



MR. Y2000

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

Q: I've seen several pieces of information about roof problems on 2005 and 2006 Corvettes and am worried that I will have this problem and the dealer won't know what to do.

Mr. Y2000: You are correct; there was a concern with the painted roofs on 2005 and some 2006 Corvettes including Z06's. The concern was with the bonding of the painted composite roof material to the metal frame. When exposed to high temperatures and humidity, the bond between the painted composite roof material and the metal frame can separate. If the composite panel has partially separated from the metal roof, it can be repaired. The repair for this condition is to clamp the painted composite roof material to the metal frame and then install a foam bonding material. When performed properly, this procedure has proven to provide a satisfactory repair. Your dealer has all the information that he needs to address this concern should it occur on your C6 Corvette.

Q: I usually do not drive my Corvette in the rain, but I got caught tonight in a fairly heavy downpour. When I pulled into the garage, the passenger side foot well was soaking wet. Can you advise me of the potential problem I am looking at and the cure to correct it? Any and all help or comments would be appreciated.

Mr. Y2000: The problem is probably the result of debris restricting or plugging the evaporator housing drain tube. Any debris, leaves, pine needles, etc., that can pass through the cowl vent screen will end up in the evaporator housing and then down in the evaporator housing drain tube. If this tube becomes restricted or plugged, the rain water that would normally pass through the housing cannot drain out. This results in the water level in the

evaporator housing rising to a level that allows it to enter the passenger compartment. The evaporator drain tube is located on the cowl behind the right (passenger) side in the engine compartment. A self fix would be using a piece of coat hanger and gently insert it into the drain tube to dislodge the debris. This should correct the condition.

Q: The automatic transmission shifter on my 2006 Corvette got stuck in neutral the other day and I had to have my Vette towed to the dealership. What gives?

Mr. Y2000: There is a shifter concern on 2006 and 2007 Corvettes equipped with six-speed automatic transmissions. Although rarely, it has occurred when the Brake Transmission Safety Interlock (BTSI) solenoid is not released after the driver attempts to place the C6 into gear. The BTSI solenoid is released by placing your foot on the brake pedal prior to attempting to shift your lever out of Park. (Recently this situation has become more prevalent when C6 owners are somewhat in a RUSH and push the start button and VERY quickly grab the shift handle and pull back before the BTSI solenoid can react.) If the BTSI solenoid does not release prior to moving the shifter, the first design shifters can be moved with

a little extra effort, the mechanism for the BTSI will be damaged and not let the shifter return to the Park position. If this occurs, the only real correction is to replace the shifter assembly. The dealership can do a temporary repair by removing the shifter and unjamming the BTSI mechanism so the shifter can be moved again. (Please Note: Once the BTSI mechanism is damaged, the next failure can occur even easier.) If the dealership does perform a temporary repair, it is important to depress the brake pedal for ONE FULL SECOND before attempting to shift from Park. This is a good practice to follow any time and should prevent this type of concern.

