



Service Bulletin

Bulletin No.: 19-NA-255

Date: October, 2024


TECHNICAL

Subject: Wax Coating on Frame Peeling, Metal Shows Corrosion/Rusting

Attention: This Bulletin also applies to any of the models that may be Export from North America vehicles.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade Models	2011	2025				
Chevrolet	Avalanche	2011	2013				
	Express						
	Suburban	2011	2025				
	Tahoe						
	Silverado	2011	2018				
	Silverado 1500 (New Model - 12th VIN Digit = 7) - 4WD						
	Silverado 1500 (New Model)	2019	2019				
	Silverado LD						
	Silverado 2500/3500						
	Silverado 1500	2020	2021				
	Silverado 2500HD/3500HD	2020	2025			All	All
	Silverado 1500 LTD (RPO J21, VIN Digit 5 = W / Y)	2022	2022				
	Silverado 1500 New (RPO J22, VIN Digit 5 = A / D)	2022	2022				
Silverado 1500	2023	2025					
GMC	Savana						
	Yukon Models	2011	2025				
	Sierra	2011	2018				
	Sierra 1500 (New Model)						
	Sierra Limited	2019	2019				
	Sierra 2500/3500						
	Sierra 1500	2020	2021				

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
	Sierra 2500HD/ 3500HD	2020	2024				
	Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8 / 9)	2022	2022				
	Sierra 1500 New (RPO J22, VIN Digit 5 = H / U)	2022	2022				
	Sierra 1500	2023	2025				

<p>Involved Region or Country</p>	<p>North America, Europe, Middle East, Israel, Palestine, Chile, Columbia, Ecuador, Paraguay, Peru, Uruguay, Japan, S Korea, China, Taiwan, Thailand, Africa and Egypt, Russia, Uzbekistan, S. Africa</p>
<p>Condition</p>	<p>Some customers may comment that areas of the frame wax coating are peeling off and rust/corrosion is visible on the metal in these areas. Several examples of this condition are shown in each group of graphics below.</p> <p>Truck Example Photos</p> 



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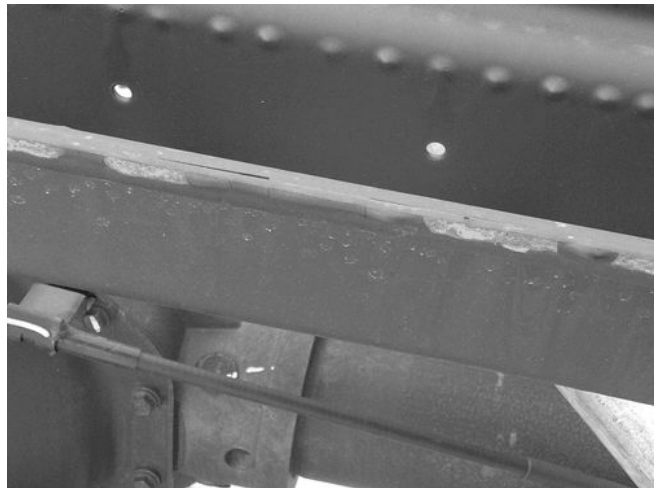


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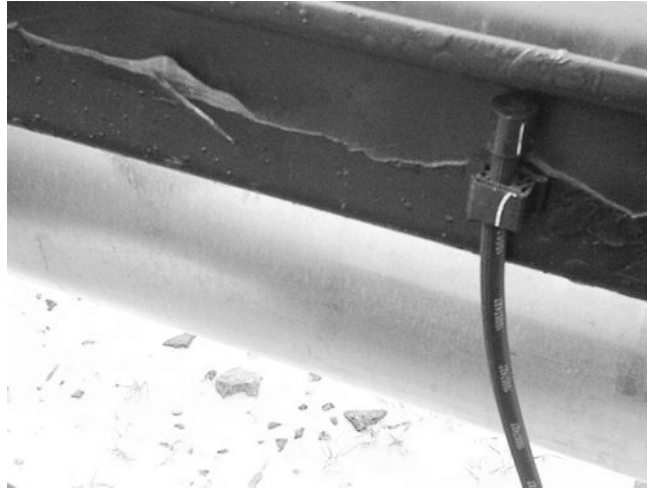
Van Example Photos



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<p>Cause</p>	<p>The cause of this condition may be that the frame supplier may not have properly prepped the metal before the wax coating was applied.</p>
<p>Correction</p>	<p>Note: A combination of specialized metal coating products manufactured by Lloyds and Daubert have been found to be the most suitable products to provide corrosion control and protection to address this type of repair. Our recommendation is to prep the metal surface using *Lloyd's Pure Prep™ Metal Surface Preparation P/N 25418, then topcoat with both *Lloyds Kryptonite™ Metal Treatment* - P/N 36500 High Temp Satin Black 455 ml (16 oz), and *Daubert Non-Rust® P/N X-121B One Coat Rust Preventative Coating. It is strongly recommended they be applied according to the manufacturer's procedures.</p> <p>*We believe this source and their products to be reliable. There may be additional manufacturers of such products/materials. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products or material from this firm or for any such items that may be available from other sources.</p> <p>Prep the frame and apply the Lloyds and Daubert coatings following the steps in the Service Procedure below:</p>

Service Procedure

Important: Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling,

deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Important: To ensure proper coating performance, all of the manufacturer's "Applications Guidelines" MUST be followed.

