

**ANNOUNCEMENT STIPULATING ITEMS NECESSARY FOR  
ARRANGING RELATIONSHIP OF APPLICATION OF PROVISIONS  
OF CHAPTERS 2 AND 3 OF SAFETY REGULATIONS FOR ROAD  
VEHICLES**

Ministry of Land, Infrastructure and Transport Announcement No. 1318  
of September 26, 2003

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**Chapter I Arrangement of Relationship of Application of Safety  
Regulations for Motor Vehicles**

**Article 1** (Length, Width and Height)

With regard to motor vehicles posted in the first column of the following Table, the provisions specified in the second column of the same Table shall apply with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before November 30, 1973	Item (3), Paragraph 1 of Article 6, Item (3), Paragraph 1 of Article 84, and Item (3), Paragraph 1 of Article 162 of the Announcement That Prescribes Details of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 619. Hereinafter referred to as the "Details Announcement")	ventilators shall be closed.	ventilators and arm type direction indicators shall be closed or housed.
	Paragraph 2 of Article 2 of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 67 of 1951. Hereinafter referred to as the "Safety Regulations")	ventilators  state prescribed in the Announcement	ventilators, arm type direction indicators  state prescribed in the Announcement (In the case of arm type direction indicators, the state where they are operating.)

**Article 2** (Axle Weight, etc.)

The provision of Paragraph 2 of Article 4-2 of the Safety Regulations shall not apply to motor vehicles manufactured on or before November 24, 1993 (except the case of making such modification which results in increasing the sum of load applied to tandem axles).

**Article 3** (Minimum Turning Radius)

The provision of Paragraph 2 of Article 6 of the Safety Regulations shall not apply to motor vehicles manufactured on or before September 30, 1962.

**Article 4** (Engine and Power Train System)

1. The provisions specified in the right column of the following Table shall not apply to motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1996, which are not registered on the motor vehicle registration file as one that complies with the requirements of Paragraph 6 of Article 31 of the Safety Regulations after the revision pursuant to Article 3 of the Ministry Ordinance That Amends Part of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 3 of 1991)	Paragraph 4 of Article 8 of the Safety Regulations
(2) NOx emission motor vehicles or PM emission motor vehicles provided for in Article 12 of the Specific Measure Law for Reduction of Overall Amount of Vehicle NOx and PM Emissions in Designated Area (Law No. 70 of 1992), whose initial registration date (referring to the date when a motor vehicle is registered on the motor vehicle registration file for the first time pursuant to the provision of Article 4 of the Road Vehicles Act (Law No. 185 of 1951. Hereinafter referred to as the "Act"). Hereinafter the same.) is on or before December 31, 1997 (August 31, 1997, in the case of special-purpose motor vehicles provided for in Item (6) of Article 4 of the Specific Measure Law for Reduction of Overall Amount of Vehicle NOx and PM Emissions in Designated Area) (Except motor vehicles which comply with the NOx emission standards and PM emission standards provided for in Article 31-2 of the Safety Regulations)	Paragraph 4 of Article 8 of the Safety Regulations

Motor Vehicle	Provision
(3) Motor vehicles manufactured on or before December 31, 1951, and motor vehicles manufactured on or before March 31, 1960, with a gross vehicle weight of less than 2 tons	Paragraph 2 of Article 8 of the Safety Regulations
(4) Motor vehicles manufactured on or before March 31, 1994	Paragraph 3 of Article 8 of the Safety Regulations

2. Of motor vehicles provided for in Paragraph 4 of Article 8 of the Safety Regulations (except motor vehicles provided for in Items (1) and (2) in the Table of the preceding Paragraph), motor vehicles manufactured on or before August 31, 2003, shall be mounted with a speed limitation device on their engine by the date specified in each Item.

- (1) In the case of motor vehicles registered on the motor vehicle registration file as one that complies with the requirements of Paragraph 6 of Article 31 of the Safety Regulations for Road Vehicles (hereinafter referred to as the “1994 Requirements” in this Article) after the revision pursuant to Article 3 of the Ministry Ordinance That Amends Part of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 3 of 1991), the date posted in the right column of the following Table for each motor vehicle posted in the left column of the same Table.

Motor Vehicle	Date
A. Motor vehicles registered on the motor vehicle registration file as one that complies with the 1994 Requirements (except those complying with the requirements of Paragraph 6 of Article 31 of the Safety Regulations (hereinafter referred to as the “1998 Requirements” in this Article) after the revision pursuant to Article 2 of the Ministry Ordinance That Amends Part of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 4 of 1996) or the requirements of Paragraph 6 of Article 31 of the Safety Regulations (hereinafter referred to as the “1999 Requirements” in this Article) after the revision pursuant to Article 2 of the Ministry Ordinance That Amends Part of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 22 of 1997). Hereinafter the same in this Article.) whose initial registration date is on or after January 1, 1998, or motor vehicles registered on	The day before the initial inspection, renewal inspection, modification inspection or preliminary inspection to be conducted for the first time on or after September 1, 2003

Motor Vehicle	Date
the motor vehicle registration file as one that complies with the 1999 Requirements whose initial registration date is on or after January 1, 2003	
B. Motor vehicles registered on the motor vehicle registration file as one that complies with the 1994 Requirements whose initial registration date is on or after January 1, 1997, or motor vehicles registered on the motor vehicle registration file as one that complies with the 1998 Requirements or the 1999 Requirements whose initial registration date is on or after January 1, 2002 (except motor vehicles of Item A.)	The day before the initial inspection, renewal inspection, modification inspection or preliminary inspection to be conducted for the first time on or after September 1, 2004
C. Motor vehicles other than those posted in Items A and B	The day before the initial inspection, renewal inspection, modification inspection or preliminary inspection to be conducted for the first time on or after September 1, 2005

(2) In the case of motor vehicles other than those enumerated in the preceding Item, the date posted in the right column of the following Table for each motor vehicle posted in the left column of the same Table.

Motor Vehicle	Date
A. Motor vehicles whose initial registration date is on or after January 1, 2002	The day before the initial inspection, renewal inspection, modification inspection or preliminary inspection to be conducted for the first time on or after September 1, 2003
B. Motor vehicles whose initial registration date is on or after January 1, 1999 (except motor vehicles of Item A.)	The day before the initial inspection, renewal inspection, modification inspection or

Motor Vehicle	Date
	preliminary inspection to be conducted for the first time on or after September 1, 2004
C. Motor vehicles other than those posted in Items A and B	The day before the initial inspection, renewal inspection, modification inspection or preliminary inspection to be conducted for the first time on or after September 1, 2005

3. Notwithstanding the provision of Paragraph 2 of Article 88 of the Details Announcement, motor vehicles manufactured on or before August 31, 2003, shall be acceptable if they comply with Attachment 97 “Technical Standard for Speed Limitation Devices for In-Use Large-Sized Trucks” of the Details Announcement in connection with the speed control performance, etc. of the speed limitation device.

**Article 5** (Running System, etc.)

Notwithstanding the provision of Article 9 of the Safety Regulations and provisions of Articles 11, 89 and 167 of the Details Announcement, motor vehicles manufactured on or before December 31, 2004, shall be acceptable if they comply with the following requirements.

- (1) The running system of a motor vehicle shall be robust to ensure safe operation.
- (2) The pneumatic rubber tyres of the running system of the preceding Item shall comply with the following requirements. However, the provision of Item B. shall not apply to motor vehicles with a maximum speed of less than 40 km/h and trailers drawn by them.
  - A. The tyres shall be free from any notable damage, such as cracks, bare cords, etc.
  - B. The ground-contact section of a tyre shall have a tread to reduce the likelihood of slipping. In this case, the tread depth (except tyres mounted on large-sized special motor vehicles and trailers drawn by them) shall be 1.6 mm or more (0.8 mm in the case of

tyres mounted on motor cycles with or without sidecar) at any part of the recessed section.

- (3) Tyre chains shall be able to be attached firmly to the running system to ensure safe operation.

#### **Article 6 (Control System)**

Notwithstanding the provision of Article 10 of the Safety Regulations and provisions of Articles 12, 90 and 168 of the Details Announcement, motor vehicles manufactured on or before November 30, 1975, shall be acceptable if they comply with the following requirements.

- (1) Each of the following control devices necessary for operating a motor vehicle shall be located 500 mm or less to the right and left of the center of the steering wheel and be constructed so that the driver in his normal driving position may easily operate them.
    - A. Control devices for engine and power train system, such as starter switches, accelerator, ignition timing control device, fuel injection timing control device, clutch and transmission;
    - B. Control device for brake system;
    - C. Control devices for headlamps, horns, direction indicator lamps, windshield wipers and windshield washing systems.
  - (2) The control devices enumerated in Item A. of the preceding Item (except the control devices for starter switches, accelerator, clutch and transmission) and control devices enumerated in Item C. of the same Item (except the control devices for direction indicator lamps) shall have an identification mark thereon or nearby so that the driver in his seat may easily recognize the device concerned.
  - (3) The control device of the transmission shall have an identification mark thereon or nearby so that the driver in his seat may easily recognize the operating position of each gear.
  - (4) The control device of the direction indicator lamps shall have an identification mark thereon or nearby so that the driver in his seat may easily recognize the operating position of each direction indicated by the direction indicator lamp concerned.
2. Of the provisions of the preceding Paragraph, the provisions specified in

the right column of the following Table shall not apply to motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 1951	Item (1) (Limited only to the portion relating to the arrangement and dimensions)
(2) Motor vehicles manufactured on or before November 30, 1973	Items (2) through (4)

### **Article 7 (Steering System)**

Notwithstanding the provision of Article 11 of the Safety Regulations and provisions of Articles 13, 91 and 169 of the Details Announcement, motor vehicles manufactured on or before September 30, 1973, shall be acceptable if they comply with the following requirements.

- (1) The steering system shall be robust to ensure safe operation.
- (2) The steering system shall be operated easily and securely by the driver in his normal position.
- (3) No part of the steering system shall come in contact, when steered, with any other part of the motor vehicle, such as the frame and fender.
- (4) There shall be no great difference between the right and left as respects the relationship between the turning angle of the steering wheel and the steering angle of the steering tyres.
- (5) There shall be no considerable difference between the right and left as respects the steering force of the steering wheel.

2. Notwithstanding the provision of Paragraph 2 of Article 11 of the Safety Regulations and provisions of Paragraph 2 of Article 13, Paragraph 2 of Article 91, and Paragraph 2 of Article 169 of the Details Announcement, the steering system of a motor vehicle (except motor vehicles enumerated in each of the following Items) used exclusively for carriage of passengers, manufactured from October 1, 1973, to August 31, 2008, shall be acceptable if the steering system concerned complies with the requirements prescribed in Paragraph 2 of Article 13, Paragraph 2 of Article 91 and Paragraph 2 of Article 169 of the Details Announcement before the amendment by the



Announcement That Amends the Announcement That Prescribes Details of Safety Regulations for Road Vehicles in connection with the performance concerning the protection of the driver so that it is unlikely to give impacts to the driver excessively when the motor vehicle concerned is subjected to impacts due to a collision, etc.

- (1) Motor vehicles with a passenger capacity of 11 persons or more;
  - (2) Motor cycles;
  - (3) Motor cycles without sidecar;
  - (4) Mini-sized motor vehicles with caterpillar tracks and sleds;
  - (5) Motor vehicles with a maximum speed of less than 50 km/h;
  - (6) Motor vehicles equipped with a steering system that is so constructed that the angle formed by the center line of the steering wheel shaft and a straight line which passes the said center line and is parallel to the longitudinal center line of the motor vehicle exceeds 35°;
  - (7) Motor vehicles manufactured from September 1, 2006, to August 31, 2008 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2007);
  - (8) Motor vehicles manufactured from September 1, 2006, to August 31, 2008, and type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2007 (limited only to those identical with motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before August 31, 2006, with regard to the category, body shape, kind of power supply system for power, kind and principal construction of the power train system, kind and principal construction of the running system, kind and principal construction of the control system, kind and principal construction of the suspension system, frame, wheelbase, and kind of the service brake system);
  - (9) Motor vehicles designated by the Minister of Land, Infrastructure and Transport.
3. The provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
<p>(1) The following motor vehicles:</p> <p>A. Motor vehicles used exclusively for carriage of passengers manufactured from October 1, 1973, to August 31, 2008, which are enumerated below:</p> <p>① Motor vehicles with a maximum speed of less than 50 km/h;</p> <p>② Motor vehicles equipped with a steering system that is so constructed that the angle formed by the center line of the steering wheel shaft and a straight line which passes the said center line and is parallel to the longitudinal center line of the motor vehicle exceeds 35°;</p> <p>B. Motor vehicles used for the transport of goods with a gross vehicle weight of less than 1.5 tons, manufactured on or before March 31, 2010;</p> <p>C. Motor vehicles used for the transport of goods with a gross vehicle weight of less than 1.5 tons, manufactured from April 1, 2010, to March 31, 2015 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after April 1, 2010);</p> <p>D. Motor vehicles used for the transport of goods with a gross vehicle weight of less than 1.5 tons, manufactured from April 1, 2010, to March 31, 2015, and type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after April 1, 2010 (limited only to those</p>	<p>Paragraph 2 of Article 11 of the Safety Regulations</p>

Motor Vehicle	Provision
<p>identical with motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before March 31, 2010, with regard to the category, body shape, kind of power supply system for power, kind and principal construction of the power train system, kind and principal construction of the running system, kind and principal construction of the control system, kind and principal construction of the suspension system, frame, wheelbase, and kind of the service brake system)</p> <p>E. Motor vehicles designated by the Minister of Land, Infrastructure and Transport</p>	

### Article 8 (Locking Device)

1. Notwithstanding the provision of Article 11-2 of the Safety Regulations and provisions of Paragraph 1 of Article 14, Paragraph 1 of Article 92 and Paragraphs 1 and 2 of Article 170 of the Details Announcement, the locking device for the engine, power train system, running system, transmission or steering system of a motor vehicle manufactured on or before June 30, 2006 (June 30, 2008, in the case of mini-sized motor vehicles; and March 31, 2005, in the case of motor cycles with or without sidecar and three-wheeled motor vehicles that are equipped with a handle bar type steering equipment), shall be acceptable if they comply with the following requirements. However, the provision of Item (3) shall not apply to motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds.

- (1) The locking device shall be so constructed that, when operated, it can positively prevent the function of the system provided with the locking device.
- (2) The locking device shall be robust and constructed so that its function may not be easily damaged or its function may not be disabled.
- (3) The locking device shall be such one that, when operated, it can prevent the activation of the starter.

(4) The locking device shall not be activated by vibration, shocks, etc. while running.

2. The provision of Paragraph 1 of Article 11-2 of the Safety Regulations shall not apply to motor vehicles manufactured on or before November 30, 1973, and motor vehicles used for the transport of goods manufactured on or before June 30, 2006 (June 30, 2008, in the case of mini-sized motor vehicles).

3. The provision of Paragraph 3 of Article 11-2 of the Safety Regulations and provisions of Paragraph 2 of Article 14, Paragraph 3 of Article 92 and Paragraph 3 of Article 170 of the Details Announcement shall not apply to motor vehicles manufactured on or before June 30, 2006 (June 30, 2008, in the case of mini-sized motor vehicles).

#### **Article 9 (Brake System)**

1. Notwithstanding the provision of Article 12 of the Safety Regulations and provisions of Articles 15, 93 and 171 of the Details Announcement, motor vehicles manufactured on or before December 31, 2003, shall be acceptable if they comply with the following requirements.

(1) Any motor vehicles (except motor vehicles in the next Item through Item (5)) shall be provided with two or more independently operating brake systems which comply with the following requirements:

A. The brake system shall be durable enough to fully withstand operation and be mounted so as not to be damaged by vibration, impact, contact, etc.

B. The brake system shall have a construction and functions which operate without interfering with the steering performance.

C. The service brake system (which means the brake system commonly used for braking the vehicle in operation; the same applies hereinafter) shall work on all wheels.

D. The service brake system shall have a braking capacity complying with the following formulae ① and ② for motor vehicles used exclusively for carriage of passengers with a maximum speed exceeding 75 km/h, motor vehicles with a maximum speed exceeding 100 km/h and with a gross vehicle weight of 3.5 tons or less (except motor vehicles used

exclusively for carriage of passengers) and motor vehicles with a maximum speed exceeding 75 km/h and with a gross vehicle weight exceeding 3.5 tons (except motor vehicles used exclusively for carriage of passengers), and with the formula ① for motor vehicles other than those mentioned above, on a dry, level paved road. In this case, the force to be applied by the driver shall not exceed 700 Newton.

$$\textcircled{1} \quad S_1 \leq 0.15V_1 + 0.0077V_1^2$$

In this case, the running system shall be disconnected from the engine.

where:

$S_1$  : Stopping distance (in meters)

$V_1$  : Initial braking speed (the maximum speed of the motor vehicle concerned, but the speed specified in the right column of the following Table in the case of motor vehicles enumerated in the left column of the same Table) (in kilometers/hour):

Motor vehicles used exclusively for carriage of passengers with a maximum speed exceeding 60 km/h	60
Motor vehicles with a maximum speed exceeding 60 km/h and with a gross vehicle weight exceeding 3.5 tons (except those used exclusively for carriage of passengers)	60
Motor vehicles with a maximum speed exceeding 80 km/h and with a gross vehicle weight of 3.5 tons or less (except those used exclusively for carriage of passengers)	80

$$\textcircled{2} \quad S_2 \leq 0.15V_2 + 0.0097V_2^2$$

where:

$S_2$  : Stopping distance (in meters)

$V_2$  : Initial braking speed (80% of the maximum speed of the motor vehicle concerned, but the speed specified in the right column of the following Table in the case of motor vehicles enumerated in the left

column of the same Table) (in kilometers/hour):

Motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more, with a maximum speed exceeding 125 km/h and with a gross vehicle weight of 5 tons or less (except tractors drawing semi-trailers)	100
Motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more, with a maximum speed exceeding 112.5 km/h and with a gross vehicle weight exceeding 5 tons (except tractors drawing semi-trailers)	90
Motor vehicles with a maximum speed exceeding 150 km/h and with a gross vehicle weight of 3.5 tons or less (except motor vehicles used exclusively for carriage of passengers and tractors drawing semi-trailers)	120
Motor vehicles with a maximum speed exceeding 125 km/h and with a gross vehicle weight exceeding 3.5 tons, but 12 tons or less (except motor vehicles used exclusively for carriage of passengers and tractors drawing semi-trailers)	100
Motor vehicles with a maximum speed exceeding 112.5 km/h and with a gross vehicle weight exceeding 12 tons (except motor vehicles used exclusively for carriage of passengers and tractors drawing semi-trailers)	90
Tractors drawing semi-trailers	80

- E. The service brake system shall be such that its braking effect is not affected significantly even after the brakes have been repeatedly applied.
- F. The service brake system shall be such that its braking effect is not affected significantly even when the brake piping, etc., are partly damaged.
- G. The service brake system shall be capable of adjusting automatically the clearances of rotating and sliding parts. However, this provision shall not apply to the following service brake systems:
- ① The service brake system installed to the rear wheels of motor vehicles with a gross vehicle weight of 3.5 tons or less (except motor vehicles used exclusively for carriage of passengers);
  - ② The service brake system installed to the following motor

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vehicles with a gross vehicle weight exceeding 3.5 tons, but 12 tons or less (except motor vehicles used exclusively for carriage of passengers):

- (i) Motor vehicles provided with a power train system designed to transmit power to all wheels (including the type designed to cut off power transmission to one axle);
  - (ii) Motor vehicles provided with a power train system designed to transmit power to one or more of the front axles and rear axles respectively (including the type designed to cut off power transmission to one axle) and with a device capable of stopping or limiting the operations of the differentials of one or more power train systems, and also provided with an ability of climbing a slope with a gradient of 1/4.
- ③ The service brake system installed to the following motor vehicles with a gross vehicle weight exceeding 12 tons (except motor vehicles used exclusively for carriage of passengers):
- (i) Motor vehicles provided with a power train system designed to transmit power to all wheels (including the type designed to cut off power transmission to one axle);
  - (ii) Motor vehicles provided with a power train system designed to transmit power to more than half the number of axles and with a device capable of stopping or limiting the operations of the differentials of one or more power train systems, and also provided with an ability of climbing a slope with a gradient of 1/4.
- H. The brake fluid of the service brake system shall not affect the function of the service brake system by corroding the brake piping or forming bubbles due to heat from the engine or other sources.
- I. The brake system except service brake systems (one brake system in the case of motor vehicles provided with two or more brake systems except the service brake system) shall have a braking capacity complying with the following formula on a dry,

level paved road and shall be capable of holding the vehicle at a standstill on a dry paved road with a gradient of 9/50 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 700 Newton for the foot-operated type and 600 Newton for the hand-operated type.

$$S \leq 0.15V + 0.0257V^2$$

where:

S : Stopping distance (in meters)

V : Initial braking speed (the maximum speed of the motor vehicle concerned, but 30 in the case of motor vehicles with a maximum speed exceeding 30 km/h) (in kilometers/hour).

- J. The brake system, except service brake systems, for tractors (one brake system in the case of tractors provided with two or more brake systems except the service brake system) shall be capable of holding the tractor and trailer at a standstill in the coupled state on a dry paved road with a gradient of 3/25 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 700 Newton for the foot-operated type and 600 Newton for the hand-operated type.
- K. The service brake system operated by fluid pressure shall be designed so that the level of brake fluid can be checked readily and shall be provided with a warning device to give warning to the driver in his seat when the braking effect is affected by leakage of brake fluid from the brake piping.
- L. The service brake system operated by pneumatic or vacuum pressure or pressure of accumulated fluid shall have a capacity of accumulating a sufficient pressure for braking and shall be provided with a warning device to give warning to the driver in his seat when the braking effect is liable to be affected significantly by pressure change.
- M. The service brake system for motor vehicles used exclusively for carriage of passengers with a gross vehicle weight exceeding 12 tons (except motor vehicles for passenger carrying business (which means motor vehicles for passenger motor-carrier business; the same applies hereinafter) running regularly along



fixed routes other than those related to the national expressways, etc. (which mean the roads provided for in Paragraph 1, Article 4 of the National Expressway Law (Law No. 79 of 1955) and the fully-access-controlled highways provided for in Paragraph 1, Article 48-4 of the Road Law (Law No. 180 of 1952); the same applies hereinafter)) and for tractors with a gross vehicle weight exceeding 7 tons shall be provided with a device capable of preventing efficiently the locking of the rotation of wheels which affects significantly the braking of the vehicle in operation.

- N. Motor vehicles provided with a device capable of preventing the locking of the rotation of wheels which affects significantly the braking of the vehicle in operation shall be provided with a warning device to give warning to the driver in his seat when the device becomes liable to fail to operate normally.
  - O. The auxiliary brake system for motor vehicles used exclusively for carriage of passengers with a gross vehicle weight exceeding 10 tons (except motor vehicles for passenger carrying business running regularly along fixed routes other than those related to the national expressways, etc.) shall be such that the braking effect is not easy to be affected significantly even after the brakes have been applied successively.
- (2) Any motor vehicle used exclusively for carriage of passengers with a passenger capacity of less than 11 persons (except motor vehicles in the next Item through Item (5)) shall be provided with two or more independently operating brake systems which comply with the following requirements:
- A. The brake system shall comply with the requirements of Items A through C, E, F, H, K and L of the preceding Item.
  - B. The service brake system shall have a braking capacity complying with the following formulae ① and ② for motor vehicles with a maximum speed exceeding 125 km/h, and with the formula ① for motor vehicles other than those mentioned above, on a dry, level paved road. In this case, the force to be applied by the driver shall not exceed 500 Newton.

$$\textcircled{1} \quad S_1 \leq 0.1V_1 + 0.006V_1^2$$

In this case, the running system shall be disconnected from the engine.

where:

$S_1$  : Stopping distance (in meters)

$V_1$  : Initial braking speed (the maximum speed of the vehicle concerned, but 100 in the case of motor vehicles with a maximum speed exceeding 100 km/h) (in kilometers/hour):

$$\textcircled{2} \quad S_2 \leq 0.1V_2 + 0.0067V_2^2$$

where:

$S_2$  : Stopping distance (in meters)

$V_2$  : Initial braking speed (80% of the maximum speed of the vehicle concerned, but 160 in the case of motor vehicles in which 80% of the maximum speed exceeds 160 km/h) (in kilometers/hour):

- C. The brake system except service brake systems (one brake system in the case of motor vehicles provided with two or more brake systems except the service brake system) shall have a braking capacity complying with the following formula on a dry, level paved road and shall be capable of holding the vehicle at a standstill on a dry paved road with a gradient of 1/5 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 500 Newton for the foot-operated type and 400 Newton for the hand-operated type.

$$S \leq 0.1V + 0.0257V^2$$

where:

$S$  : Stopping distance (in meters)

$V$  : Initial braking speed (the maximum speed of the vehicle concerned, but 30 in the case of motor vehicles with a maximum speed exceeding 30 km/h) (in kilometers/hour).

- D. The brake system, except service brake systems, for tractors (one brake system in the case of tractors provided with two or more brake systems except the service brake system) shall be capable

of holding the tractor and trailer at a standstill in the coupled state on a dry paved road with a gradient of 3/25 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 500 Newton for the foot-operated type and 400 Newton for the hand-operated type.

- E. The service brake system of Items C and D shall be provided with a warning device to give warning to the driver in his seat when they are in operation.
  - F. The service brake system equipped with an electric device to control the braking force shall be provided with a warning device to give warning to the driver in his seat when the device becomes liable to fail to operate normally.
- (3) Motor cycles with or without sidecar (except motor vehicles with a maximum speed of less than 20 km/h and motor vehicles of Item (5)) shall be provided with two or more brake systems complying with the following requirements:
- A. The brake system shall comply with the requirements of Items A, B, E, H, and N of Item (1).
  - B. The service brake system shall have two independent control devices and shall work on the wheels including the front one by means of one of the control devices and on the wheels including the rear one by means of the other control device.
  - C. The service brake system shall have a braking capacity complying with the following formulae ① and ② on a dry, level paved road. In this case, the force to be applied by the driver shall not exceed 350 Newton for the foot-operated type and 200 Newton for the hand-operated type.

$$\textcircled{1} \quad S_1 \leq 0.1V_1 + \alpha V_1^2$$

In this case, the running system shall be disconnected from the engine.

where:

$S_1$  : Stopping distance (in meters)

$V_1$  : Initial braking speed (90% of the maximum speed)

of the vehicle concerned, but 60 in the case of motor vehicles in which 90% of the maximum speed exceeds 60 km/h) (in kilometers/hour).

$\alpha$  : Value specified in the right column of the following Table according to the operating state of the brake system in the middle column of the same Table for each category of motor vehicles in the left column of the same Table:

Category of motor vehicles	Operating state of brake system	$\alpha$
Motor cycles unable to operate both front and rear wheel brake systems by one control device	In case of operating front wheel brake system only	0.0087
	In case of operating rear wheel brake system only	0.0133
Motor cycles with sidecar unable to operate both front and rear wheel brake systems by one control device	In case of operating front or rear brake system	0.0105
Motor cycles able to operate both front and rear wheel brake systems by on control device	In case of operating both front and rear brake systems by main control device	0.0076
	In case of operating only front or rear wheel brake system or both front and rear wheel brake systems by control device other than main one	0.0154
Motor cycles with sidecar able to operate both front and rear wheel brake systems by one control device	In case of operating both front and rear brake systems by main control device	0.0017
	In case of operating only front or rear wheel brake system or both front and rear wheel brake systems by control device other than main one	0.0154

$$\textcircled{2} \quad S_2 \leq 0.1V_2 + 0.0067V_2^2$$

where:

$S_2$  : Stopping distance (in meters)

$V_2$  : Initial braking speed (80% of the maximum speed of the vehicle concerned, but 160 in the case of

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motor vehicles in which 80% of the maximum speed exceeds 160 km/h) (in kilometers/hour).

- D. The service brake system shall be such that the braking effect is not affected significantly by adhesion of rainwater, etc.
  - E. In the case of motor vehicles provided with brake systems except service brake systems, the brake systems concerned (one brake system in the case of motor vehicles provided with two or more brake systems except the service brake system) shall be capable of holding the vehicle at a standstill on a dry paved road with a gradient of 9/50 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 500 Newton for the foot-operated type and 400 Newton for the hand-operated type.
  - F. The service brake system operated by fluid pressure shall be designed so that the level of brake fluid can be checked readily.
- (4) Large-sized special motor vehicles, small-sized special motor vehicles for agricultural use, mini-sized motor vehicles with caterpillar tracks and sleds, and motor vehicles with a maximum speed of less than 20 km/h (except motor vehicles of the next Item) shall be provided with two or more independently operating brake systems which comply with the following requirements. However, large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h, and motor vehicles with a maximum speed of less than 20 km/h may have only one brake system, and this brake system need not comply with the requirements of Items B, D, G and I.
- A. The brake system shall comply with the requirements of Items A, B and H of Item (1).
  - B. The service brake system shall work on more than half the number of wheels including the rear ones.
  - C. The service brake system shall have a braking capacity specified in the following Table according to the maximum speed of the motor vehicle concerned, on a dry, level paved road. In this case, the force to be applied by the driver shall not exceed 900 Newton for the foot-operated type and 300 Newton for the hand-operated type.

Maximum speed (km/h)	Initial braking speed (km/h)	Stopping distance (m)
80 or more	50	22 or less
35 or more, but less than 80	35	14 or less
20 or more, but less than 35	20	5 or less
Less than 20	Maximum speed	5 or less

- D. The service brake system shall be designed to work on two or more wheels when the brake piping (except the section for common use of two or more wheels) is partly damaged. However, this provision shall not apply to motor vehicles provided with an emergency brake system (which means a brake system capable of working on two or more wheels of the vehicle in operation when the service brake system fails).
- E. The brake system (one brake system in the case of motor vehicles provided with two or more brake systems) shall be capable of holding an unloaded vehicle at a standstill on a dry paved road with a gradient of 1/5 by a mechanical action when the driver is not in his seat. In this case, the force to be applied by the driver shall not exceed 900 Newton for the foot-operated type and 500 Newton for the hand-operated type.
- F. In the case of tractors, the requirements of Item E. shall be complied with when unloaded trailers are coupled with them.
- G. The service brake system operated by fluid pressure shall be provided with a buzzer or other warning device to give warning to the driver in his seat when the braking effect is affected by leakage of brake fluid from the brake piping (except the section for common use of two or more wheels). However, this provision shall not apply to motor vehicles provided for in the proviso of Item D.
- H. The service brake system operated by pneumatic or vacuum pressure shall have a capacity of accumulating a sufficient pressure for braking and shall be provided with a buzzer or other warning device to give warning to the driver in his seat when the braking effect is liable to be affected by pressure change. However, this provision shall not apply to the service brake system designed to comply with the requirements of Item C. even when the pressure is reduced to zero.

- I. The service brake system for tractors with a gross vehicle weight exceeding 7 tons shall be provided with a device capable of preventing efficiently the locking of the rotation of wheels which affects significantly the braking of the vehicle in operation, and with a buzzer or other warning device to give warning to the driver in his seat when the device concerned becomes liable to fail to operate normally.
- (5) Any trailer shall be provided with two or more brake systems which comply with the following requirements:
- A. The brake system shall comply with the requirements of Items A, C, E and H of Item (1).
- B. The service brake system shall be designed to be interlocked with that of the tractor.
- C. The service brake system shall have a braking capacity complying with the following formula ① for semi-trailers, and with the formula ② for other trailers, on a dry, level paved road when only the service brake system of the trailer is operated:

$$\textcircled{1} \quad S \leq 0.15V + 0.0086V^2$$

$$\textcircled{2} \quad S \leq 0.15V + 0.0077V^2$$

In this case, the running system of the tractor drawing a trailer shall be disconnected from the engine.

where:

S : Stopping distance of trailer itself (in meters)

V : Initial braking speed (the maximum speed of the tractor drawing the trailer, but 60 in the case of trailers drawn by tractors with a maximum speed exceeding 60 km/h) (in kilometers/hour).

- D. The service brake shall be capable of adjusting automatically the clearances of rotating and sliding parts. However, this provision shall not apply to trailers with a gross vehicle weight of 3.5 tons or less and trailers drawn by tractors with a maximum speed of less than 20km/h.

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- E. Of the brake systems of trailers, the brake system except service brake systems (one brake system in the case of trailers provided with two or more brake systems except the service brake system) shall be capable of holding the trailer at a standstill on a dry paved road with a gradient of 9/50 by a mechanical action. In this case, the force to be applied by the driver shall not exceed 600 Newton.
- (6) Notwithstanding the requirements of Item B. of the preceding Item, the service brake system for the following trailers shall be designed to operate when the trailer approaches the tractor drawing it. In this case, the requirements of Items A. (limited only to the portion relating to the requirements of Item E. of Item (1)) and C. of the same Item need not be complied with.
- A. Trailers (except semi-trailers) with a gross vehicle weight of 3.5 tons or less;
- B. Trailers drawn by tractors with a maximum speed of less than 20 m/h;
- C. Trailers drawn by large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h, which have a gross vehicle weight of less than 2 tons (except those enumerated in Items A. and B.).
- (7) Notwithstanding the two preceding Items, trailers with a gross vehicle weight of 750 kg or less need not be provided with a service brake system in cases where the gross vehicle weight of the trailer concerned does not exceed 1/2 the vehicle weight of the tractor drawing it.



2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1960	Item E. of Item (5)
(2) Motor vehicles manufactured on or before July 31, 1968	Item D. of Item (4)
(3) Motor vehicles manufactured on or before May 31, 1970	Item H. of Item (4)
(4) Motor vehicles manufactured on or before November 30, 1973	The latter part of Item E. of Item (4) and Item F. (limited only to the portion relating to the requirements of the latter part of Item E. of the same Item), and the latter part of Item E. of Item (5)
(5) Motor vehicles manufactured on or before November 30, 1973 (except ordinary-sized motor vehicles for carriage of goods with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more, and ordinary-sized motor vehicles with a passenger capacity of 30 persons or more)	Item D. of Item (4)
(6) Motor vehicles manufactured on or before March 31, 1975	Item A. of Item (4) (limited only to the portion relating to the requirements of Item H. of Item (1))
(7) Motor vehicles manufactured on or before November 30, 1975	Item G. of Item (4)
(8) Motor vehicles manufactured on or before September 30, 1991 (March 31, 1992, for motor vehicles used exclusively for carriage of passenger with a gross vehicle weight of more than 12 tons (except motor vehicles for passenger carrying business running regularly along fixed routes	Item I. of Item (4)

Motor Vehicle	Provision
except those relating to national expressways, etc.))	
(9) Tractors with a gross vehicle weight of 13 tons or less, manufactured on or before August 31, 1995	Item I. of Item (4)
(10) Trailers with a gross vehicle weight of 3.5 tons or less, manufactured on or before June 30, 1999 (except motor vehicles type-designated on or after October 1, 1997, pursuant to the provision of Paragraph 1, Article 75 of the Act)	Items C. and D. of Item (5), the latter part of Item (6), and Item (7)
(11) Trailers with a gross vehicle weight exceeding 3.5 tons, manufactured on or before June 30, 2000 (except motor vehicles type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)	Items C. and D. of Item (5), and the latter part of Item (6)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Proviso in Item (4)	km/h or less	less than
(2) Motor vehicles manufactured on or before October 14, 1963	Item (4)	Large-sized special motor vehicle with a maximum speed of less than 35 km/h	Large-sized special motor vehicle
(3) Motor vehicles manufactured on or before	Item (4)	need not comply...	need not comply... In addition, motor vehicles with a gross

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
December 31, 1971 (except motor vehicles for passenger carrying business with a passenger capacity of 10 persons or less)			vehicle weight of less than 2 tons may have only one brake system.
(4) Motor vehicles manufactured on or before December 31, 1971	Item E. of Item (4) and Item E. of Item (5)	at a standstill ... by a mechanical action	at a standstill ...
	Item E of Item (5)	Of the brake systems of trailers, the brake system except service brake systems (one brake system in the case of trailers provided with two or more brake systems except the service brake system) ... on a dry paved road with a gradient of 9/50	One of the brake systems (except those for trailers with a gross vehicle weight of less than 2 tons) shall be able to be operated by the control device installed to the trailer and capable of holding an unloaded trailer at a standstill on a dry paved road with a gradient of 1/5
(5) Motor vehicles manufactured on or before November 30, 1973	Item C. of Item (4)	900 N	1200 N
(6) Motor vehicles of Item (1) of Paragraph 1 which draw the following trailers:	Item J. of Item (1)	The brake system, except service brake systems ... (... brake systems except the service brake system)	The brake system (... brake system)
(a) Trailers with a gross vehicle weight of 3.5 tons or less,		trailer	unloaded trailer
		3/25	1/5

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>manufactured on or before June 30, 1999 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p> <p>(b) Trailers with a gross vehicle weight exceeding 3.5 tons, manufactured on or before June 30, 2000 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p>		<p>700 N or less</p> <p>600 N or less</p>	<p>900 N or less</p> <p>500 N or less</p>
<p>(7) Motor vehicles of Item (1) of Paragraph 1 (only mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 2000</p>	<p>Item I. of Item (4)</p>	<p>for tractors with a gross vehicle weight</p>	<p>for motor vehicles used exclusively for carriage of passengers with a gross vehicle weight exceeding 12 tons (except motor vehicles for passenger carrying business running regularly along fixed routes other than those related to national expressways, etc.) and tractors with</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)			a gross vehicle weight
(8) Trailers enumerated in Items A and B of Item (6), manufactured on or after January 1, 1972	Item E. of Item (5)	The brake system except service brakes system (one brake system in the case of motor vehicles provided with two or more brake systems except service brake system) shall... on a dry paved road with a gradient of 9/50	One of the brake systems shall be able to be operated by the control device installed to the trailer and capable of holding an unloaded trailer at a standstill on a dry paved road with a gradient of 1/5
(9) Trailers enumerated in Items A. and B. of Item (6)	Item A. of Item (5)	Items A, C, E and H of Item (1)	Item A. of Item (1)
	Item E. of Item (5)	600 Newton	900 Newton for the foot-operated type and 500 N for hand-operated type
	Item A. of Item (6)	Trailers (except semi-trailers) ... 3.5 tons or less	Trailers with a gross vehicle weight of 750 kg or less and trailers with a gross vehicle weight exceeding 750 kg, but not exceeding 3.5 tons (except semi-trailers)

4. The provision of Item C, Item (4) of Paragraph 1 shall apply to motor vehicles manufactured on or before March 31, 1960, with the two following lines thereof replaced with the three lines listed below them:

20 or more, but less than 35	20	5 or less
Less than 20	Maximum speed	5 or less

25 or more, but less than 35	25	10 or less
15 or more, but less than 25	15	5 or less
Less than 15	Maximum speed	5 or less

5. Notwithstanding the provisions provided for in the right column of the following Table, the provision of Item (4), Paragraph 1 (except the portion relating to Items D. through G. of the same Item for motor cycles and the portion relating to Items D. and G. of the same Item for motor cycles with sidecar and three-wheeled motor vehicles) shall apply to motor vehicles enumerated in the left column of the same Table:

Motor Vehicle	Provision
(1) Motor vehicles of Item (1), Paragraph 1 (except mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 1999 (except those type-designated pursuant to Paragraph 1, Article 75 of the Act on or after October 1, 1997)	Item (1) of Paragraph 1
(2) Motor vehicles of Item (1), Paragraph 1 (limited only to mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5tons) manufactured on or before June 30, 2000 (except those type-designated pursuant to Paragraph 1, Article 75 of the Act on or after October 1, 1998)	Item (1) of Paragraph 1
(3) Motor vehicles of Item (2), Paragraph 1 (except motor vehicles in which a sizable part of the engine is located below the driver’s seat or passenger compartment, and motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before December 31, 1995 (March 31, 1999 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to Paragraph 1, Article 75 of the Act on or after April 1, 1994)	Item (2) of Paragraph 1
(4) Motor vehicles of Item (2), Paragraph 1 (limited only to ordinary-sized motor vehicles and small-sized motor vehicles in which a sizable part of the engine is located below the driver’s seat or passenger compartment, and ordinary-sized motor vehicles and	Item (2) of Paragraph 1

Motor Vehicle	Provision
<p>small-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 1999 (September 30, 2002 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p>	
<p>(5) Motor vehicles of Item (2), Paragraph 1 (limited only to mini-sized motor vehicles in which a sizable part of the engine is located below the driver's seat or passenger compartment, and mini-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 2000 (except those type-designated pursuant to Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p>	<p>Item (2) of Paragraph 1</p>
<p>(6) Motor vehicles of Item (3), Paragraph 1, manufactured on or before June 30, 1999 (except those type-designated pursuant to Paragraph 1, Article 75 of the Act and those type-approved pursuant to Paragraph 1, Article 62-3 of the Enforcement Regulations for Road Vehicles Act (Ministry of Transport Ordinance No. 74 of 1951. Hereinafter referred to as the "Enforcement Regulations") on or after October 1, 1997)</p>	<p>Item (3) of Paragraph 1</p>

6. Notwithstanding the provision of Article 12 of the Safety Regulations and provisions of Articles 15, 93 and 171 of the Details Announcement, the provision of Item (2), Paragraph 1 may apply, for the time being, to motor vehicles used exclusively for carriage of passengers with a passenger



capacity of less than 10 (except motor vehicles of Items (3) through (5) of Paragraph 1) which are designated by the Minister of Land, Infrastructure and Transport. In this case, the wording in the left column of the following Table shall read as the wording in the right column of the same Table.

Wording Replaced	Replacement Wording
<p>11 persons</p> <p>F. The service brake system equipped with an electric device to control the braking force shall be provided with a warning device to give warning to the driver in his seat when the device becomes liable to fail to operate normally.</p>	<p>10 persons</p> <p>F. The service brake system equipped with an electric device to control the braking force shall have a capacity of accumulating a sufficient pressure for braking and shall be provided with a warning device to give warning to the driver in his seat when the device becomes liable to fail to operate normally.</p> <p>G. The service brake system shall be capable of adjusting automatically the clearances of rotating and sliding parts.</p> <p>H. The service brake system shall have such construction that the wear of the sliding section can be checked easily.</p> <p>I. The service brake system operated by pneumatic or vacuum pressure or pressure of accumulated fluid shall have be provided with two or more independently operating devices which accumulate pressure.</p>

#### **Article 10** (Brake System for Tractors and Trailers)

1. As regards motor vehicles manufactured on or before December 31, 2003, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 13 of the Safety Regulations and Articles 16, 94 and 172 of Details Announcement.

