



File in Section: -

Bulletin No.: PI1056B

Date: December, 2013

Service Bulletin

PRELIMINARY INFORMATION

Subject: 2014 Chevrolet Corvette Stingray New Model Features

Models: 2014 Chevrolet Corvette Stingray
Equipped with 6.2L Engine — RPO LT1
Equipped with 6-Speed 6L80 Automatic Transmission with Paddle Shift — RPO MYC
Equipped with 7 Speed Tremec (TR6070) Manual Transmission with Active Rev Match
— RPO MEL or MEP

This Preliminary Information (PI) is being revised to update the section titled Exhaust Tailpipe Flow Control Valve System — RPO NPP > Select Exhaust > and reduce the available choices to: Auto or Off. Please discard PI1056A.

Bulletin Purpose



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The purpose of this bulletin is to help the Service and Sales Department personnel become familiar with the 2014 Corvette Stingray new model features.

About the Vehicle

The all new 2014 Corvette Stingray C7 coupe and convertible were designed and developed simultaneously. As a result, the Corvette Stingray offers an open-top driving experience without compromise in performance, technology or design. The only carry over parts from the previous generation 2013 Corvette C6 are the cabin air filter and the rear roof latch. There are many new technologies on the car as well as some features that will operate differently from previous Model Year Corvettes, so the information contained in this bulletin will assist you in helping our customers to become familiar with these new features.

The vehicle leverages all new advancements in lightweight materials, electronics and engineering, and incorporates technologies and aerodynamics from the track and the Corvette C6.R racing program.

2014 Corvette Stingray Videos on Chevrolet ProductSource (United States)



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The 2014 Corvette Stingray Walkaround Videos and How Things Work Videos Are Online and Available 24/7 on Chevrolet ProductSource

Walkaround Videos

Learn about all of the Corvette Stingray key features and available offerings in these concise, to-the-point presentations that typically only take a few minutes to view. There is so much that is new and interesting about the 2014 Corvette Stingray that it could and would fill pages. You need to learn about the world class sports car that's coming to your dealership.

How Things Work Videos

These brief videos provide information designed to help you and your customer understand how to work specific vehicle features. To understand the inner workings of the new Corvette Stingray and the features that set it apart from other Chevrolet models, you need to be informed. There's no better source of information than the How Things Work videos that have been put together for you in order to make sure you are the expert on this world class sports car.

All of the How Things Work Videos are approved for sharing with customers and include a convenient link to do so.

Email Updates

Remember to have all personnel at your Dealership subscribe to receive email updates by visiting the Chevrolet ProductSource home page and clicking on: **Subscribe**

Be advised, that anyone who has already signed up at the Chevrolet ProductSource website updates does not need to sign up again. By subscribing, you'll be informed when new Corvette Stingray content, as well as content for every Chevrolet vehicle in the lineup, is added.

In the United States, Links to the Chevrolet ProductSource Website Are Placed in Three Areas

- In the United States, go to the home page and click on ProductSource to be linked. Choose the Chevrolet Division. www.centerlearning.com
- In the United States, go to the Chevrolet tab and find the My Links area. Choose the Chevrolet ProductSource link. www.gmprograminfo.com
- In the United States, click on the Links menu in the top right corner of the Chevrolet home page. Choose the Chevrolet ProductSource link. www.gmlaunch.com.

Contact the Center of Learning Help Desk at: www.centerlearning.com

Chevrolet ProductSource Launch & Product Knowledge Video Training in Canada

In Canada, please log in through Global Connect. Go to "GM Pro ProductSource" Training on the Canadian LMS

Available Training Courses

The majority of the systems found on the Corvette Stingray are taught in GM's core curriculum from a conceptual theory and operation perspective.

To access **all** of the available Training Courses visit the following website:

- In the United States go to > www.centerlearning.com
- In Canada go to > www.gmprocanada.com

Training Course Name and System RPO - Course Number and Description

Course Name - System RPO	Course Number and Description
Base Curriculum	#16041.09W Battery, Charging and Starting Systems #16044.21 Engine Performance #16048.25W-R3 Multiple Diagnostic Interface (MDI) Familiarization #16048.30H-R2 Global Diagnostic System 2 (GDS 2) Overview - Hands On #16048.30W-R2 Global Diagnostic System 2 (GDS 2) Overview #16050.12D Camshaft Position Actuator System and Active Fuel Management™ (VCT) #18043.01W-R4 Electrical / Electronics Stage 1 #18043.02W-R4 Electrical / Electronics Stage 2 #18043.03W-R3 Electrical / Electronics Stage 3 #18044.20 GM Global Electrical System #13044.20 GM Chassis Control Systems #15045.18 GM Braking Systems #16048.27V GDS 2 Diagnostics (Canada) #16039.16H GDS 2 Certification (Canada) #17041.56 Automatic Transmission Operation, Diagnosis and Service
2014 Corvette New Model Launch	#10314.88W (WBT) 2014 Corvette New Model Launch
Structural Aluminum Welding and Repair	#22046.10W Structural Aluminum Welding and Repair (United States) (Available August 12, 2013)
Air Bags - RPO AJ7	#12340.10 Dual Stage Air Bag System #22048.42 GM Safety Systems
HVAC System - Air Conditioning - RPO CJ2	#11044.05 HVAC Systems and Operation.
Engine	#16043.52 Engine Mechanical Diagnostics and Measurements #16044.21 Engine Performance #16044.20 SIDI - Virtual Classroom Training (VCT) #16440.18D Engines: New and Updated for RPO's LT1, LV3, LUZ, LKW, LF3, L83 and L86
Transmission - 6-Speed Automatic, Electronically Controlled with Overdrive Transmission - 6-Speed TREMEC Manual	#17041.65 6-Speed Automatic Transmission Mechanical Service #17041.56 Automatic Transmission Operation, Diagnosis and Service #17043.45V RPO M3L 6-Speed TREMEC Manual Transmission #17440.14D Transmissions: New and Updates for 6L80, 6T30/40/45, 6T70, 4L60, Aisin TL80, MFL, 1ET35 and TR6070
Power Steering	#13041.12T2 Electric Power Steering Systems #13041.13T1 Rack-Mount Electric Steering #13041.15 GM Steering Systems and Diagnosis (New)
OnStar®	#19040.37 OnStar® Systems and Technology

