



Service Bulletin

Bulletin No.: 18-NA-268

Date: June, 2019

TECHNICAL

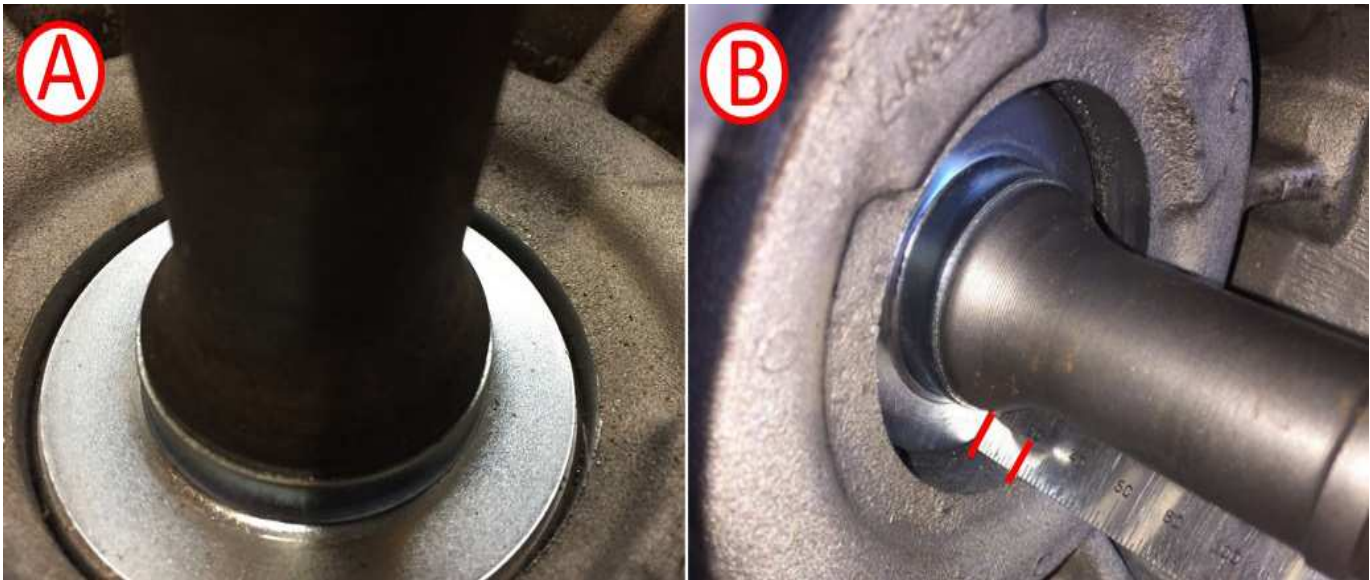
Subject: Rattle Noise Heard from Front of Vehicle When Engine is Running at Slower Speeds

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette	2014	2019			6.2L (LT1, LT4)	6L80, 8L90 Automatic (MYC, M5U)

Involved Region or Country	North America and N.A. Export Regions
Condition	Some customers may comment that they hear a rattle noise coming from the front of the vehicle when the engine is running at slower engine speeds.
Cause	This condition may be caused by a deformed propshaft rubber coupler, which may move the driveline support assembly's front input shaft bearing out of position.
Correction	Note: Do Not replace the Driveline Support Assembly (DSA) for a recessed bearing. Replacing the complete DSA will no longer be recommended. If a noise was confirmed to be coming from the rear of the engine area, perform the following steps in the Service Procedure below.

