

GLOBAL SAFETY FIELD INVESTIGATIONS
DCS4027
URGENT - DISTRIBUTE IMMEDIATELY

Date: May 09, 2016
Subject: 28380 - Service Update
Rear Suspension Toe Link Cracking
Models: 2016 Chevrolet Camaro
To: All Chevrolet Dealers

General Motors is releasing Service Update 28380 today. The total number of U.S. vehicles involved is approximately 4,805. Please see the attached bulletin for details.

Global Warranty Management (GWM)

The Investigate Vehicle History (IVH) screen in the GWM system will be updated May 10, 2016. A list of involved vehicles in dealer new inventory is attached to this message. Please hold all warranty transactions until the VIN appears in IVH.

END OF MESSAGE
GLOBAL SAFETY FIELD INVESTIGATIONS

Service Update

28380 Rear Suspension Toe Link Cracking



Reference Number: N162028380
GWM Number: 2028380

Release Date: May 2016
Revision: 00

Attention: This service update included vehicles in dealer inventory and customer vehicles that return to the dealership for any reason. This bulletin will expire at the end of the involved vehicle's New Vehicle Limited Warranty period.

Make	Model	Model Year	
		From	To
Chevrolet	Camaro	2016	2016

Involved vehicles are marked "open" on the Investigate Vehicle History screen in GM Global Warranty Management system. This site should always be checked to confirm vehicle involvement prior to beginning any required inspections and/or repairs.

Condition	This bulletin provides a service procedure to inspect for two Julian dates, inspect for cracks and replace if needed the rear toe links on certain 2016 model year Chevrolet Camaro vehicles. These vehicles may have been built with rear suspension toe links that have small cracks in the area of the pressed-in end bushings or cross axis ball joints. The cracks were formed during the manufacturing process of the toe links, and there have been no failures in the field.
Correction	Dealers are to inspect vehicle toe links with 2 specific Julian dates of manufacture. Inspect the toe links for cracks. Replace the bolts with new bolts when any toe links are removed from the vehicle. Replace any cracked toe links that are found. Re-align any vehicles which require the toe link to be replaced. Re-use the original washer and nut fasteners.

Parts

Quantity	Part Name	Part No.
As Required	Bolt	11609598
As Required	Bolt	11611276
As Required	Link – Rear Suspension Adjust	22974130
As Required	Link – Rear Suspension Adjust	23117751

Note: Use the VIN and the GM Electronic Parts Catalog (EPC) to determine which (part name) to order.

Warranty Information

Labor Operation	Description	Labor Time	Trans. Type	Net Item
9102214	Inspect Two Rear Suspension Adjust Links For Julian Date-No further Action Required	0.2	ZFAT	N/A
	ADD: Remove Rear Wheels And Inspect Adjust Links For Cracks	0.1		
	ADD: Remove And Reinstall or Replace One Adjust Link	0.3		
	ADD: Remove And Reinstall or Replace Both Adjust Links	0.6		
	ADD: Wheel Alignment (Use Only When An Adjust Link Is Replaced)	0.5		

