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Condensation in fog lights

If complaints are made about the above issue, this does not necessarily indicate the presence of a fault. If condensation forms on the cover lens, the area where light is emitted should dry within 20 minutes of driving with the low beam turned on. The time for this process can vary, however, depending on the ambient temperature and relative humidity. This process is normal under the laws of physics and harmless from a technical point of view. The exact physical processes are explained in the TI "Condensation on headlights". This TI is also a very good aid for discussing the issue with customers. If the condensation becomes so heavy, however, that water droplets form on the inside of the cover lens, the seals on the headlight should be checked for damage. One remedial action is to dry and, where applicable, clean the headlight with oil-free compressed air. Remove the ventilation element (see figure 1) from the fog light. Install optimised ventilation elements, Part No. 71753060, in the headlight. (see figure 2).
Audi – A3

Model year: 1997 to 2003
All models

**Tailgate lighting not functioning**

If a customer complains about the above error, this could be caused by water entering the tailgate lock. The customer may also complain that the warning light indicating the tailgate is open lights up in the cockpit.

Water enters the tailgate lock through a hole or tear in the water hose of the rear window washer system. In this case, the hose must be replaced and fixed in place with a modified retaining clip. If necessary, also fix the hose in place with additional cable straps. Clear the locking mechanism of obstruction and spray with grease. Also check the lock’s electrical contact.
Model year: from 11/2000 to 06/2004
All vehicles with Xenon headlights and D1S bulb

Failure of Xenon headlights

If a customer complains about the above problem, this could be caused by a defective ballast. The customer complains that a headlight fails when travelling over uneven surfaces, e.g. railway sleepers, manhole covers etc., or that only one headlight lights up when switching on the low beam. All possible causes of this fault should be checked before replacing the ballast on the affected headlight.

→ Measure the voltage supply to the headlight. On the passenger side between PIN 5 (yellow-white) and PIN 10 (brown). On the driver side between PIN 5 (yellow-black) and PIN 10 (brown).
→ Check internal headlight wiring (both cables from central connector to ballast) for continuity.
→ Check Xenon lamp to see if it functions properly, e.g. by installing in the other headlight.
→ If these tests have been carried out without any problems being found, the ballast (see figure 1) can be replaced. It is screwed onto the rear of the headlight.
Model year: 2002
Equipment series with tow-bar

Tail lights on trailer are permanently switched on

A possible cause of the fault is the control unit for trailer detection. This unit transfers the comfort CAN messages of the vehicle lighting for the vehicle electric system to the trailer lighting.

Diagnostic procedure:
- Read the error memory of the control unit for trailer function.
- Check the correct functioning of the comfort CAN data bus and the trailer control unit’s voltage supply.
- The control unit is installed in the boot in the left wheel arch.
- If the signals measured with the oscilloscope are OK, the malfunction must be caused by a defective control unit for trailer detection.

Please note:
in the case of incorrect communication between the trailer detection control unit and the control unit for on-board voltage, the tail lights are actuated as an emergency function.
All vehicles with Xenon lights

Failure of the headlight levelling system

If the headlights are moved to the lowest adjusting position, there is usually a fault in the headlight levelling system. Moving down the headlights signals the fault, since there is no warning light in the cockpit. In such a case proceed as follows:

1. Read out the fault code with an appropriate diagnostic tester. For this purpose, select the "Lichtschaltzentrum" (light switching centre) menu item after selecting the vehicle (see figure 1).
2. In this case, a faulty power supply on the front vehicle level sensor will be detected (see figure 2).
3. Now check the actual values of the sensor under the “Messwerte und Parameter” (measured values and parameters) menu item. The value for the front sensor (load sensor) will be 0.2 volts, which is much too low. Also, the value will not change by simulating a change in the vehicle level.
4. Raise the vehicle and check the connector and wiring of the sensor for damage and corrosion. If no problems can be found, an internal fault in the sensor can be assumed.
All vehicles with Xenon lights

Failure of the headlight levelling system

5. Replace the vehicle level sensor. Recommendation: it is advisable to use the HELLA special spray when installing the connector. It permanently protects and insulates all electronic and electromechanical components from leakage currents, short-circuits and corrosion caused by splashes, condensation, flooding or high humidity. It also ensures rubber seals remain supple and do not become brittle. HELLA part no.: 9XH 184 965-802

