



Editorial

Re-Aiming For Clearer Sight

I wanted to explain how good headlamp aim must be in our top priorities and I asked Canadian DVN Chief Editor Daniel Stern to write about it. His article, published last week, focused on one proposal to improve the headlamp aim situation.

We received a lot of negative feedback, mostly expressing a failure to understand why DVN decided to publish a paper that goes against the work of GTB, and the direction being followed in GRE. So, I asked former GTB president Geoff Draper to write a follow-up, which we publish this week, highlighting his assessment of the many attempts of GTB and GRE to find agreement to update the regulations by defining improved headlamp photometric performance and aiming requirements. He identifies the main issues to be resolved before a revised regulation can be introduced and describes the strong will of GRE and its SLR Informal group to develop the new requirements.

We also bring you today a very interesting article by Volvo's Paul-Henri Matha, who neatly summarises the status of aiming.

Let us all hope we will arrive soon at a regulation which will solve the longstanding problems of headlamp aim!

Sincerely yours


DVN CEO

In Depth Lighting Technology

Aiming Correctly for Better Aim Regulations

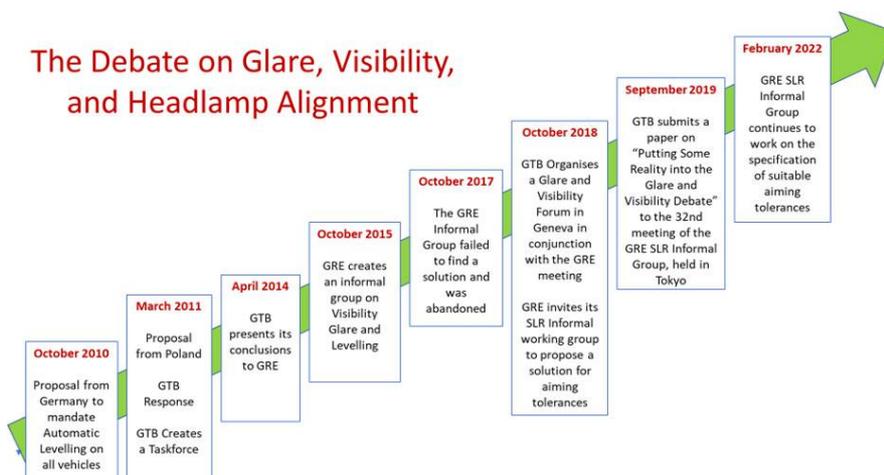
By Geoff Draper, DVN senior adviser, former GTB President



Having carefully read the editorial and the in-depth article in the 25 January Newsletter, I completely agree that accurate headlamp alignment is a fundamental requirement for headlamp performance and, consequently, for road safety at night. This is a subject that has been extensively studied and debated at all levels from senior government representatives, at the UN World Forum for Harmonisation of Vehicle Regulations (WP29) and its Working Party on Vehicle lighting and Light Signalling (GRE), to the automakers and tier-1 and -2 suppliers.

I was involved in this subject for 50 years, as a tier-1 supplier working with automakers; in my activities in GTB, SAE, and CIE working groups, and as GTB President from 2008 until 2020. What I have learned is that there are no easy answers and no magical solutions!

As one of the many who have been actively involved in GRE, I offer my personal assessment of the ongoing debate on glare, visibility and headlamp alignment. This is my independent review of events, all recorded and openly available on the UNECE website, and I stress that I am not representing the opinion of any person or organisation.



My DVN colleague, Daniel Stern, has obviously spent a lot of time trying to follow and understand the ideas, proposals and counterproposals, results of government and GTB research, etc. This is no small task because there are hundreds of documents to read with many of them all carefully filed and available to all on the UNECE Website, but it is very difficult to find them without being familiar

with the progress of the discussions and decision-making in WP29 and GRE. I am fortunate because I actively participated in Geneva, representing GTB, for more than 25 years.

At this point I would like to take issue with Daniel's statement concerning "European-sourced UN Regulations" because the UN Regulations developed by GRE and WP29 are the result of input from 57 contracting parties, of which 45 are UNECE member countries. Other contracting parties are the European Union (Regional Economic Integration Organisation – REIO), Australia, New Zealand, Japan, Republic of Korea, Malaysia, Thailand, South Africa, Tunisia, Egypt, Nigeria and Pakistan. There is also input from China, India, and the USA, so the UN Regulations cannot be dismissed as being European.

