Technical Service Bulletin

Topic	New Continental GT/GTC & Flying Spur Front and Rear Exterior Lighting Steamed Up/Leaks
Market area	Bentley: worldwide (2WBE),China 796 VW Import Comp. Ltd (Vico), Beijing (6796)
Brand	Bentley
Transaction No.	2076754/1
Level	EH
Status	Released for publishing
Release date	May 12, 2025

New customer code

Object of complaint	Complaint type	Position
lighting, signaling -> exterior lights -> headlamps	leaks -> water entering	
lighting, signaling -> exterior lights -> headlamps -> headlamp clear-glass lens	component, automotive fluids -> fogged	> no instruction <
lighting, signaling -> exterior lights -> fog lamp	leaks -> water entering	
lighting, signaling -> exterior lights -> fog lamp -> fog lamp diffuser lens	component, automotive fluids -> fogged	

Vehicle data

25MY Continental GT/GTC & Flying Spur

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
Z23*	2025	E		*	*	*
Z24*	2025	E		*	*	*
Z32*	2025	E		*	*	*

Documents

Document name
master.xml
testplan.pdf
checkliste_2017.doc

Condition

Customer statement:

1. The lens of the headlight, front fog lamp or tail light is steamed up/damp from the inside with minor drips.

Figure 1a – Front headlights steamed up/damp from the inside with minor drips

Figure 1b – Rear tail lights steamed up/damp from the inside with minor drips

Important: Observe accounting instructions.

2. Water is in the headlight, front fog lamp or tail light as water marks/large droplets.

Figure 2 – Water is in the headlights as water marks/large droplets.

NOTE: Figure 2 shows an earlier model year and is for reference purposes only.

Workshop findings:

Customer statement for 1 (Figure 1): The lens of the headlight, front fog lamp or tail light are steamed up/damp from the inside with minor drips.

Customer statement for 2 (Figure 2): Water is in the headlight, front fog lamp or tail light as big droplets on the complete lens. There is a

leak on the headlight, front fog lamp or tail light.

Technical Background

This TPI describes the procedure for moisture in the headlights and tail lights.

1. Damp air settles on the inner lens of the headlights, tail lights or fog lamps, with recognisable misting in certain weather conditions

2. There is a leak on the headlights, tail lights or fog lamps. For example through open covers, a damaged seal of the cap or similar.

Production Solution

1. Not affected.

2. Continuous fixing of detected causes.

Service

The following points have to be completed to prevent an unnecessary replacement of exterior lighting and another customer complaint about the exterior lighting:

In the event of a complaint about moisture in the headlights or tail lights we recommend using the checklist and the test plan attached to the TPI, as well as the reference photos, to determine the cause

1. In case of a complaint, the light emission surface on the lens must be clear after a journey of 5-10 minutes with sufficient ventilation (for example country road/motorway) and switched-on dipped beam.

The remaining inside surfaces may still have some condensation on them after the drive; this is not a problem.

The time for the clearing process depends on the outside temperature, the relative air humidity and the vehicle speed (at higher speeds the ventilation of the headlights/tail lights is better).

If this is the case, use the argumentation aid (physical situation) under Customer information.

NOTICE

NOTE: This is normal, in this case, replacement of the headlights/tail lights will NOT fix the problem and lead to a repeat repair.

2. In case of an obvious water ingress/leak (a lot of drips on the inside of the lens, Figure 2) use the test plan attached to establish the cause.

Dry the effected light afterwards with filtered, oil-free compressed air.

In case of water ingress (damaged seal, lens and so on) perform the appropriate repairs according to the repair manual/parts catalogue and check whether the connectors or connections of any control units fitted, are damaged by corrosion.

Ask the customer to keep an eye on the situation. If despite the above repair the customer complains again about leaking headlights, front fog lamps or tail lights and water ingress or lots of drips can still be recognised after the checks (see attached test plan), replace the headlights, front fog lamps or tail lights according to the repair manual/parts catalogue.

The decision whether to replace components of the exterior lighting is yours.

A technical repair enquiry to support the warranty accounting is not effective.

Even after a repair to fix a water ingress/leak, components of the exterior lighting may be steamed-up. The physical steaming-up must not be equated with renewed water ingress (drips in the headlight) and does not justify the replacement of components.

Warranty

- **Components of the exterior lighting submitted under warranty and determined as correct according to the test instructions of the manufacturer will be redebited. As part of the check by the manufacturer a pressure of 30 mbar is applied to the affected component of the exterior lighting and a leakage check performed with a water bath.**

- **A simultaneous complaint on multiple lights because of a leak is very unlikely, as the fitted lights were not installed at the same time, on the same production line or produced at the same location. A parts replacement on both sides would not be effective. In this case please use the customer information below.**

- **The completed checklist (in the attachment) and photos of the complaint must be attached to the sent-in components of the exterior lighting.**

- **If a warranty claim is made, the complaint must be documented (including photos and vehicle identification number).**

- **Relevant photos of the complaint must be attached to every vehicle report.**

Additional Information

Argumentation with LED lights:

When switched on, lights with LED technology do not warm up the lens, as there are no infrared segments in the emitted light. Here only the pressure difference on the vents caused by the driving provides a through-flow and thus a clearing-up. The vents are arranged in such a way that the lens is cleared after driving a few kilometres.

Argumentation with conventional headlights/front fog lamps/tail lights:

There are often complaints about steamed-up lenses on headlights/front fog lamps/tail lights.

Air from outside circulates in ventilated headlights/front fog lamps/tail lights. The open, splash water protected ventilation system (necessary for pressure compensation) leads to different "climate zones" in the headlight/front fog lamp/tail lights. For example very hot sections where the lens is warmed up by the light and relatively cool ones where the lens is cooled down by the air stream.

High air humidity and temperature differences between head/tail light interior and surrounding area (sometimes when driving) can lead to condensation on the inside of the lenses, mainly in winter or in wet weather.

The steaming-up of the headlights/front fog lamps/tail lights can be compared with a steamed-up windscreen but which can be kept clear by the defroster vent.

This can for example occur particularly after driving through a car wash, or during overnight temperature changes.

Particularly in the after-heating phase when the hot engine heats up the back of the headlight/front fog lamp/tail light while the lens is cooled down by fresh air, the slightest humidity settles straight away on the inside of the lens. On lenses with clear glass optics this phenomenon is more recognisable.

The physical steaming-up of the headlights/front fog lamps/tail lights is an optical phenomenon which does not affect the function of the lights (light output). Because of the materials used the steaming-up cannot lead to corrosion in the headlights/front fog lamps/tail lights.

If the headlights/front fog lamps/tail lights are steamed up, the light emission surface on the lens must be clear after a journey of 5-10 minutes with sufficient ventilation (for example country road/motorway) and switched-on dipped beam . It is no problem if the remaining surfaces of the inner lens are steamed-up after a journey.

This phenomenon can occur on every headlight/fog lamp/tail light, as it is physically related.

A replacement of the headlights/front fog lamps/tail lights with physically related steaming-up is not permitted, as this is not a technical fault in the sense of warranty.