

105 年上半年度「車輛安全檢測基準」部分條文修正草案討論（一）

會議紀錄

- 一、 開會時間：中華民國 105 年 9 月 29 日星期四上午 10 時
- 二、 開會地點：本中心 A103 會議室
- 三、 會議主席：許志成 處長
- 四、 會議記錄：黃聖智
- 五、 出席人員：如簽到表
- 六、 會議結論：

（一） 本次會議主要討論內容係有：(1) UN 法規增修涉及國內車輛檢測基準 20 項，及 (2) 其他建議修訂國內車輛檢測基準 7 項，。

（二） 有關 UN 法規增修涉及國內車輛檢測基準部分，包含「三之三、車輛燈光與標誌檢驗規定」、「三之四、車輛燈光與標誌檢驗規定」、「二十九、燈泡」、「三十之二、氣體放電式頭燈」、「三十一、方向燈」、「五十六之二、電磁相容性」、「五十六之三、電磁相容性」、「七十四、LED（發光二極體）光源」、「二十二之一、速率計(草案)」、「二十三之二、間接視野裝置安裝規定(草案)」、「二十六、安全帶」、「二十六之一、安全帶」、「四十四之一、轉向控制系駕駛人碰撞保護」、「四十五之二、側方碰撞乘員保護」、「四十六之二、前方碰撞乘員保護」、「四十六之三、前方碰撞乘員保護(草案)」、「六十三之一、低地板大客車規格規定」、「七十七、客車車外突出限制」、「七十八、貨車車外突出限制」、「十九之一、車輛內裝材料難燃性能要求」，綜合修訂意見如下：

1. 基準「三十之二、氣體放電式頭燈」

(1) 原「5.1.5...若氣體放電式光源種類具有一個以上...。」

修訂為「5.1.5...若氣體放電式光源類型具有一個以上...。」

2. 基準「二十二之一、速率計」(草案)

(1) 原「1.1 中華民國○年○月○日起，新型式之 M1、N1、L1、L2、L3 及 L5 類車輛，其速率計和里程計應符合本項規定。已符合本基準項次「二十二」規定之既有型式 M1、N1、L1、L2、

L3 及 L5 類車輛，其速率計亦視同符合本項規定。」及

原「1.2 中華民國○年○月○日起，新型式之 M2、M3 及 N2、N3 類車輛，其速率計和里程計應符合本項規定。已符合本基準項次「二十二」規定之既有型式 M2、M3 及 N2、N3 類車輛，其速率計亦視同符合本項規定。」

綜合修訂為「1.1 中華民國一〇七年一月一日起，各型式之下列車輛，其速率計和里程計應符合本項規定。

1.1.1 M1、M2、M3 類車輛。

1.1.2 N1、N2、N3 類車輛。

1.1.3 L1、L2、L3 及 L5 類車輛。

1.2 已配備符合本基準項次「二十二」規定之下列既有型式車輛，其速率計和里程計亦視同符合本項規定。

1.2.1 M1、M2、M3 類車輛。

1.2.2 N1、N2、N3 類車輛。

1.2.3 L1、L2、L3 及 L5 類車輛。」

(2) 原「3. 速率計和里程計之適用型式及其範圍認定原則：」

修訂為「3. 速率計之適用型式及其範圍認定原則：」

(3) 原「3.1 廠牌相同。」

修訂為「3.1 廠牌(速率計和里程計)相同。」

(4) 原「3.2 輪胎規格相同。」

修訂為「3.2 一般配置輪胎範圍內之輪胎規格相同」

(5) 原「3.3 速率計總傳動比相同(包括裝置減速驅動者)。」

修訂為「3.3 速率計總傳動比相同(包括裝置減速驅動者)。」

(6) 原「3.4 速率計類型特徵：」

修訂為「3.4 速率計類型特徵相同：」

(7) 原「3.4.1 速率計量測機構之容許誤差相同。」

修訂為「3.4.1 速率計量測機構之容許誤差。」

(8) 原「3.4.2 速率計技術常數相同。」

修訂為「3.4.2 速率計技術常數。」

(9) 原「3.4.3 顯示速度範圍相同。」

修訂為「3.4.3 顯示速度範圍。」

(10) 原「3.5 里程計類型特徵：」

修訂為「3.5 里程計類型特徵相同：」

(11) 原「3.5.1 里程計技術常數相同。」

修訂為「3.5.1 里程計技術常數。」

(12) 原「3.5.2 里程計指示數字的數目相同。」

修訂為「3.5.2 里程計指示數字的數目。」

(13) 原「5.4.2 車輛...車重及各軸之間重量分佈應記錄於認證文件
(Approval communication)。」

修訂為「5.4.2 車輛...車重及各軸之間重量分佈應記錄於試驗報告。」

(14) 條文中所有「駕駛人」皆修訂為「駕駛」。

3. 基準「二十三之二、間接視野裝置安裝規定」(草案)

(1) 原「2.15 監視視鏡...車輛內部或外部，以提供非本基準中「間
接視野裝置安裝規定」7.規定車輛視野之視鏡。」

修訂為「2.15 監視視鏡...車輛內部或外部之視鏡，以提供非本
基準中「間接視野裝置安裝規定」7.規定車輛視野。」

(2) 本項擬配合因單品部分國內無檢測能量，故後續改列於「待公
告車輛安全檢測基準增修案規劃表」。

4. 基準「四十六之三、前方碰撞乘員保護」(草案)

(1) 增訂「1.1.1 已符合本基準項次「四十六之二」規定，且其胸腔
壓縮指數符合 6.1.3.1 之既有型式 M1 類車輛，其亦視同符合本
項規定。」

5. 基準「十九之一、車輛內裝材料難燃性能要求」

(1) 原「2.2 中華民國 O 年 O 月 O 日起，各型式之甲類大客車與乙
類大客車，應出具其電纜符合本項 6.2.6 之聲明文件，必要時審

驗機構得以實品查核方式確認。」

修訂為「2.2 中華民國一〇七年一月一日起，新型式之甲類大客車與乙類大客車；中華民國一〇八年一月一日起，各型式之甲類大客車與乙類大客車，應出具其電纜符合本項 6.2.6 之聲明文件，必要時審驗機構得以實品查核方式確認。」

6. 關於增訂之基準「二十二之一、速率計」(草案)及「四十六之三、前方碰撞乘員保護」(草案)，其實施日期經討論後，建議如下：

(1) 基準「二十二之一、速率計」(草案)，建議實施日期：新型式(M1、M2、M3、N1、N2、N3、L1、L2、L3 及 L5 類車輛) 107 年 1 月 1 日起實施，其主要係參酌 UN 法規實施日期(106 年 9 月 1 日)擬訂。

(2) 基準「四十六之三、前方碰撞乘員保護」(草案)，建議實施日期：總重量小於或等於二·五公噸之新型式 M1 類車輛 108 年 1 月 1 日起實施；總重量小於或等於二·五公噸之新型式 M1 類車輛 110 年 1 月 1 日起實施，其主要係參酌 UN 法規實施日期(107 年 9 月 1 日)擬訂。

- (三) 有關其他建議修訂國內車輛檢測基準部分，包含「四、靜態煞車」、「四十五、側方碰撞乘員保護」、「四十五之一、側方碰撞乘員保護」、「四十五之二、側方碰撞乘員保護」、「二十之二、反光識別材料」、「四十一之一、反光標誌(反光片)」、「三十一、方向燈」，綜合修訂意見如下：

(1) 基準「三十一、方向燈」：新增圖四之一。

- (四) 關於基準「二十二之一、速率計」(草案)，業者所提適用型式及其範圍認定原則規定，對「輪胎規格相同」的實務執行方式，請車安中心協助了解應包含哪些參數以供業界參考。

七、 散會(上午 11 時 45 分)

105 年度上半年「車輛安全檢測基準」增修條文內容檢討

(一)

會議資料(105/9/29 會議修正)

- 1.增修訂 105 年度（105/01~105/6）涉及國內車輛安全法規內容彙整．．．．P.2
- 2.車輛安全檢測基準發布後部分條文修正草案對照表內容彙整．．．．．P.128

中華民國一〇五年九月二十九日

105年度（105/1~105/6）UN法規增修涉及國內車輛安全法規內容彙整（計20項）

項次	法規名稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	三之三、車輛燈光與標誌檢驗規定	◎		P.5	UN R74 01-S9 UN R48 04-S16	1.參考 UN R74 01-S9 版，修訂 L1 機車之前位置燈其燈色應為白色。 2.參考 UN R48 04-S16 版，將自動垂直傾角調整裝置安裝之條件由原「使用 LED 模組產生主要近光者」修訂為「使用超過 2000 流明的 LED 模組產生主要近光者」
2	三之四、車輛燈光與標誌檢驗規定	◎		P.5	UN R74 01-S9 UN R48 05-S9、06-S7	1.參考 UN R74 01-S9 版，修訂 L1 機車之前位置燈其燈色應為白色。 2.參考 UN R48 05-S9、06-S7 版，將自動垂直傾角調整裝置安裝之條件由原「使用 LED 模組產生主要近光者」修訂為「使用超過 2000 流明的 LED 模組產生主要近光者」，及修訂輪廓邊界標識燈相關規定。
3	二十九、燈泡	◎		P.11	UN R99 00-S11	修訂內容不影響國內基準
4	三十之二、氣體放電式頭燈	◎		P.17	UN R98 01-S7	參考 UN R98 01-S7 版，增訂若光源種類具有一個以上之目標光通量值之相關規定。
5	三十一、方向燈	◎		P.19	UN R50 00-S18	參考 UN R50 00-S18 版，增訂 L 類車輛之序列式方向燈相關規定。
6	五十六之二、電磁相容性	◎		P.22	UN R10 04-S3	修訂不影響國內基準。
7	五十六之三、電磁相容性	◎		P.22	UN R10 05-S1	參考 R10 05-S1 版進行項次調整。
8	七十四、LED (發光二極體)光源	◎		P.60	UN R128 00-S5	1.UN R128 00-S5 版增訂 LW3A 等光源種類規定，其內容不影響國內基準。 2.國內燈具廠大億公司建請中心提早討論本項以利對應，中心考量業者需求，爰將本項提早進行討論。
9	二十二之一、速率計(草案)		◎	P.84	UN R39 01	1.以基準二十二、速率計條文為基礎。