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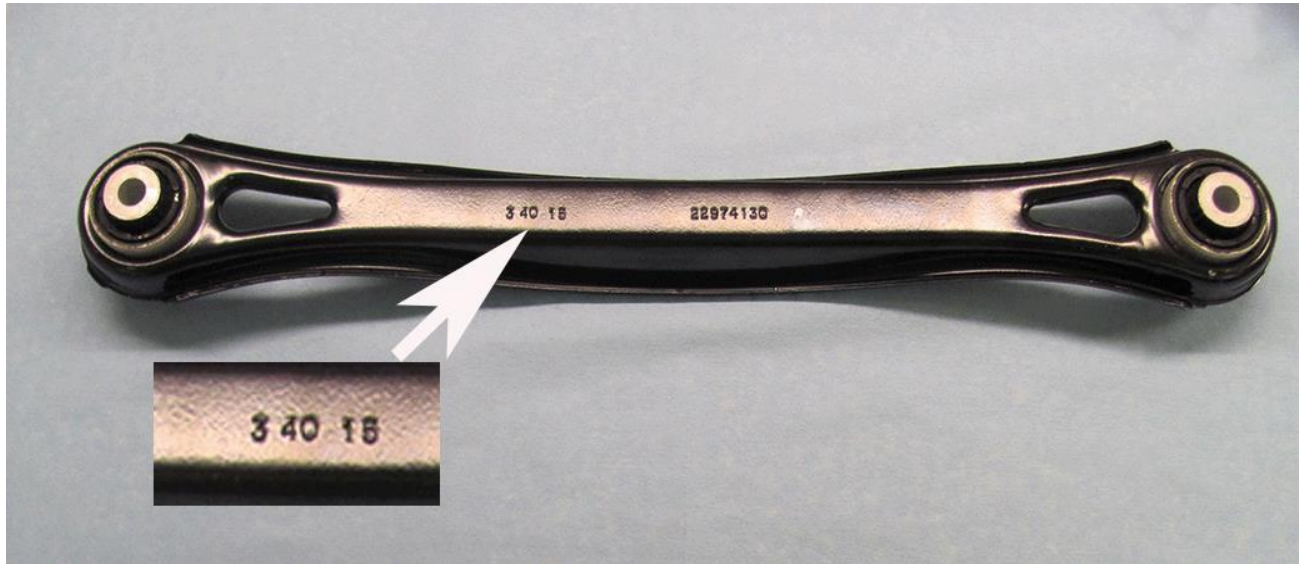
Service Procedure

VERIFYING THE DATE CODE

Use the following steps to inspect, and if required, replace the left and right rear suspension adjust link.

Note: The left and right sides of the vehicle may have different date numbers and adjust link orientation to the vehicle.

1. Raise the vehicle on a hoist. Refer to *Lifting and Jacking the Vehicle* in SI.



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2. Locate the Julian date code stamping on the forward face of the toe link stamping. This will be a three digit number followed by a space and "15".
 - If the date code is 303 15 or 340 15, the part requires inspection. Proceed to the inspecting the toe link section below.
 - If a code other than 303 or 340 is present, that part does not require inspection. No further action is required.

INSPECTING THE TOE LINK

Note: The cracking condition is located with respect to the orientation of the date code stamp. If the toe link date stamp is upside down in the vehicle, inspect the bottom of the link. If the date stamp is right side up, it will be necessary to remove the link to inspect the top side for the condition. Every vehicle is unique, there may be a combination of installation positions on any one vehicle.