- (1) The brake system for tractors and trailers shall comply with the requirements of Items B. and H., Item (1), Paragraph 1 of the preceding Article and the following requirements when the tractor and trailer are in the coupled state:

- A. The requirements of Item L, Item (1), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of Item (1) or Item (2), Paragraph 1 of the same Article;
  - B. The requirements of Item H, Item (4), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of the same Item.
- (2) Trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article need not be provided with a service brake system in cases where the requirements of Item B of Item (1) and Item C of Item (4) of the same Paragraph are complied with by only the service brake system of the tractor coupled therewith.
- (3) The brake system for tractors and trailers (except brake systems for trailers which are designed to operate when the trailer approaches the tractor drawing it (hereinafter referred to as the “inertial brake system”)) shall be designed to stop the tractor and trailer each when they are detached during operation. However, this provision shall not apply to the brake system for trailers (except semi-trailers) with a gross vehicle weight of 1.5 tons or less and with one axle, which are capable of preventing the coupling device from coming into contact with the ground when detached and of keeping the trailer coupled with the tractor.
- (4) The service brake system for tractors (except large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h and motor vehicles with a maximum speed of 25 km/h or less) and trailers (except motor vehicles provided with an inertial brake system) shall comply with the following requirements when the tractor and trailer are in the coupled state:
- A. The requirements of Item K, Item (1), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of Items (1) or (2) of the same Paragraph;
  - B. The requirements of Item F, Item (3), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of the same Item;
  - C. The requirements of Items D and G, Item (4), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of

the same Item.

- (5) The service brake system (except the inertial brake system) for tractors and trailers shall be designed so that the service brake system of the trailer operates immediately after operation of the service brake system of the tractor when the tractor and trailer are in the coupled state.
- (6) The service brake system for tractors with a gross vehicle weight exceeding 7 tons and trailers (except the trailers with a gross vehicle weight of 10 tons or less and the trailers drawn by large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h or motor vehicles with a maximum speed of 25 km/h or less) shall comply with the following requirements when the tractor and trailer are in the coupled state:
  - A. The requirements of Items M and N, Item (1), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of the same Item;
  - B. The requirements of Item I, Item (4), Paragraph 1 of the preceding Article when trailers are drawn by motor vehicles of the same Item.
- (7) Trailers with a gross vehicle weight of 750 kg or less towed by motor vehicles enumerated in Item (2), Paragraph 1 of the preceding Article need not be provided with a service brake system in cases where the requirements of Item B of Item (1) and Item B (1), Item (2) of the same Paragraph (in this case, “ $0.0060V_1^2$ ” in the requirement of Item B shall read as “ $0.0071V_1^2$ ”) are complied with by only the service brake system of the tractor coupled therewith.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before September 30, 1963	Item (3)
(2) Motor vehicles manufactured on or before July 31, 1968	Item (4)
(3) Motor vehicles manufactured on or before November 30, 1973 (except ordinary-sized motor vehicles for carriage of goods with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more and ordinary-sized motor vehicles with a passenger capacity of 30 persons or more)	Item (4)
(4) Tractors and trailers in cases where tractors manufactured on or before March 31, 1975, are coupled with trailers or where tractors are coupled with trailers manufactured on or before the same date	Item (5)
(5) Motor vehicles manufactured on or before November 30, 1975	Item (4) (limited only to the portion relating to the requirements of Item G., Item (4), Paragraph 1 of the preceding Article)
(6) Motor vehicles manufactured on or before September 30, 1991 (March 31, 1992 for motor vehicles used exclusively for carriage of passenger with a gross vehicle weight of more than 12 tons (except motor vehicles for passenger carrying business running regularly along fixed routes except those relating to national expressways, etc.))	Item (6)
(7) Trailers manufactured on or before August 31, 1995, other than those listed	Item (6)

Motor Vehicle	Provision
<p>below:</p> <p>A. Trailers carrying gunpowder (except those carrying gunpowder in quantities not more than those specified in the Items of Paragraph 2 of Article 51 of Safety Regulations);</p> <p>B. Trailers carrying dangerous goods in quantities exceeding those specified in Attached Table 3 of the Cabinet Order for Control of Dangerous Articles (Cabinet Order No.306 of 1959);</p> <p>C. Trailers carrying inflammable articles in quantities exceeding those specified in Attached Table 1 of the Safety Regulations;</p> <p>D. Trailers carrying high-pressure gases (only inflammable gases and oxygen) in quantities exceeding 150 kg;</p> <p>E. Trailers used for carrying radioactive substances (except Type L transportable substances) specified in Paragraph 1 of Article 18-3 of the Enforcement Regulations for Act Preventing Radiation Hazard Due to Radioactive Isotopes, etc. (Prime Minister's Office Ordinance No.56 of 1960), or for carrying the same pursuant to the provision of Article 18 of the Motor Vehicle Transport Regulations for Carrying Radioactive Isotope, etc. (Ministry of Transport Ordinance No.33 of 1977); for carrying nuclear fuels (except Type L transportable substances) specified in Article 3 of the Regulations for Carrying Nuclear Fuel Substances, etc., Outside Plants or Places of Business (Prime Minister's Office Ordinance No.57 of 1978); or for carrying nuclear fission materials specified in Article 8 of the same Regulations, or for carrying the same pursuant to the provision of Article 19 of the Motor Vehicle Transport Regulations for Carrying Nuclear Fuel</p>	

Motor Vehicle	Provision
<p>Substances, etc. (Ministry of Transport Ordinance No.72 of 1978)</p> <p>(8) Tractors and trailers in cases where tractors are coupled with trailers of Items (10) and (11) of Paragraph 2 of the preceding Article, or where tractors, which are motor vehicles enumerated below (except three-wheeled motor vehicles), are coupled with trailers:</p> <p>A. Motor vehicles of Item (1), Paragraph 1 of the preceding Article (except mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 1999 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p> <p>B. Motor vehicles of Item (1), Paragraph 1 of the preceding Article (limited only to mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 2000 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p> <p>C. Motor vehicles of Item (2), Paragraph 1 of the preceding Article (except those in which a sizable part of the engine is located under the driver's seat or passenger compartment, and those provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before December 31, 1995 (March 31, 1999 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after April 1, 1994)</p> <p>D. Motor vehicles of Item (2), Paragraph 1</p>	<p>Proviso in Item (3)</p>

Motor Vehicle	Provision
<p>of the preceding Article (limited only to ordinary-sized motor vehicles and small-sized motor vehicles in which a sizable part of the engine is located under the driver's seat or passenger compartment, and ordinary-sized motor vehicles and small-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 1999 (September 30, 2002 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p>	
<p>E. Motor vehicles of Item (2), Paragraph 1 of the preceding Article (limited only to mini-sized motor vehicles in which a sizable part of the engine is located under the driver's seat or passenger compartment, and mini-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 2000 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p>	
<p>(9) Tractors and trailers in cases where tractors, which are motor vehicles enumerated below, are coupled with trailers:</p>	<p>Proviso in Item (3) and Item (4)</p>
<p>A. Motor vehicles enumerated in the preceding Items A. through E. (limited only to three-wheeled motor vehicles)</p>	
<p>B. Motor vehicles of Item (3), Paragraph 1 of the preceding Article, manufactured on or before June 30, 1999 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act or type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the</p>	

Motor Vehicle	Provision
Enforcement Regulations on or after October 1, 1997)	

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (2)	Trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article	Trailers with a gross vehicle weight of less than 2 tons and trailers drawn by tractors with a maximum speed of less than 25 km/h
(2) Tractors and trailers in cases where tractors manufactured on or before May 31, 1970, are coupled with trailers, or tractors are coupled with trailers manufactured on or before the same date	Item (1)	Items B and H, Item (1), Paragraph 1 of the preceding Article and the following requirements	Item B, Item (1) and Item C, Item (4), Paragraph 1 of the preceding Article
(3) Tractors and trailers in cases where tractors are coupled with trailers manufactured from April 1, 1960, to December 31, 1971	Item (2)	Trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article	Trailers with a gross vehicle weight of less than 2 tons and trailers drawn by tractors with a maximum speed of less than 20 km/h
	Item (3)	brake systems for	brake systems for



Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(4) Tractors and trailers in cases where tractors manufactured on or before November 30, 1973, are coupled with trailers, or tractors are coupled with trailers manufactured on or before the same date	Item (1)	trailers which are designed to operate when the trailer approaches the tractor drawing it (hereinafter referred to as the "inertial brake system")  shall comply with .....  may not be provided with .....	trailers with a gross vehicle weight of less than 2 tons and trailers drawn by tractors with a maximum speed of less than 20 km/h  shall comply with ..... In this case, "900 N" in the provision of Item C, Item (4), Paragraph 1 of the preceding Article shall read as "1200 N."  need not be provided with ..... In this case, "900 N" in the provision of Item C, Item (4) of the same Paragraph shall read as "1200 N."
(5) Tractors and trailers in cases where tractors manufactured from June 1, 1970, to March 31, 1975, are coupled with trailers, or tractors are coupled with trailers manufactured during the same period	Item (1)	Items B and H, Item (1), Paragraph 1 of the preceding Article and the following	Item B, Item (1) as well as Items C and H, Item (4), Paragraph 1 of the preceding Article
(6) Tractors and trailers in	Item (1)	, Item (1), Paragraph 1 of the preceding	as well as Items C and H, Item (4),

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>cases where tractors are coupled with trailers enumerated in Items A and B, Item (6) of Paragraph 3 of the preceding Article, manufactured on or after April 1, 1975, or where tractors, which are the following motor vehicles (only those manufactured on or after April 1, 1975), are coupled with trailers:</p> <p>A. Motor vehicles of Item (1), Paragraph 1 of the preceding Article (except mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 1999 (except those type-designated pursuant to the provision</p>		Article and the following requirements	Paragraph 1 of the preceding Article

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>of Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p> <p>B. Motor vehicles of Item (1), Paragraph 1 of the preceding Article (only mini-sized motor vehicles and motor vehicles with a gross vehicle weight exceeding 3.5 tons) manufactured on or before June 30, 2000 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p> <p>C. Motor vehicles of Item (2), Paragraph 1 of the preceding Article (except those in which a sizable part of the engine is located under the</p>			

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>driver's seat or passenger compartment, and those provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before December 31, 1995 (March 31, 1999 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after April 1, 1994)</p> <p>D. Motor vehicles of Item (2), Paragraph 1 of the preceding Article (only ordinary-sized motor vehicles and small-sized motor vehicles</p>			

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>in which a sizable part of the engine is located under the driver's seat or passenger compartment, and ordinary-sized motor vehicles and small-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 1999 (September 30, 2002 for imported motor vehicles) (except those other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1997)</p> <p>E. Motor</p>			

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>vehicles of Item (2), Paragraph 1 of the preceding Article (only mini-sized motor vehicles in which a sizable part of the engine is located under the driver's seat or passenger compartment, and mini-sized motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame) manufactured on or before June 30, 2000 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p> <p>F. Motor vehicles of Item (3), Paragraph 1 of the preceding Article, manufactured</p>			

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>on or before June 30, 1999 (except those type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act or type-approved pursuant to Paragraph 1, Article 62-3 of the Enforcement Regulations for Road Vehicles Act on or after October 1, 1997)</p>			
(7) Tractors and trailers in cases where tractors are coupled with trailers enumerated in Items A and B, Item (6) of Paragraph 3 of the preceding Article, manufactured on or after January 1, 1972, or where tractors, which are motor vehicles enumerated in Items A through F of the preceding	Item (2)	Trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article	Trailers with a gross vehicle weight of 750 kg or less (except those whose gross vehicle weight exceeds 1/2 the vehicle weight of tractor drawing the trailer concerned plus 55 kg) and trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article
	Item (3)	brake systems for trailers which are designed to operate when the trailer approaches the tractor drawing it (hereinafter	brake systems for trailers with a gross vehicle weight of 750 kg or less and brake systems for trailers

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>Item (only those manufactured on or after January 1, 1972), are coupled with trailers</p> <p>(8) Tractors and trailers in cases where tractors are coupled with trailers enumerated in Items A and B, Item (6), Paragraph 3 of the preceding Article, or where tractors, which are motor vehicles enumerated in Items A through F, Item (6) are coupled with trailers</p>		referred to as the “inertial brake system”)	enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article
	Item (4)	motor vehicles provided with an inertial brake system	trailers with a gross vehicle weight of 750 kg or less and trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article
	Item (5)	the following requirements	the requirements of Items D and G, Item (4) of the same Paragraph
	Item (6)	the inertial brake system	the service brake system for trailers with a gross vehicle weight of 750 kg or less and trailers enumerated in Items B and C, Item (6), Paragraph 1 of the preceding Article
		tractors with a gross vehicle weight exceeding 7 tons	motor vehicles used exclusively for carriage of passengers with a gross vehicle weight exceeding 12 tons (except motor vehicles for passenger carrying business running regularly along



Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(9) Motor vehicles manufactured on or before December 31, 2003	Items (4) and (6)	25 km/h or less	fixed routes other than those related to national expressways, etc.) and tractors with a gross vehicle weight exceeding 7 tons  less than 20 km/h

### Article 11 (Suspension System)

The provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
1. Motor vehicles manufactured on or before March 31, 1960	Article 14 of the Safety Regulations	20 km/h	25 km/h
2. Motor vehicles manufactured on or before December 31, 1983 (except those in which modification has been made for the suspension system)	Article 14 of the Safety Regulations	trailers with a gross vehicle weight of less than 2 tons	motor vehicles with a gross vehicle weight of less than 2 tons

**Article 12** (Fuel System)

1. With regard to motor vehicles manufactured on or before August 31, 1987 (February 28, 1987, for motor vehicles – other than imported motor vehicles – used exclusively for carriage of passengers with a passenger capacity of 10 persons or less; March 31, 1988, for imported motor vehicles), notwithstanding the provision of Article 15 of the Safety Regulations and Articles 18, 96 and 174 of the Details Announcement, it shall be acceptable if they comply with the following requirements:

- (1) The fuel system of a motor vehicle, whose fuel is gasoline, kerosene, light oil, alcohol or any other inflammable liquid, shall comply with the following requirements.
  - A. The fuel tank and its piping shall be secure and fixed so that they may not be damaged by vibrations, impacts, etc.
  - B. The fuel tank and its piping of motor vehicles used exclusively for carriage of passengers (except motor vehicles with a passenger capacity of 11 persons or more, motor cycles with or without sidecar, and mini-sized motor vehicles with caterpillar tracks and sleds) shall be so constructed that it is unlikely to leak fuel to a significant degree when the motor vehicle concerned is subjected to impacts, etc.
  - C. The filler and gas vent of a fuel tank shall not leak fuel when the vehicle is shaken.
  - D. The filler and gas vent of a fuel tank shall not have their openings facing the direction of the exhaust pipe. They shall be located at least 300 mm away from the opening of the exhaust pipe.
  - E. The filler and gas vent of a fuel tank shall be located at least 200 mm away from any exposed electric terminals or switches.
  - F. The filler and gas vent of a fuel tank shall not open to the inside of any vehicle compartment with seats or standing space (except the driver's compartment separated by a partition).

2. The provision of Item B, Item (1) of the preceding Paragraph shall not apply to motor vehicles manufactured on or before November 30, 1975.

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**Article 13** (Fuel System of Motor Vehicles Whose Fuel Is High-Pressure Gas)

1. With regard to motor vehicles manufactured on or before December 31, 1971, the provisions of Item (2), Paragraph 1 of Article 20, Item (2), Paragraph 1 of Article 98 and Item (2), Paragraph 1 of Article 176 of the Details Announcement shall apply with the wording “and the conduit pipes” replaced by the wording “, except those installed outside the vehicle body,”.

2. With regard to motor vehicles fueled by compressed hydrogen gas that have been approved on or before March 30, 2005, pursuant to the provision of Paragraph 4 of Article 56 of the Safety Regulations, for the time period during which the said approval is in effect, the provisions of Paragraph 1 of Article 20, Paragraph 1 of Article 98, and Paragraph 1 of Article 176 of the Details Announcement shall apply pursuant to the hitherto-employed examples, regardless of the revisions by the Announcement That Amends Part of the Announcement That Prescribes Details of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 386 of March 30, 2005).

3. The provisions of Paragraphs 3 and 4 of Article 20, Paragraphs 3 and 4 of Article 98, and Paragraphs 3 and 4 of Article 176 of the Details Announcement shall not apply to motor vehicles fueled by compressed hydrogen gas that have been approved on or before March 30, 2005, pursuant to the provision of Paragraph 4 of Article 56 of the Safety Regulations, for the time period during which the said approval is in effect.

**Article 14** (Electrical System)

1. The provisions of Item (4) of Article 21, Item (4) of Article 98 and Item (4) of Article 177 of the Details Announcement shall not apply to motor vehicles manufactured on or before December 31, 1971.

2. The provisions of Paragraph 2 of Article 21, Paragraph 2 of Article 99, and Paragraph 2 of Article 177 of the Details Announcement shall not apply to fuel cell vehicles that have been approved on or before March 30, 2005, pursuant to the provision of Paragraph 4 of Article 56 of the Safety Regulations, for the time period during which the said approval is in effect.

**Article 15** (Frame and Body)

1. With regard to motor vehicles manufactured on or before December 31, 2008, notwithstanding the provisions of Article 18 of the Safety Regulations and Articles 22, 100 and 178 of the Details Announcement, it shall be

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acceptable if they comply with the following requirements:

- (1) The frame and body of a motor vehicle shall comply with the following requirements:
  - A. The frame and body shall be secure so that they may fully withstand vehicle operation.
  - B. The body shall be firmly fixed to the frame so that it may not be loosened by vibration, impacts, etc.
  - C. The external shape of the body and other shape of motor vehicles shall have no sharp edge or rotating protrusions which are likely to endanger other traffic. However, this provision shall not apply to large-sized special motor vehicles and small-sized special motor vehicles.
  - D. The horizontal distance between the center of the rearmost axle and the rearmost part of the vehicle body shall be  $\frac{1}{2}$  ( $\frac{2}{3}$  in the case of motor vehicles which are constructed so that they may not carry a load protruding out of the rearmost part of the vehicle body; or  $\frac{11}{20}$  in the case of small-sized motor vehicles except those corresponding with the former) or less of the distance between the foremost and rearmost axles. However, this provision will not apply to large-sized motor vehicles whose chassis is articulated during steering operation or whose maximum speed is less than 35 km/h and small-sized motor vehicles.
- (2) The frame and body of a motor vehicle (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more and motor vehicles similar in shape to the motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more; motor vehicles used for carriage of goods with a gross vehicle weight exceeding 2.8 tons and motor vehicles similar in shape to the motor vehicles used for carriage of goods with a gross vehicle weight exceeding 2.8 tons; motor cycles with or without sidecar; mini-sized motor vehicles with caterpillar tracks and sleds; large-sized special motor vehicles; small-sized special motor vehicles; motor vehicles with a maximum speed of less than 20 km/h; and trailers) shall be designed so that, when the front of the vehicle receives an impact by collision, etc., the driver in his seat and the occupant in the other front seat parallel to the driver's seat and adjacent to the side of the vehicle are less likely to suffer excessive

injuries.

- (3) The frame and body of a motor vehicle having seats whose height from the ground is 700 mm or less (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more and motor vehicles similar in shape to the motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more; motor vehicles used for carriage of goods with a gross vehicle weight exceeding 3.5 tons and motor vehicles similar in shape to the motor vehicles used for carriage of goods with a gross vehicle weight exceeding 3.5 tons; motor cycles with or without sidecar; three-wheeled motor vehicles; mini-sized motor vehicles with caterpillar tracks and sleds; large-sized special motor vehicles; small-sized special motor vehicles; and trailers) shall be designed so that, when one side of the vehicle receives an impact by collision, etc., the driver in his seat or the occupant in the other front seat parallel to the driver's seat and adjacent to the impact-receiving side of the vehicle is less likely to suffer excessive injuries.
- (4) On the rear surface of the body of a motor vehicle, the maximum loading capacity (the maximum loading capacity, the maximum loading volume and the name of loaded goods in the case of a tank motor vehicle) shall be marked.
- (5) Any motor vehicle (limited only to those with a passenger capacity of 11 persons or more) used exclusively for carriage of students, children or infants of middle schools, primary schools, schools for the blind, schools for the deaf, schools for physically handicapped or mentally retarded children, kindergartens or nursery schools shall be attached, on the front, rear and each side of its body, with an indication showing that this particular vehicle is used for carriage of the above mentioned passengers in accordance with the example of form posted in Paragraph 1 of Article 22 of the Details Announcement

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before September 15, 1959 (except the case of making such modification which results in increasing the horizontal	Item D of Item (1)

Motor Vehicle	Provision
distance from the center of the rearmost axle to the rear end of the vehicle body)	
(2) Motor vehicles manufactured on or before June 30, 1974 (except those modified so as to have rotating protrusions)	Item C of Item (1) (limited only to the portion relating to rotating protrusions)
(3) Motor vehicles manufactured on or before December 31, 1995 (March 31, 1999, for imported motor vehicles) (except motor vehicles other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after April 1, 1994)	Item (2)
(4) Motor vehicles manufactured on or before June 30, 1999 (except motor vehicles other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1997) enumerated below:	Item (2)
A. Ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers (limited only to motor vehicles in which a sizable part of the engine is located under the driver's seat or passenger compartment and motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame)	
B. Ordinary-sized motor vehicles and small-sized motor vehicles for carriage of goods with a gross vehicle weight of 2.8 tons or less	
(5) Motor vehicles manufactured on or before June 30, 2000 (except motor vehicles other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)	Item (2)

Motor Vehicle	Provision
<p>enumerated below:</p> <p>A. Mini-sized motor vehicles used exclusively for carriage of passengers (limited only to motor vehicles in which a sizable part of the engine is located under the driver’s seat or passenger compartment and motor vehicles provided with a power train system designed to transmit power to all wheels and with a frame)</p> <p>B. Mini-sized motor vehicles for carriage of goods with a gross vehicle weight of 2.8 tons or less</p> <p>(6) Motor vehicles manufactured on or before August 31, 2000 (September 30, 2003, for imported motor vehicles) (except motor vehicles other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act on or after October 1, 1998)</p>	<p>Item (3)</p>

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>1. Motor vehicles manufactured on or before September 30, 2005</p>	<p>Item (3)</p>	<p>a motor vehicle having seats whose height from the ground is 700 mm or less (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more and motor</p>	<p>a motor vehicle to which the provision of the preceding Items applies (except motor vehicles having seats whose height from the ground exceeds 700 mm)</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		vehicles similar in shape to the motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more; motor vehicles used for carriage of goods with a gross vehicle weight exceeding 3.5 tons and motor vehicles similar in shape to the motor vehicles used for carriage of goods with a gross vehicle weight exceeding 3.5 tons; motor cycles with or without sidecar; three-wheeled motor vehicles; mini-sized motor vehicles with caterpillar tracks and sleds; large-sized special motor vehicles; small-sized special motor vehicles; and trailers)	

4. The provision of Paragraph 4 of Article 18 of the Safety Regulations (except Item (1), Paragraph 10 of Article 22, Item (1), Paragraph 12 of Article 100, and Paragraph 10 of Article 178 of the Details Announcement, based on the said Paragraph) shall not apply to motor vehicles (except motor vehicles in the next Paragraph) enumerated in each of the following Items:

- (1) Motor vehicles manufactured on or before August 31, 2005;
- (2) Motor vehicles manufactured from September 1, 2005, to August 31, 2010 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2005); and



- (3) Motor vehicles manufactured from September 1, 2005, to August 31, 2010, and type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2005 (limited only to those identical with motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before August 31, 2005, with regard to the category, body shape, kind of fuel, kind of power supply system for power, kind and principal construction of the power train system, kind and principal construction of the running system, kind and principal construction of the control system, kind and principal construction of the suspension system, frame, and kind of the service brake system).

5. The provision of Paragraph 4 of Article 18 of the Safety Regulations (except Item (1), Paragraph 10 of Article 22, Item (1), Paragraph 12 of Article 100, and Paragraph 10 of Article 178 of the Details Announcement, based on the said Paragraph) shall not apply to those which fall under any of the motor vehicles enumerated in each of the following Items:

- (1) Motor vehicles which fall under any of the following:
  - A. Motor vehicles in which the height of the seat is 475 mm or less above the ground;
  - B. Motor vehicles which satisfy five Items among the following six Items:
    - (1) The angle formed by the ground surface and a plane tangent to both wheel tyres of the front axle of the motor vehicle and the vehicle body forward of the front axle is  $25^{\circ}$  or more;
    - (2) The angle formed by the ground surface and a plane tangent to both wheel tyres of the rear axle of the motor vehicle and the vehicle body rearward of the rear axle is  $20^{\circ}$  or more;
    - (3) The minimum angle formed by a plane tangent to both wheel tyres of the front axle of the motor vehicle and extending in an upper, rearward direction from the front axle and a plane tangent to both wheel tyres of the rear axle of the motor vehicle and extending in an upper, forward direction from the rear axle is  $20^{\circ}$  or more, under a condition that the line of intersection of these planes is

contacting with the lower surface of the vehicle body;

- (4) The distance between the fixed object located at the lowest position of the vehicle lower surface and the ground surface is 180 mm or more within a range partitioned by a straight line connecting the rearmost edges of both wheel tyres of the front axle and a straight line connecting the foremost edges of both wheel tyres of the rear axle;
  - (5) The minimum ground clearance immediately under the front axle is 180 mm or more. In this case, the minimum ground clearance immediately under the axle refers to a distance between the apex of an arc that is tangent to the lower surface of the vehicle body and is passing through the ground-contact points of both wheel tyres and the ground surface, within a plane perpendicular to the ground surface and including the front axle of the motor vehicle; and
  - (6) The minimum ground clearance immediately under the rear axle is 180 mm or more. In this case, the minimum ground clearance immediately under the axle refers to a distance between the apex of an arc that is tangent to the lower surface of the vehicle body and is passing through the ground-contact points of both wheel tyres and the ground surface, within a plane perpendicular to the ground surface and including the rear axle of the motor vehicle.
- C. Of motor vehicles to which the provision of Paragraph 4 of Article 18 of the Safety Regulations applies, those used for the transport of goods;
- D. Motor vehicles in which the mid point of the respective intersections of the motor vehicle longitudinal centerline with a plane that passes the front edge of the engine main body and is perpendicular to the motor vehicle longitudinal centerline and with a plane that passes the rear edge of the engine main body and is perpendicular to the motor vehicle longitudinal centerline comes rearward of a plane that passes the foremost section of the lower edge of the windshield glass and is perpendicular to the motor vehicle longitudinal centerline and, also, forward of the rear edge of the rearmost seat;

E. Motor vehicles which are mounted with an internal combustion engine and a motor for driving or a hydraulic motor as the prime mover, and in which they are located forward of the driver's compartment; and

F. Fuel cell vehicles.

(2) The following motor vehicles.

A. Motor vehicles manufactured on or before August 31, 2007;

B. Motor vehicles manufactured from September 1, 2007, to August 31, 2012 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2007); and

C. Motor vehicles manufactured from September 1, 2007, to August 31, 2012, and type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2007 (limited only to those identical with motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before August 31, 2007, with regard to the category, body shape, kind of fuel, kind of power supply system for power, kind and principal construction of the power train system, kind and principal construction of the running system, kind and principal construction of the control system, kind and principal construction of the suspension system, frame, and kind of the service brake system).

6. As regards motor vehicles enumerated in each of the following Items, notwithstanding the provisions of Attachment 24 of the Details Announcement, it is acceptable if they comply with the requirements of Attachment 24 of the Details Announcement before the amendment by the Announcement That Amends Part of the Announcement That Prescribes Details of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. of 2004).

(1) Motor vehicles manufactured on or before July 15, 2004;

(2) Motor vehicles manufactured on or after July 16, 2004, and enumerated below:

A. Motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before July 15, 2004,

in which no modification has been made for the performance concerning the occupant protection in the event of lateral collision, etc.;

- B. Motor vehicles newly type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after July 16, 2004, in which modification, other than modifications for the performance concerning the occupant protection in the event of lateral collision, etc., has been made on motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before July 15, 2004; and
- C. Motor vehicles designated by the Minister of Land, Infrastructure and Transport.

**Article 16** (Pedestrian Protecting Side Guards)

1. With regard to motor vehicles manufactured on or before October 30, 1980, notwithstanding the provisions of Paragraphs 1 and 2 of Article 18-2 of the Safety Regulations and Articles 23, 101, 179 of the Details Announcement, it shall be acceptable if they comply with the following requirements:

- (1) Ordinary-sized motor vehicles used for the transport of goods (except motor vehicles of the next Paragraph) and ordinary-sized motor vehicles with a gross vehicle weight of 8 tons or more (except motor vehicles with a passenger capacity of 11 persons or more and motor vehicles similar in shape to the motor vehicles with a passenger capacity of 11 persons or more, and motor vehicles of the next Paragraph) shall be provided, on both sides, with pedestrian protection side guards which comply with the following requirements. However, this provision shall not apply to motor vehicles having a structure with which pedestrians, bicycle riders, etc. are not likely to be caught by the rear wheels of the motor vehicle concerned.
  - A. Pedestrian protection side guards shall be secure and shall be constructed so that pedestrians are not likely to be caught under the rear wheels of the motor vehicle concerned.
  - B. Pedestrian protection side guards shall be mounted so that, in the unloaded state, the height of the lower edge thereof is 600 mm or less above the ground.
  - C. Pedestrian protection side guards shall be mounted so that the

distance between the front end of the flat section thereof and the front wheel as well as the distance between the rear end of the flat section thereof and the rear wheel is 400 mm or less. However, pedestrian protection side guards to be mounted on a semi-trailer shall be mounted so that the front end of the flat section thereof is located forward of the auxiliary leg.

- D. Pedestrian protection side guards shall be mounted so that the flat section thereof is located outside of a straight line connecting the centers of the ground-contact sections of the outermost front wheel and outermost rear wheel.
- E. Pedestrian protection side guards shall be securely mounted so that they will not become loose due to vibrations, shocks, etc.

2. With regard to motor vehicles used for the transport of goods with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more, manufactured on or before November 30, 1973, notwithstanding the provisions of Paragraphs 1 and 2 of Article 18-2 of the Safety Regulations and Articles 23, 101 and 179 of the Details Announcement, it shall be acceptable if they comply with the following Requirements:

- (1) Both sides of a motor vehicle shall be constructed so that pedestrians are not likely to be caught under the rear wheels of the motor vehicle concerned.
- (2) Both sides of a tractor drawing trailers which come under the motor vehicle of the preceding Item shall comply with the requirements of the said Item.

3. The provisions of Item (1) of Paragraph 1 as well as Items (1) and (2) of the preceding Paragraph shall not apply to ordinary-sized motor vehicles used for the transport of goods, manufactured on or before July 31, 1968 (except those with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more).

#### **Article 17** (Rear Underrun Protective Devices)

1. As regards motor vehicles manufactured on or before August 31 of 2005 (August 31 of 2007 in the case of motor vehicles which measure 4.7 m or less in length, 1.7 m or less in width, and 2.0 m or less in height), it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Paragraphs 2 and 3 of Article 18-2 of the

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Safety Regulations and Articles 24, 102 and 180 of Details Announcement.

- (1) Ordinary-sized motor vehicles used for the transport of goods (except motor vehicles and tractors with a gross vehicle weight of 7 tons or more) shall be provided, at the rear end, with a rear underrun protective device which complies with the following requirements. However, this provision shall not apply to motor vehicles which are constructed so that, in the case of rear-end collision, the front part of the colliding motor vehicle may not likely plunge into the rear part of the motor vehicle being collided with:
  - A. The rear underrun protective device shall be secure, and it shall be a sheet or have a shape which can effectively prevent the front part of a colliding motor vehicle from running under the rear part of the motor vehicle during a rear-end collision. The length of a rear underrun protective device shall be 60% or more of the width of the motor vehicle to which it is attached;
  - B. The rear underrun protective device shall be mounted so that the height at its lower edge is 700 mm or less above the ground in the unloaded state;
  - C. The rear underrun protective device shall be mounted so that its flat section is symmetrical relative to the longitudinal plane of the vehicle on the vertical plane perpendicular to the longitudinal plane of the vehicle;
  - D. The rear underrun protective device shall be mounted so that the distance between the flat section and the rear end of the other part of the motor vehicle at a height of 1,500 mm or less above the ground is 600 mm or less;
  - E. The rear underrun protective device shall be securely mounted so that it may not be loosened by vibrations, shocks, etc.
- (2) Ordinary-sized motor vehicles used for the transport of goods with a gross vehicle weight of 7 tons or more (except tractors) shall be provided, at the rear end, with a rear underrun protective device which complies with the following requirements. However, this provision shall not apply to motor vehicles having such construction that can efficiently prevent the front part of a colliding motor vehicle from being plunged into the rear part of the motor vehicle being collided with in the case of rear-end collision, to the same degree as with the rear underrun protective device provided for in this Item:

- A. The rear underrun protective device shall be so constructed that the height of the cross-section of the flat section thereof is 100 mm or more on a vertical plane in parallel with the longitudinal center plane of the motor vehicle concerned and that the outermost edge of the flat section thereof is located within 200 mm inward from the outmost edge of the wheel of the rear axle;
- B. The rear underrun protective device shall be mounted so that the height at its lower edge is 550 mm or less above the ground in the unloaded state;
- C. The rear underrun protective device shall be mounted in the same manner as prescribed in the previous Items C and E;
- D. The rear underrun protective device shall be so constructed that, not only it complies with the requirements provided for in Items A through C, but also it can effectively prevent the front part of a colliding motor vehicle from being plunged excessively into the rear part of the motor vehicle being collided with in the case of rear-end collision.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before July 31, 1968	Items (1) and (2)
(2) Ordinary-sized motor vehicles for carriage of goods manufactured on or before November 30, 1973 (except those with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more, or tractors drawing trailers which correspond to them)	Items (1) and (2)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before September 30, 1997	Items (1) and (2)	with a gross vehicle weight of 7 tons or more	with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more

4. Notwithstanding the provisions of Item (2) of Paragraph 1, motor vehicles of the same Item (only those with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more) manufactured from August 1, 1968, to May 31, 1992, may be provided with a rear underrun protective device complying with the requirements of Item (1) of the same Paragraph.

#### **Article 18** (Riding Accommodation)

1. With regard to motor vehicles manufactured on or before March 31, 1994 (March 31, 1995, for imported motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more)), notwithstanding the provisions of Article 20 of the Safety Regulations and Articles 26, 104 and 182 of the Details Announcement, it shall be acceptable if they comply with the following requirements:

- (1) The riding accommodation of a motor vehicle shall be so constructed that it may ensure safe boarding and may not cause the occupants to fall off or stumble due to vibrations, shocks, etc.
- (2) In the case of a motor vehicle which has a passenger accommodation for passengers other than the driver and driver's assistant, a compartment for such passengers (hereinafter referred to as the "passenger compartment") shall be provided. However, this provision shall not apply to motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds, and emergency motor vehicles.
- (3) The driver's compartment and passenger compartment of a motor vehicle shall be constructed to ensure adequate ventilation.
- (4) The instrument panel (referring to the installation device for



instruments, etc. located in front of the driver's seat and seats parallel to it) of a motor vehicle used exclusively for carriage of passengers shall be constructed so that it may be unlikely to give excessive impacts to the head, etc. of the occupant when the motor vehicle concerned is subjected to impacts due to collision, etc. However, this provision shall not apply to motor vehicles with a passenger capacity of 11 persons or more, motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds, and motor vehicles with a maximum speed of less than 20 km/h.

2. The provision of Item (4) of the preceding Paragraph shall not apply to motor vehicles manufactured on or before March 31, 1975.

### **Article 19 (Seat)**

1. With regard to motor vehicles manufactured on or before June 30, 2007 (June 30, 2012, for motor vehicles with a passenger capacity of 11 persons or more and motor vehicles for the carriage of goods), it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 22 of the Safety Regulations and Articles 28 (except Item (1) of Paragraph 1), 106 (except Item (1) of Paragraph 1) and 184 (except Item (1) of Paragraph 1) of Details Announcement.

(1) The size of seats for passengers other than the driver of a motor vehicle (except saddle-type seats and child seats of a motor vehicle which is used exclusively for carriage of children (hereinafter referred to as the "infant-carrying vehicle")) shall be 380 mm or more in width and 400 mm or more in depth (380 mm or more in width and 250 mm or more in depth in the case of seats near the emergency exit; and 300 mm or more in width and 250 mm or more in depth in the case of the following seats) per person. However, this provision shall not apply to seats, other than seats of motor vehicles for passenger carrying business and infant-carrying vehicles, which are equipped with seat belts and seat belt anchorages provided for in Paragraph 1 of Article 22-3 of the Safety Regulations.

A. Spare seats (which means one-person seats which may be folded easily, provided in aisles, loading platforms, or spaces other than those exclusively used for installing seats; hereinafter the same);

B. One-person seat for conductor or similar seat, and one-person seat for driver's assistant which are respectively provided on motor vehicles with a passenger capacity of 11 persons or more.

C. One-person seat on the side of the driver's seat of a

three-wheeled motor vehicle where the rotational angle of the steering wheel is less than seven times the rotational angle of the steering tyre.

- (1-2) Seats for passengers other than the driver of a motor vehicle (except saddle-type seats and seats for infants of an infant-carrying vehicle) shall have a space of 400 mm or more in width for sitting-in per person.
- (2) The size of a seat for infant on an infant-carrying vehicle shall be 270 mm or more per infant in width, and 230 mm or more, but not exceeding 270 mm in depth, and 250 mm or less in height from the floor, and the seat shall be provided facing forwards.
- (3) There shall be at least the following spaces to the front seat or the partition. If the seat concerned and the front seat are facing each other, the said space shall be twice or more those below. In the case of the driver's seat (including seats operating integral with the driver's seat or seats parallel to the driver's seat) equipped with reclining mechanism, the seatback shall be reclined 30° backward from the vertical plane.
  - A. In the case of seats (except seats for infant of an infant-carrying vehicle) of a motor vehicle (except emergency motor vehicles) with a passenger capacity of 11 persons or more, 200 mm;
  - B. In the case of seats for infant of an infant-carrying vehicle, 150 mm.
- (4) Motor vehicle with a passenger capacity of 11 persons or more may be provided with spare seats on the aisles, only for the cases where available opening of most windows are 500 mm or more in effective width and 300 mm or more in effective height.
- (5) The infant-carrying vehicle cannot be provided with any spare seat for infant.
- (6) The seats and the seat anchorages of a motor vehicle exclusively used for carriage of passengers (except motor vehicles with a passenger capacity of 11 persons or more, motor cycles with or without sidecar, and motor vehicles with a maximum speed of less than 20 km/h) shall be constructed so that they may fully withstand the load applied by the occupants, etc. at a collision of the said motor vehicle. However, this provision shall not apply to the seats enumerated below:
  - A. Saddle-type seats;

- B. Easy-to-fold type seats provided at aisles, loading platform, or provided on other floor than those designed exclusively for installed seats;
  - C. Seats in Item C of Item (1);
  - D. Side-facing seats;
  - E. Seats provided near the emergency exit;
  - F. Seats that must be removed in daily inspections, under the provision of Article 47-2 of the Act.
- (7) The back of the seat (including the head restraint defined in Article 22-4 of Safety Regulations; hereinafter the same in this Item) of the motor vehicle in the preceding Item shall be constructed so that there is no likelihood to cause an excessive impact to the head, etc. of an occupant seating in the seat behind in case of collisions involving the motor vehicle. However this provision shall not apply to the back of the seats listed under Items A through F of the preceding Item.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1960 (except motor vehicles for passenger carrying business and motor vehicles used exclusively for carriage of infants)	Item (3)
(2) Motor vehicles manufactured on or before November 30, 1975	Items (6) and (7)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before June 30, 1951	Item (4)	300 mm or more	280 mm or more
(2) Motor vehicles manufactured on or before March 31, 1960	Item A of Item (1)	one-person seats	seats
(3) Motor vehicles for passenger carrying business manufactured on or before March 31, 1960	Item (3)	200 mm	200 mm (180 mm in unavoidable cases due to wheel covers, etc.)

### Article 20 (Seat Belts, etc.)

1. The provisions of Article 22-3 of the Safety Regulations and Articles 30, 108 and 186 of the Details Announcement shall not apply to motor vehicles manufactured on or before August 31, 1987 (February 28, 1987, for motor vehicles, other than imported motor vehicles, used exclusively for carriage of passengers with a passenger capacity of 10 persons or less; and March 31, 1988, for imported motor vehicles).

2. With regard to motor vehicles (except motor vehicles of the next Paragraph) manufactured from September 1, 1987 (March 1, 1987, for motor vehicles, other than imported motor vehicles, used exclusively for carriage of passengers with a passenger capacity of 10 persons or less; and April 1, 1988, for imported motor vehicles) to March 31, 1994 (March 31, 1995, for imported motor vehicles), it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 22-3 of the Safety Regulations and Articles 30, 108 and 186 of Details Announcement.

- (1) Each motor vehicle (except motor cycles with or without sidecar, and motor vehicles with a maximum speed of less than 20 km/h)

enumerated in the left column of the following Table shall be provided with seat belts and seat belt anchorages enumerated in the right column of the same Table so as to restrain the occupants on the seats (except seats enumerated in Items (1) through (5), Paragraph 3 of Article 22 of the Safety Regulations (except seats where only the seatback section of the seat can be folded in the case of seats enumerated in Item (2)) and seats for infants in the case of infants-carrying vehicles) of the motor vehicle, enumerated in the middle column of the same Table, from moving forward or inclining their upper torsos forward excessively when the motor vehicle concerned is subjected to impacts by collisions, etc.