Training Course Name and System RPO - Course Number and Description (cont'd)

Course Name - System RPO	Course Number and Description
OnStar® Generation 9 TechAssist Course	#19040.38T1 OnStar® Systems and Technology
Rear Parking Assist - RPO UD7	#22048.42 GM Safety Systems
Entertainment - Audio Systems Radio-Infotainment System - Uplevel HMI, Enhanced Connectivity	#19047.20W2 R2 Entertainment Systems 2 (Including MOST) Network #19047.20W3 Entertainment Systems 3 #19047.22D-R2 Infotainment Operation, Diagnosis and Service (VCT) #19047.23D MOST Network Diagnostics and Infotainment System Programming
Tire Pressure Monitor	#13044.20 GM Chassis Control Systems #13044.12T2 Tire Pressure Monitoring Systems Diagnosis
Bluetooth for Phone, Personal Cellphone Connectivity to Vehicle Audio System Bluetooth Technology, Functions and Features Diagnosing and Methods of Radio Programming (USB Programming, Scan Tool Programming)	#19047.20W2 R2 Entertainment Systems 2 (Including MOST) Network
Theft Deterrent System - RPO UTJ	#19047.09W Entry and Security Systems
Chassis-Continuously Variable Real Time Damping-Magneto Rheological	#13044.20 GM Chassis Control Systems #13044.16T1 Continuous Damping Control
Head Up Display (HUD) - RPO UV6	#10314.88W 2014 Corvette New Model Launch
Camera - Rear View	#22048.42W1 GM Safety Systems 1 #22048.42W2 GM Safety Systems 2 #22048.42W3 GM Safety Systems 3

Dexos1™ Engine Oil Specification — Recommended Viscosity





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Only those oils displaying the dexos1™ trademark and a registered trademark logo on the front label of the container meet the demanding performance requirements and stringent quality standards set forth in the dexos1™ specification.

Look on the front label for either of the logos shown above and the 11 digit alphanumeric dexos® license number on the back label to identify an authorized, licensed dexos1™ engine oil. Unless an oil package displays these two markings, the engine oil is not an authentic, licensed dexos® product and is not recommended for use in GM vehicles.

The dexos1™ specification was uniquely designed to complement the exacting requirements of GM's advanced engine technology. The specification has gone through an extensive developmental and testing process. It requires a number of proprietary tests that are not included in current industry standards and sets performance criteria at a level that exceeds many current standards. The result is a high performance fluid providing significant wear protection, improved piston cleanliness, a reduction in volatility and oil consumption, enhanced aeration control for improved fuel efficiency, and better oxidation properties.

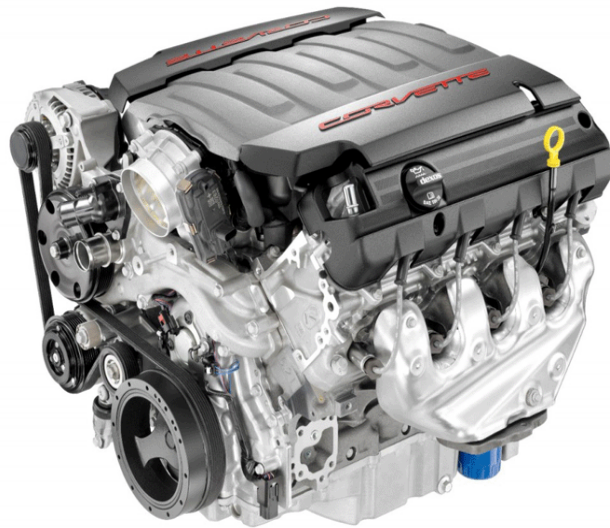
Viscosity Grade

Notice: DO NOT use other viscosity grade oils such as SAE 10W-30, 10W-40, or 20W-50.

- Z51 Performance Package vehicles utilize the dry sump oil system. This vehicle will come with factory fill 5W-30 dexos1™ oil and an oil fill cap identifying that 5W-30 dexos1™ oil is **recommended** to top off the engine or for an oil change.
- SAE 5W-30 is the best viscosity grade for the vehicle.
- For cold temperature operation, where the temperature is colder than -20°F (-29°C), SAE 0W-30 may be used.
- For track events or competitive driving, Mobil 1™ 15W-50 engine oil **must** be used.

Refer to this General Motors website for dexos1™ information about the different licensed brands that are currently available: <http://www.gmdexos.com>

Powertrain / Drivetrain



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Engine 6.2L RPO LT1

The 2014 Corvette Stingray is the most powerful standard model ever, with 455 horsepower (339 kW) and 460 lb.-ft. of torque (623 Nm). It can accelerate from 0-60 mph in less than 4 seconds and achieve more than 1 g in cornering grip. Vehicles equipped with the Performance Exhaust system RPO NPP, will generate 460 horsepower (343 kW) and 465 lb.-ft. of torque (630 Nm).

