Steering Wheel Shimmy Assessment

Models	LD - Defender LM - New Range Rover LA - Discovery 3 LS - Range Rover Sport LF - Freelander 2
Title	Steering Wheel Shimmy Assessment
Last Modified	30-MAY-2008 08:23
Category	Chassis
Symptom	303000 Steering/Handling

Content

Issue: Land Rover has received a number of reports regarding wheel shimmy at PDI or early in vehicle life.

Cause: During vehicle storage temporary or long term flat spots can develop on the circumference of the tyre and lead to steering wheel vibration/ shimmy.

Action: Please ensure that flat spots on the tyre are not the source of the wheel vibration prior to carrying out wheel balancing. The following Technical Service Bulletins describe the method of assessing steering wheel vibration/ shimmy particularly at Pre Delivery Inspection:

LA 204-006 (U.S.A)
LA 204-003 (Rest of World)
LM 204-007 (U.S.A.)
LM 204-012 (Rest of World)
LS LTB00030 (U.S.A)
LS LTB00030 (Rest of World)

Until flats spots are removed, significant shimmy may be present, even if the car has only stood overnight. The flat spot running off method is outlined below:

1. Ensure tyre pressures are set to the recommended maximum load pressures cold.

2. Drive the vehicle for at least 15km (10 miles) before attempting to assess shimmy. This is to ensure tyre flat spots are removed. For longer term flat spots, a longer drive may be required.

The test drive should be carried out on normal open roads to allow the highest speed that speed limits and road/ traffic conditions allow.

3. Assess the level of wheel vibration if acceptable no further action is required. If unacceptable, balance the wheels using the method described in the TSB.

NOTE: Please ensure that all models are