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Case Number: S2323000021 Rev. A

Release Date: May 2023

Symptom/Vehicle Issue: Clunk Noise From Front End Driving Between 15 And 35 MPH And When Decelerating. C0604- Active Air Dam Control Performance

Discussion: Read entire document before beginning work. The document below will discuss 2 potential causes of DTC C0604 and a possible associated clunk noise.

1. Inspection of the active air dam connector.

Dielectric grease or a wetness that could be described as an oily appearance in the active air dam connector is normal and should not cause a C0604 diagnostic trouble code (DTC). To verify whether the connector is contaminated with water from a damaged or rolled connector seal, use an UV black light to illuminate inside the connector. Dielectric grease will glow in appearance under a UV light (Fig 2). Water will not. Corrosion such as green or white oxidation material on the pins or inside the connectors will require connector and component replacement before continuing diagnosis (Fig 1).

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Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



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Fig 1.
Normal condition left. Corrosion on right.



Fig 2.
Glow of dielectric grease under a UV black light.

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2. Clunk noise diagnosis. Check the active air dam blade front seal lip for witness marks (Fig 3) at the driver side fascia clip locations noted (Fig 4).



Fig 3
Area to inspect for contact marks.

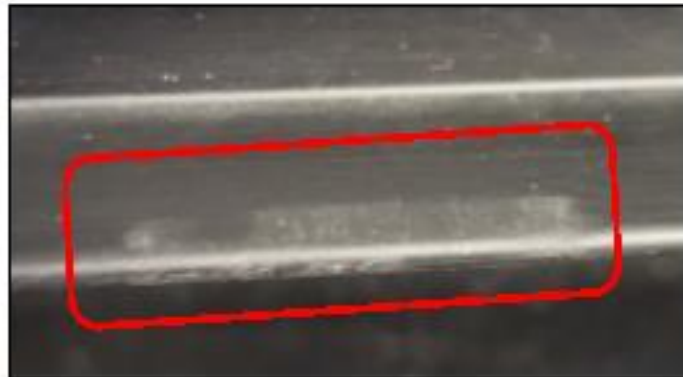


Fig 4
Example of contact witness mark on the active air dam.

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If the witness marks exist on the active air dam follow the below steps to trim the lip.

