

**Subject:** Engineering Information (EI) – Transmission Hot Message Displayed on Driver Information Center (DIC) and/or Vehicle Will Not Disengage from Park, DTCs P0606, P0607 Set

**Attention:** Proceed with this EI ONLY if the customer has commented about this concern AND the PIE number is listed in the Global Warranty Management / Investigate History link (GWM/IVH). If the customer has not commented about this condition or the EI does not show in GWM/IVH, disregard the PIE and proceed with diagnostics found in published service information. THIS IS NOT A RECALL. Refer to the latest version of Service Bulletin 04-00-89-053 for more details on the use of Engineering Information bulletins.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette	2020	2022	—	—	6.2L (RPO LT2)	8 SPD Automatic (RPO M1L)

<b>Involved Region or Country</b>	North America
<b>Condition</b>	<p><b>Important:</b> If the customer did not bring their vehicle in for this concern, DO NOT proceed with this EI.</p> <p>Some customers may comment on having one or both of the following conditions:</p> <ul style="list-style-type: none"> <li>• Transmission Hot message displayed on driver information center (DIC)</li> <li>• Vehicle will not disengage from Park</li> </ul> <p>Technicians may find the following DTCs set:</p> <ul style="list-style-type: none"> <li>• P0606 - Control Module Processor Performance</li> <li>• P0607 - Control Module Performance</li> </ul>
<b>Cause</b>	GM Engineering is attempting to determine the root cause of the above condition. Engineering has a need to gather information on vehicles PRIOR to repair that may exhibit this condition. As a result, this information will be used to "root cause" the customer's concern and develop/validate a field fix.

## Correction

If you encounter a vehicle with the above concern, perform the following questionnaire with the customer and contact one of the engineers listed below with your findings.

**DO NOT replace the T46 TCM for this concern.**

### Questions to the Customer:

1. Was a battery charger/trickle charger used?

If yes:

- 1.1. What type is used?

- 1.2. Was it used during the time the vehicle set a MIL or objectionable behavior observed?

2. Was the battery ever disconnected?

If yes:

- 2.1. how long before the incident was it re-connected (e.g., multiple days/key cycles, same key cycle).

3. What did the customer experience?

Altered vehicle behavior such as:

- Hot Transmission" message on the Instrument Panel
- Whirring pump noise with the engine running
- Unable to shift out of park
- Malfunction Indicator Lamp (MIL) illuminated

No change in vehicle behavior

- Malfunction Indicator Light (MIL) illuminated
4. When did the customer experience the issue?
- 4.1. While driving?
- What was the scenario/maneuver?
  - Describe the environment in which the vehicle was driven (altitude, temperature, weather, power lines, antennas, etc.).
  - How long had the vehicle been running when the issue occurred?
- 4.2. Restart after long vehicle shut down (i.e., sitting undisturbed for >15 minutes).
- Was remote start used?  
If Yes - how many times was remote start used (i.e., did they allow the first remote start to time out).
  - Push Button Start – was it a traditional single button press / start? If not please describe.
  - Was the vehicle stuck in park?
- 4.3. Restart after short vehicle shut down (i.e., engine off < 15 minutes).
- Was remote start used?  
If Yes - how many times was remote start used (i.e., did they allow the first remote start to time out).
  - Push Button Start – was it a traditional single button press / start? If not please describe
  - Was the vehicle stuck in park?
5. Did the customer recently accept an update / OTA (Over The Air) for any module?
- 5.1. Was this update successful?
- Should display a message confirming successful update.
- 5.2. If not, was the update retried? How many times? Did it ever complete successfully?

**Feedback if P0606/P0607 exists**

- Does a P0606 or P0607 DTC exist in the TCM?
- Do not replace the T46 Transmission Control Module.
- There is physically nothing wrong with the vehicle / transmission / TCM hardware.
- The transmission software was physically locked requiring a reset.
- The transmission is / was not hot as indicated by the “Hot Transmission” IPC warning.
- The whirring noise was the by-product of the controller state and does not indicate a hardware issue.
- There is no hardware replacement that will improve / avoid further occurrences.
- Engineering is aware of the problem and working on a correction.

**Service**

- If the vehicle was operating normally when returned to the dealership, additional sleep cycles are not required.
- If the vehicle is in the faulted state, allow the vehicle to go through a 15 minute sleep cycle without touching anything (e.g., opening doors, pressing brakes, buttons, remove FOB's away from vehicle, etc.). It is recommended the driver exits the vehicle and let it sit at least 15 minutes to allow all modules to sleep.
- Recording all DTCs.
- Clearing codes after recording data is appropriate.
- Recheck codes. Was the clear successful, or did you need a second code clear?
- One current suspicion is this is related to intermittent power connections, please inspect the following:
  - Inspect the battery connections for proper connection.
  - Inspect/clean ground G175 (main ECM / TCM ground).

**Contact Information**

The Contact Information has been redacted.

Please include the following information if leaving a message:

- Technician name
- Dealer name and phone number
- Complete VIN and repair order (R.O) number

On the repair order, document the date and time the call was placed (even if the engineer was not reached).

If engineering is unable to return the call within one hour, proceed with diagnosis and repair based on information found in SI.

## Warranty Information

If engineer was contacted or required information was provided, use:

Labor Operation	Description	Labor Time
8486118*	Engineering Information - Transmission Hot Message Displayed on (DIC), Vehicle Will Not Disengage from Park	0.4 hr

\*This is a unique Labor Operation for bulletin use only.

Version	1
Modified	Released April 08, 2022