Category of motor vehicle	Kind of seat	Kind of seat belt
Ordinary-sized motor vehicles, small-sized motor vehicles or mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	Driver's seat and other seats parallel thereto adjacent to either side of the motor vehicle	Seat belts for preventing at least the occupants on the seat concerned from moving forward or inclining their upper torsos forward excessively, such as three-point type seat belts (hereinafter referred to as the "Type 2 seat belt")
	Seats other than the driver's seat and seats parallel thereto	Seat belts for restraining at least the displacement of the pelvis of an occupant and preventing the occupant from moving forward, such as two-point type seat belts (except Type 2 seat belts. Hereinafter referred to as the "Type 1 seat belt") or Type 2 seat belts
Ordinary-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, and motor vehicles for passenger carrying business that are running regularly along fixed routes other than those related to the national expressways, etc.), small-sized motor vehicles and mini-sized motor vehicles (except those with a passenger capacity of 10 persons less)	All seats	Type 1 seat belts or Type 2 seat belts

Ordinary-sized motor vehicles (only limited to motor vehicles for passenger carrying business, used exclusively for carriage of passengers with a passenger capacity of 11 persons or more, which are running regularly along fixed routes other than those related to the national expressways, etc.)	Driver's seat and seats parallel thereto	Type 1 seat belts or Type 2 seat belts
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- (2) The seat belt anchorages of the preceding Item shall comply with the following requirements:
- A. The anchorages shall fully withstand load applied by the seat belt in the collision of the motor vehicle concerned;
  - B. The anchorage shall be constructed so that it may not loosen or become deformed by vibration, shocks, etc.;
  - C. The anchorage shall be located so that it may allow an efficient function of the seat belt installed there;
  - D. The anchorage shall be located so that it is neither damaged nor causes hindrance upon boarding and alighting;
  - E. The anchorage shall allow an easy installation of a seat belt.
- (3) The seat belts of Item (1) shall comply with the following requirements:
- A. The seat belt shall be constructed so that it is unlikely to cause the wearers' injury when the motor vehicle concerned is subjected to impacts by collisions, etc.;
  - B. Type 2 seat belts shall be constructed so that it may restrain the wearers of the seat belt concerned from moving forward and inclining their upper torsos forward excessively when the motor vehicle concerned is subjected to impacts by collision, etc.;
  - C. Type 1 seat belts shall be constructed so that it may restrain the wearers of the seat belt concerned from moving forward when the motor vehicle concerned is subjected to impacts by collision, etc.;
  - D. The seat belt shall be constructed so that it may allow easy

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fastening, releasing and adjustment of the belt length;

- E. In the case of Type 2 seat belt to be provided on the driver's seat and other seats parallel thereto as well as Type 1 seat belt to be provided on the driver's seat, they shall be constructed so that the wearers of the seat belt concerned may easily move their waists and the upper halves of their bodies during normal driving.

3. With regard to motor vehicles manufactured from April 1, 1975 (December 1, 1975, for ordinary-sized motor vehicles (except those used exclusively for carriage of passengers)) to August 31, 1987 (February 28, 1987, for motor vehicles, other than imported motor vehicles, used exclusively for carriage of passengers with a passenger capacity of 10 persons or less; and March 31, 1988, for imported motor vehicles), it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 22-3 of the Safety Regulations and Articles 30, 108 and 186 of Details Announcement.

- (1) Each motor vehicle enumerated in the left column of the following Table shall be provided with seat belts and seat belt anchorages enumerated in the right column of the same Table so as to prevent the occupants on the seats (except seats enumerated in Items (1) through (4), Paragraph 3 of Article 22 of the Safety Regulations and seats adjacent to neither side of the motor vehicle) of the motor vehicle, enumerated in the middle column of the same Table, from moving forward or inclining their upper torsos forward excessively when the motor vehicle concerned is subjected to impacts by collisions, etc.

Category of motor vehicle	Kind of seat	Kind of seat belt
Ordinary-sized motor vehicles, small-sized motor vehicles or mini-sized motor vehicles (except motor cycles with or without sidecar) used exclusively for carriage of passengers, except those with a passenger capacity of 11 persons or more or with a maximum speed of less than 20 km/h	Driver's seat and other seats parallel thereto	Type 2 seat belts (referring to seat belts capable of restraining at least the displacement of the occupant's pelvis and preventing their upper torsos from inclining forward, such as three-point type seat belts. Hereinafter the same) (Type 1 seat belts (referring to seat belts capable of restraining at least the displacement of the occupant's pelvis, such as two-point type seat belts. Hereinafter the same) in the case of motor vehicles unable to be provided with seat belts complying with the requirement of Item B of Item (3) due to absence of fixed roof)
	Seats other than the driver's seat and seats parallel thereto	Type 1 seat belts
Ordinary-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers)	Seats other than the driver's seat and seats parallel thereto	Type 1 seat belts

(2) The seat belt anchorages and seat belts of the preceding Item shall comply with the requirement of Item (2) of the preceding Paragraph in the case of seat belt anchorages and the requirements of Items A through D, Item (3) of the same Paragraph in the case of seat belts.

4. Motor vehicles manufactured from April 1, 1969 to March 31, 1975 (In the case of motor vehicles manufactured on or before September 30, 1969: limited only to those used exclusively for carriage of passengers (except mini-sized motor vehicles)) shall be provided with anchorages of Type 1 seat belts for the seats of the motor vehicle concerned (except seats enumerated in Items (1) through (4), Paragraph 3 of Article 22 of the Safety Regulations and seats adjacent to neither side of the motor vehicle). However, this provision shall not apply to ordinary-sized motor vehicles (except those used exclusively for carriage of passengers), motor vehicles with a passenger capacity of 11 persons or more, motor cycles with or without sidecar, large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles with a maximum speed of less than 20



km/h.

5. The anchorages of Type 1 seat belts of the preceding Paragraph shall comply with the requirements of each Item of Item (2) of Paragraph 2.

6. The anchorages of Type 1 seat belts of Paragraph 4 for the driver's seat of the motor vehicle of the same Paragraph and other seats parallel thereto and adjacent to either side of the motor vehicle concerned (the driver's seat and seats for three passengers in the case of taxis used for passenger carrying business; the driver's seat in the case of motor vehicles used exclusively for carriage of passengers, other than taxis used for passenger carrying business, manufactured from April 1, 1969, to September 30 of the same year (except mini-sized motor vehicles) and those manufactured from October 1 of the same year to November 30, 1973) shall be provided with seat belts complying with the requirements of Items A, C and D, Item (3) of Paragraph 2.

7. Of motor vehicles to which the provision of Paragraph 4 of Article 22-3 of the Safety Regulations and the provision of Paragraph 4 of Article 30 of the Details Announcement apply, as regards motor vehicles manufactured on or before August 31, 2008 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1, 2005 (except those in which no item classifying the type has been changed from motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or before August 31, 2005, other than the use, kind and principal construction of the engine, kind of fuel, wheelbase, and exhaust emission regulated values to which the motor vehicle concerned conforms)), it shall be acceptable if they comply with Attachment 33 of the Details Announcement before the amendment by the Announcement That Amends Part of the Announcement That Prescribes Details of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 254 of 2005), notwithstanding the provisions of Attachment 33 of the Details Announcement.

#### **Article 21** (Head Restraint)

1. As regards motor vehicles manufactured on or before June 30, 2012, it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 22-4 of the Safety Regulations and Articles 31, 109 and 187 of Details Announcement.

- (1) Of the seats (except those enumerated in Items (1) through (4), Paragraph 3 of Article 22 of the Safety Regulations, and those adjacent to neither side of the vehicle) of motor vehicles (except ordinary-sized

motor vehicles (except those used exclusively for carriage of passengers), motor vehicles with a passenger capacity of 11 persons or more, motor cycles with or without sidecar, large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles with a maximum speed of less than 20 km/h), the driver’s seat and the seats parallel to that seat (in the case of taxies used for passenger carrying business, the driver’s seat and the seats for three passengers) shall be provided with a device which complies the following requirements (hereinafter referred to as the “head restraint”). However, this provision shall not apply to the seats which comply with the requirements of A and B.

- A. The head restraint shall prevent excessive rearward angular displacement of occupants’ heads relative to their torso lines, in the case of rear-end collisions of the motor vehicle;
- B. The head restraint shall be constructed so that it may not cause injury to the heads, etc. of the occupants;
- C. The head restraint shall be mounted so that it may be loosened by vibrations and shocks.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1969, (except taxies used for passenger carrying business)	Item (1)
(2) Motor vehicles manufactured on or before March 31, 1970, except those used exclusively for carriage of passengers	Item (1)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured from April 1, 1969, to November 30, 1973 (in case of motor vehicles manufactured on or before March 31, 1970: only those used exclusively for carriage of passengers)	Item (1)	the driver's seat and the seats parallel to that seat	the driver's seat

## Article 22 (Child Restraints)

With regard to motor vehicles manufactured on or before March 31, 1995, it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 22-5 of the Safety Regulations and Articles 32, 110 and 188 of Details Announcement.

- (1) Child restraints shall not damage the seats and seat belts they are attached to.
- (2) Child restraints shall be so constructed that they are unlikely to injure the occupant in the child restraint concerned when the motor vehicle concerned is subjected to impacts due to a collision, etc.
- (3) Child restraints shall be so constructed that they may restrain the wearer of the child restraint and the child restraint concerned from moving forward by means of the seat belt which has complied with the requirements of Paragraph 3 of Article 22-3 of the Safety Regulations, when the motor vehicle concerned is subjected to impacts due to a collision, etc.
- (4) Child restraints shall be easily fastened and released.

**Article 23** (Aisles)

1. With regard to motor vehicles (except motor vehicles for passenger carrying business and infant-carrying vehicles) manufactured on or before March 31, 1960, it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 23 of the Safety Regulations and Articles 33, 111 and 189 of Details Announcement.

- (1) Aisles shall be safe and easy to pass through.
- (2) Motor vehicles with a passenger capacity of 11 persons or more (except emergency motor vehicles), motor vehicles for passenger carrying business with a passenger capacity of 10 persons or less and infant-carrying vehicles shall be provided with an aisle having an effective width of 300 mm or more (effective width when the spare seats are folded away if such seats exist in the aisle), which leads from the entrance to the seats. However, this provision shall not apply to seats directly accessible from the entrance.
- (3) In applying the provision of the preceding Item, the floor surface to an extent of 250 mm from the front edge of a seat shall be regarded as the floor surface to be used exclusively for a seat.

2. The provision of Item (2) of the preceding Paragraph shall not apply to motor vehicles for passenger carrying business with a passenger capacity of 10 persons or less, manufactured on or before September 30, 1962, which have an entrance used for passengers (except entrances only for the driver) with an effective height of 900 mm or more and an effective opening width of 500 mm or more, and in which the section from the entrance to the seats used for passengers (except seats directly accessible from an entrance), that is used when a passenger is boarding and alighting, has an effective height of 1,200 mm or more and an effective width of 300 mm or more or an effective height of 900 mm or more and an effective width 500 mm (except the case of making modification that affects the entrance and section used when a passenger is boarding and alighting).

3. The provision of Item (3) of Paragraph 1 shall not apply to motor vehicles with a passenger capacity of 11 persons or more manufactured on or before March 31, 1960, except infant-carrying vehicles (except cases where such modifications are made that results in increasing the seating capacity).

**Article 24** (Entrances)

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1. With regard to motor vehicles manufactured on or before June 30, 2012, it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 25 of the Safety Regulations and Articles 35, 113 and 191 of Details Announcement.

- (1) The driver's and passenger compartments shall be provided with an entrance. In this case, at least one entrance in the passenger compartment shall be provided on the side other than the right side.
- (2) The passenger compartment of a motor vehicle with a passenger capacity of 11 persons or more (except emergency motor vehicles) and of an infant-carrying vehicle shall be provided with at least one entrance at the left side of the motor vehicle to serve for every passenger other than the driver and driver's assistant.
- (3) The entrance of a passenger compartment shall be provided with a door which can be securely closed. However, this provision shall not apply to an entrance which is provided with such safety devices as chain, rope, etc. to protect passengers from falling out while the vehicle is running.
- (4) The entrance door of a motor vehicle (except motor vehicles with a passenger capacity of 11 persons or more, large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles with a maximum speed of less than 20 km/h) shall be constructed not to open easily when the motor vehicle receives an impact by collision, etc.
- (5) The entrance of motor vehicles for passenger carrying business and motor vehicles with a passenger capacity of 11 persons or more (except emergency motor vehicles and infant-carrying vehicles) shall comply with the following requirements. However, this provision shall not apply to entrances only for seats directly accessible from the entrance.
  - A. The effective width of an entrance shall be 600 mm or more.
  - B. The effective height of an entrance shall be 1,600 mm (1,200 mm in the case of motor vehicles whose effective height on an aisle may be reduced to 1,200 mm under the provision of Paragraph 1 of Article 33, Paragraph 1 of Article 111 or Paragraph 1 of Article 189 of the Details Announcement) or more.
  - C. The entrance of a motor vehicle whose floor height exceeds, in

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the unloaded state, 450 mm above the ground shall be provided with steps, each of which is 400 mm (450 mm in the case of the lowermost step) or less.

- D. The steps at an entrance shall be constructed so that they do not cause passengers to slip.
  - E. In the case of an entrance in Item C, an entrance railing to assure safe boarding and alighting shall be provided.
- (6) The entrance of an infant-carrying vehicle shall comply with the following requirements. However, this provision shall not apply to entrances only for seats directly accessible from the entrance.
- A. The entrance of a motor vehicle whose floor height exceeds, in the unloaded state, 300 mm above the ground shall be provided with steps, each of which is 200 mm or less (300 mm in the case of the lowermost step) in height and also 200 mm or more in effective depth (which means the horizontal distance between the front end of a step and that of the next step; hereinafter the same). However, in cases where it is difficult for a step other than the lowermost one to have the said dimension, due to the doors, etc., it may be constructed so that it has an effective depth of 200 mm or more at the part where an effective width of the entrance is as long as 350 mm or more;
  - B. The requirements of the preceding Paragraph (except Item C) shall apply *mutatis mutandis* to the entrance and steps.
2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 1951	Item C of Item (5)
(2) Motor vehicles manufactured on or before March 31, 1960 (except motor vehicles for passenger carrying business and infant-carrying vehicles)	Item (2), and Items B and C of Item (5)
(3) Motor vehicles for passenger carrying business with a passenger capacity of 10 persons or less manufactured on or before September 30, 1962, in which the entrance for passengers (except entrances only for seats directly accessible from the entrance (except entrances only for the driver)) is 900 mm or more in effective height and 500 mm or more in effective opening width, and the section from the entrance to the seats used for passengers (except seats directly accessible from an entrance), that is used when a passenger is boarding and alighting, is 1,200 mm or more in effective height and 300 mm or more in effective width, or 900 mm or more in effective height and 500 mm or more in effective width (except the case of making such modification which affects the entrance or section used when a passenger is boarding and alighting)	Items A and B of Item (5)
(4) Motor vehicles manufactured on or before December 31, 1970	Latter part of Item (1)
(5) Motor vehicles manufactured on or before November 30, 1975	Item (4)

**Article 25** (Emergency Exits)

1. With regard to motor vehicles manufactured on or before December 31,

1956, it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 26 of the Safety Regulations and Articles 36, 114 and 192 of Details Announcement.

- (1) Infant-carrying vehicles and motor vehicles with a passenger capacity of 30 persons or more (except emergency motor vehicles) shall be provided with an emergency exit which complies with the following requirements. However, this provision shall not apply to motor vehicles provided with only seats directly accessible from the entrance.
  - A. The emergency exit shall be located on the right side at the rear or on the rear of the passenger compartment;
  - B. The emergency exit of a motor vehicle with a passenger capacity of 30 persons or more, except the case of the next Item and Item (4), shall be 400 mm or more in effective width and 1,200 mm or more in effective height;
  - C. In unavoidable cases due to the protrusion of wheel covers or front-facing seats next to an emergency exit, the emergency exit located on the right side at the rear of the passenger compartment shall be 250 mm or more in effective width at the part up to the height of 450 mm above the floor surface and 400 mm or more at other parts in effective width, and moreover 1,200 mm or more in effective height;
  - D. In unavoidable cases due to the presence of forward-facing seats next to an emergency exit with no protrusion of wheel covers, the emergency exit located on the right side at the rear of the passenger compartment shall be 300 mm or more in effective width at the part up to the height of 650 mm above the floor surface and 400 mm or more in effective width at other parts, and moreover 1,300 mm or more in effective height;
  - E. The emergency exit of an infant-carrying vehicle with a passenger capacity of less than 30 persons shall be 300 mm or more in effective width and 1,000 mm or more in effective height;
  - F. The emergency exit shall have an outward opening door which can be securely closed under normal conditions and which may be opened from both inside and outside of the passenger compartment without using any key or other special tool in the event of fire, collisions and other emergencies. In this case, the



door will not be closed by its own weight after it is opened;

- G. Any obstacles, such as the bumper, drawing hooks, and any other object which is liable to hamper exiting, shall not protrude around the emergency exit and no step shall be provided between the lower edge of the emergency exit and the floor;
- H. The seat near the emergency exit shall be easily detached or folded so as not to obstruct escape.

- (2) On motor vehicles provided with an emergency exit, the location of the emergency exit and the method of opening the door shall be legibly indicated at or near the emergency door. When a lamp is used to indicate the location of the emergency exit, the color of the light shall be green.
- (3) Motor vehicles provided with an emergency exit shall be equipped with a warning device to notify the driver when the door of the emergency exit is opened.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1960 (except infant-carrying vehicles)	Item (3)
(2) Motor vehicles with a passenger capacity of 30 persons or more manufactured on or before March 30, 1961, in which the length of the passenger compartment is less than 4.5 m	Item (1)

3. The provisions of Article 26 of the Safety Regulations and Articles 36, 114 and 192 of the Details Announcement shall not apply to motor vehicles manufactured on or before March 31, 1951 (except infant-carrying vehicles).

**Article 26** (Window Glass)

- 1. With regard to motor vehicles manufactured on or before April 30, 1989,

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it shall be acceptable if they comply with the following requirements, notwithstanding the provisions of Article 29 of the Safety Regulations and Articles 39, 117 and 195 of Details Announcement.

- (1) The window glass of a motor vehicle (the windshield glass in the case of large-sized special motor vehicles with a maximum speed of less than 35 km/h and motor vehicles with a maximum speed of less than 20 km/h (except infant-carrying motor vehicles and motor vehicles for passenger carrying business)) shall be safety glass. However, this provision shall not apply to window glass which is provided at a place where there is less possibility that occupants be insured by pieces of glass concerned when the window glass is broken due to a collision, etc.
- (2) The windshield glass of a motor vehicle (except trailers) shall comply with the following requirements. However, the provisions of Items B and C shall not apply to large-sized special motor vehicles and motor vehicles with a maximum speed of less than 20 km/h.
  - A. The windshield glass shall be transparent and free from any distortion obstructing the driver's view;
  - B. The windshield glass shall, even when the glass is broken, ensure the driver's view;
  - C. The windshield glass shall not be penetrated easily.
- (3) No substances other than the following shall be mounted, affixed, painted nor stamped on the windshield glass and side glass (except sections at the rear of the driver's seat) of motor vehicles (except trailers).
  - A. The service order sticker;
  - B. The extraordinary inspection pass sticker;
  - C. The inspection sticker;
  - D. The insurance sticker, mutual insurance sticker or insurance and mutual insurance-free sticker in Paragraph 1 of Article 9-2 (including the case of applying *mutatis mutandis* in Article 9-4) or Paragraph 1 of Article 10-2 of the Automobile Liability Security Law (Law No. 94 of 1955);

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- E. The sticker in Paragraph 3 of Article 51 or Paragraph 4 of Article 63 of the Road Traffic Act;
- F. Affixed-type rear-view mirrors provided in the vehicle compartment;
- G. Antennas affixed on the windshield glass to receive public radio waves. In this case, the requirements of the following Items ① and ② shall be met in the case of passenger motor vehicles in which the antenna is affixed on the test zone A of the windshield glass (hereinafter referred to as the “test zone A”) provided for in Paragraph 2-8 of Attachment 37 “Technical Standard for Window Glass” of the Details Announcement or the test zone B; and the requirements of the following Item ③ shall be met in the case of motor vehicles other than passenger motor vehicles in which the antenna is affixed on the test zone I.
- ① When affixed on the test zone A (hereinafter referred to as the “test zone A”), the width of the equipment shall be 0.5 mm or less and the number of pieces of the equipment shall not exceed three.
  - ② When affixed on the test zone B (except the area which overlaps the test zone A), the width of the equipment shall be 1.0 mm or less.
  - ③ When affixed on the test zone I, the width of the equipment shall be 1.0 mm or less.
- H. Besides those enumerated in Items A through G, such substances which are transparent and also ensure the rate of visible light transmission of 70% or more at those sections concerned with the range of the driver’s view necessary for recognizing the traffic conditions under a mounted, affixed or painted condition;
- I. Markings indicating that a motor vehicle is equipped with a device to prevent the unauthorized use or characters and codes stamped on the window glass for preventing the theft of the motor vehicle, which are affixed or stamped in such a way that the height of the upper edge of the marking or stamp is 100 mm or less from the lower edge of the glass opening section (except those sections overlapped with the weather strips and moldings as well as sections covered with masking) near the side glass and that the front edge of the marking or stamp is within 125 mm

from the rear edge of the glass opening section near the side glass;

- J. Besides those enumerated in Items A through I, those designated by the Minister of Land, Infrastructure and Transport or the Director-General of the District Transport Bureau.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles for passenger carrying business manufactured on or before December 31, 1957	Item (1)
(2) Motor vehicles manufactured on or before May 31, 1970	Item B of Item (2)
(3) Motor vehicles manufactured on or before November 30, 1973 (except infant-carrying vehicles and motor vehicles for passenger carrying business)	Item (1)
(4) Motor vehicles manufactured on or before August 31, 1987 (February 28, 1987, for motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, other than imported motor vehicles; March 31, 1988, for imported motor vehicles)	Item C of Item (2)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (2)	The windshield glass of a motor vehicle (except trailers)	The windshield glass of the driver's seat of a motor vehicle
(2) Motor vehicles manufactured from January 1, 1958, to November 30, 1973 (except infant-carrying vehicles and motor vehicles for passenger carrying business	Item A of Item (2)	The windshield glass	The safety glass
(3) Motor vehicles manufactured from June 1, 1970, to August 31, 1987 (February 28, 1987, for motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, other than imported motor vehicles; March 31,	Item B of Item (2)	the driver's view	the view immediately before the driver

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
1988, for imported motor vehicles)			

**Article 27** (Noise Control Devices)

1. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles manufactured on or before August 31, 1976, those enumerated in the “Category of Motor Vehicles” column of the following Table (except those mentioned in Items (a)-a) to (a)-d) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 9, 12, 13, 19 or 21:

- (a) Motor vehicles designated or approved as follows on or after January 1, 1976:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
  - c) Those equipped with an exhaust emission control device (hereinafter referred to as the “motor vehicles with type-approved exhaust emission control device”) type-approved pursuant to the provision of Paragraph 1 of Article 62-4 of the Enforcement Regulations for Road Vehicles Act (hereinafter referred to simply as the “former Regulations”) before amendment by the Ministry Ordinance That Amends Part of the Enforcement Regulations for Road Vehicles Act, etc. (Ministry of Transport Ordinance No. 67 of 1998)
  - d) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3-2 of the former Regulations (hereinafter referred to as the “motor vehicles with type-approved noise control device”)

At the time of the inspection provided for in Paragraph 4 of Article 75 of

the Act or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Acceleration Running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles (including motor cycles with sidecar. Hereinafter the same in this Table)) with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output exceeding 150 kW	80	92
Those with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output of 150 kW or less	78	89
Small-sized motor vehicles (limited only to motor cycles)	74	86
Mini-sized motor vehicles (limited only to motor cycles)	74	84

2. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles manufactured on or before August 31, 1977, those enumerated in the “Category of Motor Vehicles” column of the following Table (except those mentioned in Items (a)-a) to (a)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 11 through 13, 15, 16 or 19:

- (a) Motor vehicles designated and approved as follows on or after January 1, 1977:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;

- c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations or the same Paragraph 5 of Article 62-3 of the Enforcement Regulations that applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Acceleration Running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles (including motor cycles without sidecar. Hereinafter the same in this Table)) with a gross vehicle weight of 3.5 tons or less	74	85
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor cycles) used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	70	84

3. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles manufactured on or before November 30, 1979 (February 29, 1980, for diesel-powered motor vehicles and motor cycles (including motor cycles without sidecar. Hereinafter the same in this Paragraph), other than imported motor vehicles; August 31, 1979, for ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except diesel-powered motor vehicles, motor cycles and imported motor vehicles); March 31, 1981, for imported motor vehicles), those enumerated in the “Category of Motor Vehicles” column of the following Table (except those mentioned in Items (a) and (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following



requirement in addition to the provision of Paragraph 9, 11 through 13, 15, 16, 19 or 21:

- (a) Motor vehicles of Paragraphs 1 and 2;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1979 (April 1, 1979, for diesel powered motor vehicles and motor cycles):
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations or the same Paragraph 5 of Article 62-3 of the Enforcement Regulations that applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles		Noise Level Limit, dB (A)	
		Steady running	Acceleration Running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles)	With a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150 kW	80	89
	With a gross vehicle weight exceeding 3.5 tons and a maximum engine output of 150 kW or less	78	87

	With a gross vehicle weight of 3.5 tons or less	74	83
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except motor cycles)		70	82
Small-sized motor vehicles and mini-sized motor vehicles (limited only to motor cycles )		74	83

4. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except motor cycles with and without sidecar), those manufactured on or before August 31, 1983 (March 31, 1984, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 11, 13 or 16:

- (a) Motor vehicles of Paragraphs 2 and 3;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1982:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62–3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62–3 of the Enforcement Regulations or the same Paragraph 5 of Article 62–3 of the Enforcement Regulations that applies mutatis mutandis in Paragraph 2 of Article 62–3–2 of the former Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) to (b)-c) above, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady

Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 70 dB (A);
- (2) Acceleration running noise level: 81 dB (A).

5. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles with and without sidecar) with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output of 150 kW or less, those manufactured on or before August 31, 1984 (March 31, 1985, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 12, 19 or 21:

- (a) Motor vehicles of Paragraphs 1 and 3;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1983:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62–3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62–3 of the same Act (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62–3–2 of the former Regulations) (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) to (b)-c) above, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running

noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 78 dB (A);
- (2) Acceleration running noise level: 86 dB (A).

6. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1985 (March 31, 1986, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 12, 13, 15, 19 or 21:

- (a) Motor vehicles of Paragraphs 1 through 3;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1984:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62–3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62–3 of the same Act (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62–3–2 of the former Regulations) (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) to (b)-c) above, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and

the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles		Noise Level Limit, dB (A)	
		Steady running	Acceleration running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles with and without sidecar)	With a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150 kW	80	86
	With a gross vehicle weight of 3.5 tons or less	74	81

7. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1986 (March 31, 1987, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 9, 12, 13, 15, 19 or 21:

- (a) Motor vehicles of Paragraphs 1, 2, 3 and 6;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1985:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62-3 of the same Act (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations) (the

initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) to (b)-c) above, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles		Noise Level Limit, dB (A)	
		Steady running	Acceleration running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles with and without sidecar)	Those motor vehicles with a gross vehicles weight exceeding 3.5 tons and with a maximum engine output exceeding 150 kW, used exclusively for carriage of passengers, which have a power train system capable of transmitting power to all wheels, except tractors drawing semi-trailers and crane trucks	80	86
	Those motor vehicles with a gross vehicle weight of 3.5 tons or less which have a power train system capable of transmitting power to all wheels	74	81
Mini-sized motor vehicles (limited only to motor cycles )		74	78

8. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles with and without sidecar) with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output exceeding 150 kW (limited only to those – other than motor vehicles used exclusively for carriage of passengers – which are provided with a power train system capable of transmitting power to all wheels, tractors drawing semi-trailers and crane

trucks), those manufactured on or before October 31, 1987 (March 31, 1988, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) to (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of Paragraph 12 or 21:

- (a) Motor vehicles of Paragraphs 1, 7 and 17;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1986:
  - a) Those type-designated;
  - b) Those type-approved pursuant to the provision of Paragraph 1 of Article 62–3 of the Enforcement Regulations;
  - c) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62–3 of the same Act (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62–3–2 of the former Regulations) (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) to (b)-c) above, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 80 dB (A);
- (2) Acceleration running noise level: 86 dB (A).

9. Of the small-sized motor vehicles and mini-sized motor vehicles (limited only to motor cycles with and without sidecar), those manufactured on or before the dates shown in the right column of the following Table according to the divisions enumerated in the left column of the same Table are

acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the stationary noise level (referring to the noise level at a point 1.2 m above the ground and at a distance of 20 m to the rear of the opening of the exhaust pipe, that is to be emitted when the engine of the motor vehicle concerned is idling at 60% of the engine revolution speed at which the engine produces its maximum power. Hereinafter the same.), both expressed in dB, do not exceed 85 dB (A):

A. Motor vehicles type-designated and motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations	March 31, 1971 (December 31 of the same year for motor vehicles type-designated, and motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations, on or before that date)
B. Motor vehicles with type-approved noise control device	December 31, 1975
C. Motor vehicles designated by the Minister of Land, Infrastructure and Transport (except motor vehicles enumerated in Items A and B)	December 31, 1978
D. Motor vehicles other than those enumerated in Items A through C	May 31, 1986 (March 31, 1989, for imported motor vehicles)

10. Of the small-sized motor vehicles (limited only to motor cycles with and without sidecar), those manufactured on or before August 31, 1988 (March 31, 1989, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirement in addition to the provision of the preceding Paragraph or Paragraph 21:

- (a) Motor vehicles of Paragraphs 1 and 3;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1987:
  - a) Those type-designated;
  - b) Those with type-approved noise control device.



At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations which applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) and (b)-b) above, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 74 dB (A);
- (2) Acceleration running noise level: 78 dB (A).

11. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor cycles with and without sidecar) used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, those manufactured on or before the dates shown in the right column of the following Table according to the divisions enumerated in the left column of the same Table are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the stationary noise level, both expressed in dB, do not exceed 85 dB (A):

A. Motor vehicles type-designated and motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations	March 31, 1971 (December 31 of the same year for motor vehicles type-designated, and motor vehicles type approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations, on or before that date)
B. Motor vehicles with type-approved noise control device	December 31, 1975
C. Motor vehicles designated by the	December 31, 1978

Minister of Land, Infrastructure and Transport (except motor vehicles enumerated in Items A and B)	
D. Motor vehicles other than motor vehicles enumerated in Items A through C	May 31, 1988 (March 31, 1991, for imported motor vehicles)

12. Of the ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles with and without sidecar), those manufactured on or before the dates shown in the right column of the following Table according to the divisions enumerated in the left column of the same Table are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the stationary noise level, both expressed in dB, do not exceed 85 dB (A):

A. Motor vehicles type-designated and motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations	March 31, 1971 (December 31 of the same year for motor vehicles type-designated, and motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations, on or before that date)
B. Motor vehicles with type-approved noise control device	December 31, 1975
C. Motor vehicles designated by the Minister of Land, Infrastructure and Transport (except motor vehicles enumerated in Items A and B)	December 31, 1978
D. Motor vehicles other than motor vehicles enumerated in Items A through C	May 31, 1989 (March 31, 1992, for imported motor vehicles)

13. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b)-a), (b)-b), (b)-c) and (b)-d) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if they comply with the following requirements:

- (a) Motor vehicles of Paragraphs 9, 11 and 12;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
  - d) Those with type-approved noise control device.

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Proximity stationary
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more (except motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) and with a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150 kW	85	107
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 6 persons or less (except motor cycles)	85	103
Mini-sized motor vehicles (limited only to motor cycles)	85	99

14. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned

in Items (a), (b)-a), (b)-b), (b)-c) and (b)-d) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 9, 11, 12 or the preceding Paragraph:

- (a) Motor vehicles of Paragraphs 1 through 4, 6 and 7;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
  - d) Those with type-approved noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations (including cases where the same Paragraph applies *mutatis mutandis* in Paragraph 2 of Article 62-3-2 of the former Regulations) or the inspection provided for in Article 62-4 of the Enforcement Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except motor vehicles type-designated, motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the same Regulations, motor vehicles with type-designated noise control device and motor vehicles with type-approved noise control device, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles whose motor vehicle inspection certificate has been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Acceleration running
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 persons or more (except motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) and with a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150 kW	80	83
Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 6 persons or less (except motor cycles)	70	78
Mini-sized motor vehicles (limited only to motor cycles)	74	75

15. Of the ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, and motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) and mini-sized motor vehicles having its engine in front of driver's compartment (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles), those manufactured on or before August 31, 2000 (March 31, 2001, for imported motor vehicles) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provision of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if they comply with the following requirements:

- (a) Motor vehicles of Paragraph 12;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1999:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;

- c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations.

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 85 dB (A);
- (2) Proximity stationary noise level: 103 dB (A).

16. Of the motor vehicles used exclusively for carriage of passengers with a passenger capacity of 7 persons or more and 10 persons or less (except motor cycles with or without sidecar), those manufactured on or before August 31, 2001 (March 31, 2002, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provision of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph of Article 196 of the Details Announcement, if they comply with the following requirements:

- (a) Motor vehicles of Paragraph 11;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1999:
  - a) Those type-designated;
  - b) Those with type-designated noise control device.

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 85 dB (A);
- (2) Proximity stationary noise level: 103 dB (A).

17. Of the ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, and motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) and mini-sized motor vehicles having its engine in front of driver's compartment (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles), those manufactured on or before August 31, 2000 (March 31, 2001, for imported motor vehicles) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 12 or 15:

- (a) Motor vehicles of Paragraphs 2, 3, 6 and 7;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1999:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, or the inspection provided for in Paragraph 5 of Article 62-3 of the same Act (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations) or Article 62-4 of the Enforcement Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) and (b)-c) above, motor vehicles with type-designated noise control device, motor vehicles with type-approved noise control device, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 74 dB (A);
- (2) Acceleration running noise level: 78 dB (A).

18. Of the motor vehicles used exclusively for carriage of passengers with a passenger capacity of 7 persons or more and 10 persons or less (except motor cycles with or without sidecar), those manufactured on or before August 31, 2001 (March 31, 2002, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 11 or 16:

- (a) Motor vehicles of Paragraphs 2 through 4;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1999:
  - a) Those type-designated;
  - b) Those with type-designated noise control device.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, or the inspection provided for in Paragraph 5 of Article 62–3 of the Enforcement Regulations, which applies *mutatis mutandis* in Paragraph 2 of Article 62–3–2 of the former Regulations, or Article 62–4 of the same Act (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) and (b)-b) above, motor vehicles with type-approved noise control device, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown below:

- (1) Steady running noise level: 70 dB (A);
- (2) Acceleration running noise level: 78 dB (A).



19. Of the motor vehicles that are enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 2001 (August 31, 2002, for motor vehicles posted in Item B) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if they comply with the following Requirements:

- (a) Motor vehicles of Paragraph 12;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 2000:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations.

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table.

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady Running	Proximity stationary
A. Of ordinary-sized and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 or more (except motor cycles (including motor cycles with sidecar. Hereinafter the same in this table)), those motor vehicles with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output not exceeding 150 kW, except those with a power train system capable of transmitting power to all wheels	85	105
B. Ordinary-sized and small-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles) with a gross vehicle weight exceeding 1.7 tons, but not exceeding 3.5 tons	85	103
C. Mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles) except those where the engine is mounted in front of the driver's compartment	85	103

20. Of the motor vehicles enumerated in the "Category of Motor Vehicles" column of the following Table, those manufactured on or before August 31, 2001 (August 31, 2002, for motor vehicles posted in Item B) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 2 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 18 or the preceding Paragraph.

- (a) Motor vehicles of Paragraphs 1 through 3 and 5 through 7;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 2000:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement

## Regulations.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations) or Article 62-4 of the Enforcement Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) and (b)-c) above, motor vehicles with type-designated noise control device, motor vehicles with type-approved noise control device, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act)), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Acceleration running
A. Of ordinary-sized and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 11 or more (except motor cycles (including motor cycles with sidecar. Hereinafter the same in this Table)), those motor vehicles with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output not exceeding 150 kW, except those with a power train system capable of transmitting power to all wheels	78	83
B. Ordinary-sized and small-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles) with a gross vehicle weight exceeding 1.7 tons, but not exceeding 3.5 tons	74	78

C. Mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles) except those where the engine is mounted in front of the driver's compartment	74	78
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21. Of the motor vehicles enumerated in the "Category of Motor Vehicles" column of the following Table, those manufactured on or before August 31, 2002 (August 31, 2003, for motor vehicles enumerated in Items A and C) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 of Article 40, Paragraph 1 of Article 118 and Paragraph 1 of Article 196 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles of Paragraphs 9 and 12;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 2001:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations.

The proximity stationary noise level measured by the method prescribed in Attachment 38 "Measuring Procedure for Proximity Stationary Noise Level" of the same Announcement and the steady running noise level measured by the method specified in Attachment 39 "Measuring Procedure for Steady Running Noise Level" of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the "Noise Level Limit" column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Proximity stationary
A. Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers and motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) with a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150kW	85	107
B. Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, motor vehicles with a passenger capacity of 11 persons or more (except those with a power train system capable of transmitting power to all wheels), and motor cycles) with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output of 150 kW or less	85	105
C. Small-sized motor vehicles (limited only to motor cycles)	85	99

22. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 2002 (August 31, 2003, for motor vehicles enumerated in Items A and C) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 40 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 9, 12 or the preceding Paragraph:

- (a) Motor vehicles of Paragraphs 1, 3, 5 through 8 and 10;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 2001:
  - a) Those type-designated;
  - b) Those with type-designated noise control device;
  - c) Those type-approved pursuant to the provision of

Paragraph 1 of Article 62-3 of the Enforcement Regulations.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, or the inspection provided for in Paragraph 5 of Article 62-3 of the Enforcement Regulations (including cases where the same Paragraph applies mutatis mutandis in Paragraph 2 of Article 62-3-2 of the former Regulations) or Article 62-4 of the Enforcement Regulations (the initial inspection or preliminary inspection for motor vehicles designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a), (b)-b) and (b)-c) above, motor vehicles with type-approved noise control device, motor vehicles subjected to deletion registration pursuant to the provision of Article 16 of the Act, and motor vehicles for which motor vehicle inspection certificates have been returned pursuant to the provision of Paragraph 4 of Article 69 of the Act), the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits shown in the “Noise Level Limit” column of the following Table:

Category of Motor Vehicles	Noise Level Limit, dB (A)	
	Steady running	Acceleration running
A. Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers and motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Table)) with a gross vehicle weight exceeding 3.5 tons and a maximum engine output exceeding 150 kW	80	83
B. Ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, motor vehicles with a passenger capacity of 11 persons or more (except those with a power train system capable of transmitting power to all wheels), and motor cycles) with a gross vehicle weight exceeding 3.5 tons and with a maximum engine output of 150 kW or less	78	83
C. Small-sized motor vehicles (limited only to motor cycles)	74	75

**Article 28** (Emission Control Devices)

1. Of the provisions of the Details Announcement, the provisions specified in the right column of the following Table shall not apply to motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
<p>(1) Motor vehicles manufactured on or before December 31, 1970 (except those type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after September 1 of the same year, and mini-sized motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations on or after the same date)</p>	<p>Paragraph 3 of Article 41, Paragraph 3 of Article 119, and Paragraph 3 of Article 197 of the Details Announcement</p>
<p>(2) Motor vehicles manufactured on or before March 31, 1973 (except those type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after July 1, 1972, and mini-sized motor vehicles type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations on or after the same date)</p>	<p>Paragraph 4 of Article 41, Paragraph 4 of Article 119, and Paragraph 4 of Article 197 of the Details Announcement</p>
<p>(3) Motor vehicles manufactured on or before March 31, 1975 (except motor vehicles type-designated on or after September 1, 1974, and motor vehicles with type-designated exhaust emission control device provided for in Item (9) of Article 3 of the Details Announcement (hereinafter referred to simply as the “motor vehicle with type-designated exhaust emission control device”), and motor vehicles with an exhaust emission control device type-approved pursuant to the provision of Paragraph 1 of Article 62-4 of the Enforcement Regulations for Road Vehicles Act before amendment by the Ministry Ordinance That Amends Part of the Enforcement Regulations for Road Vehicles Act, etc. (Ministry of Transport Ordinance No. 67 of 1998) (hereinafter referred to as the “motor vehicle with type-approved exhaust emission control device”) on or after</p>	<p>Items (5) through (8), Paragraph 1 and Paragraph 2 of Article 41, Items (3) and (4), Paragraph 1 and Paragraph 2 of Article 119, and Paragraph 2 of Article 197 of the Details Announcement</p>



Motor Vehicle	Provision
September 1, 1974)	
<p>(4) Following motor cycles with and without sidecar</p> <p>A. Mini-sized motor vehicles manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except motor vehicles – other than imported motor vehicles – approved on or after October 1, 1998, pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations)</p> <p>B. Small-sized motor vehicles manufactured on or before August 31, 2000 (March 31, 2001, for imported motor vehicles) (except motor vehicles – other than imported motor vehicles – type-designated on or after October 1, 1999, pursuant to the provision of Paragraph 1, Article 75 of the Act)</p>	<p>Items (15) through (17), Paragraph 1 as well as Paragraphs 2 and 3 of Article 41, Items (8) and (9), Paragraph 1 as well as Paragraphs 2 and 3 of Article 119, and Paragraphs 2 and 3 of Article 197 of the Details Announcement</p>
<p>(5) Gasoline- or LPG-fueled motor vehicles enumerated below:</p> <p>A. Motor vehicles posted in Items A and B of Table of Item (3) as well as Items A and B of Table of Item (4), Paragraph 1 of Article 41 of the Details Announcement, that are manufactured on or before August 31, 2002 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2000)</p> <p>B. Motor vehicles posted in Item C of Table of Item (3) as well as Item C of Table of Item (4), Paragraph 1 of Article 41 of the Details Announcement, and motor vehicles of Items (1) and (2), Paragraph 1 of the same Article, that are manufactured on or before August 31, 2003 (except</p>	<p>Item (4), Paragraph 2 of Article 41, Item (4), Paragraph 2 of Article 119, and Item (4), Paragraph 2 of Article 197 of the Details Announcement</p>

Motor Vehicle	Provision
<p>type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2001) (except motor cycles)</p> <p>C. Motor vehicles posted in Item D of Table of Item (3) as well as Item D of Table of Item (4), Paragraph 1 of Article 41 of the Details Announcement, that are manufactured on or before August 31, 2003 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2002)</p> <p>(6) Diesel-powered motor vehicles posted in Items (7) and (8) as well as Items (5) and (6) (limited only to those with a gross vehicle weight of 12 tons or less; Hereinafter the same in this Item), Paragraph 1 of Article 41 of the Details Announcement, that are manufactured on or before December 31, 2004 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2002 (October 1, 2003, for motor vehicles posted in Item (2) of Table of Item (7), Item (2) of Table of Item (8) as well as Items (5) and (6) of the same Paragraph), and motor vehicles posted in Items (5) and (6) (only limited to those with a gross vehicle weight exceeding 12 tons), Paragraph 1 of Article 41 of the Details Announcement, that are manufactured on or before August 31, 2005 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are</p>	<p>Items (2) through (4), Paragraph 1 and Paragraph 3 of Article 41, Items (2) through (4), Paragraph 2 and Paragraph 3 of Article 119, Items (2) through (4), Paragraph 2 and Paragraph 3 of Article 197 of the Details Announcement, and the provision of Paragraph 6-1-1 of Attachment 45 “Measuring Procedure for Diesel 4-Mode Smoke”</p>

Motor Vehicle	Provision
designated on or after October 1, 2004)	
(7) Diesel-powered large-sized special motor vehicles and small-sized special motor vehicles manufactured on or before August 31, 2004 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2003)	Items (13), (14) and (19), Paragraph 1 of Article 41, Items (7) and (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement
(8) Diesel-powered large-sized special motor vehicles and small-sized special motor vehicles enumerated below:	Item (19), Paragraph 1 of Article 41 (except cases enumerated in Items (4), (5), (7) and (9) of Article 5 of the Details Announcement),
A. Motor vehicles equipped with an engine having a rated output of 19 kW or more, but less than 37 kW, which are manufactured on or before August 31, 2008 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2007);	Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement
B. Motor vehicles equipped with an engine having a rated output of 37 kW or more, but less than 56 kW, which are manufactured on or before August 31, 2009 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2008);	
C. Motor vehicles equipped with an engine having a rated output of 56 kW or more, but less than 75 kW, which are manufactured on or before August 31, 2010 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on	

Motor Vehicle	Provision
<p>or after October 1, 2008);</p> <p>D. Motor vehicles equipped with an engine having a rated output of 75 kW or more, but less than 130 kW, which are manufactured on or before August 31, 2008 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2007);</p> <p>E. Motor vehicles equipped with an engine having a rated output of 130 kW or more, but less than 560 kW, which are manufactured on or before August 31, 2008 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2006).</p>	
(9) Motor vehicles manufactured on or before December 31, 1971	The provision of “rightwards or” in Item (1), Paragraph 6 of Article 41, Item (1), Paragraph 6 of Article 119 and Item (1), Paragraph 6 of Article 197 of the Details Announcement

2. Ordinary-sized motor vehicles and small-sized motor vehicles manufactured on or before November 30, 1973 (except type-designated motor vehicles designated on or after April 1, 1973) are acceptable, notwithstanding the provisions of Items (1) through (4), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act, the sum of the emission amounts, expressed in volume ratio, of carbon monoxide (CO) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the loaded state and in the operating conditions provided for in the left column of the following Table shall be 2.5% or less in the case of gasoline-fueled motor vehicles; 1.5% or less in the case of LPG-fueled motor vehicles. In

calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

Operating Conditions	Factor
Engine is running idle	0.11
Vehicle is accelerated from zero to 40 km/h	0.35
Vehicle is running at a steady speed of 40 km/h	0.52
Vehicle is decelerated from 40 km/h to zero	0.02

3. Mini-sized motor vehicles manufactured on or before November 30, 1973 (except those mentioned in Items (a)-a), (a)-b) and (a)-c) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles designated or approved as follows on or after April 1, 1973:
  - a) Those designated pursuant to the provision of Paragraph 5 of Article 2 of Supplemental Provisions of the Law that Amends Part of the Road Vehicles Act (Law No. 62 of 1972);
  - b) Those type-designated;
  - c) Those type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations.

