

FLA COE
 FLB COE
 FLD Conventional
 Business Class
 FLC 112 Conventional

Century Class Conventional
 Argosy
 Cargo
 Columbia
 122SD and Coronado

Business Class M2
 > Cascadia
 108SD/114SD
 > New Cascadia

**Freightliner
 Service Bulletin**

General Information

A water leak in the seams between the cab roof and cab side wall or back wall can result in water becoming trapped in the upper A-pillar area in some Cascadia and New Cascadia vehicles. This water may migrate inside the cab and eventually spill through the marker light fastener clearance holes and drip on the dash. See [Fig. 1](#).

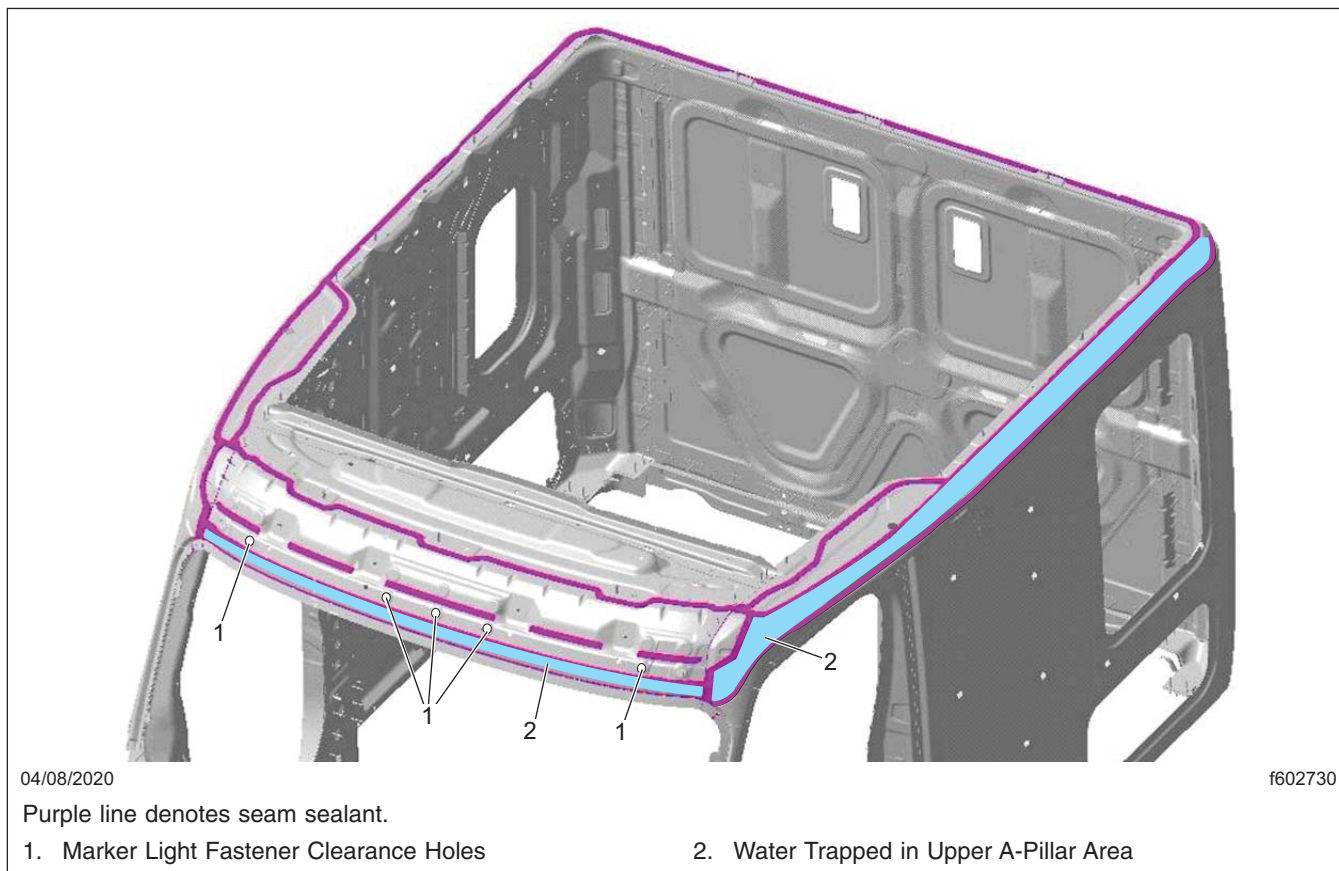


Fig. 1, Water Collection Areas and Paths Into Cab

If water is dripping on the dash and no other leaks can be found, follow these instructions to check for and drain the collected water and create a path to drain any future water intrusion.

Parts

Parts Table	
Part Number	Description
48-25136-008	SIKAFLEX 295UV, BLACK

Table 1, Parts Table

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Work Procedure

1. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
2. Use a pick or knife to make a hole in the seam sealant an inch or two above the windshield gasket on each upper A-pillar to inspect for water that may have collected there. See [Fig. 2](#).



Fig. 2, Draining Collected Water

- 2.1 If no water is found, stop and reseal the hole using Sikaflex 295UV sealant following the directions in step 5. Continue testing using the instructions in Section 60.05, Subject 100, of the applicable vehicle workshop manual.
3. If water is found in the A-Pillar, partially remove the windshield locking strip in the upper corners of windshield so the gasket flange can be pulled back.
Instructions for removal of the windshield locking strip can be found in the Section 60.02, Subject 100 of the applicable vehicle workshop manual.
4. Using a box knife, razor, pick, and/or pliers, remove approximately 1-1/2 in (4 cm) inches of the seam sealant along the downward curve of the cab roof toward the windshield to drain the water. See [Fig. 3](#).

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Fig. 3, Seam Sealant Opening and Area to Cut

5. Reseal the seam using Sikaflex 295UV sealant, leaving the bottom of the seam that will be hidden by the windshield gasket flange open to drain future water intrusions:
 - 5.1 Tape off the cab above and below the seam to keep sealant off the cab paint.
 - 5.2 Apply sealant, holding the sealant gun at an 60–80 degree angle to the cab to push sealant into the gap.
 - 5.3 Using gloved fingers, press the sealant into the seam, gathering up excess sealant as you move down the cab. See [Fig. 4](#). Be careful not to seal the drain opening. See [Fig. 3](#).

60-167

Draining Water Trapped in the Upper A-Pillar

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Fig. 4, Pressing Sealant into Seam

- 5.4 Unmask the seam.
- 5.5 Carefully remove excess sealant from the cab surface using isopropyl alcohol.
6. Install the windshield locking strip.

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 2](#) for OWL VMRS codes and labor allowance information. Enter this service bulletin number in the *Service Bulletin #* field.

OWL VMRS Codes and Labor Allowance					
Primary Failed Part	Component Code	Cause Code	SRT Code	Description	Time: Hours
48-25136-008	053-999-076	12	827-5001A	DRAINAGE, SEAL, CORNER OF WINDSHIELD AND ROOFCAP, CREATE (SB60-167)	0.9

Table 2, OWL VMRS Codes and Labor Allowance