

**DTB**

Date: February 22, 2008
Order No.: P-B-63.20/15
Supersedes:
Group: 63

**SUBJECT: Model 211.026/065/070/076/082/083/265/276/282/283
Water Entry at A-Pillar**

If you receive customer reports in the above model vehicles of water entry in the driver/front passenger foot well and in some cases accompanied with electrical faults due to water in the control units, this may be caused by a few different issues.

Possible Causes:

1. Blocked water drain in the upper longitudinal member under the front fender (blocked by debris) (Figure 1, callout 1).
2. Rising water penetrates the interior compartment because of a lack of seam sealer on the double panel of the firewall/longitudinal member on the inside at the top (Figure 1, callout 2).
3. Mounting hole for the tilting/sliding roof drain hose, water may back up and over flow into interior.

To remedy these possible causes, proceed with the following.

1. Remove front fenders. Refer to WIS document AR88.10-P-1000T.
2. Clean the areas of the upper longitudinal member under front fender.
3. Apply seam sealing to the double panel of the firewall/longitudinal member toward the cross member under the wind deflector (Figure 1, callout 2).
4. To permanently fix the water drain problem mentioned in possible cause 1, a water drain hole with reinforcement plate must be made (Figure 2).
5. Drill the additional drain hole
6. Remove the lower bolt on the fender bracket (Figure 3, arrow) and bend the bracket upwards.
7. Mark the position for the additional water drain hole 7mm away from the edge of the seam sealer. Drill a 10mm hole in incremental steps reference Figure 4.
8. Make a 1.5mm thick metal plate, using mild sheet steel (locally purchased), with 6.5mm holes drilled for 5 rivets. Reference Figure 6 (page 4) for actual size template.



Note: It is important to comply with the specified dimensions so that rivets do not damage the original weld spots.

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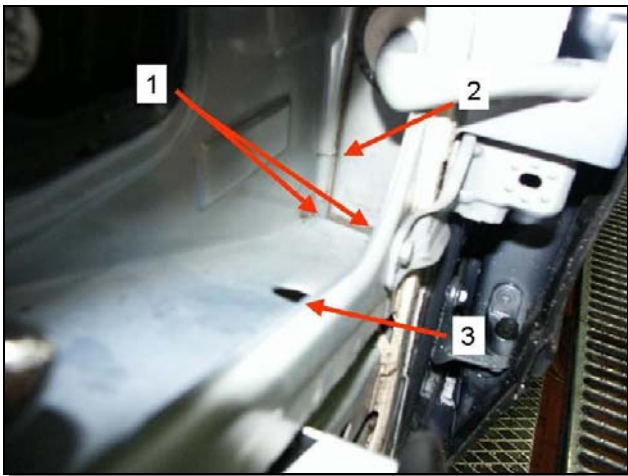


Figure 1

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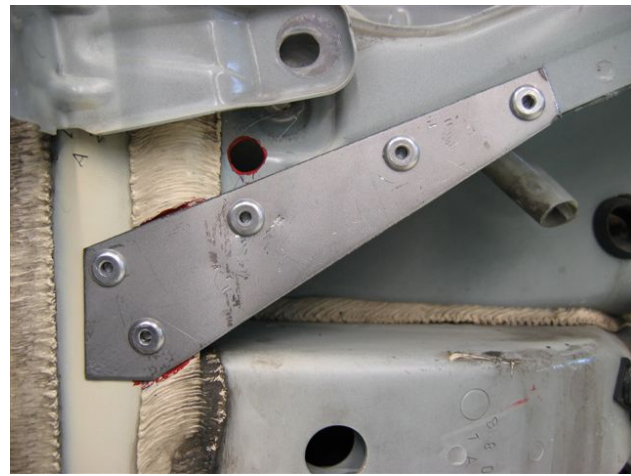


Figure 2

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- 1 – Water drain upper longitudinal member
- 2 – Lack of seamsealer on the double panel
- 3 – Roof drain hose hole

