
Additional Rule 7**DURABILITY DRIVING ENFORCEMENT PROCEDURE**

The following shall stipulate the driving enforcement procedure concerning driving requirements for motor vehicles which are presented to the Research Institute and mini-sized motor vehicles, etc. exempted from inspection which are presented to the Minister of Land, Infrastructure and Transport as specified in the Durability Driving Announcement, Attachment 3 of this Circular Notice (hereinafter referred to as the “Approval Procedure”), and Attachment 21 “Device Type Designation Standards for Exhaust Emission Control Devices” (hereinafter referred to as the “Designation Standards”) of the “Enforcement Procedure for Device Type Designation” (Circular of Jigi No. 215, Jikan No. 222, and Jishin No. 1253 of November 12, 1998), as well as forms, etc. of documents to be submitted to the Research Institute.

1. Driving Enforcement Procedure for Driving Requirements for mini-sized motor vehicles, etc. exempted from inspection to be submitted to the Minister of Land, Infrastructure and Transport and motor vehicles to be submitted to the Research Institute (Related to Paragraph 2, Article 3 of the Approval Procedure, and Article 1 of the Durability Driving Announcement as well as Paragraph 4-2 of Part I and Paragraph 4-2 of Part II of Designation Standards)

(1) Motor cycles (including motor cycles with sidecar. Hereinafter the same) and motor-driven cycles

① When the driving of two-wheeled mini-sized motor vehicles or motor-driven cycles related to application for approval is performed in accordance with driving requirements for mini-sized motor vehicles, etc. exempted from inspection which are presented to the Minister of Land, Infrastructure and Transport as prescribed in Paragraph 2, Article 3 of the Approval Procedure, the driving shall be performed in accordance with the Additional Rule 7-1 “Durability Driving (Part 1) Enforcement Procedure,” in addition to provisions of the Approval Procedure. Furthermore, the driving in accordance with Additional Rule 7-1 “Durability Driving (Part 1) Enforcement Procedure” may be replaced by the fixed deterioration factor specified in this Circular Notice.

② When the driving of motor vehicles related to application for designation is performed in accordance with the driving requirements for two-wheeled mini-sized motor vehicles which are presented to the Research Institute as prescribed in Article 1 of the

Durability Driving Announcement and Paragraph 4-2 of Part I of the Designation Standards, the driving shall be performed in accordance with Additional Rule 7-1 “Durability Driving (Part 1) Enforcement Procedure,” in addition to the provisions of the said Announcement and the said Designation Standards. Furthermore, the driving in accordance with Additional Rule 7-1 “Durability Driving (Part 1) Enforcement Procedure” may be replaced by the fixed deterioration factor specified in this Circular Notice.

- (2) Gasoline- or liquefied petroleum gas-fueled motor vehicles (except motor cycles and special motor vehicles (referring to small-sized special motor vehicles and large-sized special motor vehicles. Hereinafter the same))

When the driving of motor vehicles related to application for designation is performed in accordance with driving requirements for gasoline- or liquefied petroleum gas-fueled motor vehicles which are presented to the Research Institute as prescribed in Article 1 of the Durability Driving Announcement and Paragraph 4-2 of Part I of the Designation Standards, the driving shall be performed in accordance with Additional Rule 7-3 “Durability Driving (Part 2) Enforcement Procedure, in addition to provisions of the Announcement and the Designation Standards.

Moreover, in the case of motor vehicles used exclusively for carriage of passengers with a passenger capacity of 9 persons or less and motor vehicles with a gross vehicle weight of 3.5 tons or less, the driving in accordance with Additional Rule 7-3 “Durability Driving (Part 2) Enforcement Procedure” may be replaced by the fixed deterioration corrected value specified in this Circular Notice. Moreover, in the case of motor vehicles with a gross vehicle weight exceeding 3.5 tons (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 9 persons or less), the driving in accordance with Additional Rule 7-3 “Durability Driving (Part 2) Enforcement Procedure” may be replaced by the method whereby the results after completion of the driving of the running distance prescribed in Article 1 of the Durability Driving Announcement or Paragraph 4-2 of Part I of the Designation Standards are determined by the extrapolation (hereinafter referred to as the “extrapolation”), based on the results of the actual driving of at least 1/3 of the running distance prescribed in Article 1 of the Durability Driving Announcement or Paragraph 4-2 of the Designation Standards.

- (3) Diesel-powered motor vehicles (except motor cycles and special motor vehicles)

When the driving of motor vehicles related to application for designation

is performed in accordance with driving requirements for diesel-powered motor vehicles which are presented to the Research Institute as prescribed in Article 1 of the Durability Driving Announcement and Paragraph 4-2 of Part I of the Designation Standards, the driving shall be performed in accordance with Additional Rule 7-5 “Durability Driving (Part 3) Enforcement Procedure”, in addition to provisions of the Announcement and the Designation Standards.

Moreover, in the case of motor vehicles with a gross vehicle weight exceeding 3.5 tons (except motor vehicles used exclusively for carriage of passengers with a passenger capacity of 9 persons or less), the driving in accordance with Additional Rule 7-5 “Durability Driving (Part 3) Enforcement Procedure” may be replaced by the extrapolation.

- (4) Gasoline- or liquefied petroleum gas-fueled special motor vehicles
- ① When the driving of small-sized special motor vehicles related to application for approval is performed in accordance with the driving requirements for gasoline- or liquefied petroleum gas-fueled small-sized special motor vehicles which are presented to the Minister of Land, Infrastructure and Transport as prescribed in Paragraph 2 of Article 3 of the Approval Procedure, the driving shall be performed in accordance with Additional Rule 7-7 “Durability Driving (Part 4) Enforcement Procedure,” in addition to the provisions of the Approval Procedure.
 - ② When the driving of motor vehicles related to application for designation is performed in accordance with the driving requirements for gasoline- or liquefied petroleum gas-fueled large-sized special motor vehicles which are presented to the Research Institute as prescribed in Article 1 of the Durability Driving Announcement and Paragraph 4-2 of Part II of the Designation Standards, the driving shall be performed in accordance with Additional Rule 7-7 “Durability Driving (Part 4) Enforcement Procedure,” in addition to the provisions of the said Announcement and the said Designation Standards.
- (5) Diesel-powered special motor vehicles
- ① When the driving of small-sized special motor vehicles related to application for approval is performed in accordance with the driving requirements for diesel-powered small-sized special motor vehicles which are presented to the Minister of Land, Infrastructure and Transport as prescribed in Paragraph 2 of Article 3 of the

Approval Procedure, the driving shall be performed in accordance with Additional Rule 7-9 “Durability Driving (Part 5) Enforcement Procedure,” in addition to the provisions of the Approval Procedure.

