

Influence of Illuminance and Luminance on Headlamp Glare

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Studies in the light tunnel

Laboratory studies

Influence of glance behavior

Intended study





Reflection systems



-

Projection systems



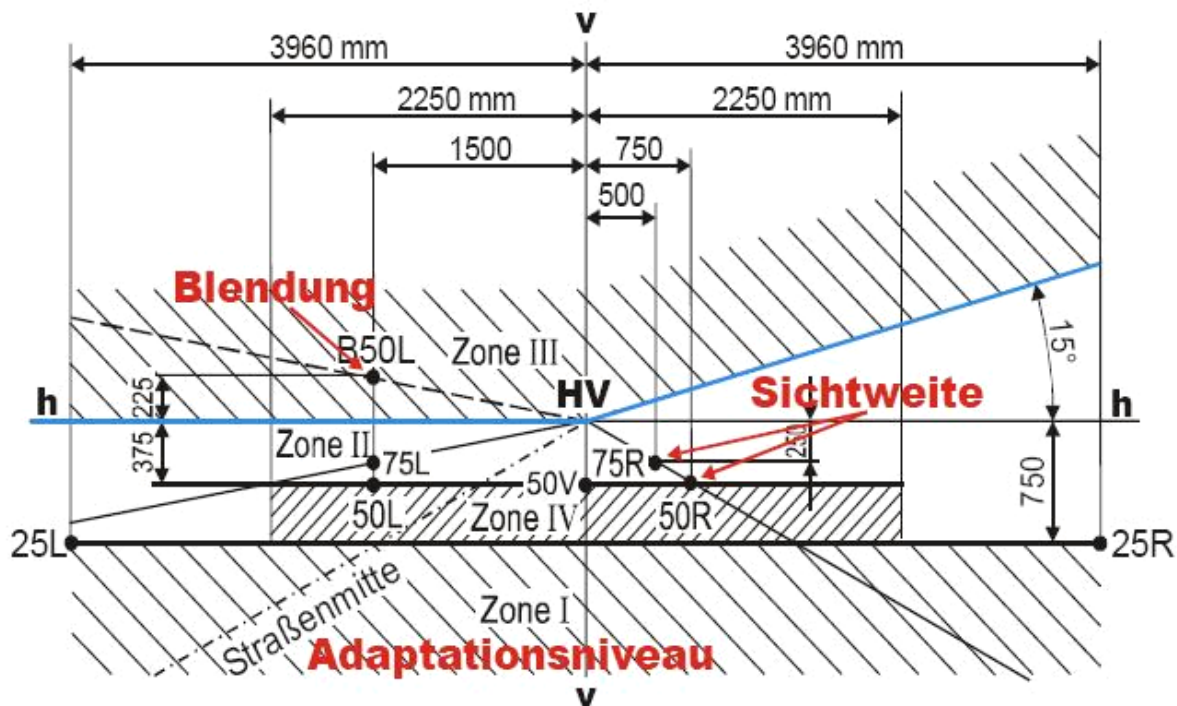


Study I:

- Do Xenon headlamps dazzle more than Halogen headlamps?
- Do projection systems dazzle more than reflection systems?

Study II:

- How does the visual performance change if a car with correct adjusted headlamps is oncoming?
- How does the visual performance change if a car is oncoming, which headlamps don't fulfill the legal requirements?



B50L

25 m 1 headlamp: 0.4 – 0.5 lux (ECE 98, ECE 112, tube)

→ 50 m 2 headlamps: 0.2 – 0.25 lux

→ actual illuminance: ~ 0.4 – 0.5 lux



Why B50L?

Inverse square law: Illuminance is decreasing squared to distance.
→ The lower the distance the higher the illuminance.

But:

The lower the distance the larger the angle between glance direction (straight ahead) and glare source. It will be mapped peripherally in the eye.

In B50L the distance is quite short and the glance direction is still near the glare source. Looking at his own lane oncoming headlamps will be mapped centrally in the drivers eyes.

Disability glare

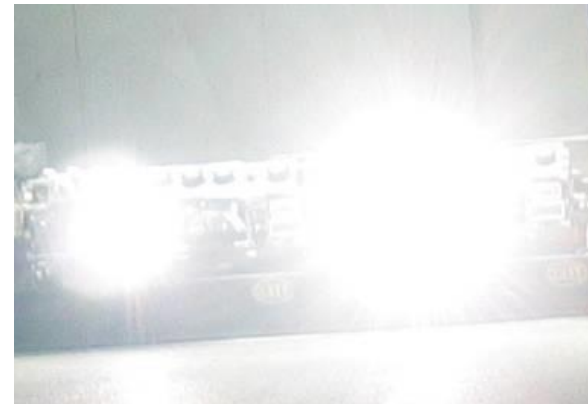
Discomfort glare

De Boer-Scale

Nine levels,

1: unbearable

9: unnoticeable



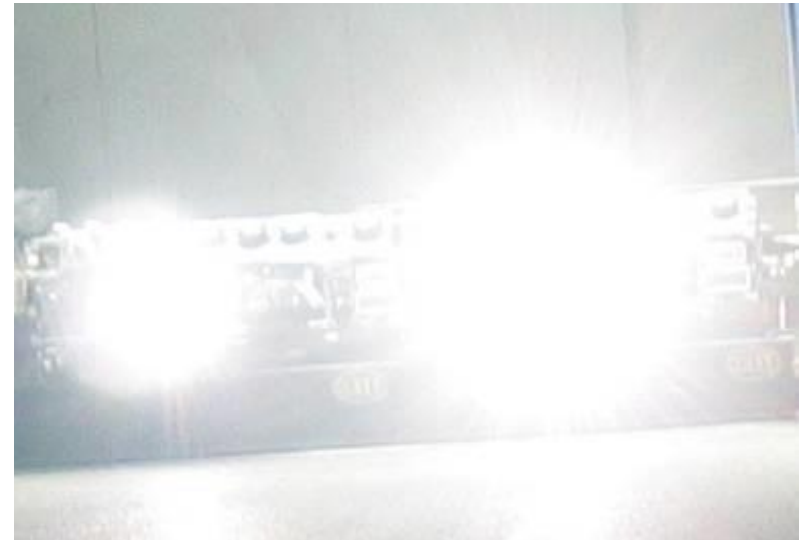
Disability glare:

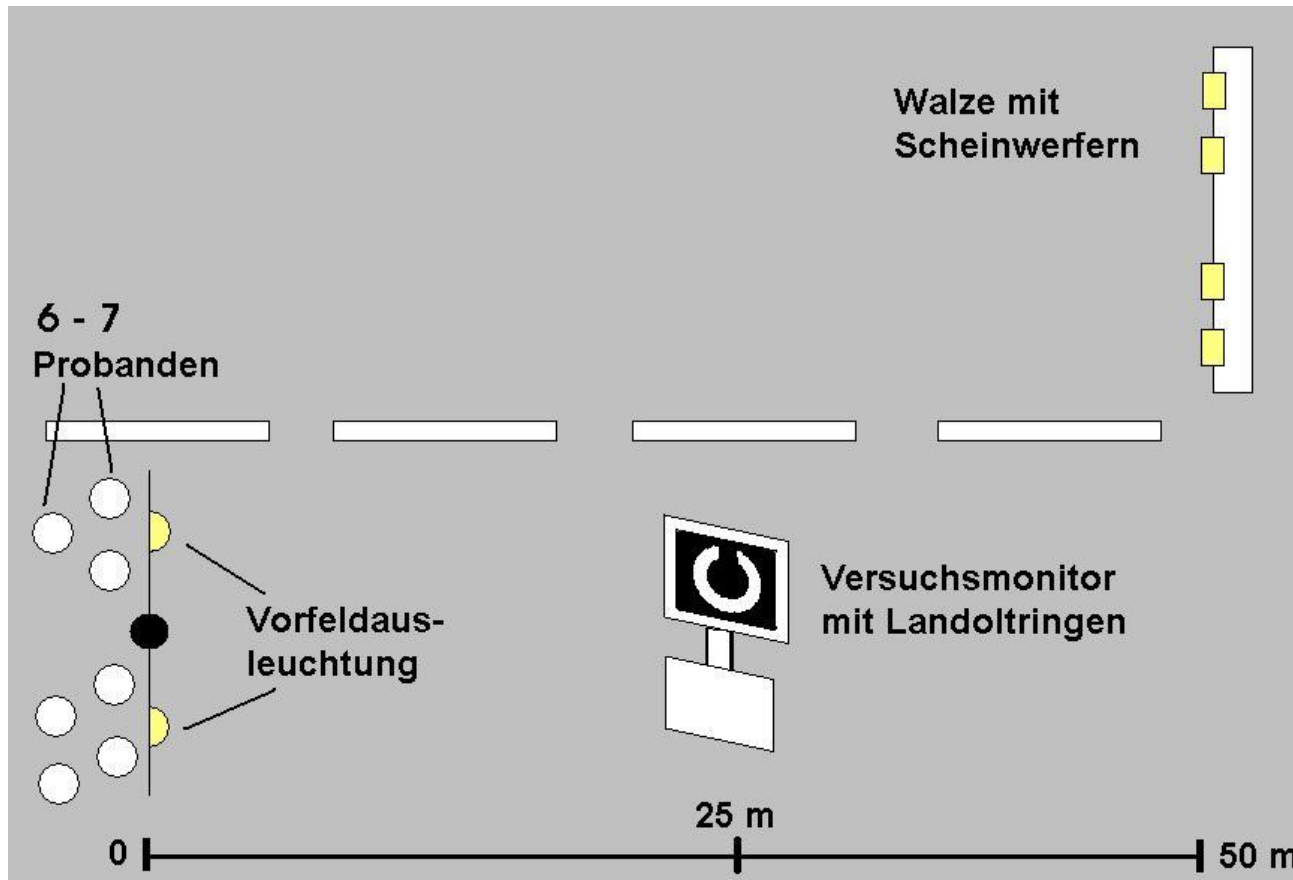
→ Safety

Discomfort glare

→ Complaints!