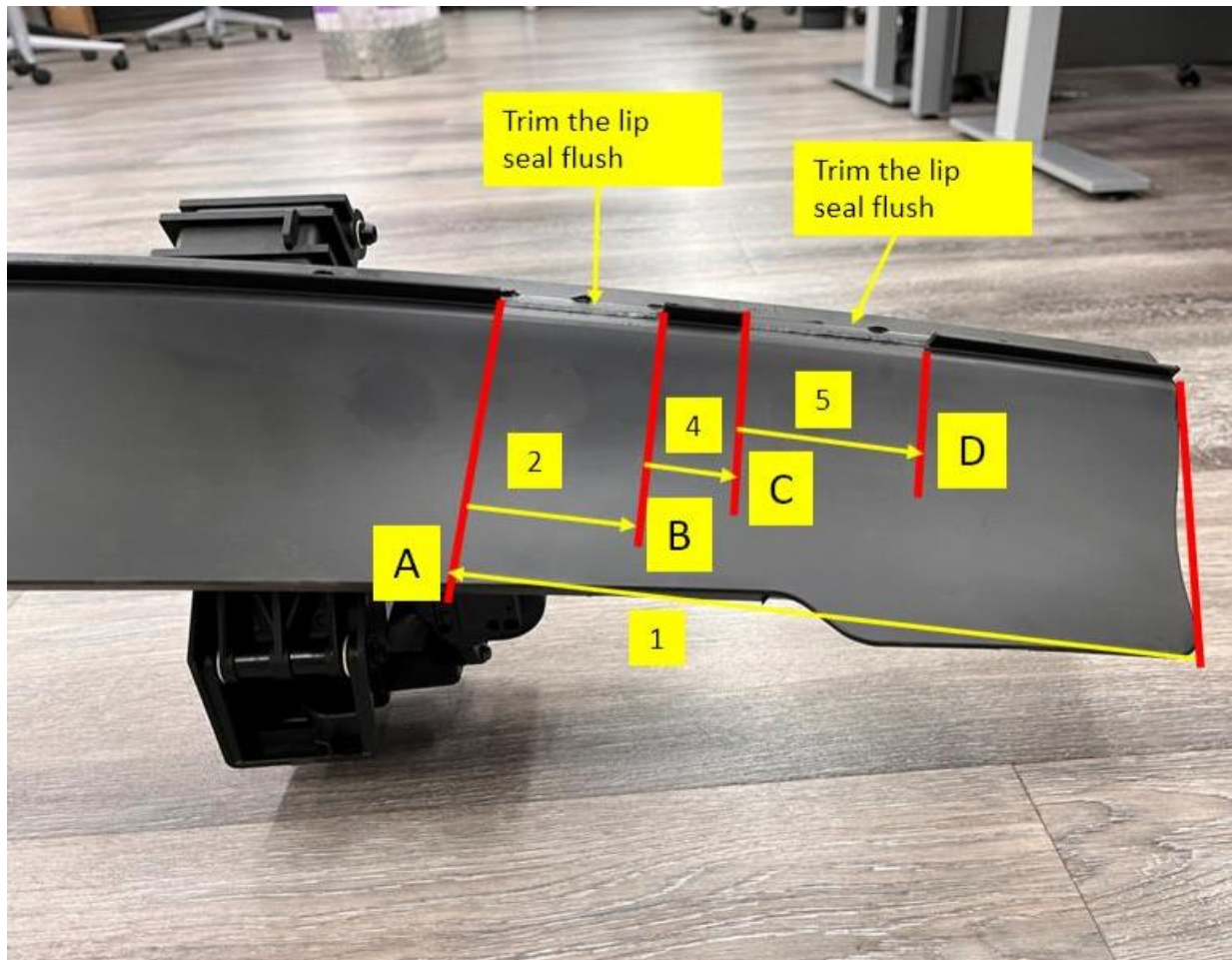


Fig 5

1. Remove the active air dam from the vehicle. Refer to Service Library Service Information 13 - Frame and Bumpers / Bumpers / AIR DAM, Front / Removal and Installation.
2. Use blue masking tape to mark the areas to be trimmed (Fig 5).

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Dimension 1 is 11 inches (280mm) from the driver outer edge inboard.
Dimension 2 is 2 1/2 inches (60mm).
Dimension 4 is 1 1/4 inches (30mm).
Dimension 5 is 3 inches (75mm).

3. Using a sharp utility knife with proper gloves and personal protective equipment (PPE), refer to the above figure and remove the areas marked “trim the lip seal flush” between A/B, and C/D. Make a vertical down cut at each segment- A, B, C, D (Fig 6).



Fig 6

4. Lay knife blade parallel to the active air dam and cut the lip between A/B and C/D (Fig 7). Multiple cuts can be used to make the cut flush to the active air dam.



Fig 7

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5. When trimming is complete, install active air dam on the vehicle.
6. Carefully remove the outer front fascia clip shown in Fig 8 with a knife.

