



Chassis Alignment Test Sheet



Branch Agency -- Firm no.

Customer **MOISES VILLAR**

| | |
|--|----------------------------|
| Vehicle ident no. WDDGF7HB7BF529446 | Repair order no. 202686 |
| Measurement carried out: Name Manager | Date 14.8.14 |

| | | |
|-----------------------------|--|-------------------------------------|
| License plate no. 432TND | First reg. date Model Mercedes-Benz 2008-11 204 (C) AMG M156 -03/2011 | Odometer reading: km/miles 54205 |
|-----------------------------|--|-------------------------------------|

Complaints or reason for alignment check

| | | |
|--------------------------|------------------|----------------------------|
| Tire make CONTINENTAL | Tire designation | Tire performance: km/miles |
|--------------------------|------------------|----------------------------|

| | | Front left | Front right | Rear left | Rear right |
|--|-----------------|-------------------|--------------|------------------|------------|
| Tire air pressure (cold tires) bar/psi/kPa | | 39,0 | 39,0 | 39,0 | 39,0 |
| Tire tread depth (mm) | | outside | | | |
| | | center | | | |
| | | inside | | | |
| | | Before correction | Target Data | After correction | |
| Front axle vehicle level ready for driving (mm/°) | left | -13mm/5.4° | 6.5° +/-1.5° | -13mm/5.4° | |
| | right | -13mm/5.3° | | -13mm/5.3° | |
| Shock tube length (mm) | left | | | | |
| | right | | | | |
| Ball point location (mm) | left | | | | |
| | right | | | | |
| Rear axle vehicle level ready for driving (mm/°) | left | -5mm/-0.1° | 0.7° +/-1.0° | -5mm/-0.1° | |
| | right | -7mm/-0.3° | | -7mm/-0.3° | |
| Control point with level control (mm/°) | | | | | |
| Camber +/- (°) | left | -1°47' | -1°35' | +/-0°30' | -1°45' |
| | right | -1°47' | -1°37' | +/-0°30' | -1°40' |
| Caster (°) | left | | | | |
| | right | | | | |
| Toe +/- (°) | total | -0°04' * | 0°48' | +/-0°07' | 0°47' |
| | left | 0°02' * | 0°24' | +/-0°07' | 0°21' |
| | right | -0°06' * | | | 0°25' |
| Geometrical driving axis | | 0°04' | 0°00' | +/-0°15' | -0°02' |
| Camber +/- (°) (with toe 0) | left | -1°27' | -1°30' | +/-0°22' | -1°27' |
| | right | -1°28' | -1°30' | +/-0°22' | -1°27' |
| Caster (°) by way of steering lock | left | 11°00' | 10°54' | +/-0°30' | 11°02' |
| | right | 11°12' | 10°57' | +/-0°30' | 11°10' |
| Track diff. angle +/- (°) right wheel lock 20° left wheel lock 20° | | -1°28' | -1°30' | +/-0°30' | -1°29' |
| | | -1°19' | | | -1°20' |
| Setback | | -0°02' | | | -0°02' |
| Toe +/- (°) | Unpressed total | 0°29' | | | 0°15' |
| | Pressed total | 0°28' * | 0°12' | +/-0°10' | 0°15' |
| | Pressed left | 0°17' * | 0°06' | +/-0°05' | 0°09' |
| | Pressed right | 0°11' | | | 0°07' |
| Maximum steering lock on curve inside wheel (°) | | left | -44°00' | | |
| | | right | | | |

ed = manually entered * Measurement is out of tolerance. d = exceeds cross-tolerance

HTA-MB-R

WinAlign 14.1

MB Version 2.0

Spec: 2.04

Daimler AG Vertrieb Personenwagen
D-70322 Stuttgart

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Chassis Alignment Test Sheet



Branch Agency -- Firm no.

Customer **MOISES VILLAR**

Vehicle ident no.
WDDGF7HB7BF529446

Repair order no.
202686A

Measurement carried out: Name
Manager

Date
15.8.14

License plate no.
432TND

First reg. date Model

Mercedes-Benz 2008-11 204 (C) AMG M156 -03/2011

Odometer reading: km/miles
54210

Complaints or reason for alignment check

Tire make
CONTINENTAL

Tire designation

Tire performance: km/miles

| Tire air pressure (cold tires) bar/psi/kPa | | Front left | Front right | Rear left | Rear right | |
|--|---------|-------------------|--------------|------------------|------------|-------|
| | | 39,0 | 39,0 | 39,0 | 39,0 | |
| Tire tread depth (mm) | outside | | | | | |
| | center | | | | | |
| | inside | | | | | |
| | | Before correction | Target Data | After correction | | |
| Front axle vehicle level ready for driving (mm/°) | left | -13mm/5.4° ed | 6.5° +/-1.5° | -13mm/5.4° ed | | |
| | right | -13mm/5.3° ed | | -13mm/5.3° ed | | |
| Shock tube length (mm) | left | | | | | |
| | right | | | | | |
| Ball point location (mm) | left | | | | | |
| | right | | | | | |
| Rear axle vehicle level ready for driving (mm/°) | left | -5mm/-0.1° ed | 0.7° +/-1.0° | -5mm/-0.1° ed | | |
| | right | -7mm/-0.3° ed | | -7mm/-0.3° ed | | |
| Control point with level control (mm/°) | | | | | | |
| Camber +/- (°) | left | -1°39' | -1°35' | +/-0°30' | -1°37' | |
| | right | -1°33' | -1°37' | +/-0°30' | -1°32' | |
| Caster (°) | left | | | | | |
| | right | | | | | |
| Toe +/- (°) | total | 0°52' | 0°48' | +/-0°07' | 0°50' | |
| | left | 0°24' | 0°24' | +/-0°07' | 0°23' | |
| | right | 0°27' | | | 0°27' | |
| Geometrical driving axis | | -0°02' | 0°00' | +/-0°15' | -0°02' | |
| Camber +/- (°) (with toe 0) | left | -1°23' | -1°30' | +/-0°22' | -1°27' | |
| | right | -1°25' | -1°30' | +/-0°22' | -1°27' | |
| Caster (°) by way of steering lock | left | 10°59' | 10°54' | +/-0°30' | 10°39' | |
| | right | 11°09' | 10°57' | +/-0°30' | 11°08' | |
| Track diff. angle +/- (°) right wheel lock 20° left wheel lock 20° | | -1°30' | -1°30' | +/-0°30' | -1°26' | |
| | | -1°23' | | | -1°19' | |
| Setback | | 0°00' | | | -0°07' | |
| | | Unpressed total | 0°19' | | 0°18' | |
| Toe +/- (°) | | total | 0°17' | +/-0°10' | 0°18' | |
| | Pressed | left | 0°09' | 0°06' | +/-0°05' | 0°08' |
| | | right | 0°08' | | 0°11' | |
| Maximum steering lock on curve inside wheel (°) | left | | | | | |
| | right | | -44°00' | | | |

ed = manually entered

* Measurement is out of tolerance.

d = exceeds cross-tolerance

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