



Bulletin No.: PIC6470A
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Preliminary Information

PIC6470A Folding Top Stops Part Way with a Top Not Secure Message in the DIC

Models

Brand: Chevrolet **Model:** Camaro **Model Years:** 2016 - 2024 **VIN:** All **Engine:** All **Transmissions:** All

Involved Region or Country	North America
Additional RPO	CM8 - Power Folding Convertible Top
Condition	Some customers may comment on a Folding top that does not cycle all the way. It may be accompanied by a "Top Not Secure" message in the DIC. When opening the folding top, the canvas top may stow into the rear compartment, the tonneau, or rear stowage lid may close, and everything appears to be in working order, but the "Top Not Secure" message is still displayed in the DIC. When closing the folding top, the top will latch down onto the windshield as it is supposed to. The rear stowage lid may close, but then the folding top cycle will stop at that point, leaving the tension bow (or 5th bow) pointing up in the air at about a 45° angle. After about 5 minutes, the customer may hear a series of rapid audible tones, and they may notice that the tension bow (or 5th bow) will slowly sink down and come to rest gently against the body.
Cause	The cause of this concern may be either of the B244L / B244R sensors that has not transitioned correctly when the stowage lid (tonneau) has closed.

Correction:

If this situation is encountered, dealership technicians are to inspect the B244L / B244R Folding Top Stowage Compartment Lid Closed Position Sensor's status in the scan tool to see if they are both reading "Active" when the rear stowage lid (tonneau panel) is in the closed position. Regardless of where this panel is, both the LH and RH closed position sensors should always be reading in an identical manner. They should always be Active, or Inactive, as a pair. Typically one sensor does not transition as it should, which causes the situation described above to occur.

If this situation is found to be the case, the system will require additional inspection. The first step that needs to be done is to determine if the concern is mechanical, hydraulic, or electrical in nature. Electrical issues include faulty sensors and pinched wiring, which is more common on rental vehicles or those used as part of a fleet. This is due to the fact that when used as a rental vehicle, many items are forced into the rear compartment and may inadvertently work their way around the luggage barrier, and into the folding top linkage, causing damage. This is more commonly seen with smaller items such as shoes, sweatshirts, umbrellas, etc. Mechanical issues are another common concern found with this situation. Dealership technicians are to inspect the LH and RH stowage compartment hinge assembly for any looseness or play, as compared to the opposite side. In many cases, the linkage can be moved by hand about 1/2" or more, causing the sensor to transition back and forth while watching the scan tool. Once the mechanical linkage is secured in place, there should not be any free movement. This linkage uses an over center / cam design. That way, once the hydraulic pressure on the component is released, the linkage remains secured in place and will not move. Hydraulic failures that affect this issue are rarely, if ever, seen. It will be up to the technician to determine if it is a faulty sensor, pinched wiring, or a damaged hinge assembly.


NOTE: By performing a simple visual inspection of the LH / RH rear compartment hinge assembly, it will be practically impossible to determine if a hinge assembly is damaged or not.

Warranty Information

Because the repair may be one of several listed, please use the labor op that most closely relates to the repair that was performed.

Version History

Version	2
Modified	08/30/2022 - Created on. 11/14/2024 - update to include 2024 model year.

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