correctly under real-world conditions

B. Physically aims the radar sensor to the vehicle's thrust line reference

C. Sets the steering angle sensor zero-point before the wheel alignment

D. Lowers the camera module's operating temperature after calibration

42. A technician finds that the customer declined a recommended calibration after a sensor replacement. The MOST appropriate action is to:

A. Perform the calibration anyway without informing the customer first

B. Disable the ADAS system permanently without documenting the decision

C. Calibrate the sensor and bill the customer despite their declining it

D. Document the recommendation and the customer's decision clearly

43. A technician should confirm the vehicle's actual equipment before selecting a calibration procedure because the wrong procedure:

A. May not match the vehicle's installed sensors and configuration

B. Always raises the radar module's supply voltage above its limit

C. Resets the steering angle sensor's zero-point on each key cycle

D. Increases the ultrasonic array's frequency beyond its rated value

44. A technician completes a calibration and the system passes a road test, but a related DTC returns afterward. The BEST response is to:

A. Ignore the returning DTC since the road test already passed once

B. Diagnose the returning DTC, as it indicates an unresolved fault

C. Clear the DTC and release the vehicle without further diagnosis

D. Recalibrate repeatedly until the returning DTC stops reappearing

45. A technician must ensure the calibration environment is free of moving objects or people in the sensor's view because movement during calibration could:

A. Raise the radar module's supply voltage above its rated maximum

B. Reset the steering angle sensor's zero-point during the procedure

C. Increase the ultrasonic array's frequency beyond its rated value

D. Disrupt the sensor's reference acquisition, causing a failed result

46. A technician completes the ADAS service and reviews the workflow for completeness. The BEST indicator the workflow is complete is that:

A. Pre-scan, calibration, post-scan, and functional verification are done

B. The labor time was recorded accurately on the final repair order

C. The customer verbally agreed the vehicle seemed to drive normally

D. The warning lamp turned off once at the moment of vehicle key-on

47. A technician should confirm the calibration completed without aborting partway because a partial calibration:

A. Always raises the radar module's supply voltage above its rated limit

B. Resets the steering angle sensor's zero-point on each key cycle

C. May leave the sensor with an incomplete or invalid reference

D. Increases the ultrasonic array's frequency beyond its rated value

48. A technician must decide whether to trust a calibration performed in a windy outdoor area for a static procedure. The concern is that:

A. Wind raises the radar module's supply voltage above its rated limit

B. Wind resets the steering angle sensor's zero-point during the setup

C. Wind increases the ultrasonic array's frequency beyond its rating

D. Wind can move the target or vehicle, disturbing the precise geometry

49. A technician completes a calibration and confirms the repair with documentation and a road test. The PRIMARY value of this complete process is that it:

A. Confirms and records that the repair was properly performed and verified

B. Physically aims the radar sensor to the vehicle's thrust line reference

C. Sets the steering angle sensor's zero-point after the wheel alignment

D. Lowers the camera module's operating temperature after the calibration

50. A technician finishing an ADAS repair must choose the single most complete verification. The BEST choice is to:

A. Perform a post-scan plus a functional road test confirming operation

B. Confirm only that the warning lamp is off at the moment of key-on

C. Record the scan tool's one-time complete status and release the car

D. Clear the DTC memory again without any functional verification step

Answer Key & Full Answer Explanations

1. A — The clear space is specified to keep stray reflections and obstructions from corrupting the sensor reference during calibration. Walking room, fixture storage, and cable reach are conveniences, not the technical reason. A clean calibration zone protects the reference data.

2. B — Documenting the calibration provides a record of the work and the verified completion status for the repair file. It does not aim radar, set the steering zero-point, or change voltage. The record supports accountability and future service.

3. B — Even after a successful static calibration, the best practice is a functional road test to confirm real-world operation. Skipping it, re-clearing codes, or releasing on a status alone do not verify performance. Road confirmation completes the job.

4. C — When the bay is too short, the technician uses an area that accommodates the specified distance exactly. Moving the target closer, estimating values, or assuming dynamic needs no space all corrupt the result. Correct geometry requires adequate space.

5. B — A remaining stored DTC must be diagnosed and resolved before the job is considered done, even if calibration completed. Releasing, clearing without diagnosis, or repeating calibration do not address the fault. An unresolved code signals incomplete repair.

