2017 Corvettes equipped with a Performance Package (RPO CFV, CFZ, Z07) have several different aerodynamic components, or ground effects. These packages may include splitters, end caps, rockers, and spoilers that are to be installed on the Corvette during the Pre-Delivery Inspection (PDI) process.

TIP: Aero package components are shipped to dealerships separately. They are no longer shipped inside the vehicle. Refer to Bulletin #16-NA-201 for more information about the special shipping process.

New for 2017, the base Grand Sport and Z06 models (without RPO CFV or CFZ) now include short rocker moldings in addition to a small splitter and short wicker spoiler.

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Properly Remove/Replace Door Handle Key Cylinder Cover to Avoid Damage

Many GM models now feature a driver’s door handle with a cover over the door key cylinder. The cover may become loose, damaged or broken if it is not removed or installed correctly. A loose cover may be hard to detect based on its appearance.

There are four door handle styles that feature covered key cylinders, so the removal and installation procedures are slightly different depending on the door handle.

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Properly Remove/Replace Door Handle Key Cylinder

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It may be necessary to remove the door key cylinder cover and use the door key to unlock the door if the vehicle is in Transport Mode, which may deactivate the Remote Keyless Entry (RKE) system on some models, or if the vehicle or RKE transmitter (key fob) has a dead battery.

Before removing the driver’s door key cylinder cover, try to unlock the vehicle using the Passive Entry system (door handle button) or Unlock button on the RKE transmitter. If the door handle button or transmitter button does not unlock the vehicle after several attempts, remove the driver’s door key cylinder cover and use the door key from the RKE transmitter to unlock the vehicle.

TIP: When removing the door key cover, do not use a sharp object, such as a flat-blade screwdriver, that could damage the cover surface.

DOOR HANDLES A AND B

There are two different door handle styles used on 2014-2017 ATS, CTS, Impala (VIN 1); 2016-2017 CT6, XTS, Camaro, Malibu (VIN Z); and 2017 XT5, Volt and Acadia (VIN N) models. These handles use the same key cylinder cover removal and installation procedure.

Removing the Cover

1. Pull the driver’s door handle to the open position.
2. Insert the door key into the slot on the bottom of the cover and lift up the key.
3. Move the cover rearward and remove it.

Installing the Cover

While installing the cover, do not push it straight onto the key cylinder base or the retaining tabs could be damaged.

1. Pull the driver’s door handle to the open position.
2. With the cover at an angle, insert the two retaining tabs at the back of the cover between the seal and metal base.
3. Slide the cover forward and press the front of the cover to secure it in place.
4. Release the door handle and check that the cover is secured.

If the cover is loose, the two retaining tabs on the back of the cover may not be seated properly under the metal base. Remove the cover using the door key and install it again, making sure the rear retaining tabs are seated before sliding the cover forward and securing the front retaining tab.

Broken rear retaining tabs from pushing the cover straight onto the metal base.

Damaged cover from improper tool use in the slot.

Rear retaining tabs properly seated (left) and not seated (right) under the metal base.

continued on page 3
Active or History DTCs Set in the TCM

There may be several active or history DTCs set in the Transmission Control Module (TCM) on some 2017 ATS, CT6, CTS, Escalade, Camaro, Corvette, Silverado, Suburban, Tahoe, Sierra and Yukon models equipped with the 8L45 transmission (RPO M5T, M5N) or 8L90 transmission (RPO M5U, M5X). The DTCs may include: P0747 (Transmission Control Solenoid Valve 1 Stuck On), P0777 (Transmission Control Solenoid Valve 2 Stuck On), P0797 (Transmission Control Solenoid Valve 3 Stuck On), P2715 (Transmission Control Solenoid Valve 4 Stuck On), and/or P2724 (Transmission Control Solenoid Valve 5 Stuck On).

The transmission control solenoid valves regulate and direct pressurized oil to each of the regulator valves. Each regulator valve then directs pressurized oil to the appropriate clutch assembly to apply the clutch.

If any of the DTCs are set, clear them and drive the vehicle in an effort to have the DTCs set again. If the DTCs do not reset, return the vehicle to the customer. GM Engineering is investigating the setting of these DTCs, which usually set due to a transmission hydraulic or mechanical condition. If the DTCs do reset, follow the appropriate Service Information to diagnose the DTCs.

© Thanks to Terry Neuendorf

DOOR HANDLE D

The 2016-2017 Envision, Cruze; 2017 LaCrosse and Bolt EV also feature a driver’s door handle with a key cylinder cover.

Removing the Cover
1. Insert the door key into the slot on the bottom of the cover.
2. Lift the key upward to remove the cover.

Installing the Cover
1. Snap the cover onto the retaining tabs.
2. Check that the cover is secured.

© Thanks to Donna Mills

DOOR HANDLE C

2015-2017 Escalade models are the only full-size trucks/SUVs that feature a driver’s door handle with a key cylinder cover. These models also are shipped from the assembly plant in Transport Mode. However, the RKE system is not affected.

Removing the Cover
1. Pull the driver’s door handle to the open position.
2. Slide the cover forward and remove it.

Installing the Cover
1. Pull the driver’s door handle to the open position.
2. Position the cover over the key cylinder and slide it rearward.
3. Release the door handle and check that the cover is secured.

© Properly Remove/Replace Door Handle Key Cylinder
Review the following photos and tables to ensure the correct aero components were shipped to the dealership and are installed on the vehicle during the PDI process.

