



**Here's the FIRST - Auto Like, "SEE THRU" TRAILER Light Provides 7 Required Functions plus Grief-Reducing Features ... ½ the price of Federally Compliant\* "LED" Comparables**

\*Meaning ... provably tested for Compliance to all mandated Federal Motor Vehicle Safety Standards

**"See Thru", UPDATING of Trailers**

Over the past 25+ years, "Dry Launch®" invented and marketed the first successful "Air Trapping" Lighting used by quality Trailer Manufacturers such as **ShoreLand'r®**, **E-Z Loader®**, **Road King®**, and **Water-Land®**.

During all this time, we've been able to continually **guarantee our products to be totally FMVSS #108 Compliant for use on any kind or size Trailer, RV or Truck under 80" or over 80" in width.**

Now we've Tooled\* a revolutionary new, all Lexan® product that augments our popular "SP" product lines, but we've added a custom (Auto Like) "Liquid Look®" with a NO RUST bonus feature. \*U.S.A. made Tooling

Over the years, we've also supplied quality Trailer Manufacturers with millions of Submersible, all Lexan® CLEARANCE ... SIDE MARKER ... and 3 I.D. Lighting. 15 years ago, we were the first to tool, introduce and market the Dual Color Fender Lights now showing popularity with all kinds of Trailer Manufacturers.

Despite the current economy, we know there are plenty of Trailer Owners and Trailer Manufacturers who would like to economically "spiff-up" their Trailer's styling to mimic the new "Auto Like" Tail Light Assembly Designs. Further, we know many would also like to adopt any grief-saving features that would make Trailer Towing safer, less nerve-racking, and less of a burden for practical and economical maintenance.



Note the never ending parade of new and very creative "See Thru"/Chrome Tail Light Designs coming from Auto, SUV, and Pick Up Designers. Also, observe that 3 out of 4 of these intriguing designs are totally "Incandescents" and only 1 in 4 use "LEDs".  
 Also note, all 4 out of the 4 use "Incandescent" Bulbs for their Separated (Amber) Turn Signals and (White) Back Up Lights ... they are "Not LEDs"

This **"SPLL" Sample** provides New Auto Like Styling, and Driver Grief-Reducing Innovations not offered anywhere else. This modern **"See Thru" Styling** follows the creative ... very Cool! ... Car, SUV, and Pick Up Tail Light styling that can be seen everywhere. These "See Thru" Tail Light designs are **helping manufacturers sell their vehicles over the competition**. Likewise, we believe our **"Liquid Look®"** can also help them sell their Trailers over their competition as well, while also helping to justify a slightly higher price.



Easy Update for these and many others

As to "Aftermarket" sales ... we know we can guarantee that the SPLL pairs offered to Boat Trailer Owners will sell well at Boat and RV Dealers.

**Our New "SPLL" maintains the same 3-1/2" x 6" size and uses the same, industry standard, 2" bolt spacing, as does all of our Multi Function Lighting ... providing a convenient Tit for Tat updating capability for the millions of our ... already in use ... Standard "SP" Series Tail Light Assemblies, as well as for all other 7/8 Function sizes shown above, plus others shown on our Website.**

It also represents a **quality replacement** for the many **Chinese, Mexican, etc., "Look A-Like's"** of our SPs ... that are no more than cheapened ... rust gathering ... and probably, **Illegal liability gatherers**, thereby, totally avoiding involvement with expensive, unfixable LED comparables\*. **\*meaning fully compliant to FMVSS #108**

The new **"SPLL"** not only provides **Modern Looks**, but it is ... now, "Steel Free" ... and comes with the latest **Sylvania Long Life (find anywhere) #3157 Bulb**.

We believe this **intriguing Liquid Look®**, plus our **"NO RUST"** feature and our **Snap Out/In (No Tools) Bulb Access**, plus its' entire **Lexan® construction ... will help Trailer Manufacturers sell more Trailers for more money** and will also **sell well in the Aftermarket at Trailer and RV Dealers because of their obvious update** and grief-reducing features.