6. After replacing the front sensor, its value will be 2.2 volts, which is in the nominal range (see figure 3).

7. Tune the vehicle’s suspension and adjust the headlights according to the manufacturer’s instructions.
330d with Xenon light

Replacing the light source

The light source is replaced as follows:

**Driver side, low and high beam:**
- Switch off the ignition.
- Remove the complete inner trim of the wing (6 screws WAF 8). To make removal easier, raise the vehicle. As necessary, unscrew the respective wheel.
- Loosen the upper locking mechanism by hand and use a screwdriver to loosen the lower locking mechanism and pull the cap off to the rear (see figure 1).
- Pull the ignition module plug downwards and off (see figure 2).
- Use a screwdriver to pull the attachment clip off the rear of the ignition module (see figure 3).
- Pull the ignition module backwards out of the reflector.
- Pull the high beam bulb with plug backwards out of the reflector.
330d with Xenon light

**Position light:**
- Use a screwdriver to loosen the cover cap and pull it off to the rear (see figure 4).
- Remove both screws (Torx 20) and pull the small reflector completely off to the rear (see figures 5 and 6).
- Pull the plug off the bulb. The bulb and the reflector form one unit and can only be replaced completely. This component can currently only be purchased from BMW as a genuine spare part.
330d with Xenon light

**Indicator:**
- The indicator can be replaced via a cover cap in the wing trim.
  - Raise the vehicle for better accessibility.
- Turn the bayonet couplings anti-clockwise and release them (see figure 7).
- Take the cover out of the wing.
- Turn the bulb socket anticlockwise and remove it from the reflector together with the bulb (see figure 8).

**Passenger side, low beam, high beam, indicator and position light:**
- See driver side.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
Condensation in headlight – water ingress in headlight

If heavy condensation or, in some cases, increased water ingress is observed inside the headlight, this may be caused by a crack in the housing of the SML (side marker light) (see figure 1). The SML is partially covered by the gimp (see figure 2).

Cause:

- The housing of the SML is damaged.
- The cracking may be caused by negative mechanical stress. For example, if compressive forces occur due to objects or tools in this area: closing the bonnet without removing tools/objects.
- Incorrect adjustment of the bonnet.
Model year: 2002 to 2006  
All models with air conditioning system

**Brake lights constantly lit**

If a customer complains about the above problem, this could be caused by water entering the relevant wiring harness. Clogged water drains from the evaporator case lead to the accumulation of water. Overflowing water penetrates through the plug connection into the wiring harness installed at the evaporator case. Sometimes the harness itself may be the cause. If the harness is incorrectly installed, it pushes on the drain hoses, reducing the cross section. In this case, proceed as follows:

- Check the water drains for flow and clean if necessary.
- Check the routing of the wiring harness and reroute if necessary.
- Dry the plug connection, check for corrosion and clean or replace if necessary.
2.0 l diesel

Replacing the light source

The light source is replaced as follows:

**Passenger side, low beam, high beam and position light:**

- Switch off the ignition.
- Remove the screw (WAF 10) from the washer fluid reservoir (see figure 1).
- Pull the washer fluid reservoir out of the holder from above and place it down a little further back.
- Two cover caps are located on the rear headlight housing. The outside one for the low beam, the inner cap for the high beam and position light.
- Use a screwdriver to push the "snap-fixing" of the respective cap upwards and pull off the cap to the rear (see figure 3.).
- Pull the bulb with plug out of the reflector backwards (see figure 4).
- Remove the bulb from the plug and replace.
2.0 l diesel

**Indicator:**
- The washer fluid tank must also be removed here.
- Press down the "snap-fixing" and pull off the cap to the rear.
- Turn the bayonet cap anti-clockwise and remove from the reflector.
- Replace the bulb.