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						2.所調整與基準二十二條文內容差異如下： (1)參考 UN R39 01 版，速率計增訂 M、N 及 L 類車輛新型式實施時間及適用範圍速率計和里程計相關規定，既有型式不追溯。 (2)參考 UN R39 01 版，增訂里程計等相關名詞釋義。 (3)修訂速率計和里程計之適用型式及其範圍認定原則相關規範。 (4)增訂申請者應至少提供相關受測件及相關檢附文件相關規範。 (5)增訂里程表之顯示應為視覺或可輕易顯示予駕駛之方式。M、N 類車輛，里程表指示數字應為至少六位數整數所組合；L 類車輛，里程表指示數字應為至少五位數整數所組合。若有 M、N 類車輛預計使用里程表指示數字僅為五位數整數所組合，則須向檢測機構證明其合理性。
10	二十三之二、間接視野裝置安裝規定(草案)	◎		P.93	UN R46 04-S3	參考UN R46 04-S3版，增訂監視視鏡之名詞釋義及本基準的各項規定不適用監視視鏡，然而允許車輛最大負載下，其監視視鏡安裝高度位置離地面高於二公尺或完全整合於已通過認證之II類或III類視鏡的殼體內等相關規範。
11	二十六、安全帶	◎		P.94	UN R16 06-S6	修訂內容不影響國內基準條文。
12	二十六之一、安全帶	◎		P.94	UN R16 06-S6	修訂內容不影響國內基準條文。
13	四十四之一、轉向控制系駕駛人碰撞保護	◎		P.98	UN R12 04-S4	參考 UN R12 04-S4 版，將可充電式能量儲能系統修訂為可充電式電能儲存系統，並配

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						合修訂其名詞釋義。
14	四十五之二、側方碰撞乘員保護	◎		P.99	UN R95 03-S6	參考 UN R95 03-S6 版，將可充電式能量儲能系統修訂為可充電式電能儲存系統。
15	四十六之二、前方碰撞乘員保護	◎		P.100	UN R94 02-S6	參考 UN R94 02-S6 版，將可充電式能量儲能系統修訂為可充電式電能儲存系統，並配合修訂其名詞釋義。
16	四十六之三、前方碰撞乘員保護(草案)		◎	P.101	UN R94 03	1.配合 UN R94 新增 03 版，且其版本另訂有對應之實施日期，爰以增訂本項基準項目以做調和。 2.以基準四十六之二、前方碰撞乘員保護為基礎。 3.所調整與基準四十六之二內容差異如下： 參考 UN R94 03 版，修訂碰撞人偶之胸腔壓縮指數、車體撞擊後方向盤量測之規定、受測車輛座椅頭枕及方向盤位置之規定，及引擎驅動之受測車輛變速箱檔位之規定。
17	六十三之一、低地板大客車規格規定	◎		P.118	UN R107 06-S5	UN 修訂內容不影響檢測基準。
18	七十七、客車車外突出限制	◎		P.120	UN R26 03-S3	參考 UN R26 03-S3 版，修訂適用範圍與車輛外側邊緣之名詞釋義由"間接視野裝置"取代"車外照後鏡"。
19	七十八、貨車車外突出限制	◎		P.121	UN R61 00-S3	參考 UN R61 00-S3 版，修訂適用範圍與車輛外側邊緣之名詞釋義由"間接視野裝置"取代"車外照後鏡"。
20	十九之一、車輛內裝材料難燃性能要求	◎		P.122	UN R118 02-S2	參考 UN 新增 02-S2 版，修訂任何在車輛上使用長度超過一 0 0 公釐的電纜，應參照 ISO 6722-1:2011 章節 5.22 規定進行抗火焰

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						傳播試驗。

UN R74 INSTALLATION OF LIGHTS (MOPED) 01-S9 L1類車輛燈光及信號燈安裝

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
01-S9 生效日期：2016.6.18			
5. GENERAL SPECIFICATIONS ... 5.13. Colours of the lights ³ The colours of the lights referred to in this Regulation shall be as follows: Driving beam headlamp: white Passing beam headlamp: white Front position lamp: white Front retro-reflector, non-triangular: white Side retro-reflector, non-triangular: amber at the front amber or red at the rear Pedal retro-reflector: amber Rear retro-reflector, non-triangular: red Direction-indicator lamp: amber Stop lamp: red Rear position lamp: red Rear-registration plate lamp: white Vehicle-hazard warning signal: amber	5. GENERAL SPECIFICATIONS ... 5.13. Colours of the lights ³ The colours of the lights referred to in this Regulation shall be as follows: Driving beam headlamp: white Passing beam headlamp: white Front retro-reflector non triangular: white Side retro-reflector, non-triangular: amber at the front amber or red at the rear Pedal retro-reflector: amber Rear retro-reflector, non-triangular: red Direction-indicator lamp: amber Stop lamp: red Rear position lamp: red Rear-registration plate lamp: white Vehicle-hazard warning signal: amber	三之三、車輛燈光與標誌檢驗規定 三之四、車輛燈光與標誌檢驗規定 5.7 前位置燈(Front position lamp): 適用於L2、L3及L5類機車。L1類機車若裝設此燈具，亦應符合本項規定。 5.7.1所安裝之前位置燈應符合本基準中「車寬燈(前位置燈)」之規定。 5.7.2 <u>非屬 5.7.2.1 所述情形者</u> ，燈色應為白色 <u>或</u> 橙(琥珀)色， <u>若為白色則數量應為一盞或二盞；若為橙(琥珀)色則數量應為二盞(每邊各一盞)</u> ，全寬超過一三〇公分之L5類機車應為二燈式對稱裝設。 5.7.2.1 <u>L1類機車裝設者應為白色</u> 。	三之三、車輛燈光與標誌檢驗規定 三之四、車輛燈光與標誌檢驗規定 5.7 前位置燈(Front position lamp): 適用於L2、L3及L5類機車。L1類機車若裝設此燈具，亦應符合本項規定。 5.7.1所安裝之前位置燈應符合本基準中「車寬燈(前位置燈)」之規定。 5.7.2燈色應為白色 <u>者</u> ，數量應為一盞或二盞，全寬超過一三〇公分之L5類機車應為二燈式對稱裝設；燈色為橙(琥珀)色者，應為二盞(每邊各一盞)。

UN R48 INSTALLATION OF LIGHTS 04-S16、05-S9、06-S7 燈光信號裝置安裝

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
04-S16 生效日期：2016.10.8			

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ... With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps with a light source or LED module(s) producing the principal dipped beam and having an objective luminous flux which exceeds 2,000 lumens. ...	6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ... With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps: (a) With LED module(s) producing the principal dipped-beam, or (b) With a light source producing the principal dipped-beam and having an objective luminous flux which exceeds 2,000 lumens. ...	三之三、車輛燈光與標誌檢驗規定 4.2 近光頭燈 (Dipped-beam headlamp): 拖車不適用。若裝設有 AFS, 其應等同視為一組近光頭燈。 ... 4.2.7.3 下述近光頭燈, 不適用 4.2.7.1.2 之規定, 其垂直傾角調整裝置, 應為自動調整式裝置: 以光源或 LED 模組產生主要近光且其總目標發光量 (Objective luminous flux) 超過二 0 0 0 流明者。	三之三、車輛燈光與標誌檢驗規定 4.2 近光頭燈 (Dipped-beam headlamp): 拖車不適用。若裝設有 AFS, 其應等同視為一組近光頭燈。 ... 4.2.7.3 下述近光頭燈, 不適用 4.2.7.1.2 之規定, 其垂直傾角調整裝置, 應為自動調整式裝置: (a) 以 LED 模組產生主要近光者, 或 (b) 以燈泡光源產生主要近光且其總目標發光量 (Objective luminous flux) 超過二 0 0 0 流明者。
05-S9 生效日期: 2016.10.8			
6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ... With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps with a light source or LED module(s) producing the principal dipped beam and having an objective luminous flux which	6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ... With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps: (a) With LED module(s) producing the principal dipped-beam, or (b) With a light source producing the	三之四、車輛燈光與標誌檢驗規定 4.2 近光頭燈 (Dipped-beam headlamp): 拖車不適用。若裝設有 AFS, 其應等同視為一組近光頭燈。 ... 4.2.7.3 下述近光頭燈, 不適用 4.2.7.1.2 之規定, 其垂直傾角調整裝置, 應為自動調整式裝置: 以光源或 LED 模組產生主要近光且其總目標發光量 (Objective luminous flux) 超過二 0 0 0 流明者。	三之四、車輛燈光與標誌檢驗規定 4.2 近光頭燈 (Dipped-beam headlamp): 拖車不適用。若裝設有 AFS, 其應等同視為一組近光頭燈。 ... 4.2.7.3 下述近光頭燈, 不適用 4.2.7.1.2 之規定, 其垂直傾角調整裝置, 應為自動調整式裝置: (a) 以 LED 模組產生主要近光者, 或 (b) 以燈泡光源產生主要近光且其總目標發光量 (Objective luminous flux) 超過二 0 0 0 流明者。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
exceeds 2,000 lumens. ...	principal dipped-beam and having an objective luminous flux which exceeds 2,000 lumens. ...		
6.13. End-outline marker lamp (Regulation No. 7) ... 6.13.2. Number Two visible from the front and two visible from the rear. Additional lamps may be fitted as follows: (a) Two visible from the front; (b) Two visible from the rear. ...	6.13. End-outline marker lamp (Regulation No. 7) ... 6.13.2. Number Two visible from the front and two visible from the rear. Optional: additional lamps may be fitted as follows: (a) Two visible from the front; (b) Two visible from the rear.	4.18 輪廓邊界標識燈(End outline marker lamp) : ... 4.18.1 應於車輛前後方各安裝兩盞，所安裝之輪廓邊界標識燈應符合本基準中「輪廓邊界標識燈」、「車寬燈(前位置燈)」或「尾燈(後位置燈)」之規定，並可於車輛前後方各自觀察到該燈具。 可加裝下述之額外燈具： (a)前方可見之兩盞； (b)後方可見之兩盞。	4.18 輪廓邊界標識燈(End outline marker lamp) : ... 4.18.1 應於車輛前後方各安裝兩盞，所安裝之輪廓邊界標識燈應符合本基準中「輪廓邊界標識燈」、「車寬燈(前位置燈)」或「尾燈(後位置燈)」之規定，並可於車輛前後方各自觀察到該燈具。 選配： 可加裝下述之額外燈具： (a)前方可見之兩盞； (b)後方可見之兩盞。
6.13.4.2. In height: ... Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the lamps. The additional lamps, as specified in paragraph 6.13.2. (b), shall be fitted as far separated in height as practicable in respect to the mandatory ones, provided that their position is compatible with	6.13.4.2. In height: ... Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the lamps. Both optional and mandatory (as applicable) lamps to be fitted as far separated in height as practicable and compatible with design/operational requirements of the vehicle and symmetry of the lamps.	4.18.3.2.2 後方:應裝設於符合車輛寬度、設計及操作要求之最高處且燈具應對稱。 依照 4.18.1(b)規定之額外燈具，其相對於強制安裝燈具之安裝高度應儘量區隔，且兼容車輛設計、操作需求與燈具之對稱。	4.18.3.2.2 後方:應裝設於符合車輛寬度、設計及操作要求之最高處且燈具應對稱。 無論是選用或強制安裝之燈具，其彼此之安裝高度應儘量區隔，且兼容車輛設計、操作需求與燈具之對稱。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
design/operational requirements of the vehicle and symmetry of the lamps. 6.13.4.3. In length, no special requirement. The additional lamps, as specified in paragraph 6.13.2. (a), shall be fitted as close as practicable to the rear; this requirement shall be deemed to be satisfied if the distance between the additional lamps and the rear of the vehicle does not exceed 400 mm.	6.13.4.3. In length, no special requirement. The additional lamps visible from the front, as specified in paragraph 6.13.4.2., as close as practicable to the rear. However, the distance between the additional lamps and the rear of the vehicle shall not exceed 400 mm.	4.18.3.3 長度：無特別規定。 依照 4.18.1(a)規定之額外燈具，應儘可能接近車輛後方。若額外燈具與車輛後方之間距不超過四〇〇公釐，則視為符合此規定。	4.18.3.3 長度：無特別規定。 依照 4.18.3.2 規定，由車輛前方可見的額外燈具，應儘可能接近車輛後方。然而，額外燈具與車輛後方的間距應不超過四〇〇公釐。
6.13.9. Other requirements ... The additional lamps, as specified in paragraph 6.13.2. (a), used to mark the rear end outline of the vehicle, the trailer or the semi-trailer shall be fitted in such a way to make it visible within the fields of vision of the approved main rear-view devices for indirect vision.	6.13.9. Other requirements	4.18.7 其他要求： ... 4.18.7.3 依照 4.18.1(a)規定於車輛、拖車或半拖車作為後方輪廓標識之額外燈具，應裝設於已認證之主要後方視野裝置之視野範圍內可見處。	4.18.7 其他要求：
06-S7 生效日期：2016.10.8			
6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ...	6.2. Dipped-beam headlamp (Regulations Nos. 98 and 112) ... 6.2.9. Other requirements ...	三之四、車輛燈光與標誌檢驗規定 【本項修訂內容與前述 05-S9 版內容一致，故無需再修訂。】	三之四、車輛燈光與標誌檢驗規定

