



Recall Bulletin

File In Section: Product Recalls
Bulletin No.: 04006
Date: April 2004



PRODUCT SAFETY RECALL

SUBJECT: ELECTRONIC COLUMN LOCK SYSTEM

MODELS: 1997 CHEVROLET CORVETTE EQUIPPED WITH AN AUTOMATIC TRANSMISSION (EXCLUDES EXPORT VEHICLES)

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1997 model year Chevrolet Corvette vehicles with electronic column lock (ECL) systems. When you turn your ignition switch to "lock," the system prevents turning of the steering system. When you start your vehicle, it unlocks the steering system. Your vehicle is designed so that if the column fails to unlock when you start your car, the fuel supply will be shut off if you try to move your vehicle. If voltage at the powertrain control module is low or interrupted, however, the fuel shut off may not occur and the vehicle can be accelerated while the steering system is locked. If this occurs, a crash could occur without warning.

CORRECTION

Dealers are to disable the electronic column lock by removing the column lock plate.

VEHICLES INVOLVED

Involved are certain 1997 model year Chevrolet Corvettes equipped with an automatic transmission and built within these VIN breakpoints:

YEAR	DIVISION	MODEL	FROM	THROUGH
1997	Chevrolet	Corvette	V5100001	V5109707

IMPORTANT: Dealers should confirm vehicle eligibility through **GMVIS** (GM Vehicle Inquiry System) prior to beginning recall repairs. [Not all vehicles within the above breakpoints may be involved.]

For US: For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name and address data has been prepared and will be loaded to the GM DealerWorld, Recall Information website. Dealers that have no involved vehicles currently assigned, will not have a report available in GM DealerWorld.

For Canada: For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name

and address data has been prepared, and is being furnished to involved dealers. Dealers that have no involved vehicles currently assigned, will not receive a report with the recall bulletin.

The Campaign Initiation Detail Report may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

PARTS INFORMATION

Parts Pre-Ship Information

Important: An initial supply of harness kits required to complete this recall will be pre-shipped to involved dealers of record. This pre-shipment is scheduled to begin the week of April 12, 2004, and will be approximately 20% of each dealer's involved vehicles. Pre-shipped parts will be charged to dealer's open parts account.

Additional parts, if required, are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "Involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/Vehicle
88952427	Harness Kit, Strg Whl Theft Dtmnt Lk Shorting	1
26056108	NUT,STRG WHL	1

SERVICE PROCEDURE

1997 Corvettes Equipped With Automatic Transmission (Excludes Export Vehicles)

The following service procedure provides instructions for disconnecting the electric column lock (ECL) on vehicles equipped with an automatic transmission.

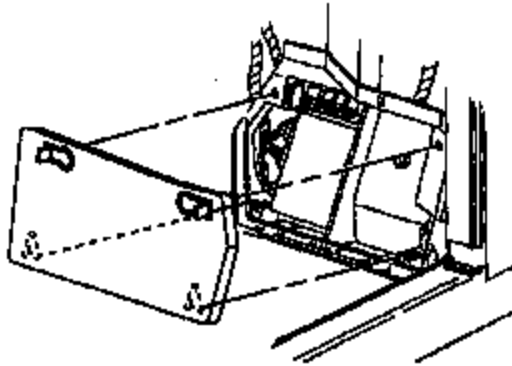
Tools Required

- J 1859-A Steering Wheel Puller
- J 42120 Steering Wheel Puller Legs
- J 23653-SIR or J 23653-D Steering Column Lock Plate Compressor
- J 42137 Steering Column Lock Plate Compressor Adapter

Important

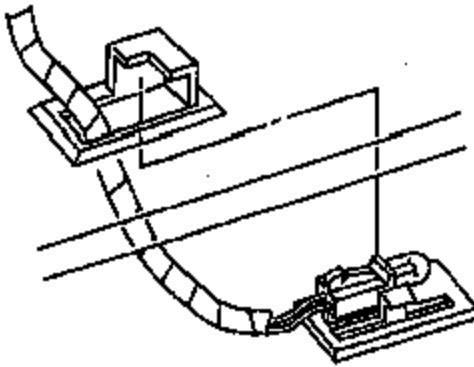
Disregard all instruction sheets that may be in the harness kit, and follow the instructions provided in this service procedure.

