SERVICE BULLETIN

NUMBER: 22-002-14 REV. A

GROUP: Tires and wheels

DATE: April 15, 2014

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 22-002-14, DATED FEBRUARY 26, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDES ADDITIONAL TIRE SOURCING INFORMATION.**

SUBJECT:
Tire Flat Spotting Identification, Prevention and Resolution

OVERVIEW:
This bulletin involves identifying, preventing and eliminating tire flat spotting.

SPECIAL TOOLS/EQUIPMENT REQUIRED:

1-RFT03PSE	Hunter RFT Road Force Touch® GSP9700 Balancer

DISCUSSION:
Temporary tire Flat Spotting is common on New Dealer In-Stock vehicles that have not been occasionally repositioned.

Flat Spotting can occur after the vehicle has been parked (not moved) for a few days, or longer. In most cases it is **temporary**. In extreme cases it can be permanent.

Tire pressure is often inflated to max sidewall pressure at the vehicle assembly plant to prevent “flat spots” on tires during new vehicle shipping and vehicle storage. Inflating tires to max sidewall tire pressure helps to preserve the integrity of the tire and reduces potential technical issues. During pre-delivery verify and/or adjust tire to max sidewall pressure. In addition, leave the tire at the maximum sidewall pressure during storage. Move the vehicle periodically to avoid “flat-spotting” the tires.

If possible, vehicles should be moved every 30 days, in one direction only, enough to rotate the tires 90 degrees. Moving vehicles will prevent tire flat spotting as well.

NOTE: New vehicle inventory vibration symptoms related to storage flat spotting are not considered warrantable repairs.

Immediately following delivery, some vehicles may exhibit a vibration / shake due to temporary tire flat-spotting. The vibration may be felt in the steering wheel and / or seat, and may be most noticeable at highway speeds, 60mph (96 kph). This may be misinterpreted as an out of balance tire.

·It is important to remove temporary flat spotting prior to performing tire balance, tire

run-out, and/or tire road force checks.

·If the flat spotting is not removed it can result in incorrect measurements.

FLAT SPOTTING REMOVAL:

1. Drive the vehicle at highway speeds until the vibration (flat spotting) is eliminated.

NOTE: In most cases, flat spot vibrations will be eliminated within 20 minutes (about 20 miles) of driving at highway speeds.

NOTE: If the vehicle has been stored without moving for an extended time, it may be necessary to drive the vehicle longer at highway speeds.

· If the vibration is eliminated during test drive, no further action is required.

· If the vibration is not completely eliminated during the test drive, proceed to Step 2.

2. Within 10 minutes after driving the vehicle, raise the vehicle so there is no load on the tires.
3. Check the tire and wheel assemblies for balance, run-out, and road force variation. Refer to the detailed service procedures available in DealerCONNECT> TechCONNECT under: Service Info> 22- Tires and Wheels> Diagnosis and Testing> Diagnosis and Testing- Tire And Wheel Vibration.

·Replacing tires should only be done as a last resort after all appropriate wheel and tire diagnostics have been completed. If you need assistance with obtaining any tire, U.S. dealers can contact the MOPAR tire program at 1-888-31MOPAR (888-316-6727), Canadian dealers can contact 1-866-529-8473, and Dealers in EMEA need to open an e-Contact Ticket for information regarding required tire equipment and tire manufactures.

POLICY:

Information Only