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps with a light source or LED module(s) producing the principal dipped beam and having an objective luminous flux which exceeds 2,000 lumens. ...	With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps: (a) With LED module(s) producing the principal dipped-beam, or (b) With a light source producing the principal dipped-beam and having an objective luminous flux which exceeds 2,000 lumens. ...		
6.13. End-outline marker lamp (Regulation No. 7) ... 6.13.2. Number Two visible from the front and two visible from the rear. Additional lamps may be fitted as follows: (a) Two visible from the front; (b) Two visible from the rear. ...	6.13. End-outline marker lamp (Regulation No. 7) ... 6.13.2. Number Two visible from the front and two visible from the rear. Optional: additional lamps may be fitted as follows: (a) Two visible from the front; (b) Two visible from the rear. ...	【本項修訂內容與前述 05-S9 版內容一致，故無需再修訂。】	
6.13.4.2. In height: ... Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the	6.13.4.2. In height: ... Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the	【本項修訂內容與前述 05-S9 版內容一致，故無需再修訂。】	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
lamps. The additional lamps, as specified in paragraph 6.13.2. (b), shall be fitted as far separated in height as practicable in respect to the mandatory ones, provided that their position is compatible with design/operational requirements of the vehicle and symmetry of the lamps. 6.13.4.3. In length, no special requirement. The additional lamps, as specified in paragraph 6.13.2. (a), shall be fitted as close as practicable to the rear; this requirement shall be deemed to be satisfied if the distance between the additional lamps and the rear of the vehicle does not exceed 400 mm.	lamps. Both optional and mandatory (as applicable) lamps to be fitted as far separated in height as practicable and compatible with design/operational requirements of the vehicle and symmetry of the lamps. 6.13.4.3. In length, no special requirement. The additional lamps visible from the front, as specified in paragraph 6.13.4.2., as close as practicable to the rear. However, the distance between the additional lamps and the rear of the vehicle shall not exceed 400 mm.		
6.13.9. Other requirements ... The additional lamps, as specified in paragraph 6.13.2. (a), used to mark the rear end outline of the vehicle, the trailer or the semi-trailer shall be fitted in such a way to make it visible within the fields of vision of the approved main rear-view devices for indirect vision.	6.13.9. Other requirements	【本項修訂內容與前述 05-S9 版內容一致，故無需再修訂。】	

UN R99 GAS-DISCHARGE LIGHT SOURCES 00-S11 氣體放電式燈光之控制單元

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00- S11 生效日期：2016.6.18			
Annex 1, List of categories of gas-discharge light sources and their sheet numbers, amend to read: 【請參考頁末表格】	Annex 1, List of categories of gas-discharge light sources and their sheet numbers, amend to read: 【請參考頁末表格】	二十九、燈泡 【修訂內容不影響國內基準】	二十九、燈泡
List of sheets for gas-discharge light sources and their sequence in this Annex, amend to read: 【請參考頁末表格】	List of sheets for gas-discharge light sources and their sequence in this Annex, amend to read: 【請參考頁末表格】	【修訂內容不影響國內基準】	
Category D9S - Sheet D9S/1 to 5 The drawings are intended only to illustrate the essential dimensions (in mm) 【請參考頁末表格】		【修訂內容不影響國內基準】	

UN/國內 増/修内容

Light source category	Sheet numbers
D1R	DxR/1 to 7
D1S	DxS/1 to 6
D2R	DxR/1 to 7
D2S	DxS/1 to 6
D3R	DxR/1 to 7
D3S	DxS/1 to 6
D4R	DxR/1 to 7
D4S	DxS/1 to 6
D5S	D5S/1 to 5
D6S	D6S/1 to 5
D8R	D8R/1 to 6
D8S	D8S/1 to 5
D9S	D9S/1 to 5

Sheet numbers	
DxR/1 to 7	(Sheet DxR/6: two pages)
DxS/1 to 6	
D5S/1 to 5	
D6S/1 to 5	
D8R/1 to 6	
D8S/1 to 5	
D9S/1 to 5	

UN/國內 原内容

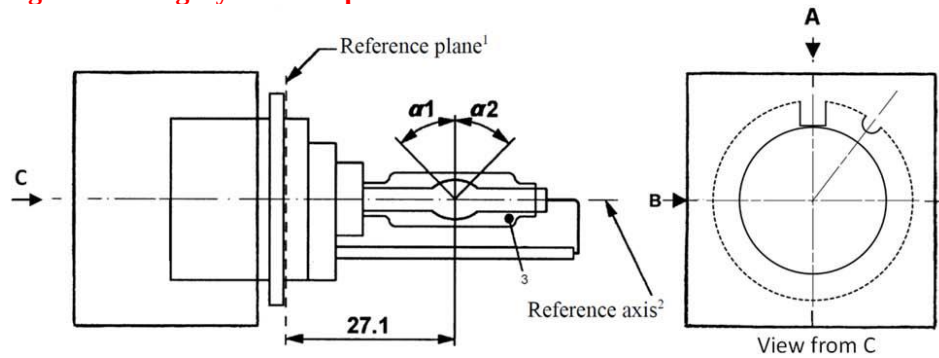
Light source category	Sheet numbers
D1R	DxR/1 to 7
D1S	DxS/1 to 6
D2R	DxR/1 to 7
D2S	DxS/1 to 6
D3R	DxR/1 to 7
D3S	DxS/1 to 6
D4R	DxR/1 to 7
D4S	DxS/1 to 6
D5S	D5S/1 to 5
D6S	D6S/1 to 5
D8R	D8R/1 to 6
D8S	D8S/1 to 5

Sheet numbers
DxR/1 to 7 (Sheet DxR/6: two pages)
DxS/1 to 6
D5S/1 to 5
D6S/1 to 5
D8S/1 to 5
D8R/1 to 6

Category D9S - Sheet D9S/1

The drawings are intended only to illustrate the essential dimensions (in mm)

