STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Headlamp and Tail Lamp Condensation Clearing Procedure

REFERENCE:	**TSB:** 08-157-24 **GROUP:** 08 - Electrical	**Date:**	July 10, 2024	**REVISION:**	-
VEHICLES AFFECTED:	**2023 - 2024 (GC) Alfa Romeo Tonale** **2023 - 2024 (GG) Dodge Hornet**			**MARKET APPLICABILITY:** ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH	
CUSTOMER SYMPTOM:	**Some customers may report that on occasion, vehicle exterior lamp assemblies are fogged with a light layer of condensation on the inside of the lenses.**				
CAUSE:	**Headlamp and tail lamp assembly condensation**				

DISCUSSION:

This Technical Service Bulletin (TSB) is to communicate the procedure for headlamp and tail lamp assembly condensation clearing.

STANDARD PROCEDURE - Lamp Lens Defogging:

NOTE: Figures are not specific to vehicle and only used for showing if the lamp assemblies are either good or bad, per the TSB.

Customers may report that on occasion, vehicle exterior headlamp and tail lamp assemblies are fogged with a light layer of condensation on the inside of the lenses Fig. 1.

This may be reported after the headlamp and tail lamps have been turned on and brought up to operating temperature, turned off and then rapidly cooled by cold water (such as rain, or the water from a vehicle wash). Lens fogging can also occur under certain atmospheric conditions after a vehicle has been parked outside overnight (i.e. a warm humid day followed by clear cool night).

This will usually clear as atmospheric conditions change to allow the condensation to change back into a vapor. Turning the headlamp ON will usually accelerate this process.

Fig. 1
Fogged Headlamp And Tail Lamp Assembly Examples

A headlamp or tail lamp assembly that exhibits condensation/fogging should be evaluated in a service bay environment according to the following steps:

1. Dry all water from the outside surface of the assembly lens.
2. Starting the vehicles engine.
3. Turning ON the vehicle headlamps and the hazard warning flashers.

Evaluation Criteria:

If the condensation/fogging has begun to clear from the headlamp or tail lamp lens with the lamps operating, this indicates the lamp sealing has not been breached, and **the lamp assembly does NOT need to be replaced.**

If the condensation/fogging has not begun to clear with the headlamps and tail lamps operating, or the lamp assembly has large amounts of water droplets visible on most internal surfaces, this indicates a problem with the lamp assembly sealing that has allowed water to enter the assembly. In this instance, the customer is also likely to report that moisture in the assembly is always present and never disappears Fig. 2.

NOTE: Any assembly that exhibits internal moisture permanently, should be replaced.

Fig. 2
Heavy Internal Moisture That Will Not Clear Examples

Most Common Cause For Heavy Non-normal Condensation/Fogging In Headlamp Or Tail Lamp Assemblies:

Damage: Breakage on the assembly housing will allow moisture/water to enter to the assembly (damage, cracks, holes, etc.) Fig. 3. If this is noticed, the Failure Code must be recorded accordingly: **BROKEN OR CRACKED**.

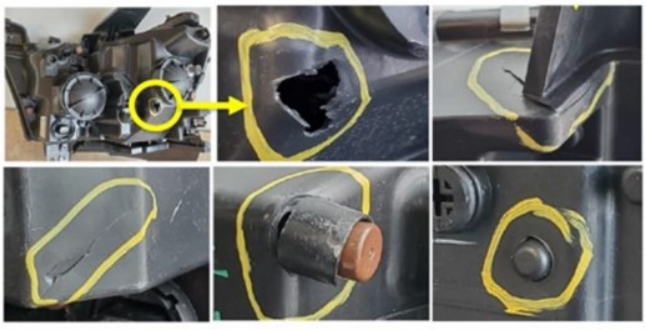

Fig. 3
Cracked, Damaged Or Broken Lamp Assembly Examples

If no obvious causes are observed, proceed using the failure code for leaks and replace the headlamps or tail lamp accordingly. Refer to the detailed service procedures available in DealerCONNECT/Service Library.

POLICY:

Information Only.