

TECHNICAL NOTE : AXLE GEOMETRIES

CAUTION : To check all the angles (castor, camber, tracking), it is necessary to place the vehicle at reference height.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

N.B. : PC = Worksite pack - VTC = All terrain vehicle - CRD = difficult road conditions - STT = Stop and start.

1. Geometry angles

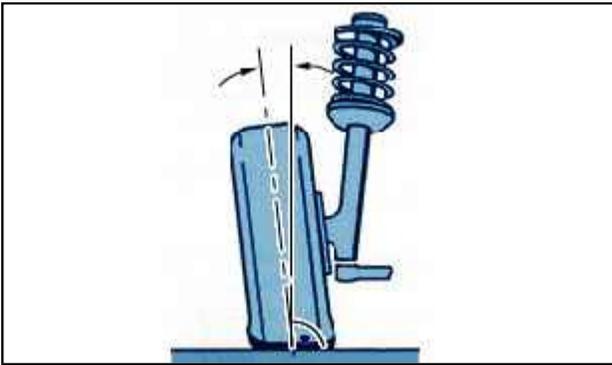


Figure : B3BB03NT

Camber angle : Angle formed by the plane of a wheel and the vertical (Vehicle seen from the front).

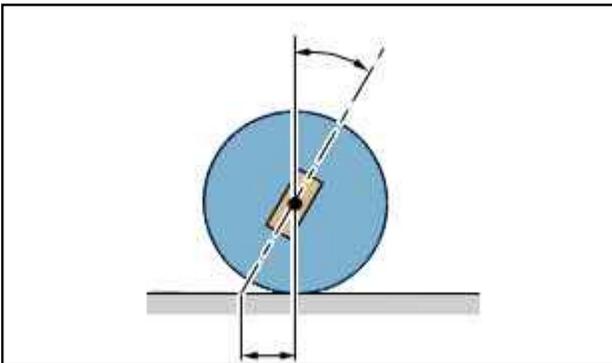


Figure : B3BB03OT

Castor angle : Angle formed by the pivoting axis of the front wheel and the vertical (Vehicle seen from the side).

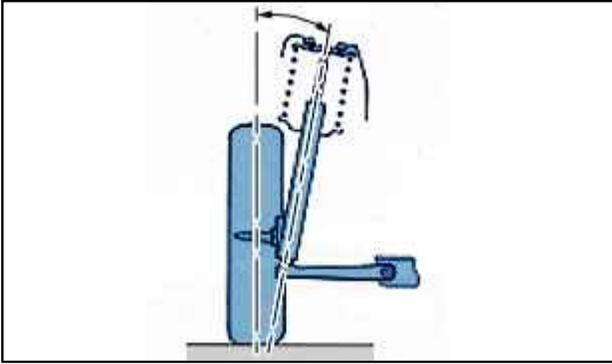


Figure : B3BB03PT

Kingpin angle : Angle formed by the pivoting axis with the vertical, measured in the transverse plane of the vehicle (Vehicle seen from the front).

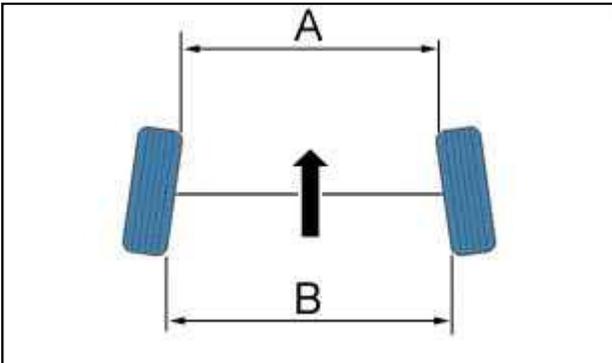


Figure : B3BB03QT

Tracking : Difference between distance A and distance B (Front of the vehicle : In the direction of the arrow).

$A < B$: Toe-in.

$A > B$: Opening.

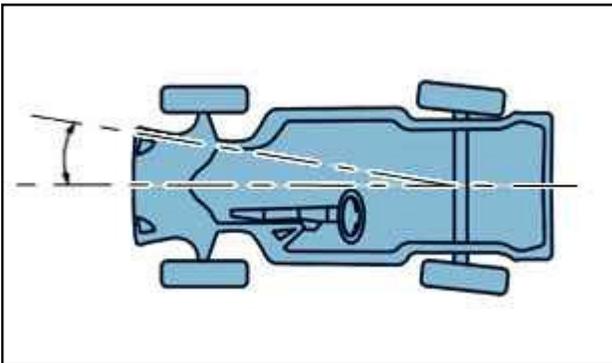


Figure : B3BB03RT

Thrust angle : Angle formed by the thrust axis of the rear axle and the longitudinal axis of the vehicle.

2. 107

2.1. Front suspension

Caster dissymmetry less than $0^{\circ}30'$.

Camber dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}47' \pm 0^{\circ}45'$
Castor (not adjustable)	$2^{\circ}47' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$9^{\circ}33'$
Tracking	$0^{\circ}07' \pm 0^{\circ}12'$
Steering wheel turning angle	$38^{\circ}55' \pm 2^{\circ}$

2.2. Rear axle

Camber dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}56' \pm 0^{\circ}30'$
Tracking (not adjustable)	$0^{\circ}21' \pm 0^{\circ}13'$

3. ION

3.1. Front suspension

Caster dissymmetry less than $0^{\circ}30'$.

