

### ROOF LEAKS

#### ROOF-CAP LEAK

Roof-cap leaks are most commonly at the forward corners of the roof, above the A-pillars. The soapy water leak test may indicate a leak in this area. The garden hose leak test may also indicate a leak.

Water leaks in this area allow cavities between the roof-cap and cab, and inside the cab structure, to fill with water. As a result, 1 minute, or more, of holding a garden hose above the A-pillar may be required before water begins to drip onto the dash. If the cavities in the cab structure are filled with water, “sloshing” sounds may be heard from directly above the windshield while driving.

If the roof-cap seam leaks, apply a continuous bead of silicone or urethane sealant to the perimeter of the roof-cap to cab-wall seam.

1. Clean the seam area with air from a shop air hose and dry it with a clean shop rag.
2. Apply masking tape to the edges of the roof-to-cab seam.



3. Using a caulking gun, apply a bead of silicone sealant to the seam. Fill in the seam completely.



4. Smooth the silicone by running a wetted finger or a tongue-depressor over the bead.

Once tack-free, polyurethane sealant can be painted, if desired. Silicone cannot be painted.

Clear silicone sealant is recommended. Any 100% silicone caulk will work, and should be available from a variety of sources. Sikaflex -221, Sikaflex -227, or Sikaflex -252 are polyurethane adhesive sealants that can also be used. The Sikaflex products are available in black, white, gray, and other colors and can be painted; silicone cannot.

Note: If Sikaflex and topcoat paint are used, the additional labor and material cost of painting will not be covered by warranty or the FL545 campaign.

### **MARKER LIGHT LEAK**

Marker light leaks are not known to be common on Cascadia cabs, but leaks in the roof-cap seam are often misdiagnosed as marker light leaks because they result in water accumulation in the header and water dripping onto the dash from above.

If a marker light leak is present, the soapy water method of leak testing should clearly indicate the location of the leak.

Remove any leaking marker lights from the cab and check to make sure the gasket is in good condition and correctly installed. Make sure the marker light fasteners are not under or over-tight.

The gasket is not sold separately. If a leak cannot be corrected by carefully re-installing a marker light, due to a damaged gasket, the entire light must be replaced.

The threaded inserts in the cab have sealed ends and are a highly unlikely source of leakage. If a leak is found at a marker light, it is much more likely to be through the electrical connector hole in the roof-cap.



### **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>
Seal perimeter of roof cap seam	1.2	996-0000T
R&R marker light	0.1 per light / 0.4 max	996-0000T

#### **Material Allowance**

<b>Description</b>	<b>Quantity</b>
Sealant (silicone or polyurethane)	Up to two 10 oz cartridges