

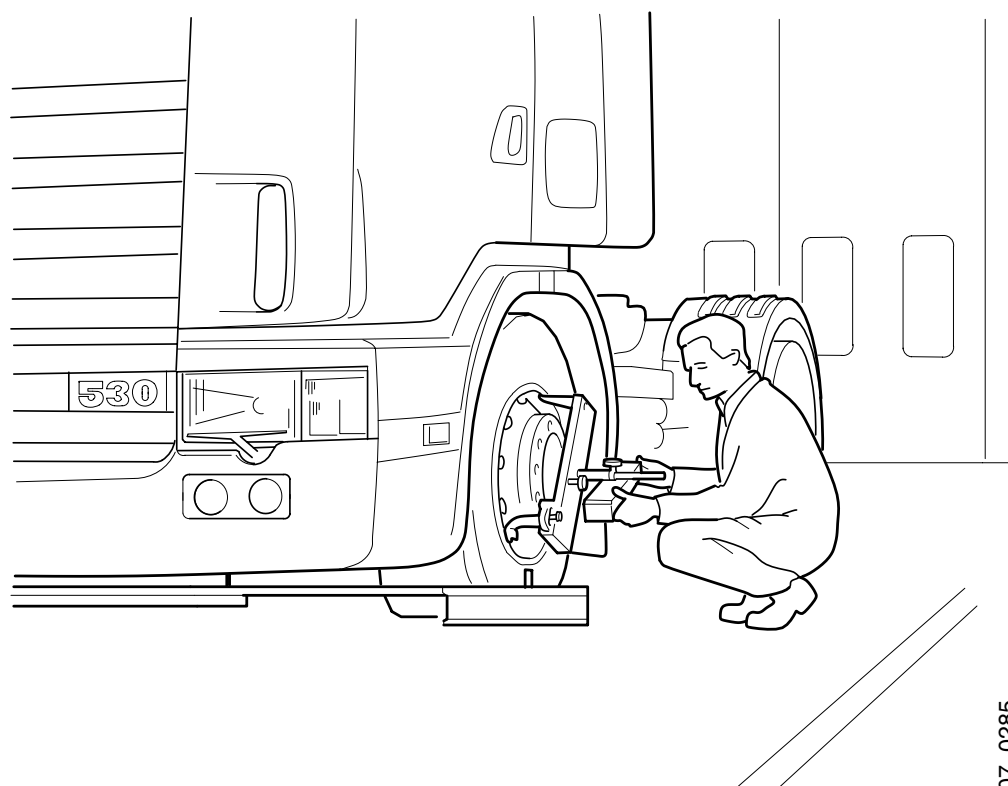
**SCANIA**

**13:00-16**

Issue 4 en

## **AM620 and AM621**

### **Adjusting wheel angles**



07 0285

# 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

	<b>Min.</b>	<b>Nom</b>	<b>Max.</b>
Camber 1	0.0 degrees	0.4 degrees	0.8 degrees
Camber 2	-0.5 degrees	-0.1 degrees	0.3 degrees
Caster	1.0 degree (0.5 degrees)	2.25 degree (2.0 degrees)	3.5 degree (3.5 degrees)

### Fully-laden vehicle

	<b>Min.</b>	<b>Nom</b>	<b>Max.</b>
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 1277011, 4463945, 9068478 and 3530818:

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

- The following applies to newer axles from and including chassis numbers 1277012, 4463946, 9068479 and 3530819:

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.

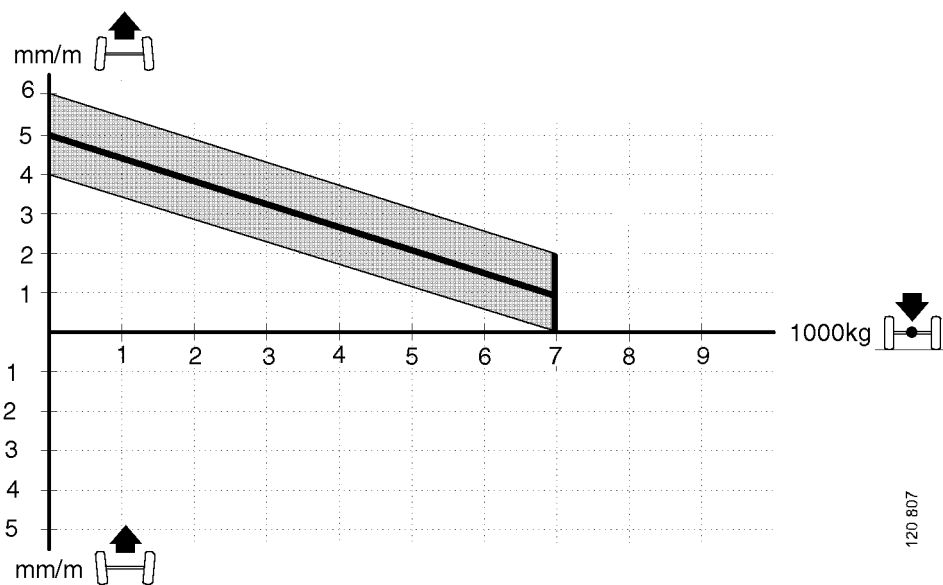
KPI for camber 2 = 5.75 +/- 0.25 degrees.

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 Refer to the diagram to see which toe-in value applies to the estimated axle load. Adjust to the applicable value.



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