

**Proposal Concerning the Lighting of the Stop Lamps  
Concurrent with Retarder Operation**

( TRANS / WP.29 / GRE/2001/6 )

Submitted by the Experts from Japan

Concerning the paragraph.6.7.7. (Electrical connections)

Japan has already proposed, " The stop lamps shall light up when the vehicle is being highly decelerated by the operation of its retarder which deceleration performance is [2.2] m/s<sup>2</sup> or more " in the 51th session of GRRF (4-8 February 2002).

Refer to attached sheet. :

「 51th GRRF Informal document.No.21 " Lighting of the Stop Lamps Concurrent with Retarder Operation " 」

( Attached sheet )

Informal Doc.No. 21  
(51<sup>st</sup> GRRF, 4-8 February 2002,  
Agenda Item 1.5)

Lighting of the Stop Lamps Concurrent with Retarder Operation  
Submitted by the Experts from Japan

A. Proposal

The stop lamps shall light up when the vehicle is being highly decelerated by the operation of its retarder which deceleration performance is [2.2] m/s<sup>2</sup> or more. (Amendment to Regulation No. 48)

B. Justifications

For the road safety, it is necessary to require the stop lamps activation when large trucks and other similar vehicles are highly decelerated by the operation of their retarders which deceleration performance is [2.2] m/s<sup>2</sup> or more. This will necessitate amendment to Regulation No. 48, which provides lighting requirements for stop lamps.

Japan believes that the specific deceleration value at which the stop lamps shall light up should be discussed and decided by GRRF. In Japan, for example, stop lamps are required to light up when the deceleration of generating vehicle's retardation is 2.2 m/s<sup>2</sup> or more during operation of the retarder.

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