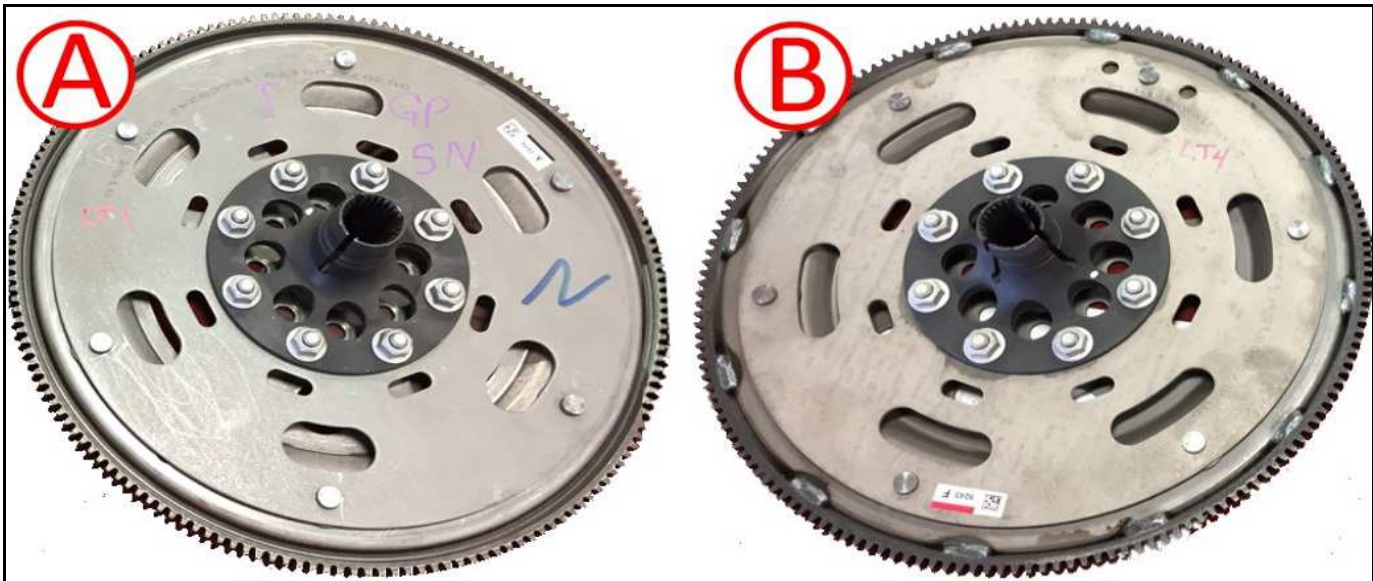
Service Procedure

1. Raise the vehicle.
2. Remove the engine's bellhousing rubber inspection plug.



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3. Inspect that the front bearing/slinger is flush (A) with the housing:
 - ⇒ If the bearing/slinger has been validated to be the cause of the noise and/or found to be pushed rearward more than ¼ inch (6 mm) (B), continue with *Propshaft Replacement* procedure in SI.



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Note: Add medium strength thread locker to the DSA flex plate clamp pinch bolt.

4. Verify that the propshaft hub clamp bolt is properly torqued.
5. Inspect the flex plate:
 - If an LT1 flex plate is installed (A), it is crucial that the LT4 flex plate (B) be installed.
 - ⇒ If the bearing/slinger is found to be pushed rearward more than ¼ inch (6 mm), continue with *Propshaft Replacement* procedure in SI.
 - If the LT4 flex plate is installed, but the bearing/slinger is pushed rearward, continue to the next step.

Important: When installing a repaired driveline support assembly, please follow all the installation procedures in SI. Failure to follow the steps may lead to premature crankshaft thrust bearing failures.

6. Remove the DSA. Refer to *Driveline Support Assembly Replacement* in SI.
7. Remove the propshaft from the DSA. Refer to *Propshaft Replacement* in SI.
8. Inspect the rubber coupler for damage.
9. If required, replace the flex plate.
10. Inspect and document engine crankshaft endplay:
 - If the crankshaft endplay measurement exceeds the specification, the crankshaft thrust bearing should be inspected.
- ⇒ Crankshaft endplay should be measured and documented on the repair order. Refer to Document ID# 3746499 for specifications.
 - If the crankshaft endplay is within specifications, continue to the next step.
11. Install the propshaft into the DSA.
12. Install the DSA.
13. Lower the vehicle.
14. Take the vehicle for a test drive to validate if the concern has been eliminated.

Parts Information

Causal Part	Description	Part Number	Qty
X	PLATE, A/ TRNS FLEX	12669243	1
X	SHAFT, PROP	23366290	1

Warranty Information

Note: Only select the Labor Operation that coincides with the repair performed.

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
4086918*	Driveline Support Assembly Inspection	0.2 hr
Add	Prop Shaft Replacement	11.0 hrs
Add	Crankshaft Endplay Inspection	0.2 hr
Add	Automatic Transmission Flex Plate Replacement	0.2 hr
*This is a unique Labor Operation for Bulletin use only.		

Version	3
Modified	Released August 30, 2018 May 06, 2019 – Updated the Subject/Condition, Service Procedures, Parts and Warranty information. June 19, 2019 – Added the LT4 Engine and MYC Transmission RPOs.