
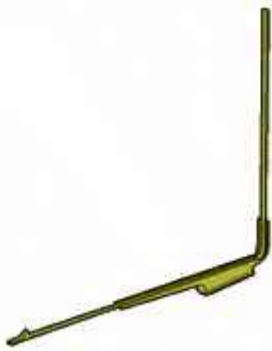


CHECKING AND ADJUSTING VALUES : AXLE GEOMETRIES

URGENT : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

tool	Reference	Designation
<p>[0924]</p>  <p>Figure : E5AB0AGT</p>	[0924]	Wheel centre measuring table (4 screw wheel)
<p>[2305-T]</p>  <p>Figure : E5AB071T</p>	[2305-T]	Under body height gauge

2. Checking and adjusting requirements

Correct tyre pressure.

The geometry values are checked at the reference height.

3. Identification : Measuring zones - Vehicle heights at setting height

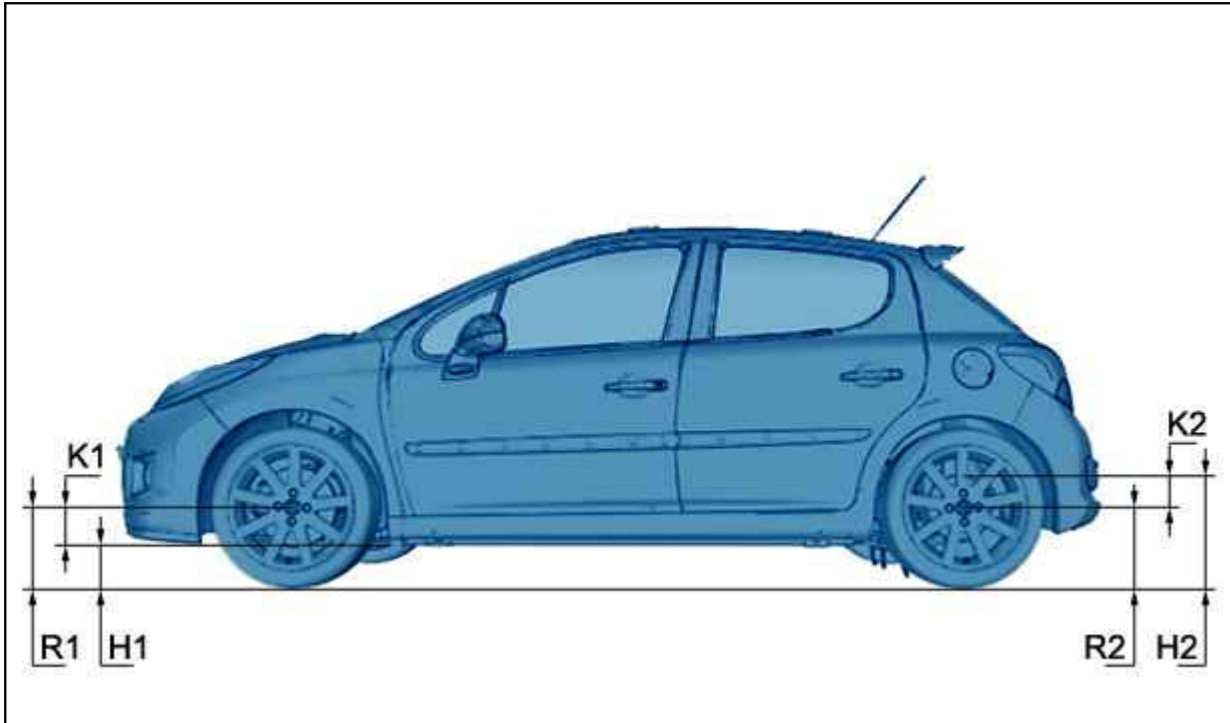


Figure : E1AB071D

Key :

- "R1" : Front wheel radius under load
- "R2" : Rear wheel radius under load
- "H1" : Dimension between measuring zone under the front subframe and the ground
- "H2" : Dimension between the measuring zone under the rear sidemember and the ground
- "K1" : Distance between the wheel axis and the measuring zone under the front subframe
- "K2" : Distance between the wheel axis and the measuring zone under the rear sidemember