The engine offers advanced technologies that include Direct Injection (DI), Active Fuel Management™ (AFM), Continuously Variable Valve Timing and an advanced combustion system that delivers more power while using less fuel.

The engine features a cast aluminum block, cast aluminum cylinder heads with two valves per cylinder and a compression ratio of 11.5:1.

The recommended fuel for this engine is premium unleaded gasoline with a posted **octane rating of 91 or higher**. Regular unleaded gasoline rated at 87 octane or higher can be used, but performance could be reduced, and an audible knocking noise may be heard. General Motors recommends using a TOP TIER Detergent Gasoline. Go to this website: www.toptiergas.com for a list of TOP TIER Detergent Gasolines.

DEX-COOL® Engine Coolant/Antifreeze and Water Mixture Recommendation

The 2014 Stingray uses a new recommended engine coolant/antifreeze and water mixture of 40% DEX-COOL® antifreeze and 60% clean, drinkable water. **A 40/60 mixture is 2:3 (2 parts antifreeze - 3 parts water).**

- In the United States use DEX-COOL Coolant GM P/N 12346290
- In Canada use DEX-COOL Coolant GM P/N 10953464

For more information, refer to: Cooling System Draining and Filling (Static Fill) and/or Cooling System Draining and Filling (GE 47716) in SI.

Transmission

Launch Control and Performance Traction Management technologies are included with the automatic and manual transmissions. The following transmissions are available:

- A 6-Speed 6L80 Automatic Transmission with Paddle Shift — RPO MYC
- A 7 Speed Tremec (TR6070) Manual Transmission with Active Rev Match (ARM) — RPO MEL or MEP

Automatic Transmission — Using Paddle Shift

The Manual Paddle Shift system can be used in **D** (Drive) or **M** (Manual Mode). The system is activated by pushing the left paddle to downshift and right paddle to upshift. The current gear will be displayed in the instrument cluster, or the Head-Up Display (HUD), if equipped. The Manual Paddle Shift system will not allow either an upshift or a downshift, if the vehicle speed is too fast or too slow, nor will it allow a start from **4** (Fourth) or higher gear.

While in **M** (Manual Mode), the paddles on the steering wheel can be used to manually upshift or downshift the transmission. The left paddle downshifts and right paddle upshifts. When accelerating the vehicle from a stop in snowy and icy conditions, shifting to **2** (Second) or **3** (Third) gear allows the vehicle to gain more traction. If traction control is active, upshifts are delayed to increase control of the vehicle.

The Manual Paddle Shift system can be deactivated by moving the shift lever from **M** (Manual Mode) back to **D** (Drive). While in **D** (Drive), tap either the upshift or downshift controls to place the transmission in Manual Paddle Shift mode. To exit Manual Paddle Shift mode, hold the upshift control for more than one second. The system will return to automatic shifting after 10 seconds of cruising at a steady speed and no manual shifts, or when the vehicle comes to a stop. While the Manual Paddle Shift gear selection system is active, the transmission will automatically downshift through the gears as the vehicle slows. The transmission will select **2** (Second) gear as the vehicle stops. From a stop, the vehicle will start from and hold **2** (Second) gear unless the manual paddle shifts are used to shift into a different gear, or **D** (Drive) is selected. The driver can select **1** (First) gear for maximum acceleration from a stop.

Manual Transmission — Active Rev Match (ARM) — Hill Start Assist (HSA)

Vehicles equipped with the 7 Speed Tremec (TR6070) manual transmission have Active Rev Match (ARM). ARM aids in smoother shifting by matching the engine speed (RPM) to the next selected gear. By monitoring shift lever and clutch operation, ARM adjusts engine speed to match a calibrated value. On downshifts, engine speed will be increased before the clutch is engaged. On upshifts, engine speed is reduced to a calibrated value. Rev matching is maintained for a few seconds between shifts, then deactivates if the shift is not completed, and engine speed returns to idle.



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The ARM system is activated and deactivated by pressing either of the paddles marked **REV MATCH** on the left or right side of the steering wheel. The system must be activated with each new ignition cycle.

Hill Start Assist (HSA)

Vehicles equipped with the 7 Speed Tremec (TR6070) manual transmission have a feature called Hill Start Assist (HSA). When stopped on a hill, HSA prevents the vehicle from rolling before driving off, whether facing uphill or downhill by holding the brake pressure during the transition between when the driver releases the brake pedal and starts to accelerate. HSA is only active for a few seconds but it will re-engage if the brake pedal is applied again. The electronic brake control module (EBCM) calculates the brake pressure, which is needed to hold the vehicle on an incline or grade greater than 5 percent and locks that pressure for up to 2 seconds. The stop lamps will stay illuminated during HSA operation even though the brake pedal is released, this is considered normal operation.

HSA will not activate if the vehicle is in a drive gear and facing downhill or is in **R** (Reverse) and facing up hill.

Transportation Cover

All Corvette Stingrays are shipped with a transportation cover. The cover should remain on the car during storage at the dealership to keep it protected from environmental fallout. The cover should be removed when the car is delivered to the customer. Once the cover is removed it should be provided to the customer if they want the cover. It can be rolled or folded and placed in the rear of the car. The cover can be washed and reused if the customer so desires. If the customer does not want the transportation cover it can be discarded.

