

GLOBAL SAFETY FIELD INVESTIGATIONS  
DCS4166  
URGENT - DISTRIBUTE IMMEDIATELY

Date: August 25, 2016

Subject: 15822B - Safety Recall  
Seatbelt Lap Anchor Tensioner Cable – Driver's Side  
Important Information - Performing Service Procedure  
Revised to Add Corrected Photos

Models: 2014-2015 Chevrolet Silverado 1500 Series  
2014-2015 GMC Sierra 1500 Series

To: All Chevrolet and GMC Dealers

On August 24, 2016, a communication was sent via GlobalConnect with photos that did not fully capture the examples of a properly executed repair and poorly executed repair. We have updated the photos to better clarify, which are below.

General Motors has received comments from customers regarding the quality of the repair for safety recall 15822B. Specifically, some customers have stated that after the repair was performed, a larger than specified seatbelt trim opening with uneven and jagged edges was visible.

Most Chevrolet and GMC dealers are performing this repair with the level of professional execution and precision that our customers expect, however, we have seen examples of poor workmanship and/or indifference to the published service procedure. This is unacceptable and must be corrected.

The proper execution of this repair requires using the template and following the detailed instructions provided in the recall bulletin without exception. Doing so will ensure that a consistent and uniform repair is performed on each involved vehicle. The images below show a properly executed repair before the seatbelt panel has been reinstalled on the vehicle, a properly executed on-vehicle repair, and poorly executed on-vehicle repair.



Example of properly executed repair before the seatbelt panel has been reinstalled on the vehicle.



Example of properly executed on-vehicle repair.



Example of poorly executed on-vehicle repair.

Our customers are entitled to a professionally executed and precise repair each and every time their vehicle is serviced. Your due diligence in maintaining this high standard is appreciated.

END OF MESSAGE  
GLOBAL SAFETY FIELD INVESTIGATIONS