

Australian/New Zealand Standard™

**Motor vehicles—'I' beam steer axle
camber adjustment**

AS/NZS 4737:2002

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee ME-053, Heavy Road Vehicles. It was approved on behalf of the Council of Standards Australia on 16 August 2002 and on behalf of the Council of Standards New Zealand on 20 August 2002. It was published on 16 September 2002.

The following are represented on Committee ME-053:

Australian Automobile Association
Australian Automotive Aftermarket Association
Australian Road Transport Suppliers Association
Australian Trucking Association
AUSTROADS
Commercial Vehicle Industry Association of Australia
Commonwealth Department of Transport and Regional Services (Australia)
Department of Defence (Australia)
Federal Chamber of Automotive Industries
Institute of Road Transport Engineers, New Zealand
Land Transport Safety Authority, New Zealand
National Road Transport Commission
New Zealand Heavy Haulage Association
New Zealand Heavy Transport Wheel Aligners Association
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PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee ME-053, Heavy Road Vehicles at the request of the Australian and New Zealand Heavy Vehicle Wheel Alignment Associations.

This Standard incorporates Amendment No. 1 (February 2003). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

This Standard is based on background information and a specification produced by Australian Heavy Vehicle Wheel Alignment Association.

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STANDARDS AUSTRALIA/STANDARDS NEW ZEALAND

Australian/New Zealand Standard**Motor vehicles—'I' beam steer axle camber adjustment**

1 SCOPE

This Standard applies to all motor vehicles fitted with 'I' beam steer axle assemblies, including buses, prime movers, rigid vehicles and twin steered vehicles and does not apply to four wheel drive vehicles or any tubular section axle assemblies and rear or drive axle assemblies.

The Standard provides minimum requirements for 'I' beam steer axle adjustment procedures.

NOTES:

- 1 This Standard should be used in conjunction with any National/Federal, State or Territory regulations or Rules.
- 2 The procedures in this Standard are not designed to correct problems arising from accident damage to axles.

2 OBJECTIVE

The objective of this Standard is to ensure uniform control of camber adjustment procedures for all motor vehicles fitted with 'I' beam steer axle assemblies, to standardize axle camber adjustment procedures, have manufacturers adopt industry recommended practices and is intended for use where no manufacturer's specified process exists.

3 DEFINITIONS

For the purpose of this Standard, the definitions below apply.

3.1 Shall

Indicates that a statement is mandatory.

3.2 Should

Indicates a recommendation.

4 REQUIREMENTS

The requirements are as follows:

- (a) (In Australia) All personnel shall be trained and proficient in relevant State, Territory or Federal requirements.
- (b) (In New Zealand) All personnel shall be trained and qualified to meet the technical requirements of the New Zealand Heavy Vehicle Wheel Alignment Association.
- (c) All personnel shall be familiar with the contents of this Standard and with industry standard practices for axle adjustment and wheel alignment and with manufacturer's specifications.