**ABOUT US!**

All of existing "SP" Line of Products, as well as this newest "SPLL", have been totally **Engineered\* and Manufactured\*\* in the Good Ol' U.S.A.** at our facilities next to the Lawrence Livermore National Laboratory in Livermore, California and also in the foothills near "Yosemite", in Sonora, California. Regardless of our State's "crazies" and haunting debts ... California is still a good place to visit! ... particularly the Mountain Areas.

\* I'm a BSME Graduate of "Bradley University" Peoria, Illinois

\*\*Along with all our other innovative Clearance, Side, and I.D. Lights

Further, we can brag that we're the **only bona fide U.S.A. Vehicle Lighting/Reflector Manufacturer in the 22 Western States** ... meaning, that **we do our own in house ... Designing, Tooling and Molding of Lighting and Reflectors** that are **always guaranteed to be compliant to all Photometric, Weather, UV, Vibration, etc. FMVSS #108 mandated requirements.**

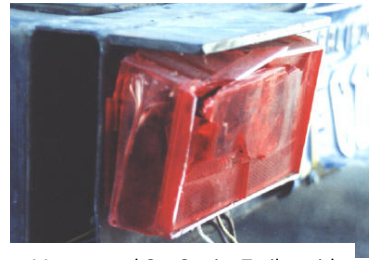
Additionally, we believe, we are the only Lighting Manufacturer in the U.S.A. that **molds** its Trailer, RV and Truck Lighting Components out of authentic **GE® "Fade Proof", FMVSS #108 Compliant, Lens Grade LEXAN™** and not some unknown, probably illegal, foreign materials ... that can Fade, Crack and Leak as time passes!

Our Livermore facility houses our Management, Sales and R & D Operations plus our "in house" Mold Making and Injection Molding Machinery. **We have twelve, 100 Ton to 500 Ton\* Plastic Injection Molding Machines** along with all necessary complimentary equipment for Designing, Tooling and Manufacturing any kind\*\* of Trailer, RV and Truck Lighting (except headlights). **\*Clamping force capability                      \*\*Including Custom Designs**

There aren't many "true" small Vehicle Lighting Manufacturers left in the U.S.A. because we've let this Industry ... for the most part ... go Overseas. However, for this type of **complex product ... the need for proper Engineering ... quality American Materials** ... and the required capability to **pay close attention to important details and quality criteria** ... made us conclude that our very special product can **"not" be properly and reliably manufactured "offshore"**.

**MODERN (Auto Like) STYLING ... SELF SERVICEABILITY ...**  
**INCREASED SAFETY and DECREASED-GRIEF Lighting is of interest**  
**to all Trailer Owners/Drivers**

Experienced Trailer Pullers are very conscience of the need for particularly bright, effective and always working Brake/Turn and Lane Changing Signal Lighting. They would like to know their Lighting is conspicuous and absolutely effective\* on "all" following and passing traffic ... including following traffic in adjoining lanes\*. Also, when their Signal Light gets smashed\*\* or quits working ... Drivers want to be able to immediately and economically fix the problem.



My personal Car Carrier Trailer with a smashed Standard "SP" – caused by backing into a curb  
Note: "No Shattering" & still partially usable

\*FMVSS #108 assures effective Brake and Lane Change Signaling Power only to "directly behind" Drivers, but not to adjoining lane Drivers. The "SPLL" totally lights up projecting its' Brake/Turn and Lane Changing Signals and, therefore, is Conspicuous\* in adjoining lanes.  
\*Conspicuous" is the bases for most of Federal Motor Vehicle Safety Standard #108

\*\*Trailer Lights do get smashed and shattered on a regular bases. Our all Lexan® Construction helps to limit breakage and shattering as well as avoiding "cold brittleness" and "melt down" problems created by low and high temperatures ... features that Acrylic Lights can't offer.

