

FLA COE  
FLB COE  
FLD Conventional  
Business Class  
FLC 112 Conventional

Century Class Conventional  
> Argosy COE  
Cargo  
Columbia

Coronado  
Business Class M2  
Cascadia  
108SD/114SD

**Freightliner  
Service Bulletin**

## General Information

Some Argosy vehicles may allow water to intrude inside the cab. Leaks are most common at the forward corners of the roof cap, above the A-pillars. Water intrusion in this area may result in spaces between the roof cap and the cab, and spaces in the cab structure, to fill with water. Other possible points of intrusion are at the sun-visor mounts, marker lights, windshield seal, front wall to A-pillar interface, roof deflector mounts, and sleeper roof side windows.

Cab/roof seam (coach joint) leaks are often misdiagnosed as sun-visor mount or marker light leaks because they result in water accumulation in the header, and possibly water dripping onto the dash from above. If a sun-visor mount leak or a marker light leak is present, the soapy water method of leak testing described in this bulletin should clearly indicate the location of the leak.

If water has been detected inside the cab, use the procedures in this bulletin to help determine points of entry, and to eliminate water intrusion into the cab.

## Cab Water-Leak Detection

1. Park the vehicle on a level surface, shut down the engine, and set the parking brake. 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 exhauster, located under the rear LH corner of the cab/sleeper.
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](#) and [Fig. 2](#) for examples of likely leaks. Inspect all applicable areas shown in [Fig. 3](#) and listed below:
  - windshield center post
  - windshield seal perimeter (especially the upper and lower outboard corners)
  - front wall to A-pillar interface
  - exterior sun-visor mounts
  - marker lights (if mounted on roof)
  - roof deflector mounts (if so equipped)
  - cab/roof seam (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 indicate 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.

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NOTE: Cascadia shown; an Argosy cab leak produces a similar result.

**Fig. 1, Likely Leak Between Windshield Seal and Cab**

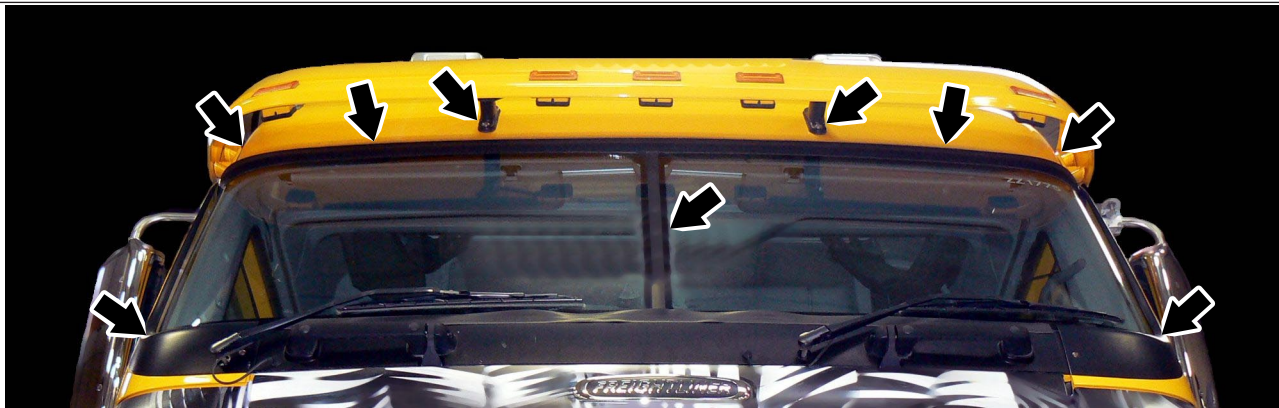


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NOTE: Cascadia shown; an Argosy cab leak produces a similar result.

**Fig. 2, Likely Leak Between Roof Cap and Cab**



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**Fig. 3, Areas to Inspect for Leaks**

10. Remove the tape from the cab exhauster.

### 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.

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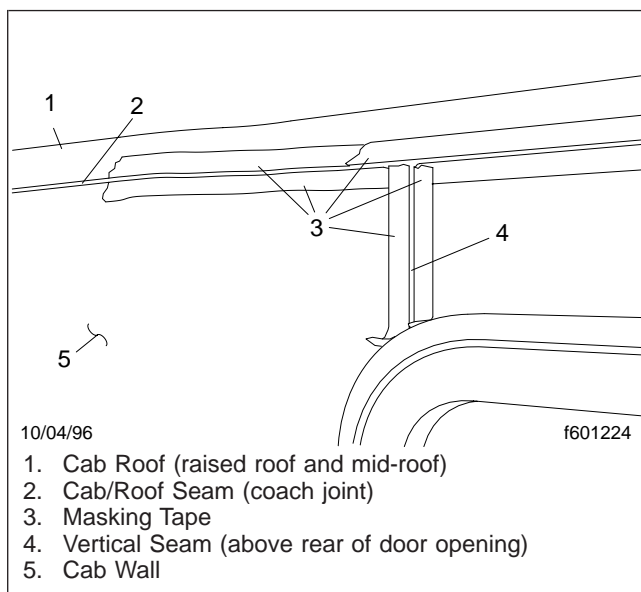
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## Leaks in the Windshield Seal

