



2023+ C8 Emergency Trunk Access

Starting with the 2023 Model Year GM removed the Emergency Trunk Lock in the event Electronic Latch fails. It “Failed” in my 2020 C8 in about 1 year. I used the manual key as did the Dealer Tech to access the reason then when the parts arrived to install them.

When I got my E-Ray in February 2024 first thought was I would install a simple “Workaround” a forum member posted. But needed to drill into the trunk and thought I could hit a wire. Looked risky. In a Steve Garrett Podcast interview, Josh Holder said they had a solution accessible to dealers to use a device like a Slim Jim inserted into the Trunk behind the right wheel inner fender liner. It is used to pull the Kiddie Emergency Access Handle. Thought, not a high risk I’ll just let a Dealer Tech handle if needed!

But then there was a post that an E-Ray Hatch Release failed. So, from a number of “Workarounds” ideas posted, I made and installed one. Made mine so when I opened the rear hatch at Cars & Coffee, *so folks could look at the engine as many request*, it looked presentable. Used a simple approach of attaching a thin stainless-steel cable to the Kiddie Emergency Pull Handle. Used small Black rubber bands to hold it tight to the rear of the trunk. Passed thru a hole drilled in the heavy rubber weather molding and two overlapping layers of the “fiber like” material trunk liner. To hold the Loop in the stainless cable so it can be accessed thru a gap in the hatch to fender, I used a piece of aluminum holding 2 Black Rubber bands. Bolted it under the hatch with an existing OEM screw.

Works Great and Looks Good!

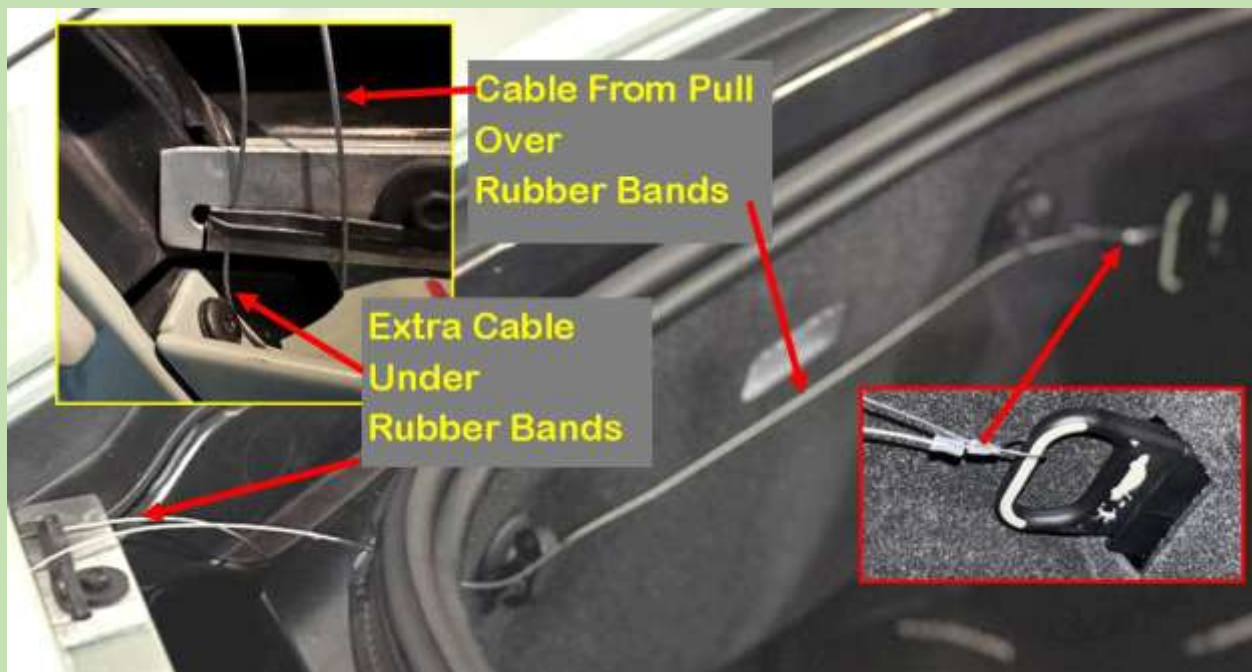


Photo Overview



My 2020 C8 Trunk Electric Opener failed. I used the mechanical key to access. The Dealer tech used several times when he evaluated the failure (he found a corroded terminal on the electric plug.)

