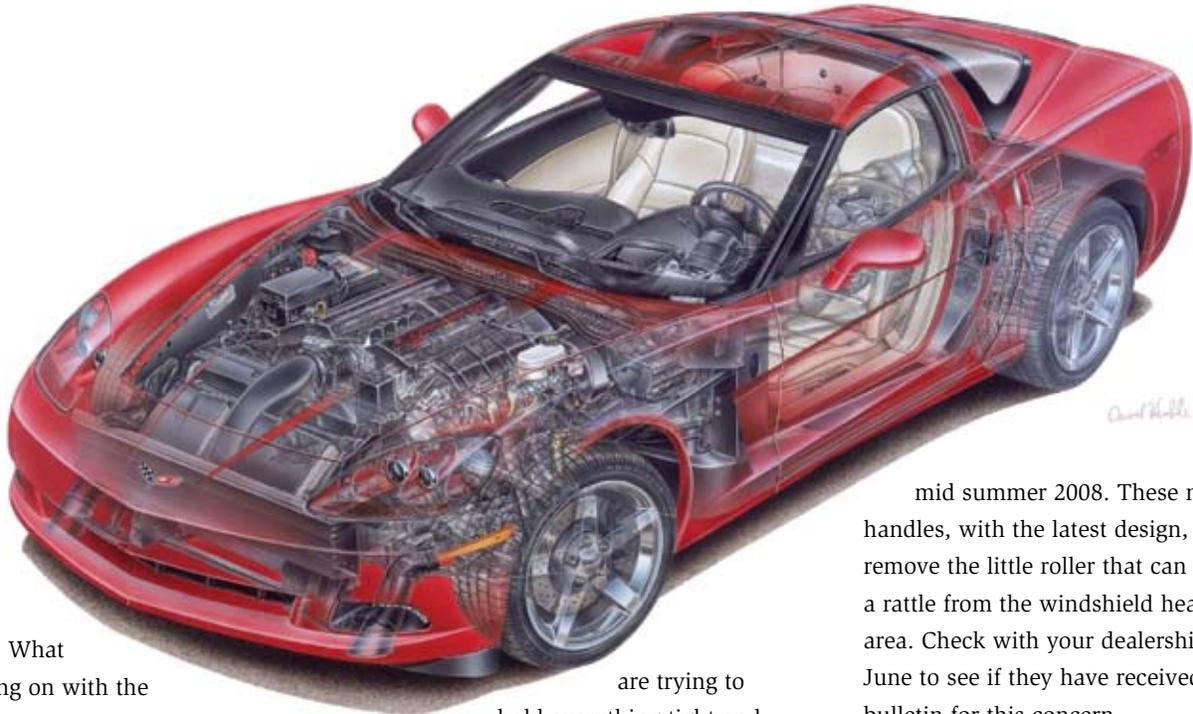




# MR. Y2000

Email questions to: [c5dan@c5registry.com](mailto:c5dan@c5registry.com) with "Mr. Y2000" in subject line



*Carl Hinkle*

**Q:** What is going on with the roof on my 2007 Coupe? It snaps, crackles and pops just like my favorite breakfast cereal! The dealership has already looked at it and said it was coming from the front of my roof. They put some new parts in, but, to no avail, the noise is back. Is there anything that can be done to make it quiet like it was when it was new?

**Mr. Y2000:** GOT MILK? Sorry, I couldn't resist. Bulletin 05-08-59-003E has been out for over a year. It advises the dealership to replace the receiver cones, but it also advises the dealership to clean and lube the weather-strips. Most of the noise is generated from *weather-strip itch*. As the roof heats, it expands and the weather-strips that were designed to hold the roof in place without leaking are not accomplishing their goal. So you get a roof panel that wants to flex with the C6 movements and you have the weather-strips that

are trying to hold everything tight and steady something about physics and a moveable force meets an immovable object.

So the objective is to clean the weather-strip all the way around the opening. Use a mild dish wash soap and water and wash them well. Once they are cleaned and dried, apply a thin coat of lubricant. This means *lubricant*, NOT ARMOR ALL, or some other dressing to make them look pretty. For lube, GM recommends a dielectric grease. Coat the surfaces lightly and work it into the rubber, then wipe off any excess.

Now try the roof to see if it is quieter. If that does not stop your snap, crackle and pop, then try pulling down on the front handles while driving to see if the noise subsides. If it does, you will probably need new latch handles installed. GM is working on a revised latch handle that is supposed to be out

mid summer 2008. These new handles, with the latest design, remove the little roller that can cause a rattle from the windshield header area. Check with your dealership in June to see if they have received a bulletin for this concern.

**Q:** I have a 2000 C5 with a column lock that is still locking. I thought the recall was supposed to have fixed all that. Why am I still having problems? Signed *Stranded!*

**Mr. Y2000:** Dear *Stranded*, Since you obviously have some time on your hands, let's look at the column lock concern as two different systems; you have the actual Column Lock part *and* the Theft Lock part.

The Column Lock issue was corrected with the last GM Recall # 04006C which was released in February of 2006. If you have a 1997 through 2000 C5 with an automatic transmission, or a 1997 through 2004 C5 with a manual transmission, this Recall took out the locking plate. With the locking plate gone, there is no way for the column to lock. So if you have

had the Recall completed PROPERLY, there is no way for the column to lock.

Now having the fuel shut off because of the Theft Lock system is another discussion. The theft system looks for a signal from the column lock to make sure the column lock motor is fully retracted. This is needed to make sure someone has not put a slide hammer on your ignition switch and popped out the cylinder and tried to take off with your most prized C5 possession. If the motor does not fully retract, the signal to the theft lock system is not received; in that case you will get the annoying *Pull Key and Wait 10 Seconds* message on the DIC. If pulling the key and trying it again does not correct the situation, and you attempted to drive away, you will only get a few feet before the fuel is shut off and you are shut down

in Theft Protection Mode. Based on your question, is this the situation that you find yourself in now? The answer here is to replace the column lock motor. The column lock motor is like any other electric motor in your C5, in that it will eventually wear out and fail. Door lock actuators, power window motors and power antenna motors all have a normal life span, and when they reach it, they fail to work.



In the case of the Column Lock motor, when it fails, the C5 will not be

able to be driven. If your C5 actually has the column locked, then the lock plate has not been removed and you should take your vette to a Certified Corvette Dealership and ask the Dealership to complete Recall # 04006C which will permanently remove the lock plate. GM also had a special policy issued (# 05081 in February of 2006) that would allow owners who had not had the Recalls completed to have a dealership complete the Recall, and if there was a failure of another component (like the column lock motor) they would cover that expense through February 29, 2008. You can see that date has passed; so if you have not taken advantage of it by now, GM will still perform the Recall, but they will NO LONGER pick up the expense for other pieces not covered by the Recall.

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