



Service Bulletin

Bulletin No.: 22-NA-026



Date: February, 2022

INFORMATION

Subject: Information on Brake Pulsation, Noise and/or Visible Pitting Condition to Brake Rotor Surface

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette	2020	2022	—	—	All	All

Involved Region or Country	North America, Europe, Middle East, Japan, Australia/New Zealand
Condition	<p>Note: This condition may more commonly appear after the vehicle sits for an extended period of time, especially in high humidity.</p> <p>Some customers may comment on feeling a brake pulsation or hearing a noise when applying the brakes. They may also comment on seeing a pitting condition with the brake rotor's surface.</p> <p>This condition is called out in the Owner Manual. Refer to <i>Brakes</i> and should be reviewed with the customer.</p> <p><u>Following the information below will be helpful with reducing the surface corrosion.</u></p>

<p>Cause</p>	  <p>5969661</p> <p>5969664</p> <p>The cause of this condition may be corrosion pad spotting and surface grooving on the brake rotor surface.</p>
<p>Correction</p>	<p>To help restore optimal braking performance and reduce noise, complete the Procedure noted below.</p>

Procedure

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

Caution: Performing the brake burnish procedure on JL9 base brake system can result in brake damage.

Caution: The new vehicle break-in period should be completed before performing the brake burnishing procedure or damage may occur to the powertrain/engine. In the Owner Manual, refer to *New Vehicle Break-In*.

Caution: Brake fade can occur during this burnish procedure and can cause brake pedal travel and force to increase. This could extend stopping distance until the brakes are fully burnished.

Important: Perform this procedure only on dry pavement, in a safe manner, and in compliance with all local and state ordinances/laws regarding motor vehicle operation.

Note: Completing the following procedure as instructed will not damage the brakes. The brake pads may smoke and produce an odor. The braking force and pedal travel may increase. After the procedure, the brake pads may appear white at the rotor contact.



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1. The customer or technician should use the Instrument Cluster's DIC performance menu's friction bubble that calls out longitudinal G forces to determine braking forces. Use the Friction Bubble in the DIC display to determine the correct deceleration rates. Apply the brakes 10 times starting at 100 km/h (60 mph) to 50 km/h (30 mph) while decelerating at 0.4g. This a medium brake application. Drive for at least 0.5 km (0.3 mi) between applying the brakes.
2. If further cleanup of the brake discs is needed, repeat this procedure with 0.7g applications.

Tip: As with all high performance brake systems, some amount of brake squeal is normal.

Version	2
Modified	Released January 28, 2022 February 22, 2022 – Added the 2020 Model Year and corrected Step #1 in the Procedure.

