

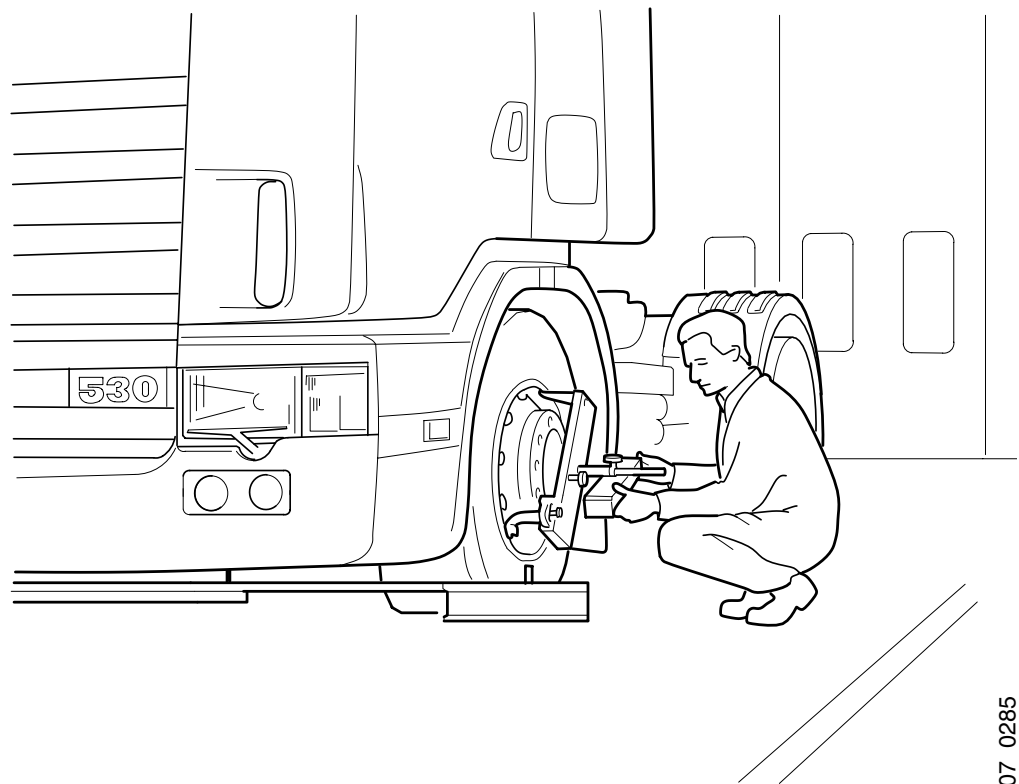
SCANIA

13:00-11

Issue 3 en

AM820 and 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.
- 2 Refer to the diagram and adjust 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

Unloaded vehicle

	Min.	Nom	Max.
Camber 1	0.1 degrees	0.5 degrees	0.9 degrees
Camber 2	-0.4 degrees	0.0 degrees	0.4 degrees
Caster	1.0 degree (0.5 degrees)	2.25 degree (2.0 degrees)	3.5 degree (3.5 degrees)

Fully-laden vehicle

	Min.	Nom	Max.
Camber 1	-0.2 degrees	0.2 degrees	0.6 degrees
Camber 2	-0.7 degrees	-0.3 degrees	0.1 degrees
Caster	1.5 degree (3.0 degrees)	2.25 degree (3.75 degrees)	3.0 degree (4.5 degrees)

Values in brackets apply to 6X2Z and 8X2Z.

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 1274980, 4459913, 9064982 and 3530891:

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

- The following applies to newer axles from and including chassis numbers 1274980, 4459914, 9064983 and 3530892:

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.

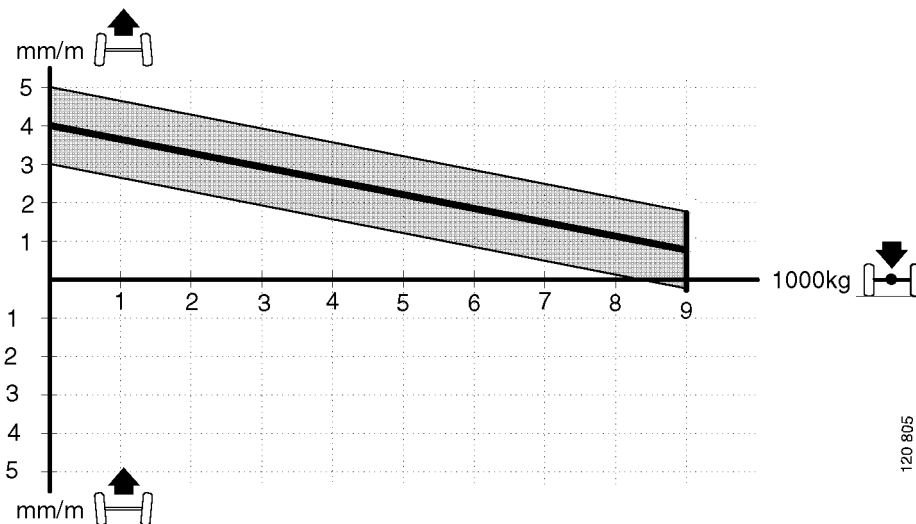
KPI for camber 2 = 5.75 +/- 0.25 degrees.

The diagram shows how toe-in can vary with axle load on this axle. The diagram can be used to set toe-in irrespective of the normal load of the vehicle.

Permitted values are in the grey area.

Note: This axle moves towards toe-out when laden.

- 1 Estimate the load on the axle.
- 2 Look at the diagram to see which toe-in or toe-out applies for the estimated load. Adjust to the applicable value.



The diagram shows the toe-in or toe-out to be set depending on the load on the vehicle's axle.