



IMPORTANT -
Check torque
settings
regularly!



TORQUE SETTINGS FOR WHEEL NUTS AND BOLTS ON COMMERCIAL VEHICLES



To ensure wheel nuts/bolts are correctly tightened on truck wheels, please note the following:

a) Torque value:

It is imperative to adhere to the torque values specified by the vehicle manufacturers. On steel rims the wheel nuts should always be tightened crosswise.

b) Torque wrench:

For reasons of operational safety, the use of a torque wrench is recommended as this ensures the prescribed torque values are adhered to exactly.

c) Impact wrench:

With serial fittings, electric- or air-powered single or multiple impact wrenches are frequently used for reasons of efficiency. Unless these wrenches are designed for a single nut size using the maximum torque permitted by the machine, adhering to the correct torque value is usually difficult and depends more or less on the skill of the fitter. Regular checks using a torque wrench are recommended under all circumstances.

d) Other:

Hubs and wheels on all vehicles are coated with primer and usually with a top coating to protect them from rust. These coatings tend to give after the first few miles. Nuts and bolts also need time to settle. It is therefore essential that the wheel nuts are checked after the first 30 miles and tightened where necessary. Regular checks are also important later, because if the wheels are loose, the bolt holes wear ovally and damage the wheel bolts.

Use the prescribed wheel mounting elements. Exchange nuts and bolts which are rusty or hard to move.

Before fitting, remove rust and dirt from the contact area around the wheel, axle hub and brake drum.

An alloy wheel is approximately twice the thickness of a steel one, which means that longer wheel bolts are required.

Vehicle make	Thread	Torque setting (Nm)		
		Bolt centring	Hub centring	Trilex
Auwärter	M20 x 1,5	350	450	
	M22 x 1,5	350	600	
Bedford	M22 x 1,5	510 - 580	550 - 600	
	7/8" - 11 BSF	510 - 580	550 - 600	
DAF	M18 x 1,5		340 - 400	270 - 300
	M20 x 1,5	280 - 350	450 - 520	320 - 350
	M22 x 1,5		700	
	M22 x 2	380 - 460		
DaimlerChrysler	M14 x 1,5	170	170*	M16:200
	M18 x 1,5	250	250*	M18x2:300
	M20 x 1,5	300	300	M20x2:350
	M22 x 1,5	450	600	
Faun	M18 x 1,5	290 - 320		
	M20 x 1,5	370 - 400		
	M22 x 1,5	430 - 460		
Iveco	M18 x 1,5		335 - 410	
	M20 x 1,5		440 - 540	
	M22 x 1,5	380 - 450	580 - 650	
EVO-Bus, Setra	M18 x 1,5	300		
	M20 x 1,5	400		
	M22 x 1,5		600	
MAN	M18 x 1,5		390	
	M20 x 1,5		475	
	M22 x 1,5		575	
RVI	M22 x 1,5		450 - 550	
Scania	7/8" - 11 BSF	450 - 550	540 - 660	
Steyr-Daimler-Puch	M20 x 1,5		450 - 500	
	M22 x 1,5		550 - 600	
Volvo	M20 x 1,5		520 - 580	
	M22 x 1,5		570 - 630	
	7/8" - 14 UNF		640 - 700	
VW Transp. T2, T5	M14 x 1,5	180		
VW T4 bis 12/95	M14 x 1,5	160		
VW T4 ab 01/96	M14 x 1,5	180		
VW LT28, 31	M14 x 1,5	200		
VW LT35, 40, 45, 50	M18 x 1,5		320	
Trailer	M14 x 1,5	110 - 120		
	M18 x 1,5	270	320	
	M20 x 1,5	350	450	
	M22 x 1,5	450 - 500	630 - 650	
	M22 x 2	430		

*) with spring washer and flat collar nut
10 Nm = 1 Kpm

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