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## Quick User's Guide for Tru-Point



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## SAFETY INFORMATION

For your safety, read this manual thoroughly before operating the equipment.

The Tru-Point is intended for use by properly trained skilled automotive technicians. The safety messages presented in this section and throughout the manual are reminders to the operator to exercise extreme care when performing ADAS calibrations with this product.

There are many variations in procedures, techniques, tools, and parts for servicing vehicles, as well as the skill of the individual doing the work. Because of the vast number of vehicle applications and potential uses of the product, the manufacturer cannot possibly anticipate or provide advice or safety messages to cover every situation. It is the automotive technician's responsibility to be knowledgeable of the vehicle to be calibrated. It is essential to use proper service methods and perform ADAS calibrations in an appropriate and acceptable manner that does not endanger your safety, the safety of others in the work area or the equipment or vehicle being serviced.

It is assumed that, prior to using the Tru-Point, the operator has a thorough understanding of the vehicle systems being serviced. In addition, it is assumed he has a thorough knowledge of the operation and safety features of the rack or lift if one will be used, and has the proper hand and power tools necessary to perform ADAS calibrations.

When using your garage equipment, basic safety precautions should always be followed, including:

1. Read all instructions.
2. Care must be taken as burns can occur from touching hot parts.
3. The socket-outlet (wall outlet) shall be located near the equipment and shall be easily accessible.
4. Do not operate power tools or equipment with a damaged power cord or if the equipment has been dropped or damaged until it has been examined by a qualified serviceman.
5. Do not let cord hang over edge of table, bench or counter or come in contact with hot manifolds or moving fan blades.
6. If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled.
7. Always unplug equipment from electrical outlet when not in use. Never use the cord to pull the plug from the outlet. Grasp plug and pull to disconnect.
8. Let equipment cool completely before putting away. Loop cord loosely around equipment when storing.
9. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids, such as gasoline.
10. Adequate ventilation should be provided when working on operating Internal combustion engines.
11. Keep hair, loose clothing, fingers, and all parts of body away from moving parts.
12. To reduce the risk of electrical shock, do not use on wet surfaces or expose to rain.
13. Use only as described in this manual. Use only manufacturer's recommended attachments,
14. ALWAYS WEAR SAFETY GLASSES. Everyday eyeglasses only have impact resistant lenses, they are NOT safety glasses.
15. Know and understand the proper operating procedures for all power tools used.
16. Caution: Risk of explosion if any battery is replaced by an incorrect type. Dispose of used batteries according to local and state government regulations.

**IMPORTANT!! SAVE THESE INSTRUCTIONS  
DO NOT DISCARD!!**

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## SAFETY INSTRUCTIONS

### IMPORTANT!! SAVE THESE INSTRUCTIONS



#### **Risk of electrical shock**

- Do not operate equipment with a damaged power cord or if the equipment has been dropped or damaged, until it has been examined by a qualified service person.
- If an extension cord is necessary, a cord with a current rating equal to or greater than that of the equipment should be used. Cords rated for less current than the equipment can overheat.
- Unplug equipment from electrical outlet when not in use. Never use the cord to pull the plug from the outlet. Grasp plug and pull to disconnect.
- Do not expose the equipment to rain. Do not use on wet surfaces. Not for use outdoors.
- Plug unit into correct power supply.
- Do not remove or bypass grounding pin.

*Contact with high voltages can cause death or serious injury.*



#### **Risk of electrical shock**

High voltages are present within the electrical box.

- There are no user serviceable items within the electrical box.
- Service on the unit must be performed by qualified personnel.
- Do not open any part of the console other than noted areas.
- Turn power switch off and unplug the unit before servicing.

*Contact with high voltages can cause death or serious injury.*



#### **Risk of eye injury**

Debris, dirt, and fluids may drop from vehicles.

- Knock off any loose debris. Clean surfaces as needed to avoid any materials from falling.
- Wear approved safety glasses when using Tru-Point.

*Debris, dirt, and fluids can cause serious eye injury.*



#### **Risk of crushing**

Vehicles may roll off of lift if not secured.

- Leave automatic transmission in park or manual transmission in gear unless equipment operation steps require vehicle in neutral.
- Apply parking brake unless equipment operation steps require wheel movement.
- Use wheel chocks whenever vehicle is positioned on the lift or on the floor.
- Follow rack or lift manufacturer's safety recommendations when lifting a vehicle.

*Vehicles rolling off lifts can cause death or serious injury.*



#### **Risk of entanglement or crushing**

There are moving parts on vehicle lifts during operation.

- Keep all persons clear of lifts.
- Read lift manufacturer's operation instructions carefully.
- Follow lift manufacturer's safety recommendations.

*Contact with moving parts could cause injury.*



#### **Risk of pinching or crushing body parts when jacking vehicles**

- Keep hands and other body parts away from jacking surfaces.
- Do not use unapproved adapters (i.e. wooden blocks) when jacking a vehicle.
- Do not bypass any jack manufacturer's safety features.
- Read jack manufacturer's operation instructions carefully.
- Follow jack manufacturer's safety recommendations.

*Improperly used or maintained jacks can cause injury.*

**Risk of burns**

- Do not touch hot exhaust systems, manifolds, engines, radiators, etc.
  - Wear gloves whenever performing a service near hot components.
- Hot components can cause burns.*

**Risk of injury**

Tools may break or slip if improperly used or maintained.

- Use the correct tool for the task.
- Frequently inspect, clean, and lubricate (if recommended) all tools.
- Follow recommended procedures when performing vehicle services.

*Tools that break or slip can cause injury.*

**Risk of Tipping Over**

- Use caution when moving around the shop.
- Hold onto and move the Tru-Point by gripping both handles.
- Do not try to roll over objects on the floor. Remove the object before rolling Tru-Point.
- Do not roll the Tru-Point down an angled incline without sufficient help.
- Use Tru-Point on a level surface

*Improper use or handling can cause injury*

## MAINTENANCE

Service of Tru-Point requires extreme care and knowledge. Service should be performed only by a qualified service technician.

- Always check equipment for damaged parts before use.
- Replace or repair damaged parts before use. Check alignment of moving parts. Binding of moving parts or broken parts may alter operation.
- Have damaged parts properly repaired or replaced by an Authorized Service Center.
- Do not use equipment if switch does not turn it on and off.
- Maintain equipment. Keep equipment dry, clean and free of oil and grease for better and safer performance.
- Clean the glass surfaces of all targets once a week with an ammonia-free cleaner and a lint-free cloth.
- For the location of the nearest Snap-on repair center, call Snap-on customer service.
- To clean turntable, use compressed air. Avoid using oil and grease in turntable maintenance.

### WARNING

- Use safety equipment, Always wear eye protection.
- Wear safety gloves as necessary to protect hands.
- Not for outdoor use exposed to rain or heavy condensation

### INFORMATION:

Should the system become unresponsive in the event of a severe power fluctuation such as Electrical Fast Transients or Electrostatic Discharge. To restore the unit to operating condition, turn off all power switches, wait 10 seconds, and then turn back on.

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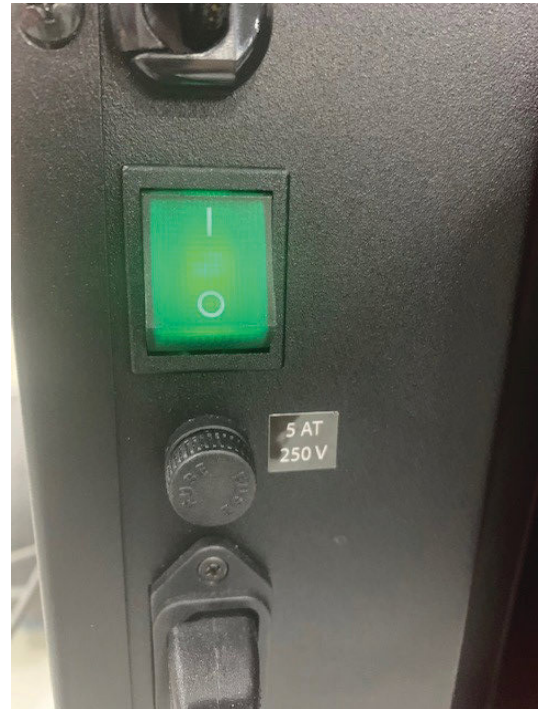
## SYSTEM STARTUP

Once the Tru-Point is in the proper location, plug the power cord into the wall.

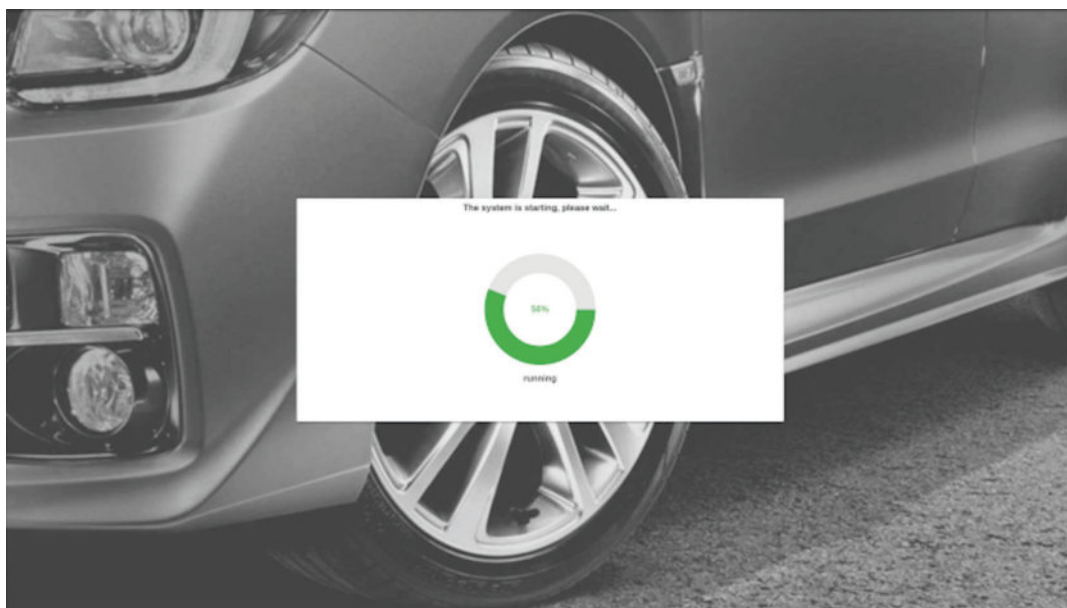
**System Power Requirements:**

115 volts AC, 15 amp 50-60 Hz or 230 volts AC, 10 amp circuit 50-60 Hz. (Must have earth ground)

Locate the power switch on the host controller box. Switch it to the on position and allow a few moments for system start-up. The switch will light up green when power is on.



When the power switch is turned on, the unit initiates the system boot up. This boot sequence will take a few moments. The home screen will appear next as the software finishes loading.