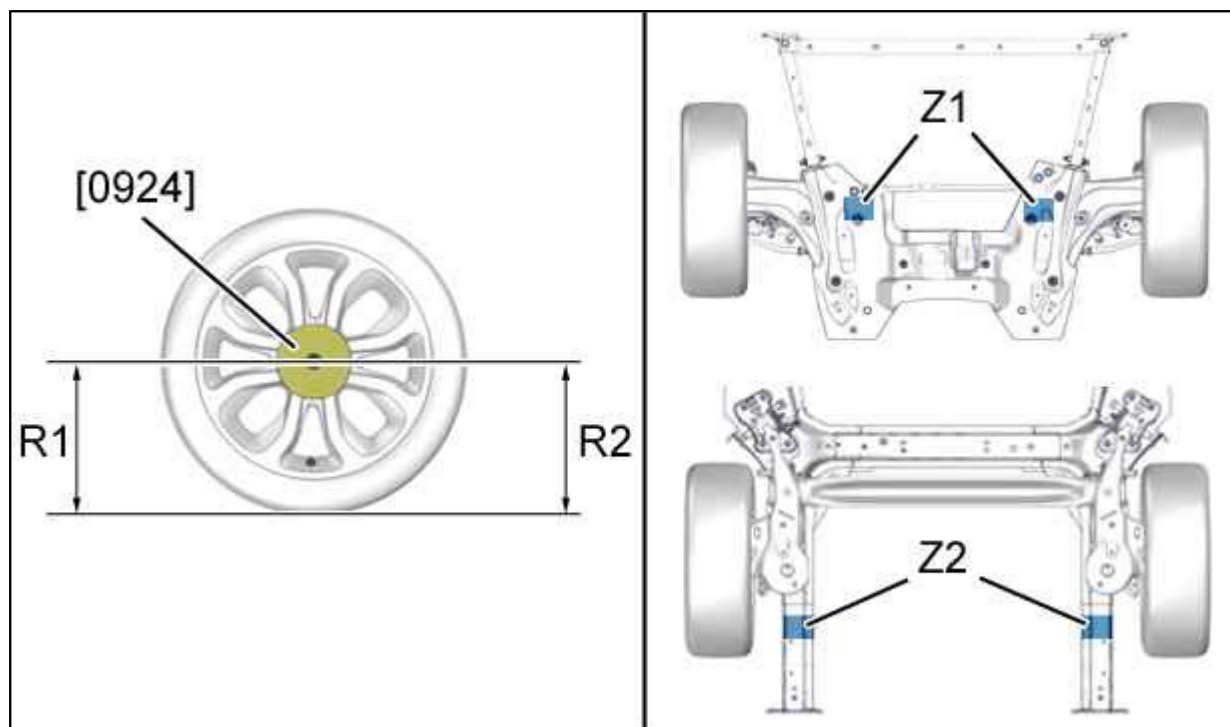


Figure : B3BB01AD

Plate for measuring the centre of the wheel (4 bolt) P-0924.

"Z1" : Measuring zone under the front subframe.

"Z2" : Measuring zone under the rear sidemember.

4. Reference heights

EUROPE all models	
"K1" (+6 / -8 mm)	142,5 mm
"K2" (+10 / -6 mm)	69 mm

3 door saloon - 5 doors -Estate (CRD*)	
"K1" (+6 / -8 mm)	132,5 mm
"K2" (+10 / -6 mm)	79 mm
* CRD : Deteriorated road condition	

Estate (Europe Outdoor)	
"K1" (+6 / -8 mm)	132,5 mm
"K2" (+10 / -6 mm)	84 mm

all models : Utility vehicle	
"K1" (+6 / -8 mm)	142,5 mm
"K2" (+10 / -6 mm)	54 mm

all models : Utility vehicle	
"K1" (+6 / -8 mm)	142,5 mm
"K2" (+10 / -6 mm)	54 mm

DV6 engine - Version 99 grammes CO2/km	
"K1" (+6 / -8 mm)	147,5 mm
"K2" (+10 / -6 mm)	64 mm

Measure the radius of the front wheel "R1" ; Using the tools [P-0924], [2305-T].