Since the plug is permanently attached to the Latch mechanism, he had to order a new system. When it arrived, he installed.

I was fortunate thru 2020 C8 rear hatch had mechanical key lock in case of an electrical failure.

In 2023 GM eliminated the rear hatch lock so IF the latch failed, a mechanical lock is NOT available for 2003 and after C8s! (*The FOB key is still useful to open the driver's door in case of a battery failure.*) The formal GM answer is Failure is infrequent and they have a Service Bulletin available for GM Techs with a "workaround." Probably GM Bean Counter decision.

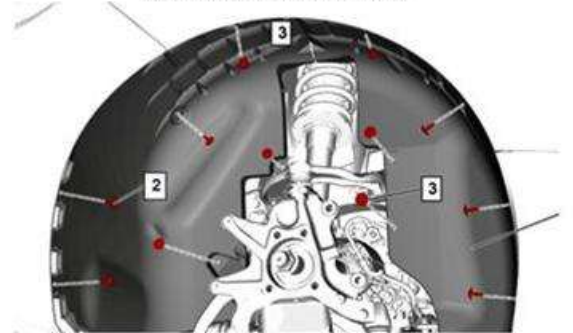
The GM "workaround" is shown at right and the DOC is only available with GM Maintenance Computer Access.

First, must remove Right Rear wheel (RR). Then remove RR wheel liner.

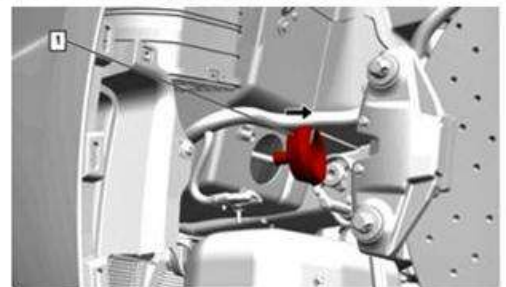
Then remove a wiring plug grommet (*Red in Pic*) leaving an opening. Then "Push Aside" a trunk liner section. (*When I installed my "just in case" system, I drilled thru the Trunk Rubber Weathers Seal and behind were two overlapping "fiber like" material trunk liners. The overlap was about a 1/2 inch.*) Appears GM wants you to push a "tool" with borescope attached (*to see*) thru the two trunk parts. With the "Tool" you grab the Kiddie Emergency Opener Handle and PULL. Josh Holder (*Corvette Exec*) said could use a "Slim Jim!" Sounds right you are breaking into your car! LOL

Does not look like an easy DIY. Mine and other "Just-In-Case" solutions are easy, well most!

Access Litigate Latch Without Power GM DOC 6287070



1. Remove Right Rear Wheel Liner



2. Disengage Wiring Grommet (Red)



3. Go thru Grommet Hole with Borescope on long tool and pull emergency release handle



AzDave47

Straighter pull, no holes to drill and nothing to be seen from the outside. It works and has not given me any problems since I installed it a couple years ago.

I made a small loop in safety wire, pushed the wire thru the right rear rubber trunk molding and then routed it by the trunk hooks and looped it around the manual trunk pull. There is nothing showing outside the car, I took some coat hook wire and made a hook to fish the loop in the right rear trunk seam out if I need to manually open.

There have been several simple solutions proposed after the “No Trunk Manual Lock” in 2023 and later C8s. The one shown on left by AzDave47 is similar to others and Pic was good. He used thin safety wire attached to Kiddie Emergency Handle, placed it on trunk interior hooks, slipped under the rubber hatch weather molding and had a loop positioned where it could be grabbed. He used a thin metal hook and thru the hatch/fender gap can grab and pull the loop out to pull on the kiddie handle.

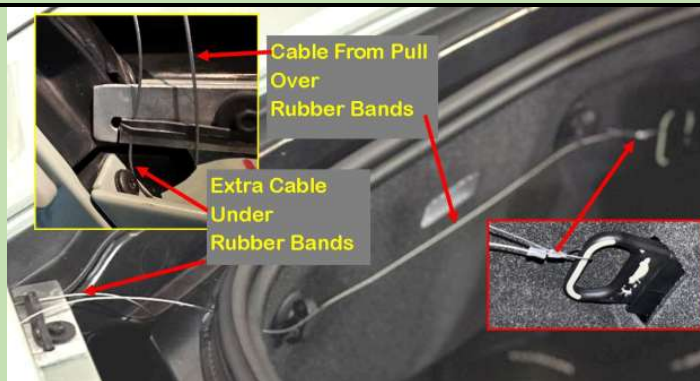
There is another “Workaround” that looked like it would be neat any easy to implement. Little visible with Hatch open by Jost6453. He used a thin cable attached to the Kiddie Pull and it exits the trunk thru a hole drilled and cable exits from the right rear Louvered Vent.

