Torque settings for wheel nuts and bolts on commercial vehicles

Important!

Check torque settings regularly!

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

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.

Torque wrench

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

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.

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 specified 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	Tread	Torque setting (Nm)		
		Bolt centering	Hub centering	Trilex
Auwärter				
	M 20 × 1.5	350	450	
	M 22 × 1.5	350	600	
Bedford				
	M 22 × 1.5	510 – 580	550 – 600	
	7/8˝ – 11 BSF	510 – 580	550 – 600	
DAF				
	M 18 × 1.5		340 – 400	270 – 300
	M 20 × 1.5	280 – 350	450 – 520	320 – 350
	M 22 × 1.5		700	
Daimler				
Atego	M 18 × 1.5		400	
Atego	M 20 × 1.5		500	
Actros	M 22 × 1.5		600	
Axor	M 22 × 1.5		600	
Faun				
	M 18 × 1.5	290 – 320		
	M 20 × 1.5	370 – 400		
	M 22 × 1.5	430 – 460		
Iveco				
	M 18 × 1.5		335 – 410	
	M 20 × 1.5		440 – 540	
	M 22 × 1.5	380 – 450	580 – 650	
EVO-Bus, Setra				
		450 ± 45	600 ± 60	
MAN				
	M 18 × 1.5		390 ± 20	
	M 20 × 1.5		475 ± 25	
	M 22 × 1.5		575 ± 25	
RVI				
	M 22 × 1.5		450 – 550	
Scania				
	7/8˝ – 11 BSF		600	
Steyr-Daimler-Puch				
	M 20 × 1.5		450 – 500	
	M 22 × 1.5		550 – 600	
Volvo				
	M 18 × 1.5		375 ± 65	
	M 20 × 1.5		525 ± 75	
	M 22 × 1.5		670 ± 30	
	7/8˝ – 14 UNF		670 ± 30	
VW				
Transporter T 2, T 5	M 14 × 1.5	180		
Transporter T 4 to 12/95	M 14 × 1.5	160		
Transporter T 4 from 01/96	M 14 × 1.5	180		
LT 28, 31	M 14 × 1.5	200		
LT 35, 40, 45, 50	M 18 × 1.5		320	
Trailer				
	M 14 × 1.5	110 – 120		
	M 18 × 1.5	270	320	
	M 20 × 1.5	350	450	
	M 22 × 1.5	450 – 500	630 – 650	
	M 22 × 2	430		

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

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