



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Drone Whine Type Noise From Front Of Transmission Area

**Models:** 2016 Cadillac ATS-V  
6-Speed Manual Trans Only (RPO MG9)

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

### Condition/Concern

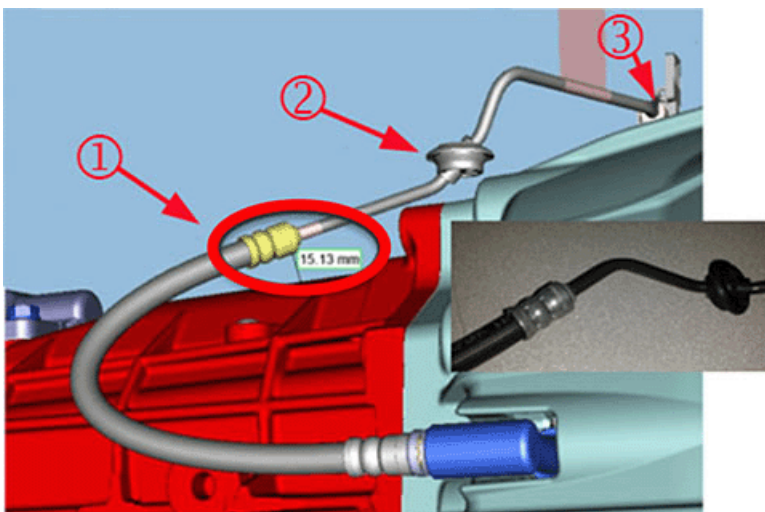
A customer may comment on a whine type bearing noise coming from the front transmission area. The noise may go away or change with the clutch pedal depressed. It may also change as the vehicle is turned in a different direction.

### Recommendation/Instructions

There are 2 separate issues that may cause excessive noise into the cabin of the vehicle,

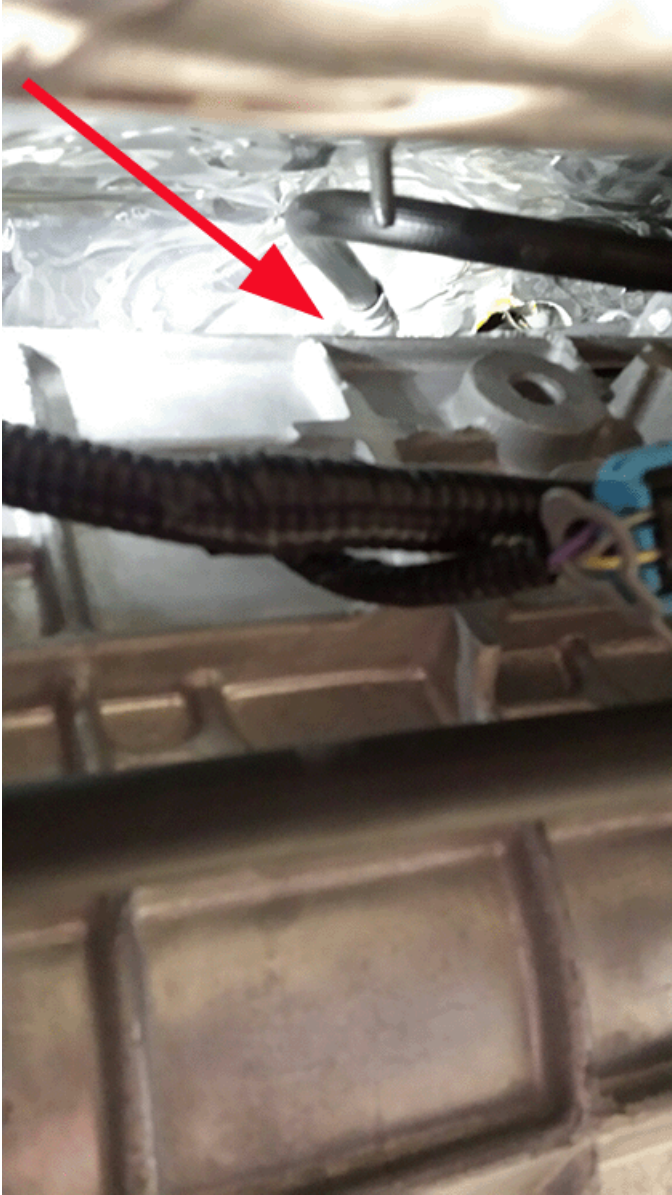
1. There is an issue with transmission bearing noise that can be heard with the vehicle at rest and the clutch pedal in the up position (clutch engaged so the trans internals are rotating). It's normal to hear a little bearing noise there, but can become exacerbated if an acoustic seal is not seated properly, including the clutch release line pass through so the two can be related. Please check the grommet passthrough at the transmission tunnel with a boroscope to make sure it is properly seated (Indicated by the number 2 in the picture below).
2. The Clutch release line's may not be installed properly, and contacting the transmission case, the noise will be worse when turning left as the transmission rolls into the line and better (or go away) when turning right.

This can be inspected & verified by viewing with a bore-scope on the passenger side of the transmission – the transition from steel line to rubber hose (Indicated by the number 1 in the pic below) will be very tight clearance and maybe a witness mark on the trans case may be visible, see image below.