Figure 1: Category D9S - Cap PK32d-9



Category D9S - Sheet D9S/2

Figure 2: Definition of reference axis¹

The cap shall be pushed in this direction

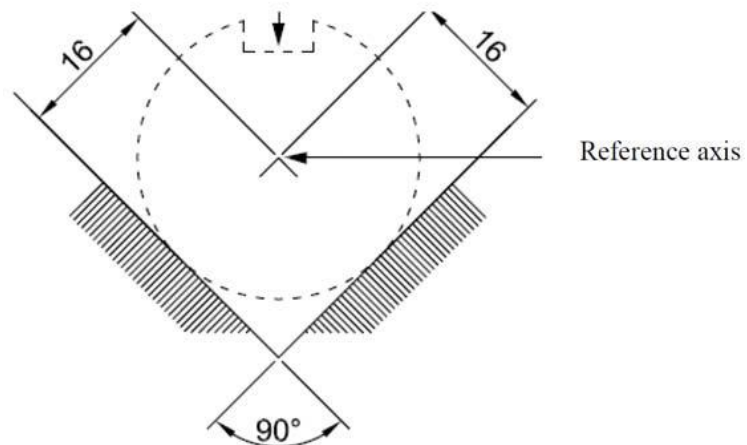
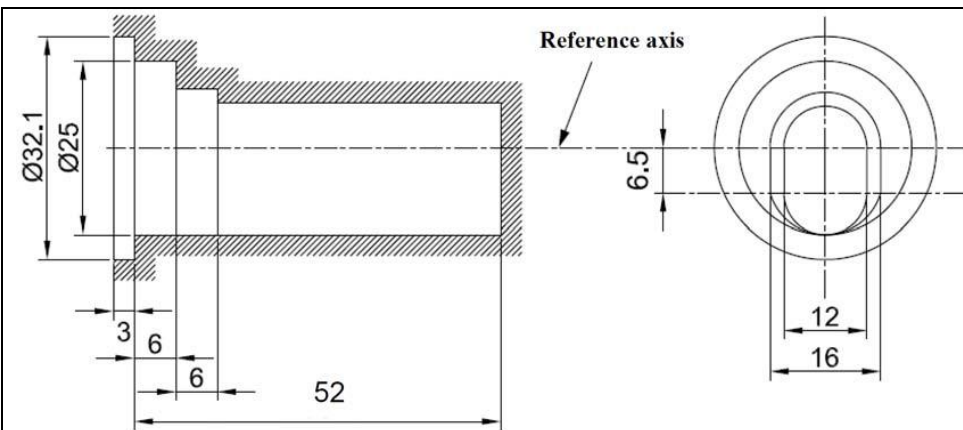


Figure 3: Maximum lamp outline²



Category D9S - Sheet D9S/3

Dimensions		Production light sources		Standard light sources	
Position of the electrodes		Sheet D9S/4			
Position and form of the arc		Sheet D9S/5			
alpha 1, alpha 2 ¹		55 deg. min.		55 deg. min.	
D9S: Cap PK32d-9		in accordance with IEC Publication 60061 (sheet 7004-111-5)			
Electrical and photometric characteristics					
Rated voltage of the ballast	V	12 ²		12	
Rated wattage	W	27	35	27	35
Test voltage	V	13.5		13.5	
Objective lamp voltage	V	34 +/- 6	38 +/- 8	34 +/- 4	38 +/- 4
Objective lamp wattage	W	27 +/- 3	35 +/- 3	27 +/- 0.5	35 +/- 0.5
Objective Luminous flux	lm	2000 +/- 300	3000 +/- 450	2000 +/- 100	3000 +/- 150
Chromaticity coordinates	Objective	x = 0.375 y = 0.375			
	Tolerance area ³	Boundaries	x = 0.345 y = 0.150 + 0.640 x		
			x = 0.405 y = 0.050 + 0.750 x		
		Intersection points	x = 0.345 y = 0.371		
			x = 0.405 y = 0.409		
			x = 0.405 y = 0.354		
			x = 0.345 y = 0.309		
Hot-restrike switch-off time	s	10		10	

¹ The part of the bulb within the angles alpha 1 and alpha 2 shall be the light emitting part. This part shall be as homogeneous in form as possible and shall be optically distortion free. This applies to the whole bulb circumference within the angles alpha 1 and alpha 2.

² Application voltages of ballasts may differ from 12 V.

³ See Annex 4.

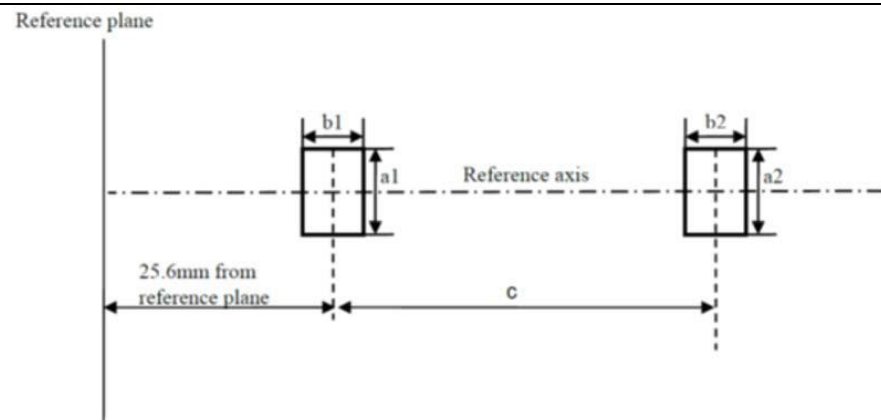
Category D9S - Sheet D9S/4

Position of the electrodes

This test is used to determine whether the electrodes are correctly positioned relative to the reference axis and

the reference plane.

Side and top view (schematic):



Measuring direction: light source side and top view

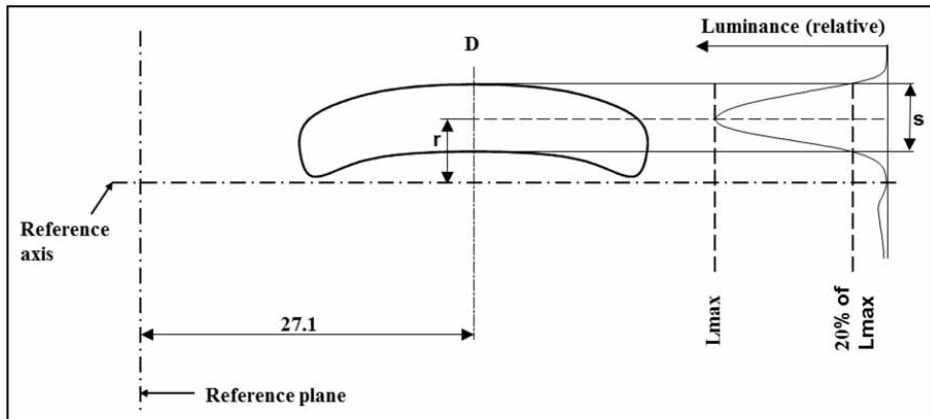
Dimension in mm	Production light sources	Standard light sources
a1	0.30	0.20
a2	0.50	0.25
b1	0.30	0.15
b2	0.60	0.30
c	3.00	3.00

The arc attachment point to the electrode nearest to the reference plane shall be positioned in the area defined by a1 and b1. The arc attachment point to the electrode furthest from the reference plane shall be positioned in the area defined by a2 and b2. The geometrical data is valid for 27W and 35W operation.

Category D9S - Sheet D9S/5

Position and form of the arc

This test is used to determine the form of the arc and its position relative to the reference axis and the reference plane by measuring its bending and diffusion in the cross section at a distance 27.1 mm from the reference plane.



Relative luminance distribution
in the central cross section D.

The form of the arc is for
illustration purpose only.

Measuring direction:
light source side view

When measuring the relative luminance distribution in the central cross section as indicated in the drawing above, the maximum value shall be located within the distance r from the reference axis. The point of 20 per cent of the maximum value shall be within s . The geometrical data is valid for 27W and 35W operation.

Dimension in mm	Production light sources	Standard light sources
r (arc bending)	0.35 +/- 0.25	0.35 +/- 0.15
s (arc diffusion)	0.80 +/- 0.25	0.80 +/- 0.15

UN R98 GAS-DISCHARGE HEADLAMPS 01-S7 氣體放電式頭燈

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
01-S7 生效日期：2016.6.18			
2. Application for approval of a headlamp ... 2.1.5. Which light sources are energized when the various beam combinations are	2. Application for approval of a headlamp ... 2.1.5. Which light sources are energized when the various beam combinations are	三十之二、氣體放電式頭燈 【修訂不影響國內基準】	三十之二、氣體放電式頭燈

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
used and, in case of a light source category with more than one objective luminous flux value, which objective luminous flux value is used; 2.1.6. The category of light source as listed in Regulations Nos. 37 or 99 and their series of amendments in force at the time of application for type approval and, in case of a light source category with more than one objective luminous flux value, which objective luminous flux value is used for passing beam and for driving beam;	used; 2.1.6. The category of light source as listed in Regulations Nos. 37 or 99 and their series of amendments in force at the time of application for type approval.		
6. Illumination ... 6.1.3. The headlamp shall be deemed satisfactory if the photometric requirements set in the present paragraph 6. are met with one light source, which has been aged during at least 15 cycles, in accordance with Annex 4, paragraph 4. of Regulation No. 99. It shall be a standard (etalon) light-source approved according to Regulation No. 99 and its luminous flux may differ from the objective luminous flux specified in Regulation No. 99. In this case, the luminous intensities shall be corrected accordingly. If a gas-discharge light source category is	6. Illumination ... 6.1.3. The headlamp shall be deemed satisfactory if the photometric requirements set in the present paragraph 6. are met with one light source, which has been aged during at least 15 cycles, in accordance with Annex 4, paragraph 4. of Regulation No. 99. It shall be a standard (etalon) light-source approved according to Regulation No. 99 and its luminous flux may differ from the objective luminous flux specified in Regulation No. 99. In this case, the luminous intensities shall be corrected accordingly.	5. 配光試驗 ... <u>5.1.5若單一光源符合前述照度規定，此光源經本基準中「燈泡」規範進行至少一五次週期之老化程序，則該頭燈應視同符合本項規定。</u> <u>經本基準中「燈泡」規範認證之氣體放電式光源應為標準(Etalon)光源，且其發光量可能不同於目標發光量。在這種情況下，照度應個別進行修正。</u> <u>若氣體放電式光源類型具有一個以上之目標光通量值，申請者應選擇其中一個符合車輛安全檢測基準項目</u>	5. 配光試驗 ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
used with more than one objective luminous flux value, the applicant shall choose one of the objective luminous flux values as indicated in the relevant data sheet of Regulation No. 99 and a reference stating which objective flux was chosen for type approval shall be made in items 9.4.1. and 9.4.2. in the communication form of Annex 1.		<u>「燈泡」相關資料表所載之目標光通量值，且選定為型式認證之目標光通量應依記載於報告內。</u>	
Annex 1 9.4. Category (or categories) of light source(s)4: 9.4.1. If more than one objective luminous flux value is specified: Objective luminous flux value used for the principal passing beam [lm] 9.4.2. If more than one objective luminous flux value is specified: Objective luminous flux value used for the driving beam [lm]	Annex 1 9.4. Category (or categories) of light source(s)4:	【修訂內容不影響國內基準】	