When I got my E-Ray 18 Feb. 2024, looked for place to drill. There was a sold plate between vent and trunk liner. Was concerned not knowing if wires might be behind. Did not try.

Like this idea best from Jost6453 Quoting:

“I drilled a tiny hole through the ‘tub’ by going through the right rear louvre (upper left corner). I routed my pull cable through the hole and secured it to the bottom side of a grill fin with a small piece of tape. Sealed the hole with a tiny amount of body putty. This approach provides a straight pull. It’s totally out of sight and readily accessible if ever needed.”

Now, Where to Get a Long 1/16" drill. And HOPE I don't hit any wires!



I used the system similar to one posted by AZDave47 (although he was not the only or the 1st to post) But so it looked somewhat more presentable at Cars & Coffee used a few more steps.

I mounted a thin aluminum plate that has two Black Rubber Bands to hold the “Pick-Up Loop” in the recess under the fender so it was easy to access from the gap in the Rear Fender. To keep the thin stainless steel cable tight to the rear of the trunk used two small Black Rubber Bands the cable is passed thru. Double wrapped and cable goes thru one wrap. When cable attached to the Kiddie Handle is pulled, the band just stretches.

Works great and looks good.

Full “How To” Details With Parts Follows.

Now if you want a “professional, totally hidden Workaround,” Ken from Squirrel Cage Garage has the answer. Not simple but Ken attaches a pull cable to the backside of the Kiddie Pull, not visible in Trunk. He routes it “under” the right rear wheel fender cover and to the back of the passenger seat.

This is a supper How To, 30-minute Video:

<https://www.youtube.com/watch?v=UDugxjYWE0E>

Ken is reportedly a former Corvette tech. In another Video he takes his E-Ray apart to show you many components you have never seen. Fun one to watch:

<https://www.youtube.com/watch?v=h4oeQwel2mg>



Ken thought thru every detail. Even mounted the cable activation switch upside-down so it can be operated from the open gap in the passenger seat!

You'll see if you watch the video the many small details he has thought thru and used.

Details Of My Install

Bought this 1mm, “thin” Stainless Steel Coated Cable. It was 100 feet for ~\$7. Thought don't need that much but having made a number of test runs and ***when I have to remove the Trunk Liner to say access the engine air filter would cut and make another!***

The Max strength is 100 lbs and you'll see in mt test requires much less! It comes with 10 aluminum sleeves/stops to make a loop.



DGOL Coated 100 feet 304
Stainless Steel Cable Wire
Rope 5/128 inch (1 mm), 7x7
Standard, 100 ft, for Outdoor
Craft Garden Use
Size: Coated 5/128 inch (1 mm)



Amazon ~\$7
100 lb Max
Strength

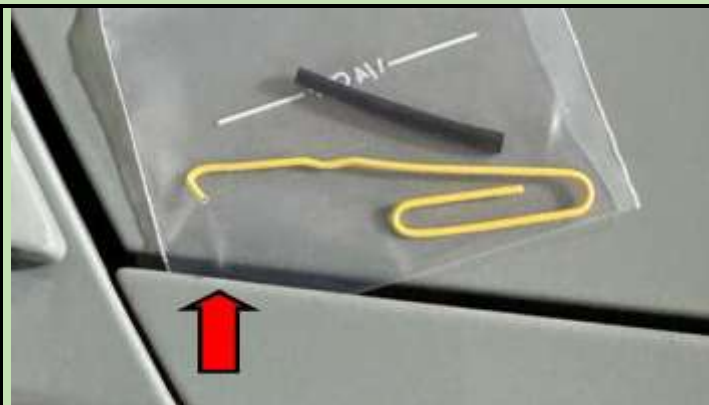


Bought a small bag of Black Rubber bands. Also needed some for other projects!

Need a way to hold the stainless cable so it's in position to: "Grab" thru the rear Hatch to rear Fender Gap. Thought best to hold with Black Rubber bands. Had some 0.10 thick aluminum that worked fine as a Holder.

Drilled one hole for the screw to attach on the right rear fender using an OEM screw location, under the Hatch.

Drilled two holes and made a slit with a hacksaw. Stretched the rubber bands to pass thru the slot and then slip into the holes!



