Vibration Felt Through Steering Wheel or Seats – Wheels/Tires – Diagnostic Procedure

MODEL 2000 MY-ON S-TYPE

VIN L00001-ON

Remove and destroy Bulletin S204-07, dated 04/01.
Replace with this Bulletin.
Revisions are marked with a bar and in **bold text**.

Issue:

In the event of customer complaints of a vibration through the steering wheel and/or the seat, a procedure can be followed in order to rectify the concern.

Action:

If a customer complaint is received and the wheels and tires are suspected, the following workshop procedure must be followed to assist in the rectification of the concern.

WORKSHOP PROCEDURE

1. Prior to any rectification work, the vehicle must be inspected for any damage to the wheels and tires.
2. Check the tire pressures and visually inspect the suspension components for tightness.
3. Drive the vehicle for a distance of 24-32 Km (15-20 miles, approximately) at a speed of 80 Km/h (50 mph) to warm the tires and eliminate the possibility of incorrect diagnosis due to flat spotting of the tires.

Note: This procedure needs to be carried out prior to any analysis work being undertaken. Driving the vehicle as recommended will work out any temporary flat spotting that may have occurred in the tires, especially if the vehicle has been parked for an extended period of time.

4. Once the tires are heated, the WDS Vehicle Vibration Analyzer (VVA) procedure must be carried out to determine the possible source of vibration.

Note: In the first instance the VVA sensor should be mounted on the seat rail in the X-axis (fore/aft) orientation. If there is no reading in the X-axis orientation, repeat test in the Y-axis (left/right) and Z-axis (up/down) or until a reading is obtained (Illustration 1).

VVA SENSOR ON SEAT RAIL

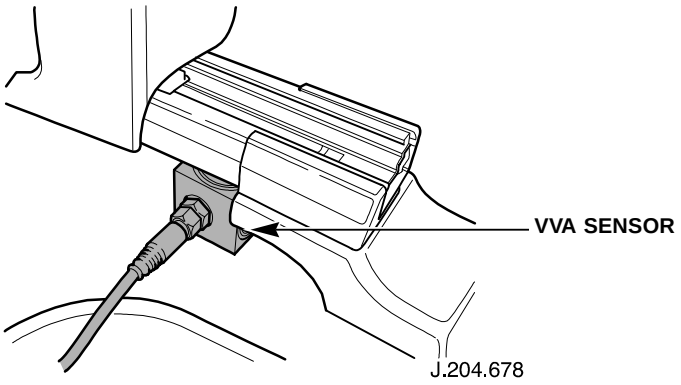

ILLUSTRATION 1

5. On completion of the road test, return the vehicle to the workshop and raise from the floor immediately to prevent the inducement of any flat spotting of the tires.
6. If the balance of the wheel and tire is suspect, check/adjust the wheel and tire balance. Excellent results have been obtained when using a tire balancer with road force variation measuring capability. Refer to Technical Bulletin S204-09.

Note: Only the balance weights of the 'two piece' or 'stick on' variety (Jaguar specification only) should be used. No claims will be accepted where knock on weights have been used, and may result in debit action being undertaken.

FURTHER INFORMATION

If a vibration is still present up to the speed of 130 Km/h (80 mph) then the replacement of the front suspension forward mounting bush may need to be carried out. (See workshop manual – JTIS CD ROM, section 204-01, SRO 60.35.45).

Note: The replacement of this bush is only allowed after all other avenues have been explored and may be subject to warranty audit. This procedure is only valid on vehicles prior to VIN L77700. Some of these vehicles may have already received the latest bushing as a result of Recall R-136.

Note: If a vibration is still present, call the Technical Hotline at 1-888-524-3577 for further guidance. Prior to the call, the Technical Hotline Precall Work Sheet (S-88, available on the Service and Warranty Forms CD-ROM) must be filled in along with the attached report form (the VVA results must be at hand ready to fax.

Parts Information:

DESCRIPTION	PART NUMBER	QTY
Bush	JLM 21535	2
Camber Adjusting Bolt	XR8 15824	4