

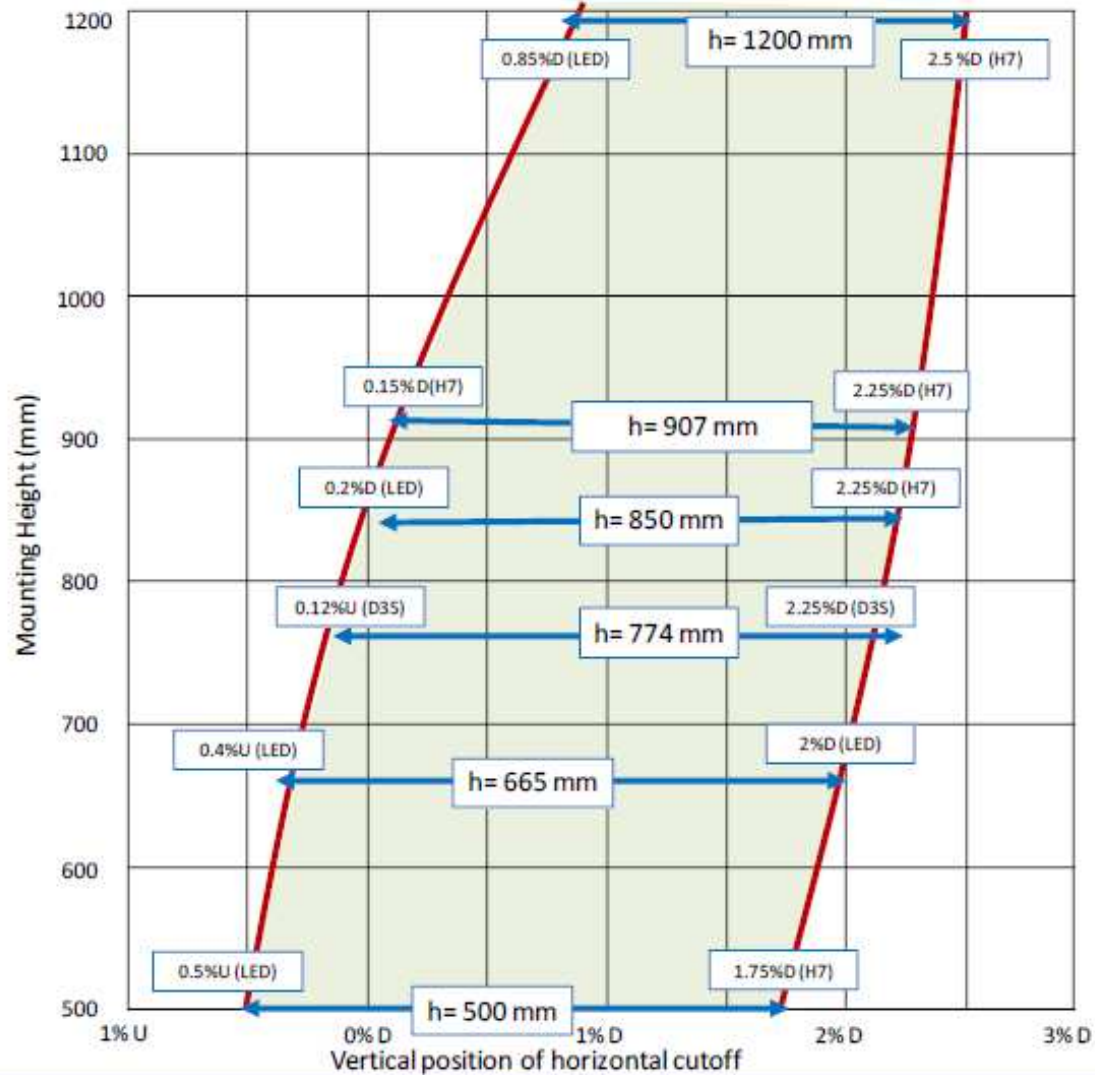
Tomasz Targosinski  
(Motor Transport Institute -Poland)