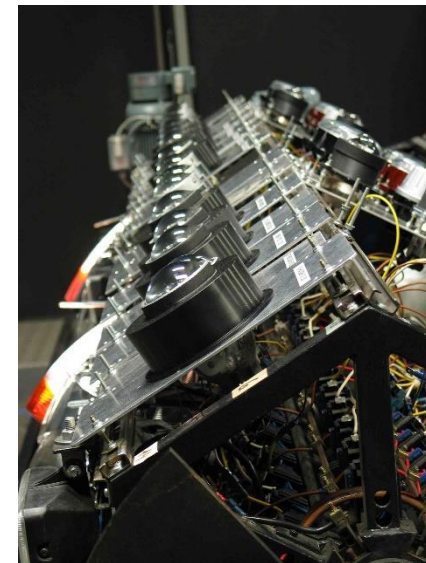
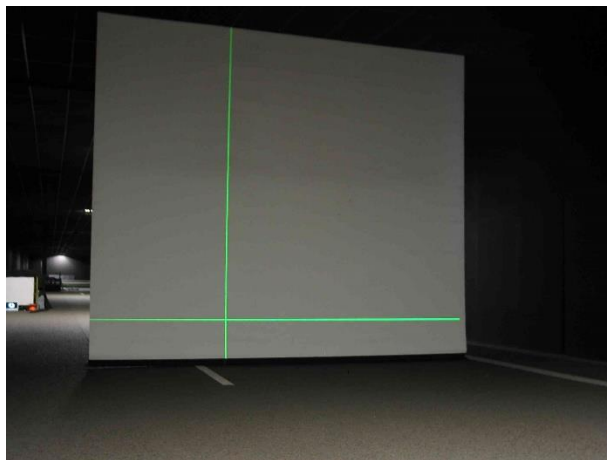
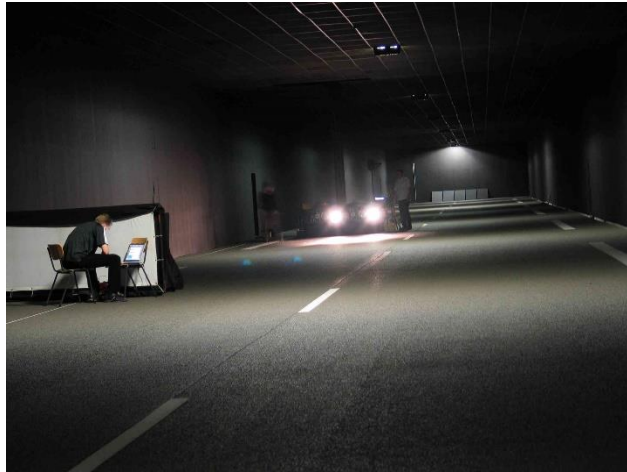
- Difficult to assess.
- Inconsistent results in studies.
- In each study a particular internal „system of reference“ is generated by test persons.
- References depending on anchor stimuli and changing perspectives.
E.g. „Considering, that I look directly into the headlamp it is quite good.“
- Results of different studies can hardly be compared.





Test setup

Light tunnel



Studies in the Light Tunnel

- Experimental setup



glare source

test persons

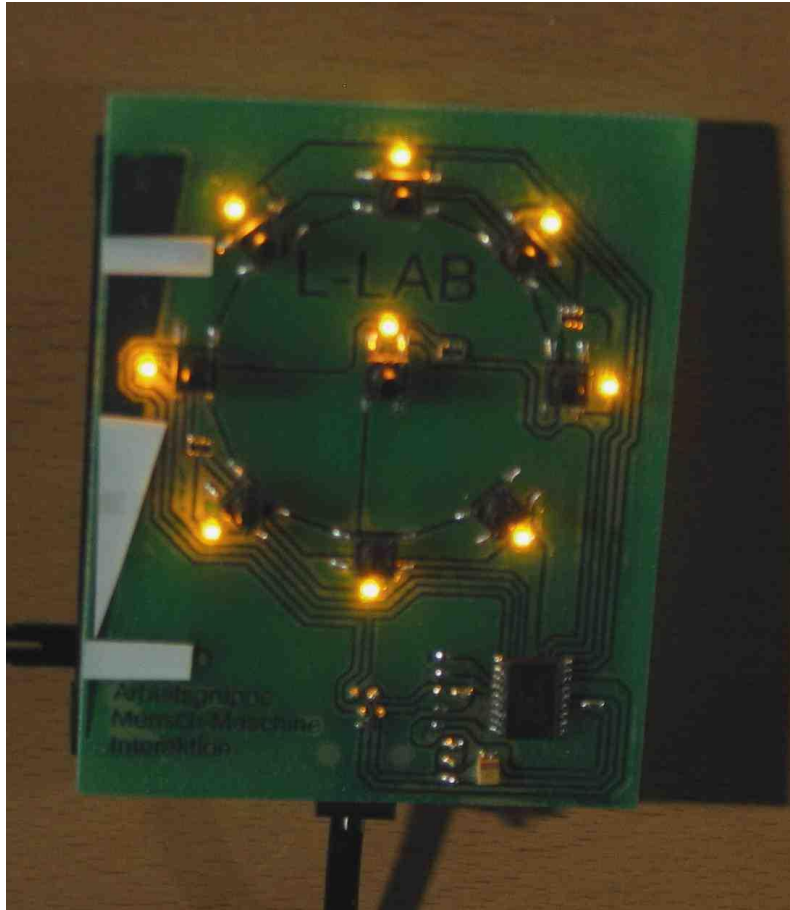




Test persons and their
view to the glare source
and the Landolt rings

Landolt ring





Input board with buttons for the Landolt openings and slider for discomfort glare

Study I:

- Halogen reflection system
- Halogen projection system
- Xenon projection system
- LED system I (prototype)
- LED system II (prototype)

N = 61





Study II:

- Xenon projection system
- Halogen projection system
misaligned, 1.5 lux

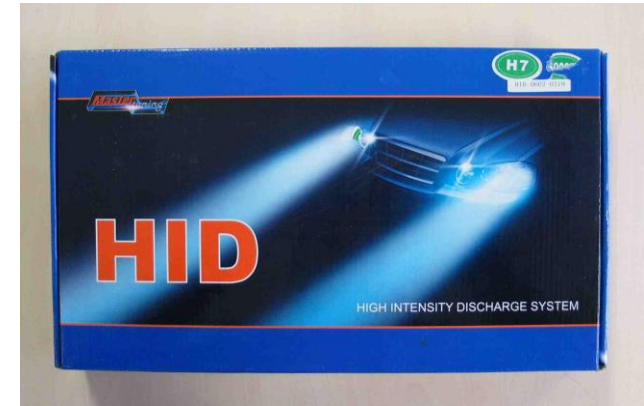
Study II:

- Xenon projection system
- Halogen projection system
misaligned, 1.5 lux
- Halogen reflection system
blue foil, 1,82 lux



Study II:

- Xenon projection system
- Halogen projection system
misaligned, 1.5 lux
- Halogen reflection system
blue foil, 1,82 lux
- Halogen reflection system
Xenon upgrade „ebay“, 1.58 lux

