

# Effect of the dulling of headlight covers and type of bulbs on the dipped beam light spot range for a Toyota Corolla

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## Abstract

The article presents the results of a study aimed at demonstrating the relationship between the technical condition of headlight covers (in-service and brand-new) and the type of light source used (in-service and new bulbs), and the range of the light spot of a Toyota Corolla passenger car.

**Keywords:** headlight, light spot range, light source, fading

## Introduction

When reconstructing a traffic incident that occurred at nighttime, an expert encounters the problem of visibility of the road and obstacles that may be present. The fundamental issue in this type of incident, is to determine the distance from which the driver could and should have seen a particular obstacle. The perception process is affected by, among other things: physiological and psychological issues related to the perception of the human eye, the type and source of light and their condition, the design of headlights, photometric properties of obstacles and the environment [5].

Advances in technology and the development of automobiles are causing changes in vehicle lighting technology. Since the 1990s, there has been a systematic abandonment of headlight covers manufactured from corrugated glass and metal (headlight), in favor of headlights made entirely of plastic (both exterior and interior components) [3].

The use of newer and newer technology in the field of lighting means that the range of illumination of the stretch of road in front of the vehicle is increased and the quality of light is improved. On the level of safety during the operation of vehicles, have luminous properties of light sources, as well as resistance to wear [4].

Over the life of cars, the lighting characteristics of headlights and the bulbs in them deteriorate [2]. The reasons for the reduction in lighting efficiency include the fading of headlight components (covers, headlights). This is influenced by erosive damage caused by solid elements, e.g.: stones, sand, sunlight – UV radiation, traffic incidents causing various abrasions

and scratches, and incorrect headlight manufacturing technology. The effects of dulled headlight covers, or headlights, are reduced light transmission, altered light dispersion, yellowing, and deteriorated headlight aesthetics.

## Research methodology

The article presents the results of a study aimed at demonstrating the relationship between the technical condition of headlights (in-service and brand-new) and the type of light source used (in-service and new bulbs), and the range of the light spot of a passenger car's dipped beam. The test was conducted on a Toyota Corolla passenger car, manufactured in 2003, which was equipped with H7 halogen bulbs, mounted at a height of about 0.7 meters from the ground. The headlight covers had visible signs of wear and tear, i.e. scratch marks and fading of the entire surface. During the tests, in-service bulbs and new, stronger bulbs were tested in headlights with dulled covers, and then in new headlights (the replacement provided for this model) - **Figures 1-2.**

The Toyota Corolla car had a current technical inspection. Prior to the test, the vehicle underwent a technical inspection to adjust the lights and air pressure in the wheels. With dulled headlights, at the diagnostic station, it was not possible to adjust the so-called cut-off. This vehicle had a manual headlight height adjustment, which was set to „0”.

The test site was the town of Wisniówka, near Kielce. Light spot coverage surveys were performed for two days, i.e. 19-20.10.2019 (due to the need to

replace the headlights and set them at the diagnostic station), in similar weather conditions, at night, on an unlit public road. The road surface was dry, clean and smooth asphalt. Measurements were made under

good atmospheric conditions, with low cloud cover, no precipitation and an air temperature of about  $10^{\circ}\text{C}$ . The width of the roadway at the test site was about 5 m, and the width of each of the two grassy shoulders

