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The American Heritage Performance C8 Corvette package produces 570-600 rear-wheel horsepower with the Stingray's naturally aspirated 6.2L V8, bringing rawness to a refined generation. Full disclosure: American Heritage Performance is a Corvette Forum vendor. But this post is NOT sponsored. The C8 Corvette generation marks a dividing line
in so many ways. The mid-engine layout. Upmarket materials and pricing. The loss of the manual transmission. A base model Stingray has never been more capable or more popular. And, yet, many in the community miss the days when driving a Corvette was more raw and connected. Case in point THIS THREAD where a longtime CorvetteForum
member noted that the C8 Stingray "feels like it's soulless compared to prior Corvettes and muscle cars I've had." If you've ever felt this way, boy, do I have the perfect solution to putting the soul back into a C8-generation Stingray (and likely E-Ray)... The American Heritage Performance (AHP) 600 Horsepower Package for all 2020+ C8 Corvette
Stingray coupes and hardtop convertibles (HTCs). What do YOU think about this package? How have you modded YOUR Stingray? Let us know HERE in our forums! What's the AHP 600 HP C8 Corvette Package? Tucked into a humble brick building in the South Bay of Los Angeles, you'll find a world-class speed shop that builds some of the most
coveted Corvette performance parts on the market. From full race engines to cylinder heads and camshafts, the operation is the brainchild of Kohle Heimlich built a name for himself perfecting LS7 cylinder heads after General Motors
best engineers could not. Today, Heimlich's team at AHP builds motors and CNCs parts to ship around the globe while hot rodding Corvettes in from around the United States (and even sometimes across oceans). One of its latest turnkey package offerings is the AHP 600 HP C8 Stingray Package. It
includes — (2) AHP LT2 Cylinder heads with several valvetrain upgrades (1) AHP Custom camshaft (1) aftermarket throttle body (
set of Kooks headers (1) Corsa catback exhaust & high-flow cats Custom dyno tuning Labor, fluids, & other miscellaneous parts not mentioned above The process, Heimlich says, takes about a month from drop off to pick up. The first step involves pulling the engine's computer (ECU) and sending it off to HP Tuners to be unlocked. Heimlich's AHP
team then lowers the rear subframe to remove various OEM components and replace them with aftermarket upgrades. By the time to put everything back together again and send the car over to Church Automotive Tuning where everything is tested and dialed in. Real World Results AHP C8
Corvette Package (red graph, green text) v Stock C8 Stingray (green graph, yellow text) The AHP 600 HP C8 Corvette package should deliver 600 horsepower at the rear wheels on 91 octane pump gas for C8 Stingray coupes. However, because there's physically less room above the engine in the convertibles, AHP ports the OEM intake rather than
installing an aftermarket intake manifold, which means convertibles are good for 570 horsepower. Or 571 horsepower & 527 ft.-lbs. of peak torque at the rear wheels, according to the graph above, which was captured on an early customer's HTC. (NOTE: So far, AHP has only installed the kit on convertibles, but the aftermarket intake manifold will
add 30 more ponies to the above.) For context, this package places the Stingray, with its naturally aspirated 6.2L LT2 V8, in league with the stock dyno results for the 2023+ C8 Z06, which makes 670 horsepower at the crank from the 5.5L dual overhead cam flat-plane-crank LT6 V8. In a video posted by Jesse Iwuji back in January of 2023, his C8 Z06
delivered 617 rear-wheel horsepower and 434 ft.-lbs. of peak torque. Now, naturally, there's a whole discussion we could have about dyno inconsistencies and variables. But my point is that this package makes the base C8 Stingray almost or equal to the peak power of a C8 Z06, but delivers said power earlier in the rev range and with GOBS of extra
butt-dyno-approved torque. How Much? At this time, the AHP C8 Corvette 600 Package costs around $28,000 for the coupes, and a little less for the convertibles. (It requires one less part.) And that includes everything. All parts, labor, shipping the ECU to HP tuners, transporting your car to the tuner and back, and custom dyno tuning. Simply drop
off (or ship) your C8 Stingray to AHP, and they'll give you back a mid-engine monster ready to go and running perfectly. For those who aren't local or don't want to ship their car, AHP will eventually offer packaged kits for DIYers or other performance shops to install all of these parts. When I asked Heimlich about the expense, he noted that
everything in the LT platform (2014+ Corvette motors) is much more expensive than the LS-gen motors, from the injectors to the valvetrain components to the costs other brands charge to modify C8 Stingrays. For
example, ProCharger currently offers multiple C8 Stingray supercharger kits in the $16,500 - $22,000 range, not including installation. Lingefleter also offers a 7.0L LT2 motor for $29,950, installed. But that price doesn't include other
parts like the throttle body, intake, and the full headers/exhaust. My point? While it's hard to call $28 grand budget-friendly, it's very much in line with the cost of building this platform. Especially given how radically different the car feels after this kit is installed. And this has the benefit of being all motor and built with better-than-factory precision
parts, so you don't have worry about the extra heat that boost adds to builds, and it should be extremely reliable. Any Caveats? As best as I can tell, there are effectively two caveats to this package. First, at this time, the C8-generation 8-speed dual-clutch transmission DTC remains locked. Meaning, you can't tune the transmission at the same time as
the engine. (A transmission tune, to oversimplify the process, would dial in shift points and the way the system manages torque.) Still, as Heimlich pointed out during my ride-along, the C8's DTC is self-learning, and from my perspective, the DTC appeared to be adapting to the upgraded powerband. (More on this in a moment.) Second, those looking
for emissions-compliant packages will likely need to look elsewhere. First Impressions: A Generational Wakeup Call Even with an aftermarket exhaust, starting up a C8 Corvette Stingray is a relatively lackluster auditory experience. Sure, it sounds like a classic American V8. And you can make it pretty loud. But it's a bit like a V8 engine dressed up in
a top hat and tails for cocktails and cigars. Formal and, relatively, subdued. The AHP C8 Stingray package sounds like someone in Bowling Green time-traveled back to 1968, picked up a Bow Tie Big Block, and stuffed it into the modern mid-engine Corvette. Like a pissed-off fairy tale monster waking up after being disturbed by unsuspecting mortals,
115 extra ft.-lbs. of torque, the C8 Stingray Convertible's powerband is nothing short of explosive, ripping the tread off the factory Michelin Pilot Sport 4S tires with ease. Heimlich starts out in Track mode — clicking off firm, manual shifts as he goes — getting some heat into the summer tires. There's a touch of drone at cruising speeds (I'm over-
sensitive to such things), but the tones clean up when the hammer drops. Shifts are also a touch clunky cruising around parking lots, but as the transmission learns and adapts, those too become more stability from the C8's traction
control system. In Tour mode, the AHP 600 package feels louder and more capable version of an OEM C8. And then back into Track mode, it's like Heimlich figured out how to make a mid-engine C6 Z06. Traction control loosens up a bit and it becomes a man-versus-machine battle for precision and control as Heimlich calmly pilots this beast of a
grand tourer. In short, American Heritage Performance's C8 Corvette Package completely transforms the base Stingray has been missing, an abrasive mix of old-school, small-block soul stuffed into the modern refinement of the Corvette engineering team's
most marvelous mid-engine chassis. I know AHP isn't the only game in town. But it's my first experience with a built LT2. And the results, especially in the context of AHP's dedication to quality and precision, blew me away. If you have the budget, run-don't-walk for a chance to add this package to your Corvette. To Learn More About the AHP 600 HP
C8 Corvette Package Interested in experiencing the AHP 600 HP C8 Corvette Package for yourself? (You definitely should be.) If you're local, AHP is only open to customers by appointment only, so make sure to call or text before heading over. Photos: Michael S. Palmer GM rates the 2025 C8 Corvette ZR1 at 1,064 crank horsepower. But Paragon
Performance recorded nearly that much at the rear wheels. We may still be recovering from the ZR1X's debut last week. But the RWD 2025 C8 Corvette ZR1 is finally hitting the streets and ending up in customer garages. Which means enthusiasts are already testing them and figuring out how to make this twin-turbocharged supercar that's already
capable of racing to 60 mph in 2.3 seconds, running the quarter mile in 9.6 seconds, and hitting a staggering 233 mph top speed... even faster. Today, speed shop Paragon Performance, which also has a growing YouTube channel, live-streamed the "world's first 2025 ZR1 dyno test." And the results are nothing short of jaw-dropping: 1,028.60
horsepower at the rear wheels and 839.85 ft.-lbs. of peak torque! For the record, Chevrolet rates the 2025 ZR1 at 1,064 horsepower at 7,000 RPM. Both figures SAE-measured at the crankshaft. Meaning, before any sort of drivetrain loss is factored into the equation. And today, the new ZR1 exceeded its
torque rating and came within spitting distance of its horsepower rating at the rear wheels. Meaning, after that power had to run through the transmission, axle shafts, and wheels/tires. UPDATE 6/27: Yesterday, Paragon Performance posted the following image to Facebook, which shows how the Standard (STD) dyno curve compares to the SAE and wheels/tires.
