



# Service Bulletin

File in Section: -

Bulletin No.: 17-NA-259

Date: November, 2017

## TECHNICAL

**Subject:** Body Creak Noise from Rear Seat Area

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Camaro	2016	2018			All	All

<b>Involved Region or Country</b>	North America and N.A. Export Regions
<b>Condition</b>	Some customers may comment on a creak or "itch" type noise from the rear seat area. The noise may be heard during acceleration, braking or when a twist or load is applied to the vehicle.
<b>Cause</b>	The noise may be caused by either metal contact between two panels or an insufficient bond between the panels.
<b>Correction</b>	Spot weld and/or modify two body panels to correct the condition by following the Service Procedure below.

### Service Procedure

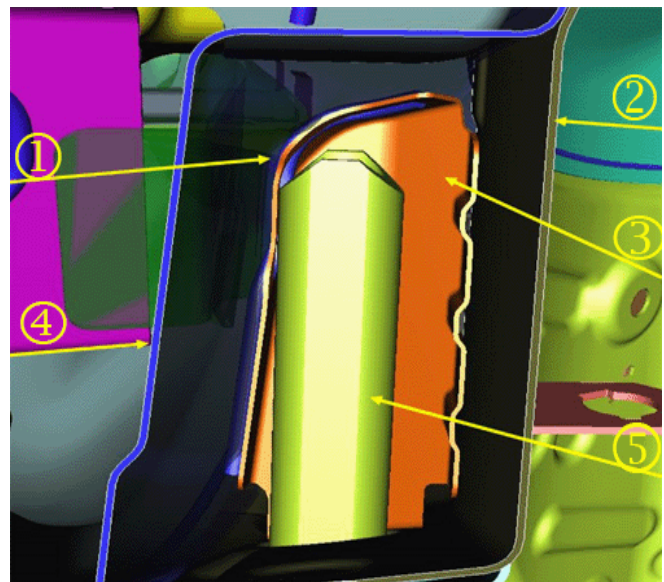
If you encounter a vehicle with the above concern, complete the following steps:

1. Disable the SIR system. Refer to *SIR Disabling and Enabling* in SI.

**Note:** It may be necessary to disconnect the ECM connectors in addition to disabling the SIR system. This will help to prevent any voltage from welding causing damage to any key vehicle components.

**Warning:** *When performing service on or near the SIR components or the SIR wiring, the SIR system must be disabled. Failure to observe the correct procedure could cause deployment of the SIR components. Serious injury can occur. Failure to observe the correct procedure could also result in unnecessary SIR system repairs.*

2. Remove the rear seat belt retractor. Refer to *Rear Seat Belt Retractor Replacement* in SI.



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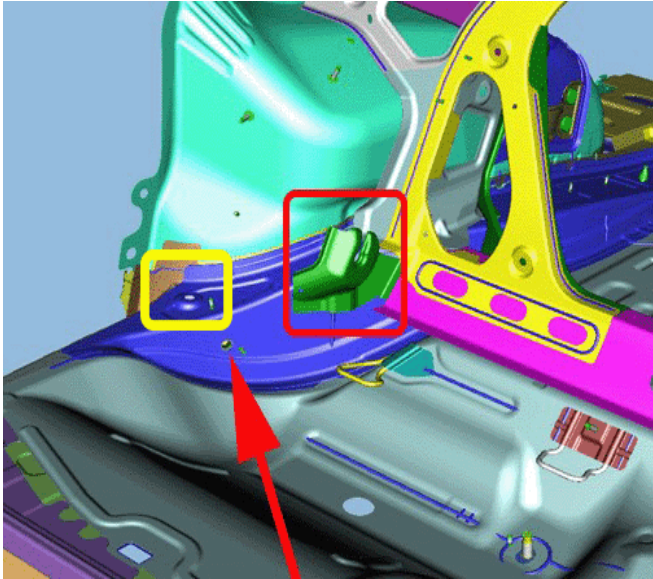
**Section View from Rear**

#### Legend

- (1) Structural Bond
- (2) Frame Rail Outer
- (3) Reinforcement Plate
- (4) Frame Rail Inner
- (5) Cradle Bolt Tube

