
CHAPTER 3
DETAILS OF SAFETY REGULATIONS THAT APPLY TO
MOTOR-DRIVEN CYCLES

Section 1
Details of Safety Regulations That Apply to
Type-Approved Motor-Driven Cycles to Be Newly Used for Operation

Article 239

The provisions of this Section shall apply to the following cases:

- (1) Cases where the approval is granted pursuant to the provision of Paragraph 1 of Article 62-3 of the Enforcement Regulations, cases where the inspection is conducted pursuant to the provision of Paragraph 5 of the same Article, or cases where the evaluation is made for deletion pursuant to the provision of Paragraph 6 of the same Article in connection with motor-driven cycles;
- (2) Cases where type-approved motor-driven cycles are to be newly used for operation.

Article 240 (Length, Width and Height)

1. The method prescribed in the Announcement of Paragraph 1 of Article 59 of the Safety Regulations in connection with the measurement of a motor-driven cycle shall mean that the motor-driven cycle under the conditions enumerated in Items (1) through (3) be measured according to Item (4).

- (1) Unloaded state;
- (2) With regard to the outward-opening windows and ventilators, the state where they are opened;
- (3) Any outside rear-view mirrors and flexible antennas shall be removed. In this case, the outside rear-view mirrors shall include lamps and reflectors attached thereto.
- (4) The dimensions given in each of the following Items shall be measured, using a measuring tape or the like, with the motor-driven

cycle in its straight-ahead position placed on a horizontal, flat surface (hereinafter referred to as the “reference surface”).

- A. With regard to the length, the most forward end and most rearward end of the motor-driven cycle are projected on the reference surface. The length shall be the distance between the projected points in a direction parallel to the longitudinal centre line of the motor vehicle.
- B. As regards the width, the outermost sections of the motor-driven cycle are projected on the reference surface. The width shall be the distance between the projected points in a direction parallel to a straight line perpendicular to the motor vehicle longitudinal centre line.
- C. The height shall be the distance between the highest section of the motor-driven cycle and the reference surface.

Article 241 (Ground-Contact Section and Contact Pressure)

The requirements prescribed in the Announcement of Article 60 of the Safety Regulations in connection with the ground-contact sections and contact pressure of the running system shall be the requirements prescribed in each of the following Items.

- (1) No ground-contact section shall be constructed in such a way that it damages road surfaces;
- (2) Motor-driven cycles with a rubber traction belt caterpillar or flat traction belt caterpillar shall comply with the requirement of the preceding Item;
- (3) For pneumatic rubber tyres or solid rubber tyres whose ground-contact section is 25 mm or thicker, the ground-contact pressure shall not exceed 200 kg/cm² per cm of the width of the ground-contact section of the tyre. In this case, the “width of the ground-contact section of the tyre” shall mean the maximum width of the section that is actually in contact with the ground;
- (4) For caterpillar tracks, the ground-contact pressure shall not exceed 3 kg per cm² of the ground-contact area of the caterpillar tracks. In this case, the ground-contact area of the caterpillar tracks shall be a virtual ground-contact area and the value calculated from the following

formula (The unit shall be cm^2 and the value shall be an integer.):

(Calculation formula)