**Driver’s side, low beam, high beam, indicator and position light:**
- Replacement is identical. The only difference is that water tank etc. does not need to be dismantled.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
2.2 l petrol with Xenon light

Replacing the light source

The light source is replaced as follows:

**Passenger side, low beam, high beam and position light:**

- Switch off the ignition.
- Replacement is via a flap on the inside of the wing (see figure 1).
- Raise the vehicle to improve accessibility and screw the respective wheel off if necessary.
- Turn the bayonet couplings anti-clockwise and release them.
- Take the cover out of the wing.
- Pull the metal hoop clamping bracket forwards slightly out of the bracket first, then upwards and out of the way (see figure 2).
- Swing the cover cap out backwards and take it out of the guides.
- Turn the ignition module anti-clockwise. As the ignition module is turned, the supply voltage plug is automatically pushed out of it (see figure 3). **Caution! Make sure you fit the components back together in the right order. Fix the module in place first and then press the plug into the module. Refer in this context to the TI “Replacing the Xenon bulb with 4th generation ballasts”.**
- Pull the ignition module off the Xenon bulb. Release the spring-wire clamp and replace the bulb.
- Turn the high beam bulb socket base anti-clockwise and remove it from the reflector together with the bulb.
- Pull the position light socket base (under the high beam bulb) backwards out of the reflector.
2.2 l petrol with Xenon light

**Indicator:**
➔ Pull the indicator light socket base backwards out of the reflector. This is on the right in the headlight (behind the panel, see figure 4).

**Driver side, low beam, high beam, indicator and position light:**
➔ See driver side.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
Model years 2002 to 2008

Failure of the low beam

If a customer complains about the above problem, this could be caused by a frayed wiring harness. Additionally there may be electrical failures/malfunctions. The wiring harness runs from the fuse box in the engine compartment (front left) through a passage opening in the wheel arch to the headlights. Since the wiring harness is not protected at this opening, it may become frayed here due to vibration. This then leads to the above-mentioned problems. In this case, the damaged areas of the wiring must be repaired. Then protect the wiring harness in the area of the passage hole with a corrugated tube in order to avoid repeated fraying. Below is a summary of corrugated tubes. Extensive information on installation materials is available at www.hella.com/techworld.

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All engines

Replacing the light source

The light source is replaced as follows:

Rear, position, brake, fog and reverse light:

→ Switch off the ignition.
→ Remove the fastening screws at the top and bottom of the rear light (WAF 10, see figure 1).
→ The lamp is fixed to the body at two positions by ball elements (see figure 2).
→ Press a rubber wedge carefully between the body and the lamp until the ball elements become loose from their holders (see figure 3). Caution! Do not use a screwdriver for this. If there is too little pressure or contact area, parts may break out of the light.
→ Release the contact plug and remove it.
→ Release the locking mechanism on the cover cap and take the cap off the light (see figure 4).
→ Replace the respective bulb in the bulb carrier.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly.
All models with Xenon headlights
Model year: to 10/2006

Bend lighting not functioning

If a customer complains about the above error, this could be caused by the rear axle sensor of the level control. In general, an error message is also displayed. The error message indicates that the bend headlights are malfunctioning. Do not be confused by this information. If a fault occurs in the AFS (Advanced Frontlight Systems) headlight systems, all AFS light functions such as dynamic bend lighting, static bend lighting, motorway light etc. are normally deactivated. This is also the case when a fault occurs in the level control. In this case, the rear axle sensor must be checked and replaced if necessary. Corrosion caused by ingress of water is often the cause of failure of the sensor.

Caution!
After repair, the new normal position of the sensor must be saved in the control unit. Follow the vehicle manufacturer’s instructions in this case.
Replacing the headlight

Care must be taken to ensure a failed headlight in this vehicle, for example following an accident, is replaced correctly. The headlight and its lower holder (see figure 1) is secured in a plastic guide (see figure 2). Applying too much pressure can destroy the guide and result in a lack of support for the headlight. Consequently, this plastic guide must also be replaced in the course of repair work. It is included with the headlight.
Model years: 2005 to 2012

Replacing the light source in the headlight

Follow the working steps outlined below to replace the light source in the headlight of this vehicle (see figures 1 to 9).

