

Daytime Running Lamp in Japan

I made the following Japanese statement concerning the DRL based on the discussion with Japanese MOT.

By the way, in Europe now, there is a movement that the passenger vehicles are voluntary being equipped with Daytime Running Lamp (DRL) and Anti-lock Braking System (ABS) in order to improve the pedestrian protection. We are not sure whether the DRL is effective in the pedestrian protection, but it can improve its conspicuity to some extent, we think. Therefore, we have no objection to using the DRL in Europe.

In Japan, we have no regulation concerning the DRL, but two-wheeled vehicle is required to be wired so that the headlamp light-on at all times while the engine is in operation. Many two-wheeled vehicles are mixed with many four-wheeled vehicles in the Japanese traffic condition. Therefore, rider of two-wheeled vehicle, who is weaker than the driver of four-wheeled vehicle, have to be protected from fatal accidents, by improving its conspicuity with using headlamp during daytime. If the headlamp of four-wheeled vehicle light on, two-wheels vehicle relatively decrease its conspicuity. This is why Japanese government would not allow DRL for four-wheeled vehicles.

Japan joined the 1958 agreement and already accepted many ECE lighting regulations, except for ECE R87/DRL. ECE R48 specifies that the installation of DRL may be forbidden on the basis of national regulations. Accordingly Japanese government think Japan should continuously prohibits DRL for four-wheeled vehicles.

Kiminori Hyodo

Koito Europe Technical Center