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Title: Water leaks through Cab Cowl pass-through connections

Applies To: TerraStar, DuraStar, WorkStar, TranStar, ProStar, LoneStar

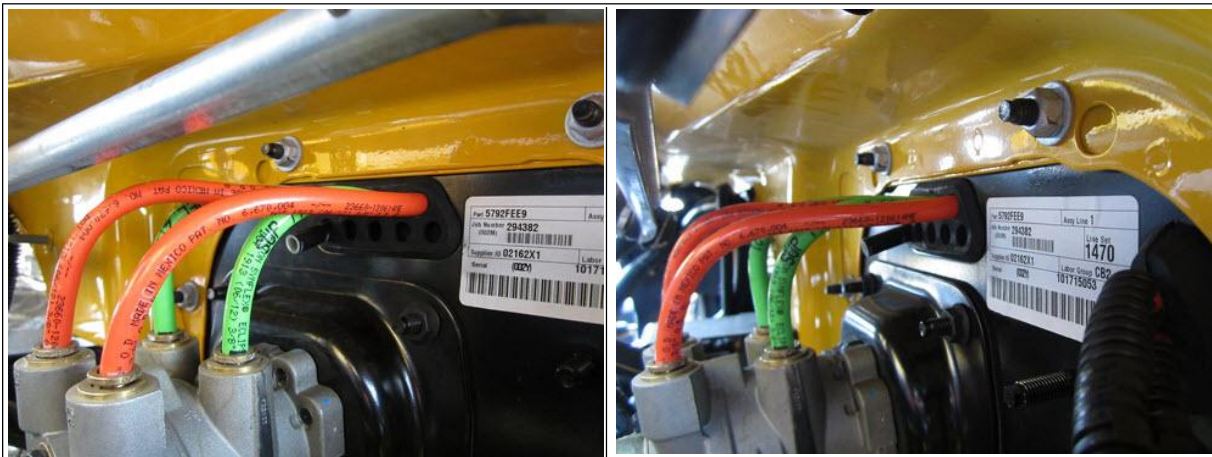
DESCRIPTION

This article describes the procedure for repairing the grommet pass-through leaks.

REPAIR PROCEDURE

- Remove each grommet from the body opening into which it was installed.
 - The grommet simply has to be out of the body opening; it does not have to be completely removed from the vehicle.
- Around the very edge of the body opening (on the engine compartment side of the cowl), have the technician spread a thin, but consistent, bead of black body sealer.
 - The sealer should look almost like a black o-ring if done correctly.
- Reinstall the grommet, making absolutely certain that the sealer is "drawn" into the trough in the grommet as it is pushed into place.
- Allow the sealer to dry for at least 2 hours; without disturbing the grommet in any way.
- When the sealer is dry, have the technician systematically (one at a time) pull each air line or electrical wire that passes through a grommet, toward the front of the truck, approximately 1 inch.
 - The technician should be sure to mark the initial position of each line or wire with a marking pen.
- With a specific line or wire pulled forward, have the technician wipe a "film" (of the same sealer used to seal the grommet) around the outer diameter of the line/wire.
- With the sealer film in place, have the technician carefully push the line/wire back in, to the marking point previously made.

See grommet image examples below:



Exterior view of one of the Grommets in question

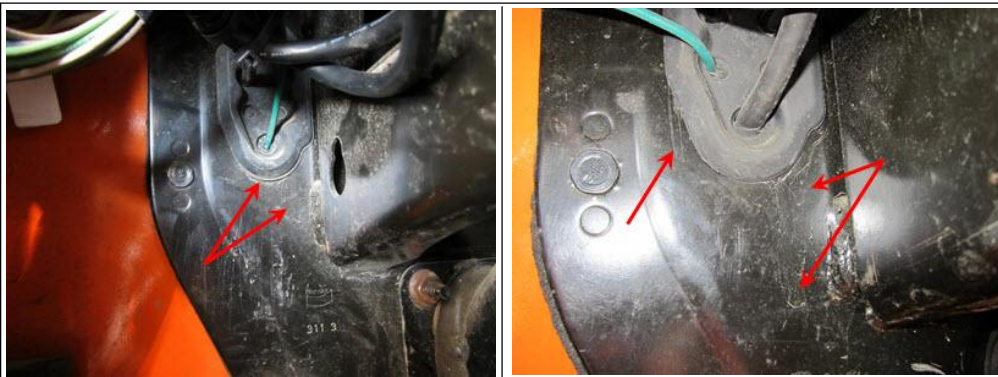
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Interior view of one of the Grommets in question



Evidence of the leaks on the floor of a new truck





Evidence of the leaks on older trucks

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