Many Trailer and RV Manufacturers (and owners) have responded to "Updating offers" by exchanging their "Same OI" Multi Function "Incandescents" with Multi Function "LEDs". However, many times these kinds of expensive exchanges have led to unexpected LED Grief's for reasons I've outlined to some extent and in our "Testimonials" (attached).

Pulling a Trailer is a nerve racking task, particularly for those who don't pull Trailers frequently. Any Trailer-Puller would feel much better if he/she knew for sure their Brake and Lane Changing Signals were always "effectively" working. The use of the latest #3157 *Sylvania*, high-powered, Long Life Brake/Turn Bulb incorporated into new "SPLLs", guarantees the Driver very powerful output that projects many Lumens of White Light "downward" onto the pavement allowing Brake/Turn and Lane Change Signals to be verified as working simply by using the Rear View Mirrors! From experience, I can say, "This is a very valuable grief-reducing feature".

**"SPLLs" fill the need between Expensive LEDs and Featureless Same OI's"**

Many Trailer Manufacturers have been trying out high-priced "LED" Multi Function Lights on more expensive, larger Trailers while using ... Same OI, Plain Jane, "Incandescent" Multi Functions on their less expensive and smaller Trailers.

We're out to convince Trailer Manufacturers, as well as Aftermarket Lighting Distributors and Marine and RV Dealers that our new "SPLLs" should be considered for filling the styling and cost gap between expensive LEDs and the typical, imported cheapened, Incandescent "Same OI's".

How are LEDs doing? After several Federal Photometric Failing Recalls\*, we're still waiting to see how well fully Compliant "LED" Multi Functions hold-up in real-life long term use. We've already heard of Troubles, Complaints, Returns, and Non Compliances, which we will soon explain in further detail on our Website.

\*3 that I know of for *Optronics®* products ... 7 out of 10 from Federal 4" Diameter tested types

I've personally seen many LED circuitry failures, as well as many failures of the LEDs themselves. Recently, we've heard of failures from Florida Trailer Manufacturers where ... due to the low current draw of LEDs ... thereby producing a small current flow, apparently won't pierce the slightest oxidation film typically formed on the Copper "Strands" common to a simple Wire Nut connection. Further, their low current flow won't work the Turn Signal "Clicker" without a special low current adapter. Less current was originally thought to be a good feature of LEDs, but this has apparently led to grief and safety hazard "unintended consequences".

Another unintended consequence we're beginning to hear about ... LEDs don't melt snow ... a particularly astute safety problem for roof-mounted, 3<sup>rd</sup> Brake LED Lights ... such as those used on "Caps".

The loss of up to 50% of their output due to "heating" is another safety problem.

As everybody relying on LEDs will see ... the problems LEDs are presenting now ... or will later present ... are many and significant; therefore, we feel it's time to offer our latest Incandescent alternatives.

## **EASY HOOK UP ADAPTION**

Because of the Industry Standard Wire Color Coding ... it's fairly easy to exchange and update most "LED" and "Incandescent" 7/8 Function Multi Functions with our "Liquid Look®" "SPLL" Multi Function ... particularly if it replaces the also Industry Standard, 2" Bolt Spacing.

We'd like Trailer Manufacturers to know that we can supply them with any length Hook Up wiring – with or without the popular rubberized "**Bullet Connectors**". In the past, we have supplied Trailer Manufacturers with longer Hook Up Leads so that all Side and Rear Terminations could be made at our Hi & Dry® Terminals ... a system that really works well for Easy, One Place, Seeable, Hook Ups for "trouble shooting" if needed.

The new "SPLL" provides a built-in "**1/4 Blade (Hi & Dry®) Hook Up System**" that can be used optionally for a one place connection system; however, the Trailer Owner must extend the wire length to take advantage of this feature ... see updated DryLaunch.com Website for further details.

## **Our "Auto Like" STYLING & SAFETY UPDATING Features will be APPRECIATED!**

We know our unique "**See Thru/Liquid Look®**" plus our safety-increasing and grief-reducing features\* will be attractive to a large percentage of existing and "to be" Trailer Owners/Drivers, and over the years, will be recommended as have our older "SP" Products ... See "Testimonials" (attached).

