

64 Are Your Headlights on the Beam?

Here's a procedure for adjusting the headlights of any and all transport vehicles. It's guaranteed to aim the hot spot of the headlight beam smack into the ground 300 feet ahead—and grounding that hot spot at 300 feet is what takes the glare out of everybody's eyes. This adjustment is now SOP. The authority is TB ORD 247 (29 Jan. 45).

Before you do any adjusting, though, here's a **must**: Make sure your vehicle's got a load on, its rated load. If you haven't got her loaded, you'll be wasting your time. You'll get the adjustment perfect, all right, and the hot spot will hit the dirt at 300 feet on the

nose; but the minute you start down that lonesome road with cargo, the adjustment'll be off, plenty. You know why—when your vehicle's loaded, her back end gets weighted down. Her front end rises up at the same time, and the headlight beam tilts up with it. Then the hot spot's glaring at the whites of their eyes instead of at the ground. So you check off the following adjustment when you're carrying a load (in the truck):

(1) Find yourself some level terrain. If there's pavement in the vicinity, fine. Some place on the level stretch, you'll need a vertical surface—a wall or fence, anything that's straight up and down. Now, with a tape or yardstick, mark a line at right angles to the wall and bring it out 25 feet from the wall. Then at the 25-foot mark, draw a straight line parallel to the wall. Your work of art should form an oversize "T".

(2) Drive your vehicle up to the "T" formation so the headlights straddle the 25-foot line and are directly over the straight line atop the "T". Measure the distance from the center of the headlight to the ground. Mark off that same distance on the wall, from the ground up, and draw a horizontal line through that point, directly in front of the vehicle. Call that line X.

(3) Now line X is the same distance from the ground as the center of the headlights. Measure off 1/12 of that distance and draw a second line just below line X and parallel to it. Call the second line A.

(4) You're ready now to draw two vertical lines through the two horizontal lines—the vertical lines must be directly in front of

each headlight. That can be done accurately by dropping a plumb line (tie a heavy nut on the end of a piece of string) from the center of the headlight to the ground.

(5) Measure the distance, on the ground, from the point where the plumb line landed to the 25-foot line of the "T" formation. Then mark off that same distance on the wall and draw a vertical line straight up. Do it for each headlight. Call those lines B and C, respectively.

(6) Turn on the headlights now, and find high beam with your selector switch. (You needn't make any adjustment on low beam.) Cover one headlight while you're aiming the other. Aim the headlight so the hot spot of the beam centers at the intersecting horizontal and vertical lines A and B, or A and C—depending on which headlight you're adjusting.

(7) After you've adjusted each headlight separately, check 'em together just to make sure they center up and down on line A.

And that's it. If this adjustment were made on all Army vehicles, there wouldn't be any more of that "blindness" that fills the night with curses. You know when you're driving in the dark and some joker comes from the opposite direction in a blaze of light and glory, you can't see **nothing** for the next four minutes. Nothing except maybe a bright red baseball floating around in your own private blackout. And that short period of blindness is enough to send you careening off the road into the valley, or into somebody's tailgate up ahead. Okay, okay—so you do know all that.

The point is: Are **your** headlights innocent or guilty?

