

SERVICE BULLETIN		
To:	All Dealers	Reference SB-17-0298 Issued: 26 February 2009
For the attention of:	Service Manager/After Sales Manager	
Please copy to:	The Dealer Principal The Warranty Administrator Aston Martin Technician(s) The Parts Manager	
Model:	DBS, DB9, V8 and V12 Vantage	
VIN Range:	All	Page 1 of 5
Subject:	Headlamp Drying Out Procedure	

Reason for this Service Bulletin

The headlamps of DBS, DB9, V8 and V12 Vantage models can get condensation on the inside surface of the lens. If a customer complains that their vehicle has condensation in a headlamp, do the applicable procedure that follows to remove the condensation.

Workshop Procedures

DBS and DB9 Vehicles

1. Turn the steering to get access to the headlamp access panel for the correct headlamp.
2. Lift the vehicle and make it safe.
3. Release the quarter-turn fastener and remove the headlamp access panel (refer to Figure 1).



Figure 1

4. Remove the dip-beam bulb cover from the headlamp.
5. Install a battery vent tube (part number 1R12-372635-AA) (1) into the headlamp in the position shown in Figure 2 and Figure 3.



Figure 2

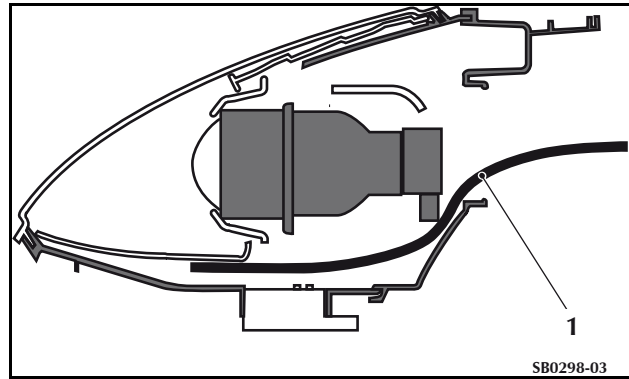


Figure 3

6. Attach an airline that has dry air, without oil to the battery vent tube (refer to Figure 4)

CAUTION: MAKE SURE THAT THE AIRLINE PRESSURE IS 2 BAR OR LESS. IF YOU DO NOT, DAMAGE TO THE HEADLAMP CAN OCCUR.



Figure 4

7. Make sure that the opposite end of the vent tube has not moved inside the headlamp. If necessary, adjust its position.
8. Blow air through the headlamp until you can see no condensation remaining on the lens.
9. Let the air flow for 20 minutes more.
10. Remove the vent tube from the headlamp then do steps 11 to 13 that follow quickly before more moisture can get into the headlamp.
11. Remove the cover for the main-beam bulb.
12. Install two silica gel bags into the headlamp at the positions shown in Figure 5.

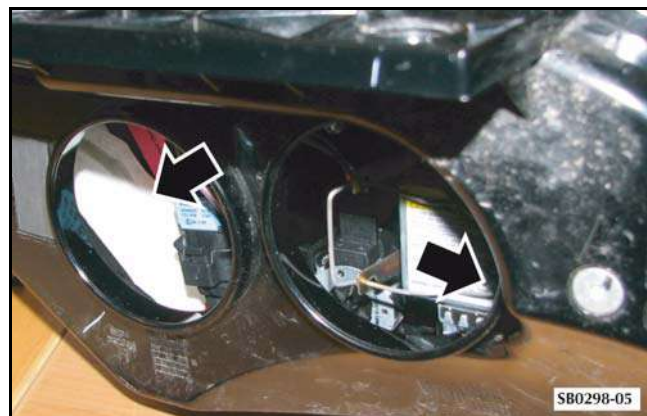


Figure 5

13. Install the two bulb covers. Make sure that the covers are fully installed correctly.

14. Install the headlamp access panel and turn the quarter turn fastener to attach it.
15. Lower the vehicle.
16. Adjust the steering to the straight forward position.

V8 and V12 Vantage Vehicles

1. Turn the steering to get access to the headlamp access panel for the correct headlamp.
2. Lift the vehicle and make it safe.
3. Release the quarter-turn fastener and remove the headlamp access panel.
4. Remove the two screws (1) that attach the bulb cover (2) to the headlamp (refer to Figure 6).



