



Technical Service Bulletin

94 Moisture accumulation in headlights

94 13 11 2028277/6 March 6, 2013. Supersedes Technical Service Bulletin Group 94 number 13-01 dated January 2, 2013 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Q7	2010	All	Not Applicable
	2011	All	
	2012	All	
	2013	All	
	2014	All	

Condition

REVISION HISTORY		
Revision	Date	Purpose
6	-	Revised <i>Service</i> (added information on vent tube)
5	1/2/2013	Revised <i>Service</i> (added air duct install) Revised <i>Warranty</i> Revised <i>Required Parts and Tools</i>
4	11/21/2012	Revised <i>Service</i> Revised <i>Warranty</i> Revised <i>Required Parts and Tools</i> Revised Header data (added model years)
3	10/24/2012	Revised <i>Required Parts and Tools</i> Revised <i>Production Solution</i>
2	3/1/2012	Revised <i>Service</i> Revised <i>Required Parts and Tools</i>
1	12/20/2011	Original publication

- There is considerable moisture present in the headlamp (Figure 1).
- The moisture disappears only after extended drives (greater than 10 minutes).
- There is no external damage to the headlamp which could introduce moisture.



Figure 1. Moisture in headlamp.

Technical Background

Humid air settles on the inside of the glass, causing moisture to appear on the inside of the headlamp lens.

Because of the headlamp circulation system, outside air is allowed to flow through the headlamps. The open, water-protected ventilation system (needed for pressure compensation) creates different “climate zones” inside the headlamp, where the lens is either warmed up by the light or cooled down by passing air.

When high air humidity and temperature differences exist between the inside of the headlamps and the outside, condensation can form on the inside of the lens, especially in cold and wet weather. This moisture buildup can happen, for example, after a car wash, after steam cleaning of the engine or the front end, or after overnight temperature changes.

This condition is more easily visible with headlamps made from clear glass. The moisture is an optical condition which does not affect the headlamp function (light performance) and does not lead to corrosion or damage of the internal headlamp parts.

This condition is common to all exterior vehicle lights, and can occur on every headlamp, fog lamp, or rear lamp.

Production Solution

- Optimized headlamp ventilation hose placed into production for all xenon headlamps.
- Charge air ducts placed behind intercoolers.

Service

1. Remove the headlamps and dry the inside using compressed air or a hot air blower. Check for any loose caps, loose or unsealed control modules, or cracks in the headlamp housing(s) as the culprit of moisture exposure.
2. If the vehicle's build is prior to VIN # *CD004736 and the updated ventilation hoses are not currently installed, replace the headlamp ventilation hose for each headlamp with the new part number to help reduce any further humidity ingress into the headlamps (see *Required Parts and Tools*, below). Otherwise, proceed to step 3.



 **Tip:** The updated ventilation hose can be recognized by the integrated filter (Figure 2, arrow).



Figure 2. Updated ventilation hose with integrated filter.

 **Tip:** The updated ventilation hose is not connected directly to the headlamp housing. The hose routes downward from the headlamp carrier and between the radiator and bumper (Figure 3, arrow).

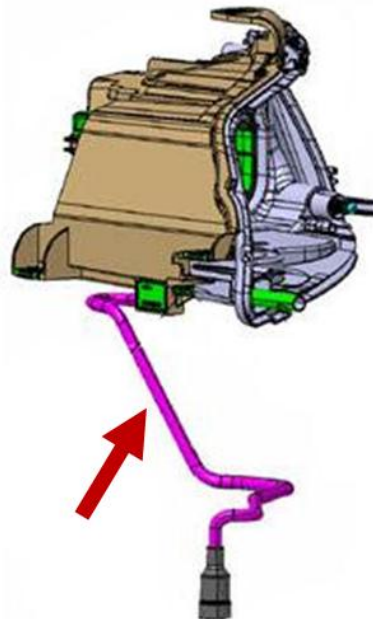


Figure 3. Mounting of updated ventilation hose.

- Cut two sections of butyl cord sealant, each 8cm long (Figure 4).

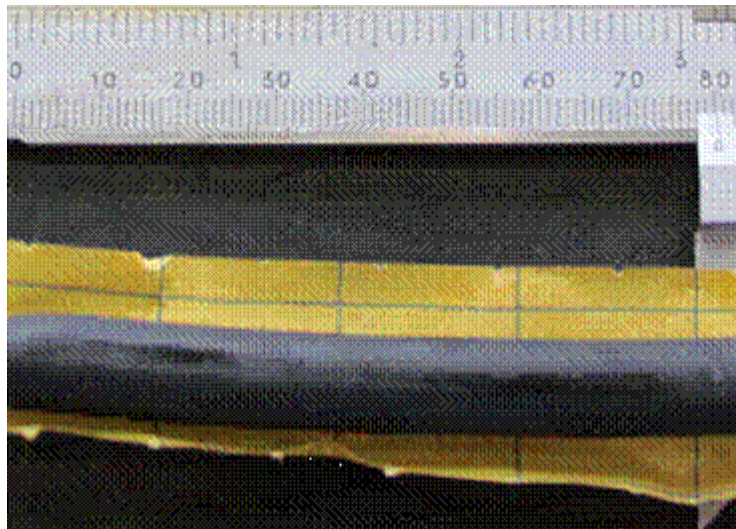


Figure 4. Butyl cord sealant, 10mm diameter

- Each headlight ventilation guide tube must be sealed to protect against further moisture ingress (Figure 5).