Daniel has tried to follow the, sometimes heated, debate concerning glare and visibility, at WP29 and GRE. This debate has been ongoing for decades, and it intensified following a proposal from Germany (document № [GRE-64-57](#) from the 64th GRE session, 4-7 October 2010), to mandate automatic levelling on all vehicles. Germany was reacting to ill-advised claims by industry that the introduction of 25W Gas-discharge light sources would mean that vehicle manufacturers would no longer be required to install automatic headlamp levelling devices!

The initiative by Germany provided an opportunity for Dr Targosiński, on behalf of Poland, to introduce his long-held ideas about increasing visibility and reducing glare to improve road safety. He submitted his proposal to GRE at the 65th session, 28-31 March 2011 (document № [GRE-65-13 Rev.1](#)).

Dr Targosiński's ideas, presented as a formal Polish proposal, received much opposition at GRE and in an attempt to move the discussions from opinion to scientific study, GRE accepted a proposal from GTB to create and lead a task force on the Coordination of Automotive Visibility and Glare Studies (GTB TF-CAVGS). This taskforce involved OICA, CLEPA, the GRE Charman, GRE NGO's and the Chairs of the various GTB Working Groups.

GTB submitted Document № [GRE-65-17](#) (65th GRE, 28-31 March 2011), entitled "Automatic Static Headlamp Levelling - Implications of Mandatory Fitment to all Vehicles - The Way Forward - A first evaluation by GTB".

The GTB task force CAVGS presented their conclusions to GRE at the 71st session in April 2014, in Document [GRE-71-32](#). This occupied a full morning session of GRE with a constructive discussion following a very detailed presentation.

The official report of GRE-71 ([ECE/TRANS/WP.29/GRE/71](#)) stated:

11. The expert from GTB introduced the results of their studies on visibility and glare ([GRE-71-15](#) and [GRE-71-32](#)). The study concentrated on levelling in relation to load and its major objectives were to improve the understanding of different factors that influence visibility and glare and to identify results of the study that might reveal alternatives for automatic static levelling. The expert from OICA recalled their presentations on loading definitions and achievable aiming tolerances (see also [GRE-67-27](#) and [GRE-68-20](#)).

12. The expert from Poland introduced a revised proposal [ECE/TRANS/WP.29/GRE/2014/11](#) on initial aiming of dipped-beam headlamps and considering the original 75 ± 25 m visibility distance requirement.

13. GRE was of the view that the study had pointed out that the type of light source and its luminous flux are not the deciding factors in headlamp glare. Instead, the most important factors seem to be the vehicle pitch angle, loading conditions and initial headlamp aim. Therefore, the light source choice (LED) and the light source 2,000 lm criteria in UN Regulation № 48 were found unnecessarily restrictive and creating barriers to new technologies. Different views were expressed whether automatic levelling should become a requirement for all categories of vehicles and light sources. Operating voltage was also mentioned as an additional factor of glare.

14. GRE invited the experts from Poland, GTB and OICA to submit one coherent proposal for amendments to UN Regulation № 48 addressing the visibility distance and glare issues to the next GRE session.

Subsequently, Poland, GTB and OICA failed to make any progress due to lack of constructive support from OICA and continued objection from Dr Targosiński, in his position as Polish representative at GRE, to promote his own radical ideas that were not supported by the majority of stakeholders in GRE and GTB.

GRE decided to create an informal working group "Visibility, Glare and Levelling (VGL)" chaired by Poland (represented by Dr Targosiński) with a representative of the UK as Vice Chair. The VGL group held 10 meetings between 2015 and 2017, but failed to reach a conclusion and was abandoned by GRE in 2018. VGL failed because it could not find a compromise between the differing positions of Poland and other GRE stakeholders.

In 2018 GRE continued the debate at its 79th session and, at the 80th session, GTB reported on the outcome of its Forum on Glare and Visibility held on 22 October 2018 at the Palais des Nations in Geneva with the participation of GRE contracting parties. In response, GRE invited its Informal Working Group on Simplification (IWG-SLR) to develop a solution to the impasse over the aiming tolerances.

After many further confrontations with Dr Targosiński (representing the official position of Poland) in the SLR meetings, I presented on behalf of GTB the document [SLR-32-10](#) at the 32nd meeting of the GRE SLR Informal Group, held in Tokyo. (All GRE SLR documents can be accessed [here](#)).

I would like to point out that I have only referred to some of the many occasions where GRE has attempted to reach a conclusion over the glare and visibility issues and the question of the tolerances for initial aim. The inability of GRE and the UN World Forum to reach a conclusion on the issue first raised by Germany in 2001 was mainly due to the presence of Dr Targosiński's opinion that had become the official position of Poland, one of the respected contracting parties contributing to the work of GRE. The answer to the glare and visibility debate is not going to be reached by a few simplistic mathematical formulae and opinions of academics having insufficient knowledge of lighting system design and manufacture.