- ② When the driving of motor vehicles related to application for designation is performed in accordance with the driving requirements for diesel-powered large-sized special motor vehicles which are presented to the Research Institute as prescribed in Article 1 of the Durability Driving Announcement and Paragraph 4-2 of Part II of the Designation Standards, the driving shall be performed in accordance with Additional Rule 7-9 “Durability Driving (Part 5) Enforcement Procedure,” in addition to the provisions of the said Announcement and the said Designation Standards.

2. Forms, etc. of Documents to Be Submitted to the Minister of Land, Infrastructure and Transport and Research Institute (Related to Paragraph 3, Article 3 of Approval Procedure, Article 3 of Durability Driving Announcement and Paragraph 4-3 of Part I of Designation Standards (only limited to when descriptions are quoted from Item (2), Paragraph 4 of Attached Sheet 2))

(1) Motor cycles and motor-driven cycles

- ① When documents specified in Paragraph 3, Article 3 of the Approval Procedure are submitted with respect to two-wheeled mini-sized motor vehicles or motor-driven cycles, they shall be the “Certificate Proving That Driving of Application Motor Cycle, etc. Has Been Enforced and Certificate Proving Compliance with Standards (Part 1)” according to Form No. 1 of Additional Rule 7-2.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Motor Cycle, etc. Has Been Enforced and Certificate Proving Compliance with Standards (Part 1)” of Additional Rule 7-2. In this case, the “Driving which caused the driving on the devices concerned of the application motor cycle, etc.” specified in Item (1), Paragraph 3, Article 3 of the Approval Procedure shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle is applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign corporation only) who makes it his business to manufacture in a

foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 1 of Additional Rule 7-2 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

- ② When documents specified in Article 3 of the Durability Driving Announcement and Paragraph 4-3 of Part I of the Designation Standards (limited only to when descriptions are quoted from Item (2), Paragraph 4 of Attached Sheet 2) are submitted with respect to two-wheeled mini-sized motor vehicles, they shall be the “Certificate Proving That Driving of Application Motor Cycle, etc. Has Been Enforced and Certificate Proving Compliance with Standards (Part 1)” according to Form No. 1 of Additional Rule 7-2.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Motor Cycle, etc. Has Been Enforced and Certificate Proving Compliance with Standards (Part 1)” of Additional Rule 7-2. In this case, the “driving which caused the driving on the devices concerned of the application motor vehicle” specified in Item (1) of Article 3 of the Durability Driving Announcement shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle are applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign corporation only) who makes it his business to manufacture in a foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 1 of Additional Rule 7-2 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

- (2) Gasoline- or liquefied petroleum gas-fueled motor vehicles (except motor cycles and special motor vehicles)

When documents specified in Article 3 of the Durability Driving Announcement and Paragraph 4-3 of Part I of the Designation Standards (only limited to when descriptions are quoted from Item (2), Paragraph 4 of Attached Sheet 2) are submitted in connection with gasoline- or liquefied petroleum gas-fueled motor vehicles, the said documents shall be the “Certificate Proving That Driving of Application Vehicle Has Been

Enforced and Certificate Proving Compliance with Standards (Part 2)” according to Form 2 of Additional Rule 7-4.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 2)” of Additional Rule 7-4. In this case, the “Driving which caused the driving on the devices concerned of the application motor vehicle, etc.” specified in Item (1), Article 3 of the Durability Driving Announcement shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle is applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign corporation only) who makes it his business to manufacture in a foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 2 of Additional Rule 7-4 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

- (3) Diesel-powered motor vehicles (except motor cycles and special motor vehicles)

When documents specified in Article 3 of the Durability Driving Announcement and Article 4-3 of Part I of the Designation Standards (only limited to when descriptions are quoted from Item (2), Paragraph 4 of Attached Sheet 2) are submitted in connection with diesel-powered motor vehicles, the said documents shall be the “Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 3)” according to Form 3 of Additional Rule 7-6.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 3)” of Additional Rule 7-6. In this case, the “Driving which caused the driving on the devices concerned of the application motor vehicle, etc.” specified in Item (1) Article 3 of the Durability Driving Announcement shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle are applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign

corporation only) who makes it his business to manufacture in a foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 3 of Additional Rule 7-6 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

(4) Gasoline- or liquefied petroleum gas-fueled special motor vehicles

When documents specified in Paragraph 3 of Article 3 of the Approval Procedure are submitted in connection with gasoline- or liquefied petroleum gas-fueled small-sized special motor vehicles, the said documents shall be the “Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 4)” according to Form 4 of Additional Rule 7-8.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 4)” of Additional Rule 7-8. In this case, the “driving in which occurred to the said device of the application mini-sized motor vehicles, etc. exempted from inspection” specified in Item (1), Paragraph 3 of Article 3 of the Approval Procedure shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle are applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign corporation only) who makes it his business to manufacture in a foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 4 of Additional Rule 7-8 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

(5) Diesel-powered special motor vehicles

When documents specified in Paragraph 3 of Article 3 of the Approval Procedure are submitted in connection with diesel-powered small-sized special motor vehicles, the said documents shall be the “Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 5)” according to Form 5 of Additional Rule 7-10.

These documents shall be filled-in according to the “Filling-in Procedure for Certificate Proving That Driving of Application Vehicle Has Been Enforced and Certificate Proving Compliance with Standards (Part 5)” of Additional Rule 7-10. In this case, the “driving in which occurred to the said device of the application mini-sized motor vehicles, etc. exempted from inspection” specified in Item (1), Paragraph 3 of Article 3 of the Approval Procedure shall include tests carried out by bench testing devices according to methods whereby loads equal to the loads at the time when the devices are mounted on the sample vehicle are applied to the devices.

Moreover, in the case of a person (limited to a foreigner or a foreign corporation only) who makes it his business to manufacture in a foreign country those motor vehicles to be exported to Japan, he may enter the English translation on Form No. 5 of Additional Rule 7-10 as the reference. In this case, he shall enter on the Remarks column a note in Japanese and English to the effect that “The English translation is accompanied as the reference.”

Additional Rule 7-1 (Related to Section 1)**DURABILITY DRIVING (PART 1) ENFORCEMENT PROCEDURE**

1. Scope

This Enforcement Procedure shall apply to the durability driving of motor cycles with or without sidecar among motor vehicles set forth in Article 1 of the Durability Driving Announcement and Article 4-2 of the Designation Standards and mini-sized motor vehicle, etc. exempted from inspection (hereinafter referred to as the “motor cycles, etc.”) set forth in Paragraph 2, Article 3 of the Approval Procedure. In addition, the provisions of the Articles and Paragraphs concerned shall apply.