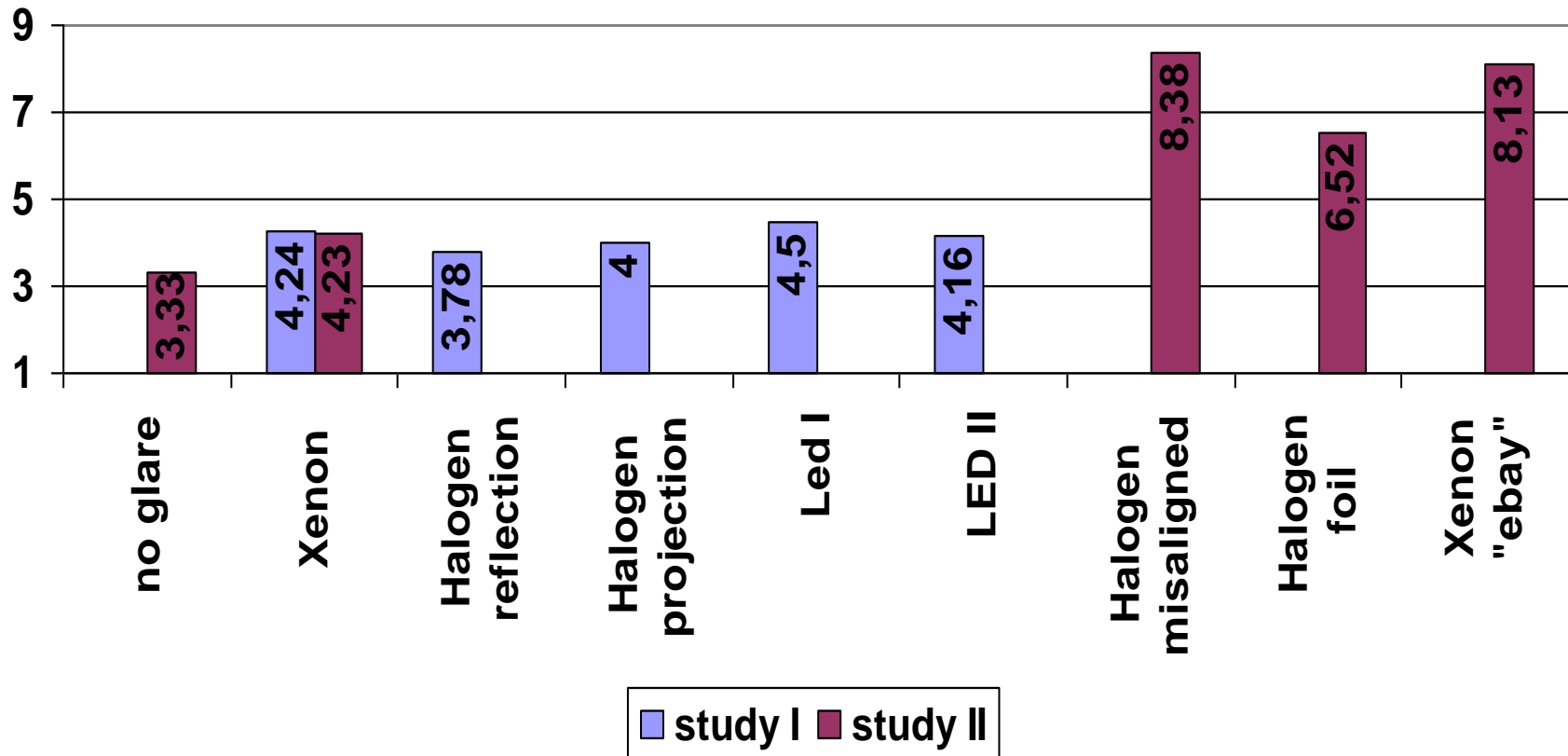




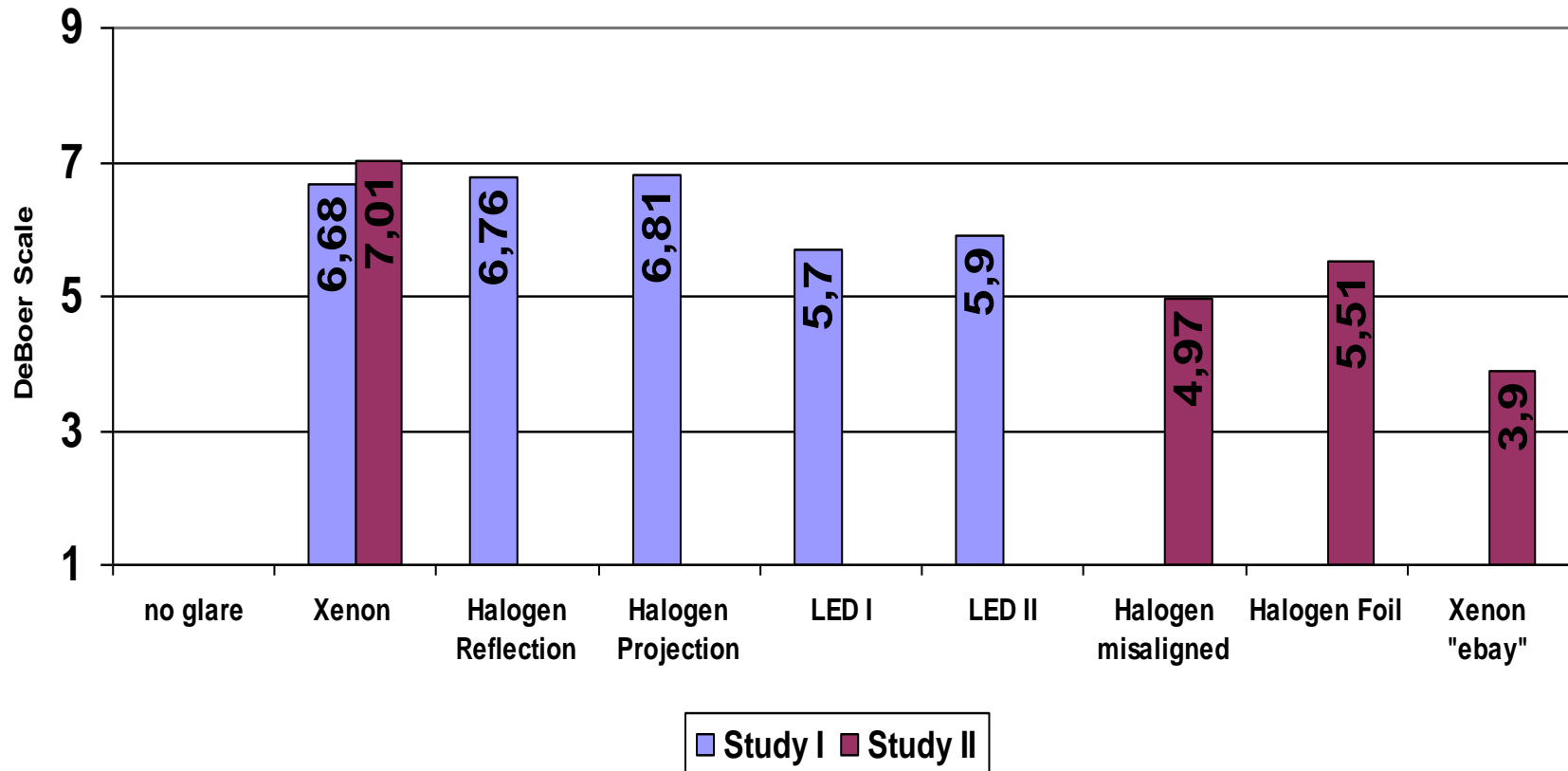
- Xenon projection system
- Halogen projection system
misaligned, 1.5 lux
- Halogen reflection system
blue foil, 1,82 lux
- Halogen reflection system
Xenon upgrade „ebay“, 1.58 lux
- no glare source, 0,22 lux

N = 34

Results: disability glare



Results: discomfort glare





- No differences in disability glare if headlamps are correctly adjusted
- No „danger“ in case of Xenon lamps or projection systems
- Visual performance decreases dramatically if the legal requirements are not fulfilled

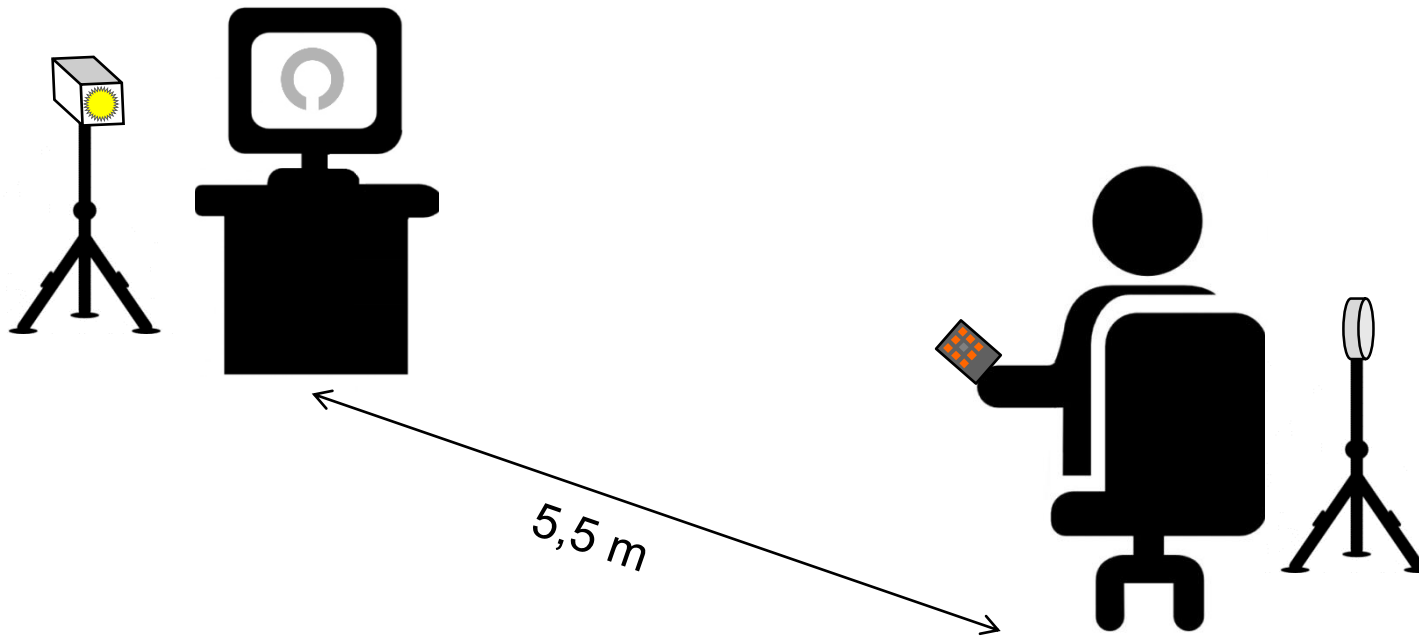


Problem:

- How to make sure, that headlamps comply with the standards?

