

TECHNICAL BULLETIN
JTBO0250NAS2
04 MAR 2014



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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.

This reissue replaces all previous versions. Please destroy all previous versions. Only refer to the electronic version of this Technical Bulletin in TOPIx.

Changes are highlighted in gray

SECTION: 501-00

A-Pillar 'Creak' Noise

AFFECTED VEHICLE RANGE:

XJ Range (X351)

Model Year: 2010-2014

VIN: V00047-V60450

MARKETS:

NAS

CONDITION SUMMARY:

Situation:

A 'creak' noise from the right-hand (RH) A-pillar may be heard from inside the vehicle.

Cause: This may be caused by the bonded body panels at the seam joint.



CAUTION: To avoid cross-contamination (galvanic corrosion), this repair must be carried out using either a new unused drill bit or an aluminum repair-only drill bit.

Action: Should a customer express this concern, follow the Service Instruction outlined below.

PARTS:

C2C36026	Rivet	Quantity: 2
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TOOLS:

Refer to Workshop Manual for any required special tools.

WARRANTY:



NOTE: 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 TOPIx to obtain the latest repair time.



NOTE: DDW requires the use of causal part numbers. Labor only claims must show the causal part number with a quantity of zero.

DESCRIPTION	SRO	TIME	CONDITION CODE	CAUSAL PART
A-Pillar Creak Repair	76.96.03	0.7	61	C2D5330 - C2D5329



NOTE: Normal Warranty policies and procedures apply.

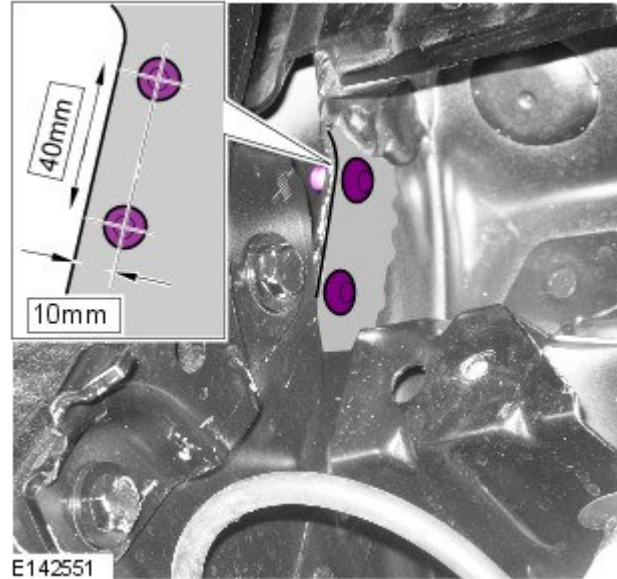
SERVICE INSTRUCTION:



CAUTION: To avoid cross-contamination (galvanic corrosion), this repair must be carried out using either a new unused drill bit or an aluminum repair-only drill bit.

1. Remove the Engine Control Module (ECM) for access (see TOPIx Workshop manual, section 303-14).
2. Using suitable tape, tape up the air box to avoid swarf contamination from drilling.
3. Measure 10mm from the panel edge .

- Using a suitable tool, mark the first fixing.
- Measure and mark the second fixing 40mm from the first fixing.



4. Using a suitable 6.5mm drill, drill out the marked fixings.
5. Clean the drilled holes (De burr).
6. Using a suitable sealant, apply sealant to the raw edges of the drilled holes.

7. **NOTE: The sealant should be dry before fitting the rivet.**



NOTE: Make sure the rivets are fully seated.

Using a suitable rivet gun, install the rivets.

- Using a suitable sealant, apply sealant to the rivets.
8. Remove any swarf from the drilling process.
 9. Remove and discard the masking tape from the air vent.
 10. Install the Engine Control Module (ECM) (see TOPIx Workshop manual, section 303-14).