smoothing curve, which typically reads lower: As you can see, the SAE curve shows a more modest 1010 rear-wheel horsepower and 825 ft.-lbs. of peak torque. Still very impressive, but numbers that seems little closer to accurate, based on Chevrolet's advertised crank horsepower ratings for the ZR1. Previous: Does this mean the C8 ZR1 is
underrated from the factory, or that perhaps the customers who own this particular Hysteria Purple ZR1 lucked out and got themselves a so-called factory freak? Those are certainly possibilities. But it's important to point out that there are many variables when it comes to dyno results. Some dynos can read higher than others, while others read
lower. There are also, per the update above, different types of what's called "smoothing curves" that affect how the final numbers read. And, of course, there are lots of environmental factors, from air temperatures to humidity to elevation to the transmission gearing used to achieve these numbers. In other words, to oversimplify a complex topic, the
true benefit of a dyno isn't to measure exact values, but instead it's more of a tool to help tune and modify vehicles to see how specific cars react to alterations. It's still very helpful, and super exciting to see these results. And we mention all this not to take away from the ZR1's wild achievement today, or to doubt any of Paragon Performance's
methods. This speed shop, based out of Waukee, Iowa, has a TON of experience running C8 Corvettes on the dyno. (On Stingrays, for example, they said they've seen a range of 415 to 455 horsepower on this same dyno.) And Paragon promises to do more testing with other ZR1s as well as aftermarket bolt-on products like the Eventuri Cold Air Intake,
so I'm sure we'll get more updates as other results come in. Regardless, I'm excited to see where everyone takes these incredible Corvette ZR1, C8 Corvette zr1 « Previous Article « Engineer Thinks C8 Corvette ZR1, ZR1X Could Lap
Nurburgring in 6:23 Next Article » Top 10 Quickest Corvette news, rumors, and discussion Join Community All times are GMT -4. The time now is 04:09 PM. There are a ton of options on the new C8 Stingray, but some offer better value than others. We picked the
five best and worst from a value perspective. Intro 1 / 11 #1 Worst - Tech Bronze Accent Package ($4,095) 2 / 11 #2 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk and Trunk Compartment Liners ($1,995) 6 / 11 #3 Best - Z51 Performance Package ($6,345) 5 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 6 / 11 #3 Worst - Sueded Microfiber Frunk And Trunk Compartment Liners ($1,995) 
MagneRide Suspension ($1,895) 7 / 11 #4 Worst - Tintcoat / Tricoat Paint Colors ($995) 8 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corvette Museum Delivery ($1,495) 9 / 11 #5 Best - Corv
for sale on the used market. And you may even be able to find some new models available on a dealer lot. But nothing beats the excitement of building a brand-new Corvette to your exact specifications. When doing that, you have a lot of flexibility to make a unique
Corvette that no one else will have. But at the same time, the number of choices can seem overwhelming. We can't really help you with that. It is your money, and your car. You need to spec it the way that speaks to you. But when we review the options that are available on the 2025 Corvette Stingray, we found that some seem to be better deals than
others. This doesn't mean that you shouldn't get the options that we think aren't great deals. But we think it is important for you to make informed decisions. To that end, we poured over the options list for the Stingray model and came up with the five best and five worst deals available. We listed them here for you from most to least expensive.
Image: Chevrolet The Tech Bronze Accent Package includes: 19" front/20" rear 20-spoke Tech Bronze accent, Front fender hash marks in Carbon Flash Metallic with Tech Bronze accent, Dark Stealth crossed flags emblem. It is a good-looking package, but from a value perspective, there is a
slight problem. You can buy each of those items as individual options... for a combined total of $4,090. That is $5 less than the package price. Now, five bucks is obviously not a big deal on a $70K+ car. However, we think GM is being a bit sneaky here. Most people assume that, when buying a package, it will save them money, not cost them more. So,
if you like the bronze wheels or any of the cosmetic items, we suggest you order them individually. Image: Chevrolet Technically this is not an option, but we think stepping up from 1LT to 2LT is a worthy expense. It not only includes a lot more standard features, but it opens up options that are not available on the 1LT. For example, heated steering
wheel, rear cross-traffic alert, wireless device charging, blind spot monitor, 14-speaker Bose stereo are all not available on the 1LT even as options. If you want a stripped-down track focused car, and don't really care about these features that is fine. But most folks want a little bit of tech and luxury in their $70K sports car so the 2LT makes sense.
Image: Chevrolet Carbon fiber is cool. We get it. And a little extra never hurts. But this is a lot of money. It is nearly 5 percent of the entire base MSRP of the car for a couple of strips of fiber that will go largely unnoticed. To us it just seems like that money could be better spent in other areas. Image: Chevrolet At over six grand, the Z51 package is far
from cheap. However, you do get a nice return on your investment with the Z51. Brembo brakes, performance exhaust (with 5 horsepower bump), performance exhaust (with 5 horsepower bump), performance rear axle ratio, electronic LSD, front splitter and spoiler, Michelin Pilot Sport 4S summer tires, and a heavy-duty cooling system. That is quite the performance
upgrade haul. And this will also help the car retain its value as this is a desirable package that many shopping in the used market will look for. Image: Chevrolet This one really stumped us. Two grand for a microfiber trunk? Why would you want this material in there anyway? On a steering wheel, at least you get that tactile feel, so you can pretend
you are a race car driver. But in your frunk/trunk? It makes no sense to put this material in areas that will be subjected to dirt and grime. Especially at that price. Image: Chevrolet No matter if you choose the Z51 package or not, we think the MagneRide Suspension option is well worth the cost. The system helps provide a better ride as well as better
handling. It is the best of both worlds. And you can adjust it based on the current driving conditions and your mood. At $1,895, it is a sizable investment, but one that you shouldn't order them on your Corvette. Nothing makes a bigger impact
on the look of your car than paint color. However, you are definitely paying the "Corvette Tax" for the Tintcoat and Tricoat paint options. Consider this. A Chevy Suburban is 3.5 feet longer than the Corvette Tax" for the Tintcoat and Tricoat colors. Other
sports car makers charge far more than $995 for special paint, so in the grand scheme of things it is not out of line. But at the same time, we know GM could offer these for less. Image: Chevrolet Delivery right from the museum, you really can't beat this. If you don't live near the museum, that is actually even better. Make a cool trip out of it. What
better way to break in your new Corvette than a road trip home? Tour of the museum, have the car explained to you by factory experts, bring friends to enjoy it with you. If you want chrome or black lug nuts,
we won't judge you for that. But if you do want these, you can easily get them from a number of different aftermarket suppliers for less than half the price. And that is for good quality lug nuts that meet OEM specifications. And these are super easy to swap by yourself. We think GM is being a bit greedy here. Image: Chevrolet Looks are subjective but
to us these wheels dramatically improve the look of the Corvette over the base 5-open-spoke wheels. And for less than a thousand bucks. You won't be able to find quality aftermarket wheels for a C8 Stingray for $995. And if Gloss Black versions
but are still fairly reasonable for 19-inch front and 20-inch rear wheels. Image: Chevrolet C8 General Discussion The place to discuss the next generation of Corvette prices have declined faster than the overall market over the past year, and that applies to the Stingray and Z06. As is typical in the automotive world, C8 Corvette prices
were once what one might call, well, a bit inflated, but have finally begun falling back to earth as of late. This phenomenon took a bit longer than usual, given the fact that the C8 debuted just as the pandemic put the entire world in a proverbial stranglehold, causing issues with new vehicle production and supply chains in general. However, now that
multiple desirable variants exist and production has ramped up so much that GM recently idled Bowling Green Assembly lines, C8 Corvette prices have changed as of late, and there's some rather eye-opening information here. For
starters, Stingray coupe prices have dropped 14 percent over the past year or $11,500 on average, and are down 21 percent compared to their high mark in May 2021. Convertibles have dropped by a slightly lesser margin – 11.1 percent, or $10,000. This trend applies to every model year thus far as well, with each one following a similar downward
curve since its launch. When we look at the Z06, it too has seen some downward action as of late, with the inflated early median price of $229,000 in early 2023 tumbling all the way down to $140,000 near the end of 2024 - a jaw-dropping $83,000 or 39 percent drop. This data isn't based on MSRP, of course, but rather, the median price of vehicles
automotive market, C8 Corvette prices decreased a bit more over the past year as well. The average vehicle lost around four percent of its value last year, with most falling somewhere between one and nine percent decrease, as well as the
Z06's 22.1 percent loss, when accounting for a broader array of sales - putting all of these Corvettes in the top 25 percent in terms of depreciation over the past year. All of this means that, well, now is a great time to go out and buy a C8 Corvette, especially when we factor in seasonality. In the winter, sports cars tend to sell for around five percent
less than they do in the warmer months, at least, prior to May - so if you've been waiting to score the best possible deal on a new Corvette, news, prices, stingray, video, Z06 « Previous Article « Top 10 Things People are Doing with C7
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was rolling off the proverbial press, which can be found here. As is usually the case, it's neatly organized online by tabs, making it easy to peruse the various updates present for the 2026 model year, as well as standard/optional equipment, feature breakdowns by model, mechanicals, exterior/interior color options, wheel choices, and of course,
technical specs and dimensions. In terms of new features outlined in the 2026 Corvette order quide, those begin with a trio of screens - a 12.7-inch diagonal center console display, a 14-inch diagonal driver information center, and a new 6.6-inch
diagonal touchscreen auxiliary display located to the left of the steering wheel. GM has also made revision to the Corvette gains a few new interior themes - Santorini Blue, Sky Cool/Medium Ash Gray with Habanero accents, Very Dark
Atmosphere, Ultimate Suede Jet Black, and Asymmetrical Adrenaline Red/Jet Black - but loses Tension Blue/Twilight Blue, as well as Artemis. Other notable additions inside include Competition Sport driver and GT2 passenger mixed seats, a carbon fiber display hood above the driver information center, 5G connectivity, a wireless charging pad for
1LT/1LZ trims (or two for 2LT/3LT/2LZ/3LZ), and an electrochromic dimming removable roof panel. On the outside, 2026 Corvette shoppers have a couple of new colors to choose from - Roswell Green Metallic, which replace the now-discontinued Rapid Blue and Sea Wolf Gray Tricoat. Asymmetrical Adrenaline Red/Carbon
 Flash Full Length Dual Racing Stripes are now available, which is also true of body-color rockers and splitters, a front illuminated crossed flags emblem, a Carbon Flash Metallic-painted three-stanchion high wing spoiler, and blue-painted calipers (for the Z06 and E-Ray. Meanwhile, the ZTK Track Performance Package now includes carbon ceramic
10-piston front/6-piston rear brakes, while the body color dual roof package and carbon fiber dual roof packages have been deleted. Photos: Chevrolet Join the Corvette Buyer's Guide: Everything You Need to Know! Next Article » C5 Corvette:
selecting and purchasing protection plans for the C8 Stingray. Please note all the advice should hold for the z06 or future models, but the pricing will be different. I'd like to thank @rfkirk @BGZQ8 @carllangford @Andybump @Racer X, and anyone else that replied to the several threads I started on the c8 and c7 forums to get to the bottom of this.