UN R50 INSTALLATION OF LIGHTS (MOPED) 00-S18 機車的位置燈、煞車燈及方向燈

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00-S18 生效日期：2016.10.8			
2.2. "Front position lamps, rear position lamps, stop lamps, direction indicator lamps and rear-registration-plate illuminating devices of different	2.2. "Front position lamps, rear position lamps, stop lamps, direction indicator lamps and rear-registration-plate illuminating devices of different	三十一、方向燈 3. 方向燈之適用型式及其範圍認定原則： 3.1 廠牌相同。	三十一、方向燈 3. 方向燈之適用型式及其範圍認定原則： 3.1 廠牌相同。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
types" means lamps which differ, in each said category, in such essential respects as: (a) The trade name or mark; (b) The characteristics of the optical system, (levels of intensity, light distribution angles, category of light source, light source module, etc.); (c) The sequential activation of light sources, if any. A change of the colour of the light source or the colour of any filter does not constitute a change of type.	types" means lamps which differ, in each said category, in such essential respects as: (a) The trade name or mark; (b) The characteristics of the optical system, (levels of intensity, light distribution angles, category of light source, light source module, etc.); A change of the colour of the light source or the colour of any filter does not constitute a change of type.	3.2 光學系統特性(光度、光分布角度、光源類型、光源模組等) 相同 3.3 方向燈類型相同。 3.4 可變光強度控制相同，然而光源顏色或濾鏡顏色之改變不視為型式之改變。<u>(依實際安裝狀況)</u> 3.5 光源之序列式致動相同。<u>(依實際安裝狀況)</u> 【參考「申請者應檢附文件修正案」修正】	3.2 光學系統特性(光度、光分布角度、光源類型、光源模組等) 相同 3.3 方向燈類型相同。 3.4 可變光強度控制相同，然而光源顏色或濾鏡顏色之改變不視為型式之改變。<u>(如適用)</u> 3.5 光源之序列式致動相同。<u>(如適用)</u>
6. General specifications ... 6.8. For direction indicator lamps of categories 11, 11a, 11b, 11c or 12 the flash may be produced by sequential activation of their light sources if the following conditions are met: (a) Each light source, after its activation, shall remain lit until the end of the ON cycle; (b) The sequence of activation of the light sources shall proceed in a uniform progressive manner from inboard towards the outboard edge of the apparent surface;		5.2 L類車輛： ... <u>5.2.3符合下述規範之類型11、11a、11b、11c或12方向燈，可藉由光源之序列式致動而產生閃爍：</u> <u>(a)每一光源致動後，應保持恆亮，直到亮(ON)循環結束；</u> <u>(b)光源之致動順序應以均一循序漸進之方式，由內往外表面之邊緣進行；</u> <u>(c)於垂直方向應無反覆交替，且應為一連續線（如無波浪式）。</u> <u>(d)從亮(ON)循環開始後之變化至完成，其作動時間不應超過二00毫</u>	5.2 L類車輛：

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
(c) It shall be one continuous line without repeat alternation in the vertical direction (e.g. no waves); (d) The variation shall finish no more than 200 ms after the beginning of the ON cycle; (e) For the orthogonal projection in the direction of the axis of reference of a rectangle, circumscribing the apparent surface of the direction indicator shall have its longer sides parallel to the H-plane, the ratio of the horizontal to the vertical sides shall not be less than 1.7. Compliance with the conditions mentioned above shall be verified in flashing mode.		<u>秒。</u> <u>(e)與參考軸方向垂直且外切於方向燈外表面之矩形投影，其較長之邊應平行於燈具H平面，且水平邊與垂直邊之比值不應小於一·七。</u> <u>應以閃爍模式執行上述規範之符合性確認。</u>	
Annex 2 Communication ... 9. Concise description:³ ... Stop lamp: yes/ no² Sequential activation of light sources (see paragraph 6.8. of this Regulation): yes/no²	Annex 2 Communication ... 9. Concise description:³ ... Stop lamp: yes/ no²	【修訂內容不影響國內基準】	

UN R10 Electromagnetic Stability 04-S3、05-S1 電磁相容性

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
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增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
04-S3 生效日期：2016.10.8			
Annex 2A, Information document for type approval of a vehicle with respect to electromagnetic compatibility ... 51. Devices for indirect vision in the scope of Regulation No. 46: 52. A brief description of the electrical/electronic components (if any):	Annex 2A, Information document for type approval of a vehicle with respect to electromagnetic compatibility ... 51. Rear-view mirrors (state for each mirror): 52. A brief description of the electronic components (if any) of the adjustment system:	五十六之二、電磁相容性 【修訂內容不影響國內基準】	五十六之二、電磁相容性
05-S1 生效日期：2016.10.8			
Annex 2A, Information document for type approval of a vehicle with respect to electromagnetic compatibility ... 51. Devices for indirect vision in the scope of Regulation No. 46: 52. A brief description of the electrical/electronic components (if any):	Annex 2A, Information document for type approval of a vehicle with respect to electromagnetic compatibility ... 51. Rear-view mirrors (state for each mirror): 52. A brief description of the electronic components (if any) of the adjustment system:	五十六之三、電磁相容性 【修訂內容不影響國內基準】	五十六之三、電磁相容性
【項次調整4.2 ~4.2.3 → 4 ~4.1.2】 修正說明：參考 R10 調整項次編排。非 REESS 連接至電網充電模式組態之規定應在項次 4.為宜，如此可以明確分別哪些試驗是應在此模式下執行。	6. Specification in configurations other than REESS charging mode coupled to the power grid	4. 非 REESS 連接至電網充電模式組態之規定 4.1 一般規格 4.1.1 車輛(及其電機電子系統或所有	4.2 非 REESS 連接至電網充電模式組態之規定 4.2.1 一般規格 4.2.2 車輛(及其電機電子系統或所有
	6.1. General specifications		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	6.1.1. A vehicle and its electrical/electronic system(s) or ESA(s) shall be so designed, constructed and fitted as to enable the vehicle, in normal conditions of use, to comply with the requirements of this Regulation. 6.1.1.1. A vehicle shall be tested for radiated emissions and for immunity to radiated disturbances. No tests for conducted emissions or immunity to conducted disturbances are required for vehicle type approval. 6.1.1.2. ESA(s) shall be tested for radiated and conducted emissions, for immunity to radiated and conducted disturbances. 6.1.2. Before testing, the Technical Service has to prepare a test plan in conjunction with the manufacturer, which contains at least mode of operation, stimulated function(s), monitored function(s), pass/fail criterion(criteria) and intended emissions.	ESA)的設計及安裝，在正常使用狀況下車輛應能符合本法規的要求。 <u>4.1.1.1</u> 車輛應試驗輻射放射及輻射擾動免疫力。對車輛型式認證來說不需執行傳導放射與傳導擾動免疫力試驗。 <u>4.1.1.2</u> 所有ESA應執行輻射放射和傳導放射，及輻射擾動和傳導擾動之免疫力試驗。 <u>4.1.2</u> 試驗之前，檢測機構必須與申請者共同準備試驗計畫，內容應至少包含操作模式、增進功能(Stimulated function)、監控功能、合格/不合格標準及預設之放射規格條件。	ESA)的設計及安裝，在正常使用狀況下車輛應能符合本法規的要求。 4.2.2.1 車輛應試驗輻射放射及輻射擾動免疫力。對車輛型式認證來說不需執行傳導放射與傳導擾動免疫力試驗。 4.2.2.2 所有ESA應執行輻射放射和傳導放射，及輻射擾動和傳導擾動之免疫力試驗。 4.2.3 試驗之前，檢測機構必須與申請者共同準備試驗計畫，內容應至少包含操作模式、增進功能(Stimulated function)、監控功能、合格/不合格標準及預設之放射規格條件。
【項次調整4.1 ~4.1.5→4.1.3 ~4.1.3.5】 修正說明：此部分為申請者應檢附文件及 ESA 判定原則，判斷其應屬於一般規定故調整於 4.1.3 項下。	3. Application for approval ... 3.1.2. A model of information document is shown in Annex 2A. 3.1.3. The vehicle manufacturer shall	<u>4.1.3</u>申請者以底盤車或完成車執行本項檢測時，應至少提供一部代表車(或以電機/電子裝置檢測所必要部份)及下列文件予檢測機構，確認實	<u>4.一般規定</u> 4.1申請者以底盤車或完成車執行本項檢測時，應至少提供一部代表車(或以電機/電子裝置檢測所必要部份)及下列文件予檢測機構，確認實

