



**Countries:** CANADA, UNITED STATES, MEXICO, PUERTO RICO  
**Availability:** ISIS, FleetISIS, IsSIR  
**Major System:** CAB / SLEEPER / HOOD  
**Current Language:** English  
**Other Languages:** NONE  
**Viewed:** 1076

**Document ID:** IK1600251  
**Revision:** 2  
**Created:** 3/15/2019  
**Last Modified:** 3/17/2022  
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Coding Information

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**Title: Water Leaks Past Plastic Vapor Barrier Sheet in the Inner Cavity of the Cab Entry Door**

**Applies To: Any Cab Entry Door on LT, RH, HV, MV, LoneStar, New Steel Cab HX**

## **CHANGE LOG**

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

03/16/2022 - Added HX-Steel Cab and Updated front door service part info.  
11/12/2019 - Added options to repair the seal bead in addition to replacing the entire plastic barrier.  
04/01/2019 - Initial Article Release.

## **DESCRIPTION**

This document will guide the user through the repair and/or replacement of a plastic vapor barrier sheet seal on the cab entry doors. This article discusses three options to complete the repair.

To repair an undamaged plastic vapor barrier seal verses replacing it:

1. Repair the original seal bead with alcohol and a heat gun on trucks built prior to the following dates based on the plant the truck was built at; these seal beads are heat activated adhesive.

A. If the truck was built at the Springfield Ohio Plant (SAP) prior to 08/10/2020 use of a heat gun is required to remove or repair the seal bead.

B. If the truck was built at the Escobedo, MX Plant (EAP) prior to 06/29/2020 use of a heat gun is required to remove or repair the seal bead.

2. Add a 2nd seal bead of Butyl tape next to the original seal bead for any build version regardless of build date.

3. Replace the entire vapor barrier. The service part will have seal beads that are either heat activated or pressure sensitive Butyl based on the P/N listed in the table below

## **SYMPTOM(s)**

Water is found on cab floor near or at the threshold and/or floor just below the inside of a cab entry door. (may occur at any door location)

**Customer Observations or Concerns:** Customer complains of wet flooring or water present at or near the entry threshold. Water may be dripping from between the metal door panel and the interior door trim panel.

**Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):** N/A

There are no DTCs for this condition. FCAP does not apply for this condition.

## **SPECIAL TOOL(s) / SOFTWARE**

Special tools are not needed or required for this service repair.

Tool Description	Tool Number	Comments	Instructions
N/A	N/A		

## **SERVICE PARTS INFORMATION**


Replacement plastic vapor barriers are available through the service parts warehouse. The front door service parts listed below are interchangeable for the same side. The only difference is the type of seal bead adhesive on them. You will only need one or the other Part Number not both.

**Note:** The new pressure sensitive Butyl seal barriers may not be available as a service part until late 2022.

**Note:** The heat activated seal barriers can be used on all trucks regardless of build date.

Part Description	Part Number	Quantity Required	Notes
Front Driver Cab Door - Plastic Water Shield	4053425C2 (Heat Activated Seal)	1	All Cabs
	4217643C2 (Butyl Seal)		
Front Passenger Cab Door - Plastic Water Shield	4053426C1 (Heat Activated Seal)	1	All Cabs
	4217644C1 (Butyl Seal)		
Left Rear Cab Door - Plastic Water Shield	3713540C2 (Heat Activated Seal)	1	Crew Cabs
Right Rear Cab Door - Plastic Water Shield	3713541C2 (Heat Activated Seal)	1	Crew Cabs

