

## WINDSHIELD LEAKS

### ROPED-IN BONDED WINDSHIELDS

#### **If a leak is found in the adhesive which bonds the windshield seal to the cab:**

A leak between the windshield seal and the cab is either due to a void in the adhesive, or is an indication that the adhesive did not properly bond to the rubber seal. In the area of a suspected leak, remove the lockstrip and carefully lift the outside edge of the windshield seal to look for obvious voids in the adhesive. If the seal does not begin to separate from the adhesive with the light force required to look under the seal, the bond is adequate and a spot repair may be effective. Even if only a small leak is present, with evidence of an adhesive failure, a spot repair is not recommended due to the likelihood that other portions of the adhesive also have a weak bond and may eventually fail.

If a leak is present between the seal and the cab, and the bond has adequate strength, a spot repair may be appropriate. Lift the edge of the seal and apply a bead of sealant in the area of the leak. After the sealant has had some time to set-up, retest for leaks to confirm the effectiveness of the repair.

If there are indications of adhesive failure (rubber seal easily peels away from adhesive), and not just a localized void, a new windshield seal must be installed.

**CAUTION: To avoid damaging a piece of glass, use special care when removing it from the seal. Make sure to run a pick around the glass to break any temporary adhesion that may have occurred between the glass and the seal. Use of soap and water will help glass removal. Windshield glass replacement will NOT be covered under the FL545 recall.**

Remove the old seal and install a new seal per the instructions in the **Cascadia Workshop Manual, section 60.02**, with the following exceptions:

1. If the old seal is to be removed and discarded, it is a good idea to cut the old seal off the glass, to avoid any chance of cracking the glass during removal.
2. Prior to using the Aktivator product, as described in the Workshop Manual, apply Chemlok 7701 (supplied by LORD) to the bond surface of a new rubber seal. 7701 chemically etches the surface of the windshield seal and facilitates a stronger bond with the adhesive. After applying 7701 to the bond surface, allow at least 5 minutes of flash time before applying the Aktivator.
3. Omit the step of applying primer to the seal, and apply the adhesive directly to the Aktivator after allowing at least 10 minutes for the Aktivator to dry. Testing has shown that the Sika Primer-215 is not necessary when using Chemlok 7701. (Sika Primer-206 must still be used on any bare metal on the windshield opening.)



4. Rather than using Sikaflex 221 urethane, use SikaTack Ultrafast urethane. Ultrafast is a hot-applied single-part urethane that comes in a standard caulking tube and must be pre-heated to 170°-180°F before dispensing. Like Sikaflex 221, Ultrafast is a humidity-cure product. However, Ultrafast provides higher green strength and faster drive-away time, especially in colder, dryer environments.

**Note: In this application, SikaTack Ultrafast is not recommended for use in a workspace that is colder than 50°F. Open time is decreased in cool ambient temperatures, and less time is available to install the windshield seal after dispensing the adhesive.**

It is critical that the Workshop Manual instructions are carefully followed. For a proper bond, all steps must be completed in the correct order, and the dry times of the Aktivator and primer products must be followed. While it is necessary to have complete and continuous coverage of the bond surface, it IS possible to apply too much of any of the products in the process. MORE IS NOT ALWAYS BETTER. Too much Aktivator or primer can lead to bond failure and too much adhesive can greatly increase the cure time.

After the windshield and seal are positioned on the cab, allow as much time to pass as practical before installing the lockstrip. If the adhesive has not had enough cure time, installing the lockstrip can actually pull the seal away from the cab and create voids in the sealant.

**Note: Care should be taken to open the windows before closing doors. A door slam with all the windows closed could pressurize the cab and create voids in the adhesive if it has not had enough time to cure.**

There have been multiple iterations of the windshield seal. For best results, use the most up-to-date seal part number.

#### **If a leak is found between the glass and the seal:**

This type of leak should be easy to identify using the soapy water method, or simply by observing traces of white or brown residue in the area of the leak. This type of leak is most common at the center bar, and is usually found at the corners.

A wider, tighter-fitting lockstrip is available. Installing the wider lockstrip improves the seal between the rubber and the glass. The new lockstrip part numbers are 18-63362-000 (center) and 18-63362-001 (perimeter).



### **FL545 RECALL CAMPAIGN**

If any of these repairs are completed in conjunction with the FL545 Recall, the required parts, and up to the below listed amount of T-time may be included on the claim, using SRT code 996-0000T. When submitting an FL545 claim, please reference the applicable Service Solution numbers and explain any leak repairs in the claim comments. Also, please enter a separate T-time amount for each leak repair completed, rather than lumping them into one amount.

#### **Labor Allowance**

<b>Procedure</b>	<b>Time Allowed (hours)</b>	<b>SRT Code</b>
R&R lock-strip	0.2*	996-0000T
Spot repair windshield seal and R&R lock-strip	0.3*	996-0000T
R&R windshield seal	2.5*	996-0000T

\*Only one of these times may be included on a claim.

#### **Material Allowance**

<b>Description</b>	<b>Quantity</b>
Polyurethane adhesive (Sikatack Ultrafast)	Two 10 oz cartridges