



MR. Y2000

Email questions to: c5dan@c5registry.com with "Mr. Y2000" in subject line

Q. Has my husband gone bonkers?

We live in the windy city of Chicago and here is my story. My husband won't take his new 2008 Corvette Convertible out in this winter weather. Every so often, he disappears into the garage. I hear him starting his Corvette and cranking up the "tunes". Then he revs the engine up and I guess he pretends he's driving his hot new toy! Then back into the house he comes with a huge grin on his face, mumbling something about.... oh honey, I was just charging the battery. Is he *really* charging the battery or lusting over his new toy?

Signed *Feeling left out!*

Mr. Y2000: Dear *Left Out*: Yes and Yes...but a couple of things first. Please make sure he has the garage door open! Even though today's Corvettes produce much cleaner and less polluting exhaust, you don't want the exhaust filling the garage or entering your home. Next, share with him that it is important NOT to rev the engine when it is cold. You see, the oil in the engine needs to heat up before it can completely do its job. Running the engine cold at higher RPM's can cause severe damage. So, after he starts the engine, he needs to let the engine idle and the oil temperature rise to at least 125-150 degrees. That way all of the parts have expanded and the oil is flowing through the engine properly.

While running the engine *will* put a charge into the battery, you might share with him the following information. When C6 owners start their vettes, the headlamps

automatically come on, which will draw some of the power away from charging the battery. If your husband is enjoying his "tunes", then the radio and the audio amplifier are also drawing power. The Body Control Module (BCM) and other computer modules wake up and draw power as well. So, if he is only running the engine for a couple of minutes, he is NOT adding much power, if any, back into the battery. He may be taking out more power than he is putting in.

You might suggest that he back his toy out of the garage, turn off the headlamps, heater and radio, and let it idle for at least 20-30 minutes every three weeks or so. This WILL charge the battery. Another suggestion would be to move his vette around enough in the driveway so that when he pulls back into the garage, the tires will not end up in the same location as when he pulled out. By doing this, you will help avoid flat spots on your tires. But, of course, it's best if he can actually *drive* his dream around the block so that the transmission and differential fluids also have a chance to warm up to operating temperature.

One final thought, you might consider giving him a *Driver's Hat* and a *Red Scarf* for those *rare* winter Chicago sunny dry days so he can drop the top and strut his vette around the block. Believe me, the neighbors will notice! And when he returns, I guarantee his grin will be the biggest you have ever seen! Just maybe you won't be *Left Out* any more!

Q. Please Help!!! I just had the worst experience of my life after visiting my local Chevrolet Dealer! I was happily driving my 2007 C6 last week when the engine started making a terrible noise. Believing it was still under warranty, I took it to the dealership yesterday to have them check it out. The Service Manager called me today and told me that I needed *serious* engine work, and possibly even a new engine at a cost of up to \$13,000! But my Corvette only has 30,000 miles on it...what about my GM factory warranty? Shouldn't they cover this?

The Service Manager advised me that there wasn't any warranty on my Corvette. I was shocked and asked him, how could this be? He asked me if I had owned this C6 since it was new and I told him that I had just bought it about six months ago with 28,000 miles on the odometer. He said that he didn't know what the issue was, but when he checked the GM system it showed that the warranty had been canceled.

Mr. Y2000, please tell me, what gives?

Signed *Extremely Frustrated!*

Mr. Y2000: Dear *Frustrated*: I'm sorry to hear that you are having *serious* engine issues. I suspect that at some point in your vehicle's life someone must have installed aftermarket software in your vehicle's engine computer, or has made some other modification to the vehicle. It is common knowledge that GM has advised Dealers that before performing any warranty and/or powertrain repair

work, they are required to check and confirm that the engine computer software is, in fact, GM's authorized software.

GM has long felt that modifications that increase the engines horsepower and/or torque ratings, over what they were originally designed for, can contribute to a premature failure. These items include, but are not limited to, powertrain components (engine, transmission and rear axle) that were altered or modified. GM's policy has been that they are NOT responsible for failures due to these modifications and will NOT cover them under warranty.

While this is a very difficult situation for you, this is not an uncommon policy for manufacturers. Several years ago an article appeared in Ford's SVT magazine that pointed out that even the use of underdrive pulleys could result in a failure of alternators and air conditioning compressors, and this discovery lead to NO coverage from Ford's warranty. They stated that *this is because damage or failures of the new vehicle components CAUSED by modifications to the vehicle are not defects in "factory supplied" workmanship or material.* While I understand this is a tough lesson to experience, I can only hope that this message gets out to others so that they may not find themselves in the same *Extremely Frustrating* situation that you are in. Unfortunately, in your case, the old adage *Caveat Emptor* — "Let The Buyer Beware" — still applies!

Editor's Note: *Many automobile manufacturers are now beginning to incorporate the following into their new vehicle owner's manuals. Please note the following from a 2010 General Motors owner's manual. Members, be cautious who you allow to modify your vehicle!*

NON-GM PARTS & EQUIPMENT AND ORIGINAL EQUIPMENT ALTERNATIONS

The New Vehicle Limited Warranty does not cover any damages or failure resulting from modification or alteration to the vehicle's original equipment as manufactured or assembled by General Motors. Examples of the types of alterations that would NOT be covered include cutting, welding or disconnecting of the vehicle's original equipment parts and components.

Additionally, General Motors does not warranty NON-GM parts and/or calibrations. The use of parts and/or control module calibrations not issued through General Motors will VOID the warranty coverage for those components that are damaged or

otherwise affected by the installation of the NON-GM part and/or control module calibration.

Editor's Note: *Members, you can always go to your local Dealership's Service Department and share with them that you are considering purchasing a General Motors used vehicle that you believe is still under factory warranty. Smile real big and ask them politely if they would look up the service history for the GM vehicle you are considering purchasing. Remember, you will need to provide them with the entire 17-digit Vehicle Identification Number and the current mileage that you wrote down upon your first inspection of the vehicle. I'm sure they will be happy to advise you how much warranty coverage would be left, based on the miles and date of first service.*

FREE CATALOGS!

Featuring More Than 40,000 Corvette Parts and Accessories From the World's Best Resource for Restoring or Upgrading Your 1953-2009 Corvette

To Get Your Free Catalogs, Visit Our Website:



www.ecklers.com

Or, Call Toll-Free: 1-800-284-3906