This is the "Hook" to grab the Stainless Steel Cable Loop in the open Hatch to Fender slot. Can grab either as the whole cable needs to come out.

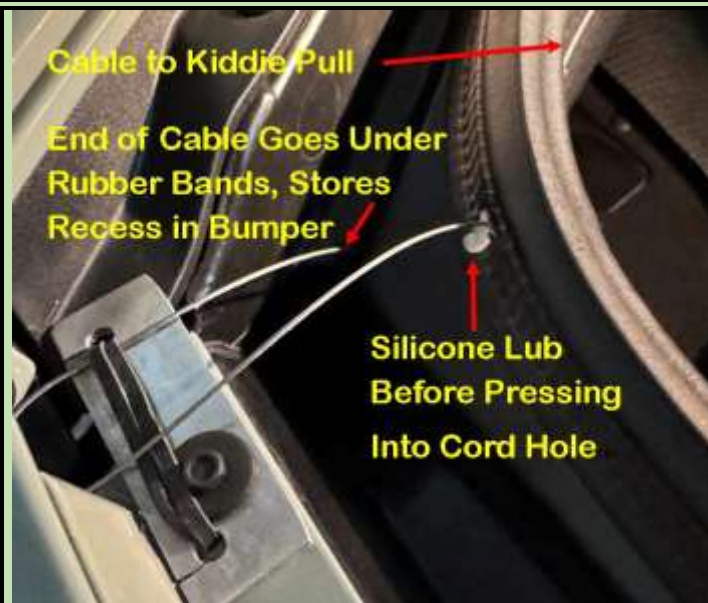
Made it from a plastic-coated paper clip, as shown, so it would not mar the paint. Inserted a short piece of plastic tubing over the wire so the cable also would not mar the paint when used.

Now in Plastic Bag in Glove Compartment! Hope like most "insurance" hope it's never needed!

As a Test to check the pull force required used a Fish Scale. Pulled the cable out fully.

Slipped the tubing over the cable and inserted both in gap. Tied a knot in the cable (easy with this thin cable) after putting around scale hook.

Pulled slowly and at ~18 lbs the Hatch Popped Open. No issue with a 100 lb max load cable!



Had drilled a 5/32-inch diameter hole thru the Rubber Weatherstrip Molding angled down. Turned out it went thru two pieces of overlapping fiber like Trunk Liner that overlapped about 1/2 inch.

After pushing wire thru the 3 pieces, rubber and two trunk pieces, I put a "Dab" of Silicone Grease over the hole and pressed it in. Helps lubricate the wire when used AND helps seal any water from entering.

You'll note in above Pic; the OEM screw was not used. Thought might need a slightly longer screw to deal with the aluminum and rubber band thickness below.

Although what I bought was labeled 30mm long not the OEM 25mm length measured below the screw head, thought that would be plenty.

It was slightly, when I picked the longest in the box I had to buy! But when you consider the 2mm integral washer and male raised hex head versus female T10 socket gained only a little! But worked fine, the OEM screw would have worked as well.

BTW the screw connects with a clip well below the surface, the reason for the length. Only utilizes perhaps a 1/4 inch of the bottom screw threads.



“60” E-Ray, C8 Z51, 2017 Grand Sport & 2014 Z51 Stingray Mods or Info Available As PDFs:



60 PDFs discuss improvements or info about a E-Ray, C8, 2017 Grand Sport, 2014 Z51 Stingray function and/or esthetics. Some are minor and others, like installing “Low Dust Brake Pads” on C8 & C7s, have detailed information.

Below are the PDF's available. Click Blue PDF link or copy and paste the PDF link (Blue type) into your browser. Or email me at TechSupport@NetWelding.com and state the title desired, shown in Yellow:

E-Ray PDI & Info <i>Details of My E-Ray PDI</i> http://netwelding.com/E-Ray_PDI.pdf	
E-Ray 1st Mod <i>Details of My E-Ray Cross Brace</i> http://netwelding.com/E-Ray_Mod_1.pdf	
E-Ray Need Lift? <i>Yep, How I Scraped My Front Aero Panel</i> http://netwelding.com/E-Ray_Lift.pdf	
E-Ray PPF Bottom Of Rocker Panels <i>Small Amount of PPF Added To Rocker Panels</i> http://netwelding.com/E-Ray_PPF.pdf	
E-Ray Tire Slide & Rear Mesh <i>Safe way to remove and install wheels</i> http://netwelding.com/E-Ray_Tire_Slide.pdf	
E-Ray 12 Volt Battery http://netwelding.com/E-Ray_12_Volt.pdf	
'23 and Later Emergency Trunk Access http://netwelding.com/Emergency_Trunk_Access.pdf	

