

## Conventional Tools

Flow tester for air (for example made by Drägerwerk Lübeck, order No. CH 216, or by Auer-Gesellschaft Berlin, subsidiary company of Mine Safety Appliances [MSA] USA).

Body noises may be due to a number of causes. The remedies named below provide information of a general nature and may require additional jobs as the case may be.

### Cause

### Remedy

## Noise Caused by Weld Spots

Loose weld spots (metallic knocking)

Slightly realign flanges and lubricate; peen, if required.

**Attention!** If there are several loose weld spots in one seam, check carefully and repair, if required.

## Noise Caused by Paint Flaking

Paint flaking at transition points, connections of body parts caused by body distortions.

Treat flaking points slightly with Acmosil 54 KF. Upon evaporation of solvents, a lasting wax film will form even at close points.

In special cases, lubricate. Keep clean.

## Noise Caused by Foam Elements

Foam elements contact and rub against each other or against any other component.

Establish a permanent gap at contact points of foam elements. For example, shims made of elastic material (Felt Strip, Part No. 000 983 38 10).

When installing foam elements, treat surface (rear) of foam element resting against body with Acmosil 54 KF (this applies to removed elements which are reinstalled and to spare parts).

## Noise Caused by Rubber

Rubber seals on doors or trunk lid are rubbing against a contact surface.

Check door gaps and adjust, if required.

Check sealing frame and replace, if required or clean and rub with **Orel**.

Check contact surface of sealing frame on body and clean.



## Cause

## Remedy

**Noise Caused by Wind**

At body points, where the air flow is deflected, fast driving may result in wind noise. Such noise will also occur as a result of eddy currents in a cavity. Cavities of this type (pipings) will occur, for example, when a sealing rubber is not fully seated within a small part of its range.

In addition, leaks on door sealing frame, for example, may cause wind noise.

Such leaks can be more easily detected by smoke from a float test tube. For such a purpose, close all doors, windows and slide roof, if installed, and switch heater blower to max. capacity to provide excess pressure. The smoke is blown from inside against the suspected areas and its passage is checked from outside by an assistant. Make sure that all components are perfectly assembled.

**Whirring Noise**

Whirring noise at given engine or vehicle speeds may occur far away from their actual source as a result of transmitted vibrations. This must be taken into consideration when checking for such noises.

Attach whirring control cable (for example idle-speed adjustment on diesel vehicles) with cable tape to installed lines.

**Sheet Metal Noise**

Abutting sheet metal components may cause noise by body distortions.

1. Realign panels in relation to each other to provide a permanent gap, or
2. Glue in a shim or separator to avoid direct contact, or
3. Push panels slightly apart and apply an Acmosil 54 KF wax coating.

**Attention!** Do not damage outer skin of body.

**Noise Caused by Foreign Particles**

Foreign particles in cavities.

Determine location of foreign particles and – to the extent possible – remove or glue down by means of adhesives such as Unionzement or the like. The pertinent material can be introduced into cavities through openings already available. In special cases, additional holes may be required, which should then be subsequently preserved and kept closed with pertinent plugs.

**Note:** Be sure to check where the foreign body comes from and whether such a body must be reinstalled or replaced.