SUBJECT:  NO: 23-43-98
Dual Cargo Door Water Leak
Diagnostic/Repair Procedure
GROUP:  Body
DATE:  Sep. 18, 1998

This bulletin is intended to assist in identifying water leak entry points past the dual cargo door seals by highlighting areas where leaks are likely to occur based on the experience gained during the development of the vehicle. A thorough water test is required and the test will often readily show entry points which require repair.

The bulletin is broken down by specific areas and provides illustrations as to where to look in these areas. The repair methods may vary depending on the situation you encounter but recommendations are provided for sealing the effected areas.

PARTS REQUIRED:

AR (1) 04773774  Adhesive, Weatherstrip
AR (1) 04318025  Sealant, Silicone Rubber Adhesive
AR (1) 03759944  Retainers
AR (1) 55134553AC  Weatherstrip, Side Cargo Door, First Closing Door
AR (1) 55135270AB  Weatherstrip, Side Cargo Door, Second Closing Door
AR (1) 55134555AB  Weatherstrip, Rear Cargo Door, First Closing Door
AR (1) 55135271AB  Weatherstrip, Rear Cargo Door, Second Closing Door
AR (1) NPN Tape, High/Medium Density Closed Cell Foam (3M 06375 Or Equivalent)
AR (1) NPN Tape, Open Cell Foam (3M p/n 62385 Or Equivalent)

REPAIR PROCEDURE:

This bulletin involves locating points of water entry around the cargo doors and sealing the areas around the weatherstrips or replacing the weatherstrips on the side and/or rear dual cargo doors.
FIRST CLOSING CARGO DOOR (LEFT DOOR - SIDE AND/OR REAR)

1. Inspect the cavity (Figure 1) on the upper inboard corner of the molded detail and top caliper latch for a small gap. This condition can leak water into the door and/or past the weatherstrip into the vehicle interior. If a gap is found, clean the area in and around the cavity then, seal the gap with Mopar Silicone Rubber Adhesive Sealant p/n 04318025.

NOTE: ALLOW THE SEALANT TO CURE FOR AT LEAST 30 MINUTES BEFORE PERFORMING A VERIFICATION WATER TEST.

2. Inspect the front lower corner of the weatherstrip seal (Figure 1) to verify seal retention. The seal is held in place by a retainer. If the retainer is missing, replace it with a new retainer p/n 03759944 or the weatherstrip seal can be secured to the door inner panel with Mopar Weatherstrip Adhesive p/n 04773774.

FIGURE 1 - First Closing Cargo Door (Left Hand Cargo Door)
3. Any water that may leak into the door will exit out the door through a drain located in the lower front corner of the door. The weatherstrip seal has a small hole in the seal to allow the water exiting out of the door drain to pass through the weatherstrip seal. Inspect the drain hole of the weatherstrip seal for a clear path from the door drain to the bottom of the seal. If the drain hole in the seal is restricted, open the hole up using a sharp object.

SECOND CLOSING CARGO DOOR (RIGHT SIDE DOOR - SIDE AND/OR REAR)

1. Inspect the weatherstrip seal in the area where the seal passes over the middle and upper inboard character lines for a gap (Figure 2). A gap at the character lines may allow water to enter behind the seal and travel down the interior side of the seal and into the interior of the vehicle at the bottom of the door. If a gap is found, clean the area around the gap then, seal the gap with Mopar Silicone Rubber Adhesive Sealant p/n 04318025.

NOTE: ALLOW THE SEALANT TO CURE FOR AT LEAST 30 MINUTES BEFORE PERFORMING A VERIFICATION WATER TEST.

2. Inspect the upper portion of the weatherstrip for a seal lip that may be bent over upon door closing (Figure 2). If the upper portion of the weatherstrip seal is bent over, replace the weatherstrip seal with p/n 55135270AB if the condition occurs on the side cargo door or p/n 55135271AB if the condition occurs on the rear cargo door. Refer to the appropriate Ram Van Service Manual Group 23 for information regarding cargo door weatherstrip seal service.

NOTE: VERIFY THAT THE LIP OF THE NEW WEATHERSTRIP SEAL DOES NOT BEND OVER WHEN THE DOOR CLOSES. TRIM ANY EXCESS MATERIAL OFF THE LIP OF THE SEAL TO ENSURE THAT IT WILL NOT BEND OVER WHEN THE DOOR CLOSES.

3. Inspect the weatherstrip seal at the rear lower corner (Figure 2) of the door for a seal that squeezes out when the door closes. Use a foam stuffer glued to the hollow cavity behind the seal to repair the condition. The foam stuffer will allow the seal to retain its form. The foam stuffer should be made from a piece of 1/2 in. thick loose density foam such as 3M p/n 62385 Open Cell Foam Tape and glued with Mopar Weatherstrip Adhesive p/n 04773774.

ALL CARGO DOORS

1. Inspect the weatherstrip seal at joints between the extruded bulb of the weatherstrip and the molded detail for wrinkles or other surface irregularities. Replace any weatherstrip seal if wrinkles or irregularities are found. Refer to the appropriate Ram Van Service Manual Group 23 for information regarding cargo door weatherstrip seal service. Once the seal has been replaced, verify that the
sealing area of the new seal is smooth.
2. Inspect the backside of the weatherstrip seal at the header of the door (Figures 1 and 2) for a water leakpath. Either seal the backside of the weatherstrip with Mopar Silicone Rubber Adhesive Sealant p/n 04318025 or high/medium density foam tape 2-3 mm thick (such as 3M p/n 06375 or equivalent), cut to 12 mm wide X 630 mm long. If foam tape is used, make sure the ends of the foam are tapered so that there is no gaps created from the application of the foam tape.

NOTE: ALLOW THE SEALANT TO CURE FOR AT LEAST 30 MINUTES BEFORE PERFORMING A VERIFICATION WATER TEST.
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