# GTB/OICA glare proposal in relation to type approval appliance

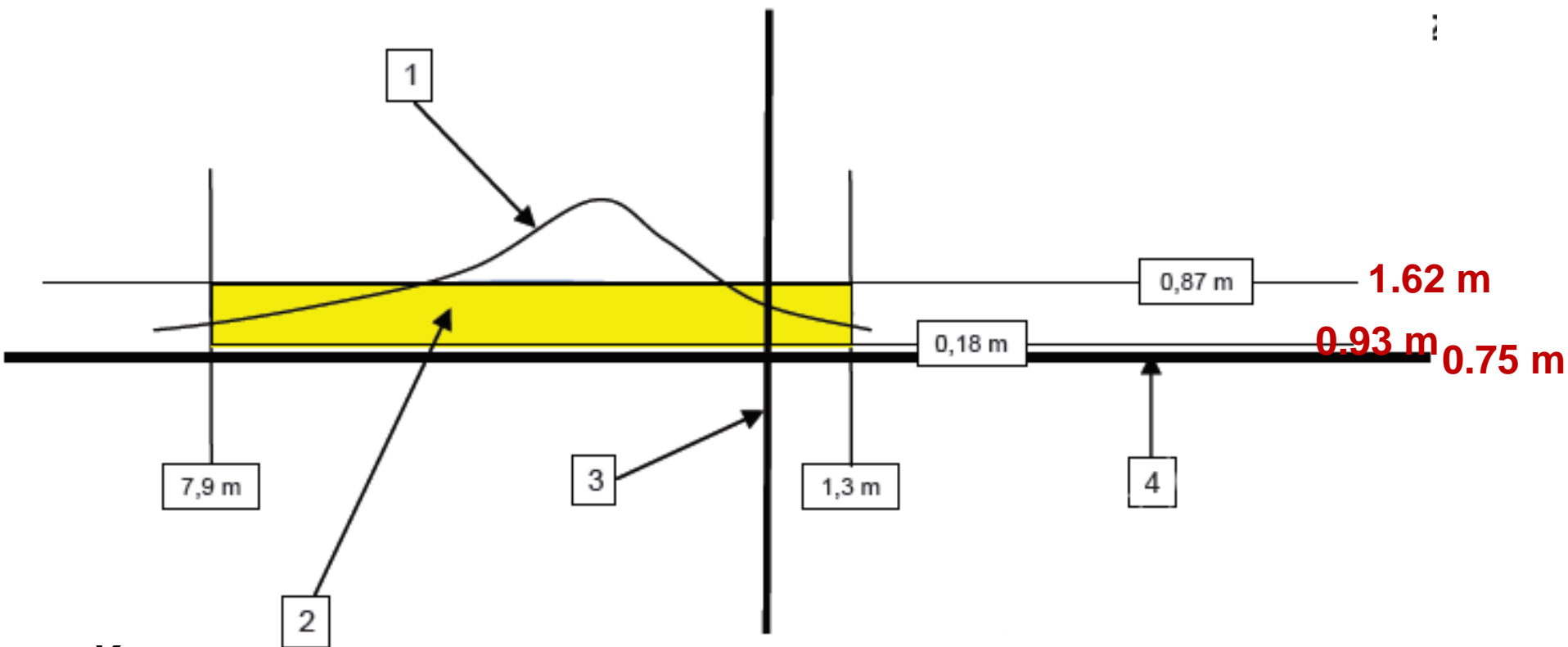
October 23, 2017

VGL-10-09

# GTB Proposal for Acceptable aiming limits



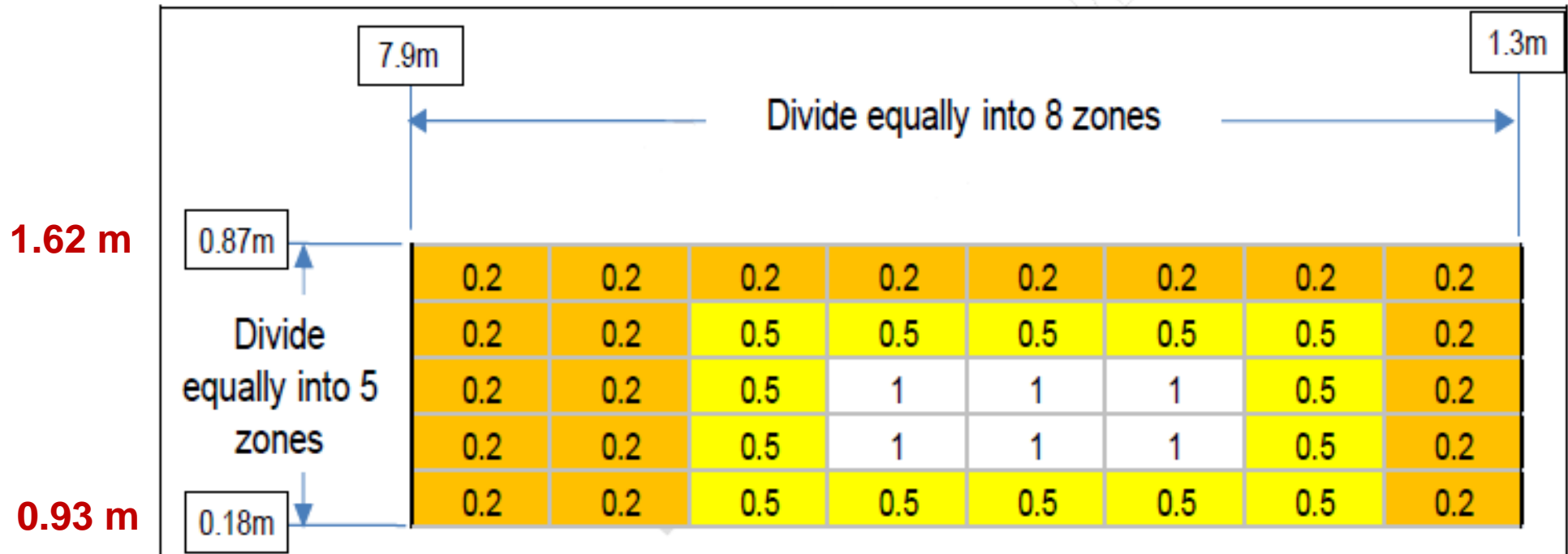
# CIE TC4-45 WINDOW AT THE DISTANCE OF 50M FOR GLARE ASSESSMENT (CIE 188:2010 page 21)



## Key

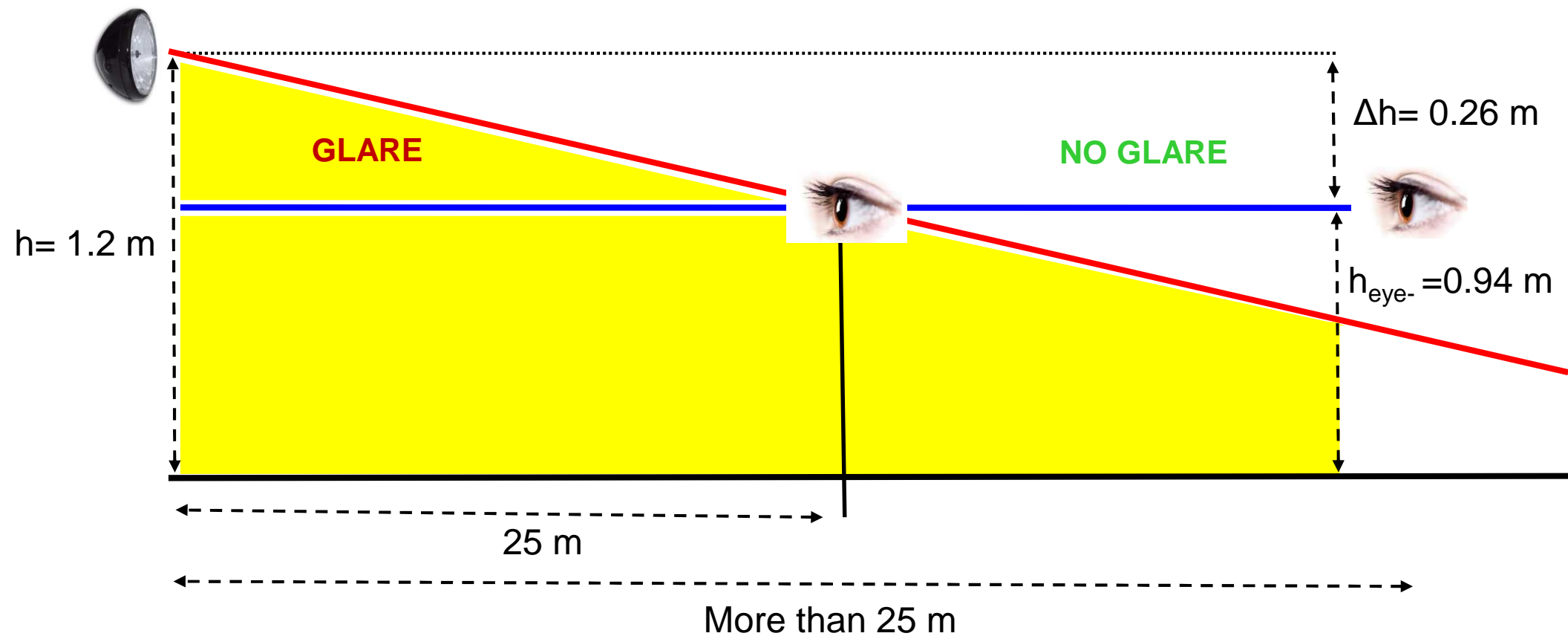
- 1 the curve indicates the probable location of the oncoming driver's eyes as a percentage of all instances on a range of road types based upon the work of Damasky
- 2 for detail of this zone see Figure 16 (CIE 188:2010)
- 3 vertical line through the longitudinal axis of vehicle
- 4 this horizontal line is located at a height of 0,75 m above the road surface