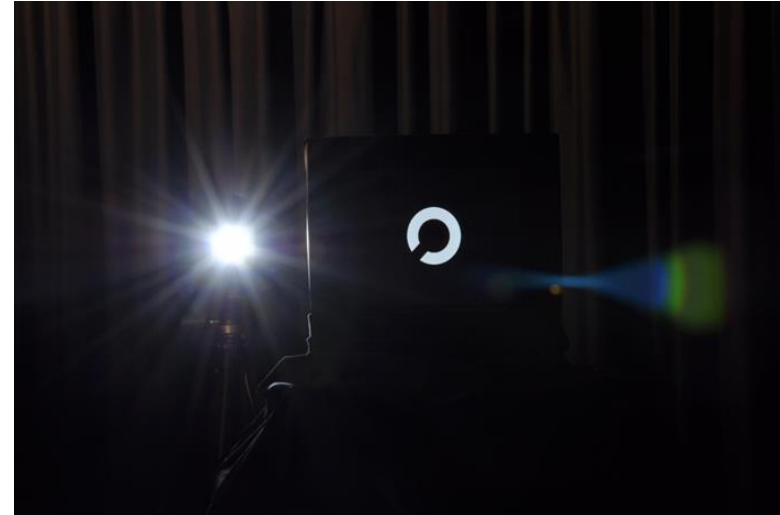
Studies in the light tunnel
Laboratory studies
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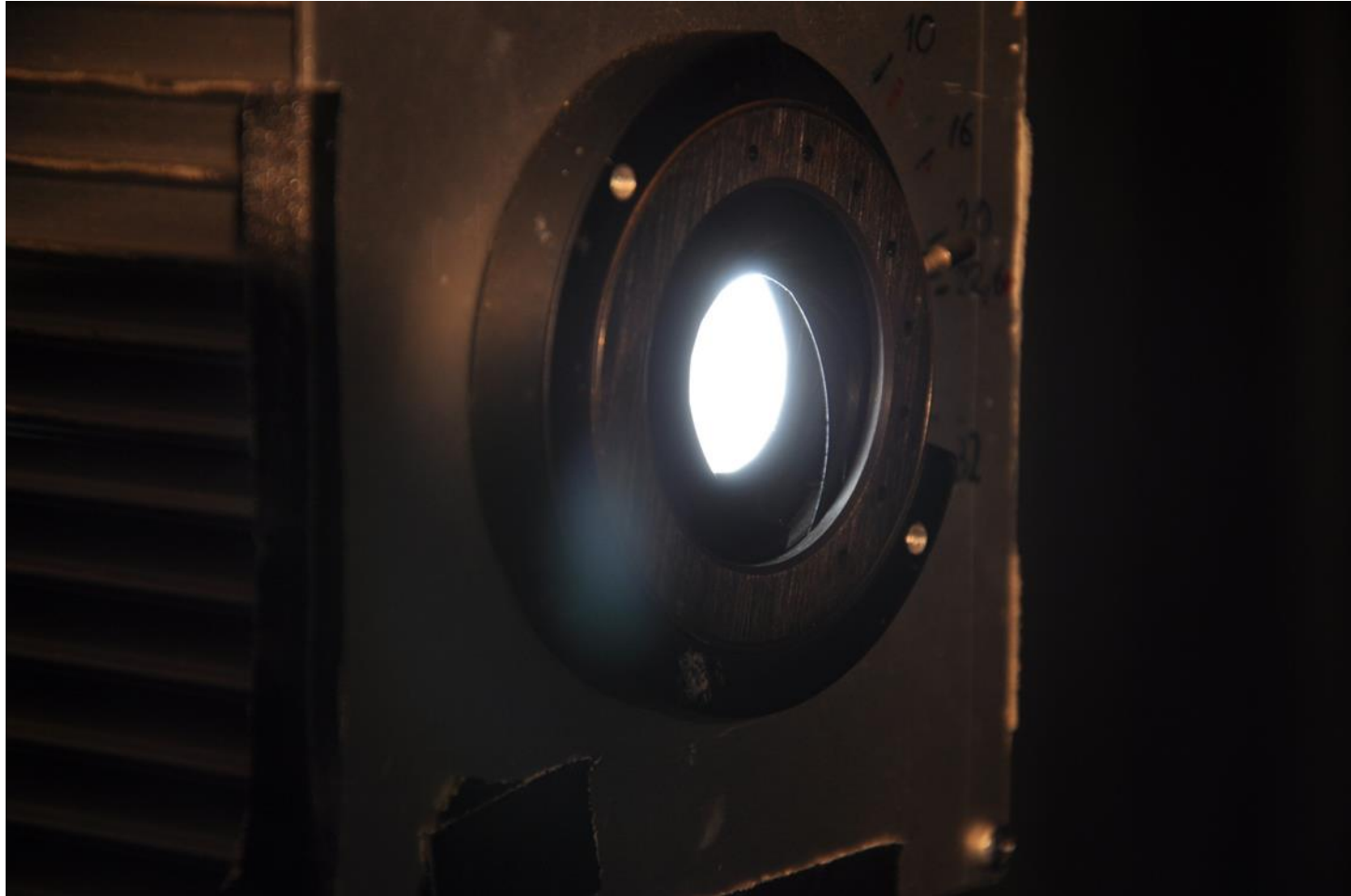




Why an additional Lab-Study?

- Systematic variation of luminance and illuminance as independent variables
- Control over all important confounding variables







Experiment 1

Experiment 2

Independent variable:

Luminance

Illuminance

50,000 cd/m²

0.4 lx

100,000 cd/m²

0.8 lx

250,000 cd/m²

1.6 lx

Dependant variables:

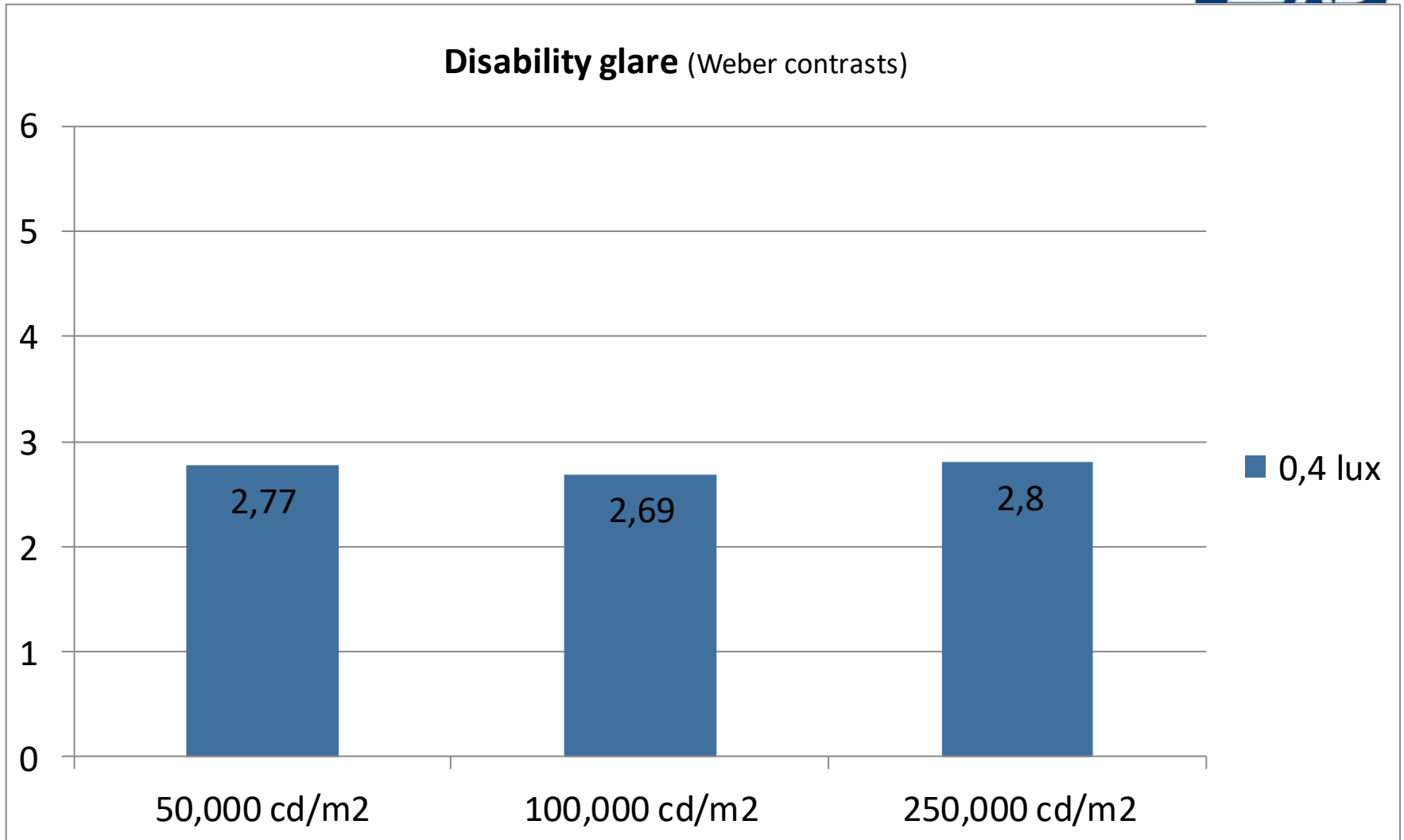
Discomfort glare (DeBoer-Scale)

Disability glare (Weber contrasts)

Basic condition:

