



Service Bulletin

Bulletin No.: PIT5214G

Date: November, 2025

PRELIMINARY INFORMATION

Subject: GM TAC Support of Vehicle Vibration Complaints - U.S. and Canada Dealers Only

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
All	All	2010 - 2026		All	All	All	All

Supersession Statement

This PI was superseded to update Model Years. Please discard PIT5214F.

Correction

GM has identified that multiple repair attempts are being performed on Customer vehicles that exhibit vibration conditions without utilizing the support of GM Technical Assistance Center (GM TAC).

To improve the effectiveness of resolving vehicle vibration complaints and improve customer satisfaction, General Motors has implemented the following guidelines effective immediately.

1. If valid vibration frequency or RFV (Road Force Variation) data has been collected and a repair attempt does not correct the customer complaint, contact GM TAC for further support. Do NOT make further repair attempts.
2. For any vehicle that remains unrepaired after being at the dealer for three (3) days or more and a related bulletin or PI is not found, contact GM TAC for further support.

Important: As reflected in the latest version of PIP5601, a PICO scope snapshot is required to be sent to the TAC snapshot database (TACSNAPSHOT@gm.com) in the U.S. or TACSNAPSHOTCANADA@gm.com in Canada prior to calling TAC on vibration complaints. If a snapshot has not been sent to the TAC snapshot database the TAC consultant will provide the dealer with a case number and request a snapshot be sent prior to repair direction being provided for a vibration complaint. Pertinent information about the vehicle should be known (i.e. tire measurements, aftermarket equipment, etc.) along with as much of the "Vibration Analysis Worksheet" completed as per TSB 03-00-91-001 prior to contacting TAC as the TAC consultant will need to document this information in the case.

Note: The PICO Scope (CH-51450A Oscilloscope Diagnostic Kit) is GM's "essential tool" for vibration analysis. (Please reference SI document entitled "Oscilloscope Diagnostic Kit Description and Operation" for PICO scope setup and usage information.) It's very important technicians are properly trained in its usage. Without a Pico Scope, it can be difficult if not impossible to properly diagnose vibration concerns. This tool will (when properly configured) provide source, frequency, order, and amplitude of a given vibration. As a baseline, all vibration measurements should be from the driver's side inboard seat track.

Technicians should reference the latest version of the following TSBs for such Customer complaints:

TSB	Description
PIP5601	Vehicle Vibration Diagnosis and TAC Requests For Assistance With Vibration Related Complaints
PI1354	Information on Vibration Analysis and Diagnostic
03-00-91-001	Vibration Analysis Worksheet

TSB	Description
10-03-10-001	Revised Wheel Balancer Mounting Instructions (HD Models Only)
00-03-10-006	Information on Tire Radial Force Variation (RFV)
09-03-10-016	Wheel Balancing Machine Finish Damage to Chrome Clad or ChromeTech® Wheels
03-03-10-007	Information on Tire/Wheel Characteristics (Vibration, Balance, Shake, Flat Spotting) of GM Original Equipment Tires
12-03-10-001	Vibration Shortly After Tires are Mounted/Preventing Vibration from Wheel Slip (Tire Sliding on Wheel)

As a reminder, the "Vibration Diagnosis and Correction" section of SI can be found under General Information. Otherwise, GM TAC highly recommends that all Service Advisors are familiar with and retain a copy of the "Customer Concern Verification Sheets" (found in the latest version of TSB 01-00-89-010) – allowing them to properly capture specific details about the area of the vehicle and under what driving conditions a Customer is experiencing a vibration.

