

JTB00640NAS1

TECHNICAL BULLETIN

03 MAY 2018



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NOTE: The information in Technical Bulletins is intended for use by trained, professional Technicians with the knowledge, tools, and equipment required to do the job properly and safely. It informs these Technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by 'do-it-yourselfers'. If you are not a Retailer, do not assume that a condition described affects your vehicle. Contact an authorized Jaguar service facility to determine whether this bulletin applies to a specific vehicle.

INFORMATION**SECTION:**

501-25C: Body Repairs - Water Leaks

SUBJECT/CONCERN:

Water Trapped In Front And/Or Rear Door(s)

AFFECTED VEHICLE RANGE:

MODEL:	MODEL YEAR:	VIN:	ASSEMBLY PLANT:
XF (X260)	2016 Onwards	Y00124 Onwards	Castle Bromwich

MARKETS:

NORTH AMERICA

CONDITION SUMMARY:**SITUATION:**

A slosh/slap noise from the front and/or rear door(s) may be evident. Upon further inspection, water may be found to be trapped in the door(s).

CAUSE:

This may be caused by door sealant has not being applied to the required specification.

ACTION:

Should a customer express this concern, follow the appropriate Workshop Procedure(s) below.

PARTS:**NOTE:**

* - a maximum allowance of \$130.00 USD or local equivalent (dependant on the number of door(s) repaired) has been allocated to cover the cost of paint materials.

PART NUMBER	DESCRIPTION	QUANTITY
*ZZZ001	Paint materials - 1 door repair	\$52.00USD or local equivalent
*ZZZ001	Paint materials - 2 doors repair	\$78.00USD or local equivalent
*ZZZ001	Paint materials - 3 doors repair	\$104.00USD or local equivalent
*ZZZ001	Paint materials - 4 doors repair	\$130.00USD or local equivalent

TOOLS:

Refer to Workshop Manual for any required special tools.

WARRANTY:**NOTES:**

- Repair procedures are under constant review, and therefore times are subject to change; those quoted here must be taken as guidance only. Always refer to JLR claims submission system to obtain the latest repair time.
- The JLR Claims Submission System requires the use of causal part numbers. Labor only claims must show the causal part number with a quantity of zero.

DESCRIPTION	SRO	TIME (HOURS)	CONDITION CODE	CAUSAL PART
Inspect and modify door sealant application - Front door - Single	76.28.59	0.1	17	T2H4138
Inspect and modify door sealant application - Front door - Pair	76.28.60	0.2	17	T2H4138
Inspect and modify door sealant application - Rear door - Single	76.28.61	0.1	17	T2H4138
Inspect and modify door sealant application - Rear door - Pair	76.28.62	0.2	17	T2H4138

NOTE:

Normal Warranty procedures apply.

WORKSHOP PROCEDURE 'A': FRONT DOOR(S)

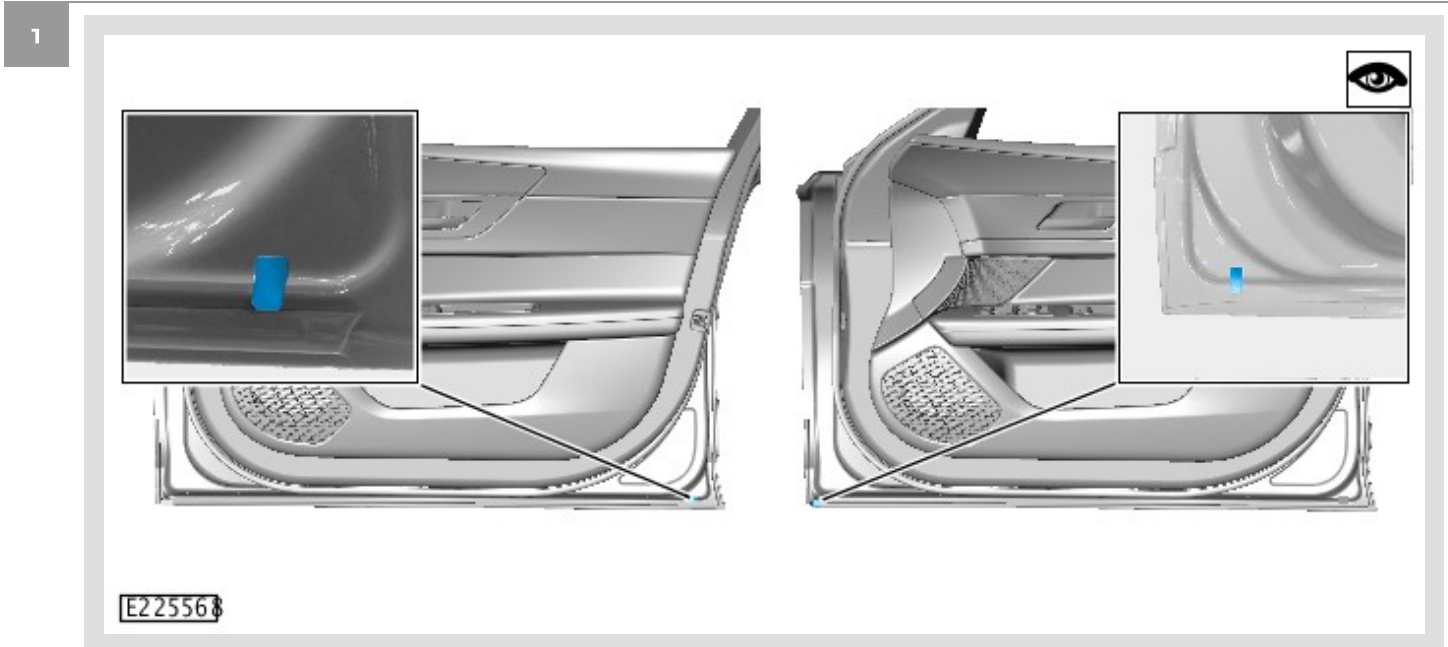
To be performed with a customer concern of slosh/slap noise from the front door(s).

CAUTION:

This Technical Bulletin contains steps that must be completed by a Jaguar Land Rover-approved bodyshop.

NOTE:

Right-side shown; left-side similar.



Inspect the front door(s) inner and outer drainage aperture(s) for any excess sealant obstructing the drainage aperture(s).

2

WARNING:

Wear suitable personal protective equipment.

CAUTIONS:

- This step must be completed by a Jaguar Land Rover-approved bodyshop.
- Mask off all the surrounding areas on the vehicle before painting.

Use a suitable tool to remove the excess sealant from the drainage aperture(s) and apply paint to the reworked area(s).

WORKSHOP PROCEDURE 'B': REAR DOOR(S)

To be performed with a customer concern of slosh/slap noise from the rear door(s).**ⓘ CAUTION:**

This Technical Bulletin contains steps that must be completed by a Jaguar Land Rover-approved bodyshop.

△ NOTE:

Right-side shown; left-side similar.

1



Inspect the rear door(s) inner and outer drainage aperture(s) for any excess sealant obstructing the drainage aperture(s).

2

⚠ WARNING:

Wear suitable personal protective equipment.

ⓘ CAUTIONS:

- This step must be completed by a Jaguar Land Rover-approved bodyshop.
- Mask off all the surrounding areas on the vehicle before painting.

Use a suitable tool to remove the excess sealant from the drainage aperture(s) and apply paint to the reworked area(s).