

XC

Calibration Step	Failure	Corrective Actions
ECU Orientation	This step very seldom fails.	Double check your ECU orientation and make sure it is correct. Inputting the incorrect orientation will cause issues with the ECU calibration in later steps.
Coarse WAS	Calibration Failure	Incorrect ECU orientation. Check orientation of ECU again,
		Incorrect Valve Type. Change Valve Type selection to the correct option for your vehicle.
		Did not do a full lock turn. Make sure wheels are turned to full lock position
		WAS values are too high or too low. Values should range from 250 to 4750.
		Values should be evenly spaced. The center value should be anywhere between the right and left values.
		Check Plus1 for Blink Codes.
		WAS may need adjusted or replaced. (Check Blink Codes)
		Ensure WAS cable is securely connected and in good condition.
Curvature	Calibration Failure	Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
		Did not do full lock turns in Coarse WAS. Repeat Coarse WAS calibration.
		Incorrect ECU orientation. Check orientation of ECU again and input correct ECU orientation if incorrect. Save ECU orientation corrections. Reboot the ECU and start calibration over.
Minimum Current	Calibration Failure	Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
		Filters may not be converged. On MAX and REBEL, go to: Menu>Diagnostics>EDriveXC>Status . For STX: go to Setup Screen>Vehicle>Status If "Filters Converged" Has a red dot, Touch "Filters Converged" and follow onscreen instructions. After Filters converge, a green dot will appear. Please allow the vehicle to sit for no less than 45 seconds then reboot ECU. This will save the "Filters Converged" setting.
		Incorrect ECU orientation. Check orientation of ECU again.
		Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
		Steer Ready: May need to adjust Max Current. Call Customer Service
		Steer Ready: Wrong valve type. Select correct Valve Type and save. Reboot ECU and restart calibration.
Lock to Lock	Calibration Failure	Antenna Pivot incorrect. Ensure Antenna pivot location and measurements are correct.
		Check SWS. Check cabling to ensure it is in good condition and firmly connected to SWS and ECU
		Try steer test. Menu>Diagnostics>eDriveX> Steer Test .
		Reboot ECU
P-Gain	Calibration Failure	Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
		Lock to Lock times are too high or too low
		RPM's are too low. Recommend no less than 1,500 RPM's
Fine WAS	Calibration Failure	Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
Roll Pitch Bias	Calibration Failure	Did not re-engage the AB line on the turn around before point B
		Did not re-engage the AB line on the turn around before point A
		Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.