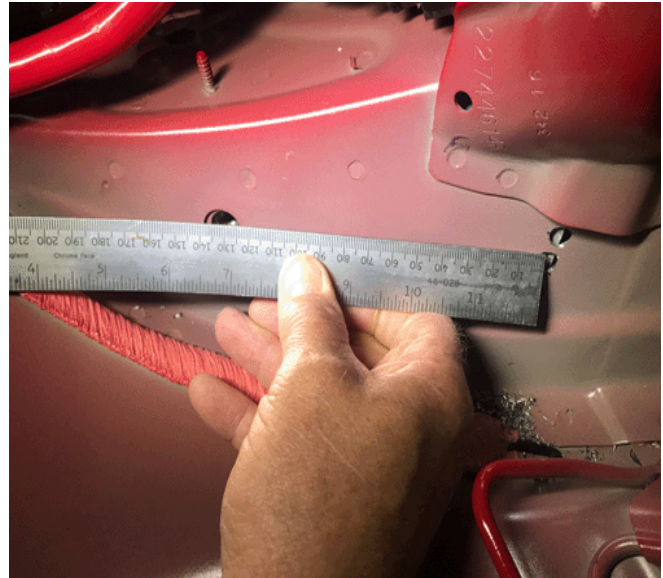
**Note:** Most likely the reinforcement plate will be making contact at the top where it meets the frame rail inner. Care should be taken when drilling all holes, but especially when drilling the holes on top, not to drill into the reinforcement plate. The frame rail inner metal thickness is 1.2 mm.

5. With the borescope inspect the two panels for either missing bond or imperfections (inadequate bond wet-out).
  - If imperfections are not visible, continue to Step 12.

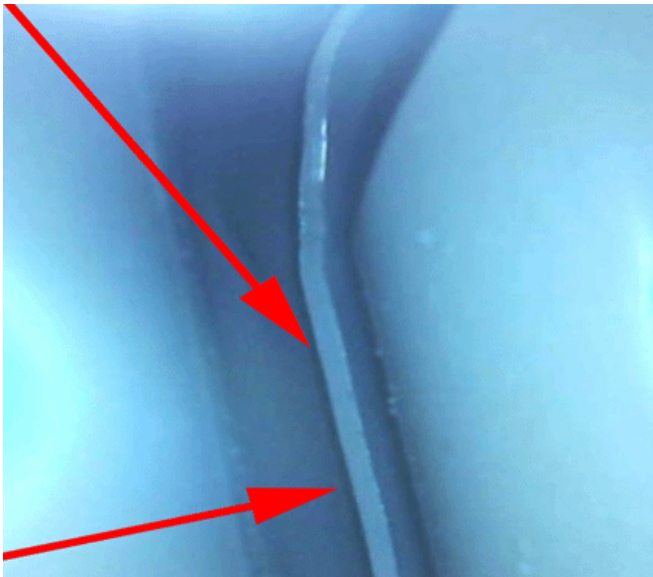


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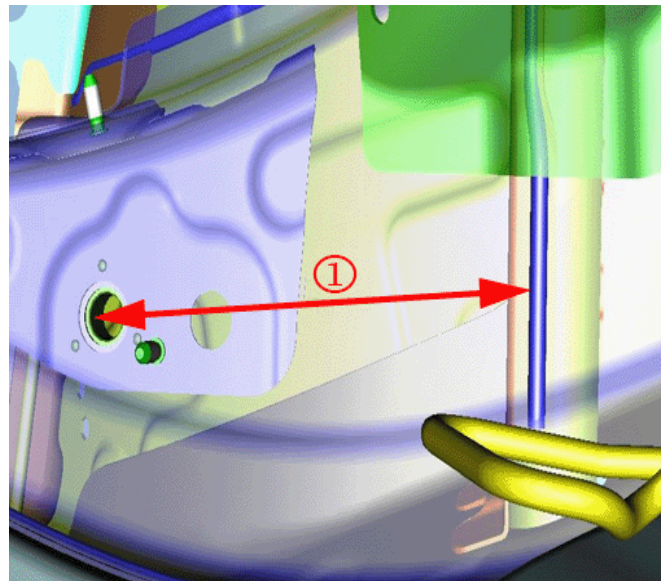
3. The frame rail inner has a plug (circled in yellow). This plug can be removed and the hole can be used to insert the bore scope.
4. Insert a borescope on the affected side, and fish the lens toward the contact point of the bracket illustrated in green above.



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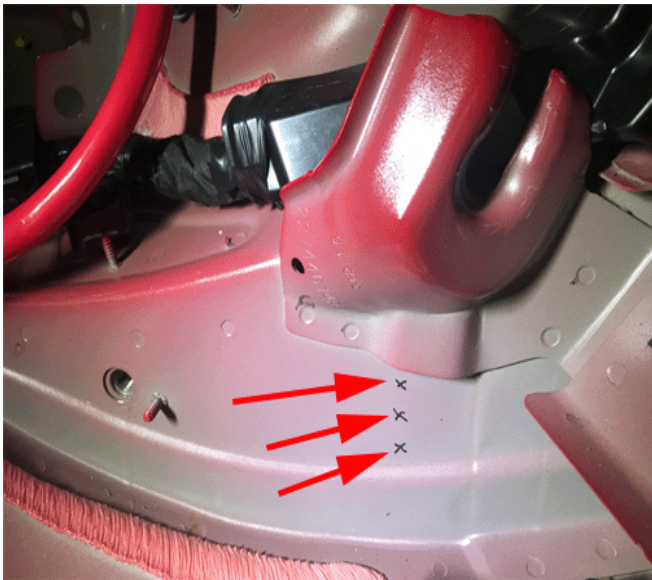
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**Legend**