## **DIAGNOSTIC STEP(s)**

 <b>WARNING:</b>
Be sure to wear proper safety gear whenever servicing a vehicle

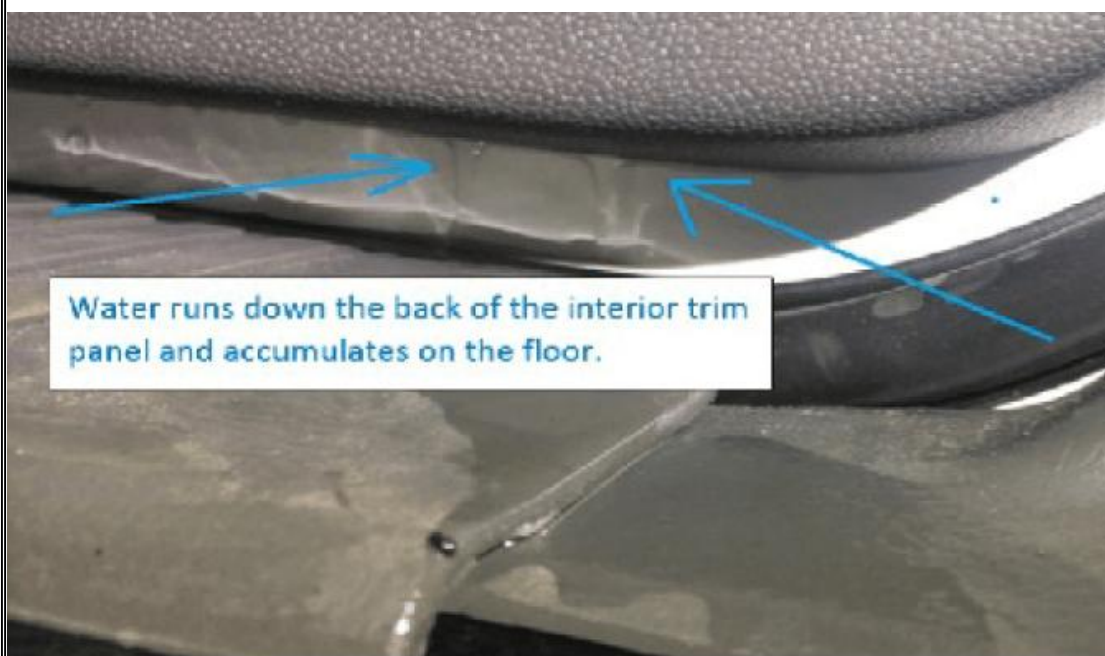
<b>CAUTION:</b>
When working with running water to conduct leak testing; floors and other surfaces may become slippery when wet. Use caution when working on or near wet surfaces.

Step	Action	Decision
1	<b>DIAGNOSTIC:</b> <ul style="list-style-type: none"> <li>Is water dripping or present at or near cab threshold during water testing?</li> <li>Is the Cab floor wet near the door after water testing?</li> </ul>	<b>Yes.</b> Remove interior trim door panel and inspect the seal bead holding the plastic

Water runs down the back of the interior trim panel and accumulates on the floor.



Water runs down the back of the interior trim panel and accumulates on the floor.



vapor barrier to the door panel at each opening for proper adhesion to metal door panel. Water can be poured at base of the outer door window to observe if water leaks past seal bead at any given location. (See photos)

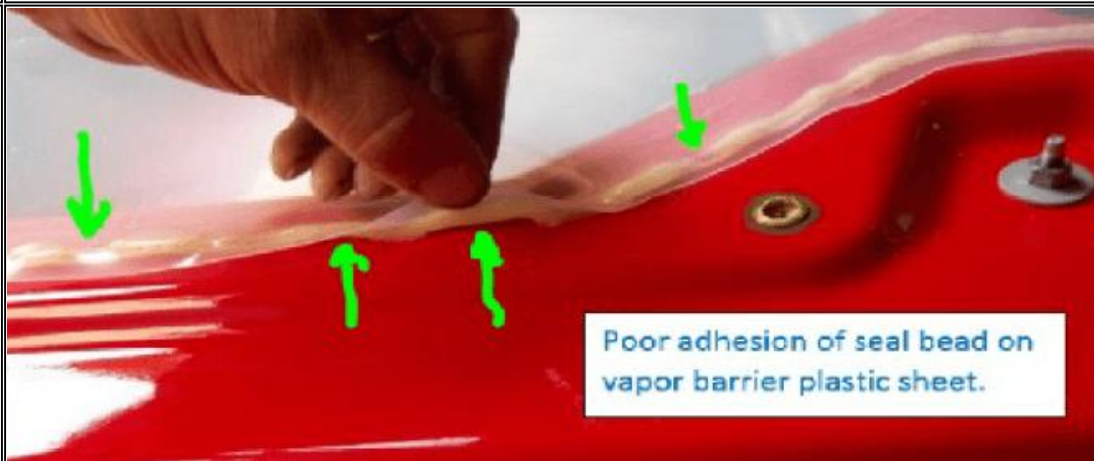
Note: The seal bead not adhered to the metal panel may be hard to see so using water at time of evaluation is preferred to confirm seal integrity.

**No.** The vapor barrier is properly sealed. No further action is required.

**Step** Inspection for seal bead adhesion to metal door panel

**Procedure**

2



1. Check for adhesion of the seal bead around the area where water is leaking or dripping

2. Slightly lift plastic vapor barrier all around each sealed location to check for adhesion to metal door panel.

Note: If the areas of the bead that are not adhering are minor the seal bead can be cleaned and resealed or an additional bead of Butyl seal tape can be added.