Camber dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$0 \pm 0^{\circ}45'$
Castor (not adjustable)	$3^{\circ}30' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$15^{\circ}20' \pm 1^{\circ}30'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$

3.2. Rear axle

Camber dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}00' \pm 0^{\circ}45'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$

4. 206+ (T3 Europe)

4.1. Front suspension

Camber dissymmetry less than $0^{\circ}20'$.

Caster dissymmetry less than $0^{\circ}20'$.

Lower pivot angle dissymmetry at $0^{\circ}20'$.

version	All types except for CRD	CRD vehicles
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$	
Castor (not adjustable)	$3^{\circ} \pm 0^{\circ}30'$	$2^{\circ}54' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$9^{\circ}42' \pm 0^{\circ}30'$	$9^{\circ}12' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ} \pm 0^{\circ}09'$	$-0^{\circ}13' \pm 0^{\circ}09'$
Tracking at the wheel	$0^{\circ} \pm 0^{\circ}04'$	$-0^{\circ}06' \pm 0^{\circ}04'$

4.2. Rear axle

Lower camber dissymmetry at 0°20'.

version	All types except for CRD	CRD vehicles	Utility vehicle
Thrust angle	0° ± 0°06'		
Camber (not adjustable)	-1° ± 0°30'		
Tracking at the axle (not adjustable)	0°29' ± 0°09'	0°17' ± 0°09'	0°36' ± 0°09'
Tracking at the wheel (not adjustable)	0°15' ± 0°04'	0°08' ± 0°04'	0°18' ± 0°04'

5. 206 - (T3 Mercosur - China)

5.1. Front suspension

Lower camber dissymmetry at 0°20'.

Lower castor dissymmetry at 0°20'.

Lower pivot angle dissymmetry at 0 ° 20 '.

Checking and adjusting values : 3 or 5 door saloon (Except DW10 engine)				
tyre	185/65 R14	185/65 R14	185/60 R15	175/65 R14
Steering	Not assisted	Assisted	Assisted	Not assisted
Camber (Non-adjustable)	+0°06' (± 0°30')	+0°06' (± 0°30')	+0°06' (± 0°30')	+0°06' (± 0°30')
Castor (Non-adjustable)	+2°06' (± 0°30')	+3°06' (± 0°30')	+3°12' (± 0°30')	+2°06' (± 0°30')
Pivot angle (Non-adjustable)	+9°18' (± 0°30')	+9°18' (± 0°30')	+9°18' (± 0°30')	+9°18' (± 0°30')
Tracking at the axle (Adjustable)	0° (± 0°09')	0° (± 0°09')	0° (± 0°09')	+0°13' (± 0°09')
Tracking at the wheel (Adjustable)	0° (± 0°04')	0° (± 0°04')	0° (± 0°04')	+0°06' (± 0°04')

Checking and adjusting values : 3 or 5 door saloon (DW10 engine)		
tyre	185/65 R14	185/60 R15
Camber (Non-adjustable)	+0°06' (± 0°30')	+0°06' (± 0°30')
Castor (Non-adjustable)	+3°06' (± 0°30')	+3°12' (± 0°30')
Pivot angle (Non-adjustable)	+9°18' (± 0°30')	+9°18' (± 0°30')
Tracking at the axle (adjustable)	-0°09' (± 0°09')	-0°09' (± 0°09')
Tracking at the wheel (adjustable)	-0°04' (± 0°04')	-0°04' (± 0°04')

Checking and adjusting values : estate, 4 door saloon		
tyre	185/65 R14	185/60 R15
Camber (not adjustable)	+0°06' (± 0°30')	+0°06' (± 0°30')
Castor (not adjustable)	+3°06' (± 0°30')	+3°12' (± 0°30')
Pivot angle (not adjustable)	+9°18' (± 0°30')	+9°18' (± 0°30')
Tracking at the axle (adjustable)	-0°13' (± 0°09')	-0°13' (± 0°09')
Tracking at the wheel (adjustable)	-0°06' (± 0°04')	-0°06' (± 0°04')

Checking and adjusting values : Escapade estate	
Camber (not adjustable)	+0°12' (± 0°30')
Castor (not adjustable)	+3°06' (± 0°30')
Pivot angle (not adjustable)	+9° (± 0°30')
Tracking at the axle (adjustable)	-0°13' (± 0°09')
Tracking at the wheel (adjustable)	-0°06' (± 0°04')

5.2. Rear axle

Lower camber dissymmetry at 0°20'.

Shape	3 or 5 door saloon	estate- 4 door saloon	Escapade estate
Thrust angle	0° (± 0°06')	0° (± 0°06')	0° (± 0°06')
Camber (not adjustable)	-1°30' (± 0°30')	-1°30' (± 0°30')	-1°30' (± 0°30')
Tracking at the axle (not adjustable)	+0°13' (± 0°09')	+0°46' (± 0°09')	+0°45' (± 0°09')
Tracking at the wheel (not adjustable)	+0°06' (± 0°04')	+0°23' (± 0°04')	+0°22' (± 0°04')

6. 206 PICK-UP (T34 Mercosur - China)

6.1. Front suspension

Lower camber dissymmetry at 0°20'.

Lower castor dissymmetry at 0°20'.

Lower pivot angle dissymmetry at 0 ° 20 '.

