



SERVICE BULLETIN

Date: 18.12.09

Model: Evora

Number:
2009/15

CLASS 3

Service Manager	Service Reception	Supervisor	Parts Manager

TITLE: Water ingress; areas of attention.

REASON: To highlight potential sources of water ingress into the cabin and rear luggage compartment.

ACTION: If a complaint is received concerning water ingress on an Evora, some potential sources are described below:

1. *Wetness of door sill trim*

Water passing through the door shell, can weep from the rear underside of the door via the Scrivet fixing for the door trim panel. Remove and discard the Scrivet. Enlarge the hole to 10mm and use the following parts to secure the door panel:

Rawlnut, M5	A075W6074	1 per door
Setscrew, M5	A082W5185	1 per door
Washer, flat	B082W4107	1 per door

See also S/B 2009/13

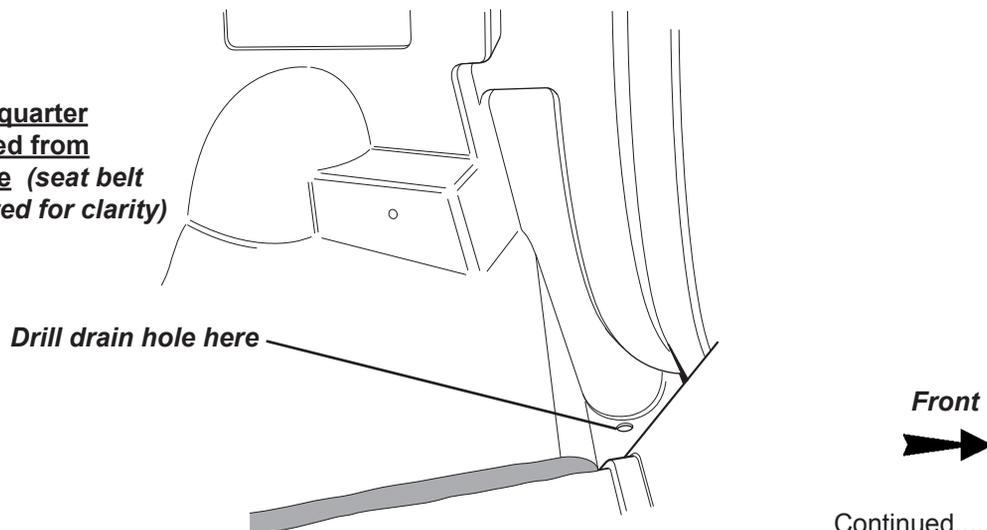
2. *Water ingress into cabin rear quarter wells*

An incomplete bond path at the junction of the roof panel/body side/rear bulkhead can result in water accumulation in the body side wells beneath the ECU/rear fusebox panel (LH) and woofer speaker (RH). Remove the rear quarter trim panels (Service Notes section VE.12) and release the roof lining rear fixings.

Taking appropriate precautions to avoid contaminating the roof lining, backfill the joint area between roof panel/body side/rear bulkhead using Betaseal 1701 and a spatula. Also seal over the two rear clamshell fixings at each side; one just beneath the quarter window, and one along the waistline via the bodyside access hole.

Drain holes should also be provided for each body side well, behind the 'B' post, by using a flexible drill extension, or a long masonry bit to drill an 8 - 10mm diameter drain hole in the bottom of the deepest part of the well. Remove the seat belt reel if necessary for improved access. Seal the edges of the holes with touch-up (or black) paint.

LHR quarter viewed from inside (seat belt omitted for clarity)

