

Condensation and Possible Water Entry Points in Headlamp Assemblies

54-251

FLA COE
FLB COE
FLD Conventional
Business Class

FLC 112 Conventional
Century Class Conventional
Argosy COE
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> Columbia
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**Freightliner
Service Bulletin**

General Information

Discoveries of water condensation inside headlamp assemblies have led to a number of warranty claims. While these claims are based on a belief that the assemblies are defective, in certain climatic conditions it may be normal for a small amount of moisture to condense on the inside of the lens; illuminating the headlamps for 30 minutes should evaporate the condensation.

If excessive moisture is found in a headlamp assembly, check the following before submitting a claim:

- Verify that there are two rubber plugs installed in the headlamp assembly as shown in [Fig. 1](#). Note that there are three other, similarly-sized round holes in the headlamp assembly which are closed and do not need plugs; see [Fig. 2](#).
- Verify that the bulb access cover (see [Fig. 1](#)) is attached securely to the headlamp assembly housing.
- On some headlamp assemblies, there is a vent (see [Fig. 1](#)) on the bulb access cover. If the cover is vented, verify that the vent holds fast to the cover and is not loose or poorly adhered.
- Verify that the electrical connectors for the turn signal and headlights have seals; see [Fig. 3](#). Missing or damaged seals can allow moisture into the headlamp assembly.

Warranty

This bulletin is informational only. Warranty does not apply.

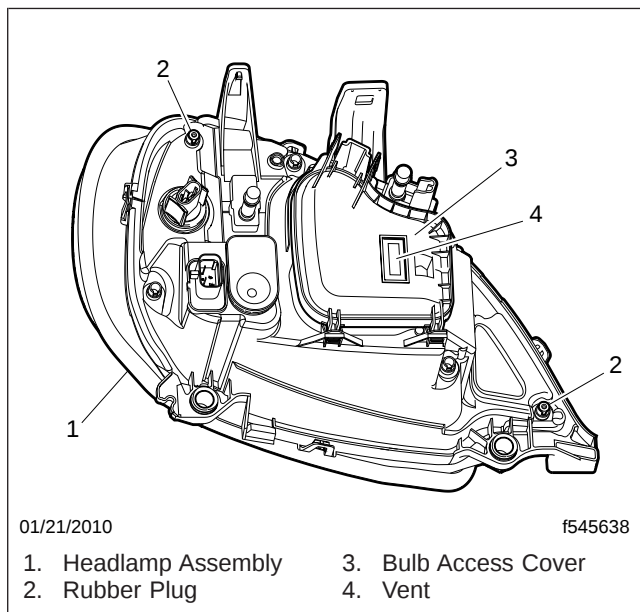


Fig. 1, Water Protection Points

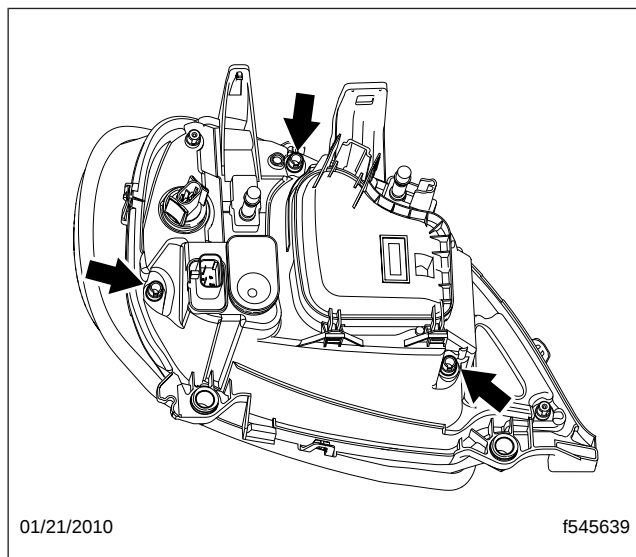


Fig. 2, Closed Holes, No Plugs Needed

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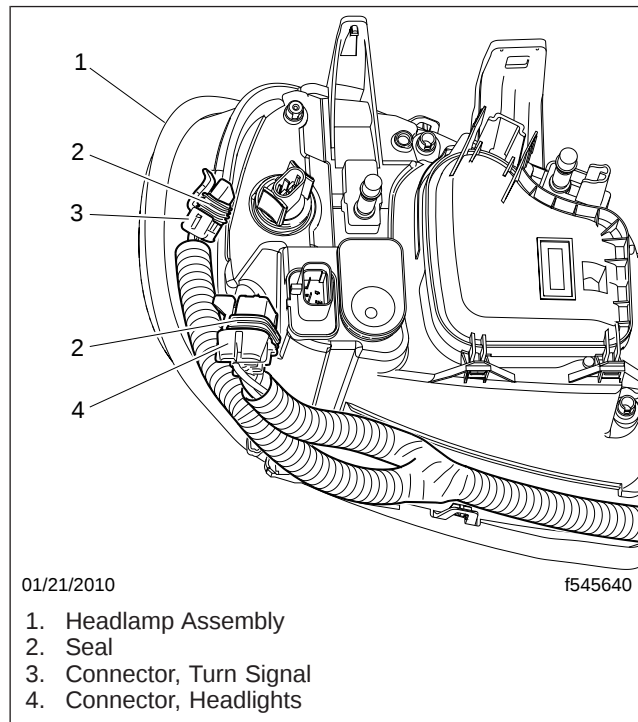


Fig. 3, Seals on Connectors