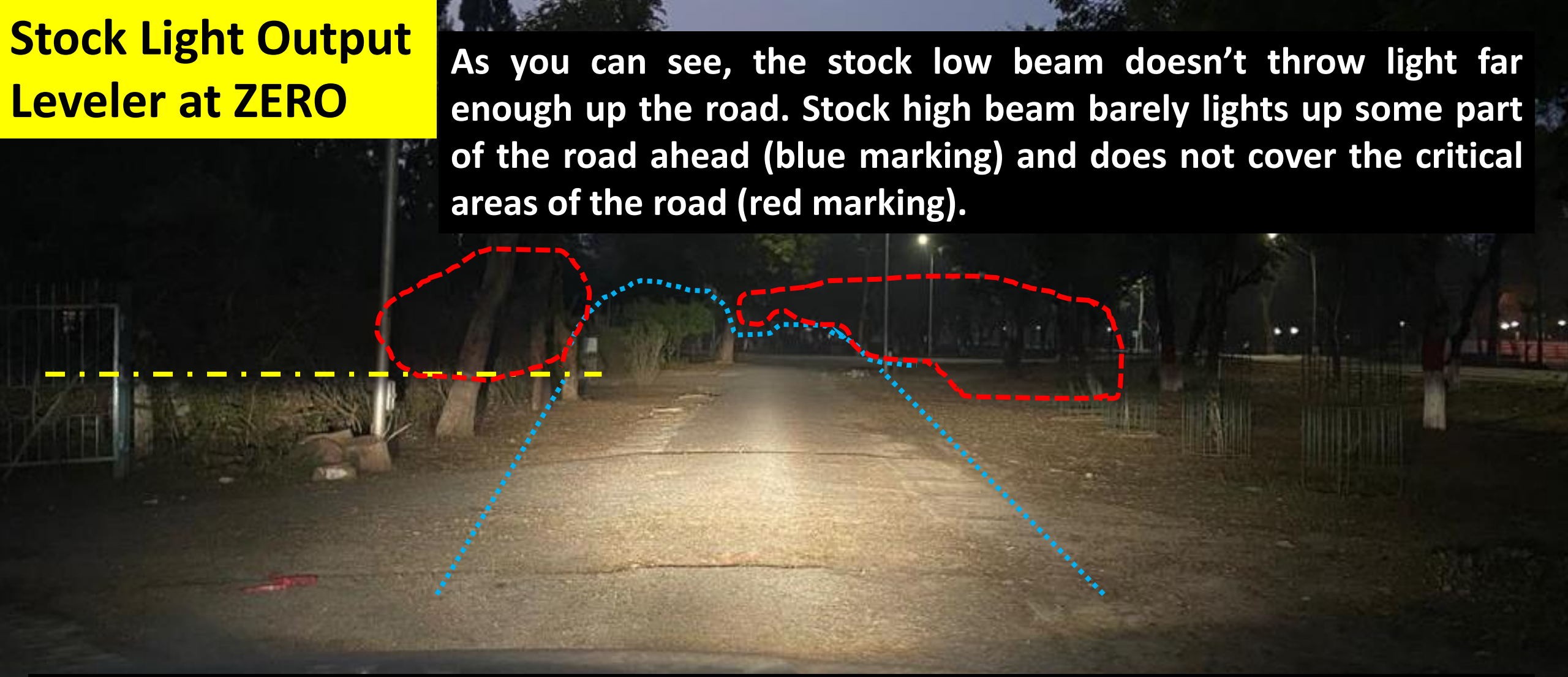
New Ecosport headlamp re-alignment procedure

Disclaimer – This has to be done only if you are aware of the risks involved. If unsure; kindly take the help of a professional mechanic who will ensure correct alignment and thereby effective light output on the road

