

Preliminary Checks

1. Steering axle wheel assemblies should be balanced, especially for vehicles that travel at sustained speeds of more than 50 mph (80 km/h). Off-balance wheel assemblies cause vibrations that result in severely shortened life for tires, and steering suspension parts.
2. Do not use tires of different size, type, or weight. Tire wear should be even and not worn to limits exceeding government specifications. See Group 40 in this manual and the chassis maintenance manual for more information. Replace any tire that is excessively worn.
3. Check the inflation pressure of the tires. Refer to the wheels and tires section in this manual for recommended pressures. An underinflated tire causes tread wear concentrated around both tire shoulders. An overinflated tire causes tread wear in the center of the tire. See Fig. 1.



Fig. 1. Tire Damage Due to Underinflated or Overinflated Tires

4. Check for cup-of-wheel wheels, rim, or wheel stud holes. Replace the wheel if any of these conditions exist.
5. On each side of the vehicle, check the height of the chassis above the ground. Sagging, sagged, or broken suspension springs cause a tapered vehicle appearance. This causes an unbalanced weight distribution. Anything that changes the ratio of weight on the springs affects the alignment angles and also the tire tread contact area. Replace damaged springs as instructed in Group 32 in this manual.
6. Inspect the front axle beam (also called the axle center) for bends or twists. If the axle beam is

bent or twisted over 1/2 degree, replace it before aligning the front axle wheels.

7. Check for damaged, worn, or bent steering gear or linkage parts. Make sure the steering gear is centered. Replace damaged components, and adjust the steering gear, using the instructions in Group 40 in this manual.
8. Check the steering angle, and adjust the axle steering stops, as needed. See Subject 112.

Checking and Adjusting

Steering (or turning) angle is the degree of front wheel movement from a straight-ahead position to either an extreme right or left position. Although front wheel movement can be locked by the amount of external force in the steering gear, it generally depends on how much clearance there is between chassis components and the tie and wheel assemblies. All cars have adjustable stopwear and locknut-type axle stops, which are located on the rear side of each front axle spindle. See Fig. 1.



Fig. 1. Axle Stop

IMPORTANT: For vehicle alignment to be accurate, the shop floor must be level in every direction. The turn plates for the front wheels must rotate freely without friction, and the alignment equipment must be calibrated every three months by a qualified technician from the equipment manufacturer. Freightliner dealers must have proof of this calibration history.

1. Make sure the steering gear is in the center of travel when the wheels are in a straight-ahead position. Center the gear, using the instructions in Group 40 of this manual. Bottoming of the steering gear must not occur when making an extreme right or left turn.

2. If using stationary turn-plates or turntables, drive the vehicle on the plates; the tires must be exactly straight ahead. See Fig. 2. Apply the parking brakes.

If using portable gauges, apply the parking brakes, chock the rear tires, and raise the front of the vehicle. Place a turnplate or turntable under each tire. With the tires exactly straight ahead, lower the vehicle so that the tires rest on the center of the gauges.



Fig. 2. Turn-Plate (Turntable), Stationary Type

3. Remove the locknuts from the gauges, and adjust the dials so that the pointers on both gauges read zero.
4. With the brakes fully applied, turn the steering wheel clockwise to the end of travel. Have someone check both sides of the vehicle for interference at the tires and wheels. There must be at least 5/16-inch (7.9 mm) clearance from any fixed object, and 0.75 inch (19 mm) from any moving object.

If necessary, loosen the stopwear locknut; adjust the stopwear to contact the axle when the maximum turning angle of the wheels is determined.

Tighten the locknut to the value in the target table under Specifications, 400.

Freightliner Rv Chassis Maintenance Manual

Robert R. Redfield



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