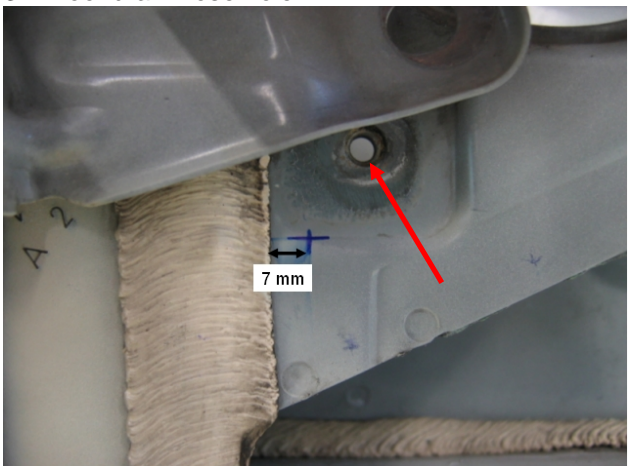


Figure 3

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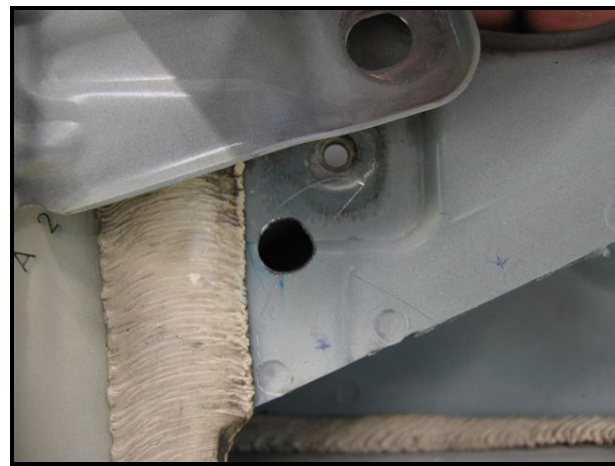


Figure 4

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9. Using the metal plate as a template, make sure that the second rivet hole is positioned under the drilled water drain (Figure 5). Remove seam sealer in the area of the reinforcement plate, mark and drill five 6.5mm holes (Figure 5).
10. Deburr **all** drilled holes and clean the shop-made metal plate. To prevent corrosion; apply primer (primer stick A000 986 05 50) to the inside of the drilled holes and allow to dry.
11. Rivet the reinforcement plate (shown in Figure 2) using rivets A003 990 35 97
12. Apply seam sealant in the area of the reinforcement plate, A-pillar and rivet heads.
13. Brush on cavity sealant (A000 986 72 70 10).

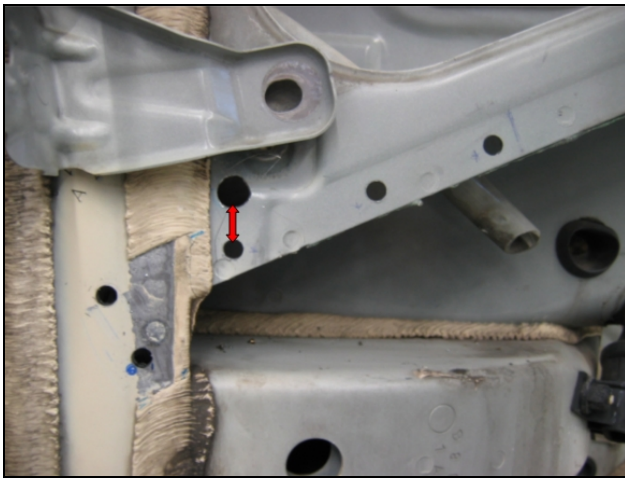


Figure 5

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Parts Information

Qty.	Part Name	Part Number
5	Rivets	A003 990 35 97 05
1	Primer stick	A000 986 27 50 ¹
1	Cavity Sealant	A000 986 72 70 10 ²

¹ Sufficient for 50 cars, Submit as Local Purchase – PRI00015, Qty 1, handling is included

² Sufficient for 50 cars, Submit as Local Purchase – CAS00057, Qty 1, handling is included



Note: The following allowable labor operations should be used when submitting a warranty claim for this repair. This information has been generated on February 22, 2008. Please refer to Netstar → Star TekInfo → Star Time for the most current labor time allowance.

