



Service Bulletin

File in Section: 08 - Body and Accessories

Bulletin No.: 08-08-57-007D

Date: April, 2014

TECHNICAL

Subject: Excessive Midgate Closing Effort and/or Water Leak, and/or Tonneau Cover, Cargo to Midgate Water Leak

Models: 2006-2013 Cadillac Escalade EXT
2006-2013 Chevrolet Avalanche

This bulletin has been revised to update the Subject, add the 2013 model year, and also add the content of PI0906 and Bulletin Number 07-08-57-005B. Please discard Corporate Bulletin Numbers 08-08-57-007C, 07-08-57-005B, and also PI0906.

Condition 1

Some customers may comment on one of the following concerns:

- Midgate is hard to close and/or difficult to latch.
- Water leak at the midgate area, by the C pillars.
- Wet carpet behind the 2nd row seats, or wet seat belts.

Cause 1

Improper midgate closure may cause a customer concern of excessive efforts to close the mid gate and/or water intrusion in this area.

If the midgate is closed applying force to only the center area or only one side of the midgate (left or right), it is possible that the midgate won't close completely; generating a gap between the crossbar and midgate glass in the C pillar area.

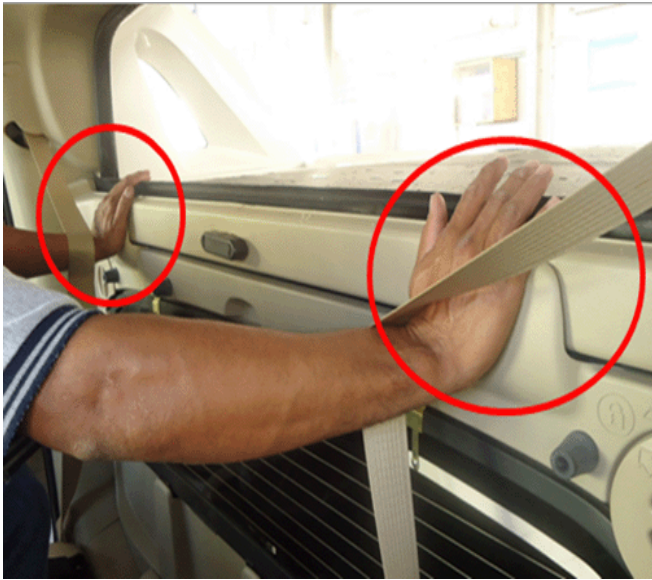
Correction 1

To ensure proper and complete closure of the midgate, the following steps are recommended:



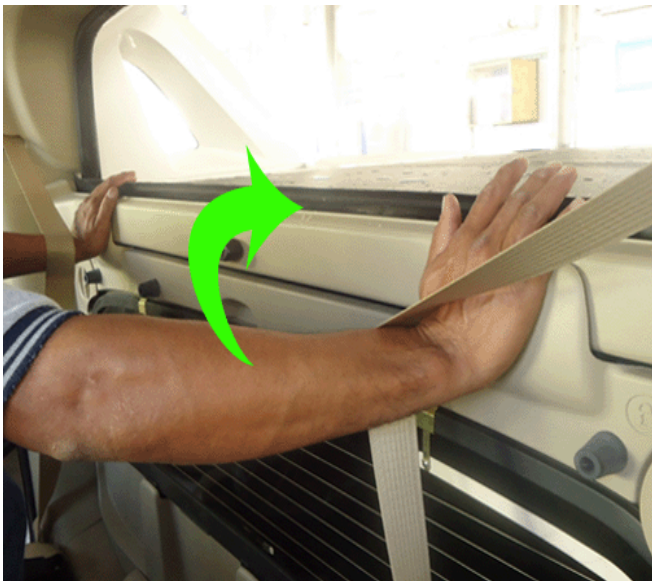
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1. To close the midgate, first position yourself inside the vehicle as shown in the graphic above. This will allow you to adopt an ergonomic position.



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2. While raising the midgate, place both hands (shown circled above) on the right and left side of the crossbar, so you maintain more support.



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3. Firmly swing the midgate upward with both hands to generate the necessary force to latch the gate on both sides. Firmly push the midgate to latch closed.