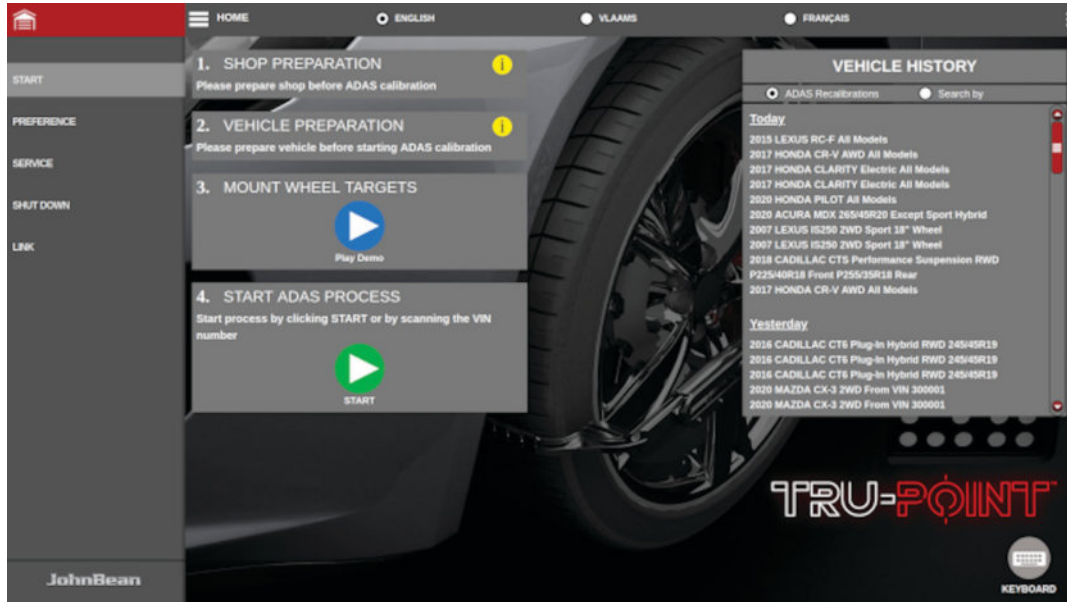




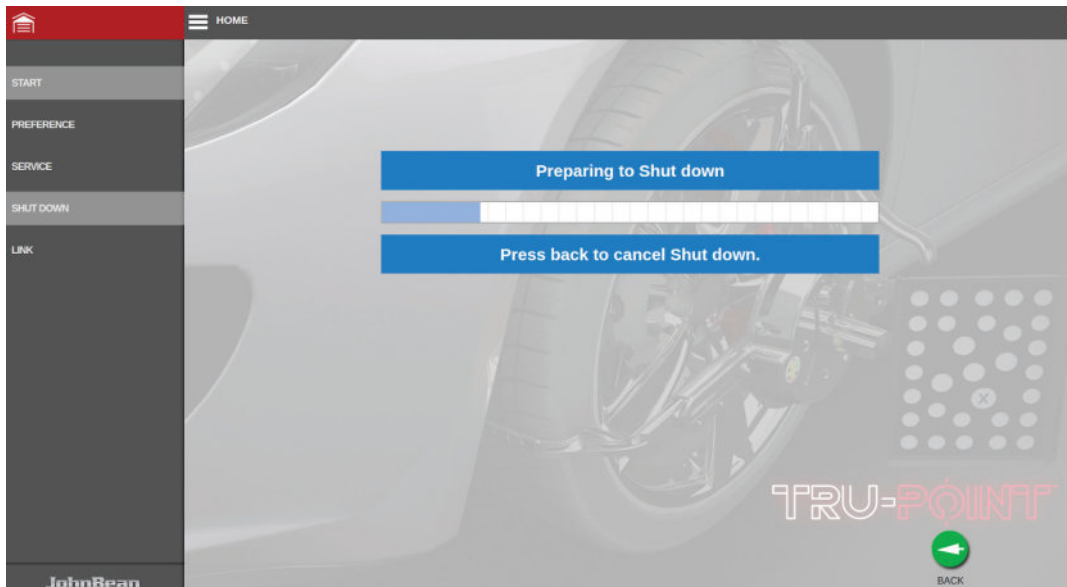
## SHUT DOWN PROCEDURES

It is recommended that the system be shut down using this procedure. Although powering down the system by directly shutting off the power switch has been done, the “Shut Down” procedure ensures the Host Controller is properly powered down. After shutting down the software, the switch must be toggled off to remove electrical power from the Host Controller and Camera Beam.

1. From the Main Menu, click “Shut Down”



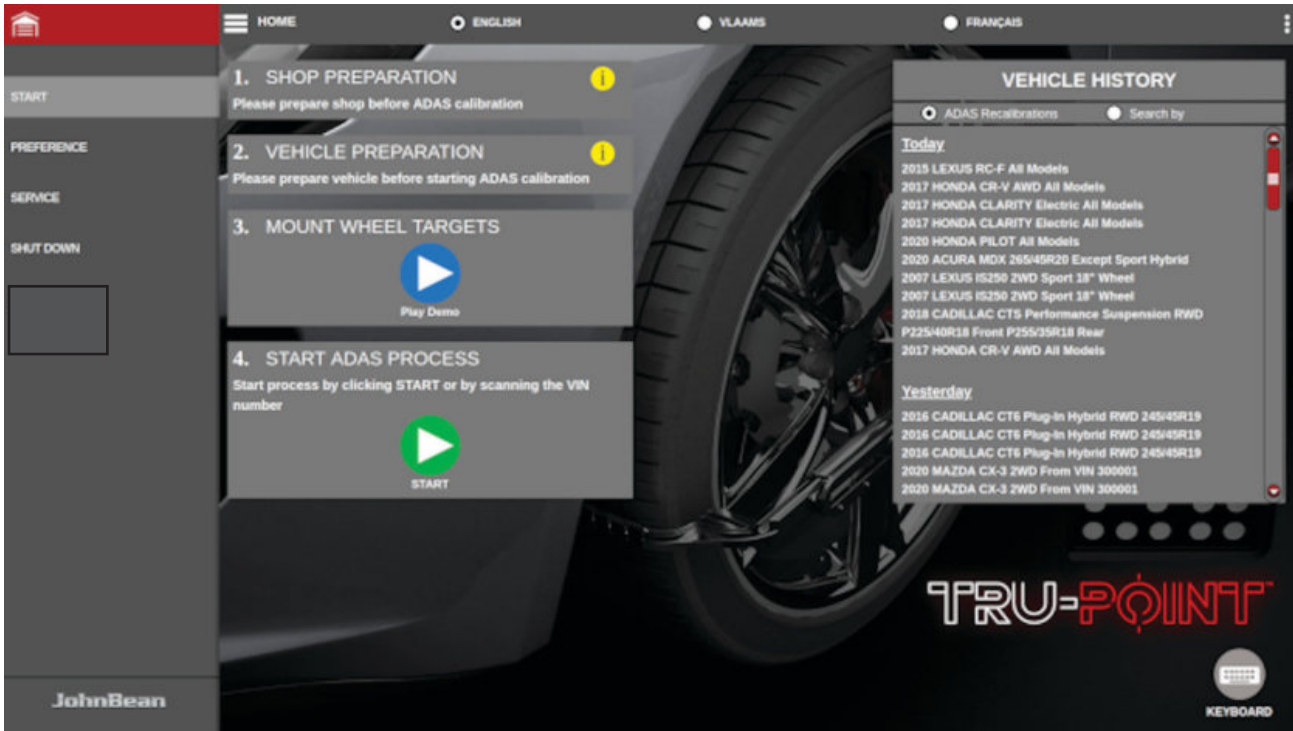
2. Tru-Point gives the user approximately 10 seconds to abort the Shut Down process by clicking the “Back” button.



3. Turn off green power switch located on the Host Controller Box.

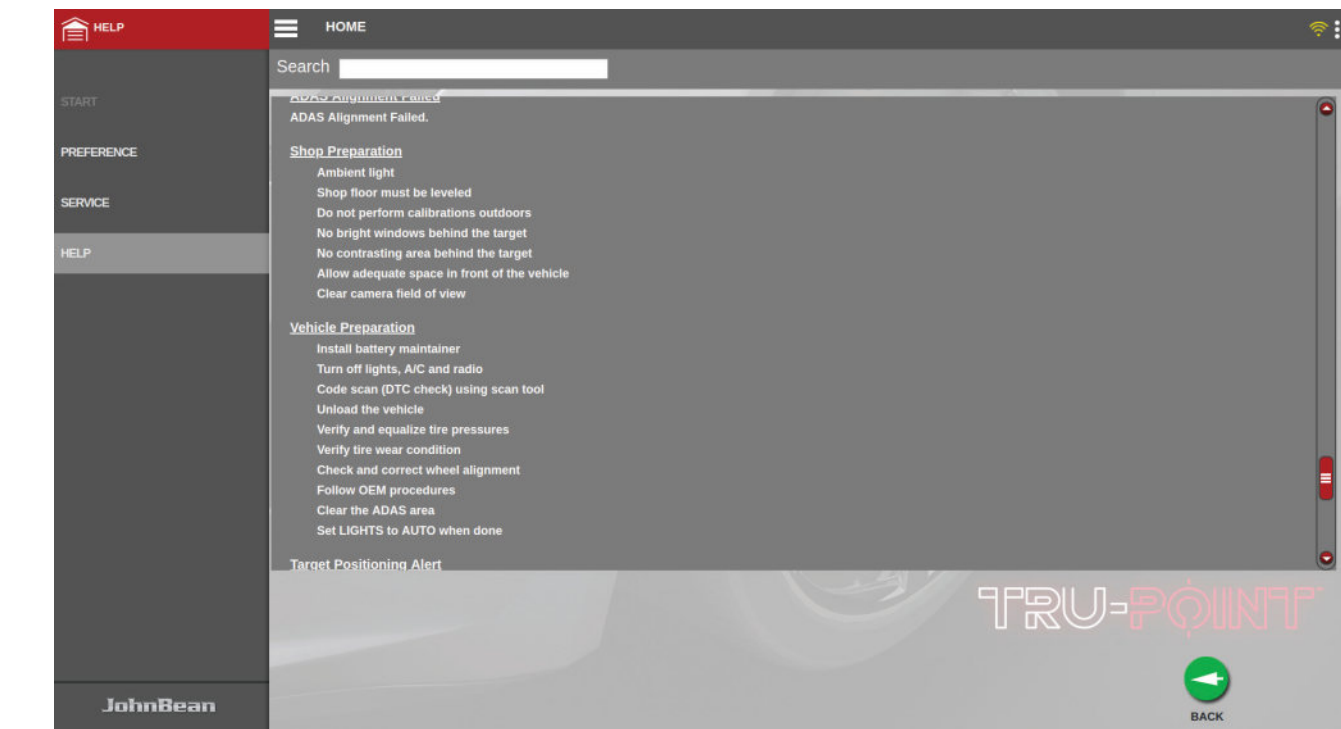


# SYSTEM MAIN MENU



All system functions begin at the Home Screen. Each function of Tru-Point will be followed up with on-screen prompts. The user must simply click a command and True-Point will easily prompt the user to the next step. Before beginning any ADAS calibration, it is important to follow the four steps on the screen to prepare the shop and vehicle for ADAS calibration, and to mount the wheel targets. For more information on preparing the shop and the vehicle, click on the yellow “i” icon beside each step. The picture below shows more detailed shop and vehicle preparation steps. The bulleted list below details some of the other functions on the main menu.

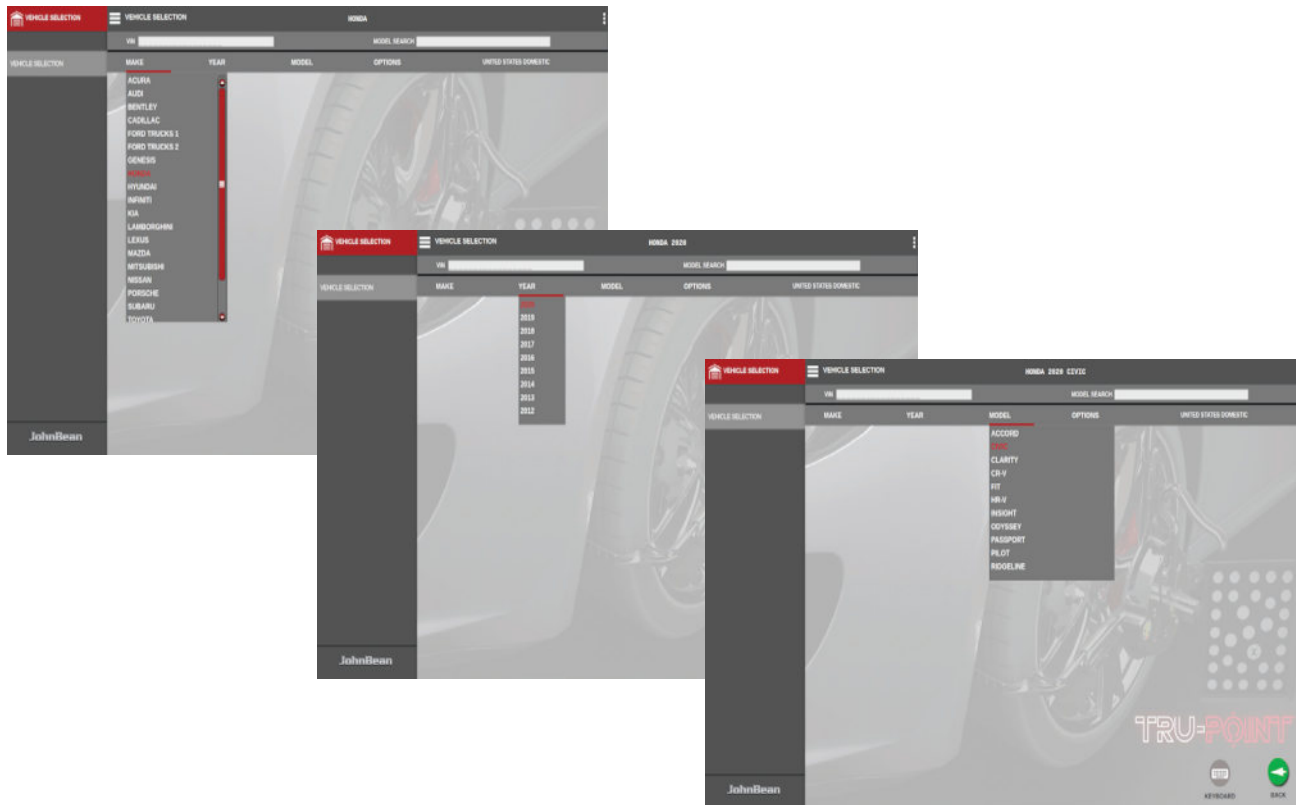
- **Start** - Begin an ADAS Calibration Procedure
- **Preference** - Set up Tru-Point to be used for ADAS Calibration and activate software
- **Service** - Network preferences, software updates, and several diagnostic functions



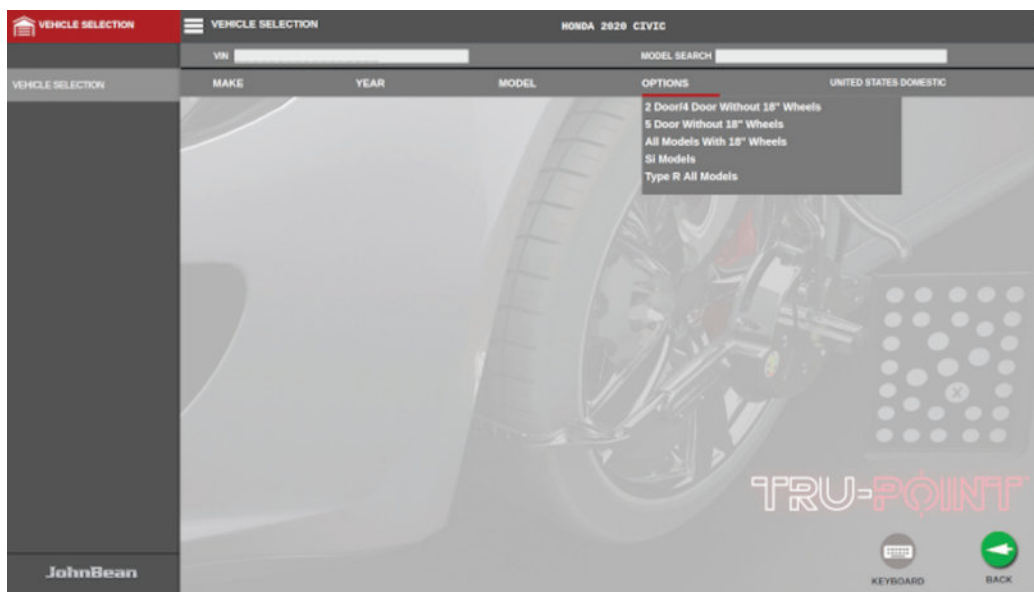
## BEGIN AN ADAS CALIBRATION

Before beginning an ADAS calibration, the user should mount the wheel targets to the vehicle and select the vehicle being serviced from the database so Tru-Point can reference the manufacturers' specifications. Tru-Point can be purchased with a VIN reader, making it easy to simply scan the VIN of the vehicle being calibrated. However, if the VIN reader was not purchased, the steps listed below show how to choose a vehicle manually.