At the time of the inspection provided for in Paragraph 4 of Article 75 of the Act in the case of type-designated motor vehicles or the inspection provided for in Article 63 of the Enforcement Regulations (hereinafter referred to as the "completion inspection, etc.") in the case of motor vehicles with type-designated exhaust emission control device, the sum of the emission amounts, expressed in volumetric ratio, of carbon monoxide (CO) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the loaded state and in the operating conditions provided for in the left column of the Table in the preceding Paragraph, shall be 3.0% or less. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

4. Of the motor vehicles manufactured on or before November 30, 1975

(March 31, 1976, for mini-sized motor vehicles with two-stroke engine (only those used exclusively for carriage of passengers) and imported motor vehicles), those enumerated in the “Category of Motor Vehicles” column of Table 1 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraphs 2 of Article 41 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles of Paragraphs 2 and 3;
- (b) Motor vehicles designated or approved as follows on or after April 1, 1975:
  - a) Those type-designated;
  - b) Motor vehicles with type-approved exhaust emission control device.

At the time of the completion inspection, etc., the emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio by carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the below-mentioned 10-mode (hereinafter referred to simply as “while the vehicle runs in the 10-mode method”), shall not exceed the values posted in the “CO,” “HC” and “NOx” columns of Table 1 below.

The 10-mode is a test mode in which a motor vehicle, which has been operated at a speed of 38 to 42 km/h for 15 minutes or more, is once unloaded and then operated with two persons (the weight of one person is taken as 55 kg) or a load of 110 kg onboard in the operating conditions provided for in Table 2 below.

Table 1

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except motor cycles with or without sidecar) with a gross vehicle weight of 2.5 tons or less, motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and mini-sized motor vehicles (except motor cycles with or without sidecar and mini-sized motor vehicles with two-stroke engine)	Gasoline-fueled	26.0	3.80	3.00
	LPG-fueled	18.0	3.20	3.00
Mini-sized motor vehicles with two-stroke engine (except motor cycles with and without sidecar)	Gasoline- or LPG-fueled	26.0	22.5	0.50

Table 2

Operating Conditions	
State	Time (seconds)
Engine is running idle	20
Vehicle is accelerated from zero to 20 km/h	7
Vehicle is running at a steady speed of 20 km/h	15
Vehicle is decelerated from 20 km/h to zero	7
Engine is running idle	16
Vehicle is accelerated from zero to 40 km/h	14
Vehicle is running at a steady speed of 40 km/h	15
Vehicle is decelerated from 40 km/h to 20 km/h	10
Vehicle is running at a steady speed of 20km/h	2
Vehicle is accelerated from 20 km/h to 40 km/h	12
Vehicle is decelerated from 40 km/h to zero	17

5. Mini-sized motor vehicles with two-stroke engine (other than those used exclusively for carriage of passengers which are subject to the application of the provisions of Paragraphs 3 and 4), manufactured on or before September 30, 1977, are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of

the initial inspection and preliminary inspection (hereinafter referred to as the “initial inspection, etc.”):

- (1) The emission amount per running distance of 1 km/h, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 2.70 for CO, 5.60 for HC and 0.50 for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method provided for in Attachment 42 “Measurement Method of Light- and Medium-Duty Motor Vehicle Exhaust Emission” of the Details Announcement (hereinafter referred to simply as the “11-mode method”), shall not exceed 85.0 for CO, 33.0 for HC and 6.00 for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

6. Of the motor vehicles enumerated in Item A of the Tables in Item (4), Paragraph 1 of Article 41 of the Details Announcement (except motor cycles with two-stroke engine), those manufactured on or before February 28, 1977 (February 28, 1978, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the said Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following provisions at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 4;
- (b) Motor vehicles designated or approved as follows on or after April 1, 1976:



- 
- a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km/h, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 2.70 for CO, 0.39 for HC and 1.60 for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode, shall not exceed 85.0 for CO, 9.50 for HC and 11.0 for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.
7. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of Table 1, those manufactured on or before March 31, 1978 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement:
- (a) Motor vehicles of Paragraph 2;
  - (b) Motor vehicles designated or approved as follows on or after August 1, 1977:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.

A the time of the completion inspection, etc., the sum of the emission amounts, expressed in volumetric ratio (volumetric ratio in normal hexane equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Table 2 below, shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of Table 1 below. In calculating the emission amount, the relevant weighting factor shown in the right column of Table 2 shall be used.

Table 1

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except two-wheeled motor with or without sidecar) provided for in Items (1) and (2), Paragraph 1 of Article 41 of the Details Announcement	Gasoline-fueled	0.016	520 ppm	2,200 ppm
	LPG-fueled	0.011	440 ppm	2,200 ppm

Table 2

Operating Conditions	Factor
Engine is running idle	0.125
Engine is running at 2,000 rpm (In this case, the negative pressure in the intake manifold (the difference between the atmospheric pressure and the intake manifold pressure when it is lower than the atmospheric pressure. Hereinafter the same in this Table) is taken as 16.7 kPa.)	0.114
Engine is running at 3,000 rpm (In this case, the negative pressure in the intake manifold is taken as 16.7 kPa)	0.277
Engine is running at 3,000 rpm (In this case, the negative pressure in the intake manifold is taken as 26.7 kPa)	0.254
Engine is running at 2,000 rpm (In this case, the negative pressure in the intake manifold is taken as 56.0 kPa)	0.139
Engine is decelerated from 2,000 rpm (In this case, the negative pressure in the intake manifold is taken as 56.0 kPa.) to 1,000 rpm with the carburetor throttle valve fully closed (In this case, the time required to reduce engine speed from 2,000 rpm to 1,000 rpm is taken as 10 seconds.)	0.091

8. Of the diesel-powered ordinary-sized motor vehicles and small-sized

motor vehicle, those manufactured on or before March 31, 1978 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (5) through (8), Paragraph 1 as well as Paragraph 2 of Article 41 of Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles designated or approved as follows on or after August 1, 1977:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

At the time of the completion inspection, etc., the sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the following Table, shall not exceed 980 ppm for CO, 670 ppm for HC and 590 ppm (1,000 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

Operating Conditions	Factor
Engine is running idle	0.355
Engine is running with full load and at 40% of speed at which engine produces maximum output	0.071
Engine is running with 25% of full load and at 40% of speed at which engine produces maximum output	0.059
Engine is running with full load and at 60% of speed at which engine produces maximum output	0.107
Engine is running with 25% of full load and at 60% of speed at which engine produces maximum output	0.122
Engine is running with 75% of full load and at 80% of speed at which engine produces maximum output	0.286

9. Of the motor vehicles enumerated in Item A of the Table in Item (3), Paragraph 1 and Item A of the Table in Item (4) of the same Paragraph of

Article 41, and Item A of the Table in Item (2), Paragraph 1 of Article 119 of the Details Announcement (except ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except motor cycles with or without sidecar) and mini-sized motor vehicles used exclusively for carriage of passengers (except motor cycles with or without sidecar)), those manufactured on or before February 28, 1979 (March 31, 1981, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through Articles 6;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after April 1, 1978:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 2.70 for CO, 0.39 for HC and 0.84 (0.50 for mini-sized motor vehicles with two-stroke engine; 1.20 for mini-sized motor vehicles with four-stroke engine, and ordinary-sized motor vehicles and small-sized motor vehicles exceeding 1 ton in equivalent inertia weight) for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 85.0 for CO, 9.50 for HC and 8.00 (6.00 for mini-sized motor vehicles with two-stroke engine; 9.00 for mini-sized motor vehicles

with four-stroke engine, and ordinary-sized motor vehicles and small-sized motor vehicles exceeding 1 ton in equivalent inertia weight) for NO<sub>x</sub>;

- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

10. Of gasoline- or LPG-fueled ordinary-sized and small-sized motor vehicles with a gross vehicle weight of 2.5 tons or less (except ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except motor cycles with or without sidecar) and mini-sized motor vehicles used exclusively for carriage of passengers (except motor cycles with or without sidecar)), those manufactured on or before November 30, 1979 (March 31, 1981, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 4;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1979:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 (15.0 for mini-sized motor vehicles with two-stroke engine) for HC and 2.30 (0.50 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 (70.0 for mini-sized motor vehicles with two-stroke engine) for HC and 20.0 (4.00 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

11. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before November 30, 1979 (March 31, 1981, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles of Paragraphs 2 and 7;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1979:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

At the time of the completion inspection, etc., the sum of the emission amounts, expressed in volumetric ratio (volumetric ratio in normal hexane equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Table 2 in Paragraph 7, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NO<sub>x</sub>” columns of the following Table. In calculating the emission amount, the relevant weighting factor shown in the right column of the said Table 2 shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with and without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	0.016	520 ppm	1,850 ppm
	LPG-fueled	0.011	440 ppm	1,850 ppm

12. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles, those manufactured on or before February 29, 1980 (March 31, 1981, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) through (8), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles enumerated in Item (3) of Paragraph 1;
- (b) Motor vehicles of Paragraph 8;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after April 1, 1979:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

At the time of the completion inspection, etc., the sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 500 ppm (850 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

13. Of the motor vehicles enumerated in Item B of the Table in Item (3), Paragraph 1 and Item B of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before

November 30, 1981 (March 31, 1983, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 4 and 10;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1981:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 for HC and 1.40 for NO<sub>x</sub>;
  - (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 for HC and 10.0 for NO<sub>x</sub>;
  - (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

14. Of the motor vehicles enumerated in Item B of the Table in Item (3), Paragraph 1 and Item B of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement (only limited to those with a gross vehicle weight of 2.5 tons or less), those manufactured on or before October



31, 1982 (March 31, 1984, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirement at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 4 and 10;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1981:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 for HC and 1.60 for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 for HC and 11.0 for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

15. Of the motor vehicles enumerated in Item D of the Table in Item (3), Paragraph 1 and Item D of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before November 30, 1982 (March 31, 1984, for imported motor vehicles) (except

those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 3, 4 and 8;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1982:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 (15.0 for mini-sized motor vehicles with two-stroke engine) for HC and 1.60 (0.50 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 (70.0 for mini-sized motor vehicles with two-stroke engine) for HC and 11.0 (4.00 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

16. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before November

30, 1982 (March 31, 1984, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7 and 11;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after January 1, 1982:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio in normal hexane equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Table 2 of Paragraph 7, shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table. In calculating the emission amount, the relevant weighting factor shown in the right column of the said Table 2 shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with or without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	0.016	520 ppm	1,390 ppm
	LPG-fueled	0.011	440 ppm	1,390 ppm

17. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles, those manufactured on or before August 31, 1983 (November 30, 1982, for motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, other than imported motor vehicles; March 31, 1984, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) through (8), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply

with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8 and 12;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1982 (January 1, 1982, for motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less):
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 450 ppm (700 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

18. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles, those manufactured on or before June 30, 1984 (March 31, 1985, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) through (8), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12 and 17;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after August 1, 1983:

- a) Those type-designated;
- b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (700 ppm for motor vehicles with direct-injection engine) for NO<sub>x</sub>. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

19. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (limited only to those with manual transmission) used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, those manufactured on or before August 31, 1987 (March 31, 1988, for imported motor vehicles (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below), are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 of Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 and 18;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1986:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which

are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (610 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

20. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except those with manual transmission) used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, those manufactured on or before August 31, 1988 (March 31, 1989, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 of Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 and 18;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1987;
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (610 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

21. Of the motor vehicles enumerated in Item A of the Table in Item (3), Paragraph 1 and Item A of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before

October 31, 1989 (March 31, 1991, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 4, 10 and 13;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1988:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 HC and 0.84 for NO<sub>x</sub>;
  - (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 for HC and 8.00 for NO<sub>x</sub>;
  - (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

22. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 2.5 tons or less (3.5 tons or less for motor vehicles with direct-injection engine) (except those used exclusively for carriage of passengers with a passenger capacity of 10

persons or less), those manufactured on or before October 31, 1989 (March 31, 1991, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below), are acceptable, notwithstanding the provisions of Items (5) through (8), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 and 18;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1988;
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (610 ppm for motor vehicles with direct-injection engine) for NO<sub>x</sub>. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

23. Of the motor vehicles enumerated in Items B and C of the Table in Item (3), Paragraph 1 and Items B and C of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before August 31, 1990 (March 31, 1991, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 4, 10 and 14;
- (b) Motor vehicles – other than imported motor vehicles –



designated or approved as follows on or after October 1, 1989:

- a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 for HC and 1.26 for NO<sub>x</sub>;
  - (2) The emission amount, expressed in grams (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 for HC and 9.50 for NO<sub>x</sub>;
  - (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

24. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1990 (March 31, 1991, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11 and 16;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1989:
  - a) Those type-designated;

- b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio in normal hexane equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Table 2 of Paragraph 7, shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table. In calculating the emission amount, the relevant weighting factor shown in the right column of the said Table 2 shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with and without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	0.016	520 ppm	990 ppm
	LPG-fueled	0.011	440 ppm	990 ppm

25. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 2.5 tons (3.5 tons for those with direct-injection engine) (except tractors drawing semi-trailers with a gross vehicle weight exceeding 8 tons, crane trucks and motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1990 (March 31, 1991, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (6), Paragraph 1 as well as Paragraph 2 of Article 41 of Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 and 18;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1989;

- a) Those type-designated;
- b) Those with type-approved exhaust emission control device.

The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (610 ppm for motor vehicles with direct-injection engine) for NO<sub>x</sub>. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used.

26. Of the motor vehicles enumerated in Item D of the Table in Item (3), Paragraph 1 and Item D of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before August 31, 1991 (March 31, 1992, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 3, 4, 10 and 15;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1990:
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed 17.0 for CO, 2.70 (15.0 for mini-sized motor vehicles with two-stroke engine) for HC and 1.26

(0.50 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 (70.0 for mini-sized motor vehicles with two-stroke engine) for HC and 9.50 (4.00 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

27. Of the diesel-powered ordinary-sized motor vehicles or small-sized motor vehicles with a gross vehicle weight exceeding 8 tons (limited only to tractors drawing semi-trailers and crane trucks), those manufactured on or before August 31, 1991 (March 31, 1992, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (6), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 and 18;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1990;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen

(NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 390 ppm (610 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used;

- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

28. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (limited only to those with a vehicle weight of 1,265 kg or less), those manufactured on or before October 31, 1991 (March 31, 1993, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1990;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated when the vehicle runs in the 10-mode method, shall not exceed 2.70 for CO, 0.62 for HC

and 0.98 for NO<sub>x</sub>;

- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

29. Of the gasoline- or LPG-fueled motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles manufactured on or before October 31, 1991 (March 31, 1993, for imported motor vehicles) (except motor vehicles of Paragraphs 2 through 6, 9, 10, 13 through 15, 21, 23 and 26);
- (b) Motor vehicles designated or approved as follows on or before October 31, 1991 (March 31, 1993, for imported motor vehicles), and manufactured on or after November 1, 1991 (April 1, 1993, for imported motor vehicles):
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device;
  - c) Those designated by the Minister of Land, Infrastructure and Transport (except those of Items (b)-a) and (b)-b))
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated when the vehicle runs in the 10-mode method, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NO<sub>x</sub>” columns of the following Table;

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less or those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except motor cycles with or without sidecar) and mini-sized motor vehicles used exclusively for carriage of passengers (except motor cycles with or without sidecar)	2.70	0.39	0.48
B. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 1.7 tons, but 2.5 tons or less (except motor vehicles enumerated in the preceding Item and motor cycles with or without sidecar)	17.0	2.70	0.98
C. Mini-sized motor vehicles (except motor vehicles enumerated in Item A and motor cycles with or without sidecar)	17.0	2.70 (15.0 for mini-sized motor vehicles with two-stroke engine)	0.74 (0.50 for mini-sized motor vehicles with two-stroke engine)

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NOx” columns of the following Table;

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Motor vehicles enumerated in Item A of the table in the preceding Item	85.0	9.50	6.00
B. Motor vehicles enumerated in Item B of the table in the preceding Item	130	17.0	8.50
C. Motor vehicles enumerated in Item C of the table in the preceding Item	130	17.0 (70.0 for mini-sized motor vehicles with two-stroke engine)	7.50 (4.00 for mini-sized motor vehicles with two-stroke engine)

- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

30. Of the motor vehicles (limited only to diesel-powered type) enumerated in the “Category of Motor Vehicles” column of the Table in Item (1), those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles manufactured on or before October 31, 1991 (March 31, 1993, for imported motor vehicles) (except motor vehicles enumerated in Item (3) of the Table in Paragraph 1, and motor vehicles of Paragraphs 8, 12, 17 through 20, 22 and 28);
- (b) Motor vehicles designated or approved as follows on or before October 31, 1991 (March 31, 1993, for imported motor vehicles), and manufactured on or after November 1, 1991 (April 1, 1993, for imported motor vehicles) (limited only to those manufactured on or before August 31, 1995 (March 31, 1996, for imported motor vehicles) in the case of ordinary-sized motor vehicles or small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons



or less and with a vehicle weight of 1,265 kg or less; those manufactured on or before August 31, 1993 (March 31, 1994, for imported motor vehicles) in the case of ordinary-sized motor vehicles or small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and with a vehicle weight exceeding 1,265 kg; and those manufactured on or before August 31, 1994 (March 31, 1995, for imported motor vehicles) in the case of ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less)):

- a) Those type-designated;
  - b) Those with type-approved exhaust emission control device;
  - c) Those designated by the Minister of Land, Infrastructure and Transport (except those of items (b)-a) and (b)-b))
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10-mode method, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NO<sub>x</sub>” columns of the following Table:

Category of Motor Vehicles	Emission Limit		
	CO	HC	NO <sub>x</sub>
A. Ordinary-sized motor vehicles or small-sized motor vehicles with a vehicle weight of 1,265 kg or less used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	2.70	0.62	0.72
B. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less or those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (except those of the preceding Item)	2.70	0.62	1.26

- (2) In order to ensure compliance with the requirement of the preceding

Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

31. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less (limited only to those with a vehicle weight exceeding 1,265 kg), those manufactured on or before August 31, 1993 (March 31, 1994, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, and 30;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1992;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Method of Light- and Medium-Duty Motor Vehicle Exhaust Emission” (hereinafter referred to simply as the “10•15-mode method”), shall not exceed 2.70 for CO, 0.62 for HC and 1.26 for NOx;
- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Item (1),

Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

32. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1993 (March 31, 1994, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16 and 24;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1992;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio in normal hexane equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Table 2 of Paragraph 7, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NOx” columns of the following Table. In calculating the emission amount, the relevant weighting factor shown in the right column of the said Table 2 shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with and without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	0.016	520 ppm	850 ppm
	LPG-fueled	0.011	440 ppm	850 ppm

- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NOx provided in the motor

vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

33. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1994 (March 31, 1995, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Article 2;
  - (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22 and 30;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1993;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 2.70 for CO, 0.62 for HC and 1.26 for NO<sub>x</sub>;
- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

34. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 1.7 tons, but 2.5 tons or less (except those used exclusively for carriage of passengers with a

passenger capacity of 10 persons or less), those manufactured on or before August 31, 1994 (March 31, 1995, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17, 18 and 22;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1993;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 350 ppm (500 ppm for motor vehicles with direct-injection engine) for NOx. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used;
- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

35. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 2.5 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1994 (March 31, 1995, for imported motor vehicles) (except those mentioned in Items (a)-a) and (a)-b) below) are acceptable, notwithstanding the provision of Item (18), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1993:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the diesel smoke 4-mode method (except the provision of Paragraph 6-1-1) provided for in Attachment 45 “Measurement Procedure for Diesel 4-Mode Smoke” of the same Announcement, shall not exceed 50%.

36. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 2.5 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1994 (March 31, 1995, for imported motor vehicles) (except those mentioned in Items (a)-a) and (a)-b) below) are acceptable, notwithstanding the provision of Item (19), Paragraph 1 of Article 41, Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1993:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The average of three measurements of the degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated from the start of acceleration when the accelerator pedal is depressed rapidly and fully with the engine kept in the no-load state according to the operating conditions provided for in Attachment 46 “Measurement Procedure for Diesel Smoke During Rapid Acceleration Under No-Load Condition” of the same Announcement, shall not exceed 50%.

37. Of the diesel-powered motor vehicles enumerated in the “Category of

Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1995 (March 31, 1996, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 28, 30 and 31;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1994;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed the relevant emission limit specified in the “CO”, “HC” and “NOx” columns of the following Table:

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	With a vehicle weight of 1,265 kg or less	2.70	0.62	0.72
	With a vehicle weight exceeding 1,265 kg	2.70	0.62	0.84

- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NOx provided in the motor

vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

38. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 2.5 tons (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1995 (March 31, 1996, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (8), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 25 and 27;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1994;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The sum of the emission amounts, expressed in volumetric ratio (volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of the Table in Paragraph 8, shall not exceed 980 ppm for CO, 670 ppm for HC and 350 ppm (520 ppm for motor vehicles with direct-injection engine) for NO<sub>x</sub>. In calculating the emission amount, the relevant weighting factor shown in the right column of the same Table shall be used;
- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

39. Of the diesel-powered ordinary-sized motor vehicles and small-sized



motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, and the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 2.5 tons (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1995 (March 31, 1996, for imported motor vehicles) (except those mentioned in Items (a)-a) and (a)-b) below) are acceptable, notwithstanding the provision of Item (18), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

- (a) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1994:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control device.

The degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the diesel smoke 4-mode method (except the provision of Paragraph 6-1-1) provided for in Attachment 45 “Measurement Procedure for Diesel 4-Mode Smoke” of the same Announcement, shall not exceed 50%.

40. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, and the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 2.5 tons (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1995 (March 31, 1996, for imported motor vehicles) (except those mentioned in Items (a)-a) and (a)-b) below) are acceptable, notwithstanding the provision of Item (19), Paragraph 1 of Article 41, Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirement:

- (a) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1994:
  - a) Those type-designated;
  - b) Those with type-approved exhaust emission control

device.

The average of three measurements of the degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated from the start of acceleration when the accelerator pedal is depressed rapidly and fully with the engine kept in the no-load state according to the operating conditions provided for in Attachment 46 "Measurement Procedure for Diesel Smoke During Rapid Acceleration Under No-Load Condition" of the same Announcement, shall not exceed 50%.

41. Of the motor vehicles enumerated in Item C of the Table in Item (3), Paragraph 1 and Item C of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before October 31, 1995 (March 31, 1996, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 4, 10, 14, 23 and 29;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1994;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 17.0 for CO, 2.70 for HC and 0.98 for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust

emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 130 for CO, 17.0 for HC and 8.50 for NO<sub>x</sub>;

- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

42. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before October 31, 1996 (March 31, 1997, for imported motor vehicles) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16, 24 and 32;
  - (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after December 1, 1995;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) When the sum of the emission amounts per hour, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 1, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NO<sub>x</sub>” columns of the following Table. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with and without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	136	7.90	7.20
	LPG-fueled	105	6.80	7.20

- (2) In order to ensure compliance with the requirement of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 of the Details Announcement.

43. Of the diesel-powered motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before June 30, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a), (c)-b) and (c)-c) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 28, 30, 33, 34 and 37;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1997;
    - a) Those type-designated;
    - b) Those with type-designated exhaust emission control device;
    - c) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value

expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed the relevant emission limit specified in the “CO,” “HC,” “NOx” and “PM” columns of the following Table.

Category of Motor Vehicles	Emission Limit			
	CO	HC	NOx	PM
A. Ordinary-sized motor vehicles or small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less with a vehicle weight of 1,265 kg or less	2.70	0.62	0.72	0.34
B. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight of 1.7 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less)	2.70	0.62	0.84	0.34
C. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 1.7 tons, but 2.5 tons or less (limited only to those with manual transmission except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less)	2.70	0.62	1.82	0.43

- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC, NOx and PM provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

44. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 2.5 tons, but 3.5 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before June 30, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a), (c)-b) and (c)-c) below) are acceptable, notwithstanding the provisions of Items (5) and (6), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with

the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 25 and 38;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1997;
    - a) Those type-designated;
    - b) Those with type-designated exhaust emission control device;
    - c) Those with type-approved exhaust emission control device.
- (1) When the sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 9.20 for CO, 3.80 for HC, 6.80 (7.80 for motor vehicles with direct-injection engine) for NO<sub>x</sub> and 0.96 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.
- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC, NO<sub>x</sub> and PM provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 of the Details Announcement.

45. The motor vehicles specified in the two preceding Paragraphs are acceptable, notwithstanding the provision of Item (18), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

The degree of pollution of diesel smoke in the exhaust emissions emitted

from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the diesel smoke 4-mode method (except the provision of Paragraph 6-1-1) provided for in Attachment 45 “Measurement Procedure for Diesel 4-Mode Smoke” of the same Announcement, shall not exceed 40%.

46. The motor vehicles specified in Paragraphs 43 and 44 are acceptable, notwithstanding the provision of Item (19), Paragraph 1 of Article 41, Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirements:

The average of three measurements of the degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated from the start of acceleration when the accelerator pedal is depressed rapidly and fully with the engine kept in the no-load state according to the operating conditions provided for in Attachment 46 “Measurement Procedure for Diesel Smoke During Rapid Acceleration Under No-Load Condition” of the same Announcement, shall not exceed 40%.

47. Of the diesel-powered motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a), (c)-b) and (c)-c) below) are acceptable, notwithstanding the provisions of Items (7) and (8), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 30, 31, 34 and 37;
- (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device;
  - c) Those with type-approved exhaust emission control

device.

- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed the relevant emission limit specified in the “CO,” “HC,” “NOx” and “PM” columns of the following Table.

Category of Motor Vehicles	Emission Limit			
	CO	HC	NOx	PM
A. Ordinary-sized motor vehicles or small-sized motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less with a vehicle weight exceeding 1,265 kg	2.70	0.62	0.84	0.34
B. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 1.7 tons, but 2.5 tons or less (limited only to those with manual transmission except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less)	2.70	0.62	1.82	0.43

- (2) In order to ensure compliance with the requirements of the preceding Item, device for reducing CO, HC, NOx and PM provided in the motor vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

48. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 3.5 tons, but 12 tons or less (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a), (c)-b) and (c)-c) below) are acceptable, notwithstanding the provisions of Items (5) and (6), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:



- 
- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 25, 27 and 28;
  - (c) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
    - a) Those type-designated;
    - b) Those with type-designated exhaust emission control device;
    - c) Those with type-approved exhaust emission control device.
- (1) When the sum of the emission amounts per hour, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, is divided by the sum of the emission amounts, expressed in kilowatt, of the power developed while the vehicle runs in the operating conditions provided for in the left column of the same Table, the quotient shall not exceed 9.20 for CO, 3.80 for HC, 6.80 (7.80 for motor vehicles with direct-injection engine) for NOx and 0.96 for PM. In calculating the emission amount, the relevant weighting factor shown in the right column of said Attached Table 7 shall be used.
- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC, NOx and PM provided in the motor vehicle concerned shall comply with the requirements enumerated in Item (1), Paragraph 2 of Article 41 of the Details Announcement.

49. The motor vehicles specified in the two preceding Paragraphs are acceptable, notwithstanding the provision of Item (18), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

The degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the diesel smoke 4-mode method (except the provision of Paragraph 6-1-1) provided for in Attachment 45 "Measurement Procedure for Diesel 4-Mode Smoke" of the same Announcement, shall not exceed 40%.

50. The motor vehicles specified in Paragraphs 47 and 48 are acceptable, notwithstanding the provision of Item (19), Paragraph 1 of Article 41, Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirements:

The average of three measurements of the degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated from the start of acceleration when the accelerator pedal is depressed rapidly and fully with the engine kept in the no-load state according to the operating conditions provided for in Attachment 46 "Measurement Procedure for Diesel Smoke During Rapid Acceleration Under No-Load Condition" of the same Announcement, shall not exceed 40%.

51. Of the gasoline- or LPG-fueled motor vehicles enumerated in the "Category of Motor Vehicles" column of the following Table, those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of Article 41 and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 5, 10, 14, 15, 23, 26, 29 and 41;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device;
  - c) Those with type-approved exhaust emission control device.

- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table.

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 1.7 tons, but 2.5 tons or less (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or less and motor cycles (including motor cycles with sidecar; the same applies hereinafter in this Paragraph and Paragraph 53))	17.0	2.70	0.63
B. Mini-sized motor vehicles (except motor vehicles used exclusively for carriage of passengers and motor cycles)	17.0	2.70 (15.0 for mini-sized motor vehicles with two-stroke engine)	0.74 (0.50 for mini-sized motor vehicles with two-stroke engine)

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table:

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Motor vehicles enumerated in Item A in the Table of the preceding Item	130	17.0	6.60
B. Motor vehicles enumerated in Item B in the Table of the preceding Item	130	17.0 (70.0 for mini-sized motor vehicles with two-stroke engine)	7.50 (4.00 for mini-sized motor vehicles with two-stroke engine)

- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

52. Of the motor vehicles enumerated in the “Category of Motor Vehicles” column of the following Table, those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a), (b)-a), (b)-b) and (b)-c) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16, 24, 32 and 42;
- (b) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device;
  - c) Those with type-approved exhaust emission control device.
- (1) When the sum of the emission amounts per hour, expressed in gram (the value, expressed in gram, that has been converted from the value

expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 1, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Table shall be used.

Category of Motor Vehicles		Emission Limit		
		CO	HC	NOx
Ordinary-sized motor vehicles or small-sized motor vehicles (except those used exclusively for carriage of passengers and motor cycles with or without sidecar) with a gross vehicle weight exceeding 2.5 tons	Gasoline-fueled	136	7.90	5.90
	LPG-fueled	105	6.80	5.90

- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 of the Details Announcement.

53. Of the gasoline- or LPG-fueled motor vehicles (except motor cycles), those manufactured on or before August 31, 1999 (March 31, 2000, for imported motor vehicles) (except those mentioned in Items (a)-a), (a)-b) and (a)-c) below) are acceptable, notwithstanding the provisions of Item (17), Paragraph 1 of Article 41, Item (9), Paragraph 1 of Article 119 and Item (1), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirements:

- (a) Motor vehicles – other than imported motor vehicles – designated or approved as follows on or after October 1, 1998;
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device;

- c) Those with type-approved exhaust emission control device.
- (1) The measured value, expressed in volumetric ratio, of carbon monoxide (CO) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the engine runs at no load, shall not exceed 4.5%.
- (2) The measured value, expressed in volumetric ratio in normal hexane equivalent, of hydrocarbons (HC) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the engine runs at no-load, shall not exceed the relevant emission limit specified in the right column of the following Table according to the category of motor vehicles shown in the left column of the same Table:

Category of Motor Vehicles	Emission Limit
A. Motor vehicles other than those enumerated in Items B and C	1,200 ppm
B. Motor vehicles with two-stroke engine	7,800 ppm
C. Motor vehicles other than those enumerated in Item B, whose construction is recognized by Minister of Land, Infrastructure and Transport as being special	3,300 ppm

54. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles with a gross vehicle weight exceeding 12 tons (except those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less), those manufactured on or before August 31, 2000 (March 31, 2001, for imported motor vehicles) (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (6), Paragraph 1 as well as Paragraph 2 of Article 41 of Details Announcement, if they comply with the requirements enumerated in each Item of Paragraph 48, at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) in the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 25, 27 and 38;
- (c) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 1999:

- a) Those type-designated;
- b) Those with type-designated exhaust emission control device.

55. The motor vehicles provided for in the preceding Paragraph are acceptable, notwithstanding the provision of Item (18), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirement at the time of the completion inspection, etc.:

The degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the diesel smoke 4-mode method (except the provision of Paragraph 6-1-1) provided for in Attachment 45 "Measurement Procedure for Diesel 4-Mode Smoke" of the same Announcement, shall not exceed 40%.

56. The motor vehicles provided for in Paragraph 54 are acceptable, notwithstanding the provision of Item (19), Paragraph 1 of Article 41, Item (11), Paragraph 1 of Article 119, and Item (2), Paragraph 1 of Article 197 of the Details Announcement, if they comply with the following requirement:

The average of three measurements of the degree of pollution of diesel smoke in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated from the start of acceleration when the accelerator pedal is depressed rapidly and fully with the engine kept in the no-load state according to the operating conditions provided for in Attachment 46 "Measurement Procedure for Diesel Smoke During Rapid Acceleration Under No-Load Condition" of the same Announcement, shall not exceed 40%.

57. Of the motor vehicles enumerated in Items A and B of Items (3), Paragraph 1 as well as Items A and B of the Table of Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before August 31, 2002 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the said Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119, if they comply with the following requirements at the time of the initial inspection, completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 6, 9, 13, 21 and 29;

- 
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2000:
- a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.
- (1) The emission amount per running distance of 1 km/h, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 2.70 for CO, 0.39 for HC and 0.48 for NO<sub>x</sub>;
- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 85.0 for CO, 9.50 for HC and 6.00 for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

58. Of the gasoline-fueled motor vehicles, those enumerated below are acceptable, notwithstanding the provisions of Paragraph 4 of Article 41, Paragraph 4 of Article 119 and Paragraph 4 of Article 197 of the Details Announcement, if they are equipped with a device which effectively prevents hydrocarbons evaporated from the fuel from being released into the atmosphere:

- (1) Motor vehicles enumerated in Items A and B of the Table in Item (3), Paragraph 1 and Items A and B of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, that are manufactured on or before August 31, 2002 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are



designated on or after October 1, 2000);

- (2) Motor vehicles enumerated in Items (1) and (2), Paragraph 1 of Article 41 of the Details Announcement as well as ordinary-sized motor vehicles and small-sized motor vehicles (except motor cycles) enumerated in Item C of the Table in Item (3) of the same Paragraph and Item C of the Table in Item (4) of the same Paragraph, that are manufactured on or before August 31, 2003 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2001);
- (3) Motor vehicles enumerated in Item D of the Table in Item (3), Paragraph 1 and Item D of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, that are manufactured on or before August 31, 2003 (except motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – that are designated on or after October 1, 2002).

59. Of the motor vehicles enumerated in Item C of the Table in Item (3), Paragraph 1 as well as Item C of the Table in Item (4) of the same Paragraph of 41 of the Details Announcement (only limited to those with a gross vehicle weight of 2.5 tons or less), those manufactured on or before August 31, 2003 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119, if they comply with the following requirement at the time of the initial inspection, completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 3, 4, 5, 10, 14, 23, 29, 41 and 51;
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2001:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value

expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 8.42 for CO, 0.39 for HC and 0.63 for NOx;

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 104 for CO, 9.50 for HC and 6.60 for NOx;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 and Items (1) through (3), Paragraph 2 of Article 119 of the Details Announcement.

60. Of the gasoline- or LPG-fueled ordinary-sized or small-sized motor vehicles (except motor cycles with or without sidecar) other than those used exclusively for carriage of passengers or those with a gross vehicle weight of 2.5 tons or less, those manufactured on or before August 31, 2003 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (1) and (2), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16, 24, 32, 42 and 52;
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2001:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.
- (1) When the sum of the emission amounts per hour, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of

hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 1, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 68.0 for CO, 2.29 for HC and 5.90 for NOx. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of said Attached Table shall be used.

- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC and NOx provided in the motor vehicle concerned shall comply with the requirements of Items (1) through (3), Paragraph 2 of Article 41 of the Details Announcement.

61. Of the motor vehicles enumerated in Item D of the Table in Item (3), Paragraph 1 and Item D of the Table in Item (4) of the same Paragraph of Article 41 of the Details Announcement, those manufactured on or before August 31, 2003 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Items (3) and (4), Paragraph 1 as well as Paragraph 2 of the same Article and Item (2), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 3, 4, 15, 26, 29 and 51;
  - (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2002:
    - a) Those type-designated;
    - b) Those with type-designated exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 8.42 (17.0 for mini-sized motor vehicles with two-stroke engine) for CO, 0.39 (15.0

for mini-sized motor vehicles with two-stroke engine) for HC and 0.48 (0.50 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method, shall not exceed 104 (130 for mini-sized motor vehicles with two-stroke engine) for CO, 9.50 (70.0 for mini-sized motor vehicles with two-stroke engine) for HC and 6.00 (4.00 for mini-sized motor vehicles with two-stroke engine) for NO<sub>x</sub>;
- (3) In order to ensure compliance with the requirements of the two preceding Items, devices for reducing CO, HC and NO<sub>x</sub> provided in the motor vehicle concerned shall comply with the requirements of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

62. Of the motor vehicles enumerated in Items A through C of the Table in Item (8), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2004 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Item (8), Paragraph 1 as well as Item (1), Paragraph 2 of Article 41 and Item (4), Paragraph 1 as well as Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 28, 30, 31, 33, 37, 43 and 47.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method, shall not exceed 2.70 for CO, 0.62 for HC, 0.55 for NO<sub>x</sub> and 0.14 for PM.

- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC, NO<sub>x</sub> and PM provided in the motor vehicle concerned shall comply with the requirement of Item (1), Paragraph 2 of Article 41 and Item (1), Paragraph 2 of Article 119 of the Details Announcement.

63. Of the motor vehicles enumerated in Items A through C of the Table in Item (7), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2004 (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Item (7), Paragraph 1 as well as Paragraph 2 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
  - (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 28, 30, 31, 33, 37, 43 and 47;
  - (c) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2002;
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method shall be determined. The mean value of the thus-obtained values for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 2.10 for CO, 0.40 for HC, 0.40 for NO<sub>x</sub> and 0.08 for PM.
- (2) In order to ensure compliance with the requirements of the preceding Item, devices for reducing CO, HC, NO<sub>x</sub> and PM provided in the motor vehicle concerned shall comply with the requirement of Item (1),

Paragraph 2 of Article 41 of the Details Announcement.

64. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (7), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight of 2.5 tons or less), those manufactured on or before August 31, 2004 (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Item (7), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 28, 30, 31, 34, 37, 43 and 47;
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2003:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

With regard to the carbon monoxide, hydrocarbons, oxides of nitrogen and particulate matter in the exhaust emissions emitted from the exhaust pipe to the atmosphere, the emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), non-methane hydrocarbons (NMHC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the same Announcement shall be determined. The mean value of the thus-obtained values for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 2.10 for CO, 0.40 for HC, 0.70 for NOx and 0.09 for PM.

65. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (7), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 2.5 tons) and enumerated in Item (5) of the same Paragraph (limited only to those with a gross vehicle weight of 12 tons or less), those manufactured on or before August 31, 2004 (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (7), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 25, 27, 38, 44 and 48;
- (c) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2003:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

The sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, shall be divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table. The mean value of the thus-obtained quotients for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 7.40 for CO, 3.90 for HC, 4.50 for NO<sub>x</sub> and 0.25 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

66. Of the diesel-powered ordinary-sized motor vehicles and small-sized

motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (5), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 12 tons), those manufactured on or before August 31, 2005 (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Item (5), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 27, 38 and 54;
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2004:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

The sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, shall be divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table. The mean value of the thus-obtained quotients for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 7.40 for CO, 2.90 for HC, 4.50 for NO<sub>x</sub> and 0.25 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

67. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (8), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight of 2.5 tons



or less), those manufactured on or before August 31, 2004 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Item (8), Paragraph 1 of Article 41 and Item (4), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 28, 31, 34, 37, 43 and 47.

With regard to the carbon monoxide, hydrocarbons, oxides of nitrogen and particulate matter in the exhaust emissions emitted from the exhaust pipe to the atmosphere, the emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), non-methane hydrocarbons (NMHC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the same Announcement shall not exceed 2.70 for CO, 0.62 for HC, 0.97 for NOx and 0.18 for PM.

68. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (8), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 2.5 tons) and enumerated in Item (6) of the same Paragraph (limited only to those with a gross vehicle weight of 12 tons or less), those manufactured on or before August 31, 2004 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Items (6) and (8), Paragraph 1 of Article 41 and Items (3) and (4), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 25, 27, 38, 44 and 48.

When the sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 9.20 for CO, 3.80 for HC, 5.80 for NO<sub>x</sub> and 0.49 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

69. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (6), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 12 tons), those manufactured on or before August 31, 2005 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Item (6), Paragraph 1 of Article 41 and Item (3), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 27, 38 and 54.

When the sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 9.20 for CO, 3.80 for HC, 5.80 for NO<sub>x</sub> and 0.49 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

70. Of the gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (3), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2007 (August 31, 2008, for motor vehicles enumerated in Item B of the Table of the same Item) (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provision of Item (3), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 7, 9 through 11, 13 through 16, 21, 23, 24, 26, 29, 32, 41, 42, 51, 52, 57 and 59 through 61;
  - (b) Motor vehicles designated – other than imported motor vehicles – as follows on or after October 1, 2005 (October 1, 2007, for motor vehicles enumerated in Item D of the Table of the same Item);
    - a) Those type-designated;
    - b) Those with type-approved exhaust emission control device.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the Details Announcement shall be determined. The mean value of the thus-obtained values for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NO<sub>x</sub>” columns of the following Table.

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	0.67	0.08	0.08
B. Mini-sized motor vehicles other than those enumerated in Item A	3.30	0.13	0.13
C. Those with a gross vehicle weight of 1.7 tons or less other than those enumerated in Items A and B	0.67	0.08	0.08
D. Those with a gross vehicle weight of 3.5 tons or less other than those enumerated in Items A through C	2.10	0.08	0.13

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the Details Announcement shall be determined. The mean value of the thus-obtained values for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table.

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	19.0	2.20	1.40
B. Mini-sized motor vehicles other than those enumerated in Item A	38.0	3.50	2.20
C. Those with a gross vehicle weight of 1.7 tons or less other than those enumerated in Items A and B	19.0	2.20	1.40
D. Those with a gross vehicle weight of 3.5 tons or less other than those enumerated in Items A through C	24.0	2.20	1.60

71. Of the gasoline- or LPG-fueled ordinary-sized motor vehicles and small-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (1), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2007 (except those mentioned in Items (a), (b)-a) and (b)-b) below) are acceptable, notwithstanding the provisions of Item (1), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16, 24, 32, 42, 52 and 60;
- (b) Motor vehicles designated as follows on or after October 1, 2005:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

The sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 1, shall be divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table. The mean value of the thus-obtained quotients for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 16.0 for CO, 0.58 for HC and 1.40 for NO<sub>x</sub>. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

72. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (7), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight of 2.5 tons or less in the case of motor vehicles enumerated in Item D of the Table in the same Item), those manufactured on or before August 31, 2007 (except those mentioned in Items

(a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Item (7), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 28, 30, 31, 33, 34, 37, 43, 47 and 62 through 64;
- (b) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2005:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the same Announcement shall be determined. The mean value of the thus-obtained values for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed the relevant emission limit specified in the “CO,” “HC,” “NOx” and “PM” columns of the following Table.

Category of Motor Vehicles	Emission Limit			
	CO	HC	NOx	PM
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less with a gross vehicle weight of 1,265 kg or less	0.63	0.12	0.28	0.052
B. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, other than those enumerated in Item A	0.63	0.12	0.30	0.056
C. Those with a gross vehicle weight of 1.7 tons or less, other than those enumerated in Items A and B	0.63	0.12	0.28	0.052
D. Those with a gross vehicle weight of 2.5 tons or less, other than those enumerated in Items A through C	0.63	0.12	0.49	0.06

73. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (limited only to type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (7), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 2.5 tons) and enumerated in Item (5) of the same Paragraph, those manufactured on or before August 31, 2007 (except those mentioned in Items (a), (b), (c)-a) and (c)-b) below) are acceptable, notwithstanding the provisions of Items (5) and (7), Paragraph 1 of Article 41 of the Details Announcement, if they comply with the following requirements at the time of the completion inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 25, 27, 38, 44, 48, 54, 65 and 66;
- (c) Motor vehicles – other than imported motor vehicles – designated as follows on or after October 1, 2005:
  - a) Those type-designated;
  - b) Those with type-designated exhaust emission control device.

The sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, shall be divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table. The mean value of the thus-obtained quotients for the motor vehicle concerned and all motor vehicles which are of the same type as the motor vehicle concerned and have already finished the completion inspection, etc. shall not exceed 2.22 for CO, 0.87 for HC, 3.38 for NO<sub>x</sub> and 0.18 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

74. Of the gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (4), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2007 (except those mentioned in Item (a) below) are acceptable, notwithstanding the provision of Item (4), Paragraph 1 of Article 41 and Item (2), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2 through 7, 9 through 11, 13 through 16, 21, 23, 24, 26, 29, 32, 41, 42, 51, 52, 57 and 59 through 61.
- (1) The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the Details Announcement shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NO<sub>x</sub>” columns of the following Table.



Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	1.27	0.17	0.17
B. Mini-sized motor vehicles other than those enumerated in Item A	5.51	0.25	0.25
C. Those with a gross vehicle weight of 1.7 tons or less other than those enumerated in Items A and B	1.27	0.17	0.17
D. Those with a gross vehicle weight of 3.5 tons or less other than those enumerated in Items A through C	3.36	0.17	0.25

- (2) The emission amount, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of non-methane hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 11-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the Details Announcement shall not exceed the relevant emission limit specified in the “CO,” “HC” and “NOx” columns of the following Table.

Category of Motor Vehicles	Emission Limit		
	CO	HC	NOx
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less	31.1	4.42	2.50
B. Mini-sized motor vehicles other than those enumerated in Item A	58.9	6.40	3.63
C. Those with a gross vehicle weight of 1.7 tons or less other than those enumerated in Items A and B	31.1	4.42	2.50
D. Those with a gross vehicle weight of 3.5 tons or less other than those enumerated in Items A through C	38.5	4.42	2.78

75. Of the gasoline- or LPG-fueled ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated

in Item (2), Paragraph 1 of Article 41 of the Details Announcement, those manufactured on or before August 31, 2007 (except those mentioned in Item (a) below) are acceptable, notwithstanding the provisions of Item (2), Paragraph 1 of Article 41 and Item (1), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles of Paragraphs 2, 7, 11, 16, 24, 32, 42, 52 and 60.

When the sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 1, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 26.0 for CO, 0.99 for HC and 2.03 for NOx. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

76. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item (8), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight of 2.5 tons or less in the case of motor vehicles enumerated in Item D of the Table in the same Item), those manufactured on or before August 31, 2007 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Item (8), Paragraph 1 of Article 41 and Item (4), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17 through 20, 22, 28, 30, 31, 33, 34, 37, 43, 47, 62, 63 and 67.

The emission amount per running distance of 1 km, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of

nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the 10•15-mode method provided for in Attachment 42 “Measurement Procedure for Exhaust Emission of Light- and Medium-Duty Motor Vehicles” of the same Announcement shall not exceed the relevant emission limit specified in the “CO,” “HC,” “NO<sub>x</sub>” and “PM” columns of the following Table.

Category of Motor Vehicles	Emission Limit			
	CO	HC	NO <sub>x</sub>	PM
A. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less with a gross vehicle weight of 1,265 kg or less	0.98	0.24	0.43	0.11
B. Those used exclusively for carriage of passengers with a passenger capacity of 10 persons or less, other than those enumerated in Item A	0.98	0.24	0.45	0.11
C. Those with a gross vehicle weight of 1.7 tons or less, other than those enumerated in Items A and B	0.98	0.24	0.43	0.11
D. Those with a gross vehicle weight of 2.5 tons or less, other than those enumerated in Items A through C	0.98	0.24	0.68	0.12

77. Of the diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) enumerated in Item D of the Table in Item (8), Paragraph 1 of Article 41 of the Details Announcement (limited only to those with a gross vehicle weight exceeding 2.5 tons) and enumerated in Item (6) of the same Paragraph, those manufactured on or before August 31, 2007 (except those mentioned in Items (a) and (b) below) are acceptable, notwithstanding the provisions of Items (6) and (8), Paragraph 1 of Article 41 and Items (3) and (4), Paragraph 1 of Article 119 of the Details Announcement, if they comply with the following requirements at the time of the initial inspection, etc.:

- (a) Motor vehicles enumerated in Item (3) of the Table of Paragraph 1;
- (b) Motor vehicles of Paragraphs 8, 12, 17, 18, 22, 25, 27, 38, 44, 48, 54, 68 and 69.

When the sum of the emission amounts, expressed in gram (the value, expressed in gram, that has been converted from the value expressed in volumetric ratio of carbon equivalent in the case of hydrocarbons), of carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) in the exhaust emissions emitted from the exhaust pipe to the atmosphere, which are generated while the vehicle runs in the operating conditions provided for in the left column of Attached Table 2, is divided by the sum of the work done, expressed in kilowatt, while the vehicle runs in the operating conditions provided for in the left column of the said Table, the quotient shall not exceed 3.46 for CO, 1.47 for HC, 4.42 for NO<sub>x</sub> and 0.35 for PM. In calculating the emission amount and work done, the relevant weighting factor shown in the right column of the said Attached Table shall be used.

78. Gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles (except motor cycles) and mini-sized motor vehicles (except motor cycles), other than those enumerated in each of the following Items, shall be provided with an exhaust emission control device designated by the Minister of Land, Infrastructure and Transport (referring to a device which effectively reduces hydrocarbons or oxides of nitrogen in the exhaust emissions emitted from the exhaust pipe to the atmosphere) of ignition timing control system, catalytic system or other system designated by the Minister of Land, Infrastructure and Transport.

- (1) Those manufactured on or after December 1, 1973, which were type-designated on or before March 31 of the same year pursuant to the provision of Paragraph 1 of Article 75 of the Act or Paragraph 5 of Article 2 in the Supplementary Provisions of the Law That Amends Part of the Road Vehicles Act (Law No. 62 of 1972), or which were type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
- (2) Motor vehicles which were type-designated on or after April 1, 1973, pursuant to the provision of Paragraph 1 of Article 75 of the Act or Paragraph 5 of Article 2 in the Supplementary Provisions of the Law That Amends Part of the Road Vehicles Act (Law No. 62 of 1972), or which were type-approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations;
- (3) Motor vehicles of the type approved by the Minister of Land, Infrastructure and Transport as complying with the requirements of Paragraph 4 or 7;
- (4) Motor vehicles with type-designated exhaust emission control device

and motor vehicles with type-approved exhaust emission control device;

- (5) Gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles with a gross vehicle weight of less than 3.5 tons (except those enumerated in each of the Items above), manufactured on or after December 1, 1975 (April 1, 1976, for mini-sized motor vehicles with two-stroke engine (limited only to those used exclusively for carriage of passengers) and imported motor vehicles);
- (6) Motor vehicles, other than gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles with a gross vehicle weight of less than 3.5 tons, designated by the Minister of Land, Infrastructure and Transport (except those enumerated in Items (1) through (4));
- (7) Motor vehicles first registered under the provision of Paragraph 1 of Article 7 of the Act on or before December 31, 1967;
- (8) Mini-sized motor vehicles (except those enumerated in Items (1) through (5)).

79. With regard to motor vehicles enumerated in Items (7) and (8) of the preceding Paragraph, the ignition system shall be adjusted so as to reduce hydrocarbons or oxides of nitrogen contained in the exhaust emissions emitted from the exhaust pipe to the atmosphere according to the instructions of the Minister of Land, Infrastructure and Transport.

80. The provisions of Items (9) through (12), Paragraph 1 of Article 41 and Items (5) and (6), Paragraph 1 of Article 119 of the Details Announcement shall not apply to gasoline- or LPG-fueled or diesel-powered ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles manufactured on or before August 31, 2007 (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device – other than imported motor vehicles – designated on or after October 1, 2005).

81. The provisions of Item (18), Paragraph 1 of Article 41 and Item (10), Paragraph 1 of Article 119 of the Details Announcement shall not apply to diesel-powered ordinary-sized motor vehicles and small-sized motor vehicles (except type-designated motor vehicles and motor vehicles with type-designated exhaust emission control device) manufactured on or before September 30, 2007.

82. Of motor vehicles other than those designated by the Minister of Land, Infrastructure and Transport, ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except type-designated motor vehicles, motor vehicles with type-designated exhaust emission control device and motor vehicles designated by the Minister of Land, Infrastructure and Transport) shall be acceptable, notwithstanding the provision of Item (4), Paragraph 2 of Article 119 of the Details Announcement, if they comply with the following requirement at the time of the initial inspection, etc., until an environment is arranged so that tests can be conducted after the establishment of facilities and systems.

Those motor vehicles shall be mounted with a device to give a warning to the driver in his seat when a malfunction takes place in the function of the exhaust emission control device mounted on the motor vehicle.

In this case, moreover, the provision of Item (4), Paragraph 2 of Article 119 of the said Announcement shall apply *mutatis mutandis*.

83. Gasoline- or LPG-fueled ordinary-sized motor vehicles, small-sized motor vehicles and mini-sized motor vehicles (except type-designated motor vehicles, motor vehicles with type-designated exhaust emission control device and motor vehicles designated by the Minister of Land, Infrastructure and Transport) shall be acceptable, notwithstanding the provision of Paragraph 4 of Article 119 of the Details Announcement, if they comply with the following requirement at the time of the initial inspection, etc., until an environment is arranged so that tests can be conducted after the establishment of facilities and systems.

The device which controls emission of fuel evaporative gas is installed securely and not damaged.

84. The provision of Paragraph 1 (except the provisions of Items (9) and (11)) of Article 119 of the Details Announcement shall not apply to ordinary-sized motor vehicles, small-sized motor vehicles, mini-sized motor vehicles and large-sized special motor vehicles designated by the Minister of Land, Infrastructure and Transport (except type-designated motor vehicles, motor vehicles with type-designated exhaust emission control device and motor vehicles designated by the Minister of Land, Infrastructure and Transport), until an environment is arranged so that tests can be conducted after the establishment of facilities and systems.

**Article 29** (Headlamps, etc.)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 32 of the Safety Regulations and Articles 42, 120 and 198 of Details Announcement.

- (1) Motor vehicles (except trailers and motor vehicles with a maximum speed of less than 20 km/h; the same applies herein below in this Item through Item (4)) shall be provided at the front end thereof with headlamps with high beam which comply with the following requirements:
  - A. The headlamps with high beam, when all lit at the same time, shall be capable of illuminating with such an intensity that the driver may discern any obstacle on the road at a distance of 100 m (50 m for those installed to motor vehicles for snow removal, construction work and other special services, designated by the Director-General of District Transport Bureau, and large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h) ahead of them in the nighttime, and the total maximum intensity thereof shall not exceed 225,000 cd.;
  - B. The beams from headlamps with high beam shall be directed in the moving direction of the vehicle;
  - C. The color of light of a headlamp with high beam shall be white or selective yellow, and all headlamps with high beam of a motor vehicle shall be the same in the color of light;
  - D. The attaching section of a headlamp with high beam shall be designed so as not to cause the aim to be disturbed readily by vibration and shocks.
- (2) Headlamps with high beam shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
  - A. The number of headlamps with high beam shall be two or four. However, the number shall be one or two for motor cycles with or without sidecar and one, two or four for mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less (except motor cycles);

- B. Motor vehicles shall be provided with a device indicating the on-off state of the headlamp with high beam to the driver in his seat. However, this provision shall not apply to large-sized special motor vehicles with a maximum speed of less than 35 km/h, small-sized special motor vehicles for agricultural use, motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds.
  - C. Headlamps with high beam shall be provided in equal numbers on the left and right sides of the vehicle (except for motor vehicles having only one headlamp with high beam) and, where the front end of the vehicle is symmetrical, shall be mounted symmetrically with respect to the longitudinal plane of the vehicle. However, in case of a motor cycle having a headlamp with high beam at the side of the headlamp with low beam, it is only necessary that the centers of the headlamp with high beam and the headlamp with low beam be located symmetrically with respect to the longitudinal plane of the vehicle.
- (3) Motor vehicles shall be provided on both sides at the front end thereof with a headlamp with low beam which complies with the following requirements. However, motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less may be provided at the front end thereof with a headlamp with low beam which complies with the following requirements:
- A. Headlamps with low beam shall not cause other traffic to be disturbed by their beams and, when all lit, shall be capable of illuminating with such an intensity that the driver may discern any obstacle on the road at a distance of 40 m (15 m for those installed to the motor vehicles in parentheses in Item (1) A.) ahead of them in the nighttime;
  - B. Headlamps with low beam shall comply with the requirements of Items (1) C and D, in addition to those provided for in Item A.
- (4) Headlamps with low beam shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
- A. The number of headlamps with low beam shall be two. However, the number shall be one or two for motor cycles with or without



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sidecar, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less;

- B. The headlamps with low beam installed to motor vehicles other than motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks or sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 1.2 m or less above the ground (at a minimum mountable height for those installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, which cannot be mounted at that height of 1.2 m or less above the ground because of the vehicle construction) and the lower edge is at a height of 0.5 m or more above the ground (at a maximum mountable height for those installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, which cannot be mounted at that height of 0.5 m or more above the ground because of the vehicle construction);
- C. The headlamps with low beam installed to motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks or sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 1.2 m or less above the ground;
- D. Headlamps with low beam shall be mounted each so that the outermost edge of the illuminating surface thereof is within 400 mm from the outermost part of the vehicle (at a mountable outermost position for those installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, which cannot be mounted within 400 mm from the outermost part of the vehicle because of the vehicle construction). However, this provision shall not apply to the headlamps with low beam installed to motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less;
- E. Headlamps with low beam shall comply with the requirements of Item (2) C, in addition to those provided for in A through D.

- (5) Motor vehicles with a maximum speed of less than 20 km/h shall be provided at the front end thereof with one, two or four (one or two in case of motor cycles with or without sidecar) headlamps with high beam, which have the same color of light, either white or selective yellow, and have an adequate luminous intensity to ensure safe operation at night. In this case, if the luminous intensity is 10,000 cd or more, motor vehicles shall be provided at the front end thereof with one or two headlamps with low beam whose beams do not disturb other traffic, in addition to the headlamps with high beam.
- (6) In addition to the provision of the preceding Item, the provision of Item (1) (only Items B and D) and Item (2) B shall apply mutatis mutandis to the headlamps with high beam of the motor vehicles provided with headlamps with low beam specified in the latter part of the preceding Item and the provisions of Item (3) (except Item A) and Item (4) (except Item A), to the headlamps with low beam. In this case, “small-sized special motor vehicles for agricultural use” in Item (4) B shall be amended to read “small-sized special motor vehicles,” and “motor cycles” in the same Item D shall be amended to read “motor vehicles with a maximum speed of less than 20 km/h, motor cycles.”
- (7) The headlamps with high beam and headlamps with low beam installed to motor cycles with or without sidecar shall comply with the provisions of the preceding Items and shall be wired so that either of them stays lit at all times while the engine is in operation.
- (8) Motor vehicles may be provided with a headlamp aim adjusting device (the device for adjusting the aiming direction of the headlamps (headlamps with high beam and with low beam; the same applies herein below in this Item) vertically according to the riding or loading condition of the vehicle; the same applies herein below) which complies with the following requirements:
  - A. The headlamp aim adjusting device shall be capable of preventing the beam from a headlamp with low beam without fail from disturbing other traffic in every riding or loading condition of the vehicle;
  - B. The headlamp aim adjusting device shall be such that the aiming direction of the headlamp cannot be adjusted left and right;
  - C. A manual type headlamp aim adjusting device shall be able to be operated easily and properly by the driver at his seat.

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- (9) Headlamps of a motor vehicle may be equipped with headlamp cleaners.
- (10) Headlamp cleaners shall comply with the following requirements:
- A. Headlamp cleaners shall have a washing performance sufficient to recover the luminous intensity of the headlamps when the outside of the lens surface of the headlamp is smeared.
  - B. The performance of the headlamps prescribed in Items (1) and (3) shall not be hampered.
  - C. The headlamp cleaner shall not be damaged nor be actuated due to vibrations, impacts, etc. during running.
  - D. The headlamp cleaner shall not be liable to injure pedestrians, etc. when it comes in contact with them.
- (11) Headlamp cleaners shall be mounted in such a way that their performance prescribed in the preceding Item may not be hampered and the headlamp cleaners may comply with the following requirements:
- A. The headlamp cleaner shall be such one that can be operated easily by the driver in his seat.
  - B. The headlamp cleaner shall be mounted in such a way that it may not hamper the performance of the lamps, reflex reflectors and indicating devices.
2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before November 30, 1973	Item (4) D
(2) Motor cycles with or without sidecar manufactured on or before March 31, 1998 (except those other than imported motor vehicles, type-designated pursuant to the provision of Paragraph 1, Article 75 of the Act or type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations for Road Vehicles Act on or after October 1, 1997)	Item (7)
(3) Motor vehicles manufactured on or before December 31, 2005	Item (2) B and Items (9) through (11)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before September 30, 1960	Item (1) A	100 m (50 m for those installed to motor vehicles for snow removal, construction work and other special services, designated by the Director-General of District Transport Bureau, and large-sized special motor vehicles and small-sized special motor vehicles for agricultural use with a maximum speed of less than 35 km/h)	50 m (15 m for those installed to mini-sized motor vehicles and motor vehicles with a maximum speed of less than 25 km/h)

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	Item (3) A	such an intensity that the driver may discern any obstacle on the road at a distance of 40 m (15 m for those installed to motor vehicle in parentheses in Item (1)(a))	such an intensity that the driver may discern any obstacle on the road at a distance of 15 m. However, the headlamps with a light source of 25 watts or less, installed to mini-sized motor vehicle and motor vehicle with a maximum speed of less than 25 km/h, need not be so constructed that the intensity may be dimmed or the direction of the headlamp may be dipped.
	Item (4) B	The headlamps with low beam ..... shall be mounted so that the upper edge of the illuminating surface there of is at a height of 1.2 m or less above the ground (at a minimum mountable height for those headlamps with low beam installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District of Transport Bureau in parentheses	The main photometric axis of the beam from each headlamp with low beam shall not exceed 1.2 m above the ground at a distance of 25 m ahead.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	Item (4) C	<p>in Item (1) A, which cannot be mounted at that height of 1.2 m or less above the ground because of the vehicle construction) and the lower edge thereof is at a height of 0.5 m or more above the ground (at a maximum mountable height for those headlamps with low beam installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, which cannot be mounted at that height of 0.5 m or more above the ground because of the vehicle construction).</p> <p>The headlamps with low beam ..... shall be mounted so that the center of the illuminating surface thereof is at a height of 1.2 m or less above the ground.</p>	<p>The main photometric axis of the illuminating light of the headlamp with low beam ..... shall be at a height not exceeding 1.2 m above the ground 25 m ahead of the vehicle.</p>
	Item (5)	with a luminous intensity of 10,000 cd or more	with a light source of more than 25 watts

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(2) Motor vehicles manufactured on or before October 14, 1963	Item (1) A	large-sized special motor vehicle with a maximum speed of less than 35 km/h	large-sized special motor vehicle
(3) Motor vehicles manufactured on or before March 31, 1969	Provisos in Item (2) A and Item (4) A	and motor vehicles with a width of 0.8 m or less	Three-wheeled motor vehicle, motor vehicle with a width of 0.8 m or less
(4) Motor vehicles manufactured from October 1, 1960, to November 30, 1973	Item (3) A	40 m	30 m
(5) Motor vehicles manufactured from October 1, 1960, to December 31, 2005	Item (4) B	the upper edge ...  and the lower edge ... at a height of 0.5 m or more above the ground .. (at a maximum mountable height for those installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, which cannot be mounted at that height of 0.5 m or more above the ground because of the vehicle construction)	the center ... is  ;

4. The provision of Paragraph 3-23 of Attachment 52 of the Details Announcement shall not apply to the lamps, etc. mounted on motor vehicles other than motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after August 26, 2006.

**Article 30** (Front Fog Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 33 of the Safety Regulations and Articles 43, 121 and 199 of Details Announcement.

- (1) Motor vehicles may be provided with front fog lamps at the front end thereof.
- (2) The front fog lamps shall comply with the following requirements:
  - A. The beams from the front fog lamps shall not disturb other traffic;
  - B. The front fog lamps shall comply with the requirements of Item (1) C and D, Paragraph 1 of the preceding Article, in addition to that provided for in Item A.
- (3) The front fog lamps shall be mounted in such a way that the performance described in the preceding Item may not be hampered and the following requirements given below may be complied with.
  - A. The front fog lamps shall be wired so that three or more units do not light at a time;
  - B. The front fog lamps installed to motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 0.8 m or less above the ground and is below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam (for those installed to large-sized special motor vehicles, small-sized special motor vehicles, and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, Paragraph 1 of the preceding Article, which cannot be mounted at that height of 0.8 m or less above the ground because of the vehicle



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construction: at a minimum mountable height at which the upper edge of the illuminating surface thereof is below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam) and the lower edge is at a height of 0.25 m or more above the ground;

- C. The front fog lamps installed to motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the center of the illuminating surface thereof is below the horizontal plane including the center of the illuminating surface of the headlamp with low beam;
- D. The front fog lamps shall be mounted so that the outermost edge of the illuminating surface thereof is within 400 mm from the outermost part of the motor vehicle (for front fog lamps installed to large-sized special motor vehicles, small-sized special motor vehicles and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, Paragraph 1 of the preceding Article, which cannot be mounted within 400 mm because of the vehicle construction, at an outermost mountable position). However, this provision shall not apply to the front fog lamps installed to motor vehicles provided for in the proviso of Item (2) A, Paragraph 1 of the preceding Article and motor vehicles of Item (5), Paragraph 1 of the preceding Article;
- E. The illuminating surface of the front fog lamp to be provided on motor vehicles other than large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles shall be visible from every position in the range enclosed by the planes  $5^{\circ}$  above and  $5^{\circ}$  below the horizontal plane, including the horizontal line which passes the center of the front fog lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes  $10^{\circ}$  inward of the front fog lamp and  $45^{\circ}$  outward of the front fog lamp from the vertical plane that includes the center of the front fog lamp and is parallel to the forward direction of the motor vehicle;
- F. A device shall be provided, which indicates the on-off state of the front fog lamp to the driver in his seat;
- G. The front fog lamps shall comply with the requirements of Item (2) C, Paragraph 1 of the preceding Article, in addition to those provided for in Items A through F.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 2005	Items D through G of Item (3)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicles	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before September 30, 1960	Item (3) B	The front fog lamps ..... shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 0.8 m or less above the ground and is below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam (for those front fog lamps installed to large-sized special motor vehicles, small-sized special motor vehicles, and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, Paragraph 1 of the preceding Item, which	The main photometric axis of the illuminating light of the front fog lamp ..... shall be at a height not exceeding 1.2 m above the ground 25 m ahead of the vehicle.

Motor Vehicles	Provision	Wording Replaced	Replacement Wording
(2) Motor vehicles manufactured on or before March 31, 1975	Item (3) C	<p>cannot be mounted at that height of 0.8 m or less above the ground because of the vehicle construction: at a minimum mountable height at which the upper edge of the illuminating surface thereof is below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam) and the lower edge is at a height of 0.25 m or more above the ground.</p> <p>The front fog lamps ..... shall be mounted each so that the center of the illuminating surface thereof is below the horizontal plane including the center of the illuminating surface of the head-lamp with low beam.</p>	<p>The main photometric axis of the illuminating light of the front fog lamp ..... shall be at a height not exceeding 1.2 m above the ground 25 m ahead of the vehicle.</p>
	Item (2) B	<p>The front fog lamps shall comply with the requirements of Item (1) C and D, Paragraph 1 of the preceding Article, in addition to those provided for in Item A.</p>	<p>The front fog lamps shall comply with the requirements of Item (1) C and D, Paragraph 1 of the preceding Article, in addition to those provided for in Item A. In this case, "The color of light of ..... white</p>

Motor Vehicles	Provision	Wording Replaced	Replacement Wording
(3) Motor vehicles manufactured from October 1, 1960, to December 31, 2005	Item (3) B	the upper edge ...is at a height of 0.8 m or less above the ground and is below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam (for those installed to large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles designated by the Director-General of District Transport Bureau in parentheses in Item (1) A, Paragraph 1 of the preceding Article, which cannot be mounted at that height	<p>or light-yellow, and all .....” in Item (1) C, Paragraph 1 of the preceding Article shall read as “The color of the light ..... (only for those lamps which are wired so that the main photometric axis of the illuminating light strikes the ground 30 m ahead of the vehicle) shall be the same as that of the headlamps with high beam.”</p> <p>the center ... is below the horizontal plane including the center of the illuminating surface of headlamp with low beam</p>

Motor Vehicles	Provision	Wording Replaced	Replacement Wording
		of 0.8 m or less above the ground because of the vehicle construction: at a minimum mountable height at which the upper edge of the illuminating surface thereof is below the horizontal plane including the upper edge of the headlamp with low beam ) and the lower edge is at a height of 0.25 m or more above the ground	

4. For motor vehicles manufactured on or before December 31, 2005, notwithstanding the provision of Item (2) A, Paragraph 1, front fog lamps may be designed to comply with the following provisions:

- (1) The luminous intensity shall be 10,000 cd or less;
- (2) Those which are designed so that the main photometric axis of the illuminating light strikes the ground 40 m (30 m for motor vehicles manufactured on or before March 31, 1975) ahead of the vehicle shall be wired so as not to turn on while the front headlights with low beam of the vehicle are on;
- (3) The main photometric axis of the illuminating light shall be directed downward;
- (4) The main photometric axis of the illuminating light (for motor vehicles manufactured on or before March 31, 1975: limited to those lamps whose main photometric axis strikes the ground 30 m ahead) shall not strike the ground on the right side of the right-hand outer line of the vehicle.

**Article 31** (Cornering Lamp)

1. As regards motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more and motor vehicles used for the transport of goods with a gross vehicle weight exceeding 3.5 tons, manufactured on or before March 31, 2015, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 33-2 of the Safety Regulations and Articles 44, 122 and 200 of Details Announcement.

- (1) Motor vehicles may be provided with one cornering lamp on each side at the front of the motor vehicle.
- (2) The cornering lamps shall comply with the following requirements:
  - A. The luminous intensity of a cornering lamp shall be 5,000 cd or less;
  - B. Cornering lamps shall be wired so that only one at the side where the direction indicator lamp is operating may be illuminated, only when the said direction indicator lamp is operating;
  - C. The main photometric axis of a cornering lamp shall not strike the road surface at a distance of 40 m or more from the mounting section. Furthermore, the main photometric axis shall not strike the road surface behind the mounting section; in the case of one mounted on the left side, the road surface on the right side from the mounting section; and in the case of one mounted on the right side, the road surface on the left side from the mounting section;
  - D. The color of light of a cornering lamp shall be white or selective-yellow, and all cornering lamps of a motor vehicle shall be the same in the color of light;
  - E. The cornering lamps shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of or below the horizontal plane including the upper edge of the illuminating surface of the headlamp with low beam;
  - F. The extreme front edge of the illuminating surface of the cornering lamp shall be within 2.5 m from the front end of the vehicle;

- G. The construction of the mounting section of the cornering lamp shall comply with the requirement of Item (1) D, Paragraph 1 of Article 29, in addition to those provided for in Items A through F.

2. As regards motor vehicles used exclusively for carriage of passengers with a passenger capacity of less than 10 persons and motor vehicles used for the transport of goods with a gross vehicle weight of 3.5 tons or less, manufactured on or before March 31, 2009, it is acceptable if they comply with the provisions of Items (1) and (2) of the preceding Paragraph, notwithstanding the provisions of Article 33-2 of the Safety Regulations and Articles 44, 122 and 200 of Details Announcement.

3. The provision of Item (2) E of Paragraph 1 shall apply to motor vehicles manufactured on or before January 31, 1996, with the wording “upper edge” replaced by “center.”

### **Article 32 (Position Lamp)**

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 34 of the Safety Regulations and Articles 45, 123 and 201 of Details Announcement.

- (1) Motor vehicles (except motor cycles, mini-sized motor vehicles with caterpillar tracks and sleds, mini-sized motor vehicles with a maximum speed of less than 20 km/h and small-sized special motor vehicles (only limited to small-sized special motor vehicles of 4.7 m or less in length, 1.7 m or less in width and 2.0 m or less in height and with a maximum speed of 15 km/h or less; the same applies hereinafter in Item (1), Paragraph 1 of Article 36, Item (1), Paragraph 1 of Article 37, Item (1), Paragraph 1 of Article 42 and Item (1), Paragraph 1 of Article 44)) shall be provided with a position lamp on both sides at the front end thereof. However, motor vehicles with a width of 0.8 m or less, whose headlamps with low beam are mounted each so that the outermost edge of the illuminating surface thereof is within 400 mm from the outermost part of the vehicle, may be provided with no position lamp on these sides.
- (2) Position lamps shall comply with the following requirements:
  - A. The illuminating light of a position lamp shall be clearly visible at night at a distance of 300 m from the front of the vehicle, and

the beam from the position lamp shall not disturb other traffic;

- B. The color of the light of a position lamp shall be white, selective-yellow or amber and the color of all position lamps of a motor vehicle shall be the same;
  - C. The illuminating surface of the position lamp shall be visible from every position in the range enclosed by the planes  $15^{\circ}$  above and  $15^{\circ}$  below the horizontal plane, including the horizontal line which passes the center of the position lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes  $45^{\circ}$  inward of the position lamp and  $80^{\circ}$  outward of the position lamp from the vertical plane that includes the center of the position lamp and is parallel to the forward direction of the motor vehicle.
- (3) The position lamps shall be mounted in such a way that the performance (in cases where the upper edge of the illuminating surface of the position lamp is at a height of less than 0.75 m above the ground, “ $15^{\circ}$  below” in the requirement of Item C of the preceding Item shall read as “ $5^{\circ}$  below”; and in cases where the side marker lamp mounted at the front section of motor vehicles (except motor cycles with or without sidecar, three-wheeled motor vehicles, mini-sized motor vehicles with caterpillar tracks and sleds, and trailers) used exclusively for carriage of passengers with a passenger capacity of less than 10 persons, or of motor vehicles (except three-wheeled motor vehicles and trailers) used for carriage of goods with a gross vehicle weight of 3.5 tons or less, has a performance complementing the performance provided for in Item C of the said Item, “ $80^{\circ}$  outward” in the requirement of Item C of the said Item shall read as “ $45^{\circ}$  outward.”) provided for in the said Item (except the provision concerned with Item C of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered and the following requirements may be complied with.
- A. The position lamps installed to motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground;
  - B. The position lamps installed to motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and



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sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground;

- C. The position lamps shall be mounted each so that the outermost edge of the illuminating surface thereof is within 400 mm (150 mm for trailers) from the outermost part of the vehicle;
  - D. The position lamps provided on both sides at the front end of a motor vehicle shall be mounted symmetrically with respect to the longitudinal center plane of the motor vehicle. This provision shall not apply, however, to position lamps installed to motor vehicles in which the right and left sides at the front end are not symmetric;
  - E. A device shall be provided, which indicates the on-off state of the position lamps to the driver in his seat. However, this provision shall not apply to large-sized special motor vehicles with a maximum speed of less than 35 km/h, small-sized special motor vehicles and motor vehicles provided with instruments, etc. which are located in front of the driver's seat and other front seats in parallel to the driver's seat and go on in interlocking with the position lamps.
  - F. The position lamps installed to the motor vehicles in parentheses of Item (4) D, Paragraph 1 of Article 29 shall be wired so as not to be turned off when the headlamps or front fog lamps are on.
- (4) Position lamps, in combination with either direction indicator lamps or hazard warning lamps, mounted on each side at the front shall be wired so that, when the direction indicator lamps or hazard warning lamps are in operation, one or both at the side where the direction-indicating lamps or hazard warning lamps are operating will be put out, notwithstanding the requirement of Item F of the preceding Item.
2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before September 30, 1962	Item (1)
(2) Motor vehicles manufactured on or before November 30, 1973	Item (2) B
(3) Motor vehicles manufactured on or before December 31, 2005	Item (2) C and Item (3) E

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before September 30, 1960	Proviso in Item (1)	motor vehicles with a width of 0.8 m or less, whose headlamps with low beam are mounted each	motor vehicles whose headlamps with low beam are mounted each
		400 mm	650 mm
(2) Motor vehicles manufactured on or before November 30, 1973	Item (2) A	300 m	150 m
	Item (3) F	The position lamps installed to the motor vehicles in parentheses of Item (4) D, Paragraph 1 of Article 29  shall be wired .....	The position lamps  ..... shall be wired ..... However, in cases where the headlamps with low beam are mounted each so that the outermost edge of the illuminating

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
			surface thereof is within 400 mm from the outer-most part of the vehicle and clearance lamps are provided on these sides, this provision shall not apply to these clearance lamps.
	Item (4)	shall be	may be
(3) Motor vehicles manufactured from April 1, 1960, to November 30, 1973	Proviso in Item (1)	For motor vehicles with a width of 0.8 m or less, the headlamps with low beam installed thereto	the headlamps with low beam
(4) Motor vehicles manufactured on or before January 31, 1996	Item (3) A	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground	the center of the illuminating surface thereof is at a height of 2 m or less above the ground
(5) Motor vehicles manufactured from February 1, 1996, to December 31, 2005	Item (3) A	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground
(6) Motor vehicles manufactured on or before December 31, 2005	Item (2) A	of the vehicle, and the beam from the position lamp shall not disturb other traffic;	of the vehicle;

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	Item (3)	<p>provided for in the said Item (except the provision concerned with Item C of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles)</p> <p>the performance (in cases where the upper edge of the illuminating surface of the position lamp is at a height of less than 0.75 m above the ground, “15° below” in the requirement of Item C of the preceding Item shall read as “5° below”; and in cases where the side marker lamp mounted at the front section of motor vehicles (except motor cycles with or without sidecar, three-wheeled motor vehicles, mini-sized motor vehicles with caterpillar tracks and sleds, and trailers) used exclusively for carriage of passengers with a passenger capacity of less than 10 persons, or of motor vehicles (except three-wheeled motor vehicles and trailers) used for carriage of goods with a gross</p>	<p>provided for in the preceding Item</p> <p>the performance</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	Item (3) D	<p>vehicle weight of 3.5 tons or less, has a performance complementing the performance provided for in Item C of the said Item, “80° outward” in the requirement of Item C of the said Item shall read as “45° outward.”)</p> <p>symmetrically with respect to the longitudinal center plane of the motor vehicle</p>	at the same height on the right and left sides.

**Article 33** (Front-End Outline Marker Lamps)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 34-2 of the Safety Regulations and Articles 46, 124 and 202 of Details Announcement shall not apply.

- (1) Motor vehicles may be provided with front-end outline marker lamps on each side at the front end thereof.
- (2) Front-end outline marker lamps shall comply with the following requirements:
  - A. The illuminating light of a front-end outline marker lamp shall be clearly visible at night at a distance of 300 m from the front of the vehicle, and the beams from the position lamps shall not disturb other traffic.
  - B. The color of light of the front-end outline marker lamp shall be white.
  - C. The illuminating surface of the front-end outline marker lamp

shall be visible from every position in the range enclosed by the planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane, including the horizontal line which passes the center of the front-end outline marker lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the plane  $45^\circ$  inward of the front-end outline marker lamp and the plane  $80^\circ$  outward of the front-end outline marker lamp from the vertical plane that includes the center of the front-end outline marker lamp and is parallel to the forward direction of the motor vehicle.

- (3) The front-end outline marker lamps shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements may be complied with:
- A. The front-end outline marker lamps installed to motor vehicles other than trailers shall be mounted so that the upper edge of the illuminating surface thereof is at least at a height of the horizontal plane which includes the uppermost edge of the front windshield.
  - B. The front-end outline marker lamps installed to trailers shall be mounted at a maximum mountable height.
  - C. The front-end outline marker lamps shall be mounted so that the outermost edge of the illuminating surface thereof is within 400 mm from the outermost part of the motor vehicle.
  - D. The front-end outline marker lamps provided on both sides at the front end of a motor vehicle shall be mounted symmetrically with respect to the longitudinal center plane of the motor vehicle (except for front-end outline marker lamps installed to motor vehicles in which the right and left sides at the front end are not symmetric).
  - E. The front-end outline marker lamps shall be mounted at such a position that, when the illuminating surface thereof and the illuminating surface of the position lamp are projected on a vertical plane perpendicular to the longitudinal center plane of the motor vehicle, these projected illuminating surfaces are located at least 200 mm apart from each other.
  - F. The front-end outline marker lamps shall be constructed so as not to be turned off when the position lamps are on.

2. The provisions of the preceding Paragraph need not apply to motor vehicles manufactured on or before December 31, 2005.

**Article 34** (Front Reflex Reflector)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 35 of the Safety Regulations and Articles 47, 125 and 203 of Details Announcement.