2. Test Motor Cycle, etc.

Motor cycles, etc. to be used for the test (hereinafter referred to as the “test motor cycle, etc.”) or test engines (which shall be equipped with accessories necessary for exhaust emission measurement as specified in Article 5. Hereinafter the same) shall have the same construction, devices and performance as the motor cycles relating to the motor vehicle type designation application, device type designation application or type approval application (hereinafter referred to as “type designation application, etc.”) or engines that are mounted on the motor cycle, etc. (hereinafter after referred to as the “application motor cycle, etc.”). Moreover, before the start of the durability driving test or the driving, the test motor cycle, etc. or test engine shall be in a serviced condition in accordance with the requirements set forth in applicable checks and maintenance procedures.

3. Driving Method, etc.

The test motor cycle, etc. shall be driven on the driving roads or a chassis dynamometer according to the method specified in Paragraph 3-1 or Paragraph 3-2.

Furthermore, in the case of motor cycles, etc. equipped with a continuously variable automatic transmission and with a supporting shaft of the power driving wheel (hereinafter referred to as the “output shaft”), the test may be conducted according to the method specified in Paragraph 3-3.

3-1 Driving method on driving road

The driving of the test motor cycle, etc. shall be conducted in such a way that each driving ratio in terms of speed conditions becomes the corresponding

driving ratio relative to total driving distance (km) specified in Table 1-1 or Table 1-2. In addition, the driving shall be performed repeatedly by properly combining driving under various speed conditions specified in the said table.

In this case, with regard to the loading conditions of the test motor cycle, etc., the conditions prescribed in Table 2 shall be used according to kinds of the test motor cycle, etc., except for the driving relating to the exhaust emission measurement of Article 5. However, conditions in which weights are added, as required, may be used.

Furthermore, no specific requirements are provided for the roads.

Table 1-1

Speed conditions		Driving ratio relative to total driving distance (km)	
Kind	Speed	Small-sized motor cycles, mini-sized motor cycles	Motor-driven cycles
Normal driving	Mainly speeds in a range between 30 and 60 km/h (in the case of the first class motor-driven cycles, in a range between 15 and 30 km/h). Also, the driving shall include every mode of idling, acceleration, deceleration and constant-speed driving.	60% or more	80% or more
High-speed driving	This shall apply to small-sized motor cycles and mini-sized motor cycles. The speed shall be 100 ± 5 km/h. However, if this specified speed cannot be attained due to its limited performance, the maximum speed of the said test vehicle shall be used.	20% or more	0%
Other driving	Not specified	Not specified	Not specified

Table 1-2

Kind	Driving conditions	
Kind	Small-sized motor cycles, mini-sized motor cycles	Motor-driven cycles
Number of starting-off	The number of starting-off shall be at least 20 times per hour.	
Running speed	The ratio of driving at a speed of 100 km/h or more (in cases where the motor cycles cannot be operated at this speed due to their performance, the maximum possible speed) shall constitute 8% or more relative to the total driving distance (km)	The ratio of driving at a speed of 60 km/h (30 km/h in the case of first-class motor-driven cycles) or more (in cases where the motor cycles cannot be operated at this speed due to their performance, the maximum possible speed) shall constitute 8% or more relative to the total driving distance (km)
Average speed	The average speed shall be at least 45 km/h.	The average speed shall be at least 45 km/h (22.5 km/h in the case of first-class motor-driven cycles).
Other driving	Other driving shall be such that causes greater deterioration to occur in the exhaust emission control device than in the driving pursuant to the referential mode posted in Attached Sheet 1. Furthermore, the driving shall be carried out by appropriately combining the idling, acceleration, deceleration and steady running.	

Table 2

Kind of motor cycles, etc.	Loading conditions
Small-sized motor cycles (except motor cycles with sidecar), mini-sized motor cycles (except motor cycles with sidecar) and motor-driven cycles	Condition in which one person is riding on the motor cycle, etc. in the unloaded state
Small-sized motor cycles (limited to motor cycles with sidecar) and mini-sized motor cycles (limited to motor cycles with sidecar)	Condition in which two persons are riding on the motor cycle, etc. (limited to motor cycles with sidecar) in the unloaded state

- Note: 1. “Unloaded state” means the unloaded state pursuant to the provision of Article 1 of the Safety Regulations.
2. The weight of one person shall be pursuant to Attachment 44 “Measurement Procedure for Exhaust Emission of Motor Cycles” of the Details Announcement.

3-2 Driving method on chassis dynamometer

The driving on the chassis dynamometer shall be conducted in the following methods specified in Paragraphs 3-2-1 and 3-2-2, except for the driving relating to the exhaust emission measurement of Article 5.

3-2-1 The adjustment, etc. of the chassis dynamometer shall be conducted according to the Technical Standard “Measurement Procedure for Exhaust Emissions of Motor Cycles” of the Details Announcement (hereinafter referred to as the “Measurement Procedure”). The weight of the test motor cycle, etc. shall be the weight of motor cycle, etc. in the loaded state as posted in Table 2. The load of the chassis dynamometer shall be the load equivalent to the driving resistance at the time when the test motor cycle, etc. is driving at a speed of 50 km/h (in the case of the first class motor-driven cycles, 30 km/h).

3-2-2 The driving of the test motor cycle, etc. shall be conducted on a chassis dynamometer repeatedly by properly combining driving under various speed conditions specified in Table 1-1 or Table 1-2. In this case, the record of the driving distance (km) shall be made by means of the on-board odometer or the driving distance meter provided on the chassis dynamometer.

Furthermore, Attached Sheet 1 shows the referential mode as an example of the driving of Table 1-1.

3-3 Operating method on engine dynamometer

The operation of the test engine shall satisfy the requirements prescribed in Paragraph 3-1 and be conducted on an engine dynamometer in the following methods specified in Paragraphs 3-3-1 through 3-3-3, except for the running relating to exhaust emission measurement of Article 5.

Furthermore, Attached Sheet 2 shows the referential mode as an example of the operation.

3-3-1 The engine shall be installed on an engine dynamometer as follows:

- (1) The test engine shall be installed in the same way as with the conditions of a completion vehicle, with all parts mounted, including all components of the exhaust emission control devices, etc. from the intake to the exhaust.
- (2) The power transmission to the engine dynamometer shall be made by connecting the output shaft to the engine dynamometer shaft through a chain or an auxiliary drive shaft. In this case, it is permissible to employ a speed reduction/increase device and an impact absorbing device on the

connecting section.