1. Select the Make, Year, and Model of the vehicle.

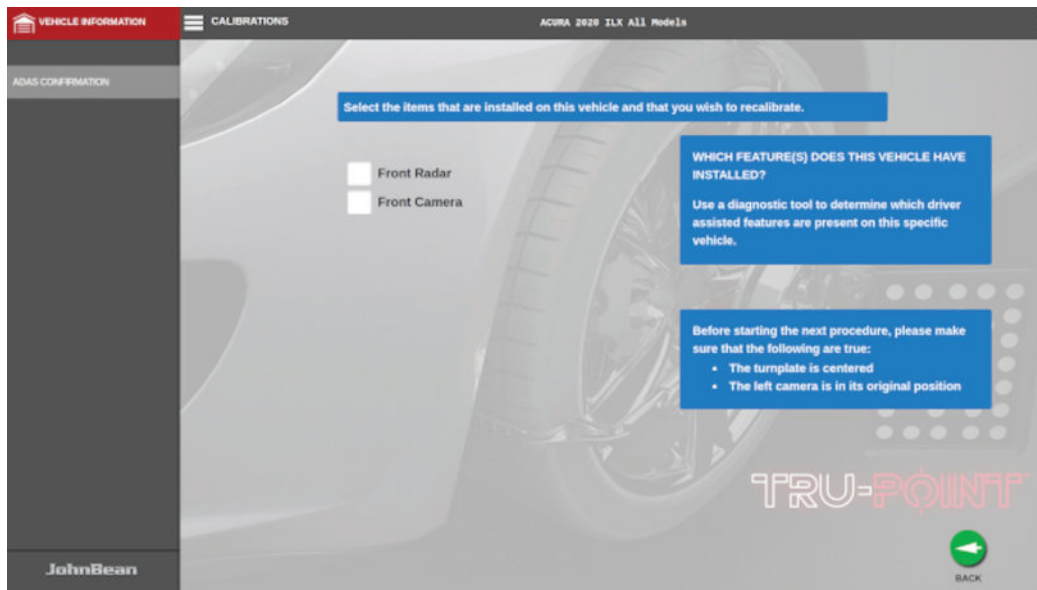


2. Some manufacturers have several different sets of specifications for a given make and model which depend on the options the car has. Select the options present on the vehicle to be calibrated, then click "Use Vehicle" to proceed.

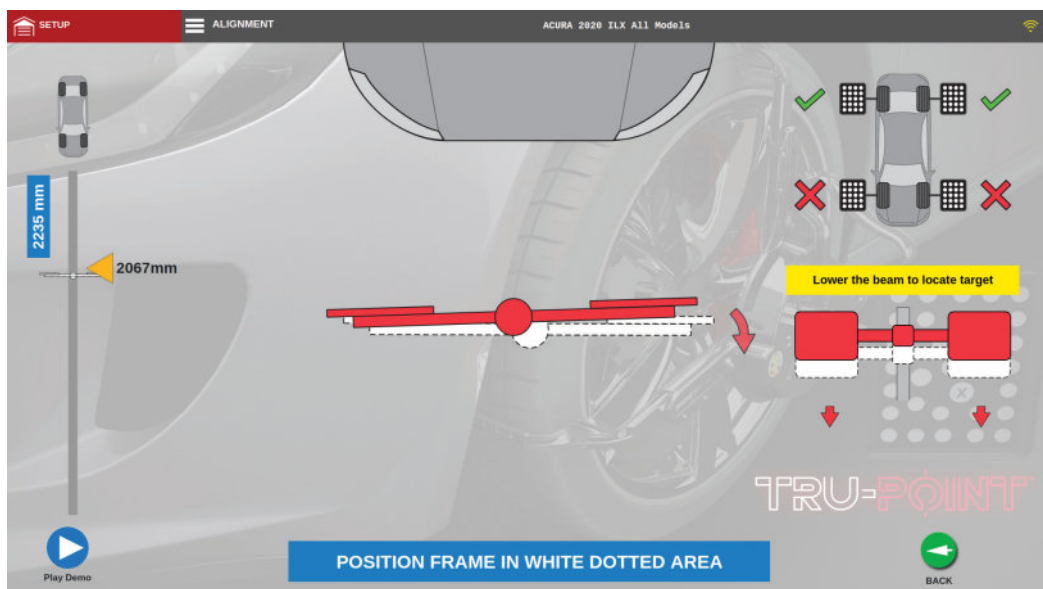


3. The next screen displays sensors that are available to be calibrated for the given make and model selected. Click the box next to each available option desired, then click “Next” to proceed.

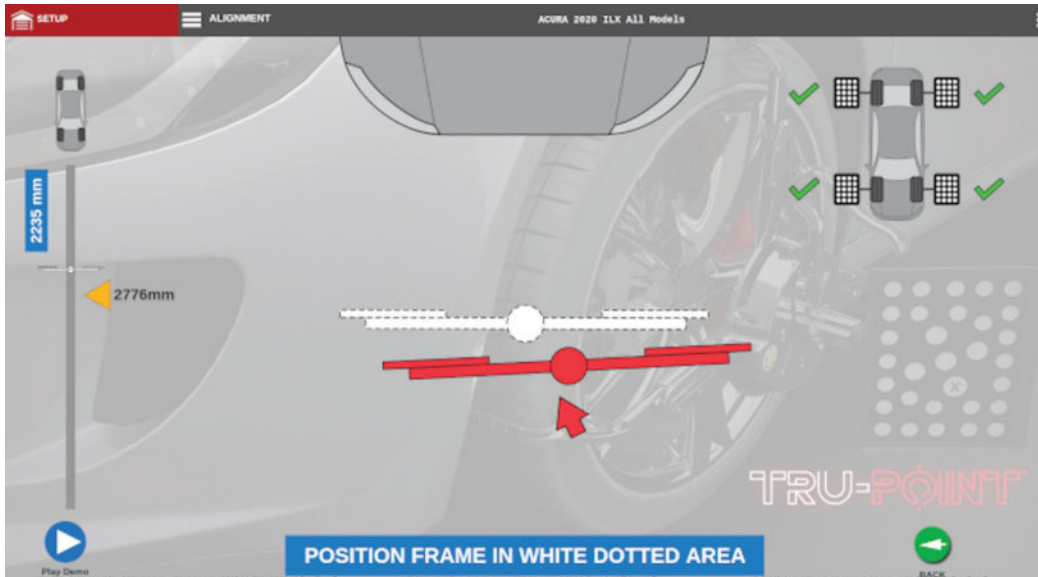
**NOTE: MAKE SURE TURNTABLE IS CENTERED BEFORE PROCEEDING.**



4. Using the on-screen guide, raise or lower the camera beam using the vertical adjustment handles until the camera beam icon on the right side of the screen disappears.

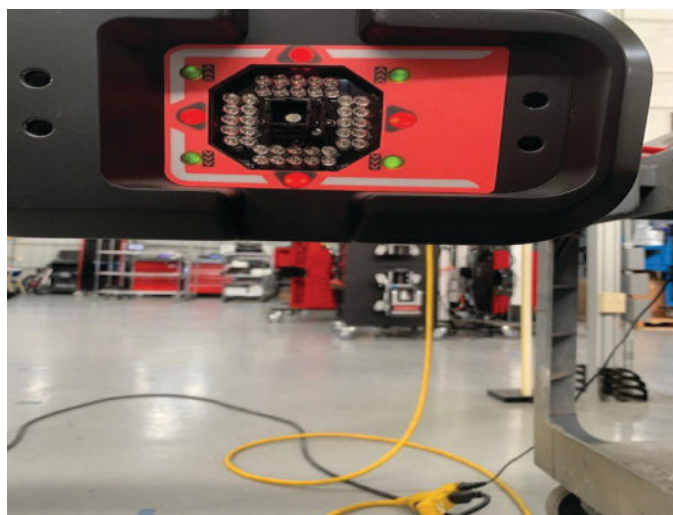
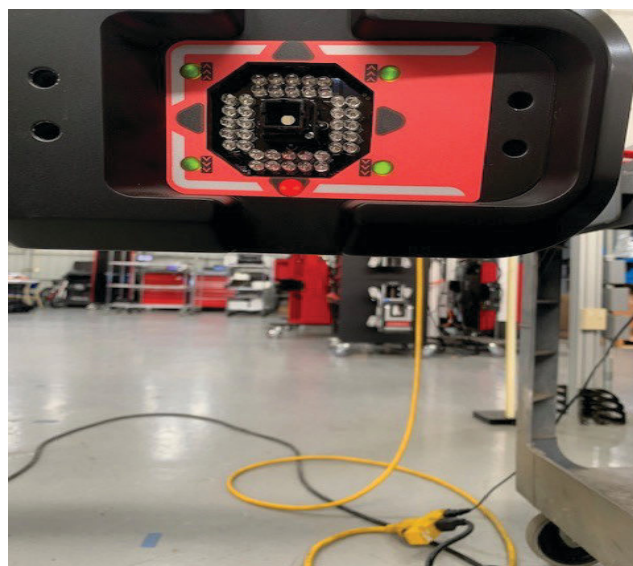
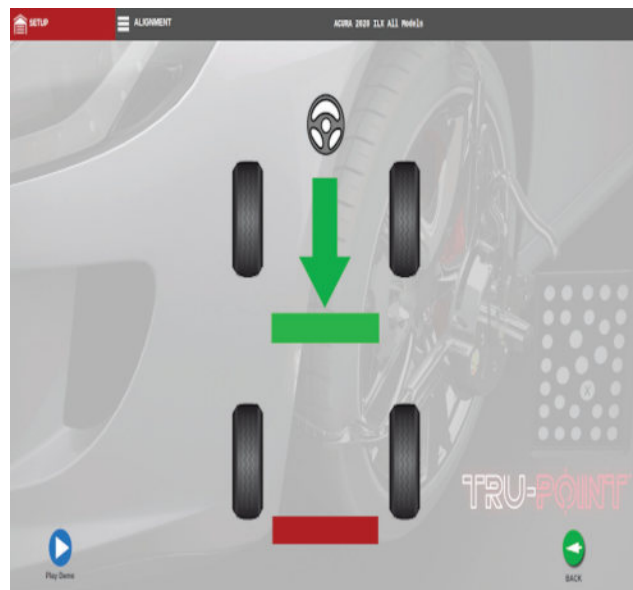
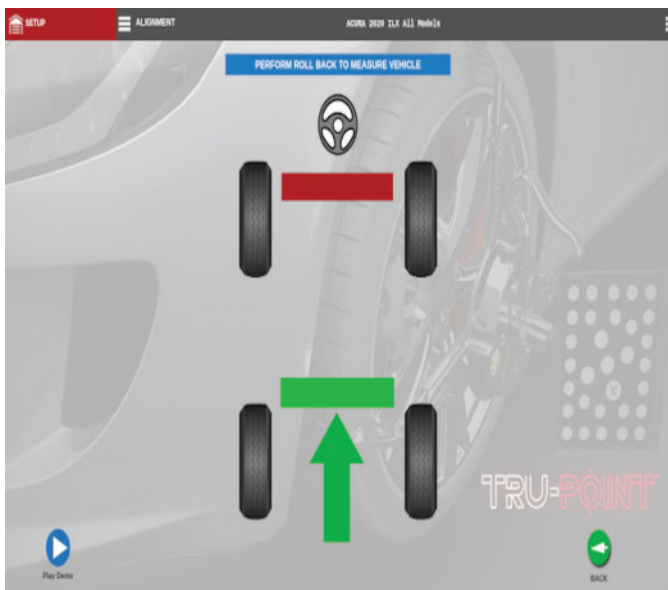


5. Unlock the floor brakes. Using the fixed outer handles, roll the Tru-Point into the position indicated by the the icon in the middle of the screen. The icon will turn green when the Tru-Point is in the proper position. The Tru-Point will automatically navigate to the next page when this is done.