There is also another issue associated with the topic of glare and visibility that has been blocked by the position of Poland. This concerns the proposals by GTB, being developed by the GRE Simplification Working Group, to introduce improved photometric requirements for the headlamp beam patterns. Again, the Polish official position is based upon the ideas of Dr Targosiński.

I apologise to Daniel Stern for hijacking his in-depth paper but I wanted to point out that the solution is far more complicated than a survey of some papers extracted from the files would indicate.

I would also like to make it clear that over many years I have worked, on behalf of GTB, to find a common agreement with Poland, officially represented by Dr Targosiński, and I spent my time and money to visit him in Poland and meet him at conferences around the world. GTB also devoted its time debating the ideas of Dr Targosiński, in its working groups and plenary sessions, because Poland was an important GTB member. Unfortunately, GTB failed to satisfy Poland and GRE will not succeed unless the politics can be overcome.

Personally I feel very uncomfortable with the political situation because, as GTB President, I enjoyed very good relations with senior representatives of Poland, who are very active at WP29 in Geneva. Poland is a respected contracting party at UNECE and its WP29 Working parties, and has contributed on many aspects of safety of vehicles and their components.

Finally, although I am now retired from active involvement with the lighting community and working as an advisor to DVN, I still believe that, if GRE can manage the politics, there is a way forward to improve the regulatory requirements concerning the headlamp alignment. However, this is not a magical solution that will suddenly solve the wider issues of glare and visibility. I believe:

- DVN cannot become involved in the development of the regulations, but can encourage DVN members to actively support the great work being done by GTB. GTB is an NGO having Special Consultative Status with the ECOSOC, and has a respected position at WP29 and GRE; and,
- DVN can bring their members together and, perhaps in conjunction with GTB, can organise activities to debate the issues of glare and visibility and develop ideas that can be explored by GRE.

In conclusion, I support Hector Fratty's assertion that good headlamp alignment is one of the most important conditions to achieve good lighting, and is a major element of the wider debate about glare and visibility.

Lighting News

An Automaker Perspective on Headlamp Aiming *Special to DVN by Paul-Henri Matha, Chair of GTB WG Installation; Volvo Cars Exterior Lighting Leader*

LIGHTING NEWS



Last week I read carefully the DVN newsletter (as usual I would say) about headlamp aiming. As automotive technical expert, lamp aiming has always been an important topic, as mentioned. For the driver and safety purpose, we need to have a good range, but in parallel, for oncoming driver and others we must avoid glare. Glare seems to be more important for some parties when for others it seems to be seeing range and Lighting performance. It is always a balance between both.

Lighting regulation is more especially based on lighting performance when institutes like IHS or CATARC with CNCAP rating have defined a balance between performance and glare.

When we talk about aiming, we can also distinguish different topics:

- Nominal aiming value
- Aiming accuracy in car makers' factories
- Aiming after ageing and how to do a good inspection and adjustment of the aim on vehicles in service and during periodic technical inspections
- Automatic aiming to compensate pitch variation of the car due to load, acceleration, and braking — what is known as “automatic leveling”.

Any of these can be debated for hours, days, or months.

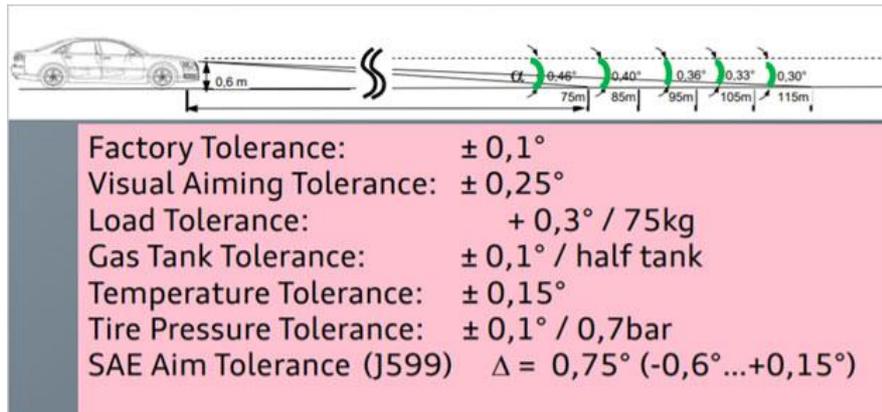
About nominal aiming, the new GRE proposal with the blue aim box is a great improvement especially for cars with low headlamp height, like sports cars. Indeed, today it is not allowed to do a nominal aiming above -1%. If you have a headlamp at the lower height allowed in UNECE regulation (500mm), your range will be only 50 m, very far from the 75 metres in the component regulation (R149) with lamp height 750mm. Under the blue-box proposal, car makers would be able to aim for example their lamp at -0.8%, which will greatly increase the range: from 50 to 62.5 metres. With current regulations, to have a good low beam it is better to drive an SUV than a sports car. That's not logical!

