HEADLAMP FOGGING

This bulletin has been amended in the APPLIED VEHICLES. Please discard all previous versions.

APPLIED VEHICLES: 2011-2016 Nissan – All models

SERVICE INFORMATION

Occasionally customers may notice water vapor or fog in the headlamps.

The following information, illustrations, and flow chart are provided to help you in determining if an incident for water/condensation in the headlamps is normal or not.

Nissan’s new vehicle limited warranty does not cover physically damaged (cracked or broken) headlamps.

All current headlamp assemblies are vented to the atmosphere (not sealed).

- This is necessary to allow for expansion and contraction of air from temperature "variations" (warmer or colder) without damage to the headlamp.

- Moisture in the air sometimes "travels" into and out of the headlamp assembly through these vents.

- Certain environmental conditions may cause moisture to condense.

- The fogging/cloudiness should disappear over time when the headlamp is in a dry environment.

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.
Fog may temporarily form inside the lens of the headlamp assemblies based on environmental conditions or sudden temperature changes (such as in a car wash, or parked on a cold, sunny day). This is normal. See Figure 1.

![Figure 1: Example of normal condensation, ok](image1)

**NOTE:** This condensation can appear anywhere on the outer lens, typically at its coldest location.

![Figure 2: Condition may not be normal](image2)

If the moisture trickles, drips, or pools, it may not be considered normal and the headlamp assembly may have a water leak path. See Figure 2 for an example.

If large drops of water collect inside the lens, refer to the flow chart on page 3 to find the next step.
SERVICE PROCEDURE
Should a customer note water in a headlamp assembly, please use the following flow chart to determine if the condition is normal or requires lamp replacement.

1. Visual inspection: Does the headlamp show any puddles, runs on lens, or large (larger than 3 mm diameter) droplets of water?
   - **NOTES:** If there is any physical damage (cracked or broken), replace the assembly. **Physical damage is not covered by warranty.**

2. Is there an accumulation of water puddled in the bottom of the headlamp which is 10 mm or more in depth?
   - **YES** Replace headlamp assembly.
   - **NO**

3. When applicable: Replace only headlamp housing. Reuse any bulbs, sockets, harness, ballasts, etc. as available in service catalog.

4. Within the headlamp that has condensation, is there a "filament" type headlamp (non-LED)?
   - **YES**
   - **NO**

5. Pull vehicle into service bay. Turn on the filament-type headlamps. Monitor the condensation in the lamps for 10 to 20 minutes.

6. Is condensation area on lens clearing?
   - **YES** DO NOT replace headlamp assembly.
     - Inform the customer the following:
     - All headlamps allow some moisture (water vapor) inside through vents which prevent physical damage due to pressure buildup when headlamps are turned on.
     - Certain weather conditions will cause water vapor to become visible on lens.
     - Condensation will clear on its own as the environmental conditions change.
   - **NO**

7. LED-only headlamp assemblies, when turned ON, will not generate enough heat to dissipate normal condensation.

8. When applicable: Replace only headlamp housing. Reuse any bulbs, sockets, harness, ballasts, etc. as available in service catalog.

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- Refer to the Electronic Service Manual for headlamp housing replacement.
- Refer to the Warranty FRT Manual for claims coding when applicable.
  - **NOTE:** Not all headlamp assembly replacements are covered under warranty.
- Warranty part return of the assembly will be requested.
- Any parts found physically damaged (cracked or broken) will be charged back to the dealer.
- Any parts determined as "no defect found" may be charged back to the dealer.