

Good Morning, as a long time automotive enthusast I would like to comment on Fog, auxillary driving and the new very white lights used on some cars. I have been using auxillary Halogen lamps in my cars since the late 1960's. As a responsible driver I have always been careful to ensure my headlights were properly aimed and I would always dim my high beams when approaching an on comming vehicle or when comming up behind a slower moving vehicle. I have also used Fog and high intensidy auxillary driving lamps. Again I never turn these units on when approaching or comming up behind another vehicle. If prople would observe these simple rules there would not be much of a problem with lamps.

The most common problem is the use as Fog and/or driving lamps as an additional low beam light. These bright lamps are very dangerous for any oncomming vehicle and should not be used as a low beam substitute. It seems like many of these lamps are installed at the factories to only be used when low beams are on. Here in NC the law states an auxillary lame should work automatically as a low beam. When I install my lamps I have them controlled by the high beam switch and they only work with the high beam. This is very important and I feel the Federal Govt should change the law to allow use as a high beam only.

I do not find the new lamps with the "white" light as much of a problem as the auxillary lamps. This is probably because they are aimed more accurately than auxillary lamps and they are generally installed on expensive cars that recieve better maint. than most average cars.

On the subject of pick up trucks and SUV's, lowering the lamp height is a good idea. One of my vehicles is a Chevrolet Suburban. When I come to a stop and someone is in a car is in front of me my lights bother them. When driving I try to stay back far enough so I do not bother them but this is not always possible. If you adjust this rule you should also change the rule on large trucks. I have had many situations where large trucks will come up behind me and get so close to me that all I am able to see is the grill and lights of the truck. Many truckers are guilty of this tactic and there is nothing an individual can do about it. The typical response of a trucker is to say they are up so high they can see better and this portion of the statement is true. However, one should keep in mind the fact that a vehicle that weigh's in excess of 50,000 pounds is not able to stop nearly as fast as a passenger vehicle. Braking systems on passenger cars have taken massive strides in recent years. Truck brakes have remained the same for many years.

I know many cars today are able to come to a stop from 60 mph in 130 - 140 feet. I do not have informatin on how long it takes a large truck to stop. Perhaps you could verify the truck stoping distance.

I have rambled for a bit and am please to have the oppportunity to voice my opinion.

If you would like more detail I would be pleased to continue this discussion in more detail.

Thanks very much,

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