- About lamp aiming and pitch variation, the text introduces for passenger cars the mandatory requirement for automatic leveling, instead of the manual knob on the dashboard (which most drivers forget to adjust). This requirement was in the past mandatory for lamp with low beam light source(s) of more than 2,000 lumen, and then was canceled. This is for sure a good proposal. If you buy a Volvo car, you have today always this automatic leveling function that guarantees that your beam is adapted to the pitch angle of the car, whatever the load you have in the car. This future legal requirement is limited to load case in static condition for the moment. Automatic correction of the

pitch variation while driving (dynamic leveling) is not in the scope even though it was also part of the discussion.

The blue box, compared to the previous black box, is more severe for headlamp aiming below 2% in most of the cases, instead of -3% or -3.5% including COP requirement. This is also a very good improvement. Range will be improved by this on a lot of cars.

To come to this result, a lot of meeting were held during the last decade with GRE members, GTB and OICA members. UNECE Regulation N° 48 has to handle not only passenger cars, but also trucks and buses with complex aiming systems.



M.HAMM AT DVN US WORKSHOP: SUMMARY EXAMPLE È HEADLAMP AIM – REGULATIONS AND REALITY

A lot of parameters must be taken into account. Michael Hamm made a great presentation in DVN Rochester workshop in 2017 with tolerances you have to handle as a car maker; **here's a clip from it.**

This is why car makers need to keep margin between the theoretical nominal aiming and the aiming you can reach in the lifetime of the car.

For sure, automaker engineers want to have the best lamp aiming, but this activity require also support from the whole lighting community: lamp suppliers should be able to define lamps that are easier to aim, especially with less tolerance in the cutoff shape, when multiple LEDs / light modules are used. And mechatronic suppliers should develop more accurate sensors and motors to adjust lamps. We talk a lot about digital solutions, but they are not yet on the market.

As a conclusion, for sure the text is not perfect, but a huge step has been made. The SLR group ([Simplification of the Lighting and Light Signaling Regulations](#)), with participation of contracting parties, OICA members, CLEPA members and GTB members, is still working on the topic and we hope that we will arrive to a good compromise in the coming months.

New CEO for Valeo

LIGHTING NEWS



Valeo have appointed deputy CEO Christophe Périllat as their new chief executive, confirming previously announced plans. Outgoing Jacques Aschenbroich, who became CEO in 2009, will continue to act as chairman of the board.

Meanwhile, the group say their preliminary full-year sales rose to €17.3bn, slightly above their guidance range of €16.9bn to €17.2bn. Free cashflow came in lower than expected, with a full-year figure of €290m versus their guidance range of €330m to €550m.

EC Approves Faurecia's Hella Buy

LIGHTING NEWS



The European Commission have approved Faurecia's acquisition of controlling interest in Hella.

Following this last approval from regulatory authorities, all prerequisites are now satisfied for completion of the transaction with the Hella-owning Hueck Family pool announced on August 14, 2021 and for the settlement of the public takeover offer on Hella.

Faurecia will acquire a total of about 79.5 per cent of Hella shares, including 60 per cent of Hella shares from the Hueck Family pool, 51.5 per cent of which to be acquired from the Hueck Family pool in cash, and 19.5 per cent as part of the settlement of the public takeover offer from this past November.

The settlement of the public takeover offer, together with completion of the transaction with the Hueck Family pool, will take place within days.

ZKW's Oliver Schubert: LG brings Innovative Strength

LIGHTING NEWS



In an interview with German magazine *Automobilwoche*, ZKW CEO Oliver Schubert notes with dismay that there is a great deal of uncertainty in the electronics sector due to the lack of semiconductors.

In the medium term, however, he sees good prospects for the company and names reasons for above-average growth: "In the last two years we had good bottleneck management."

ZKW was taken over by LG three years ago, about which Schubert says "We benefit above all in the areas of innovative strength and purchasing power. Of course, the fact that both companies have related development focuses in the electronics sector helps us!".