Stock Light Output Leveler at ZERO

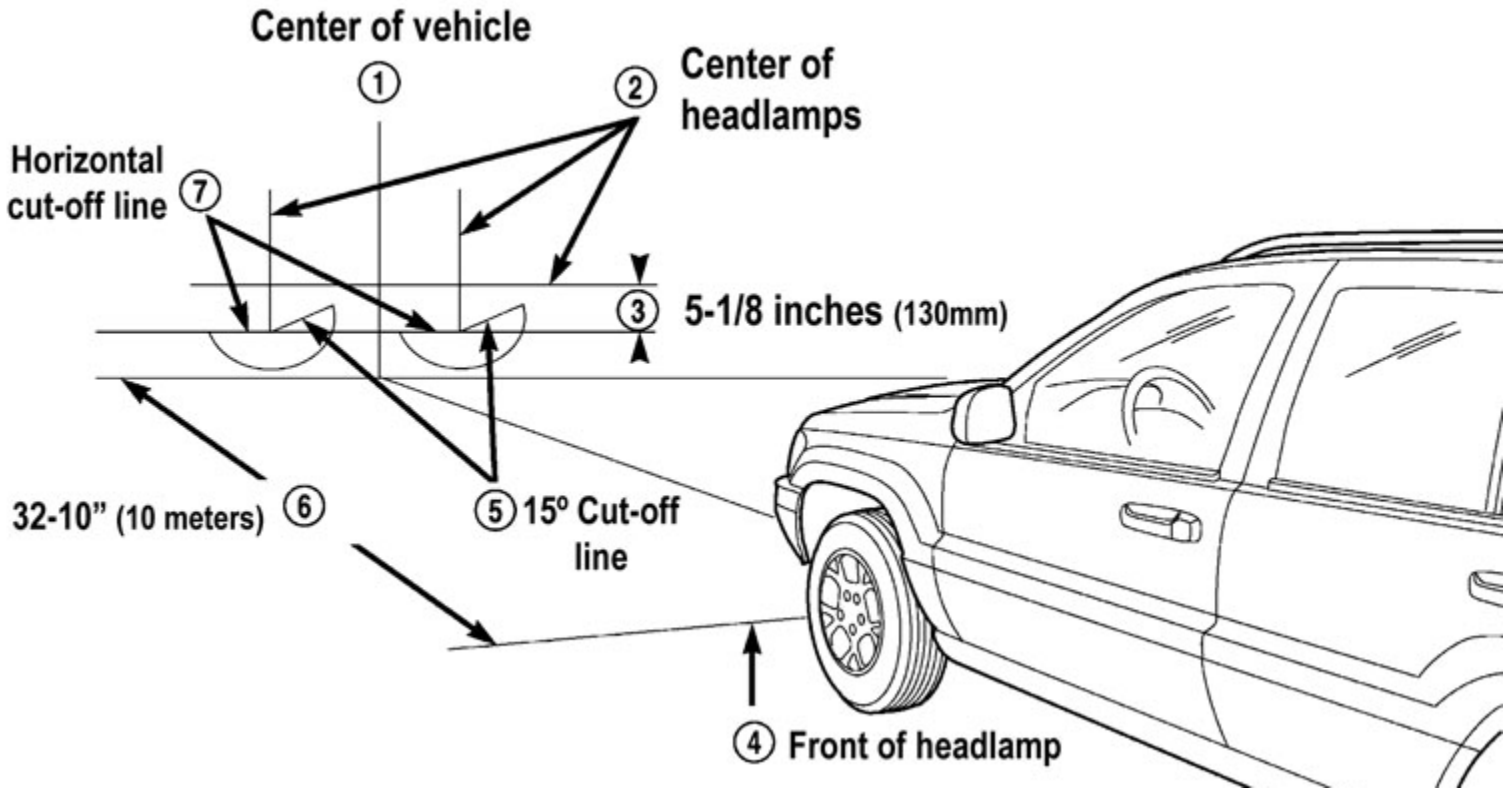
As you can see, the stock low beam doesn't throw light far enough up the road. Stock high beam barely lights up some part of the road ahead (blue marking) and does not cover the critical areas of the road (red marking).