In Case of Warranty

Operation: Front fenders (both) remove / install (88-4102)
Remedy all three possible causes – left and right side (88-0000)

Damage Code	Operation Number	Time (hrs.)	Model Indicator (s)
63B11 76	88 4102	2.3 hrs.	T1, T2, T3, T4, T5, T6, U1, U3, U4, U5
	88 0000	3.6 hrs. *	T1, T2, T3, T4, T5, T6, U1, U3, U4, U5

* Maximum time allowed with a separate time punch.

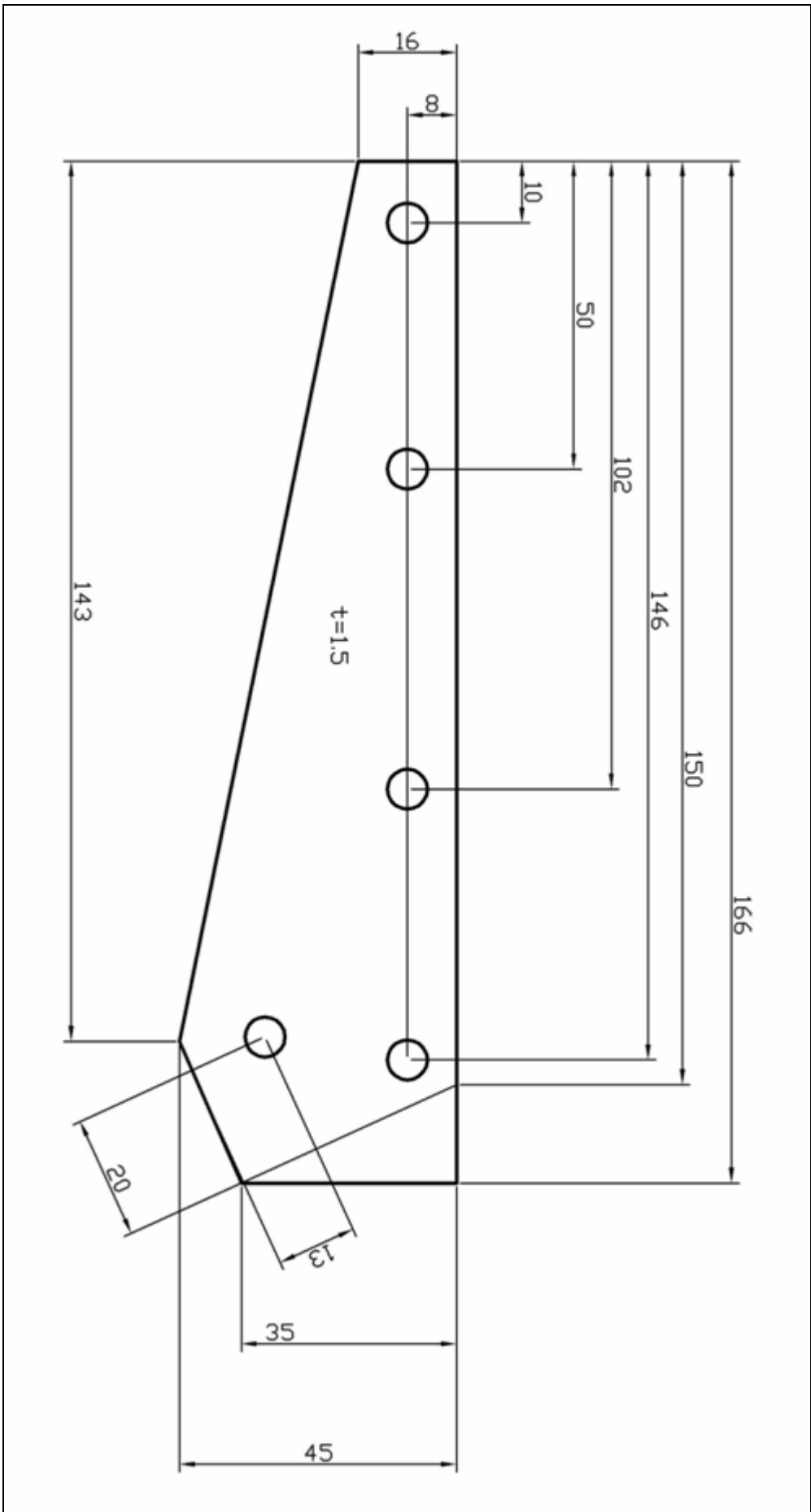


Figure 6

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