1. Turn the steering wheel so that the vehicle's front wheels are pointing straight ahead.
2. Turn the ignition switch to the OFF position.
3. Open the hood and disconnect the negative battery cable.



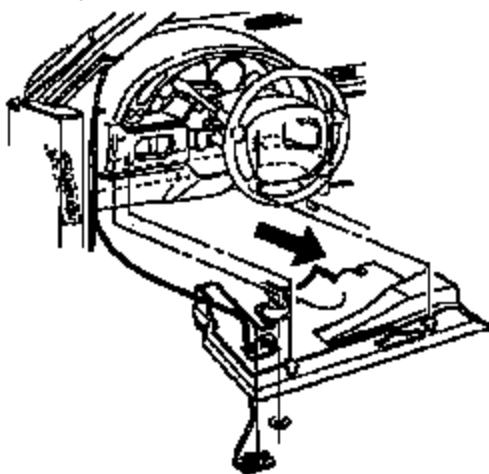
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4. Disengage the upper latches on the front floor kick-up panel on the passenger side.
5. Lift the kick-up panel's lower edge out of the slots in the relay bracket.
6. Remove the SDM fuse from the IP fuse block located behind the kick-up panel that was just removed.



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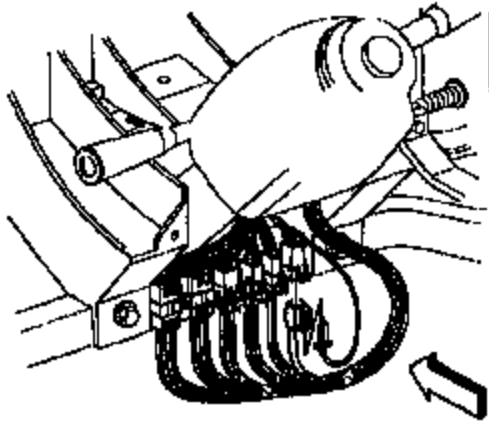
7. Using a flat-bladed tool, carefully pry the IP courtesy lamp assembly from the driver's side lower closeout panel.



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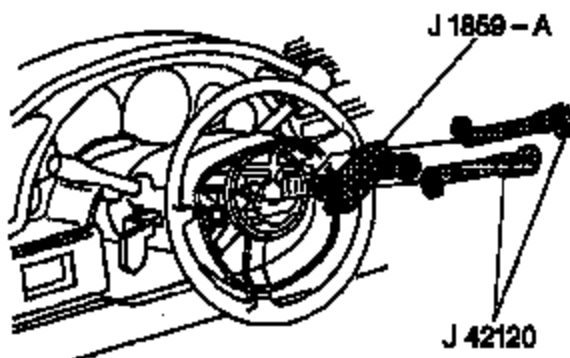
8. Remove the push-on retaining nut from the steering column bracket stud.

9. Release the driver's side lower closeout panel push-in retainers from the IP lower support beam.
10. Insert the IP courtesy lamp assembly up through the opening in the closeout panel.
11. Lower and remove the closeout panel. Release the notch in the right-hand forward edge of the closeout panel from the tab on the accelerator pedal bracket.



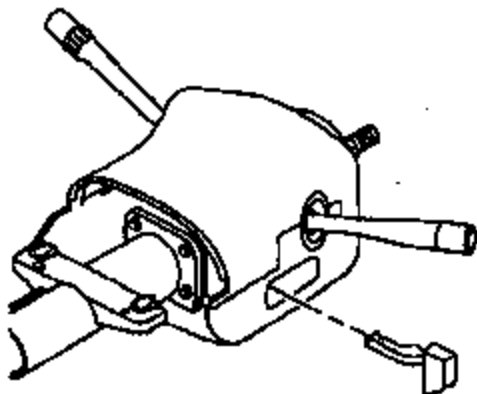
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12. Remove the connector position assurance (CPA) from the driver's yellow 2-way air bag connector located at the base of the steering column and disconnect the connector.
13. Remove the CPA from the passenger yellow 2-way air bag connector, also located at the base of the steering column, and disconnect the connector.
14. Remove the screws attaching the driver's Inflator module to the steering wheel and pull the module away from the steering wheel.
15. Disconnect the SIR electrical connector from the backside of the module, the horn wiring harness connector from the steering column, and the ground wire from the steering column. Remove the module.
16. Remove the nut attaching the steering wheel to the column and discard the nut.