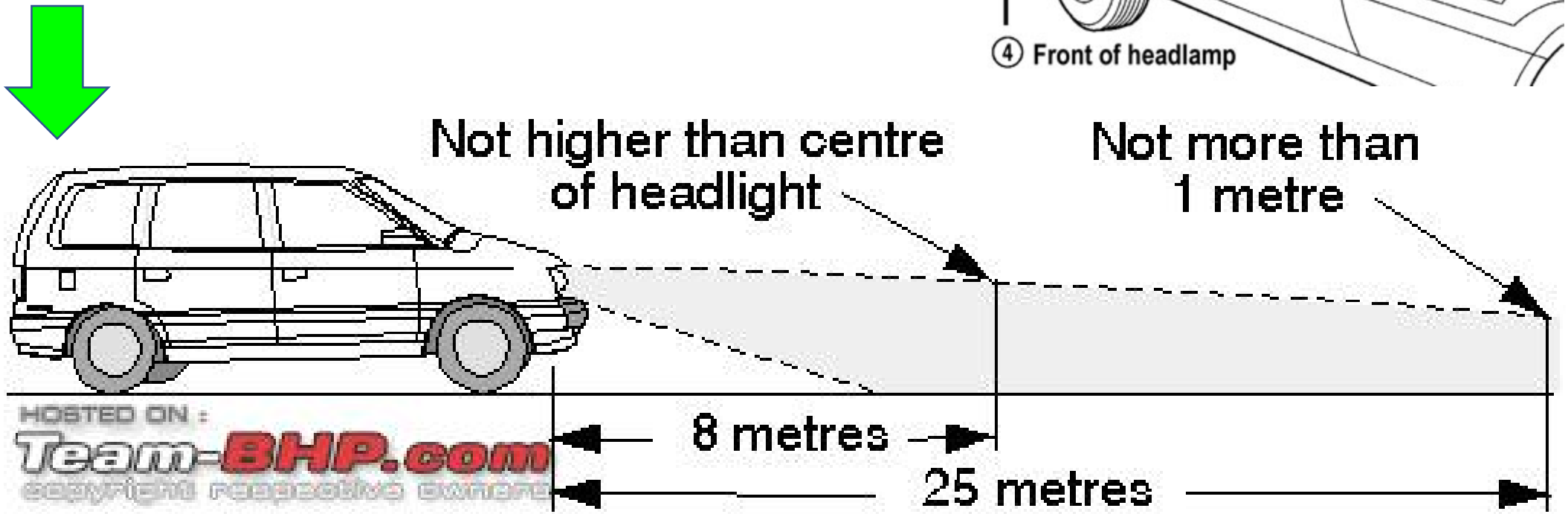
These will not help with noticing important road signs or jaywalkers or animals other obstructions in dark highways at night. This poses a serious safety threat to the driver. To overcome this; we need to realign the headlamps to increase this coverage both along the length of the road and the breadth of the road.

REASON FOR THIS CANDLE LIGHT EFFECT

Procedure recommended by ARAI as per CMVR for all Indian made cars – OE spec



Procedure which needs to be done logically enough so that low beam will give a long and wide throw; thereby not necessitating high beam usage as frequently.

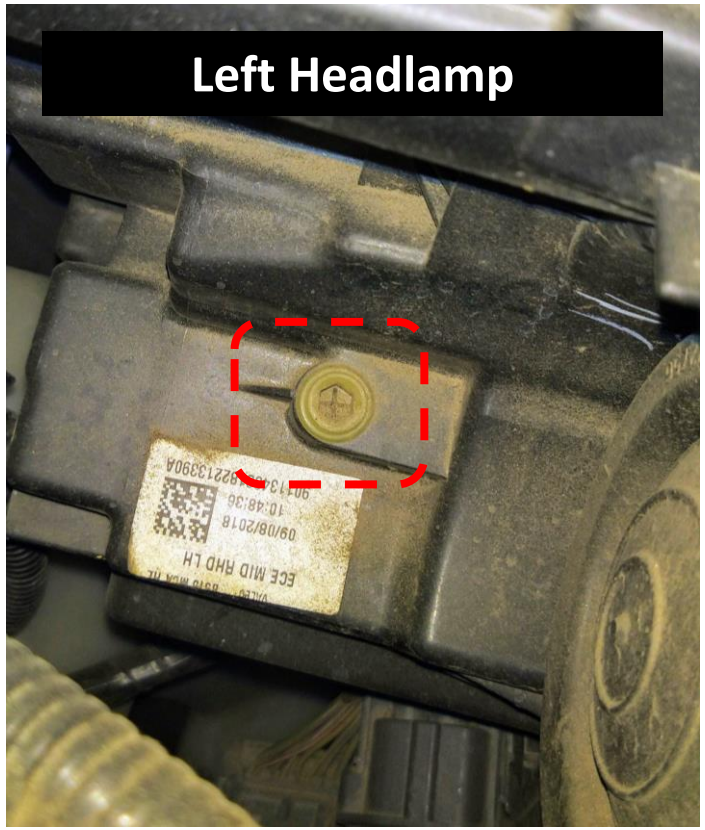


Height Alignment : Do this procedure on a dark empty road; preferably with a dead end.