**AERO COMPONENTS**

**Splitters**

*Small splitter*

*Large splitter*

**End Caps**

*Short end cap*

*Tall end cap*

**Rockers**

*Short rocker*

*Long rocker*

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Install 2017 Corvette Aero Packages  continued from page 4

**Wicker Spoiler**

- Short wicker spoiler
- Tall wicker spoiler

**Bridge**

- Clear bridge

**PACKAGES**

- **RPO CFV** – Performance Package – Carbon Fiber, Visible
- **RPO CFZ** – Performance Package – Carbon Fiber
- **RPO Z07** – Performance Package – Z06

**Stingray Package**

<table>
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<td>NA</td>
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<tr>
<td>With CFV/Z</td>
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<tr>
<td>With Z07</td>
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**Z51 Package**

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**Grand Sport Package**

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**Z06 Package**

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<tr>
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For additional information on the Corvette aero packages, refer to Bulletin #16-NA-330.

(*) Thanks to Jeff Strausser
Vehicle Time Out for Parasitic Draw Testing

Many control modules in a vehicle stay awake for different amounts of time after the ignition is turned off. To help with diagnosis of parasitic drains, a Vehicle Time Out chart has been developed for 2015 ATS, ATS-V; 2017 LaCrosse, CT6, CTS, XTS, Corvette, Acadia (VIN N); and 2016 Camaro models listing the times after a specific event that certain modules stay awake. Component most likely to cause a parasitic draw on a vehicle’s battery are switches, relays, and control modules.

The charts lists the amount of time the modules controlling the HVAC, Flashers, Infotainment/DIC, Drive Mode Switch, Park Assist, Headlamps, and Engine Start/Stop features are awake after each of three specific events — door open/close, key fob unlock, and passive unlock.

Refer to Bulletin #16-NA-272 for the chart. It is not a complete listing of all modules that may be active after the ignition is turned off (for example, the interior lights), but includes the most common. Of the modules or switches that are listed, the backlighting or status LED will be on for the time listed.

Powering Down

After the ignition is turned off, the control modules will begin to go to sleep. However, all control modules do not go to sleep at the same time; some may take up to 30 minutes or longer after turning the ignition off before going to sleep. Other modules may periodically wake up and then go back to sleep. It can take up to two hours before all systems power down allowing the parasitic draw test to pass. An occasional increase in the parasitic draw is normal as long as it returns within one second. These are all normal conditions.

There are many things that can prevent a vehicle from completely going to sleep and passing the parasitic draw test. Make sure all the following conditions are met before performing the parasitic current draw test.

- Ignition off
- Key out of the ignition switch – when not equipped with keyless access and start
- Retained Accessory Power off – open and close the driver’s door after turning off the ignition
- Scan tool not communicating with a vehicle control module – in some cases it may need to be disconnected from the DLC

Some parasitic drains can be difficult to diagnose, especially if other components are causing a module to remain awake. For example, Bulletin #16-NA-126 covers an intermittent dead battery condition on 2016 Cascada models. In this case, if the battery drops below 65% state of charge, the tail lamps send a diagnostic request to the BCM, which causes everything on the BUS to wake up and remain awake until the battery drains. A new tail lamp part number has been released to address this condition.

For additional information on parasitic drains and related conditions, always review the latest bulletins as well as the parasitic drain diagnostics in the appropriate Service Information.

Thanks to Rob Ritz

Loose Spark Plug Wires

Some 2014-2015 Silverado 1500, Suburban, Tahoe, Sierra 1500, Yukon, Corvette; 2015-2017 Escalade; 2016-2017 Camaro and CTS-V models equipped with a 4.3L, 5.3L or 6.2L engine (RPO L83, L86, LT1, LV3) may have an illuminated Check Engine lamp and DTCs P0300 – P0308 (Engine Misfire) may be set. DTCs P0301 – P0308 correspond to cylinders 1 – 8. If these conditions are found, inspect for a loose spark plug wire at the ignition coil.

On the loose spark plug wire, check for a missing “C” clip on the wire end that connects to the ignition coil. Replace the spark plug wire if the “C” clip is missing or damaged.

Thanks to Richard Renshaw
Power Brake Booster Replacement

Some 2016 Malibu Limited (VIN 1) models equipped with a 2.5L 4-cylinder engine (RPO LCV) may have an illuminated Check Engine lamp and DTC P050F (Brake Booster Weak Vacuum) may be set.

The vacuum in the brake booster assembly is measured by the brake booster vacuum sensor. The Engine Control Module (ECM) supplies a 5V reference and a low reference circuit to the brake booster vacuum sensor. The vacuum sensor supplies a voltage signal in relation to the pressure in the brake booster to the ECM.

To address this condition, install a new power vacuum brake booster. Do not replace the ECM or power brake booster vacuum sensor.

(*) Thanks to Aaron Huston

Service Know-How

10216.10V Emerging Issues – October 13, 2016

The latest service topics from Brand Quality and Engineering are reviewed, including operation of the hands-free liftgate available on several GM models and an overview of the new Electronic Transmission Range Selector.

To view Emerging Issues seminars:
- Log in to www.centerlearning.com
  - Select Resources > Video on Demand > GM STC > Search Videos; or
  - Select Catalog to search for the course number, and then select View > Take or Continue Course