3-3-2 The load setting to the engine dynamometer shall be performed in such a way that, under condition in which the intake temperature is $\pm 5^{\circ}\text{C}$ of the intake temperature at the time of the load measurement, the load may become equal to the driving resistance at the time when the test motor cycle, etc. is driving at a constant speed of 50 ± 2 km/h (in the case of the first class motor-driven cycles, 30 ± 2 km/h) at the beginning of the driving.

Furthermore, the cooling of the test engine shall be conducted in such a way that the spark plug washer temperature (two-cycle engine) or the lubrication oil temperature (four-cycle engine) may become equal to the temperature at the time of the load measurement. Moreover, a cooling fan, etc. may be employed so that the exhaust gas temperature at the outlet of the exhaust pipe may become $\pm 25^{\circ}\text{C}$ relative to the exhaust gas temperature at the time of the load measurement. Furthermore, in the case of engines equipped with a cooling fan, the fan shall be used without fail.

3-3-3 The operation of the test engine shall be conducted repeatedly by properly combining the operation corresponding to the driving under various speed conditions specified in Table 1-1 or Table 1-2.

Furthermore, the conversion of driving distance of the test motor cycle, etc. shall be made by means of the cumulative tachometer provided on the engine dynamometer.

3-4 Driving method equivalent to the driving specified in Article 1 of Durability Driving Announcement and Paragraph 4-2 of Designation Standards

The driving method in Paragraphs 3-1 and 3-2 may be those prescribed in the Code of Federal Regulations Title 40 Chapter 1 Part 86 APPENDIX IV and Regulation (EU) No. 134/2014 Annex VI APPENDIX I or II based on Regulation (EU) No. 168/2013.

4. Maintenance During Driving or Operation Period

4-1 Checks and maintenance of the test motor cycle, etc. or the test engine are permitted during the driving or operation period. They may be performed in accordance with the procedures for the Checks and Maintenance Procedures which are specified in Item (8), Paragraph 2, Article 3 of the Type Designation Regulations for Motor Vehicles (Hereinafter referred to as the “Checks and Maintenance Procedures”). They shall be performed when the driving distance (km) (in the case of the operation of the test engine, the values of the driving time which are converted into the driving distance (km) according to a method which

the manufacturer, etc. of the application motor cycle, etc. can explain as a reasonable value) is approximately 1,000 km and thereafter. In this case, the checks and maintenance items specified by the manufacturer, etc. of the application test motor cycle, etc. concerned shall be used for the 1,000 km. Afterwards, the checks and maintenance items which are applicable when the driving distance (km) of approximately 3,000 km for Class 1 motor-driven cycles, approximately 4,000 km for Class 2 motor-driven cycles and approximately 6,000 km for small-sized motor cycles and mini-sized motor cycles is assumed to take six months shall be used.

However, if a situation arises in which the test motor cycle, etc. requires unscheduled maintenance other than the aforesaid maintenance due to justifiable reasons, the contents of such maintenance shall be recorded after it has been performed.

4-2 With regard to the engine and components relating to the exhaust emission control devices, no parts shall be replaced during the driving or operation period, except for the replacement of periodical replacement parts. However, if any parts have been replaced because of justifiable reasons, the replaced parts concerned shall be kept during the period of the type designation application, etc. in case they are required to be presented.

5. Exhaust Emission Measurement

5-1 The exhaust emission measurement shall be conducted at the initial measurement time (approximately 1,000 km), the final measurement time (after the specified driving distance (km)) and each time the driving distance (km) or the converted driving distance (km) which are obtained by approximately equally dividing the driving distance (km) from the initial measurement time to the final measurement time has been reached during the driving or operation period. Furthermore, the exhaust emission measurement shall be conducted before or after (this measurement after checks and maintenance is limited only to cases where checks and maintenance that will most likely affect the exhaust emission control performance have been performed) the checks and maintenance (except periodical replacements of engine oil and oil filter) specified in Paragraph 4-1.

Moreover, this “equally-dividing” means a two-division or more. The exhaust emission measurement shall be conducted within a range of ± 200 km of the divided driving distance (km) or the converted driving distance (km).

5-2 The exhaust emission measurement shall be conducted according to the Measurement Procedure. However, the test procedure can be applied in such a way that, concerning the service of the test motor cycle, etc. or the test engine,

the exhaust emission measurement may be carried out without performing the service before the exhaust emission measurement. Furthermore, concerning the load setting of the chassis dynamometer, the load setting that was made in the exhaust emission measurement at the start of the driving may be used continually in the following exhaust emission measurement.

6. Driving Results, etc.

6-1 The driving data and results of the driving or operation shall be recorded in the form in Attached Tables 1 and 2.

6-2 The situation of the checks and maintenance of the test motor cycle, etc. or the test engine shall be recorded in Attached Table 3.

7. Special Cases of Durability Driving to Be Conducted in Expectation of Increase of Vehicle Weight in Future

7-1 The durability driving can be performed with a load equivalent to the weight to be increased mounted on the test motor cycle, etc. only when the increase of the vehicle weight is expected due to the change in the construction and devices.

7-2 The loading conditions of the test motor cycle, etc. in Paragraphs 3-1, 3-2 and 3-3 shall be the conditions prescribed in Paragraph 7-1.

7-3 The exhaust emission measurement of Article 5 shall be conducted under the condition of Paragraph 7-1.

Attached Table 1

DURABILITY DRIVING (PART 1) DATA RECORD FORM (1)

• Test motor cycle, etc.

Make · type (variant) Engine type Max. output kW (PS)/rpm

Chassis No.
or Serial No. Use Cycle Cylinder Displacement ℓ

Passenger capacity Persons Transmission

Vehicle weight kg Reduction gear

Gross vehicle weight kg

Exhaust emission control device

• Driving enforcement situation

Driving site

Driving method

}	<u>Driving road</u>
	<u>Chassis dynamometer (Specifications</u> <u>)</u>
	<u>(Load setting method at start of driving and load equivalent value</u> <u>)</u>
	<u>Engine dynamometer (Specifications</u> <u>)</u>
	<u>(Load setting method at start of operation and load equivalent value</u> <u>)</u>

Driving mode [Reference mode · Other mode]

Equivalent inertia weight in durability driving kg

Driving period Y. M. D. through Y. M. D.