## CIE STANDARD GLARE WINDOW AT THE DISTANCE OF 50M

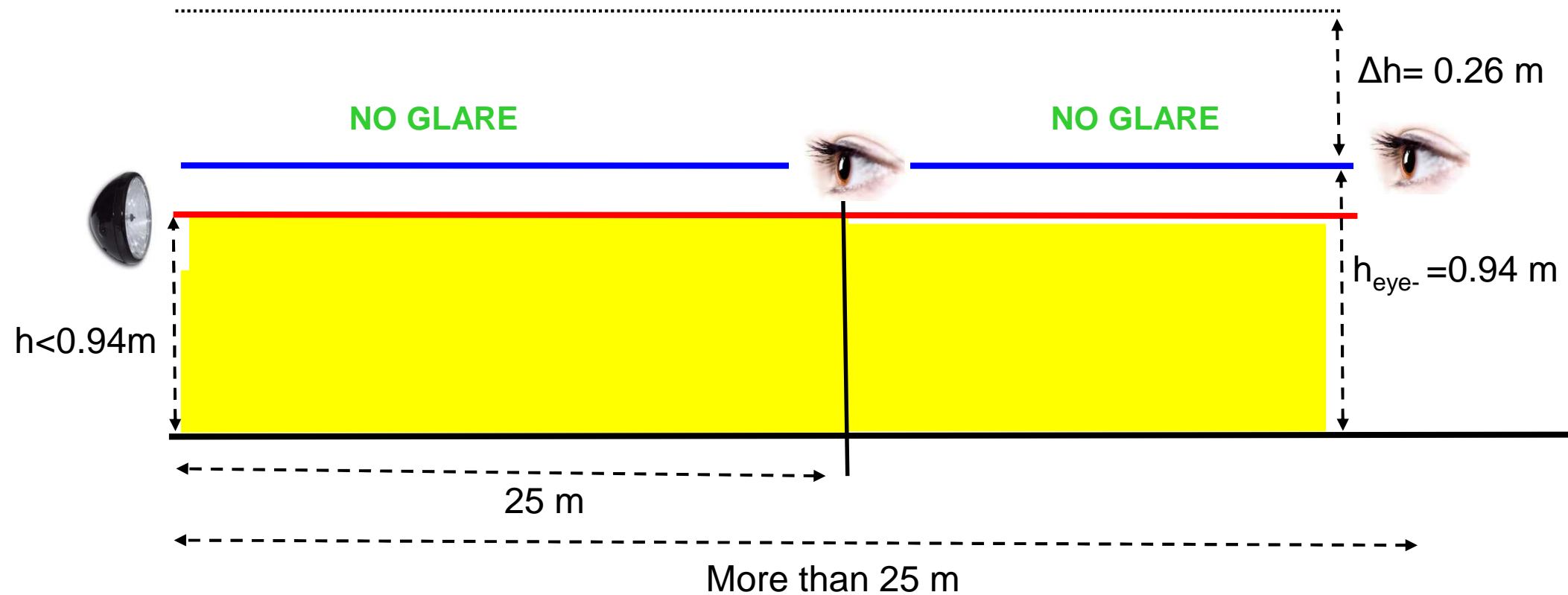


*Note that lowest zone of 0.138 m high is 50% (or less) sensitive.*

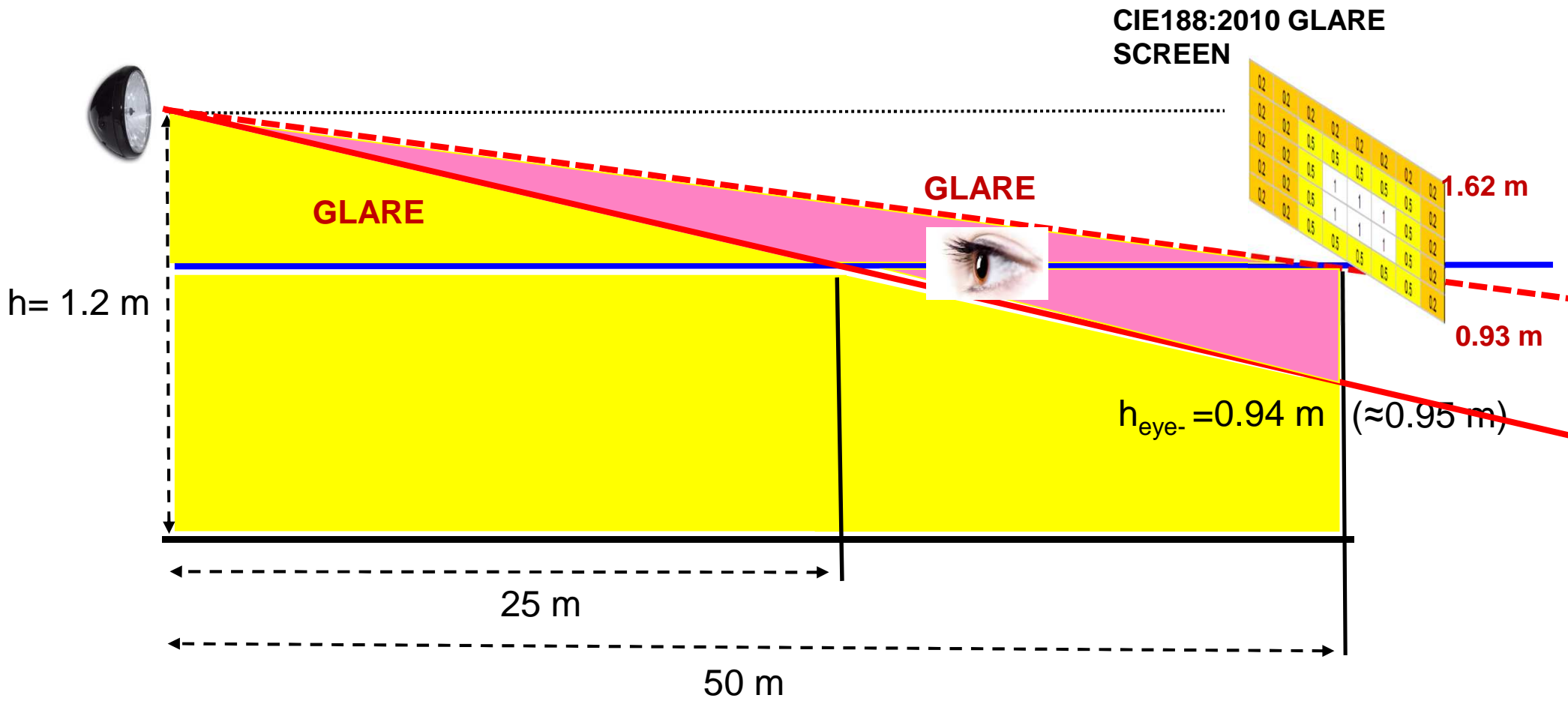
# LIGHT BEHAVIOUR WHEN CUT-OFF IS ACCORDING Line 6