New BMW 8 Has Lighted Kidney Grille

LIGHTING NEWS



The facelifted 8-series faces the world with the maker's familial and familiar BMW kidney grille, which now comes with 'Iconic Glow' illumination as standard. LED headlamps with ADB are standard equipment, optionally upgradeable to a system with laser technology.

Corning's High-Index Glass for AR-VR-MR

LIGHTING NEWS



The glass wizards at Corning have launched a new high-refractive-index glass to create larger, clearer images and enable lighter, sleeker devices for augmented, virtual, and mixed reality (AR/VR/MR).

The new glass features a refractive index of 2.0, enabling a wider FoV (field of view) and light transmission at blue wavelengths. The glass is a critical optical element in AR glasses and headsets, and also is used in diffractive waveguides.

The new glass joins the company's existing AR/MR portfolio, which also features glass with refractive indices of 1.8 and 1.9. Corning have previously supplied the high-index glass for companies such as UK-based WaveOptics, now part of software giant Snap. WaveOptics say the flatness, refractive index, and parallelism of the waveguide glass produced by Corning are all crucial for ensuring image quality with low scatter and high contrast.

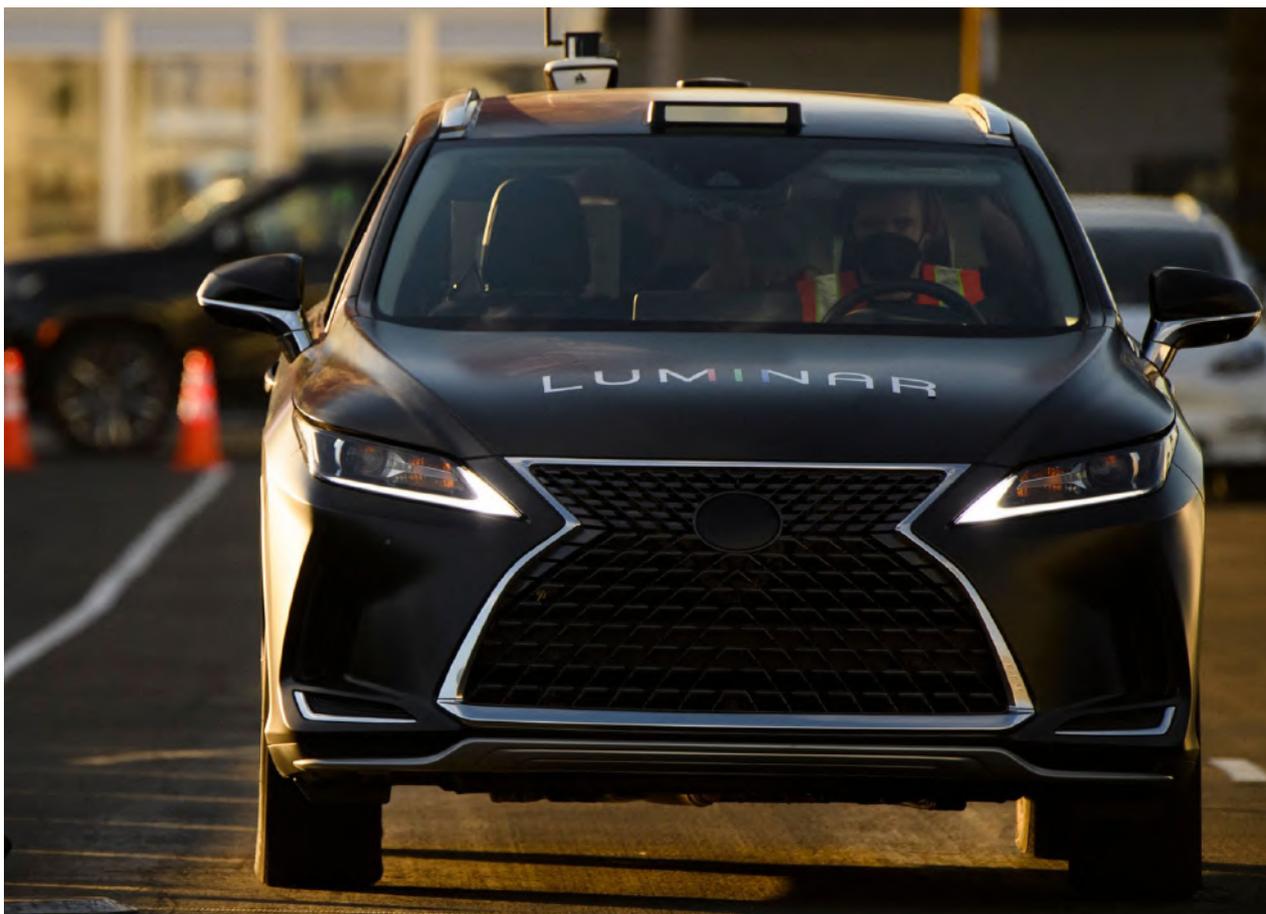
Compared with lower-index glass, companies designing AR/VR/MR glasses and headsets should now be able to achieve a larger FOV with fewer pieces of glass, making their hardware lighter and cheaper to produce. Corning say the 2.0 glass, "as well as its comprehensive solutions for flatness metrology and precision laser glass cutting, will further enable the AR/ MR industry, bringing mass consumer adoption one step closer". The new glass comes in wafer diameters of 150, 200, and 300 mm, in a range of thicknesses and with tight geometric tolerances.

