

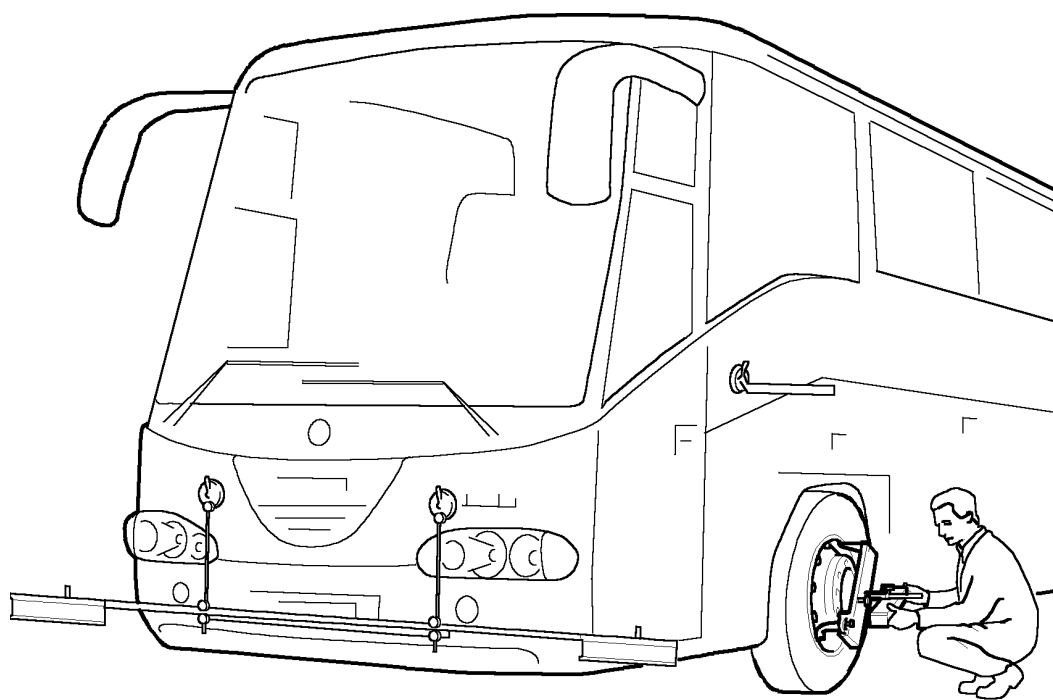
SCANIA

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Issue 1 en

AM920

Adjusting wheel angles



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Wheel alignment

Setting toe-in

- 1 Measure all the wheel angles according to Workshop Manual main group 13, Adjusting wheel angles, function and work description. Check that camber and caster are within tolerances before checking and adjusting toe in.

Newer axles have different camber on the right and left wheels. This is to prevent uneven wear on the tyres due to the camber of the road. These newer axles have full lock stops front and back on the axle. The same axle will therefore suit both LHD and RHD vehicles.

Test values

	Min.	Nom	Max.
Toe-in	1.0 mm/m	2.0 mm/m	3.0 mm/m
Camber 1	0.1 degrees	0.5 degrees	0.9 degrees
Camber 2	-0.4 degrees	0.0 degrees	0.4 degrees
Caster	1.5 degrees	2.0 degrees	2.5 degrees

The difference in caster between right and left-hand sides must not exceed 0.5 degrees.

Camber 1 and camber 2 depend on the axle version.

- The following applies to older axles up to and including chassis numbers 1840884, 3530668:

Camber is **equal** on both sides. Use camber 1 on both sides.

- The following applies to newer axles from and including chassis numbers 1840885 and 3530669:

Camber is **different** on each side of the vehicle. Use camber 1 on the side with the power steering gear. Use camber 2 on the side without the power steering gear.

Deviations in chassis number boundaries may occur.

KPI for camber 1 = 5.25 +/- 0.25 degrees.

KPI for camber 2 = 5.75 +/- 0.25 degrees.