\*Features that Trailer Manufacturers can flaunt in their Literature and in their Owners Manual

We know that Boat Trailer Owners/Drivers\* will also be impressed with our "**Rustproof**" and "**Driver Serviceable**" Features and I don't believe many would object to a couple more dollars added onto the cost of a New Trailer, or for a "spruce up" project, so that their "Rigs" not only look "Auto Like Modern", but will also provide them additional features to make their Trailer pulling duties a less nerve racking chore.

\*particularly those who live in Salt Water areas

## **3 out of 4 NEW AUTOS\* USE "INCANDESCENT" – while ONLY 1 out of 4 USE LEDs**

By simply walking or driving through any large parking lot, it quickly becomes obvious that the **coolest ... most attractive ... most mesmerizing** new Tail Light Designs all use "See Thru/Chrome"\* Styling. Each creative design has been specifically designed to dazzle prospective buyers into the purchasing of that particular Vehicle. Notice that TV Auto Ads now flaunt their unique Tail Light Designs. **Auto, SUV and Pick Up Marketing Managers are also aware that Cool! "See Thru" Tail Light Designs are very influential in "triggering" a vehicle sale.**

\*It's not really Chrome, but Aluminum Plating

Professional marketing people know that for the little more spent over the cost of "Plain Jane" ... "Same Ol" Tail Light Designs of the past ... eye-catching, "**See Thru/Chrome**", Tail Light Designs can "Trigger" a \$40,000+ Vehicle Sale whereas ... using this same technique ... "**Cool**" Trailer Tail Lights can effectively help in producing a Trailer or Trailer/Boat, Combo Sale.

In spite of the popular misnomer that ... "LEDs are the newest and the best" ... you'll find by touring parking lots that only 1 in 4 of the coolest Tail Light Assembly Designs use "LEDs" for their Brake Signaling, while "**Incandescent**", See Thru/Chrome innovations are used 3 out of 4 times. Further, notice that ... "all 4 out of 4 always use Incandescents" for the **Separated (Amber) Turn/Lane Changing Signals** and for (white) **Back Up Lighting Functions**.

To help everyone avoid costly and unfixable "LED" failures and LED Federal Compliance problems\* ... we have selected as our illumination source, the latest **find anywhere, Sylvania® #3157\*\* Rustproof Wedge Base "Incandescent" Bulb** ... that ... when used with our mesmerizing Refraction/Reflecting, Plated, Parabolic Reflector Design ... gives the impression that many mistake for an LED Design.

\*See our Website for **Legal and Liability Warnings** from NATM, SEMA, Independent Lawyers and Insurance Agents

\*\*Designed specifically by Sylvania for **no rust, more precise, and longer life service** ... which definitely updates the 40+ year old, crudely made, and very rust-prone #1157

As to the claim that **LEDs "save power"** ... Who really cares about using a short-spurt of extra amperage when a Brake or Lane Changing Signal must be used? Your goal is to project your intentions to other drivers, and if it takes an extra spurt of power ... so what? Furthermore, as to the "**Life Span**" subject ... when was the last time you've seen a burned-out Incandescent Tail Light on any newer vehicle?

## ***The LED "FAD" is waning ... INCANDESCENTS are BRIGHTER and SAFER!***

In actual applications, most "LED" Brake Signals consist of **only a series of "lined up, Red Dots"**, which yield a **whole lot less in the way of Cool Looks** than most "See Thru/Chrome, "Incandescent" Designs you see today. Further, **LEDs produce only a fraction of "Lumen"\* output that Incandescents produce**. Also ... because of the lack of Lumens ... "LED" Brake/Turn and Lane Changing Signals **don't effectively project warning signals into adjoining lanes**, as most Incandescent designs inadvertently provide because of the high Lumen output and the nature of their Reflective/Refraction "gathering" and projection nature. This important feature can be **attributed to the high-powered, "all direction" output from the typical 32 Candela #1157 or #3157 Filament** as compared to the **puny and narrow output** of the typical LED Array.

