

Document ID: 5040559

## #17457: Service Update - Instrument Panel Gauges Flutter, Multiple DTCs Set - (Apr 9, 2018)

**Subject:** 17457 – Instrument Panel Gauges Flutter, Multiple DTCs Set



**Models:** 2017–2018 Chevrolet Camaro  
Equipped with 6.2L Engine (RPO LT4)

<b>Reference Number:</b> N172119020	<b>Release Date:</b> April 2018
<b>Revision:</b> 00	

<b>Attention:</b>	This service update includes 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.
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Make	Model	Model Year		RPO	Description
		From	To		
Chevrolet	Camaro	2017	2018	LT4	6.2L Engine

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.

<b>Condition</b>	The engine wire harness branch to the electric power steering connector and camshaft jumper connector may contact the casting seam under the air conditioning compressor bracket. This may cause the instrument panel gauges to flutter and the vehicle may stall with no crank or restart. There may also be loss of power steering assist, and various driver information center messages can occur.
<b>Correction</b>	Dealers are to add protective conduit to the engine wire harness in specified locations.

### Parts Information

Quantity	Part Name	Part No.
As Required	Conduit Asm, Eng Wrg Harn (120mm, cut to length)	84511961

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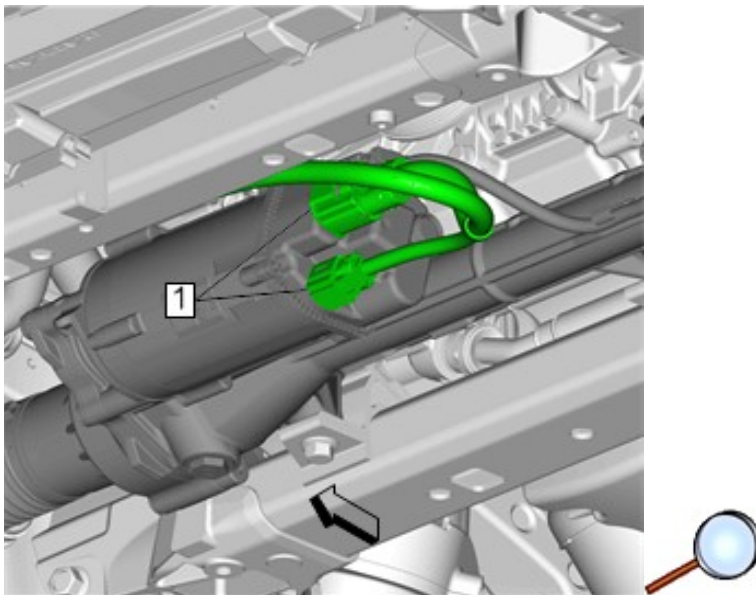
**Reminder:** Parts may be removed from Retail Inventory Management (RIM). Dealers should review the affected parts to confirm RIM managed status. Parts may have quantity limiters in effect.

### Warranty Information

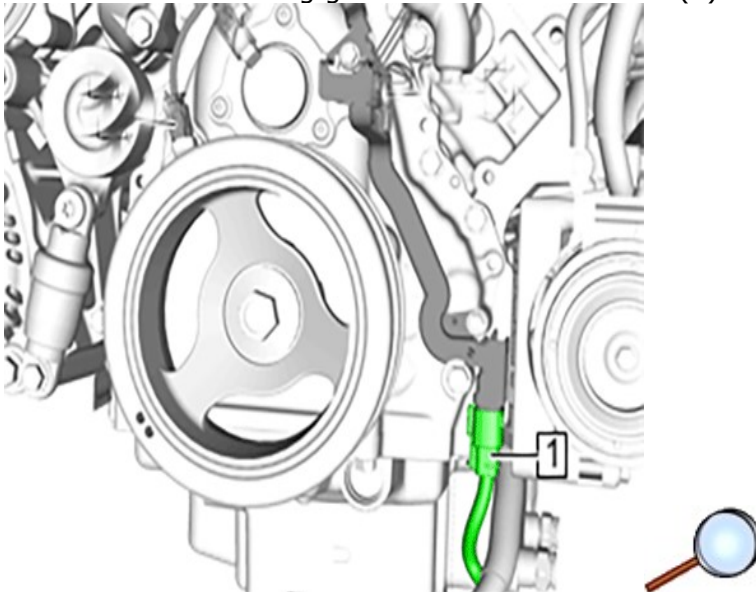
Labor Operation	Description	Labor Time	Trans. Type	Net Item
9103766	Install Protective Conduit	1.0	ZFAT	N/A

### Service Procedure

1. Raise and support the vehicle, refer to *Lifting and Jacking the Vehicle* in SI.
2. Remove the front cradle shear plate. Refer to *Front Cradle Shear Plate Replacement* in SI.



