

The Partial Amendment of the Safety Regulations for Road Vehicles, etc.

The Ministry of Land, Infrastructure and Transport is planning to amend a portion of the Safety Regulations for Road Vehicles (Ministry of Transport Ordinance No. 67, 1951), the Type Designation Regulations for Devices (Ministry of Transport Ordinance No. 66, 1998), and the Announcement of Safety Regulations for Road Vehicles (Ministry of Land, Infrastructure and Transport Announcement No. 619, 2002).

[Expansion and Strengthening of Safety Regulations]

The Ministry of Land, Infrastructure and Transport is proceeding with the expansion and strengthening of safety regulations for road vehicles for the purpose of reducing traffic fatalities.

[International Harmonization of Automobile Regulations]

On the other hand, the automobile industry is globalizing at a rapid pace. Along with this, interest is rising in promoting the international harmonization of automobile regulations. The Ministry of Land, Infrastructure and Transport is also working to improve the level of Japan's safety and environmental regulations and proceeding with the international harmonization of automobile regulations on a step-by-step basis considering the economic effects etc. of harmonization of regulations.

[Matters Amended]

From the above viewpoint, the Safety Regulations for Road Vehicles ,etc will be amended as follows:

- (1) Amendment of regulations for vehicle side and child restraint side for introduction of ISOFIX child restraints (Attachments 1 and 2)
- (2) Amendment of regulation for mandating three-point seat belts at centers of rear seats of passenger cars etc. (Attachment 1)
- (3) Amendment of regulation regarding seats of buses (Attachment 3)
- (4) Amendment of regulation regarding installation of lighting devices in four-wheeled motor vehicles (Attachment 4)

Attachment 1

Amendment of Regulations Regarding Seat Belts and Seat Belt Mounting Devices**1. Summary**

In view of the frequent improper use of child restraints, the Ministry decided to establish regulations for ISOFIX child restraints enabling simple and secure fastening. It announced this in October 2003 (4th Motor Vehicle Safety Symposium). Further, for improving the safety of passengers seated at the rear seats of passenger cars, it has designated the provision of three-point seat belts at the centers of rear seats as a candidate for the next round of safety regulations at the Safety Regulation Study Group.

In view of this situation, the Ministry is reevaluating the regulations for seat belts and seat belt mounting devices and reevaluating the regulations for provision of ISOFIX mounting devices in vehicles and expansion of the scope of provision of three-point seat belts. Note that from the viewpoint of the international harmonization of automobile regulations, at the time of amendment of the regulations, it is working for harmonization with Regulations No. 14 and 16 of Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of these Prescriptions (1958 Agreement) and considering covering this by designation based on the Type Designation Regulations for Devices based on the progress in amendment of the regulations at the WP29.

2. Specific Content**(1) Scope of Application**

This regulation applies to adult seat belts and their mounting devices provided for forward or rear facing seats of passenger cars and trucks (except trailers, two-wheeled motor vehicles, and two-wheeled motor vehicles with side cars). Provided, however, that it excludes provision on seats of motor vehicles with maximum speeds of less than 20 km/h and seats near emergency exits designed to be able to be easily removed or folded up.

Further, it applies to ISOFIX mounting devices and ISOFIX top tether mounting devices provided in passenger vehicles with passenger capacities of less than 10 (also applies to ISOFIX mounting devices and ISOFIX top tether mounting devices provided in trucks with gross vehicle weights of less than 3.5 tons).

(2) Main Requirements

- * For passenger vehicles with passenger capacities of less than 10, the strength, number, mounting positions, etc. of ISOFIX mounting devices and ISOFIX top tether mounting devices will be prescribed. Due to this, provisions relating to ISOFIX at the vehicle side will be established.
- * Regarding seat belts and seat belt mounting devices, the strength, number, mounting positions, etc., including provision of three-point seat belts for all forward facing seats of passenger cars etc. will be prescribed. Due to this, the front center seat and rear center seat of passenger vehicles (only ones with passenger capacities of less than 10 or gross vehicle weights of less than 3.5 tons) will be equipped with three-point seat belts.

3. Schedule

Scheduled to be promulgated within FY2005.

(Regarding terminology)

- * Two-point seat belt : Seat belt supported at two points comprised of lap belt crossing the lap.
- * Three-point seat belt : Seat belt supported at three points having, in addition to lap belt, shoulder belt stretching diagonally from shoulder to lap.
- * ISOFIX: System for installation of child restraints in automobile by use of standardized mounting parts (see Figure in Attachment 2)
- * Top tether: Strap like part connecting top of child restraint and vehicle for suppressing rotation of child

restraint at time of crash.

Amendment of Regulations Regarding Child Restraints

1. Summary

In view of the frequent improper use of child restraints, the Ministry decided to establish regulations for ISOFIX child restraints enabling simple and secure fastening. It announced this in October 2003 (4th Motor Vehicle Safety Symposium). Further, for introduction of provisions relating to the ISOFIX, along with the amendment of the regulations at the vehicle side, the regulations on child restraints will be reevaluated. Note that from the viewpoint of the international harmonization of automobile regulations, at the time of amendment of the regulations, it is working for harmonization with Regulations No. 44 of Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of these Prescriptions (1958 Agreement) and covering this by designation based on the Type Designation Regulations for Devices.

