

**Japan's Comments on the Proposed Revision of Auxiliary Driving Beam Requirements (SLR-41-04)**

- Shouldn't the additional HLs be always set in a symmetrical position?
- Shouldn't the additional HLs be brighter than the two main ones because they are only auxiliary HLs?
- If one additional HL is added in the center and that additional HL is brighter than the two main ones, it may be confusing with a motorcycle. So additional HL in the center shouldn't be allowed.
- What would be the difference in the eyes of drivers, oncoming traffic and other road users if the additional HLs were worn and how would they contribute to safety?
- If we don't know if they clearly contribute to safety, then these proposals should not be approved.
- From the AA's point of view, an unlimited number of driving-beam HLs would result in a far greater variety of lamps, including those made by third parties, making it difficult to ensure safety and maintain order.
- For this reason, we should not blindly approve changes in the number of lamps unless we can clearly see that they do not only contribute to safety but also have no safety disadvantages.
- It is important to understand that not everything is allowed in the spirit of 'performance oriented'. What precedes all is ensuring safety and maintaining order.