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NHTSA-98-4124-37

August 19, 1998

National Highway **Traffic** Safety Association
Docket Management Room PL 401
400 Seventh Street SW
Washington, **DC** 20590

To whom it may concern,

I am writing for two reasons. First is an article I read in **AutoWeek** magazine regarding **docket #98-4 124**, notice 1, regarding illumination allowances on daytime running lights. I agree with the proposal, since the brightness of the lights seems rather intense. I would like to see some reduction in the brightness allowed. As with motorcycles, I think the lights being on offer an element of safety at the present time - at least until people become complacent about seeing vehicles with lights turned on during daylight hours.

My second reason for writing sort of relates to the first. I would like to see manufactures be required to eliminate parking lights as an option. Too many people turn on parking lights to drive by during dim light and it causes real problems. The daytime running lights offer better light than do parking lights both for the drivers vision and for other driver's ability to see.

I think manufacture's should be required to change the practice and have the wiring harnesses changed so that the outmoded allowance of people being able to make the choice of using parking lights for driving should be done away with. Law Enforcement does not enforce such a poor system even though it is not legal to drive this way. The law requires people use their headlights during dim light, but too **often** people just use their parking lights. If the manufacturers were required to wire the system directly to the headlights, all related problems would be eliminated (except for those fools who want to drive without any lights during dimly lit periods).

Will appreciate your bringing this standard up to the 21st century with the new vehicles.

Thanks,



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DOCKET SECTION
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