Checking and adjusting values					
tyre	185/65 R15	175/70 R14	175/70 R14	175/65 R14	175/65 R14
Steering	-	Not assisted	Assisted	Not assisted	Assisted
Camber (Non-adjustable)	+0°06' (± 0°30')	+0°06' (± 0°30')	+0°06' (± 0°30')	+0°06' (± 0°30')	+0°06' (± 0°30')
Castor (Non-adjustable)	+3°30' (± 0°30')	+3°12' (± 0°30')	+2°18' (± 0°30')	+3°06' (± 0°30')	+2°12' (± 0°30')
Pivot angle (Non-adjustable)	+9°12' (± 0°30')	+9°12' (± 0°30')	+9°12' (± 0°30')	+9°12' (± 0°30')	+9°12' (± 0°30')
Tracking at the axle (Adjustable)	0° (± 0°09')	0° (± 0°09')	+0°13' (± 0°09')	0° (± 0°09')	+0°13' (± 0°09')
Tracking at the wheel (Adjustable)	0° (± 0°04')	0° (± 0°04')	+0°06' (± 0°04')	0° (± 0°04')	+0°06' (± 0°04')

6.2. Rear axle

Lower camber dissymmetry at 0°20'.

Checking and adjusting values	
Thrust angle	0° (± 0°06')
Camber (not adjustable)	-1°18' (± 0°30')
Tracking at the axle (not adjustable)	+0°56' (± 0°09')
Tracking at the wheel (not adjustable)	+0°28' (± 0°04')

7. 206 - (T3 Iran)

7.1. Front suspension

Lower camber dissymmetry at 0°20'.

Lower castor dissymmetry at 0°20'.

Lower pivot angle dissymmetry at 0 ° 20 '.

Checking and adjusting values	
Camber (not adjustable)	0°07' ± 0°30'
Castor (not adjustable)	2°54' ± 0°30'
Pivot angle (not adjustable)	9°12' ± 0°30'
Tracking at the axle (adjustable)	-0°13' ± 0°09'
Tracking at the wheel (adjustable)	-0°06' ± 0°04'

7.2. Rear axle

Lower camber dissymmetry at 0°20'.

Checking and adjusting values	
Thrust angle	0° ± 0°06'
Camber angle (not adjustable)	-1° ± 0°30'
Tracking at the axle (not adjustable)	0°17' ± 0°09'
Tracking at the wheel (not adjustable)	0°08' ± 0°04'

8. 207 (A7)

8.1. Front suspension

Lower camber dissymmetry at 0°30'.

Lower castor dissymmetry at 0°30'.

	Vehicle for Europe		CRD vehicles	
engines	Type TU3, EP3, DV4 and ET3	Type DV6, EP6 and TU5	Type TU3, EP3 and ET3	Type DV4, DV6, EP6 and TU5
Camber (not adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'	-0°29' ± 0°30'	-0°31' ± 0°30'
Castor (not adjustable)	4°38' ± 0°18'	4°39' ± 0°18'	4°34' ± 0°18'	
Pivot angle (not adjustable)	11°26' ± 0°30'	11°28' ± 0°30'	11°16' ± 0°30'	11°17' ± 0°30'
Tracking at the axle	0°17' ± 0°09'			
Tracking at the wheel	0°09' ± 0°04'			

Vehicle type	Van		Estate vehicle OUTDOOR
engines	TU3, DV4 and ET3	DV6	all models
Camber (not adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'	-0°31' ± 0°30'
Castor (not adjustable)	4°38' ± 0°18'	4°39' ± 0°18'	4°34' ± 0°18'
Pivot angle (not adjustable)	11°26' ± 0°30'	11°28' ± 0°30'	11°17' ± 0°30'
Tracking at the axle	0°17' ± 0°09'		
Tracking at the wheel	0°09' ± 0°04'		

Vehicle type	DV6 engine - Version 99 grammes CO2/km
Camber (not adjustable)	-0°33' ± 0°30'
Castor (not adjustable)	4°41' ± 0°18'
Pivot angle (not adjustable)	11°32' ± 0°30'
Tracking at the axle	0°17' ± 0°09'
Tracking at the wheel	0°09' ± 0°04'

8.2. Rear axle

Lower camber dissymmetry at 0°30'.

Vehicle type	Vehicle for Europe	CRD vehicles	Van	Estate vehicle OUTDOOR
Camber (not adjustable)	-1°42' ± 0°30'			
Tracking at the axle (not adjustable)	0°43' ± 0°09'	0°38' ± 0°09'	0°49' ± 0°09'	0°36' ± 0°09'
Tracking at the wheel (not	0°21' ± 0°04'	0°19' ± 0°04'	0°24' ± 0°04'	0°18' ± 0°04'

adjustable)				
Vehicle type	DV6 engine - Version 99 grammes CO2/km			
Camber (not adjustable)	-1°42' ± 0°30'			
Tracking at the axle (not adjustable)	0°45' ± 0°09'			
Tracking at the wheel (not adjustable)	0°22' ± 0°04'			

9. 1007

9.1. Front suspension

Checking and adjusting values		
tyre	175/65 R14	185/60 R15 - 195/50 R16
Camber	-0°24' ± 0°30'	-0°26' ± 0°30'
Castor	3°54' ± 0°18'	3°55' ± 0°18'
Pivot angle	11°16' ± 0°30'	11°21' ± 0°30'
Tracking at the wheel	0°08' ± 0°04'	

9.2. Rear axle

Checking and adjusting values		
tyre	175/65 R14	185/60 R15 - 195/50 R16
Tracking at the wheel	0°23' ± 0°04'	0°24' ± 0°04'
Camber	-1°29' ± 0°18'	-1°30' ± 0°18'

10. 308 (T7)

10.1. Front suspension

Camber dissymmetry equal to $0^{\circ}12 \pm 0^{\circ}28'$.