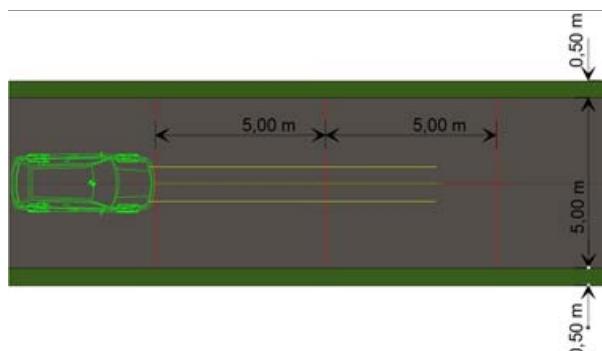


**Fig. 1.** Research vehicle with dulled headlights installed



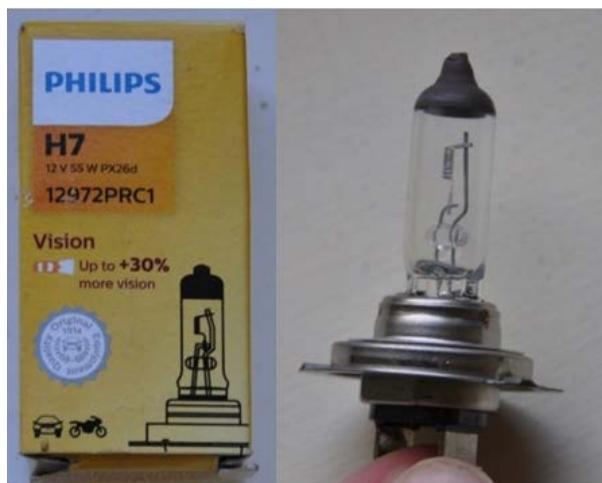
**Fig. 2.** Research vehicle with brand new headlights installed

was about 0.5 m (Fig. 3). The road ran along a straight stretch. During the measurements, the Toyota Corolla car had the engine running, idling.



**Fig. 3.** Measurement station diagram

The bulbs installed in the headlights in service were PHILIPS Vision H7 12V 55W PX26d 12972PRC1 bulbs (Figure 4) and brand new, more powerful BOSCH Gigalight H7 12v 55W Plus 120 bulbs, which, according to the manufacturer, have 120% more light emitted, compared to standard bulbs (Figure 5).



**Fig. 4.** Light bulbs in service

Light intensity measurements were taken every 5 meters from the front of the vehicle, along lines perpendicular to the extension of its longitudinal axis, i.e. to the left and right of it, and at three locations, i.e. left side, center, right side looking from the front of the car. In the situation of obtaining a value of 10 lux, at a distance other than a multiple of 5 m, the exact distance of the obtained value was indicated. Light intensity was measured on a *Lux Light Meter* (a device that measures light intensity from 0.01 lx to 50,000 lx). At the time of the measurements, the sensor was placed at a height of about 5 cm above ground level and pointed toward the light source. The measurement ended when the

intensity on the device reached min. 10 lux – noticing an object in night conditions by the driver when illuminated by dipped headlights.



**Fig. 5.** Factory new, more powerful bulbs

## Results

The research study was divided into two parts. The first part was a study using in-service Valeo brand headlights (dulled and scratched) with in-service and new bulbs installed (Figure 6).



**Fig. 6.** Headlights in service (dulled)

The second part was a study using brand new Valeo headlights with in-service bulbs and new, more powerful ones (Figure 7).



**Fig. 7.** Factory new headlights

**Part I**

**Table 1.** Results of measurements of the range of the lightspot of 10 lx of dipped headlights, using dulled headlight covers and used bulbs

dulled headlight covers			
light bulbs used			
Left side (lx)	Centre (lx)	Right side (lx)	Distance [m]
22.1	78	33.6	5
14.4	31.8	23.2	10
10	-	-	12.6
-	13.9	13	15
-	-	10	17.8
-	10	-	18.3

**Fig. 8.** Light spot range of 10 lx dipped with dulled headlight



covers and bulbs in service

Table 1 and Fig. 8 show the range of the 10 lx light spot of dipped headlights using dulled headlight covers and in-service bulbs. The range for the left headlight was about 12.6 meters, for the right headlight about 17.8 meters, and for the two headlights about 18.3 meters.

Based on the Regulation of the Minister of Infrastructure of January 3, 2022, on the technical conditions of vehicles and the conditions of their necessary equipment, the range of the light spot to illuminate the road in front of the vehicle in good air clarity should reach a minimum value of 40 m at an intensity of 10 lx. With dulled headlight covers and bulbs in use, the range of the light spot did not reach the value specified in the aforementioned regulations.