Figure 6

5. Remove the bulb cover from the headlamp.
6. Install a battery vent tube (1) into the headlamp in the position shown in Figure 7 and Figure 8.

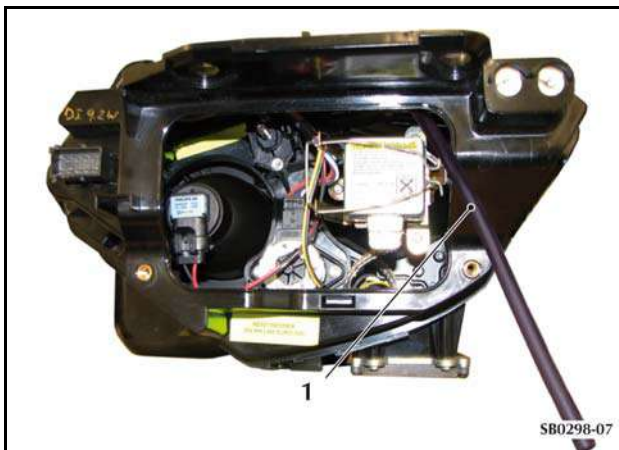


Figure 7



Figure 8

7. Attach an airline that has dry air, without oil to the battery vent tube (refer to Figure 9)

CAUTION: MAKE SURE THAT THE AIRLINE PRESSURE IS 2 BAR OR LESS. IF YOU DO NOT, DAMAGE TO THE HEADLAMP CAN OCCUR.



Figure 9

8. Blow air through the headlamp until you can see no condensation on the lens.
9. Let the air flow for 20 minutes more.
10. Remove the vent tube from the headlamp then do steps 11 and 12 that follow quickly before more moisture can get into the headlamp.
11. Install two silica gel bags into the headlamp (refer to Figure 10 – right headlamp shown).

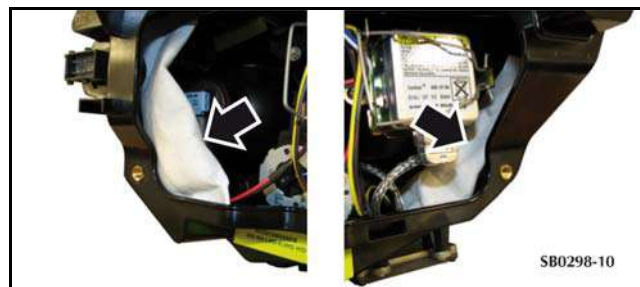


Figure 10

12. Install the bulb cover.
13. Install and tighten the two screws that attach the bulb cover.
14. Install the headlamp access panel and turn the quarter turn fastener to attach it.
15. Lower the vehicle.
16. Adjust the steering to the centre.

Part Data

Description	Part Number	Quantity
25g Silica Gel Bag (2 each pack)	9G43-37-11095-PK	2 per headlamp
Battery Vent Tube	1R12-372635-AA	1

Warranty Data**DBS and DB9, Coupe and Volante**

Description	Time Allowed	Labour Code
Headlamp Condensation Drying Procedure – The two sides	0.9 hrs.	17.01.BG
Headlamp Condensation Drying Procedure – One Side	0.45 hrs.	17.01.BH

Vantage Coupe and Roadster

Description	Time Allowed	Labour Code
Headlamp Condensation Drying Procedure – The two sides.	1.0 hrs.	17.01.BG
Headlamp Condensation Drying Procedure – One Side	0.5 hrs.	17.01.BH

If you have any queries related to this Service Bulletin, please contact: Aston Martin Technical Services on:
+44 (0) 1926 644720 or facsimile: +44 (0) 1926 644733.
E-mail: amtech@astonmartin.com. Or contact your After Sales Manager.

The English version of this Service Bulletin is written in
Simplified Technical English to ASD STE-100™.