- (1) Trailers shall be provided with a front reflex reflector on both sides at the front end thereof.
- (2) The front reflex reflectors shall comply with the following requirements:
  - A. The reflected light from a front reflex reflector shall be clearly visible at a distance of 150 m ahead of the vehicle at night when illuminated by headlamps with high beam (except the headlamps with high beam installed to the motor vehicles in parentheses of Item (1) A, Paragraph 1 of Article 29 and headlamps with high beam of Item (5) of the same Paragraph; the same applies in the next Article and Article 41.);
  - B. The reflecting surface of a front reflex reflector shall not be a letter nor a triangle in shape;
  - C. The color of the reflecting light of a front reflex reflector shall be white.
- (3) The front reflex reflector shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
  - A. The front reflex reflectors shall be mounted so that the upper edge of the reflecting surface thereof is at a height of 1.5 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground.
  - B. The front reflex reflectors shall be mounted each so that the outermost edge of the reflecting surface thereof is within 400 mm from the outermost part of the vehicle;

- C. The reflecting surface of the front reflex reflector to be provided on motor vehicles other than large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles shall be visible from every position in the range enclosed by the planes 10° above and 10° below (in cases where the upper edge of the reflecting surface of the front reflex reflector is at a height of less than 0.75 m, the plane 5° below) the horizontal plane, including the horizontal line which passes the center of the front reflex reflector and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes 30° inward (the plane 10° inward in the case of the front reflex reflector to be mounted on trailers) of the front reflex reflector and 30° outward of the front reflex reflector from the vertical plane that includes the center of the front reflex reflector and is parallel to the forward direction of the motor vehicle.
  
- D. The mounting positions of the front reflex reflectors shall comply with the requirement of Item (3) D, Paragraph 1 of Article 32, in addition to those provided for in Items A and C.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before November 30, 1973	Items (2) B and C
(2) Motor vehicles manufactured on or before December 31, 2005	Item (3) C

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before	Item (1)	Trailers shall be provided with a front reflex reflector on	Where trailers are provided with a front reflex



Motor Vehicle	Provision	Wording Replaced	Replacement Wording
November 30, 1973		both side.	reflector on both side which complies with the requirements of the next Item, position lamps need not be installed thereto, notwithstanding the provision of Item (1), Paragraph 1 of Article 32.
(2) Motor vehicles manufactured on or before December 31, 2005	Item (2) A	150 m	100 m
	Item (2) B	a letter nor a triangle	a letter
	Item (2) C	white	white or amber
	Item (3) A	the upper edge of the reflecting surface thereof is at a height of 1.5 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground	the center of the reflecting surface thereof is at a height of 2 m or less above the ground

**Article 35** (Side Marker Lamps and Side Reflex Reflectors)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 35-2 of the Safety Regulations and Articles 48, 126 and 204 of Details Announcement.

(1) Motor vehicles listed in Items A through E (except those used exclusively for carriage of passengers) shall be provided with side marker lamps or side reflex reflectors at the sections enumerated in Items A through E on both sides of the motor vehicle:

A. Ordinary-sized motor vehicles with a length of 9 m or more: front, center and rear;

- B. Ordinary-sized motor vehicles with a length of less than 9 m but 6 m or more: front and rear;
  - C. Tractors that are classified as ordinary-sized motor vehicles with a length of less than 6 m: front;
  - D. Trailers that are classified as ordinary-sized motor vehicles with a length of less than 6 m: rear; and
  - E. Pole trailers: rear.
- (2) Side marker lamps shall comply with the following requirements:
- A. The light of a side marker lamp shall be clearly visible at night at a distance of 150 m from the side of the vehicle and its beams shall not disturb other traffic;
  - B. The color of light of a side marker lamp shall be amber. However, the color of light may be red in the case of the side marker lamp that is provided at the rear end and is integral, from the standpoint of construction, with the rear position lamp, rear end-outline marker lamp, rear fog lamp, stop lamp or rear reflex reflector or shared in common with these lamps;
  - C. The illuminating section of a side marker lamp shall be visible from every position in the range enclosed by planes  $10^{\circ}$  above and  $10^{\circ}$  below the horizontal plane which passes the center of the side marker lamp and is parallel to the forward direction of the motor vehicle, and enclosed by planes  $30^{\circ}$  forward and  $30^{\circ}$  rearward of the vertical plane which passes the center of the side marker lamp and is perpendicular to the forward direction of the motor vehicle.
- (3) Side marker lamps shall be mounted in such a way that the performance (in cases where the upper edge of the illuminating surface thereof is at a height of less than 0.75 m above the ground, “ $10^{\circ}$  below” in the requirement of (c) of the preceding Item shall read as “ $5^{\circ}$  below”) provided for in the preceding Item (except the provision concerned with (c) of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered and the following requirements given below may be complied with.

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- A. The side marker lamps installed to motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground.
  - B. The side marker lamps installed to motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground.
  - C. The side marker lamps provided at the front end of a motor vehicle shall be mounted each so that the extreme front end of the illuminating surface thereof is within 1/3 the vehicle length from the front end of the vehicle (at a mountable position near the front end of the vehicle for side-marker lamps installed to motor vehicles for snow removal, construction work and other special services, which cannot be mounted within 1/3 the vehicle length from the front end of the vehicle because of the vehicle construction).
  - D. The side marker lamps provided at the rear end of a motor vehicle shall be mounted each so that the rearmost end of the illuminating surface thereof is within 1 m from the rear end of the vehicle (at a mountable position near the rear end of the vehicle for side-marker lamps installed to motor vehicles for snow removal, construction work and other special services, which cannot be mounted within 1 m from the rear end of the vehicle because of the vehicle construction).
  - E. The side marker lamps shall comply with the requirements of Item (2), Paragraph 1 of the succeeding Article. However, the side marker lamps which serve also as direction indicator lamps or auxiliary direction indicator lamps (hereinafter referred to as the "direction indicator lamps, etc." in this Article) shall be wired so that, when either of the direction indicator lamps, etc., is turned on, the corresponding side marker lamp turns off.
- (4) Side marker lamps other than those in combination with direction indicator lamps, etc. shall be wired so that they flash in unison with hazard warning lamps when the hazard warning lamps are in operation.

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- (5) Side reflex reflector shall comply with the following requirements:
- A. The reflected light from a side reflex reflector shall be clearly visible at a distance of 150 m from the side of the vehicle at night when illuminated by headlamps with high beam;
  - B. The reflecting surface of a side reflex reflector shall not be a letter nor a triangle in shape;
  - C. The color of reflecting light of the side reflex reflector shall be amber. However, the color of light may be red in the case of the side reflex reflector that is provided at the rear end and is integral, from the standpoint of construction, with the rear position lamp, rear-end outline marker lamp, rear fog lamp, stop lamp or side marker lamp provided at the rear end.
- (6) The side reflex reflector shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
- A. The color of light shall be amber for side reflex reflectors provided at the front end and the center of a motor vehicle, and amber or red for those provided at the rear end, and those at the rear end shall be all the same in the color of light;
  - B. The side reflex reflectors installed to motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the reflecting surface thereof is at a height of 1.5 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground;
  - C. The side reflex reflectors provided at the rear end of a motor vehicle with a length of less than 6 m shall be mounted each so that the rearmost end of the reflecting surface thereof is within 1/3 the vehicle length from the rear end of the vehicle (at a mountable position near the rear end of the vehicle for those installed to motor vehicles for snow removal, construction work and other special services, which cannot be mounted within 1/3 the vehicle length from the rear end of the vehicle because of the vehicle construction);
  - D. The reflecting surface of the side reflex reflector to be provided on motor vehicles other than motor cycles with or without

sidecar, three-wheeled motor vehicles and mini-sized motor vehicles with caterpillar tracks and sleds shall be visible from every position in the range enclosed by the planes 10° above and 10° below (in cases where the upper edge of the reflecting surface of the side reflex reflector is at a height of less than 0.75 m, the plane 5° below) the horizontal plane, including the horizontal line which passes the center of the side reflex reflector and is parallel to the forward direction of the motor vehicle, and enclosed by the planes 45° forward and 45° backward of the side reflex reflector from the vertical plane that includes the center of the side reflex reflector and is perpendicular to the forward direction of the motor vehicle.

- E. The mounting positions of the side reflex reflectors shall comply with the requirements of Items (3) B through D (Items B and C of the said Item for motor vehicles with a length of less than 6 m), in addition to those provided for in Items B and C.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before November 30, 1975	Items (1) through (6)
(2) Motor vehicles manufactured on or before December 31, 2005	Item (6) D

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured from	Item (3) A	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above	the center of the illuminating surface thereof is at a height of 2 m

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
December 1, 1975, to January 31, 1996		the ground and the lower edge is at a height of 0.25 m or more above the ground	or less above the ground
(2) Motor vehicles manufactured from December 1, 1973 to December 31, 2005	Item (6) B	the upper edge ... is at a height of 1.5 m or less above the ground ... and the lower edge is at a height of 0.25 m or more above the ground	the center ... is at a height of 2 m or less above the ground
(3) Motor vehicles manufactured from February 1, 1996, to December 31, 2005	Item (3) A	the upper edge ... is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground	the upper edge ... is at a height of 2.1 m or less above the ground
(4) Motor vehicles manufactured on or before December 31, 2005	Item (5) B	a letter nor a triangle	a triangle
	Item (5) C	amber. However, the color of light may be red in the case of the side reflex reflector that is provided at the rear end and is integral, from the standpoint of construction, with the rear position lamp, rear-end outline marker lamp, rear fog lamp, stop lamp or side marker lamp provided at the rear end.	amber or red.

4. For motor vehicles manufactured on or before December 31, 2005, notwithstanding the provisions of Item (2) of Paragraph 1, side-marker lamps

may be so constructed as to comply with the following requirements:

- (1) The light of a side-marker lamp shall be clearly visible at night at a distance of 150 m from the side of the vehicle;
- (2) The color of light of a side-marker lamp shall be amber in the case of those provided at the front or the center. In the case of side-marker lamps provided at the rear, the color of light may be amber or red. Furthermore, all side-marker lamps provided at the rear shall be of the same color.

5. Pole trailers manufactured on or before November 30, 1975, shall have on both sides a side reflex reflector complying with the following requirements:

- (1) Side reflex reflectors shall be such that the reflected light therefrom is clearly visible at night when illuminated by headlamps with high beam at a distance of 150 m (100 m for pole trailers manufactured on or before November 30, 1973) from the side of the vehicle;
- (2) The color of the reflected light from the side reflex reflector shall be amber or red;
- (3) The mounting position of the side reflex reflector shall be 2 m or less above the ground.

#### **Article 36** (Number Plate Lamps)

1. As regards motor vehicles manufactured on or before March 31 of 1960, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 36 of the Safety Regulations and Articles 49, 127 and 205 of Details Announcement.

- (1) Motor vehicles shall be provided with a number plate lamp at the rear to illuminate, with white light, the numbers, etc. of the motor vehicle registration number plate, the number plate permitting temporary operation, the number plate permitting forwarding operation or the vehicle number plate. This light shall render the figures clearly visible from a distance of 20 m to the rear at night. However, this provision shall not apply to mini-sized motor vehicles with a maximum speed of less than 20 km/h and to small-sized special motor vehicles.
- (2) The number plate lamps shall be wired so as not to be turned off at the driver's seat when the headlamps or front fog lamps are on. However, a

device may be provided which prevents the number plate lamps from being turned on when the headlamps or front fog lamps are turned on except cases where the headlamps must be turned on pursuant to the provision of Paragraph 1, Article 52 of the Road Traffic Act.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Mini-sized motor vehicles manufactured on or before March 31, 1960	Item (1)

### **Article 37** (Rear Position Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 37 of the Safety Regulations and Articles 50, 128 and 206 of Details Announcement.

- (1) Motor vehicles (except mini-sized motor vehicles with a maximum speed of less than 20 km/h and small-sized special motor vehicles) shall have rear position lamps on each side at their rear ends. However, for motor cycles without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds and motor vehicle with a width of 0.8 m or less, only one rear position lamp at the rear is required.
- (2) Rear position lamps shall comply with the following requirements:
  - A. The illuminating light of a rear position lamp shall be clearly visible at night from a distance of 300 m from the rear of the vehicle, and the beams from the rear position lamps shall not disturb other traffic;
  - B. The color of the light of a rear position lamp shall be red;
  - C. The illuminating surface of the rear position lamp shall be visible from every position in the range enclosed by the planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the rear position lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes 45° inward of the rear



position lamp and 80° outward of the rear position lamp from the vertical plane that includes the center of the rear position lamp and is parallel to the forward direction of the motor vehicle.

- (3) The rear position lamps shall be mounted in such a way that the performance (in cases where the upper edge of the illuminating surface of the rear position lamp is at a height of less than 0.75 m above the ground, “15° below” in the requirement of Item C of the preceding Item shall read as “5° below”; and in cases where the side marker lamp mounted at the front section of motor vehicles (except motor cycles with or without sidecar, three-wheeled motor vehicles, mini-sized motor vehicles with caterpillar tracks and sleds, and trailers) used exclusively for carriage of passengers with a passenger capacity of less than 10 persons, or of motor vehicles (except three-wheeled motor vehicles and trailers) used for carriage of goods with a gross vehicle weight of 3.5 tons or less, has a performance complementing the performance provided for in Item C of the said Item, “80° outward” in the requirement of Item C of the said Item shall read as “45° outward.”) provided for in the said Item (except the provision concerned with Item C of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered.
  - A. The requirement of Item (2), Paragraph 1 of the preceding Article shall apply to rear position lamps *mutatis mutandis*;
  - B. The rear position lamps installed to motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction);
  - C. The rear position lamps installed to motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground;
  - D. The rear position lamps provided on both sides at the rear end of

a motor vehicle shall be mounted so that the outermost edge of the illuminating surface of the outermost rear position lamp is within 400 mm from the outermost part of the vehicle.

- E. The rear position lamps on the two sides at the rear end of a motor vehicle shall be mounted symmetrically with respect to the longitudinal plane of the vehicle (except the rear position lamps of motor vehicles in which the left and right sides at the rear end are not symmetric).
- F. A device shall be provided, which indicates the on-off state of the rear position lamps to the driver in his seat. However, this provision shall not apply to large-sized special motor vehicles with a maximum speed of less than 35 km/h, small-sized special motor vehicles and motor vehicles provided with instruments, etc. which are located in front of the driver's seat and other front seats in parallel to the driver's seat and go on in interlocking with the rear position lamps.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1960	Items (3) A and D
(2) Mini-sized motor vehicles manufactured on or before March 31, 1960	Item (1)
(3) Motor vehicles manufactured on or before December 31, 2005	Item (2) C and Item (3) F

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (1)	shall have rear position lamps on each side at the rear ends. However, for motor cycles, mini-sized motor vehicles with caterpillar tracks and sleds and motor vehicles with a width of 0.8 m or less, only one rear position lamp at the rear is required	shall have rear position lamps at the rear end
(2) Motor vehicles manufactured on or before March 31, 1969	Item (3) D	shall be mounted so that the outermost edge of the illuminating surface of the outermost lamp is within 400 mm from the outermost part of the vehicle.	shall be spaced by 50% or more of the width of the vehicle.
(3) Motor vehicles manufactured from April 1, 1960, to March 31, 1969	Proviso in Item (1)	motor vehicle with a width of 0.8 m or less	motor vehicle with a width of less than 2 m (except motor vehicles for passenger carrying business)
(4) Motor vehicles manufactured on or before November 30, 1973	Item (2) A	300 m	150 m
(5) Motor vehicles manufactured from April 1, 1960, to November 30,	Item (1)	motor cycles without sidecar	motor cycles with and without sidecar

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
<p>1973</p> <p>(6) Motor vehicles manufactured on or before January 31, 1996</p>	Item (3) B	the upper edge of the illuminating surface is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction)	the center of the illuminating surface thereof is at a height of 2 m or less above the ground
<p>(7) Motor vehicles manufactured from February 1, 1996, to December 31, 2005</p>	Item (3) B	the upper edge of the illuminating surface is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction)	the upper edge ... is at a height of 2.1 m or less above the ground
<p>(8) Motor vehicles manufactured on or before December 31, 2005</p>	<p>Item (2) A</p> <p>Item (3)</p>	<p>of the vehicle, and the beams from the rear position lamps shall not disturb other traffic</p> <p>the performance (in cases where the upper</p>	<p>of the vehicle</p> <p>the performance provided for in the</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		<p>edge of the illuminating surface of the rear position lamp is at a height of less than 0.75 m above the ground, “15° below” in the requirement of Item C of the preceding Item shall read as “5° below”; and in cases where the side marker lamp mounted at the front section of motor vehicles (except motor cycles with or without sidecar, three-wheeled motor vehicles, mini-sized motor vehicles with caterpillar tracks and sleds, and trailers) used exclusively for carriage of passengers with a passenger capacity of less than 10 persons, or of motor vehicles (except three-wheeled motor vehicles and trailers) used for carriage of goods with a gross vehicle weight of 3.5 tons or less, has a performance complementing the performance provided for in Item C of the said Item, “80° outward” in the requirement of Item C of the said Item shall read as “45° outward.”) provided for in the said Item (except the provision</p>	<p>preceding Item</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		concerned with Item C of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles)	

4. For motor vehicles manufactured on or before November 30, 1973, notwithstanding the provision of Item (3)(a), Paragraph 1, the rear position lamps provided on both sides at the rear end which serve also as direction indicator lamps or hazard warning lamps may be wired so that the one indicating the direction or both turn off when the direction indicator lamps or hazard warning lamps are in operation.

#### **Article 38** (Rear Fog Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 37-2 of the Safety Regulations and Articles 51, 129 and 207 of Details Announcement.

- (1) Each motor vehicle may be provided with rear fog lamps at the rear.
- (2) The rear fog lamp shall comply with the following requirements:
  - A. The beams from the rear fog lamp shall not disturb other traffic;
  - B. The color of light of the rear fog lamp shall be red.
- (3) The rear fog lamps shall be so installed that they may not hamper the performance provided for in the preceding Item and they may comply with the following requirements:
  - A. The number of rear fog lamps of a motor vehicle shall be two or less;
  - B. The rear fog lamps shall be wired so as to be turned on only when the headlamps or front fog lamps are on and so as to be able to be turned off when either the headlamps or the front fog

lamps are on;

- C. The rear fog lamps shall be so constructed that they may comply with either one of the following requirements:
  - ① When the engine is stopped and the door at the driver's seat is opened, if the switch of the rear fog lamps is in the ON position, the alarm with audible sound shall be set off so as to tell the driver in the driver's seat of this ON state.
  - ② When the rear fog lamps are turned on with the headlamps or front fog lamps are turned off, the rear position lamps, too, shall be on. Furthermore, the rear fog lamps shall be wired so that they, once turned off, are kept turned off until they are turned on again, when the headlamps or front fog lamps are turned on after the rear position lamps have been turned off;
- D. The rear fog lamps installed on motor vehicles other than motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 1 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground;
- E. The rear fog lamps installed on motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 1 m or less above the ground;
- F. The illuminating surface of a rear fog lamp shall be located 100 mm or more apart from the illuminating surface of the stop lamp;
- G. The illuminating surface of the rear fog lamp to be provided on motor vehicles other than large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles shall be visible from every position in the range enclosed by the planes  $5^{\circ}$  above and  $5^{\circ}$  below the horizontal plane, including the horizontal line which passes the center of the rear fog lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes  $25^{\circ}$  inward of the rear fog lamp and  $25^{\circ}$  outward of the rear fog lamp from the vertical plane that includes the center of the rear fog lamp and is parallel to the

forward direction of the motor vehicle;

- H. When a rear fog lamp is provided, it shall be installed so that the center of the rear fog lamp concerned may come on the longitudinal centerline of the motor vehicle or come at the right side therefrom;
- I. A device shall be provided which indicates the on-off state of the rear fog lamps to the driver in his seat;
- J. The mounting positions of the rear fog lamps on both sides at the rear end shall comply with the requirements of Item (3) E of Paragraph 1 of the preceding Article which apply mutatis mutandis, in addition to those provided for in Items D through G.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 2005	Items (3) G, H and J

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before January 31, 1996	Item (3) D	the upper edge of the illuminating surface thereof is at a height of 1 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground	the center of the illuminating surface thereof is at a height of 1 m or less above the ground
(2) Motor vehicles manufactured	Item (3) D	the upper edge of the illuminating surface	the center of the illuminating



Motor Vehicle	Provision	Wording Replaced	Replacement Wording
from February 1, 1996, to December 31, 2005		thereof is at a height of 1 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground	surface thereof is at a height of 1 m or less above the ground

4. On motor vehicles that are manufactured on or before December 31, 2005, their rear fog lamps may have construction complying with the following requirements given below, regardless of the requirements provided for in Item (2) A and Items (3) B and C of Paragraph 1.

- (1) The luminous intensity of the rear fog lamp shall exceed that of the rear position lamp;
- (2) The rear fog lamps shall be wired so as to be turned on only when the headlamps or front fog lamps are on and so as to be able to be turned off when either the headlamps or the front fog lamps are on. However, the rear fog lamps may be wired so as to be kept turned on even when the headlamps or front fog lamps are turned off, as long as the rear position lamps are on. In this case, the rear fog lamps shall be wired so that they, once turned off, are kept turned off until they are turned on again, when the headlamps or front fog lamps are turned on after the rear position lamps have been turned off.

### **Article 39** (Parking Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 37-3 of the Safety Regulations and Articles 52, 130 and 208 of Details Announcement.

- (1) Motor vehicle may be provided with parking lamps on each side at both of the front and rear (for mini-sized motor vehicles with caterpillar tracks and sleds and motor vehicles with a width of 0.8 m or less, at both the front and rear, or at the rear), or on both sides thereof.
- (2) The parking lamps shall comply with the following requirements:
  - A. The illuminating light of a parking lamp at the front or the rear

shall be clearly visible at night at a distance of 150 m from the front or the rear of the vehicle, respectively. As for a parking lamp on each side, its illuminating light shall be clearly visible at night at a distance of 150 m from the front and the rear of the vehicle, and its beams shall not disturb other traffic;

- B. The color of light of a parking lamp at the front shall be white; the color of light of a parking lamp at the rear shall be red; and the color of light of a parking lamp on each side shall be white in the forward direction of the motor vehicle and red in the backward direction of the motor vehicle. However, the color of light may be amber in the case of a parking lamp that is integral, from the standpoint of construction, with the side marker lamp or the direction indicator lamp provided on each side of the motor vehicle;
- C. The illuminating section of a parking lamp at the front or the rear shall be visible from every position in the range enclosed by planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane including the horizontal line which passes the center of the parking lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by a vertical plane that passes the center of the parking lamp and is parallel to the forward direction of the motor vehicle and a plane  $45^\circ$  outward of the parking lamp from the said vertical plane;
- D. The illuminating section of a parking lamp on each side shall be visible from every position in the range enclosed by planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane including the horizontal line which passes the center of the parking lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by a vertical plane that passes the center of the parking lamp and is parallel to the forward direction of the motor vehicle and a vertical plane  $45^\circ$  outward of the parking lamp from the said vertical plane in the forward direction, as well as in the range enclosed by planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane including the horizontal line which passes the center of the parking lamp and is parallel to the forward direction of the motor vehicle, and enclosed by a vertical plane that passes the center of the parking lamp and is parallel to the forward direction of the motor vehicle and a vertical plane  $45^\circ$  outward of the parking lamp from the said vertical plane in the rearward direction;

- (3) Parking lamps shall be mounted in such a way that the performance (in cases where the upper edge of the illuminating surface thereof is at a height of less than 0.75 m above the ground, “15° below” in the requirements of Items C and D of the preceding Item shall read as “5° below”) provided for in the said Item (except the provisions concerned with Items C and D of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered and the following requirements given below may be complied with:
- A. The parking lamp provided on each side of the front or the rear shall be mounted so that the outermost edge of the illuminating surface thereof is within 400 mm (within 150 mm in the case of trailers) from the outermost part of the motor vehicle.
  - B. The parking lamp provided on each side of the front or the rear shall be mounted symmetrically with respect to the longitudinal plane of the vehicle. However, this provision shall not apply to parking lamps to be mounted on motor vehicles in which the right and left sides at the front or rear section are not symmetric;
  - C. The parking lamps at the rear shall be wired so that all of them will be lit simultaneously. However, for motor vehicles other than those 6 m or more in length or other than those 2 m or more in width may be wired so that the parking lamp only on the left side or only on the right side may be turned on;
  - D. The parking lamps at the front shall be wired so that they may be turned on only when the parking lamps at the rear (in the case where a tractor and a trailer are coupled, the rear of the trailer) are lit;
  - E. The parking lamps shall be wired so that they may be turned on while the engine is not in operation.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before September 30, 1969	Item (2) and Item (3)
(2) Motor vehicles manufactured on or	Item (2) B and Item (3) B (only the

Motor Vehicle	Provision
before November 30, 1973	portion relating to the requirements of parking lamps provided at the front)

3. For motor vehicles manufactured on or before December 31, 2005, notwithstanding the provisions of Item (1) of Paragraph 1, parking lamps may be provided on both sides at the rear of the motor vehicle.

4. For motor vehicles manufactured on or before December 31, 2005, notwithstanding the provision of Item (2) of Paragraph 1, parking lamps may be so constructed as to comply with the following requirements:

- (1) The light of a parking lamp provided at the front shall be clearly visible at night at a distance of 150 m from the front of the vehicle, whereas the light of a parking lamp provided at the rear shall be clearly visible at night at a distance of 150 m from the rear of the vehicle;
- (2) The parking lamp provided at the front shall comply with the requirements of Item (2) B, Paragraph 1 of Article 32, whereas the parking lamp provided at the rear shall comply with the requirements of Item (2) B, Paragraph 1 of Article 37 which apply mutatis mutandis.

**Article 40** (Rear-End Outline Marker Lamps)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 37-4 of the Safety Regulations and Articles 53, 131 and 209 of Details Announcement.

- (1) Motor vehicles may be provided with a rear-end outline marker lamp.
- (2) Rear-end outline marker lamps shall comply with the following requirements:
  - A. The illuminating light of a rear-end outline marker lamp shall be clearly visible at night at a distance of 300 m from the rear of the vehicle, and the beams from the rear-end outline marker lamps shall not disturb other traffic;
  - B. The color of the light of a rear-end outline marker lamp shall be red;

- C. The illuminating surface of the rear-end outline marker lamp shall be visible from every position in the range enclosed by planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane, including the horizontal line which passes the center of the rear-end outline marker lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by a plane  $45^\circ$  inward of the rear-end outline marker lamp and  $80^\circ$  outward of the rear-end outline marker lamp from the vertical plane parallel to the forward direction of the motor vehicle.
- (3) The rear-end outline marker lamp shall be mounted in such a way that the performance provided for in the preceding Paragraph may not be hampered and the following requirements given below may be complied with.
- A. The rear-end outline marker lamps shall be mounted at a maximum mountable height;
- B. The rear-end outline marker lamps shall be mounted each so that the outermost edge of the illuminating surface thereof is within 400 mm from the outermost part of the vehicle;
- C. The rear-end outline marker lamps provided on both sides at the rear end of a motor vehicle shall be mounted symmetrically with respect to the longitudinal plane of the vehicle (except for those installed to motor vehicles in which the left and right sides at the rear end are not symmetric);
- D. The rear-end outline marker lamp shall be mounted at such a position that, when the illuminating surface thereof and the illuminating surface of the rear position lamp are projected on the vertical plane perpendicular to the vehicle longitudinal plane, these projected illuminating surfaces are located at least 200 mm apart from each other.
- E. The rear-end outline marker shall be wired so as not to be turned off when the rear position lamps are on.

**Article 41** (Rear Reflex Reflectors)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 38 of the Safety Regulations and Articles 54, 132 and 210 of Details Announcement.

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- (1) Motor vehicle shall be provided with rear reflex reflectors on the rear complying with the following requirements:
    - A. The reflecting surface of a rear reflex reflector of motor vehicles other than trailers shall not be a letter nor a triangle in shape;
    - B. The reflecting surface of a rear reflex reflector of a trailer shall be either an equilateral triangle or hollow equilateral triangle with a stripe whose width is at least one fifth of the side. In either case, each side of the triangle shall be 150 mm or more, but not exceeding 200 mm in length;
    - C. The reflected light from a rear reflex reflector shall be clearly visible at a distance of 150 m behind the vehicle at night when illuminated by headlamps with high beam;
    - D. The color of the reflected light by rear reflex reflectors shall be red.
  
  - (2) The rear reflex reflector shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
    - A. The rear reflex reflectors installed to motor vehicles other than motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted so that the upper edge of the reflecting surface thereof is at a height of 1.5 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground.
    - B. The rear reflex reflectors installed to motor cycles with and without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted each so that the center of the reflecting surface thereof is at a height of 1.5 m or less above the ground;
    - C. The rear reflex reflectors provided at the outermost parts of a motor vehicle shall be mounted each so that the outermost edge of the reflecting surface thereof is within 400 mm from the outermost part of the vehicle. However, those installed to motor cycles and mini-sized motor vehicles with caterpillar tracks and sleds may be mounted each so that the center of the reflecting surface thereof is on the longitudinal plane of the vehicle, and those installed to motor cycles with sidecar may be mounted each so that the center of the reflecting surface thereof is on the longitudinal plane of the motor cycle;
    - D. The reflecting surface of the rear reflex reflector installed to motor vehicles other than large-sized special motor vehicles

(except pole trailers), small-sized special motor vehicles and trailers shall be visible from every position in the range enclosed by the planes 10° above and 10° below (in cases where the upper edge of the reflecting surface of the rear reflex reflector is at a height of less than 0.75 m, the plane 5° below) the horizontal plane, including the horizontal line which passes the center of the rear reflex reflector and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes 30° inward of the rear reflex reflector and 30° outward of the rear reflex reflector from the vertical plane that includes the center of the rear reflex reflector and is parallel to the forward direction of the motor vehicle;

- E. The reflecting surface of the rear reflex reflector installed to trailers other than large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles shall be visible from every position in the range enclosed by the planes 15° above and 15° below (in cases where the upper edge of the reflecting surface of the rear reflex reflector is at a height of less than 0.75 m, the plane 5° below) the horizontal plane, including the horizontal line which passes the center of the rear reflex reflector and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes 30° inward of the rear reflex reflector and 30° outward of the rear reflex reflector from the vertical plane that includes the center of the rear reflex reflector and is parallel to the forward direction of the motor vehicle.
- F. The mounting positions of the rear reflex reflectors on both sides at the rear end shall comply with the requirements of Item (3) E of Paragraph 1 of Article 37 which apply mutatis mutandis, in addition to those provided for in Items A through E.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 2005	Items (2) D through F

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before November 30, 1973	Item (1) B	either an equilateral triangle or hollow equilateral triangle with a stripe whose width is at least one fifth of the side. In either case, each side of the triangle shall be 150 mm or more, but not exceeding 200 mm in length	either an equilateral triangle with a side length of 50 mm or more or hollow equilateral triangle with a stripe whose width is 25 mm or more.
	Item (1) C	150 m	100 m
(2) Motor vehicles manufactured from December 1, 1973 to December 31, 2005	Item (1) B	one fifth of the side	30 mm
		150 mm or more, but not exceeding 200 mm in length	150 mm or more
(3) Motor vehicles manufactured on or before December 31, 2005	Item (1) A	a letter nor a triangle	a triangle
	Item (2) A	the upper edge of the reflecting surface thereof is at a height of 1.5 m or less above the ground and the lower edge is at a height of 0.25 m or more above the ground	the center of the reflecting surface thereof is at a height of 1.5 m or less above the ground

**Article 42-1 (Retro-Reflective Materials)**

The provisions of Article 38-3 of the Safety Regulations and Articles 55-2, 133-2 and 211-2 shall not apply to motor vehicles manufactured on or before August 25, 2006.

**Article 42 (Stop Lamps)**



1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 39 of the Safety Regulations and Articles 56, 134 and 212 of Details Announcement.

- (1) Motor vehicles (except mini-sized motor vehicles and small-sized special motor vehicles with a maximum speed of less than 20 km/h) shall be provided with a stop lamp on both sides at the rear end thereof. However, motor cycles, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less may be provided with only one stop lamp on the rear end thereof.
- (2) Stop lamps shall comply with the following requirements:
  - A. The illuminating light of a stop lamp shall be clearly visible in the daytime at a distance of 100 m behind it, and its beam shall not disturb other traffic;
  - B. A stop lamp combined with a rear position lamp shall be so wired that the luminous intensity of both lamps when lit at the same time is 5 times or more that of the rear position lamp when lit independently;
  - C. The color of light of a stop lamp shall be red;
  - D. The illuminating surface of the stop lamp shall be visible from every position in the range enclosed by the planes  $15^\circ$  above and  $15^\circ$  below the horizontal plane, including the horizontal line which passes the center of the stop lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes  $45^\circ$  inward of the stop lamp and  $45^\circ$  outward of the stop lamp from the vertical plane that includes the center of the stop lamp and is parallel to the forward direction of the motor vehicle.
- (3) The stop lamps shall be mounted in such a way that the performance (in cases where the upper edge of the illuminating surface of the stop lamp is at a height of less than 0.75 m above the ground, “ $15^\circ$  below” in the requirement of Item D of the preceding Item shall read as “ $5^\circ$  below”) provided for in the said Item (except the provision concerned with Item D of the said Item in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered and the following requirements given below may be complied

with.

- A. Stop lamps shall be wired so as to turn on only when the service brake system (in case a tractor is coupled with a trailer, the service brake system of the tractor or trailer concerned; the same applies herein below in this Paragraph) or the auxiliary brake system (which refers to a brake system that reduces the speed of the running vehicle, assisting the service brake system; the same applies herein below in this Paragraph) is operated. However, in the case of an auxiliary brake system whose deceleration ability is  $2.2 \text{ m/s}^2$  when the motor vehicle in the unloaded state is decelerated from a speed of 80 km/h (in the case of a motor vehicle with a maximum speed of less than 80 km/h, its maximum speed) on a dry, paved road, the stop lamps may be wired so as not to turn on during the operation of the auxiliary brake system;
  - B. The stop lamps installed to motor vehicles other than motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks or sleds shall be mounted each so that the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction);
  - C. The stop lamps installed to motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks or sleds shall be mounted each so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground;
  - D. The mounting positions of the stop lamps on both sides at the rear end of the vehicle shall comply with the requirements of Items (3) D and E, Paragraph 1 of Article 37, in addition to those provided for in Items B and C.
2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Mini-sized motor vehicles and motor vehicles with a maximum speed of less than 25 km/h manufactured on or before March 31, 1960	Item (1)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (1)	shall be provided with a stop lamp on both sides at the rear end thereof. However, motor cycles, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less may be provided with only one stop lamp on the rear end thereof.	shall be provided with stop lamps at the rear end thereof.
	Item (2) B	5 times or more	2 times or more
	Item (3) D	Items (3) D and E, Paragraph 1 of Article 37	Item (3) E, Paragraph 1 of Article 37
(2) Motor vehicles manufactured on or before November 30, 1973	Item (2) A	100 m	30 m
	Item (2) C	red	red or amber
(3) Motor vehicles manufactured	Item (1)	shall be provided with a stop lamp on both	shall be provided with a stop lamp at

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
from April 1, 1960, to November 30, 1973		sides at the rear end thereof. However, motor cycles, mini-sized motor vehicles with caterpillar tracks or sleds and motor vehicles with a width of 0.8 m or less may be provided with only one stop lamp on the rear end thereof.	the rear end thereof (on both sides at the rear end, for motor vehicles with a width of 2 m or more and passenger-carrier business motor vehicles).
	Item (2) B	5 times or more	3 times or more
(4) Motor vehicles manufactured on or before January 31, 1996	Item (3)(b)	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction);	the center of the illuminating surface thereof is at a height of 2 m or less above the ground;
(5) Motor vehicles manufactured from February 1, 1996, to December 31, 2005	Item (3) B	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to	the upper edge of the illuminating surface thereof is at a height of 2.1 m or less above the ground;

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(6) Motor vehicles manufactured on or before December 31, 2005		semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction);	
	Item (2) A	behind it, and its beam shall not disturb other traffic	behind it
	Item (2) D	The illuminating surface of the stop lamp shall be visible from every position in the range enclosed by the planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the stop lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by the planes 45° inward of the stop lamp and 45° outward of the stop lamp from the vertical plane that includes the center of the stop lamp and is parallel to the forward direction of the motor vehicle.	The stop lamp shall be installed in such a way that the illuminating surface thereof is visible from every position up to a height of 2.5 m above the ground at a distance of 10 m to the rear.
Item (3)	the performance (in cases where the upper edge of the illuminating surface of the stop lamp is at a height of less than 0.75 m above the ground, “15° below” in the requirement of	the performance	

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		Item D of the preceding Item shall read as "5° below")	

4. For motor vehicles manufactured on or before November 30, 1973, notwithstanding the provision of Item (3) A, Paragraph 1, the stop lamps provided on both sides at the rear end which serve also as direction indicator lamps may be wired so that only the one not indicating the direction turns on when the service brake system is in operation, and the stop lamps provided on both sides at the rear end which serve also as hazard warning lamps may be wired so that they turn off when the hazard warning lamps are in operation.

#### **Article 43** (Auxiliary Stop Lamps)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 39-2 of the Safety Regulations and Articles 57, 135 and 213 of Details Announcement.

- (1) Motor vehicles may be provided with an auxiliary stop lamp at the rear end thereof.
- (2) The auxiliary stop lamp shall comply with the following requirements:
  - A. The beams of auxiliary stop lamps shall not disturb other traffic.
  - B. The auxiliary stop lamp shall comply with the requirements of Items (2) C and D, Paragraph 1 of the preceding Article, in addition to those provided for in Item A. In this case, "planes 15° above and 15° below" appearing in the requirement of Item D of the said Item shall read as "planes 10° above and 5° below," and "plane 45°" shall read as "plane 10°."
- (3) The auxiliary stop lamp shall be mounted in such a way that the performance provided for in the preceding Item may not be hampered and the following requirements given below may be complied with.
  - A. The number of auxiliary stop lamps shall be one (except in cases where one each auxiliary stop lamp is mounted on both sides of the longitudinal plane of the vehicle pursuant to the provision of the proviso in Item C);

- B. The auxiliary stop lamp shall be mounted so that the lower edge of the illuminating surface thereof is at a height of 0.85 m or more above the ground, or above the level 0.15 m lower than the lowermost end of the rear window, and is above the horizontal plane including the upper edge of the illuminating surface of the stop lamp;
- C. The center of the illuminating surface of the auxiliary stop lamp shall be on the longitudinal plane of the vehicle. However, where the center of the illuminating surface of the auxiliary stop lamp cannot be located on the longitudinal plane of the vehicle because of the vehicle construction, the center of the illuminating surface thereof may be located within 150 mm from the longitudinal plane of the vehicle, or one each auxiliary stop lamp may be mounted on both sides of the longitudinal plane of the vehicle. In this case, the auxiliary stop lamps provided on both sides shall be mounted each at the mountable position nearest to the longitudinal plane of the vehicle;
- D. The auxiliary stop lamp shall not be in combination with a rear position lamp;
- E. The auxiliary stop lamp shall be wired so as to turn on only when the stop lamps turn on.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 2005	Item (2) A and Item (3) B

**Article 44** (Reversing Lamps)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 40 of the Safety Regulations and Articles 58, 136 and 214 of Details Announcement.

- (1) Motor vehicles shall be provided with reversing lamps. However, this provision shall not apply to motor cycles with or without sidecars, mini-sized motor vehicles with caterpillar tracks or sleds, small-sized special motor vehicles, and motor vehicle with a width of 0.8 m or less, and to trailers drawn by these motor vehicles.

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- (2) The reversing lamp shall comply with the following requirements:
- A. The illuminating light of a reversing lamp shall be clearly visible in the daytime from a distance of 100 m from the rear of the vehicle. Furthermore, the beams from the reversing lamp shall not disturb other traffic;
  - B. The color of light of a reversing lamp shall be white;
- (3) The reversing lamps shall be so installed that they may not hamper the performance provided for in the preceding Item (in cases where a white front fog lamp whose type has been designated pursuant to the provision of Paragraph 1 of Article 75-2 of the Act (hereinafter referred to as “the type designated front fog lamp” in this Article) is installed as a reversing lamp, the performance of the type designated front fog lamp concerned) and they may comply with the following requirements:
- A. The number of reversing lamps of a motor vehicle shall be two or less;
  - B. Reversing lamps shall be wired so as to turn on only when the transmission system (for trailers, the transmission system of tractors) is in the reverse position;
  - C. The illuminating surface of the reversing lamp to be provided on motor vehicles other than large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles shall be visible from every position in the range enclosed by planes 15° above and 5° below the horizontal plane, including the horizontal line which passes the center of the reversing lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 45° inward of the reversing lamp (in cases where the reversing lamp is mounted on both sides at the rear end, 30° inward of the reversing lamp) and 45° outward of the reversing lamp from the vertical plane parallel to the forward direction of the motor vehicle. However, in the case of motor vehicles in which the type designated front fog lamp is installed as a reversing lamp, the illuminated surface of the reversing lamp shall be visible from every position in the range enclosed by planes 5° above and 5° below the horizontal plane, including the horizontal line which passes the center of the reversing lamp and is perpendicular to the forward direction of the motor vehicle, and



enclosed by planes 45° inward of the reversing lamp (in cases where the type designated front fog lamp is mounted as a reversing lamp on both sides at the rear end, 10° inward of the type designated front fog lamp) and 45° outward of the reversing lamp from the vertical plane parallel to the forward direction of the motor vehicle;

- D. The reversing lamps shall comply with the requirements of Item (3) E of Paragraph 1 of Article 37 which apply mutatis mutandis, in addition to those provided for in Items A through C.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before April 14, 1964	Item (1)
(2) Motor vehicles with a length of less than 6 m manufactured on or before March 31, 1969	Item (1)
(3) Motor vehicles manufactured on or before December 31, 2005	Item (3) D

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1957	Item (3) B	Reversing lamps shall be wired so as to turn on	Reversing lamps shall be wired so as not to be able to be turned at the driver's seat or turn on
(2) Motor vehicles manufactured	Item (2) B	white	white or selective yellow

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
on or before January 31, 1996			

4. On motor vehicles that are manufactured on or before December 31, 2005, their reversing lamps may have construction complying with the following requirements given below, regardless of the requirements provided for in Item (2) A and Item (3) C of Paragraph 1.

- (1) The intensity of a reversing lamp shall be 5,000 cd or less;
- (2) The main photometric axis of a reversing lamp for illuminating mainly the rear shall be directed downwards and shall not strike the ground at a distance of 75 m or more behind the vehicle;

5. The provisions of Item (3), Paragraph 3 of Article 136 and Item (3), Paragraph 3 of Article 214 of the Details Announcement and Paragraph 4-5-4-2 of Attachment 52 of the said Announcement shall not apply to motor vehicles other than motor vehicles type-designated pursuant to the provision of Paragraph 1 of Article 75 of the Act on or after July 16, 2006.

