# BMW KDS Wheel Alignment System

WinAlign<sup>®</sup> Program Version 12.1





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# **Getting Started**

# **1.1 Introduction**

This manual provides information and operation instructions required to operate the BMW Computerized Wheel Alignment System.

#### "References"

This manual assumes that you are already familiar with the basics of wheel alignment. *"Italics"* are used to refer to specific parts of this manual that provide additional information or explanation. For example, *refer to "Recall Specifications."* These references should be read for additional information to the instructions being presented.

These BMW Operation Instructions are a supplement to the standard WinAlign Operation Manual, Form 3850T, supplied with this equipment.

#### Turning Power On

The main power switch is located on the back of the console where the AC power cord is connected to the cabinet. Some cabinet designs will have an additional power switch on the left side of the cabinet. This switch is used to power On/Off the systems computer but leaves power on to the charging stations available for DSP500 sensors and remote indicators.

#### **BMW Account**

The BMW logo screen is only displayed when the BMW account is activated. The "WinAlign" logo is shown when the standard account is activated.

The "BMW" account includes specific procedures required by BMW of North America and is intended for use by authorized BMW dealers.



K1 - Exit Aligner K2 (Blank) K3 (Blank) K4 - Begin Alignment

There are two possible selections on the first level of keys that are displayed on this screen:

"Exit Aligner" is activated by selecting the K1 softkey. Always press "Exit Aligner" before turning the power off to shutdown the system.

"Begin Alignment" is activated by pressing the K4 softkey. The green highlight indicates this is the logical next step in the alignment process.

Other softkey selections will appear if multiple account keys are available.

# **1.2 Operating the Console**

#### Using "Softkeys"

The softkeys, located on the keyboard, provide operator control of the program. These keys are identified as:



The four menu labels that appear at the bottom of each screen are referred to as the softkey labels. These labels indicate the action that the program will take when the corresponding



The vertically stacked squares between the **K2** and **K3** softkeys indicate how many levels of menu labels are available. Six levels of menus are possible. The highlighted box indicates the menu level that is currently displayed.

Pressing the menu shift softkey, (, changes the menu level. When this key is pressed, the menu labels will change to the next level "down." If the last menu level is currently displayed,

the next step will be to the first menu level. To go to the next menu level "up," press **Shift** and **•**.

Pressing Shift and F6 will enlarge the current softkey menu level. The softkey associated with the label is shown on the left side of the labels and the menu level is indicated on the right side of the labels. Pressing F6 again will cause the menu to return to the normal softkey setting.

Pressing F6, or pressing and holding with a pointing device on the menu level indicator, will cause all of the menus available to appear. The dark green color, displayed behind the entire row of softkeys, indicates the active menu level. Pressing F6 again will cause the menu to return to the normal softkey setting.

Throughout this manual, the statement Press "nnnnnn" indicates the label of the softkey to press. If the required label is not on the current menu, 主 must be pressed to change menu levels until the desired label is displayed.



Some softkey labels have a green border as depicted around the K4 softkey shown above.

Generally, the softkey with the green border (usually ) is the appropriate key to press to continue with the procedure being performed.

#### Using the Handheld Infrared Wireless Remote Control

The remote control provides operation of the WinAlign<sup>®</sup> program from a distance by duplicating the five softkeys.

The remote control has six softkeys:  $\mathbf{K1}$ ,  $\mathbf{K2}$ ,  $\mathbf{K3}$ ,  $\mathbf{K4}$ ,  $\mathbf{c}$ , and a zoom key  $\mathbf{k}$ .

Pressing  $\stackrel{\bigcirc}{\searrow}$  will enlarge the current softkey menu level and is equal to pressing  $\stackrel{|\text{Shift}|}{\longrightarrow}$  and  $\stackrel{\bigcirc}{\searrow}$  on the main keyboard.

To use the remote control, point the front end of the transmitter toward the front of the wheel aligner console and press the appropriate softkey.

NOTE: The remote control transmitter is a "line-of-sight" device and will not transmit signals through solid objects.

#### **Resetting the Program**

The wheel alignment program may be reset **Error! Bookmark not defined.** at any time during the measurement process by pressing the **R** key, located at the upper left-hand corner of the keyboard.

A confirmation screen will appear to verify that the "Reset" button was pressed intentionally.

When this screen appears, press "YES" to reset the program or "NO" if the program should not be reset.

When the aligner is reset, the information collected for the measurements in progress will be erased and the display will return to the "BMW Logo" screen.

# 1.3 Conventional Sensor Setup (DSP508)

Before mounting the sensors on the BMW special adaptors, rotate the index mark on the sensor shaft to the 12 o'clock position with the sensor held vertical and lock it in place using the sensor lock knob. Do not loosen the sensor lock knobs.

When instructed to level the sensors, do so only by loosening the locking lever or lock knob on the adaptor, not the lock knob on the sensor.





When instructed to level and lock sensors during the BMW software program, the method in which the sensors are leveled and locked when the sensors are mounted to brackets or when mounted to BMW special adaptors is different than the method used when mounting sensors to universal adaptors.

For sensors mounted to the BMW special adaptors, the sensors are secured at the "level" position by tightening the lock knob on the bracket or wheel adaptor, rather than the lock knob on the sensor. Verify that the index mark of the sensor shaft is at the 12:00 o'clock position.

# 1.4 Camera Sensor Setup (DSP600 or HS4X1 Sensors)

The shaft is not able to rotate on the sensors used with the camera system. Install the sensor to the adaptor. Level and lock the sensor once the adaptor is installed on the vehicle's wheel



# Operation

## 2.1 Work Order Information

Press "Begin Alignment" to begin the wheel alignment measurement process. The "Work Management" screen will appear. This screen shows the basic work order information.

Enter the information. Dark shaded fields must be filled in to continue.

Work Management St Work Order						
VIR: First Reg. Chassis No: First Name: Company: City: ZiP: Work TeL:			Work Order: License: Technician: Code No: Last Name: Street: Street: State: Home TeL: Customer Number:	R000009		
	Left Front	Right Front	Left Rear	Right Rear		C
Tire Pressure	BAR	BAR	BAR	BAR		
Tire Tread Depth	mm	mm	mm	mm		3
Factory Tires:						
			Edit w	ork order, the	en press "OK".	
Ca	ncel	S	Recall becification		List Work Orders	ок

Detailed information regarding this display is available in a later section. Use the TAB key on the keyboard or the mouse to move from field to field on the display.

#### **Optional Tire Information**

Use the keyboard to enter the appropriate data into the optional "Edit Tire Information" screen. This information will appear on the printout summary. Press "OK" to continue.

Factory tires will have a star design imprinted on the tire.

When all information is entered select "OK."

Vork Management										08
Work Order										
										1
										E. C.
										1
						have a l				
N:	WBAB \$5346	J1JU81878	1		Work O			900009		
ileage: irst Reg.	82000				License		te			
rst Reg. hassis No:	27.1.01 E46				Code N		1			
namers rev.						.0:				
irst Name:	Mike			ALC: NO	Last Na	ame:	F	oster		
ompany:	HEC				Street	1		250 Hunter Dr		
ity:	St Louis				State:		M			
P:	63122				Home T			4-731-0000		
ork Tel.:	314-731-302	0		And a	Custom	mer Number:	n 4			
	Left From		Right Fre	mont	Left Re		Right	Dagr		
ire Pressure	2.4	BAR	2.4	BAR	2.6	BAR	2.6	BAR		
re Tread Depth	10	mm	10	mm	9	mm	9	mm		
actory Tires:		x		x		х		x		
							ork		en press "OK".	
-	incel				Re	ecall		9	List Work Orders	ок

### 2.2 Specifications

Use the K2 and K3 softkeys or the mouse to select the desired model from the Factory BMW Specification database. It is crucial to select the exact vehicle with the exact options, such as wheel diameter, sport suspension, etc..