Transport Mode

The Corvette **MAY** be shipped in transport mode. To remove the car from transport mode, turn **ON** the four way flasher and place the driver's foot on the brake **AND** on the clutch if it is a manual transmission. Press and hold the Start button for approximately 15 seconds. At this point the engine will **START**, but **CONTINUE** to hold the start button for approximately 15 seconds. Information will display on the center of the cluster that will indicate when transport mode has been turned **OFF**. Transport mode can be entered using the same procedure.

Z51 Performance Package

The Z51 Performance Package will be offered as the top performance Stingray. This package includes larger forged aluminum 19-inch front and 20-inch rear wheels, dry sump oil system, Electronic Limited Slip Differential (ELSD), larger front brakes (13.6-inch vs. 12.6-inch) with black calipers, specific shocks, springs and front stabilizer bars, differential and transmission cooling, as well as a unique Aero Package that reduces lift for high-speed stability. Magnetic Selective Ride Control and Performance Traction Management are available.

The Michelin® Pilot Super Sport® ZP summer-only tires on the Z51 Performance Package are unique and aggressively tuned to provide outstanding handling, grip and road-holding capability.

Z51 Performance Package Front Tire Chatter/Noise

The Michelin® tires may exhibit a chatter noise during low speed tight turn conditions (i.e. parking lot, driveway, etc.) when the tires are cool. The condition can be experienced in all directions: right, left, forward, reverse. The condition typically reduces or diminishes when the tires warm up, but may become worse when the pavement is wet. For these unique and aggressively tuned high performance tires, this is considered a normal condition. For more information, refer to the latest version of Corporate Bulletin Number #09-04-20-001: Front Tire Chatter/Noise vs. Rear Differential Chatter

Checking Engine Oil / Dry Sump Oil Tank Noise on Startup

The Z51 Performance Package has a high performance dry sump lubrication system. This system operates differently than a standard engine lubrication system. Check the oil level only after the engine has been thoroughly warmed up and then check after a minimum of 5 minutes but no more than 15 minutes of engine shutoff. This ensures that the oil level reading obtained will be accurate.

Some customers may comment on a noise similar to running water that can be heard from the dry sump oil tank area when the engine is cold and started. This is a normal sound caused by the oil returning to the tank.

Engine Oil and Oil Filter Replacement (With Z51 Performance Package)

Caution: This engine uses a special high performance oil filter. Use of any other filter may lead to filter failure and/or severe engine damage. Use oil filter PF64, General Motors P/N 12640445 or equivalent.

Notice: Z51 Performance Package vehicles utilize the dry sump oil system. This vehicle will come equipped with factory fill 5W-30 dexos1™ oil and an oil fill cap identifying that 5W-30 dexos1™ oil is recommended to top off the engine or for an oil change.

To properly change the engine oil and oil filter, refer to Engine Oil and Oil Filter Replacement (With Z51 Performance Package) in SI

Hydroformed Aluminum Frame



The 2014 Corvette Stingray utilizes an all-new aluminum frame structure that's lighter and stronger than the previous steel frame. The new aluminum frame structure is 57 percent stiffer and 99 pounds (45 kg) lighter than the steel frame used on the previous generation.

Compared to the previous generation, which used continuous hydroformed main frame rails with a constant 2 mm wall thickness, the new frame features main rails composed of five customized aluminum segments, including aluminum extrusions at each end, a center main rail section and hollow-cast nodes at the suspension interface points. Each segment is tuned – varying in thickness from 2 mm to 11 mm – tailoring the gauge, shape and strength properties to optimize the requirements for each frame section with minimal weight.

The frame is assembled at an all-new welding shop at the Bowling Green Assembly Plant using a unique laser welding process in which a computer-controlled beam of high energy joins the components with exceptional precision and tolerances of about 0.001-inch.

Supporting the frame's greater strength and lower weight are complementing chassis elements, including hollow-cast aluminum front and rear cradles that are approximately 25 percent lighter and 20 percent stiffer than the solid cradles used on the previous structure.

Battery in Rear Compartment / SPID Label

Notice: Be careful when pulling up the carpet or damage to the carpet can result.

The battery is located in the rear compartment of all Corvettes for 2014. To access the battery the carpet must first be untucked from the rear and right side trim panels and then lifted. If just the right rear corner is lifted it will tear the carpet backing and the carpet will not lay flat.

The SPID label is located on the cover next to the battery.

Brakes / Electric Parking Brake (EPB)



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Standard Brembo brakes, with four-piston fixed calipers derived from racing, deliver exceptional stopping power on the street or track. System highlights include:

- 12.6 inch (320 mm) front rotors and 13.3 inch (338 mm) rear rotors are standard and have 35 percent more swept area than previous-generation brakes. This feature improves stopping distance by 9 percent.
- Dual-cast, slotted 13.6 inch (345 mm) front rotors and 13.3 inch (338 mm) slotted rear rotors are included with the Z51 Performance Package. They have 6 percent more swept area than the previous-generation Grand Sport and are cooled front and rear for improved track capability. This feature improves stopping distance by 5 percent.
- All brake packages have four-piston fixed front and rear calipers for more even pad wear, reduced drag and improved modulation.

The front rotor on the Z51 Performance Package uses a two piece cast rotor. By **design** there is some slight clicking or slight rattle noise that may be heard when the brakes are applied.

The brakes on all vehicles use an aggressive pad material for enhanced braking capability. It is common for the brakes to create brake dust and some slight noise is also considered normal. Pads or rotors should not be changed in an attempt to correct brake dust or noise.