6. D — For a returning complaint, the best first step is to scan and review DTCs and live data before recalibrating. Replacing the camera, recalibrating blindly, or blaming the customer skip diagnosis. Data-driven review guides the response.

7. D — Uneven lighting impairs the camera's ability to acquire the target's printed pattern. It does not raise radar voltage, reset the steering zero-point, or change ultrasonic frequency. Even illumination supports reliable acquisition.

8. A — A valid limitation to communicate is that camera-based features may degrade in heavy rain, fog, or sun glare. Monthly battery replacement and identical all-condition operation are false, and ADAS does not remove driver responsibility. Honest limitation-setting helps the customer.

9. C — Open doors and a heavy toolbox alter ride height, skewing sensor aim. They do not change radar frequency, reset the steering sensor, or lower camera temperature. Correct load and closed doors preserve the height reference.

10. A — A dedicated clear area is preferred because it provides controlled space and conditions matching the procedure. It does not enable faster billing, waive ride-height checks, or remove tire-pressure verification. Controlled conditions yield valid calibration.

11. B — A creased, faded target must be replaced with an undamaged one matching the specification. The camera does not average out flaws, ironing does not restore it, and more light does not fix faded geometry. An accurate target is required.

12. C — With tire size and lane lines confirmed, the next consideration is other required conditions such as speed, weather, or stored faults. Replacing the camera, disabling the feature, or raising tire pressure are not indicated. Unmet drive conditions commonly block completion.

13. B — An out-of-level floor tilts the vehicle, skewing the sensor's pitch and aim reference. It does not raise radar voltage, reset the steering zero-point, or change ultrasonic frequency. A level floor preserves pitch.

14. B — Appropriate final documentation includes the pre-scan, post-scan, and calibration results for the repair record. Labor-only, lamp-only, or verbal-only records are inadequate. Complete documentation supports the repair.

15. C — With marginal voltage, the correct action is to connect a battery support unit to maintain stable system voltage. Rushing, ignoring voltage, or disconnecting the battery risk resets or invalid results. Stable voltage protects calibration.

16. C — Wrong target height makes the camera learn an incorrect pitch reference, skewing vertical object data. It does not switch modes, drop communication, or overdraw fixture current. Correct height preserves the pitch reference.

17. D — An implausible lane-offset value in live data means the calibration may not be valid despite a complete status. The value does not confirm accuracy, live data remains relevant, and the road test is not optional. Live-data review can expose a bad result.

18. B — A bent or damaged fixture produces incorrect target geometry and an inaccurate calibration. It does not overdraw radar current, overheat the camera, or erase the steering zero-point. Fixture integrity governs geometry.

19. B — Comparing post-scan to pre-scan confirms no new DTCs appeared and prior issues are resolved. It does not aim radar, set the steering zero-point, or define ultrasonic range. The comparison verifies the repair.

20. D — The accurate explanation is that the camera's aim reference shifted when its mounting glass was changed. The swap does not change radar beam spread, raise ride height, or reset the steering zero-point. The disturbed reference requires recalibration.

21. A — An off-center steering setup introduces a yaw error into the camera's lane-centering reference. It does not raise radar voltage, overheat the camera, or demagnetize a tone ring. Centering the wheel preserves the yaw reference.

22. D — If the procedure version is uncertain, the best action is to confirm the current version and repeat if it was outdated. Assuming, deferring, or hiding the version do not ensure a valid procedure. Current procedure data is essential.

23. C — The stated road requirements matter because the camera needs the specified speed and clear markings to learn during dynamic calibration. Public roads do not demagnetize tone rings, a course does not change voltage limits, and not all surfaces work equally. Proper drive conditions enable learning.

24. C — Faster-than-typical completion warrants verifying the setup was correct and confirming the result with a road test. Speed does not prove superiority or accuracy and does not justify skipping verification. A quick result still needs confirmation.

25. D — Lateral target offset most directly produces a skewed horizontal yaw reference, biasing the sensor's centering. It does not drop communication, overload the fixture, or switch modes. Correct lateral centering preserves the yaw reference.

26. B — After lamps extinguish, the technician should also confirm a functional or road test shows correct operation. Labor logging, code clearing, or verbal agreement do not verify function. Extinguished lamps plus a functional test confirm the repair.

27. A — When service information lists both methods, the usual interpretation is that both are required and performed in the stated order. Choosing the faster, relying on dynamic alone, or skipping on a no-code basis are incorrect. Both steps complete the calibration.