Specification Database	
*Factory BMW 2010.0 Copyright (c) 2010 Hunter Engineering	
≈BMW	
III Series - E81 (2007 - )	-
III 1 Series - E82 (2007 - )	_
■ 1 Series - E87 (2004 - )	
II⊧ 1 Series - E88 (2007 - )	
⊪×X1 - E84 (2009 - )	
al≫ 3 Series - E21 (1975 - 9/83)	
a⊯3 Series - E30 (9/82 - 1994)	
1 × 3 Series - E36 (9/90 - 2000)	
II►Z3 - E36 (1996 - 2002) II►3 Series - E46 (1998 - 2006)	
i 3 Series - E46 (1996 - 2006)	
1×3 Series - E92 (2006 - )	
1 3 Series - E93 (2007 - )	
1 × X3 - E83 (2003 - )	
1×Z4 - E85/E86 (2002 - 2008)	
	·
Select an item, then press "OK".	
	T

For help identifying vehicles, specific body styles, and codes, select the 🧾 (info) icon.

Vehicle Specifications     Recall Specifications     J Series		
1400	BMW 3 Series (E46) 1988-2006 USA 1999-2006	
	BMW 3 Series Sedan (E90) 2005- USA 2006-	
	BMW 3 Series Touring (E91) 2005- USA 2006-	
		Continue

This icon illustrate the years of manufacture, and the body style differences. In some cases another will appear, indicating more info is available, such as the example below.

We Vehicle Specifications	
Recall Specifications	
BMW 1999-2006 E46 Cabrio 17" Wheel 🕮	
Specification Database	1 m
Factory BMW 2010.0 Copyright (c) 2010 Hunter I	Engineering
* BMW	
■=5 Series - E60 (2002 - 2010)	
■All Rear Wheel Drive Models	
without AFS (Active Front Steering)	
with AFS (Active Front Steering)	
(), (), (), (), (), (), (), (), (), (),	U Int
	Revenue (and an and an and an and an and an and an and and
	Al Intelligies
	(A)
	Active Steering erophys a combination of a conventional 'Rack and Pinion' steering system with a planetary geer system. The planetary geer system is actuated via a 3-phase DC molor which is controlled by an electronic control module.
	The Active Steering system allows a tweering ratio which is fully variable based or road speed and environmental conditions such as your and lateral acceleration atc. In contrast no a variable ratio rack and price, which is purely recharical, the AFS system is capable
	of manipulating the elevering ratio from a more direct ratio (10:1) to a less direct ratio (20:1).
Select an iter	
Select an iter	
WebSpecs™	
Webopecs	
	Continue

#### Specifications: Measurement vs. Adjustment

A specification may contain two specifications displayed as "Measurement" and "Adjustment".



# The "Preferred Specification" is the same for both specifications. The tolerances differ, with the "Measurement" spec having a much larger tolerance amount.

Dime	ension [ degree, min ]	Before Measurement	Target Data	Max. dlfference	
	Camber	left		-2°00'	+0°05'//-0°05'
	Camper	right		-2°00'	+0.02%-0.02
Rear		left		0°09'	+0°02'//-0°02'
Axle	Toe	right		0°09'	+0*02//-0*02
		total		0°18'	+0°04'//-0°04'
	Geom. driving axis	lotai		0°00'	+0°12'//-0°12'
	Camber	left		-0°23'	+0°25'//-0°25'
	Camper	right		-0°23'	+0°25'//-0°25'
		left		0°07'	+0°02'//-0°02'
	Toe	right		0°07'	+0°02'//-0°02'
		total		0°14'	+0°04'//-0°04'
	Track differential	left			
Front	angle	right			
Axle	Max steering lock on	left		-37°39'	
	curve inside wheel	right		-37°39'	
	Caster	left			
	Caster	right			
	SAI	left			
	SAI				
	Setback	total		0°00'	+0°15'//-0°15'

The following is an example of a 2009 – 2011 BMW Z4 specification.

Target	Data	Max. difference
-2°0	0'	
-2°0	0'	+0°25'//-0°25'
0°09	9'	+0°06'//-0°06'
0°09	9'	+0 08//-0 08
0°18	3'	+0°12'//-0°12'
0°00	יכ	+0°12'//-0°12'
-0°2	3'	+0°30'//-0°30'
-0°2	3'	+0°30'//-0°30'
0°07	7'	+0°06'//-0°06'
0°0	7'	+0°06'//-0°06'
0°14	1'	+0°12'//-0°12'
-37°3	39'	
-37°3	39'	
0°00	יכ	+0°15'//-0°15'

ADJUSTMENT SPECIFICATION

MEASUREMENT SPEC

The **"Measurement"** specification is intended as a method to assess a vehicle's alignment condition. Alignment conditions within the tolerances of the "Measurement" specification are considered adequate and not in need of adjustment.

# Vehicle's having alignment measurements beyond the "Measurement" specification tolerances should be aligned using the "Adjustment" specifications.

To do this from the "before" measurements, press the K1 "Cancel" softkey. Go to the 2<sup>nd</sup> row of softkeys and press K2 "Vehicle Specifications". Now press K2 "Recall Specifications". Select the vehicle again and chose the "Adjustment" specification. Continue to press the K4 softkey until the "before" measurement screen is displayed

The alignment process can now continue by pressing K4 "Continue".

NOTE: If a BMW specification is recalled from a database other than the "Factory BMW" database, the following warning message will appear.

Vahicle Specification	
Recall Specifications	
BMW 1999-2006 E46 Cabrio 17" Wheel 🕮	
Specification Database ★Factory USA 2011.0.1 Copyright (c) 2010 Hunter Engineerin mBMW	g
All 1976 and Earlier Models	
# 1 Series - E81 (2007 - )     # 1 Series - E82 (2008 - )     # 1 Series - E82 (2008 - )     # 1 Series - E88 (2008 - )     # 1 Series - E88 (2008 - )     # × X1 - E84 (2011 - )     # × 3 Series - E21 (1977 - 9/83)     # × 3 Series - E30 (1984 - 1993)     # × 3 Series - E30 (1984 - 1993)	
1 2 Sories - E26 (1002 - 1000) Aming	
WARNING: An alternate database exists for the selected ma Press "Show Spec Databases" to select a different database database.	
Ignore Warning	Show Spec Databases

Press "Show Spec Databases" and a list of installed specification databases will appear. Select the "Factory BMW" database, press "OK," and then select the model.

🛿 Virtor Iprofication	0 8 8
for all lipes that lip	
BMW 1999-2006 E46 Cabrio 17" Wheel @	
Specification Database	2
<ul> <li>Factory USA 2011.0.1 Copyright (c) 2010 Hunter Engineering</li> <li>Factory USA 2011.0.0.7 Copyright (c) 2010 Hunter Engineering</li> <li>Factory International 2010.0.2 Copyright (c) 2010 Hunter Engineering</li> </ul>	ing 🕄
Factory BMW 2010.0 Copyright (c) 2010 Hunter Engineering	
∗ Factory Amendments ∗ Saved WebSpecs ™ ∗ User	
Quick List Acura : CL : 2001-03 : except Type S Audi : A8/S8 : 2011 : Sport Suspension (2MA/2MB)	, aio:s
Select an item, then press "Of	
WebSpecs M	ок

#### **Additional Information**

-

Additional Information screens may be presented throughout the procedure. These screens are specific to the vehicle selected from the specification database and designed to remind the technician of procedures or processes required for the vehicle selected.