Castor dissymmetry equal to $0^{\circ} \pm 0^{\circ}20'$.

Pivot angle dissymmetry equal to $-0^{\circ}12 \pm 28'$.

saloon	Europe (Except EP6DTS and EP6CDTX engines)	CRD vehicles	EP6DTS and EP6CDTX engines	STT
Camber : Left-hand wheel (not adjustable)	-0°18' (+0°36' ; -0°24')	-0°12' (+0°36' ; -0°24')	-0°24' (+0°36' ; -0°24')	-0°24' (+ 0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+0°24' ; -0°36')	-0°12' (+0°24' ; -0°36')	-0°24' (+0°24' ; -0°36')	-0°24' (+ 0°24' ; -0°36')
Castor (not adjustable)	5°12' ± 0°30'	5°06' ± 0°30'	5°12' ± 0°30'	+5°06' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+0°24' ; -0°36')	12°42' (+0°24' ; -0°36')	13°12' (+0°24' ; -0°36')	+13°06' (+ 0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54' (+0°36' ; -0°24')	12°42' (+0°36' ; -0°24')	13°12' (+0°36' ; -0°24')	+13°06' (+ 0°36' ; -0°24')
Tracking at the axle	-0°21 ± 0°09			
Tracking at the wheel	-0°11 ± 0°04			

estate	Europe (Except EP6DTS and EP6CDTX engines)	CRD vehicles	EP6DTS engine
Camber : Left-hand wheel (not adjustable)	-0°18' (+0°36' ; -0°24')	-0°12' (+0°36' ; -0°24')	-0°24' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+ 0°24' ; -0°36')	-0°12' (+0°24' ; -0°36')	-0°24' (+0°24' ; -0°36')

adjustable)		36')	36')
Castor (not adjustable)	5° ± 0°30'	5°06' ± 0°30'	4°54' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+0°24' ; -0°36')	12°42' (+0°24' ; -0°36')	13°06' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54' (+0°36' ; -0°24')	12°42' (+0°36' ; -0°24')	13°06' (+0°36' ; -0°24')
Tracking at the axle	-0°21' ± 0°09'		
Tracking at the wheel	-0°11' ± 0°04'		

version	Coupe cabriolet	Commercial vehicle
Camber : Left-hand wheel (not adjustable)	-0°24' (+0°36' ; -0°24')	-0°18' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°24' (+0°24' ; -0°36')	-0°18' (+0°24' ; -0°36')
Castor (not adjustable)	5°12' ± 0°30'	5°42' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	13°12' (+0°24' ; -0°36')	12°54' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	13°12' (+0°36' ; -0°24')	12°54' (+0°36' ; -0°24')
Tracking at the axle	-0°17' ± 0°09'	-0°21' ± 0°09'
Tracking at the wheel	-0°09' ± 0°04'	-0°11' ± 0°04'

10.2. Rear axle

Camber dissymmetry equal to 0° ± 0°20'.

saloon	Europe (Except EP6DTS and EP6CDTX engines)	CRD vehicles	Engines EP6DTS and EP6CDTX	STT
Camber (not adjustable)	-1°42' ± 0°30'			
Tracking at the axle (not adjustable)	0°55' ± 0°09'	0°51' ± 0°09'	0°58' ± 0°09'	
Tracking at the wheel (not adjustable)	0°28' ± 0°04'	0°25' ± 0°04'	0°29' ± 0°04'	
Thrust angle	0° ± 0°10'			

estate	Europe (Except EP6DTS engine)	CRD vehicles	EP6DTS engine
Camber (not adjustable)	-1°42' ± 0°30'		
Tracking at the axle (not adjustable)	0°51' ± 0°09'		0°53' ± 0°09'
Tracking at the wheel (not adjustable)	0°25' ± 0°04'	0°25' ± 0°04'	0°27' ± 0°04'
Thrust angle	0° ± 0°10'	0° ± 0°10'	0° ± 0°10'

	Coupe cabriolet	Commercial vehicle
Camber (not adjustable)	-1°42' ± 0°30'	
Tracking at the axle (not adjustable)	0°58' ± 0°09'	1°04' ± 0°09'
Tracking at the wheel (not adjustable)	0°29' ± 0°04'	0°31' ± 0°04'
Thrust angle	0° ± 0°10'	

11. RCZ

11.1. Front suspension

Camber left-right dissymmetry : 0° ± 0°28'.

Castor dissymmetry 0° ± 0°20'.

Pivot angle dissymmetry 0° ± 0°28'.

Checking and adjusting values	
Camber : (not adjustable)	0°24' ± 0°30'

Castor (not adjustable)	$5^{\circ}24' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$13^{\circ}12' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}21' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}11' \pm 0^{\circ}04'$

11.2. Rear axle

Camber dissymmetry $0^{\circ} \pm 0^{\circ}20'$.

