

SLR special meeting on “Headlamp levelling”

WebEx on Thursday, 5 November 2020
11:30 - 15:30 hrs (Central European Time)

ALL DOCUMENTS ARE AVAILABLE HERE:
<https://wiki.unece.org/pages/viewpage.action?pageId=113345289>

DRAFT MINUTES

		Documents
1.	<p>Welcome and opening remarks</p> <p>The chairman, opened the meeting welcoming all the participants and recalling the outcome of GRE-83 which led SLR to hold this special session (see GRE-83-53, decision No. 21).</p> <p>A list of all participants is available in Annex 1.</p>	
2.	<p>Adoption of the agenda</p> <p>The agenda was adopted with the addition of document SLR-HL-02 from Poland.</p>	SLR-HL-01
3.	<p>SLR proposal to amend UN Regulation No. 48 (<i>main topic</i>)</p> <ul style="list-style-type: none"> - OICA proposal to amend GRE/2020/8/Rev.1 - OICA revised proposal for R48 - Polish comments on GRE/2020/8/Rev.1 <p>The expert from NL briefly recalled the contents of the SLR proposal presented at GRE-83 (i.e. document GRE/2020/8/Rev.1) and the most significant modifications proposed to the text of Reg. 48.</p> <p>The expert from OICA introduced the revised proposal presented at GRE-83 (i.e. document GRE-83-31) intended to improve the requirements linked to the manual levelling device in order to still maintain the manual adjustment as an option.</p> <p>The expert from FR supported the OICA proposal and reiterated the position expressed at GRE-83. She informed that manual levelling should be maintained for all vehicles and emphasised the work done by OICA to improve the current text, including HMI and ergonomics.</p> <p>The expert from PL expressed support for the auto-levelling pointing out that it represents a significant improvement for the safety, especially with the current box for mounting height and aiming inclination.</p>	<p>GRE/2020/8/Rev.1</p> <p>GRE/2020/23</p> <p>GRE-83-31</p> <p>GRE-83-41 + SLR-HL-02</p>

The expert from DE reported to be not in favour of manual levelling and expressed support for auto-levelling, perhaps even dynamic. He added that in some special cases (such as N₃G vehicles) a derogation could still be considered to keep manual levelling, nevertheless the general solution for all vehicles should be auto-levelling.

The expert from OICA informed that for heavy vehicles there is no study available to justify the need for auto-levelling. The expert from DE confirmed that no specific study is available for heavy vehicles.

The expert from OICA briefly introduced document SLR-39-24 to explain that, depending on the truck type and configuration, automatic levelling can cause a worse aiming and more glare than a manual system.

The expert from JP supported the SLR proposal and, in general, auto-levelling. He added that, as shown by the extract of the Polish research on driver awareness of manual levelling device (document SLR-36-02), such a device did not seem to be effective to prevent glare.

The expert from OICA pointed out that the concerns raised in document SLR-36-02 were taken into account in the preparation of the OICA proposal GRE/2020/23, as explained in the justification of the proposal.

The expert from UK observed that the vehicles are being equipped with an increasing number of driver assistance systems (such as lane keeping, adaptive cruise control, collision avoidance, park assist, etc.). In this context, it is difficult to find a solid justification to still retain the manual levelling device

The expert from NL shared the same view expressed by the expert from UK and Germany observing that it would not be realistic to have manual headlamp levelling in vehicles which are more and more automated.

The expert from PL pointed out that the OICA proposal would be an unnecessary complication which could be easily avoided with auto-levelling. The expert from DE shared the same opinion.

The expert from OICA explained that the OICA proposal include a new provision that requires a message being shown to the driver to check the levelling. The expert from PL remarked that such a provision would not solve the improper use of the device, therefore he reiterated his position against manual-levelling.

The expert from DE observed that the brake force adjustment is available for years and this could be applied to headlamp levelling purposes as well.

In response to a remark by the expert from OICA about the increase of energy consumption generated by the auto-levelling, the expert from UK replied that the energy consumption would increase only because manual levelling is not used by the drivers. He observed that the correct use of manual levelling would result in the same energy consumption as for the auto levelling.