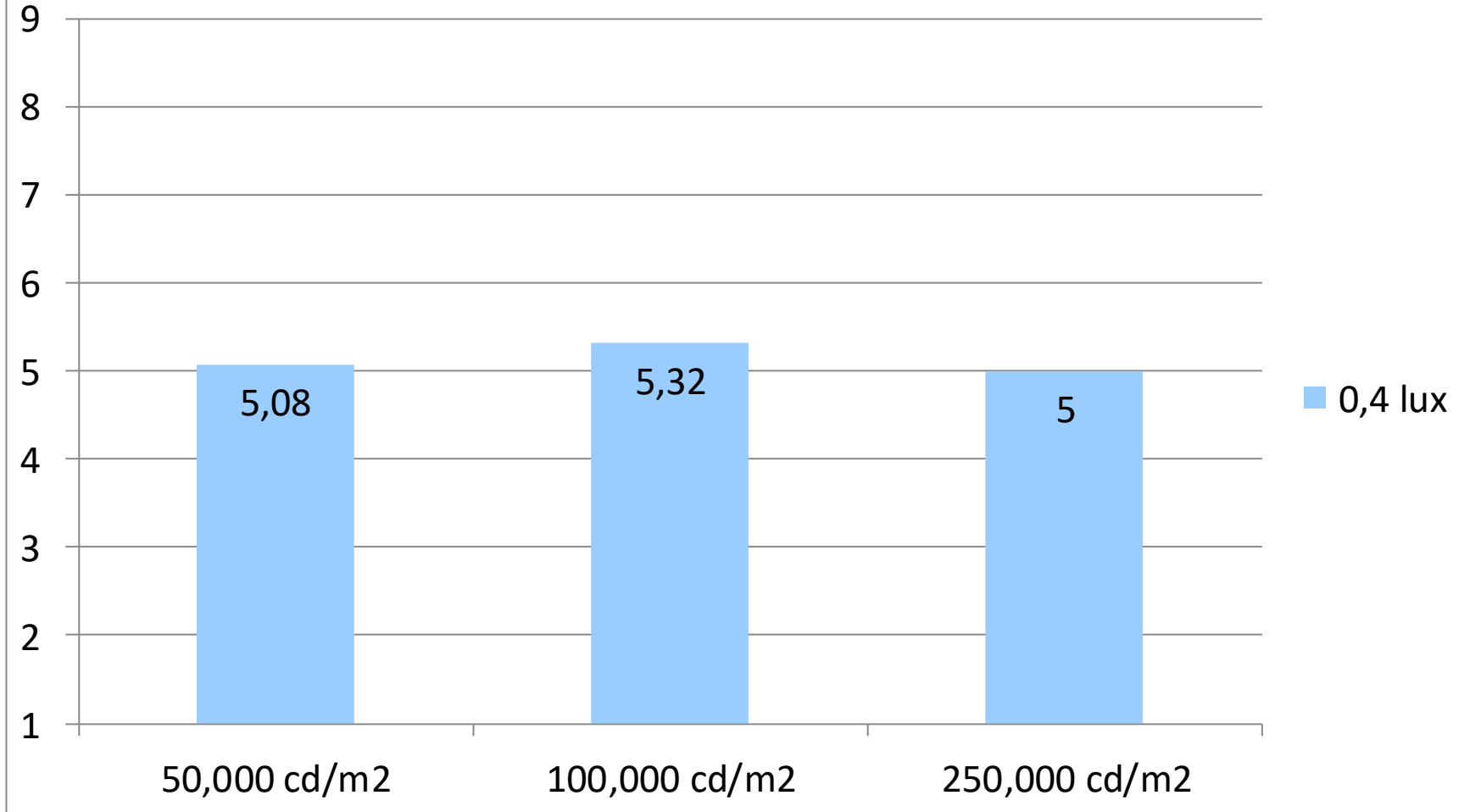
0.4 lx; N = 60

100,000 cd/m²; N = 60





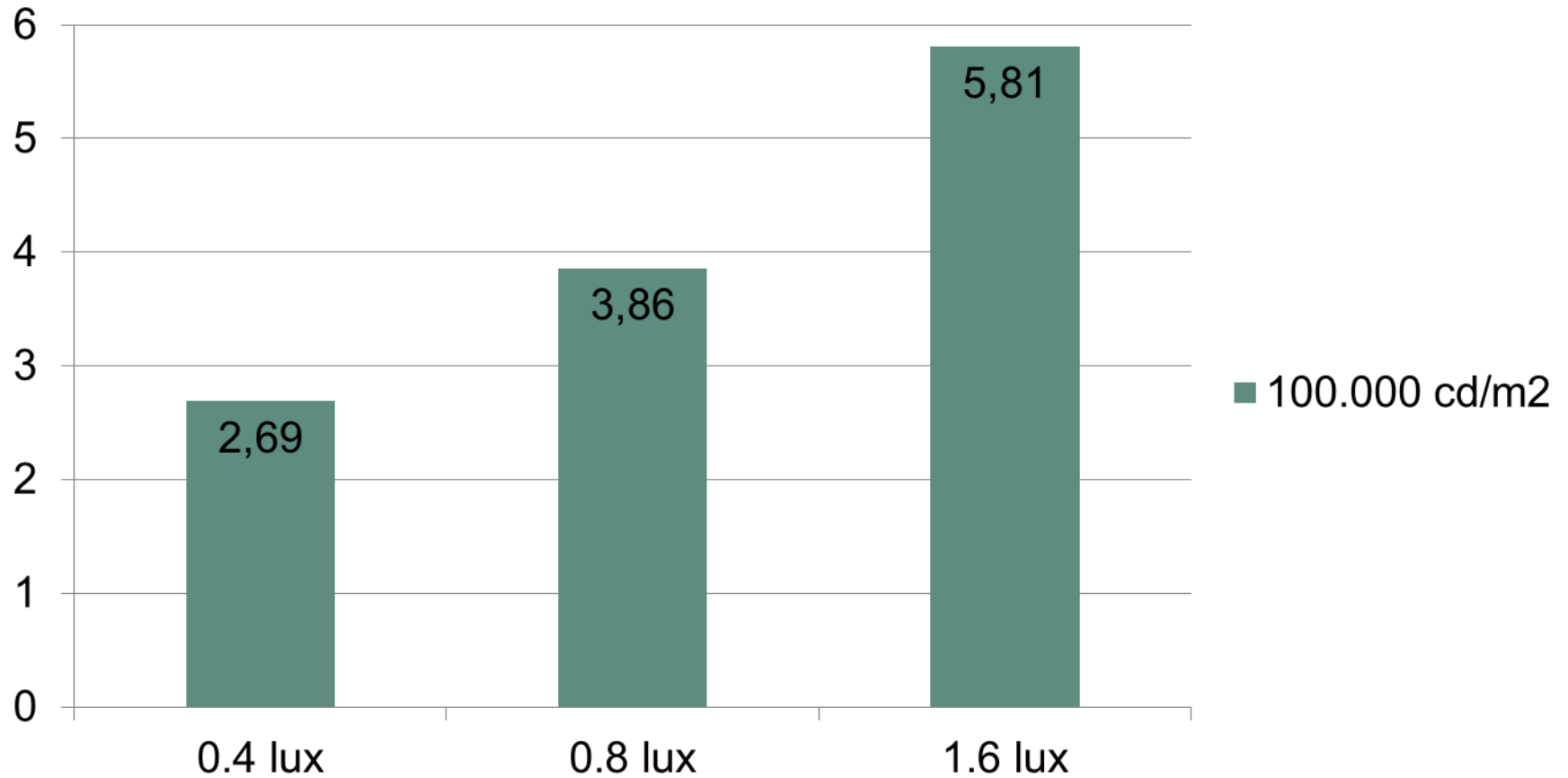
Discomfortglare (DeBoer – Scale)





Disability glare (Weber contrasts)