Corning are one of the world's leading innovators in materials science, with a 170-year track record of life-changing inventions. Corning apply their unparalleled expertise and deep manufacturing and engineering capabilities in glass science, ceramic science, and optical physics, to develop category-defining products that transform industries and enhance people's lives.

Driver Assistance News

Lidar leader Luminar is keeping the wheels turning

DRIVER ASSISTANCE NEWS



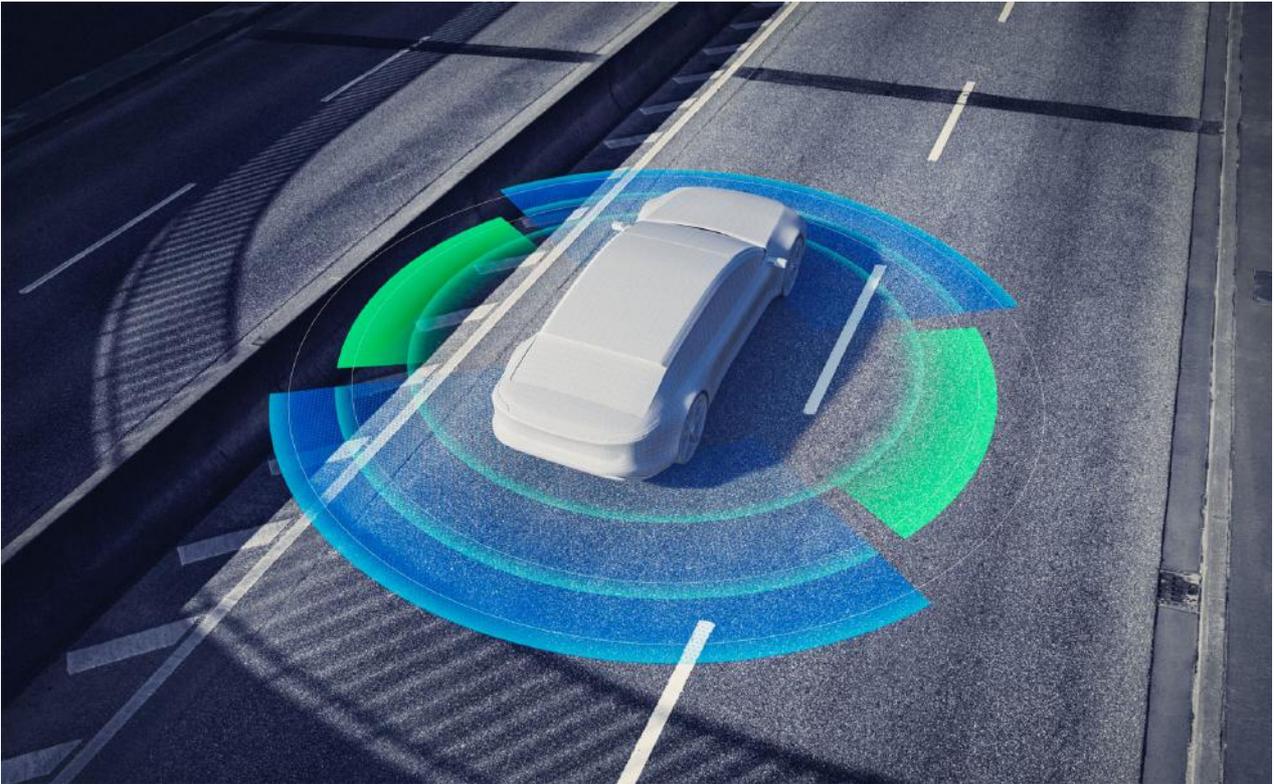
After signing partnerships with major automakers, automotive lidar pioneer Luminar Technologies is poised for a big year. The company has just announced a formal partnership with Mercedes-Benz to provide its lidar technology for the German carmaker's next generation of passenger cars, enhancing both safety and autonomy. Luminar CTO and co-founder Jason Eichenholz said "This partnership is a landmark moment that shows how Luminar lidar is progressing from our research".