$$A = a \cdot b$$

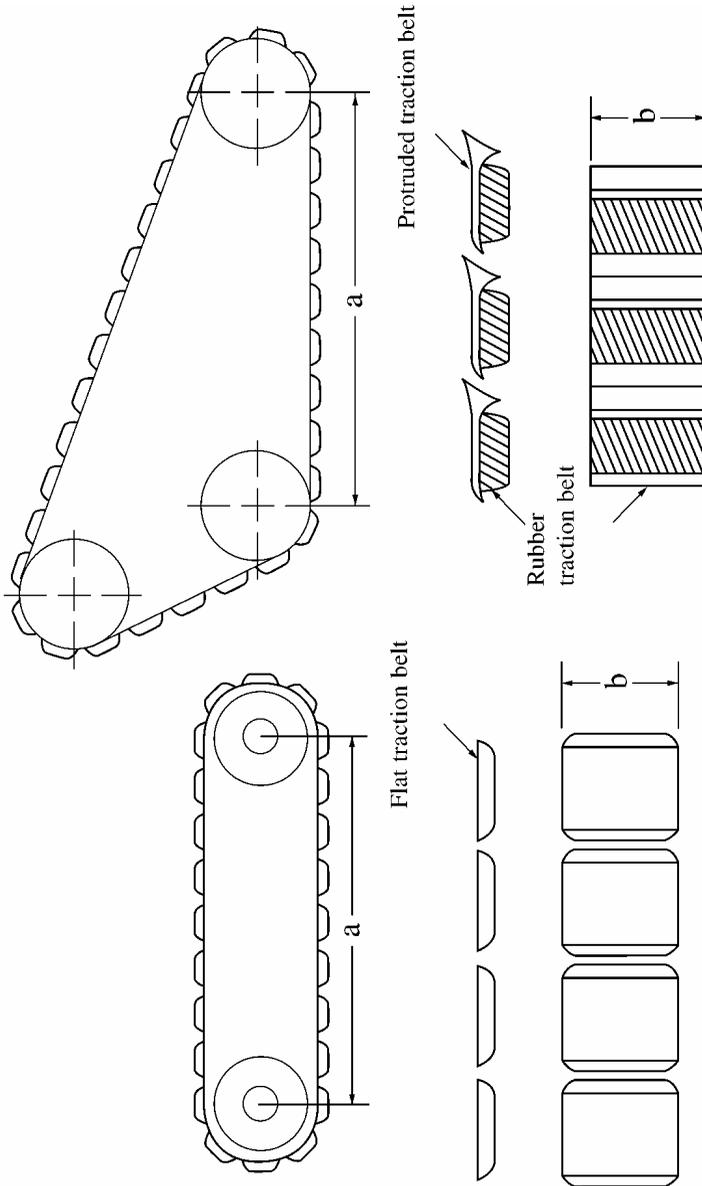
where:

A : Virtual ground-contact area

a : Ground-contact length of traction belt

b : Ground-contact width of traction belt

(Referential diagram)



- (5) As regards ground-contact sections other than those in the preceding two Items as well as those of sleds, the ground-contact pressure shall not exceed 100 kg per cm of the width of the ground-contact section;

- (6) For motor-driven cycles drawing a attached vehicle, the requirements of the preceding three Items shall be met even when coupled with a attached vehicle.

Article 242 (Brake System)

1. The requirements prescribed in the Announcement of Paragraph 1 of Article 61 of the Safety Regulations in connection with the braking performance of decelerating and stopping the running motor-driven cycle shall be the requirements enumerated in the next Paragraph through Paragraph 3.

2. Motor-driven cycles (except motor-driven cycles and attached vehicles enumerated in the next Paragraph) shall be provided with two or more brake systems which comply with the requirements prescribed in Attachment 98 “Technical Standard of Motor-Driven Cycle Brake System” and the following requirements.

- (1) The brake system shall be durable enough to fully withstand the operation and be mounted so as not to be damaged by vibration, impact, contact, etc. Furthermore, the brake system shall not be such ones enumerated in the following Items.
- A. Pipes or brake cables (excluding protective materials in cases where such protective materials are wound around the pipes or brake cables to protect them) of the brake system which are in contact with the drag links, propeller shafts, exhaust pipes, tyres, etc. or those which exhibit traces caused by contacting them during running;
 - B. Pipes or joints of the brake system which exhibit fluid leakage or air leakage, or which are likely to cause fluid leakage or air leakage by contacting other parts;
 - C. Brake rods or brake cables whose joints exhibit looseness;
 - D. Brake hoses which are attached in an excessively twisted state;
 - E. Brake pedals which have no free travel or brake pedals where there is no gap relative to the floor surface;
 - F. Brake levers which have no free travel or working travel;