\*"Lumens" represents the Total amount of Light output in all directions

**Since "Incandescents" put out much more and varied directions total light than LEDs** ... Vehicle Lighting Designers are given many **hi-intensity, "all direction" Light Rays\*** that they can turn into **"magical", "intriguing" and "wide spread"\*\*\* light patterns** that enhance road safety, plus makes the entire Tail Light Assembly **look great at a Traffic Light or on a Showroom floor ... while Lit! or Unlit!**

\*"Rays" - my chosen comparison term for "Lumen" output

\*\*Our **entire "SPLL" Lexan® Body Lights Up** when Signals are used

**For a variety of reasons, the LED "Fad" is waning** ... and bright, long-lasting Incandescents are gaining in popularity.

## ***LEDs AREN'T very PRACTICAL for "EXPOSED" TRAILER MULTI FUNCTION Applications***

As to the real-life practicality of "totally exposed", **cheaply\* made 7/8 Function Trailer Lights** ... know that **the LED "Long Life" Myth is being "Busted"**, and without costly\* and proper weather/heat/moisture protection ... failures will show up before expected. See our Website for more details on this subject, which also addresses the **tremendous output degradation that takes place when an Array of many Brake Light LEDs heat up on a hot day in uptight traffic**, thus yielding a situation where LED Brake and Lane Changing Signals can **become ineffective ... when they're needed the most!**

\*Compared to Auto, SUV and Pick Up LED Designs Costing 10 to 30 times as much

Also, notice that the majority of the **Center High Mount 3<sup>rd</sup> Brake Lights (CHMSLs)** used on new Autos, SUVs and Pick Ups are **using the new generation of miniature, Long Life, Wedge Base, "Incandescent" Bulbs** – and **not LEDs** because Manufacturers are now aware of the LEDs **small EPLLA\* output and "NO FIX" draw back**. What may appear to be "LED" illuminated ... is most likely ... **"Incandescent" Illuminated**.

\*4.5in<sup>2</sup> EPLLA Mandated for CHMSLs

Further, disregard the thought that all Headlights will soon use LEDs – **not true!** ... Truck Light® is currently trying to market a pair of LED, fairly low output Headlights that **cost \$700 a Pair**. **Have you tried a LED Flashlight?** I bought one and found it to be dim and a long way from giving me lots of nice "white light", which I will always require. Yes, LED Flashlights save on batteries, but who wants to settle for Dim, Gray, Inadequate Light.

Also, note that the latest so-called "LED" "Flat Screen TVs" **only use LEDs for "Back Lighting" and "not" for the TV Images**. Fact is, as long as such things as, Brake/Turn and Lane Changing Signals need inexpensive "Brightness" and "many directions of outputs" ... **Incandescents will prevail!**

## ***NEGATIVE CUSTOMER FEELINGS are being GENERATED***

As the years go by ... a lot of **Trailer Owners/Drivers will realize** that many of the **3 to 8 Function Tail Lights Assemblies sold or supplied to them consist of** nothing more than **cheaply made, unreliable, non-serviceable and very likely "illegal" grief producers**. When this becomes obvious ... **unpleasant feelings are generated** towards the Vehicle Manufacturer, the Distributor, or the Dealer that supplied them with their troublesome Lighting. I know of several friends and acquaintances (and myself) that have many times cursed Trailer Lighting for their problems and **blamed** the Trailer Manufacturer.

I'm **not claiming** that our special features **will cure all Trailer Driver lighting problems!** ... but ... **our unique features will certainly help to make Trailer-Pulling a less Grief-Ridden and less Dangerous experience**.

***Our new, ALL LEXAN® TRAILER LIGHTING is properly Engineered ... provides NEW LOOKS ... Less Grief's ... and are totally U.S.A.Tooled, Molded and Assembled***

Our latest "SPLL" and our newest "Wing Tip®" products can flaunt the fact that we've provided reliable American Engineering, Tooling, and Materials in all our products ... which can assure all concerned that our Incandescent products will avoid Technical, Legal, and Liability problems that are much more likely to be encountered when dealing with currently available ... more expensive ... "LEDs" ... and cheapened Imported Incandescent "Copies" and the regular "Same Ol's".

