



Countries: AUSTRALIA, BAHAMAS, BOLIVIA, BELIZE, CANADA, CHILE, TAIWAN, COLOMBIA, COSTA RICA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, TRINIDAD AND TOBAGO, UNITED STATES, URUGUAY, VENEZUELA, MEXICO, ARUBA, NICARAGUA, PERU, PUERTO RICO, Curaçao, GUAM, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, KOREA, SOUTH KOREA, PANAMA

Document ID: IK1600207

Availability: ISIS, FleetISIS, IsSIR

Major System: CAB / SLEEPER / HOOD

Current Language: English

Other Languages: NONE

Viewed: 1533

Revision: 6

Created: 6/5/2014

Last Modified: 3/11/2019

Author: Steven Bautz

[Less Info](#)

Hide Details

Coding Information

Copy Link 	Copy Relative Link 	Bookmark View My Bookmarks	Add to Favorites 	Print 	Provide Feedback 	Helpful 21	Not Helpful 5
----------------------	-------------------------------	--	-----------------------------	------------------	-----------------------------	--------------------------	-----------------------------

Title: Wind noise at upper side of cab door

Applies To: All steel NGV cabs: ProStar, Pre-2018 LoneStar, TranStar, WorkStar, DuraStar, TerraStar. (Does not apply to CV, MV, HV, RH, LT, 2018 LoneStar, PayStar, HX)

CHANGE LOG

Dealers: Please refer to the change log text box below for recent changes to this article:

<ul style="list-style-type: none"> 03/11/2019 - Added information for use of alternate shim stock in place of the service kit based on user feedback. 04/19/2018 - Author updated for feedback purposes. 07/20/2017 - Author updated for feedback purposes. 06/06/2016 - Author addressed feedback. 07/14/2014 - Initial release. Supersedes IK1600022, IK1600035, IK1600090, TSI 05-16-04, and SFN 0426. 08/11/2014 - Edited step 2
--

DESCRIPTION

There are instances when the cab side entry door does not have proper contact with the door seals along the top of the door causing wind noise and/or flutter sounds. In extreme cases and in inclement weather, there could be water intrusion as well. Many design improvements were made between 2004 and 2009 that drastically improved quality in this area, however there are still isolated occurrences when this issue still persists in an older cab.

SYMPTOM(s)

Customer Complaint(s):

- Wind noise through cab entry door
- Flutter sounds near top of cab entry door
- Water intrusion through top seal of cab entry door

SERVICE PART(s) INFORMATION

Kit Description	Part Number	Quantity Required	Ordering Instructions
Shim Kit*	2587820C91	1 kit per door	Order from Navistar
Commercial Body Shim Kit	Various based on manufacturer	1 kit may cover many doors	Order Locally

* The International shim kit contains an instruction sheet, one 1.5mm shim and three 0.5mm shims. This kit has the recommended parts; only use alternates if the Navistar kit not available through PDC.

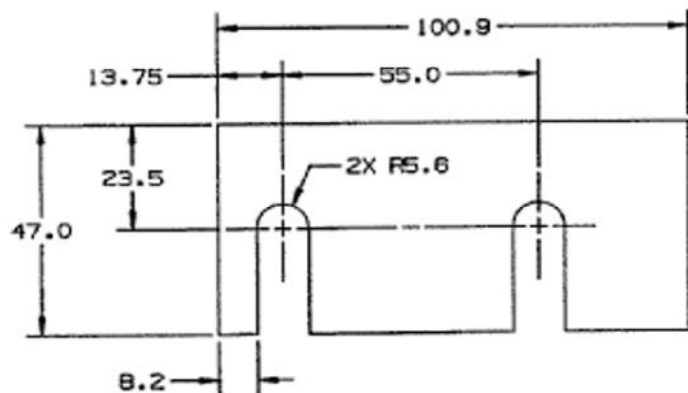
Note: If the PDC does not have inventory of the International Shim Kit listed above. Try one of these 2 options:

1. Purchase or use a body shim kit that contains shims of similar thickness. (1/64" Thick and 1/16" Thick). Use shims one at each bolt location per hinge in place or one custom shim per hinge.

Example of a Body Shim Kit with Assorted Shims:



2. If your shop has the capability; fabricate the required shims using the following dimensions per the thicknesses listed above.



