

STOP LAMPS

INFORMATION

This inspection applies to all stop lamps fitted.

Stop lamps are not a legal requirement on vehicles first used before 1 January 1936. However, where fitted they must comply with statutory requirements.

ADDITIONAL STOP LAMPS

Additional stop lamps fitted and connected must be tested. Where extra lamps are fitted and there is doubt as to whether they are connected, the benefit of this doubt should be given to the presenter.

VEHICLES FIRST USED ON OR AFTER 24 JANUARY 1996

Must be fitted with at least two obligatory stop lamps. Except three wheeled mopeds, tricycles, light quadricycles and quadricycles if the maximum vehicle width is 1300 mm or less, then only one is required.

VEHICLES FIRST USED BEFORE 24 JANUARY 1996

Must be fitted with one stop lamp either on or to the offside of the vehicle centre line.

If such a vehicle has two lamps fitted, it should be treated as a vehicle first used on or after 24 January 1996.

METHOD OF INSPECTION

1. Apply the service brake and check that the correct number of stop lamps:
 - a. are correctly positioned and secure

Note:

The precise position of obligatory lamps is **not** part of the inspection, but **check visually** that the lamps are at about the same height and the same distance from each side of the vehicle.

- b. are working
- c. are not obscured

d. are in good condition

Note:

An effective proprietary repair (e.g. lens repair tape etc.) must be assessed on its merits, considering security, colour, light output and durability.

e. emit a steady red light

f. are not adversely affected by the operation

Note:

At least 50% of the lamp must be visible from the rear. Where two lamps are fitted check visually that each lamp is located at about the same height and same distance inboard from the side of the vehicle.

Note:

On some vehicles with LED rear lamps, a proportion of the stop lamp LED's may extinguish when the rear fog lamp is illuminated. This is not to be regarded as a defect.

Note:

Tricycles and quadricycles with two service brake controls must operate the stop lamp(s) from both controls.

REASON FOR REJECTION

	Deficiency Category
1. A stop lamp.	
a. missing, obviously incorrectly positioned or does not face to the rear	MAJOR
b. not securely attached	MINOR
c. likely to become detached.	MAJOR
d. less than 50% of the light sources illuminating	MAJOR
e. reduced light intensity with more than 50% of the light sources illuminating	MINOR
f. obscured so that less than 50% of the lamp illuminating surface is visible from the rear	MAJOR
g. not visible from a reasonable distance due to excessive damage, deterioration, or having products on the lens or light source	MAJOR

h.	shows other than a steady red light to the rear when any service brake is applied, or remains on when the service brake is released	MAJOR
i.	adversely affected by the operation of any other lamp, e.g. dual-function lamps on foreign vehicles.	MAJOR
j.	is incomplete, not in good working order or in clean condition, i.e., so damaged or deteriorated that its function is impaired.	MAJOR
k.	remains on when the brakes are released	DANGEROUS
l.	inoperative *(one inoperative where more than one is fitted)	*MINOR / MAJOR
2.	All stop lamps are inoperative	DANGEROUS

Note:

On vehicles first used before 1 October 1968, it is acceptable for a direction indicator lamp to be incorporated with a stop lamp.