Customer Information

For vehicles that do not require repairs, please communicate to the customer this condition is a normal operating characteristic of their vehicle. Please share this information with the customer, including a copy of this bulletin.

Condition 2

Some customers may comment on a water leak between the first tonneau or cargo cover and the midgate.

Cause 2

The striker for the front tonneau or cargo cover may need to be moved forward to improve the cover seal compression to the midgate.

Correction 2



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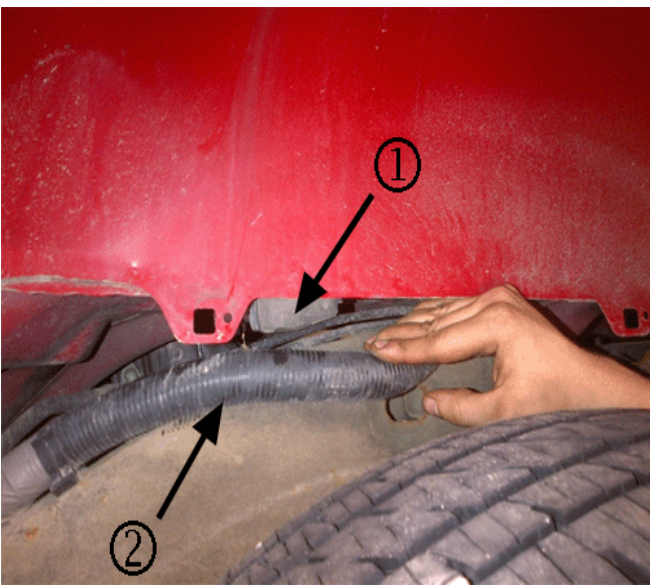
1. Inspect the water drain troughs or gutters to ensure they have not become dislodged and to ensure they are not plugged with debris. Adjust and clean the drains if necessary.



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Note: The rear (1) and front (2) floor drains are shown in the graphic above.

2. Inspect the front, center and rear cargo floor drains on each side of the vehicle. Ensure the top side of the drains are not restricted by leaves or debris.



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3. Inspect the underside of the front floor drains (1). Ensure they are not blocked or restricted by the wiring harness bundle (2).



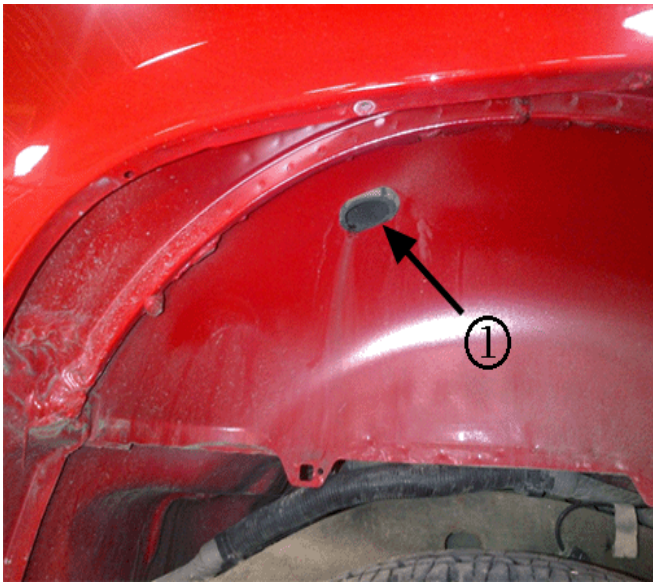
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4. Inspect the topside grilles of the side waterfall drain systems. They must be clear of dirt and debris.



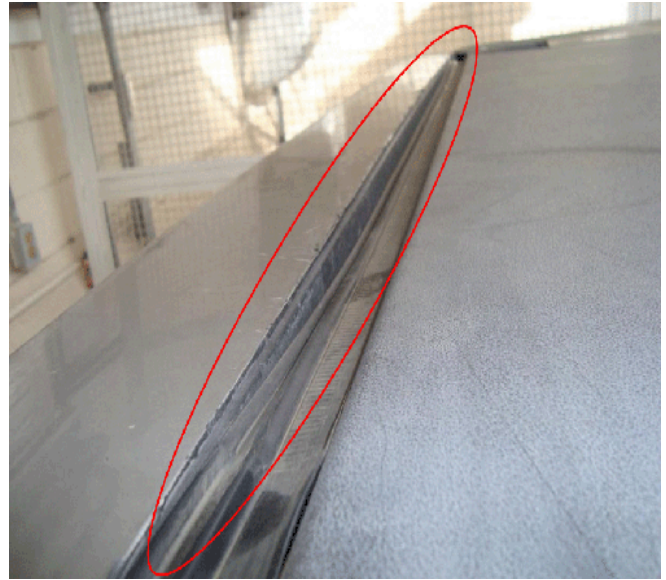
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Tip: The body side rear drain duct is located underneath the cargo box storage lid and behind the cargo box storage box on each side of the vehicle.