Advantment Illustrations BMW : 3 Series - E46 (1998 - 2006) : Convertible	: Series : 17" Wheel 00	
	*** CAUTION ***	1
Vehicles with DSC: If the wheel alignment is adjusted, the steerin Vehicles with ACC: The vehicle drive axis is the reference line fo Adjustment must be checked (please refer to Vehicles with AFS: Before adjusting the wheel alignment the ste Reversing Camera: After an alignment, carry out fine adjustment system. Vehicles with Rear Axle Slip Angle Control: Carry out adjustment of rear axle with aid of	r the ACC adjustment. If the rear axle align the repair instructions). ering gear must be centered with the BMV of the reversing camera system using the	ment is adjusted then the ACC
V	ew the illustration, then press "OK"	
Print All Illustrations		ок

### **Ride Height**

If ride height measurements are required, WinAlign<sup>®</sup> will display a ride height entry screen with instructions on how to measure ride height for the vehicle selected.

Values may be manually entered via the keyboard or electronically entered using Hunter's Electronic ride height tool.

Enter the ride height values and press K4 "OK" to continue the alignment process.



The following display will appear if the ride height values are out of range.



Press K4 "Continue" to view additional information.





Add weight to the vehicle as illustrated and enter measured ride height.



If the ride height is within the limits of Tolerance "X", Add or remove weight to get within the Tolerance "Y" value.



If the ride height is not with the limits of Tolerance "X", repair the vehicle.

Press K4 "OK" to continue

# 2.2 Measurements

#### **Sensor Operation**

Place the vehicle in position for compensation by following the instructions.

W York Management	Contract of the second s
Breveration Checklist BMW : 3 Series - E46 (1998 - 2006) : Convertible : Series : 17" Wheel 00	
-Position vehicle on slip plates and turn plates.	2
-Check for equal tire tread. -Check tire pressure.	म् देखे क्वा
-Verify that the correct tires and wheels are installed. -Install brake pedal depressor.	
	ů. Vů Tak
	· · · · · · · · · · · · · · · · · · ·
	2 2 2
	<b></b>
	100 A
	÷
Press "OK" to continue.	
	ОК

The operator must choose a wheel adaptor type before proceeding with the alignment.

#### Special Adaptor

Compensation is not needed when using the special adaptor designed for BMW.



#### **Universal Adaptors**

If the universal adaptor is selected, then instructions pertaining to this adaptor are provided. The compensation option is displayed along with the vehicle plan view showing the status of the sensors.

Run-out compensation must be performed when using universal adaptors. Press "Continue" to proceed with the measurement process.

The lift rack should be level on the leveling legs or locks during the compensation process. The lock pins must be in place on the turnplates and rear slip plates.

Place the vehicle's transmission in neutral with the engine off.

🜉 Vehick Masuurments and Adjustments	0 8 1
Compensation Control	
BMW : 3 Series - E46 (1998 - 2006) : Convertible : Series : 17" Wheel 🕮	1.00
Instructions: -Put the pins in the turn plates and slip plates. -Raise the turnplate bridges. -Block the wheels with the rolling safety block.	•
-Steer ahead.	100
-Compensate targets.	
-Rolling Compensation	~
	100
	<b>+</b>
	un an
	i o
	*
	0:0
Select Wheel Adaptor	
CodeLink® Use Jacking	
Check Compensation	

Roll the vehicle rearward using the left rear tire until the bar graphs are green and the arrows are well within the green area of the bar graph. Hold the vehicle until the bar graphs change.

Roll the vehicle forward until the bar graphs are green and the front tires are centered on the front turnplates. Chock the rear wheels.

Install the brake pedal depressor.

Remove the pins from the front turnplate and rear slip plates.

The vehicle's transmission may be placed in Park at this time.

# Do not disturb the level condition of the sensors. The sensors will remain locked the remainder of the alignment process or until unlock instructions are displayed.

#### Caster, S.A.I., Included Angle and Turning angle Measurements

BMW's process requires Caster, SAI/IA and toe-out-on-turns at 20 degrees to be measured using a single process.

Follow the instructions given on the screen. The program will wait until all sensors are stable before automatically moving to the next screen. This is necessary because all "Before" measurements for the sensors are saved at this time.





Steer to the left as directed until the arrow is in the lower valley of the graph. Hold the wheels still until the bar graph changes.

Criter and SAL Mesupernet	To 1000	2 2 2 2 2 2
	Install the brake pedal depressor. Steer the wheels as directed.	
	Sied uie wilcels as uireuleu.	A CON CONTRACT
Measurement Selected: FasterCaster/SAI/IA/Toe-	out-on-turns at 20°	井 (1) (1)
	Follow the instructions.	
Cancel	Bypass Measurement	

Steer to the right as directed until the arrow is in the lower valley of the graph. Hold the wheels still until the bar graph changes.



Steer back to the left until the arrow is centered in the bar graph. Hold steady until the screen changes.

#### **Steering Wheel Status**

A steering wheel status indicator may be used during the alignment if the option is turned on through the "Common Files" portion of WinAlign<sup>®</sup>'s setup program.

this is enabled, then when "before" measurements are the steering whe		hether or no
<ul> <li>Work Management</li> <li>iShop Shop Management</li> </ul>		-
Use ASANETWORK Manager		
Display of Vehicle Specifications		
Vehicle Inspection		
Tire Inspection		
Tire Information		
Ride Height Measurement		
CodeLink® DTC check at the beginning of the Alig	Inment	
Show Measurement Display after Compensation		
Show Measurement Display after Caster		
<ul> <li>Print symptom printout after saving before measu Advanced Vehicle Handling Values</li> </ul>	rements.	
Display Compensation Instructions		
Set Steering Wheel Level Status when Measurem	ants are Saved	
<ul> <li>Verify Caster Adjustment</li> </ul>		
Toniy outon nijuoment		
Select optional pro	cedure steps.	
Enable 🗕		OK

Initial steering wheel position may be recorded the initial primary angles have been measured.

Vehicle Measurements and Adjustments we "Belove" Alignment Measurements		
	None "The steering wheel was level before the alignment." "The steering wheel was not level before the alignment.	
Steering Wheel Level Sta	"The steering wheel was steered to the left before align	ment"
The steering wheel was level before the a "The steering wheel was not level before to "The steering wheel was steered to the lef "The steering wheel was steered to the rig	"The steering wheel was steered to the right before alig	
	Press "Ready".	
Cancel	Set Steering Bypass Ready Measurement	

The example above shows a selection stating the steering was off to the left.

#### "Before" Measure Maximum Steering Angle

Maximum Steering Angle will be measured if the specification for the vehicle selected contains maximum steer angle value. Follow the instructions and then steer the wheels as directed.

Conventional sensors should be unlocked for this measurement.



Steer the wheels as directed with a steady motion until maximum steer angle is achieved to the left. Hold the wheels until the display indicates to steer right.



Repeat this process when steering to the right.



Return the wheels to the straight ahead position. The program will automatically bypass this procedure if the vehicle's specification does not contain a maximum steer angle value.

#### **Alignment Measurements Printout**

The 'Before" measurements screen will appear after all measurements are obtained.



Screen scroll up or down, zoom in or out to see all the alignment data. Numbers shown in red are out of specifications, number in green are within acceptable limits.

Select "Print" from the second row of softkeys to print the exact screen as shown.

Select "Continue" to proceed with alignment adjustments.

## 2.3 Adjustments

Bar graphs quickly indicate the position of the angle compared to specification.



#### **Rear Camber Adjustment**

The arrows for rear toe are grayed-out indicating camber is being adjusted. A rear toe adjustment display will be displayed in the next step of the alignment process.



