

The Partial Amendment to the Announcement that Prescribes Details of Safety Regulations for Road Vehicles

1. Background

In order to promote the harmonization of vehicle regulations and the mutual recognition of automotive parts and equipments, without degrading the levels of the national safety and environmental regulations for wheeled vehicles, the Government of Japan acceded to the 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, done at Geneva on 20 March 1958 (hereinafter, referred to as "the 1958 Agreement), in 1998, and has been progressively applying UNECE Regulations annexed to the 1958 Agreement so far.

At the one-hundred-fifth session of the World Forum for Harmonization of Vehicle Regulations held in June 2008, the Administrative Committee of the 1958 Agreement (herein after, referred to as "AC.1") agreed to some amendments to the UNECE Regulations including the Regulation No. 14 concerning safety-belt anchorages, No. 16 concerning safety-belts, No. 78 concerning motorcycle braking, etc., which would enter into force on 26 February 2009.

Upon this agreement and other circumstances, seeking further improvement of safety of vehicles and further harmonization of vehicle regulations, the Ministry of Land, Infrastructure, Transport and Tourism of Japan will make the necessary amendments to the national regulations as outlined below.

2. Summary of amendments

A. ALIGNMENT TO AMENDMENTS TO UNECE REGULATIONS

2.1 Safety-belt anchorages

2.1.1 Scope

The amendments provided below will apply to safety-belt anchorages for any motor vehicle except motorcycles with or without sidecars and motor vehicles with a

maximum speed of less than 20 km/h.

2.1.2 Amendments

To be in line with the amendments to the UNECE Regulation No.14 adopted at the 39th session of AC.1 (ECE/TRANS/WP.29/2008/58), the corresponding national regulations will be amended, the outline of which is provided below:

- in regard to the strength requirement for the ISOFIX anchorage systems in the static test, the achievement time for the application of the load prescribed in the said Regulation will be changed from within 2 seconds to within 30 seconds.

2.1.3 Application date

The amendments will apply on the date of the entry into force of the amendments.

2.2 Safety-belt

2.2.1 Scope

The amendments provided below will apply to safety-belt for motor vehicles except motor cycles with or without sidecars and motor vehicles with a maximum speed of less than 20 km/h.

2.1.2 Amendments

To be in line with the amendments to the UNECE Regulation No.16 adopted at the 39th session of AC.1 ECE/TRANS/WP.29/2008/60 , the corresponding national regulations will be amended, the outline of which is provided below:

- the width of the woven straps in the test prescribed in the said Regulation will have to be measured with stopping the machine at the load of 980 daN (the present Regulation requires to measure the width without stopping the machine);
- the test for woven straps in twill construction with high-tenacity polyester yarns will have to be performed without load (the present Regulation requires to perform the test under the load of 980 daN);
- the straps prior to the breaking-strength test will have to be conditioned in accordance with ISO 139(2005); and
- the ISO 105-B02 referred to in the Regulation will be updated to the latest version of the same standard.

2.2.3 Application date

The amendments will apply on the date of the entry into force of the amendments.

2.3 Motorcycle braking

2.3.1 Scope

The amendments provided below will apply to motorcycles with or without sidecars and three-wheeled vehicles except vehicles with a maximum speed of 25 km/h or less and drawn vehicles.

2.3.2 Amendments

To be in line with the amendments to the UNECE Regulation No.78 adopted at the 39th session of AC.1 ECE/TRANS/WP.29/2008/64 , the corresponding national regulations will be amended, the outline of which is provided below:

- the calculating formula of the Peak Braking Coefficient (PBC) will be changed from $0.56/t$ to $0.566/t$, where "t" is time taken for the vehicle speed to reduce from 40 km/h to 20 km/h in seconds;
- the value of PBC will have to be rounded to three decimal places;
- the anti-lock system will have to be inoperative between 40 km/h and 20 km/h under the PBC determination test; and
- the requirements for the single service brake system will be added.

2.3.3 Application date

The amendments will apply on the date of the entry into force of the amendments.

2.4 Adaptive front-lighting system (AFS)

2.4.1 Scope

The amendments provided below will apply to motor vehicles except motorcycles with or without sidecars, three-wheeled vehicles, drawn vehicles, special motor vehicles and mini-sized motor vehicles with caterpillar tracks and sleds.

2.4.2 Amendments

To be in line with the amendments to the UNECE Regulation No.123 adopted at the 39th session of AC.1 ECE/TRANS/WP.29/2008/80 , the corresponding national regulations will be amended, the outline of which is provided below:

- in the case of the basic passing beam in the neutral state being produced exclusively by LED modules, the total objective luminous flux of these LED modules will have to be equal or greater than 1,000 lumen per side;
- in the case of using several non identical LED modules within the same lamp housing, the modules will not have to be interchangeable;
- LED module(s) will have to be measured at 13.5 V and in the case of LED module(s) operated by an electronic light source control gear, the module(s) will have to be measured as specified by the applicant. The measured photometric values will have to be multiplied by a factor of 0.7 prior to the check for compliance;
- the requirement of the red content of the light of a LED module or AFS incorporating LED module(s) will be added; and
- the requirement of the UV-radiation of a low-UV-type LED module will be added.

2.4.3 Application date

The amendments will apply on the date of the entry into force of the amendments.

B. OTHER AMENDMENTS

2.5 Digital tachograph with on-board recording section

2.5.1 Amendments

- In the case of digital tachograph having a section for recording running data inside itself in substitution for a communication medium, the transmission warning information has not to be transmitted even when a vehicle is operated without the interface section or the communication midium.

2.5.2 Application date

The amendments will apply on the date of the entry into force of the amendments.

3. Schedule

The amendments are scheduled to be promulgated at the beginning of February 2009 and to enter into force on 26 February 2009.