Total driving km

Driving distance (km) by conditions

Driving conditions		Normal driving	High-speed driving	Others	Total
Table 1-1	Driving distance (km)	km	km	km	km
	(Driving ratio relative to total driving distance (km))	(%)	(Maximum speed km/h) (%)	(%)	(100.0%)
Driving conditions		Number of starting-off	High-speed driving	Average speed	Total
Table 1-2	Driving distance (km)	per hour	km	km	km
	(Driving ratio relative to total driving distance (km))	(times)	(Maximum speed km/h) (%)	(%)	(100.0%)

• **Exhaust emission measurement**Measurement siteEquivalent inertia weight in exhaust emission measurement kg

Driving wheel tyre air pressure (Specification) kpa
(Actually-measured value) kpa

Fuel usedExhaust emission analyzerCVS deviceChassis dynamometerChassis dynamometer load setting methodValue equivalent to load of chassis dynamometer

(20km/h) (30km/h) (40km/h) (50km/h)

(Note)

- As regards “Driving method”, put an “○” mark in relevant item in []. When you put an “○” mark on either relevant item of “Chassis dynamometer” or “Engine dynamometer”, enter in () the relevant specifications, the load setting method for the 50 km/h driving (in the case of the first class motor-driven cycles, 30 km/h) and the setting value equivalent to the load.

2. As for “Driving mode”, put an “○” mark on either relevant item in []. Also, when you put an “○” mark on “Other” item, enter its contents.
3. In the case of the test motor cycle, etc. which cannot drive continually at a speed of 100 km/h, enter the attainable maximum speed in the “High-speed driving” column in the table of “Driving distance (km) by conditions”.
4. With regard to the value equivalent to “chassis dynamometer” or “engine dynamometer”, enter the method used for setting load and the value equivalent to load.
5. As regards “Total driving distance (km)” and “Driving distance (km) by conditions” in the operation of the test engine, enter the values that are obtained by converting the respective, relative driving times. In cases where “The U.S. EPA durability mode” or “European standard on-road cycle” is used, the “Driving distance (km) by conditions” may be empty.
6. As for “Chassis No. or Serial No.”, enter the chassis No. or serial No. of the test vehicle. However, when the test motor cycle concerned has an identification code and an identification No. that have been directly stamped, enter the said identification code and identification No.

Attached Table 2

DURABILITY DRIVING (PART 1) DATA RECORD FORM (2)

Make · type (variant) _____ Chassis No. or Serial No. _____

Engine type _____

Month/day /year	Operation	Driving distance (km) at start of operation			Exhaust emission measurement results (g/km)					Remarks		
					CO	HC	NMHC	NOx	PM			

(Note)

1. In the “Operation” column, state the kind of operation (whether it is durability driving, exhaust emission measurement, checks and maintenance or other operation), using respective marks of [A], [B], [C] or [D]. In the case of other operations, their details shall be entered in the “Remarks” column.
2. As regards the “Driving distance (km) at start of operation” in the operation of the test engine, enter the value that is obtained by converting the relative operation time.
3. As for “Chassis No. or Serial No.”, enter the chassis No. or serial No. of the test vehicle. However, when the test vehicle concerned has an identification code and an identification No. that have been directly stamped, enter the said identification code and identification No.
4. The NMHC and PM columns need not be filled in for those not subject to the application of the emission standards.

Attached Table 3

**DURABILITY DRIVING (PART 1)
CHECKS AND MAINTENANCE, ETC. RECORD FORM**

Make · type (variant) _____ Chassis No. or Serial No. _____

Engine type _____

Y. M. D.	Driving distance (km)	Kind of checks and maintenance, etc.	Points of checks and maintenance	Details of checks and maintenance, and measures taken

(Note)

1. As regards the “Kind of checks and maintenance, etc.” column, enter the kind as to whether the periodical maintenance or extraordinary service.
2. As regards the “Details of checks and maintenance, and measures taken” column, enter the contents specifically, such as the adjustments conducted or replaced parts.
3. As regards the “Driving distance (km)” column of the operation of the test engine, enter the value that is obtained by converting the relative operation time.
4. As for the “Chassis No. or Serial No.” column, enter the chassis No. or serial No. of the test vehicle. However, when the test vehicle concerned has an identification code and an identification No. that have been directly stamped, enter the said identification code and identification No.

Attached Sheet 1

DRIVING METHOD ON CHASSIS DYNAMOMETER (REFERENTIAL MODE)

The normal driving posted in Table A shall be repeated ten (10) times. Next, the high-speed driving posted in Table B shall be conducted once. Afterwards, the combined driving shall be repeated.

The driving for the first class motor-driven cycles shall be carried out in accordance with those parenthesized figures in Tables A or dotted lines in Referential Diagram A.

Table A Normal Driving

Driving mode No.	Operating condition (km/h)	Duration of operation (s)	Cumulative time (s)	Acceleration or deceleration (m/s^2)
1	Idling	10	10	—
2	0 → 60 (30)	30 (15)	40 (25)	0.59
3	60 (30)	15 (37.5)	55 (62.5)	—
4	60 (30) → 30(15)	15 (7.5)	70	0.59
5	30 (15) → 60 (30)	15 (7.5)	85 (77.5)	0.59
6	60 (30)	15 (37.5)	100 (115)	—
7	60 (30) → 0	30 (15)	130	0.59

Reference Diagram A

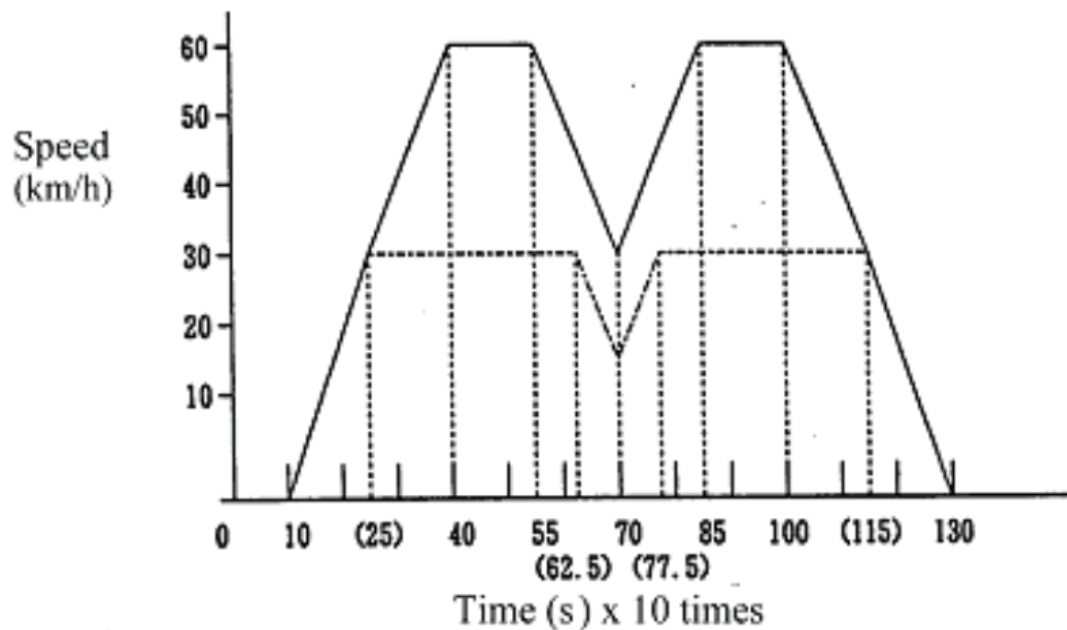
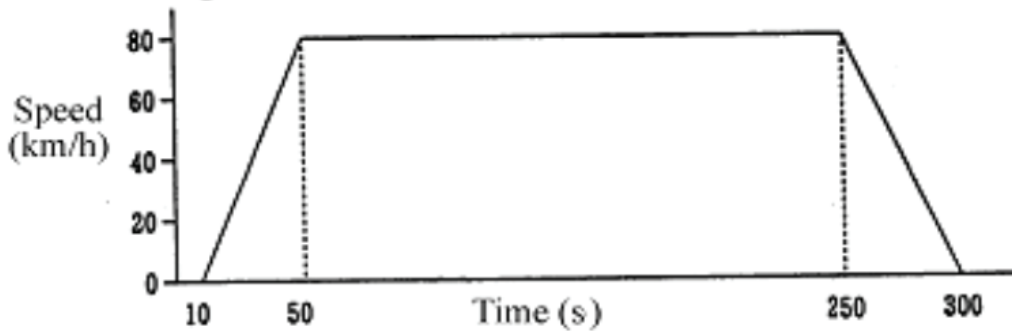