- G. Brake levers whose ratchets will not operate positively;
 - H. In addition to those enumerated in Items A. through G., brake systems which are not durable or which have not been mounted so as not to be damaged by vibration, impact, contact, etc.
- (2) The service brake system (which means the brake system commonly used for braking the motor-driven cycle being in operation; the same applies hereinafter) shall have two control devices in the case of motor-driven cycles having two wheels 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. As for other motor-driven cycles, the service brake system shall work on at least half the number of wheels including the rear ones. In this case, the construction that the braking force-operating surface of the brake disc, brake drum, etc. is connected to the axle by means of rigid parts, such as bolts, shafts and gears, shall be regarded as an example of “work on wheels.”
- (3) 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.
- (4) The service brake system operated by fluid pressure shall have any of the following construction that the brake fluid level can be checked readily without opening the lid of the reservoir tank.
- A. Construction where the reservoir tank of the brake fluid is transparent or semitransparent;
 - B. Construction equipped with a gauge by which the level of brake fluid can be checked;
 - C. Construction equipped with a fluid level drop warning device which gives a warning to the driver in his seat in the event that the brake fluid level drops;
 - D. In addition to those enumerated in Items A. through C., construction that the brake fluid level can be checked readily without opening the lid of the reservoir tank.
3. Class 1 motor-driven cycles with a maximum speed of 50 km/h or less shall be provided with two or more brake systems complying with the

requirements prescribed in the preceding Paragraph.

4. The requirements prescribed in the Announcement of Paragraph 2 of Article 61 of the Safety Regulations in connection with the braking performance of decelerating and stopping the running motor-driven cycle, when attached vehicles and motor-driven cycles drawing them are in the coupled state, shall be the following requirements enumerated below.

- (1) In the case of being drawn by motor-driven cycles of Paragraph 2, the service brake system shall have a braking capacity complying with the following formulae A. and B. 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.

A.
$$S_1 \leq 0.1V_1 + \alpha V_1^2$$

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

α : 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-driven cycle in the left column of the same Table:

Category of motor-driven cycles	Operating state of brake system	α
Motor-driven 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-driven cycles 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	0.0076
	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

B. $S_2 \leq 0.1V_2 + 0.0067V_2^2$

where:

S_2 : Stopping distance (in meters)

V_2 : Initial braking speed (80% of the maximum speed of the motor-driven cycle concerned, but 160 in the case of motor-driven cycles in which 80% of the maximum speed exceeds 160 km/h) (in kilometers/hour).

- (2) In the case of being drawn by motor-driven cycles of the preceding Paragraph, the service brake system shall have a braking capacity complying with the following formula 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.

$$S \leq 0.1V + \alpha V_2$$

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

where:

S : Stopping distance (in meters)

V : Initial braking speed (90% of the maximum speed of the motor-driven cycle concerned, but 40 in the case of motor-driven cycle in which 90% of the maximum speed exceeds 40 km/h) (in kilometers/hour).

α : 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-driven cycle in the left column of the same Table:

Category of motor-driven cycles	Operating state of brake system	α
Motor-driven cycles unable to operate both front and rear wheel brake systems by one control device	In case of operating front wheel brake system only	0.0111
	In case of operating rear wheel brake system only	0.0143
Motor-driven cycles 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	0.0087
	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

Article 243 (Emission Control Device)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 61-2 of the Safety Regulations in connection with the emission control performance on carbon monoxide, hydrocarbons and nitrogen oxides contained in the exhaust emission emitted from the exhaust pipe of a motor-driven cycle (except attached vehicles. Hereinafter the same in this Article, Articles 252, 259, 268, 275 and 284.) to the atmosphere shall be the requirements prescribed in each of the following Items.

