

TECHNICAL SERVICE BULLETIN reissue No.JTB00176/2006 10 September 2006

Circulate to:	Service Manager	Parts Manager	Warranty Administrator	Service Reception	Technicians

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This reissue replaces all previous versions. Please destroy all previous versions. Only refer to the electronic version of this TSB in GTR.

This bulletin supersedes TSB XK417-001/2006 dated 08 September 2006, which should either be destroyed or clearly marked to show it is no longer valid (e.g. with a line across the page). Only refer to the electronic version of this TSB in GTR.

Subject/Concern:	Headlamp Internal Condensation
Model:	
The New XK	VIN Range: B00001 Onwards
XF	VIN Range: R00001 Onwards

Markets: All
Section: 417-01 - Exterior Lighting

Summary
<p>This bulletin is for information only, to inform Authorized Repairers of the standards relating to acceptable/unacceptable levels of condensation that may occur in the headlamps.</p> <p>This Version has been issued to add XF vehicles.</p> <p>Cause: The misting is generally caused by natural condensation and can be expected under certain atmospheric conditions. Certain levels of condensation are deemed acceptable by Jaguar.</p> <p>• Incorrect replacement of bulb-covers following bulb replacement can lead to condensation forming. Ensure bulb-covers are correctly installed. If this is determined to be the cause of the condensation, measures should be taken to dry out the lamps and to ensure that the bulb-covers are installed correctly. Condensation levels should be monitored to allow natural dissipation of the condensation.</p> <p>Action: Should a customer express concern relating to the above, this bulletin has been issued to assist Authorized Repairers in providing a detailed explanation relating to Jaguar's standards on this subject.</p>

Service Procedure

Normal condensation is a natural process. Headlamps are vented to alleviate changes in pressure through (XK) two open vents - (XF) four open vents. Atmospheric air contains water vapour referred to as humidity. When this air enters the headlamp under any circumstance, there is a possibility that condensation can occur if the temperature is low enough. When normal condensation occurs, a thin film of mist can form on the inside surface of the plastic lens. The thin mist will clear and exit through the vents during normal operation.

During a period of normal headlamp operation the condensation should dissipate as the lamp heats up. Condensation should typically clear from the function pocket areas of the headlamp lens when the headlamp dip and main beam functions are turned on with the engine running for a 30 minute period. Prior to switching the lamps on ensure that all of the headlamp service caps are secure and that the two rubber breathers are in place. During this time the hood should be opened to maximise air flow around the headlamp assemblies.

• Due to different packaging conditions on opposing sides of the vehicle, the amount of condensation within the lamps may differ. The rate at which condensation clears will also differ. Therefore, the lamps should be left on for the duration of the recommended 30 minutes drying time regardless of whether one lamp has cleared ahead of the lamp on the opposing side of the vehicle.

• Headlamps with light misting should not be renewed under warranty.

1. Turn the headlamp dip and main beam functions 'ON', and run the engine for 30 minutes. If water droplets still remain on the inside of the headlamp glass, the lamp should be renewed. If there is evidence of standing water within the headlamp unit, the unit will also need to be renewed. For additional information, refer to

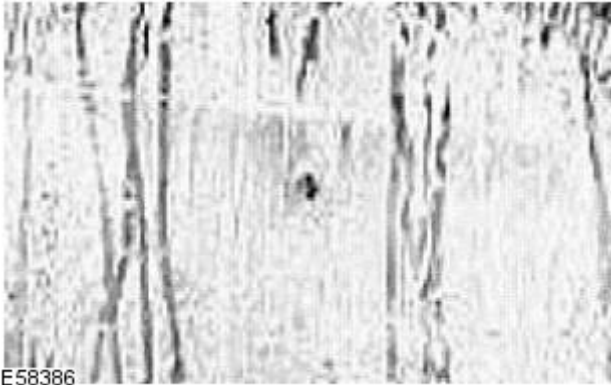
Headlamp condensation covered by warranty.

2. Large apparent visible droplets of water on the interior side of the clear glass lens.



E58385

3. Drip marks/streaks in the film of condensation on the interior side of the glass lens.



E58386

4. Thick mist covering a majority of the interior side of the clear lens. The mist also obstructs the view of the interior of the lamp.



E58387