TB-8S

5D HEAVY DUTY WHEEL ALIGNMENT

Windows 8 android MicroPAD WiFi

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RoHS CE FC

■ **Advantages----monitor 8 wheels simultaneously, and finish the adjustment at a time.**

Exclusively for truck and bus:
5D technology overcomes all disadvantages of 2D technology, such as mismeasurement、 low precision、 human factors , which are caused by following reasons:

【1】 Original errors caused by wheel rim deformation cannot be eliminated by compensation;

【2】 Errors caused by wheel clamp deformation can not be eliminated;

【3】 Precision of truck should be higher than that of cars, but 2D technology makes it lower;

【4】 Different measurement results caused by different operational approaches and strength.

5D technology adopts anti-shake measurement technology. It can eliminate time errors caused by car body shake within 20 seconds, improving labor efficiency. Meanwhile, it avoids problems caused by wireless and high-frequency interference. It can be used at any indoor places.

■ Configuration list

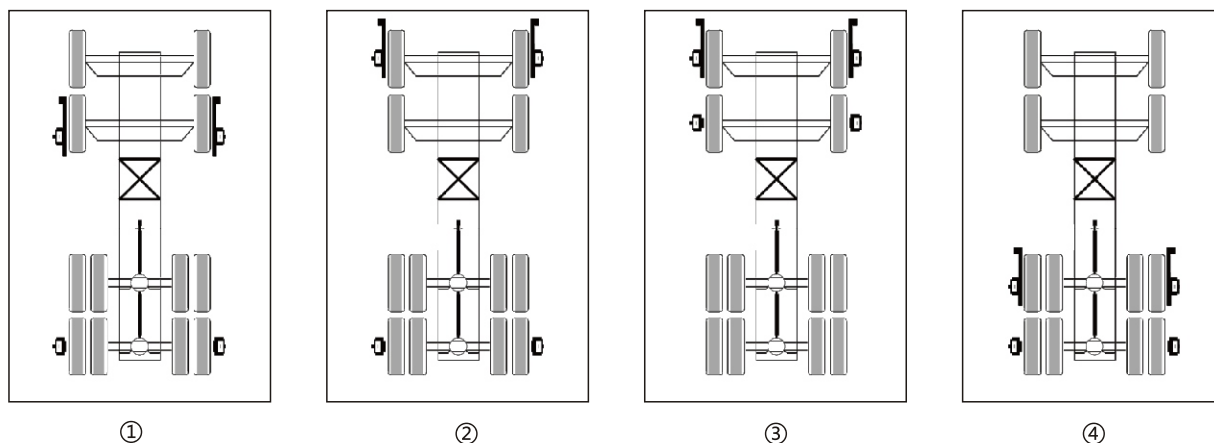| Sensor (1)	Targets (8)	Wheel clamp (8)	Turntable (4)	Frame offset tool (1)	Tablet PC (1)	Wedge block (2)	Cabinet (1)	24inch wireless TV (1)
★	★	★	★	★	★	★	★	★

Traditional Heavy Duty Wheel Alignment Procedure (Dual Axles Turning Model)

①   ②   ③   ④

Step 1 Picture ① shows that reference is No.4 axle, adjust the toe of No.2 axle;
Step 2 Picture ② shows that reference is No.4 axle, adjust the toe of No.1 axle;
Step 3 Picture ③ shows that the drag link between No.1 and 2 axle makes No.1 and 2 axle parallel;
Step 4 Picture ④ shows that the adjustment of No.3 axle individual toe.

Remarks::   When installing sensors, wheels need to be lifted to make run-out compensation.

5D Heavy Duty Wheel Alignment Procedure

Step 1   Install 8 wheel clamps and targets.
Step 2   place two sensor boxes as the picture instructs.
Step 3   Drive the truck forward about 8°to finish run-out compensation.
Step 4   Get the results of 4 axles and still keep real time monitoring the change.

References	Accuracy	MeasurementRange	Total Range
Camber	±0.02°	±8°	±8°
Caster	±0.05°	±19°	±19°
K.P.I	±0.02°	±19°	±19°
Toe	±0.02°	±22.5°	±45°

References	Accuracy	Measurement Range	Total Range
Turning Angle	±0.08°	±22.5°	±45°
Track Width Difference	±0.03°	±2°	±8°
Front Setback	±0.02°	±2°	±4°
Maximum Turning Angle	±0.02°	±45°	±45°