#### **Rear Toe Adjustment**

After camber has been successfully adjusted , select "Adjust Toe," to switch to the Adjust Rear Toe screen. While toe is being adjusted, arrows on the camber bar graphs will be grayed-out.



#### Front Camber and Caster Adjustment

Adjustments may be made to front camber and caster at this screen. Do not re-level conventional front sensors before adjusting front camber or caster.



#### Caster Bar Graph doesn't Match Measured Caster

Caster measurement values will change anytime the wheel rotates forward or rearward. WinAlign<sup>®</sup> is programmed to know the service brakes are locked and the only way a front wheel can rotate forward or rearward is for the tilt of the steering axis to change.

If the service brakes fail to hold the wheel locked, the values on the caster bar graph may change without the caster angle being changed.

#### To reset the caster value, follow these steps.

Camera based sensors:	Place the mouse pointer on the caster bar graph wrench icon and left click to obtain the context sensitive drop menu. Select "Match Caster Adjust to Caster Measurement" from the list. Press K4 "Match Caster."
Conventional sensors:	Adjust the level condition of the front sensor until the last measured caster value is displayed. Lock sensor securely.

#### Front Toe Adjustment

The front toe adjustment display includes the individual toe bar graphs, total toe graph, and Steer Ahead graph. Adjust the toe as necessary and select "Save After Measurements."



The WinToe® toe adjustment feature is available from the drop-down menu on the bar graphs, or by selecting "Make Additional Adjustments.





Always refer to the "Illustrate Adjustments" for information. Some models may require alignment of a mark on the steering shaft to mark on the gearbox cap. Follow the instructions on the initial WinToe adjustment screen.



- 1. Adjust right front toe until the bar graph value is near zero and the bar graph is green.
- 2. Jounce the vehicle
- 3. Repeat steps 1 and 2 until the bar graph remains green with a value close to zero after the vehicle is jounced
- 4. Pivot the outer tie rod and place it in the center of rotational movement
- 5. Tighten the jam nut
- 6. Press K4 "Ready

7. Repeat this process for the left tie rod assembly



- 8. Press K4 "Ready"
- 9. Follow the instructions on the screen
- 10. With the arrow centered, evaluate the steering wheel position

Yehicle Measurements and Adjustments				L 141 23
WinToe				
		KO.		
	-	<b>— —</b>	_	
Step 4:				<b>●</b> <b>→</b> <b>→</b>
With the engine ru	unning, steer ahead. steering wheel is no	t lovol		D
Turn off the engine	e.			÷
	Fallow	the instructions then	nress "Deedu"	× 0=0
-	Follow	the instructions, ther		1
Cancel			Restart WinToe	Ready

If the steering wheel position is acceptable, press K4 "Ready." If the steering wheel position is unacceptable, press K3 "Restart WinToe".

# 2.4 Completing the Alignment Process

#### **Second Caster Measurement**



Measure caster/SAI/IA/Toe-out-on-turns at °20 again. This step should not be bypassed. Adjustments made to front camber and toe influence the SAI/IA and Toe-out-on-turn values.

#### **Steering Wheel Status**

Select the steering wheel status now that all adjustments have been finished.

E Jahob Konsenset ja di Alahami. Ina Mar Aguner Kitauameri	
	None
	The steering wheel is currently level."
Steering Wheel Level Status	"The steering wheel is currently not level."
<ul> <li>"The steering wheel is currently level."</li> <li>"The steering wheel is currently not level."</li> <li>"The steering wheel is currently steered to the left"</li> </ul>	"The steering wheel is currently steered to the left"
"The steering wheel is currently steered to the right"	"The steering wheel is currently steered to the right"
Cancel Set Stee Wheel S	

A note will be added to the printout the position the steering wheel was in before and after the alignment adjustments were made. Select K4 "Ready" to continue with the procedure.

#### Measure Maximum Steer Angle (Re-measure)

The maximum steer angle measurement is also affected by adjustments to front toe angles. If a maximum steering angle specification is available, the program will automatically offer a maximum steer angle measurement. Proceed as instructed on the screen.



The final maximum steer measurement is made at this screen.

Max steering lock on	left	-34°36'	-43°41'	-33°44'
curve inside wheel	right	-34°04'	-43°41'	-33°12'

#### Does the vehicle have ESC (if unsure, press "Yes")?

				(a) #141
Anufacturer Recommended Reset Procedure				
BMW : 3 Series - E46 (199	98 - 2006) - Conve	rtible : Series	- 17" Wheel (0)	
		titore : oeries		
Financia Otability Oca	AND IF ON IN AND		a late	1
Electronic Stability Cor	ittol (ESC) is optio	hal on this ver	nicle.	
<ul> <li>Check the vehicle for E</li> </ul>	ESC using the infor	mation provid	ed below.	*
				*
. Does the vehicle have	ESC (if unsure, pri	ass "Yes")?		
				U .
	Identifying Vehicle	n With Electronic Stabil	lity Control (ESC)	2
	MANUFACTURES	ACRONYM	STABLITY SYSTEM	
	Anes	VSA	Versile Batchy Assid	1
	Aut	ESP		
	- faith	0.90	Dynamic Stability Lotted	2
	Ford	AssalvaTrat		
	Handa	V5A	Vehicle Society Austral	1
	84648	VEC	Which Durants Control	2
	LandRow	DSC	Daramit Stability Control	1
	Leus	VIC	White Statute Corest	
	Maybach	ESP	Destraris Statikasian Program	
	Manadas Banz	- ESP	Particle Statistics Pegen	
	Mercury	AnarceTrac	I GIV	
	MINE	090	Dyreme Bastely Corect	
	Minuteria	ASTC	Adhe Skidard Techni Control 🔨 🔍 II 🔾 E	
	Missari	VDC	Maricle Dynamic Control Entroller (Solidie Management)	2
	Persite	PEMPAIN		-
	line .	VIG	Pentrusis basikasias Pengram Versia Sapalia Control	
	Engl .	100		
	Toucte	110	Versis facelle Carter	2
	Volksander	159	Enclose Stabilistics Property	
	Video	parc	Drame Stability and Traction Control = 0	
		Dare	there are a set of the	*

Selecting "Yes" will instruct the WinAlign<sup>®</sup> system to use Hunter's CodeLink tool.

🗱 Vahicle Measurements and Adjustments	
Amufacturer Recommended Reset Procedure	
BMW 1999-2006 E46 Cabrio 17" Wheel 🕮	
1. Remove the brake pedal depressor from the vehicle.	· 👸
<ol> <li>Automatic transmission: Put the transmission into Park. Manual transmission: Put the transmission into Neutral and chock the rear wheels.</li> </ol>	E Contraction of the second seco
3. Turn the ignition switch to the ON position.	13
4. Connect the CodeLink® tool to the vehicle's diagnostic connector.	(Sin
This vehicle may be equipped with a BMW 20-pin diagnostic connector located under the hood.	1 A
. If a BMW 20-pin diagnostic connector is present it MUST be the connector used for communications v	vith CodeLink®.
Click here for more information.	
	vth CodeLink®.
	# 00
Press "Continue" to proceed.	
Cancel	Continue

It is vital to follow the sequence of events exactly as the display indicates.

The "Click here for more information" hyperlink will help you find the connector.

