

MODEL: Karma Revero**DATE:** December 2017**TITLE:** Front Door Glass Fitment Inspection and Adjustment**First Release****PRIORITY:** On Complaint**APPLICABILITY:** MY17 and MY18 Revero**MARKET REGION:** North America**PURPOSE:** Remedy for possible wind noise complaint

The front door glass may not sit flush at the DLO and B-pillar location. The following procedure is to highlight the possible adjustments to correct this concern (fig 1).



fig 1

1. Verify condition of window glass, it must sit flush against the seals on the body when in the full up position and the door closed. The gap to appliqué should be 10 to 11.5mm and parallel along the glass edge.



Adjustment requires the glass clamp screws to be loosened, glass adjusted and re-tightened to 10Nm.

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- 2) Remove interior door trim panel
- 3) Remove the the bottom plugs, inspect the lower regulator mounts.
Verify the regulator is fastened securely (10 +/- 2Nm) and seated in the slots appropriately for the fittings and adjustment (fig 2, fig 3).
Replace the nuts with the available serrated nut, C144200103200 (fig.4a).

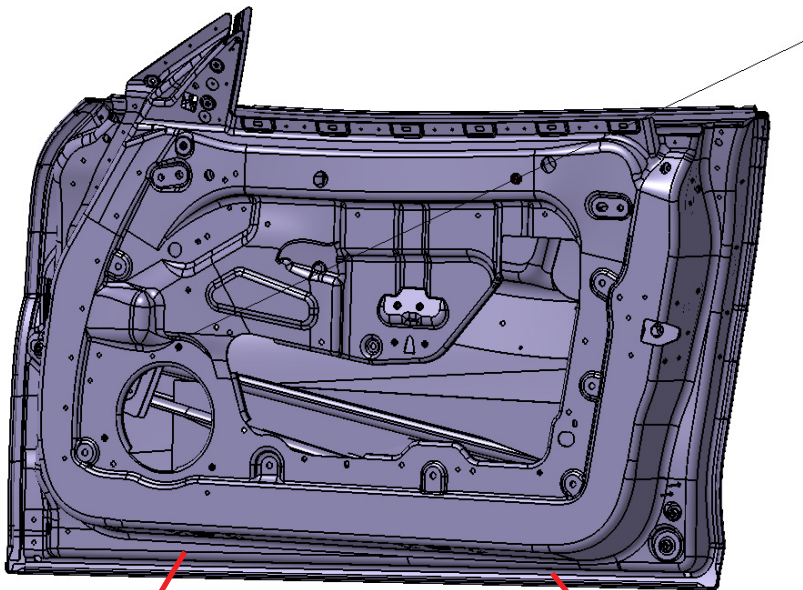


fig 2



fig 4

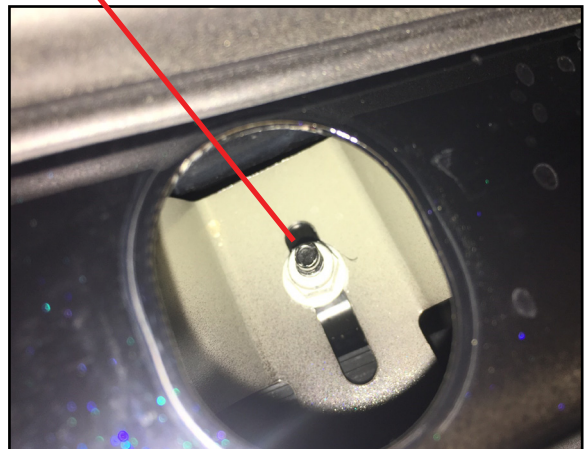


fig 3

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- 5) Adjust rear regulator mount, outboard as far as required to ensure proper glass alignment (fig 6a, 6b). Maintain clearance from the side impact bar, to avoid any interference (contact) or rattles.

Shown here is a door without regulator or harnesses to highlight the interior parts (fig 7).
There should be no rattles when the door is closed or slammed with the glass up and glass down.