Sadly, I can confirm the GM Bumper to Bumper to Bumper Limited Factory Warranty Extension (B2B EX for short) is no longer available for 2024 stingrays. This would have been made available as a checkbox on the Chevrolet Customer Acknowledgement Form you sign when you buy the car new. The form outlines your first free oil change, standard warranty,
your warranty on a 2024 Stingray, the only consistently available option is the GM Extended Protection Plan. They brand the plan for each of their brands. They may offer different terms, I have only researched the Chevrolet Protection Plan. This plan is not administered,
backed, or at all influenceable by General Motors. The Obligor of the Protection Plan product is GM Protections, LLC, and the Administrator of this Plan is Safe-Guard Products International, LLC. A few years back, there was a different protection plan with a similar name, administered by a different company. There are 3rd party maintenance plans
that I have not researched that may be offered by dealers as they see fit. I'd also like to get on my soapbox a bit here and remind everyone that the Chevrolet Protection plan". Its important to recognize that very few buyers have
purchased the GM B2B EX for older model years. Most of those posting here on our forum and saying they have extended warranty actually have extended warranty 
dealership when buying the car or after. Some users have received email marketing about the Chevrolet Protection Plan many months after purchase. Here are 3 tiers of coverage: Powertrain, Silver, and Platinum. Read the Agreement Coverage section of
the agreement to understand what each entails - You can select from several duration and mileage combinations. I was offered 4 coverage options ranging 5 Years / 80k Miles to 8 Years / 80k Miles / 80k Mil
more. - You do not have to buy it at time of car purchase - The duration begins when you buy the plan, not at vehicle in service date - The plan is transferable, for a fee, if you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases by ~8-10% yearly in October - If you wait to buy, the price also increases yearly in October - If you wait to buy, the price also yearly in October - If you wait to buy, the pric
car - if you wait until the last 1000 miles or within 30 days of the 3 year / 36k miles B2B warranty, you will be considered buying the plan outside your factory warranty period (even if you had a 2023 or older c8, bought the GM B2B EX, and have more than 30 days or 1000 miles or within 30 days or 1000 miles or within 30 days of the 3 year / 36k miles B2B warranty, you will be considered buying the plan outside your factory warranty period (even if you had a 2023 or older c8, bought the GM B2B EX, and have more than 30 days or 1000 miles or within 30 days of the 3 year / 36k miles B2B warranty, you will be considered buying the plan outside your factory warranty period (even if you had a 2023 or older c8, bought the GM B2B EX, and have more than 30 days of the 3 year / 36k miles because of the 3 year / 36k miles B2B warranty, you will be considered buying the plan outside your factory warranty period (even if you had a 2023 or older c8, bought the GM B2B EX, and have more than 30 days of the 3 year / 36k miles because of the 3 year / 36k miles 
a point of reference, I was quoted in November, 2023: $1512 for the 7 year / 56,000 mile Platinum level Chevrolet Protection Plan prior to purchasing my 2024 Stingray - The 8 year / 80,000 mile plan demands a premium that just doesn't seem to be worth it. For the platinum level plan, 8 years was $700 more than the 7 years according to the quote l
got. Both Dennis Fichtner and Todd Sutherland (MacMulkin) seem to sell the Chevrolet Protection Plan at the best pricing nationwide. They are also both straight forward and came across to me as not looking to rope you into things you don't need. Please note, Dennis is West Coast time and Todd is East Coast time. If you buy before the end of your
factory limited warranty (3 years / 36,000 miles), you are not getting any additional coverage during the warranty period, but there is good financial reason to consider "doubling up" and buying in the middle of your factory warranty coverage period. I'll credit the forum first for this strategy, but Todd and Dennis both back it up: There seems to be a
sweet spot when buying the Chevrolet Protection Plan. Buy before the 2nd October or 12,000 miles, whichever comes first. If you're considering the platinum level, you'll incur a $100-150 price increase from the 1st October, but avoid the $300-450 increase from the 1st October, but avoid the $300-450 increase from the 2nd October or 12,000 miles, whichever comes first.
B2B Warranty. The list of exclusions is long, but notably to me, I'll highlight the following 3 items excluded by the platinum level Chevrolet Protection Plan: - Convertible tops and framework (like mysterious misalignment) - Upholstery (which would fail to cover replacement due to 3LT bubbling) - Paint (like damage from rubbing headlights) Before I
learned it was no longer available, the two year B2B EX was quoted to me at approximately $2250. While this seems excessive for two years of coverage, I was earnestly considering spending the extra $750 to gain a total of five years coverage, I was earnestly considering spending the extra $750 to gain a total of five years of coverage, I was earnestly considering spending the extra $750 to gain a total of five years coverage of these notable exclusions above. I'm personally a little disappointed this option doesn't exist anymore, but
it really would only have made sense for a 3LT HTC anyway. A key takeaway here is that all 2024 owners will now have no coverage for convertible top misalignment, dashboard adhesive failures, or paint chipping (technically not rust through) after 3 years, and that's that. Before you buy the Chevrolet Protection Plan plan, I highly encourage you to
read the "Agreement Coverage" and "Exclusions from Coverage" and "Exclusions from Coverage" portions of the service contract, which you can find here. Note, this is a sample, and you should review the agreement you're actually signing carefully before signing. I hope you find this summary of the Chevrolet Protection Plan valuable and it puts to bed the questions I had about the
B2B EX. Thanks to all that shared their stories and insight on Corvette protection plans and warranties! Last edited by StairStep; Dec 7, 2023 at 12:07 AM. Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by Fast Dawg I'm checking with Dennis Fitchner again. If I remember correctly he told me that language
was meant for the rag tops on the older generations. I will post what he tells me. Quote: Originally Posted by Undy "Convertible" tops refers to standard soft top convertibles, NOT the foldable hardtop. That's entirely different items and different terminology. I'd love to be wrong. I think Dennis is a great resource, but ultimately
he's not the administrator of the plan. Better to have this in writing from Safe-Guard. I just submitted the following to the plan administrator: "Hi there, I am considering buying a Chevrolet Protection Plan, Platinum level. I'd like to know explicitly whether it covers the Hard Top Convertible motor, actuators, solonoids, cables, frame, moving parts and
Also, below are 3 example scenarios. Assuming I have the Platinum level Chevrolet Protection Plan active, but I am beyond any factory warranty period on a c8 corvette and I meet all other requirements for coverage: 1) The HTC is not operating, and the problem is determined to be electrical in nature, and isolated to electronic components or
computer systems related elusively to the convertible function. Does my plan cover replacement or repair of these failed components? 2) The HTC roof is failing to align physically, so it cannot be properly closed without manual force applied to part of the roof. The frames and actuators of the roof need to be realigned in order to restore functionality
to the HTC. Does my plan cover replacement or repair of these failed components? 3) The HTC top was successful put down, but something mechanically failed and damaged the roof sections. Does my plan cover replacement or repair of
these failed components?" Lets see how it goes! Drifting Joined: Mar 2021 Posts: 1,432 Likes: 924 From: Bristow, VA 2023 C8 of the Year Finalist - Unmodified Quote
Originally Posted by StairStep The list of exclusions is long, but notably to me, I'll highlight the following 3 items excluded by the platinum level GMEPP: - Convertible tops and framework (like mysterious misalignment) Who told you that the mechanisms on the HTC were not covered? I asked Dennis Fitchner specifically about that very thing since I
own an HTC and he told me the language in the contract was for the old rag top convertibles. I was told by Dennis in an email that the HTC is fully covered except damage to the external paint which would be considered wear and tear. Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 I would love to be wrong. For others reading this
exchange, please note the context here that we are only talking about the Platinum level. Please see section 5.P. here: . It explicitly excludes: "Convertible Tops" Last edited by StairStep; Dec 3, 2023 at 03:21 PM. Le Mans Master Joined: Sep 2017 Posts: 5,738 Likes: 2,938 From: Rural NW Georgia. GO
DAWGS! 2024 C8 of the Year Finalist - Unmodified Quote: Originally Posted by StairStep I would love to be wrong. For others reading this exchange, please note the context here that we are only talking about the Platinum level. Please see section 5.P. here: . It explicitly excludes: "Convertible Top Framework" and "Vinyl and Convertible Tops" I'm
checking with Dennis Fitchner again. If I remember correctly he told me that language was meant for the rag tops on the older generations. I will post what he tells me. Safety Car Joined: Dec 1999 Posts: 4,563 Likes: 1,292 From: Virginia Beach, VA & Port Charlotte, FL (snowbird) "Convertible and Vinyl/Convertible" tops refers to standard soft top
convertibles, NOT the foldable hardtop. That's entirely different terminology.. Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by Fast Dawg I'm checking with Dennis Fitchner again. If I remember correctly he told me that language was meant for the rag tops on the older generations. I will
post what he tells me. Quote: Originally Posted by Undy "Convertible" tops refers to standard soft top convertibles, NOT the foldable hardtop. That's entirely different terminology.. I'd love to be wrong. I think Dennis is a great resource, but ultimately he's not the administrator of the plan. Better to have this in
writing from Safe-Guard. I just submitted the following to the plan administrator: "Hi there, I am considering buying a Chevrolet Protection Plan, Platinum level. I'd like to know explicitly whether it covers the Hard Top Convertible motor, actuators, solonoids, cables, frame, moving parts and electronics. The language in the exclusions section appears
to refer to soft top convertible components, so its unclear what is and what is not covered with regards to the c8 corvette's Hard Top Convertible (HTC) mechanism, components, moving parts, and operation? Also, below are 3 example scenarios. Assuming I have the
Does my plan cover replacement or repair of these failed components? 2) The HTC roof is failing to align physically, so it cannot be properly closed without manual force applied to part of the roof. The frames and actuators of the roof is failing to align physically, so it cannot be properly closed without manual force applied to part of the roof.