Vehicle Measurements and Adjustments		(A) (B) (B)
Manufacturer Recommended Reart Procedure		
BMW 1999-2006 E46 Cabrio 17*	Wheel 00	
. If a BMW 20-pin diagnostic of	onnector is present it MUST be the connector used	a for communications with CodeLink®.
Connecting CodeLink® to the Company, part number 20-23		ee of an adaptor cable available from Hunter Engineering n OBDII connector located inside the cabin must be used. diagnostic connector.
If the BMW 20-pin diagnostic	connector is not present, then the standard 16-pir	n OBDII connector located inside the cabin must be used.
See below for possible location	ons and example photographs of the BMW 20-pin	diagnostic connector.
		č,
	5. 5	
	210	<u> </u>
	A CR	
	Press "Continue" to pr	roceed.
Cancel	Peak	Continue
Cancer	Back	Continue

#### **Final Measurements Overview**

Measurements that have been saved as "After" measurements are shown here. This detailed page illustrates all the measurements and adjustments required, plus any customer and vehicle information entered on the work order. Notice at the bottom of the screen the notes regarding steering wheel position.



#### Saving Final Work Order

Press "Save Current Work Order" to store all data pertaining to this job.

#### **Alignment Printouts**

Press "Print " to generate an alignment summary using the BMW printout format.

			Measurement	Target Data	Max. difference	Measurement
	Camber	left	-0°15'	-1°37'	+0°15'//-0°15'	-1'34'
	Camber	right	-0°15'	-1°47'	+0-15%-0-15	-1°44'
Rear		left	0°00'	0°08'	+0°03'//-0°03'	0°08'
Axle	Toe	right	0°00'	0°08'	+0-03//-0-03	0°08'
			0°00'	0°15'	+0°06'//-0°06'	0°16'
	Geom. driving axis	total	0.00.	0°00'	+0°04'//-0°04'	0°00'
	Camber	left	0°30'	-0°30'	+0°20'//-0°20'	-2°14'
	Camber	right	0°30'	-0°30'	+0°20'//-0°20'	-0°32'
		left	-3°54'	0°07'	+0°03'//-0°03'	0°08'
	Toe	right	-3°54'	0°07'	+0°03'//-0°03'	0°07'
		total	-7°48'	0°13'	+0°05'//-0°05'	0°14'
	Track differential	left	0°00'	-1°34'	+0°30'//-0°30'	0°00'
Front	angle	right	0°00'	-1°34'	+0°30'//-0°30'	0°00'
Axle	Max steering lock on	left	-43°26'	-43°41'		-44°43'
	curve inside wheel	right	-43°29'	-43°41'		-44°28'
	Caster	left	5"37"	5°37'	+0°30'//-0°30'	5°37'
	Caster	right	5"37"	5°37'	+0°30'//-0°30'	5"37'
	SAI	left	0°00'			0°00'
	SAI	right	0°00'			0°00'
	Setback	total	0°42'	0°00'	+0°15'//-0°15'	0°42'
	eel was not level befor eel is currently level.	re the alig	gnment. Toe ad	justments are	required.	
cel	Zoom			2	Zoom	T

					E	3MW - Kiner	natics	Diagno	osis System		
					Sc	oftware:		Jul 1 20	)10		
					S	pec:		{40} 110	0.0		
					'	' erial number:		. ,			
Date/Time		25	5.7.11	9:05	t	ervice date:		25.7.11			
Vehicle BMW	/ 1999-2006 E4	6 Cabı	rio 17" Whe	el							
Customer numbe	er:		5		С	hassis number	:				
Code number:					Odometer reading: 7		78056				
Customer:			Felt, Do	ug	Fi	irst Reg.	1.1.01				
License:			ok-fin	e	М	echanic:	doug				
	Dimensio	n	Kind	Front left		Front right	Rea	ar left	Rear right		
Dide Lleight			Target	604+40-20		604+40-20	570+40-20		570+40-20		
Ride Height	mm	-	Actual	600		600	570		570		
Tire Air Pressure	bar/psi/kP	'a	Actual	2,4		2,4	2,4		2,4		2,4
Tire Tread Depth	mm		Actual	10,0		10,0	9,0		9,0		
Tire Marking	Star		Yes/No	Yes		Yes	Yes		Yes		
Dime	nsion [ degree,	min ]		Before Measuremen	nt	Target Data			After Measurement		
			left	-0°15'		-1°36'		+0°15'//-0°15'	-1°34'		
	Camber	-	right	-0°15'		-1°36'	+0°15	'//-0°15'	-1°34'		
Rear			left	0°00'		0°08'			0°08'		
Axle	Тое	-	right	0°00'		0°08'	+0°03'//-0°03'		0°07'		
				0°00'		0°16'	+0°06'//-0°06'		0°15'		
	Geom. driving	) axis	total	0°00'		0°00'	+0°04'//-0°04'		0°00'		
			left	0°30'		-0°30'	+0°20	'//-0°20'	-0°30'		
	Camber	-	right	0°30'		-0°30'	+0°20	'//-0°20'	-0°32'		
			left	0°10'		0°07'	+0°03	'//-0°03'	0°07'		
	Тое	-	right	0°10'		0°07'	+0°03	'//-0°03'	0°07'		
			total	0°19'		0°13'	+0°05	'//-0°05'	0°14'		
	Track differe	ntial	left	0°00'		-1°34'	+0°30	'//-0°30'	0°00'		
Front	angle		right	0°00'		-1°34'	+0°30	'//-0°30'	0°00'		
Axle	Max steering lo		left	-33°36'		-43°41'			-43°22'		
	curve inside v	vheel	right	-32°34'		-43°41'			-43°44'		
	Caster		left	5°37'		5°37'	+0°30	'//-0°30'	5°37'		
	Caster		right	5°37'		5°37'	+0°30	'//-0°30'	5°37'		
			left	0°00'					1°00'		
	CAL										
	SAI		right	0°00'					1°02'		

#### **Print Vehicle Printout**

Select "Print Vehicle" to print specific measurements shown in the WinAlign<sup>®</sup> format. The following example shows both "before" and "after" results.



Conclude the alignment process by selecting the "Reset" softkey.

# **Additional Alignment Steps**

During Recall Specifications the info icon is will appear next to vehicles requiring special procedures. Click on the icon to display a detailed illustration or description.

### 3.1 Adaptive Cruise Control

Vehicles with ACC (Active Cruise Control), AFS (Active Front Steering), and DSC (Dynamic Stability Control) may require additional measurements, adjustments, and/or special tools to make the adjustments.

K Vehicle Measurements and Adjustments		
Adjustment Illustrations		
BMW 1999-2006 E46 Cabrio 17" Whe	el 🛈	
ſ	Important! After a wheel alignment, the following tasks must be performed: Carry out adjustment of the steering angle sensor. Vehicles with ACC (Active Cruise Control): the ACC system must be fine-adjusted with the BMW diagnosis system. Vehicles with Reversing Camera: the system must be calibrated with special BMW tools and procedures.	neh Shah
	View the illustration, then press "OK".	-
Print All Illustrations	ок	

BMW's Active Cruise Control (ACC) uses a three-beam radar sensor to monitor the road ahead of the car and to adjust the speed of the vehicle by slowing the engine or by gently applying the brakes.

The system uses a three-beam radar sensor. This electronic eye monitors the road ahead of the car - up to 120 meters. The system is able to recognize whether a particular vehicle is occupying the lane ahead. ACC adjusts the car's speed to the changing flow of the surrounding traffic.



Alignment of the BMW ACC System requires a vehicle specific BMW scan too and special ACC adjustment tool (BMW part# 81-10-0-021-292).