- (1) Gasoline-fueled motor-driven cycles shall comply with the following requirements at the time of the inspection of Paragraph 5 of Article 62-3 of the Enforcement Regulations:

The mean value of the emission mass per running distance of 1 km, expressed in gram (g) (the value, expressed in gram (g), that has been

converted from the value expressed in volumetric ratio by carbon equivalent in the case of hydrocarbons), of carbon monoxide, hydrocarbons and nitrogen oxides contained in the exhaust emission generated when the motor-driven cycle is operated according to the motor cycle mode method provided for in Attachment 44 “Measurement Procedure for Motor Cycle Mode Exhaust Emission” and emitted from the exhaust pipe to the atmosphere for the motor-driven cycle concerned and all motor-driven cycles which are of the same type as the motor-driven cycle concerned and have already finished the type approval inspection shall not exceed the value posted in the “Carbon monoxide,” “Hydrocarbons” and “Nitrogen oxides” columns of the following table, respectively, according to the category of motor-driven cycle posted in the left column of the same table.

Category of motor-driven cycles	Carbon monoxide	Hydrocarbons	Nitrogen oxides
A. Motor-driven cycles with a four-cycle engine	13.0	2.00	0.30
B. Motor-driven cycles with a two-cycle engine	8.00	3.00	0.10

- (2) Gasoline-fueled motor-driven cycles shall comply with the following requirements:

The measured value of carbon monoxide, expressed in volumetric ratio, and the measured value of hydrocarbons, expressed in volumetric ratio by normal-hexane equivalent, contained in the exhaust emission generated when the engine is in idling operation according to the operating conditions provided for in Attachment 44 “Measurement Procedure for Motor Cycle Mode Exhaust Emission” and emitted from the exhaust pipe to the atmosphere shall not exceed the value posted in the “Carbon monoxide” and “Hydrocarbons” columns of the following table, respectively, according to the category of motor-driven cycle posted in the left column of the same table.

Category of motor-driven cycles	Carbon monoxide	Hydrocarbons
A. Motor-driven cycles with a two-cycle engine	4.5%	7,800 ppm
B. Motor-driven cycles with a four-cycle engine	4.5%	2,000 ppm

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 61-2 of the Safety Regulations in connection with the construction, function, performance, etc. of the exhaust emission control device to be mounted on a motor-driven cycle in order to comply with the provisions of the preceding Paragraph that will not hamper the function of the said device and other devices shall be that the device concerned shall function efficiently while the engine is in operation. Moreover, those in which the catalyst, etc. is not mounted securely or the catalyst, etc. exhibits damage shall be regarded as not complying with this requirement.

3. As regards the blow-by gas recirculation device to be mounted on motor-driven cycles having an internal combustion engine as the prime mover, fueled by gasoline, the requirements prescribed in the Announcement of Paragraph 4 of Article 61-2 of the Safety Regulations in connection with its function, performance, etc. of preventing the emission of hydrocarbons, etc. shall be that its installation is secure and exhibits no damage.

4. The requirements prescribed in the Announcement of Paragraph 5 of Article 61-2 of the Safety Regulations in connection with the installation position, installation method, etc. of the exhaust pipe to be unlikely to injure occupants, etc. by the exhaust gas, etc. emitted from the exhaust pipe of a motor-driven cycle and not to hamper the function of the brake system, etc. shall be the requirements prescribed in each of the following Items.

- (1) No exhaust pipe shall have its opening directed rightwards or leftwards.
- (2) In cases where any marking specified by the municipal regulations of the metropolitan government, its special ward or local government (hereinafter referred to as the “marking”) is affixed, no exhaust pipe shall have its opening at such a position that the indication of the numbers, etc. of the said marking is hampered by the emitting gases, etc.
- (3) No exhaust pipe shall set fire on the motor-driven cycle (including the attached vehicle drawn by the motor-driven cycle concerned) or the loaded goods and shall hamper the function of other systems, such as the brake system and electrical system, because of the interference with the exhaust pipe or emitting exhaust gas, etc.
- (4) Exhaust pipes shall be mounted securely and exhibit no damage.