***Our "SPLL" NO RUST, and EASY MAINTENANCE #3157 GUARANTEE***

The new *Sylvania®* "Long Life" Bulbs will last longer and ... since Steel has been totally eliminated ... "Rust Grief's" will be eliminated. If the Sylvania #3157 Wedge Base Bulb does eventually fail ... it can be "driver fixed", easily, quickly and economically with no returns or repair grief's put upon the Trailer Manufacturer ... Aftermarket Distributor or Dealer.

The development of the #3157 type\* of Bulbs was the result of SAE (Society of Automobile Engineers) asking *Sylvania®* for a more precision, "Longer Life", and "Rustproof", Wedge Base, NO STEEL "#1157 Replacement", which would still ... like the #1157 ... provide Hi-Intensity Candela output in all directions. \*Includes #3156 and the like type Bulbs as well

To meet the Rustproof Goal, it required the elimination of the 40+ year old #1157 Cylindrical Steel (Bayonet type) "Bulb Base" and the elimination of the Steel (Bayonet type) Holding and Grounding "Can". Any Salt Water Trailer Owner knows this type of all-steel combination has always provided a sure thing "rust generating" nightmare, particularly acute when Salt and Moisture get into the tiny gap\* between the Steel "Bulb Base" and the Steel "Can".

\*"Capillary Action" literally "sucks in" moisture

The #3157 development also greatly improved the straightness and correct positioning of the two Filaments ... compared to the always crooked and randomly spaced #1157 Filaments, which have ... for 40+ years ... been notorious for generating non reproducible output "Test Patterns"\* that literally spoils today's, precision, "See Thru" Designs. The #3157 is now able to guarantee a Designing Engineer a uniform, symmetrical and always reproducible Output "Test Pattern".

\*Brake/Turn "Test Pattern" refers to FMVSS #108 Mandating a 20° Left/Right, 10° Up/Down Testing Scope

Additionally, observe that in the new "SPLL" ... and in our newest Wing Tip® Designs ... we route power to the Bulb Filaments using our New and Unique No Steel ... NO RUST ... Phosphorous Bronze Bulb Holding and Power Transfer System. Also note, our #3157 Wedge Base Support System provides a "road shock" absorbing characteristic that helps to further extend the "long-life" precision of this Wedge Base Bulb.

A #3157 type Bulb is "supposedly" being developed that will have a very, very, long 50,000 hour life, which will match or surpass the longevity claims\* coming from LED Manufacturers and Importers. Also, this would produce a much brighter and better spread of Light, while only costing 1/2 to 1/4 of what a reliable, "in compliance" (Legal) LED comparable.

\*"Claims" of LED Long Life and "Actual" Long Life for outdoor, exposed uses ... represents two entirely different subjects

***MUCH MORE BRAKE/TURN/LANE CHANGING "EPLLA" and OUTPUT is NEEDED***

The 32 Candela, #3157 Incandescent Bulb Filament puts out much, more total light (Lumens) resulting in much more effective Brake/Turn and Lane Changing Signaling than any "LED" comparable can supply. Therefore, Incandescent Brake, Turn, and Lane Changing Signal Lighting ... when properly designed and compared on an "Cost Versus Output" bases ... will always be proven to be more effective and least expensive for highway safety than any "Compliant Comparable" LED\*.

\*If a "Compliant Comparable" ... yet economical ... can be found!

Observe the "LED" Brake/Turn Photos that I took at the 2007 Light Truck Show in Indianapolis where there has been an acknowledgement and correction of the "Effective Projected Luminous Lens Area" ("EPLLA") deficiency problem by these Truck Manufacturers ... which has led to the obvious use of many more LEDs than what had been appearing on Trucks and Trailers in previous years. These Lights now use ≈50 to 100 LEDs ... far more than the 6 to 12 LEDs used in the past where very obvious, Huge, Unlit Areas were claimed to be "EPLLA" Compliant, but are obviously "not" and would be deemed "Illegal" in a "Rear Ender" type Court Case.