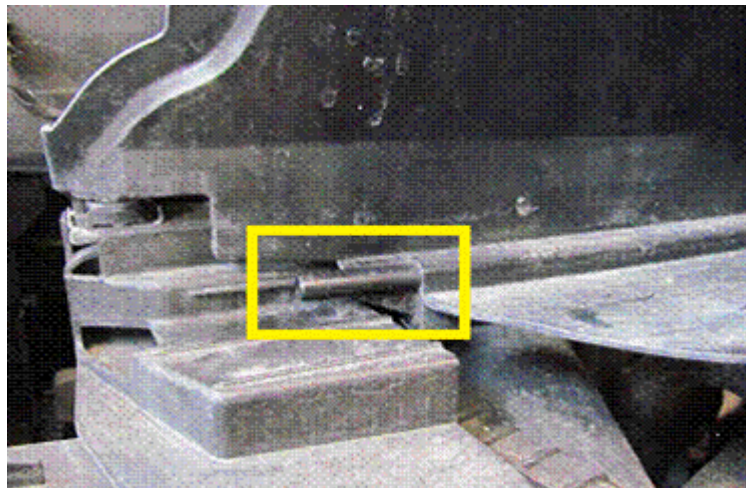


Figure 5. Headlamp ventilation guide tube.

5. Wrap butyl cord sealant around the left and right ventilation tubes, taking care not to block the air passage tube (Figure 6).

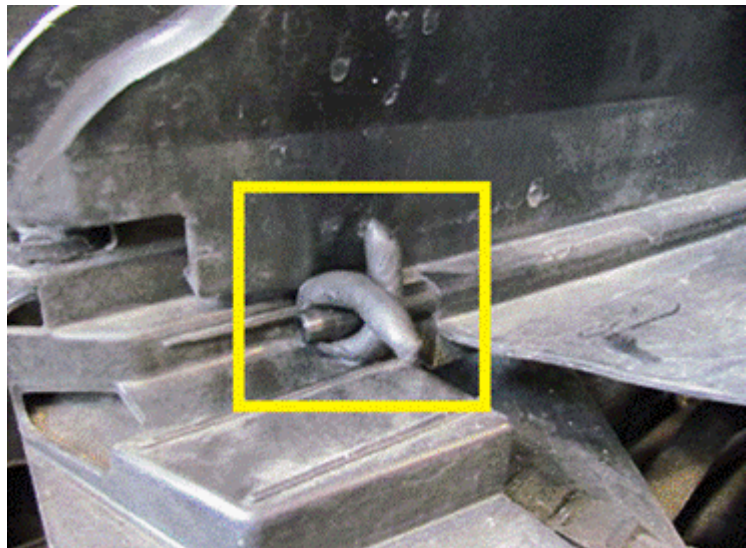


Figure 6. Initial butyl cord shown on guide tube.

6. Knead the butyl cord sealant in place. The butyl sealant must be excessive enough so that the headlamp housing squeezes it and creates a robust seal at the housing (Figure 7).

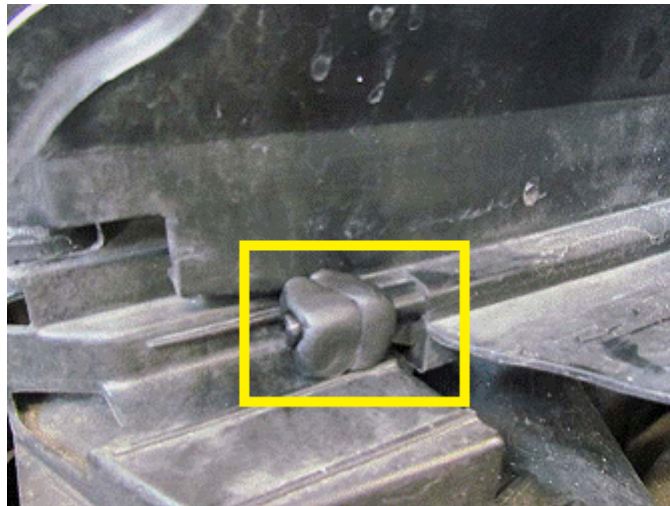


Figure 7. Butyl cord kneaded in place.

