



Technical Service BULLETIN

March 23, 2007

Title:

DOOR CHECK POPPING NOISE

Models:

'04 – '06 Sienna

TSB

REVISED
NV003-07
NVH

TSB REVISION NOTICE:

- **November 28, 2007:** The note below the Warranty Information table has been updated.
 - **July 6, 2007:** The Warranty Information table has been updated with separate "Combo A" Op Codes.
 - **May 29, 2007:** The Warranty Information has been updated. The note before step 1 of the Repair Procedure has been updated.
- Previous versions of this TSB should be discarded.

Introduction Some customers may experience a popping noise when opening and/or closing the front doors on their vehicle. Use the following procedure to diagnose and correct the condition.

- Applicable Vehicles**
- **2004 – 2006** model year **Sienna** vehicles produced **BEFORE** the Production Change Effective VINs shown below.

Production Change Information

MODEL	PRODUCTION CHANGE EFFECTIVE VIN
Sienna	5TDZA2*C*6S521127
	5TDBA2*C*6S070457

Warranty Information

OP CODE	DESCRIPTION	TIME	OFF	T1	T2
NV7002	Drill & Weld Door Frame Spot Weld	5.0	6700#-AE02#	91	12
Combo A	Opposite Side	5.0			
NV7003	Remove & Replace Door	7.0			
Combo A	Opposite Side	7.0			

It is important to note that the above labor time is for the **mechanical labor only**. This time **does not** include preparation time and paint materials required to complete this repair. Use typical body shop sublet claim practice when filing a claim for the additional labor and materials associated with this repair.

Applicable Warranty*:

This repair is covered under the Toyota Comprehensive Warranty. This warranty is in effect for 36 months or 36,000 miles, whichever occurs first, from the vehicle's in-service date.

* Warranty application is limited to correction of a problem based upon a customer's specific complaint.



**Repair
Procedure****NOTE:**

Inspect the door frame around the door check mounting area.

- If a spot weld or check mount area is cracked or split, the following repair method **CANNOT** be performed and the door assembly **MUST** be replaced.

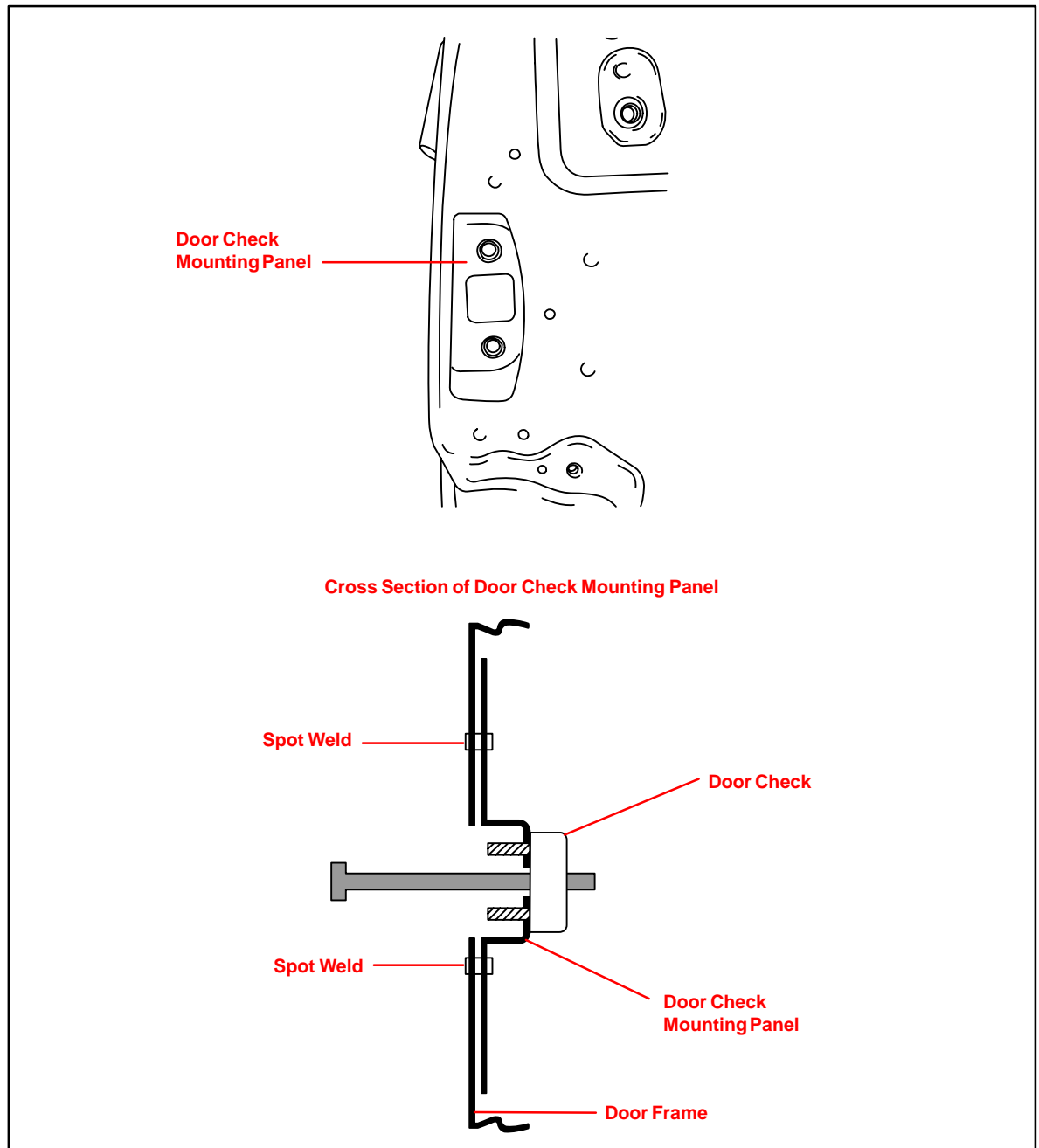
- If a door is to be replaced, *all hemming flanges and body panel seams MUST* be sealed with body seam sealer prior to painting the door assembly.

Refer to the Technical Information System (TIS), CRIB (Collision Repair Information Bulletin), “*Bulletin # 16: 1987 All: Sealing of Hemming Flanges And Body And Panel Seams,*” and “*Bulletin # 44: 1991 All: Body Seam And Joint Sealer Application*”. (Note that the CRIBs are located within the *CR* tab of the main TIS screen.)

- If a spot weld has separated, have a body shop perform the following procedure.

**Repair
Procedure**
(Continued)

1. Confirm that a spot weld has separated by pushing on the door check mounting panel. If the panel can be pushed in by hand, the weld is loose.



NOTE:

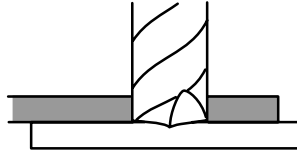
It may be necessary to remove the door from the vehicle to gain sufficient access for drilling and welding. If so, lay door flat on a padded workstation.

**Repair
Procedure**
(Continued)

2. At the spot weld, drill an 8.0-mm (0.32-in.) hole through the door frame ONLY.

NOTE:

When drilling and welding the door, be sure to protect other components of the door, either by covering them or removing them.



3. Fill the drilled area using a MIG welder to connect all panels.
4. Use an appropriate color touch up paint on the welded material.

NOTE:

When touching up or fogging in paint, be sure to protect unaffected areas of the door and vehicle from overspray.