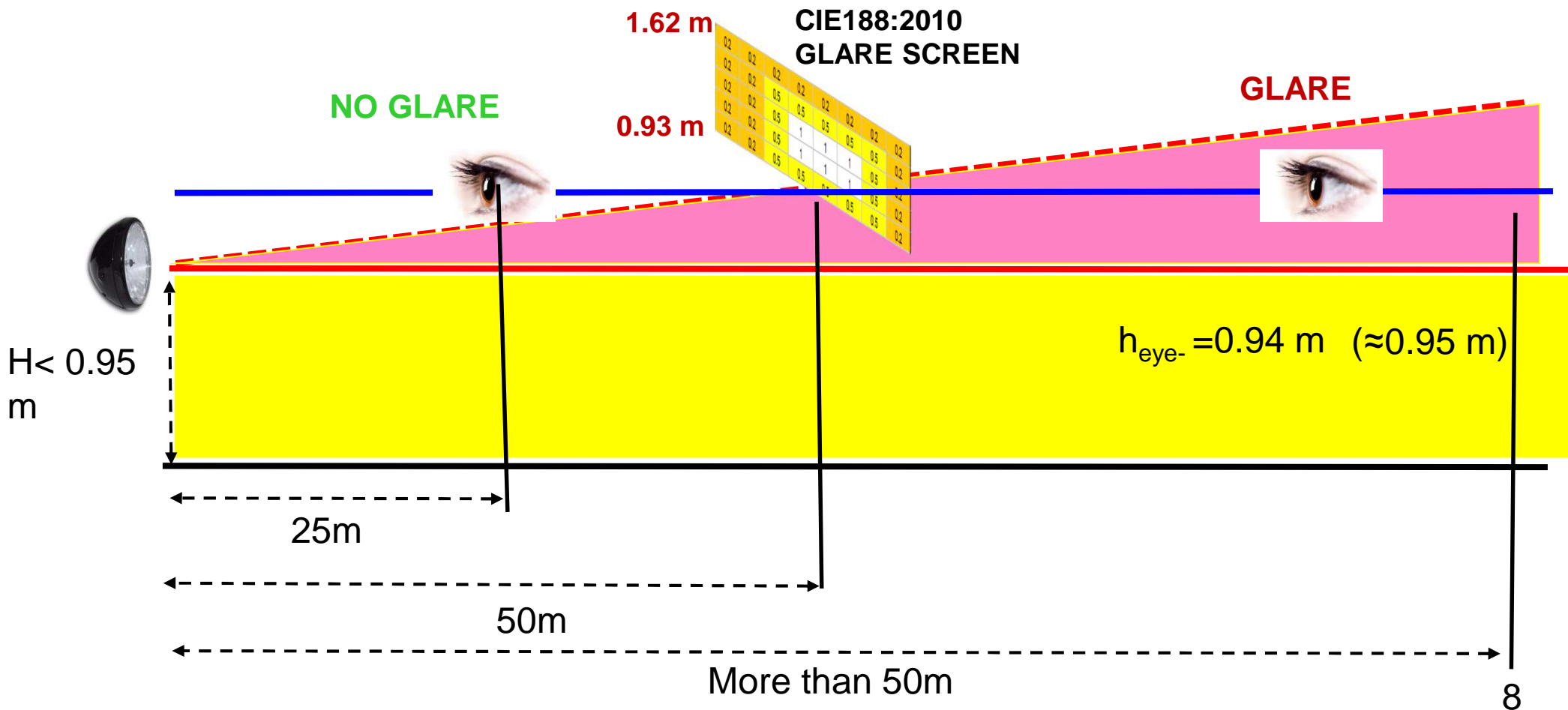
# LIGHT BEHAVIOUR WHEN CUT-OFF IS ACCORDING Line 6



