



# Technical Service Bulletin

No.JTB00166  
09 June 2009

<b>Subject/Concern:</b>	Vehicle Drift Without Braking
-------------------------	-------------------------------

<b>Models:</b>		
X-TYPE		VIN-range: J00001 Onwards

**Markets:** UK Only

**Section:** 211-00

<b>Summary:</b>
A customer may report a concern of vehicle drift without braking.  <b>Cause:</b> Summation of suspension and tire forces act in the same direction as the road camber force in the UK. <b>Suggested Customer Concern Code H25.</b>  <b>Action:</b> Should a customer express concern follow the Service Instruction outlined below.

<b>Labour Time:</b>		
Operation Description	Operation No.	Time
Swap front wheel and tire assemblies across axle.	74.20.06	0.3 hours
Gasoline - Four wheel geometry and front wheel alignment - check and adjust.	57.65.14	0.7 hours
Gasoline- Front subframe - reposition (during geometry check).	76.94.42	0.7 hours
Diesel - Four wheel geometry and front wheel alignment - check and adjust.	57.65.14	0.7 hours
Diesel - Front subframe - reposition (during geometry check).	76.94.42	0.8 hours

<b>Repair/Claim Coding:</b>	
<b>Causal Part:</b>	C2S4975
<b>ACES Condition Code:</b>	42
<b>Defect Code:</b>	

## Service Instruction

### Vehicle Drift

Vehicle drift is the lateral displacement of the vehicle when the steering wheel is released. Drift is measured in seconds to change one highway lane.

### Vehicle Drift Acceptance Criteria

The vehicle must not drift more than 3.7 meters or 12 feet (equivalent to a change of one highway lane) in eight seconds, at a speed of 60mil/h (96.6kilometer/h).

### Road and Test Conditions

Before relaxing the grip on the steering wheel to start the drift test, it is crucial that the vehicle is travelling straight and driven at a constant speed (use speed control if installed) and the road is clear and safe to complete road test.

In order to road test the vehicle for drift, a section of road must be identified that is suitable for use at this speed and manoeuvre, that has a minimal camber and a flat surface, and must not suffer from strong crosswinds or gusts.

**NOTE:** When the vehicle is re-tested, the same section of road **MUST** be used to enable a true comparison.

1 . **NOTE:** Preliminary stage

Prior to carrying out the road test, ensure that all the suspension and steering bushings are in good condition. Road test the vehicle and confirm that the vehicle drifts.

- 2 . Check/adjust front and rear tire pressures are to specification (see information plate on A-pillar of vehicle). Re-test vehicle. If issue is rectified note on job card - Stage 1 of TSB completed. Issue resolved.
- 3 . Swap the front wheel/tire assemblies across the axle. When re-fitting assemblies ensure tire high spot marking is correctly located. Re-test vehicle. If issue is worse swap back to original fitment. If issue is rectified note on job card - Stage 2 of TSB completed. Issue resolved.
- 4 . Check/adjust suspension geometry against current released specification. Re-test vehicle. If issue is rectified note on job card - Stage 3 of TSB completed. Issue resolved.
- 5 . **NOTE:** Release the front subframe bolts by 40 degrees only.

Release the front subframe bolts.



6 . **NOTE:** Release the front subframe rear bolts.

Move rear of front sub-frame to the left (near-side) by as much as possible. At least 2mm of movement should be achieved. To help verify the amount of movement paint mark the rear joints before releasing. Post frame move ensure the four frame fixings are torqued-up to required specification. Check/adjust suspension geometry to latest specification. Re-test vehicle. If issue is rectified note on job card - Stage 4 of TSB completed. Issue resolved.