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5. Inspect the bottom grommet basin (1) of the waterfall drain system on each side of the vehicle. Ensure they are fully seated in the wheelhouse sheet metal, so water is not allowed to back up into the cargo area.



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6. Inspect the cargo box rear cover seal. Ensure the seal is not warped or mis-shapen, and replace as necessary.
7. Water test to determine where the leak is taking place. Note that water in the drain troughs or gutters on either side of the bed is normal, and is part of the water management system.
8. Mark the tonneau or cargo cover seal in the suspected leak area.
9. Remove the tonneau or cargo covers.
10. With emphasis on the suspected leak area, inspect the seals to ensure they are in good condition. Ensure that the seals are not deformed, damaged, twisted or out of position in such a manner that would allow a leak to occur.



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11. Inspect the seal clearance and compression in the vicinity where the leak point is suspected using the following procedure:

- 11.1. Cut a piece of transparent sheet to approximately 50 mm X 275 mm (2 in X 6 in) or use paper currency in good condition.
- Transparent sheet measures approximately 0.10 mm (0.004 in) thick.
 - Paper currency measures approximately 0.07 mm (0.003 in) thick.

11.2. Position the transparent sheet or paper currency (1) so that ½ will extend above the tonneau or cargo cover front seal.

11.3. While holding the sheet or currency at the suspected leak area, install the front cover securely. Secure the LH side latch first, then the RH latch.

11.4. Grasp the sheet or currency and attempt to move side to side within the cover seal to midgate joint. Observe the amount of resistance.

11.5. At the area of least resistance, likely the leak point, attempt to lift and remove the sheet or currency from the cover seal to midgate joint. Observe the amount of resistance. Removal of the sheet or currency should be met with a moderate amount of resistance.

11.6. If the sheet or currency can be removed with little resistance, then the cover seal to midgate joint requires adjustment. Increase compression on the cover seal to the midgate by adjusting the striker on the affected side with the following steps:

- 11.6.1. Mark the position of the striker.
- 11.6.2. Loosen the two striker retaining bolts.
- 11.6.3. Slide the striker forward slightly and retighten the bolts.
- 11.6.4. Re-inspect the cover seal to midgate joint for proper clearance and compression.
- 11.6.5. Repeat the adjustment and inspection process until the correct seal clearance and compression is achieved.

12. The remaining strikers on the same side of the vehicle may need to be repositioned to maintain proper cover to cover seal clearance and compression.



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13. Once the strikers are readjusted, install the tonneau or cargo covers. To ensure proper location, install each cover in order, securing the LH side latch first, then the RH latch.
14. Verify that the cover to cover seal interfaces are correct by sighting each joint from cross vehicle position to ensure that the interfaces are parallel and uniform. Refer to the image above.
15. If the covers are not properly aligned, remove the covers and adjust the striker positions opposite the repair side to align the seal interfaces. Once the adjustment is complete, reinstall the covers in order, securing the LH side latch first, then the RH latch.
16. Thoroughly test the entire tonneau or cargo cover sealing system, including the side opposite the repair, for water leaks to ensure a complete repair. Repeat the adjustment process if water leaks are still observed.

Condition 3

Some customers may comment on the following concerns:

- The carpet is wet in the rear area of the vehicle.
- There is condensation on the windshield or side glass.
- There is a damp or mildew odor in the vehicle.