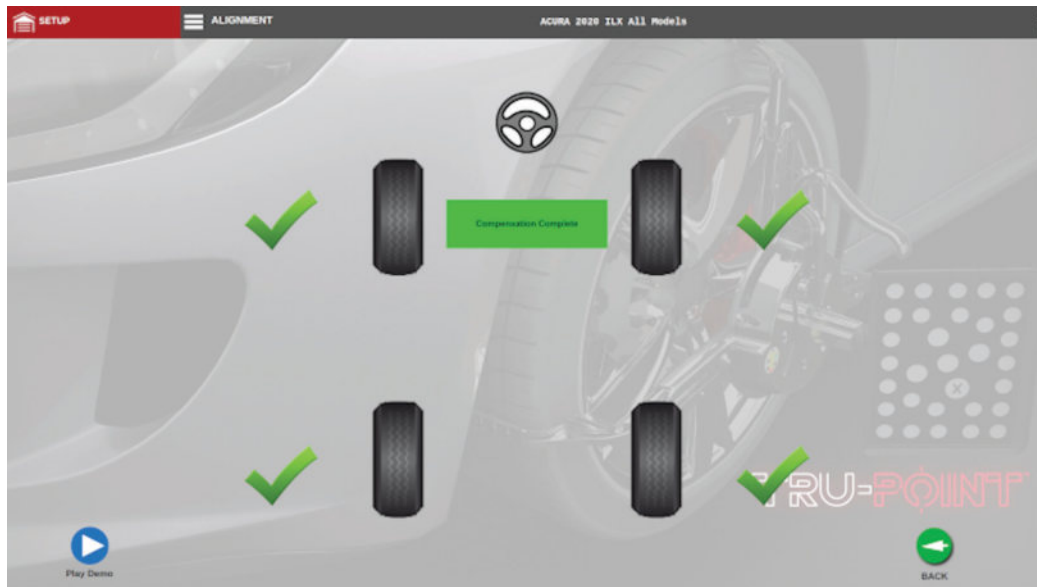




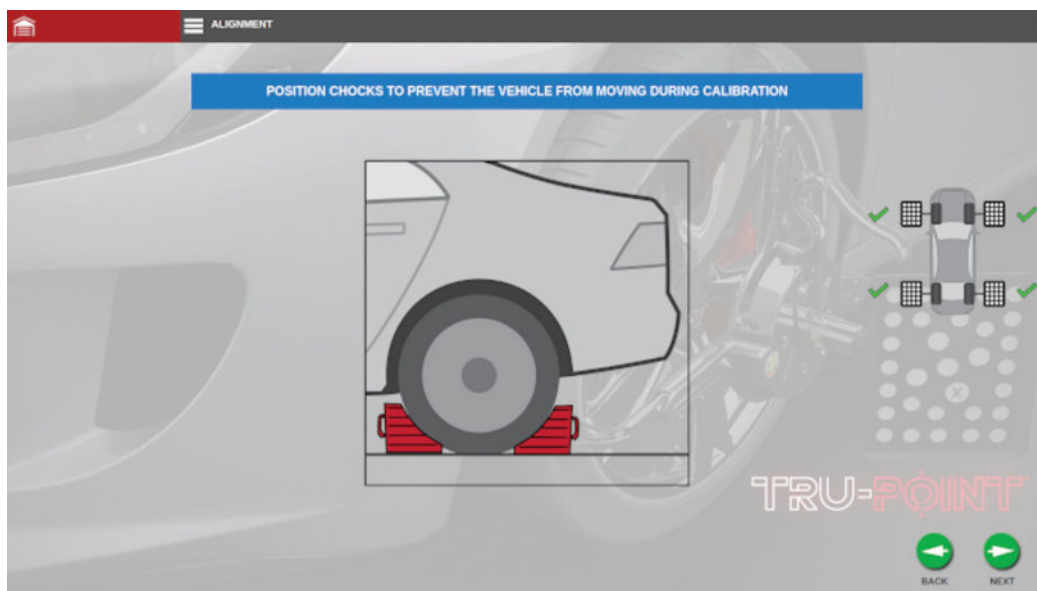
6. Unchock the wheels of the vehicle and roll it forward, backward, and forward again according to the instructions on the screen. The four directional LED's on each camera will also light up, indicating the direction the vehicle should be rolled. When the vehicle should be rolled forward, the top LED is lit. When the vehicle should be rolled backward, the bottom LED is lit. When the Vehicle should be held still, all four LED's will be lit. Both methods are outlined below.



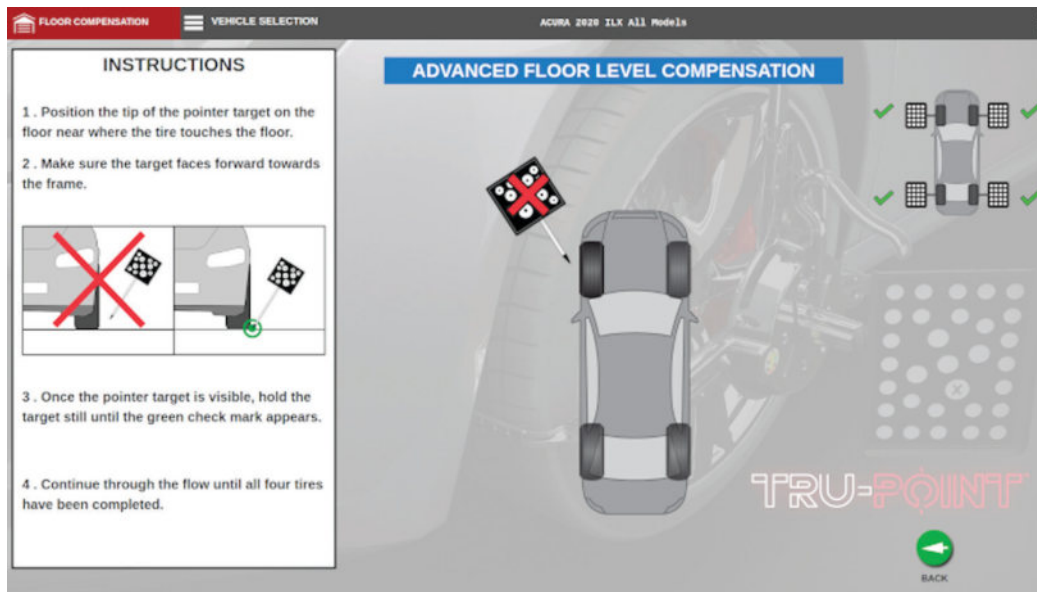
When the vehicle rollback is finished, the following screen will show, indicating the cameras have successfully imaged the wheel targets.



6. Chock the wheels of the vehicle. Failure to chock the wheels could allow the vehicle to roll, requiring the calibration to be restarted from the beginning. Next, begin the floor level compensation with the target pointer. Make sure to point the tip of the pointer on the floor within about 100mm of the indicated tire. Failure to do so may allow the calibration to continue, but can cause the Tru-Point to give inaccurate information later in the procedure.

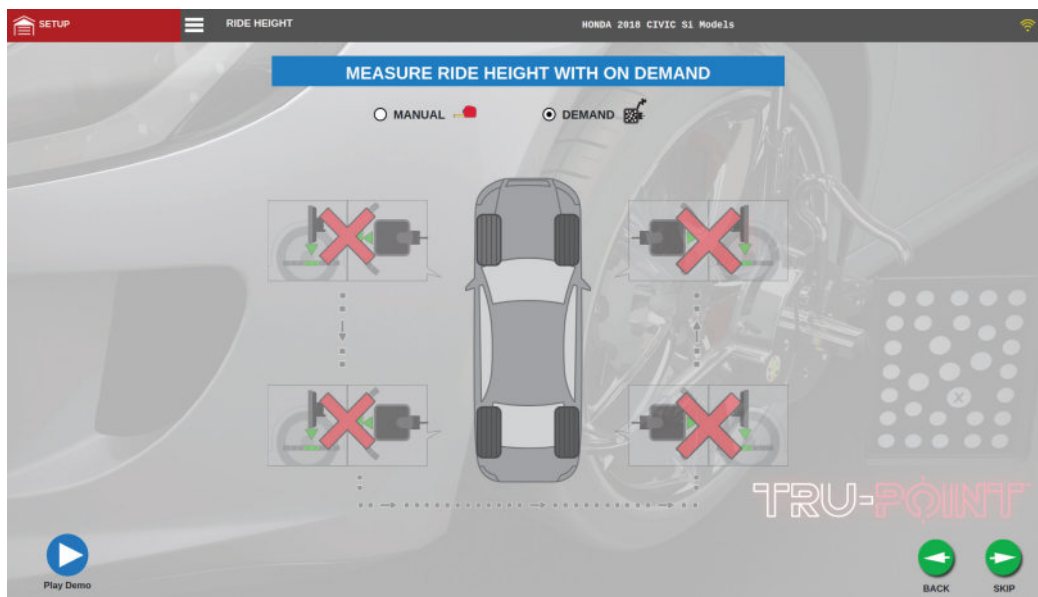


The system will automatically progress through all four wheels as the pointer is found at each wheel. When all four wheels have been targeted with the pointer, the calibration will automatically proceed to the next screen.



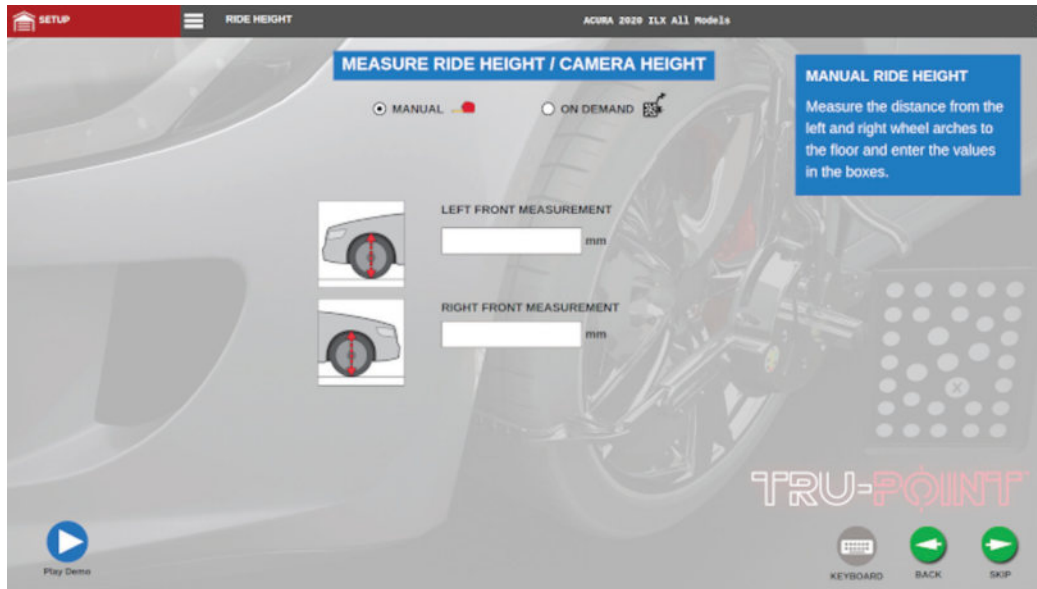
The following step demonstrates vehicle ride height measurement for ADAS calibration. Not every vehicle will require a ride height measurement for calibration, but the following instruction is included for those vehicles which require it. If ride height is not required for the vehicle being calibrated, proceed to step 8.

7. If using the included On-Demand Ride Height targets, select the “Demand” option and follow the instructions on the screen.

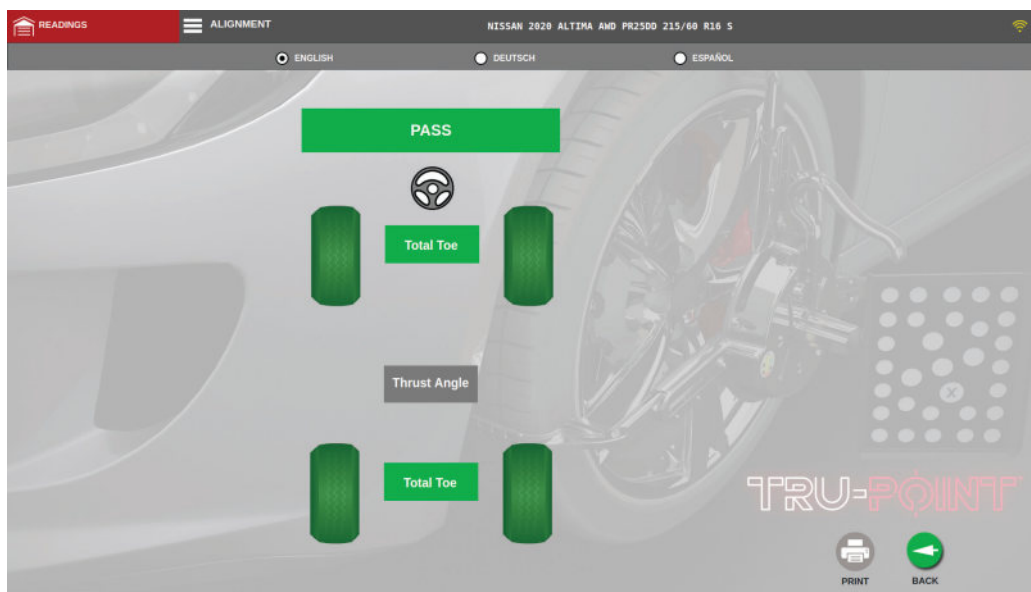




If the manual method is being used, the following instruction will be used. Using a tape measure, measure the distance between the ground and the top of each front wheel well in the indicated units. Enter these values in the provided boxes and then click “Next” to proceed.