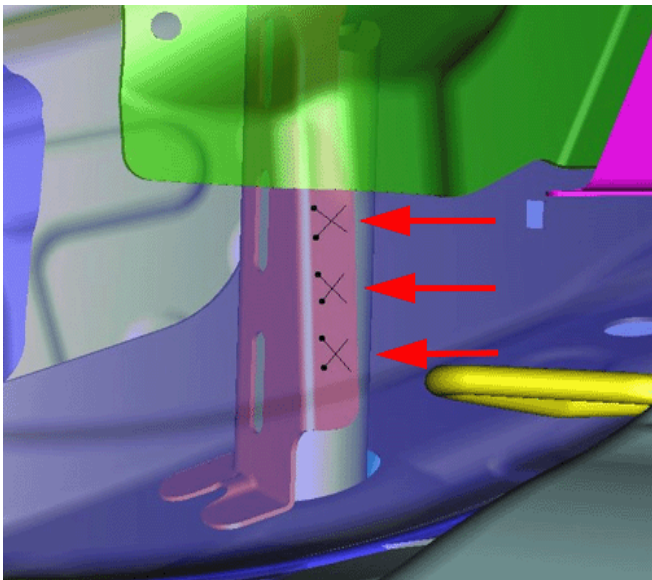
(1) 130.24 MM



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6. If imperfections/voids are found, measure **130 mm** (make sure you see the edge of the reinforcement panel through the hole. If you look through the hole and see black, you've missed the panel) from the center of the lower rear seat belt retractor bolt hole to the bottom of the rear seat back cushion mount and mark with three X's, as illustrated above.

7. Using an 8 mm (5/16 in) drill bit, drill out just the first layer of sheet metal as illustrated above, using care to drill through only one layer of steel. A flat-top die grinder bit can be used to remove material around the edge of the hole without drilling further into the reinforcement panel. Flat-top die grinder bit pictured below can be purchased at auto parts houses or tool companies.

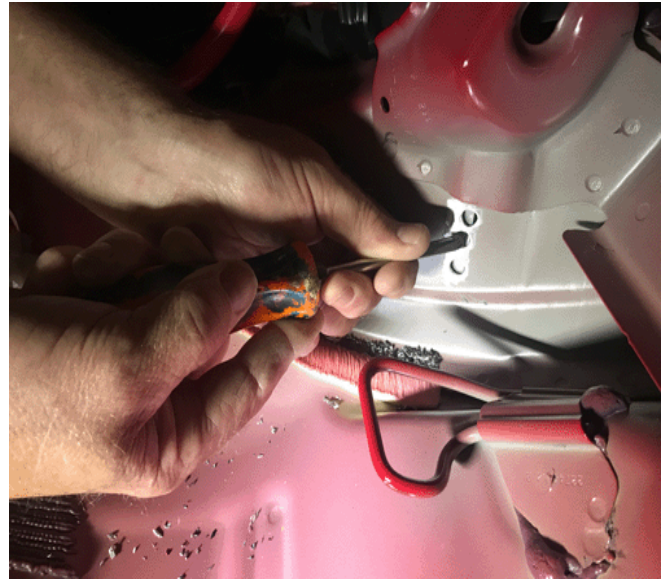


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**Important:** Most likely the reinforcement plate will be making contact at the top where it meets the frame rail inner. Care should be taken when drilling all holes, but especially when drilling the holes on top, not to drill into the reinforcement plate. The frame rail inner metal thickness is only 1.2 mm thick.



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**Note:** Any Hardware store sells drill stops pictured here. These will be necessary to keep from drilling into the second layer of steel.



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**Note:** Set the depth of the drill bit to 1.2 mm. This will prevent from drilling through both layers of steel.

