TECHNICAL NOTEEDITION ANGLAISE



77 11 311 762 MAY 2002



Type

X

S/Section

XXX

30A

ALL TYPES

except 4x4 vehicles and vehicles with all-wheel drive

30A

WHEEL BEARING FAULT FINDING PROCEDURE

Engine: xxxGearbox: xxx

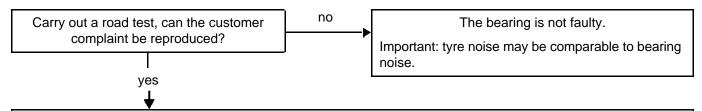
The aim of this Technical Note is to optimise the fault finding procedure for wheel bearings and to reduce the number of unnecessary removals.

[&]quot;The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

GENERAL INFORMATION Wheel bearing fault finding procedure



- Ask the customer for information regarding the conditions in which the noise occurs as soon as the repair order is issued.
- The noise of a faulty wheel bearing can always be reproduced.
- The wheel bearing noise may increase with speed and/or when cornering.



1 - For the front

- Raise one wheel only.
- Place the vehicle on an axle stand (do not leave the vehicle resting on the jack).
- Place a chock in front of a rear wheel.
- Remove the raised wheel.
- Turn the assembly using the engine (do not exceed 33 mph (50 km/h) on the speedometer).

IMPORTANT:

Do not touch rotating parts.

 Assess the noise or the vibration using a sound amplifier (stethoscope) resting on the stub axle carrier.

2 - For the rear

- Raise one wheel only.
- Place the vehicle on an axle stand (do not leave the vehicle resting on the jack).
- Place a chock in front of a front wheel.
- Turn the wheel manually.
- Assess the noise or the vibration using a sound amplifier (stethoscope) resting on the suspension arm (as close to the hub as possible)