failed components? 3) The HTC top was successful put down, but something mechanically failed and damaged the roof sections. Does my plan cover replacement or repair of these failed components?" Lets see how it goes! Le Mans Master
Joined: Sep 2017 Posts: 5,738 Likes: 2,938 From: Rural NW Georgia. GO DAWGS! 2024 C8 of the Year Finalist - Unmodified Dennis answered me very quickly. He said the HTC was covered including all parts except for the paint on the hardtop. He also told me that the language in these contracts was very old and has not been updated. I did respond
to him and ask him why. He did tell me that all of the motors and everything associated with operating the top was covered. Let us know what the plan administrator tells you. Le Mans Master Joined: Sep 2017 Posts: 5,738 Likes: 2,938 From: Rural NW Georgia. GO DAWGS! 2024 C8 of the Year Finalist - Unmodified Quote: Originally Posted by Undy
"Convertible and Vinyl/Convertible" tops refers to standard soft top convertibles, NOT the foldable hardtop. That's entirely different terminology.. Racer Joined: Oct 2022 Posts: 365 Likes: 167 From: Montgomery, AL Quote: Originally Posted by StairStep I can confirm the GM Bumper to Bumper Limited Factory Warranty
Extension (B2B EX for short) is no longer available for 2024 stingrays. This would have been made available as a checkbox on the Chevrolet Customer Acknowledgement Form you sign when you buy the car new. The form outlines your first free oil change, standard warranty, and roadside assistance coverages. On 2023's paperwork, the option was
there, but it is not on the 2024 form. This document is from Chevrolet, not the dealer, and the checkbox's omission signals the end of this option. I NEVER received the "Chevrolet Customer Incentive Acknowledgement Form and this was about GM APR
financing acknowledgement. All MM staff never acknowledged availability of the GM Bumper to Bumper Limited Factory Warranty Extension (B2B). Last edited by thunderstrike; Dec 3, 2023 at 06:24 PM. Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by thunderstrike I NEVER received the "Chevrolet
Customer Acknowledgement Form from MM when I purchased it July 2023. I did receive a GM Customer Incentive Acknowledgement Form and this was about GM APR financing acknowledgement. All MM staff never acknowledgement Form and this was about GM APR financing acknowledgement.
for a copy of the 2023 form. Racer Joined: Oct 2022 Posts: 365 Likes: 167 From: Montgomery, AL Thank you. No check mark for B2B offer. Time to pivot to Porsche (has been bullet proof reliable) when C8's powertrain warranty runs out.
                                                                                                                                                                                                                                                                                                                                                                       2019 Mustang GT Premium 6MT Daily Driver 2023 Corvette Stingray
2LT 2017 Porsche 718 Cayman 2009 Jeep Wrangler Rubicon Race Director Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Valley CA Quote: Originally Posted by Fast Dawg Dennis answered me very quickly. He said the HTC was covered including all parts except for the paint on the hardtop. He also told me that the language in these
contracts was very old and has not been updated. I did respond to him and ask him why. He did tell me that all of the motors and everything associated with operating the top was covered. Let us know what the plan administrator tells you. I contacted Safe-Guard by phone (the number is in the contract) and asked them about the HTC coverage. The
person I talked to seemed knowledgeable. He said that the written contract is correct and that the written contract is covered. I'd love to believe all of the HTC is covered (I have the protection plan and a HTC) but I'm going to go with what is written in the
contract and interpreted by a Safe-Guard representative as being correct. Last edited by RKCRLR; Dec 3, 2023 at 09:04 PM. 8th Gear Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by Sleepynupe What about your credit card question? Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by Sleepynupe What about your credit card question?
Off topic for this thread, but MM doesn't accept CC for the car. I did pay for tires with CC. Administrator Joined: Mar 2001 Posts: 360,728 Likes: 23,276 From: In a parallel universe. Currently own 2014 Stingray Coupe. C7 of the Year - Modified Finalist 2021 MO Events Coordinator St. Jude Co-Organizer St. Jude Donor '03 thru '25 NCM Sinkhole
Donor CI 5, 8 & 11 Veteran Thanks for all the work you did researching this. Melting Slicks Joined: Dec 2006 Posts: 2,694 Likes: 106 Exclusionary policies, which I assume the above one is, should cover everything that wasn't excluded. But I'd be extremely concerned with that dubious language in there, since most of us interpret as only referring to
a soft top... but it doesn't say 'soft top' anywhere, so it'd basically be a battle of who has the better lawyer if such a claim is denied. And unless you're a mega millionaire, you know it'd be a losing proposition for the customer. Curious what the plan administrator is going to say. Le Mans Master Joined: Mar 2007 Posts: 9,097 Likes: 6,715 Quote:
Originally Posted by RKCRLR I contacted Safe-Guard by phone (the number is in the contract) and asked them about the HTC coverage. The person I talked to seemed knowledgeable. He said that the written contract is correct and that the convertible top framework (panels, cables, linkages, etc.) isn't covered. Electrical motors, sensors, wiring, etc.
is covered. I'd love to believe all of the HTC is covered (I have the protection plan and a HTC) but I'm going to go with what is written in the contract and interpreted by a Safe-Guard representative as being correct. It still makes me wonder about the definition of top, framework, and everything else that is not one of those two things. The top might be
the composite part that is painted. The framework might be the bars and certain hinges. What about the cables that move those doodads on the from of the top in and out? Why is a cable part of the framework. Those gears are driven by what are called folding
top control modules - which are actually motors integrated with control circuitry that communicates through the network with the other modules (there are actually four of them, two for the folding top). We do not have a lot of forum reports to go on, but I believe that most top alignment issue will be caused by issuesd by issues
with the synchronization between the left and right motors. There is a programming and setup procedure that is required if those module are replaced, or even if they have just been disturbed. Are any parts associated with the tonneau cover also excluded? I also note that in many place the top components are referred to as folding top....component
Joined: Mar 2007 Posts: 9,097 Likes: 6,715 Quote: Originally Posted by StairStep ......Sadly, I can confirm the GM Bumper to Bumper Limited Factory Warranty Extension (B2B EX for short) is no longer available for 2024 stingrays. This would have been made available as a checkbox on the Chevrolet Customer Acknowledgement Form you sign when
you buy the car new. The form outlines your first free oil change, standard warranty, and roadside assistance coverages. On 2023's paperwork, the option was there, but it is not on the 2024 form. This document is from Chevrolet, not the dealer, and the checkbox's omission signals the end of this option. My dealer escalated to Detroit and was told: its
both the B2B and the Chevrolet Protection Plan could be found. But think it may have been removed from the website in 2022 or 2023 - even though I think some forum members reported being able to still purchase it - and even though I think some forum members reported being able to still purchase it - and even though I think some forum members reported being able to still purchase it - and even though it still appeared on the customer acknowledgment forms. Those forms, by the way, are not necessarily kept up to
date. For a while, they continued to say that the free service expired after 1 year, even though it was extended to two years. And apparently dealers were not consistently providing them to the buyers - some forum members claim never to have received one. Thread Starter Racer Joined: Apr 2023 Posts: 319 Likes: 278 Quote: Originally Posted by
Andybump Thanks for the summary. I noticed that the offer of the extended Bumper to Bu
Chevrolet Protection Plan could be found. But think it may have been removed from the website in 2022 or 2023 - even though I think some forum members reported being able to still purchase it - and even though I think some forum members reported being able to still appeared on the customer acknowledgment forms. Those forms, by the way, are not necessarily kept up to date. For a while, they
 continued to say that the free service expired after 1 year, even though it was extended to two years. And apparently dealers were not consistently providing them to the buyers - some forum members claim never to have received one. Thanks @Andybump! You are spot on. This inconsistency really added to my confusion as well. I can confirm you
assertion that the extended warranty disappeared from the website in 2021. You can actually use the way back machine website to look at historical archives of any website on the Internet, and see they made the change for 2022. I didn't know it was called, but I requested what turned out to be the customer acknowledgment form, because I
specifically asked for some paperwork or documentation spelling out what I got in my first service. I suggest anyone who did not receive this form request it of their original dealer. Page 2 Le Mans Master Joined: Sep 2017 Posts: 5,738 Likes: 2,938 From: Rural NW Georgia. GO DAWGS! 2024 C8 of the Year Finalist - Unmodified Dennis Fitchner
responded to my question about the language not being updated for the HTC. He said it's because these warranties can still be purchased for the C7 and the contract hasn't been updated in 25 years. Dennis has been selling these warranties for a long time, is a forum member, and works at Laurel Chevrolet. I'm going to trust that he knows what will
be covered from his experience with his service department vs someone answering a phone that "seems knowledgeable." @StairStep - I'm not knocking the work you did here so please don't take it that way. I've bought two of these warranties from Dennis and the one on my C7 almost paid for itself a month after my B2B ran out. The dealer also
supplied me with a free loaner, which Chevy never does around here, because I had it in my warranty and they couldn't get a part for a couple of days. As @Andybump stated in his post there are a lot of motors and moving parts associated with the HTC that don't seem to fit "framework." I hope none of us have to ever find out! Thread Starter Racer
Joined: Apr 2023 Posts: 319 Likes: 278 No offense taken, I'd wish for you and Dennis's interpretations to be correct every time! If it's true, I'd expect a clear clarification from the administrators can be obtained. While I stick to my concerns that
an individual Safe-Guard phone rep might give a safe answer without truly knowing how it might stand up to an audit or formal policy from their company. I'll share what I learn from Safe-Guard too. Quote: Originally Posted by Fast Dawg Dennis Fitchner responded to my question about the language not being updated for the HTC. He said it's
because these warranties can still be purchased for the C7 and the contract hasn't been updated in 25 years. Dennis has been selling these warranties for a long time, is a forum member, and works at Laurel Chevrolet. I'm going to trust that he knows what will be covered from his experience with his service department vs someone answering a
phone that "seems knowledgeable." @StairStep - I'm not knocking the work you did here so please don't take it that way. I've bought two of these warranties from Dennis and the one on my C7 almost paid for itself a month after my B2B ran out. The dealer also supplied me with a free loaner, which Chevy never does around here, because I had it in
my warranty and they couldn't get a part for a couple of days. As @Andybump stated in his post there are a lot of motors and moving parts associated with the HTC that don't seem to fit "framework." I hope none of us have to ever find out! Race Director Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Valley CA Quote: Originally Posted
by Andybump It still makes me wonder about the definition of top, framework, and everything else that is not one of those two things. The top might be the composite part that is painted. The framework might be the composite part that is not one of those two things. The top might be the composite part that is not one of those two things. The top might be the composite part that is painted.
