



Service Bulletin

Bulletin No.: PIC6662

Date: August, 2026

PRELIMINARY INFORMATION

Subject: CEL MIL / No Crank / Intermittent Crank / DTC P06E9

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette Z06	2023 - 2027		All	All	LT6	M1M

Involved Region or Country	North America
Condition	Some customers may comment on the fact that their vehicle may exhibit a no crank or an intermittent crank concern, especially when the vehicle is hot. This may also be accompanied by a CEL and a P06E9 DTC.
Cause	This concern may be caused by one of two issues related to the vehicle's starter motor. 1) There may be a poor connection at the starter motor X2-1, which is the solenoid terminal. This is the single pin connector at the starter motor. In some cases, the terminal and/or plastic connector may show signs of overheating as seen in the photo below. This creates excessive resistance in the circuit, and as a result, the solenoid may not be powered up. As this is easy to overlook, technicians should check both the terminal tension and the plastic body of this connector for any issues.



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2) Because the starter motor on these engines is located inside the intake manifold, the starter motor housing is equipped with an actual drain hose. It runs from the starter motor out through a small bore cast into the engine block. Depending on when the vehicle was manufactured, or if the starter was previously replaced in the vehicle's history, the starter motor may have one of two different style drain hoses on it. The older style is white / opaque and it is straight, as seen in the photo below.



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The newer style is black and S-curved. Regardless of which style the vehicle is equipped with, technicians should inspect the drain tube for a pinched or restricted hose, or for any other obvious issues with the water management system of the starter motor.



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This photo shows a drain hose that has separated from the starter motor housing.



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This photo shows an example of a kinked drain hose right at the starter motor housing.



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Correction

Be sure to speak with the customer and find out as much info as possible about when this concern acted up for him or her. Find out if the concern acts up while the vehicle is used on the race track, as typically, this concern only acts up when the vehicle's engine is very warm.

This could happen after a long session on the track. The next step is to determine if the concern is electrical or physical in nature. First inspect the solenoid connector / terminal by removing the intake manifold and accessing the starter motor. If an issue is found, replace it with a new pigtail as seen below.



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If no electrical concerns are noted, continue with inspection of the water management system of the starter motor. Make sure that water is able to properly flow through the drain tube on the starter motor and repair as needed.

Note: If no obvious signs of either issue are found, don't overlook the possibility of a mechanical issue with the engine. Attempt to rotate the engine over by hand to make sure it is not physically bound up.

Parts Information

Description	Part Number	Qty
Terminated Lead	19300471	1
Gasket, Intake Manifold	12668302	8
Gasket, Throttle Body	12651147	2

Warranty Information

The correction for this concern may be one of several repairs described in the diagnostic tips above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair. If a wiring repair is made for this concern, please use the labor op found below.

Labor Operation	Description	Labor Time
5430902	Wire-to-Wire Repair	Submit additional OLH as needed.

Version	1
Modified	08/18/2026 – Created on.

