



Service Bulletin

PRELIMINARY INFORMATION

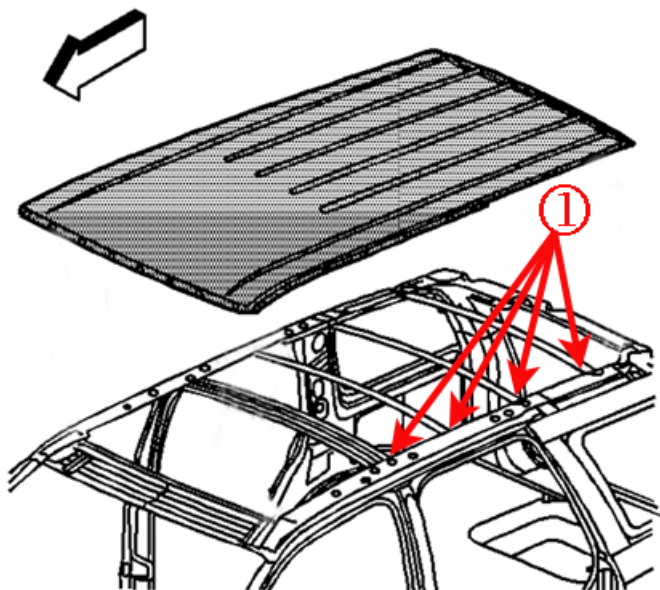
Subject: Wind Buffeting Droan Type Noise And/Or Body Pressure Booming

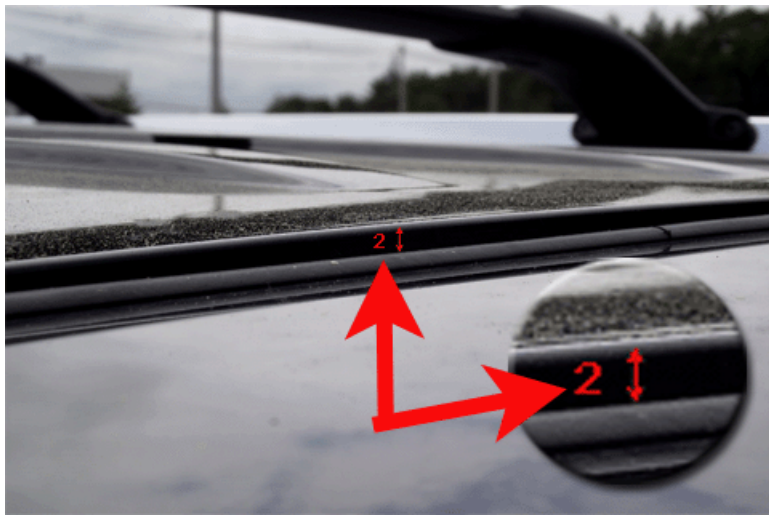
Models: 2015 Cadillac Escalade Models
2015 Chevrolet Suburban, Tahoe
2015 GMC Yukon Models

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

Condition/Concern

Some owners may comment of a wind buffeting/droan noise or body/pressure booming (the feeling of pressure in the ears) while driving. The body booming issue may be more noticeable when the engine is in V4 mode. In some cases, they may also notice a water leak from the headliner area, if equipped with a sunroof. These concerns could be caused by the roof sheet metal no longer being attached to the roof bows (1). On trucks with a sunroof, it may be noticed that the rear edge of the sunroof glass is considerably lower than the roof (2). This is due to the roof sheet metal being detached from the roof bow directly behind the sunroof opening (3).





Recommendation/Instructions

To correct this concern, apply panel vibration control material between the roof bow and roof sheet metal, along with foam shim material when necessary.

Remove the headliner to access the underside of the roof. Inspect all 4 roof bows for insufficient bonding to the roof sheet metal (4). Any roof bow that is not bonded to the sheet metal will need to be repaired.



Use the following repair for all 4 bows on trucks without a sunroof, and for the 3 rear bows on trucks with a sunroof:

Use a plastic scraper or similar tool to remove the old foam. Measure the gap between the top of the roof bow and bottom of the roof sheet metal. If the gap is 5/16 (8mm) or greater, use a combination of 3/4" wide by 5/16" or 7/16" thick foam shim material (as listed below) to fill the gap between the roof bow and the sheet metal. Care should be taken to add only the correct thickness of foam to fill the gap so it does not push up on the roof. Cut the foam into 5 inch lengths and place in three spots along the roof bow, one piece in the middle and one at each outer edge. With the foam shim material in place, or if the gap is less than 5/16" (8mm), use the panel control vibration material (as listed below) to fill the voids between the roof bow and sheet metal. In some cases, it may take a couple layers of material to fill the void.

Repair for 1st bow on trucks with a sunroof:

Use a plastic scraper or similar tool remove the old foam. Use the panel control vibration material (listed below) and apply along the top of the 1st roof bow. Obtain two 2x4 pieces of wood cut long enough to span the opening of the sunroof. Wrap one of the 2x4's with a cloth to protect the roof paint and place it on top and the other one on the bottom. Then clamp together using three C-clamp as shown below (5 & 6). The clamps will need to stay in place until the panel control vibration material is dry.



Parts Information

Part Number	Description	Qty	Material Allowance
SEM 39977	*Panel Control Vibration Material	2 Tubes	\$80.00
P46500	**Kent Industries 3/4 X 5/16 in. Adhesive Back Foam Shim Stock	As Required	\$20.00
P46505	**Kent Industries 3/4 X 7/16 in. Adhesive Back Foam Shim Stock	As Required	\$20.00

* For panel control vibration material ordering information, call SEM at 1-866-327-7829. SEM products are also available at local automotive paint supply stores.

** Contact Kent Automotive at 1-888-937-5368 or www.kent-automotive.com to order Kent Industries Adhesive Back Foam Shim Stock.

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
1480348*	Install Foam Shim Material To Roof Bows And Refoam	2.5 hr
Add	For Vehicles With Sunroofs	0.5 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.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION