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**#17-NA-259: Body Creak Noise from Rear Seat Area -
(Aug 16, 2017)**

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

Involved Region or Country	North America and N.A. Export Regions
Condition	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.
Cause	The noise may be caused by either metal contact between two panels or an insufficient bond between the panels.
Correction	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:

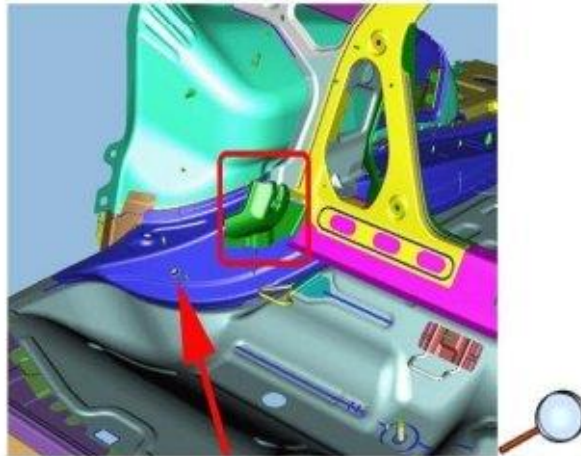
1. Disable the SIR system. Refer to *SIR Disabling and Enabling* in SI.

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.

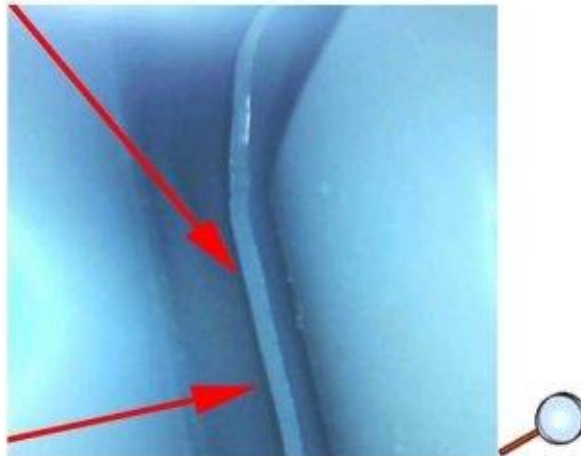
Warning: When performing service on or near the SIR components or the SIR wiring, the SIR system must be disabled. Failure to observe the correct procedure could cause deployment of the SIR components. Serious injury can occur. Failure to observe the correct procedure could also result in unnecessary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

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

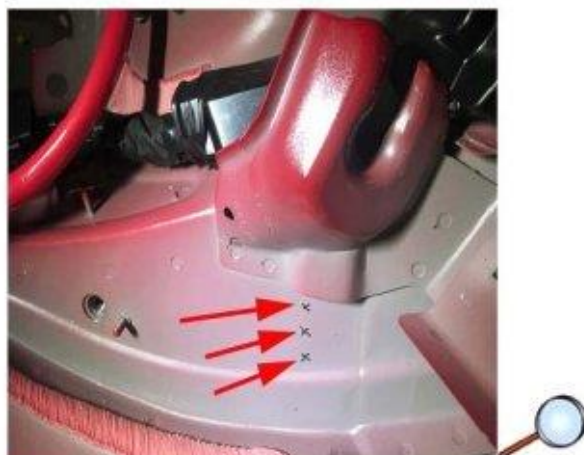
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3. Insert a borescope in the lower rear seat belt retractor bolt hole on the affected side, and fish the lens toward the contact point of the bracket illustrated in green above.



4. With the borescope inspect the two panels for either missing bond or imperfections.
- If imperfections are not visible, continue to Step 12.



5. If imperfections/voids are found, measure 135 mm 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.



6. Using a 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.



7. 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.



8. 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.



9. 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.



10. 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.
11. 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.
12. With the components still removed, pull back the rear compartment side trim.



13. Using a pry bar, pry up on the two panels as illustrated above to create a gap between them.
14. 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.

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	1.8 hrs

Labor Operation	Description	Labor Time
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.		

Version	1
Modified	

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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