# LIGHT BEHAVIOUR WHEN CUT-OFF IS ACCORDING GTB/OICA PROPOSAL AND WHEN THE HEADLAMP IS HIGHER THAN EYE-HEIGHT

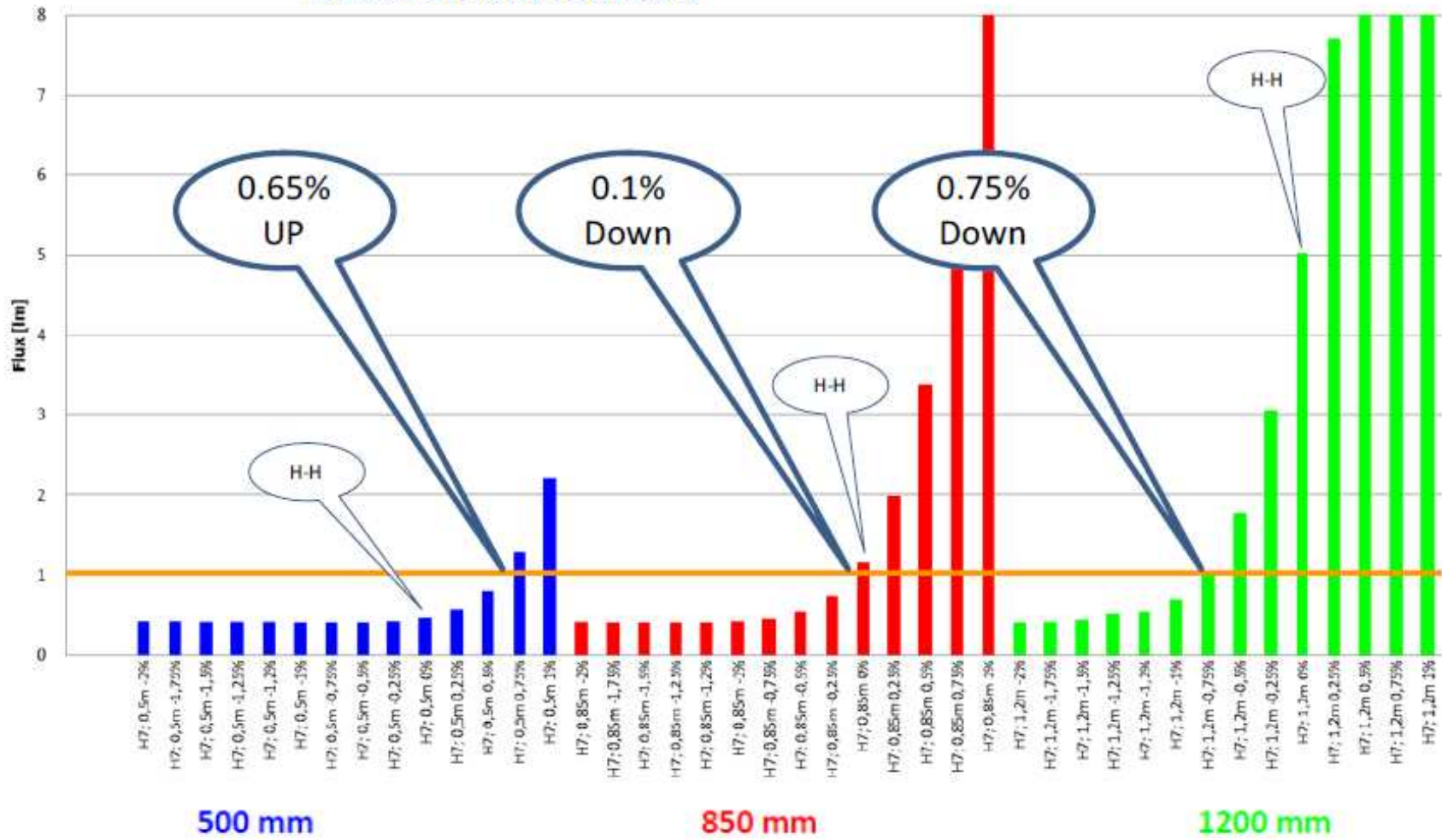


# LIGHT BEHAVIOUR WHEN CUT-OFF IS ACCORDING GTG/OICA PROPOSAL AND WHEN THE HEADLAMP IS LOWER THAN EYE-HEIGHT

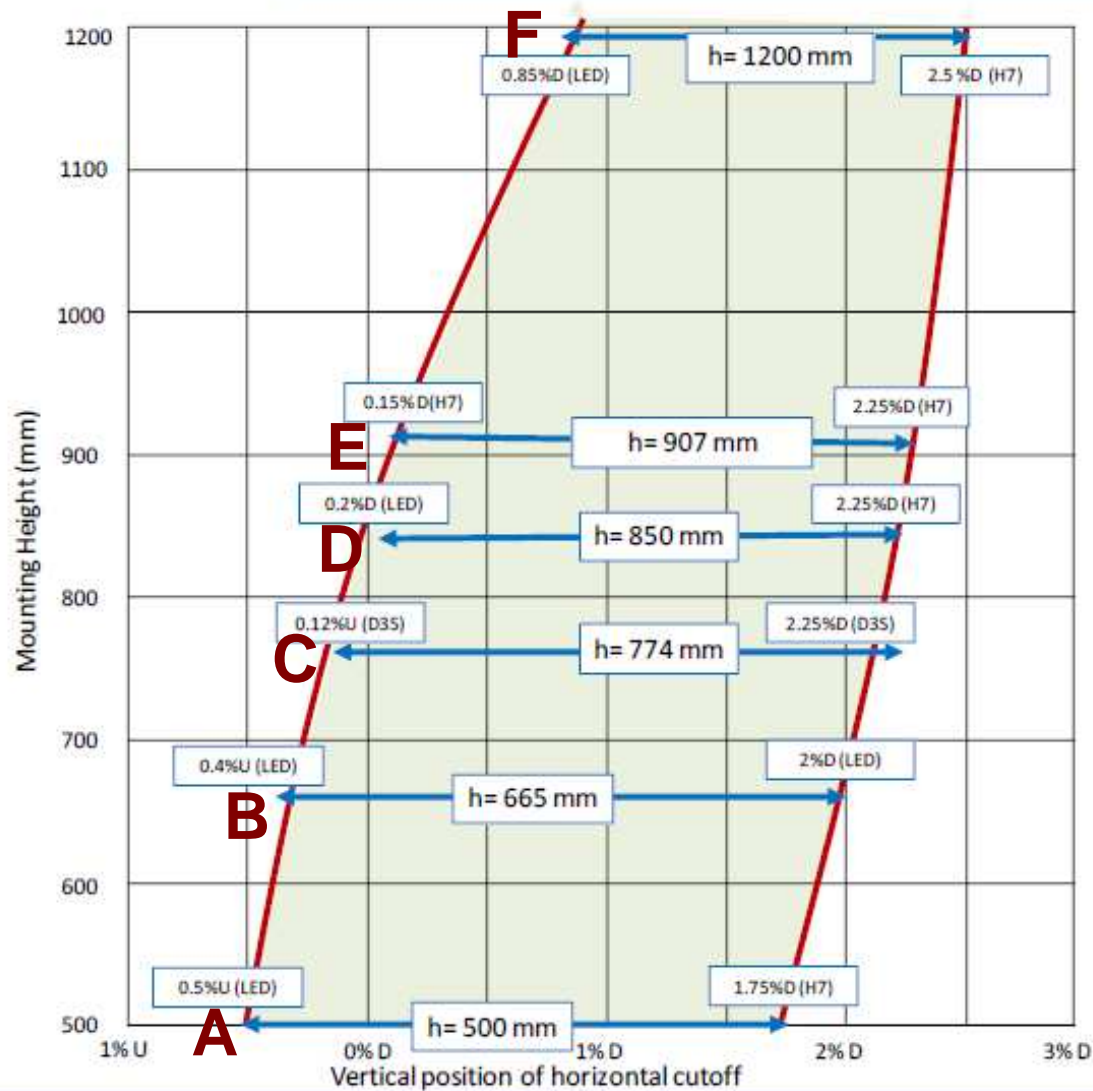




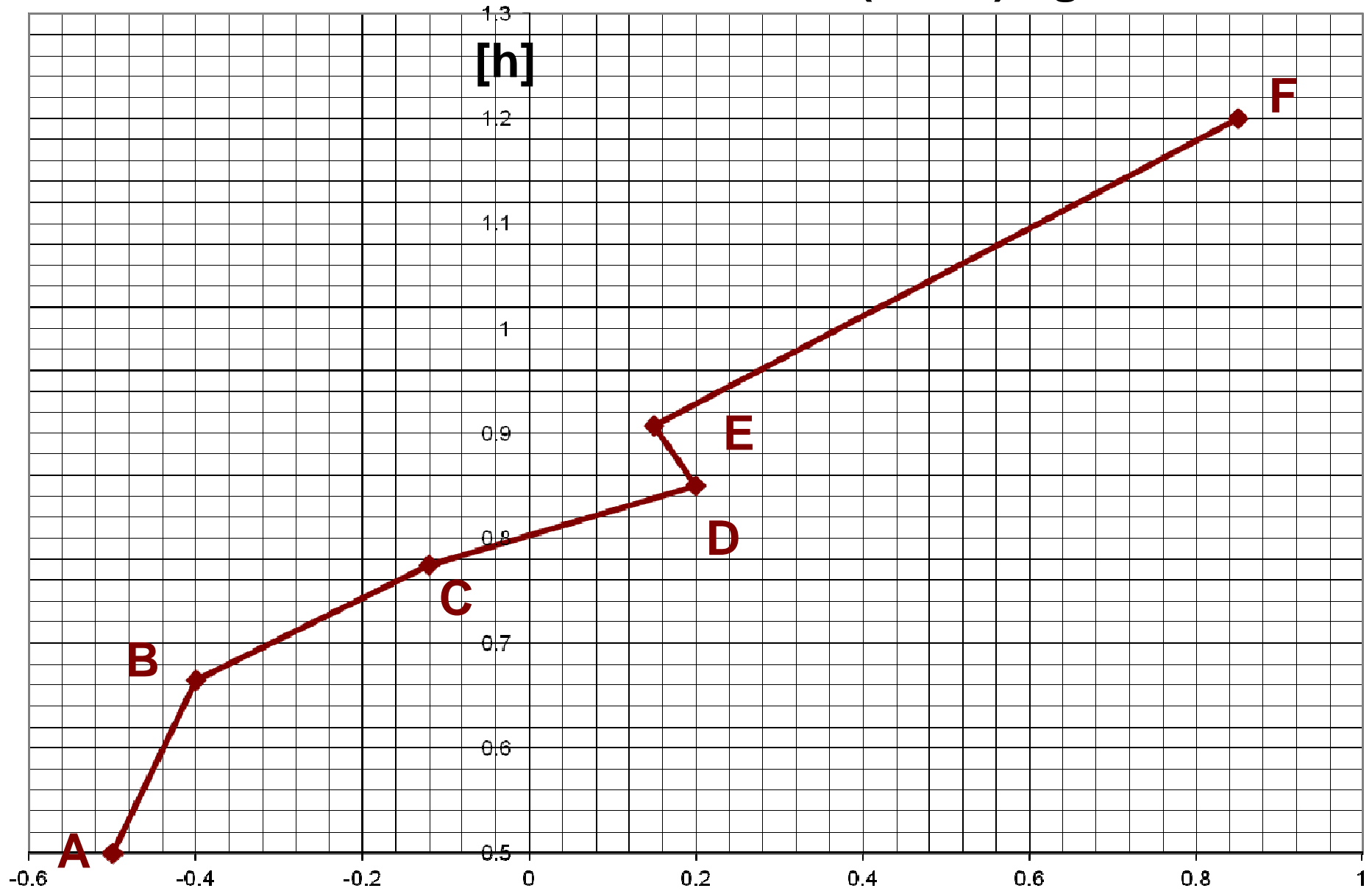
Example calculations using the CIE assessment method



