

NUMBER: 23-008-13

GROUP: Body

DATE: February 22, 2013

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SUBJECT:

Left And/Or Right Door High Closing Effort

OVERVIEW:

This bulletin involves inspecting front door body mounted seal placement and if necessary, adjusting seals and/or left and/or right front door striker to eliminate high closing effort.

MODELS:

2010- 2011	(KA)	Nitro
2010- 2012	(KK)	Liberty

SYMPTOM/CONDITION:

The customer may experience high closing efforts on the left and/or right front doors when closing.

DIAGNOSIS:

If the customer describes the symptom, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT REQUIRED:

NPN	3M 8682 Single Step Primer or Equivalent (One 1oz.(30mL) bottle will service approximately 20 vehicles)
NPN	Rotary File or Equivalent
NPN	Feeler Gages or Equivalent
NPN	Straight Edge/Rule or Equivalent

REPAIR PROCEDURE:

1. Open the door and check the body mounted seal for proper installation and correct as necessary (Fig. 1).

NOTE: Seal should be fully seated all around the door perimeter.



Fig. 1 Inspect Seal Placement

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2. Open and close the suspect door(s) several times. Does the door(s) still exhibit high closing effort?
 - a. Yes>>> Proceed to [Step #3](#).
 - b. No>>> Return the vehicle to the customer, the issue has been resolved.

3. Fully close the suspect door(s) and carefully check front to rear door flushness using a straight edge/rule (1) across the front door (2) and rear door (3) surfaces near the latch level (Fig. 2).

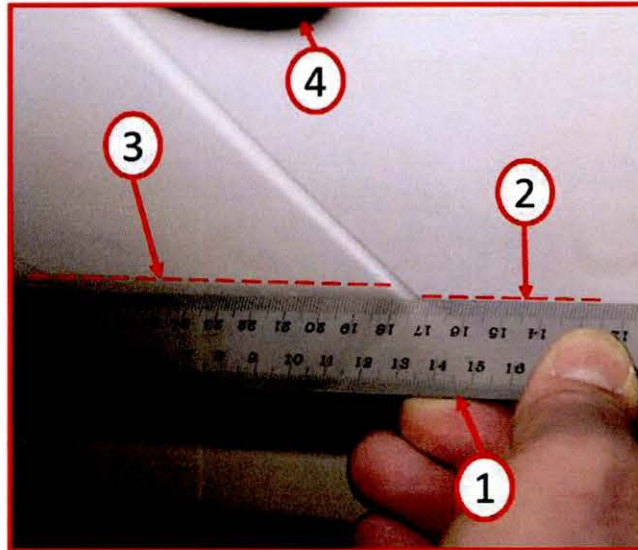


Fig. 2 Check Flushness

- 1 - Straight Edge/Rule
- 2 - Front Door Flush Line
- 3 - Rear Door Flush Line
- 4 - Door Handle

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4. Is the suspect front door(s) under or overflush to the rear door(s)?
 - a. Underflush >>> Proceed to [Step #7](#).
 - b. Overflush >>> Proceed to [Step #5](#).

5. Using a feeler gage or equivalent, carefully determine the amount of front door overflush (Fig. 3).

NOTE: Maximum overflush should not exceed 1 to 1.5mm (.039"-.059").

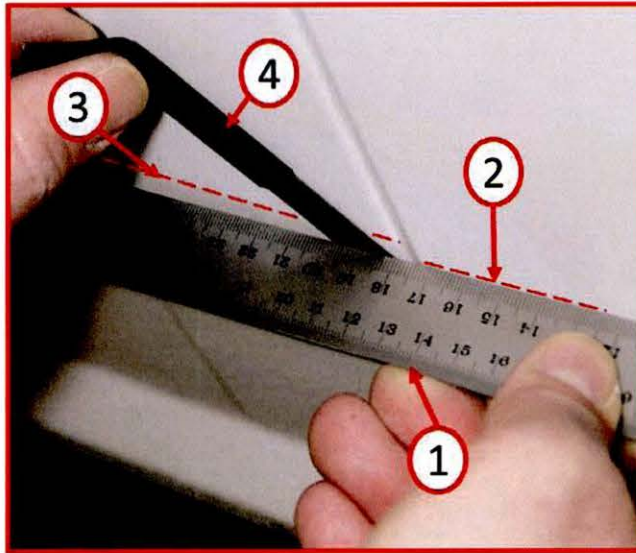


Fig. 3 Measure Overflush

- 1 - Straight Edge/Rule
- 2 - Front Door Flush Line
- 3 - Rear Door Flush Line
- 4 - Feeler Gage

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6. Is the front door overflush to the maximum specification of 1 to 1.5mm(.039"-.059")?
 - a. Yes>>> This bulletin does not apply, continue further diagnosis.
 - b. No>>> Proceed to [Step #7](#).

