TECHNICAL NOTE
EDITION ANGLAISE

77 11 311 762
MAY 2002

3633A
Service 0422

Type | S/Section

ALL TYPES

XXX X | **30A**

except 4x4 vehicles and vehicles with all-wheel drive

30A WHEEL BEARING FAULT FINDING PROCEDURE

- Engine: **XXX**
- Gearbox: **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.

➡ 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.

Carry out a road test, can the customer complaint be reproduced?

no → The bearing is not faulty.

Important: tyre noise may be comparable to bearing noise.

yes ↓

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)

↓

Is there any noise and/or vibration?

no → The bearing is not faulty.

Important:
Carry out the operation for the other wheels of the vehicle.

yes ↓

Replace the faulty bearing on the side identified.