Checking and adjusting values	
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}47' \pm 0^{\circ}10'$
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$

12. 3008

12.1. Front suspension

Camber dissymmetry equal to $0^{\circ}12' \pm 28'$.

Castor dissymmetry equal to $0^{\circ} \pm 20'$.

Pivot angle dissymmetry equal to $-0^{\circ}12' \pm 28'$.

Checking and adjusting values : Vehicles without hybrid drive train	
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}36' ; -0^{\circ}24')$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}24' ; -0^{\circ}36')$
Castor (not adjustable)	$4^{\circ}54' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$12^{\circ}42' (+0^{\circ}24' ; -0^{\circ}36')$
Pivot angle : Right-hand wheel (not adjustable)	$12^{\circ}42' (+0^{\circ}36' ; -0^{\circ}24')$
Tracking at the axle	$-0^{\circ}21' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}11' \pm 0^{\circ}04'$

Checking and adjusting values : Vehicles with hybrid drive train	
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}36' ; -0^{\circ}24')$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}24' ; -0^{\circ}36')$
Castor (not adjustable)	$4^{\circ}36' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$12^{\circ}42' (+0^{\circ}24' ; -0^{\circ}36')$
Pivot angle : Right-hand wheel (not adjustable)	$12^{\circ}42' (+0^{\circ}36' ; -0^{\circ}24')$
Tracking at the axle	$-0^{\circ}21' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}11' \pm 0^{\circ}04'$

12.2. Rear axle

Camber dissymmetry equal to $0^{\circ} \pm 20'$.

Checking and adjusting values : Vehicles without hybrid drive train	
Camber (not adjustable)	$-1^{\circ}48' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}54' \pm 0^{\circ}10'$
Tracking at the wheel (not adjustable)	$0^{\circ}27' \pm 0^{\circ}05'$
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$

Checking and adjusting values : Vehicles with hybrid drive train	
Camber (not adjustable)	$-1^{\circ}55' \pm 0^{\circ}30'$

Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$

13. 5008

13.1. Front suspension

Camber dissymmetry equal to $0^{\circ}12' \pm 28'$.

Castor dissymmetry equal to $0^{\circ} \pm 20'$.

Pivot angle dissymmetry equal to $-0^{\circ}12' \pm 28'$.

version	Europe : 5 seater	Europe : 7 seater	CRD vehicles
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}18' (+0^{\circ}36' ; -0^{\circ}24')$		$-0^{\circ}12' (+0^{\circ}36' ; -0^{\circ}24')$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}18' (+0^{\circ}24' ; -0^{\circ}36')$		$-0^{\circ}12' (+0^{\circ}24' ; -0^{\circ}36')$
Castor (not adjustable)	$4^{\circ}24' \pm 0^{\circ}30'$	$4^{\circ}48' \pm 0^{\circ}30'$	$4^{\circ}42' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$13^{\circ} (+0^{\circ}24' ; -0^{\circ}36')$	$13^{\circ}06' (+0^{\circ}24' ; -0^{\circ}36')$	$12^{\circ}42' (+0^{\circ}24' ; -0^{\circ}36')$
Pivot angle : Right-hand wheel (not adjustable)	$13^{\circ} (+0^{\circ}36' ; -0^{\circ}24')$	$13^{\circ}06' (+0^{\circ}36' ; -0^{\circ}24')$	$12^{\circ}42' (+0^{\circ}36' ; -0^{\circ}24')$
Tracking at the axle	$0^{\circ}21' \pm 0^{\circ}09'$		

13.2. Rear axle

Camber dissymmetry $0^{\circ} \pm 0^{\circ}20'$.

version	Europe : 5 seater	Europe : 7 seater	CRD vehicles
Camber (not adjustable)	$-1^{\circ}44' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$	
Tracking at the axle (not adjustable)	$0^{\circ}42' \pm 0^{\circ}09'$	$0^{\circ}53' \pm 0^{\circ}09'$	
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$		

14. 4007

14.1. Front suspension

Camber dissymmetry less than $0^{\circ}30'$.

Caster dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}20' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}35' \pm 0^{\circ}30'$
Pivot angle	$12^{\circ}45' \pm 1^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \pm 0^{\circ}04'$

14.2. Rear axle

Camber dissymmetry less than $0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}25' \pm 0^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \text{ à } 0^{\circ}12'$

15. 508 China

15.1. Front suspension

Camber dissymmetry $0^{\circ} 18' \pm 0^{\circ}30'$.

Castor dissymmetry $0^{\circ} \pm 0^{\circ}30'$.

Pivot angle dissymmetry $-0^{\circ} 18' \pm 0^{\circ}30'$.

Checking and adjusting values	
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}42' \pm 0^{\circ}30'$
Castor (not adjustable)	$+4^{\circ}18' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$+15^{\circ} \pm 0^{\circ}30'$
Pivot angle : Right-hand wheel (not adjustable)	$+15^{\circ}18' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$+0^{\circ}09' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$+0^{\circ}04' \pm 0^{\circ}04'$

15.2. Rear axle

Camber dissymmetry $0^{\circ} \pm 0^{\circ}30'$.