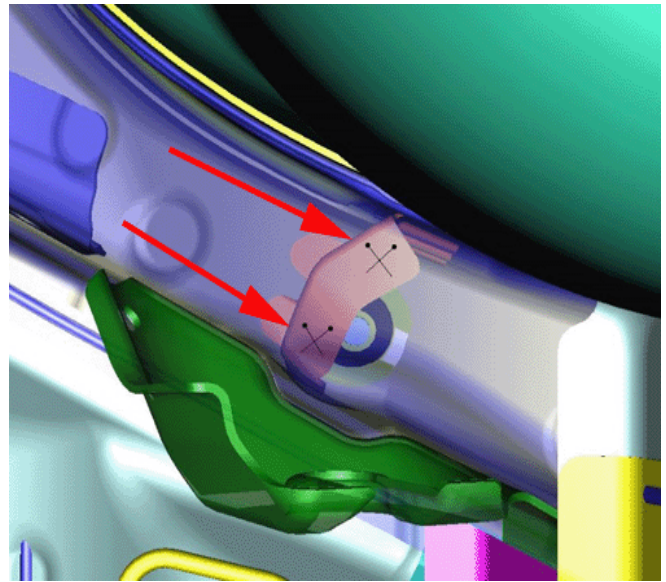


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8. Using 36–80 grit sandpaper, sand the surrounding areas to ensure a clean spot weld. Then use a flat blade or screwdriver to scrape any paint or epoxy on the inside sheet metal with the goal of having bare metal to weld.



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9. Spot weld the three holes that were drilled out.

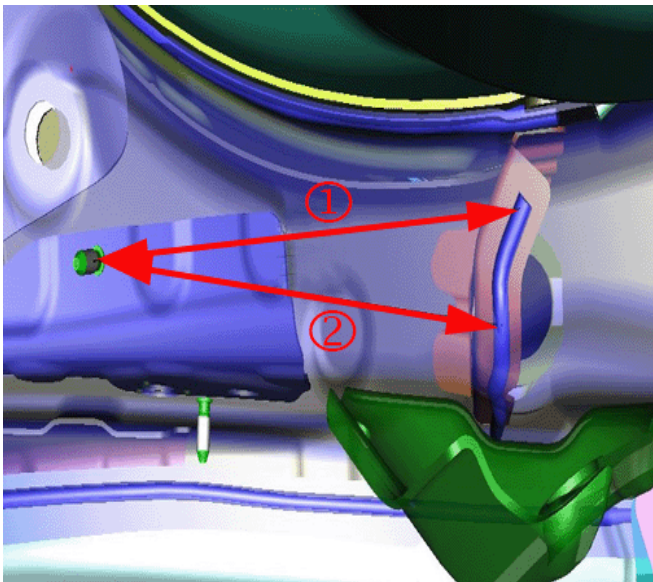
**Important:** Be sure a welding blanket is used to prevent any damage to the inside of the vehicle.

**Warning:** To avoid personal injury when exposed to welding flashes or to galvanized (Zinc Oxide) metal toxic fumes while grinding/cutting on any type of metal or sheet molded compound, you must work in a properly ventilated area, wearing an approved respirator, eye protection, earplugs, welding gloves, and protective clothing. In addition when grinding aluminum components, always use an extraction system to remove high dust concentration due to risk of explosion.



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**Important:** How to locate where to drill the top holes.



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**Legend**

- (1) 153.74 MM
- (2) 147.72 MM

Top view looking down:



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10. After the welds have cooled, using a long tube/hose apply cavity wax (3M® 8852 or equivalent) behind the spot welds by inserting the tube in the same fashion as the borescope in Step 3.



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11. Clean the welds by scuffing them with an abrasive pad and apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair in SI. Apply a direct metal Epoxy Primer to the repair area shown above as recommended by the GM approved Paint Manufacturer used in your body shop operation.
12. Prior to reinstalling interior trim, test drive vehicle and confirm condition is corrected.
  - If the condition has been corrected, reassemble the vehicle.
  - If the condition has not been corrected, continue to Step 12.
13. With the components still removed, pull back the rear compartment side trim.



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14. Using a pry bar, pry up on the two panels as illustrated above to create a gap between them.
15. Test drive the vehicle once again to confirm that the condition has been corrected.

## Parts Information

The following products are available through your local \*3M® distributor. Information about 3M® product retailers in your area may be obtained at 1-866-364-3577 or at [www.mmm.com/automotive](http://www.mmm.com/automotive).

Causal Part	Description	Qty
	3M® 08852 Cavity Wax Plus	1
	3M® 08851 Cavity Wax applicator Wand Kit	1

## 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.

Use the correct corresponding labor operation based off the repair completed.

Labor Operation	Description	Labor Time
1480878*	Spot Weld One Side of Vehicle Under Rear Seat	2.0 hrs
Add	After Spot Weld Separate Two Panels	0.2 hr
Add	Spot Weld Additional Side	0.5 hr
1480888*	Separate Two Panels in Rear Compartment	0.8 hr

\*This is a unique Labor Operation for Bulletin use only.

<b>Version</b>	3
<b>Modified</b>	October 25, 2017 – Updated the Service Procedure Information. November 13, 2017 – Added Service Procedure Information under Step 7.