7. Leave an uncovered section of the air tube so that there is no chance the sealant will clog the air passage tube (Figure 8).

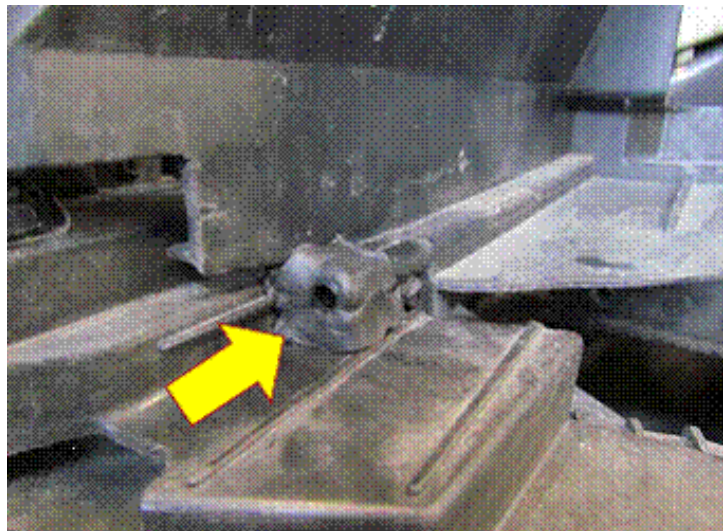


Figure 8. View of direction of headlamp engagement, with appropriate butyl cord application.

8. Reinstall headlamps. The headlamp housings will take more force than usual to install, as the butyl must be compressed down and backwards.



Tip: When installing the headlamp, do *not* work back and forth during reinstallation, as this will disrupt the butyl seal. If the seal does get disrupted, remove the headlamp completely and knead the sealant back in place to ensure a good seal.



Tip: If the headlamps were removed after the butyl cord was already installed from a prior procedure, remove the old sealant and replace with new sealant.

9. Check vehicle for left and right air ducting for exiting air behind charge coolers. Vehicles built from June 2010 will not have these exit air ducts installed. Check vehicle regardless of build date. If air ducts are not installed, continue with steps 10 – 14. Otherwise, proceed to step 15.

10. Remove front wheels and wheel housing liners. The rear of the charge air coolers will be exposed (Figure 9).



Figure 9. View of charge air cooler with wheel well liner removed.

11. Locate exit air duct attachment hooks on the left and right air charge coolers (Figures 10 and 11).



Figure 10. Lower exit air duct attachment point to charge air cooler.



Figure 11. Upper exit air duct attachment points to charge a cooler.

12. Affix left and right exit air ducts over the rear of the charge air coolers (Figure 12).



Figure 12. Charge air cooler exit air duct installed.

13. Inspect exit air duct attachment points to be sure that ducts are engaged properly over charge air cooler hooks (Figure 13).



Figure 13. View of exit air duct affixed to mounting hook.

14. Reinstall wheel well liners and wheels.
15. Please inform the customer the new ventilation hoses and sealant are only to help reduce the moisture condition, but will not eliminate the condition completely. Moisture in the headlamp lens is normal and can occur even with the improved filtration.

Technical Service Bulletin



Warranty

Claim Type:	Use applicable claim type. If vehicle is outside any warranty, this Technical Service Bulletin is informational only.		
Service Number:	9415		
Damage Code:	0010		
Labor Operations:	Remove and reinstall both headlamps	9415 2001	50 TU
	Modify both headlamps and mounting	9415 5099	40 TU
	Installation of left and right air ducts	6616 2000	110 TU
Diagnostic Time:	GFF – Checking and clearing fault codes included in existing labor operations	No allowance	0 TU
	Road test prior to service procedure	No allowance	0 TU
	Road test after service procedure	No allowance	0 TU
	Technical diagnosis at dealer's discretion (Refer to Section 2.2.1.2 and Audi Warranty Online for DADP allowance details)		
Claim Comment:	As per TSB #2028277/6		

All warranty claims submitted for payment must be in accordance with the *Audi Warranty Policies and Procedures Manual*. Claims are subject to review or audit by Audi Warranty.

Required Parts and Tools

Part Number	Part Description	Quantity
4L0941717A	Left Headlamp Ventilation Hose	1 (if necessary)
4L0941718A	Right Headlamp Ventilation Hose	1 (if necessary)
AKD49701004R10	Butyl Cord Sealant	0.1
7L0117339	Left charge air cooler exit duct	1 (if necessary)
7L0117340	Right charge air cooler exit duct	1 (if necessary)

Additional Information

The following Technical Service Bulletin(s) will be necessary to complete this procedure:

- TSB 2012749, *94 Exterior lights, moisture accumulation*

All parts and service references provided in this TSB are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.