

New regulation of special vehicles of Japan

On January 29, 2008, the chairperson of the Central Environment Council submitted a report (Future Policy for Motor Vehicle Exhaust Emission Reduction (Ninth Report)) to the Minister of the Environment.

The main content of this report is new regulation of special vehicles.

Summary of the new regulation

1. Scope

Diesel special vehicles (Engine Power 19kW to 560kW)

2. Test cycle

Transient test cycle

NRTC (10% cold start + 90% hot start)

Steady test cycle

ISO-C1 mode

3. Limit value

Emission regulation is to be introduced from year of 2011, premising on the introduction of PM aftertreatment devices, such as DPF, Oxidation catalyst, and the emission regulation for special motor vehicles at or above 56 kW is to be introduced from 2014, premising on the introduction of NO_x aftertreatment devices, such as urea SCR or NO_x adsorber catalyst.

*Diesel special vehicles, 2011 Target

Type of vehicle(Power)	NO _x	NMHC	CO	PM	Diesel smoke
19 ≤ kW < 37	4.0g/kWh	0.7g/kWh	5.0g/kWh	0.03g/kWh	25%
37 ≤ kW < 56	4.0g/kWh	0.7g/kWh	5.0g/kWh	0.025g/kWh	25%
56 ≤ kW < 75	3.3g/kWh	0.19g/kWh	5.0g/kWh	0.02g/kWh	25%
75 ≤ kW < 130	3.3g/kWh	0.19g/kWh	5.0g/kWh	0.02g/kWh	25%
130 ≤ kW < 560	2.0g/kWh	0.19g/kWh	3.5g/kWh	0.02g/kWh	25%

*Diesel special vehicles, 2014 Target

Type of vehicle(Power)	NO _x	NMHC	CO	PM	Diesel smoke
19 ≤ kW < 37	4.0g/kWh	0.7g/kWh	5.0g/kWh	0.03g/kWh	25%
37 ≤ kW < 56	4.0g/kWh	0.7g/kWh	5.0g/kWh	0.025g/kWh	25%
56 ≤ kW < 75	0.4g/kWh	0.19g/kWh	5.0g/kWh	0.02g/kWh	25%
75 ≤ kW < 130	0.4g/kWh	0.19g/kWh	5.0g/kWh	0.02g/kWh	25%
130 ≤ kW < 560	0.4g/kWh	0.19g/kWh	3.5g/kWh	0.02g/kWh	25%