

Technical Service Note 60-07

SUBJECT: Cab Leak Testing

PRODUCTS: All models

GROUP: 60

PROBLEM / SYMPTOMS: Some dealers and customers are using the soapy bubble test to proactively check for cab leaks when there is no evidence indicating the truck has a water leak.

This practice results in unnecessary cost and invalidates warranty data that could otherwise be used to determine the effectiveness of design and manufacturing improvements.

If an actual water leak is discovered on a recently built truck, please do report it using the DPR and/or FSPR system. This feedback is critical and necessary for recognizing and correcting potential manufacturing or design issues.

PRODUCTION ACTION: 100% of vehicles are leak tested before leaving the manufacturing plant, using a water spray booth.

FIELD ACTION: The leak testing method of pressurizing the cab and using a soapy solution, as described in the Workshop Manual, should only be used to identify the exact location of a cab leak **if there is evidence of water inside the cab.** There are many areas of the cab that may allow air to escape when the cab is pressurized, but will never result in water coming inside the cab.

WARRANTY: Warranty does not cover proactive cab leak testing or repair of air leaks that do not allow water into the cab.

FSPR: 15788 & 16797

IMPORTANT:

- TSN's may contain sensitive information; do not forward directly to customers, dealers or suppliers. Upon the discretion of the recipient, select information may be copied and sent (under separate cover) to those excluded above.
- This information is NOT authorization for warranty.
- Refer to: [\\Cvcac01a\common\TSN\Archive Info](#) for previous TSN's

60.05

Cab Repair Cab Water-Leak Detection and Repair

Cab Water-Leak Detection

If water has been detected inside the cab, use the following procedure to help determine points of entry into the cab. If a leak is not suspected, this method should not be used to locate points of potential water entry, as high pressure air will escape through passages where water will not enter.

1. Apply the parking brakes and chock the tires.
2. Prepare a wash solution of at least one-quarter cup of soap to one gallon of water in a spray bottle.
3. Place tape over the cab exhausters.
4. Close all doors, windows, and vents.
5. With the HVAC system in "Fresh Air" mode, turn the fan blower motor on high.

NOTE: Perform the leak detection test with the HVAC system in the "Fresh Air" mode only. Do not set the system in the "Recirculation" mode.

6. Spray the cab, and sleeper if so equipped, with the wash solution, and look for bubbles. See Fig. 1. Inspect all applicable areas listed below:

- windshield center post
- windshield seal perimeter (especially the upper and lower outboard corners)
- front wall to A-pillar interface
- marker lights
- roof deflector mounts (if so equipped)
- coach joint
- sleeper roof side windows (if present)

7. Mark areas of suspected leaks.

NOTE: Bubbles around door seals, baggage doors, and along the vehicle side walls will likely not cause water intrusion issues. Bubbles forming at the mirror arm do not indicate a water leak path to the cab interior.

If small bubbles are found in an area that is not suspected to leak, a repair may not be necessary.

8. Rinse the wash solution off the vehicle with water.
9. Turn off the fan blower motor.

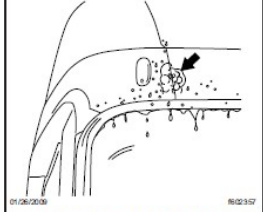


Fig. 1. Cab Water-Leak Detection with Wash Solution

Cab Water-Leak Repair

If a leak is found, the repair method will depend on the area and type of leak. It may be necessary to remove some components, though most leaks should be repairable by sealing the area of the leak with silicone sealant.

Leaks in the Windshield Seal

Repair leaks in the windshield seal using the approved method and adhesive. Refer to Section 60.02 for instructions on windshield seal repair.

Leaks in the Coach Joint Area

Repair leaks in the coach joint area without removing the roof cap, if possible. Seal the leak with silicone or a similar sealant.

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