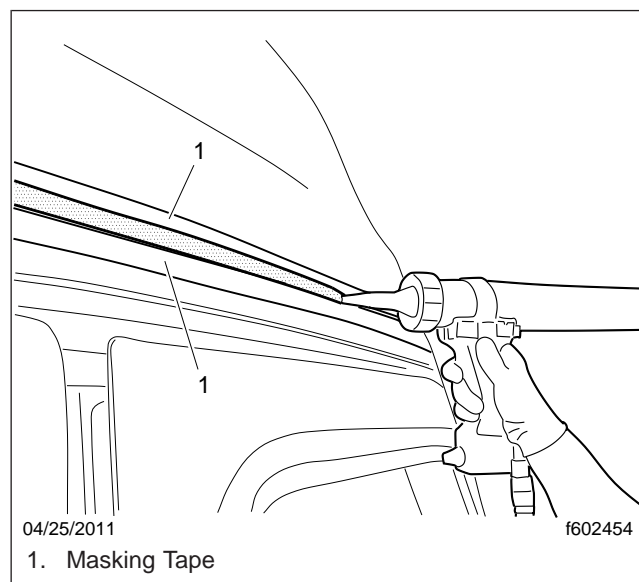
Repair leaks in the windshield seal using the approved method and adhesive. Refer to the *Century Class Trucks Workshop Manual*, **Section 60.00** for instructions on windshield seal repair.

## Cab/Roof Seam Sealing

1. Working on one side of the vehicle at a time, remove the fasteners that attach the side sun visor and visor bracket assembly to the cab. By removing the side sun visor and the aft bracket, the cab/roof seam (coach joint) above the door can be easily accessed.
2. Remove the side visor and the rear side bracket.
3. Clean the seam area with air from a shop air hose, and dry it with a clean shop rag.
4. Apply masking tape to the edges of the roof and cab-side seams from the edge of the front visor bracket (just above the A-pillar) to a point in the seam beyond the B-pillar on the sleeper. Also, apply tape to both sides of the vertical section of the seam just above the rear of the door opening. See [Fig. 4](#).
5. Apply a bead of silicone, part number 48-00094-501, using a caulking gun, to the horizontal and vertical sections of the seam. See [Fig. 5](#). Fill in the seam completely.



**Fig. 4, Cab Seams Prepared for Caulking**



**Fig. 5, Applying Caulking to Seam**

6. Smooth the silicone by running a wetted finger over the bead.
7. Carefully remove the masking tape from the surface of the cab, taking care not to disturb the silicone.
8. Install the side visor bracket on the vehicle.
9. Install the side sun visor.
10. Repeat these steps on the other side of the vehicle, if needed.

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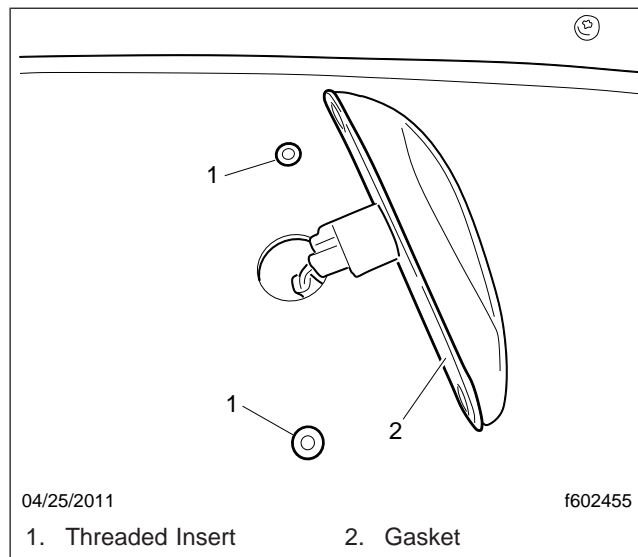
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## Sun-Visor Mount and Marker Light Leaks

1. If the leak is at a sun-visor mount, remove the sun visor. See *Century Class Trucks Workshop Manual*, **Section 60.09**.

If the leak is at a marker light, remove the marker light from the cab.

2. Make sure that the sun-visor mount or marker light gasket is in good condition and correctly installed. Replace any damaged gaskets. See **Fig. 6**.



**Fig. 6, Marker Light (shown detached from cab roof)**

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

3. If the leak was at a sun-visor mount, install the sun visor. See *Century Class Trucks Workshop Manual*, **Section 60.09**.

If the leak was at a marker light, install the marker light. Do not under- or over-tighten the screws.

## Warranty

This procedure is warrantable only if the described condition exists and the repair is performed within the applicable base or extended coverage warranty period. If a failure is not found, this procedure is considered preventive and warranty does not apply.

Normal warranty applies. See **Table 1** for QuickClaim damage code and labor allowance information. Refer to this service bulletin by number at the beginning of the claim comments. See **Table 2** for OWL VMRS codes and labor allowance information. Enter this service bulletin number in the *Service Bulletin #* field.

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QuickClaim Damage Code and Labor Allowance			
Damage Code	SRT Code	Description	Time: Hours
669-000A13609	827-5000A	CAB, LEAK TEST	0.7

**Table 1, QuickClaim Damage Code and Labor Allowance**

OWL VMRS Codes and Labor Allowance					
Primary Failed Part	Component Code	Cause Code	SRT Code	Description	Time: Hours
see PartsPro*	002-044-001	58	827-5000A	CAB, LEAK TEST	0.7

\* Use PartsPro to find the part number of the item leaking.

**Table 2, OWL VMRS Codes and Labor Allowance**