Checking and adjusting values	
Camber (not adjustable)	$-1^{\circ}53' \pm 0^{\circ}30'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$+0^{\circ}34' \pm 0^{\circ}09'$

16. 508

16.1. Front suspension

	Vehicle for Europe(Except DW12C engine)	Vehicle for Europe DW12C	CRD vehicles
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$	$-0^{\circ}20' \pm 0^{\circ}30'$	$-0^{\circ}08' \pm 0^{\circ}30'$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}42' \pm 0^{\circ}30'$	$-0^{\circ}40' \pm 0^{\circ}30'$	$-0^{\circ}26' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}18' \pm 0^{\circ}30'$	$5^{\circ}30' \pm 0^{\circ}30'$	$4^{\circ}12' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$15^{\circ} \pm 0^{\circ}30'$	$8^{\circ}06' \pm 0^{\circ}30'$	$14^{\circ}36' \pm 0^{\circ}30'$
Pivot angle : Right-hand wheel (not adjustable)	$15^{\circ}18' \pm 0^{\circ}30'$	$8^{\circ}24' \pm 0^{\circ}30'$	$14^{\circ}54' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}09' \pm 0^{\circ}09'$		
Tracking at the wheel	$0^{\circ}04' \pm 0^{\circ}04'$		
Castor dissymmetry	$0^{\circ} \pm 0^{\circ}30'$		
Camber dissymmetry	$-0^{\circ}12' \geq$ Camber dissymmetry $\leq +0^{\circ}51'$		
Pivot angle dissymmetry	$-0^{\circ}48' \geq$ Pivot angle dissymmetry $\leq +0^{\circ}12'$		

16.2. Rear axle

Camber dissymmetry $0^{\circ} \pm 0^{\circ}30'$.

version	Europe (except	Europe (Except	Europe (engine	CRD

	DW12C engine)	DW12C engine)	DW12C)	vehicles
Shape	estate	saloon	estate/ saloon	saloon
Camber : Left-hand wheel (not adjustable)	$-1^{\circ}48' \pm 0^{\circ}30'$	$-1^{\circ}54' \pm 0^{\circ}30'$		$-1^{\circ}36' \pm 0^{\circ}30'$
Camber : Right-hand wheel (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$			
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$			
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$			

17. 308 Mercosur - China - Malaysia

17.1. Front suspension

Camber dissymmetry equal to $0^{\circ}12' \pm 0^{\circ}28'$.

Castor dissymmetry equal to $0^{\circ} \pm 0^{\circ}20'$.

Pivot angle dissymmetry equal to $-0^{\circ}12' \pm 28'$.

Checking and adjusting values	
Camber : Left-hand wheel (Non-adjustable)	$-0^{\circ}12' (+0^{\circ}36' ; -0^{\circ}24')$
Camber : Right-hand wheel (Non-adjustable)	$-0^{\circ}12' (+ 0^{\circ}24' ; -0^{\circ}36')$
Castor (Non-adjustable)	$5^{\circ}06' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (Non-adjustable)	$12^{\circ}42' (+ 0^{\circ}24' ; -0^{\circ}36')$
Pivot angle : Right-hand wheel (Non-adjustable)	$12^{\circ}42' (+ 0^{\circ}36' ; -0^{\circ}24')$
Tracking at the axle (Adjustable)	$-0^{\circ}21' \pm 0^{\circ}09'$
Tracking at the wheel (Adjustable)	$-0^{\circ}11' \pm 0^{\circ}04'$

17.2. Rear axle

Camber dissymmetry equal to $0^{\circ} \pm 0^{\circ}20'$.

Checking and adjusting values	
Camber (Non-adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (Non-adjustable)	$0^{\circ}51' \pm 0^{\circ}09'$
Tracking at the wheel (Non-adjustable)	$0^{\circ}25' \pm 0^{\circ}04'$
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$

18. Bipper

18.1. Front suspension

Checking and adjusting values				
Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		5 litres (maximum)	
Camber (not adjustable)	$-0^{\circ}10' \pm 0^{\circ}20'$	$-0^{\circ}04' \pm 0^{\circ}20'$	$-0^{\circ}08' \pm 0^{\circ}20'$	$-0^{\circ}02' \pm 0^{\circ}20'$
Castor (not adjustable)	$2^{\circ}38' \pm 0^{\circ}30'$	$2^{\circ}40' \pm 0^{\circ}30'$	$2^{\circ}44' \pm 0^{\circ}30'$	$2^{\circ}46' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	13 °			
Tracking at the axle	$-0^{\circ}09' \pm 0^{\circ}09'$			

18.2. Rear axle

Checking and adjusting values				
Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		(filling limited to 5 litres)	
Camber (not adjustable)	-0°32' ± 0°20'	-0°31' ± 0°20'	-0°31' ± 0°20'	-0°30' ± 0°20'
Tracking at the axle	0°08' ± 0°09'		0°07' ± 0°09'	

19. Partner (M59)

19.1. Front suspension

Caster dissymmetry less than 0°18'.