Park the car centered on the road at a distance of approx. 25m from the wall / dead end.

KEEP HEADLAMP LEVELER AT ZERO FOR THIS ACTIVITY.

Keep ONLY low beam light turned on and engine running (to avoid battery drain). Take a 6mm Allen key with T-handle (as pictured) and rotate the tab clockwise slowly (encircled in red below) to increase beam height. You should see one of the low beam L-shaped cut off line move up slowly until it is at a height of approx. 1m from the ground at that wall / dead end. Repeat the same for both sides of the headlamp.



Do both headlamp adjustment at same height and check for horizontal leveling by doing a small drive in nearby streets. This is to ensure that oncoming vehicles are not affected by this light output when leveler is kept in position ZERO (highest setting).

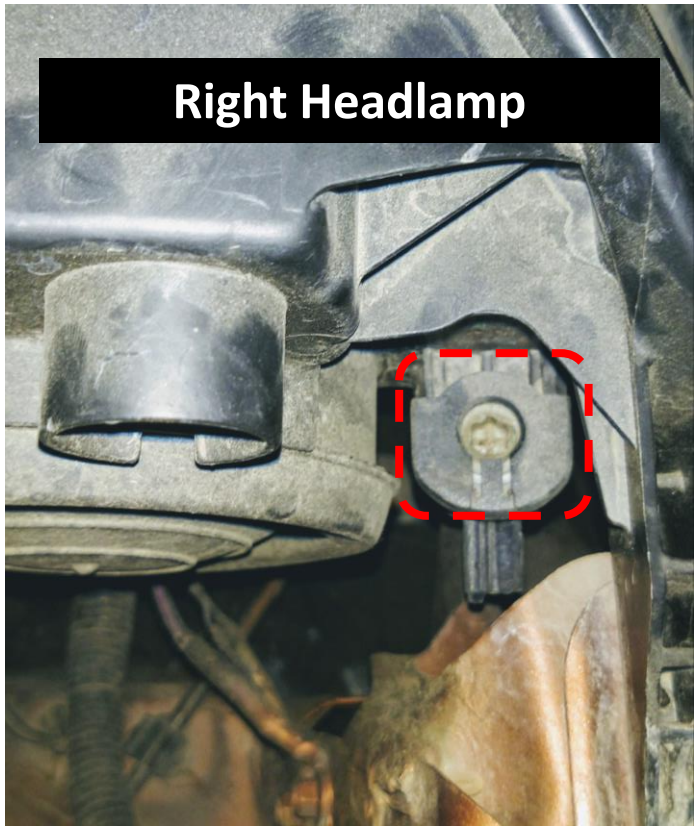
T-handle Allen Key T-height – 20cm is optimal for this

Lateral Alignment : Do this procedure on a dark empty road; preferably with a dead end.

Park the car centered on the road at a distance of approx. 25m from the wall / dead end.

KEEP HEADLAMP LEVELER AT ZERO FOR THIS ACTIVITY.

Keep BOTH low & high beam lights turned on and engine running (to avoid battery drain). Cover RIGHT headlamp with an opaque cloth. Use 6mm Allen key with T-handle and rotate the tab on LEFT headlamp in anti-clockwise slowly (encircled in red below) to move the high beam spot to the left side. You should see hot spot moving to the left. Repeat the same for RIGHT headlamp while keeping LEFT headlamp covered and rotate the tab in CLOCKWISE direction to move the hotspot to the right.



CAUTION – Do Not apply excessive pressure on the adjustment tabs. There will be an end point where the lights will not move anymore. If you apply excess pressure EVEN after this point; you could PERMANENTLY DAMAGE your headlamp.

Do a drive in nearby empty road and see how the light output falls on the road and the sides.
Be sure not to make it too cross.
Do some more adjustments if necessary to match your requirements.
This should help massively in your night time driving exploits once the adjustment is done.