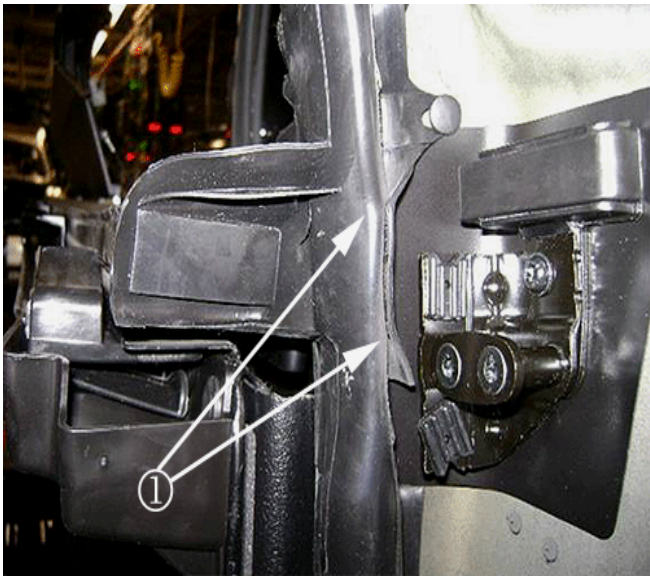
Cause 3

Important: Some vehicles may have been revised at the factory with the use of ribbon sealer in the area where the top bed rail seal joins the rear window opening seal. It is important to maintain this revision during the repair procedures. If the revision material needs to be added to or replaced use a 9.5 mm Butyl Ribbon Sealer, such as 3M P/N 08612 or equivalent. Refer to the opposite side of the repair vehicle to illustrate how the sealer is applied.

- Insufficient seal pressure between the upper midgate glass panel and the body opening weatherstrip.
- Incorrect alignment of the midgate to the body.
- Insufficient seal pressure between the tonneau or cargo cover and the midgate cross bar.

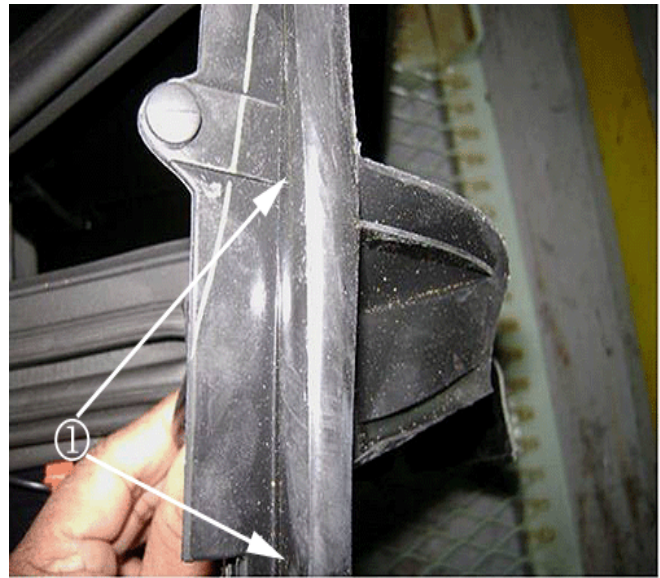
Water Test Procedure

1. Assure that the midgate cross bar is completely closed. Inspect the latches on both sides.
2. Assure that the arrow on the mid glass is aligned with the arrow on the cross bar.
3. Verify that the interior trim is not putting pressure on or overlapping the upper weatherstrip, causing a poor seal.



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4. Ensure that the weatherstrip mocket (bat wing) is glued to the weatherstrip (1).
5. If the mocket is not glued as shown, use the following glue procedure.
 - Remove the weatherstrip as required to access this revision.