SERVICE BULLETIN		
To:	All Dealers	Reference SB0286V2 Issued: 25 December 2009 Page 1 of 5
For the attention of:	Service Manager/After Sales Manager	
Please copy to:	The Dealer Principal Aston Martin Technician(s) The Parts Manager	
Model:	All Models	
VIN Range:	All	
Subject:	Rear Lamp Assembly Condensation Removal and Repair Procedure	

Reason for Version 2 of this Service Bulletin (SB0286)

Version 2 of this Service Bulletin has been issued to change the criteria for the quantity of water in the rear lamp, before you change the lamp. Amendments to this document have a black line against them in the left-side margin. Please destroy all copies of SB0286 that you have and replace them with this Service Bulletin SB0286V2.

Reason for this Service Bulletin

This Service Bulletin has been issued to give a procedure to dry out and repair a rear lamp assembly (lamp) that has condensation inside. If a rear lamp has condensation inside, do the Workshop Procedure that follows:

Note: *If there is moisture inside the lamp then there must be some damage.*

Note: *Before you do the Workshop Procedure you must make sure that the lamp unit operates correctly because it is possible that water can have caused a short in the circuitry. It is also possible that if the unit does not operate correctly, this drying out procedure can repair the problem.*

Workshop Procedure

1. Do a check of the operation of the lamp.
2. If two or more functions of the lamp do not operate correctly, install a new lamp.
3. Do a check for moisture in the rear lamp. If you can see water in the rear lamp that is not condensation on the lens, install a new lamp.

CAUTION: WHEN YOU WORK ON THE LAMP MAKE SURE THAT IT IS ON A PROTECTIVE SURFACE TO PREVENT DAMAGE.

4. Remove the rear lamp assembly (Refer to the Workshop Manual procedure 17.02.AA (Left Side) or 17.02.AB (Right Side)).
5. If you do not replace the lamp because of the conditions in steps 2 or 3, do the procedure that follows to dry the lamp.

6. On the bottom of the lamp, make a mark for the centre-point of the hole. The hole must be 40mm from the outside edge and at the centre of the area shown in Figure 1.



Figure 1

CAUTION: WHEN YOU DRILL THE HOLE AT STEP 7, DO NOT DRILL THROUGH INTO THE LAMP UNIT MORE THAN 10 MM. IF YOU DO, DAMAGE TO THE INTERNAL FITTINGS CAN OCCUR.

7. Use a sharp 12 to 13 mm drill bit to drill a hole at the position marked in Step 6. Drill slowly and carefully to make sure that no swarf goes into the lamp unit (Refer to Figure 2).



Figure 2

8. Turn the lamp unit to let the water drain out of the hole.
8. Find the location of the water leak (see the example in Figure 3). Refer to 'Water Leak Locations' after this Workshop Procedure for the usual crack or split locations.



Figure 3

Note: *The location of the water leak can be difficult to find.*

9. Install a battery vent tube (part number 1R12-372635-AA) onto an airline that has **dry air, without oil** (Refer to the example in Figure 4).



Figure 4

10. Push the vent tube into the lamp unit in the direction of the condensation (Refer to Figure 5).



Figure 5

Note: *If the condensation is at the two ends of the lamp unit, move the vent tube around as necessary.*

11. Blow air into the unit until all of the condensation has been dried out (approximately 6 - 10 minutes).

Note: *At this time it is possible that water can come out of the cracked or damaged area to show the location of the damage.*

Note: *When the electrical connector is disconnected from the lamp unit, the unit is not sealed. Air and water can go through the electrical terminal. Make sure that all water has gone from both the lamp and the connector.*

12. When the lamp is dry, examine it for marks inside. Install a new lamp if there are marks inside.

CAUTION: **DO NOT GET ADHESIVE ON THE LAMP LENS IN THE STEPS THAT FOLLOW. ADHESIVE CAN DAMAGE THE SURFACE OF THE LAMP LENS.**

13. Dry the damaged area with an airline.
14. Degrease the damaged area.
15. Use cyanoacrylate adhesive to seal all small cracks found and make sure that you fully seal the crack. For larger holes use an applicable 2-part epoxy adhesive.
16. Clean the area around the drilled hole with applicable alcohol cleaner and cloth.

17. Apply the adhesive patch (part number 4G43-L20220-AA) to seal the hole (refer to Figure 6).



Figure 6

CAUTION: INSTALL NEW FOAM SEALS ON THE ATTACHMENT SCREWS WHEN YOU DO THE STEP THAT FOLLOWS. IF YOU DO NOT, WATER CAN LEAK INTO THE VEHICLE.