28. C — A reflective metal cabinet behind the radar target can create stray reflections that corrupt the radar calibration reference. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. A reflection-free zone protects the reference.

29. D — Follow-up matters because an intermittent or developing fault may not appear during one visit. Radar does not re-aim itself, the camera does not auto-recalibrate each drive, and the steering zero-point does not reset each cycle. Asking the customer to return catches elusive faults.

30. D — The accurate response is that ADAS assists the driver but does not replace active driver attention. It does not replace watching the road, operate flawlessly in all conditions, or never need future service. Setting correct expectations is essential.

31. A — Incorrect tire pressure affects ride height, which shifts the sensors' pitch and aim. Pressure does not change radar frequency, set white-balance, or alter ultrasonic frequency. Placard pressures stabilize the height reference.

32. B — When specified lighting cannot be met, the best action is to correct the lighting before calibrating. Proceeding anyway, raising scan-tool brightness, or skipping the camera portion do not satisfy the requirement. Proper lighting is a precondition.

33. A — Observing correct system response on a road test confirms the system performs correctly under real driving conditions. It does not aim radar, set the steering zero-point, or lower camera temperature. Functional confirmation validates the repair.

34. C — When calibration will not complete despite a correct setup, the best step is to recheck conditions and consult service information for the failure cause. Declaring it unfixable, replacing the sensor blindly, or force-clearing codes are improper. Investigation guides the fix.

35. C — Contamination on the target interferes with the camera's ability to acquire the printed pattern. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. A clean target supports acquisition.

36. D — The best confirmation that the concern is resolved is that the original symptom no longer occurs during a functional road test. Labor logging, a one-time status, or a lamp turning off do not confirm resolution. Symptom-free operation verifies the repair.

37. C — A vehicle not allowed to settle presents a transient ride height that skews the sensors' pitch and aim. It does not overdraw radar current, erase the steering zero-point, or overheat the camera. Letting it settle stabilizes the reference.

38. C — The wrong calibration target provides incorrect pattern geometry, producing an invalid result. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. The correct target is required for valid geometry.

39. A — Supporting documentation should include the pre-scan, calibration steps performed, and post-repair verification. Status-only, verbal-only, or labor-only records are insufficient. Complete records substantiate the repair.

40. B — A skewed fixture biases the sensor's reference, producing an inaccurate calibration. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. Square fixture placement preserves the reference.

41. A — The road test confirms the system functions correctly under real-world conditions. It does not aim radar, set the steering zero-point, or lower camera temperature. Real-world verification is its purpose.

42. D — When a customer declines a recommended calibration, the technician documents the recommendation and the customer's decision clearly. Calibrating without informing, disabling without documentation, or billing despite the decline are improper. Clear documentation protects all parties.

43. A — Confirming actual equipment matters because the wrong procedure may not match the vehicle's installed sensors and configuration. It does not inherently raise radar voltage, reset the steering sensor, or change ultrasonic frequency. Correct equipment data selects the right procedure.

44. B — A DTC that returns after a passing road test must be diagnosed, as it indicates an unresolved fault. Ignoring it, clearing it, or repeating calibration do not address the cause. The returning code signals incomplete repair.

45. D — Movement in the sensor's view during calibration can disrupt reference acquisition and cause a failed result. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. A still environment supports acquisition.

46. A — The best indicator of a complete workflow is that pre-scan, calibration, post-scan, and functional verification are all done. Labor logging, verbal agreement, or a lamp turning off do not confirm completeness. The full sequence defines a finished job.

47. C — A partial calibration may leave the sensor with an incomplete or invalid reference, so completion must be confirmed. It does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. A fully completed calibration is required.

48. D — In a windy outdoor area, the concern is that wind can move the target or vehicle, disturbing the precise geometry. Wind does not raise radar voltage, reset the steering sensor, or change ultrasonic frequency. Stable geometry requires a controlled environment.

49. A — The primary value of the complete process is that it confirms and records that the repair was properly performed and verified. It does not aim radar, set the steering zero-point, or lower camera temperature. Verification plus documentation completes the repair.

50. A — The single most complete verification is a post-scan plus a functional road test confirming operation. Checking only the lamp, recording a one-time status, or re-clearing codes without testing do not prove performance. Functional confirmation validates the repair.