

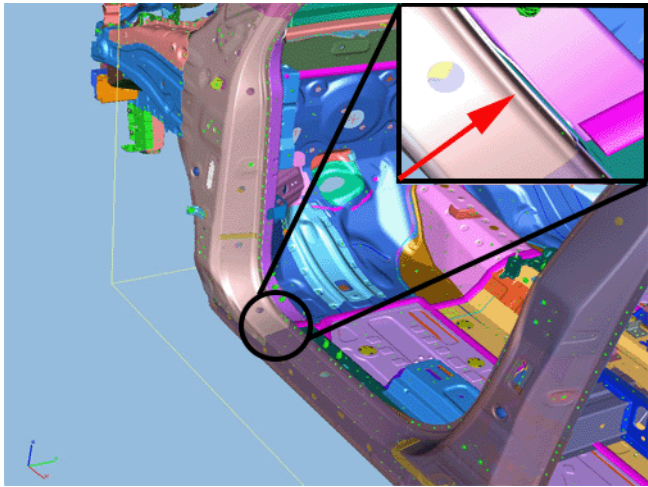


# Service Bulletin

## TECHNICAL

**Subject:** Body Creak Noise or Flexing Panels from A-Pillar During Acceleration and Deceleration Events

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Trax	2016	2016	SOP	Oct. 31, 2016	All	All

<b>Involved Region or Country</b>	North America and N.A. Export Regions
<b>Condition</b>	Some customers may comment on a faint creak noise, or panel flexing, from the A-pillar during acceleration or deceleration events. The noise is faint and may not be heard over the radio or talking.
<b>Cause</b>	 <p>This may be due to metal thicknesses flexing at the rocker panel where different metal thicknesses are welded together.</p>

### Correction

If you encounter a vehicle with the above concern, complete the following steps:



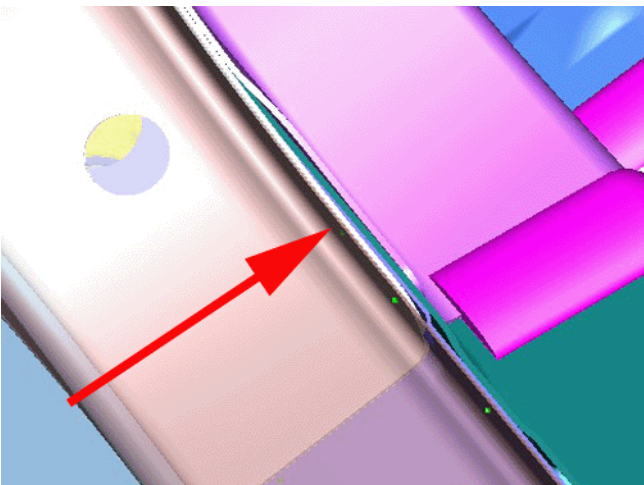
1. Clamp the area illustrated above with vise grips and *J 39570 Chassis Ears*, and drive the vehicle to verify if noise is still present.

**Note:** Apply masking tape or painters tape to the painted areas around the clamps to protect paint from being damaged.

- If noise is still present, continue diagnosis referring to SI.
  - If noise is not present, continue onto step 2.
2. Once verified that noise is originating from the metal panels, disable the SIR system. Refer to *SIR Disabling and Enabling* in SI.
3. Disconnect the negative battery cable. Refer to *Battery Negative Cable Disconnection and Connection* in SI.
4. Remove the front side door weatherstrip. Refer to *Front Side Door Weatherstrip Replacement - Body Side* in SI.
5. Remove the front door for easy access. Refer to *Front Side Door Replacement* in SI.



6. Mask off the areas illustrated above to ensure that none of the painted surfaces are damaged.



7. Visually inspect for the panels with the most overlap as illustrated above.



8. Using a 5/16th (8 mm) drill bit, drill two holes in the areas with the most overlap.

**Note:** If there is a spot weld already in the location with the most overlap, be sure to use this as a guide and drill the spot weld out.

**Note:** Be sure to not completely drill through all the panels. Leave enough for two spot welds to penetrate the area.

9. Spot weld the locations drilled out.

**Warning:** To avoid personal injury when exposed to welding flashes or to galvanized (Zinc Oxide) metal toxic fumes while grinding/cutting on any type of metal or sheet molded compound, you must work in a properly ventilated area, wearing an approved respirator, eye protection, earplugs, welding gloves, and protective clothing. In addition when grinding aluminum components, always use an extraction system to remove high dust concentration due to risk of explosion.

10. Once the panels are re-welded, apply touch-up paint and reassemble.

11. Verify that the condition is corrected.

## Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
1480758*	Spot Weld Rocker Procedure	2.0 hrs
*This is a unique Labor Operation for Bulletin use only.		

Version	1
Modified	

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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