7. Open the suspect front door and place a piece of tape (1) at the bottom of the striker plate (2) to mark its vertical position to the body before removing the two fasteners (3) securing it (Fig. 4).

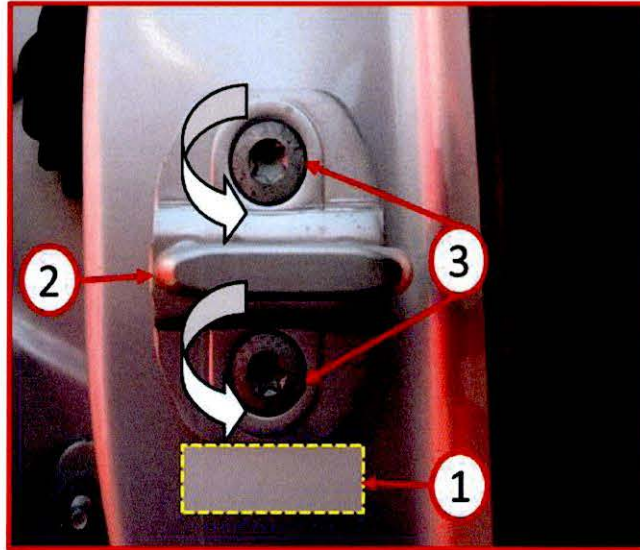


Fig. 4 Remove Striker

- 1 - Tape Location
 - 2 - Striker Plate
 - 3 - Retaining Fasteners (Striker Plate)
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8. Using a rotary file or equivalent, remove a maximum of 3mm(1/8") of the outboard side of the striker locating holes (1) to allow the striker to be adjusted properly and achieve a more outboard location (Fig. 5).

NOTE: Apply 3M 8682 Single Step Primer or equivalent corrosion protection using a brush.

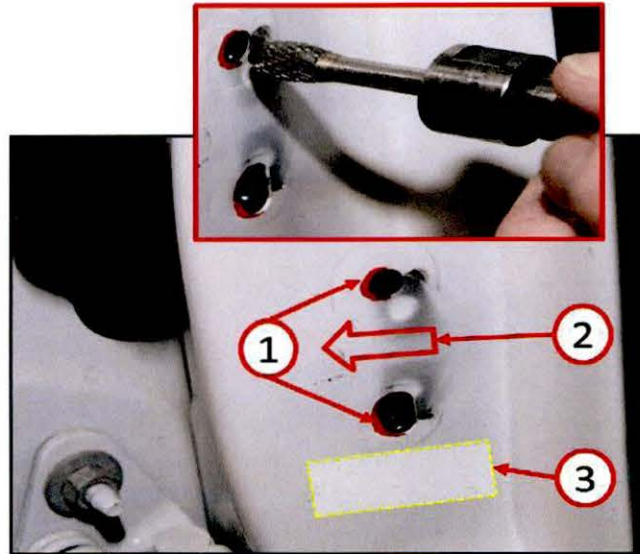


Fig. 5 Modify Locating Holes

- 1 - Modification Area (Locating Holes)
 2 - Outboard Direction
 3 - Tape Location (Retains Striker Vertical Location)

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9. Reinstall the striker plate and fasteners aligning the bottom of the striker with the tape indicating the striker's previous vertical position to the body. Carefully recheck front to rear door flushness and adjust the striker so that the front door is 1mm(.039") overflush to the rear door to eliminate high door closing effort.
10. Open and close the suspect door(s) several times. Does the door(s) still exhibit high closing effort?
- Yes>>> This bulletin does not apply, continue further diagnosis.
 - No>>> Return the vehicle to the customer.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
23-51-10-9D	Inspect and Adjust Front Body Seal(s) Only (1 - Semi-Skilled)	0.2 Hrs.
23-41-04-95	Inspect and Adjust Front Body Seal(s) and One Door Striker (1 - Semi-Skilled)	0.3 Hrs.
23-41-04-96	Inspect and Adjust Front Body Seal(s) and Both Door Strikers (1 - Semi-Skilled)	0.4 Hrs.

FAILURE CODE:

ZZ	Service Action
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