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文						
	draw up a schedule describing all relevant vehicle electrical/electronic systems or ESAs, body styles, variations in body material, general wiring arrangements, engine variations, left-hand/right-hand drive versions and wheelbase versions. Relevant vehicle electrical/electronic systems or ESAs are those which may emit significant broadband or narrowband radiation and/or those which are involved in immunity related functions of the vehicle (see paragraph 2.12.) and those which provide coupling systems for charging the RESS. 3.1.4. A vehicle representative of the type to be approved shall be selected from this schedule by mutual agreement between the manufacturer and the Competent Authority. The choice of vehicle shall be based on the electrical/electronic systems offered by the manufacturer. One or more vehicles may be selected from this schedule if it is considered by mutual agreement between the manufacturer and the Competent	車(或以電機/電子裝置)與文件內容一致。 4.1.3.1規定3.之車輛及/或電機/電子裝置規格資料，與實車圖示及/或電機/電子裝置照片。 4.1.3.2 依檢測機構要求用以佐證符合本項規定之車輛及/或電機/電子裝置外表面圖面。 4.1.3.3申請者文件應說明車輛上所有相關電機/電子系統或電機/電子裝置之設計連接，車身式樣(如適用)、車身材料變化(如適用)、整體配線布置、內燃機及/或推動馬達變化、與軸距或零部件之變化等。相關電機/電子系統或電機/電子裝置，係包含車輛及REESS充電耦合系統，可能會發出顯著寬頻或窄頻輻射及/或影響本基準2.10所述之免疫力相關功能。 4.1.3.4對於M、N及O類車輛，若配置RF放射機，申請者也必須提供頻寬、功率範圍、天線位置與RF放射機安裝規定。申請者必須提供RF放射機對車輛性能無不良影響之聲明 <table><tr><td>頻寬 〔 H z 〕</td><td>最大輸出 功率 〔 W 〕</td><td>車輛天線 位置， 安裝及/或 使用 之特殊條件</td></tr></table>	頻寬 〔 H z 〕	最大輸出 功率 〔 W 〕	車輛天線 位置， 安裝及/或 使用 之特殊條件	車(或以電機/電子裝置)與文件內容一致。 4.1.1規定3.之車輛及/或電機/電子裝置規格資料，與實車圖示及/或電機/電子裝置照片。 4.1.2 依檢測機構要求用以佐證符合本項規定之車輛及/或電機/電子裝置外表面圖面。 4.1.3申請者文件應說明車輛上所有相關電機/電子系統或電機/電子裝置之設計連接，車身式樣(如適用)、車身材料變化(如適用)、整體配線布置、內燃機及/或推動馬達變化、與軸距或零部件之變化等。相關電機/電子系統或電機/電子裝置，係包含車輛及REESS充電耦合系統，可能會發出顯著寬頻或窄頻輻射及/或影響本基準2.10所述之免疫力相關功能。 4.1.4對於M、N及O類車輛，若配置RF放射機，申請者也必須提供頻寬、功率範圍、天線位置與RF放射機安裝規定。申請者必須提供RF放射機對車輛性能無不良影響之聲明 <table><tr><td>頻寬 〔 H z 〕</td><td>最大輸出 功率 〔 W 〕</td><td>車輛天線 位置， 安裝及/或 使用 之特殊條件</td></tr></table>	頻寬 〔 H z 〕	最大輸出 功率 〔 W 〕	車輛天線 位置， 安裝及/或 使用 之特殊條件
頻寬 〔 H z 〕	最大輸出 功率 〔 W 〕	車輛天線 位置， 安裝及/或 使用 之特殊條件							
頻寬 〔 H z 〕	最大輸出 功率 〔 W 〕	車輛天線 位置， 安裝及/或 使用 之特殊條件							

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	Authority that different electrical/electronic systems are included which are likely to have a significant effect on the vehicle's electromagnetic compatibility compared with the first representative vehicle. 3.1.5. The choice of the vehicle(s) in conformity with paragraph 3.1.4. above shall be limited to vehicle/electrical/electronic system combinations intended for actual production. 3.1.6. The manufacturer may supplement the application with a report on tests which have been carried out. Any such data provided may be used by the approval authority for the purpose of drawing up the communication form for type-approval. 3.1.7. If the Technical Service responsible for the type approval test carries out the test itself, then a vehicle representative of the type to be approved according to paragraph 3.1.4. shall be provided. 3.1.8. For vehicles of categories M, N, and O the vehicle manufacturer must	4.1.3.5對於電機/電子裝置(ESA)是否符合本基準規定之判定原則，參考如下圖所述。 【請參考頁末表格】	4.1.5對於電機/電子裝置(ESA)是否符合本基準規定之判定原則，參考如下圖所述。 【請參考頁末表格】

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	provide a statement of frequency bands, power levels, antenna positions and installation provisions for the installation of radio frequency transmitters (RF-transmitters), even if the vehicle is not equipped with an RF transmitter at time of type approval. This should cover all mobile radio services normally used in vehicles. This information must be made publicly available following the type approval. Vehicle manufacturers must provide evidence that vehicle performance is not adversely affected by such transmitter installations. 3.1.9. Vehicle type approval shall be applied for both RESS and Coupling system for charging the RESS as they are considered as electrical/electronic systems. 3.2. ESA type approval 3.2.1. Applicability of this Regulation to ESA: 【請參考頁末表格】 3.2.2. The application for approval of a type of ESA with regard to its electromagnetic compatibility shall be submitted by the vehicle		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	manufacturer or by the manufacturer of the ESA. 3.2.3. A model of information document is shown in Annex 2B. 3.2.4. The manufacturer may supplement the application with a report on tests which have been carried out. Any such data provided may be used by the approval authority for the purpose of drawing up the communication form for type-approval. 3.2.5. If the Technical Service responsible for the type approval test carries out the test itself, then a sample of the ESA system representative of the type to be approved shall be provided, if necessary, after discussion with the manufacturer on, e.g., possible variations in the layout, number of components, number of sensors. If the Technical Service deems it necessary, it may select a further sample. 3.2.6. The sample(s) must be clearly and indelibly marked with the manufacturer's trade name or mark and the type designation.		
【項次調整4.3 ~4.10→4.2 ~4.9】 修正說明：配合前項修正進行項次調整。	6.2. Specifications concerning	4.2 關於車輛寬頻電磁輻射之規格	4.3 關於車輛寬頻電磁輻射之規格

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	broadband electromagnetic radiation from vehicles 6.2.1. Method of measurement The electromagnetic radiation generated by the vehicle representative of its type shall be measured using the method described in Annex 4. The method of measurement shall be defined by the vehicle manufacturer in accordance with the Technical Service. 6.2.2. Vehicle broadband type approval limits 6.2.2.1. If measurements are made using the method described in Annex 4 using a vehicle-to antenna spacing of 10.0 +/- 0.2 m, the limits shall be 32 dB microvolts/m in the 30 to 75 MHz frequency band and 32 to 43 dB microvolts/m in the 75 to 400 MHz frequency band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 2 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 43 dB microvolts/m. 6.2.2.2. If measurements are made using the method described in Annex 4 using a vehicle-to antenna spacing	4.2.1 試驗方法：試驗代表車所產生之電磁輻射應使用6.描述之方法量測。量測方法應由申請者及檢測機構共同定義。 4.2.2 車輛寬頻之基準限制值 4.2.2.1 依6.中的方法量測，若選定車輛至天線的距離為一〇正負〇・二公尺時，限制值為：頻率範圍三〇至七五兆赫為三二dBμV/m；頻率範圍七五至四〇〇兆赫是由三二至四三dBμV/m對數(線性)遞增(如圖一)；頻率範圍四〇〇至一〇〇〇兆赫為四三dBμV/m。 4.2.2.2 依6.中的方法量測，若選定車輛至天線的距離為三正負〇・〇五公尺時，電磁輻射的基準限制值為：	4.3.1 試驗方法：試驗代表車所產生之電磁輻射應使用6.描述之方法量測。量測方法應由申請者及檢測機構共同定義。 4.3.2 車輛寬頻之基準限制值 4.3.2.1 依6.中的方法量測，若選定車輛至天線的距離為一〇正負〇・二公尺時，限制值為：頻率範圍三〇至七五兆赫為三二dBμV/m；頻率範圍七五至四〇〇兆赫是由三二至四三dBμV/m對數(線性)遞增(如圖一)；頻率範圍四〇〇至一〇〇〇兆赫為四三dBμV/m。 4.3.2.2 依6.中的方法量測，若選定車輛至天線的距離為三正負〇・〇五公尺時，電磁輻射的基準限制值為：

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	of 3.0 +/- 0.05 m, the limits shall be 42 dB microvolts/m in the 30 to 75 MHz frequency band and 42 to 53 dB microvolts/m in the 75 to 400 MHz frequency band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 3 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 53 dB microvolts/m. 6.2.2.3. On the vehicle representative of its type, the measured values, expressed in dB microvolts/m shall be below the type approval limits. 6.3. Specifications concerning narrowband electromagnetic radiation from vehicles 6.3.1. Method of measurement The electromagnetic radiation generated by the vehicle representative of its type shall be measured using the method described in Annex 5. These shall be defined by the vehicle manufacturer in accordance with the Technical Service. 6.3.2. Vehicle narrowband type approval limits 6.3.2.1. If measurements are made	頻率範圍三〇至七五兆赫為四二dBμV/m；頻率範圍七五至四〇〇兆赫是由四二至五三dBμV/m對數(線性)遞增(如圖二);頻率範圍四〇〇至一〇〇〇兆赫為五三dBμV/m。 4.2.2.3 車輛認證時，以dBμV/m表示之量測值應低於規定值。 4.3 關於車輛窄頻電磁輻射規定 4.3.1 試驗方法：試驗代表車輛所產生的電磁輻射應以7.中所敘述的方法進行量測。量測方法應依據檢測機構及申請者共同選定。 4.3.2 車輛窄頻之基準限制值 4.3.2.1 依7.中的方法量測，若選定車輛至天線的距離為一〇正負〇·二	頻率範圍三〇至七五兆赫為四二dBμV/m；頻率範圍七五至四〇〇兆赫是由四二至五三dBμV/m對數(線性)遞增(如圖二);頻率範圍四〇〇至一〇〇〇兆赫為五三dBμV/m。 4.3.2.3 車輛認證時，以dBμV/m表示之量測值應低於規定值。 4.4 關於車輛窄頻電磁輻射規定 4.4.1 試驗方法：試驗代表車輛所產生的電磁輻射應以7.中所敘述的方法進行量測。量測方法應依據檢測機構及申請者共同選定。 4.4.2 車輛窄頻之基準限制值 4.4.2.1 依7.中的方法量測，若選定車輛至天線的距離為一〇正負〇·二