8. The next screen will display alignment results for toe and thrust angle. The alignment results must come back within specifications in order for the vehicle to operate correctly after ADAS calibration. Otherwise, an alignment must be performed using a separate wheel alignment system as Tru-Point is not capable of performing an alignment. If the values are within specifications, click “Next” to continue.



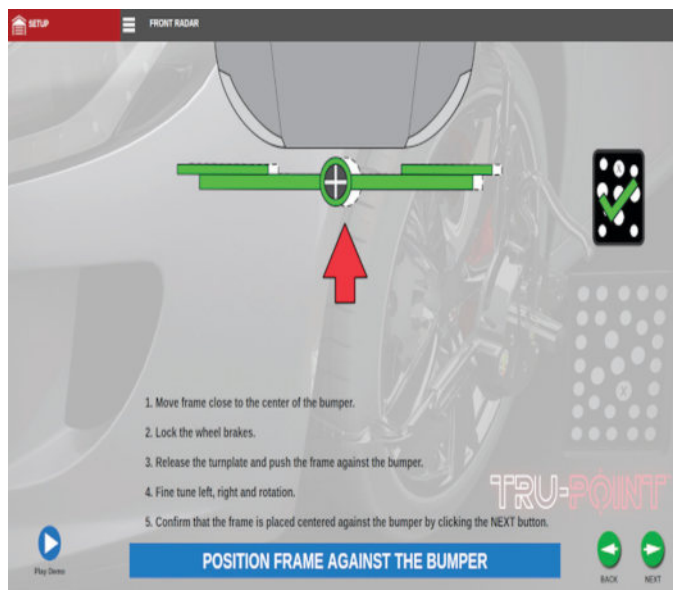
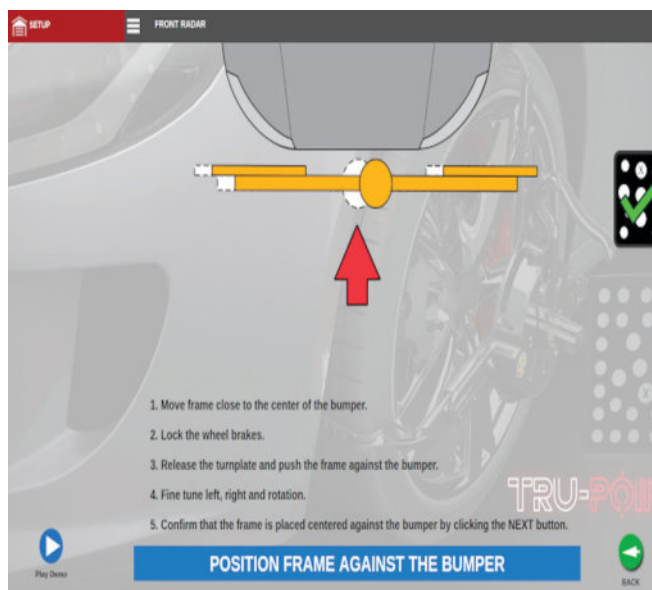
**THE REMAINDER OF THIS GUIDE DETAILS AN EXAMPLE OF A FRONT RADAR AND FRONT CAMERA CALIBRATION. THE EXACT PROCEDURE THAT WILL BE FOLLOWED WILL VARY BASED ON MAKE AND MODEL OF THE VEHICLE BEING CALIBRATED AND ON WHICH SENSORS WERE SELECTED FOR CALIBRATION IN STEP 3 OF THE “BEGINNING AN ADAS CALIBRATION” SECTION.**

## FRONT RADAR CALIBRATION

For the following step, Tru-Point must make measurements based on the position of the vehicle. These measurements are usually taken from the front bumper, the wheel, or even the windscreen. Regardless of the measurements needed, Tru-Point can easily guide the user through this step and will automatically perform these measurements. This step will be different based on which vehicle is being calibrated. Some vehicles require the bumper stop on Tru-Point to be touching the bumper of the vehicle, such as the example below. Some will require Tru-Point to be a certain distance from the vehicle, and some require both contact with the vehicle’s bumper and for Tru-Point to then be moved to a certain distance from the vehicle. Tru-Point will always guide the user through the required process for each vehicle.

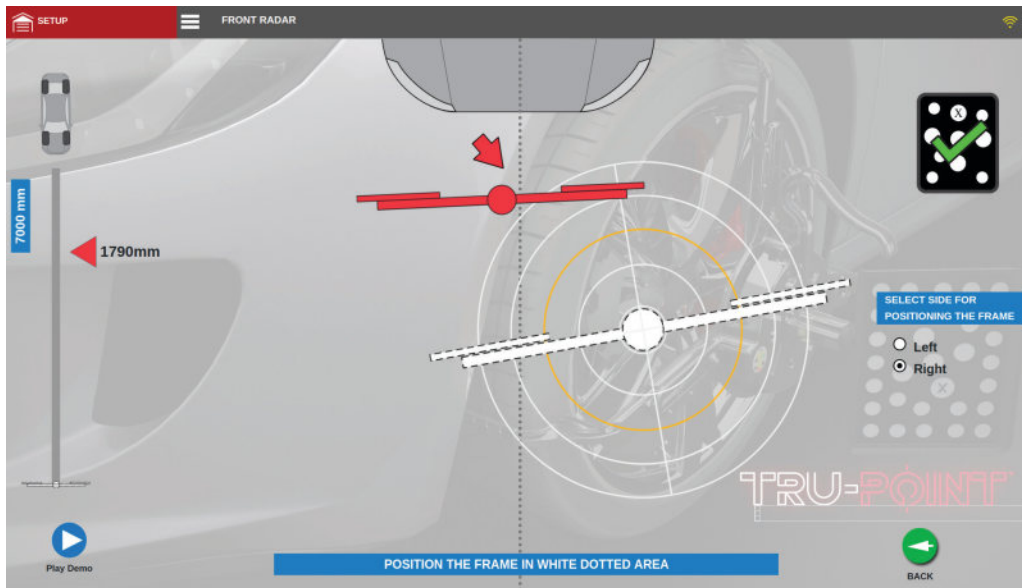
In some cases, the bumper measurement may require the camera beam to be placed in a high vertical position, which could limit the Tru-Point cameras’ view of the wheel clamp targets. To adjust for this, the passenger side Tru-Point camera is capable of rotating down to ensure that the wheel target stays in view of the camera. The rotation of the Tru-Point camera is covered in depth in the Tru-Point installation guide, which will be included alongside this guide in the Tru-Point shipment.

1. Unlock the floor brakes and move Tru-Point to the front bumper of the car until the bumper stop on the front of Tru-Point is contacting the bumper of the car. It is recommended to engage the floor brakes and make fine adjustments with the turntable to ensure the Tru-Point is squared up with the vehicle and contacting the bumper. When the icon on the screen turns green, click “Next” to continue.

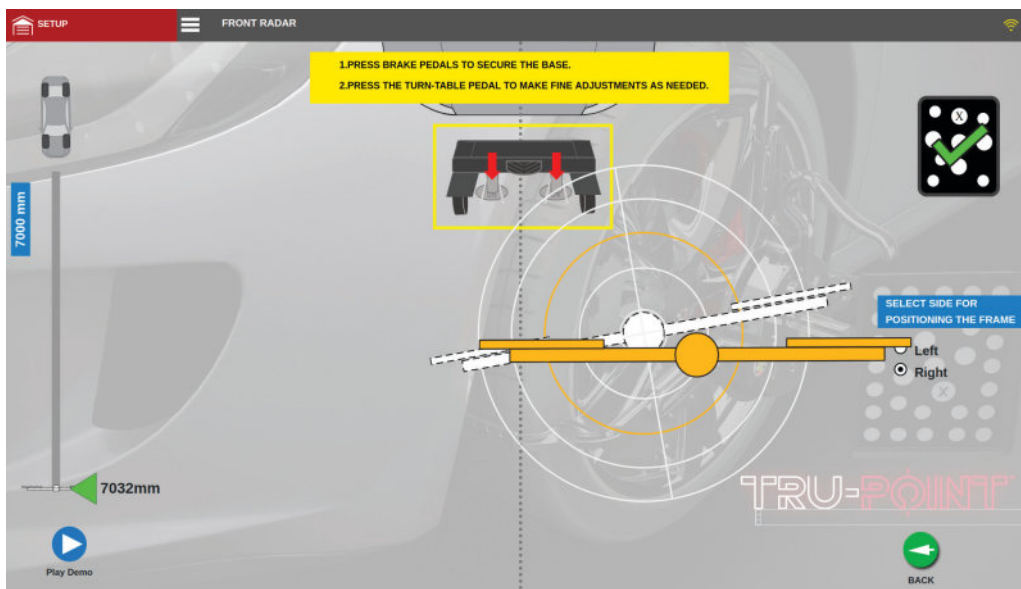


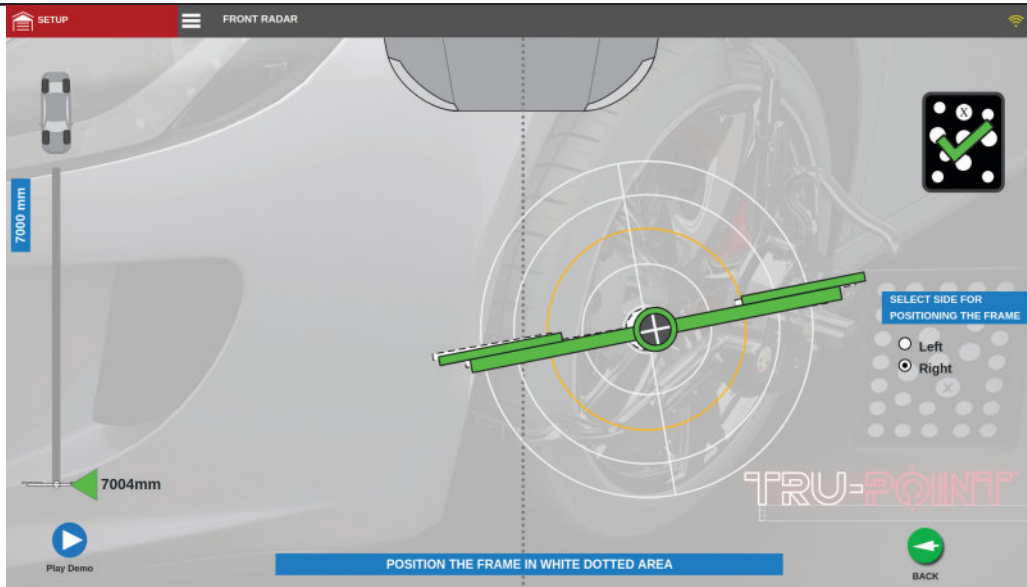
2. Select which side of the vehicle Tru-Point should base its measurement off of. The side selected will not affect the outcome of the calibration, it is there to accommodate shops with less space on one side of the bay than the other. Unlock the floor brakes and roll Tru-Point back until the position arrow on the left side of the screen turns green.

NOTE: The side selected may be changed at any time during this step.

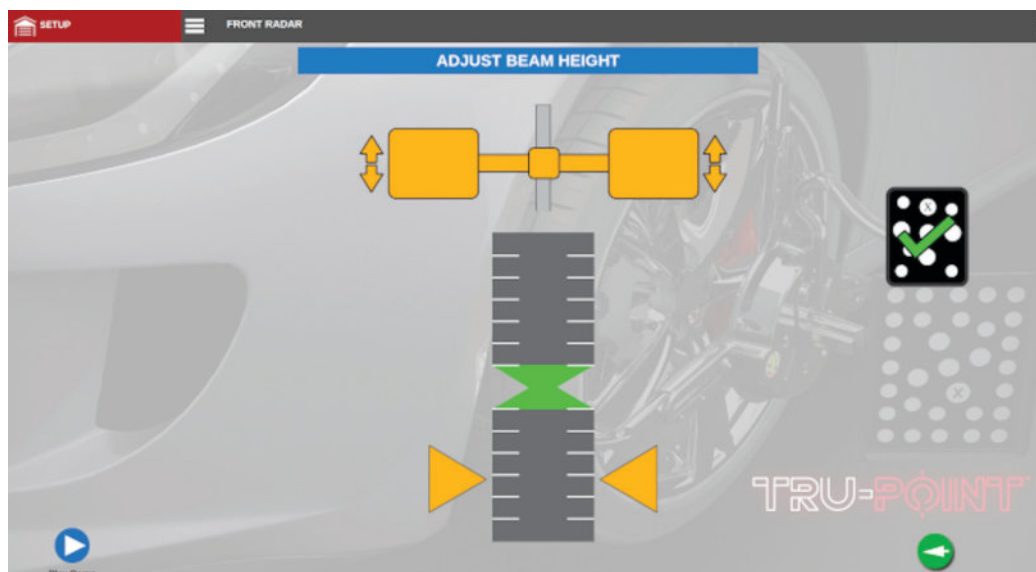


3. Rotate Tru-Point according to the icon on the screen, then, when the beam icon turns yellow, set the floor brakes and make any fine adjustments needed with the turntable until the on screen icon turns green.

