

No.

‘Amendment to the directive for checking the adjustment of motor vehicle headlamps during the general inspection pursuant to § 29 StVZO (HU Headlamp Test Directive). BMVI/StV 22/7345.2/80-4 of 12.11.2018, Verkehrsblatt 2018, p. 834 and correction of 3.1.2019, Verkehrsblatt 2019, p. 23’

Bonn, xx.xx.XXXX
RV 3/7341.1/40-00

Following the publication of the HU Headlamp Test Directive, technical developments and practical considerations (sub-areas to be excluded) require adaptation. The directive for the inspection of the adjustment of motor vehicle headlamps during the main inspection pursuant to § 29 StVZO (HU Headlamp Test Directive). BMVI/StV 22/7345.2/80-4 of 12.11.2018, Verkehrsblatt 2018, p. 834 and correction of 3.1.2019, Verkehrsblatt 2019, p. 23’ is hereby amended¹.

The amendment shall apply no later than twelve months after its publication.

Federal Ministry for Digital Affairs and
Transport
pp.
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Amendment to the directive for checking the adjustment of motor vehicle headlamps during the general inspection pursuant to § 29 StVZO (HU Headlamp Test Directive). BMVI/StV 22/7345.2/80-4 of 12.11.2018, Verkehrsblatt 2018, p. 834 and correction of 3.1.2019, Verkehrsblatt 2019, p. 23:

1. Point 4.1.1 of Annex 4 is reworded as follows:

4.1 Minimum dimensions of lanes

Maximum distance between the lanes	1.4 m
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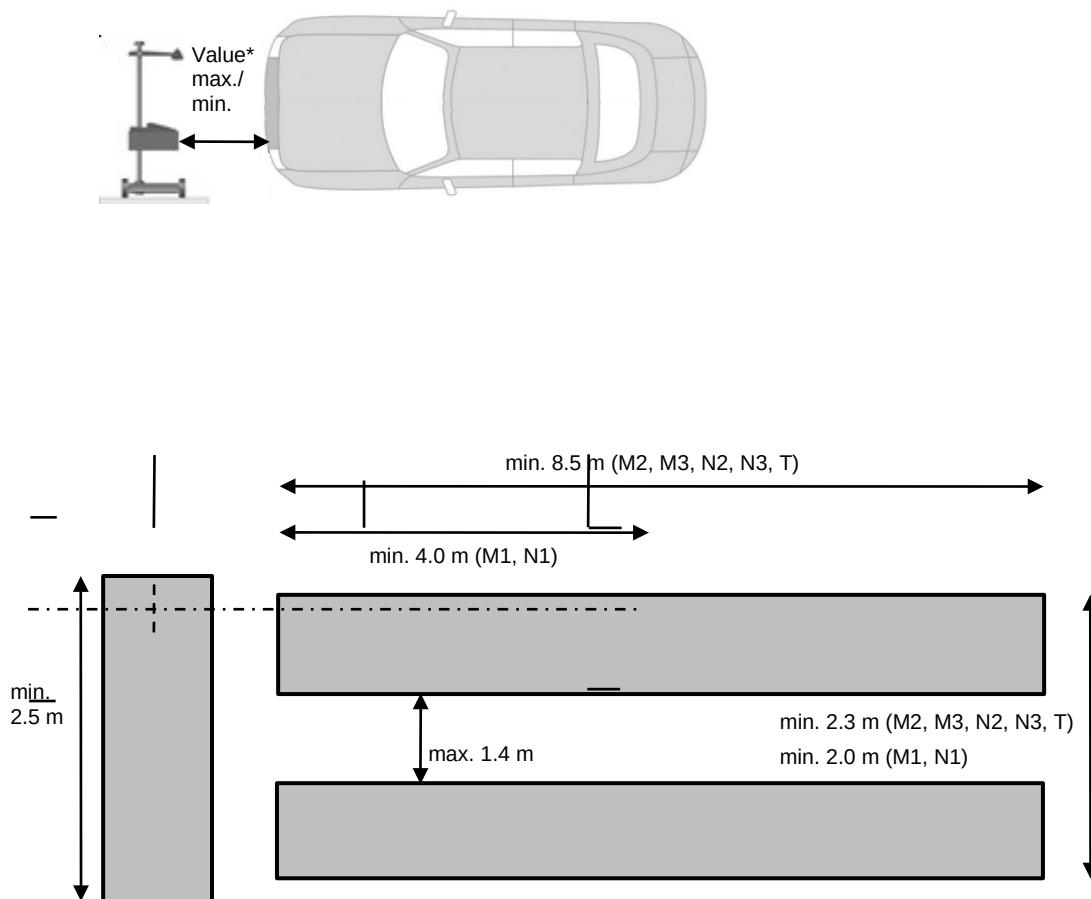
a) Minimum M1 ⁷⁾ , N1:	2.0 m
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¹ Notified in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).

width		
	N2, N3, M2, M3, T	2.3 m
b) Minimum length	M1, N1:	4.0 m
	N2, N3, M2, M3, T:	8.5 m
	L:	2.5 m

To check the adjustment of the headlamps of vehicles assigned to a national vehicle type, the systems suitable in terms of their dimensions must be selected. Where vehicles cannot be tested on the footprint due to their design characteristics (e.g. vehicle length, width), the footprint must be adapted in a suitable manner.