C8 & E-Ray Brakes <i>C8 Brakes Are Anemic Compared to Other MEs</i> http://netwelding.com/C8_Big_Brakes.pdf	
C8 & E-Ray PDR SD Card Selection <i>Things to Consider When Buying SD Card</i> http://netwelding.com/PDR_SD_Card.pdf	
E-Ray, C8, C7 eLSD vs Positraction <i>eLSD is a Modern Dif; Positraction is from 1960s</i> http://netwelding.com/eLSD_VS_Posit.pdf	
E-Ray, C8 FWD Hybrid <i>WFWD Hybrid Provides More Power & MPG</i> http://netwelding.com/C8_FWD_Hybrid.pdf	
C8 Edge Red Engine Cover <i>Engine Cover Matches Valve Cover</i> http://netwelding.com/Engine_Cover.pdf	
C8 Engine Compartment Lights <i>Multicolor Lights Remote operated</i> http://netwelding.com/Engine_Lights.pdf	
C8 Side Skirts & Splitter <i>Install C7 Carbon side skirts & splitter on C8</i> http://netwelding.com/Side_Skirts.pdf	
C8 Z51, GS/C7 Z51 Ceramic Brake Pads <i>Performance Vettes have dusty brakes. These help!</i> http://netwelding.com/Ceramic_Pads.pdf	
C8 Low Restriction Air Intake <i>Low Restriction Air Filter Why & How To</i> http://netwelding.com/C8_Air_Intake.pdf	
C8 & C7 Splitter & C8 Condenser Mesh <i>Mesh Protects AC Condenser & Splitter Install</i> http://netwelding.com/CF_Splitter.pdf	
C8 NAV SD Card Removed Error <i>Error When SD Card and Reader Are Fine</i> http://netwelding.com/NAV_SD_Card.pdf	
C8/GS/C7 Splash Guards <i>GM splash guards. ACS Best Front Guards for GS.</i> http://netwelding.com/Splash_Guard.pdf	
Jacking a E-Ray/C8/GS/C7 Vette <i>Safely jacking either front only or back & front</i> http://netwelding.com/Jacking_A_C7.pdf	
E-Ray, C8 & C7 Plates & Frame; <i>Must Meet South Carolina Law</i> http://netwelding.com/License_Plate_Frame.pdf	

<p>Change C8/GS/C7 Oil <i>WHY change your own oil and C7 Lifting Methods</i> http://netwelding.com/Changing_Oil.pdf</p>	
<p>E-Ray/C8/GS/C7 Mirror Proximity Alarm <i>Limit switch alarm warns when close to door frame</i> http://netwelding.com/Mirror_Proximity_Alarm.pdf</p>	
<p>Jacking Pads for E-Ray/C8/GS/C7 <i>Manual says Jacking Pads 2 1/2-inch max OD..</i> http://netwelding.com/Jacking_pads.pdf</p>	
<p>E-Ray/C8/GS/C7 Radar Power <i>For C7 tapped rear fuse panel. For GS tapped mirror</i> http://netwelding.com/Radar_Detector_Power.pdf</p>	
<p>E-Ray, C8 & C7 Wheel Chatter/Hop <i>Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.</i> http://netwelding.com/Wheel_Chatter.pdf</p>	
<p>E-Ray/C8/GS/C7 Wheel Locks <i>Wheel locks, help protect your expensive wheels.</i> http://netwelding.com/Wheel_Locks.pdf</p>	
<p>Deer Whistle Installed on E-Ray/C8/GS/C7 <i>Do they work? Plus Install Info</i> http://netwelding.com/Deer_Whistle.pdf</p>	
<p>C8 & C7 Splitter Protector <i>Scrape Armor Protection for Splitter</i> http://netwelding.com/Splitter_Protectors.pdf</p>	
<p>E-Ray, C8 & C7 Cargo Area <i>Rear cargo area storage device and rear protector</i> http://netwelding.com/Rear_Cargo_Area.pdf</p>	
<p>C8 Front Coilover Tower Covers <i>Prevent water from filling Cast aluminum cavities</i> http://netwelding.com/Tower_Covers.pdf</p>	
<p>C8.R Info & GS Rear Diffuser (Fits Any C7) <i>Rear Carbon Flash Composite Diffuser</i> http://netwelding.com/Rear_Diffuser.pdf</p>	
<p>GS/C7 Belt Rattle <i>Passenger seat belt rattles against the seat back.</i> http://netwelding.com/Eliminate_Rattle.pdf</p>	
<p>Aluminum C8 & C7 Chassis and Repair <i>The C7 aluminum chassis. Includes weld repair info.</i> http://netwelding.com/Aluminum_Chassis.pdf</p>	
<p>GS/C7 License Plate Light <i>LED license plate light & cargo area bulbs</i> http://netwelding.com/License_Plate_Light.pdf</p>	