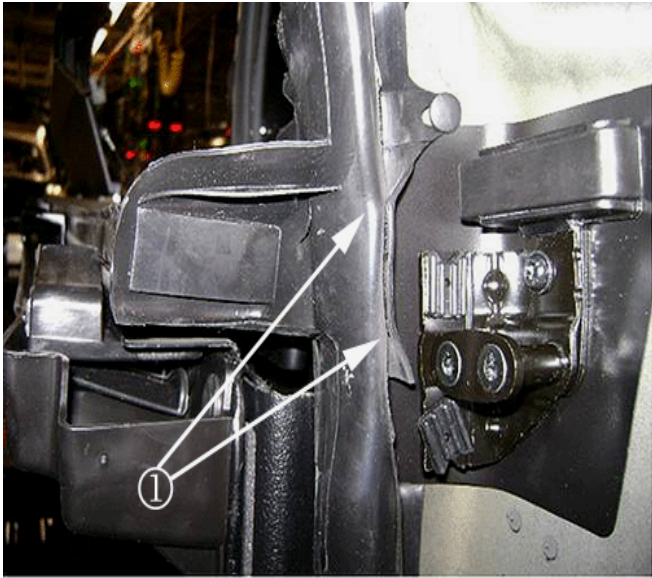
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- Sand the weatherstrip in the bulb and wing area from the push pin zone to the edge of the bat wing (1).
- Clean the surfaces per the adhesive manufacturer's instructions.



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- Glue the area as shown using GM Instant Gel Adhesive P/N 12345632 (in Canada, P/N 10953475) or equivalent (1).



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- Reinstall the weatherstrip. Ensure that the revised weatherstrip appears as shown above (1).
6. Refer to Waterleak Test Preparation in SI to determine the source of the leak.

Correction 3

From the listed repair procedures, determine the steps that will correct the condition on the tested vehicle.

1. If the water is coming in around the window area, use the following procedure.



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- 1.1. Move the midgate striker rearward in the vehicle approximately 2 mm (1).
- 1.2. Close the midgate and check the closing effort with the latch repositioned.
- 1.3. Adjust the striker position to balance the closing effort and for adequate seal compression.

2. If the first procedure does not completely resolve the leak, use the following procedure.
 - 2.1. Remove the interior trim. Refer to Rear Upper Garnish Molding Replacement in SI.



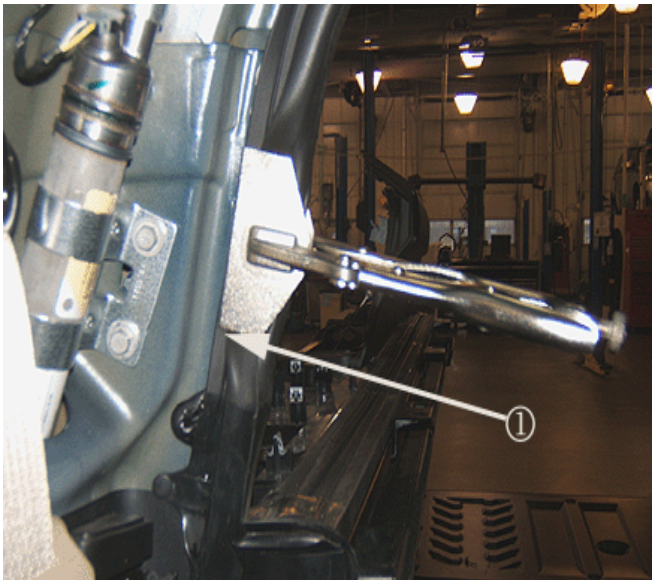
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- 2.2. Partially remove the upper window weatherstrip. Begin at the center joint and pull the weatherstrip down to the weatherstrip push pin (1).



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- 2.3. Using duck bill vise grips, bend the flange toward the inside of the vehicle. Start the procedure at the midgate upper glass latch area and work outward and down to the weatherstrip push pin (1).
- 2.4. Reinstall the weatherstrip and ensure that the weatherstrip is fully seated on the flange.



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- 2.5. After the weatherstrip is reinstalled, crimp the full length of the weatherstrip with the duck bill vise grips to ensure a weather tight seal (1).
- 3. If the seal is still not adequate, use the following procedure to adjust the tonneau or cargo cover.



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- 3.1. Remove the tonneau or cargo cover panels. Move the number one tonneau or cargo cover mount 3 mm forward on the water leak side (1).

- 3.2. Install the tonneau or cargo cover panels and inspect for proper fit. All of the tonneau or cargo cover panels may need to be re aligned after the number one panel repositioning.
- 4. Refer to Waterleak Test Preparation in SI to determine that the source of the leak has been properly diagnosed and corrected.

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
1480228*	Cargo Box Cover Weatherstrip Alignment/Adjustment or Replacement	0.7 hr
1480238*	Water Test and Align Midgate, Revise Flange	2.0 hrs

*This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.

