



Fogging of combination rear lamps

Cover lenses of combination rear lamps fogged

If there are complaints about the above-mentioned issue, it does not necessarily mean that there is a fault.

In the event of a fogged cover lens, the light exit field should dry out within a certain period when the bulb is switched on. This duration of this process can however vary due to ambient temperature and relative humidity. According to physical laws, this process is normal, and, from a technical point of view, harmless, as the reflector is protected against the influences of fogging. When the bulb is switched on, the air inside the lamp warms up. Thanks to the combination rear lamp ventilation, the expanding, warmed up and dry air is driven out of the combination rear lamp housing. After the bulb is switched off, the air in the combination rear lamp slowly cools down again.

Air which is saturated with moisture is thereby “sucked“ from the outside into the interior of the lamp. Due to this fact, condensation on the inside of the cover lens may occur in the event of high humidity levels and higher temperature differences inside the lamp. In particular, this situation arises more often at cold times of the year and during damp weather. If, however, the fogging is so severe that water drops form on the cover lens (see Fig.1), or a build-up of water can even be seen in the lower area of the lamp (see Fig.2), the seal should be checked for damage and, if necessary, replaced. A check for the possible “clogging“ of the ventilation opening(s) of the lamp should also be made. The lamp can be dried by blowing it out using oil-free compressed air. If however, following this, water still collects in the lamp, then the lamp must be replaced.

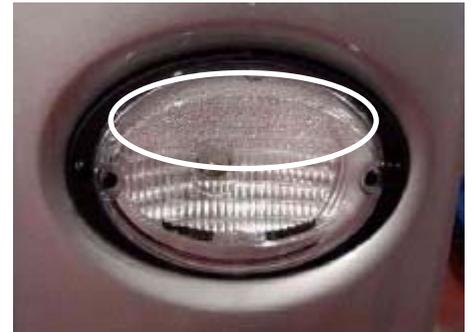


Fig. 1



Fig. 2