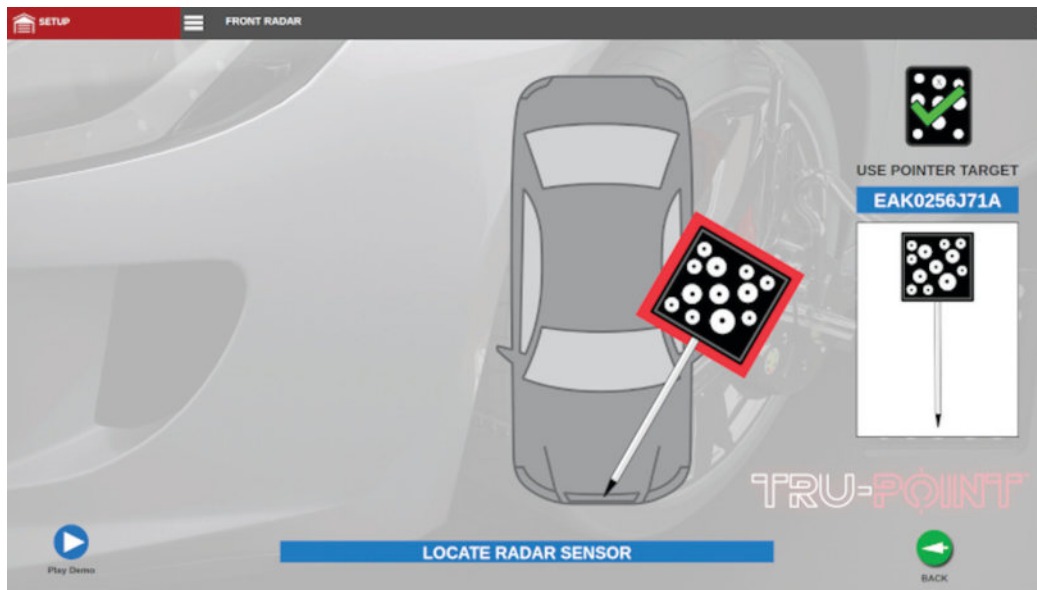




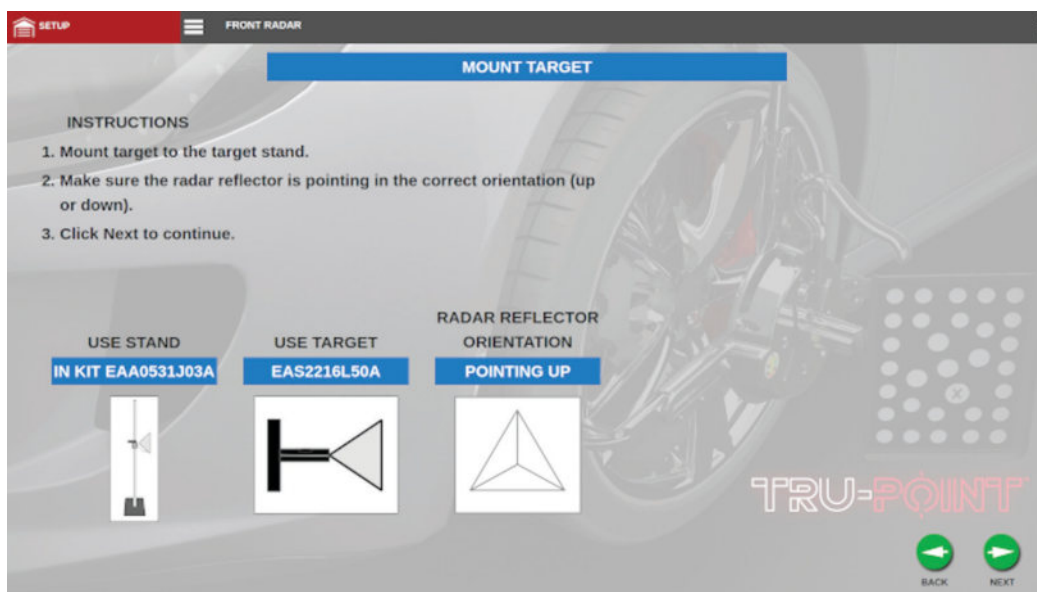
4. Raise or lower the camera beam using the vertical adjustment until the icon on the screen turns green.



5. Locate the vehicle's front radar sensor and place the tip of the pointer target on the center of the sensor as shown in the OEM repair procedure. If the pointer is placed anywhere other than the center of the sensor, the radar calibration may be incorrect. When Tru-Point has located the target pointer, the target pointer icon on the screen will turn green, and the procedure will proceed to the next page.

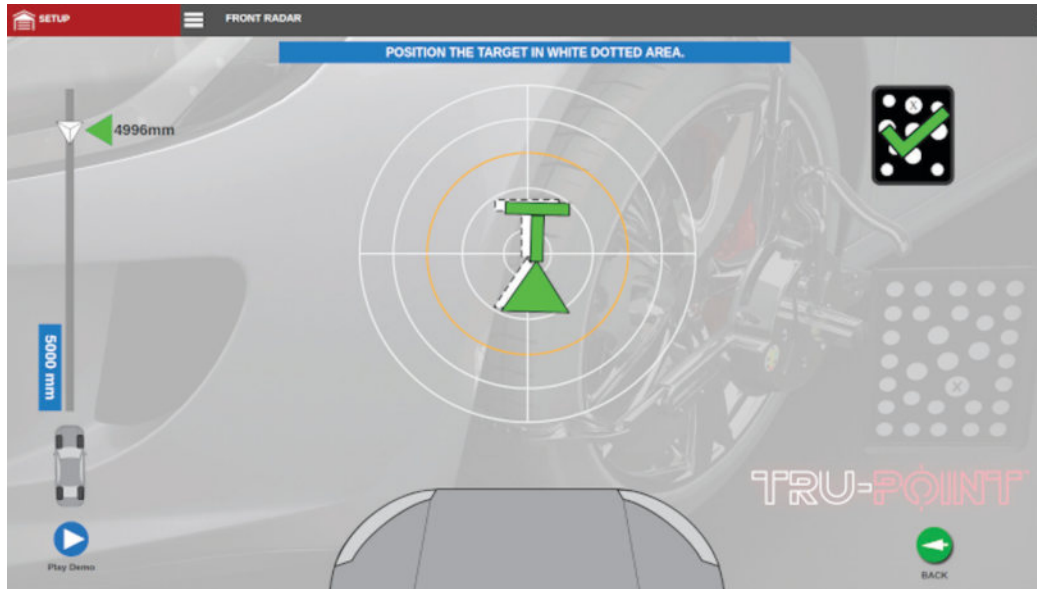


6. Assemble the radar calibration target as shown in the picture on the screen. Make sure the reflector is oriented correctly.

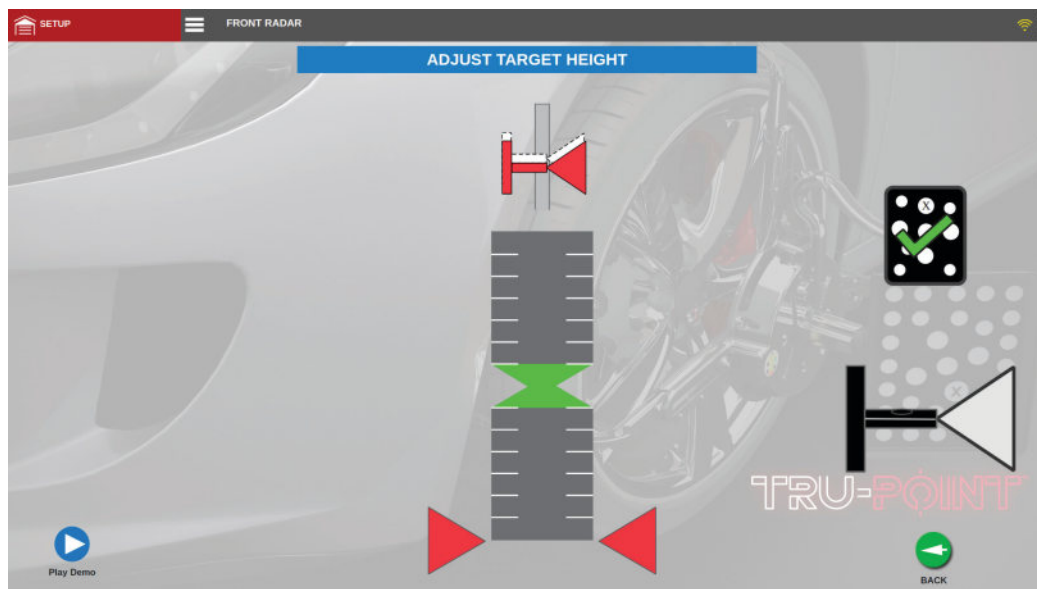


7. Use the on-screen prompts to orient the radar calibration stand. Make sure the radar reflector is pointing toward the vehicle, and the target is pointed toward Tru-Point. The bar on the left side of the screen will indicate the distance the target should be from Tru-Point, and the icon in the middle of the screen indicates which direction to move the target. Placement for this step is very specific, so it may take a few tries to place the target correctly. When the icon is green, the procedure will continue to the next page.

NOTE: Take care not to block the camera's view of the wheel targets during this step.

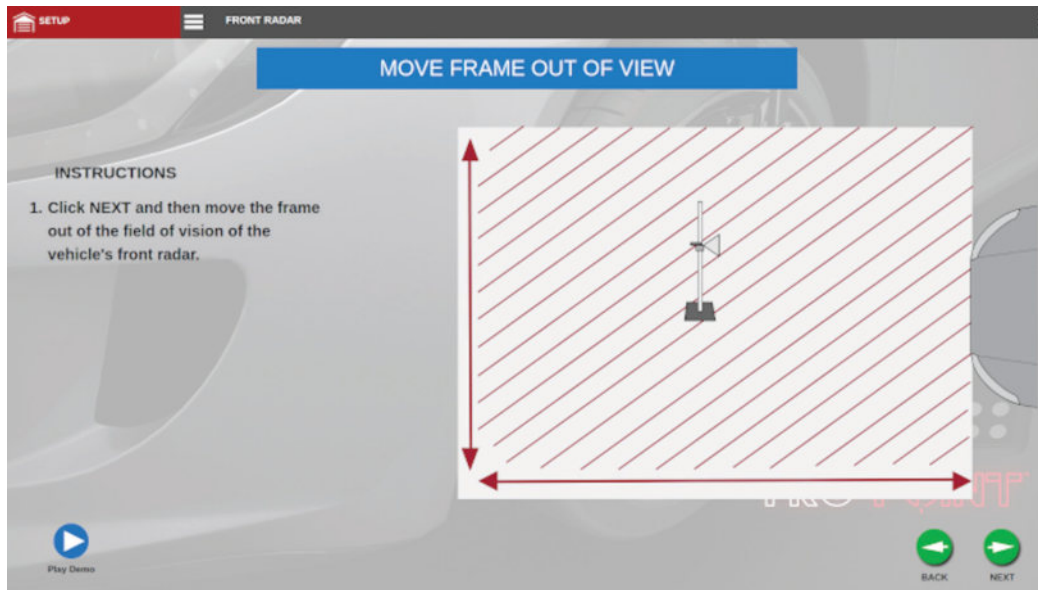


8. Loosen the thumb screw on the radar calibration stand and raise or lower the target and reflector according to on-screen prompts. Take care not to move the stand too much during this process, or the procedure will automatically revert to the screen in step 7. When the arrows are in the green zone on the screen and the on-screen icon turns green, the calibration will proceed to the next step.

