

SLR special meeting on “Headlamp levelling”

WebEx on Tuesday, 12 January 2021
9:00 - 10:30 hrs (Central European Time)

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

DRAFT MINUTES

		Documents
1.	Welcome and opening remarks The chairman opened the meeting welcoming all the participants and recalling the outcome of the previous SLR special sessions. A list of all participants is available in Annex 1.	
2.	Adoption of the agenda The agenda was adopted with the addition of one new document received from UK. This new document will be addressed under item 6 “AOB”. A revised agenda, reflecting the agreed modifications, was circulated as document SLR-HL-10/Rev.1.	SLR-HL-10/Rev.1
3.	Approval of the minutes of the last meeting The Report (doc. SLR-HL-09) was approved without modifications.	SLR-HL-09
4.	SLR revised proposal to amend UN Regulation No. 48 (Rev. of GRE/2020/8/Rev.1) - Updated SLR draft resulting from last meeting (<i>information only</i>) The secretary informed that the document SLR-HL-03/Rev.1 was put on the agenda only for reference purposes since it reflected all the agreed improvements to the original SLR proposal (document GRE/2020/8/Rev.1). The chairman pointed out that the discussion at this special SLR session shall focus on trying to find consensus for a possible option to still allow manual levelling for some categories of vehicles (<i>item 5 of the agenda</i>).	SLR-HL-03/Rev.1
5.	Manual levelling - Replies, if any, from CPs on the possible options - OICA proposal to allow manual levelling for vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and MG (off road), NG (off road)	SLR-HL-08 SLR-HL-07

	<p>The secretary reported that, since the previous session, no further replies were received from CPs on the possible options (doc. SLR-HL-08).</p> <p>Further to the request from the chairman, each CPs expressed, or reiterated, its preference for each of the 4 possible options.</p> <p>In the case of the option #4 (i.e. “Manual levelling allowed for all categories with new HMI requirements”), no consensus was reached because Poland, Netherlands, Germany, Japan and UK were against. France was in favour.</p> <p>In the case of the option #3 (i.e. “Manual levelling allowed for M₂, M₃, N₂, N₃”), no consensus was reached because Poland, Germany and UK were against. France and Netherlands could accept it.</p> <p>The SLR did reach unanimous consensus on option #2 (i.e. “Manual levelling allowed for M₂G, M₃G, N₂G, N₃G”). However, in addition it was agreed to consider longer Transitional Provisions for vehicles of categories M₂, M₃, N₂, N₃.</p> <p>OICA offered to draft the Transitional Provisions in order to differentiate between M₁, N₁ and M₂, M₃, N₂, N₃ categories of vehicles (see SLR-HL-12).</p> <p>In the subsequent discussion whether it was still necessary to keep the proposed HMI improved requirements (namely from para. 6.2.6.2.2. to para. 6.2.6.2.2.3.), the following was noted:</p> <p>The expert from FR recommended keeping these requirements in the proposal, although they may generate additional costs, because of the added value for safety.</p> <p>The expert from JP shared the same position of FR.</p> <p>The expert from UK was against having such HMI requirements only for off-road vehicles. He observed that it would have been acceptable in case of manual levelling for more categories of vehicles, but for off-road vehicles only, it would not be suitable.</p> <p>The expert from NL expressed similar views as those expressed by the UK expert and he finally shared the same position of UK.</p> <p>The expert from OICA recommended balancing carefully the costs and the benefits and, in this context, it might be worth to consider the real need for extra HMI requirements. He also pointed out that the justification shall be adjusted to only focus on off-road vehicles.</p> <p>The expert from DE recommended keeping the proposed HMI improved requirements as part of the compromise for not having automatic levelling for all categories of vehicles.</p> <p>It was agreed to keep the proposed HMI improved requirements, from para. 6.2.6.2.2. to para. 6.2.6.2.2.3., in square brackets. OICA offered to insert the square brackets in the right place of the proposal (see SLR-HL-07/Rev.2).</p> <p>The revised SLR proposal for Headlamp levelling will be submitted to GRE-84 as a formal document (Rev. of GRE/2020/8/Rev.1).</p>	
<p>6.</p>	<p>Any Other Business</p> <p>- Headlamp aim discussion document</p> <p>The expert from UK briefly introduced document SLR-HL-11 asking for justifications to explain why the diagram was shifted to the left, which usually cause issues of glare.</p>	<p>SLR-HL-11</p>

	<p>The chairman reported that the new box is under the proviso that it comes together with automatic levelling; therefore, there should be no risk of additionally increasing glare. Especially as the incorrect use (or not used at all) of manual levelling, was likely one of the main causes of glare.</p> <p>The expert from OICA, in addition to the explanation provided by the chairman, explained that the definition of the box was also supported by the Klettwitz study.</p> <p>The expert from PL informed that this proposal is expected to result in much less glare and much improved road illumination, because we will have automatic levelling.</p>	
7.	<p>Closure</p> <p>The chairman thanked all the participants for their fruitful contribution and closed the meeting.</p>	

Annex 1 to SLR-HL-13

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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. Beny GRIGORESCU (GTB)
14. Mr. Frédéric HAY (CLEPA)
15. Ms. Yoko KATO (JP)
16. Mr. Dieter KOOß (DE)
17. Mr. Takahiro KOYAMA (JP)
18. Mr. Gert LANGHAMMER (CLEPA)
19. Mr. Paul Henri MATHA (OICA)
20. Mr. Michael PERNKOPF (GTB)
21. Mr. Thomas SCHRAMM (OICA)
22. Mr. Lukas SCHWENKSCHUSTER (GTB)
23. Mr. Tomasz TARGOSIŃSKI (PL)
24. Mr. Erik VANDERVREKEN (CLEPA)
25. Mr. John VEASEY (OICA)