

IMPORTANT WINDSHIELD REPLACEMENT INFORMATION FROM YOUR PARTNERS AT COACH GLASS



STRUCTURALLY COMPROMISED OR OUT-OF-SQUARE WINDSHIELD OPENINGS:

Class A Motorhomes with wind-whistles or popped-out windshields commonly have structurally compromised or out-of-square windshield openings. In some cases, the coach may have gotten into a twist causing the windshield to break or pop out. Installing a windshield in a structurally compromised or out-of-square opening will result in repeated problems and will not solve the underlying issue.

Before reinstalling a replacement windshield, we recommend confirming that the coach is sitting with a square opening. To do this, ensure the coach is sitting on level ground at ride height and measure diagonally across the windshield as depicted in the photo above. Ideally, the diagonal measurements should be within 3/8" difference or less before reinstalling a replacement windshield. Having more than 1/2" difference in diagonal measurements is generally the core issue of an improper fit of the windshield.

INDICATIONS OF AN OUT-OF-SQUARE OPENING:

- ♦Wind whistle around windshield
- ♦Windshield is popped out and will not go back in (i.e. the fit is "too tight")
- ♦The outer lower passenger corner is bulged out with deformed gasket
- ♦Two-piece windshields may have a gap at the bottom where the two windshields meet in the center

STRESS CRACKS AND POPPED OUT WINDSHIELDS:

Replacing a stress cracked or popped out windshield may not fix the core issue. This type of damage is frequently caused by structural problems or a lack of structural integrity. When replacing stress cracked or popped out windshields, keep written documentation (including diagonal measurements) and photographs as supporting evidence of a pre-existing structural problem.

HOW STRESS CRACKS OCCUR:

- ♦Over time, the crown of the road can cause motorhome roofs to lean to the passenger side.
- ♦Driving on off-camber roads and steep angled surfaces can rack, or twist, the chassis/frame.
- ♦Improper use of levelers can twist the chassis and coach body.
- ♦Levelers and air bags leaking down can twist the windshield opening out-of-square.
- ♦Strong crosswinds against the driver's side can push the roof toward the passenger side.
- ♦Spraying cold water onto a windshield with small chips, or a small crack, on a hot day.
- ♦Gluing glass to a rusting metal surface (i.e. rust blistering under the glass).
- ♦Driving over road hazards such as pot holes, railroad tracks, dips etc.
- ♦A tire blow out (particularly a front tire).

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COMMON SCENARIOS THAT MAY CAUSE WINDSHIELD ISSUES OVER TIME:

- ♦ Leaving the windshield out of a motorhome for an extended period of time can cause the roof to sink/sag.
- ♦ Windshield openings may flex enough to pull the two layers of glass apart (mainly glue-in windshields).
- ♦ Moisture may seep into the vinyl between the two layers of glass (windshield becomes cloudy/opaque).
- ♦ Excessive weight on the roof can push down on the windshield. Overloaded overhead cabinets with TV's tend to make the gasket roll off the windshield opening.
- ♦ Improperly or irregularly cut windshield openings (usually cut too big).
- ♦ Poorly prepped glue-in windshields often detach from the opening.

VISUAL INDICATORS OF STRUCTURAL PROBLEMS:

- ♦ Windshield popped out on any corner of the glass.
- ♦ Windshield cracked with no impact in the apex of the glass radius.
- ♦ Glass bulging; typically on the outer passenger lower or driver upper corner. This could also indicate an out of square issue.
- ♦ Motorhome leans hard to one side indicating potential suspension defects. Broken Mor-ryde support, leaking air bags or collapsed leaf springs can rack the chassis and twist the body.

POTENTIAL SOLUTIONS FOR OUT-OF-SQUARE OPENINGS:

- ♦ Repair the suspension problem to prevent the coach from twisting.
- ♦ Square the opening and reinforce the framework to help it stay square.
- ♦ Square the opening and reinforce the fiberglass cap with additional fiberglass.
- ♦ Cut the windshield to fit the out-of-square opening. This may require cutting a taper where the two windshields meet or grinding the outer driver upper corner.
- ♦ Trim the fiberglass pinch weld lip to fit the glass.
- ♦ Square the opening by lifting individual outside corners of the motorhome. Body shops have ways to do this with porta power jacks from the outside of the coach. Install the glass while the opening is held square; glue the windshield to the gasket and then glue the gasket to the body. Leave the coach untouched for 24 hours (or longer in low-humidity areas) to let the sealant completely cure before moving. *This is a short term repair.*

ADDITIONAL INFORMATION:

- ♦ In an effort to avoid twisting the top of the cap, Class A Motorhome manufacturers often install windshields into a cap and then install the complete unit on the motorhome.
- ♦ It is not uncommon to hear of a cap's upper corner being pushed too far onto the body during installation. This type of issue may require body work to repair.
- ♦ Collision body work around the windshield opening can alter the contour/shape creating a poor fit. Best practice is to have a windshield on hand to test fit during the repair process.