Calculate "H1" = "R1" - "K1" for the front.

Measure the front height "H1" between the ground and the zone "Z1" ; Using tool [2305-T].

Compress the front suspension to obtain the calculated value H1 ⓘ .

The difference in height between the two sides of the front axle must be less than 10 mm.

Measure the radius of the rear wheel "R2" ; Using the tools [P-0924], [2305-T].

Calculate "H2" = "R2" + "K2" for the rear.

Measure the rear height "H2" between the ground and the zone "Z2" under the rear sidemember ; Using tool [2305-T].

Compress the rear suspension until the value H2 is obtained ⓘ .

The difference in height between either side of the rear axle crossmember has to be less than 10 mm.

5. Front suspension geometry

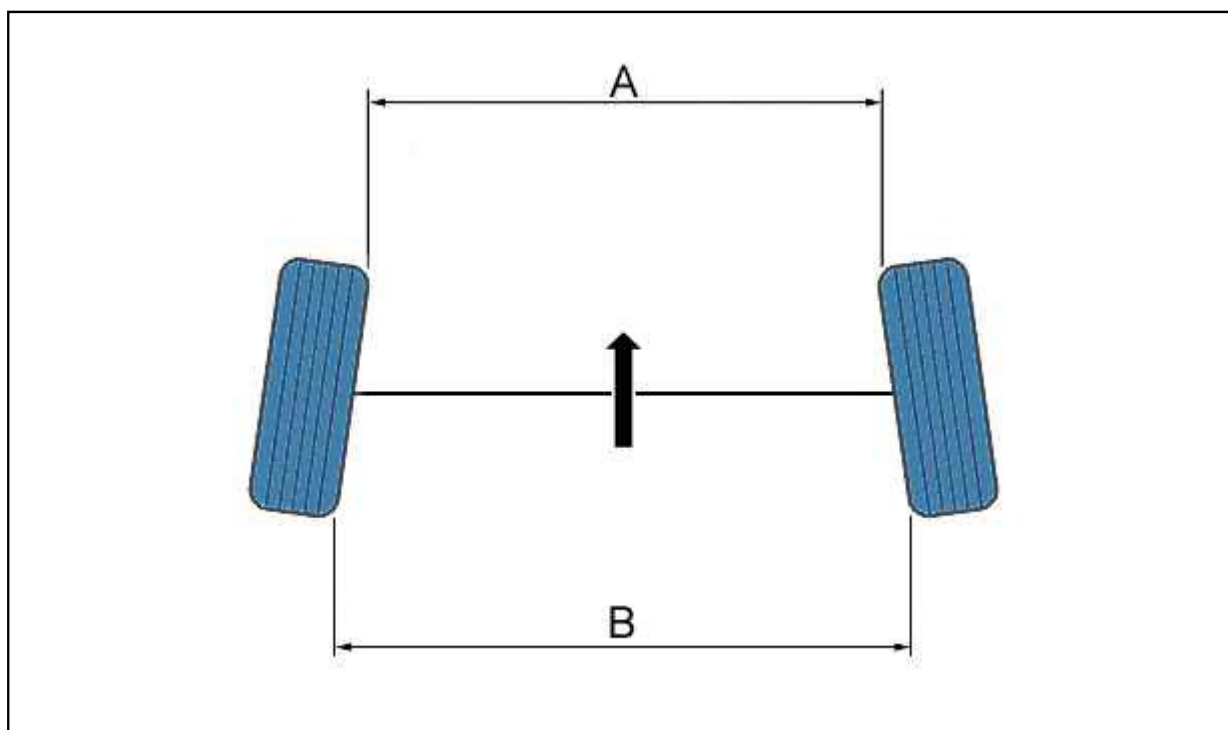


Figure : B3CP0BUD

"A" less than "B" : Positive figure (+) (Toe-in).

"A" more than "B" : Negative figure (-) (Opening).