Partners like Volvo and Mercedes-Benz see the opportunity for lidar to make their cars substantially safer while paving the way for autonomous capabilities," Eichenholz said.

"We have won major commercial deals like Mercedes-Benz, acquired OptoGration a critical component provider, advanced both our lidar and associated software and almost doubled our number of employees. We are now in the critical industrialization phase of our first, series production sensor called Iris. We plan to start Iris production at the end of this year.

Bosch and VW Subsidiary CARIAD: Extensive Partnership

DRIVER ASSISTANCE NEWS



For the vehicles sold under the Volkswagen Group brands, the alliance aims to make functions available that will allow drivers to temporarily take their hands off the steering wheel. The first of these functions are to be installed in 2023.

For partially and highly automated driving, the two companies will jointly develop a state-of-the-art, standardized software platform. The aim is to use this platform in all privately used vehicle classes sold under Volkswagen Group brands – and thus in one of the world's biggest vehicle fleets. It will also be possible to integrate all the component parts developed by the alliance in other automakers' vehicles and ecosystems.

At various locations belonging to the two companies, and especially in Stuttgart and Ingolstadt, associates from the Bosch Cross-Domain Computing Solutions division and CARIAD will work together to develop partially and highly automated driving functions. Working in mixed, agile teams, they will be part of a global network. At peak times, it is expected that the various modules required by the project – from middleware to individual applications – will occupy more than 1,000 experts from the two companies. The two companies have already started recruiting fresh experts to work in the alliance as well.

The focus of the project's work will be data-driven software development on the basis of information from 360-degree surround sensing. For this purpose, a highly innovative development environment will be created for the recording, evaluation, and processing of data. The environment will also make use of AI methods. The idea behind this is a simple one. The more extensive the pool of data from real road traffic, the more robust and natural the design of the partially and highly automated driving functions can be. This applies, for example, to additional layers for high-resolution maps for the localization and lateral and longitudinal guidance of vehicles. The alliance will also be working on these layers. Moreover, it applies equally to everyday driving situations and to what are known as "corner cases" – the seldom occurring road-traffic incidents that are especially tricky for a system to resolve.

Cepton selects ams OSRAM's 905 nm lasers

DRIVER ASSISTANCE NEWS



ams OSRAM is expanding its partnership with Cepton which recently secured a largescale lidar series production award for ADAS from a global, Detroit-based automotive OEM. With this deal, Cepton is expected to be the first lidar company to provide mass-market lidar solutions that feature ams OSRAM's 905 nm lasers in ADAS across multiple vehicle models, not just luxury vehicles, by 2023.

Cepton CEO and co-founder Dr. Jun Pei said, "as we looked for a laser source partner for our mass-market lidar solution, ams OSRAM's high-performance, compact size and automotive grade edge-emitting laser provided a prime opportunity. Combined with the eye-safe operation at 905 nm wavelength enabled by ams OSRAM, our proprietary Micro Motion Technology imaging platform strikes the right balance between performance, cost, and reliability, enabling the mainstream adoption of LiDAR in everyday consumer vehicles.

ams OSRAM continues to invest in advancing 905 nm laser technology, making it more efficient and easier to integrate. "Our 905 nm lasers are some of the most efficient in the market, delivering the long-range measurements needed by autonomous vehicles to operate in any weather condition from rain and snow to fog," said Joerg Strauss, Senior VP and General Manager of Visualization & Laser at ams OSRAM. "We are thrilled to continue our long relationship with Cepton by providing laser technology for its mass-market, scalable, automotive-grade lidar sensors.

General News

Toyota retains global sales crown, expands lead over VW

GENERAL NEWS



Toyota gained on rivals getting bigger in 2021 and by a bigger margin. Toyota clinched the world sales title again last year and expanded its lead over n°2 Volkswagen Group

Toyota rocked the sales charts by chalking a 10.1% increase in worldwide deliveries to 10.5 million vehicles for calendar year 2021. Global sales at Germany's VW, by contrast, declined 4.5% to 8.9 million.