**Headlight:**
Low/high beam, side light, parking light (driver and passenger side are identical).

**Low beam and high beam:**
- Switch off the ignition.
- Remove the fastening screws and clips from the front apron and trim (see figures 1 and 2).
- Remove the fastening screws and clips from the front apron and front trim in the wheel arches. To make removal easier, raise the vehicle.
- **Caution!** Observe the manufacturer’s information on raising the vehicle.
- Loosen the fastening screws between the front apron and the underbody panelling.
- Pull the apron out of its holders to the front. Place it aside on a soft support. **Caution:** risk of scratches. Also pay attention to the connection cables of the daytime running lights and indicators.
- Remove the fastening screws (3x) (see figure 3) from the headlight and pull the latter forwards a little out of the body.
Model years: 2005 to 2012

Low beam and high beam:
- Release the central connector and pull out (see figure 4).
- Remove the headlight by pulling it out forwards.
- Remove the cover cap on the rear of the headlight, then turn the ignition module (see figure 5) anti-clockwise. When turning, the cable plug is automatically pushed out of the ignition module.
- Pull the ignition module off the Xenon bulb.
- Press the spring clips together and fold out of the way.
- Replace the Xenon bulb.

Side light:
- Turn the bulb socket anti-clockwise and remove it from the headlight housing together with the bulb (see figure 6).
Parking light:

Replacing the parking light bulb is less complicated. Only the front cowling in the engine compartment must be removed. Then remove the cover cap on the inside of the headlamp housing (see figure 7). Turn the parking light bulb's white socket base anti-clockwise (see figures 8 and 9) and remove from the housing.

In the event of a defect, it is advisable to replace the bulbs in pairs.

Re-install the removed parts in a practical sequence. Then inspect the headlights and adjust if necessary.
All engines

Replacing the light source

The light source is replaced as follows:

**Passenger side, low beam and high beam:**
- Switch off the ignition.
- Remove the front inner trim of the wing (split rivets, see figure 1).
  - To make removal easier, raise the vehicle, unscrew the respective wheel if necessary.
- Pull the plug off the H4 bulb (see figure 2).
- Then pull the circumferential rubber seal off the headlight housing (see figure 2).
- Loosen the spring-wire clamp and take the bulb out of the reflector (see figure 3).

**Position light:**
- Remove the front inner trim of the wing (split rivets, see figure 1).
  - To make removal easier, raise the vehicle, unscrew the respective wheel if necessary.
- Turn the bulb socket anti-clockwise (plug can remain connected) and pull it out of the reflector (see figure 4).
All engines

**Indicator:**
⇒ Replacement of the indicator is straightforward and carried out with the bonnet opened.

**Driver side, low beam, high beam, indicator and position light:**
⇒ See driver side.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
All engines

Replacing the light source

The light source is replaced as follows:

**Passenger side, low beam and high beam:**
- Switch off the ignition.
- Replacement is via a flap on the inside of the wing. Raise the vehicle to improve accessibility.
- Turn the bayonet couplings anti-clockwise and release them (see figure 1).
- Take the cover out of the wing.
- Loosen the locking mechanism on the cover cap. To do so, press the lever to the right (see figure 2).
- Remove the cap from the guides (see figure 3).
- Loosen the plug connection and spring-wire clamp and replace (see figure 4).

**Driver side, low and high beam:**
- See passenger side.
All engines

**Indicator and position light:**

→ Replacement of the indicator and position light is straightforward and carried out with the bonnet opened.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
Brake/tail light not functioning

If problems are encountered with the function of the brake lights or/and tail lights in the above vehicles, particular attention should be paid to the bulbs and their holders. It may occur that the bulb failure check indicator light does not go off even after the defective light source has been replaced. In such a case, check the contacts of the bulb holder for corrosion, adequate pre-tension and contacting. If this does not fix the problem, all the 6 bulbs of the tail and brake lights should be replaced:

- 2x bulbs for brake lights 12V/21W
- 2x bulbs for fog and tail lights 12V 21/4W
- 2x bulbs for tail lights 12V/5W

Make sure that the bulbs are from the same manufacturer or have the same resistance value. The bulb failure check is very sensitive to voltage drops and different resistance values of the light sources.
Model year: from 2003
All models

Faulty function:
→ Rear window wiper
→ Rear window washer system
→ Rear window defroster

If one or more of the above problems are identified on this vehicle model, this may be associated with corrosion of the multi-function relay. One possible reason for this may be water ingress in the left rear light. In this case, the relay installed under the lamp should be examined and replaced if necessary.