Article 244 (Headlamps, etc.)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 62 of the Safety Regulations in connection with the colour of light, brightness, etc. of the headlamps shall be the requirements prescribed in each of the following Items.

- (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 colour of light of a headlamp shall be white or selective-yellow. Furthermore, the colour of all headlamps shall be the same.

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 62 of the Safety Regulations in connection with the installation position, installation method, etc. of the headlamps shall be the requirements prescribed in each of the following Items. In this case, as regards the measurement method of the illuminating surface of the headlamp and the installation position, the requirements prescribed in Attachment 52 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator lamps” shall apply mutatis mutandis in the case of motor-driven cycles other than two-wheeled motor-driven cycles. Furthermore, in the case of two-wheeled motor-driven cycles, the requirements prescribed in Attachment 53 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps for Motor Cycles, etc.” shall apply mutatis mutandis.

- (1) 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 headlamp shall be mounted at a height of 1 m or less above the ground;
- (3) The headlamp shall be designed to stay lit at all times while the engine is in operation;
- (4) The number of headlamps shall be one or two;

- (5) Headlamps shall be provided in equal numbers on the right and left sides, except for cases where only one headlamp is mounted. Furthermore, headlamps to be mounted on motor-driven cycles whose front end is symmetrical shall be mounted symmetrically with respect to the motor vehicle longitudinal centre line;
- (6) The headlamp shall not flash;
- (7) The direct light or reflected light of the headlamp shall not hamper the driving operations of the motor-driven cycle equipped with the headlamp concerned;
- (8) The headlamp shall be such one that the direction of its beam is not liable to be disturbed readily by vibration, shocks, etc., such as exhibiting looseness, excessive play, etc. at its attaching section.

Article 245 (Number Plate Lamps)

1. The requirements prescribed in the Announcement of Paragraph 1 of Article 62-2 of the Safety Regulations in connection with the colour of light, brightness, etc. of the number plate lamps shall be the requirements prescribed in Attachment 63 “Technical Standard for Number Plate Lamps” which apply mutatis mutandis as well as the following requirements:

- (1) The number plate lamp shall illuminate in such a way that the numbers, etc. of the marking, provided at the rear end, specified by the municipal regulations of local governments (including special wards) can be visible from a distance of 8 m at night;
- (2) The colour of light of a number plate lamp shall be white.

2. As regards the requirements prescribed in the Announcement of Paragraph 2 of Article 62-2 of the Safety Regulations in connection with the installation method, etc. of the number plate lamp, the requirements prescribed in Attachment 52 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator lamps” shall apply mutatis mutandis in the case of motor-driven cycles other than two-wheeled motor-driven cycles. Furthermore, in the case of two-wheeled motor-driven cycles, the requirements prescribed in Attachment 53 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps for Motor Cycles, etc.” shall apply mutatis mutandis.

Article 246 (Rear Position Lamps)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 62-3 of the Safety Regulations in connection with the colour of light, brightness, etc. of the rear position lamps shall be the requirements prescribed in Attachment 64 “Technical Standard for Rear Position Lamps” which apply *mutatis mutandis*. In this case, the phrase “300 m” appearing in the requirements of Paragraph 3-3-1 of “Technical Standard for Rear Position Lamps” shall read as “150 m.”

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 62-3 of the Safety Regulations in connection with the installation position, installation method, etc. of the rear position lamps shall be the requirements prescribed in Attachment 52 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps” or Attachment 53 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps for Motor Cycles, etc.” which apply *mutatis mutandis*.

Article 247 (Stop Lamps)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 62-4 of the Safety Regulations in connection with the colour of light, brightness, etc. of the stop lamps shall be the requirements prescribed in Attachment 70 “Technical Standard for Stop Lamps” which apply *mutatis mutandis*. In this case, the phrase “100 m” appearing in the requirements of Paragraph 3-3-1 of “Technical Standard for Stop Lamps” shall read as “30 m” and “5 times” appearing in the requirements of Paragraph 3-3-2 shall read as “3 times.”

