

ANNEX 1 Enhanced SVA Requirements including Comparable* Non European Standards

NOTES

1. "Light motor vehicles" anchorage strength requirements are only 80% of those for other vehicles, so these are unacceptable.

2. Seat belt anchorage standard is indicated on a plate fixed to the vehicle.

3. Seat belt anchorages may be approved to one of the following standards which are acceptable before 1/7/97:-

BSAU 48a; BSAU 140a (for seats with integral anchorages); FMVSS 210; Directive 82/318/EEC.

4. As an alternative to complying with this standard, 4x4 vehicles having a frame chassis (see 4a below) and forward-control vehicles (see 4b below), may comply with Jisha 899, Attachment 2 (Technical Standards for Steering System Impacts), providing the following conditions are met:-

(a) the steering column assembly and associated structure forward of the A-post is identical to the EC type approved version of the same model, and

(b) the steering wheel is either fitted with an air-bag as original equipment or is identical to the EC type approved version.

These requirements may be demonstrated by a comparison test against a vehicle issued with a European or GB National Approval Certificate. Vehicles having a date of manufacture from 1 January 2000 approved in Japan are required to comply with the Japanese "Technical standard for occupant protection in Frontal Impact. Evidence of Type Designation will be taken to demonstrate compliance.

4a. In the Japan Jisha 899, Attachment 11, these vehicles are defined as "motor vehicles that have a frame (referring to a uni-construction frame which secures the engine and suspension devices of the front and rear wheels) and are equipped with a power train system capable of transmitting power to all wheels".

4b. In the Japan Jisha 899, Attachment 11, these vehicles are defined as "motor vehicles in which the major part of the engine is located underneath the driver's or passenger compartment (motor vehicles in which the median point of the respective intersections at which two planes that pass through the forward end or backward end of the engine proper and are perpendicular to the longitudinal centre line of the motor vehicle, and are intersected with the longitudinal centre line of the motor vehicle, lies to the back of the most forward end of the windshield)".

5. Applies to passenger cars (category M1) from 1/1/96; forward-control vehicles and off-road vehicles from 1/1/2000. light goods vehicles having maximum gross weight less than 2700kg from 1/7/2000.

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6. This does not apply to vehicles having a steering column axis at an angle greater than 35 degrees to the horizontal.
7. Includes an alternative “occupant survival space” requirement which is not acceptable.
8. Applies to most cars but not vehicles mentioned in note 9 below.
9. Applies to forward-control passenger vehicles, off-road passenger vehicles and goods vehicles since 1/7/98.
10. “Passenger car”, category M1 vehicle which has a maximum gross weight not exceeding 2500kg.
11. “Class I”, goods vehicles (category N1) having a reference mass not exceeding (1305 kg from 1/1/2001).
“Class II”, goods vehicles (category N1) having a reference mass greater than (1305 kg from 1/1/2001) but not exceeding 1700kg (1760 kg from 1/1/2001).
“Class III”, goods vehicles (category N1) having a reference mass greater than (1760 kg from 1/1/2001).
“DI”, vehicles propelled by Direct Injection diesel engine
LPG”, vehicles fuelled by Liquid Petroleum Gas
“CNG”, vehicles fuelled by Compressed Natural Gas.
12. To demonstrate compliance with European requirements, only evidence of compliance with the type 1 test (drive cycle) is needed, provided proof of compliance with the USA, Canadian or Japanese standards is available.
13. “Tier 2” will be phased in for cars and light duty trucks up to 6000 lb (2720kg) max. gross weight from model year 2004 to 2007 and for heavier vehicles up to 2009. Only vehicles meeting the 0.2 g/mile (0.125 g/km) NOx standard can be accepted as equivalent to Euro-3.
14. Values derived from European emissions (Euro-2 or later) Type 1 (drive-cycle) test are acceptable.
15. Euro 1 limit. In the case of an N1 (goods) vehicle compliance with Directive 88/77 as amended to 91/542/EEC is an acceptable alternative.

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- 16 Euro 2 limit. In the case of an N1 (goods) vehicle compliance with Directive 88/77/EEC as amended by 91/542/EEC to line "B" limit is an acceptable alternative.
- 17 Euro 3 limit. In the case of an N1 (goods) vehicle compliance with Directive 88/77/EEC as amended by 99/96/EEC to "row A" is an acceptable alternative.
- 18 Euro 4 limit. In the case of an N1 (goods) vehicle compliance with Directive 88/77/EEC as amended by 99/96/EEC to "Row B1" is an acceptable alternative.
- 19 The attachment references are specific to a given period and are amended as the Japanese Certification Type Approval Handbook is updated.
Eg. Frontal Impact attachment 16 in 2001 is attachment 22 in 2003.

Evidence that a vehicle has been approved to the Japanese Type Designation scheme will be taken to confirm that the required Japanese standards have been met unless stated otherwise, or the vehicle has been subject to a modification likely to have an affect on the original approval.