framework? And where does "framework" end. Are those large motor driven gears are driven by what are called folding top control modules (there are actually four of them, two for the tonneau
cover, and two for the folding top). We do not have a lot of forum reports to go on, but I believe that most top alignment issue will be caused by issues with the synchronization between the left and right motors. There is a programming and setup procedure that is required if those module are replaced, or even if they have just been disturbed. Are any
parts associated with the tonneau cover also excluded? I also note that in many place the top components are referred to as folding top....components. The imprecise language leaves much ambiguity, I think - and when the time
comes for an actual claim, it would not surprise me to find inconsistent outcomes depending on the agent that makes the decision. I agree, and I suspect it will depend on which representative gets assigned the claim at Safe-Guard whether or not some these repairs are covered. Drifting Joined: Apr 2021 Posts: 1,409 Likes: 932 StairStep.......I sure
appreciate all of your hard work putting this together. I will be calling Dennis next summer to purchase a warranty. I tried to buy the B2B from Ciocca when I bought the car and they said they didn't offer it. I thought it was strange for a dealership to pass on taking a customers money as I ended up not buying any extended plan at the time. Sam Le
Mans Master Joined: Mar 2007 Posts: 9,097 Likes: 6,715 Quote: Originally Posted by StairStep No offense taken, I'd wish for you and Dennis's interpretations to be correct every time! If it's true, I'd expect a clear clarification from the administrators can be obtained. While I stick to my concerns that Dennis sells them, but he doesn't get to decide
what's covered or isn't, I also agree with your concern that an individual Safe-Guard phone rep might give a safe answer without truly knowing how it might also depend on how the part is actually named - or how the dealer presents the
repair for a claim. I'll poke at this a little more. I took a look at the parts lists. All of this in this particular web site is referred to as "Frame and Components". Which of the parts in the list would be excluded? How about the hinge assembly? The control
modules, all four of them, are shown - they are "related components". The rear window seems to be part of the convertible top frame? I think if I were going to ask the question of the administrators, I would send this parts list and ask them to state exactly what is, and is not covered. There is not single part
in the picture with the name "convertible top frame". My guess though, is they will not want to answer the question hypothetically - they will want to see an actual claim. As an example, if a covered part caused damage to a normally non-covered part, then it will cover that part (I think). Last edited by Andybump; Dec 4, 2023 at 11:17 AM. Race
Director Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Valley CA Quote: Originally Posted by Andybump It might also depend on how the part is actually named - or h
Components". Which of the parts in the list would be covered, and which would be excluded? Are they all part of the "frame". Is the "folding top side rail" excluded? How about the hinge assembly? The control modules, all four of them, are shown - they are "related components" but is the "frame". Is the "frame" and components but is the "frame". Is the "frame" and components but is the "frame". Is the "frame" and components but is the "frame". Is the "frame" and components but is the "frame". Is the "frame" and components but is the "frame" and components but is the "frame". Is the "frame" and components but is 
it part of the convertible top frame? I think if I were going to ask the question of the administrators, I would send this parts list and ask them to state exactly what is, and is not covered. There is not single part in the picture with the name "convertible top frame". My guess though, is they will not want to answer the question hypothetically - they will
want to see an actual claim. As an example, if a covered part caused damage to a normally non-covered part, then it will cover that part (I think). Yep, when I asked the Safe-Guard representative if they would send me something in writing he refused. I think the bottom line is Chevrolet sells the HTC as a convertible so Safe-Guard will consider it a
convertible and reference the wording in the contract, but I'd love to be proven wrong. Pro Joined: Apr 2008 Posts: 586 Likes: 116 From: Saint Cloud, FL I had Platinum did NOT cover it as they considered it a
"bulb" and bulbs are not covered. The ballast, had that been the problem, would have been covered. So surely on the HTC they'll be looking for verbiage to "not pay". Pro Joined: Aug 2020 Posts: 601 Likes: 358 Quote: Originally Posted by carllangford I had Platinum coverage on my C7 and had a HID lamp go out. That failure is not expected, as
would be for an easily accessible incandescent bulb. Platinum did NOT cover it as they considered it a "bulb" and bulbs are not covered. So surely on the HTC they'll be looking for verbiage to "not pay". This has been my experience with third party warranties. I purchased one had a
timing chain failure in my college kids Toyota. Warranty said belt not chain I paid the bill. Warranty is like insurance companies they all cover for until the claims increase and they begin losing money. I will be saving this post for when it's
time to purchase later this coming summer. Advanced Joined: Jul 2023 Posts: 96 Likes: 29 Hopefully they don't consider an LED headlight as a "bulb" since they are $$$...I think on a base Maverick truck it was like $1500 to replace. Pro Joined: Apr 2008 Posts: 586 Likes: 116 From: Saint Cloud, FL Quote: Originally Posted by gp1200x Hopefully
they don't consider an LED headlight as a "bulb" since they are $$$...I think on a base Mayerick truck it was like $1500 to replace. Do not be surprised if they don't. For my C7 it was on the order of $900, mostly due to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off the nose to get to the labor of taking off taking off the nose to get to the labor of taking off the nose to get to the labor of taking of ta
should have been covered. I would expect the same for the LED lamp. This is the problem with signing such a dated document, it can be rather gray for newer technology. The only one thing I did get out of my warranty was a thermostat. Race Director  Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Valley CA The Platinum Protection Plan
is not the same as a Bumper to Bumper to Bumper to Bumper to Bumper to Bumper limited warranty. You need to be aware of the exclusions (listed below) and make sure the plan is right for you: UNDER THE FOLLOWING PARTS AND/OR SERVICES: FRICTION CLUTCH DISC, PRESSURE PLATE AND CLUTCH RELEASE BEARING, HINGES
GLASS, GLASS FRAMEWORK AND FASTENING ADHESIVES, LENSES, SEALED BEAMS, BODY PARTS, ALIGNMENT OF BODY PARTS, FLEXIBLE BODY PARTS, FLEXIBLE BODY PARTS, FLEXIBLE BODY PARTS, STRUCTURAL FRAMEWORK, CONVERTIBLE TOP FRAMEWORK, STRUCTURAL WELDS, REMOVABLE HARDTOP ASSEMBLIES, BUMPERS, TRIM, MOLDINGS, DOOR
PANELS, DOOR HANDLES, DOOR LOCK CYLINDERS (OTHER THAN IGNITION LOCK CYLINDERS), TIRES, WHEEL ALIGNMENT (UNLESS THE WHEEL ALIGNMENT IS REQUIRED FOR THE REPAIR OF A COVERED PART), BATTERIES (EXCEPT FOR HYBRID/ELECTRIC
BATTERIES), WIPER BLADES, BRAKE PADS AND ROTORS, LIGHTS, FUSES, BULBS, FILTERS, LUBRICANTS, OR FLUIDS NOT REPLACED IN CONVERTIBLE TOPS, PAINT, BRIGHT METAL, SHEET METAL, FREEZE PLUGS, HEATER AND RADIATOR HOSES, EXHAUST
SYSTEM, CATALYTIC CONVERTER: You will also be responsible for any diagnostic time if the part isn't covered or the problem isn't found. So it would be wise to be aware of the exclusions before you bring your car in for service if you think you want to take it somewhere else if the repair isn't covered or you would just decide to live with the
problem. Advanced Joined: Jul 2023 Posts: 96 Likes: 29 Thanks StairStep!! My car was just built on Thursday and the dealer was contacting me about options, payment...etc. (2-4 week delivery he thinks) I was a little confused on a few points but your writeup confirmed what I had read from all the posts. I'll wait and possibly purchase a protection
plan in 2025 before 12K and 2nd Oct. What really bothered me is that my dealer had sent me a list of options and it included the "Safeguard" warranty I believe but they stated in terms of coverage levels only. B2B is a
little bit of false advertising if it is a Safeguard warranty. They also listed a ceramic coating protection with a 7 year warrany.... but I thought you can get a maximum of 1-2 years out of a ceramic coating at best. Even with a refresh it is not going to last 7 years without a total redo. Also don't know what the interior protection stuff is since I doubt it is
