

# NISSAN DIESEL AMERICA, INC.

## TECHNICAL BULLETIN GE-26

DATE: MARCH 26, 2004  
MODEL YEAR: ALL  
CHASSIS MODEL: ALL  
BULLETIN NUMBER: GE-26  
FILE IN THE GENERAL SECTION OF THE TECHNICAL BULLETIN BINDER

### TIRE AND WHEEL VIBRATION COMPLAINTS

#### PURPOSE

To provide a procedure for correcting front end vibration complaints caused by tire and wheel imbalance and to prevent the unnecessary replacement of front wheels.

#### SERVICE NOTICE

Analysis of front wheels that have been replaced for excessive runout has determined that the wheels are within the manufacturer's specification and should not have been replaced.

#### RECOMMENDATION

Follow the steps below to isolate and correct vibration complaints due to tire and wheel imbalance.

1. Check the tire for concentric bead seating. The tire bead must be centered on the wheel. Raise the front axle and visually inspect the thin rib on the sidewall. Ensure that it is evenly spaced around the rim of the wheel as illustrated.

ENSURE THAT TIRE BEAD IS  
CONCENTRIC WITH WHEEL

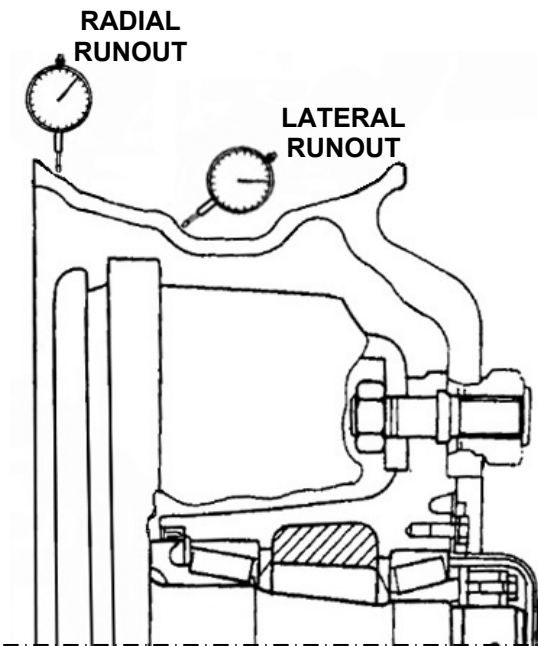
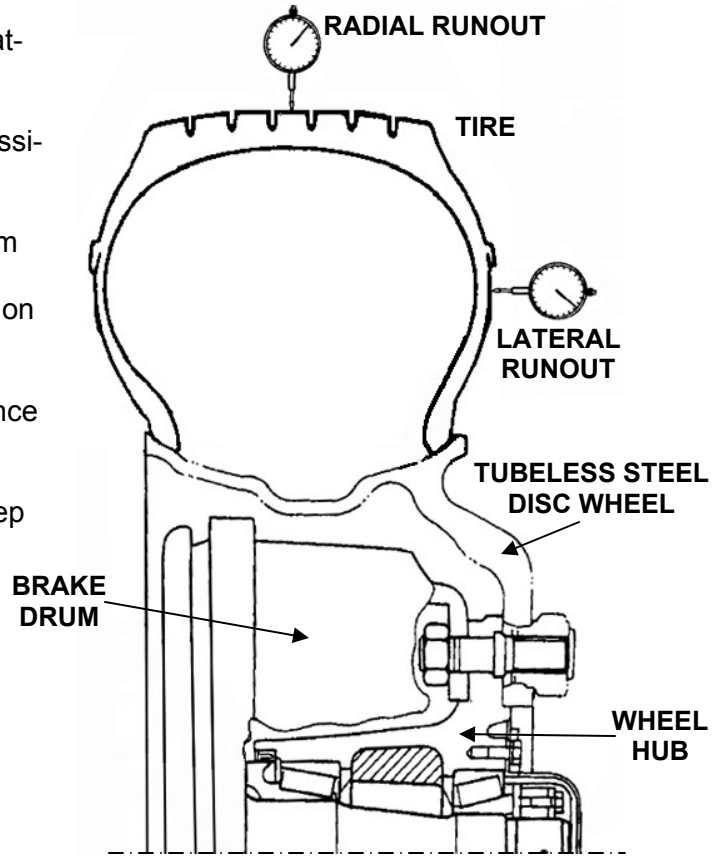


2. Check the front wheel/tire assembly for balance. Tires that cannot be balanced with on-the-vehicle spin balancers should be removed and dynamically balanced. Static balance is not recommended for correcting vibration complaints.

3. Check lateral and radial runout of the installed tire/wheel assemblies with runout gauges as illustrated. Lateral runout should be checked on the smooth surface along the tire's mid-sidewall. Radial runout should be checked on a smooth rib in the center of the tread if possible.

4. If the tire and wheel assembly exceeds the maximum runout limit of 0.110", deflate the tire and break it loose from the rim. Lubricate the rim and rotate the tire 180° on the rim. Inflate the tire and recheck the radial runout.

- If runout is now within specification, dynamically balance the tire and wheel assembly.
- If runout exceeds specification, proceed directly to Step 5 below.



5. Remove the tire from the wheel and remount the wheel on the vehicle. Place a dial indicator as illustrated to measure the bead seats of the wheel. Rotate the wheel slowly noting the amount of variation shown on the dial indicator.

- If variations are found to be out of specifications, indicate the spot with a crayon or marker before removing. Referring to the chart below, replace any wheel found to be out of specification.
- Any warranty claim for an out-of-round wheel must include the out-of-round measurement. Mark the high spot with an "H" and the low spot with an "L".

WHEEL SIZE AND APPLICATION	RADIAL RUNOUT LIMIT, mm (in.)	LATERAL RUNOUT LIMIT, mm (in.)
22.5", medium duty vehicle	1.8 (0.070)	2.0 (0.079)
17.5", medium duty vehicle	1.6 (0.063)	1.8 (0.070)
16", light duty vehicle	1.3 (0.051)	1.5 (0.059)

THE INFORMATION CONTAINED IN THIS BULLETIN SHOULD NOT BE INTERPRETED AS THE BASIS FOR WARRANTY CLAIMS							
FOR THE INDICATED PERSONNEL BELOW, PLEASE READ, INITIAL, AND ROUTE TO THE FOLLOWING:							
X	SERVICE MANAGER	X	WARRANTY MANAGER	X SERVICE TECHNICIANS INITIAL BELOW:			
X	PARTS MANAGER	X	SHOP FOREMAN				