# BMW TIS - 66 31 001 Adjusting ACC sensor

66 31 001	Adjusting ACC sensor
23	Special tools required: · 36 1 100 · 36 1 130
	Lever out cap $①$ . Carry out adjustment of ACC sensor $②$ with special tool 36 1 130 by means of adjusting screws $③$ .
2 3 4 3 5 W05 00 002	<ul> <li>Special tool required:</li> <li>Active Cruise Control ACC adjusting device, complete.</li> <li>Order number: 81 10 0 021 292</li> <li>Consisting of: <ol> <li>Mirror, complete</li> <li>Wheel laser</li> <li>Slotted diaphragm</li> <li>Control bracket (for initial installation of rail)</li> <li>Rail</li> <li>Setup and operating instructions (not shown)</li> </ol> </li> <li>Note: <ul> <li>A holder which is not included in the scope of delivery is required to support the wheel laser. Use either the quick-action clamp from the existing KDS or ACC wheel holder (36 1 100).</li> </ul> </li> </ul>
i	Note: Follow instructions for ACC adjusting device .
	Note: To adjust the ACC sensor, connect the BMW diagnosis system and fit the ACC adjusting device. Select ACC system in diagnosis. Start test module "ACC adjustment" (service functions) and proceed in accordance with instructions. Handle ACC adjusting device in accordance with mounting and operating instructions provided with device.
i	Note: Further information on the ACC adjusting device can be found in the BMW Workshop Equipment and Planning Documentation

### **3.2 Active Front Steering**

AFS varies the steering ratio electronically relative to the style and speed of driving. Under low and medium speeds, with normal road conditions, the steering requires less steering effort. At high speeds the steering becomes less direct offering improved directional stability. When cornering at high speeds, or when undertaking sudden movements, the steering stiffens up by monitoring increases in the yaw rate.

AFS works in conjunction with Dynamic Stability Control (DSC) by monitoring the yaw rate and changing the steering angle accordingly. This reduces the number of DSC interventions, providing more control to the driver and increased comfort for the passengers.



The markings on the steering shaft cap and housing must be aligned before front toe adjustments are performed.



These marks must stay aligned during the toe adjustment process.



A special tool assembly (32-4-150) is used to hold the marks together.

"IMPORTANT: It is absolutely essential to ensure that the total steering angle remains set to zero on the diagnostic tester after the steering has been mechanically locked".

Proceed with the alignment process. The alignment procedure will inform the technician when the tool should be removed.

If further instructions are required, such as resetting the steering gear, these instructions will also be displayed at the appropriate point in the procedure.

Adjustment Illustrations								
BMW : 5 Series - E60 (2002 - 2010	) : All Rear Wheel Drive Models : with AFS (Active Front Steering) : Series : 17" Wheel 🕮							
<u>,</u>	Important! On vehicles with AFS (Active Front Steering), the AFS system must be adjusted after work is carried out on the steering system. Connect vehicle to diagnosis tester. In "Service Functions / Chassis / Steering / Active Front Steering" select the item "AFS Start-up / Adjustment".							
Set total steering angle on steering gear to "zero". Work through test module.								
1. Reset motor position angle       3         2. Steering angle sensor adjustment       5         3. Adjustment of total steering angle sensor       1								
	View the illustration, then press "OK".							
Print All Illustrations	Previous Next OK							

Final measurements will display after all special procedures are completed.

### 3.3 Dynamic Stability Control (DSC)

BMW's Dynamic Stability Control is a system designed to help keep the vehicle in control. The system gathers information from sensors monitoring wheel rotation, steering angle, lateral forces, pressure and yaw (spin).

Wheel alignment may affect the calibration of the steering angle sensor. The only way to know that the DSC system is working with properly calibrated sensors is to connect the vehicle's computer system and check.

WinAlign<sup>®</sup> will display a message screen indicating that the vehicle may be equipped with DSC and in need of a verification procedure at the end of the alignment process.

Check the vehicle for ES	C using the infor			
		mation provid-	ed below.	
Does the vehicle have E	C // uncure pr	are "Vee"\2		
Does the vehicle have E	oc (il unsule, pie	255 105 )?		
		s With Electronic Stabil		
	MANUFACTURER	ACIBONYM	STABILITY SYSTEM	
	Aues	VSA	Vehicle Batchy Availa	
	Aut	ESP		
	BARKY .	010	Decreme Statisty Control	
	Ford	Abateafied		
	Honda	V5A	White Society Avoid	
	84648	VEC	Which Dynamic Christian	
	Land Rover	DBC	Daramic Stability Control	
	Levis	VIC	When Statily Carea	
	Mashach	ESP	Detroit Baldater Popen	
	Manuadas Bana	EXP	Particle Tabletic Pergen	
	Mercury	Anarcalise	Ei V	
	MENU:	010	Dynamic Barbity Donied	
	Minutesta	ABTC	Adhe Skilland Teckor Control	
	Masar	VDC	Weikitie Dynamic Control	
	Persola	PONPNIM	Pursche shelivel Statelly Management	
	fast.	ESP	Easthrest Database Program	
	fictor	VSC	Variable Bashilly Cuntral	
	Engl .	112	Electroni Electroni Pergen	
	Toyota.	· V90		
	Vokswager	ESP .	Dectronic Stabilization Program	
	Voles	DIFC	Denome Stability and Traction Control	

The icon for Hunter's CodeLink device will appear in the procedure bar if CodeLink is part of the alignment system.

The following display will appear at the correct place in the alignment procedure if CodeLink is available.

Febicle Measurements and Adjustments		
ufacturer Recommended Reset Procedure		
MW : 3 Series - E46 (1998 - 2006) : Convert	tible : Series : 17" Wheel W	
I. Remove the brake pedal depressor from the	ne vehicle.	
<ol> <li>Automatic transmission: Put the transmiss Manual transmission: Put the transmission</li> </ol>		
. Turn the ignition switch to the ON position		
. Connect the CodeLink® tool to the vehicle	's diagnostic connector.	2
. This vehicle may be equipped with a BMW	20-pin diagnostic connector located under	the hood.
. If a BMW 20-pin diagnostic connector is pr	esent it MUST be the connector used for c	ommunications with CodeLink®.
Click here for more information.		2
		the hood. ommunications with CodeLink®.
	Press "Continue" to procee	ed.
Cancel		Continue

Follow the instructions line-by-line and the procedure will be complete in a short period of time.

# **Program Details**

### 4.1 Work Management

Using the Work Management program provides the following advantages:

- 1. Storage of customer information for later recall
- 2. Storage of customer's vehicle information for later recall
- 3. The ability to store more than one vehicle per customer
- 4. Storage of "Before" and "After" wheel alignment measurements
- 5. Record of customers tire pressure and tread depth
- 6. Record of factory or non-factory tire
- 7. Ability to recall work orders electronically

lork Management	_	_		_		_				
Vork Order										
VIN:	WBAB 5534	61.018187	n		Work Or	rder	RO	00005		
dileage:	78012		M	_	License					
First Reg.	1.1.01				Technic		Do	ua		
Chassis No:					Code N					
First Name:	Doug				Last Na	me:	Fel	,		
Company:	HEC		Street:		112	50 Hunter Dr				
City:	Bridgeton				State:		MC	1		
ZIP:	63044				Home T	el.:	314	-504-9037		
Work Tel.:	314-716-04	82			Custom	er Number	: 5			
	Left From		Right Fr		Left Rea		Right R			
Tire Pressure	2,4	BAR	2,4	BAR	2,4	BAR	2,4	BAR		
Tire Tread Depth	10,0	mm X	10,0	mm X	10,0	mm X	10,0	mm		
Factory Tires:		×		×		~		*		
					E	Edit w	ork c	order, the	n press "OK".	
Ca	ncel			Sr		call icatio	ons	4	List Work Orders	ок

Vehicle identification includes the following:

VIN:	Work Order:	R000001
Mileage:	License:	
First Reg.:	Technician:	
Chassis No:	Code No:	

The Work Management screen also contains tire pressure, tread depth, and whether or not the tires are factory equipment.

