

ESi2 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.
Curvature	Calibration Failure	Did not do full lock turns in Steps 1 and 2 of Curvature calibration.
		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.
		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.
Steering Ratio	Calibration Failure	Released steering wheel before touching "Next". Hold steering wheel lightly between thumb and index finger to maintain full lock turn. Touch "Next" and the wheel will turn and start calibration.
		Speed too fast or too slow. Maintain the green light on the speed indicator. DO NOT USE VEHICLE SPEEDOMETER.
		Check antenna pivot setting and if vehicle appears backwards on the screen. Especially in articulated tractors.
Lock to Lock	Calibration Failure	May need to reboot ECU
		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.