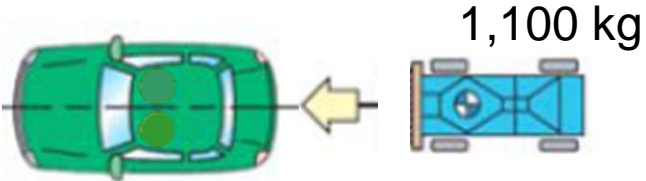
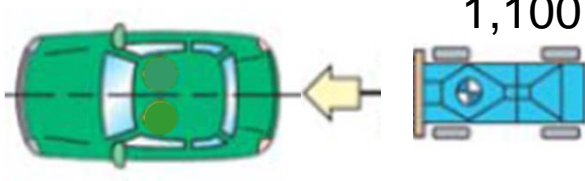
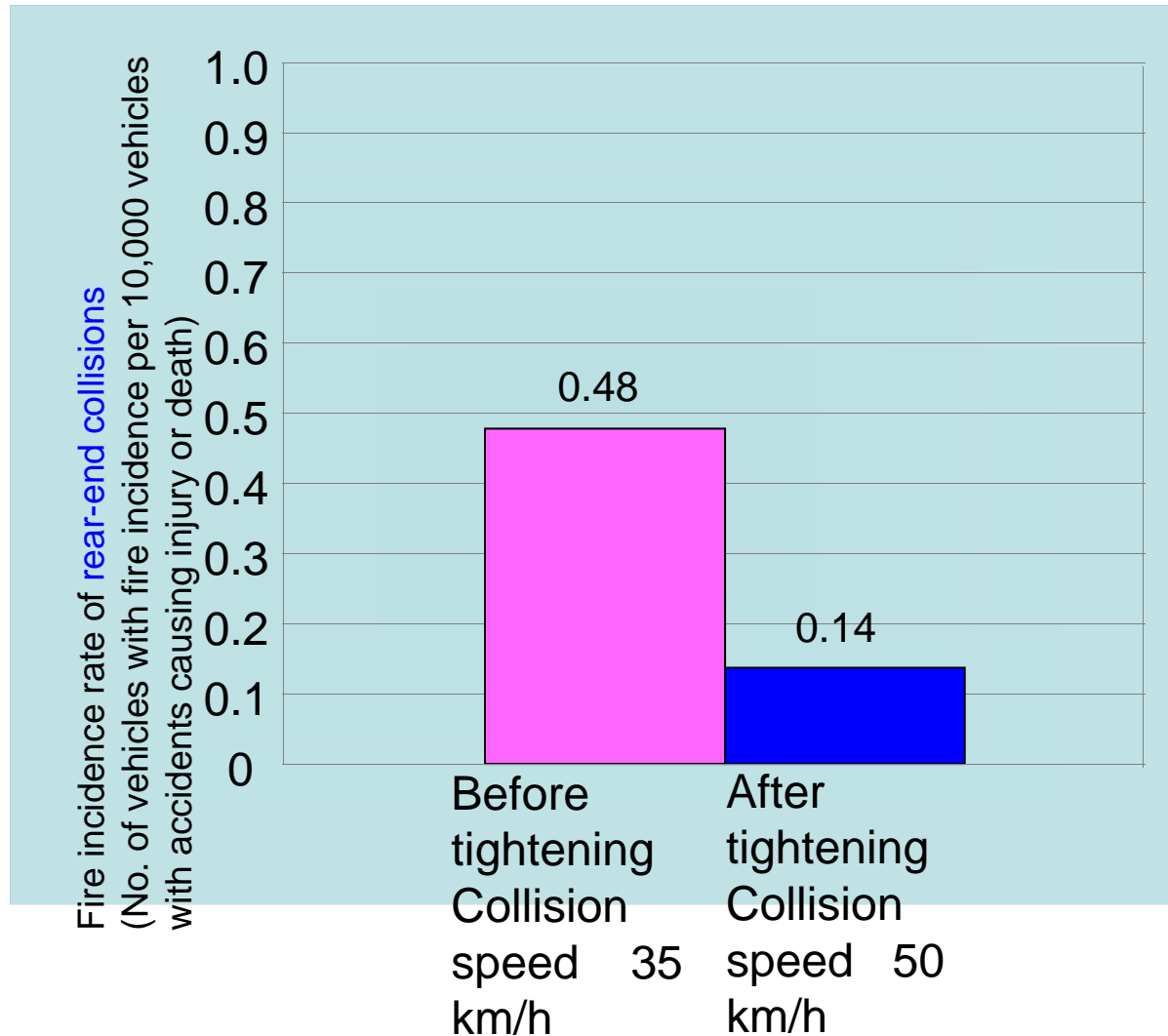


Comparison of Rear Collision Standards (UN Regulations and Japanese Safety Regulations)

UN	Japan
<p data-bbox="201 558 667 605">UN Regulation No. 34</p>  <p data-bbox="737 662 926 711">1,100 kg</p> <p data-bbox="590 862 1058 894">Velocity of collision: 35 – 38 km/h</p> <ul data-bbox="243 976 1016 1195" style="list-style-type: none">(1) Applicability: Optional (at the request of the manufacturer)(2) Vehicle categories: M, N, O(3) Velocity of collision: 35 – 38 km/h	<p data-bbox="1104 558 1633 605">Safety Regulation No. 15</p>  <p data-bbox="1612 651 1801 699">1,100 kg</p> <p data-bbox="1482 846 1950 878">Velocity of collision: 50+/- 2 km/h</p> <ul data-bbox="1115 967 1898 1243" style="list-style-type: none">(1) Applicability: Mandatory(2) Vehicle categories:<ul data-bbox="1178 1081 1818 1179" style="list-style-type: none">* M1 with GVW of 2.8 t or less* N1 with GVW of 2.8 t or less(3) Velocity of collision: 50 +/- 2 km/h

Fire Incidence Rate of Rear-End Collisions (Japan)

After the tightening of the rear-end collision regulation (collision speed 35 km/h → 50 km/h), the fire incidence rate of rear-end collisions has reduced to about 1/3, indicating that the regulatory tightening is effective.



Survey Conditions

- * Years of data: 2001-2006
- Subject vehicles:
Ordinary & light passenger cars
- Accident type:
Vehicle-to-vehicle rear-end collision
- Subject accidents:
Accidents causing injury or death
- Years of first registration:
Before & after rear-end collision regulation tightening
- * Number of vehicles: 1,196,686