18. Install the rear lamp assembly (Refer to the Workshop Manual procedure 17.02.AA (Left Side) or 17.02.AB (Right Side)).

Water Ingress Locations

Possible areas include:

- A crack in the lens under the infill panel (Figure 7 and Figure 8).
- Cracks in the housing around the mounting points (Item A, Figure 9), rub-through on the edge of the lens (Item B, Figure 9) and lens/housing separation because of load between the lens and the panel (Figure 10).

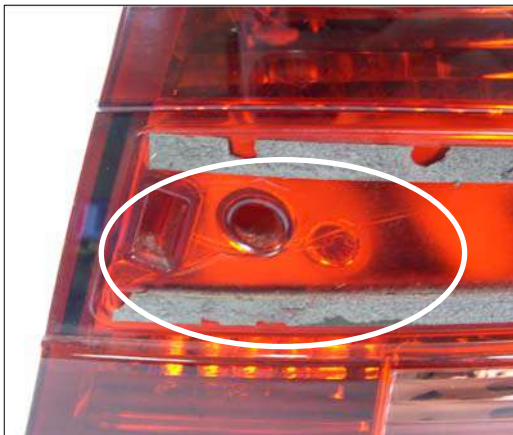


Figure 7



Figure 8

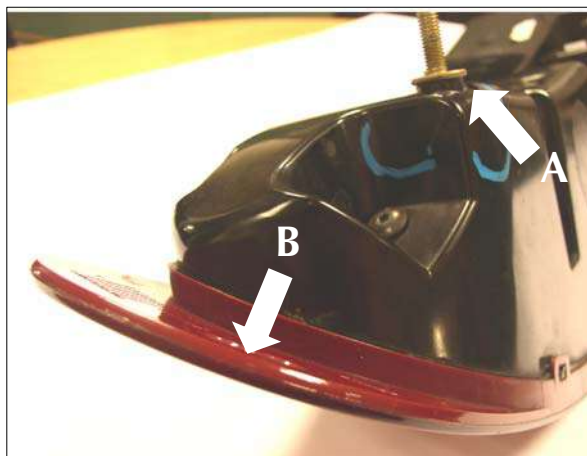


Figure 9

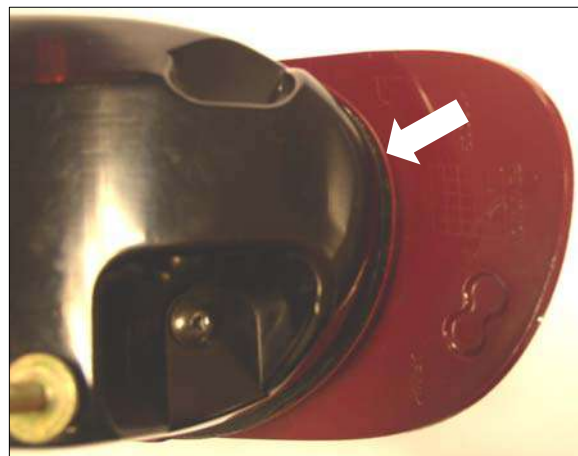


Figure 10

Parts Data

Description	Part Number	Quantity
Battery Vent Tube	1R12-372635-AA	1
Adhesive Sealing Patch	4G43-L20220-AA	1

Warranty Data

DB9 Coupe and Volante

Description	Time Allowed	Labour Code
Rear Lamp Unit – Left Side - Drying Procedure	0.8	17.03.AC
Rear Lamp Unit – Right Side - Drying Procedure	0.8	17.03.AD

V8 Vantage and Roadster

Description	Time Allowed	Labour Code
Rear Lamp Unit – Left Side - Drying Procedure	0.65	17.03.AC
Rear Lamp Unit – Right Side - Drying Procedure	0.70	17.03.AD

DBS

Description	Time Allowed	Labour Code
Rear Lamp Unit – Left Side - Drying Procedure	0.8	17.03.AC
Rear Lamp Unit – Right Side - Drying Procedure	0.8	17.03.AD

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