



Service Bulletin

File in Section: -

Bulletin No.: PI1349

Date: November, 2014

PRELIMINARY INFORMATION

Subject: Exhaust Rattle Noise at Cold Startup

Models: 2013-2015 Chevrolet Camaro
Equipped with 3.6L Engine (RPO LFX) and
Performance Exhaust System (RPO NPP)

Condition/Concern

Some customers may comment that there is an exhaust rattle noise during elevated (1,000-1,200 rpm) idle speed at cold startup.

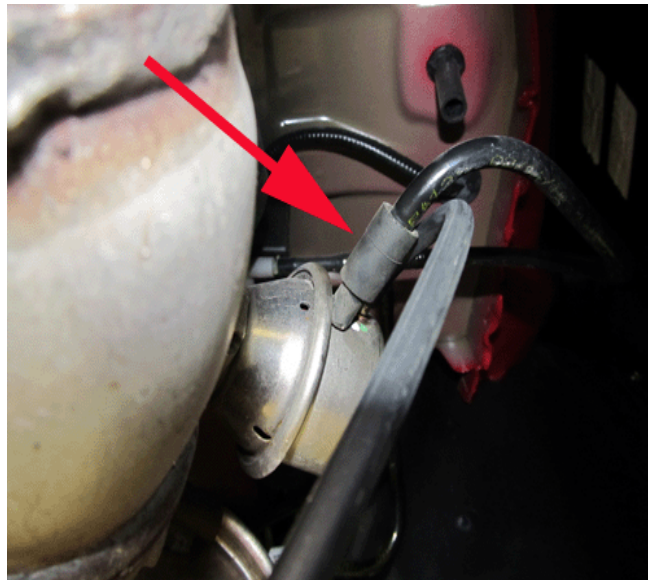
The rattle will go away when the idle comes down to a nominal (between 600-700 rpm) idle speed.

Recommendation/Instructions

Technicians should confirm the rattle noise is coming from the exhaust valves by testing the valves with the steps listed below.

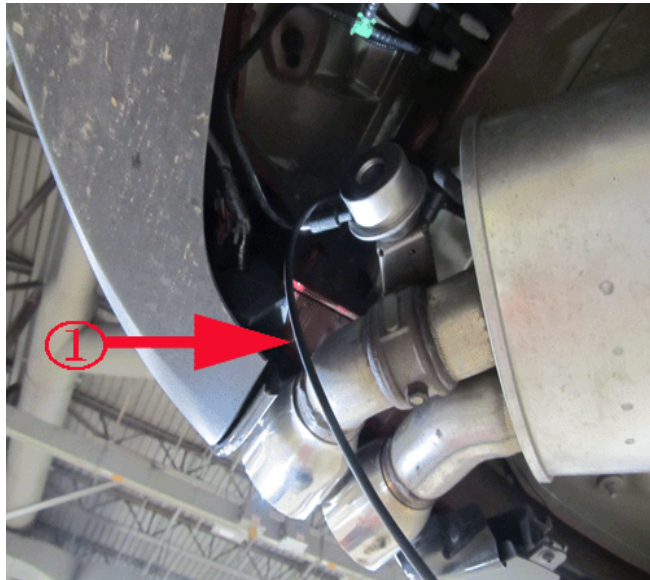
Testing Exhaust Valve Actuators:

1. Raise and support the vehicle. Refer to the Lifting and Jacking the Vehicle in SI.
2. Obtain a hand vacuum pump and an appropriate length of hose to attach to the exhaust valve. Place your thumb over the end of the hose and verify the hand pump or hose DOES NOT HAVE a vacuum leak.



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3. Disconnect the vacuum hose from both valves.



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4. Install the test vacuum pump/hose (1) assembly to one of the exhaust valves.



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5. Apply 16-20 inches of Hg of vacuum (1) to the valve to confirm the valve closes and stays closed.
6. Repeat steps 2-5 on the other valve.
7. Re-install the original vacuum hoses to the exhaust valves.
8. If the valves hold vacuum in a closed position, they are operating correctly. Reprogram the applicable module (2013 Fuel Pump Control Module / 2014-2015 Chassis Control Module) for the vehicle that is being serviced, to modify the valve opening.

Important: Before programming the vehicle, inform the customer that this calibration will induce a “rumble start” exhaust sound for 25 seconds at each key start when the vehicle is started.

9. If the rattle noise is still present, continue diagnoses. Refer to the Exhaust Noise in SI.

Reprogram Chassis Control Module or Fuel Pump Control Module with SPS

An updated software calibration has been released to address this condition.

Important: Verify the battery voltage is more than 12 volts but less than 16 volts before proceeding with reprogramming. The battery must be fully charged **BEFORE** reprogramming.

Important: During reprogramming, the battery voltage must be maintained within the proper range of 12-15.5 volts. **CONNECT** the approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool (EL-49642) to the vehicle or the GR8 (EL50313) in the power supply mode.

Update the Chassis Control Module (2014+ models) or the Fuel Pump Control Module (2013 models) using the Service Programming System (SPS) with the latest calibrations available on TIS2WEB. Refer to either Chassis Control Module or Fuel Pump Control Module Programming and Setup in SI.

Parts Information

| Part Number | Description |
|-------------|-------------|
| 14033569 | Vacuum Hose |

Warranty Information

For vehicles repaired under warranty, use:

| Labor Operation | Description | Labor Time |
|-----------------|---|------------|
| 2880928* | Test Exhaust Valve Actuators | 0.3 hr |
| Add | Chassis Control or Fuel Pump Control Module Reprogramming | 0.3 hr |

*This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.