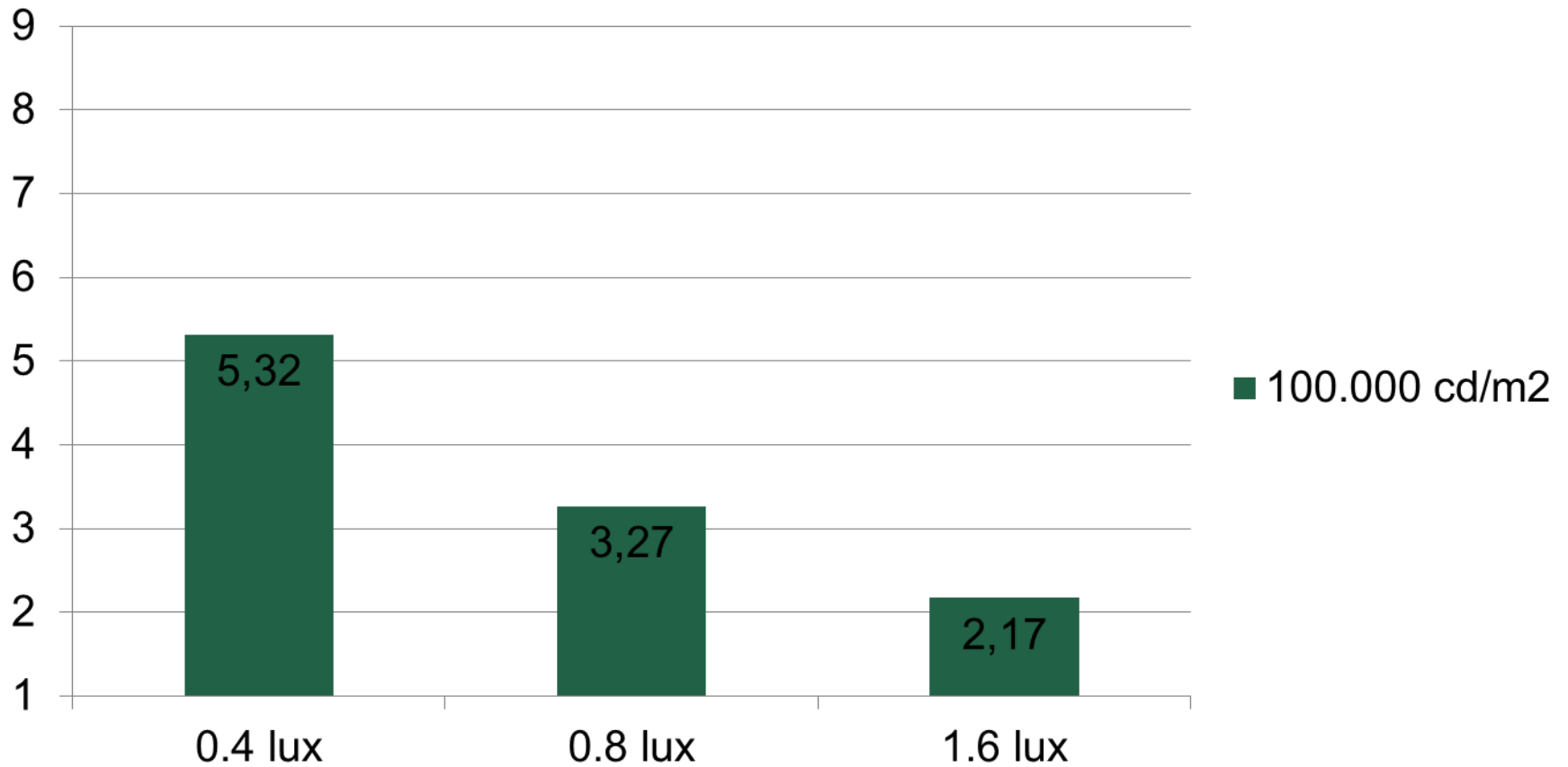
$p < 0.05$





Discomfort glare (DeBoer- Scale)

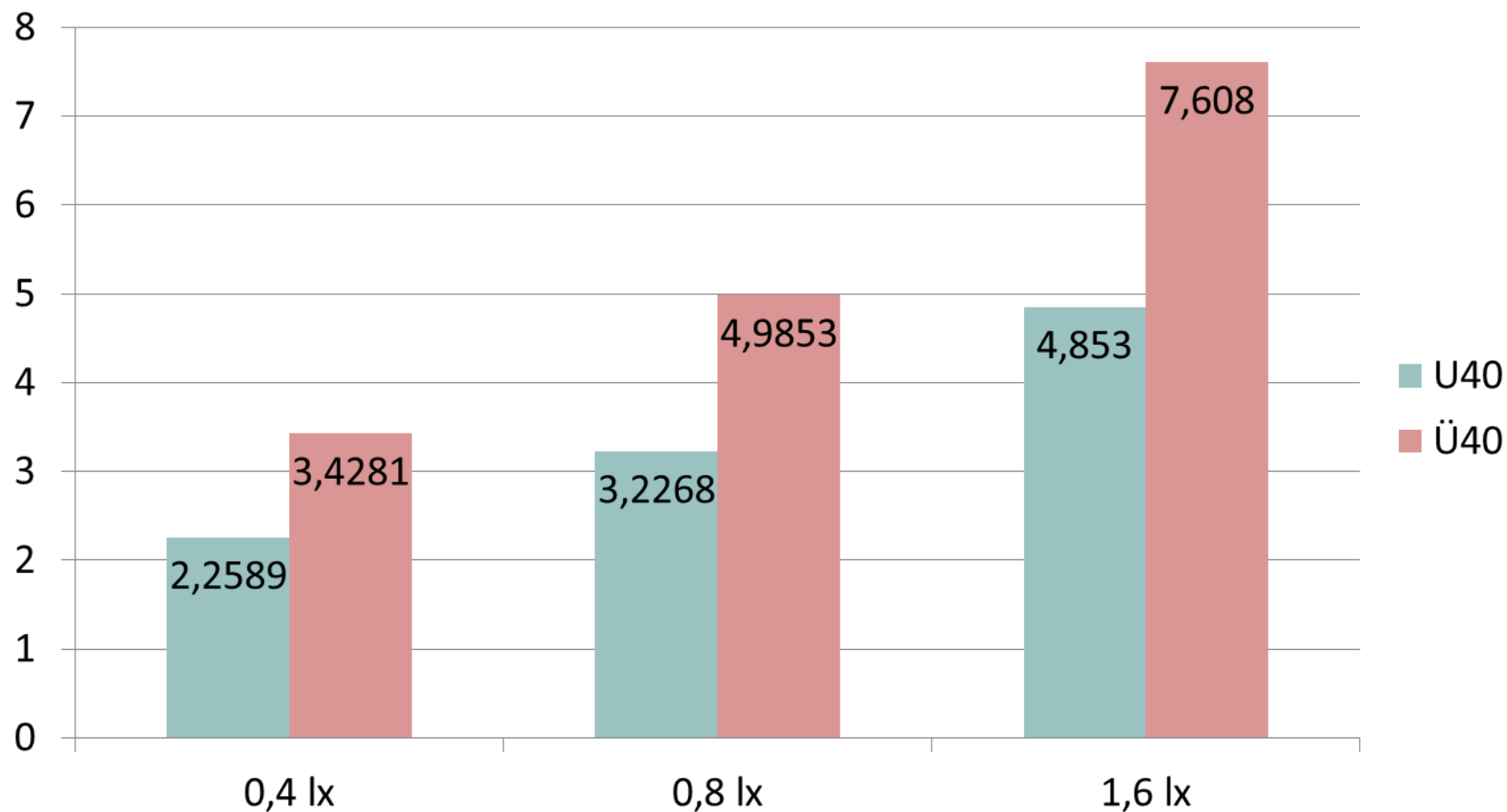
$p < 0.05$



Disability glare

Weber contrasts

100.000 cd/m²



- Currently no clues to negative effects caused by high luminance.
Boundary values: B50L, 50 – 250 kcd/m².
 - Clear effect of the illuminance at the subject's eye.
- ➔ Urgent need to meet the legal requirements!



Studies in the light tunnel
Laboratory studies
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- Explorative Analysis of eye-tracking videos
- Drivers often look directly into the headlamps of oncoming cars



Pupil detected!



Pupil detected!



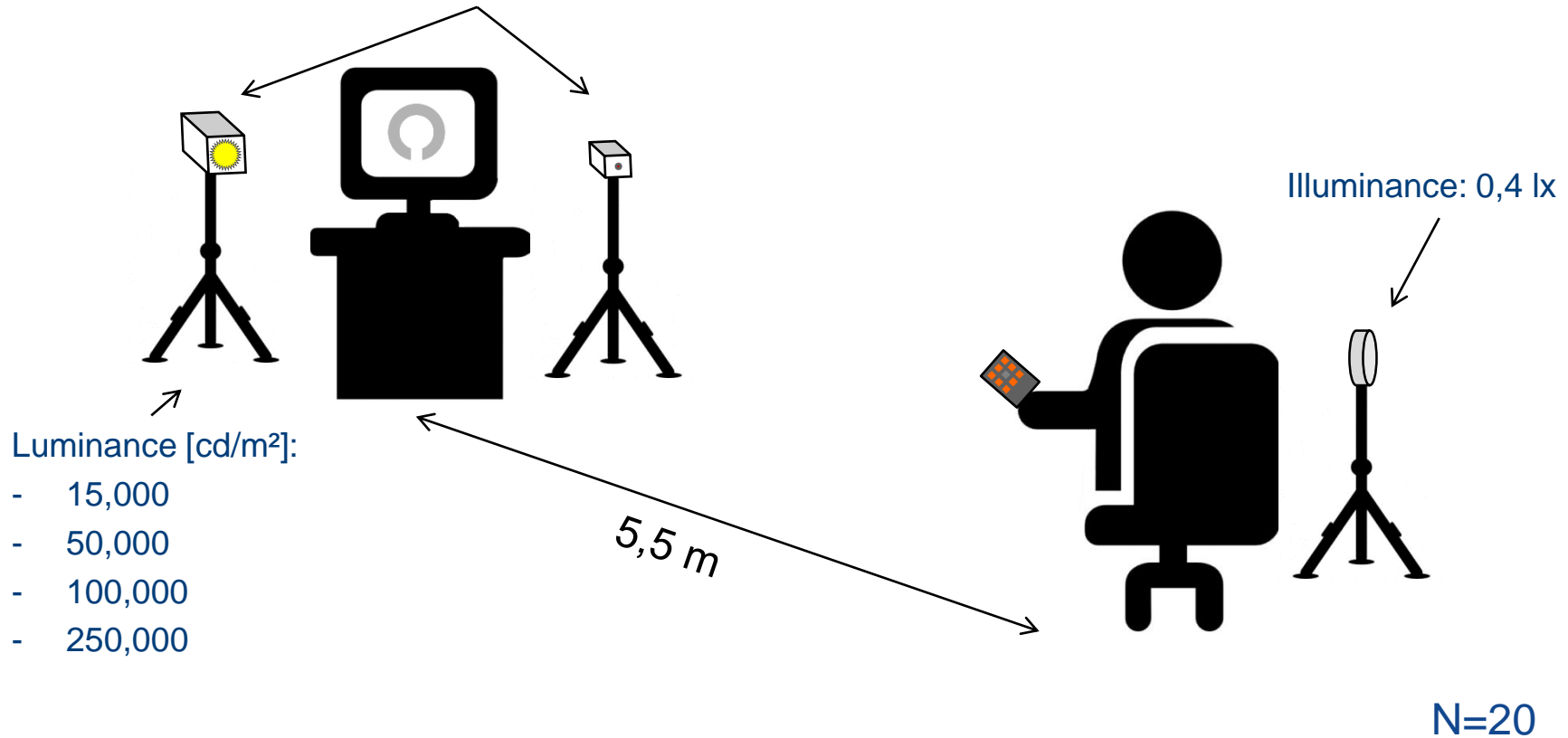
Pupil detected!