	Left Front	<b>Right Front</b>	Left Rear	Right Rear
Tire Pressure				
Tire Tread Depth	mm	mm	mm	mm
Factory Tires:				

The dark grey areas indicate mandatory information. This usually includes:

- VIN #, Work order number, Mileage
- Technician performing the alignment
- Last and First name of customer
- Customer or Company Address
- Work and Home Phone number

VIN: Mileage: First Reg. Chassis No:			Work Order:	R000008		
First Reg.			License:			
			Technician:	-		
			Code No:			
			Code No.			
First Name:	-	and the second se	Last Name;	-		
Company:			Street			
City:		-	State:			
ZIP:			Home Tel.:			
Work Tel.:			Customer Number:	6		
	Left Front	Right Front	Left Rear	Right Rear		
Tire Pressure	BAR	BAR	BAR	BAR		
Tire Tread Depth	mm	mm	mm	mm		
Factory Tires:						

The cursor indicates the position where a letter or number will appear.

Press	Enter	or Tab	to a	dvance	e to the	e next fi	eld. F	Press	Shift	and	Tab	to
back up	p to the	previous	field.	The m	nouse r	may be	used	to m	ove be	tween	fields	<b>.</b>

Press the **Backspace** key to delete the last character entered.

Press the right or left cursor arrow key to move the cursor.

Press **Del** to remove the character to the right of the cursor.

To insert a character in the middle of a word, move the cursor to the character before the position and press the character to be inserted.

The following error will appear, if a mandatory field is left blank.

Work Management		
dit Work Order		
The following work order fields VIN:, Mileage:, First Reg., Teo Tel.:, Work Tel.:	Last Name:, Company:, St	reet:, City:, State:, ZIP:, Horne
		ОК

#### Saving Current Work Order

Press "Work Management" on any primary screen to display the "Work Management" primary screen.

Press "Save Current Work Order." The work order with its associated customer and vehicle identification will be stored on the hard drive.

The "Save Current Work Order" softkey will also appear at the end of the alignment measurement procedure and on the "Print" screen.

#### **Recalling a Work Order for Review or Print**

Start on the Work Management screen.

1. Select the "List Work Order" softkey

Work Management						
Work Order						
MW : 5 Series	- E60 (2002 - 20	010) : All Rea	r Wheel Driv	e Models : with	AFS (Active Front Steering)	: Series : 17" Wheel 00
						1
VIN:	-		Work Order:	R000008		
Mileage:			License:	Nooroo		
First Reg.			Technician:			
Chassis No:			Code No:			
	10					
First Name:		2	Last Name:			
Company: City:	-		Street: State:			
ZIP:			Home Tel.:			
Work Tel.:	1		Customer Number	6		
	Left Front	Right Front	Left Rear	Right Rear		
Tire Pressure	Lett Front BAR	BAR	Left Kear BAR	BAR		1
Tire Tread Depth	mm	mm	mm	mm		
Factory Tires:						
			Edit w		nen press "OK".	
1210	1000 A	T	Recall	9		
Ca	ncel	с.	pecificatio		List Work Orders	OK
		3	Jecificatio	///3		

- 2. Use the search function to find the correct work order / customer
- 3. Highlight the correct work order / customer
- 4. Expose all the softkeys by clicking on the magnifying glass between the K2 and K3 keys
- 5. Select "Show Before", "Show After", or print the alignment

		(5.8) #
		HE
		2
		* 1000
		·
		0.2*
	K16	1000
ee pee.		10
		10
	-9.92	
	4.90**	
		1
		185
Model:	Last Name:	Work Order: R000001 R000002 R000003
		R000001 8
	Taylor, Bill	R000002
	Felt, Doug	R000003
		R000004 R000005 R000005
		R000005
		R000006
		R000007
Mercedes-Benz 123 5/77-	Felt, Doug	MB040811
		1
		Use Selected
-		
		ltem
01		P i i
Show After	Print	Print
Magazinamanta	Magazinamanta	Cummercury
weasurements	measurements	Summary
Novt Imago	Enlarge Image	Help
nextillage	Linaige inage	neip
	275	
	A 20 A 20 A 20 A 20 Model	a Ja 12 Bré dy 2017-2017 10 Resear, Alfina Sectar 21 SOBOTS 10 Resear, Alfina Sectar 21 Research Alfina Sectar 21 Sobots 10 Research Alfina Sectar 21 Sobots 10 Research Alfina Sectar 21 Research Alfina Sectar 21 Sobots 10 Research Alfina Sectar 21 Sobot

### 4.2 Raise Selected Axle

Front camber, front caster and rear camber may be adjusted with the tires lifted off the runway using the "Jack Up Selected Axle" softkey available on the fourth row.

+	Rear Camber	Adjustment	+
21'	-1°51' 1 🗖 '	-1°51'	-1°21
Show	Show	Show Next	Adjust
Next Axle	Measurements	Bar Graphs	Toe
Work	Vehicle	Reduce	Vehicle
Management	Specifications	Soft Keys	Inspection
Adjust	Measure	Make Additional	Make Additiona
To Zero	Caster	Measurements	Adjustments
Jack Up	Control Saved	Control	
Selected Axle	Measurements	Compensation	
Print	Illustrate Adjustments	Show Ref. Work Order	Help
HECCam			

Jack up the vehicle as indicated and press K4 "Ready".



Adjust the camber or caster angle as needed.



Press K1 "Lower Selected Axle" when adjustment is finished.

# 4.3 WinToe<sup>®</sup>

WinAlign<sup>®</sup>'s patented WinToe<sup>®</sup> program has been enhanced with the addition of WayUp and WayOut Wintoe<sup>®</sup>, which were introduced with WinAlign<sup>®</sup> 10.0.

WayUp WinToe<sup>®</sup> is a seamless software program which extends the vertical range of the cameras. This allows the alignment lift to be raised higher without moving the cameras or losing front toe measurements.

WayOut WinToe<sup>®</sup> allows the front wheels to be turned during a front toe adjustment while maintaining accurate toe values.

Vehicle Measurements and Adjustments		
Additional Adjustment Procedures		
Walay		에 ሁ▲ ▲ > mice,Shiert (1. 2.ml) Am
Step 1: Start the engine and lev Install the brake pedal d Turn off the engine.	Epressor. Follow the instructions, then press "Ready".	신 산 전 전 전 전
Cancel	Show Toe Bar Graphs	Ready

Enter WinToe<sup>®</sup> from the "Make Additional Adjustment" softkey or through the context sensitive drop-menu obtained by clicking on the steering wheel icon on the front toe bar graphs.

**NOTE**: Vehicles requiring the steering gear to be centered during the front toe adjustment should not use the WayOut WinToe<sup>®</sup> feature.



Select K2 "Steer Before Adjusting" to use the WayOut WinToe® program.



Follow the instructions on the display. Securely lock the front wheels in place after steering to the desired position. This may require using the ignition lock.



Press K4 "Ready" when the front wheels are secure.



The toe adjustment display is shown with the same required change displayed before the front wheels were steered. Adjust toe and follow the instructions. Press K4 "Ready" when ready to adjust the left tie rod.



Steer the wheels to the position desired to access the left tie rod adjuster.

	6,	
	2	
22°2	4' -2	2°24'
Steer the vehicle to the prefer Lock the steering wheel in pla	rred adjustment location.	
Lock the steering wheel in pla	Follow the instructions, then press "	December 1

Lock the front wheels in place and press K4 "Ready".

Vatiscle Meanwernants and Adjustments			[m][0]
Attend Adjustment Procedures			
alta			
	04.		
Step 3: Adjust the left tie rod ( Jounce the front axle. Equalize rotational mo Lock the left tie rod.			
	Follow the instruction	s, then press "Ready".	
Cancel	Steer Before Adjusting	Restart WinToe	Ready

Adjust the left tie rod and follow the instructions displayed on the screen.