END RESULT : Low Beam + fog lamps – light spread after realignment – much wider than stock. Road is lighted up on both sides uniformly until the edge of the road and beam intensity remains the same. This light output is on a dark road.

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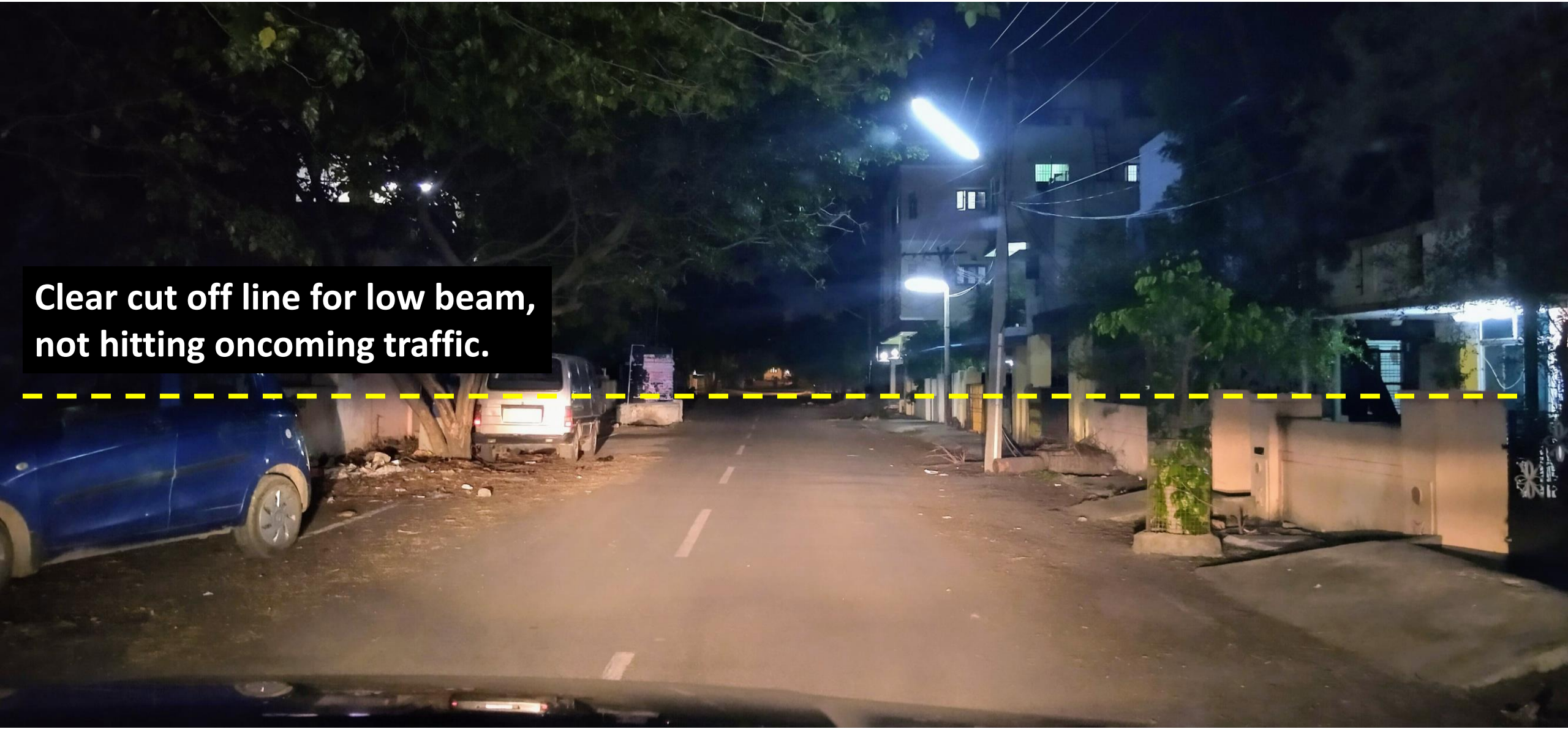

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Always run the vehicle in low beam inside city.
Use passing flasher only when required.
On the highways; if there is an oncoming vehicle; dip your headlights until you pass the oncoming vehicle.

Cheers & Safe Drivin