Checking values (Vehicle for Europe)	TU3 engines (all versions) EP3 engines (all versions) DV4 engines (all versions) ET3 engine	DV6 engines (all versions) EP6 engines (all versions) TU5 engine
Camber (Non-adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'
Castor (Non-adjustable)	4°38' ± 0°18'	4°39' ± 0°18'
Pivot angle (Non-adjustable)	11°26' ± 0°30'	11°28' ± 0°30'
Tracking at the axle (Adjustable)	0°17' ± 0°09'	
Tracking at the wheel (Adjustable)	0°09' ± 0°04'	

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

Checking values (Vehicle CRD*)	TU3 engines (all versions) EP3 engines (all versions) ET3 engine	DV4 engines (all versions) DV6 engines (all versions) TU5 engine EP6 engine
Camber (Non-adjustable)	-0°29' ± 0°30'	-0°31'± 0°30'
Castor (Non-adjustable)	4°34' ± 0°18'	4°34' ± 0°18'
Pivot angle (Non-adjustable)	11°16' ± 0°30'	11°17' ± 0°30'
Tracking at the axle (Adjustable)	0°17' ± 0°09'	
Tracking at the wheel (Adjustable)	0°09' ± 0°04'	
(*) CRD : Deteriorated road condition		

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

Checking values (utility vehicle)	TU3 engines (all versions) DV4 engines (all versions) ET3 engine	DV6 engines (all versions)
Camber (Non-adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'
Castor (Non-adjustable)	4°38' ± 0°18'	4°39' ± 0°18'
Pivot angle (Non-adjustable)	11°26' ± 0°30'	11°28' ± 0°30'
Tracking at the axle (Adjustable)	0°17' ± 0°09'	
Tracking at the wheel (Adjustable)	0°09' ± 0°04'	

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

Checking values (break Outdoor)	All engines
Camber (Non-adjustable)	-0°31' ± 0°30'
Castor (Non-adjustable)	4°34' ± 0°18'
Pivot angle (Non-adjustable)	11°17' ± 0°30'
Tracking at the axle (Adjustable)	0°17' ± 0°09'
Tracking at the wheel (Adjustable)	0°09' ± 0°04'

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

Checking values	DV6 engine - Version 99 grammes CO2/km
Camber (Non-adjustable)	-0°33' ± 0°30'
Castor (Non-adjustable)	4°41' ± 0°18'
Pivot angle (Non-adjustable)	11°32' ± 0°30'
Tracking at the axle (Adjustable)	0°17' ± 0°09'
Tracking at the wheel (Adjustable)	0°09' ± 0°04'

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

6. Rear axle geometry

Checking values for Europe (Vehicles all types)	
Camber (Non-adjustable)	-1°42' ± 0°30'
Tracking at the axle (Non-adjustable)	0°43' ± 0°09'
Tracking at the wheel (Non-adjustable)	0°21' ± 0°04'

Camber dissymmetry ± 0° 30'.

Checking values (CRD vehicles*)	
Camber (Non-adjustable)	-1°42' ± 0°30'
Tracking at the axle (Non-adjustable)	0°38' ± 0°09'
Tracking at the wheel (Non-adjustable)	0°19' ± 0°04'
(*) CRD : Deteriorated road condition	

Camber dissymmetry ± 0° 30'.

Checking values (Utility vehicle)	
Camber (Non-adjustable)	-1°42' ± 0°30'
Tracking at the axle (Non-adjustable)	0°49' ± 0°09'
Tracking at the wheel (Non-adjustable)	0°24' ± 0°04'

Camber dissymmetry ± 0° 30'.

Checking values (break Outdoor)	
Camber (Non-adjustable)	-1°42' ± 0°30'
Tracking at the axle (Non-adjustable)	0°36' ± 0°09'
Tracking at the wheel (Non-adjustable)	0°18' ± 0°04'

Camber dissymmetry ± 0° 30'.

Checking values (DV6 engine - Version 99 grammes CO2/km)	
Camber (Non-adjustable)	-1°42' ± 0°30'
Tracking at the axle (Non-adjustable)	0°45' ± 0°09'
Tracking at the wheel (Non-adjustable)	0°22' ± 0°04'

Camber dissymmetry ± 0° 30'.