a ceramic coating. Le Mans Master Joined: Mar 2001 Posts: 7,757 Likes: 3,225 From: Omaha 2020 Corvette of the Year Finalist (performance mods) C4 of Year Winner (performance mods) C4 of Year Winner (performance mods) C4 of Year Winner (performance mods) C5 of Year Winner (performance mods) C5 of Year Winner (performance mods) C6 of Year Winner (performance mods) C6 of Year Winner (performance mods) C7 of Year Winner (performance mods) C8 of Year Winner (performance mods) C9 of Year Winne
warranties. First off, as pointed out by others, service plans are definitely not B2B warranty extensions, and should never be looked at that way. The B2B extension covers everything the factory warranty does, which is why it's more expensive (I know, I bought one on my '23). Service plans are a contract that defines what is covered either by inclusion
or exclusion. You have to be very careful to fully read and understand all parts of the contract to make sure you know what is covered and also how to get coverage. Even though everyone likes to point out the GMPP coverage is accepted by all dealers, there is actually some pretty specific language around what you have to do to make sure a claim
isn't denied. Sure, in most cases this will never be an issue, but I wouldn't want to be the one stuck holding the bag if procedures are not properly followed and the plan administrator denies the claim. Next, the dealer is going to do everything they can to make it sound like their add-on service plans cover everything as it makes it easier to sell. It's up
to you as the buyer to read the contract and understand the exclusions. It doesn't matter if they tell you verbally or even as above have a dealership flyer stating "bumper to bumper". When you sign the service agreement contract, you agree to the terms listed therein. Also, the service plan administrator is incentivized to weasel out of everything they
can by interpreting the contract in the most limiting fashion possible (if you don't believe this you're fooling yourself). These service plans are offered because they make money doing it (i.e. denying claims). Beyond that, there are very good reasons that the plans
are sold by GM Financial, which is legally a separate company from GM. It makes it much easier to sell the business at some point (could be tomorrow, could be years from now), and it also protects GM as they can say "sorry, we can't help you get that top mechanism covered as the plan is owned by a separate company and administered by a 3rd
party". To be clear, I'm not saying service plans (GMPP or others) are bad. I've had several on used cars I bought and kept for a long period when I knew the vehicle either had high repair costs (i.e. BMW) or had components that were likely to fail often (i.e. Jeep). It's up to you to weigh the cost vs benefit, and also to make sure you understand the
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coverage. And no matter how much I think Dennis is a great guy, an email from him is not going to change Safeguard's view on the coverage exclusions. Melting Slicks Joined: Dec 2006 Posts: 2,694 Likes: 106 Somebody could sue that Van Bortel for deceiving practices. That brochure clearly says the plan covers every part except wear and tear items, and that's clearly NOT true. But EvanZR1 is absolutely correct that YOU the owner should do the due diligence before purchasing any such plan. I wouldn't even consider plans not backed by the 'manufacturer', but the thing is, as Evan also pointed out, even those that do, they're not really backed by the manufacturer, but by a subsidiary instead, which is NOT the same. I personally have never buy any such plan, so I'm way ahead of the game by now... but with my upcoming purchase of a basically non-reliable expensive toy car. Le Mans Master Joined: Mar 2007 Posts:

9,097 Likes: 6,715 Quote: Originally Posted by JCtx Somebody could sue that Van Bortel for deceiving practices. That brochure clearly says the plan covers every part except wear and tear items, and that's clearly NOT true. But EvanZR1 is absolutely correct that YOU the owner she even consider plans not backed by the 'manufacturer', but the thing is, as Evan also pointed out, even those that do, they're not really backed by the manufacturer, but by a subsidiary instead, which is NOT the same. I personally have never buy any such plan, so I'm way ahead of the	
expensive to repair, I'm considering getting it for the first time with my upcoming purchase of a basically non-reliable expensive toy car. Yup. With the Platinum plan every part is covered unless it is in the list of "exclusions" which @RKCRLR listed in post 30, which is from that I this	ink is the latest version of the contract - which can be accessed on the
Chevrolet.com website. Folks can judge for themselves whether that list is "wear and tear" items or not. All components eventually wear out and fail even if not defective so wear and tear items is entirely ambiguous. I agree that dealer should not have described the Platinum Plan a	
is the term specifically used in the Warranty Manual which can also be downloaded from the Chevrolet.com website. It includes the 3/36 and the 5/60 coverage. It does have some exclusions as well. And it also has a lengthy "What is Not Covered" section. I recommend reviewing it. of exclusions in the powertrain warranty. That is, my interpretation is that Powertrain Warranty exclusions do not apply during the first 3/36 period, but do apply after that. Some have stated that the reference to the clutch and pressure plate exclusion do not apply to internal clutch	
excluded in the factory powertrain warranty or not. Exclusions: Excluded from the powertrain component coverage are sensors, wiring, connectors, engine radiator, coolant, heater core, starter motor, entire pressurized fuel system (in-tank fuel pump, pressure lines,	
from the powertrain component coverage are transmission cooling lines, hoses, radiator, sensors, wiring, and electrical connectors. Also excluded are the clutch and pressure plate. Exclusions: Excluded from the powertrain component coverage are all wheel bearings, drive wheel from the powertrain component coverage are all wheel bearings, drive wheel from the powertrain component coverage are all wheel bearings, drive wheel from the powertrain component coverage are all wheel bearings.	ront and rear hub bearings, locking hubs, drive system cooling, lines,
hoses, radiator, sensors, wiring, and electrical connectors related to drive systems as well as any drive system control module and/or module programming. Last edited by Andybump; Dec 6, 2023 at 04:41 PM. Race Director Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Connectors and Connectors related to drive systems as well as any drive system control module and/or module programming.	
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even if not defective so wear and tear items is entirely ambiguous. I agree that dealer ad is very deceptive. The term Bumper-to-Bumper coverage is the term specifically used in the Warranty Manual which can also be downloaded from the Chevrolet.com website. It includes the 3/36 also has a lengthy "What is Not Covered" section. I recommend reviewing it. Note that after the transition from the 3/36 coverage, there are a lot of exclusions in the powertrain warranty. That is, my interpretation is that Powertrain Warranty exclusions do not apply during the first	
reference to the clutch and pressure plate exclusion do not apply to internal clutches. I do not know if the Platinum Plan would cover any of the items excluded in the factory powertrain warranty or not. Exclusions: Excluded from the powertrain component coverage are sensors, with the powertrain warranty or not.	
starter motor, entire pressurized fuel system (in-tank fuel pump, pressure lines, fuel rail(s), regulator, injectors, and return line). Exclusions: Excluded from the powertrain component coverage are transmission cooling lines, hoses, radiator, sensors, wiring, and electrical connectors	
Excluded from the powertrain component coverage are all wheel bearings, drive wheel front and rear hub bearings, locking hubs, drive system cooling, lines, hoses, radiator, sensors, wiring, and electrical connectors related to drive systems as well as any drive system control modular to the contro	
above that is excluded under the powertrain warranty is covered by the platinum plan other than hoses (and clutch which doesn't apply to wet clutches). Team Owner Joined: Jul 2004 Posts: 39,758 Likes: 653 From: Redondo Beach, California Quote: Originally Posted by RKCRLR Y	
something in writing he refused. I think the bottom line is Chevrolet sells the HTC as a convertible and reference the wording in the contract, but I'd love to be proven wrong. Thanks for the price print out of all the parts in the HTC. I thin while they are readily available. 15 years, or whatever, from now they may be unavailable. Team Owner Joined: Jul 2004 Posts: 39,758 Likes: 653 From: Redondo Beach, California Quote: Originally Posted by StairStep Here is the culmination of my research into selecting and purchase.	