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 62-4 of the Safety Regulations in connection with the installation position, installation method, etc. of the stop lamps shall be the requirements prescribed in Attachment 52 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps” or Attachment 53 “Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps for Motor Cycles, etc.” which apply *mutatis mutandis*.

Article 248 (Rear Reflex Reflectors)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 63 of the Safety Regulations in connection with the colour of the reflecting light, brightness, shape of the reflecting section, etc. of the rear reflex reflectors shall be the requirements enumerated in each of the following Items. In this case, the requirements prescribed in Attachment 94 “Measuring Method of Illuminating Surfaces, Numbers and Installation Positions of Lamps, etc. (Related to Sections 2 and 3 of Chapter 2) shall apply mutatis mutandis to the handling of the reflecting section of the rear reflex reflectors.

- (1) The reflecting surface of a rear reflex reflector (except those installed to attached vehicles) shall be neither a letter nor a triangle in shape. In this case, the shapes similar to simple letters or figures, such as O, I, U and 8, shall be regarded as complying with this requirement.
- (2) The reflecting surface of a rear reflex reflector installed to an attached vehicle shall be either an equilateral triangle or a hollow equilateral triangle with a stripe whose width is at least 25 mm. In either case, each side of the triangle shall be 50 mm or more in length.
- (3) The reflected light of a rear reflex reflector, when illuminated by a headlamp with high beam located 100 m to the rear of the rear reflex reflector concerned at night, shall be clearly visible at that projection position.
- (4) The colour of reflected light by the rear reflex reflector shall be red.
- (5) The rear reflex reflectors shall not have broken reflex reflectors, or reflex reflectors whose reflecting surfaces are badly smeared.

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 63 of the Safety Regulations in connection with the installation position, installation method, etc. of the rear reflex reflectors shall be the requirements enumerated in each of the following Items. In this case, the requirements prescribed in Attachment 94 “Measuring Method of Illuminating Surfaces, Numbers and Installation Positions of Lamps, etc. (Related to Sections 2 and 3 of Chapter 2) shall apply mutatis mutandis to the measuring methods for the reflecting surface, numbers and installation position of the rear reflex reflectors.

- (1) The rear reflex reflectors shall be mounted so that the centre of the reflecting surface thereof is at a height of 1.5 m or less above the

ground.

- (2) The rear reflex reflectors provided at the outermost part shall be mounted so that the outermost edge of the reflecting surface thereof is within 400 mm from the outermost part of the motor-driven cycle. However, those installed to two-wheeled motor-driven cycles may be mounted so that the centre of the reflecting surface thereof is on the longitudinal centre plane, and those installed to two-wheeled motor-driven cycles with sidecar may be mounted so that the centre of the reflecting surface thereof is on the longitudinal centre plane of the two-wheeled motor-driven cycle.
- (3) The rear reflex reflector shall be mounted in such a way that the performance provided for in preceding Paragraph may not be hampered. In this case, the rear reflex reflector mountings or lens mountings which exhibit looseness or excessive play, etc. shall be regarded as not complying with this requirement.

Article 249 (Direction Indicator Lamps)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 63-2 of the Safety Regulations in connection with the colour of light, brightness, etc. of the direction indicator lamps shall be the following requirements enumerated below.

- (1) Direction indicator lamps shall be provided at least one each at the right and left at such a position that the indicating surfaces of the direction indicator lamps can be visible at a distance of 30 meters from the front or the rear on the longitudinal centre line of the vehicle.
- (2) 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 motor-driven cycle) in the intended direction. Furthermore, the beams from the direction indicator lamps shall not disturb other traffic. In this case, direction indicator lamps whose indicating surface intended to indicate the direction to the front or to the rear has a projected area of 7 cm^2 , when measured on the vertical plane perpendicular to the longitudinal centre plane of the vehicle, and which are functioning normally shall be regarded as complying with this requirement.
- (3) The colour of light of a direction indicator lamp shall be amber.