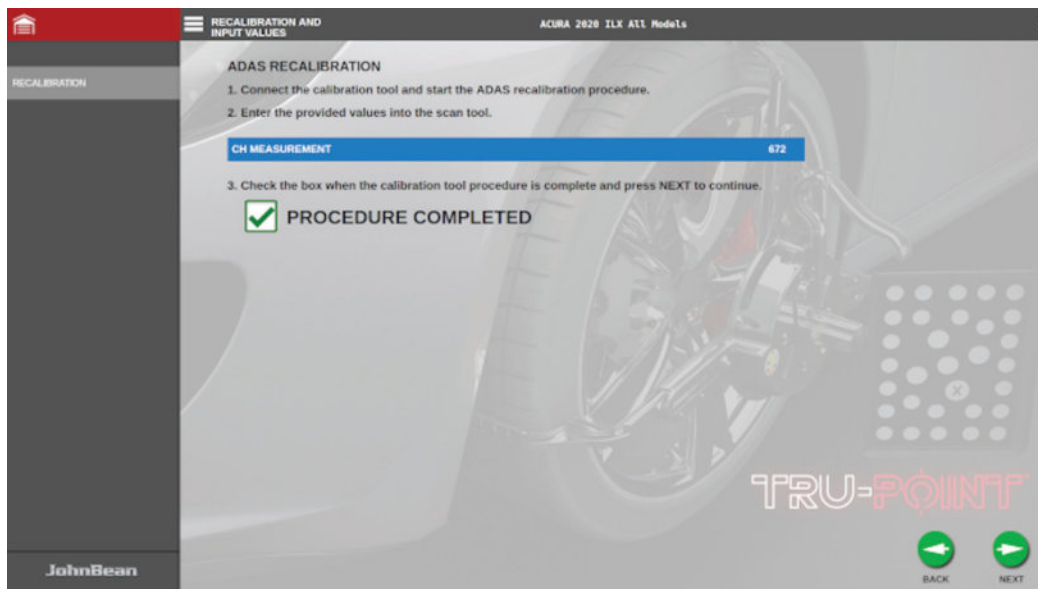




9. Remove the radar calibration stand from the vehicle's front radar's view as defined by the OEM repair procedure. Click "Next" to proceed.



10. The front radar calibration is now complete. Connect a calibration tool to the vehicle, then enter the value given by Tru-Point in the blue box. Not all vehicles have a value for this step. When the calibration tool indicates that the calibration is complete and is successful, click "Next". By clicking "Next" you are confirming successful completion of the scan tool operation.

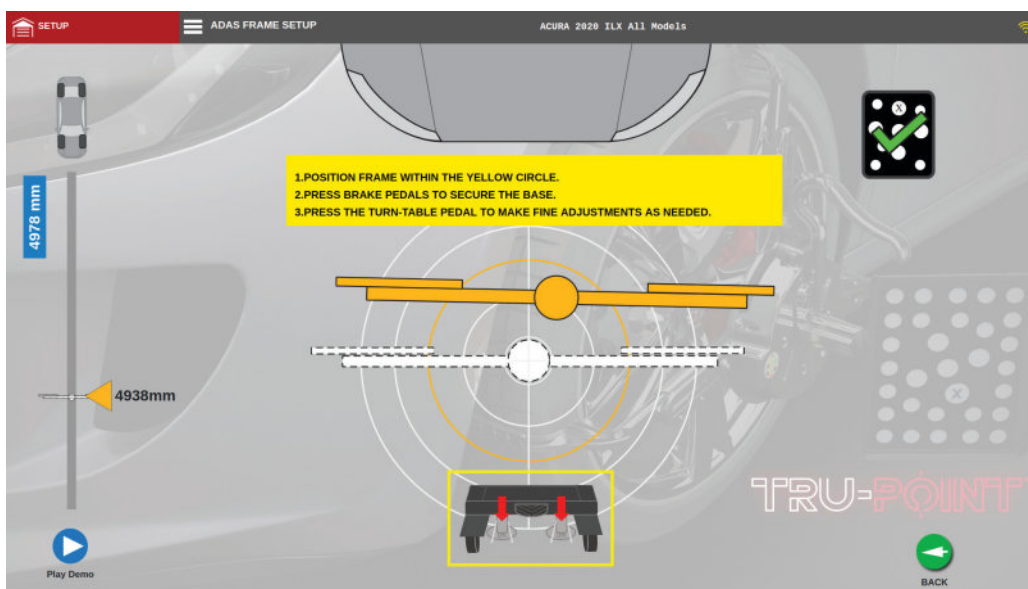
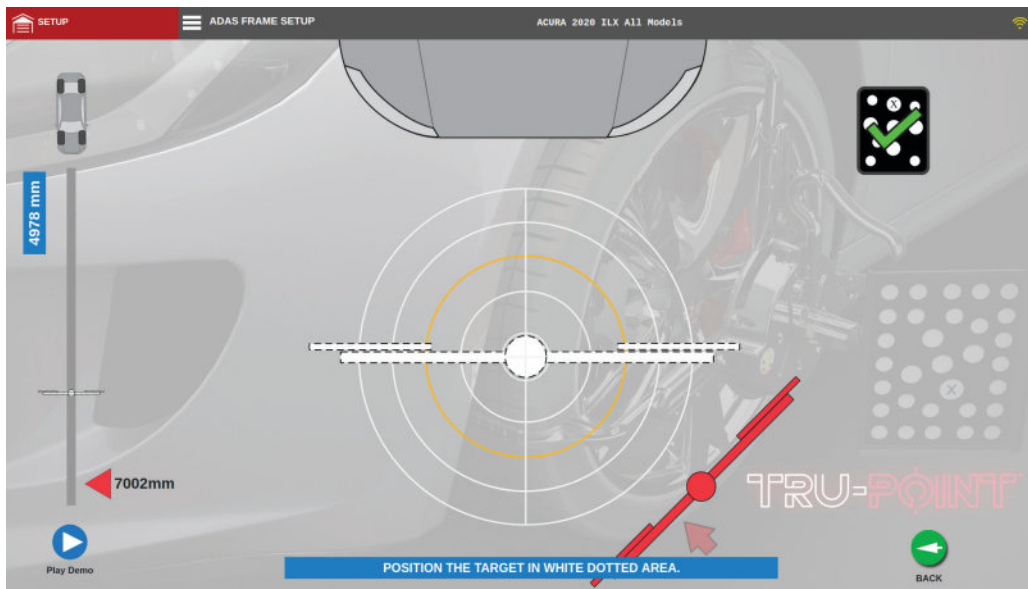


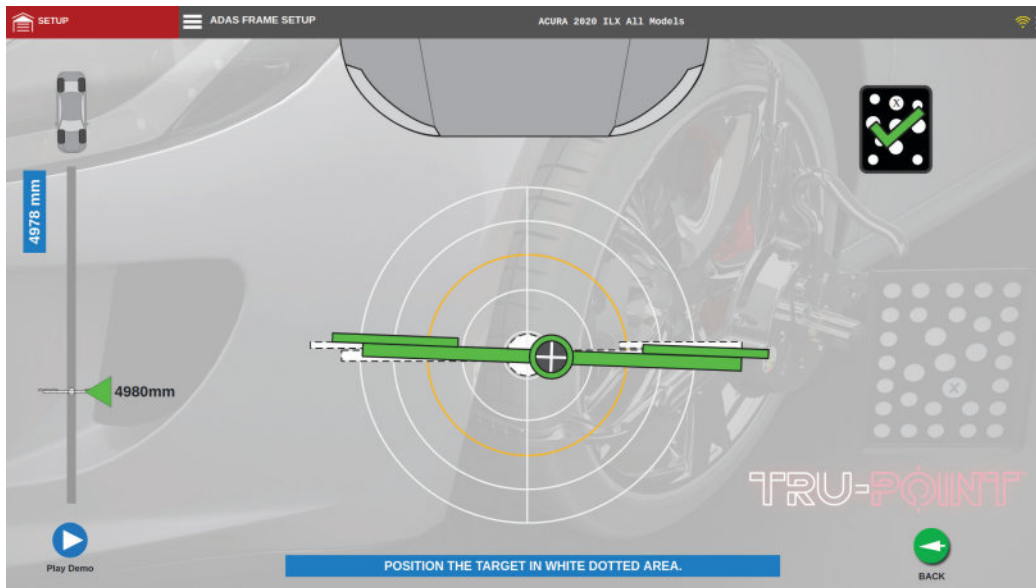


## FRONT CAMERA CALIBRATION

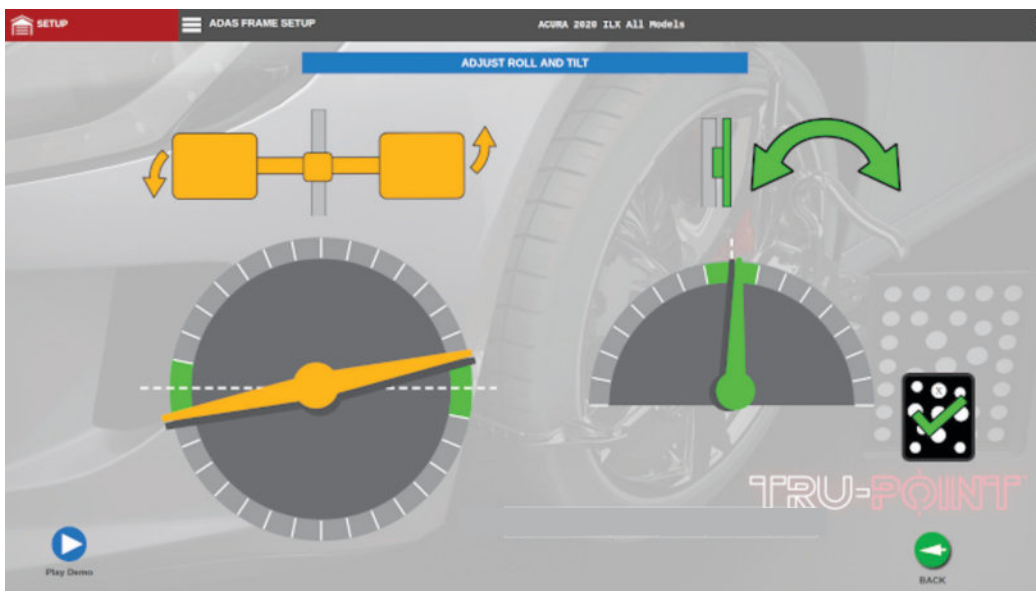
Note: Some front camera calibration procedures require bumper measurement like the procedure shown in step 1 of front radar calibration. The example shown here did not, but if it is necessary to measure from the bumper again, simply follow the instructions on screen, or return to step 1 of front radar calibration for further instruction.

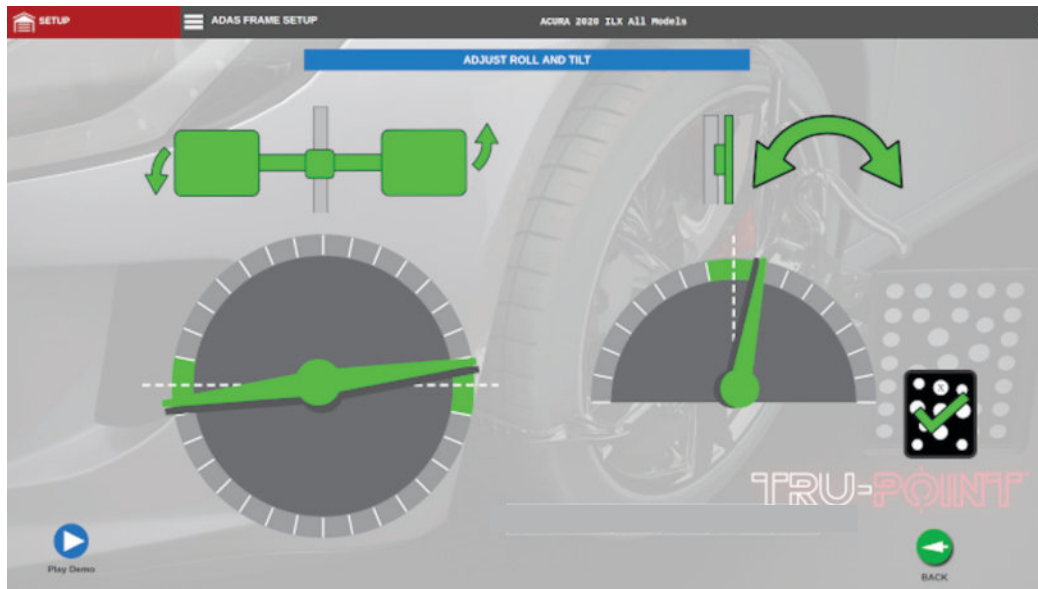
1. Unlock the floor brakes and roll Tru-Point to the position indicated on the screen. Set the floor brakes when the icon on the screen turns yellow, then make fine adjustments with the turntable until the icon turns green. The procedure will automatically proceed when Tru-Point is in the correct position.