↪ **Glance into the glare source has to be considered!**



1. What is the influence of looking directly into the glare source or aside on disability and discomfort glare (luminance and illuminance constant)?
2. What is the influence of different luminances on disability and discomfort glare (looking directly into the glare source, illuminance constant)?

Look into the glare source: yes vs. no



- Disability glare: Landolt rings (threshold contrast)
- Discomfort glare: DeBoer – Scale

Influence of Glance Behavior

- Setup





- Illuminance: 0,4 lx

- Descriptive statistics

Luminance	Look into glare source	Mean	SD
15000 cd/m ²	Yes	4,38	1,67
50000 cd/m ²	Yes	4,79	1,72
100000 cd/m ²	Yes	4,64	1,78
250000 cd/m ²	Yes	4,54	1,48
100000 cd/m ²	No	3,26	1,80

- Experiment „Look into the glare source“

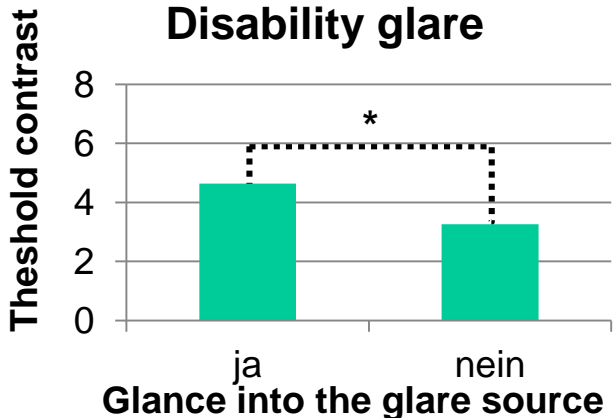
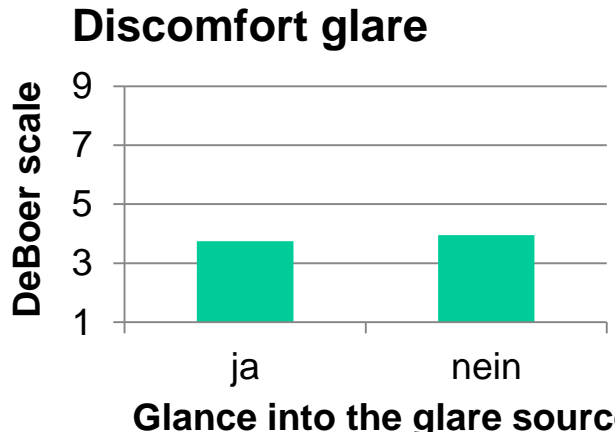
- Experiment Luminance



- Illuminance: 0,4 lx

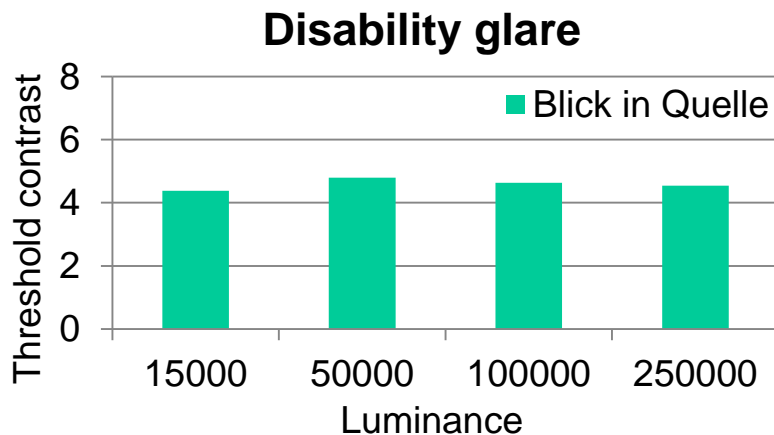
- Descriptive statistics

Luminance	Look into glare source	Mean	SD
15000 cd/m ²	Yes	4,15	1,81
50000 cd/m ²	Yes	4,05	1,76
100000 cd/m ²	Yes	3,75	1,48
250000 cd/m ²	Yes	3,60	1,60
100000 cd/m ²	No	3,95	1,93

Disability glare	Discomfort glare												
<ul style="list-style-type: none">- Significant difference ($Z = -2,94; p < 0,05$)→ Visual performance inferior if looking into the glare source  <p>Disability glare</p> <p>Threshold contrast</p> <p>Glance into the glare source</p> <table border="1"><thead><tr><th>Glance into the glare source</th><th>Threshold contrast</th></tr></thead><tbody><tr><td>ja</td><td>~4.8</td></tr><tr><td>nein</td><td>~3.2</td></tr></tbody></table>	Glance into the glare source	Threshold contrast	ja	~4.8	nein	~3.2	<ul style="list-style-type: none">- No difference- De Boer-Scale highly dependent on context  <p>Discomfort glare</p> <p>DeBoer scale</p> <p>Glance into the glare source</p> <table border="1"><thead><tr><th>Glance into the glare source</th><th>DeBoer scale</th></tr></thead><tbody><tr><td>ja</td><td>~3.8</td></tr><tr><td>nein</td><td>~3.8</td></tr></tbody></table>	Glance into the glare source	DeBoer scale	ja	~3.8	nein	~3.8
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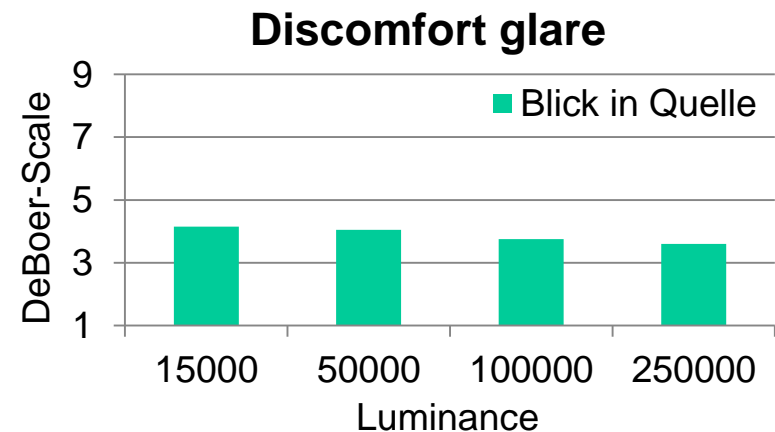
Disability glare

- No influence of luminance on disability glare



Discomfort glare

- No or very slight influence of luminance on discomfort glare



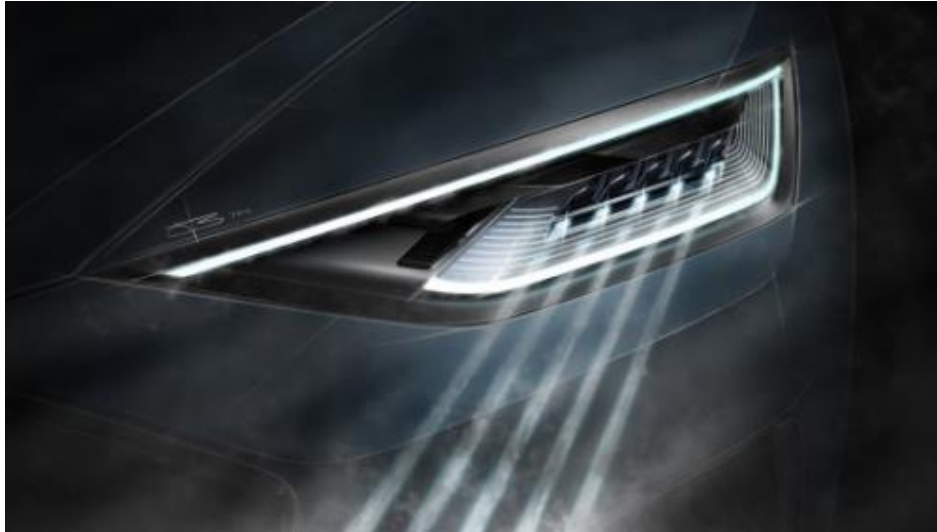
Small light emitting areas don't cause more glare



- Direct glance into the glare source increases disability glare, not necessarily discomfort glare
- No influence of luminance was found if test persons were looking directly into the glare source
- Looking directly into the glare source causes an „offset“ in disability glare compared to looking aside. But the „structure“ related to influence of luminance seems to be identical.