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TOE LINK CRACK EXAMPLES



4509403

Large outside crack



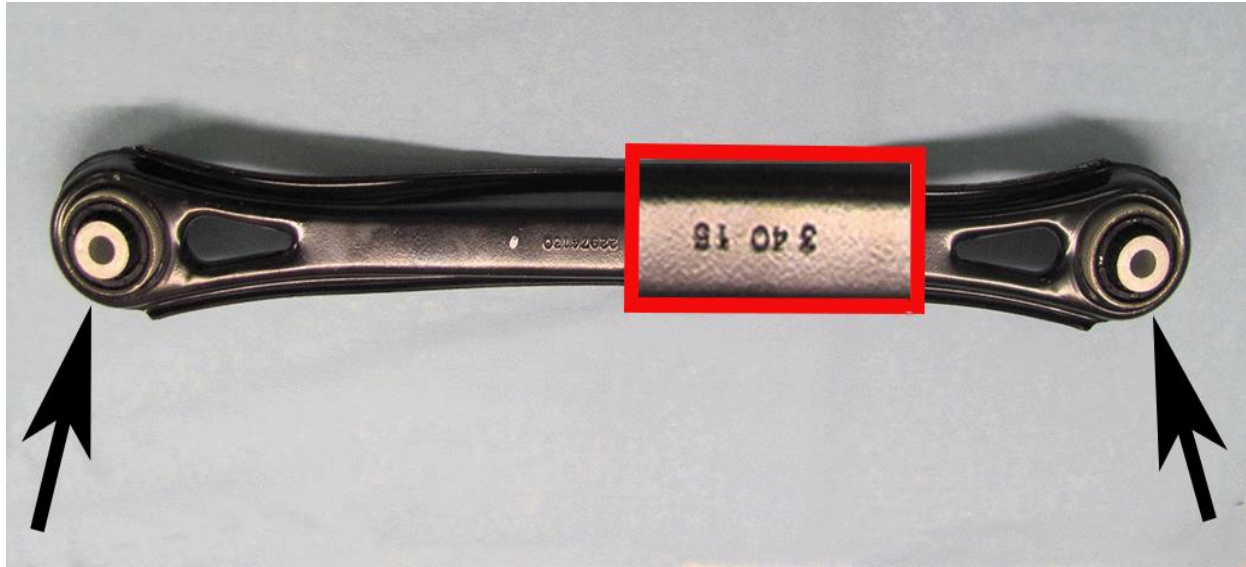
4509406

Small inside crack

1. Remove both rear wheels. Refer to *Tire and Wheel Removal and Installation* in SI.
2. Inspect the left and right adjust links as follows:

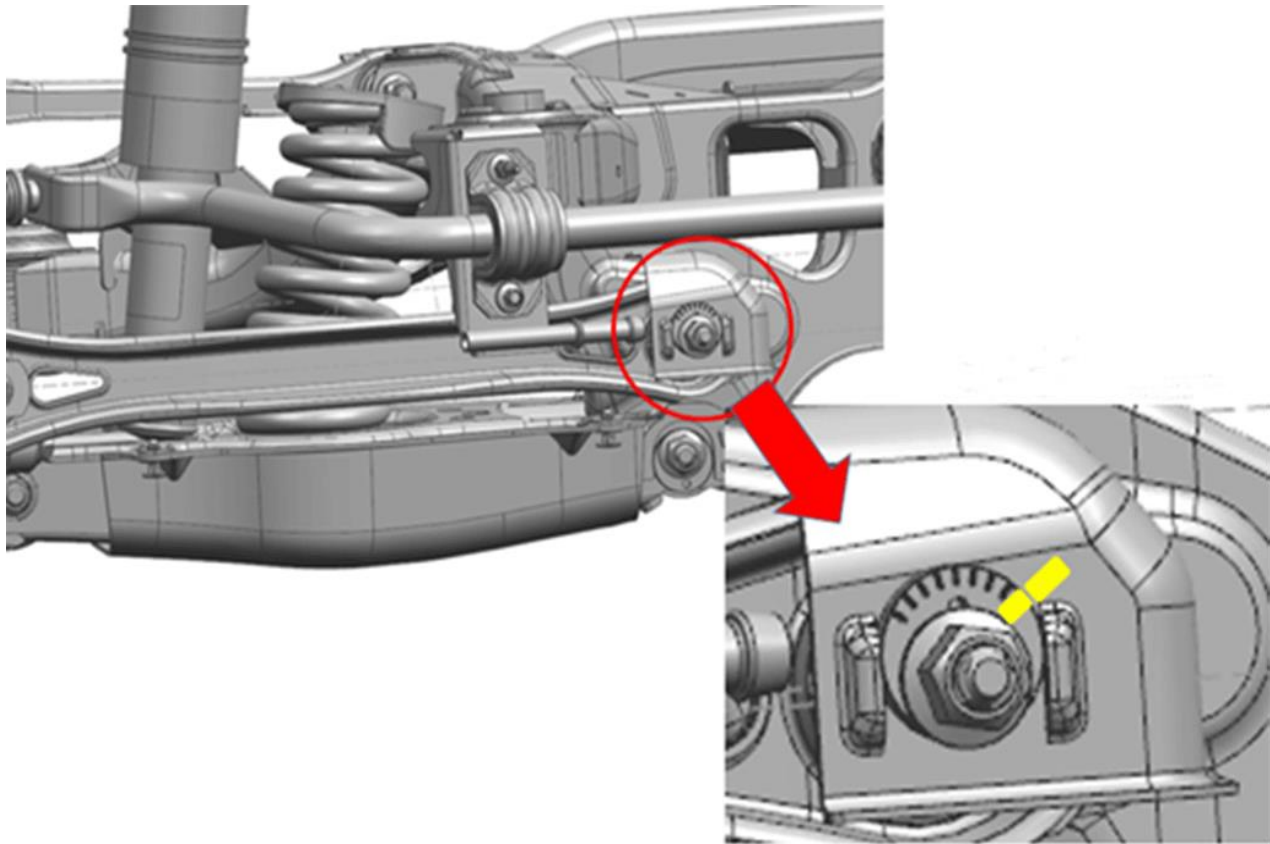
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- If the date stamp is upside down, inspect the lower inner and outer eyelet area for cracking as shown.
- If the date stamp is right side up, remove the link as follows:

