

## 1. Summary

- Given Daihatsu's fraudulent vehicle type approval tests in Japan last year, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) instructed all of other manufacturers to investigate and report on any similar cases of fraud.
- By the end of May, five manufacturers (Toyota, Mazda, Yamaha, Honda, and Suzuki) had reported fraudulent vehicle type approval tests in Japan.
- **MLIT promptly conducts tests to re-confirm compliance with the regulations as soon as possible.**

## 2. Examples of reported fraud \*Source: Each manufacturer's announcement

- (1) In pedestrian protection tests, UNR127 requires head form impactors to impact **at an angle of 50°** in children test, but a manufacturer conducted the tests **at an impact angle of 65°** for type approval.
- (2) In the rear-end collision test, a manufacturer conducted test using **1,800kg impactor** without consultation and demonstration of equivalency in advance of the test, although relevant regulation indicates to use **1,100+/-20kg impactor**.
- (3) In the offset frontal collision test, a manufacturer modified the test vehicle so that the airbags were activated **by a timer, not by collision**, and conducted the test for type approval with specifications that differed from those of mass production.
- (4) Although the braking distance in the brake test complied with the regulation, a manufacturer describes **a fake braking distance** in the test report to make it appear that there was extra margin to criteria.