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DEPT. OF TRANSPORTAT.
DOCKET SECTION
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August 14, 1998

To: Docket Management
Rm PL401
400 7th St. SW
Washington DC 20590

Subject: Docket #NHTSA 984124-I

Proposal to reduce intensity of front safety (running) lights on new vehicles.
(See enclosed article clipped from Wisconsin State Journal dated 8/04/98)

This proposal is totally ridiculous, and as a result this proposed change, if put into effect, may take the lives or cause injuries to many of those traveling on our highways. This proposed change would have the most undesirable effect on two lane highways, Federal, State, County and Townships.

For many years, in at least some states, it has been illegal to operate a moving vehicle with "Parking Lights" only. This is because of problems with Depth Perception. Have you ever met two vehicles approaching you, one with the running lights or headlights on in his correct lane, and one with only their "Parking Lights" on, and attempting to pass, coming at you in your lane? This situation offers a real life or death test of the innocent drivers (and passengers) Depth Perception. Now you are proposing to establish and add two or more, still lower levels of intensity, in running lights. How confused do you wish to make the public ?

Do your homework, get out and look around. I think that eventually you may agree, the problem of daytime glare is mostly caused by two types of drivers who may or may not have a vehicle new enough to be equipped with automatic "Running Lights". Many drivers will turn their headlights on in the daytime, as it appears to help decrease your risk of an accident, and I am one of them. However, many drivers travel with headlights on in the daytime, on low beam, as they should be, and which are at full intensity, and are still really not contributing to the problem of glare. Do you intend to make driving with headlights, on low beam, in the daytime, illegal? How will you enforce this?

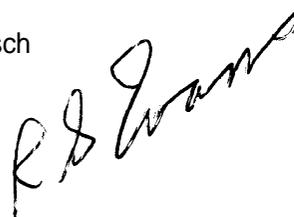
You may still ask, then where is the problem? You will find two major causes of glare. First, there are the drivers who drive with their headlights on in the daytime, on High Beam. These drivers have not bothered to check if they are on High Beam or Low Beam, and are unaware that they could be blinding certain other drivers. Citations should be issued to those driving into traffic with high beams, day or night. The second cause is FOG LIGHTS which on many vehicles have been allowed to change their original aim, and now often aim slightly upwards. Some drivers have installed FOG LIGHTS in such a manner that they can turn them on alone, whether they are either white or yellow, they present another unique Depth Perception test.. I believe that in many states it is still illegal to operate a moving vehicle with only Fog Lights? Being that fog lights are often placed closer together, this too can often offer still another real test of DEPTH PERCEPTION ! Failing this depth perception test could cost the lives of the innocent parties ! Proper use of Fog Lights should be publicized in the papers, and by AAA etc. Improper use of Fog Lights should be dealt with by issuing citations.

Perhaps a study would be in order to determine how well the Parking Light and Fog Light laws are being enforced nationwide.

The running lights being installed on new vehicles today, which already operate at 1/2 of full intensity are not the glare problem. What needs to be done is to see that ALL NEW VEHICLES of all makes, are equipped with automatic running lights, and all of the same intensity to prevent confusion. This would be a move in the interest of highway safety !

Your proposal as it is now being considered, may only cause additional highway deaths and personal injuries and property damage ! I am wondering how many Insurance Companies will respond to these proposed changes ?

Copy: AAA Wisconsin
Gov. Tommy Thompson, US Rep. Scott Klug
State Senator Scott Fitzgerald & State Rep. Robert Goetsch



Running lights under scrutiny

A government safety agency on Monday proposed reducing the brightness of daytime running lights in new autos after receiving hundreds of complaints about glare.

The National Highway Traffic Safety Administration plans within two years to cut the maximum light intensity allowed for the front safety lights on new vehicles to roughly half that allowed now. In four years, the intensity would be reduced to a quarter of today's brightest running lights.

The agency is seeking public comment on the proposal before it issues a final rule.

From Wisconsin
State Journal
Tuesday August 4,
1998



August 11, 1998

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Dear **Mr** Evans:

Thank you for **informing** us of the possibility of **NHTSA** changing specifications for daytime running lights on new **vehicles**. The man **from NHTSA returned** my call **today, so I can** forward the information to you. **You may reach NHTSA with** your written comments by addressing
Docket # **NHTSA 984324 Notice 1**

followed by your written comments **pertaining** to the **glare** and intensity of daytime running lights. The envelope should then be addressed to:

Docket Management
Rm PL401
400 7th St SW
Washington DC 20590

Any comments you wish to be entered are due at NHTSA by September 21, 1998.

Your **U.S.** Representative from the 2nd Congressional District is:
Scott **Klug**
16 N. Carroll St. **Rm.** 600
Madison, WI 53703

Your State Senator of the 13th Senate district is :
Scott Fitzgerald
105 Leonard Ave.
Juneau **WI** 53039

Your State Representative of the 39th Assembly District is:
Robert **Goetsch**
Rt. 1, **N6485** High Point Rd.
Juneau, **WI** 53039

I hope you do share your opinions on this issue with these parties, Mr. Evans. Better decisions for society in general are possible when everyone shares in forming those decisions. Thank you.

Sincerely,
Francette Hamilton

A handwritten signature in cursive script that reads 'Francette Hamilton'.

Public and Government Relations