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	using the method described in Annex 5 using a vehicle-to antenna spacing of 10.0 +/- 0.2 m, the limits shall be 22 dB microvolts/m in the 30 to 75 MHz frequency band and 22 to 33 dB microvolts/m in the 75 to 400 MHz frequency band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 4 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 33 dB microvolts/m.	公尺時，電磁輻射的基準限制值為：頻率範圍三〇至七五兆赫為二二dBμV/m；頻率範圍七五至四〇〇兆赫是由二二至三三dBμV/m對數(線性)遞增(如圖三)；頻率範圍四〇〇至一〇〇〇兆赫為三三dBμV/m。	公尺時，電磁輻射的基準限制值為：頻率範圍三〇至七五兆赫為二二dBμV/m；頻率範圍七五至四〇〇兆赫是由二二至三三dBμV/m對數(線性)遞增(如圖三)；頻率範圍四〇〇至一〇〇〇兆赫為三三dBμV/m。
	6.3.2.2. If measurements are made using the method described in Annex 5 using a vehicle-to antenna spacing of 3.0 +/- 0.05 m, the limit shall be 32 dB microvolts/m in the 30 to 75 MHz frequency band and 32 to 43 dB microvolts/m in the 75 to 400 MHz frequency band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 5 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 43 dB microvolts/m.	4.3.2.2 依7.中的方法量測，若選定車輛至天線的距離為三正負0.0五公尺時，電磁輻射的基準限制值為：頻率範圍三〇至七五兆赫為三二dBμV/m；頻率範圍七五至四〇〇兆赫是由三二至四三dBμV/m對數(線性)遞增(如圖四)；頻率範圍四〇〇至一〇〇〇兆赫為四三dBμV/m。	4.4.2.2 依7.中的方法量測，若選定車輛至天線的距離為三正負0.0五公尺時，電磁輻射的基準限制值為：頻率範圍三〇至七五兆赫為三二dBμV/m；頻率範圍七五至四〇〇兆赫是由三二至四三dBμV/m對數(線性)遞增(如圖四)；頻率範圍四〇〇至一〇〇〇兆赫為四三dBμV/m。
	6.3.2.3. On the vehicle representative of its type, the measured values, expressed in dB microvolts/m, shall	4.3.2.3 車輛認證時，以dBμV/m表示之量測值應低於規定值。	4.4.2.3 車輛認證時，以dBμV/m表示之量測值應低於規定值。

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	be below the type approval limit. 6.3.2.4. Notwithstanding the limits defined in paragraphs 6.3.2.1., 6.3.2.2. and 6.3.2.3. of this Regulation, if, during the initial step described in paragraph 1.3. of Annex 5, the signal strength measured at the vehicle broadcast radio antenna is less than 20 dB micro-volts over the frequency range 76 to 108 MHz measured with an average detector, then the vehicle shall be deemed to comply with the limits for narrowband emissions and no further testing will be required. 6.4. Specifications concerning immunity of vehicles to electromagnetic radiation 6.4.1. Method of testing The immunity to electromagnetic radiation of the vehicle representative of its type shall be tested by the method described in Annex 6. 6.4.2. Vehicle immunity type approval limits 6.4.2.1. If tests are made using the method described in Annex 6, the field strength shall be 30 volts/m rms (root mean squared) in over 90 per cent of the 20 to 2,000 MHz	4.3.2.4 儘管 4.3.2.1、4.3.2.2與4.3.2.3已定義限制範圍，在7.敘述之初始步驟期間，以均值檢波器測量之頻率範圍七六至一〇八兆赫間，車輛無線電天線的訊號強度若低於二〇dBμV/m，則不需符合此規定，車輛可視為符合窄頻放射之限制值而不需再進行進一步之試驗。 4.4 關於車輛電磁輻射免疫力之規範 4.4.1 試驗方法：應依10.之方法量測代表車輛之電磁輻射免疫力。 4.4.2 車輛免疫力之基準限制值 4.4.2.1 當依10.的方法量測時，其場強在二〇至二〇〇〇兆赫之百分之九〇頻寬時應為三〇V/m rms，且二〇至二〇〇〇兆赫頻寬時最小值應為二五V/m rms。	4.4.2.4 儘管 4.4.2.1、4.4.2.2與4.4.2.3已定義限制範圍，在7.敘述之初始步驟期間，以均值檢波器測量之頻率範圍七六至一〇八兆赫間，車輛無線電天線的訊號強度若低於二〇dBμV/m，則不需符合此規定，車輛可視為符合窄頻放射之限制值而不需再進行進一步之試驗。 4.5 關於車輛電磁輻射免疫力之規範 4.5.1 試驗方法：應依10.之方法量測代表車輛之電磁輻射免疫力。 4.5.2 車輛免疫力之基準限制值 4.5.2.1 當依10.的方法量測時，其場強在二〇至二〇〇〇兆赫之百分之九〇頻寬時應為三〇V/m rms，且二〇至二〇〇〇兆赫頻寬時最小值應為二五V/m rms。

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	frequency band and a minimum of 25 volts/m rms over the whole 20 to 2,000 MHz frequency band. 6.4.2.2. The vehicle representative of its type shall be considered as complying with immunity requirements if, during the tests performed in accordance with Annex 6, there shall be no degradation of performance of "immunity related functions", according to paragraph 2.1. of Annex 6. 6.5. Specification concerning broadband electromagnetic interference generated by ESAs 6.5.1. Method of measurement The electromagnetic radiation generated by the ESA representative of its type shall be measured by the method described in Annex 7. 6.5.2. ESA broadband type approval limits 6.5.2.1. If measurements are made using the method described in Annex 7, the limits shall be 62 to 52 dB microvolts/m in the 30 to 75 MHz frequency band, this limit decreasing logarithmically with frequencies above 30 MHz, and 52 to 63 dB microvolts/m in the 75 to 400 MHz	4.4.2.2 試驗代表車應符合免疫力規範，且在10.試驗期間，"功能相關免疫力"之性能不能降低，並符合11.2.1車輛處於非REESS充電模式下連結電網配置之條款規定。 4.5 所有ESA所產生寬頻電磁干擾規定 4.5.1 試驗方法：ESA(車上電機/電子裝置) 試驗代表件所產生的電磁輻射應以8.中所敘述的方法進行量測。 4.5.2 ESA(車上電機/電子裝置)之寬頻基準限制值 4.5.2.1 依8.中的方法量測，電磁輻射的基準限制值為：頻率範圍三0至七五兆赫為六二至五二dBμV/m，在頻率三0兆赫以上限制為對數(線性)遞減；頻率範圍七五至四00兆赫是由五二至六三dBμV/m對數(線性)遞增(如圖五)；頻率範圍四00至一000兆赫為六三dBμV/m。	4.5.2.2 試驗代表車應符合免疫力規範，且在10.試驗期間，"功能相關免疫力"之性能不能降低，並符合11.2.1車輛處於非REESS充電模式下連結電網配置之條款規定。 4.6 所有ESA所產生寬頻電磁干擾規定 4.6.1 試驗方法：ESA(車上電機/電子裝置) 試驗代表件所產生的電磁輻射應以8.中所敘述的方法進行量測。 4.6.2 ESA(車上電機/電子裝置)之寬頻基準限制值 4.6.2.1 依8.中的方法量測，電磁輻射的基準限制值為：頻率範圍三0至七五兆赫為六二至五二dBμV/m，在頻率三0兆赫以上限制為對數(線性)遞減；頻率範圍七五至四00兆赫是由五二至六三dBμV/m對數(線性)遞增(如圖五)；頻率範圍四00至一000兆赫為六三dBμV/m。

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	band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 6 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 63 dB microvolts/m.		
	6.5.2.2. On the ESA representative of its type, the measured values, expressed in dB microvolts/ m, shall be below the type approval limits.	4.5.2.2 ESA(車上電機/電子裝置)認證時，以 $\text{dB}\mu\text{V/m}$ 表示之量測值應低於規定值。	4.6.2.2 ESA(車上電機/電子裝置)認證時，以 $\text{dB}\mu\text{V/m}$ 表示之量測值應低於規定值。
	6.6. Specifications concerning narrowband electromagnetic interference generated by ESAs	4.6 所有ESA所產生窄頻電磁干擾規定	4.7 所有ESA所產生窄頻電磁干擾規定
	6.6.1. Method of measurement The electromagnetic radiation generated by the ESA representative of its type shall be measured by the method described in Annex 8.	4.6.1 試驗方法：ESA(車上電機/電子裝置) 試驗代表件所產生的電磁輻射應以9.中所敘述的方法進行量測。	4.7.1 試驗方法：ESA(車上電機/電子裝置) 試驗代表件所產生的電磁輻射應以9.中所敘述的方法進行量測。
	6.6.2. ESA narrowband type approval limits	4.6.2 ESA(車上電機/電子裝置)窄頻基準限制值	4.7.2 ESA(車上電機/電子裝置)窄頻基準限制值
	6.6.2.1. If measurements are made using the method described in Annex 8, the limits shall be 52 to 42 dB microvolts/m in the 30 to 75 MHz frequency band, this limit decreasing logarithmically with frequencies above 30 MHz, and 42 to 53 dB microvolts/m in the 75 to 400 MHz band, this limit increasing	4.6.2.1 依9.中的方法量測，電磁輻射的基準限制值為：頻率範圍三0至七五兆赫為五二至四二 $\text{dB}\mu\text{V/m}$ ，在頻率三0兆赫以上限制為對數(線性)遞減；頻率範圍七五至四00兆赫為四二至五三 $\text{dB}\mu\text{V/m}$ ，在頻率七五兆赫以上限制為對數(線性)遞增(如圖六)；頻率範圍四00至一000兆赫為五三 $\text{dB}\mu\text{V/m}$ 。	4.7.2.1 依9.中的方法量測，電磁輻射的基準限制值為：頻率範圍三0至七五兆赫為五二至四二 $\text{dB}\mu\text{V/m}$ ，在頻率三0兆赫以上限制為對數(線性)遞減；頻率範圍七五至四00兆赫為四二至五三 $\text{dB}\mu\text{V/m}$ ，在頻率七五兆赫以上限制為對數(線性)遞增(如圖六)；頻率範圍四00至一000兆赫為五三 $\text{dB}\mu\text{V/m}$ 。