The footprint for two-lane motor vehicles consists of two lanes, which for the SEP consist of a separate area. The size, location and marking of these areas must correspond to the following illustration.



*the permissible value for the distance can be found in the documents of the type approval or the operating instructions for the respective SEP. In order to comply with the requirements, the vehicle must be moved along the lanes accordingly.

2. In point 4.1 of Annex 4, the following footnote 7 is inserted:

⁷ Vehicle categories according to Annex XXIX StVZO

3. Point 4.1.1 of Annex 4 is reworded as follows:

4.1.1 Requirements for the headlamp adjustment system

The slopes must not exceed 1.5 %. The difference between the longitudinal slopes of the two lanes shall not exceed 1.5 %. If the footprint for the motor vehicle and the SEP are to be registered as having a slope other than 0 %, this must be noted in the test report (with the value both in the direction of travel and transverse to the direction of travel). The determined slope in the direction of travel becomes the reference value (zero value) for the SEP during calibration.

4. Point 4.1.3 of Annex 4, last paragraph, is reworded as follows:

4.1.3 If the limit values of the evenness deviation are not met in a certain sub-area of the footprint, a sub-area can be excluded without improving the flatness of the lanes:

In the case of footprint for vehicles of categories M1 and N1 or national vehicle types assigned to them, the total length of the excluded continuous sub-area shall be limited to 150 cm. The exempted sub-area must be at least 60 cm from the beginning of the footprint on the side facing the SEP.

In the case of footprints for vehicles of categories M2, M3, N2, N3 and T or national vehicle types assigned to them, the total length of the exempted sub-area shall be limited to 270 cm and may not be divided into more than two separate sub-areas. The exempted sub-area must be at least 90 cm from the beginning of the footprint on the side facing the SEP. There must be a minimum distance of 100 cm between the exempted subsections.

In the case of footprints for vehicles of categories L3e, L4e and L5e (motorcycles and three-wheeled motor vehicles), exempted sub-areas shall not be permitted.

In the case of use of exempted sub-areas that go beyond the previous status of No 4.1.3 (of 12 November 2018), the verification of the requirements for the footprint/lanes for the motor

vehicle shall be carried out in accordance with the provisions of footnote 15 in accordance with the procedure set out in Annex 2 to Appendix 4.

Depending on the size of the exempted sub-area(s) of the footprint, the area of use of the testable vehicles must be restricted accordingly. For HU, it shall be ensured that none of the relevant axles of the vehicle are positioned within the sub-area/exempted sub-areas during the test. The areas shall be equally exempted on both lanes. Increases or depressions caused by small stone structures with an extension of less than 10 cm in the direction of travel (cable ducts, roll-away devices, drainage channels, etc.), which are not covered by a grid point in accordance with Figure 1 of Annex 2, are not included in the excluded sub-areas. A marking according to point 4.1.4 must nevertheless be carried out to ensure that no vehicle is parked there when using the SEPs. The location and extent of the exempted area and the small stone buildings shall be indicated in the general documentation referred to in point 4 of Annex 5. Improving the area is preferable to the removal of sub-areas.

5. Point 4.1.4 of Annex 4, last paragraph, is reworded as follows:

The design of the marking must be permanent, obvious, and always clearly recognisable.

6. Point 2(1) of Annex 1 to Appendix 4 is reworded as follows:

2. Marking of footprints/lanes for the motor vehicle

At least four corner markings identifying the outer edges of the footprint are required. Below are three possible examples of the marking of the footprint – the two left parallel lines each symbolize the footprint (of the SEP).

7. In Annex 2 to Appendix 4, the word ‘flatness’ is underlined in the first sentence of paragraph 4.

8. Paragraph 5 of Annex 2 to Appendix 4 is reworded as follows:

For the determination of the reference dimension, start with the smallest possible measuring point distance m_{kl} at the beginning of the footprint and continue with measuring point distances increased by multiples of the spacing of the grid points (as in Figure 2 of Annex 2) to the end of the footprint. (Example with a spacing of the grid points of 25 cm: $m_{kl} = m_1 = 0.5$ m, $m_2 = 0.75$ m, $m_3 = 1.0$ m, $m_4 = 1.25$ m, etc.). The number of intermediate measuring points depends on the selected grid. Figure 5 of DIN 18202:2013-04 shall be used to determine the

limit values for flatness deviations for measuring point distances other than those specified in the drawing of point 4.1.2 of the aforementioned Directive.

9. Paragraph 9 of Annex 2 to Appendix 4 is reworded as follows:

If grid points lie within the permissible range which may be excluded as a footprint, the altitudes of the measuring points located in these areas must not be determined by measurement but computationally by linear interpolation between the grid point located directly in front of the excluded sub-area and the grid point located directly after the excluded sub-area for the computational determination of the reference dimension.

10. Paragraph 10 and Figure 4 of Annex 2 are deleted.

11. Paragraph 11 of Annex 2 to Appendix 4 is reworded as follows:

The flatness deviations are considered separately for each lane.

12. The first bullet point, fifth indent, point 2.2 of Annex 5 is worded as follows:

The difference between the longitudinal slopes of the carriageways and the transverse slopes at perpendicular angles to them must not exceed 1.5 %.