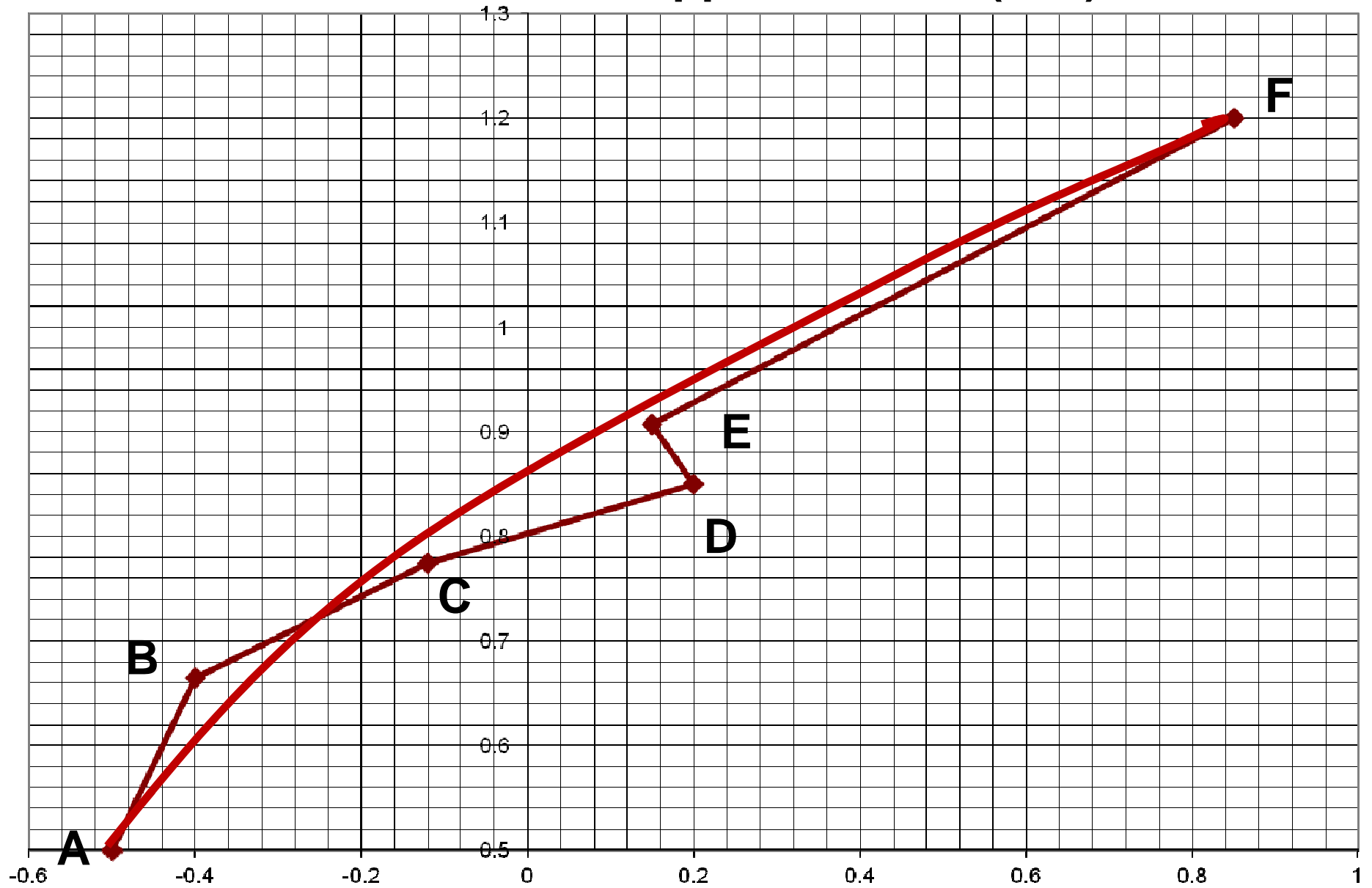
# GTB Proposal for Acceptable aiming limits