It also propelled Toyota ahead of American rival General Motors in the US market. It was the first time in nine decades that GM did not top the U.S. best-seller list.

But when it came to pure electric vehicles, there was no contest. VW Group global deliveries of battery EVs nearly doubled to 453,000 vehicles in 2021. Toyota saw a four-fold increase in EV sales, but only to a paltry 14,000 units, but Toyota sold a record 2.5 million hybrid vehicles, a 30% increase over 2020.

In Europe, the overall market declined to 11.8 million vehicles, the lowest level since 1985. New challengers are emerging in the changing market. In 2021, Hyundai and Kia increased their market share in Europe by almost two percentage points to 8.6% due to their lineup of SUVs and electric models, JATO said.

VW dominates the market with 1.28 million cars sold in 2021.

Sales x 1,000 in Europe

VW	Peugeot	Toyota	BMW	Renault	Mercedes	Audi	Skoda	Ford	Hyundai
1,270	728	706	681	677	640	596	585	554	511
-6%	-3%	+10%	+1%	-17%	-14%	0	-9%	-19%	+21%

THE 10 MOST REGISTERED BRANDS VS 2020 (DATA FROM JATO)

Bentley's First EV Model to Launch in 2025

GENERAL NEWS



BENTLEY CEO "BEYOND100 IS THE BOLDEST PLAN IN BENTLEY'S HISTORY

Bentley confirms its first battery-electric model, set to be launched in 2025, will be assembled at its Crewe factory in the U.K., and another four electric-powered models are to follow by 2030, says Matthias Rabe, head of technical operations, investing up to €3 billion in plant facilities and R&D activities at Crewe over the next decade.

The first battery-electric Bentley is planned to roll off the Crewe production line within three years, and within eight years every new Bentley will feature a battery-electric driveline, the company says. "It is the biggest product offensive Bentley has ever had," says Rabe, adding. "It is an unprecedented product launch plan, and all cars will be fully designed and developed in Crewe and will feature the most modern technology developed by the parent Volkswagen Group."

Bentley says it plans to build a new greenfield facility alongside its existing Crewe factory. The so-called "Dream Factory" is intended to transform Bentley operations "into the future benchmark of luxury-car manufacturing with unique customer and employee experiences" with what the company describes as "digital manufacturing concepts and low environmental impact."

Adrian Hallmark, chairman and CEO of Bentley Motors, says: "Beyond100 is the boldest plan in Bentley's history, and in the luxury segment. It's an ambitious and credible roadmap to carbon neutrality of our total business system, including the shift to 100% BEV in just eight years.

"Our aim is to become the benchmark not just for luxury cars or sustainable credentials but the entire scope of our operations," he says.

The first Bentley BEV is to be based on the PPE electric-car platform currently in joint development by Audi and Porsche.

Rivian: 150,000 EVs a year by 2023

GENERAL NEWS



Rivian is ramping up output of its debut EV toward almost 200 delivery-ready units a week after working through production snags.

While the accelerated rate this year is a sign of progress, Rivian's success will depend on the company honing its manufacturing processes and navigating the supply-chain disruptions.

Rivian also is working on an all-electric delivery van for Amazon, which is produced on a separate assembly line. Rivian is due to deliver 10,000 of these vans by the end of this year and 100,000 to complete the order by the end of the decade.

Rivian's Normal facility will be capable of producing 150,000 EVs a year by 2023, the company has said, with plans to increase capacity to 200,000 vehicles annually.

In December, Rivian announced a second EV plant will be built in Georgia that will eventually be able to produce 400,000 vehicles annually. Production is expected to start in 2024.

DS 4 as Most Beautiful Car of 2022 at FAI

GENERAL NEWS



Again this year, the Festival Automobile International awarded its Grand Prix. A jury of 12 with members coming from a range of industries—automotive, media, architecture, and jewelry—met in Paris to review this year’s selection of creative and visionary projects and choose winners for each of the 14 prizes.



Comprising designer Anne Asensio; architect Jean-Michel Wilmotte; ex-F1 driver Paul Belmondo, and Ari Vatanen, the jury crowned the DS 4 from DS Automobiles as Most Beautiful Car of 2022. The design of the new premium compact from the Stellantis group was favoured for its “muscular” lines with “SUV looks” and its front end inspired by the DS Aero Sport Lounge concept car—also awarded at last year’s FAI.

And the Renault 5 prototype was elected *Plus Beau Concept Car de l’Année 2022* (2022’s Most Beautiful Concept Car) with more than 70% of the votes, on strength of its neo-futuristic design.