



The expert from OICA did not support the German proposal because it could have ramifications to other fundamental points. He suggested to keep the body text of Reg. 48 unchanged and to look at Annex 6, Par. 2.2., where “h<sub>2</sub>” is defined.

The expert from PL recommended, for the purpose of inclination, to refer to the “optical centre” because in case of big headlamps, especially when low mounted, there could be a significant different in visibility distance.

The Chairman questioned if there is indeed a large difference in practice, or whether it is more a theoretical (academic) difference. The expert from Germany confirmed that in practice this difference is often only a few centimetres and suggested to consider leaving the text as it is.

For the time being it was agreed to maintain the text of paragraph 6.2.6.1.2. unchanged. Nevertheless, all the participants were invited to study document SLR-HL-06 and to make a revised proposal for the next meeting, taking into account Annex 6 and the discussion that took place during the meeting.

**- OICA proposal to allow manual levelling for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> and MG (off road), NG (off road)**

The expert from OICA introduced a revised proposal, based on the text presented at GRE-83 (i.e. document GRE/2020/23) to still allow manual levelling for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> as well as for MG (off road) and NG (off road).

The expert from PL reported that only off-road vehicles could be exempted from auto-levelling but no other categories of vehicles, including M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>. The expert from DE shared the same view.

The expert from FR supported the OICA proposal but asked why M<sub>1</sub>/N<sub>1</sub> should be treated differently from M<sub>2</sub>/N<sub>2</sub>. The expert from OICA explained that vehicles of categories M<sub>1</sub>/N<sub>1</sub> are different from those of other categories and shall not be compared.

The expert from JP reiterated that auto levelling should be for all vehicle categories.

The expert from UK observed that, technically, the only exemption to auto-levelling should be for off-road vehicles. He added that M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> are driven by professional drivers that are supposed to know when and how to operate the manual levelling device. However, since these vehicles are more and more automated, and are all designed to travel on public roads, it would be preferable to have auto levelling in order to avoid glaring oncoming vehicles.

The expert from OICA pointed out that there would be problems of implementation time, especially for all those vehicles equipped with steel suspensions.

A summary table with possible options for manual levelling was shown on the screen. In addition, the expert from FR requested to include an additional option. All CPs were invited to indicate their tentative position on the various options. The discussion resulted in a tentative outcome, as reflected in document SLR-HL-08.

It was agreed to post this document on the SLR website and to circulate it within the SLR members with a request for the CPs to indicate their position.

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	<p>The discussion will resume at the next SLR special session with the objective to finalise the proposal in time for submission as an official document to GRE84.</p> <p>The chairman observed that the table shown in doc. SLR-HL-08 only reflected the tentative outcome and that it will be confirmed at the next meeting. Nevertheless, he reminded everyone of the starting point of discussion for these SLR special sessions, recalling the clear task assigned by GRE as summarised in document GRE-83-53, under the decision No. 21. According to the mandate received by GRE, manual levelling options may be taken into account only if a consensus is reached within SLR.</p>	
5.	<p><b>Any Other Business</b></p> <p>There was no other business for discussion.</p>	
6.	<p><b>Next meeting(s) if necessary</b></p> <p>The participants decided to hold one more special SLR meeting on the Headlamp levelling subject on 12 January 2021, from 9:00 to 10:30 hrs (Central European Time).</p> <p>The meeting will be followed by the 44<sup>th</sup> SLR session, starting at 11:00 hrs.</p>	
7.	<p><b>Closure</b></p> <p>The chairman thanked all the participants for their fruitful contribution and closed the meeting.</p>	

## Annex 1 to SLR-HL-09

### SLR special meeting on “Headlamp levelling” WebEx, 9 December 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. Ms. Sarah CHAUDEURGE (FR)
8. Mr. Sebastian FAHR (OICA)
9. Ms. Kiyomi FUJIMOTO (JP)
10. Mr. Manabu FUSHIMI (JP)
11. Mr. Thomas GOLDBACH (OICA)
12. Mr. Mark GRAINGER (OICA)
13. Mr. Frédéric HAY (CLEPA)
14. Ms. Yoko KATO (JP)
15. Mr. Dieter KOOß (DE)
16. Mr. Takahiro KOYAMA (JP)
17. Mr. Gert LANGHAMMER (CLEPA)
18. Mr. Paul Henri MATHA (OICA)
19. Mr. Antoine PAMART (FR)
20. Mr. Michael PERNKOPF (GTB)
21. Mr. Jean-Marc PRIGENT (OICA)
22. Mr. Thomas SCHRAMM (OICA)
23. Mr. Lukas SCHWENKSCHUSTER (GTB)
24. Mr. Tomasz TARGOSIŃSKI (PL)
25. Mr. Erik VANDERVREKEN (CLEPA)