Electric Parking Brake (EPB)



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The Corvette does away with the mechanical lever-based parking brake system in favor of an electric parking brake (EPB) controlled by a push-button (1) that is mounted on the center console. This feature saves space in the cabin. The EPB can always be activated, even if the ignition is turned **OFF**. To prevent draining the battery, avoid repeated cycles of the EPB when the engine is not running. In case of insufficient electrical power due to a discharged or dead 12V battery, the EPB cannot be applied or released using the push-button. In the event of insufficient electrical power, charge the battery in order to release the EPB.

⇒ If that is not possible refer to SI. Go to > Brakes > Park Brake > Repair Instructions > Parking Brake Cable Adjuster Disabling > Manual Parking Brake Cable Tension Release

Chassis / Suspension

The 2014 Corvette Stingray has four available suspension systems. They are identified as follows:

- Suspension System Soft Ride — RPO FE1
- Suspension System Sport — RPO FE3
- Suspension System Special Ride and Handling — RPO FE4 (Magnetic Selective Ride Control)

Front

Short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite spring and monotube shock absorber.

Rear

Short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite spring and monotube shock absorber.

Magnetic Selective Ride Control

The Corvette Stingray will incorporate the world's fastest-acting suspension with the available Magnetic Selective Ride Control System. This Suspension Systems option is available with RPO FE4. This real-time damping system delivers precise body motion control, "reading" the road every millisecond and changes damping in just 10-15 milliseconds in order to improve comfort and performance.

Rear Sway Bar

Not every vehicle will be equipped with a sway bar. The holes for the attachment on the **cradle** are there because the cradle is a common part. Cars equipped with the base suspension — RPO FE1, will not be equipped with a sway bar.

Electric Power Steering

The electric power steering system provides the best steering feel for all driving situations. It incorporates **smooth road shake prevention** that senses when the drive is experiencing **excitation** and prevents that force from transmitting back through the steering wheel, eliminating steering wheel shake. The system also prevents steering wheel pull and increases or decreases the amount of assist needed depending on the steering wheel angle.

Electronic Limited Slip Differential (ELSD)

The Electronic Limited Slip Differential (ELSD) is included with the Z51 Performance Package and helps optimize the torque split between the wheels in all situations. The ELSD uses vehicles sensors and driver inputs to determine the optimum amount of engagement for the driving conditions. It works to improve traction during cornering by modulating the engagement and achieving a balance between directional control and acceleration. It improves vehicle stability during spirited driving and evasive maneuvers whether it's on a track, a road or a wet surface.

Exhaust Tailpipe Flow Control Valve System — RPO NPP

The exhaust tailpipe flow control system is used to tune the exhaust note for high performance vehicles. This vehicle is equipped with two tailpipe exhaust valves. One in the left tailpipe and one in the right tailpipe. Each exhaust tailpipe valve is installed in the low restriction exhaust path of a dual outlet muffler, near the exhaust tip.

When a tailpipe exhaust valve is open, the low restriction exhaust path is opened to the atmosphere, and the exhaust note becomes more aggressive.

An output circuit from the chassis control module is used to control the actuator that opens the left and right exhaust tailpipe valves. The exhaust flow control valve opens and closes when the chassis control module commands the actuator by pulse width modulation of the control signal.

To provide a more aggressive exhaust note when the vehicle is started, the exhaust tailpipe valves are opened during an engine crank event during specific modes of operation if that option is available. Once the engine is running, accelerator pedal position, transmission gear and engine speed are used to determine the commanded state (open or closed) of the exhaust tailpipe valves.

There are four specific exhaust performance modes that result in different behavior of the exhaust tailpipe valves. These modes are:

- Weather/Eco Mode: Exhaust tailpipe valves will be closed at all times when the engine is running.
- Tour Mode: Exhaust tailpipe valves are closed when the engine is idling and during normal/non-aggressive driving. Valves open during aggressive driving.
- Sport Mode: Exhaust tailpipe valves are open when the engine is idling and during most driving scenarios.
- Track Mode: Exhaust tailpipe valves are open at all times.

It is possible to personalize the exhaust sound. Select the Driving Mode menu and the following will be displayed:

- Exhaust
- Steering

Select Exhaust. This controls how robust or quiet the engine will sound. Select:

- Auto
- Off

When the engine sound enhancement is turned Off via the personalization menu, the exhaust tailpipe valves will be put into track mode no matter which vehicle mode (Weather/Eco, Tour, Sport, or Track) is displayed on the drivers instrument panel.

Infotainment System - Chevrolet MyLink® / Bose® Audio System



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Infotainment System - Chevrolet MyLink®

The Corvette Stingray includes an advanced, tablet inspired Chevrolet MyLink® infotainment system and a high-definition radio with an 8-inch LCD central display color touch-screen with gesture recognition. The 8-inch LCD color touch-screen in the center stack offers excellent visibility with 1,000 cd/m² of brightness making it among the brightest screens in the industry.

The simple, flexible, yet extremely powerful Chevrolet MyLink® system can fully integrate information from several Bluetooth® enabled mobile devices, USB ports, SD cards, MP3 players and an audio input jack. On the radio, selecting the **SCREEN** button lowers the 8-inch LCD color touch-screen for device storage. The radio screen does not lower completely. When it is in the full down position the screen will protrude up approximately 15 mm. If the vehicle is placed in **R** (Reverse) the screen will automatically rise so the image from the Rear View Camera (RVC) can be seen. Anything laying across the screen can be caught, so keep this area clear. Inside the storage area is a USB port for device charging or uploads, and provides access to third party music services such as Pandora® (not available in Canada) and allows for easy, undistracted access to a broad range of functions, including many enhanced OnStar® features and 3-D navigation maps. Two additional USB ports are located in the center console, as well as a stand-alone audio input jack and an SD card slot provide seamless connectivity.

