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Docket Management Department
Room PL 401
400 Seventh St. SW
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION August 19, 1998

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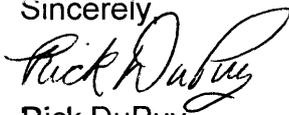
NHTSA-98-4124-45

To whom it may concern:

I would like to comment on docket No. 98-4124, notice 1. Cutting the intensity of daytime running lights (DRL) is a step in the right direction. However, I urge that you *EL/M/NATE* DRLs from U.S. roadways for the following reasons.

- * They reduce the visual impact of the lights from emergency vehicles. Fire trucks, police cars, and ambulances will be more difficult to see.
- * Motorcycles will be less conspicuous. For over 20 years daytime lighting has been mandated for motorcycles--a good idea, which has saved many lives. Widespread DRLs would seriously undercut the good effects of this law.
- * It will cost the U.S. consumer more money. GM touts that it is dedicated to safety; however, the real reason they are pushing for DRLs is so they can produce a single lighting system worldwide (DRLs are already required in other GM markets) and save money. Does the NHTSA need to save a multi-billion dollar corporation pennies and cost the public many dollars?
- * DRLs increase the overall visual glare. More and more often, I readjust my mirrors to the nighttime setting--in daylight--to avoid DRL glare. Motorcycles are relatively few and, combined with their single headlights, have never seemed to be a problem.
- * Once DRLs are mandated and appear on the majority of vehicles, whatever advantage they provide will end. On some dangerous roads, signs now urge drivers to turn on headlight in daylight. This saves lives. The cars stand out and drivers are more careful because this is *different*. DRLs eliminate this advantage where it is most needed.

Sincerely,


Rick DuPuy