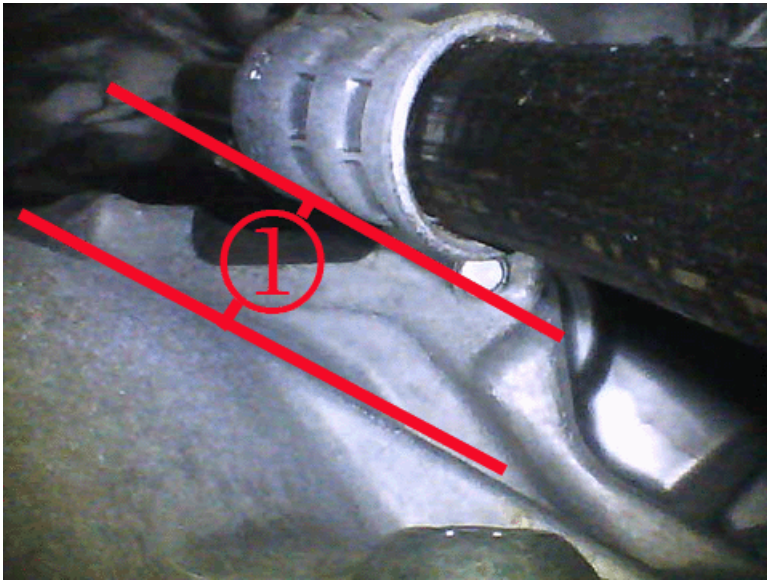
To repair: the rear of the transmission needs to be dropped, and the rear of the cradle needs to be lowered a little to gain access to the line. the pass-through may be able to be reseated (indicated by number 2 in the picture above), and the line checked at the clip (indicated by number 3 in picture above) if necessary at this time. If the crimp section of the release line (indicated by the number 1 in the above image) is contacting or close to contacting the transmission case with the transmission at installed height and inspected by boroscope, the steel portion of the line can be carefully bent away from the transmission case to create clearance using the following procedure:

- a. Set vehicle on repair hoist.
- b. Disassemble center console to gain access to the shifter, remove shifter knob, remove shifter acoustic boot and foam stuffer, remove 4 screw securing shifter to body observing all normal repair procedures.
- c. Raise vehicle.
- d. Remove exhaust system rearward of catalytic converters using normal repair procedures.
- e. Remove any brackets or heat shielding required to gain access to the prop-shaft center bearing, remove 2 bolts securing the prop-shaft center bearing allowing the prop shaft to move away from the underside of the vehicle, note the entire prop shaft does not need removed.
- f. Support the transmission with a jack forward of the transmission cross-member.
- g. Remove the transmission cross-member and lower the rear of the transmission to its full range of motion. Looking upward from the right side of the trans, the clutch line should be visible (Indicated by picture below).

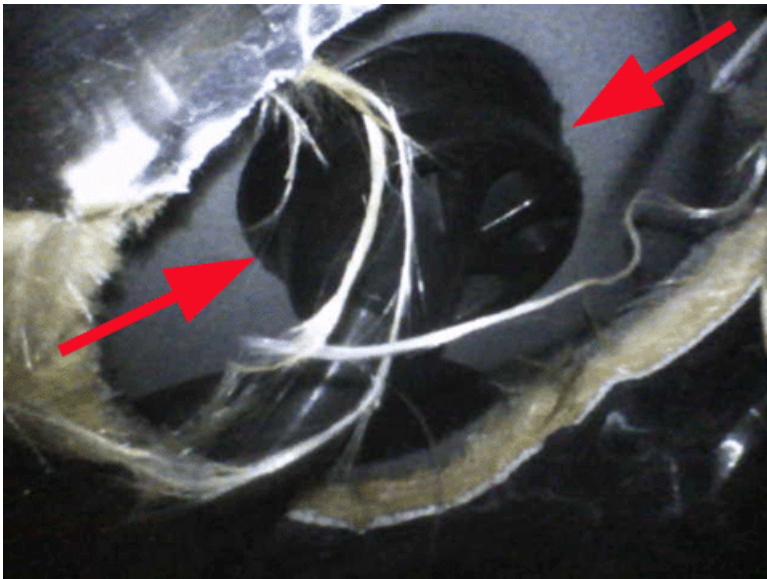


- h. Reposition the clutch release line by bending it toward the passenger side of the vehicle to create a 1/2" (13mm) gap between the line and transmission as per the number 1 indicated in the picture below.

**Note:** (This clearance should be observed when the transmission is in the installed position, not lowered for service.)



When bending the line, care should be taken to not kink the line or unseat the pass-through grommet (Indicated by the arrows in the image below); a small screwdriver handle or similar instrument wedged between the line and vehicle under body tunnel structure may be useful in creating leverage to bend the line without unseating the grommet.



i. Reassemble in the reverse order.

**Note:** KINKING THE CLUTCH LINE WILL REQUIRE REPLACEMENT

### Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
8480348*	Inspect for line contact, and passthrough grommet being seated using boroscope	0.3 hr
	Lower Transmission to adjust The Clutch Release Line To Prevent Contact, and reseal grommet if necessary	Add 1.0 Hr
* This is a unique labor operation for bulletin use only.		

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.

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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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