**Article 45** (Direction Indicator Lamps)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 41 of the Safety Regulations and Articles 59, 137 and 215 of Details Announcement.

- (1) Motor vehicles shall be provided with direction indicator lamps pursuant to the following requirements:
  - A. Motor vehicles shall be provided with direction indicator lamps at least one each at the right and left sides thereof. Each lamp shall be mounted so that its indicating surface is visible at a distance of 30 m forward and backward on the longitudinal axis of the vehicle. However, this requirement shall not apply to motor vehicles with a maximum speed of less than 20 km/h, in which the distance between the center of the steering wheel and the outermost part of the vehicle is less than 650 mm and the driver's seat is not located inside the vehicle compartment, and to trailers;

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- B. Motor vehicles shall be provided with a direction indicator lamp on each side at the rear end. However, this requirement shall not apply to motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds, large-sized special motor vehicles, small-sized special motor vehicles, motor vehicles with a width of 0.8 m or less, and motor vehicles in the proviso of the preceding Item;
- C. Motor vehicles shall be provided with a direction indicator lamp on each side thereof. However, this requirement shall not apply to ordinary-sized motor vehicles with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more (except tractors drawing semi-trailers, motor vehicle with a passenger capacity of 11 persons or more, and motor vehicles which have a shape similar to the motor vehicles with a passenger capacity of 11 persons or more; hereinafter referred to as the “large-sized trucks, etc.”), motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds, motor vehicles with a width of 0.8 m or less and motor vehicles in the proviso of Item A;
- D. Large-sized trucks, etc. shall be provided with direction indicator lamps at the front (except trailers) and at the center on each side thereof;
- E. Tractors (except motor vehicles in the proviso of Item B (except large-sized special motor vehicles and small-sized special motor vehicles)) coupled with trailers (except cases where tractors or trailers are large-sized trucks, etc.) shall be provided with direction indicator lamps in compliance with the requirements of the texts of Items A and B and the requirement of Item C in the coupled condition;
- F. Tractors or trailers which are categorized as large-sized trucks, etc., shall be provided with direction indicator lamps each at the center on each side in compliance with the requirement of Item D. In addition, when tractors (except motor vehicles in the proviso of Item B (except large-sized special motor vehicles and small-sized special motor vehicles)) are coupled with trailers (limited to cases when tractors or trailers are large-sized trucks, etc.), tractors or trailers are provided with direction indicator lamps each on each side in the coupled condition in compliance with the requirements of the texts of Items A and B;

- G. Motor vehicles provided for in the proviso of Item A (except trailers) with a length of 6 m or more and tractors (limited to motor vehicles in the proviso of Item B (except large-sized special motor vehicles and small-sized special motor vehicles)) or trailers whose length is 6 m or more when coupled shall be provided with direction indicator lamps in compliance with the requirement of the text of Item A.
- (2) Direction indicator lamps shall comply with the following requirements:
- A. Direction indicator lamps when lit shall be visible in the daytime at a distance of 100 m (30 m for direction indicator lamps mounted on each side of the vehicle pursuant to the requirements of Items C and D of the preceding Item (except the direction indicator lamps to be mounted at the center on each side) and pursuant to the requirement of Item E or F of the preceding Item (except the direction indicator lamps to be mounted at the center on each side pursuant to the requirement of Item D) in the intended direction, and its beams shall not disturb other traffic;
- B. Direction indicator lamps shall be amber in the color of light;
- C. The indicating surfaces of direction indicator lamps shall be visible from every position in the range specified in the right column of the table below according to the category of direction indicator lamps specified in the left column of the said table.

Category of direction indicator lamps	Range
a. Direction indicator lamps to be mounted on front or rear of motor vehicles	Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 45° inward of the direction indicator lamp and 80° outward of the direction indicator lamp from the vertical plane that includes the center of the direction indicator lamp and is parallel to the forward direction of the motor vehicle;

Category of direction indicator lamps	Range
<p>b. Direction indicator lamps to be mounted on each side of motor vehicles other than those specified in “c” and “d” (except direction indicator lamps provided for in Item (3) I)</p>	<p>Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 5° outward of the direction indicator lamp and 60° outward of the direction indicator lamp from the vertical plane which is parallel to the forward direction of the motor vehicle and lies backward from the center of the direction indicator lamp;</p>
<p>c. Direction indicator lamps to be mounted on each side of motor vehicles specified in the following ① to ④ inclusive (except those with a length of 6 m or below) and motor vehicles specified in ⑤ and ⑥ (except those specified in Item (3) I):</p> <p>① Motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons or more;</p> <p>② Motor vehicles having a shape similar to those used exclusively for carriage of passengers with a passenger capacity of 10 persons or more;</p> <p>③ Motor vehicles used for carriage of goods with a gross vehicle weight of 3.5 tons or less;</p> <p>④ Motor vehicles having a shape similar to those used for carriage of goods with a gross vehicle weight of 3.5 tons or less;</p> <p>⑤ Motor vehicles used for carriage of goods with a gross vehicle weight exceeding 3.5 tons;</p>	<p>Range enclosed by planes 30° above and 5° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 5° outward of the direction indicator lamp and 60° outward of the direction indicator lamp from the vertical plane which is parallel to the forward direction of the motor vehicle and lies backward from the center of the direction indicator lamp;</p>

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Category of direction indicator lamps	Range
⑥ Motor vehicles having a shape similar to those used for carriage of goods with a gross vehicle weight exceeding 3.5 tons;	

Category of direction indicator lamps	Range
<p>d. Direction indicator lamps to be mounted on both sides of motor cycles with or without sidecar, three-wheeled motor vehicles and mini-sized motor vehicles with caterpillar tracks and sleds (limited to those in which direction indicator lamps are mounted only on side).</p>	<p>Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 5° inward of the direction indicator lamp and 45° outward of the direction indicator lamp from the vertical plane which includes the center of the direction indicator lamp and is parallel to the forward direction of the motor vehicle (limited to the plane that lies forward from the center of the direction indicator lamp), and range enclosed by planes 5° inward of the direction indicator lamp and 60° outward of the direction indicator lamp from the vertical plane which includes the center of the direction indicator lamp and is parallel to the forward direction of the motor vehicle (limited to the plane that lies backward from the center of the direction indicator lamp)</p>

- (3) Direction indicator lamps shall be mounted in such a way that the performance (in cases where the upper edge of the indicating surface thereof is at a height of less than 0.75 m above the ground, “15° below” in the requirement concerned with “a” and “b” of the table of Item C of the preceding Item shall read as “5° below”; and in cases where the side marker lamp (limited only to those whose color of light is amber) mounted at the front or rear section of motor vehicles (except motor cycles with or without sidecar, three-wheeled motor vehicles, mini-sized motor vehicles with caterpillar tracks and sleds, and trailers) used exclusively for carriage of passengers with a passenger capacity of less than 10 persons, or of motor vehicles (except three-wheeled motor vehicles and trailers) used for carriage of goods with a gross vehicle weight of 3.5 tons or less, has a performance complementing the performance of the direction indicator lamp mounted at the front or rear section, provided for in “a” of the said table, “80° outward” in the requirement concerned with “a” of the said table shall read as “45° outward”) provided for in the said Item (except the requirement concerned with “a” of the table of Item C of the said Item in the case of

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motor cycles with or without sidecar, three-wheeled motor vehicles and mini-sized motor vehicles with caterpillar tracks and sleds, and except the requirement concerned with “a,” “b” and “c” of the said table in the case of large-sized special motor vehicles (except pole trailers) and small-sized special motor vehicles) may not be hampered and the following requirements given below may be complied with:

- A. Direction indicator lamps shall flash at a fixed rate of 60 to 120 cycles per minute;
- B. Direction indicator lamps shall be mounted symmetrically with respect to the longitudinal plane of the vehicle (except motor vehicles whose shape is not symmetrical);
- C. Of the direction indicator lamps for the front or the rear, installed on motor vehicles other than motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds, the innermost ones shall be mounted so that the distance between the innermost edges of the respective indicating surfaces is 600 mm or more (400 mm or more for motor vehicles with a width of less than 1,300 mm), and the outermost ones (except those for the rear which are installed on tractors drawing semi-trailers) shall be mounted each so that the outermost edge of the indicating surface thereof is within 400 mm from the outermost part of the vehicle;
- D. Direction indicator lamps installed on motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted so that the center-to-center distance between the respective indicating surfaces is 300 mm or more for those for the front (250 mm or more for those for the front with a light source of 8 watts or more) and 150 mm or more for those for the rear. Furthermore, in cases where two or more headlamps or rear position lamps are provided, those for the front shall be located farther outward than the outermost headlamps and those for the rear, farther outward than the outermost rear position lamps;
- E. Direction indicator lamps installed to motor vehicles other than motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar tracks and sleds shall be mounted so that the upper edge of the indicating surface thereof is at a height of 2.1 m or less above the ground (2.3 m or less above the ground for those installed to large-sized special motor vehicles and small-sized special motor vehicles and those provided on each side of motor vehicles) and the lower edge is at a height of 0.35 m



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or more above the ground (at a maximum mountable height for those installed to semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction);

- F. Direction indicator lamps installed on motor cycles with or without sidecar and mini-sized motor vehicles with caterpillar track and sleds shall be mounted each so that the center of the indicating surface thereof is at a height of 2.3 m or less above the ground;
- G. Direction indicator lamps to be provided on each side of motor vehicles provided for in Item (1) C and E shall be mounted each so that the most forward edge of the indicating surface thereof is within 2.5 m (within 2.5 m or 60% of the vehicle length (in cases where a tractor is coupled with a trailer, the length in the coupled condition of the tractor and the trailer. Hereinafter the same in this Item) in the case of large-sized special motor vehicles and small-sized special motor vehicles; within 60% of the vehicle length in the case of motor vehicles with a length of 6 m or more) from the front end of the vehicle;
- H. Direction indicator lamps to be provided on each side at the front provided for in Item (1) D shall be mounted between the front end of the vehicle and the outer rear end of the driver's compartment or passenger compartment;
- I. Direction indicator lamps to be provided on each side at the center provided for in Item (1) D and F shall be mounted so that the most forward edge of the indicating surface is within 2.5 m from the outer rear end of the driver's compartment or passenger compartment (within 4.5 m from the front end of the vehicle in the case of trailers) and that the indicating surface is visible from every position at a height of 1 m to 1.6 m above the ground, that is located on the vertical plane parallel to the longitudinal plane of the vehicle and 1 m outward from the outermost part of the vehicle, and that corresponds to a distance from 1 m ahead of the mounting position of the direction indicator lamp to the rear end of the vehicle;
- J. Direction indicator lamps (except direction indicator lamps provided for in the preceding Item) to be provided on each side of motor vehicles provided for in Item (1) F shall be mounted each so that the most forward edge of the indicating surface thereof is within 60% of the length from the front end of the tractor.

K. In cases where the driver in the driver's seat can not confirm directly and readily the operation of direction indicator lamps (excepts those mounted on each side of the motor vehicle), a device shall be provided to tell the driver of the operating condition of the direction indicator lamps.

(4) Direction indicator lamps mounted on each side of motor vehicles may be wired so as to flash simultaneously with the hazard warning lamps when they are operating.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1960	Items (1) B through D, "a" (only the portion relating to direction indicator lamps provided at the rear end of motor vehicles), "b" and "c" of the table of Item (2) C, and Items (3) G and H
(2) Motor vehicles manufactured on or before March 31, 1960, wherein the driver's seat is not in the vehicle compartment and the distance from the center of the steering wheel to the outermost part of the vehicle is less than 650 mm	Item (1)
(3) Tractors and trailers in cases where tractors manufactured on or before March 31, 1960 — wherein the driver's seat is not in the vehicle compartment and the distance from the center of the steering wheel to the outermost part of the tractor is less than 650 mm — are coupled with trailers manufactured on or before March 31, 1960, wherein the distance from the center of the steering wheel of the tractor to the outermost part of the trailer is less than 650 mm	Item (1) E and Item (3) G (only the portion relating to motor vehicles of Item (1) E)
(4) Tractors and trailers in cases where	Item (3) J

Motor Vehicle	Provision
tractors manufactured on or before March 31, 1960, are coupled with trailers manufactured on or before March 31, 1960 (except tractors and trailers of the preceding Item)	
(5) Motor cycles with and without sidecar manufactured on or before March 31, 1960	Item (3) D (only the portion relating to distance)
(6) Motor cycles with and without sidecar manufactured on or before March 31, 1969	Item (1)A
(7) Motor vehicles manufactured on or before December 31, 2005	“d” of the table of Item (2) C

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (2) B	shall be amber.	shall be yellow or amber (amber for direction indicator lamps provided for in Item (3) I). However, the color of light may be white or milk-white for a direction indicator lamp for the front and red for a direction indicator lamp for the rear or rearward side (except direction indicator lamps provided for in Item (3) I).

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(2) Tractors and trailers (except tractors and trailers of Item (3) of the preceding Item) in cases where tractors manufactured on or before March 31, 1960, are coupled with trailers manufactured on or before March 31, 1960	Item (1) E	the requirements of the texts of Items A and B and the requirement of Item C	the requirement of the text of Item A
	Item (1) F	are provided with direction indicator lamps each on each side in the coupled condition in compliance with the requirements of the texts of Items A and B;	are provided with direction indicator lamps in the coupled condition in compliance with the requirements of the text of Item A;
(3) Motor vehicles manufactured on or before September 30, 1969	Item (1) B	Motor vehicle shall ..... at the rear	Motor vehicles with a length of 6 m or more shall ..... at the rear
		large-sized special motor vehicles, small-sized special motor vehicles, motor vehicles with a width of 0.8 m or less	motor vehicles with a width of 0.8 m or less
	Item (1) C	Motor vehicles (..... with a gross vehicle weight of .....	Motor vehicles with a length of 6 m or more (..... with a gross vehicle weight of .....
	the text of Item (2) C	every position in the range	position
	Paragraph "Category of direction indicator	range	position

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	<p>lamps” in the Table of Item (2) C</p> <p>“a” of table of Item (2) C</p> <p>“b” of table of Item (2) C</p> <p>“c” of table of Item (2) C</p>	<p>range</p> <p>Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 5° outward of the direction indicator lamp and 60° outward of the direction indicator lamp from the vertical plane which is parallel to the forward direction of the motor vehicle and lies backward from the center of the direction indicator lamp</p> <p>Range enclosed by planes 30° above and 5° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and</p>	<p>every position in the range</p> <p>position 1.5 m outward from the outermost part of the vehicle on the line connecting the direction indicator lamps in Item B of the preceding Item</p> <p>position 1.5 m outward from the outermost part of the vehicle on the line connecting the direction indicator lamps in Item B of the preceding Item</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	Item (3) G	<p>enclosed by planes 5° outward of the direction indicator lamp and 60° outward of the direction indicator lamp from the vertical plane which is parallel to the forward direction of the motor vehicle and lies backward from the center of the direction indicator lamp</p> <p>within 2.5 m (within 2.5 m or 60% of the vehicle length (in cases where a tractor is coupled with a trailer, the length in the coupled condition of the tractor and the trailer. Hereinafter the same in this Item) in the case of large-sized special motor vehicles and small-sized special motor vehicles; within 60% of the vehicle length in the case of motor vehicles with a length of 6 m or more) from the front end of the vehicle;</p>	<p>within 60% of the length of the vehicle (where tractors and trailers are coupled, the length thereof in the coupled condition; the same applies in this Item)</p>
	Item (3) H	<p>motor vehicles</p> <p>between the front end of the vehicle and the outer rear end of the driver's or passenger</p>	<p>motor vehicles (only those with a length of 6 m or more)</p> <p>within 60% of the length of the vehicle</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(4) Motor vehicles manufactured on or before November 30, 1973	Item (2) A	<p>compartment</p> <p>Direction indicator lamps when lit shall be visible in the daytime at a distance of 100 m (30 m for direction indicator lamps mounted on each side of the vehicle pursuant to the requirements of Items C and D of the preceding Item (except the direction indicator lamps to be mounted at the center on each side) and pursuant to the requirement of Item E or F of the preceding Item (except the direction indicator lamps to be mounted at the center on each side pursuant to the requirement of Item D) in the intended direction;</p>	<p>The shape of the illuminating surface thereof shall be visible at a distance of 30 m in the intended direction.</p>
	Item (3) A	<p>60 cycles</p> <p>shall flash .....</p>	<p>50 cycles</p> <p>shall flash ..... or shall vary in intensity. However, the direction indicator lamps of Item (3) I shall flash at the rate between 60 and 120 cycles per minute.</p>
	Item (4)	<p>may be wired so that they flash .....</p>	<p>may be wired so that they flash ..... or vary in intensity (for the direction indicator lamps</p>

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(5) Motor vehicles manufactured from April 1, 1960, to November 30, 1973	Item (2) B	shall be amber.	<p>provided for in Item (3) I: so that they flash). In this case, the direction indicator lamps (except those provided for in Item (3) I) are regarded as hazard warning lamps and, therefore, may be wired so that they stop flashing or varying in intensity with their control system in operation when the stop lamps are lit.</p> <p>shall be yellow or amber (amber for direction indicator lamps provided for in Item (3) I). However, for motor vehicles other than motor cycles with and without sidecar, the color of light may be white or milk-white for direction indicator lamps for the front and red for those for the rear or rearward sides (except those provided for in Item (3) I).</p>
(6) Motor vehicles manufactured on or before December 31, 2005	Item (2) B	in the intended direction, and its beams shall not disturb other traffic	in the intended direction



Motor Vehicle	Provision	Wording Replaced	Replacement Wording
	“a” of table of Item (2) C	<p>front or rear</p> <p>Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the center of the direction indicator lamp and is perpendicular to the forward direction of the motor vehicle, and enclosed by planes 45° inward of the direction indicator lamp and 80° outward of the direction indicator lamp from the vertical plane that includes the center of the direction indicator lamp and is parallel to the forward direction of the motor vehicle;</p>	<p>rear</p> <p>Range equal to that provided for in Item (2) D, Paragraph 1 of Article 42</p>
	Item (3)	“a,” “b” and “c” of the said table	“a” and “b”
	Item (3) C	from the outermost part of the vehicle	<p>from the outermost part of the vehicle. However, this provision shall not apply if the center-to-center distance between the respective indicating surfaces of the direction indicator lamps is 50% or more of the motor vehicle width</p>
	Item (3) E	the upper edge of the	the center of the

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		indicating surface thereof is at a height of 2.1 m or less above the ground (2.3 m or less above the ground for those installed to large-sized special motor vehicles and small-sized special motor vehicles and those provided on each side of motor vehicles) and the lower edge is at a height of 0.35 m or more above the ground (at a maximum mountable height for those installed to semi-trailers, which cannot be mounted at that height of 0.35 m or more above the ground because of the vehicle construction)	indicating surface thereof is at a height of 2.3 m or less above the ground

4. Notwithstanding the provisions of Item (2) and Item (3) (except Items G through J) of Paragraph 1, motor vehicles manufactured on or before March 31, 1960, may be provided with light type direction indicators complying with the following requirements. However, these shall not apply to those direction indicator lamps which are provided on both sides of motor vehicles pursuant to the provision of Item (3) I of Paragraph 1:

- (1) The illuminating portion shall be in the shape of a red or amber arrow with a length of 80 mm or more and a maximum width of 40 mm or more;
- (2) The direction indicator lamps shall be such that the shape of the illuminating portion is visible at a distance of 30 m in the intended direction;
- (3) The direction indicator lamps shall be mounted so that the distance

between them is equal to 50% or more of the width of the vehicle;

- (4) The direction indicator lamps shall be in accordance with the requirements of Items (3) B, D and F of Paragraph 1, and Item (3) E of Paragraph 1, which is replaced pursuant to the provision of Item (6) of Paragraph 3.

5. Notwithstanding the provisions of Item (2) and Items (3) A through E of Paragraph 1, motor vehicles manufactured on or before November 30, 1973, may be provided with arm type direction indicators complying with the following requirements. However, these shall not apply to those direction indicator lamps which are provided on both sides of the vehicle pursuant to the provision of Item (3) I of Paragraph 1:

- (1) Both illuminating surfaces of the indicating portion shall be in the shape of a sword or arrow with a length of 160 mm or more and with a maximum width of 35 mm or more (with a length of 180 mm or more and with a maximum width of 40 mm or more for motor vehicles with a length of 6 m or more (except those which have flash type direction indicator lamps on both sides at the rear end and at positions such that the indication of direction is visible 30 m ahead along the longitudinal axis of the vehicle));
- (2) The shape of the illuminating surface of the indicating portion shall be visible at a distance of 30 m in the intended direction;
- (3) The indicating portion shall be such that the shape of the illuminating surface is visible at night by the action of the light provided therein;
- (4) Both illuminating surfaces of the indicating portion shall be lit in amber (red or amber for those direction indicator lamps which are installed to motor vehicles manufactured on or before December 31, 1964);
- (5) The indicating portion shall be in a horizontal position when in operation and be housed without fail when not in operation;
- (6) The mounting position shall be 2.3 m or less above the ground.

6. Those direction indicator lamps varying in intensity which are subject to the provision of Item (3)(a) of Paragraph 1, replaced pursuant to the provision of Item (4) of the Table in Paragraph 3, shall comply with the following requirements:

- (1) Serve also as clearance lamps or rear position lamps;
- (2) Have a maximum intensity three times or more (twice or more for motor vehicles manufactured on or before March 31, 1960) that of the clearance lamps or rear position lamps.

7. On motor vehicles that are manufactured on or after October 1, 1969, but on or before December 31, 2005 (March 31, 2010 in the case of motor vehicles enumerated in “c” of the Table in Item (2) C of Paragraph 1), notwithstanding the requirements provided for in “b” and “c” of the Table of Item (2) C and the text (only limited to portions concerning “b” of the Table of Item (2) C of the same Paragraph) of Item (3) of the same Paragraph, the direction indicators (except for those prescribed in Item (3) I of the same Paragraph) provided at both sides of the motor vehicle may have construction complying with the following requirements given below.

- (1) On direction indicator lamps provided at both sides of motor vehicles (except large-sized trucks, etc., motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds, motor vehicles with a width of 0.8 m or less, and motor vehicles in the proviso of Item (1) A of Paragraph 1), they shall be mounted so that the indicating surface thereof is visible from any position at heights of 1 m to 2.5 m above the ground at a point equivalent to a distance of 1 m outward from the outermost part of the vehicle, on the vertical plane including the rear end of the motor vehicle (the line connecting the direction indicator lamps in the case of motor vehicles equipped with direction indicator lamps on both side at the rear end) and being perpendicular to the longitudinal plane of the vehicle;
- (2) On direction indicator lamps provided at both sides at the front of large-sized trucks, etc., they shall be mounted so that the indicating surface thereof is visible from any position at heights of 1 m to 2.5 m above the ground at a point equivalent to a distance of 1 m outward from the outermost part of the vehicle, on the vertical plane including the line connecting the direction indicator lamps on both side at the rear end and being perpendicular to the longitudinal plane of the vehicle.
- (3) When tractors (except motor vehicles in the proviso of Item (1) B of Paragraph 1 (except large-sized special motor vehicles and small-sized special motor vehicles)) are coupled with trailers (limited to cases when tractors or trailers are large-sized trucks, etc.), direction indicator lamps to be provided on each side of tractors or trailers shall be mounted so that the indicating surface thereof is visible from any

position at heights of 1 m to 2.5 m above the ground at a point equivalent to a distance of 1 m outward from the outermost part of the vehicle, on the vertical plane including the rear end of the trailer (the line connecting the direction indicator lamps in the case of motor vehicles equipped with direction indicator lamps on both side at the rear end) and being perpendicular to the longitudinal plane of the vehicle.

**Article 46** (Auxiliary Direction Indicator Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 41-2 of the Safety Regulations and Articles 60, 138 and 216 of Details Announcement.

- (1) Motor vehicle may be provided with auxiliary direction indicator lamps, one on each side of the motor vehicle, which flash together with the direction indicator lamps.
- (2) The requirements of Item (2) B, Paragraph 1 and Items (3) B, E and F, Paragraph 1 of the preceding Article, shall apply mutatis mutandis to the auxiliary direction indicator lamps.
- (3) The provision of Item (4), Paragraph 1 of the preceding Article shall apply mutatis mutandis to auxiliary direction indicator lamps.

2. For motor vehicles manufactured on or before November 30, 1973, notwithstanding the provisions of Item (2) of the preceding Paragraph (only the portion relating to the requirement of Item (2) B, Paragraph 1 of the preceding Article) and Item (4), Paragraph 1 of the preceding Article which applies mutatis mutandis pursuant to the provision of Item (3) of the preceding Paragraph, auxiliary direction indicator lamps may be yellow or amber in the color of light, and may be wired so that they flash simultaneously with the hazard warning lamps or vary in intensity when the latter is in operation. In this case, the auxiliary direction indicator lamps are regarded as hazard warning lamps and, therefore, may be wired so that they stop flashing or varying in intensity with their control system in operation when the stop lamps are lit.

**Article 47** (Hazard Warning Lamps)

1. As regards motor vehicles manufactured on or before December 31 of 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 41-3 of the

Safety Regulations and Articles 61, 139 and 217 of Details Announcement.

- (1) Motor vehicle shall be provided with hazard warning lamps. However, this provision shall not apply to motor cycles with or without sidecars, mini-sized motor vehicles with caterpillar tracks and sleds, large-sized special motor vehicles, motor vehicles with a width of 0.8 m or less, motor vehicles with a maximum speed of less than 40 km/h and trailers drawn thereby.
- (2) The provisions (except those for the direction indicator lamps mounted on each side of motor vehicles) of Items (1) A, B, E through G, Item (2) (except Items “b” and “c” of the table in Item C) and Item (3) (except Items G through J) of Paragraph 1 of Article 45 shall apply mutatis mutandis to hazard warning lamps. However, in cases where hazard warning lamps operate as lamps indicating that theft, accidents inside the vehicle compartment and other emergency situations are taking place (hereinafter referred to as the “emergency lamp”), such hazard warning lamps may be constructed not to comply with the requirements prescribed in Item (3) A, Paragraph 1 of the same Article.
- (3) Hazard warning lamps shall, in addition to the provisions of the preceding Item, comply with the following requirements:
  - A. Hazard warning lamps shall be wired so that all of them operate simultaneously;
  - B. Hazard warning lamps mounted symmetrically to the longitudinal plane of the vehicle shall be wired so that they flash simultaneously.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before March 31, 1969	Item (1)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before November 30, 1973	Item (3) B	shall flash .....	shall flash ..... or shall vary in intensity.

4. For motor vehicles manufactured on or before November 30, 1973, notwithstanding the provisions of Items (2) A and B as well as Item (3) A, Paragraph 1 of Article 45, which apply mutatis mutandis pursuant to the provision of Item (2) of Paragraph 1, and Item (3) B of Paragraph 1, hazard warning lamps may be designed to comply with the following requirements and may be wired so that when the stop lamps are lit they stop flashing or varying in intensity with the operating system thereof in the operated state:

- (1) The shape of the illuminating surface shall be visible at a distance of 30 m in the direction intended to display flashing;
- (2) Flash at the rate between 50 and 120 cycles per minute or vary in intensity;
- (3) Those which vary in intensity shall serve as clearance lamps or rear position lamps;
- (4) Those which vary in intensity shall have a maximum intensity three times or more that of the clearance lamps or rear position lamps;
- (5) Be yellow or amber in the color of light. For other than motor cycles with and without sidecar, those which display flashing for the front may be white or milk-white, and those which display flashing for the rear or rearward sides may be red in the color of light.

**Article 48** (Restrictions on Colors of Lights)

1. As regards motor vehicles manufactured on or before December 31, 2005, it is acceptable if they comply with the following provisions enumerated below notwithstanding the provisions of Article 42 of the Safety Regulations and Articles 62, 140 and 218 of Details Announcement.

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- (1) No motor vehicles shall be provided with such lamps which are amber in the color of light for illumination of, or indication to, the rear and the upper edges of the illuminating or indicating surfaces of which are at a height of 2.5 m or less above the ground or which are red in the color of light, except the following lamps:
- A. Side marker lamps;
  - B. Rear position lamps;
  - C. Rear fog lamps;
  - D. Parking lamps;
  - E. Rear-end outline marker lamps;
  - F. Stop lamps;
  - G. Auxiliary stop lamps;
  - H. Direction indicator lamps;
  - I. Auxiliary direction indicator lamps;
  - J. Hazard warning lamps;
  - K. Warning lamps of emergency motor vehicles;
  - L. Identification lamps of motor vehicles carrying gunpowder or radioactive materials, etc.;
  - M. Marker lamps for the rear of motor vehicles for passenger carrying business mounted at a height of more than 2.5 m above the ground (except for the lamp provided for in Item E);
  - N. "The Last Bus" indication lamps, on passenger buses;
  - O. "Vacant" indication lamps and fare-indication lamps of taxis;
  - P. Emergency lamp of motor vehicles for passenger carrying business;
  - Q. Lamps not turned on during running.



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- (2) No motor vehicle shall have a white lamp illuminating or displayed to the rear except the following lights:
    - A. Number plate lamps;
    - B. Reversing lamps;
    - C. Compartment lamps;
    - D. Route-board illumination lamps of passenger buses;
    - E. Carrier-name-plate illumination lamps of taxis;
    - F. Lamps not turned on during running.
  - (3) No motor vehicle (except passenger buses) shall have purple lamps above the front windshield.
  - (4) No motor vehicle shall have lamps likely to be mistaken for the speed indicator lamps above the front windshield.
  - (5) No motor vehicle shall have a flashing lamp or a lamp whose intensity may vary other than side marker lamps, direction indicator lamps, auxiliary direction indicator lamps, hazard warning lamps, warning lamps of emergency motor vehicles, lamps of motor vehicles for road maintenance service and emergency lamps (limited only to those mounted on motor vehicles for passenger carrying business and those also serving as compartment lamps).
  - (6) No motor vehicle shall have a red reflex reflector at the front, or a white reflex reflector at the rear.
  - (7) The direct light (in case of headlamps, the direct light from headlamps with low beam) or the reflected light from the lamps installed to a motor vehicle shall not interfere with the driving of that motor vehicle and any other motor vehicle.
  - (8) The lamps enumerated in Items (1) A through G and Item M of the same Item (for the lamps of Item A of the same Item, only those of red color provided on both sides at the rear end of the vehicle; for the lamps of Item D of the same Item, only those provided at the rear end of the vehicle) shall not illuminate, nor indicate to, the front.
  - (9) The lamps installed to motor vehicles shall be 300 cd or less in

luminous intensity except the headlamps, front fog lamps, cornering lamps, side marker lamps, number plate lamps, rear position lamps, parking lamps at the rear end, stop lamps, auxiliary stop lamps, reversing lamps, direction indicator lamps, auxiliary direction indicator lamps, hazard warning lamps, speed indication lamps of speed indication devices, vehicle compartment lamps, warning lamps of emergency motor vehicles, lamps of motor vehicles for road maintenance service, identification lamps of motor vehicles loaded with gunpowder, radioactive substances, etc., emergency lamps of taxis and lamps not turned on during running (except the parking lamps at the front end).

- (10) The identification lamps of motor vehicles loaded with gunpowder, radioactive substances, etc., and the auxiliary stop lamps shall not be in combination with other lamps.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before November 30, 1973	Item (8)
(2) Motor vehicles manufactured on or before November 30, 1975	Items (1), (5), (8) and (9) (only the portion relating to side-marker lamps)

#### **Article 49** (Horns)

1. As regards motor vehicles manufactured on or before December 31, 2003, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 43 of the Safety Regulations and Articles 63, 141 and 219 of the Details Announcement.

- (1) Motor vehicles (except trailers) shall be equipped with horns.
- (2) Horns shall comply with the following requirements:
- A. The sound level of a horn (if two or more horns are operating simultaneously, the sum thereof) shall be 90 dB or more, but not exceeding 115 dB (or appropriate level at 115 dB or less in the case of a horn installed to motor cycles with a power of 7 kW or less) measured at a distance of 2 m to the front of the motor

vehicle, or 93 dB or more, but not exceeding 112 dB (83 dB or more, but not exceeding 112 dB in the case of a horn installed to motor cycles with a power of 7 kW or less) measured at a distance of 7 m to the front of the motor vehicle;

- B. The sound of a horn shall be a continuous sound, and the sound level and tone shall be uniform;
  - C. The horn shall not be a siren or bell.
- (3) No motor vehicle (except emergency motor vehicles) shall have a device which emanates sound toward the vehicle exterior and can be easily mistaken for a horn. However, this provision shall not apply to buzzers or other devices which give warning to pedestrians, etc. in order to avoid dangers of pedestrians and other traffic when the motor vehicle is making a right or left turn, changing lanes or reversing, or buzzers or other devices which are mounted to indicate that a theft, an accident or another emergency situation is occurring in the motor vehicle.

2. For motor vehicles manufactured on or before March 31, 1960, the phrase “motor cycles with a power of 7 kW or less” in the provision of Item (2) A of the preceding Paragraph shall read as “mini-sized motor vehicles and motor vehicles with a maximum speed of less than 20 km/h.”

#### **Article 50** (Warning Triangles)

1. Warning triangles that are manufactured on or before March 31, 2005 (except warning triangles whose type is designated pursuant to the provision of Paragraph 1 of Article 75-2 of the Act on or after March 31, 2000) may have construction complying with the following requirements given below, notwithstanding the requirements provided for in Article 43-4 of the Safety Regulations and Articles 66, 144 and 222 of the Details Announcement.

- (1) A warning triangle shall be a hollow equilateral tri-angle consisting of a reflecting surface and a fluorescent surface, with the apex being directed upwards. The length of each side of the triangle shall be 500 mm or more and the width of each stripe shall be 80 mm or less;
- (2) The reflecting surface of a warning triangle shall be a hollow equilateral triangle, with its apex directed upwards. The width of each stripe shall be 25 mm or more and 50 mm or less;
- (3) The fluorescent surface of a warning triangle shall be a hollow

equilateral triangle which inscribes the reflecting surface, with the apex being directed upwards. The width of each stripe shall be 30 mm or more and 33 mm or less;

- (4) The reflected light from a warning triangle shall be clearly visible at a distance of 200 m at night when illuminated by headlamps with high beam;
- (5) The fluorescent light of a warning triangle shall be clearly visible in the daytime from a distance of 200 m;
- (6) The color of the reflecting light and fluorescent light of a warning triangle shall be red;
- (7) Warning triangles shall stand upright on the ground;
- (8) Warning triangles shall be able to be assembled easily;
- (9) Warning triangles shall be stored at a place readily accessible to the user.

**Article 51** (Unauthorized-Use Warning Devices)

1. The provisions of Paragraph 2 of Article 43-5 of the Safety Regulations and Articles 67, 145 and 223 of the Details Announcement shall not apply to motor vehicles manufactured on or before June 30, 2006 (June 30, 2008, for mini-sized motor vehicles).

**Article 52** (Rear-View Mirrors, etc.)

1. As regards motor vehicles manufactured on or before December 31, 2006 (except type-designated motor vehicles designated on or after January 1, 2005, and motor vehicles designated by the Minister of Land, Infrastructure and Transport), it is acceptable if they comply with the following provisions enumerated below, notwithstanding the requirements provided for in Paragraphs 2 through 6, Article 44 of the Safety Regulations and Articles 68, 146 and 224 of the Details Announcement.

- (1) Rear-view mirrors mounted on motor vehicles (except motor cycles with or without sidecar and three-wheeled motor vehicles that are equipped with a handle bar type steering equipment and with no passenger room (except those in which the driver in his seat can clearly recognize the traffic conditions near the left side of the motor vehicle itself. Hereinafter the same in this Article)) shall comply with the

following requirements. However, the provisions of Items B and C shall not apply to rear-view mirrors mounted on motor cycles with or without sidecar, large-sized special motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles with a maximum speed of less than 20 km/h, and the provision of Item C shall not apply to ordinary-sized motor vehicles (except those used exclusively for carriage of passengers) and motor vehicles with a passenger capacity of 11 persons or more.

- A. The mounting of a rear-view mirror shall be easily adjustable and designed to be kept in a certain direction.
  - B. The rear-view mirror, the height of whose lowest part that protrudes beyond the outermost part of the vehicle body in the vicinity of the mounting section is 1.8 m or less above the ground, shall be constructed so that the impact in instances where the section concerned hits pedestrians, etc. may be reduced.
  - C. The rear-view mirror provided inside the passenger compartment shall be so constructed that it is unlikely to injure the head, etc. of occupants when the motor vehicle concerned is subjected to impacts due to collisions, etc.
  - D. The mirror shall enable a driver in his or her seat to clearly recognize the traffic conditions of other vehicles at each side of the right and left of the motor vehicle (of the trailer when drawing a trailer), straight backwards up to 50 m, and the traffic conditions near the left side (except the area which the driver in his seat may directly confirm) of the motor vehicle itself (of the tractor and trailer when drawing a trailer of a larger width than the tractor). However, rear-view mirrors may enable a driver to recognize clearly the traffic conditions straight backwards up to 50 m at each side of the right and left of a motor cycle with or without sidecar and a mini-sized motor vehicle with caterpillar and sleds, and at the right side only for a small-sized special motor vehicle, straight backwards up to 50 m.
- (2) Rear-view mirrors mounted on motor cycles with or without sidecar and three-wheeled motor vehicles that are equipped with a handle bar type steering equipment and with no passenger room shall comply with the following requirements.
- A. The mounting of a rear-view mirror shall be easily adjustable

and shall be able to be kept in a certain direction.

- B. The rear-view mirror shall be constructed so that it may reduce the impact in the event of contact with pedestrians, etc., thus causing no injury to the pedestrians, etc.
  - C. The rear-view mirror shall be constructed to enable the driver to recognize the backward traffic conditions clearly and easily.
- (3) The rear-view mirrors of the preceding Item shall be mounted in such a way that the performance provided for in the same Paragraph may not be hampered and the following requirements may be complied with.
- A. The rear-view mirror shall be mounted in such a way that the centerline of the reflective surface of the rear-view mirror is located at more than 280 mm outside the vertical plane passing through the center of the steering system and parallel to the forward direction.
  - B. The rear-view mirror shall be mounted in such a way that the driver in his seat may adjust its direction easily.
  - C. The rear-view mirror shall be mounted both on the right and left sides of the vehicle (in the case of motor vehicles with a maximum speed of 50 km/h or less, on its both side or right side).
- (4) Motor vehicles (except trailers) enumerated in the left column of the following Table shall be equipped with a mirror or other devices with which the driver in his seat can discern the obstacles enumerated in the right column of the following Table, respectively. However, this provision shall not apply to motor vehicles which are constructed that the driver in his seat may discern the obstacles concerned directly.

Motor vehicles	Obstacles
A. Motor vehicles with a passenger capacity of 11 persons or more and ordinary-sized motor vehicles with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more (except motor vehicles enumerated in Item B)	Obstacles which have a height of 1 m and are located between a vertical plane at a distance of 0.3 m from the front end of the motor vehicle and the motor vehicle as well as between a vertical plane at a distance of 0.3 m from the left side of the motor vehicle and the motor vehicle

<p>B. Ordinary-sized motor vehicles with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more in which a sizable part of the engine is located underneath the driver's compartment or passenger compartment (except motor vehicles with a passenger capacity of 11 persons or more and motor vehicles having a shape similar to motor vehicles with a passenger capacity of 11 persons or more)</p>	<p>Obstacles which have a height of 1 m and are located between a vertical plane at a distance of 2 m from the front end of the motor vehicle and the motor vehicle as well as between a vertical plane at a distance of 3 m from the left outermost side of the motor vehicle and the motor vehicle</p>
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(5) The construction of the devices provided for in the preceding Item shall comply with the requirements of Item (1) B which applies *mutatis mutandis*.

2. As regards motor cycles with or without sidecar and three-wheeled motor vehicles that are equipped with a handle bar type steering equipment and with no passenger room, manufactured on or before December 31, 2006, it is acceptable if rear-view mirrors have the construction which complies with the following requirements, notwithstanding the provision of the preceding Paragraph. However, this provision shall not apply to rear-view mirrors mounted on motor cycles with or without sidecar.

- (1) The mounting of a rear-view mirror shall be easily adjustable and designed to be kept in a certain direction.
- (2) The rear-view mirror, the height of whose lowest part that protrudes beyond the outermost part of the vehicle body in the vicinity of the mounting section is 1.8 m or less above the ground, shall be constructed so that the impact in instances where the section concerned hits pedestrians, etc. may be reduced.
- (3) The rear-view mirror provided inside the passenger compartment shall be so constructed that it is unlikely to injure the head, etc. of occupants when the motor vehicle concerned is subjected to impacts due to collisions, etc.
- (4) The mirror shall enable a driver in his or her seat to clearly recognize the traffic conditions of other vehicles at each side of the right and left of the motor vehicle (of the trailer when drawing a trailer), straight backwards up to 50 m, and the traffic conditions near the left side (except the area which the driver in his seat may directly confirm) of the motor vehicle itself (of the tractor and trailer when drawing a trailer

of a larger width than the tractor). However, rear-view mirrors may enable a driver to recognize clearly the traffic conditions straight backwards up to 50 m at each side of the right and left of a motor cycle with or without sidecar and a mini-sized motor vehicle with caterpillar and sleds, and at the right side only for a small-sized special motor vehicle, straight backwards up to 50 m.

3. Of the provisions specified in Paragraph 1 and the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before November 30, 1973	Item (1) (except Item D) of Paragraph 1 and the preceding Paragraph (except Item (4))
(2) Motor vehicles used for the transport of goods and motor vehicles with a passenger capacity of 11 persons or more, manufactured on or before March 31, 1974	Item (1) (except Item D) of Paragraph 1 and the preceding Paragraph (except Item (4))
(3) Motor vehicles manufactured on or before November 30, 1975	Item (1) C and Item (5) of Paragraph 1

4. For motor vehicles manufactured on or before November 30, 1975, the phrase “and the motor vehicle as well as between a vertical plane at a distance of 0.3 m from the left side of the motor vehicle and the motor vehicle” in the second column of the Table in Item (4) of Paragraph 1 shall read as “and the motor vehicle.”