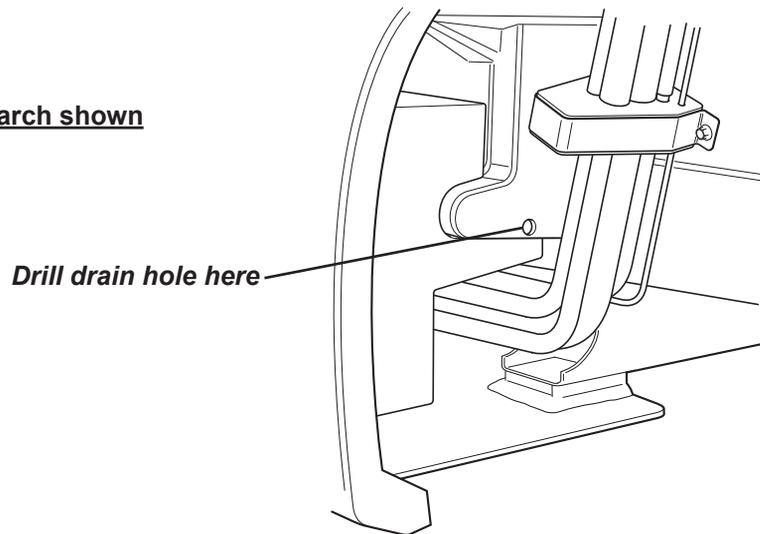


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An area to the rear of that overleaf also requires a drain hole, to be accessed from outside; Release the front end of each rear wheelarch liner to allow access to drill the drain hole as shown. Seal the edges of the holes with touch-up (or black) paint.

LHR wheelarch shown



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3. *Water ingress into driver's footwell*

Check around steering column gaiter at bulkhead. Seal using Betaseal 1701.

4. *Water ingress into boot*

Before water testing the boot area, first remove the boot latch cover, boot carpet and rear transom carpet to allow leak sites more readily to be identified. Potential routes include:

- Boot box flange height too low; This may result in incomplete or insufficient compression of the boot weatherstrip seal. To test, apply chalk dust or other suitable substance to provide a witness mark on the weatherstrip, and close the tailgate. If incomplete contact is indicated, remove the boot latch striker plate, and elongate the fixing holes to allow further downward adjustment. Progressively lower the striker position until satisfactory sealing is attained.

After adjustment, it may be necessary to raise the aerofoil to achieve alignment with the rear clamshell. Use additional gaskets A132U0306F between the aerofoil plinths and tailgate.

- Insufficient drainage from gutter; Drain holes are provided at each rear corner of the tailgate aperture gutter. Check the length of the slot and if necessary, elongate to 25 mm along the vertical surface - **Do not extend the horizontal dimension**. Seal edges with touch-up (or black) paint.

- Bonding between boot box and clamshell; Backfill from within the boot using Betaseal 1701 and a spatula. Remove the two ventilation outlet grilles from the tailgate aperture bottom corners, and from within each duct, backfill the bootbox joint with Betaseal and a spatula.

- Bonding between battery box and boot box; Backfill from inside box with Betaseal 1701.

- Wiring harness grommets; seal each grommet to the boot and the harness to the grommet using Betaseal 1701.

- All boot wall penetrating fixing holes, including pop rivets; Seal with Betaseal 1701.

- Water test the joint line at each side between bumper and rear clamshell; This will test a manufacturing bonded joint in the clamshell. If attempts to seal this joint from the inside are unsuccessful, remove the rear bumper and seal from outside with Betaseal 1701.

- Engine access cover in boot front wall; Seal joint with a suitable silicone product.

- Drill drain holes in the well at each side of the boot; one 8mm hole in each of the two channels in each well.

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5. *Water ingress into tailgate*

If water is allowed entry between the inner and outer tailgate mouldings, it is likely to exit from the latch aperture into the boot. If this is found to occur, remove the tailgate from the car and take the following action:

- Tailgate glass bonding; backfill the glass to tailgate joint around the top and exposed sides of the screen using Betaseal 1701 or Sikaflex 521 transparent sealant dependent on vehicle body colour. Smooth the joint using a spatula for a neat appearance.

- Moulding joint path; backfill the top and sides of the jointline with Betaseal 1701 and smooth with a spatula for a neat appearance. To prevent water escaping into the boot, remove the tailgate trim pad with latch cover by pulling out from the fir-tree fasteners. Backfill the moulding joint line revealed.

- To allow any water build up in the tailgate to drain, drill an 8 mm hole in the bottom of the vertical surface above the latch (i.e. outside the weatherstrip landing path)

CHARGES: As applicable:

Operation 1: 1.0 hr/car. Operation code 15.13.90 - 07; A code 50; B code 35.

Operation 2: 2.5 hr/car. Operation code 10.02.90 - 07; A code 50; B code 35.

Operation 3: 0.2 hr/car. Operation code 32.05.20 - 07; A code 50; B code 35.

Operation 4: 3.0 hr/car. Operation code 10.01.02 - 90; A code 50; B code 35.

Operation 5: 1.0 hr/car. Operation code 10.11.14 - 90; A code 50; B code 35

In all cases quote bulletin number in text remarks section.