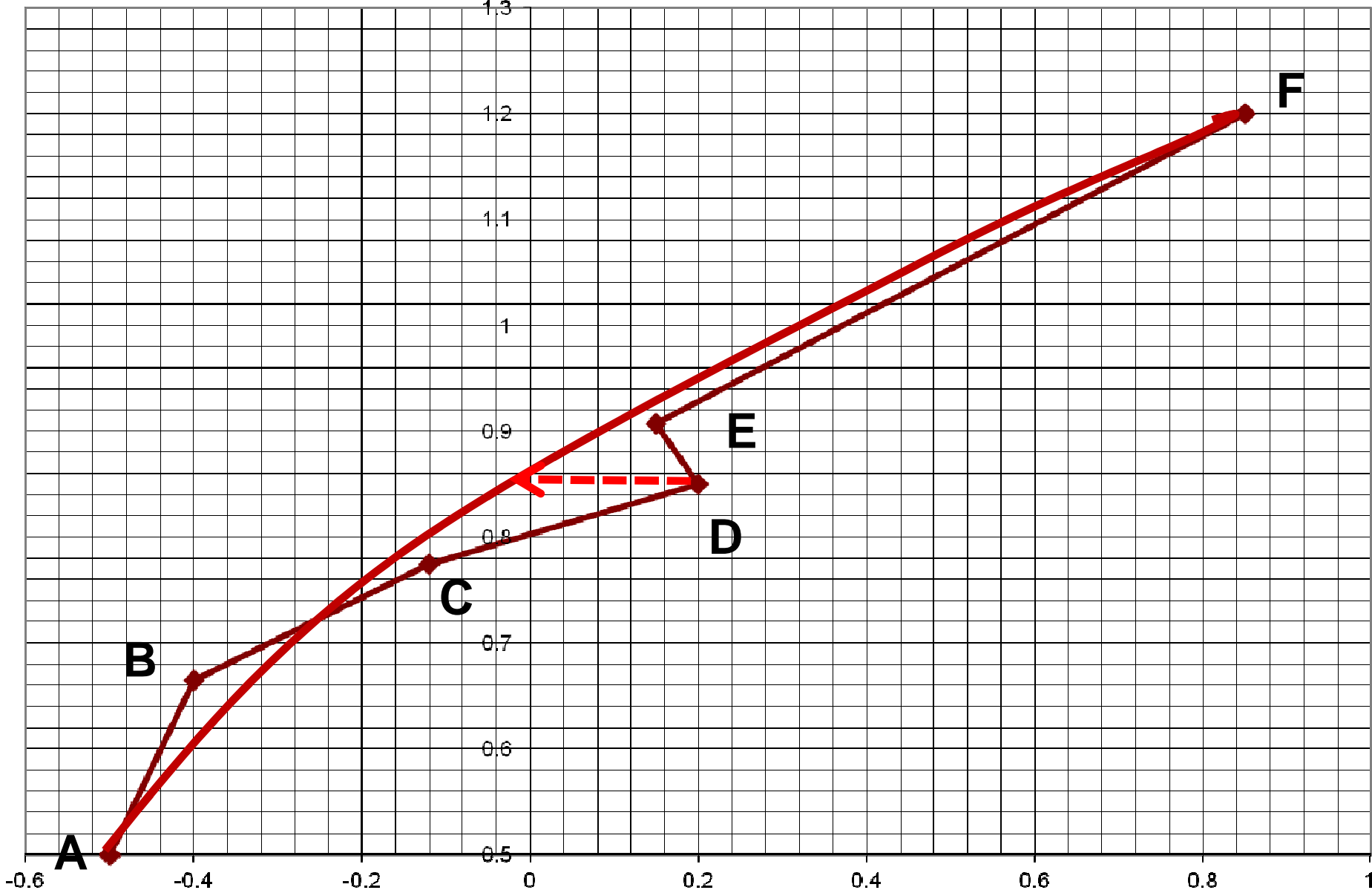
# GTB/OICA HEADLAMP EXAMPLES (A to F) - glare 1 Im



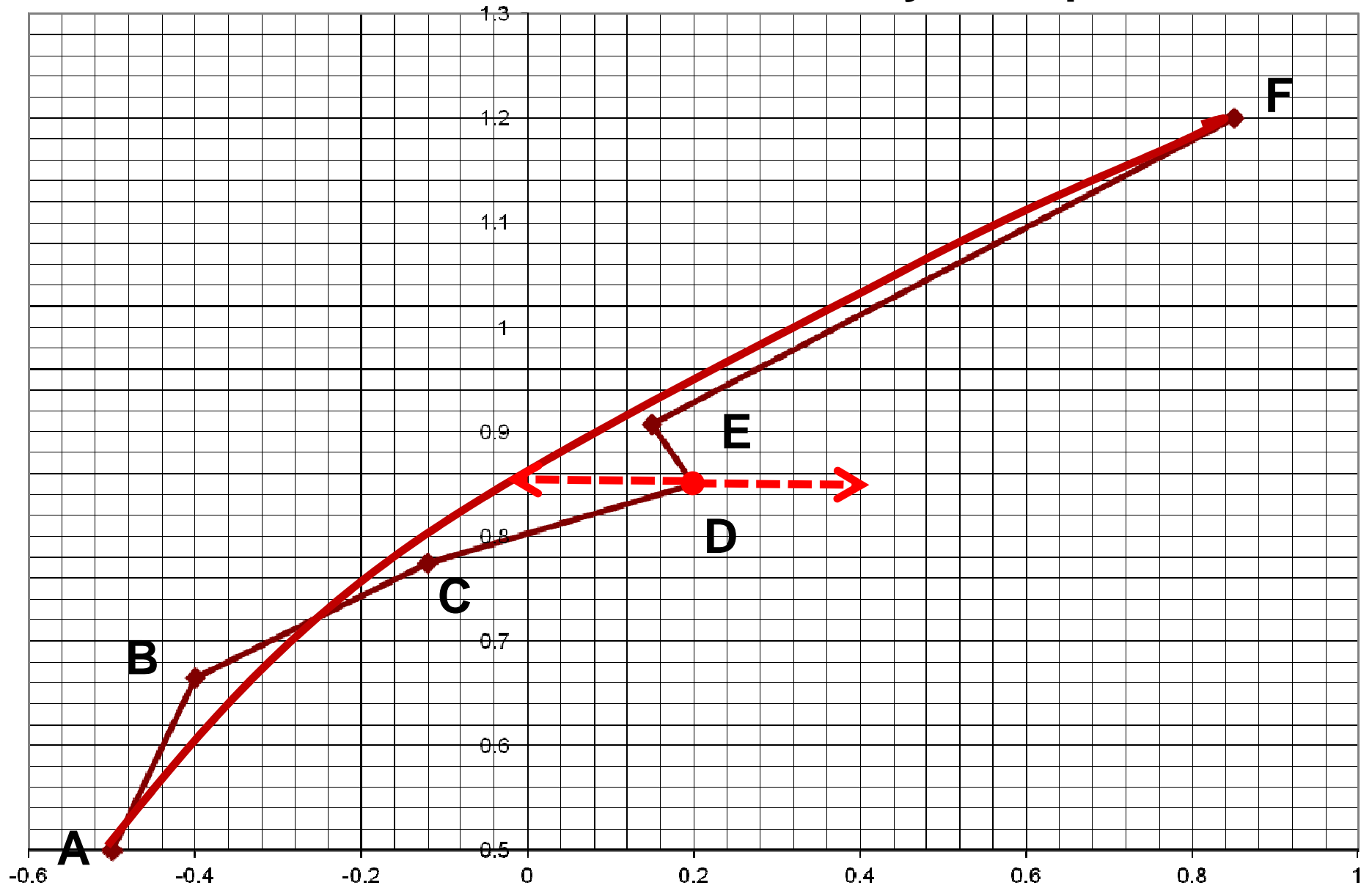
# GTB/OICA left line approximation (1Im)