E-Ray/GS/C7 Door Panel Protector <i>Black plastic protector prevents scuffing of door</i> http://netwelding.com/Door_Panel_Protector.pdf	
GS/C7 Improved Cup Holder <i>A solution to the cup holder spilling</i> http://netwelding.com/Improved_cup_Holder.pdf	
C7 Carbon Fiber Grille Bar <i>Install genuine carbon fiber grille bar overlay</i> http://netwelding.com/CF_Grille_Bar.pdf	
GS/C7 Blind Spot Mirror <i>Smaller rear and side windows cause C7 blind spots.</i> http://netwelding.com/Blind_Spot.pdf	
GS/C7 Skid Pad Protector <i>After the air dam, the aluminum "skid pad" hits</i> http://netwelding.com/Skid_Pad_Protector.pdf	
GS/C7 OnStar Lights <i>Rear view mirror OnStar LED's, at a quick glance, look like a police car flashing light! This is a fix.</i> http://netwelding.com/OnStar_Lights.pdf	
GS/C7 Skip Shift Eliminator <i>Skip Shift Eliminator install</i> http://netwelding.com/Skip_shift_Eliminator.pdf	
GS/C7 Catch Can & Clean Oil Separator <i>What is Coking and how to reduce the potential</i> http://netwelding.com/Catch_Can.pdf	
GS MGW Flat Stick Shifter <i>The MGW shifter shortens throw and is more precise</i> http://netwelding.com/MGW_Shifter.pdf	
GS/C7 Round Shift Knob <i>A round shift knob shortens throw on OEM shifter</i> http://netwelding.com/Shift_Knob.pdf	
GS/C7 Stingray Sill Plate <i>Stingray sill plate replaces original.</i> http://netwelding.com/Sill_Plate.pdf	
GS/C7 Nylon Bra <i>Nylon Bra Stops Bugs. Fits with Stage 3 Winglets</i> http://netwelding.com/Nylon_Bra.pdf	
GS/C7 Clutch Fluid Change <i>Clutch fluid after 3000 miles gets dirty</i> http://netwelding.com/Clutch_Fluid.pdf	
GS/C7 Cold Air Intake <i>Low Restriction Air Filter & Duct</i> http://netwelding.com/Cold_Air_Intake.pdf	

GS/C7 Soler Modified Throttle Body <i>For Improved Throttle Response</i> http://netwelding.com/Soler_Mod_TB.pdf	
GS Splitter Stage 3 Winglet <i>Stage 3 Winglets Integrate with Spats</i> http://netwelding.com/Stage_3_Winglets.pdf	
C7 Removing GM Plastic Film <i>How To Remove The Rocker Panel Film</i> http://netwelding.com/Rocker_Panel_Film.pdf	
GS 2LT to 2.5 LT <i>Red Upper Dash Pad Like 3LT</i> http://netwelding.com/Red_Dash_Pad.pdf	
Jake Emblem/Decals for GS <i>Jake Symbols Support GS Racing Image</i> http://netwelding.com/Jake_Embblems.pdf	
Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf	
Boomy Bass Solution <i>Use Presets to Adjust Bass etc. Tone/Balance</i> http://netwelding.com/Boomy_Bass	
GS/C7 Air Dam, Functions <i>Why Missing from Z51, Some GS & Z06</i> http://netwelding.com/Air_Dam.pdf	
Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf	
Engineering a ProStreet Rod <i>How Our '34 ProStreet Rod Was Designed and Built</i> http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf	
Motorsports Welding Article <i>Wrote Article on NHRA and NASCAR Chassis Design</i> http://netwelding.com/Motorsports_Welding_2018.pdf	
Write Flyer Build: Fun Winter Project http://netwelding.com/Wright_Brothers_First_Airplane.pdf	
Chris Craft Build: Fun Winter Project http://netwelding.com/Building_Dumas_Chris_Craft_Boat_Model.pdf	