

# 1997 - 2004 Corvette: Recall: Electronic Column Lock System

**NOTE: A copy of this recall is attached down below in PDF format.**

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**Subject:**

GMP04-112 - 04006A - Electronic Column Lock System

**MODELS:**

CERTAIN 1997-2004 CHEVROLET CORVETTE EQUIPPED WITH A MANUAL TRANSMISSION, 1997-2000 CHEVROLET CORVETTE EQUIPPED WITH AN AUTOMATIC TRANSMISSION, AND CERTAIN 2001-2004 CHEVROLET CORVETTE EQUIPPED WITH AN AUTOMATIC TRANSMISSION – EUROPEAN EXPORT ONLY.

PRODUCT SAFETY RECALL #04006A - DATED: JULY 26, 2004

**NOTE:**

THIS BULLETIN CANCELS AND REPLACES BULLETIN 04006, ISSUED APRIL 2004. ADDITIONAL VEHICLES HAVE BEEN ADDED TO THE POPULATION. THIS BULLETIN DOES NOT INCLUDE A SERVICE PROCEDURE FOR 1997 MANUALS AND EXPORT AUTOMATICS, OR 1998 MANUALS AND EXPORT AUTOMATICS BUILT THROUGH 5-25-98. THE BULLETIN WILL BE REVISED WHEN PARTS FOR THESE VEHICLES ARE AVAILABLE. ALL COPIES OF BULLETIN 04006 SHOULD BE DESTROYED.

**DESCRIPTION:**

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1997-2004 model year Chevrolet Corvette vehicles. When you remove the ignition key, the electronic column lock (ECL) system prevents turning of the steering wheel. When the vehicle is started, it unlocks

the steering. Two conditions can prevent steering while the vehicle is moving:

1. The vehicle is designed so that if the column fails to unlock when the vehicle is started, the fuel supply will be shut off if the driver tries to move the vehicle. If voltage at the powertrain control module is low or interrupted, however, the fuel shut off may not occur and the vehicle can be accelerated while the steering is locked.
2. During quick cranks, the ECL lock pin may not withdraw fully and, in vehicles where there is abnormally low clearance to the lock plate, there may be contact between the pin and lock plate. This can cause a noise or ratcheting when the steering wheel is turned or, if there is insufficient clearance, the steering wheel cannot be turned.

If one of these conditions occurs, a crash could occur without warning. Dealers are to remove the column lock plate on U.S. and Canadian vehicles equipped with an automatic transmission. After the service correction, the steering column will no longer lock when the key is removed.

On vehicles equipped with a manual transmission, and export vehicles equipped with an automatic transmission, dealers are to 1) reprogram the PCM, and 2) verify there is adequate lock plate clearance and, if necessary, replace the lock plate. After the service correction, the steering column will continue to lock when the key is removed.

Refer to the Product Safety Recall Bulletin #04006A for further information.

#### **EFFECTIVE DATE:**

Owner mailing is scheduled to begin August 2, 2004.

#### **GENERAL INFORMATION:**

Part Number Description Quantity/Vehicle

88952427 Harness Kit, Strg Whl Theft Dtrnt Lk Shorting (automatics except export vehicles) 1

88952428 Wire Kit, Strg Whl Theft Dtrnt Lk (1998-2000 manuals & export  
automatics) 1 (If Req'd)  
26056108 Nut, Strg Whl 1 (If Req'd)  
26094767 Plate, Strg Shf Lk (manuals except exports) 1 (If Req'd)  
88964588 Plate, Strg Shf Lk (export) 1 (If Req'd)  
05694191 Ring, Strg Shf Lk Plt Ret 1 (If Req'd)

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GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.

Online URL:

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