The many additional LEDs were added **to be able to claim "Compliance"** to Section S6.4.1 of FMVSS #108 which **mandates an "EPLLA"\* of at least 11-5/8in<sup>2</sup>** (for Over 80" Wide Vehicles). This represents a very **important FMVSS #108 Safety Requirement** that unfortunately ... **NHTSA doesn't currently enforce**, but nevertheless, **can still generate huge Crash Liability for anyone or any Company that chooses to ignore this traffic safety mandate, enforced or not!**

\*"Effective Projected Luminous Lens Area" ... see attached or our Website for "Definition" and Details

Also, take note (in the photos) of the Parabolic **≈4" diameter "Incandescent"** that **Toyota uses for their Truck's Brake/Turn and Lane Changing Signals\***. If you could see these Lights when lit, you'd agree ... **they definitely demand the attention of all following drivers ... not only drivers in the direct rear, but also, drivers in rear "adjoining" lanes.** They are very bright and **also look very "Intriguing" when Unlit** ... a hard thing to effectively photograph. Further, they probably cost 1/3 of what a decent quality, Comparable, FMVSS #108 "EPLLA" **fully Compliant "LED"** would cost.

\*Also acts as a FMVSS #108 Compliant Tail Light

Further, **"Incandescent" Bulbs are also used in their Clearance and Side** (pointing\*) **Markers.** Note, I always try to add **"Pointing"** between "SIDE" and "MARKER" because 90%+ of those that should be concerned with Trailer Technicalities confuse **CLEARANCE.**

\*Pointing to rear and forward with SIDE "pointing" MARKER Lights used to warn Intersection and nearby (to the side) traffic and pedestrians this mass of Steel is ... or will be ... crossing in front of them so, WATCH OUT!

The **≈50 to 100 "LED" Light designs in the photos** probably comply to FMVSS #108 Photometrics Mandates and to the "EPLLA" Mandates as well, but are **still not very effective on rear, "adjoining lane drivers"** because of the limited "Straight Back" Conal\* output nature of basic LEDs.

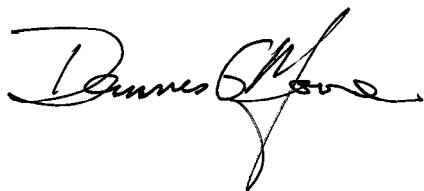
\*Also, discussed on our website

The **"Tilting" shown** in these photos **is absolutely ridiculous** and probably **cuts Brake/Turn and Lane Changing Signal output** ... seen by following drivers ... **to ±20% of its mandated Straight Back minimal output ... a huge liability problem in a "Rear Ender" injury or death Court Case.**

Lastly, I'd like to impress in all reading my writings ... I strongly believe Americans **must make concerted efforts to take back and "re-manufacture" some products** we have deliberately (or inadvertently) let go to other countries. We must not only **Invent, Design, Tool and Manufacture more products here**, but we **should also be increasing our efforts for Exporting gains** ... which can **put many Americans back to work with permanent jobs** while also helping to **even out our disgraceful "Balance of Trade" situation.**

**We are continually devoting many hours to add to ... update and better explain our website subjects -so check our website from time to time for the latest improvements, "clarifications", and discussion of new subjects!**

Best regards,



Dennis G. Moore  
President

**NOTE:** Our 33 year old "Sierra Products Inc." Corporate name was recently **changed to "Sierra Design Manufacturing, Inc"** to emphasize that **we are, indeed, a true U.S.A. Engineering, Tooling and Manufacturing based enterprise ... and "not" just another Warehouse Distributor of Foreign made products** Our ownership and management has been the same for our 33 year history!

**Sierra Design Manufacturing, Inc ... Home of Dry Launch® and Convoy® Vehicle Lighting Products**  
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