

INDICATIONS OF WATER INTRUSION WHICH COULD AFFECT THE SAMS

If any of the following observations are made, a cab water leak is likely. Use this document as a guide for determining where to look for the leak(s).

1. Corrosion on connector terminals of SAM module(s).
2. Water inside SAM module(s).
3. Frontwall insulation saturated with moisture.
4. Trails of white or brown residue indicating location of water entry.
5. Driver reports of water dripping onto dash.
6. Audible “sloshing” coming from cab header, above windshield.

Corrosion on SAM connectors

If extensive corrosion and electrical malfunctions are present, a module may need to be replaced. If the module is dry, fully functional, and only exhibiting minor corrosion, replacement is not necessary.

Any amount of corrosion is evidence that moisture has reached the SAM module at some time. This may or may not indicate a cab leak. Thoroughly check the cab for leaks, but do not rule out the possibility that the moisture came from condensation, a drink spill, or a window left open in the rain.

The FL545 recall repairs provide protection from any further water intrusion into the modules, regardless of how moisture enters the cab.

SAM Cab:



Sealed connectors (outside)

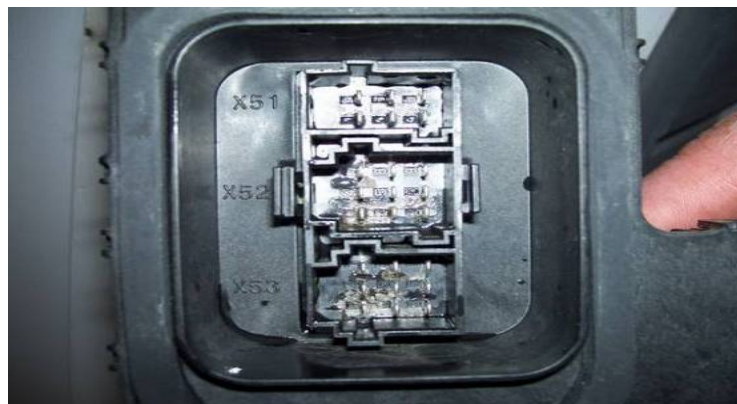


Interior connectors

SAM Chassis:



Sealed connectors (outside)



Interior connectors

Note: Common SAM Cab malfunctions include marker lights that will not turn off with the switch, and spontaneous starter cranking without actuation of the start (key) switch. Common SAM Chassis malfunctions include tail lights, brake lights, and trailer lighting that come on without switch activation, or will not turn off.

Water inside module

If water is found at any of the sealed (outside) connectors, water has entered the module. If the module is not damaged and has not exhibited any malfunctions, it should be removed, drained, dried, and reinstalled. The SAM Chassis should be drilled per the FL545 Recall Work Instructions, to allow drainage in the event of future water intrusion.



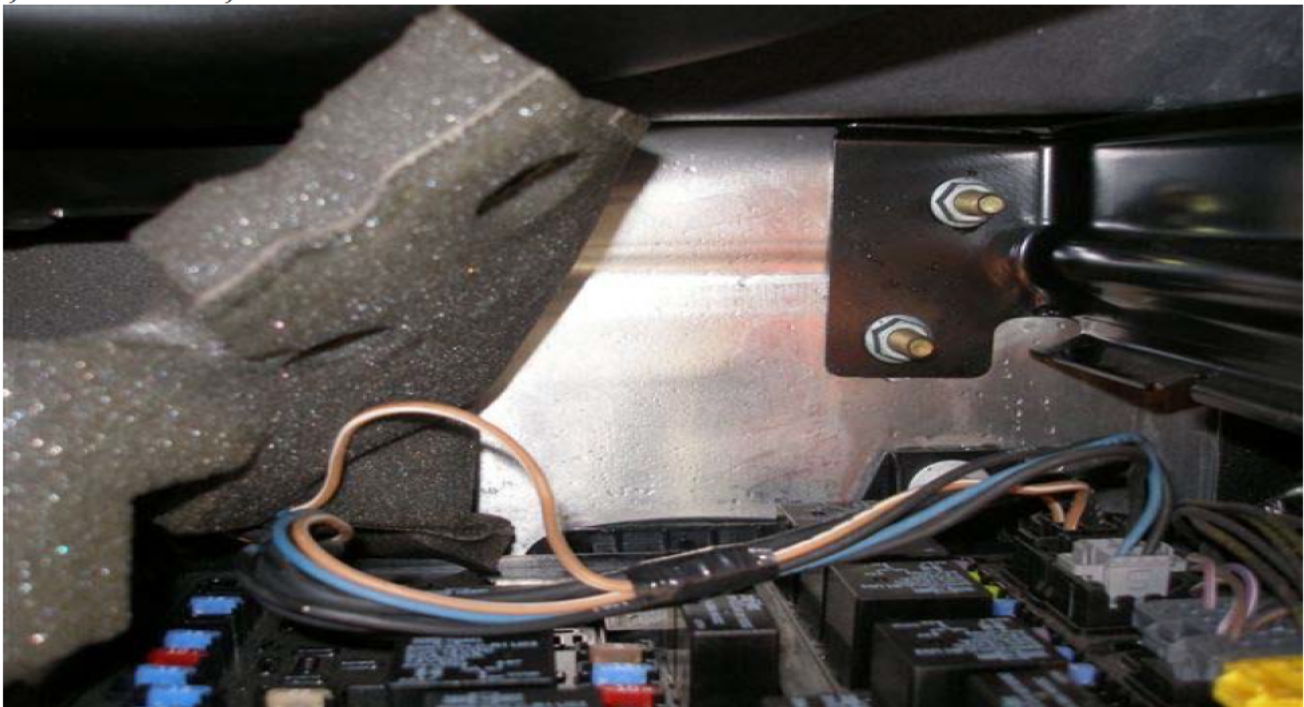
Water inside sealed connections



Water inside module

Wet frontwall insulation

Damp insulation above the SAM Chassis or SAM Cab modules may indicate a roof-cap, windshield, and/or frontwall leak.



Wet frontwall and soaked insulation, above SAM Cab

Trails of white or brown residue



Residue trail indicating leak between windshield seal and glass and/or leak in windshield seal adhesive.



White residue (road salts) indicating leak between windshield seal and glass.



Signs of water coming in through leak in roof-cap joint and dripping down A-pillar.

Water dripping onto dash



Water dripping onto dash indicates either a leak along the top of the windshield OR a leak at the roof-cap joint.

If any of these symptoms are present, proceed to the Service Solution 3495 attachment labeled “LOCATING LEAKS IN FRONT OF CAB” for more information on checking for potential water intrusion at the following locations:

1. Windshield leak? Refer to Service Solution #3497.
2. Roof leak? Refer to Service Solution #3498.
3. Frontwall leak? Refer to Service Solution #3499.

FL545 RECALL CAMPAIGN

The cab leak tests (and subsequent leak repairs) should be performed **only** if you find extensive corrosion in the SAMs or evidence of an obvious leak path. If the SAMs are **not** corroded and/or there is no evidence of leaks, the Service Solutions should not be performed under the Recall.