



Service Bulletin

PRELIMINARY INFORMATION

Subject: Top Not Secure Message Displayed in Driver Information Center (DIC)

Models: 2011-2015 Chevrolet Camaro Convertible

Attention: This PI also applies to any of the above models that may be Export vehicles.

This PI has been revised to add Model Years and update the Labor Operation to the Global Labor Code (GLC). Please discard PI0520A.

Condition/Concern

Some customers may comment that the "Top Not Secure" message may be displayed in the DIC, even when they are driving and the top is closed/secure. The cause of this condition may be that the driver's side latch may not be making good contact with the micro switch in the latch striker.

Recommendation/Instructions

Inspection Procedure

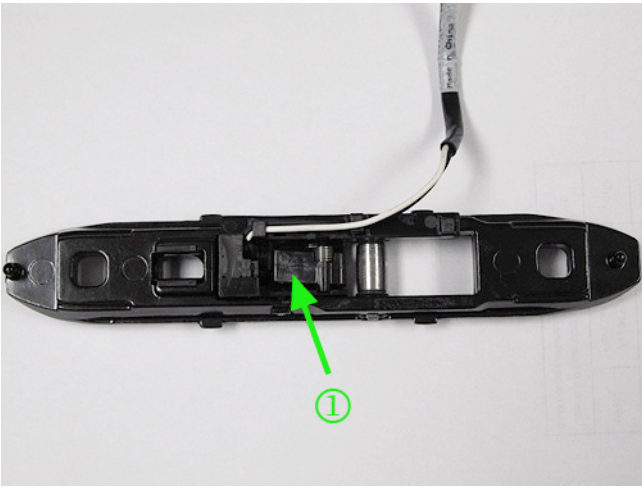
Before any repairs are made, verify proper operation of the top latch micro switch by completing the following steps:

1. With the top partially open and the ignition key in the on position, you will see a "Top Not Secure" message displayed in the DIC.



2. Using your little finger (as shown in the graphic above), reach in the driver's side latch striker and toggle the micro switch while observing the DIC. The "Top Not Secure" message should also toggle off and on.

Note: For clarification purposes, the graphic below shows the striker removed for an underside view of the toggle switch (1).



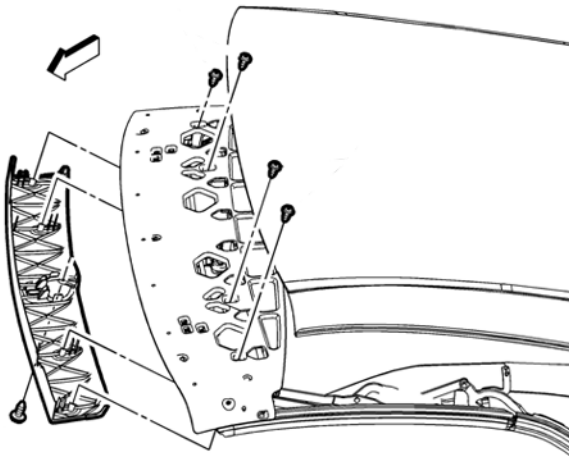
3. If the message toggles back and forth, the latch and switch are operating properly, so it will be necessary to complete the adjustment procedure below.

Adjustment Procedure

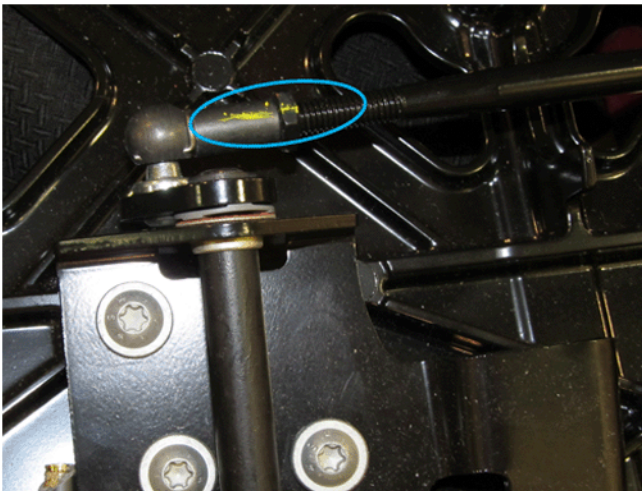
Important: The Folding Top Number 1 Bow Garnish Molding Replacement procedure, referenced below, contains a Caution advising to NOT make any adjustments to the # 1-bow assembly linkage rods or latches. This PI for linkage rod adjustment should only be performed on vehicles displaying the condition noted above. Other than this condition, no linkage adjustments should be attempted for any other reason.