Table B High-speed driving

Operation mode	Operating condition (km/h)	Duration of operation (s)	Cumulative time (s)	Acceleration or deceleration (m/s ²)
1	Idling	10	10	—
2	0 → 100	40	50	0.59
3	100	200	250	—
4	100 → 0	50	300	0.59

Reference Diagram B



- Note: 1. In the case of the test motor cycle, etc. which cannot attain the acceleration specified in the right columns of Tables A and B, accelerations obtained through the full throttle opening shall be used.
2. In the case of the test motor cycle, etc. which cannot be operated continuously at a sustained speed of 100 km/h as specified in Table B, the test motor cycle, etc. shall be operated at its maximum sustainable speed.

In this case, the deceleration of the deceleration mode operation shall be set so that it may start decreasing at 250 seconds and reach a stop at 300 seconds.

Attached Sheet 2**OPERATING METHOD ON ENGINE DYNAMOMETER
(REFERENTIAL MODE)**

On the test motor cycle, etc. equipped with a continuously variable automatic transmission, following Paragraph 1 through Paragraph 3 given below, determine the operation pattern of the engine corresponding to the normal driving posted in Table A of Attached Sheet 1 (Hereinafter referred to as the “Normal operation”) and the operation pattern of the engine corresponding to the high-speed driving posted in Table B (Hereinafter referred to as the “High-speed operation”). The normal operation shall be repeated ten (10) times. Next, the high-speed operation shall be conducted once. Afterwards, the combined operations shall be repeated.

When the operation time of the engine is converted to the driving distance, the method of Paragraph 4. given below shall be used.

Furthermore, in the case of the first class motor-driven cycles, the normal operation shall be repeated in accordance with those parenthesized figures in Table A and dotted lines in Referential Diagram A of Attached Sheet 1.

1. With the motor cycle concerned with the type designation application, etc. placed on the driving road or on the chassis dynamometer, perform the normal driving posted in Table A and high-speed driving posted in Table B of Attached Sheet 1. At this time, measure the output shaft revolution speed and load.

The adjustment, etc. of the chassis dynamometer in the case of the driving on the chassis dynamometer shall be pursuant to the provision of Paragraph 3-2-1 of the Durability Driving (Part 1) Enforcement Procedure.

2. Using the output shaft revolution speed and load at the time of the normal driving and high-speed driving which have been measured in Paragraph 1, determine the engine operating conditions corresponding to each driving mode of Tables A and B of Attached Sheet 1, based on the following table given below.

Kind of driving	Engine operation conditions
Constant-speed driving	Engine revolution speed and load under stabilized conditions
Acceleration driving	Maximum engine revolution speed and maximum load under acceleration condition
Deceleration driving	Fully-closed throttle from the preceding condition above
Idling	Idling

3. The engine operating conditions obtained in Paragraph 2 shall be combined

in the same sequence and for the same period of time as the driving mode posted in Tables A and B of Attached Sheet 1 so as to determine the normal operation and high-speed operation.

4. When converting the engine operating time to the driving distance, the operating time corresponding to the deceleration driving and transient time between the driving modes shall not be included. Moreover, when converting the engine operating time corresponding to the acceleration driving to the driving distance, the operation time and mean vehicle speed shall be used.

Additional Rule 7-2 (Related to Section 2)**FILLING-IN PROCEDURE FOR CERTIFICATE PROVING THAT
THE DRIVING OF THE APPLICATION MOTOR CYCLE, ETC.
HAS BEEN ENFORCED AND CERTIFICATE PROVING
COMPLIANCE WITH STANDARDS (PART 1)**

With regard to application motor cycles (including motor cycles with sidecar) and motor-driven cycles (hereinafter referred to as the “application motor cycle, etc.”), their certification proving the driving enforcement (referring to the Certificate Proving That Driving of Application Motor Cycle, etc. Has Been Enforced and Certificate Proving Compliance With Standards (Part 1). Hereinafter the same) shall be filled according to the procedure given below.

The size of each column may be adjusted as required, but the sequence and arrangement must not be changed.

If there is not enough space to fill in the information, more than one form may be used.

1. Method for Filling-In Each Item in Form 1**(1) Name or designation of manufacturer of application motor cycle, etc.**

Fill in the name or designation of the manufacturer of the application motor cycle, etc.

(2) Address

Fill in the address of the manufacturer of the application motor cycle, etc.

(3) Make and Type of application motor cycle, etc.

Fill in the make and type of the application motor cycle, etc.

(4) Engine type

Fill in the engine type of the application motor cycle, etc.

(5) Construction and device concerned with exhaust emissions**a. Main components of exhaust emission control device**

As regards the components of the exhaust emission control device

posted in the “Component” column of Table 1, make entries of their items, etc. posted in the “Classification” column of the said Table in accordance with their examples.

Furthermore, if some of the devices listed in the “Component” column are not mounted, it is permissible to omit the notation of such omission.