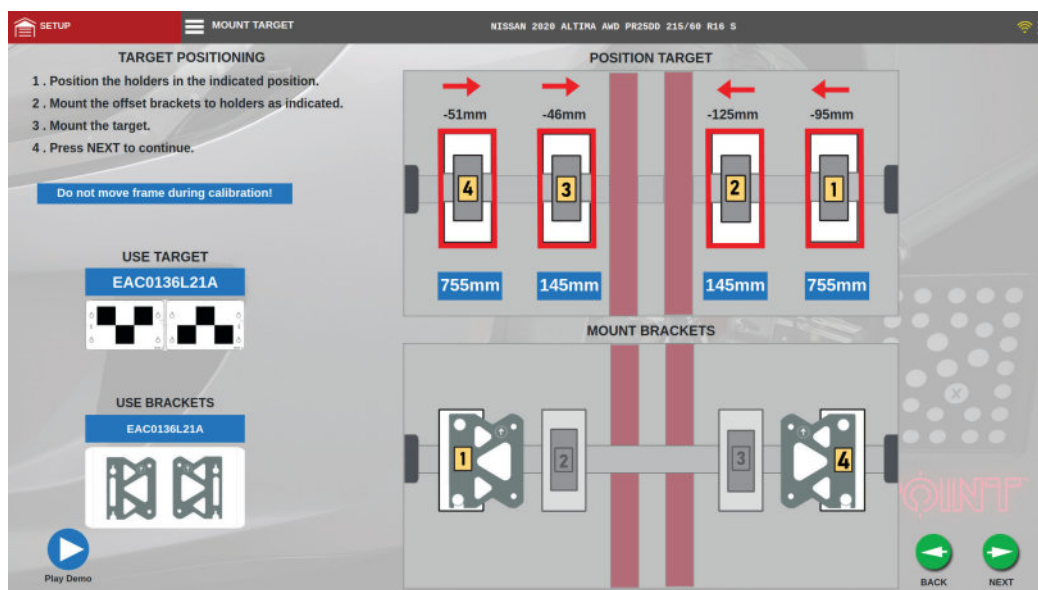
2. If the floor is unlevel, the next step will be to make compensations using the adjustable feet on the front of Tru Point to tilt the unit slightly. The icon on the left indicates if Tru-Point should be tilted left or right, and the icon on the right indicates whether it should be tilted forward or backward. When both icons turn green, the procedure will continue automatically.

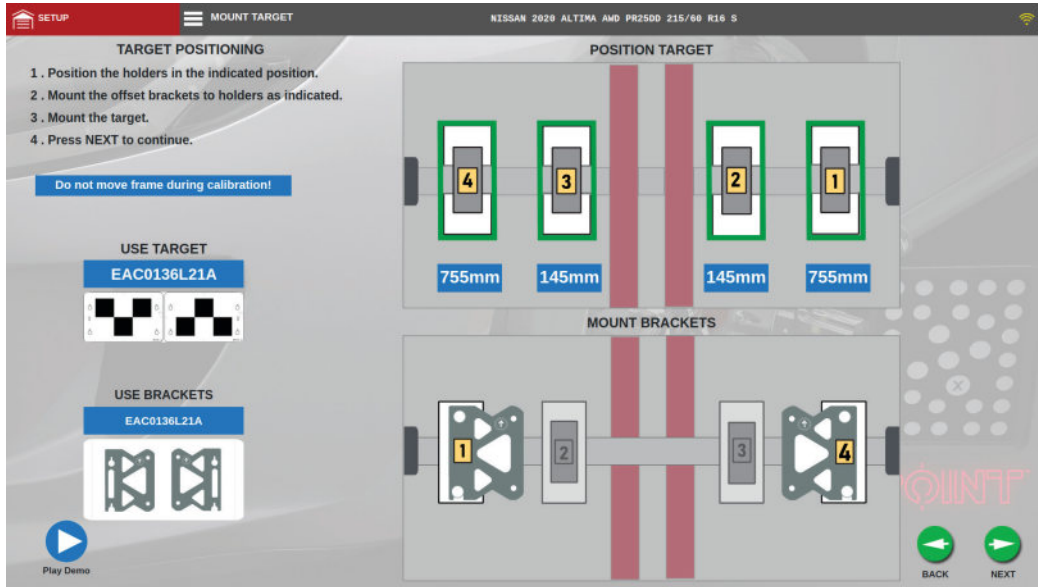




NOTE: The following step instructs the user on placing the vehicle camera calibration targets. This step will vary based on the make and model of the vehicle being calibrated, as each manufacturer requires a different target and process. Some manufacturers require a single target placed on the camera beam, while others require three different targets to be set up in sequential steps on the left, center, and right side of the camera beam. Some manufacturers also require a left, right, and center target to be mounted at the same time using brackets to accommodate them all. Regardless of these differences, Tru-Point will clearly guide the user through the proper selection and placement of targets. An example is shown below for a simple target placement, as well as instructions for using offset brackets.

3. Unlock each target mount along the camera beam and slide them to the indicated position on the screen. When a mount is positioned correctly, it will turn green on the screen. When all 4 mounts are in their proper positions, hang the brackets and targets indicated by Tru-Point, using the on-screen instructions as a guide. When the camera calibration targets are mounted and secured to the camera beam, click "Next" to continue.

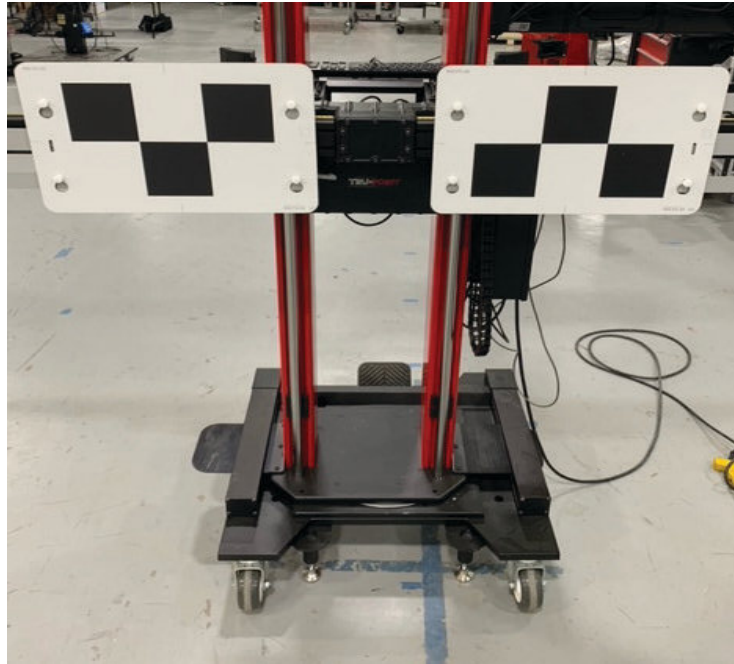




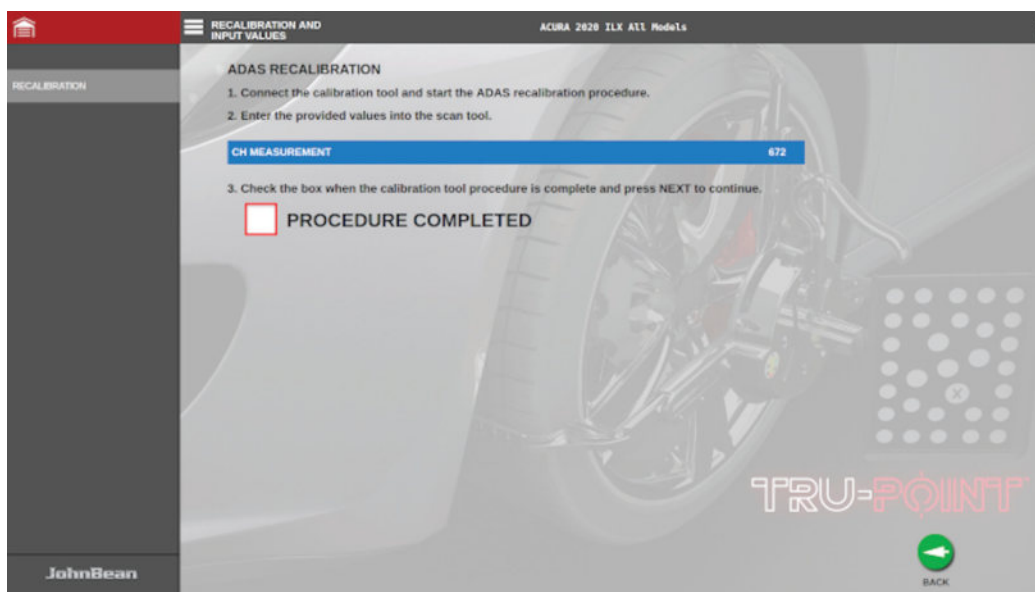
This target mounting procedure requires the use of offset brackets to mount the calibration targets in the correct position. This is fairly common among different manufacturers. The picture below shows more detail about mounting these brackets. To mount the brackets, place them on target mounts 1 and 4, orienting them as shown both on screen and in the picture below, with the arrow pointing up. Tighten the white thumb screws on the target mounts to secure the brackets. Then, mount the calibration targets with one side on the bracket, and one side on target mount 2 or 3 on Tru-Point.

NOTE: Bracket may look slightly different from the on-screen rendering, but will provide the same target mounting capabilities.



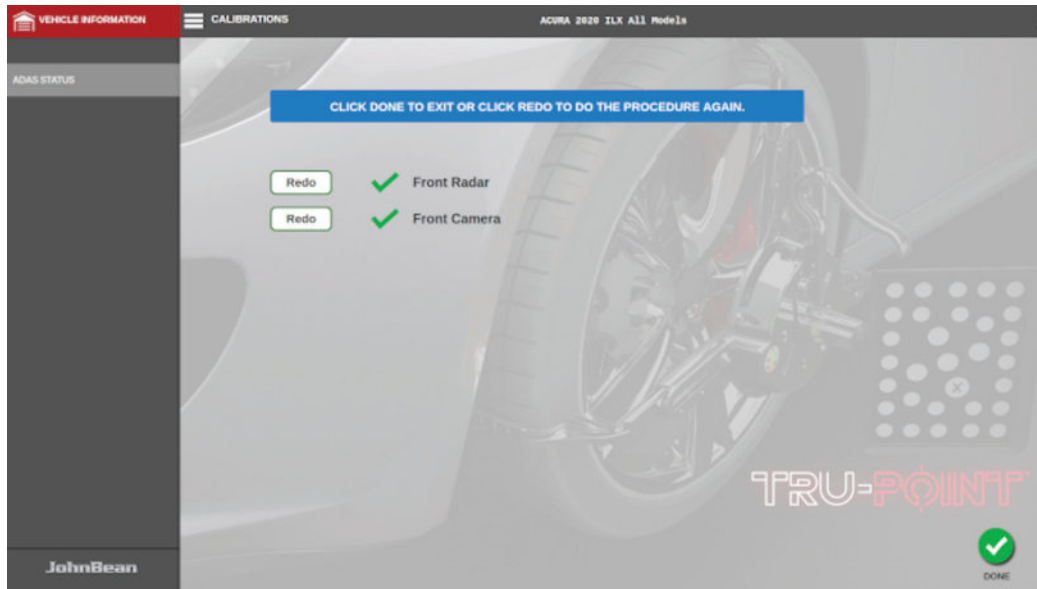


4. Connect the calibration tool to the vehicle and enter the value that Tru-Point calculated from the blue box. Not all vehicles will have a value for this step. When the calibration tool indicates that the calibration is complete and is successful, click “Next”. By clicking “Next”, you are confirming successful completion of the scan tool operation.

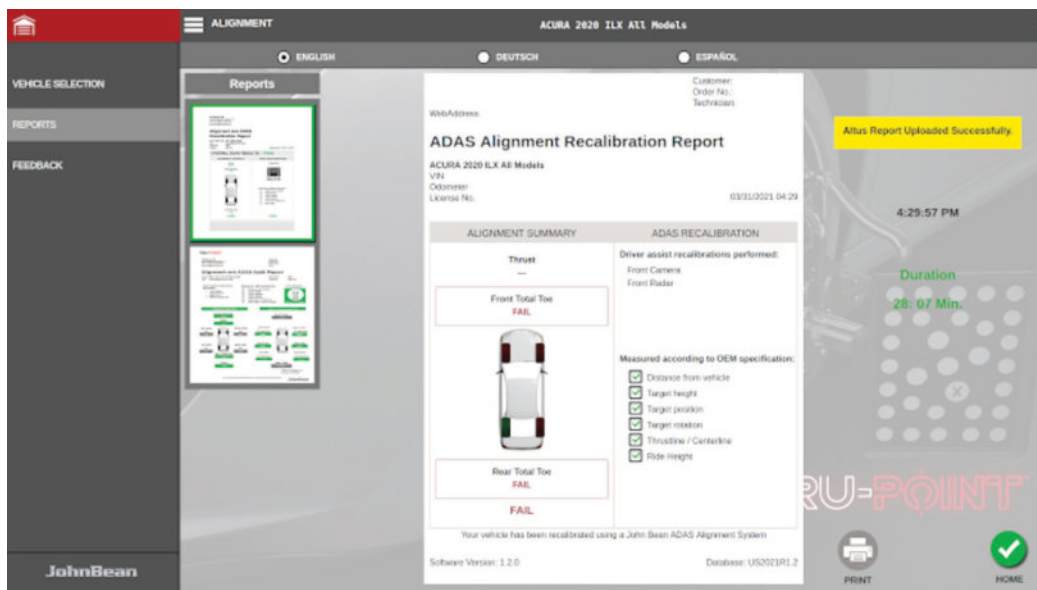




5. The following screen is a summary of the calibrations performed, and also gives an opportunity to redo a procedure. If all procedures have been finished to satisfaction, click “Done” to view the report for the procedures.



6. View the customer report and the detailed alignment alignment report. If desired, the reports are available for printing. Click “Home” to return to the home screen and exit the procedure.



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