- (4) The indicating surface of a direction indicator lamp 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 both sides of motor-driven cycles other than those specified in "b"	Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the centre of the direction indicator lamp and is perpendicular to the forward direction of the motor-driven cycle, and enclosed by planes 5° outward of the direction indicator lamp and 80° outward of the direction indicator lamp from the vertical plane that includes the centre of the direction indicator lamp and is parallel to the forward direction of the motor-driven cycle, and lies backward from the centre of the direction indicator lamp
b. Direction indicator lamps to be mounted on both sides of motor-driven cycles (limited only to those in which direction indicator lamps are mounted only on sides)	Range enclosed by planes 15° above and 15° below the horizontal plane, including the horizontal line which passes the centre of the direction indicator lamp and is perpendicular to the forward direction of the motor-driven cycle, 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 centre of the direction indicator lamp and is parallel to the forward direction of the motor-driven cycle (limited only to the plane which lies forward of the motor-driven cycle from the centre 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 centre of the direction indicator lamp and is parallel to the forward direction of the motor-driven cycle (limited only to the plane that lies backward of the motor-driven cycle from the centre of the direction indicator lamp)

2. The requirements prescribed in the Announcement of Paragraph 3 of Article 63-2 of the Safety Regulations in connection with the installation position, installation method, etc. of the direction indicator lamps shall be the requirements prescribed in Attachment 52 "Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps" or Attachment 53 "Technical Standard for Installation of Lamps, Reflex Reflectors and Direction Indicator Lamps for Motor Cycles, etc." which apply *mutatis mutandis*.

Article 250 (Horns)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 64 of the Safety Regulations in connection with the tone, sound level, etc. of the audible warning device of a horn shall be the requirements prescribed in Attachment 74 “Technical Standard for Audible Warning Devices of Horn.”
2. The requirements prescribed in the Announcement of Paragraph 3 of Article 43 of the Safety Regulations in connection with the tone, sound level, etc. of a horn shall be the requirements prescribed in Attachment 75 “Technical Standard for Horns.”

Article 251 (Rear-View Mirrors)

1. The requirements prescribed in the Announcement of Paragraph 2 of Article 64-2 of the Safety Regulations in connection with the performance, etc. concerning the field of vision of the driver by means of the rear-view mirror concerned, protection of occupants, pedestrians, etc. of rear-view mirrors mounted on motor-driven cycles (except two-wheeled motor-driven cycles and three-wheeled motor-driven cycles 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-driven cycle itself. Hereinafter the same in this Article)) shall be the requirements prescribed in each of the following Items. However, the provisions of Items (2) and (3) shall not apply to rear-view mirrors mounted on two-wheeled motor-driven cycles and motor-driven cycles with a maximum speed of less than 20 km/h.

- (1) The mounting of a rear-view mirror shall be easily adjustable and designed to be kept in a certain direction.
- (2) For the rear-view mirror, the height of whose lowest part that protrudes beyond the outermost part of the motor-driven cycle in the vicinity of the mounting section is 1.8 m or less above the ground, the requirements prescribed in Attachment 79 “Technical Standard for Impact Reduction of Outside Rear-View Mirrors” shall apply *mutatis mutandis*.
- (3) For the mirror provided inside the compartment, the requirements prescribed in Attachment 80 “Technical Standard for Impact Reduction of Inside Rear-View Mirrors” shall apply *mutatis mutandis*.

- (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-driven cycle (the attached vehicle when drawing an attached vehicle), 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-driven cycle itself (the motor-driven cycle and attached vehicle when drawing an attached vehicle of a larger width than the motor-driven cycle drawing it). However, in the case of two-wheeled motor-driven cycles, rear-view mirrors may enable a driver to recognize clearly the traffic conditions of other vehicles straight backwards up to 50 m at each side of the right and left of the motor-driven cycle.