should hold for the z06 or future models, but the pricing will be different. I'd like to thank @rfkirk @BGZQ8 @carllangford @Andybump @Racer X, and anyone else that replied to the several threads I started on the c8 and c7 forums to get to the bottom of this If you buy b	
you are not getting any additional coverage during the warranty period, but there is good financial reason to consider "doubling up" and buying in the middle of your factory warranty coverage period. I'll credit the forum first for this strategy, but Todd and Dennis both back it up: Todd and Dennis back it up: Todd and Dennis both back it up: Todd and Dennis back it up: Todd and Dennis back it up: Todd and Dennis back it up:	There seems to be a sweet spot when buying the Chevrolet Protection
Plan. Buy before the 2nd October or 12,000 miles, whichever comes first. If you're considering the platinum level, you'll incur a \$100-150 price increase from the 1st October, but avoid the \$300-450 increase of the mileage bump, and extend protection to more than 8 years total inc	
sweet spot? Buy early to avoid higher costs in the out years. But the Chevrolet Protection Plan begins the moment you buy it, so for the period it overlaps the original 3 year bumper to bumper you really don't get any extra coverage. Is that the conclusion? If so, I'll accept that without 3,225 From: Omaha 2020 Corvette of the Year Finalist (performance mods) C4 of Year Winner (performance mods) 2019 Quote: Originally Posted by 68/70Vetteso for the period it overlaps the original 3 year bumper to bumper you really don't get any extra coverage Yes, for bo	
2024), they both overlap the factory warranty. All coverage terms (years and mileage) start from the original in-service date of the vehicle. Thread Starter Instructor Joined: Oct 2019 Posts: 139 Likes: 6 From: San Diego CA Common problems on C8? What are the common problem	
Joined: Jan 2006 Posts: 1,786 Likes: 1,385 From: Portland Oregon Common problems / complaints: 1. Water gets in the engine compartment when you wash the car. 2. You have to warn passengers to sit back in the seat before you launch, because it will throw them back if they are	
the speed limit. I got a ticket in Utah for 91 in a 75 while passing trucks going uphill. Cars and coffee, what could be better. Burning Brakes Joined: Aug 2019 Posts: 1,084 Likes: 233 Do a search, trans issues are very common. Fortunately many are easily rectified, several keep rec	
few problems. And most love their car in spite of having a few minor glitches. Race Director Joined: Mar 2001 Posts: 19,236 Likes: 6,232 From: Bonneville Salt Flats Just look at the first permanent thread above with over 3K posts. Drifting Joined: Oct 2008 Posts: 1,575 Likes: 556	
Stingray came with a line lock. Intermediate Joined: Mar 2022 Posts: 45 Likes: 53 Twenty C8s in our local club. Not one problem. If you listen to the Eurotrash guys on the forumit will appear like the sky is falling. Safety Car Joined: Feb 2024 Posts: 3,980 Likes: 1,250 From: Pla Quote: Originally Posted by bfrie1 What are the common problems with C8's? Are C8's problematic for most everyone? The c8 has a mid-engine exotic layout along with the dual clutch transmission. Things can happen and there is no guarantee. All modern cars can have their quirk	
you have to worry or feel nervous, this vehicle may not be for you and you may want to look into a Lexus LC 500 or something of that nature if you're concerned about reliability and peace of mind even though this vehicle is not bad at all, but ownership time will tell. The C8 it's a venicle was a fine to specific the control of the concerned about reliability and peace of mind even though this vehicle is not bad at all, but ownership time will tell. The C8 it's a venicle was a fine to specific the control of the concerned about reliability and peace of mind even though this vehicle is not bad at all, but ownership time will tell. The C8 it's a venicle was a fine to specific the control of the concerned about reliability and peace of mind even though this vehicle is not bad at all, but ownership time will tell. The C8 it's a venicle was a fine to specific the control of the contr	
price point it's at. Last edited by Bald Guy; Feb 4, 2025 at 02:06 AM. Drifting Joined: Jan 2006 Posts: 1,786 Likes: 1,385 From: Portland Oregon Common problems / complaints: 1. Water gets in the engine compartment when you wash the car. 2. You have to warn passengers to sit	
they are not prepared. 3. I cannot afford a ZO6. 4. It's hard to keep it under the speed limit. I got a ticket in Utah for 91 in a 75 while passing trucks going uphill. Cars and coffee, what could be better. Safety Car Joined: Nov 2005 Posts: 3,974 Likes: 1,903 From: Charlotte N.C. Sim	
who don't even own the car. That said a few have had some major issues. For me my biggest complaint was the Z51 brakes squeal horribly backing out of my garage. I replace the pads with some aftermarket and that (and bad brake dust) went away. A bigger problem for me is a lag 575 Likes: 635 You can run them extremely hard in hot temps and they do not break, ask anyone at Spring Mountain. These cars are bullet proof. Race Director Joined: Apr 2016 Posts: 12,775 Likes: 6,244 From: Pittsburgh 2025 C6 of the Year Finalist - Unmodified 2024 C6 of the	
2022 C6 of the Year Finalist - Unmodified 2021 C6 of the Year Finalist - Unmodified Lots of DCT transmissions getting replaced, whether this increases as these cars age is the million-dollar question Safety Car Joined: Jun 2002 Posts: 4,427 Likes: 2,202 From: Buckeye, AZ St. Judes: 4,427 Likes: 2,202 From: Buckeye, AZ St. Judes: 4,427 Likes:	Popper '12-'13 I have not had 1 problem with my 2023 I have loads of
friends in 3 clubs who have had no issues and none have experienced DCT issues. In fact the DCT is an incredible piece of equipment! Le Mans Master Joined: Sep 2017 Posts: 5,738 Likes: 2,938 From: Rural NW Georgia. GO DAWGS! 2024 C8 of the Year Finalist - Unmodified I wis	sh some of the other vehicles I've bought through the years were as
reliable as the five Corvettes I've owned. Pro Joined: Jul 2022 Posts: 575 Likes: 635 One thing that did baffle me at first was the clicking noise that was the passenger seat belt retainer snap somehow had come loose (unsnapped). I drove it around and it was making this noise and I	I could not figure out where it was coming from. I started looking into
it and found My solution right here on the forum and I had it fixed "in a snap" There are a few minor issues but this car is rock solid. Instructor Joined: Oct 2024 Posts: 202 Likes: 132 From: Old Dominion Quote: Originally Posted by bfrie1 Are C8's problematic for most everyone? (Instructor Joined: My solution right here on the forum and I had it fixed "in a snap" There are a few minor issues but this car is rock solid. Instructor Joined: Oct 2024 Posts: 202 Likes: 132 From: Old Dominion Quote: Originally Posted by bfrie1 Are C8's problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the car is rock solid. Instructor Joined: Oct 2024 Posts: 202 Likes: 132 From: Old Dominion Quote: Originally Posted by bfrie1 Are C8's problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post by the C8's are problematic for most everyone? (Instructor Joined: My solid post everyone? (Instructor Join	
"problematic". Advanced Joined: Jul 2022 Posts: 94 Likes: 165 Hello. *Cries in two lemon law buybacks* Yes the C8's are problematic. No you should not buy one unless you want your down payment held hostage and your cars *** in the air for months. There's also NO guarantee the Advanced Joined: Jul 2022 Posts: 94 Likes: 165 Quote: Originally Posted by gliot1 I have not had 1 problem with my 2023. I have loads of friends in 3 clubs who have had no issues and none have experienced DCT issues. In fact the DCT is an incredible piece of equipment! Oh yes the C8's are problematic. No you should not buy one unless you want your down payment held hostage and your cars *** in the air for months. There's also NO guarantee the Advanced Joined: Jul 2022 Posts: 94 Likes: 165 Quote: Originally Posted by gliot1 I have not had 1 problem with my 2023. I have loads of friends in 3 clubs who have had no issues and none have experienced DCT issues. In fact the DCT is an incredible piece of equipment!	
almost stranded myself and my Partner on New Years on another brand new C8 at 3000. These DCT's won't even make it past the power train warranty before shitting themselves, and no garage queen's that don't get driven do NOT count. Actually drive the car and watch the trans	
warned multiple times. But if you want your down payment/cold hard cash held hostage go right ahead and pull the trigger. It's not a question of if the DCT will fail, but when. Race Director Joined: Aug 2016 Posts: 11,074 Likes: 8,352 From: Garden Valley CA Quote: Originally Posts.	sted by jazyjason Oh yes the DCT is so incredible it shat itself at 8
miles on my first car and then almost stranded myself and my Partner on New Years on another brand new C8 at 3000. These DCT's won't even make it past the power train warranty before shitting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count. Actually driven a shifting themselves, and no garage queen's that don't get driven do NOT count.	
fighting with GM. You've all been warned multiple times. But if you want your down payment/cold hard cash held hostage go right ahead and pull the trigger. It's not a question of if the DCT will fail, but when. You had a bad experience but your data points aren't representative of new without problems. There is one owner on the MECF forum that has gone 100K miles without problems. While it only has 16K on it I wouldn't consider it a garage queen. Advanced Joined: Jul 2022 Posts: 94 Likes: 165 Quote: Originally Posts	
representative of most C8 owners. There are numerous posts of high mileage cars without problems. There is one owner on the MECF forum that has gone 100K miles without problems. My 2020 has not had any DCT problems. While it only has 16K on it I wouldn't consider it a gar	rage gueen. Literally, Every single time I took the cars in for this
problem there was Z06's and non Z06 C8's at Fremont for DCT replacements. And you've only driven your 2020 4000 miles in 5 years on average. I actually drive my cars and daily them. Again, "bad" experience doesn't begin to fing describe it. The C8 is a bad product end of story.	Or feel free to roll the dice, I hope you have an extended warranty for
the powertain because boy are you going to need it. It's only a cool 20 grand for a DCT replacement. Again, it's only a "bad" experience for someone else until it is YOU that has to deal with it. Intermediate Joined: Sep 2024 Posts: 39 Likes: 29 Quote: Originally Posted by jazyjason	
problematic. No you should not buy one unless you want your down payment held hostage and your cars *** in the air for months. There's also NO guarantee that the replacement DCT will not **** itself either. Buy something else. Mine has 1064 miles, bought last September. Car v got a light on the dash but it went away. Not sure what Spring will hold, but I would say be careful. It's not all doom and gloom but it certainly isn't all sunshine and rainbows either. Race Director Joined: Feb 2004 Posts: 10,596 Likes: 2,437 From: Del Boca Vista FL 22,000 miles were also NO guarantee that the replacement DCT will not **** itself either. Buy something else. Mine has 1064 miles, bought last September. Car v	was on the shop 10 days for a transmission issue. When I got it back I
happened. We drive border to border East to West and South to North and don't wear the tin foil "oh my god, what if" hat. Page 2 Advanced Joined: Jul 2022 Posts: 94 Likes: 165 Quote: Originally Posted by BADBIRDCAGE 22,000 miles without incident to date. Doesn't mean it can	
to West and South to North and don't wear the tin foil "oh my god, what if" hat. Good on you to feel like you don't have to wear the oh my god what if "tin foil" hat. So which is it then? Are all C8 owners with DCT problems conspiracy theorists now? Or do all of you still refuse to ack	mowledge this platform has glaring issues that GM refuses to fix?