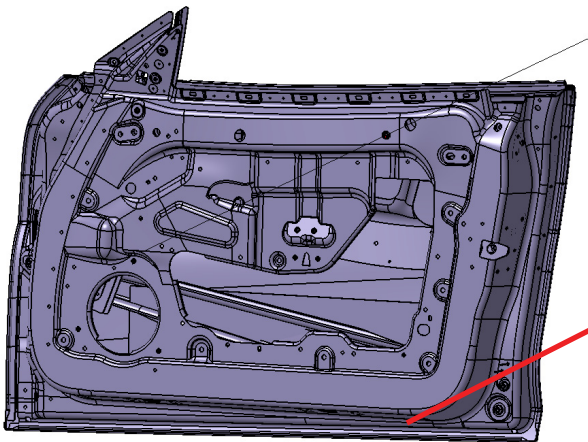


fig 6a

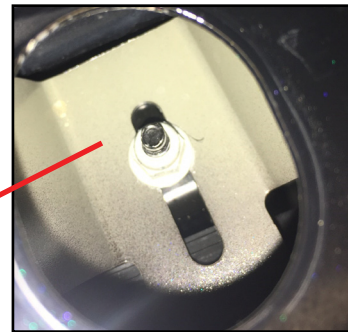


fig 6b



fig 7

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- 5) Check the upper regulator mounts for shims- if required remove shims to check adjustment this may be sufficient (fig 7a). However verify that glass movement speed, up and down in the channel is not affected, as the glass may now contact the seal and create some drag. You may find one (1) or (2) shims in each position, trial should first be done removing 1 shim and checking glass to B pillar flushness and for satisfactory glass speed, if this is still unsatisfactory remove the second shim and recheck.

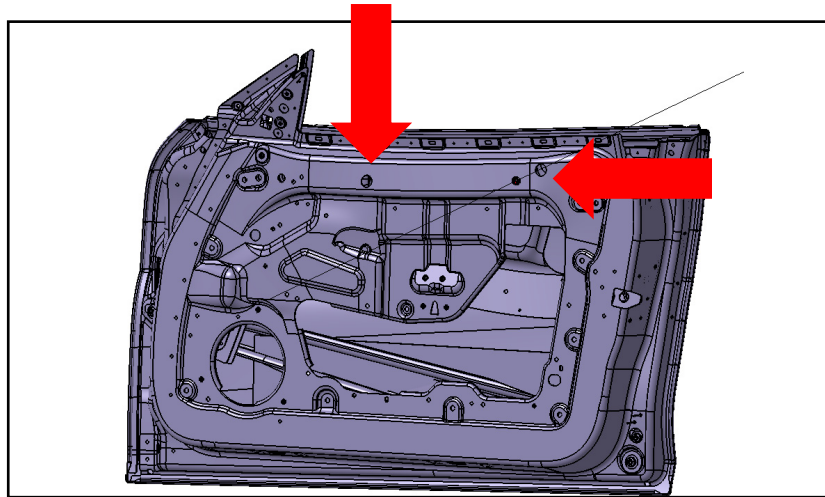


fig 7a

A bare door assembly shown here to better identify the regulator mount position (fig 7b).

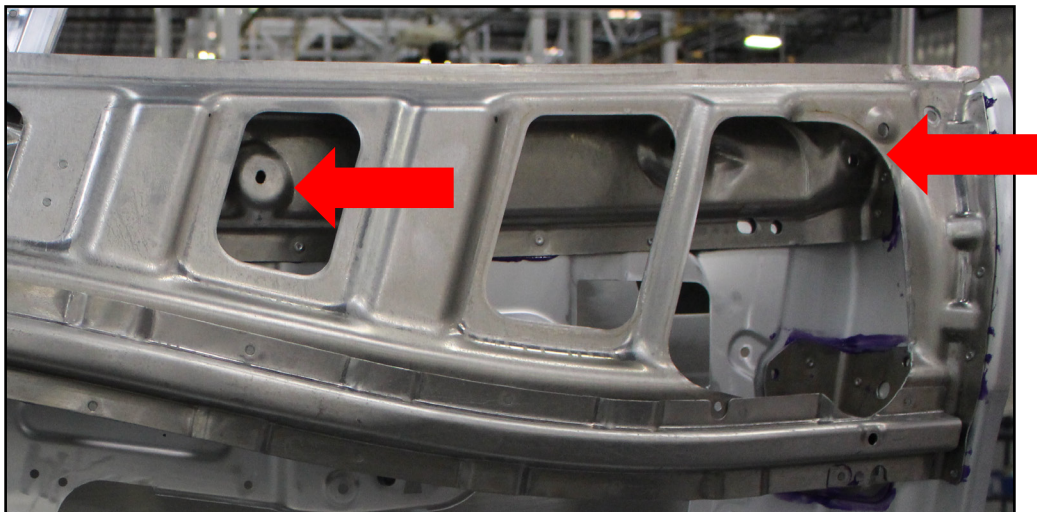


fig 7b

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- 4) The window spanner tool will be used part number C161102500300 (fig 5a) **Note: the correct dimension as shown.**
the torque wrench and window spanner tool are attached to measure the proper installation torque which should be at **6.1 Nm** as shown (fig 5b, 5c)
- the recommended tool is: CDI Torque Products 2401CI3 1/4" Drive (24-240 In.Lb) Computorq 3 Electronic Torque Wrench, 1/4-Inch, available locally. (Use of a 3/8" to 1/4" drive is needed.) As the final check use the spanner and torque combination to verify applied fastening torque as shown (fig 5c).