2. As regards the requirements prescribed in the Announcement of Paragraph 3 of Article 64-2 of the Safety Regulations in connection with the performance, etc. concerning the field of vision of the driver by means of the rear-view mirror concerned, protection of pedestrians, etc. of rear-view mirrors mounted on two-wheeled motor-driven cycles and three-wheeled motor-driven cycles that are equipped with a handle bar type steering equipment and with no passenger room, the requirements prescribed in Attachment 82 “Technical Standard for Rear-View Mirrors of Motor Cycles, etc.” shall apply mutatis mutandis.

4. As for the requirements prescribed in the Announcement of Paragraph 4 of Article 64-2 of the Safety Regulations in connection with the installation position, installation method, etc. of the rear-view mirrors in the preceding Paragraph, the requirements prescribed in Attachment 83 “Technical Standard for Installation of Rear-View Mirrors of Motor Cycles, etc.” shall apply mutatis mutandis.

Article 252 (Silencers)

1. The requirements prescribed in the Announcement of Paragraph 1 of Article 65 of the Safety Regulations in connection with the structure, noise level, etc. so that the motor-driven cycle may not produce significant level of noise shall be the requirements prescribed in each of the following Items.

- (1) Motor-driven cycles (except motor-driven cycles equipped with no exhaust pipe, and motor-driven cycles equipped with an exhaust pipe, but whose engine will not operate when the motor-driven cycle is in a stopped state) posted in the “Category of motor-driven cycles” column of the following table shall be so constructed that the proximity

stationary noise level, expressed in dB, that has been measured according to the method prescribed in Attachment 38 “Measurement Procedure for Proximity Stationary Noise Level” may not exceed the values posted in the “Noise level” column of the following table, respectively.

Category of motor-driven cycles	Noise level
A. Class 1 motor-driven cycles	84
B. Class 2 motor-driven cycles	90

(2) Motor-driven cycles posted in the “Category of motor-driven cycles” column of the following table shall be so constructed that the steady running noise level, expressed in dB, that has been measured according to Attachment 39 “Measurement Procedure for Steady Running Noise Level” and the acceleration running noise level, expressed in dB, that has been measured according to Attachment 40 “Measurement Procedure for Acceleration Running Noise Level” may not exceed the values posted in the “Steady running noise level” and “Acceleration running noise level” columns of the following table, respectively.

Category of motor-driven cycles	Steady running noise level	Acceleration running noise level
A. Class 1 motor-driven cycles	65	71
B. Class 2 motor-driven cycles	68	71

2. The requirements prescribed in the Announcement of Paragraph 2 of Article 65 of the Safety Regulations in connection with the construction, noise control performance, etc. so that the silencer mounted on a motor-driven cycle having an internal combustion engine as the prime mover controls generation of noise effectively shall be that the silencer exhibit no damage and corrosion.

Article 253 (Speedometers, etc.)

With regard to the requirements prescribed in the Announcement of Paragraph 1 of Article 65-2 of the Safety Regulations in connection with the installation position, accuracy, etc. of speedometers, the requirements prescribed in Attachment 88 “Technical Standard for Speedometers” shall apply mutatis mutandis.

Article 254 (Riding Accommodation)

1. The requirements prescribed in the Announcement of Paragraph 1 of Article 66 of the Safety Regulations in connection with the construction of the riding accommodation of a motor-driven cycle shall be that the riding accommodation shall be constructed so that it may secure safe boarding and may not cause the occupants to fall off or stumble by vibrations, impact, etc. In this case, saddle-type rear seats provided with grip handles and foot rests and constructed to ensure safe boarding shall be regarded as complying with this requirement.

2. The requirements prescribed in the Announcement of Paragraph 2 of Article 66 of the Safety Regulations in connection with the dimensions, etc. of seats (except saddle-type seats) used for persons other than the driver shall be that the size is 380 mm or more in width and 400 mm or more in depth per person.