## **REPAIR STEP(s)**

Once it has been determined the vapor barrier seal is bad; there are three options to complete the repair:

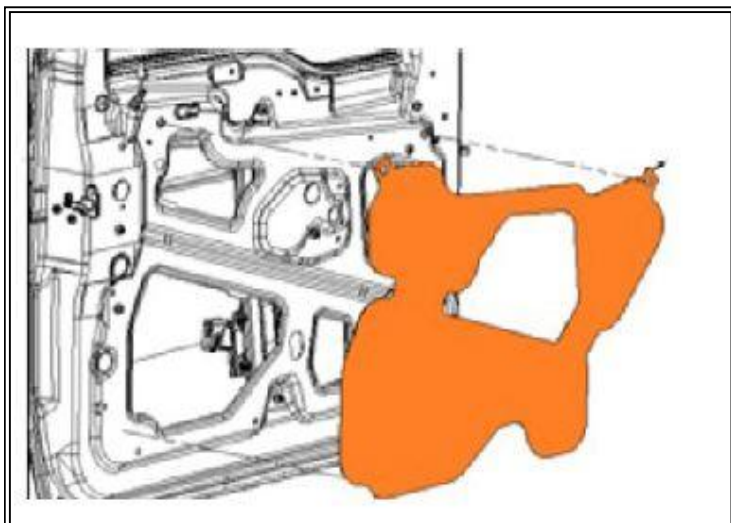
1. Clean the area where the current seal bead is not making contact to the door with isopropyl alcohol. Slightly heat the current seal bead in that area to approximately 80 degrees F and roll it tight to the door with a wooden roller by applying at least 2.5PSI of pressure while rolling the seal bead. (Note: If the plastic vapor barrier is damaged, ripped, torn, or has a hole use option 3 to replace the entire plastic sheet)  
to replace the entire plastic sheet
2. Apply a bead of Butyl sealant similar in size to the current seal bead just along the outer edge of the current seal bead. (making a double bead) Roll the Butyl sealant bead with a wooden roller to compress the seal so it bonds to both the plastic barrier and the inner door panel. (Note: if the plastic vapor barrier is damaged, ripped, torn, or has a hole use option 3 to replace the entire plastic sheet)



**Sample image of Butyl Sealing Tape**

3. Replace the entire plastic vapor barrier with a new plastic vapor barrier from service parts. (If this option is used; follow the procedure below)

The new barrier will come from the PDC with the sealant bead already adhered to the plastic sheet. Reference Fig 1.



**Figure 1: Placement of New Vapor Barrier**

#### REMOVAL PROCEDURE:

**STEP 1:** Remove the old barrier and all sealant residue. Using a heat gun to heat the vapor barrier sealant to ~80°F will aid in removal.

**STEP 2:** Clean door panel with alcohol to promote proper adhesion of new seal bead. See Fig 2.



**Figure 2: Cleaning the Door Panel of Old Residue**

#### INSTALLATION PROCEDURE:

**STEP 1:** Align the position of new plastic vapor barrier onto the door using the circular alignment features on the door panel. (See Figures 3 & 4.)





**Figure 3: Door Alignment Features for Placing Barrier Sheet in proper location.**



**Figure 4: Plastic Vapor Barrier aligned and in place.**

**STEP 2:** Installing new service part (Vapor Barrier Plastic Sheet) onto the door. The new part needs to be fully wetted to the metal door panel to properly seal out water. Depending on the service part (or seal bead) used follow these guidelines:

A. For heat curing seal beads apply heat & pressure (2.5 PSI Min) to the sealant bead with a roller while it is still heated to ~80°F. (See Figure 5.)

B. For pressure sensitive Butyl seal beads apply pressure (2.5 PSI Min) to the sealant bead with a roller to wet the entire bead to the door panel. (See Figure 5.)

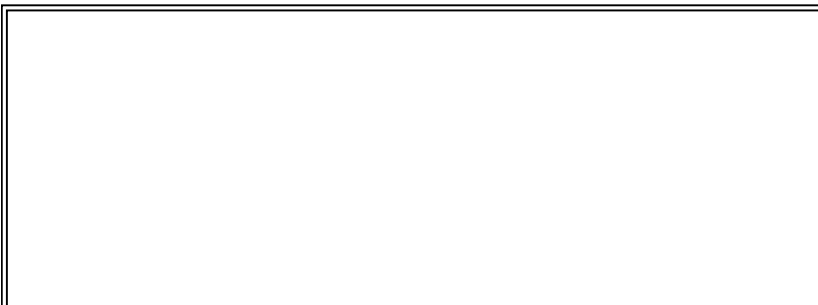




Figure 5: Rolling new sealant to door panel for proper adhesion

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## **WARRANTY INFORMATION**

### **Warranty Claim Coding:**

Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

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## **STANDARD REPAIR TIME(S)**

### **Standard Repair Time(s):**

Refer to the [SRT Manual](#) for Repair Times

Note: At the time of publication, there was not a specific SRT for this repair. Refer to LT-16-5345A, Steps 1 thru 14 and steps 24 thru 32 for disassembly & reassembly.

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## **OTHER RESOURCES**

[Master Service Information Site](#)

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