**Table 2.** Results of measurements of the light spot range of 10 lx of dipped headlights using dulled headlight covers and new bulbs

dulled headlight covers			
new more powerful light bulbs			
Left side (lx)	Centre (lx)	Right side (lx)	Distance [m]
44.5	118.3	53.9	5
33	60.8	38.6	10
20.1	32.3	25.6	15
13.3	17.6	16.2	17.8
10	11.4	9.7	18.3
-	10	-	18.5
-	-	10	20



**Fig. 10.** A light spot range of 10 lx of dipped with brand new headlight covers and used bulbs



**Fig. 9.** Light spot range of 10 lx dipped with faded headlight covers and with new, more powerful bulbs

Table 2 and Fig. 9 show the range of the 10 lx light spot of the dipped headlights with faded headlight covers and with new, more powerful bulbs. The range for the left headlight was about 18.3 m, for the right headlight about 20 m, and for the two headlights about 18.5 m. Using the new, more powerful bulbs, there is a noticeable increase in the range of the light spot for the right headlight, which extended by about 2.3 m.

**Part II**

**Table 3.** Results of measurements of the range of the light spot of 10 lx of the dipped beam with new headlights and used bulbs

new headlights			
light bulbs used			
Left side (lx)	Centre (lx)	Right side (lx)	Distance [m]
244	193	130	5
152	162	91	10
92	140	60	15
62	93	48	20
42	60	35	25
29	43	23	30
28	31	20	35
21	24	16	40
18	19	13	45
14	15	12	50
10	12	11	55
-	-	10	56
-	10	-	57.5

Tab. 3 and Fig. 10 show the range of the 10 lux light spot of the dipped headlights using brand-new headlight covers and used bulbs. The range for the left headlight was about 55 m, for the right headlight about 56 m, and for the two headlights about 57.5 m.



**Fig. 11.** A light spot range of 10 lx of dipped with brand new headlight covers and new, more powerful bulbs

**Table 4.** The results of measurements of the range of the light spot of 10 lx of dipped headlights using new headlights and new bulbs

new headlights			
new bulbs			
Left side (lx)	Centre (lx)	Right side (lx)	Distance [m]
290	300	270	5
179	245	210	10
101	150	150	15
70	92	110	20
47	60	71	25
33	39	52	30
24	29	40	35
17	21	30	40
13	16	23	45
10	13	19	50
-	12	15	55
-	10	13	60
-	-	10	65

Tab. 4 and Fig. 11 show the range of the 10 lx light spot of the dipped headlights using brand-new headlight covers and new, more powerful bulbs. The range for the left headlight was about 50 m, for the right headlight about 65 m, and for the two headlights about 60 m.

The use of new more powerful bulbs, in a brand new headlight, resulted in an extension of the spot of light for the right headlight by about 7.5 meters compared to the bulbs in service. Also noticeable is the increased light intensity at a distance of 5 to 15 meters in front of the vehicle.

### Conclusions

The tests carried out and the results obtained showed the effect of fading the headlight covers and using more powerful bulbs, on the extent of the area illuminated in front of the vehicle.

With the use of in-service bulbs followed by new, more powerful bulbs, the range of the 10 lux dipped spot extended on the left side from about 12.6 m to about 18.3 m (range increased by 45.2%) and on the right side from about 17.8 m to about 20.0 m (range increased by 12.3%) in the case of dulled and scratched headlight covers.

Using in-service bulbs followed by new, more powerful bulbs for brand-new headlights, the range of the

10 lux dipped spot extended in the center from about 57.5 m to about 60.5 m (range increased by 5.2%) and on the right side from about 59.0 m to about 65 m (range increased by 10.1%).

With dulled headlights, the light/cover limit could not be set at the diagnostic station prior to field testing, which disqualified the vehicle for further operation on the road. As well as these headlights did not achieve the minimum range of illumination of the road in front of the vehicle (40 m).

In the case of headlights with dulled covers, the use of more powerful bulbs did not result in the minimum range of illumination of the road in front of the vehicle (40 m), according to the Regulation of the Minister of Infrastructure of January 3, 2022, on the technical conditions of vehicles and the conditions of their necessary equipment, which disqualified the vehicle for further exploration in traffic – in this case, the values obtained were 18.5 m and 20 m.

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