



MR. Y2000

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

Q: My friend owns a 99 Corvette and is having the dreaded fuel gauge problem. He took it to Mr. Goodwrench who told him he needed a new sending unit and it would run \$1700.00. My friend is a fair mechanic in his own right and is wondering if anyone knows of another work around or, if he must replace the sending unit, how complicated is the procedure? Do you have to remove the fuel tank and how difficult is that? Can the job be done on a KwikLift, only about 36 inches of clearance? Any help or wisdom would be greatly appreciated.

Mr. Y2000: Before replacing the sending unit(s) I would try using the new GM Fuel System Treatment Plus (part number 88861011). It has a special additive that coats the sending unit and helps to remove and prevent the corrosion that causes this concern. If added to your fuel tank at every oil change it should help prevent this concern from reoccurring. You do not have to remove the fuel tank to perform this repair. Yes, it can be done on a KwikLift, it will just be harder because of the limited maneuverability. The repair procedure is not overly complicated, but there are at least two very critical steps. First, when removing and installing the sending unit in the tank, you must be very careful not to bend the float arm. It may be helpful to detach the float arm from the sending unit and then remove the sending unit and the float arm as two separate pieces. Secondly, when reattaching the sending unit, it is critical that the fasteners not be over-torqued. Let your friend know that it is absolutely imperative that the sender units are properly torqued when they are installed in the fuel tanks. If they

are over or under-torqued, it could result in a fuel leak. They must use a torque wrench that is capable of properly torquing these critical fasteners. I can't stress enough the seriousness of performing this correctly!!!

Q: The GM Document ID #1697138 advises the Dexron VI can be used in a variety of 2003 to 2005 cars and light trucks. The document also states that only 2005 and prior models that currently use DEXRON III may use DEXRON VI. My question is can this new auto transmission fluid be used in a 1999 C5? I would appreciate your comments before I have the dealer change to the new fluid.

Mr. Y2000: Dexron VI has not been validated for and should not be used in manual transmissions or transfer cases. It can be used in all automatic transmissions that call for Dexron III, including the automatic transmissions used in Corvettes.

Q: I have a 98 Coupe and I love it. I had new brakes installed and they squeal and it's driving me nuts. I was told by the service manager at the repair shop (Chevrolet) that the new brake pads don't have asbestos in them any more. Apparently there are some "thermal" pads that may be an improvement, but they couldn't guarantee they wouldn't squeal. Is there any new pad that Chevrolet has developed for this problem? Can you direct me to someone that may be able to help?

Mr. Y2000: It is true that the asbestos has been removed from brake pads. Without knowing which pads the dealer installed or which "thermal"

pads the dealer is talking about, I have no way of making an assessment.

There are a great number of brake pad manufacturers and they each have to make decisions regarding trade-offs when making brake pads. Durability, noise, and dust are just some of the items that need to be addressed, and different pads from different manufacturers will all react differently.

Also, the owners driving habits contribute to brake noise. A driver that brakes smoothly and lightly will be more likely to have brake noise/squeal than one that drives like a racer. The smooth light braking can lead to the build-up of what's known as a "glaze" on the brake pads and rotors. Six hard stops, just short of activating the ABS, from 50 mph with sufficient time between for the brakes to cool down should remove the "glaze" from the pads and rotors. This procedure should only be performed in a safe area where other drivers will not be endangered. This will only be a temporary "fix" if the driver doesn't change their driving habits.

Q: I have a 2000 Coupe. The clear roof has started to craze and the clear coat is coming off in sections. Is there a way for me to get the rest of the clear coat off and re-finish it myself? This is the second time this has happened; the first was covered under GM.

Mr. Y2000: The plastic panel is coated with a substance to help prevent abrasions and it is that coating that is peeling off. To the best of my knowledge there is no repair, other than replacement, for this concern.