Note: The graphics below show the bed and/or cab removed from the vehicle. These pictures are provided for reference only. Bed and/or Cab removal are not necessary. Dealers should only repair the locations that show the condition. The following procedure should be utilized to return the truck to a factory look.

1. Raise and suitably support the vehicle. Refer to *Lifting and Jacking the Vehicle*.



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2. If labels are in the area to be reworked, remove any of the visible white labels on the frame (usually one per side).
3. Remove any components as required to gain access to the corroded component or area.

Important: Any corrosion damage noted to the extent of weakening the component will require component replacement.

4. Determine a start and finish point on each side for the section/area of the frame to be repaired.



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5. Using a rag and wax/grease removing solvent, remove the wax coating and any grease, oil, or undercoating from the truck frame in the affected repair area. The graphic above shows an example of a small portion of the wax coating removed.



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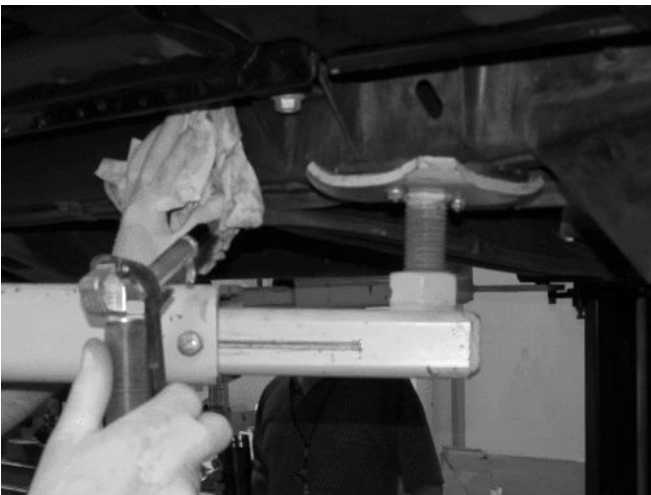
Important: Lloyds Kryptonite is designed to apply directly onto brown rust or clean surfaces; however any loose flakes/scale of rust need to be removed prior to application.

6. Any loose rust or loose flakes should be scraped, wire brushed or ground off.
7. Remove any residual wax, oil or rust by wiping the frame down with a towel or Scotch-Brite™ (3M) pad soaked with wax/grease remover.



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8. Using Lloyd's Pure Prep™ Metal Surface Preparation P/N 25418 (10 fluid ounce bottle), or equivalent, saturate a towel or Scotch-Brite™ (3M) pad with the pre-diluted solution and scrub the area well, rendering a foaming of the Pure Prep.™ This will greatly improve adhesion and corrosion resistance in the repair areas.



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Important: The frame must be dry and free of wax/oily substances prior to application of the new coating.

9. Using a water dampened clean towel, remove any residue and dry the affected area. Dry the repair area completely using an air hose to blow dry the frame.
10. Check the repair area for phosphate treatment by wiping it to see if any corrosion residue can be picked up. Correctly treated areas will not have any residue on the surface.



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Note: For application of the Lloyds Kryptonite P/N 36500, it can be sprayed, rolled, dipped or painted.

11. To retain corrosion protection, apply a light coat of Lloyds Kryptonite™ Metal Treatment* - P/N 36500 High Temp Satin Black 455 ml (16 oz), or equivalent, to all rusted and bare areas of the frame where the wax coating was removed. This first coat should flash in approximately 3-5 minutes.
12. Apply a second coat of Lloyds Kryptonite. This can be a heavy coat; double and triple passes with this product, over a light first coat, are not a problem.

Note: Dried Lloyds Kryptonite will perform beautifully over time and actually get harder and more durable as it experiences heat.



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13. We suggest top coating the Lloyds Kryptonite with Daubert Nox-Rust® P/N X-121B “One Coat Rust Preventative Coating” (aerosol), or equivalent.

Note: As shown in the graphic below, besides adding a corrosion resistant layer, it dries to firm, wax-like film which will more closely resemble the appearance of the unrepaired areas of the frame.



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14. Lower the vehicle and allow the final coat to dry as recommended by the manufacturer.

Version	9
Modified	<p>Released November 18, 2019</p> <p>Revised July 22, 2020 – Added 2019 and 2020 T1 Pickup Models.</p> <p>Revised March 10, 2021 – Added 2021 Model Year.</p> <p>Revised February 07, 2022 – Added 2022 Model Year</p> <p>Revised November 07, 2022 – Added 2023 Model Year and Because Lloyds Kryptonite Metal Treatment P/N 36502 Lifelong Rust Protection is No Longer Available we Updated the Product to Lloyds Kryptonite™ Metal Treatment* - P/N 36500 High Temp Satin Black 455 ml (16 oz).</p> <p>Revised January 18, 2024 – Updated Model Years.</p> <p>Revised March 20, 2024 – Added Export Regions</p> <p>Revised March 27, 2024 – Removed Australia and New Zealand.</p> <p>Revised October 07, 2024 – Added 2025 Model Year.</p>