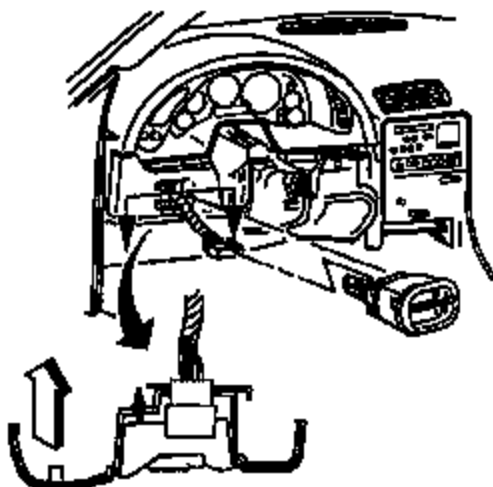
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17. Using tool J 1859-A, Steering Wheel Puller, and J 42120, Steering Wheel Puller Legs, remove the steering wheel from the column.



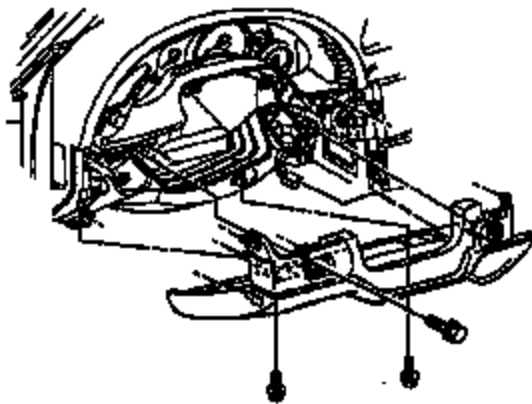
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18. Using a small flat-bladed screwdriver, release the locking tab from the tilt lever handle and pull the lever straight out.



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19. Using a small flat-bladed screwdriver, pry the lower edge of the combination fog lamp/trunk release switch to release the locking tab. Disconnect the electrical connector from the switch.

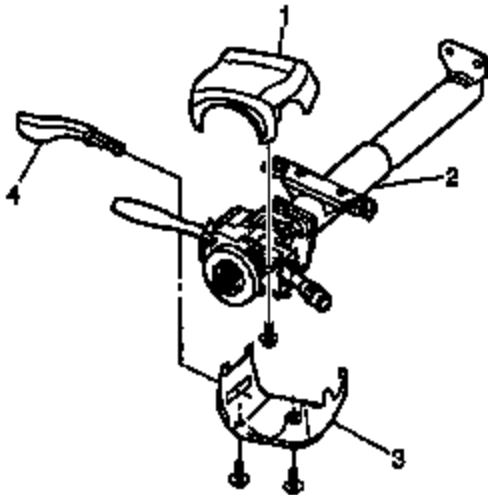


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Important

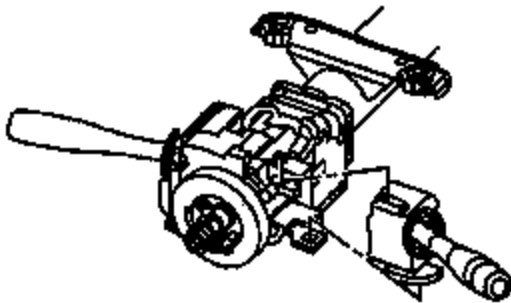
When removing the driver's side knee bolster trim panel as described below, care must be taken not to damage the console trim plate as the knee bolster trim panel tucks in behind the console trim plate.

20. Remove the driver's side knee bolster trim panel retaining screw, located behind the area where the combination fog lamp/trunk release switch is installed.
21. Remove the driver's side knee bolster trim panel lower retaining screws.
22. Grasp the trim panel at the side edges and firmly pull rearward to release the locking tabs and remove the panel.
23. If equipped, disconnect the electrical connector from the inside air temperature sensor.



