

TFGP-06-03



Way forward for HWT-PTI

UNECE GRE TF-GP, HWT-PTI



February 2025

Organisation of Work (key parts)

Prio 1 from TFGP-04-03, 1-aiming

| | | | |
|--|---|---|-----------------------|
| 1 aiming | | | |
| The aiming of a road illumination device shall be found ONLY using instruments (amend R149 Annex 5, intersection of H- and V-line). This implies that the cut-off line shall be clearly visible in optical HLT or recognizable in electronic HLT. | 1 | g | HWG-PTI, (HWG-R48) |
| There shall be a clearer and distinct definition of the cut-off line which includes a definition of the elbow point. | 1 | g | HWG-PTI, (HWG-R48) |
| The finding of the cut-off and the elbow-point shall ONLY be found using instruments (amend R149 Annex 5, 2.x). | 1 | g | HWG-PTI, (HWG-R48) |
| There shall be a clear requirement with only minor thresholds for the position of the elbow point -> R149 Annex 5 | 1 | g | HWG-PTI, (HWG-R48) |



discussion on R149, Annexes 5 and 6, question if we should go for "improved visual aiming" or "only instrumental"

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|--|---|---|---------|
| The undefined left (sometimes rising) part of the cut-off line leads to unnecessary glare (->pictures below). It should be mandated that the cut-off-line may not rise left of the defined area 5° left (R149 Annex 5 No. 1.2) above the cut-off line in +- 5° area). | 1 | g | HWG-R48 |
|--|---|---|---------|



Discuss in TF-GP-meeting: delegate to HWT-R48

Organisation of Work (key parts)

Prio 1 from TFGP-04-03, 3-provisions for PTI

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|---|----|----|
| There should be a new chapter "provisions for PTI", instead of a paragraph (R48-6.22.9.2.3, amended in Se7-Am6 to 6.22.9.3.3). | 1x | gx |
| It should include at least: <ul style="list-style-type: none">- → downward inclination values without passengers and without driver, at with 100%, 75%, 50% and 25% filled tank.- → any documents related to the "unique identifier"- → content of R48-6.22.9.2.3- → procedure how to set the neutral state for AFS (=basis for PTI)- → x | 1x | gx |



CITA should provide a list of content, and possibly other input as basis for discussion.

Organisation of Work (key parts)

Prio 1 from TFGP-04-03, 4-Measurements

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|--|----------------|----------------|
| <p>It is not practical for <u>PTI</u> and garages to measure headlamp aiming with "75 kg on driver's seat". ¶</p> <p>The filling of the tank does have a significant influence on the measured downward inclination. ¶</p> <p>-> the TA documents and the "provisions for <u>PTI</u>" should (in addition to the currently necessary values) include downward inclination values without a driver for inspection purposes, with 100%, 75%, 50% and 25% filled tank. ¶</p> | 1 ^α | d ^α |
| <p>The accuracy of inclination shall be measured/adjusted at the point of vehicle handover. ¶</p> <p>(Wording proposal: The OEM shall be responsible for the correct inclination up to and including the point of hand-over. The OEM may use sellers as vicarious agents to fulfil this duty.) ¶</p> | 1 ^α | g ^α |
| <p>The wording of R149 Annex 5 should be clearer that the passing beam class C (neutral state) shall be possible to be switched on without a diagnostic device, by the driver and in any conditions (<u>R48:6.22.7.5</u>). ¶</p> <p>(Wording proposal: It shall always be possible, without a diagnostic device, for the driver to set the AFS to the neutral state and to return it to its automatic operation.) ¶</p> | 1 ^α | g ^α |

postpone, after "initial aiming" is solved,



review new regulation on automated levelling and propose necessary amendments "needed precision"



seek advice from TF-GP on the way forward for this issue



HWT to review the wording proposal in TF-GP-04-03