

64 3 9823454

# 268



LAZER-ALIGN

Handwritten signature 'Chg' in a circle

REPORT FORM

Truck Alignment Services Ltd

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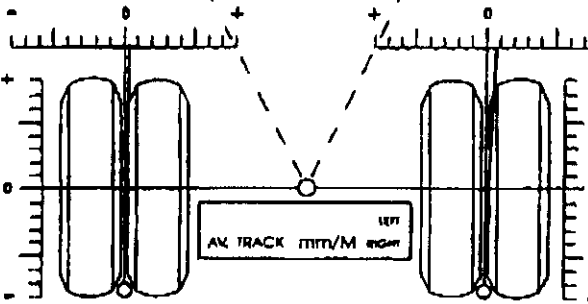
REG NO R319M MAKE/MODEL 4 axle tanker KM 15  
 OWNER Millan Engineering #769 DATE 18/7

FIRST DRIVE AXLE AVERAGE TRACK

LEFT RIGHT

WHEEL TRACK WHEEL TRACK

A <sub>1</sub>	125 mm
B <sub>1</sub>	140 mm
A-B	+
C <sub>1</sub>	mm
CAMBER	
+	0 "



D <sub>m2</sub>	M
A <sub>1</sub>	159 mm
B <sub>1</sub>	160 mm
A-B	-
C <sub>1</sub>	mm
CAMBER	
+	0 "

C <sub>2</sub> /D <sub>m</sub>	+	mm/M
C <sub>1</sub> /D <sub>m</sub>	+	mm/M
TOE-IN		
mm/M		
TOE-OUT		
mm/M		

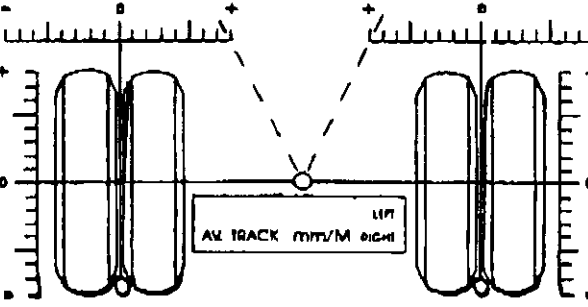
14  
14

SECOND DRIVE AXLE AVERAGE TRACK

LEFT RIGHT

WHEEL TRACK WHEEL TRACK

A <sub>2</sub>	110 mm
B <sub>2</sub>	142 mm
A-B	+
C <sub>2</sub>	mm
CAMBER	
+	0 "



D <sub>m3</sub>	M
A <sub>2</sub>	172 mm
B <sub>2</sub>	140 mm
A-B	+
C <sub>2</sub>	mm
CAMBER	
+	0 "

C <sub>2</sub> /D <sub>m</sub>	+	mm/M
C <sub>1</sub> /D <sub>m</sub>	+	mm/M
TOE-IN		
mm/M		
TOE-OUT		
mm/M		

14  
14

AVERAGE OUT OF SQUARE  mm/M

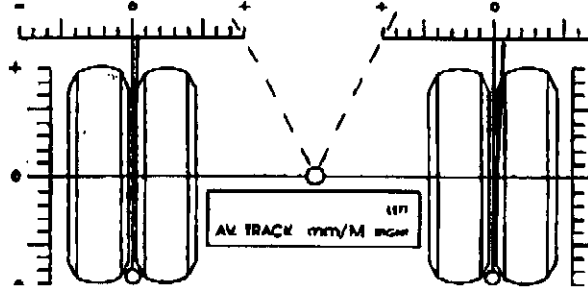
MAX. OUT OF PARALLEL  mm/M

D<sub>m</sub> = DISTANCE BETWEEN SCALES IN METRES

LEFT RIGHT

WHEEL TRACK WHEEL TRACK

A <sub>3</sub>	144 mm
B <sub>3</sub>	128 mm
A-B	+
C <sub>3</sub>	mm
CAMBER	
+	0 "



D <sub>m2</sub>	M
A <sub>3</sub>	138 mm
B <sub>3</sub>	157 mm
A-B	-
C <sub>3</sub>	mm
CAMBER	
+	0 "

C <sub>2</sub> /D <sub>m</sub>	+	mm/M
C <sub>1</sub> /D <sub>m</sub>	+	mm/M
TOE-IN		
mm/M		
TOE-OUT		
mm/M		

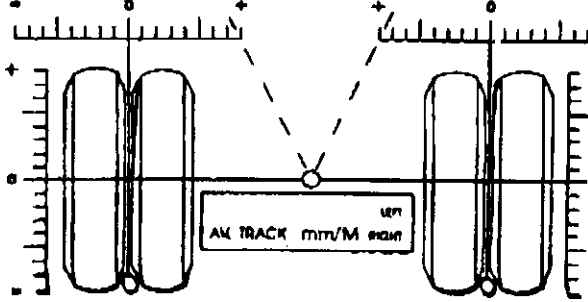
14  
14

SECOND DRIVE AXLE AVERAGE TRACK

LEFT RIGHT

WHEEL TRACK WHEEL TRACK

A <sub>4</sub>	122 mm
B <sub>4</sub>	135 mm
A-B	+
C <sub>4</sub>	mm
CAMBER	
+	0 "



D <sub>m3</sub>	M
A <sub>4</sub>	165 mm
B <sub>4</sub>	146 mm
A-B	+
C <sub>4</sub>	mm
CAMBER	
+	0 "

C <sub>2</sub> /D <sub>m</sub>	+	mm/M
C <sub>1</sub> /D <sub>m</sub>	+	mm/M
TOE-IN		
mm/M		
TOE-OUT		
mm/M		

15  
15

0 100 200 300 REAR SCALE 300 200 100 0 = B

AVERAGE OUT OF SQUARE  mm/M

MAX. OUT OF PARALLEL  mm/M