Then check the sealing surfaces of the rear light and enhance the seal if required.
Model year: to 05/2005
3-door and 5-door without parking distance sensor

**Left parking light / rear light and licence plate light fail (blown fuse)**

For these vehicles, it is possible that the wiring harness in the area between the bumper and bumper holder is damaged. It may also be that the F22 fuse in the fuse box/relay plate of the instrument panel has blown.

This can result in failure of the parking light, rear light and licence plate light.

An over-long harness of the right licence plate light is a possible cause.

In this case, proceed as follows:
- Expose the licence plate light cables.
- Repair damaged cables.
- Roll up the cable of the right licence plate light to bring it to the same length as the cable of the left licence plate light.
- Wind insulating tape around both cables.
All engines

Replacing the light source

The light source is replaced as follows:

**Rear position, brake, fog and reverse light:**

→ Switch off the ignition.
→ Remove the fastening screws of the rear light (see figure 1).
→ The lamp is fixed to the body at two positions by ball elements (see figure 2).
→ Press a rubber wedge carefully between body and lamp until the ball elements become loose from their holders (see figure 3). Caution! Do not use a screwdriver for this. If there is too little pressure area or contact area, parts may break out of the light.
→ Release the four latching mechanisms such that the lamp holder can be removed from the lamp (see figure 4).
All engines

Replacing the light source

The light source is replaced as follows:

Rear position, brake, fog and reverse light:
→ Replace the respective bulb in the bulb carrier (see figure 5).

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly.
All engines

Replacing the light source

The light source is replaced as follows:

**Passenger side, low beam and high beam:**

→ Switch off the ignition.
→ Remove the front fastening screws of the wing inner trim (Torx 20 screws, see figure 1).
  To make removal easier, raise the vehicle.
→ Remove the underbody panelling (WAF 10, see figure 2).
→ To remove the front apron, remove the upper fastening screws (4 units)
  (see figure 3).
→ Remove the fastening screws (size 10) at the ends of the front apron (see figure 4).
→ Pull the front apron forwards and out (see figure 5).
→ Remove the fastening screws (3x, WAF 10) from the headlight (see figure 6) and pull the latter forwards
  a little out of the body. Optionally, the plug connections can be disconnected to take the headlight out
  completely.
→ Turn the respective cover cap anti-clockwise and remove it.
→ For the high beam light (upper reflector), loosen the spring-wire clamp and replace the bulb (see figure 7).
→ For the low beam light, pull the bulb with plug backwards out of the reflector (see figures 7 and 8).
All engines

**Position light:**
- To release the front apron, remove the upper fastening screws (4 units) (see figure 3).
- Carefully pull the front apron forwards until the bulb socket is visible and can be reached by hand (see figure 9).
- Turn the bulb socket anti-clockwise and remove it from the reflector together with the bulb.

**Indicator:**
- Replacement of the indicator is straightforward and carried out with the bonnet opened.

**Driver side, low beam, high beam, indicator and position light:**
- See passenger side.

All dismantled parts must be re-installed in the correct sequence. Check to see that the lighting system is functioning properly. Check and, if necessary, adjust headlight aiming.
All engines
Headlight vibration

With the above-mentioned vehicles, the headlights can vibrate on account of unevenness in the road surface or high speeds.

Types and production numbers that may be affected:
- S70 with factory code 1 (11th character of chassis no.)
  From production numbers 409466 (12th to 17th character of chassis no.)
- S70 with factory code 2 (11th character of chassis no.)
  From production numbers 408556 (12th to 17th character of chassis no.)
- S70 with factory code 3 (11th character of chassis no.)
  From production numbers 422325 (12th to 17th character of chassis no.)
- V70 with factory code 2 (11th character of chassis no.)
  From production numbers 342001 (12th to 17th character of chassis no.)
- V70 with factory code 3 (11th character of chassis no.)
  From production numbers 356958 (12th to 17th character of chassis no.)
- C70 with factory code J (11th character of chassis no.)
  From production numbers 000339 (12th to 17th character of chassis no.)

To remedy the situation, an additional holder (see figure 1, pos. A) is mounted per headlight; these holders are available through the dealerships.