There seems to be two camps on the DCT issue: 1. People who still justify their purchases and think "it can't happen to me" so, they try and marginalize the wide spread DCT issue as a "bad" experience or "bad" luck. 2. The rest of us who have had DCT issues and see no long term so the bad before the wide spread DCT issue as a "bad" experience or "bad" luck. 2. The rest of us who have had DCT issues and see no long term so the bad before the wide spread DCT issue as a "bad" experience or "bad" luck. 2. The rest of us who have had DCT issues and see no long term so the bad before the ba	
altogether and getting into something else like I had to. Mind you, I have spoken with so many car people and vette people I run into and the #1 topic is the transmission and the other horror stories I get to hear. Just because people might be Vette fanboys does not excuse GM from edited by RA2625; Feb 4, 2025 at 03:35 PM. Intermediate Joined: Sep 2024 Posts: 39 Likes: 29 Quote: Originally Posted by BADBIRDCAGE 22,000 miles without incident to date. Doesn't mean it can't happen, means it hasn't happened. We drive border to border East to West and	
Not sure what this means, but doing research before buying a car is not wearing a tinfoil hat, especially for those who are spending close to \$100k on a car. After owning many cars, this is the only car that has left me stranded in its first few hundred miles. I'm sure if you have to re	
I don't sit and worry, but I also don't minimize anyone's concerns because they are valid. Pro Joined: Sep 2011 Posts: 710 Likes: 497 From: Round Rock, TX 2024 C8 of the Year Finalist - Unmodified Quote: Originally Posted by jazyjason Literally. Every single time I took the cars in	n for this problem there was Z06's and non Z06 C8's at Fremont for
DCT replacements. And you've only driven your 2020 4000 miles in 5 years on average. I actually drive my cars and daily them. Again, "bad" experience doesn't begin to fing describe it. The C8 is a bad product end of story. Or feel free to roll the dice, I hope you have an extended we have a story of the control of the dice. I hope you have an extended we have a story of the control of the dice. I hope you have an extended we have a story of the control of the dice.	
only a cool 20 grand for a DCT replacement. Again, it's only a "bad" experience for someone else until it is YOU that has to deal with it. We've got to get you in some type of therapy very soon. You're not taking this well at all. It's just a car, assembled by humans who often make mistakes. You're in the minority	stakes. You're in the minority on this one. I hope you're no longer
take it well if a dealership stole part of your down payment? Would you be taking it well if you were dealing with the same issue on a car you bought 4 months ago? Please by all means pay for the Therapist, and I am no longer nor will I ever drive another ******* Corvette. You see h	
in lemon cars and buybacks and the dealership ***** you on the first buyback to the point to where GM even has no explanation and you have to consult a fraud attorney. Stop apologizing for a shitty product and shitty dealerships. People who have had this happen to them are shown	
to YOU. Consult a Therapist indeed. When your vette takes a dump don't come crying to me. You've all been warned. Roll the dice and see how long it takes till you get burned. Intermediate Joined: Sep 2024 Posts: 39 Likes: 29 Quote: Originally Posted by jazyjason Would you take	
taking it well if you were dealing with the same issue on a car you bought 4 months ago? Please by all means pay for the Therapist, and I am no longer nor will I ever drive another ************************************	
don't come crying to me. You've all been warned. Roll the dice and see how long it takes till you get burned. That **** is messed up. I don't blame you one bit for being angry, if that happened to me or anyone else here, they would likely feel the same way. Advanced Joined: Jul 202	
**** is messed up. I don't blame you one bit for being angry, if that happened to me or anyone else here, they would likely feel the same way. Again, I'm not trying to get into a pissing match with other C8 owners, I'm trying to warn people so they are not out their down payments and the same way.	
wide spread the DCT issue was on these cars back in October, I would have never bought a C8 to begin with. The car started as my dream car I wanted for 4-5 years, and mind you I've already owned a C7 and 3 Camaro's prior to this. I won't purchase another GM product ever again	
Del Boca Vista FL Quote: Originally Posted by Taylorblue Not sure what this means, but doing research before buying a car is not wearing a tinfoil hat, especially for those who are spending close to \$100k on a car. After owning many cars, this is the only car that has left me strand-	
transmission in or out of warranty you'll enjoy the experience. I don't sit and worry, but I also don't minimize anyone's concerns because they are valid. It sucks when you have problems with any product you purchase. There's no denying that. Went through an issue with Pontiac in information to guide others in making their decision. There is a problem with condemning every product produced because you experienced a problem and move on. Safety Car Joined: Nov 2005 Posts: 3,974 Likes: 1,903 From: Charlotte N.C. Yeah two camp	
it and I had sympathy through your experiences. But not anymore. I'm tired of both the negativity towards GM, Chevy, Corporate, the Dealers and us as owners that have not had any issues. Also tired, got tired very quickly, about your Toyota. Two camps, those that haven't had issued to the problem and move on. Salety Car Johned. Nov. 2003 Fosts. 3,374 Eikes. 1,303 From: Charlotte N.C. Fear two camps it and I had sympathy through your experiences. But not anymore. I'm tired of both the negativity towards GM, Chevy, Corporate, the Dealers and us as owners that have not had any issues. Also tired, got tired very quickly, about your Toyota. Two camps, those that haven't had issued to the problem and move on the problem an	
marginalize you. Quote: Originally Posted by jazyjason Good on you to feel like you don't have to wear the oh my god what if "tin foil" hat. So which is it then? Are all C8 owners with DCT problems conspiracy theorists now? Or do all of you still refuse to acknowledge this platform h	as glaring issues that GM refuses to fix? There seems to be two camps
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8,352 From: Garden Valley CA Quote: Originally Posted by jazyjason Literally. Every single time I took the cars in for this problem there was Z06's and non Z06 C8's at Fremont for DCT replacements. And you've only driven your 2020 4000 miles in 5 years on average. I actually driven your zone and non Z06 C8's at Fremont for DCT replacements.	
fing describe it. The C8 is a bad product end of story. Or feel free to roll the dice, I hope you have an extended warranty for the powertain because boy are you going to need it. It's only a cool 20 grand for a DCT replacement. Again, it's only a "bad" experience for someone else unti	Il it is YOU that has to deal with it. I'd be upset if I had the same
problems you did but you're ignoring all the people that don't have problems. How do you explain all the high mileage C8s that don't have problems? Every time a DCT pole is made on this forum the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is likely and the people who report that they actually had DCT problems is about 10%. And that is a likely actually had DCT problems is about 10%. And that is a likely actually had DCT problems is about 10%. And the people who report that they actually had DCT problems is about 10%. And that is a likely actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10% and they are also actually had DCT problems is about 10%. And they are also actually had DCT problems is about 10% and they are also actually had DCT problems is about 10% and they are also actually had DCT problems is about 10% and they are also actually had DCT problems is also actually had DCT problems is a second problem in the people is a second problem in the people	
more likely to post than people that don't. You hear about the plane crashes but you don't hear about the successful landings. And I'm not saying the failure rate isn't higher than it should be. And with regards to the \$20K DCT replacement cost, that is actually posted the DCT replacement invoice and the total DCT replacement cost was around \$12K (it was a little fuzzy since the total invoice was higher but he had other things done). The actual DCT cost was around \$7K with the rest being labor. Pro Joined: Sep 2011 Posts: 710	
Unmodified Quote: Originally Posted by jazyjason Would you take it well if a dealership stole part of your down payment? Would you be taking it well if you were dealing with the same issue on a car you bought 4 months ago? Please by all means pay for the Therapist, and I am no lo	
you take it when there's over 60 grand in your money tied up in lemon cars and buybacks and the dealership ****** you on the first buyback to the point to where GM even has no explanation and you have to consult a fraud attorney. Stop apologizing for a shitty product and shitty dealership	
	onger nor will I ever drive another ******** Corvette. You see how well ealerships. People who have had this happen to them are shouting from
the mountaintops trying to warn you all so it doesn't happen to YOU. Consult a Therapist indeed. When your vette takes a dump don't come crying to me. You've all been warned. Roll the dice and see how long it takes till you get burned. Stop apologizing? I don't follow. I also don't	onger nor will I ever drive another ******** Corvette. You see how well ealerships. People who have had this happen to them are shouting from understand how you no longer have the product, but you spend time
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