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Step 3: Adjust the left tie rod (a	adiust toward zero).		
Jounce the front axle. Equalize rotational mo Lock the left tie rod.	vement in all joints.		N P
	Follow the instruction	ons, then press "Ready".	
Cancel	Steer Before Adjusting	Restart WinToe	Ready

Press K4 "Ready" when the adjustment is complete and the instructions on the screen have been followed.

Vetiscle Measurements and Adjustments		a a .
Alternal Adjustment Presentares		
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Step 4: With the engine running, steer Restart WinToe if steering wh Turn off the engine.	ahead. el is not level.	<b>⊲</b> ∂
rum on me engine.		0.00
	Follow the instructions, then press "Ready"	
	Restart	
Cancel	WinToe	Ready

Verify the steering wheel is centered when the arrow is in the center of the bar graph.

Versice Measurements and Adjustments			(a) (0) (1)
Attinue Measurement Procedures			
-Steer the wheels straight ahead.		•	Sugaran 3 🗾 🖬 Or 👟 🗐 🕞 📷
			# 0:0
	Follow th	ne instructions.	
Contraction of the second	T		
Cancel		Bypass Measurement	

Camera Based BMW KDS II and KDS II Plus Aligners				
Standard accessories fo	r DSP600 and HS4X1 Camera	a Based Sensor systems		
175-348-1	BMW Adaptor w/120mm pins and large tire hooks.	BMW special adaptors with large tire hooks (with 120mm pins). For use with all DSP and HS4x1 sensors		
<b>8 8 9 2</b> 0-2050- 1	HS4X1 and DSP600 Live Ride Height Targets <u>Intended for ride height</u> <u>measurements from center</u> of wheel to wheel opening <u>lower edge.</u>	For use with all HS4X1 and DSP600 sensors. Includes 4 Live Ride Height Targets and 20 adhesive strips. Included with new KDS II-Plus systems. (Requires WinAlign® 9.0 or greater)		
20-1885-1	Ride Height Handheld Wireless Remote Control	Ride Height Handheld Wireless Remote Control Kit 20-1885-1, ships standard with BMW DSP600 and HS4X1 Series Sensors and DSP508XF-B Sensors.		
Optional access	pries DSP600 and HS4X1 Camer	a Based Sensor systems		
30-419-1	Icon Remote Indicator	New style remote indicator		
30-421-1	Icon Cordless Remote Indicator	New style cordless remote indicator		
30-418-1	Plus Cordless Remote Indicator	New style cordless remote indicator. Records tire pressure, tread depth, ride height and measures tire temperature and frame angle. Includes Tire Temperature Probe.		

20-2072-1	XF2 Pod Kit	XF communication for use with Plus Cordless Remote Indicator, 30-418-1-1 and Icon Cordless Remote Indicator, 30- 421-1.
20-1978-1	Wheel-Off Adaptor	Wheel-Off adaptor may be used to make adjustments to camber and caster with wheel removed. Magnetic version also 20-1979-1
20-2389-1	Storage Tray for Bar Code Reader	Bar Code Reader must be purchased from outside vendor. Recommended scanner is the Symbol LS4278
The following acces	ssories are available for older w	heel adaptor configurations
21111	Pin 135-302-1 BMW 100mm Pins	Use with older BMW special adaptors (175-214-1) for some specialty wheels with deeper offsets. The current BMW special adaptor
20-1222-1	One kit required per adaptor.	performs well without the 100mm pins
175-214-1	(Older design) BMW Special Adaptor with 100mm pins	Available to replace broken or damaged BMW Special adaptors purchased prior to the availability of BMW Special Adaptor 175-348-1 (April 2004)
20-1789-1	External tire clamp adaptor	Compatible only DSP600 and HS4X1 self-centering adaptors 175-321-1 or 175-325-1.
20-1792-1	Extensions for self- centering 175-321-1 or 175-325-1 adaptor	Compatible only with DSP600 self- centering adaptors 175-321-1 or 175- 325-1. (set of sixteen, covers 4 wheel adaptors)

# Glossary

"Adjustment"	An alignment specification intended for use when a BMW vehicle has one or
Specification	more alignment angles that are not with the "Measurement" specification
Alignment	The process of measuring and positioning all wheels attached to a common chassis
Angle	Two intersecting lines
Camber:	The inward or outward tilt of the top of the wheel as viewed from the front
Camber roll:	The change in front camber in a turn due to caster
Caster:	The forward or rearward tilt of the steering axis as viewed from the side
Degree:	A unit of measurement used to describe an angle.
Directional stability:	The tendency for a vehicle to maintain a directed path.
Dog tracking:	The appearance given when the thrustline is not parallel with the centerline of the vehicle.
Drift (lead):	The tendency of a vehicle to steer away from a directed course. Less severe than a pull, constant pressure at the steering wheel is not needed to maintain straight ahead.
Geometric centerline:	A line drawn through the midpoint of both front wheels and both rear wheels.
Included angle:	S.A.I. plus camber
Individual toe:	The angle formed by the intersection of an individual line drawn through the plane of one wheel and the centerline.
Max Steer Angle	The maximum steer angle left and right of center for both front wheels
"Measurement" Specification	An alignment specification intended to assess the wheel alignment condition of a vehicle manufactured by BMW
O.E.M.	An acronym used instead of Original Equipment Manufacturer.
Pivot point:	A component used to permit the steering knuckle to turn i.e. ball joint, strut bearing, king pin
Pull:	The tendency of a vehicle to steer away from a directed course. A constant pressure is maintained by the driver at the steering wheel to travel straight ahead.
Rack and pinion steering:	A steering system design that utilizes a pinion gear meshed with a rack gear to transmit steering forces to the spindle.

Returnability:	The tendency of the front wheels to return to the straight ahead position from a steered position.
Road isolation	The ability of the vehicle to absorb or dissipate road vibrations.
Sensor compensation	A process which measures lateral and axial runout to determine the location of the center of the hub/axle
Setback	The angle formed by the geometric centerline and a line drawn perpendicular to the front axle.
Softkey	A graphic menu icon used to operate WinAlign <sup>®</sup> software
Steering Angle Sensor	An electro-mechanical device designed to measure steering wheel angle and rate of turn
Steering axis	A line drawn between the upper and lower pivot points of the spindle.
Steering arm	A steering component that connects the outer tie rod to the spindle. The angle of the steering arm to the wheel's axis determines turning angle.
Steering Axis Inclination	An angle formed by a line drawn through the upper and lower pivot points of the steering knuckle and a vertical
S.A.I.	An angle formed by a line drawn through the upper and lower pivot points of the steering knuckle and a vertical line drawn through the lower pivot point, as viewed from the front.
Slip plates	A free floating surface designed to allow a rear suspension to relax
Suspension:	An assembly used to support weight, dampen shock, and maintain tire contact and proper wheel to chassis position.
Thrust angle:	The angle formed between thrustline and geometric centerline.
Thrust line:	The bisector of rear toe, also described as a line drawn in the direction the rear wheels are pointed.
Total toe (angular):	The angle formed by the intersection of lines drawn through both wheels of a given axle.
Total toe (linear):	The difference in measurements taken across the front of the tires versus a measurement taken across the rear of the same tires.
Tracking:	The interrelated paths taken by the front and rear wheels.
Turn plate	A free floating surface designed to allow front wheels to remain free of binding during a wheel alignment
Turning angle:	The angle of a wheel during a turn when the opposing front wheel is steered to a specific reference angle
Wander:	The tendency of a vehicle to drift to either side of a directed course.
WinToe®	A procedure used to adjust front toe patented by Hunter Engineering Co.