**Article 53** (Windshield Wipers, etc.)

1. As regards motor vehicles manufactured on or before March 31, 1994, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the requirements provided for in Article 45 of the Safety Regulations and Articles 69, 147 and 225 of the Details Announcement.

- (1) Motor vehicles (except motor cycles with or without sidecar, mini-sized motor vehicles with caterpillar tracks and sleds and trailers) shall have an automatic windshield wiper or wipers to ensure a view immediately before the windshield glass (In cases where windshield wipers are provided on right and left sides, they shall operate



together.).

- (2) Each motor vehicle (except large-sized motor vehicles, small-sized special motor vehicles for agricultural use and motor vehicles with a maximum speed of less than 20 km/h) to be provided with a wiper or wipers under the provision of the preceding Item shall be provided with a windshield washing system and a windshield defrosting and demisting system (referring to a system for eliminating mist, such as water droplets, from the windshield. Hereinafter the same.) that comply with the following requirements. However, the motor vehicle whose vehicle compartment cannot be enclosed with a partition, such as a roof or windshield, may not be provided with a windshield defrosting and demisting system.
  - A. The windshield washing system shall be so constructed that it may eject an adequate amount of washing liquid to ensure a view in immediate front of the windshield, when the outside surface of the windshield is soiled;
  - B. The windshield washing system as well as the defrosting and demisting system shall not be likely damaged nor actuated as a result of vibration, impact, etc. while running.
- (3) Devices for preventing the direct rays of the sun light from dazzling the driver in his seat, provided inside the vehicle compartment of a motor vehicle (except motor vehicles with a passenger capacity of 11 persons or more, large-sized special motor vehicles, small-sized special motor vehicles with agricultural use and motor vehicles with a maximum speed of less than 20 km/h) shall be so constructed that they are unlikely to injure the heads, etc. of the occupants when the motor vehicle concerned is subject to impacts due to a collision, etc.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before December 31, 1971	Item (2)
(2) Motor vehicles manufactured on or before November 30, 1973	Item (2) (limited only to the portion relating to the requirements of Items A and B of the said Item)

Motor Vehicle	Provision
(3) Motor vehicles manufactured on or before March 31, 1975	Item (2) (limited only to the portion relating to the defrosting and demisting system) and Item (3)

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1960	Item (1)	an automatic windshield wiper or wipers to ensure a view immediately before the windshield glass (In cases where windshield wipers are provided on right and left sides, they shall operate together.)	a windshield wiper or wipers (an automatic windshield wiper or wipers for motor vehicles with a passenger capacity of 11 persons or more) to ensure a view immediately before the driver's seat
(2) Motor vehicles manufactured from April 1, 1960, to March 31, 1975 (except motor vehicles for passenger carrying business)	Item (1)	an automatic windshield wiper or wipers to ensure a view immediately before the windshield glass (In cases where windshield wipers are provided on right and left sides, they shall operate together.)	an automatic windshield wiper or wipers to ensure a view immediately before the driver's seat
(3) Motor vehicles manufactured from January 1, 1972, to March 31, 1975 (except	Item (2)	immediately before the windshield glass	immediately before the driver's seat

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
motor vehicles for passenger carrying business)			

4. Motor vehicles for passenger carrying business with a passenger capacity of 11 persons or more, manufactured from January 1, 1972, to March 31, 1975, which are intended for operation with no conductor onboard (except trailers) shall be provided with a defrosting and demisting system.

#### **Article 54** (Speedometers)

1. As regards motor vehicles manufactured on or before December 31, 2006, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the requirements provided for in Article 46 of the Safety Regulations and Articles 70, 148 and 226 of the Details Announcement.

- (1) The speedometer shall be constructed so that the driver may easily confirm the speed while the motor vehicle is moving.
- (2) The error in indication of the speedometer shall be within a range of +15% and -10% at a speed of 35 km/h or more on a level, paved road (at their maximum speed in the case of motor vehicles with a maximum speed of less than 35 km/h).
- (3) Oscillation of the pointer in the analog type speedometer (referring to a speedometer other than digital type speedometers provided for in the next Item) shall be within a range of  $\pm 3$  km/h in the condition of the preceding Item.
- (4) The increment in indication of a digital type speedometer (referring to a speedometer indicating the speed at regular intervals intermittently) shall be 2.5 km/h or less. However, this provision shall not apply to cases where the speed of less than 20 km/h is indicated.
- (5) The speedometer shall be provided with illuminating equipment, or of self-illuminating type, or with its indication plate and pointer coated with self-illuminating paint, but shall not dazzle the driver.

2. For motor vehicles manufactured on or before March 31, 1960, the

phrase “20 km/h” in Item (4) of the preceding Paragraph shall read as “25 km/h.”

**Article 55** (Fire Extinguishers)

1. Motor vehicles manufactured on or before May 31, 1970 (except motor vehicles enumerated in Items (1) through (5), Paragraph 1 of Article 47 of the Safety Regulations (in the case of motor vehicles enumerated in Items (3) and (5) of the same Paragraph: limited only to motor vehicles carrying only inflammable articles enumerated in Items D and E of Item (10) of Article 2 of the Details Announcement and tractors drawing them)) may be provided with a fire extinguisher which contains as the main fire-inhibiting substance 1 liter or more of carbon tetrachloride, 1 kg or more of carbon dioxide gas, 0.3 liter or more of monochloride monobromometane, 0.2 liter or more of dibromide tetrafluoride ethane or 1.5 kg or more of fire extinguishing powder, notwithstanding the provisions of Item (1) or (2), Paragraph 2 of Article 71, Item (1) or (2), Paragraph 2 of Article 149 and Item (1) or (2), Paragraph 2 of Article 227.

2. Notwithstanding the provision of Item (1), Paragraph 2 of Article 71, Item (1), Paragraph 2 of Article 149 and Item (1), Paragraph 2 of Article 227 of the Details Announcement, motor vehicles manufactured on or before November 30, 1973, which carry alkyl aluminum or the like may be provided with one of the appropriate fire extinguishers (except powder ejecting fire extinguishers charged with 3.5 kg or more of sodium or potassium bicarbonate) listed in the Table of the same Item.

**Article 56** (Tachographs)

1. As regards motor vehicles manufactured on or before December 31, 2006, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the requirements provided for in Article 48-2 of the Safety Regulations and Articles 73, 151 and 229 of the Details Announcement.

- (1) The following motor vehicles (except emergency motor vehicles and trailers) shall have tachographs:
  - A. Ordinary-sized motor vehicles for the transport of goods, either with a gross vehicle weight of 8 tons or more or with a maximum loading capacity of 5 tons or more;
  - B. Tractors drawing a trailer which falls under the category of motor vehicles provided for in Item A above.

- (2) The tachograph on the motor vehicles of the preceding Item shall comply with the following requirements:
- A. The tachograph shall automatically record the following data of the motor vehicle concerned over 24 successive hours.
- ① Speed of the motor vehicle at every moment;
  - ② Vehicle running distance during any period
- B. The error of a tachograph in speed-recording shall be within a range of +15% and -10% at a speed of 35 km/h or more on a level, paved road (at their maximum speed in the case of motor vehicles with a maximum speed of less than 35 km/h).

**Article 57** (Speed Indication Devices)

1. As regards motor vehicles manufactured on or before December 31, 2006, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the requirements provided for in Article 48-3 of the Safety Regulations and Articles 74, 152 and 230 of the Details Announcement.

- (1) Motor vehicles may be equipped with a speed indication device.
- (2) The speed indication device shall comply with the following requirements:
  - A. The speed indication device shall be wired so as to automatically turn on the number of lamps (hereinafter referred to as the “speed indication lamps”) posted in the right column of the following table when the motor vehicle is running at a speed posted in the left column of the same table.

Speed exceeding 60 km/h	3 lamps
Speed exceeding 40 km/h, but 60 km/h or less	2 lamps
Speed of 40 km/h or less	1 lamp

- B. The number of speed indication lamps when lit shall be clearly visible at a distance of 100 m ahead of the motor vehicle.
- C. The color of light of a speed indication lamp shall be yellowish green.

- D. The error in indication of the speed indication lamps shall be within a range of +15% and -10% at a speed of 35 km/h or more on a level, paved road.
  - E. The speed indication device shall have a pilot lamp or other tell-tale device which informs the driver in his seat of the operating condition thereof.
- (3) The speed indication device shall be mounted in such a way that the performance provided for in the preceding Paragraph may not be hampered and the following requirements given below may be complied with:
- A. The speed indication lamps shall be mounted above the windshield glass and at a height of 1.8 m or more above the ground.
  - B. The speed indication lamps shall be arranged horizontally. The order of lighting shall be the left lamp, right lamp and middle lamp.
  - C. The illuminating surface of a speed indication lamp shall have a projected area of 40 cm<sup>2</sup> or more on the vertical plane perpendicular to the motor vehicle longitudinal centerline.

**Article 58** (Emergency Motor Vehicles)

When the provisions of Item (1) of Article 75, Item (1) of Article 153 and Item (1) of Article 231 of the Details Announcement apply to the motor vehicles manufactured on or before November 30, 1973, the phrase “300 m” in the said Item shall read as “150 m.”

**Article 59** (Motor Vehicles for Passenger Carrying Business)

1. As regards motor vehicles manufactured on or before June 30, 2012, it is acceptable if they comply with the following provisions enumerated below, notwithstanding the provisions of Article 50 of the Safety Regulations and Articles 77, 155 and 233 of Details Announcement.

- (1) Motor vehicles for passenger carrying business shall comply with the following requirements, in addition to the provisions of Articles 2 to 48 inclusive of the Safety Regulations:

- 
- A. The suspension system and passenger's seats shall be constructed so that passengers thereon will not feel uncomfortable vibrations and impacts;
  - B. The passenger compartment shall be constructed so that proper lighting is available in the daytime;
  - C. The passenger compartment shall have adequate compartment lamps;
  - D. The side window of the driver's seat shall be designed to open 270 mm or more in both effective width and effective height by simple operation.
  - E. The entrances only for the seats directly accessible from the entrance (except the entrance only for the driver) shall be 900 mm or more in effective height and 470 mm or more in effective opening width (which means the minimum opening width in the horizontal plane at a height of 800 mm above the lower edge of the entrance, when the door is fully opened; hereinafter, the same.).
- (2) Motor vehicle for passenger carrying business with a passenger capacity of 11 persons or more shall comply with the following requirements, in addition to the provisions of the preceding Item:
- A. The compartment lamp shall illuminate the interior of the compartment evenly and the light source shall be 5 watts or more (2 watts for fluorescent lamps) per square meter of the floor area;
  - B. The step attached to an entrance shall be 300 mm or more in effective depth. However, if it is difficult for a step other than the lowest one to have the said dimension, due to the door, etc., it may be so constructed that an effective depth of 300 mm or more is secured at the part where an effective width of the entrance is as long as 350 mm or more. In this case, when the height to the next upper step is 250 mm or less, it may be further reduced to 290 mm;
  - C. The seat for a conductor shall be provided near the entrance (except motor vehicles in the following Item);
  - D. In cases where the seat for a conductor is 3 m or more apart from the driver's seat, a communication device, such as buzzers, shall

be provided (except motor vehicles in the following Item);

- E. Entrance doors actuated by mechanical power shall be provided, near the entrance concerned, with a device to open the door manually in the event of failure, etc. The location of the device and how to open the door shall be indicated.
- (3) Motor vehicles for passenger carrying business (except trailers) with a passenger capacity of 11 persons or more intended for operation with no conductor onboard shall comply with the following requirements (only the requirements of Items A through F in the case of a motor vehicle for passenger carrying business with a passenger capacity of 30 persons or more without a standing capacity, running regularly along fixed routes; only the requirements of Items A through C and E in the case of a motor vehicle for passenger carrying business with a passenger capacity of 29 persons or less without a standing capacity, running regularly along fixed routes; and, only the requirements of Items A, C and E in the case of those other than motor vehicles for passenger carrying business running regularly along fixed routes), in addition to the preceding two Items.
- A. The entrance door shall be constructed so that passengers may not open it easily;
  - B. The entrance door shall be constructed so that the driver in his seat may control its opening and closing;
  - C. The entrance door shall be constructed so that the motor vehicle may not be started with any door (except the doors which are located near the driver's seat so that the driver may discern directly the opening and closing conditions thereof) opened, and an indicator lamp or other device which informs the driver in his seat of the doors' opening and closing conditions shall be provided;
  - D. An indicator lamp or other device which informs the driver in his seat whether a passenger is on the step of an entrance shall be provided for each entrance (except the entrances which are located near the drivers seat so that the driver may directly discern the presence of passengers);
  - E. Mirrors or other device shall be provided to allow the driver in his seat to discern the conditions near the entrance and inside the compartment;



- F. Broadcasting equipment shall be provided to allow the driver in his seat to announce to the passengers (limited only to those will not require the driver to hold a microphone in his hand when announcing);
  - G. Buzzers or other devices to allow passengers to signal to the driver that they wish to get off shall be provided near the passengers.
- (4) Motor vehicles for passenger carrying business with a passenger capacity of 10 persons or less shall comply with the following requirements, in addition to the provision of Item (1):
- A. The space between the front edge of a seat used for passengers and a seat located ahead thereof or the partition, etc. shall be 200 mm or more;
  - B. The method of opening the door shall be indicated at or near the entrance door opening control device.

2. Of the provisions specified in the preceding Paragraph, the provisions specified in the right column of the following Table shall not apply to those motor vehicles specified in the left column of the same Table.

Motor Vehicle	Provision
(1) Motor vehicles manufactured on or before September 30, 1962	Item (2) C

3. Of the provisions specified in Paragraph 1, the provisions specified in the second column of the following Table shall apply to those motor vehicles listed in the first column of the same Table with the wording in the third column replaced by the wording in the fourth column of the same Table.

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
(1) Motor vehicles manufactured on or before March 31, 1969	Item (3) C	The entrance door shall be constructed so that the motor vehicle may not be started with any door (except the doors which are located near the	An indicator lamp or other device which informs the driver in his seat of the opening and closing conditions of the door (except

Motor Vehicle	Provision	Wording Replaced	Replacement Wording
		driver's seat so that the driver may discern directly the opening and closing conditions thereof) opened, and an indicator lamp or other device which informs the driver in his seat of the doors' opening and closing conditions shall be provided;	the doors which are located near the driver's seat so that the driver may discern directly the opening and closing conditions thereof) shall be provided;

**Article 60** (Motor Vehicles with Gas-Transporting Containers)

The provisions of Paragraph 2 of Article 50-2 of the Safety Regulations shall not apply to motor vehicles manufactured on or before May 19, 1976 (except those subjected on or after the same date to such modification which affects the bumper system of Paragraph 1 of Article 50-2 of the same Regulations or the distance from the rear end of the gas-transporting container and accessories to the bumper system of Paragraph 1 of Article 50-2 of the same Regulations).

**Article 61** (Motor Vehicles Carrying Dangerous Articles)

In the case of applying the provisions of Item (2), Paragraph 4 of Article 50, Item (2), Paragraph 4 of Article 158 and Item (2), Paragraph 4 of Article 236 of the Details Announcement to motor vehicles manufactured on or before November 30, 1973, the phrase "the Cabinet Order for Control of Dangerous Articles" in the said Item shall read as "the Cabinet Order for Control of Dangerous Articles before amendment by the Cabinet Order That Amends Part of the Cabinet Order for Control of Dangerous Articles (Cabinet Order No. 168 of June 1, 1971)," and the phrase "Article 15 (except Item (1) of Paragraph 1)" shall read as "Items (2) through (10) of Article 15."

## Chapter II Arrangement of Relationship of Application of Safety Regulations for Motor-Driven Cycles

### Article 62 (Brake System)

1. As regards motor-driven cycles (except attached vehicles) manufactured on or before March 31, 1960, it is acceptable if they are equipped with brake systems which comply with the following requirements, notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement:

- (1) The brake system shall work on more than half of the number of wheels including the rear ones.
- (2) The brake system shall have a braking capacity, specified according to the maximum speed of the motor-driven cycle concerned in the following Table, on a dry, level paved road:

Category	Maximum speed (km/h)	Initial braking speed (km/h)	Stopping distance (m)
1st-class motor-driven cycles	25 or more	25	10 or less
	15 or more, but less than 25	15	5 or less
	Less than 15	Maximum speed	5 or less
2nd-class motor-driven cycles	35 or more	35	14 or less
	25 or more, but less than 35	25	10 or less
	15 or more, but less than 25	15	5 or less
	Less than 15	Maximum speed	5 or less

2. As regards attached vehicles and motor-driven cycles drawing them, provided for in the preceding Paragraph, notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement, it is acceptable if they are provided with a brake system complying with the requirements of Item (2) of the preceding Paragraph when they are in the coupled state.

3. Notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement, attached vehicles need not be provided with any brake system in cases where the requirements of Item (2) of Paragraph 1 can be complied with by only the brake system of motor-driven cycles drawing them, provided for in the same Paragraph.

4. As regards motor-driven cycles (except motor-driven cycles of Paragraph 1, and motor-driven cycles attached vehicles whose type has been approved pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations on or after October 1, 1997) manufactured on or before June 30, 1999, it is acceptable if they are equipped with brake systems which comply with the following requirements, notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement:

- (1) The brake system shall work on more than half of the number of wheels including the rear ones.
- (2) The brake system shall have a braking capacity, specified according to the maximum speed of the motor-driven cycle concerned in the following Table, on a dry, level paved road:

Category	Maximum speed (km/h)	Initial braking speed (km/h)	Stopping distance (m)
1st-class motor-driven cycles	20 or more	20	5 or less
	Less than 20	Maximum speed	5 or less
2nd-class motor-driven cycles	35 or more	35	14 or less
	20 or more, but less than 35	20	5 or less
	Less than 20	Maximum speed	5 or less

5. As regards attached vehicles and motor-driven cycles drawing them, provided for in the preceding Paragraph, notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement, it is acceptable if they are provided with a brake system complying with the requirements of Item (2) of the preceding Paragraph when they are in the coupled state.

6. Notwithstanding the provision of Article 61 of the Safety Regulations and the provisions of Articles 242, 258 and 274 of the Details Announcement, attached vehicles need not be provided with any brake system in cases where the requirements of Item (2) of Paragraph 4 can be complied with by only the brake system of motor-driven cycles drawing them, provided for in the same Paragraph.

**Article 63** (Emission Control Devices)

1. The provisions of Item (1), Paragraph 4 of Article 243, Item (1), Paragraph 4 of Article 259 and Item (1), Paragraph 4 of Article 275 of the Details Announcement shall apply to motor-driven cycles manufactured on or before December 31, 1971, with the wording “leftward or rightward” in the same Item replaced by “leftward.”

2. The provisions of Paragraphs 2 through 4 of Article 61-2 of the Safety Regulations shall not apply to the following motor-driven cycles:

- (1) First-class motor-driven cycles (except first-class motor-driven cycles other than imported first-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1998) manufactured on or before August 31, 1999 (March 31, 2000, for imported first-class motor-driven cycles);
- (2) Second-class motor-driven cycles (except second-class motor-driven cycles – other than imported second-class motor-driven cycles – which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1999) manufactured on or before August 31, 2000 (March 31, 2001, for imported second-class motor-driven cycles).

**Article 64** (Headlamps)

1. As regards motor-driven cycles (except motor-driven cycles – other than imported motor-driven cycles – which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1997) manufactured on or before March 31, 1998, it is acceptable if they comply with the following requirements, notwithstanding the provision of Paragraphs 2 and 3 of Article 62 of the Safety Regulations and Provisions of Articles 244, 260 and 276 of the Details Announcement.

- (1) The headlamps shall have performance sufficient to discern any

obstacle on the road at a distance of 15 m (50 m for a second class motor-driven cycle with a maximum speed of 20 km/h or more) to the front at night;

- (2) The headlamp beam shall be directed in the forward direction of the motor-driven cycle, and the main photometric axis thereof shall be directed downwards;
- (3) The color of light of a headlamp shall be white or selective-yellow;
- (4) The headlamp shall be mounted at a height of 1 m or less above the ground;
- (5) For a headlamp with the intensity of 10,000 cd or more, it shall be constructed so that the intensity can be dimmed or the direction of the beam can be dipped.

2. The provision in parentheses in Item (1) of the preceding Paragraph shall not apply to motor-driven cycles manufactured on or before September 30, 1960.

3. The provision of Item (4) of the preceding Paragraph shall apply to motor-driven cycles manufactured on or before September 30, 1960, with the wording "mounted at a height of 1 m or less above the ground" in the same Item replaced by "mounted so that the main photometric axis of the beam does not exceed 1 m in height above the ground at a distance of 15 m ahead." Also, the provision of Item (5) of the said Paragraph shall apply to the said motor-driven cycles with the wording "the intensity of 10,000 cd or more" in the same Item replaced by "the light source of 25 watts or more."

#### **Article 65** (Number Plate Lamps)

1. The provisions of Article 62-2 of the Safety Regulations and Articles 245, 261 and 277 of the Details Announcement shall not apply to motor-driven cycles manufactured on or before October 14, 1964.

#### **Article 66** (Rear Position Lamps)

1. As regards motor-driven cycles manufactured on or before December 31, 2005, it is acceptable if they comply with the following requirements, notwithstanding the provision of Item (3) A of the preceding Paragraph.

- (1) Motor-driven cycles (except those with a maximum speed of less than

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20 km/h) shall be provided, at the rear end, with a rear position lamp which complies with Items (2) and (3).

- (2) The rear position lamp shall comply with the following requirements:
    - A. The illuminating light of a rear position lamp shall be clearly visible at night at a distance of 150 m from the rear of the vehicle.
    - B. The color of light of a rear position lamp shall be red.
  - (3) The rear position lamp shall be mounted in such a way that the performance prescribed in the preceding Item may not be hampered and the following requirements may be complied with:
    - A. The rear position lamps shall be constructed so as not to be turned off at the driver's seat, or constructed so as not to be turned off when the headlamps, front fog lamps or position lamps are on. However, a device may be provided, which prevents the rear position lamps from being turned on when the headlamps or front fog lamps are turned on, except cases where the headlamps must be turned on pursuant to the provision of Paragraph 1 of Article 52 of the Road Traffic Act.
    - B. The rear position lamps shall be mounted so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground.
    - C. The rear position lamps provided on both sides at the rear end of a motor-driven cycle shall be mounted so that the outermost edge of the illuminating surface of the outermost rear position lamp is within 400 mm from the outermost part of the motor-driven cycle.
    - D. The rear position lamps provided at the rear end shall be mounted symmetrically with respect to the longitudinal center plane of the vehicle (except the rear position lamps of motor-driven cycles in which the right and left sides at the rear end are not symmetric).
2. For motor-driven cycles manufactured on or before November 30, 1973, notwithstanding the provision of Item A, Item (3) of the preceding Paragraph,

the rear position lamps provided on both sides at the rear end which serve also as direction indicator lamps may be wired so that the one indicating the direction is turned off when either of the direction indicator lamps is turned on.

3. As regards motor-driven cycles manufactured on or before December 31, 1964, it is acceptable if they comply with the following requirements, notwithstanding the provisions of Article 62-3 of the Safety Regulations and Articles 246, 262 and 278 of the Details Announcement.

- (1) Motor-driven cycles may be provided, at the rear end, with a rear position lamp.
- (2) The illuminating light of a rear position lamp shall be clearly visible at night at a distance of 150 m from the rear of the vehicle.
- (3) The color of light of a rear position lamp shall be red.
- (4) The rear position lamps shall be mounted at a height of 2 m or less above the ground.
- (5) The rear position lamps provided on both sides at the rear end shall be mounted so that the distance between them is 50% or more of the width of the motor-driven cycle.
- (6) The rear position lamps provided on both sides at the rear end shall be mounted symmetrically with respect to the longitudinal center plane of the vehicle (except the rear position lamps of motor-driven cycles in which the right and left sides at the rear end are not symmetric).

#### **Article 67** (Stop Lamps)

1. As regards motor-driven cycles manufactured on or before December 31, 2005, it is acceptable if they are equipped with a stop lamp which complies with the following requirements, notwithstanding the provisions of Paragraphs 2 and 3 of Article 62-4 of the Safety Regulations and Articles 247, 263 and 279 of the Details Announcement.

- (1) The illuminating light of a stop lamp shall be clearly visible in the daytime from a distance of 30 m to the rear.
- (2) The stop lamps shall be constructed so as to be turned on only when



the service brake system (in cases where a motor-driven cycle is coupled with an attached vehicle, the service brake system of the motor-driven cycle or attached vehicle concerned. Hereinafter the same.) or the auxiliary brake system (which refers to a brake system that reduces the speed of the running motor-driven cycle, assisting the service brake system, such as a retarder and exhaust brake) is operated. However, in the case of an auxiliary brake system whose deceleration ability is  $2.2 \text{ m/s}^2$  or less when a motor-driven cycle under the unloaded state is decelerated on a dry, flat, paved road at a speed of 80 km/h (in the case of motor-driven cycles whose maximum speed is less than 80 km/h, its maximum speed), the stop lamps may be constructed so as not to be turned on during the operation of the auxiliary brake system.

- (3) Notwithstanding the provision of the preceding Item, the stop lamp shared in common with the rear position lamp shall be so constructed that the luminous intensity increases three times or more only when the service brake system or the auxiliary brake system is operated. However, in the case of auxiliary stop lamps provided for in the proviso of the preceding Item, it may be constructed that the luminous intensity of the stop lamp concerned will not increase during its operation.
- (4) The color of light of a stop lamp shall be red.
- (5) The stop lamps shall be mounted so that the center of the illuminating surface thereof is at a height of 2 m or less above the ground.
- (6) The stop lamps shall be mounted so that the illuminating surface thereof shall be visible from every position up to a height of 2.5 m above the ground at a distance of 10 m to the rear.
- (7) The stop lamps provided on both sides at the rear end shall be mounted so that the outermost edge of the illuminating surface of the outermost stop lamp is within 400 mm from the outermost part of the motor-driven cycle.
- (8) The stop lamps provided on both sides at the rear end shall be mounted symmetrically with respect to the longitudinal center plane of the vehicle (except the stop lamps of motor-driven cycles in which the right and left sides at the rear end are not symmetric).

2. For motor-driven cycles manufactured from October 15, 1964, to November 30, 1973, notwithstanding the provision of Item (2) of the preceding Paragraph, the stop lamps provided on both sides at the rear end which serve also as direction indicator lamps may be wired so that only the one not indicating the direction is turned on when the service brake system is in operation.
3. For motor-driven cycles of the preceding Paragraph, notwithstanding the provision of Item (4) of Paragraph 1, the stop lamps may be red or amber in the color of light.
4. The provisions of Article 62-4 of the Safety Regulations and Articles 247, 263 and 279 of the Details Announcement shall not apply to motor-driven cycles manufactured on or before October 14, 1964.

**Article 68** (Direction Indicator Lamps)

1. As regards motor-driven cycles manufactured on or before December 31, 2005, it is acceptable if they comply with the following requirements, notwithstanding the provisions of Paragraphs 2 and 3 of Article 63-2 of the Safety Regulations and Articles 249, 265 and 281 of the Details Announcement.

- (1) The color of light of a direction indicator lamp shall be amber.
- (2) Direction indicator lamps shall flash at a fixed rate of 60 to 120 cycles per minute.
- (3) Direction indicator lamps shall be mounted symmetrically with respect to the longitudinal plane of the vehicle (except motor-driven cycles whose shape is not symmetrical).
- (4) Direction indicator lamps installed on motor-driven cycles shall be mounted so that the center-to-center distance between the respective indicating surfaces is 300 mm or more for those indicating the direction to the front (250 mm or more for those with a light source of 8 watts or more) and 150 mm or more for those indicating the direction to the rear. Furthermore, in cases where two or more headlamps or rear position lamps are provided, those indicating the direction to the front shall be located farther outward than the outermost headlamps and those indicating the direction to the rear, farther outward than the outermost rear position lamp.

- (5) Direction indicator lamps shall be mounted so that the center of the indicating surface thereof is at a height of 2 m or less above the ground.
- (6) When the indicating surface of a direction indicator lamp which is provided to indicate the direction to the front or to the rear is projected on a vertical plane perpendicular to the longitudinal center plane of the motor-driven cycle, the projected area shall be 7 cm<sup>2</sup> or more.
- (7) Direction indicator lamps shall be designed so that the signal from the lamp can, in daytime, be confirmed at a distance of 30 m in the indicated direction.

2. As regards motor-driven cycles manufactured on or before November 30, 1973, it is acceptable if they comply with the following requirements, notwithstanding the provisions of Paragraphs 2 and 3 of Article 63-2 of the Safety Regulations and Articles 249, 265 and 281 of the Details Announcement.

- (1) Direction indicator lamps shall be of the arm type or flashing type (including the type varying in intensity).
- (2) The arm type direction indicator lamps shall comply with the following requirements:
  - A. Direction indicator lamps shall be mounted so that the center of the indicating surface thereof is at a height of 2 m or less above the ground;
  - B. In cases where the driver in his seat cannot confirm directly and readily the operation of direction indicator lamps (except those mounted on each side of the motor-driven cycle), a device shall be provided to tell the driver of the operating condition of the direction indicator lamps.
- (3) The flashing type direction indicator lamps shall comply with the following requirements:
  - A. The flashing type direction indicator lamps shall flash at a fixed rate of 50 to 120 cycles per minute or vary in intensity.
  - B. The flashing type direction indicator lamps varying in intensity

shall serve also as position lamps or rear position lamps.

- C. The maximum intensity of the flashing type direction indicator lamps varying in intensity shall be three times or more that of the position lamps or rear position lamps concerned.
- D. The flashing type direction indicator lamps shall be yellow or amber in the color of light. For those other than two-wheeled motor-driven cycles (including those with sidecar), the direction indicator lamps which indicate the direction to the front may be white or milk-white, and the direction indicator lamps which indicate the direction to the rear or rearward sides may be red in the color of light.

3. The provision of Paragraph 1 of Article 63-2 of the Safety Regulations shall not apply to motor-driven cycles manufactured on or before March 31, 1969.

#### **Article 69** (Horns)

1. As regards motor-driven cycles manufactured on or before December 31, 2003, it is acceptable if they comply with the following requirements, notwithstanding the provisions of Article 64 of the Safety Regulations and Articles 250, 266 and 282 of the Details Announcement.

- (1) Motor-driven cycles (except attached vehicles) shall be equipped with horns.
- (2) Horns shall comply with the following requirements:
  - A. The sound level of a horn (if two or more horns are operating simultaneously, the sum thereof) shall be 90 dB or more, but not exceeding 150 dB (or appropriate level at 150 dB or less in the case of a horn installed to motor-driven cycles with a maximum speed of less than 20 km/h) measured at a distance of 2 m to the front of the motor-driven cycle;
  - B. The sound of a horn shall be a continuous sound, and the sound level and tone shall be uniform;
  - C. The horn shall not be a siren or bell.
- (3) No motor-driven cycle shall have a device which emanates sound toward the vehicle exterior and can be easily mistaken for a horn.

However, this provision shall not apply to buzzers or other devices which give warning to pedestrians, etc. in order to avoid dangers of pedestrians and other traffic when the motor vehicle is making a right or left turn, changing lanes or reversing, or buzzers or other devices which are mounted to indicate that a theft, an accident or another emergency situation is occurring in the motor vehicle.

2. For motor-driven cycles manufactured on or before November 30, 1973, notwithstanding the provision of Paragraphs 2 and 3 of Articles 64 of the Safety Regulations and Articles 250, 266 and 282 of the Details Announcement, it is acceptable if the horns produce an adequate sound.

#### **Article 70 (Rear-View Mirrors)**

1. For the rear-view mirror on motor-driven cycles with a handle bar type steering system and with no passenger compartment, manufactured on and before December 31, 2006, it shall be designed so that the driver in his seat may confirm the traffic conditions of motor vehicles which exist up to 50 m behind, on the rear extension of the left outside line of the motor-driven cycle, notwithstanding the provision of Paragraphs 3 and 4 of Article 64-2 of the Safety Regulations as well as the provisions of Paragraphs 2 and 3 of Article 251, Paragraphs 2 and 4 of Article 267 and Paragraphs 2 and 4 of Article 283 of the Details Announcement.

2. The provisions of Article 64-2 of the Safety Regulations and Articles 251, 267 and 283 of the Details Announcement shall not apply to motor-driven cycles manufactured on or before October 14, 1964.

#### **Article 71 (Silencers)**

1. Motor-driven cycles manufactured on or before August 31, 1976, and enumerated in the left column of the following Table (except type-approved motor-driven cycles pursuant to the provisions of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after January 1, 1976) are acceptable, notwithstanding the provision of Item (2), Paragraph 1 of Article of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 5, 6 or 8:

At the time of the inspection provided for in Paragraph 5, Article 62-3 of the Enforcement Regulations, the steady running noise level measured by the method prescribed in Attachment 39 "Measuring Procedure for Steady Running Noise Level" of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40

“Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified in the “Noise Level Limit” column of the following Table:

Category of motor-driven cycles	Noise Level Limit, dB (A)	
	Steady running	Acceleration running
1st-class motor-driven cycles	70	80
2nd-class motor-driven cycles	80	82

2. Motor-driven cycles (except motor-driven cycles other than motor-driven cycles of the preceding Paragraph and imported motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after April 1, 1979) manufactured on or before February 29, 1980 (March 31, 1981 for imported motor-driven cycles) are acceptable, notwithstanding the provision of Item (2), Paragraph 2 of Article 252 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 5, 6 or 8

At the time of the inspection provided for in Paragraph 5, Article 62-3 of the Enforcement Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 70 dB (A);
- (2) Acceleration running noise: 79 dB (A).

3. Motor-driven cycles (except motor-driven cycles other than motor-driven cycles of the two preceding Paragraphs and imported motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after April 1, 1984) manufactured on or before February 28, 1985 (March 31, 1986, for imported motor-driven cycles) are acceptable, notwithstanding the provision of Item (2), Paragraph 1 of Article 252 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 5, 6 or 8:

At the time of the inspection provided for in Paragraph 5, Article 62-3 of

the Enforcement Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 70 dB (A);
- (2) Acceleration running noise: 75 dB (A).

4. Second-class motor-driven cycles (except second-class motor-driven cycles other than second-class motor-driven cycles of the three preceding Paragraphs and imported second-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1986) manufactured on or before August 31, 1987 (March 31, 1988, for imported second-class motor-driven cycles) are acceptable, notwithstanding the provision of Item (2), Paragraph 1 of Article 252 of the Details Announcement, if they comply with the following requirements in addition to the provision of the next Paragraph or Paragraph 8:

At the time of the inspection provided for in Paragraph 5, Article 62-3 of the Enforcement Regulation, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 70 dB (A);
- (2) Acceleration running noise: 75 dB (A).

5. Motor-driven cycles manufactured on or before the dates specified in the right column of the following Table according to the category in the left column of the same Table are acceptable, notwithstanding the provisions of Paragraph 1 of Article 252, Paragraph 1 of Article 268 and Paragraph 1 of Article 284 of the Details Announcement, if they are equipped with a muffler or other suitable device for reducing noises such that the steady running noise and exhaust noise levels measured by the method prescribed in Attachment

39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement do not exceed 85 dB (A):

(1) Motor-driven cycles which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations	March 31, 1971 (December 31 of the same year for motor-driven cycles which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or before that date)
(2) Motor-driven cycles other than those of the preceding Item	May 31, 1986 (March 31, 1989, for imported motor-driven cycles)

6. First-class motor-driven cycles (except first-class motor-driven cycles other than first-class motor-driven cycles of Paragraph 5 and imported first-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1998) manufactured on or before August 31, 1999 (March 31, 2000, for imported first-class motor-driven cycles) are acceptable, notwithstanding the provisions of Paragraph 1 of Article 252, Paragraph 1 of Article 268 and Paragraph 1 of Article 284 of the Details Announcement, if they comply with the following requirements:

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 85 dB (A);
- (2) Proximity stationary noise: 95 dB (A).

7. First-class motor-driven cycles (except first-class motor-driven cycles other than first-class motor-driven cycles of Paragraphs 1 through 3 and imported first-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 1998) manufactured on or before August 31, 1999 (March 31, 2000, for imported first-class motor-driven cycles) are acceptable, notwithstanding the provision of Item (2), Paragraph 1 of Article 252 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 5 or the preceding Paragraph:

At the time of the inspection provided for in Paragraph 5, Article 62-3 of



the Enforcement Regulations, the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 70 dB (A);
- (2) Acceleration running noise: 72 dB (A).

8. Second-class motor-driven cycles (except second-class motor-driven cycles of Paragraph 5 and imported second-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 2001) manufactured on or before August 31, 2002, are acceptable, notwithstanding the provisions of Paragraph 1 of Article 252, Paragraph 1 of Article 268 and Paragraph 1 of Article 284 of the Details Announcement, if they comply with the following requirements:

The proximity stationary noise level measured by the method prescribed in Attachment 38 “Measuring Procedure for Proximity Stationary Noise Level” of the same Announcement and the steady running noise level measured by the method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the same Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 85 dB (A);
- (2) Proximity stationary noise: 95 dB (A).

9. Second-class motor-driven cycles (except second-class motor-driven cycles other than second-class motor-driven cycles of Paragraphs 1 through 4 and imported second-class motor-driven cycles, which were type-approved pursuant to the provision of Paragraph 1, Article 62-3 of the Enforcement Regulations on or after October 1, 2001) manufactured on or before August 31, 2002, are acceptable, notwithstanding the provision of Item (2), Paragraph 1 of Article 252 of the Details Announcement, if they comply with the following requirements in addition to the provision of Paragraph 5 or the preceding Paragraph:

At the time of the inspection provided for in Paragraph 5, Article 62-3 of the Enforcement Regulations, the steady running noise level measured by the

method prescribed in Attachment 39 “Measuring Procedure for Steady Running Noise Level” of the said Announcement and the acceleration running noise level measured by the method prescribed in Attachment 40 “Measuring Procedure for Acceleration Running Noise Level” of the said Announcement, both expressed in dB, shall not exceed the respective noise level limits specified below:

- (1) Steady running noise: 70 dB (A);
- (2) Acceleration running noise: 72 dB (A).

**Article 72** (Speedometer)

1. As regards motor-driven cycles manufactured on and before December 31, 2006, it shall be acceptable if they are equipped with a speedometer which conforms to the following requirements, notwithstanding the provisions of Article 65-2 of the Safety Regulations and the provisions of Articles 253, 269 and 285 of the Details Announcement.

- (1) The speedometer shall be constructed so that the driver may easily confirm the speed while the motor vehicle is moving;
- (2) The error in indication of the speedometer shall be within a range of +15% and -10% at a speed of 35 km/h or more on a level, paved road (in the case of motor vehicles with a maximum speed of less than 35 km/h, at their maximum speed);
- (3) Oscillation of the pointer in the analog type speedometer shall be within a range of  $\pm 3$  km/h, in the condition of the preceding Item above;
- (4) The increment in indication of a digital type speedometer (referring to a speedometer indicating the speed at regular intervals intermittently) shall be 2.5 km/h or less. However, this provision shall not apply to cases where the speed of less than 20 km/h is indicated;
- (5) The speedometer shall be provided with illuminating equipment, or of self-illuminating type, or with its indication plate and pointer coated with self-illuminating paint, but shall not dazzle the driver.

2. The provisions of Article 65-2 of the Safety Regulations and the provisions of Articles 253, 269 and 285 of the Details Announcement shall not apply to first-class motor-driven cycles manufactured on or before March 31, 1960.

3. The provisions of Items (1), (4) and (5) of Paragraph 1 shall not apply to first-class motor-driven cycles manufactured on or before March 31, 1960.

**Supplementary Provisions**

(Abolishment of the Announcement Stipulating Items Necessary for Arranging Relationship of Application of Provisions of Chapter 2 of Safety Regulations for Road Vehicles, etc.)

The following Announcements shall be abolished.

- (1) Announcement Stipulating Items Necessary for Arranging Relationship of Application of Provisions of Chapter 2 of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 1375 of 2001)
- (2) Announcement Stipulating Items Necessary for Arranging Relationship of Application of Provisions of Chapter 3 of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 749 of 2002)

**Attached Table 1** (Gasoline 13-mode)

Operating conditions	Weighting factor
Engine is idling with no-load.	0.157
Engine is operated with 40% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power.	0.036
Engine is operated with a 60% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power.	0.039
Engine is idling with no-load.	0.157
Engine is operated with a 20% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.088
Engine is operated with 40% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.117
Engine is operated with 40% load of the full-load and at a speed of revolution equal to 80% of the speed at which it produces its maximum power.	0.058
Engine is operated with 60% load of the full-load and at a speed of revolution equal to 80% of the speed at which it produces its maximum power.	0.028
Engine is operated with 60% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.066
Engine is operated with 80% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.034
Engine is operated with 95% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.028
Engine is operated with 20% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power.	0.096
Engine is decelerated by closing the carburetor throttle valve completely from a condition in which the engine is operated with a 20% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power to a condition in which the engine is operated at a speed of revolution equal to 20% of the speed at which it produces its maximum power. (In this case, the time required for the engine to decelerate from 40% of the speed at which it produces its maximum power to 20% of the revolution shall be 10 seconds.)	0.096

**Attached Table 2** (Diesel 13-mode)

Operating conditions	Weighting factor
Engine is idling with no-load	0.205
Engine is operated with a 20% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power.	0.037
Engine is operated with a 40% load of the full-load and at a speed of revolution equal to 40% of the speed at which it produces its maximum power.	0.027
Engine is idling with no-load	0.205
Engine is operated with a 20% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.029
Engine is operated with a 40% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.064
Engine is operated with a 40% load of the full-load and at a speed of revolution equal to 80% of the speed at which it produces its maximum power.	0.041
Engine is operated with a 60% load of the full-load and at a speed of revolution equal to 80% of the speed at which it produces its maximum power.	0.032
Engine is operated with a 60% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.077
Engine is operated with a 80% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.055
Engine is operated with a 95% load of the full-load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.049
Engine is operated with a 80% load of the full load and at a speed of revolution equal to 80% of the speed at which it produces its maximum power.	0.037
Engine is operated with a 5% load of the full load and at a speed of revolution equal to 60% of the speed at which it produces its maximum power.	0.142

**Supplementary Provisions**

This Announcement will be put into effect on the day of promulgation. However, the revision to add one paragraph after Paragraph 6 of Article 20 shall be put into effect on April 1, 2005.