



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Clicking Noise From Front Wheels

**Models:** 2009 - 2015 Cadillac CTS-V Models

*This PI was superseded to add model years and update the recommendations/instructions field. Please discard PIC5136N*

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### Condition/Concern

A customer may comment on a clicking noise emanating from the front wheels. This condition is noticed at low speed (walking speed) during full wheel lock turns on dry clean pavement (Full lock parking lot maneuver). The clicking noise is generally noted as approximately 1 to 4 "clicks" per wheel revolution.

The CTS-V has lightweight high performance front rotors with an aluminum center. The clicking sound is caused by interaction between the wheel mounting face and wheel mounting surface on the brake rotor caused by the aluminum-to-aluminum interface.

With properly mounted wheels, and the wheel nuts torqued to specification, this "clicking" is NOT a safety issue.

### Recommendation/Instructions

Note: Do NOT replace the front wheel or brake rotor for the clicking condition. The new brake rotors that were previously advised to be installed for this condition should no longer be installed. The recommended procedure is to now clean the front wheels and brake rotor mating surfaces as well as replace the wheel nuts for all four wheels on vehicles built prior to VIN breakpoint D0106083 if the vehicle did not already have blue cone wheel nuts installed as described below.

Procedure:

1. Remove front wheels
2. Clean wheels as follows:
  - a) Use a clean cloth dampened with GM Brake Parts Cleaner (P/N 19287400 or equivalent).
  - b) Wipe the mounting surface of the wheel to remove any residual grey or black material that has accumulated on the wheel mounting surface. Be careful not to use the Brake Cleaner on the painted or clear coated surfaces of the wheel. It is also helpful to use a Scotch-Brite Cleaning Pad to aid in cleaning.

**Note:** Be sure NOT to use the scotch pads (Roloc disc) on the aluminum material. All cleaning MUST be done by hand. Do NOT use ANY air or power tools!
3. Clean the rotor top hat as follows:
  - a) Use clean cloth dampened with GM Brake Parts Cleaner (P/N 19287400 or equivalent).
  - b) Clean the wheel mounting surface of the rotor (rotor top hat) to remove any residual grey or black material that has accumulated on the rotor. During the cleaning process be sure to clean the rotor near the wheel pilot at the center of the rotor. It is also helpful to use a Scotch-Brite Cleaning Pad to aid in cleaning.

**Note:** Be sure to NOT use scotch pads (Roloc discs) on the aluminum material. All cleaning MUST be done by hand, do NOT use ANY air or power tools!

**Note:** Be sure to thoroughly dry the wheel and rotor prior to installation on vehicle.
4. Reinstall wheels using replacement wheel nuts with P/N 9598179 (quantity 20 required for all 4 wheels) (these can be identified with a blue color on the inboard conical portion of the nut (see pic) and torque to spec, 150 Nm (110 lb ft). (If the vehicle already has blue cone nuts, do not replace them again.)

**Note:** If a car had the 2-piece rotors installed (Part number P/N 20795300 & 20795302) prior to the release of these "blue cone" wheel nuts and has a repeat wheel click concern, perform this cleaning procedure, replace the wheel nuts with the new blue cone nuts, and torque to spec 150 Nm (110 lb ft).

**Note:** Note: If the vehicle owner has installed a locking lug nut kit, a "blue cone" replacement locking kit (P/N 19259109) must be installed in place of owner's added kit.



## Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
2480108*	Clean Mating Surface Of Wheel and Rotor to Correct Noise Concern (both sides)	0.6 hr
* This is an unique labor operation for bulletin use only. This will not be published in the Labor Time Guide.		

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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