The radio uses High Definition (HD) AM/FM. In the outer ranges of an HD AM or HD FM signal, static or poor reception may be encountered. The HD signal can be turned **OFF** to reduce complaints of this occurring. Press Menu from the AM/FM screens, then press HD Radio to toggle HD **ON** or **OFF**.

Bose® Audio System

A 9-speaker Bose® audio system is standard.

The available premium 10-speaker audio system includes a bass box and two subwoofers and speakers with rare-earth magnets that deliver greater sound quality with reduced weight and size.

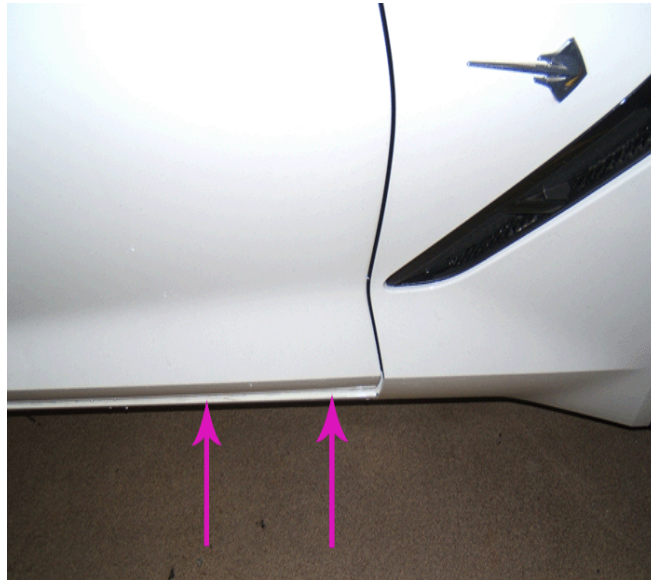
Configurable Instrument Cluster / Cleaning High Gloss Surfaces, Vehicle Information Displays and Radio Displays

Three configurable displays, including a pair of 8-inch screens (instrument cluster and radio) and the color head-up display (if equipped), deliver personalized information.

The Corvette Stingray has high gloss surfaces, vehicle information displays and radio displays. Use a microfiber cloth to wipe these types of surfaces. Before wiping the surface with the microfiber cloth, use a soft bristle brush to remove dirt that could scratch the surface. Then use the microfiber cloth by gently rubbing to clean. **DO NOT** use window cleaners or solvents. Periodically hand wash the microfiber cloth separately from other items, using mild soap. **DO NOT** use bleach or fabric softener. Rinse thoroughly and air dry before the next use.

Door Glass / Rocker Molding

The door glass is designed to be slightly higher, approximately 1–2 mm than the window sill. This helps to hold and support the glass in place when the door is closed with the window down.



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The front top of the rocker molding is designed to be outboard of the bottom of the front lower door by approximately 13 mm. This is a design feature and **does not** require adjustment.

Driver Mode Selector and Control Knob



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The Driver Mode Selector optimizes 12 vehicle attributes. The available features and attributes depend on the vehicle options.

The Driver Mode Selector is a rotary knob mounted near the shifter. The outer ring rotates to change the modes which display in the instrument cluster.

This feature allows the driver to optimize the car for their driving preference and road conditions via these five settings:

- Weather — Designed for added confidence when driving in rain and snow.
- Eco — Used to achieve optimal fuel economy.
- Tour — The default setting for comfortable normal everyday driving.
- Sport — For spirited on road driving.
- Track — Track and competition use.

Competitive Driving Mode / Performance Traction Management / Launch Control

Competitive Driving Mode, Performance Traction Management, and Launch Control are systems designed to allow increased performance while accelerating and/or cornering. This is accomplished by regulating and optimizing the engine, brakes, and suspension performance. These modes are for use at a closed course race track and are not intended for use on public roads. They **will not** compensate for driver inexperience or lack of familiarity with the race track. Drivers who prefer to allow the system to have more control of the engine, brake, and suspension are advised to turn the normal traction control and StabiliTrak® systems **ON**. For additional information, refer to Driving and Operating in the Owner Manual.

Frameless Inside Rearview Mirror with Available Auto-Dimming / Automatic Headlamp System / Smaller Sport Steering Wheel / Floor Mounted Accelerator Pedal / Stone Chip Protection

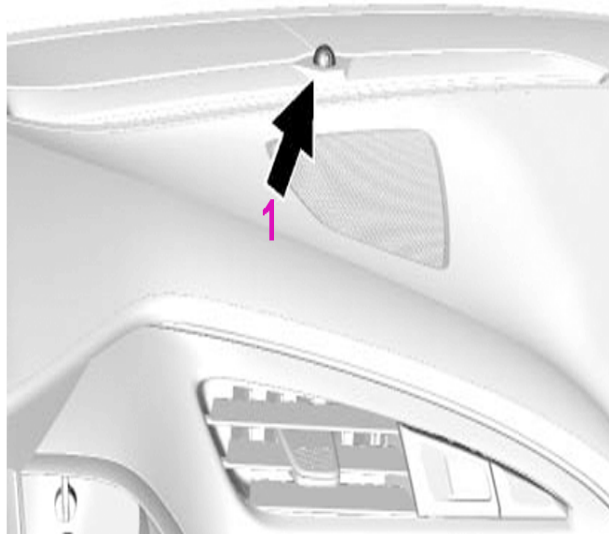
Frameless Inside Rearview Mirror with Available Auto-Dimming



3602288

New for 2014 is a frameless inside rearview mirror with available auto-dimming, shaped to help improve the driver's vision.