Camber dissymmetry less than 0°39'.

car(Not : Rear leaf suspension)	With suspension 800 kg	Without suspension 800 kg (Michelin Energy E3A)	Without suspension 800 kg (Not Michelin Energy E3A)
Tracking	-0°17' ± 0°09'		0°09' ± 0°09'
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°44' ± 0°30'	

car(Not : Rear leaf suspension) version	With suspension 800 kg	Without suspension 800 kg	All types except for Michelin Energy E3A	Michelin Energy E3A
	Raised or CRD		VTC	
Tracking	-0°17' ± 0°09'			0°09' ± 0°09'
Camber	0° ± 0°30'			
Castor	2°58' ± 0°30'	2°55' ± 0°30'		
Pivot angle	10°38' ± 0°30'	10°26' ± 0°30'		

Van (Not : Rear leaf suspension)	Platform or cab	Raised or CRD	electrical
Tracking	-0°17' ± 0°09'		
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°38' ± 0°30'	10°30' ± 0°30'

Rear leaf suspension (Except raised or CRD)	car	Van	car	Van
engines	TU5 or DV6A or DV6B		DW8	
Camber	-0°01' ± 0°30'	-0°04' ± 0°30'	-0°05' ± 0°30'	
Castor	3° ± 0°30'	3°03' ± 0°18'	3°05' ± 0°18'	
Pivot angle	10°42' ± 0°30'	10°48' ± 0°30'	10°12' ± 0°30'	10°54' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	-0°09' ± 0°09'	-0°17' ± 0°09'	
Tracking at the wheel	-0°09' ± 0°04'	-0°04' ± 0°04'	-0°09' ± 0°04'	

car: Rear leaf suspension (Raised or CRD)	TU5, DV6A and DV6B engines	DW8 engine
Camber (not adjustable)	0°08' ± 0°30'	0°02' ± 0°30'
Castor (not adjustable)	2°57' ± 0°18'	3° ± 0°18'
Pivot angle (not adjustable)	10°24' ± 0°30'	10°36' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	0°17' ± 0°09'
Tracking at the wheel	-0°09' ± 0°04'	

Utility version : Rear leaf suspension (Raised or CRD)	TU5 engines - DV6B	DV6A engine	DW8 engine
Camber (not adjustable)	0°12' ± 0°30'	0°08' ± 0°30'	0°05' ± 0°30'
Castor (not adjustable)	2°56' ± 0°18'	2°57' ± 0°18'	2°59' ± 0°18'

Pivot angle (not adjustable)	10°18' ± 0°30'	10°24' ± 0°30'	10°30' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'		-0°09' ± 0°09'
Tracking at the wheel	-0°09' ± 0°04'		-0°04' ± 0°04'

19.2. Rear axle

Camber dissymmetry less than 0°30'.

car(Not : Rear leaf suspension)	Without suspension 800 kg	With suspension 800 kg	Without suspension 800 kg	With suspension 800 kg	all models
version	all models(Without height adjuster, CRD and VTC)		Raised or CRD		VTC
Tracking	0°13' ± 0°11'	0°42' ± 0°11'	0°33' ± 0°11'	0°04' ± 0°11'	0°04' ± 0°11'
Camber	-1°16 ± 0°30'	-1°13 ± 0°30'	-1°14 ± 0°30'	-1°16 ± 0°30'	

Van (Not : Rear leaf suspension)	electrical	Raised or CRD	Platform or cab
Tracking	0°29' ± 0°11'	0°33' ± 0°11'	0°42' ± 0°11'
Camber	-1°14 ± 0°30'		-1°13 ± 0°30'

Camber dissymmetry 0° ± 0°25'.

Vehicles with rear leaf suspension	all models
Camber (not adjustable)	-1°15 ± 0°30'
Tracking at the axle (not adjustable)	0° ± 0°11'
Tracking at the wheel (not adjustable)	0° ± 0°05'

20. 807

20.1. Front suspension

Checking and adjusting values	
Tracking at the axle	0°17' ± 0°09'
Camber (not adjustable)	0° ± 0°30'
Castor (not adjustable)	3°30' ± 0°30'
Pivot angle (not adjustable)	12°24' ± 0°30'

20.2. Rear axle

Checking and adjusting values		
engines	EW, DW up to RPO 9789 - ES9 up to RPO 9927	EW, DW from RPO 9790 - ES9 from RPO 9928
Tracking at the axle	0°43' ± 0°09'	0°29' ± 0°09'
Camber (not adjustable)	-1° ± 0°30'	-1°30' ± 0°30'

21. Partner (B9)

21.1. Front suspension

Camber dissymmetry equal to 0°20' ± 0°28'.

Castor dissymmetry equal to $0^\circ \pm 0^\circ 20'$.

Pivot angle dissymmetry equal to $-0^\circ 20' \pm 0^\circ 28'$.

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber : Left-hand wheel (not adjustable)	$0^\circ 01' (+0^\circ 40' ; -0^\circ 20')$	$0^\circ 03' (+0^\circ 40' ; -0^\circ 20')$	$0^\circ (+0^\circ 40' ; -0^\circ 20')$
Camber : Right-hand wheel (not adjustable)	$0^\circ 01' (+0^\circ 20' ; -0^\circ 40')$	$0^\circ 03' (+0^\circ 20' ; -0^\circ 40')$	$0^\circ (+0^\circ 20' ; -0^\circ 40')$
Castor (not adjustable)	$4^\circ 54' \pm 0^\circ 30'$	$4^\circ 42' \pm 0^\circ 30'$	$4^\circ 54' \pm 0^\circ 30'$
Pivot angle : Left-hand wheel (not adjustable)	$11^\circ 42' (+0^\circ 20' ; -0^\circ 40')$	$11^\circ 30' (+0^\circ 20' ; -0^\circ 40')$	$11^\circ 48' (+0^\circ 20' ; -0^\circ 40')$
Pivot angle : Right-hand wheel (not adjustable)	$11^\circ 42' (+0^\circ 40' ; -0^\circ 20')$	$11^\circ 30' (+0^\circ 40' ; -0^\circ 20')$	$11^\circ 48' (+0^\circ 40' ; -0^\circ 20')$
Tracking at the axle	$-0^\circ 13' \pm 0^\circ 09'$		
Tracking at the wheel	$-0^\circ 06 \pm 0^\circ 04'$		

