

DAIMLERCHRYSLER

Mr. Roy Milnes
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Dr.-Ing. Dr.-Ing.e.h.
Hans-Joachim Schöpf
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Dear Mr. Milnes,

in your letter dated October 12, 2003 to the DaimlerChrysler CEO Mr. Juergen E. Schrempp you addressed the potential use of daytime running lights (DRL) in vehicles manufactured by DaimlerChrysler.

As you are aware, the discussion about the benefits of DRL is very controversial, ranging from national regulation that forces all drivers on their roads to use DRL to groups such as yours who are totally opposed.

While a global consensus on the pros and cons does not exist at this time, we are aware that both the European Commission and the NHTSA commissioned studies have to clarify the issue. Clearly, it will be those rulemaking authorities who finally have to decide, and as DaimlerChrysler we hope that they will do so wisely based on sound scientific evidence.

For now, we offer in our vehicles the opportunity for drivers to use DRL in alignment to several markets. On the other hand, many DaimlerChrysler vehicles also offer the feature to automatically switch on the headlights as it gets dark.

In your letter, you rightfully address the negative influence of DRL on fuel consumption. As DaimlerChrysler, we are fully aware of this issue, and minimizing fuel consumption is an important goal for us as can be seen e.g. in an 17% reduction of the average fuel consumption of the European Mercedes-Benz fleet over the last 8 years.

In the context of DRL, we are lobbying the agencies to allow technical solutions which consume less energy. Such solutions could be e.g. to eliminate the need to activate taillamps in conjunction to DRL, or to allow DRL with reduced intensity.

I believe this shows that we are taking your concerns serious.

However, as a manufacturer we are not in the decision making position. Hence, to promote your overall concern we would like you to refer to rulemaking agencies worldwide.

Yours



cc
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