Table 1

Component	Classification
Catalyst	<ol style="list-style-type: none"> 1. Classification of kind (e.g. oxidation catalyst, reduction catalyst and three-way catalyst) 2. Classification of type (e.g. monolith and pellet) 3. Classification of capacity and number (e.g. 1 ℓ · 2 pieces (0.5 ℓ + 0.5 ℓ)) 4. Classification of main component (e.g. platinum, rhodium, and palladium) 5. Classification of mounting position (e.g. inside exhaust manifold and inside expansion chamber)
EGR device	Equipped or not equipped
Secondary air supply system	Equipped or not equipped
O ₂ sensor	Equipped or not equipped
Other devices	Name of devices

b. Main specifications of engine, etc.

As regards the devices, etc. posted in the “Specifications” column of Table 2, make entries of their items, etc. posted in the “Classification” column of the said Table in accordance with their examples.

Furthermore, if some of the devices listed in the “Classification” column are not mounted, it is permissible to omit the notation of such omission.

Table 2

Specifications	Classification
Engine specifications	<ol style="list-style-type: none"> 1. Classification of fuel 2. Classification of combustion cycle (e.g. 2-cycle and 4-cycle) 3. Classification of cooling method (e.g. air-cooled and water-cooled) 4. Classification of cylinder block shape and number of cylinders (e.g. in-line 4 and V-4) 5. Classification of distance between cylinder bore centres 6. Classification of engine displacement 7. Classification of fuel supply method (e.g. carburetor and fuel injection) 8. Classification of combustion chamber type (e.g. pent roof) 9. Classification of valve mechanism (e.g. OHV and OHC)
Transmission specifications	Classification of automatic, manual or semi-automatic
Weight of driving vehicle	Equivalent inertia weight
Other devices	Name of devices

- (6) Principal enforcement site of driving and enforcement period of driving
The entry shall be made for the name and location of the enforcement site of the application motor cycle, etc. Furthermore, enter the start time of the driving and the completion time of the driving. The entry shall be made up to the year and month.

Moreover, a “-” mark shall be entered if the fixed deterioration factor has been used.

- (7) Enforcement results of driving, etc.

- a. Classification as to whether driving or test

The entry shall be made as to classification of the driving using an actual test vehicle or the bench test using a device in accordance with examples of “Actual test vehicle driving,” “Chassis dynamometer test” and “Bench test using a device,” etc.

Moreover, a “-” mark shall be entered if the fixed deterioration factor has been used.

- b. Conditions of driving or test

In the case of the driving using the test vehicle, the entry shall be made as to the driving conditions or the driving mode name in accordance with examples of “Rough road driving,” “High-speed driving” or “The U.S. EPA durability mode,” “European standard on-road cycle,”

etc.

In the case of the bench test using a device, the entry shall be made as to the test conditions or the test mode name. Moreover, the duration of the test shall be entered in a unit of hour (h).

Furthermore, an entry of “Fixed deterioration factor was used” shall be made if the fixed deterioration factor has been used.

c. Driving distance or converted driving distance

In the case of the driving using an actual test vehicle, the driving distance shall be entered in a unit of km.

In the case of the bench test using a device, the test hours entered in the “Conditions of driving or test” column shall be converted to the driving distance under the normal operating mode. Then, this converted driving distance shall be entered in a unit of km. In this case, the conversion method concerned shall be such one whose propriety can be explained by the manufacturer, etc. of the application motor cycle, etc.

Furthermore, a “-” mark shall be entered if the fixed deterioration factor has been used.

d. Exhaust emission test mode

The motor cycle-mode method or WMTC-mode method shall be entered.

e. Deterioration corrected value

The deterioration corrected value (A_A) determined by one of the following methods shall be entered down to the next lower digit of the standard values provided for in the Details Announcement. As for the place two digits lower than the standard value, fractions of 5 and over shall be counted as 10 and the rest shall be discarded.

(a) Case where driving specified by Article 1 of the Durability Driving Announcement is employed:

The formula “ $y = a + bx$ ” which indicates the relationship between “y” and “x” shall be determined based on the formula given below, using the exhaust emission value according to the motor cycle-

mode method or the WMTC-mode method (y_i : the unit is g/km. In instances where the measurement was conducted before and after the service, use the emission value obtained after the service) and the driving distance at the respective measurement (x_i : the unit is 1,000 km)(n : denotes the number of measurements).

$$a = \frac{\sum x_i^2 \sum y_i - \sum x_i \sum x_i y_i}{n \sum x_i^2 - (\sum x_i)^2}$$

$$b = \frac{n \sum x_i y_i - \sum x_i \sum y_i}{n \sum x_i^2 - (\sum x_i)^2}$$

Next, the exhaust emission value at 1,000 km (y_0) and the exhaust emission value after the specified driving distance (y_E) shall be determined, using the formula given below. (L: the unit is 10,000 km. The value to be used in this case shall be 0.6 in the case of the class 1 motor-driven cycles with a maximum speed of 50 km/h or less; 2.0 in the case of the class 2 motor-driven cycles, small-sized motor cycles and mini-sized motor cycles with a maximum speed of 50 km/h or less as well as motor-driven cycles, small-sized motor cycles and mini-sized motor cycles with a maximum speed exceeding 50 km/h, but less than 130 km/h; and 3.5 in the case of the motor-driven cycles, small-sized motor cycles and mini-sized motor cycles with a maximum speed of 130 km/h or more. Hereinafter the same.)

$$y_0 = a + b$$

$$y_E = a + 10 Lb$$

Then, the deterioration corrected value shall be established, using the following formula. However, if the deterioration corrected value becomes negative, the factor (A_A) shall be zero.

$$A_A = y_E - y_0$$

(b) Cases where other driving or test is employed:

In cases where the driving has been carried out pursuant to the provision of Paragraph 3-4 of the Additional Rule 7-1, the deterioration corrected value shall be determined in the same way as the method described in (a).

(c) Cases where fixed deterioration factor is employed:

The estimated value (C) equivalent to the driving distance (km) (x_E) set forth in Article 1 of the Durability Driving Announcement may be determined, using the fixed deterioration factor (A_{DF}) enumerated in the table below.

Kind of fuel	Equipped or not equipped with catalyst	Fixed deterioration factor (A_{DF}) equivalent to the specified driving distance				
		CO	THC	NMHC	NO _x	PM
Gasoline	Equipped	1.3	1.3	1.3	1.3	1.0

f. Initial value (B)

If the deterioration corrected value is determined using the method described in (a) or (b) of e., the estimated exhaust emission value at 1,000 km (y_0) shall be entered. In cases where other methods are employed, the actually measured value shall be entered. (In this case, the driving distance at the time of measurement shall be approximately 1,000 km).