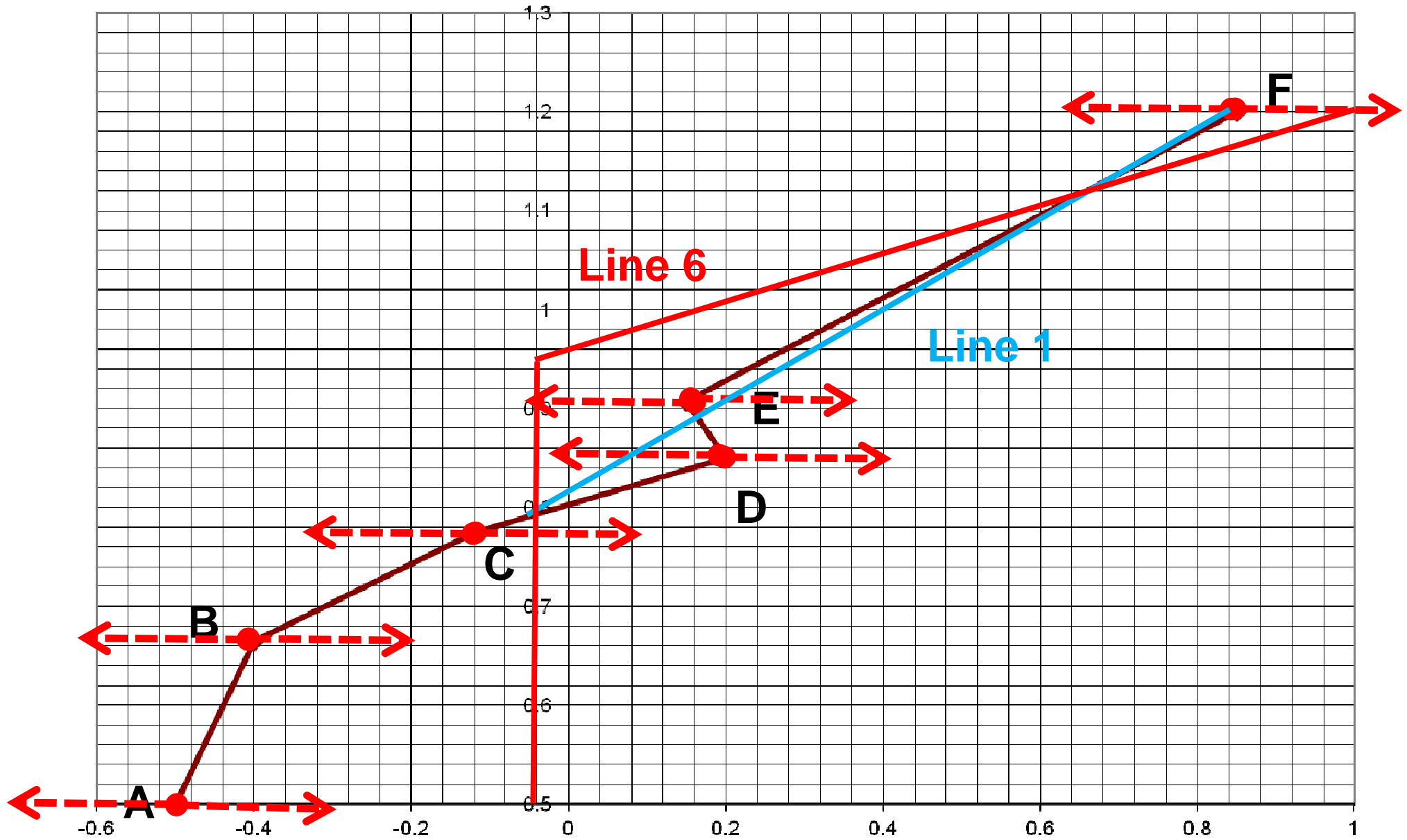
# DIFFERENCE BETWEEN PROPOSAL AND REALITY - uncertainty example



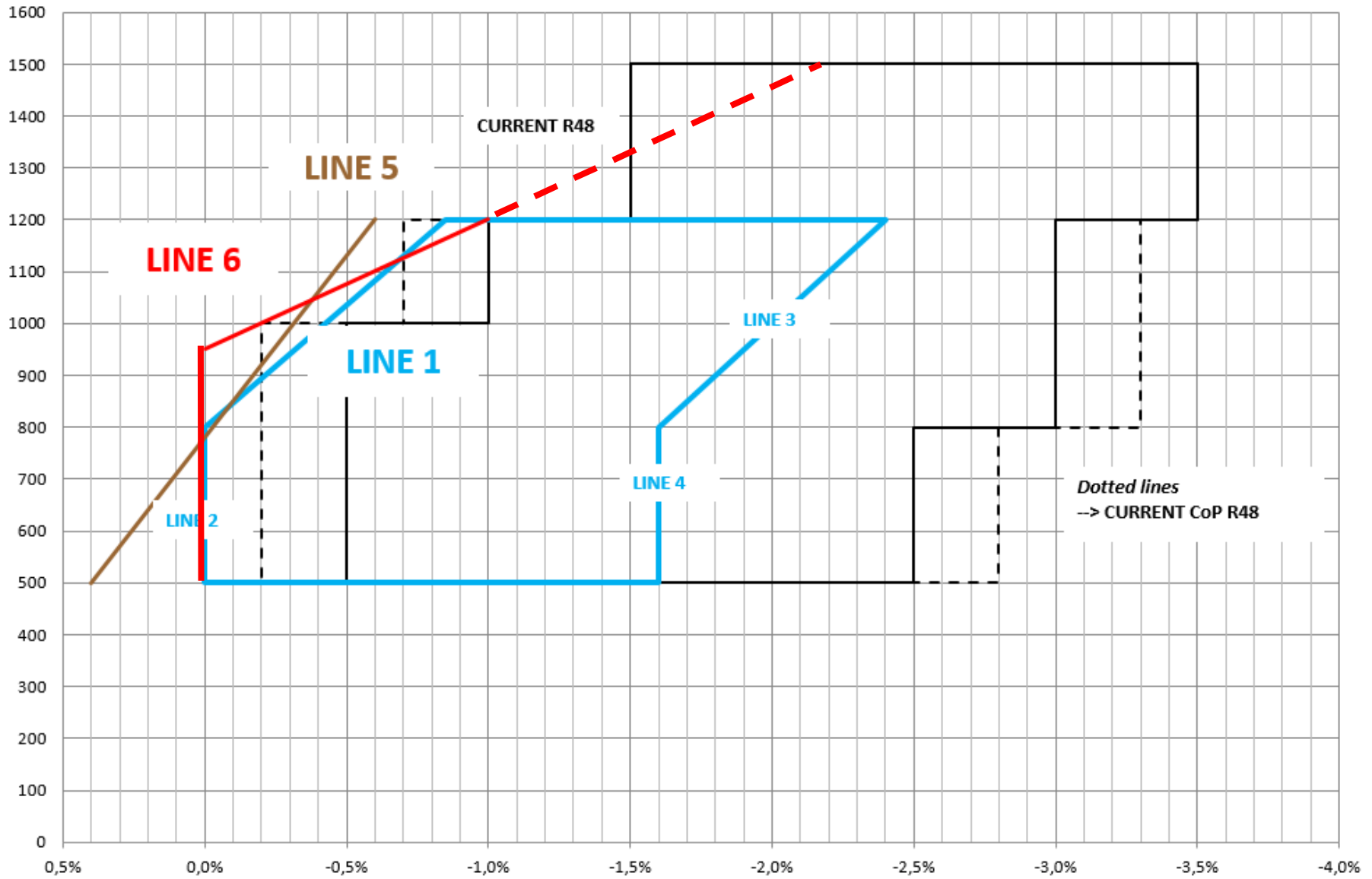
# POSSIBLE RESULT - uncertainty example



# „Line 1” and „Line 6” IN RELATION TO UNCERTAINTY



# DIAGRAM FOR AIMING





Thank you for attention