Having heard the positions of all the experts from CPs, the chairman suggested the following two possible ways forwards:

- Option A: Continue to allow manual-levelling, following the approach proposed by OICA

	<p>- Option B: Submit the SLR proposal GRE/2020/8/Rev.1 to GRE-84 without square brackets, i.e. remove the manual-levelling option</p> <p>Except for the expert from France, all the other experts from CPs (namely: UK, Japan, Germany, Poland, Netherlands) were in favour of “Option B”.</p> <p>It was agreed to proceed as indicated in the above “Option B”. Nevertheless, in order to find a satisfactory solution for all parties, the participants decided to hold one more special SLR meeting.</p> <p>For this meeting the expert from OICA offered to check the synchronisation of the proposal with the latest version of the UN Regulation No. 48, including the latest adopted proposals at GRE-83 (e.g. GRE-83-52).</p> <p>The expert from UK recommended to take also into account the Polish proposal to amend Par. 6.2.6.1.2. (document GRE-83-41). Following the observation of the expert from OICA that the “Optical centre” was not defined in UN Regulation No. 48, the participants preferred to add a reference to the “H plane” and to keep both options in square brackets for the time being. The text in Par. 6.2.6.1.2. was also reworded.</p> <p>It was agreed to remove the square brackets around the deleted paragraph 6.2.6.2.2. and in the subsequent paragraph. However, OICA was invited to consider the possibility to allow manual-levelling for some special cases such as off-road vehicles.</p> <p><i>Note: a draft revised version of GRE/2020/08/Rev.1, reflecting all the comments resulting from this meeting was made available on the SLR website as document SLR-HL-03.</i></p>	
<p>4.</p>	<p>Requirements for dynamic levelling devices to prevent headlamp glare blinding oncoming road users (for information)</p> <p>- Final report by Technical University Darmstadt</p> <p>- Presentation of the study on dynamic levelling in GRE-83-03</p> <p>This item was not discussed for lack of time. The expert from DE invited all the participants to study the TUD Report and the associated presentation made at GRE-83. For any further questions, all experts were invited to contact TUD.</p>	<p>GRE-83-03 GRE-83-03/Add.1</p>
<p>5.</p>	<p>Any Other Business</p> <p>There was no other business for discussion.</p>	
<p>6.</p>	<p>Next meeting(s) if necessary</p> <p>After further deliberations, the participants finally decided to hold one more special SLR meeting on the Headlamp levelling subject on 9 December 2020, from 9:00 to 11:00 hrs (Central European Time).</p> <p>The meeting will be followed by the 43rd SLR session, starting at 11:30 hrs.</p>	
<p>7.</p>	<p>Closure</p> <p>The chairman thanked all the participants for their fruitful contribution and closed the meeting.</p>	

Annex 1 to SLR-HL-04

SLR special meeting on “Headlamp levelling” WebEx, 5 November 2020

List of participants

1. Mr. Derwin ROVERS (NL, SLR Chairman)
2. Mr. Davide PUGLISI (GTB, SLR Secretary)
3. Mr. Yoshiro AOKI (JP)
4. Mr. Phil BAILEY (UK)
5. Mr. Thomas BAUCKHAGE (CLEPA)
6. Ms. Aurélie BERTHEL (OICA)
7. Mr. Niklas BLOMQVIST (OICA)
8. Ms. Marta CAVALIERE (OICA)
9. Ms. Sarah CHAUDEURGE (FR)
10. Mr. Sebastian FAHR (OICA)
11. Ms. Kiyomi FUJIMOTO (JP)
12. Mr. Hartmut GERHARDS (OICA)
13. Mr. Thomas GOLDBACH (OICA)
14. Mr. Kousuke HORII (JP)
15. Mr. Dieter KOOß (DE)
16. Mr. Rolf KOPPERMANN (OICA)
17. Mr. Takahiro KOYAMA (JP)
18. Mr. Rainer KRAUTSCHEID (DE)
19. Mr. Gert LANGHAMMER (CLEPA)
20. Mr. Paul Henri MATHA (OICA)
21. Mr. Michael PERNKOPF (GTB)
22. Mr. Jean-Marc PRIGENT (OICA)
23. Mr. Thomas SCHRAMM (OICA)
24. Mr. Lukas SCHWENKSCHUSTER (GTB)
25. Mr. Tomasz TARGOSIŃSKI (PL)
26. Mr. Erik VANDERVREKEN (CLEPA)