The entry value shall be in the same number of digits as the standard value specified in the Detail Announcement, with fractions immediately below rounded.

g. Estimated value or actually measured value at time of specified distance driving

The estimated value according to the motor cycle-mode or the WMTC-mode method, or the actually-measured value shall be filled. However, if both the estimated value and the actually-measured value are at hand, the greater value shall be entered for carbon monoxide, hydrocarbons, non-methane hydrocarbons, nitrogen oxides and particulate matters values. Moreover, a notation indicating whether these values are estimated ones or the actually-measured values shall be entered in parentheses ().

The entry value shall be in the same number of digits as the standard value specified in the Detail Announcement, with fractions immediately below rounded.

The estimated value (C) according to the motor-cycle method or the WMTC-mode method shall be determined, using the initial value (B)

according to the motor cycle-mode or the WMTC-mode method, and the deterioration corrected value (A_A) or fixed deterioration factor (A_{DF}), by means of the following formula given below.

$$C = B + A_A \text{ or } C = B \times A_{DF}$$

(8) Compliance with Safety Regulations

Enter “In compliance”, if the estimated or measured value after the motor vehicle has run the prescribed distance has been found in compliance with the standard value specified in the Details Announcement posted in Item 2, Article 3 of the Durability Driving Announcement, Paragraph 3, Article 3 of Approval Procedure, and Article 7 of Designation Standard.

(9) Remarks

A. Contents of malfunctions, etc.

If any serious problems occur during the driving or the test, malfunctioning points and the contents of malfunctions shall be recorded.

B. Entries to the effect that the special case was adopted

Entries shall be made to the effect that the special case was adopted in cases where the weight has been added to the test motor cycle, etc. when the special case of Paragraph 7 of Additional Rule 7-1 was adopted.

2. Special Cases When Filling in Form 1

When making an application for a type designation pursuant to the provision of Paragraph 1 of Article 75 or Paragraph 1 of Article 75-3 of the Act and an application for approval pursuant to the provision of Article 62-3 of the Enforcement Regulation as well as an application for previously-designated type designation pursuant to the provision of Paragraph 1 of Article 3-2 of the Type Designation Regulations, Article 7 of the Approval Procedure, and Paragraph 1 of Article 4-2 of the Type Designation Regulations for Devices, the application may be handled as follows:

If those items posted in Table 1 and Table 2 of the construction and devices, etc. of the application motor cycle, etc. (limited only to those concerned with the exhaust emissions. Hereinafter referred to as the “Construction and devices

concerned with exhaust emissions”) are identical with or similar to the construction and devices concerned with exhaust emissions of the motor cycles which have already obtained type designation/approval or motor cycles of other types for which type designation/approval is being applied (hereinafter referred to as the “previously-type designated and type approved motor cycles, etc.”), and if the degree of the deterioration to occur in the functions of the exhaust emission control device is obviously regarded as being the same degree or less, it is permissible to omit the following entries: principal enforcement site of driving, the enforcement period of driving and the enforcement results of driving, etc. concerned with the application motor cycle, etc. concerned. This will be done by making entries of the make, type, decision number and decision date, etc. of the previously-type designated and type approved motor cycles, etc. in the “Remarks” column.

This omission shall not apply to cases where the entries of the principal enforcement site of driving, the enforcement period of driving and the enforcement results of driving have been omitted for the previously-type designated and type approved motor cycles, etc. concerned.

Form 1 (Related to Section 2)**CERTIFICATE PROVING THAT DRIVING OF APPLICATION MOTOR CYCLE,
ETC. HAS BEEN ENFORCED AND CERTIFICATE PROVING COMPLIANCE
WITH STANDARDS (PART 1)**

Date: _____
 Name or Designation of Manufacturer
 of Application Motor Cycle, etc.: _____ (Signature) _____
 Address: _____

This is to certify that the small-sized motor cycle (including that with sidecar), mini-sized motor cycle (including that with sidecar) and motor-driven cycle concerned with the application (hereinafter referred to as the “application motor cycle, etc.”) has been driven (including the test using a bench test device), as indicated in the table below, which caused an equal or greater deterioration to occur in the function of the exhaust emission control device of the application motor cycle, etc. than that caused by the driving specified in Article 1 of the Durability Driving Announcement (in the case of mini-sized motor vehicles exempted from inspection and motor-driven cycles, the driving specified in the driving requirements for mini-sized motor vehicles, etc. exempted from inspection to be submitted to the Minister of Transport pursuant to provisions in Paragraph 2 of Article 3 of Attachment 3, “Type Approval Procedure for Mini-Sized Motor Vehicles, etc. Exempted from Inspection and Engines for Motor-Driven Cycles” of the Motor Vehicles Type Approval Enforcement Procedure. Hereinafter referred to as the “Approval Procedure”) and pursuant to provisions of Article 4-2 of the Designation Standards, and that the application vehicle has complied with the standards specified in Item (2), Article 3 of the Durability Driving Announcement (in the case of mini-sized motor vehicles, etc. exempted from inspection, Paragraph 3, Article 3 of the Approval Procedure; in the case of the application motor vehicles provided for in Item (18), Article 2 of the Device Type Designation Regulations, Article 7 of the Designation Standards) after completion of the driving concerned.

(continued on next page.)

(cont.)

Make and Type of Application Motor Cycle, etc.						
Type of Engine						
Construction and Device Concerned with Exhaust Emissions	Main Components of Exhaust Emission Control Device					
	Main Specifications of Engine, etc.					
Principal Enforcement Site of Driving						
Enforcement Period of Driving						
Enforcement Results of Driving, etc.	Classifications of driving or test					
	Conditions of driving or test					
	Driving distance or converted driving distance					
	Exhaust emission measurement method					
	Exhaust emission components	Carbon monoxide	Hydrocarbons	Non-methane hydrocarbons	Nitrogen oxides	Particulate matters
	Deterioration corrected value (A _A)	(g/km)	(g/km)	(g/km)	(g/km)	(g/km)
	Initial value (B)	(g/km)	(g/km)	(g/km)	(g/km)	(g/km)
	Estimate value (C) or actually measured value at time of specified distance driving	(g/km)	(g/km)	(g/km)	(g/km)	(g/km)
Compliance with the Safety Regulations for Road Vehicles						
Remarks						

(JIS A4)

Note: “Exhaust emission control device” refers to a device which reduces carbon monoxides, hydrocarbons, non-methane hydrocarbons, nitrogen oxides and particulate matters included in emissions emitted from the exhaust pipe to the atmosphere, among the emission control devices stipulated in Articles 41 of the Act. However, in the case of a device which reduces particulate matters, it is limited only to gasoline-fueled motor vehicles with a direct injection engine.