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Quelle: Audi

In the studies shown above a certain range of luminances has been covered.
New headlamp prototypes with extrem small light emitting areas are available.
Are the results valid for the new headlamps?
→ Replication of the light tunnel study I in summer 2019.

- Locher, J., Aldiek, L. & Stroop, P. (2015). Influence of Luminance and Illuminance on Headlamp Glare. In *ISAL 11th International Symposium on Automotive Lighting* (679 – 686). München: Herbert Utz Verlag.
- Locher, J., Isenbort, A., Schmidt, S. & Kley, F. (2007). Disability Glare of Halogen, Xenon and LED Headlamp Systems. In *ISAL 7th International Symposium on Automotive Lighting* (700 – 706). München: Herbert Utz Verlag.
- Locher, J. & Kley, F. (2009). Disability and Discomfort Glare of Headlamps. In *ISAL 8th International Symposium on Automotive Lighting* (38 - 42). München: Herbert Utz Verlag.
- Locher, J., Schmidt, S., Isenbort, A., Kley, F. & Stahl, F. (2008). Blendung durch Gegenverkehr: Der Einfluss unterschiedlicher Scheinwerfereigenschaften auf die Sehleistung und das subjektiv empfundene Blendgefühl. *Zeitschrift für Verkehrssicherheit*, 54 (1), 10 – 15.
- Thoma, A. & Locher, J. (2017). Potential Hazard Glare – Does Luminance Make a Difference? In *ISAL 12th International Symposium on Automotive Lighting* (737 – 744). München: Herbert Utz Verlag.

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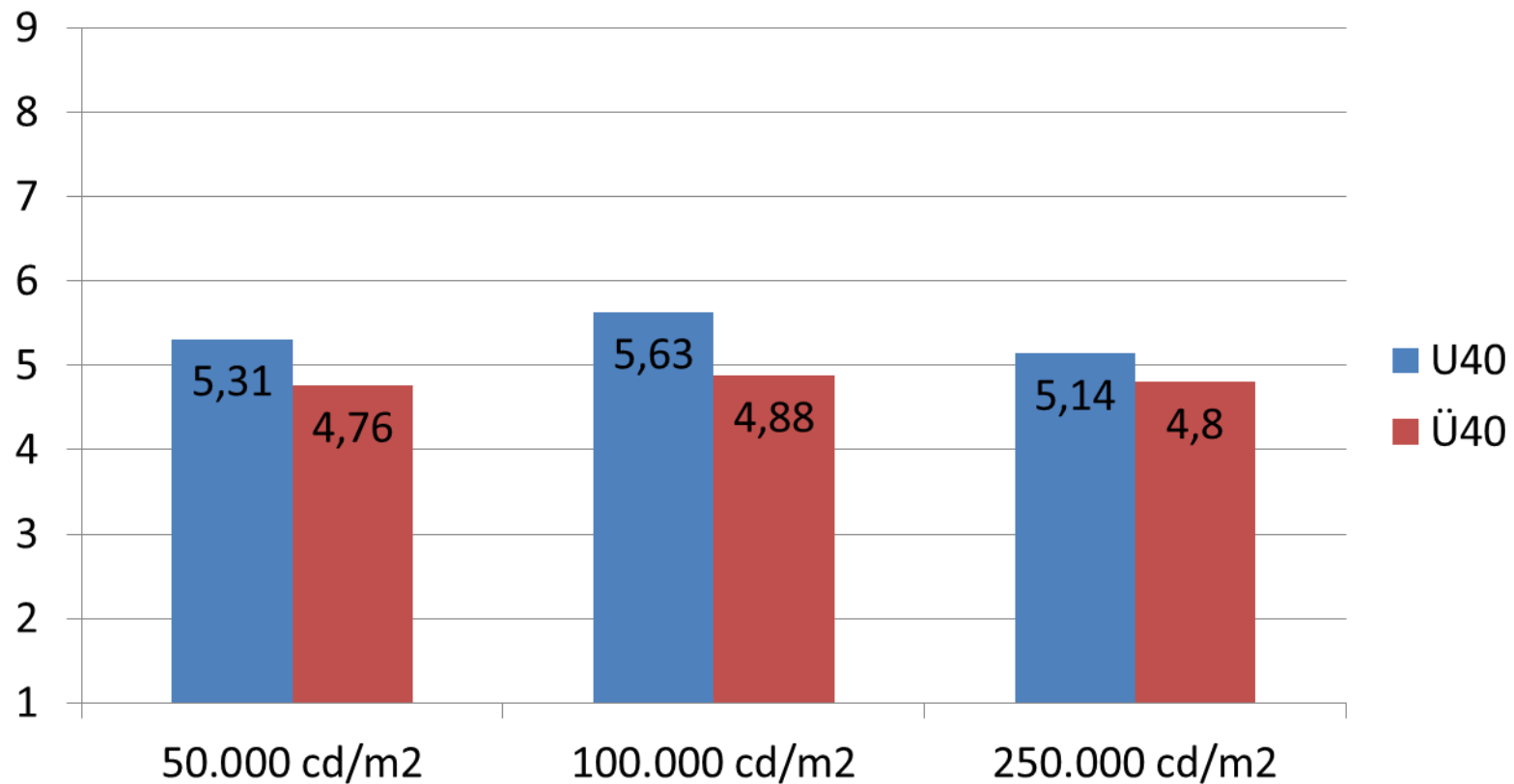
kontakt@l-lab.de

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LAB
LIGHT | HUMAN | MACHINE

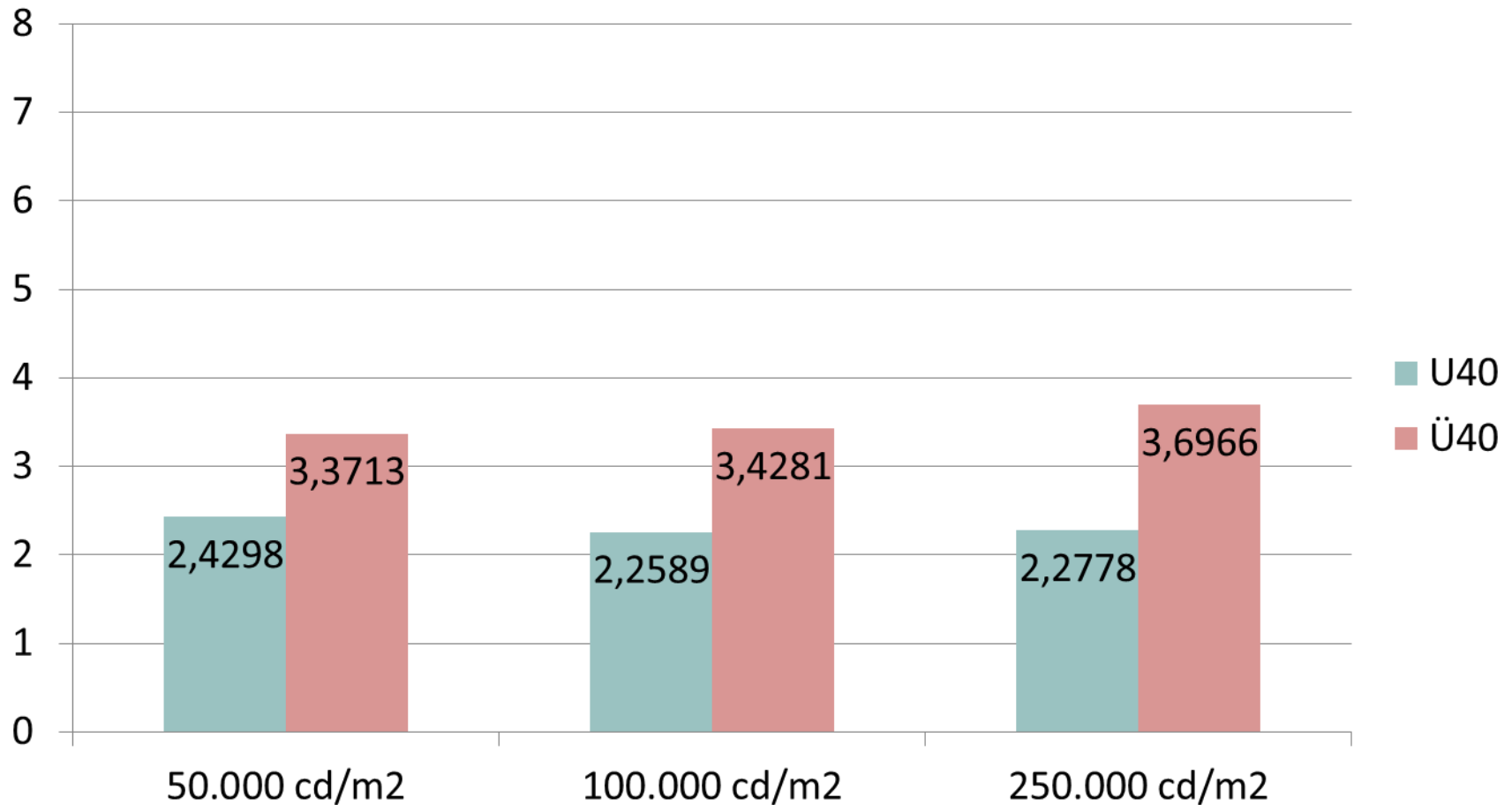
Discomfort glare gemessen in DeBoer – Werten

0,4 lx



Disability glare gemessen in Weberkontrasten

0,4 lx



Discomfort glare gemessen in DeBoer – Werten

100.000 cd/m²