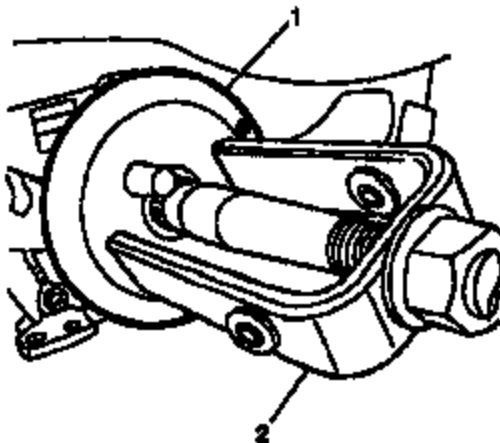
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24. Remove the two screws that attach the lower steering column cover (3) to the upper (1).
25. Remove the one screw that attaches the upper steering column cover to the column and remove the upper cover.
26. Disconnect the wiper switch electrical connector from the wiring harness.



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27. Release the upper and lower retaining clips and slide the wiper/washer switch from the column.
28. If equipped, disconnect the telescoping column actuator switch wiring harness.
29. Remove the snap ring and SIR coil from the steering column.

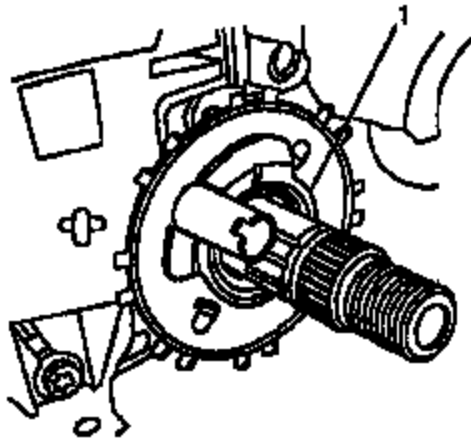


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Notice

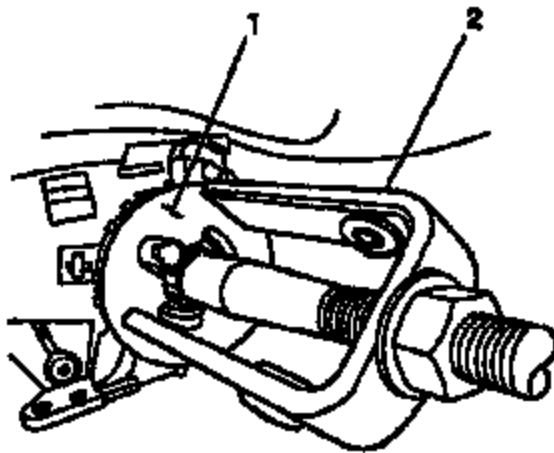
It is recommended that tool J 23653-SIR be used for removing the retaining ring and lock plate in the next step. If J 23653-SIR is not available, then tool J 23653-D may be used as a substitute.

30. Using J 23653-SIR or J 23653-D (2), remove the retaining ring and the lock plate (1) and discard both.



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31. Align and position the cam orientation plate (1), included in the kit, on the steering column shaft.



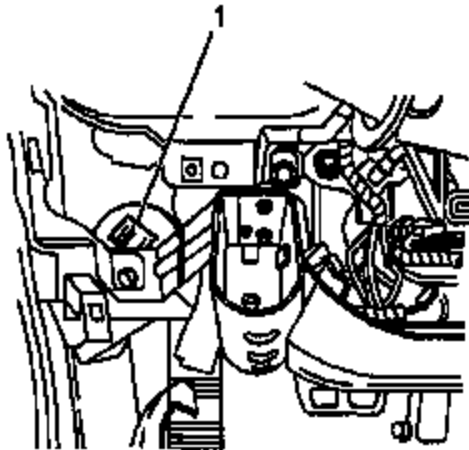
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Notice

When installing the cam orientation plate in the next step, a **NEW** retaining ring must be used. Do not reuse the original retaining ring.

It is recommended that tool J 23653-SIR be used for installing the retaining ring and lock plate in the next step. If J 23653-SIR is not available, then tool J 23653-D may be used as a substitute.