3. Disconnect the steering gear electrical connectors (1).



4. Disconnect the camshaft position sensor (1).

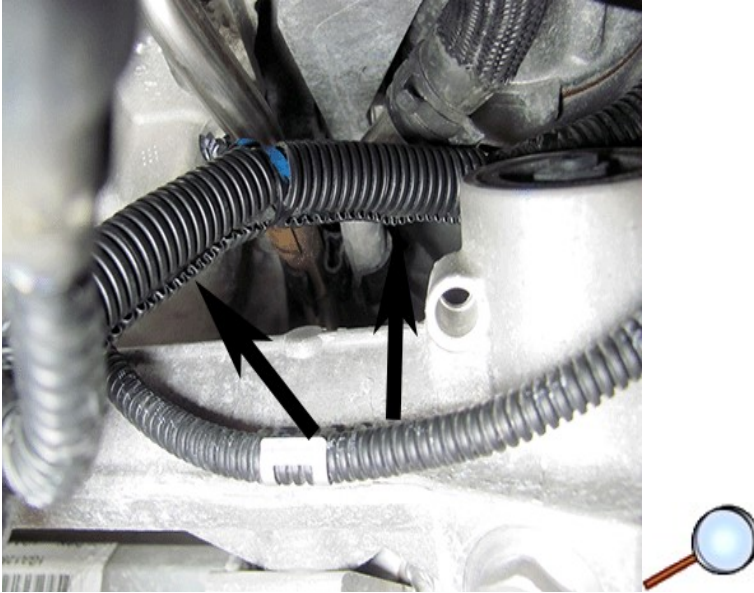


5. Separate the wiring harness retainer from the A/C compressor bracket.

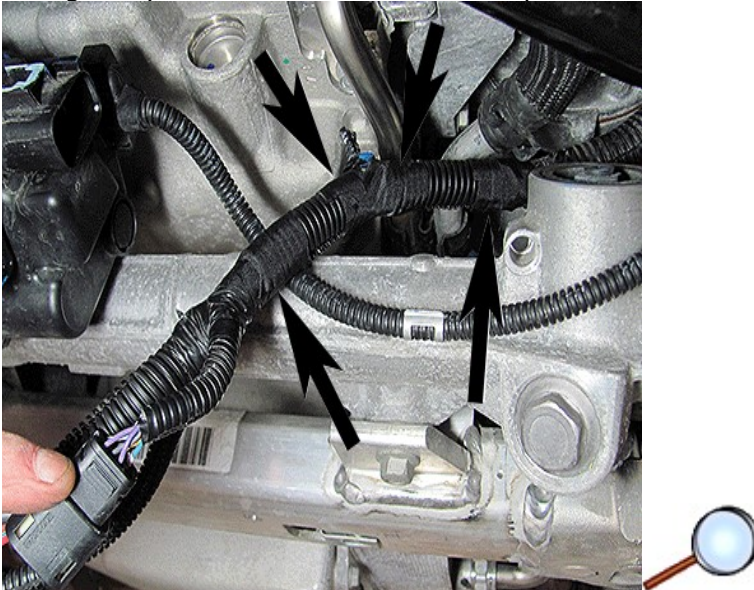


6. With the electrical connectors disconnected from the components, position the harness to gain access to the section being serviced.
7. Inspect the harness for wire damage. If any wires require repair, refer to *Wire to Wire Repair - Engine Controls and Fuel* in SI.

8. Cut two 60mm lengths of the electrical conduit material.



9. Install the two conduit sections onto the harness as shown. Ensure the slit in the conduit is facing away from the harness retainer pin.



10. Using wiring harness wrapping (cloth electrical) tape, secure both ends of the two sleeves. Use two wraps of tape at each of the four locations.
11. Reposition the wiring harness in its original location.
12. Secure the wiring harness retainer to the A/C compressor bracket.
13. Reconnect the camshaft position sensor, ensure the CPA is engaged.
14. Reconnect the steering gear electrical connectors, ensure the CPA's are engaged.
15. Reinstall the front cradle shear plate. Refer to *Front Cradle Shear Plate Replacement* in SI.
16. Lower the vehicle.

### **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 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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