



Hella have dropped the HID auxiliary lamps from their aftermarket lighting range, the world's biggest and broadest from a tier-1 vehicle lighting supplier. Recent Hella full-range catalogues list nine families of HID auxiliary lamps, some containing multiple variants, but "Xenon is a dying technology, so the decision was made to get out of it for auxiliary lighting", said a Hella spokeswoman, who said the discontinued HID lamps "were nice lights, but we did not sell enough to sustain production. We do have some LED lights that compare in light output, like the Rallye 4000 LED".

Automakers and lighting tier-1s have agreed for a number of years now that HID is more or less a zombie technology: new vehicle premium headlamp projects are designed in LED technology now, not in HID any more. HID auxiliary lamps seemed to hang on a little tighter, favoured by hardcore motorsports players for real or perceived performance advantages over LED lamps. But as LEDs and the associated technologies have advanced at an accelerating rate, there are no longer any remaining advantages to HID, and the disadvantages—a bulky ballast, potentially dangerous high voltage, the need to seal a replaceable bulb to exclude water from the lamp—now hold sway.