32. Using J 23653-SIR or J 23653-D (2) and J 42137 (1), install the cam orientation plate and the new retaining ring included in the recall kit. The cam orientation plate replaces the lock plate removed in the previous step.
33. Position the SIR coil on the steering column and install the snap ring.
34. Disconnect the electrical connector from the ECL, located on the right lower side of the steering column.



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35. Attach the NEW relay (1) and harness, included in the kit, to the left IP brace as shown and secure with plastic tie straps.
36. Route the NEW relay harness over the knee bolster and to the ECL.

Important

The connectors on the NEW relay harness are specific and **MUST** be connected correctly in the next steps. When connected, the new connection becomes J165/P165. A schematic is included in the kit to aid and/or verify proper installation

37. Connect one end of the NEW relay harness into the connector on the ECL. Connect the other end on the NEW relay harness into the connector that was disconnected from the ECL in Step 34.
38. If equipped, connect the telescoping column actuator switch wiring harness.
39. Position and slide the wiper/washer switch onto the steering column until the upper and lower retaining clips lock.
40. Connect the electrical connector to the wiper switch.
41. Install the upper steering column cover and install the attaching screw. **Tighten**

Tighten the screw to 1.9 N·m (17 lb in).

42. Install the lower steering column and attaching screws. **Tighten**

Tighten the screws to 4 N·m (35 lb in).

43. If equipped, connect the electrical connector to the inside air temperature sensor located on the knee bolster trim panel.
44. Install the knee bolster trim panel and press firmly to engage the locking tabs.
45. Install the lower retaining screws and the screw located behind the combination fog lamp/trunk release switch. **Tighten**

Tighten the screws to 1.8 N·m (16 lb in).

46. Connect the electrical connector to the combination fog lamp/trunk release switch and install the assembly into the opening in the IP. Press firmly to secure.
47. Slide the tilt lever in the steering column until the locking tab clicks into place.

48. Remove (pull) the two inflatable restraint module retaining screws from the steering wheel.
49. Position, align, and press the steering wheel onto the steering column shaft.
50. Install a NEW steering wheel set nut on the steering column shaft. **Tighten**

Tighten the nut to 41 N·m (30 lb ft).

51. Install the two retaining screws removed from the steering wheel into the backside of the inflatable restraint module. **Tighten**

Tighten the screws to 6 N·m (53 lb in).

52. Position the inflatable restraint module to the steering wheel and connect the SIR electrical connector, the horn wiring harness connector to the steering column, and the ground wire to the column.
53. Install the inflatable restraint module on the steering wheel by pushing on both the right and left sides of the module until the retaining screws snap into place.
54. Connect the passenger yellow 2-way air bag connector located at the base of the steering column, and install the CPA.
55. Connect the driver's yellow 2-way air bag connector located at the base of the steering column and install the CPA.
56. Position the driver's side lower closeout panel below the IP and install the courtesy lamp.
57. Raise the closeout panel to the IP and engage the push-in retainers to the IP lower support beam.
58. Align the right-hand forward edge of the panel to the tab on the accelerator pedal bracket. Push up to secure.
59. Install the push-on retaining nut to the steering column bracket stud.
60. Install the SDM fuse.
61. Position the kick-up panel to the opening in the floor and insert the lower tabs into the slots in the multi-use bracket.
62. Close the panel and latches.
63. Connect the negative battery cable and close the hood.
64. Verify that the ECL and relay are synchronized:
 - Depending on the position of the relay and the ECL bolt when the key (ignition switch) is first turned to the ON position, you may receive the message "Pull Key and Wait 10 Sec."
 - o If you do NOT receive this message, the ECL and relay ARE synchronized. No further action is required.
 - o If you DO receive this warning message, the ECL and relay are NOT synchronized. To synchronize, turn the ignition switch to the OFF position and REMOVE THE KEY from the switch (lock cylinder). Wait a MINIMUM of 10 seconds, re-insert the key, and turn to the ON position. From this point on, the ECL and relay should be synchronized.
65. Start the engine and verify that the steering column is unlocked.

CUSTOMER REIMBURSEMENT For US

All customer requests for reimbursement for previous repairs for the recall condition will be handled by the Customer Assistance Center, not by dealers.

A General Motors Product Recall Customer Reimbursement Procedure Form is included with the customer letter.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement and the form.