Automatic Headlamp System



3603445

When the exterior lamp control is set to **AUTO** and it is dark enough outside, the headlamps and parking lamps turn **ON** automatically. There is an ambient light sensor (1) on top of the instrument panel. **DO NOT** cover the ambient light sensor (1), otherwise the headlamps will turn **ON** when they are not needed.

The system may also turn **ON** the headlamps and parking lamps when driving through a parking garage or tunnel. When it is bright enough outside, the headlamps and parking lamps will turn **OFF** or may change to Daytime Running Lamps (DRL). When this occurs it may take up to approximately 1 minute for the light on the instrument cluster to return to the daylight mode. This is normal by design and not programmable.

Smaller Sport Steering Wheel

The smaller, 14.1 inch diameter (360 mm) steering wheel fosters a more direct, immediate feel to directional inputs. The attention to the driver extends to the smallest details, including the flat, precise stitching on the steering wheel designed to provide a smooth, consistent feel.

Floor Mounted Accelerator Pedal

The 2014 Corvette Stingray incorporates a floor-mounted accelerator pedal for improved driver feel.

Stone Chip Protection

There is a clear tape like material applied to the rear quarter panel, side of the rocker panels to protect against stone chips. When an object strikes this tape it will leave a mark. The mark is not a defect. The material is there to provide some protection for the paint. These types of marks are considered wear and not a defect.

Aerodynamics

Notice: The base Corvette Stingray has a three piece lower front air dam. The Z51 option only uses the two outer pieces and does not use the center section.

With race-proven aerodynamics, every square inch of the 2014 Corvette Stingray exterior is designed for performance and improved high-speed stability. All five air vents are highly functional and contribute to cooling or reduced lift.

- All models have a new grille/radiator arrangement and hood vents. Venting air out of the hood reduces total front-end lift for improved steering response at high speeds.
- The front fender side coves also help vent underhood air pressure to reduce aerodynamic drag.
- Models with the automatic transmission or Z51 Performance Package feature a functional vent on driver's left side directing air over a heat exchanger for the transmission fluid and a similar arrangement on the passenger side that directs air over a heat exchanger for the electronic limited slip differential (ELSD) cooler.
- Airflow through the differential and transmission heat exchangers exits through the aircraft-inspired taillamp vents and lower-rear fascia air outlets.
- The Z51 Performance Package also includes brake-cooling ducts, a unique rear spoiler and additional air deflectors for enhanced track capability.

Seats



3602331



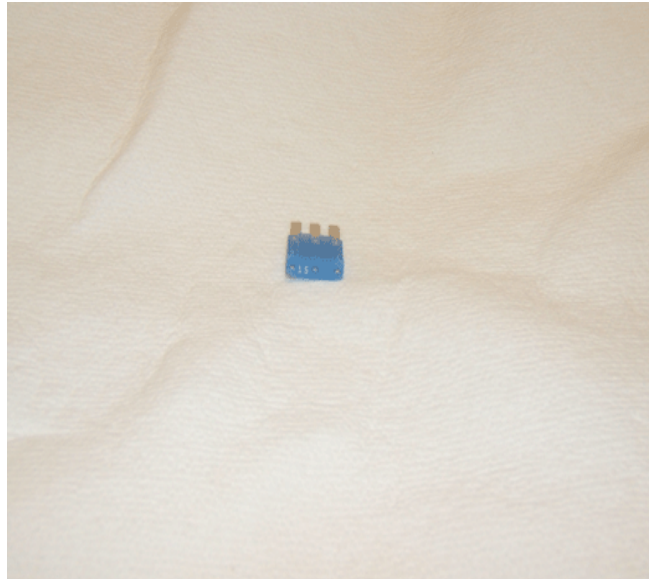
3602347

Two seating choices will be offered: a GT seat for all-around comfort and a Competition Sport seat with more aggressive side bolstering which provides greater support on the track.

The frame structure for both seats is made of magnesium for greater strength and less weight than comparable steel frames. They are also more rigid, contributing to the enhanced feeling of support during performance driving.

There is a sensor under the carpet on the panel behind the seats used to detect when the seat is being moved back to far. This is to prevent damage to the wiring harnesses behind the seat. If something is placed behind the seat and the seat is moved rearward, the seat travel will stop if the object or seat reaches the sensor. The seat will move forward but not rearward until the sensor no longer detects the obstruction.

Micro-3™ Terminal Fuses



2901532

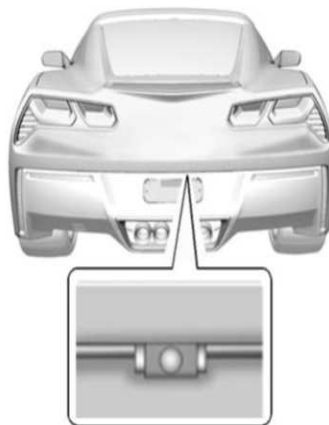
The MICRO3™ Fuse is the new standard for vehicle circuit protection. The MICRO3™ Fuse has 3 terminals and 2 fuse elements with a common center terminal. Its sub-miniature design meets the need for more circuits to be protected while utilizing less space.