Van	All types except for STT	STT
Camber : Left-hand wheel (not adjustable)	$0^\circ 01' (+0^\circ 40' ; -0^\circ 20')$	$0^\circ (+0^\circ 40' ; -0^\circ 20')$
Camber : Right-hand wheel (not adjustable)	$0^\circ 01' (+0^\circ 20' ; -0^\circ 40')$	$0^\circ (+0^\circ 20' ; -0^\circ 40')$
Castor (not adjustable)	$5^\circ 12' \pm 0^\circ 30'$	$4^\circ 54' \pm 0^\circ 30'$
Pivot angle : Left-hand wheel (not adjustable)	$11^\circ 42' (+0^\circ 20' ; -0^\circ 40')$	$11^\circ 48' (+0^\circ 20' ; -0^\circ 40')$
Pivot angle : Right-hand wheel (not adjustable)	$11^\circ 42' (+0^\circ 40' ; -0^\circ 20')$	$11^\circ 48' (+0^\circ 40' ; -0^\circ 20')$
Tracking at the axle	$-0^\circ 13' \pm 0^\circ 09'$	
Tracking at the wheel	$-0^\circ 06 \pm 0^\circ 04'$	

21.2. Rear axle

Camber dissymmetry equal to $0^\circ \pm 0^\circ 20'$.

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber (not adjustable)	$-1^\circ 42' \pm 0^\circ 30'$	$-1^\circ 44' \pm 0^\circ 30'$	$-1^\circ 46' \pm 0^\circ 30'$
Thrust angle	$0^\circ \pm 0^\circ 10'$		
Tracking at the axle (not adjustable)	$0^\circ 52' \pm 0^\circ 09'$	$0^\circ 48' \pm 0^\circ 09'$	$0^\circ 53' \pm 0^\circ 09'$
Tracking at the wheel (not adjustable)	$0^\circ 26' \pm 0^\circ 04'$	$0^\circ 24' \pm 0^\circ 04'$	$0^\circ 27' \pm 0^\circ 04'$

Van	All types except for STT	STT
Camber (not adjustable)	$-1^\circ 44' \pm 0^\circ 30'$	$-1^\circ 43' \pm 0^\circ 30'$
Thrust angle	$0^\circ \pm 0^\circ 10'$	
Tracking at the axle (not adjustable)	$0^\circ 55' \pm 0^\circ 09'$	$0^\circ 57' \pm 0^\circ 09'$
Tracking at the wheel (not adjustable)	$0^\circ 28' \pm 0^\circ 04'$	$0^\circ 28' \pm 0^\circ 04'$

22. Expert 3

22.1. Front suspension

Camber dissymmetry less than $0^\circ 18'$.

Lower pivot angle dissymmetry at $0^\circ 24'$.

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension

version	Short		long	
Camber (not adjustable)	0° ± 0°30'			
Castor (not adjustable)	3°34' ± 0°30'	3°41' ± 0°30'	3°39' ± 0°30'	3°46' ± 0°30'
Pivot angle (not adjustable)	12°08 ± 0°30'			
Tracking at the axle	- 0°09' ± 0°09'		0°17' ± 0°09'	
Tracking at the wheel	- 0°04' ± 0°04'		0°09' ± 0°04'	

Van	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
version	Short		long	
Camber (not adjustable)	0°05 ± 0°30'			
Castor (not adjustable)	4°15' ± 0°30'	3°39' ± 0°30'	4°18' ± 0°30'	3°43' ± 0°30'
Pivot angle (not adjustable)	12°15 ± 0°30'			
Tracking at the axle	- 0°17' ± 0°09'			
Tracking at the wheel	- 0°09' ± 0°09'			

22.2. Rear axle

Camber dissymmetry less than 0°18.

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
version	Short		long	
Camber (not adjustable)	-1°42 ± 0°30'			
Tracking at the axle (not adjustable)	0°38' ± 0°09'	0°40' ± 0°09'	0°39' ± 0°09'	0°40' ± 0°09'
Tracking at the wheel (not adjustable)	0°19' ± 0°04'			0°20' ± 0°04'

Van	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
version	Short		long	
Camber (not adjustable)	- 1°48' ± 0°30'	- 1°42' ± 0°30'	- 1°48' ± 0°30'	- 1°42' ± 0°30'
Tracking at the axle (not adjustable)	0°47' ± 0°09'	0°40' ± 0°09'	0°50' ± 0°09'	0°40' ± 0°09'
Tracking at the wheel (not adjustable)	0°24' ± 0°04'	0°19' ± 0°04'	0°25' ± 0°04'	0°20' ± 0°04'

23. BOXER

23.1. Front suspension

Checking and adjusting values	
Tracking	- 0°09' ± 0°09'
Castor (not adjustable)	1°45' ± 0°30'
Camber (not adjustable)	0° ± 0°30'
Pivot angle	10°45' ± 0°30'

23.2. Rear axle

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Checking and adjusting values	
Tracking (not adjustable)	$0^\circ \pm 0^\circ 17$
Camber (not adjustable)	-