

**Wheels:** JC writes, “My wife drives a 1999 Pontiac Grand AM and about 6 months ago she started noticing a vibration that seems to be coming from the left front. I am a mechanic myself but I mostly work on trenchers and boom trucks. I jacked the car up and placed it on jack stands. I had her run the car in gear to see if I could notice anything. I used my stethoscope and I could hear a very faint noise that seemed to be coming from the transmission. So we took the car to a transmission shop and they couldn’t find anything. The noise and vibration was still there, it is kind of a vibration that starts and stops fast but continues. We had a friend on mine that has an auto repair shop look at the car and he thought it might be the front wheel bearing. It was replaced, but the noise and vibration is still there. Then he changed the left axle and noise and vibration are still there. The rotors were turned and pads were replaced, and noise and vibration are still there. All tires were replaced and balanced and noise and vibration are still there. By this time, my wife was getting very frustrated to say the least. She took it to the Pontiac dealer and they said it was the right front wheel bearing. They replaced it and the noise and vibration are still there. Then the dealer said it was coming from the transmission. We took the car back to the transmission shop and they rebuilt the transmission and the noise and vibration are still there. So, both wheel bearings, front brakes, all tires, left axle, and rebuilt transmission have not helped anything. I, the auto repair shop, transmission shop, and dealer can’t find this problem. Is this wild or what? The vibration can be felt on the floorboard when you drive the car. Have you ever heard of something like this with another 1999 Pontiac Grand AM?”

**Halderman:** Boy have you been through a lot to solve a vibration issue. As you now know, vibration problems are often difficult to diagnose. As I read your letter, I thought about the right axle bearing being the cause because the noise and vibration can be transmitted through the drivetrain. However, after replacing the right side bearing and the other items, this seems to narrow the field. If the transaxle or engine mount is worn, the drive axle shaft angles will not be correct, which can cause the exact vibration you describe. If the mounts look OK, you could try loosening all engine and transaxle bolts and try moving the engine-transmission assembly by hand. Rocking the assembly may help reduce any binding that can occur in the drivetrain. Then, torque all mounting fasteners to factory specifications.

