

Technical Service Bulletin (TSB)
Water Leak In Rear Cargo Area

REFERENCE:	TSB: 23-036-26 GROUP: 23 - Body	Date:	August 25, 2026	REVISION:	—
VEHICLES AFFECTED:	2024 - 2026 (JL) Jeep Wrangler This bulletin applies to vehicles equipped with Sky One-Touch Power Top (Sales Code STJ).			MARKET APPLICABILITY: ☒ NA☐ CH ☐ EE☐ IAP ☐ SA☐ MEA NOTE: This bulletin applies to the North America markets.	
CUSTOMER SYMPTOM:	Customers may comment on the following: Water leak in the rear cargo area.				
CAUSE:	Roof weatherseal				

DISCUSSION:

This Information only bulletin is to be used as a diagnostic aid to help with vehicles that exhibit a water leak in the rear cargo area. This bulletin does not contain Claims Data information

Purpose:

This work instruction defines the method to determine whether a water leak is caused by a 'not wet-out' condition of the roof weatherseal.

Initial Evaluation:

1. Water test the vehicle to identify the source of the water. Refer to the detailed service procedures listed in DealerCONNECT> Service Library under: 23 - Body / Diagnosis and Testing / Water Leaks and JL/JT Hard Top Water Management Diagnosis And Testing.
2. Determine the water flow path found after performing water leak testing:

- If the water follows the path shown in Fig. 1, this may indicate a potentially insufficient wet-out area on the weatherseal.



Fig. 1
Water Leak Path Indicating Weatherseal Wet-Out

1 - Water Leak

- If the water flow follows the pattern shown in Fig. 2, the issue is resolved by repositioning the window, latching the rear latch first and the front latch afterward.



Fig. 2
Water Leak Path Indicating Knuckle Leak

3. Canopy off location [Fig. 3](#). - The water drains through the rear AP water management channel. To fix Canopy off location issues: Open the canopy to approximately 15%; to relieve tension in the canopy, loosen the four screws on the rear cassette and pull it backward, closing the gap between the canopy and the Rear AP SMC.

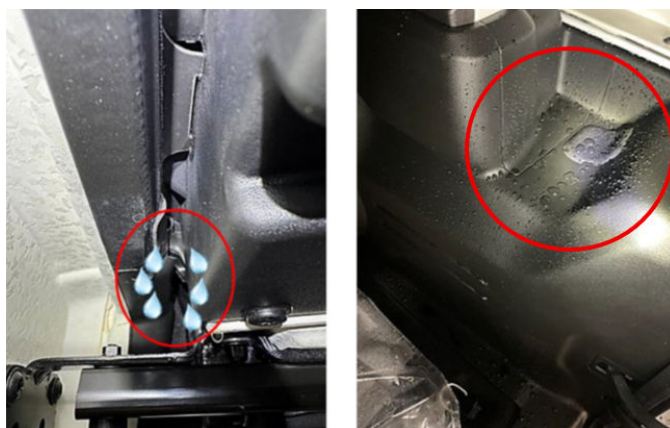


Fig. 3
Canopy Off Location

Confirmation of Insufficient Wet-Out:

1. To confirm insufficient wet-out, carefully pull the weatherseal and visually inspect the wet-out area, as shown in [Fig. 4](#).

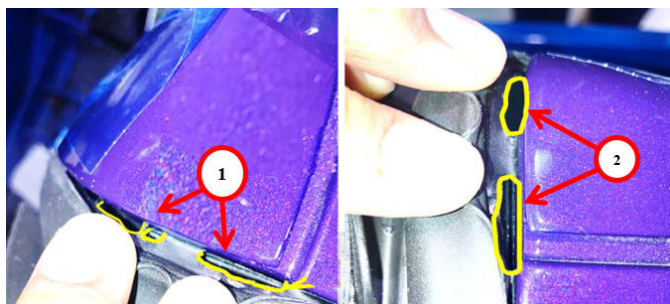


Fig. 4
Confirmation of Insufficient Wet-Out

1 - Non Wet-Out

2 - Confirmed Wet-Out / Gaps or Voids Detected

2. If gaps or voids are visible, this indicates that the weatherseal is not properly wet-out. This condition may be present along the entire length of the weatherseal; however, it is most commonly found at the corners.

NOTE: For every defect take the picture and submit it in Dealer Incident Detection (DID).

Repair of Insufficient Wet-Out:

1. If insufficient wet-out is confirmed, use a trim stick or equivalent tool to repair the condition by filling all identified voids with cold Butyl [Fig. 5](#).

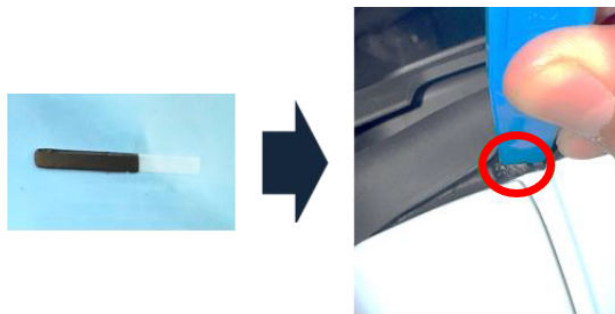


Fig. 5
Apply Butyl

2. Apply uniform pressure to the weatherseal to achieve proper wet-out [Fig. 6](#).

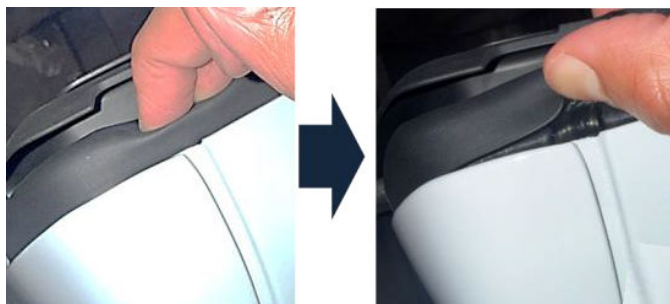


Fig. 6
Apply Uniformed Pressure

3. After the repair, retest the area to verify that the water intrusion has been eliminated. Refer to the detailed service procedures listed in DealerCONNECT> Service Library under: 23 - Body / Diagnosis and Testing / Water Leaks and JL/JT Hard Top Water Management Diagnosis And Testing.
4. Does water intrusion still occur due to the weatherseal?
 - YES>>> Replace the weatherseal. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 23 - Body / Weatherstrip/Seals / Weatherstrip, Header, Roof / Removal and Installation.
 - NO>>> This bulletin is complete.

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