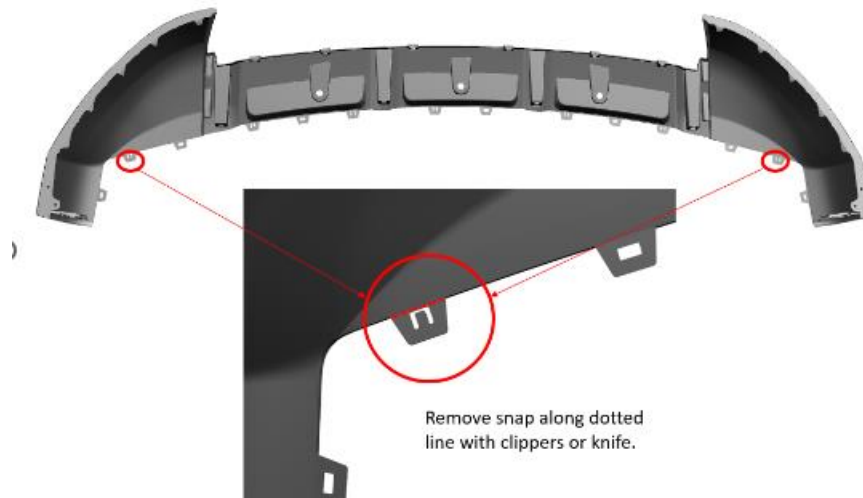


Fig 8

7. Adjust front fascia lower fastening bolts. Refer to Fig 9 and the following steps.
 - A. Loosen the three lower fascia bolts
 - B. Apply pressure at the driver side fastener to bias the fascia forward. The driver side bolt should appear rearward in the fastener pocket of the fascia (Fig 9).
 - C. Secure the driver side bolt first.
 - D. Secure the two remaining bolts.
8. With wiTECH, erase the C0604 Active Air Dam Control Performance DTC.

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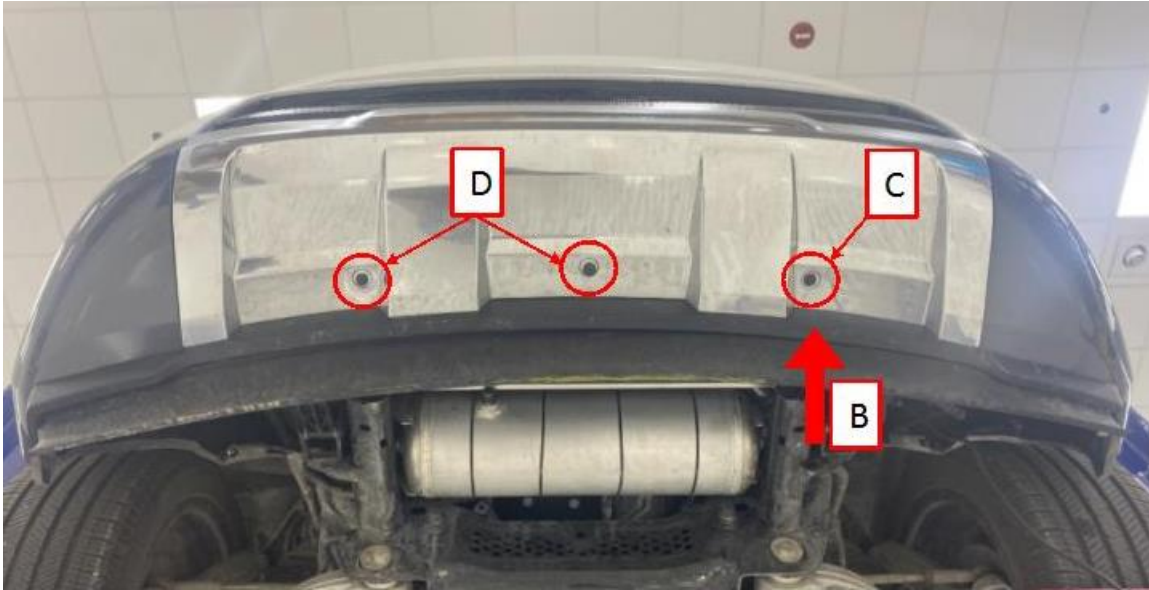


Fig 9

9. Test drive vehicle accelerating to 40mph, slowing to 15mph. Repeat to confirm condition is removed. Check for DTC C0604 - Active Air Dam Control Performance. If DTC C0604 returns, follow the diagnostic procedure in Service Library.

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