fig 5a



fig 5b

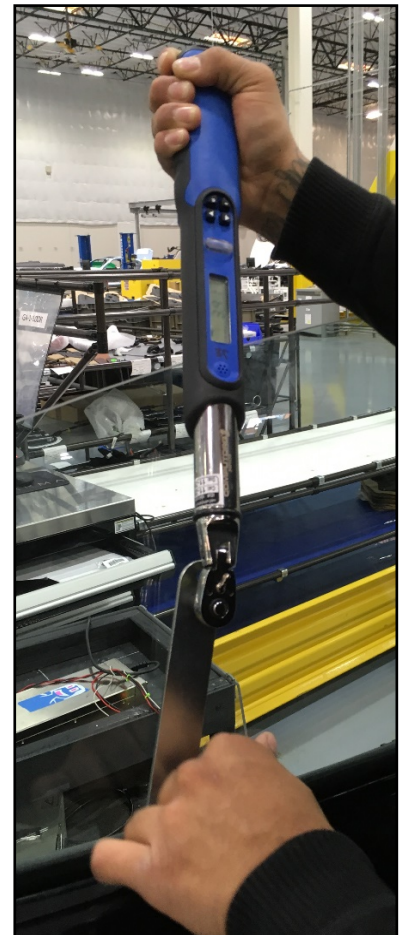


fig 5c

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- 6) To verify the correction press the glass against the seal as shown (fig 8a)
-Door should be closed, but not shut, on the 2nd latch before closing
-apply pressure to the rear corner of the front window and measure door to body gap this is expected to be **10-15mm** (fig 8b)

If all available adjustments do not solve the concern – create a TSS case, for instructions on how to proceed.

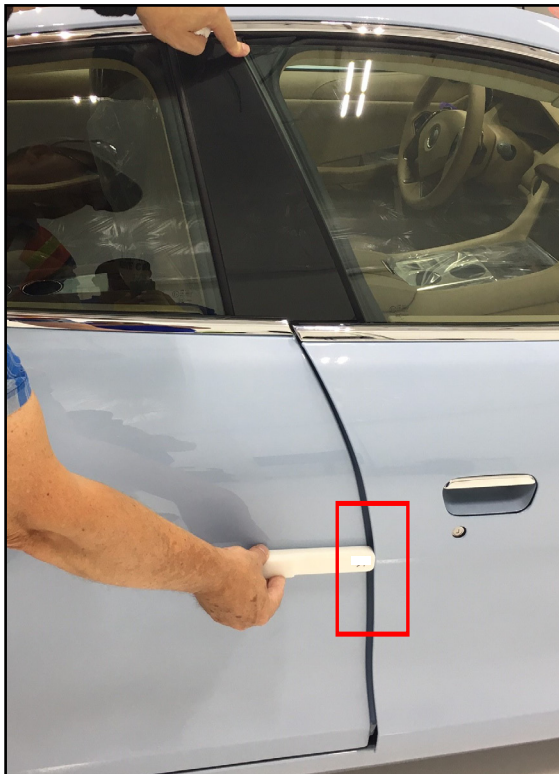


fig. 8a



fig. 8b

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Technical Service Bulletin

TB-17-76-21

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PARTS REQUIRED:

PART NUMBER	DESCRIPTION	QTY
C144200103200	Nut-Hex FL Serrated M6 x 1.0 x 16.0 PC8	Max. of 4 (2 per front door)

SHOP SUPPLIES:

DESCRIPTION
CDI 2401C13 ¼" DR 24-240 IN.Lb Computorq 3 Digital- Torque wrench

SPECIAL TOOLS:

PART NUMBER	DESCRIPTION
C161102500300	Window Spanner

CAUSAL PART:

PART NUMBER	DESCRIPTION
C144200107200	Hex Nut

LABOR CODES: Claim per window adjusted.

CODE	DESCRIPTION	TIME	DEFECT CODE
76-01-05-00	Door glass alignment (one side)	0.8	76-01-01-13

SUBLET:

CODE	DESCRIPTION	AMOUNT
N/A		

WARRANTY DISPOSITION: This repair is covered under the New Vehicle Limited Warranty, in effect for five (5) years from the in-service date with no mileage limitation.

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