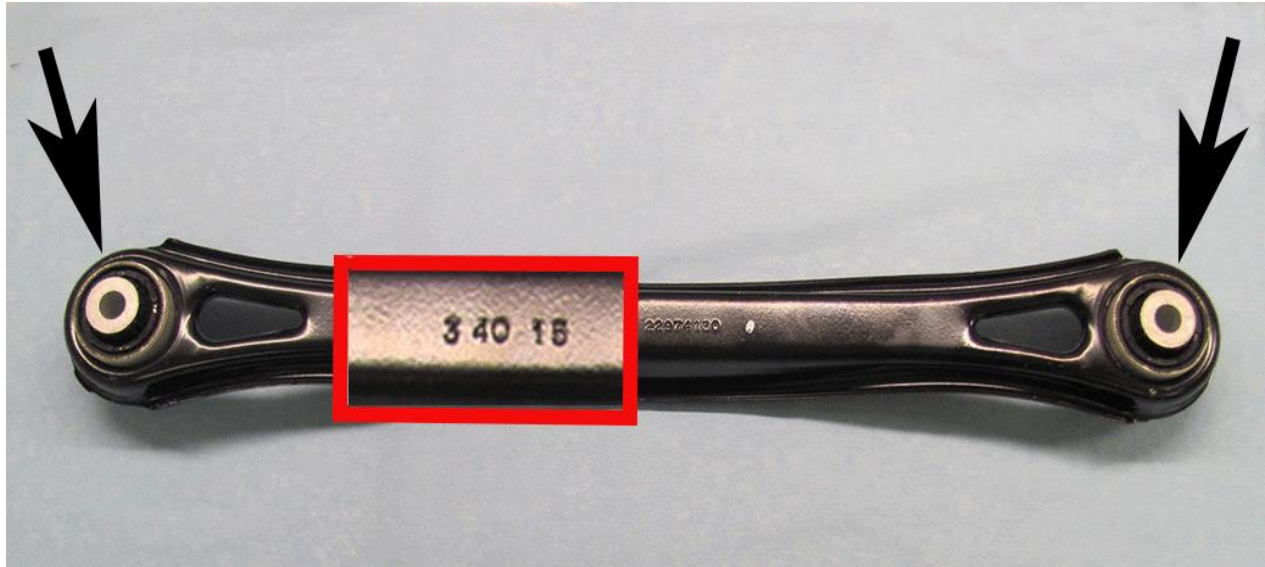


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- Using a paint pen, mark the position of the alignment setting at the inboard joint to the cradle. Mark the face of the cam washer and cradle, these marks will be used during reassembly.
- Remove the inboard and outboard bolts, discard the bolts.

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4509415

- Remove the link and inspect the inner and outer eyelet areas for cracking as shown.
 - If no cracks are found, reinstall the adjust link using new fasteners and the alignment marks on the cam washer and cradle. Refer to *Adjust Link Replacement* in SI. No toe setting will be required.
3. Replace any toe links displaying signs of a cracking condition. Refer to *Adjust Link Replacement* in SI.
 4. If no cracks are detected, no further action is required.

Note: When reinstalling or replacing a rear adjust link, insure the rear suspension is at the ride height /curb height position before tightening the fasteners.

Dealer Responsibility

Whenever a vehicle subject to this service update enters your vehicle inventory, or is in your facility for service in the future, and the vehicle is still covered under the New Vehicle Limited Warranty, you must take the steps necessary to be sure the service update correction has been made before selling or releasing the vehicle.

All new, used, GM Certified Used, courtesy transportation vehicles, dealer shuttle vehicles, etc. in dealers' possession and subject to this bulletin must be held and inspected/repared per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Used vehicles currently in the dealers' inventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the CPOIS system, or once again be used in the CTP program.

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 tools, equipment, 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 dealer for information on whether your vehicle may benefit from the information.



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Voluntary Technician
Certification