

# Kia Daytime Running Light Module

A Study of Daytime Running Light Design Factors Photometric Tests of Daytime Running Lights. Final Report Effectiveness of Daytime Running Lights in Canada Review of the Literature on Daytime Running Lights (DRL) the effectiveness of daytime running lights to reduce crashes and crash injuries Evaluation of Glare from Daytime Running Lights Daytime Running Light Evaluation of the Conspicuity of Daytime Running Lights Daytime Running Lights Public Health Reports Health Services Reports The Use of Daytime Running Lights, DRL, in the Netherlands Official Gazette of the United States Patent and Trademark Office SAE Ground Vehicle Lighting Standards Manual Survey of Vehicle Light Use in Daytime Proceedings of the Human Factors Society 28th Annual Meeting Daytime Running Lights (DRL) Daytime Running Lights Public health reports Daytime Running Lights: the Attention Light M. Kirkpatrick M. Kirkpatrick Peter Cairney fredrick m. streff, ph.d. M. Kirkpatrick Signaling and Marking Devices Stds Comm K. Ziedman Peter Christensen United States. Health Services and Mental Health Administration J. E. Lindeijer W. Ng Human Factors Society. Meeting P. H. Polak

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this sae standard provides test procedures requirements and guidelines for daytime running lamps that are mounted on the exterior of a vehicle it is applicable to daytime running lamps that are combined with or use headlamps parking lamps turn signal lamps fog lamps or other lamps on the front of the vehicle as well as to daytime running lamps that use dedicated lamps after many years of implementation of daytime running lamps their safety benefits have been demonstrated the application of drls in the united states however has not been consistent for example both reduced voltage and full voltage operation low beam headlamps are used to serve as drl function at present time the photometric performance of the two types of operation low beam headlamps is significantly different in some testing points of drl function the task force has determined that it is more important to make the light intensity values candela distribution for effective drl function more consistent several major revisions are listed as follows a maximum candela values allowed based on several study reports released from umtri as concerns from federal regulatory authorities regarding complains for glare the new maximum candela values have been set for two cases for the dedicated drl it

is 1500 cd this is harmonized with the current ece requirement for other lamps serving for drl function the maximum is kept at 3000 cd however it must be below the h h line from h v to left to avoid glare b unified photometry table for other lamps serving drl function a new photometry table has been introduced in this version of j2807 in 6 2 2 as table 2 this table is based on the bench mark studies of many existing drls and other lamps on the road the photometry values have been derived with considerations of both the most effective drl reference to umtri reports and adequate drl when using other lamps the new table provides the industry in addition to consistence more design freedom and flexibility table 1 has been kept in this version with only change for the maximum allowed candela value for the reasons stated in the above the latest umtri report indicates that the minimum photometry values in the table 1 is still most effective for drl function for those of the vehicle and lamp manufactures who apply dedicated drls on vehicle table 1 should be the standard to be used the umtri report also indicates that other lamps serve as drl functions provide some effectiveness for safety and conspicuity c masking requirements for the dedicated drl with maximum candela value of 1500 no masking is needed in relating to the front turn signal lamps for other lamps serving drl function the masking requirements are specified in 6 2 2 the study and road practice show that drl is serving for conspicuity and not for road illumination therefore the drl now is categorized as a signal and marking device the photometry testing used for drl is stated in 5 2 in addition the task force decided to eliminate all light source requirements in this standard based on the reason that all light source requirements shall be integrated into one sae standard reference to j2560

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