CUSTOMER REIMBURSEMENT For Canada

Customer requests for reimbursement of previously paid repairs for this recall condition are to be submitted by April 30, 2005.

All reasonable customer paid receipts should be considered for reimbursement. The amount to be reimbursed will be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

When a customer requests reimbursement, they must provide the following:

- Proof of ownership at time of repair.
- Original paid receipt confirming the amount of repair expense(s) that were not reimbursed, a description of the repair, and the person or entity performing the repair.

Claims for customer reimbursement on previously paid repairs are to be submitted as required by WINS.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 1.6.2, for specific procedures regarding customer reimbursement verification.

CLAIM INFORMATION

Submit a Product Recall Claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-FC	LABOR OP	LABOR HOURS	NET ITEM
Install Harness Kit	2	***	**	MA-96	V1153	0.8*	N/A
Customer Reimbursement (Canadian Dealers ONLY)	N/A	N/A	N/A	MA-96	V1154	0.2	***

* For Recall Administrative Allowance, add 0.1 hours to the "Labor Hours".

** The "Parts Allowance" should be the sum total of the current GMSPD Dealer net price plus applicable Mark-Up for the harness kit needed to complete the repair.

*** The amount identified in the "Net Item" column should represent the dollar amount reimbursed to the customer.

Refer to the General Motors WINS Claims Processing Manual for details on Product Recall Claim Submission.

CUSTOMER NOTIFICATION

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

DEALER RECALL RESPONSIBILITY - For US States and Possessions

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

DEALER RECALL RESPONSIBILITY - ALL

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.



April 2004

Dear General Motors Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Reason For This Recall: General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1997 model year Chevrolet Corvette vehicles with electronic column lock systems. When you turn your ignition switch to "lock," the system prevents turning of the steering system. When you start your vehicle, it unlocks the steering system. Your vehicle is designed so that if the column fails to unlock when you start your car, the fuel supply will be shut off if you try to move your vehicle. If voltage at the powertrain control module is low or interrupted, however, the fuel shut off may not occur and the vehicle can be accelerated while the steering system is locked. If this occurs, a crash could occur without warning.

What Will Be Done: Your GM dealer will disable the steering column lock by removing the column lock plate. When you remove the ignition key, the transmission shifter will lock but the steering column will not lock. This service will be performed for you at **no charge**.

Until your Corvette is repaired, you can easily verify that the column is unlocked by turning the steering wheel a full turn before shifting into gear. If you hear a ratcheting noise while turning the wheel or experience column lock after starting the engine, contact your dealer to arrange for repair.

How Long Will The Repair Take? This service correction will take approximately 50 minutes. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

Contacting Your Dealer: To limit any possible inconvenience, we recommend that you contact your GM dealer as soon as possible to schedule an appointment for this repair. By scheduling an appointment, your dealer can ensure that the necessary parts will be available on your scheduled appointment date. Should your dealer be unable to schedule a service date within a reasonable time, you should contact the appropriate Customer Assistance Center between the hours of 8:00 AM and 11:00 PM, EST, Monday through Friday. They can be reached at the number listed below:

Division	Number	Text Telephones (TTY)
Chevrolet	1-800-630-2438	1-800-833-2438
Puerto Rico - English	1-800-496-9992	
Puerto Rico - Español	1-800-496-9993	
Virgin Islands	1-800-496-9994	

If, after contacting the appropriate Customer Assistance Center, you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 or call 1-888-327-4236.

Customer Reply Form: The enclosed customer reply form identifies your vehicle. Presentation of this form to your dealer will assist in making the necessary correction in the shortest possible time. If you no longer own this vehicle, please let us know by completing the form and mailing it back to us.

Customer Reimbursement: The enclosed form explains what reimbursement is available and how to request reimbursement if you have paid for repairs for the recall condition.

Program Information Online: More information about this program (including answers to frequently asked questions) is available online at the Owner Center at My GMLink. This free online service offers vehicle and ownership related information and tools tailored to your specific vehicle. To join, visit www.mygmlink.com and enter your vehicle's 17-digit vehicle identification number (VIN), shown on the enclosed customer reply form, to get the most personalized information for your vehicle.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

General Motors Corporation

Enclosure
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