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C6 DEAD BATTERY CONCERN

A BIG C5/C6 THANK YOU goes out to Bruce Miller [C5R# X3278] of Colorado Springs, CO for his persistence in tracking down the answer to the recent C6 Dead Battery concern. Bruce, thank you for this in-depth report. Your efforts are achieving results!!

We are fortunate to have a "Friend in High Places" who is both a Corvette enthusiast and is well placed at GM to provide information to us when not available through other channels.

Background: In April of 2005 a problem was identified by C6 owners regarding battery failures (DBS) and was elevated to our "Friend in High Places." Since that time a DBS Team has been established within GM engineering to identify the root cause of the failures. Below is a letter I received the end of January '06, which I hope will address your concerns and answer some of your questions, but unfortunately a fix is not yet in place.

Most recent letter: I want to give everyone an update so you know where we stand. There is a complete team working the issue and a specialist in root cause analysis has also been assigned. We have been successful in identifying some issues that are not causing the condition, and we also believe that it can not all be associated with customers not putting their Corvettes in reverse. Especially with this group, I trust you all fully understand and practice the proper shut down procedures?

For 2006 the shift to reverse feature was eliminated. GM was successful in convincing the Federal Government

that this feature was not essential in preventing vehicle theft. While the Federal Government ruled GM could discontinue it on 2006 and future models, it did NOT approve a retrofit that would eliminate the requirement for 2005 models. Also for 2006 the column lock feature has been removed. We are not sure how much, if any, this influences DBS, but it is a difference we are investigating.

There are two switches used to tell the BCM the shifter is placed in reverse. If these switches are not activated, the BCM does not actually shut down the electrical system. A Corvette could believe it is not in reverse and stays live, even when the shifter is in reverse.

We are developing a couple of testers that can easily be installed in a customer Vette and monitor several circuits and switches simultaneously. We will be installing it in one customer's C6 next week. We have had two test computers built that are currently on customer C6s that actually monitor battery voltage, amp draw and ignition cycles every 30 seconds. The computer is not invasive and the customer can drive their C6 while it stays connected and monitors the data. We are looking to our engineering group for more improvements that can determine if a module is not going to sleep as intended and will identify the suspected 'naughty' module.

We are also looking at stray radio waves that could be waking up the BCM once it is asleep, much like doing a key fob button press. In one case we identified a customer's C6 that lived close to a security gate for their neighborhood. Every time someone hit the button to open their security gate, their C6 would wake up and go through the 20-minute shut down procedure.

We are making progress, but since I have no idea how long the road is, I can only tell you when we finish the race. Rest assured we will not quit until we identify the issue and correct it.

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Q: I just had the electronic steering column lock replaced in my 1998 Vette (automatic transmission) as per the recall and now the steering wheel won't lock at all. I was told by the dealer that this is okay and all recalls on the column are repaired this way. Any truth?

Mr. Y2000: This dealer is correct. Per the recall, on Corvettes with automatic transmissions, the column lock is disabled, not replaced.

Q: I would appreciate any input on the best way to secure or tie down a C5 for trailering. I will be trailering a 2003 C5 Convertible from Cheyenne, Wyoming to Phoenix, Arizona using a 2 axle trailer. Thanks!

Mr. Y2000: If this Vette has F55 suspension, caution needs to be taken when transporting it. When the ignition is off, there won't be any current to the shocks and there will be very little damping. The car will bounce around like there aren't any shocks. The easiest solution would be to leave the key in the "on" position, but the battery may well go dead. The other solution is to install the factory shock "stuffers" and then strap the car down, using the factory slots in the frame, in such a way that there isn't any suspension movement.

Q: Anybody have any experience with the tire sensors in a C6? It looks like you don't use a magnet to reset them and sensors are right and left. If you switch the front tires, then the left will read "right" and the right "left" on your display.

Mr. Y2000: The tire pressure sensors are not location specific, but like C5 sensors, if they are moved to a different location on the car, their location will need to be relearned/reset. The C6 sensors require a special tool to relearn/reset them if they are moved. Any Corvette dealer will have the necessary tool.