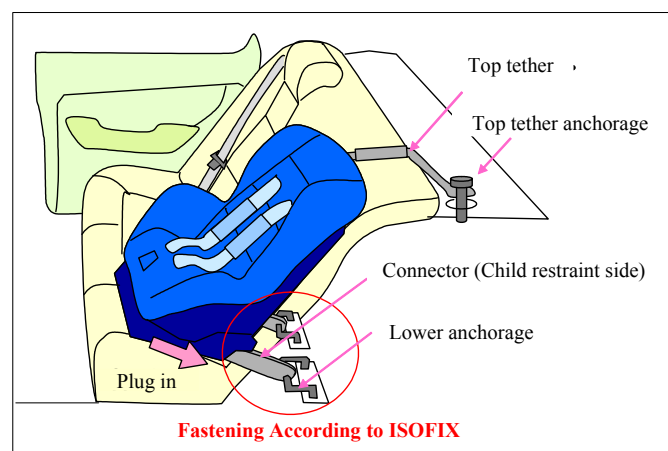
2. Specific Content

(1) Scope of Application

This regulation applies to child restraints suitable for attachment to automobiles. Provided, however, that it does not apply to child restraints designed to be used for fold down seats or longitudinal seats.

(2) Main Requirements

- * For child restraints, the ISOFIX connector and the shape, size, and length of top tether are prescribed.
- * The amount of displacement of a dummy and the impact given to the dummy shall be less than predetermined standards when performing a test simulating a crash in the state with a child restraint on which a dummy is seated is attached to a seat.
- * The dummy shall not fall out when performing a test overturning the child restraint and the amount of displacement when the seat is turned upside down shall be within a predetermined standard.
- * The width, tensile strength, and wear resistance of the belt part shall be over predetermined standards.



3. Schedule

Scheduled to be promulgated within FY2005.

Amendment of Regulations Regarding Bus Seats

1. Summary

To improve the safety at the time of crash of a bus, a requirement of easing impact when a passenger of a rear seat collides with the back surface of a front seat and a strength requirement for seat mounting devices will be introduced. Note that from the viewpoint of the international harmonization of automobile regulations, at the time of amendment of the regulations, it is working for harmonization with Regulations No. 80 of Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of these Prescriptions (1958 Agreement) and covering this by designation based on the Type Designation Regulations for Devices.

2. Specific Content

(1) Scope of Application

This regulation applies to forward facing seats provided in passenger vehicles (except two-wheeled motor vehicles and two-wheeled motor vehicles with side cars) with passenger capacities of 10 or more. Provided, however, that it excludes folding type spare seats, seats near emergency exits designed to be easily removed or folded up, and infant seats of infant-carrying vehicles.

(2) Main Requirements

*** Requirements relating to seats**

The following standards shall be met:

- A. The amount of displacement of a seat back shall be within a predetermined range when a test load is applied from the back surface of a seat.
- B. A dummy shall be correctly held by a front seat and seat belt and the impact due to the collision shall be less than a predetermined standard when performing a test causing collision with a trolley on which a dummy is seated.

*** Requirements relating to seat mounting devices**

The following standards shall be met:

- A. The seat mounting devices shall not break when a test load is applied from the back surface of a seat.
- B. The seat mounting devices shall not break when performing a test causing collision with a trolley on which a dummy is seated.

3. Schedule

Scheduled to be promulgated within FY2005.

Amendment of Regulations Regarding Mounting of Lamps of Four-Wheeled Motor Vehicles

1. Summary

The Regulation No. 48 Based on the UN Agreement Concerning the Mutual Recognition of Type Approvals for Wheeled Vehicles, Equipment, etc. (1958 Agreement) already adopted in Japan's domestic regulations and covered by mutual recognition of approval has been amended. Along with this, the domestic regulations will be revised correspondingly.

2. Specific Content

(1) Scope of Application

Trucks with gross vehicle weights of not more than 3.5 tons (except ones where truck bed ceilings and sides are surrounded by strong walls.)

(2) Main Requirements

For the auxiliary stop lamps (high mount stop lamps) currently mounted on passenger vehicles with passenger capacities of less than 10 (see following figure), trucks with gross vehicle weights of less than 3.5 tons will be added to the vehicle types requiring mounting.

3. Schedule

Scheduled to be promulgated within FY2005.

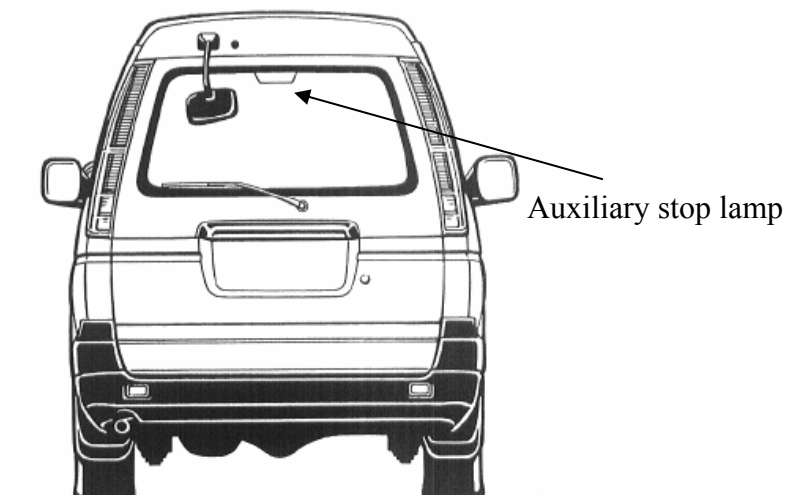


Figure Auxiliary Stop Lamp