The Corvette Stingray uses some of the new style Micro-3™ terminal fuses for certain circuits.

Fuse numbers from the GM Electronic Parts Catalog (EPC):

- GM EPC — P/N 19209797 FUSE, MICRO3 (3 BLADE STYLE) (05.0 AMP) (32V) (TAN)
- GM EPC — P/N 19209798 FUSE, MICRO3 (3 BLADE STYLE) (07.5 AMP) (32V) (BROWN)
- GM EPC — P/N 19209799 FUSE, MICRO3 (3 BLADE STYLE) (10 AMP) (32V) (RED)
- GM EPC — P/N 19209800 FUSE, MICRO3 (3 BLADE STYLE) (15 AMP) (32V) (BLUE)

Rear Vision Camera (RVC)



3600022

This vehicle has a rear vision camera (RVC) system. The RVC system can assist the driver when backing up by displaying a view of the area behind the vehicle. The RVC system has a guideline overlay that can help the driver align the vehicle when backing into a parking spot. The camera is mounted above the license plate in the position shown. The top of the license plate should be visible. **DO NOT** attempt to adjust or move the RVC camera.

An image appears on the infotainment screen when the vehicle is shifted into **R** (Reverse). The infotainment screen returns to the previous screen after approximately 10 seconds once the vehicle is shifted out of **R** (Reverse). To return to the previous screen sooner, do one of the following:

- Press a hard key on the infotainment system.
- Shift into **P** (Park), for an automatic transmission.
- Reach a vehicle speed of 5 mph (8 km/h).

The area displayed by the RVC camera is limited. It **DOES NOT** display objects that are close to either corner or under the bumper and can vary depending on vehicle orientation or road conditions. Displayed images may be closer or farther than they appear.

Head-Up Display (HUD)

The vehicle may be equipped with a full-color, configurable Head Up Display (HUD). HUD is any transparent display that presents data without requiring the driver to look away from their usual viewpoints.

Some of the important information concerning the operation of the vehicle is projected onto the windshield. The images are projected through the HUD lens on the instrument panel.

The speedometer reading and other numerical values can be displayed in either English or metric units. The language selection is changed through the radio and the units of measurement are changed through the instrument cluster.

Bluetooth® System

The in-vehicle Bluetooth® system is standard on all models. The Bluetooth® system allows users with a Bluetooth® enabled cellphone to make and receive hands-free calls using the vehicle’s audio system, microphone and controls. The Bluetooth® enabled cellphone **MUST** be paired with the vehicle Bluetooth® system **BEFORE** it can be used in the vehicle.

Not all Bluetooth® cellphones will work with the vehicle’s Bluetooth® system or support all functions. Bluetooth® enabled cellphones will be tested for vehicle compatibility and a Feature Compatibility list will be published on the Bluetooth® website.

Notice: To Canadian Dealers, the following is a United States website that is presented in English only. Canadian carriers are not listed directly, but when identified, the phone model functions are similar.

For more information go to: <http://www.onstar.com/web/bluetooth>

Towing A Disabled Vehicle

Notice: Please share this information with your towing providers.

Towing the Vehicle / Use a Flatbed Car Carrier

Notice: The vehicle was neither designed nor intended to be towed with any of its wheels on the ground. Incorrectly towing a disabled vehicle may cause damage. The damage would not be covered by the vehicle warranty.

Have the vehicle towed on a **flatbed car carrier**. A wheel lift tow truck could damage the vehicle.

Special Tools

There are 6 “New” Tools and 6 “New to Division” Tools

Tool #	Description
CH-47960-10	Rear Suspension: Digital Angle Gauge Adapter
CH-51139	Front Suspension: Trim Height Adapter
DT-22888-60	Manual Tremec 7-Speed Transmission: Puller Leg Adapter Set
DT-51076-10	Manual Tremec 7-Speed Transmission: Bearing and Gear Installer Adapter Set
DT-51255	Rear Drive Axle: Bearing Cup Remover
EN-28467-40	Engine Mechanical - 4.8L, 5.3L, 6.0L, 6.2L or 7.0L: Engine Support Fixture Adapters
DT-42155*	Rear Drive Axle: Axle Differential Housing Lifting Tool
DT-45010*	Rear Drive Axle: Bearing Installer (Side Bearing Cup)

Tool #	Description
DT-45096-40*	Automatic Transmission - 6L45/6L50/6L80/6L90: Transflow Oil Fill Adapter
DT-45870*	Manual Tremec 7-Speed Transmission: Bearing Cup Installer
DT-51076*	Manual Tremec 7-Speed Transmission: Bearing and Gear Installer
EL-38522-A*	Engine Controls/Fuel: Variable Signal Generator

***New to Division Tools will only be sent to select Corvette Dealers that DO NOT already have it in their Special Tool inventory.**

Quality Pre-Delivery Inspection (PDI)

Please be sure to review the Pre-Delivery Inspection (PDI) and Completely Satisfied Delivery System (CSDS) forms published for this vehicle. There are several Special Inspection Items highlighted for this vehicle. Additionally the CSDS form has important customer education items that have been identified during the Captured Test Fleet process.

- United States Dealers should report any product issues via a Field Product Report (FPR). Refer to the latest version of Corporate Bulletin Number 02-00-89-002 Information for Dealers on How to Submit a Field Product Report.
- Canadian Dealers should report any product issues via a Product Information Report (PIR). Refer to the latest version of Corporate Bulletin Number 10-00-89-006 Information for Dealers on How to Submit a Product Information Report.

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