REPAIR STEP(s)

1. Inspect the primary (Figure 1, Item 3) and secondary (Figure 1, Item 1) door seals. Ensure they are seated down completely. If there is any visible damage or waves, adjust or replace as necessary.
2. Inspect the door to ensure proper positioning and flushness within the door frame. Refer to the specific cab service manual under "Adjustments: Cab Door" (general information), "Adjustments: Door Hinge" (affects door positioning), and "Adjustments: Striker Pin" (affects door flushness).
3. After replacing or adjusting any of the parts in steps 1 or 2, remove the primary door seal (Figure 1, Item 3).
4. While closing the door, place a dollar bill or similar size/shape piece of paper between the secondary door seal (Figure 1, Item 1) and the door (Not Shown) at the base of the A-pillar where the secondary door seal starts/terminates just above the upper door hinge (Figure 2, Item 1).
5. Slide the dollar bill up and along the door all the way back to the upper rear corner of the door.
6. If the dollar bill does not slide freely, there is proper contact between the door and seal and no shimming is required. Reinstall the primary door seal (Figure 1, Item 3), ensuring that it is completely seated all the way around the door perimeter. The job is complete.
7. If the dollar bill slides freely, there is not a proper amount of contact between the door and the door seal. Continue below.
8. Loosen the lower A-pillar door hinge bolts (Figure 2, Item 3).
9. Insert the thickest shim (1.5mm) between the cab hinge pillar (Figure 2, Item 4) and the lower door hinge (Figure 2, Item 2). Position the shim with the long "ear" forward so the shim is completely covered by the hinge.
10. Retighten the lower hinge bolts (Figure 2, Item 3) to 19.6 - 24.0 N-m (14.5 - 17.7 Lbf-ft).
11. Repeat steps 4-10 using the 0.5mm shim until the issue is resolved. Do not use more than one shim kit on each door (total shift of 3.0mm).

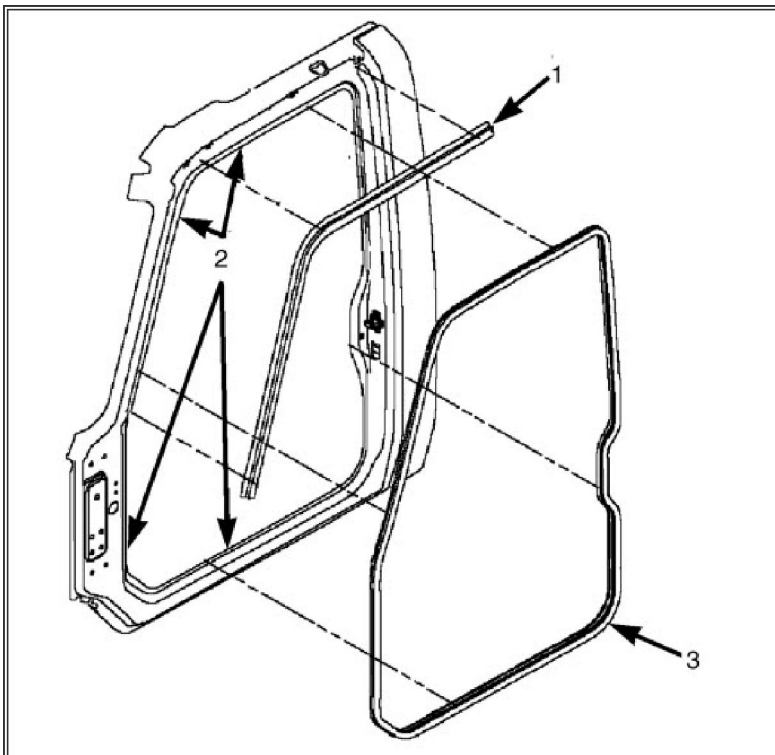


Figure 1: Door Seals

Item 1: Secondary Door Seal

Item 2: Weather Seal Flange

Item 3: Primary Door Seal

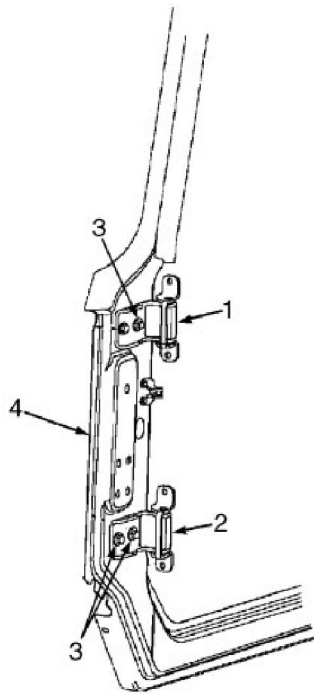


Figure 2: Door Hinges

- Item 1: Upper Door Hinge
- Item 2: Lower Door Hinge
- Item 3: Hinge Mounting Bolts
- Item 4: Cab Hinge Pillar

WARRANTY INFORMATION

Warranty Claim Coding:

Group:	16012
Noun:	130

Standard Repair Time(s):

Step	Description	SRT Link	Hours
	Door Adjustment Procedure	A16-T1 (SRT to publish with August 2014 release)	0.7

Hide Details

Feedback Information

Viewed: 1532
 Helpful: 21
 Not Helpful: 5

No Feedback Found