When the above condition is found, do not replace the folding top front latch or striker. Adjust the driver's side folding top front latch link rod following the steps below:

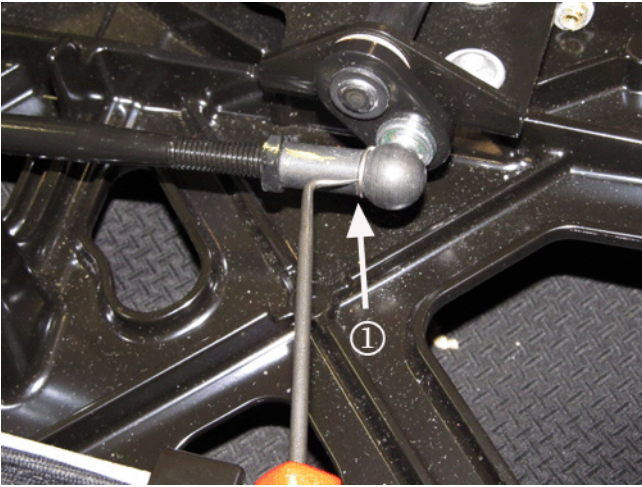
Note: This link rod adjustment is **only** to be performed on the driver's side.



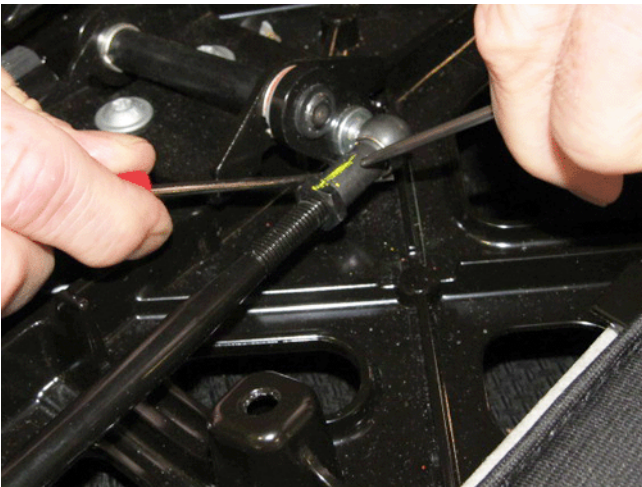
1. Remove the folding top #1 bow garnish molding. Refer to Folding Top Number 1 Bow Garnish Molding Replacement in SI.



2. To aid in determining the **one revolution** of adjustment, mark the original position of the driver's side jamb nut and ball socket.



Note: When removing the link rod from the latch, you must remove the locking retainer (1), make the rod adjustment, then be sure to reinstall the retainer.



Tip: To remove the retainer, rotate it to unsnap it from the rod, then slide it off. To disengage the socket, the retainer has to be fully removed.

3. Remove the locking retainer from the ball socket and disengage the socket from the latch stud.

Important: DO NOT go past one complete revolution of the ball socket.

4. Adjust the driver's side top latch by extending the link rod ball socket one complete turn. This will move the top latch inward to allow better contact with the striker micro switch. Re-tighten the jamb nut.



Note: The above graphic shows the locking retainer in intermittent position for illustration purposes only. When fully installed, the retainer is rotated and snapped tightly around the link rod.

5. Re-engage the ball socket to the latch and reinstall the locking retainer.
6. Reinstall the folding top #1 bow garnish molding. Refer to Folding Top Number 1 Bow Garnish Molding Replacement in SI.

7. Verify proper operation of the front latch. Check for ease of the release handle rotation and observe the DIC to see transition of the switch.

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
6080148*	Adjust Folding Top Front Latch Link Rod	0.6 hr
*This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.		

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.



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