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	logarithmically with frequencies above 75 MHz as shown in Appendix 7. In the 400 to 1,000 MHz frequency band the limit remains constant at 53 dB microvolts/m. 6.6.2.2. On the ESA representative of its type, the measured value, expressed in dB microvolts/ m shall be below the type approval limits. 6.7. Specifications concerning the emission of transient conducted disturbances generated by ESAs on 12/24 V supply lines 6.7.1. Method of testing The emission of ESA representative of its type shall be tested by the method(s) according to ISO 7637-2 as described in Annex 10 for the levels given in Table 1. 6.8. Specifications concerning immunity of ESAs to electromagnetic radiation 6.8.1. Method(s) of testing The immunity to electromagnetic radiation of the ESA representative of its type shall be tested by the method(s) chosen from those described in Annex 9. 6.8.2. ESA immunity type approval limits	4.6.2.2 ESA(車上電機/電子裝置)認證時，以 dBμV/m 表示之量測值應低於規定值。 4.7由各ESA於一二/二四伏特電源線所產生之關於暫態傳導擾動放射規定 4.7.1 試驗方法：ESA試驗代表件所產生之放射應依照 12. 所述之 ISO 7637-2，試驗標準如表一。 4.8 所有ESA電磁輻射免疫力規範 4.8.1 量測方法：ESA電磁輻射免疫力試驗代表件，應依據至11.所挑選之方法進行試驗。 4.8.2 ESA免疫力之基準限制值。 4.8.2.1 依11.的方法量測，涵蓋二〇至二〇〇〇兆赫之百分之九〇頻寬時，關於一五〇公釐帶線試驗方法，其免疫力試驗標準應為六〇	4.7.2.2 ESA(車上電機/電子裝置)認證時，以 dBμV/m 表示之量測值應低於規定值。 4.8由各ESA於一二/二四伏特電源線所產生之關於暫態傳導擾動放射規定 4.8.1 試驗方法：ESA試驗代表件所產生之放射應依照 12. 所述之 ISO 7637-2，試驗標準如表一。 4.9 所有ESA電磁輻射免疫力規範 4.9.1 量測方法：ESA電磁輻射免疫力試驗代表件，應依據至11.所挑選之方法進行試驗。 4.9.2 ESA免疫力之基準限制值。 4.9.2.1 依11.的方法量測，涵蓋二〇至二〇〇〇兆赫之百分之九〇頻寬時，關於一五〇公釐帶線試驗方法，其免疫力試驗標準應為六〇

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	6.8.2.1. If tests are made using the methods described in Annex 9, the immunity test levels shall be 60 volts/m root-mean-square (rms) for the 150 mm stripline testing method, 15 volts/ m rms for the 800 mm stripline testing method, 75 volts/m rms for the Transverse Electromagnetic Mode (TEM) cell testing method, 60 mA rms for the bulk current injection (BCI) testing method and 30 volts/m rms for the free field testing method in over 90 per cent of the 20 to 2,000 MHz frequency band, and to a minimum of 50 volts/ m rms for the 150 mm stripline testing method, 12.5 volts/m rms for the 800 mm stripline testing method, 62.5 volts/m rms, for the TEM cell testing method, 50 mA rms for the bulk current injection (BCI) testing method and 25 volts/m rms for the free field testing method over the whole 20 to 2,000 MHz frequency band. 6.8.2.2. The ESA representative of its type shall be considered as complying with immunity requirements if, during the tests performed in accordance with Annex	V/m rms (均方根)；關於八〇〇公釐帶線試驗方法應為一五V/m；關於橫向電磁波室(TEM)試驗方法應為七五V/m；關於大電流注入 (BCI) 試驗方法應為六〇mA rms；關於自由磁場試驗方法應為三〇V/m rms。且二〇至二〇〇〇兆赫頻寬時，關於一五〇公釐帶線試驗方法其耐受試驗標準最小值應為五〇V/m rms；關於八〇〇公釐帶線試驗方法最小值應為一二·五V/m rms；關於橫向電磁波室(TEM) 試驗方法最小值應為六二·五V/m rms；關於大電流注入(BCI) 試驗方法之最小值應為五〇mA rms；關於自由場試驗方法最小值應為二五V/m rms。 <u>4.8.2.2</u> ESA試驗代表件應符合免疫力規範，且在11.試驗期間，「免疫力相關功能」之性能不能降低。	V/m rms (均方根)；關於八〇〇公釐帶線試驗方法應為一五V/m；關於橫向電磁波室(TEM)試驗方法應為七五V/m；關於大電流注入 (BCI) 試驗方法應為六〇mA rms；關於自由磁場試驗方法應為三〇V/m rms。且二〇至二〇〇〇兆赫頻寬時，關於一五〇公釐帶線試驗方法其耐受試驗標準最小值應為五〇V/m rms；關於八〇〇公釐帶線試驗方法最小值應為一二·五V/m rms；關於橫向電磁波室(TEM) 試驗方法最小值應為六二·五V/m rms；關於大電流注入(BCI) 試驗方法之最小值應為五〇mA rms；關於自由場試驗方法最小值應為二五V/m rms。 <u>4.9.2.2</u> ESA試驗代表件應符合免疫力規範，且在11.試驗期間，「免疫力相關功能」之性能不能降低。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	9, there shall be no degradation of performance of "immunity related functions". 6.9. Specifications concerning the immunity of ESAs to transient disturbances conducted along 12/24 V supply lines 6.9.1. Method of testing The immunity of ESA representative of this type shall be tested by the method(s) according to ISO 7637-2 as described in Annex 10 with the test levels given in Table 2.	4.9 所有ESA沿一二/二四伏特電源線之暫態傳導擾動免疫力規範 4.9.1 試驗方法：此ESA試驗代表件所產生之免疫力應依照 12.，ISO 7637-2，試驗標準如表二。	4.10 所有ESA沿一二/二四伏特電源線之暫態傳導擾動免疫力規範 4.10.1 試驗方法：此ESA試驗代表件所產生之免疫力應依照 12.，ISO 7637-2，試驗標準如表二。
修正說明：配合其它修正進行項次調整。	6.10. Exceptions 6.10.1. Where a vehicle or electrical/electronic system or ESA does not include an electronic oscillator with an operating frequency greater than 9 kHz, it shall be deemed to comply with paragraph 6.3.2. or 6.6.2. and with Annexes 5 and 8. 6.10.2. Vehicles which do not have electrical/electronic systems with "immunity related functions" need not be tested for immunity to radiated disturbances and shall be deemed to comply with paragraph 6.4. and with Annex 6 to this Regulation. 6.10.3. ESAs with no immunity related functions need not be tested for	4.10 例外情形 4.10.1 當車輛、電子/電機系統或ESA不包含作動頻率超過九千赫之振動器時，應被視為符合4.3.2、4.6.2、7.或9.之規定。 4.10.2 車輛若無”免疫力相關功能”之電子/電機系統則可免除輻射擾動免疫力試驗且應視為符合4.4及10.之規定。 4.10.3 各ESA若無免疫力相關功能，則可免除輻射擾動免疫力試驗且應視為符合4.8及11.之規定。	4.21 例外情形 4.21.1 當車輛、電子/電機系統或ESA不包含作動頻率超過九千赫之振動器時，應被視為符合4.3、4.6、7.或9.之規定。 4.21.2 車輛若無”免疫力相關功能”之電子/電機系統則可免除輻射擾動免疫力試驗且應視為符合4.4及10.之規定。 4.21.3 各ESA若無免疫力相關功能，則可免除輻射擾動免疫力試驗且應視為符合4.8及11.之規定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	immunity to radiated disturbances and shall be deemed to comply with paragraph 6.8. and with Annex 9 to this Regulation.		
	6.10.4. Electrostatic discharge For vehicles fitted with tyres, the vehicle body/chassis can be considered to be an electrically isolated structure. Significant electrostatic forces in relation to the vehicle's external environment only occur at the moment of occupant entry into or exit from the vehicle. As the vehicle is stationary at these moments, no type approval test for electrostatic discharge is deemed necessary.	4.10.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘客進出車輛時。當車輛靜止不動時，可免除靜電放電試驗。	4.21.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘客進出車輛時。當車輛靜止不動時，可免除靜電放電試驗。
	6.10.5. Emission of transient conducted disturbances generated by ESAs on 12/24 V supply lines. ESAs that are not switched, contain no switches or do not include inductive load need not be tested for transient conducted emission and shall be deemed to comply with paragraph 6.7.	4.10.5 由各ESA一二/二四伏特電源線所產生傳導之暫態擾動放射：所有ESA未開啟、無切換功能或不包含感應負載者可不需試驗暫態傳導放射且應視為符合4.7規範。	4.21.5 由各ESA一二/二四伏特電源線所產生傳導之暫態擾動放射：所有ESA未開啟、無切換功能或不包含感應負載者可不需試驗暫態傳導放射且應視為符合4.7規範。
	6.10.6. The loss of function of receivers during the immunity test, when the test signal is within the receiver bandwidth (RF exclusion band) as specified for the specific radio service/ product in the harmonized	4.10.6 當試驗訊號在國際EMC法規標準所制定無線電服務/產品頻寬之範圍內(射頻頻寬外)時，則免疫力試驗期間接收器之功能衰減可不視為失效。	4.21.6 當試驗訊號在國際EMC法規標準所制定無線電服務/產品頻寬之範圍內(射頻頻寬外)時，則免疫力試驗期間接收器之功能衰減可不視為失效。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	international EMC standard, does not necessarily lead to fail criteria. 6.10.7. RF transmitters shall be tested in the transmit mode. Wanted emissions (e.g. from RF transmitting systems) within the necessary bandwidth and out of band emissions are disregarded for the purpose of this Regulation. Spurious emissions are subject to this Regulation. 6.10.7.1. "Necessary bandwidth": For a given class of emission, the width of the frequency band which is just sufficient to ensure the transmission of information at the rate and with the quality required under specified conditions (Article 1, No. 1.152 of the International Telecommunication Union (ITU) Radio Regulations). 6.10.7.2. "Out-of-band Emissions": Emission on a frequency or frequencies immediately outside the necessary bandwidth which results from the modulation process, but excluding spurious emissions (Article 1, No. 1.144 of the ITU Radio Regulations). 6.10.7.3. "Spurious emission": In every modulation process additional	4.10.7 RF放射機應在傳送模式下執行試驗。在必需頻寬及帶外放射所量得之放射值(例如來自RF放射系統者)，不適用於本法規。混附放射為本法規之目標。 4.10.7.1 必需頻寬 (Necessary bandwidth)：係指一指定放射等級，其頻寬剛好足以確保指定條件下之資訊傳輸速率與品質（國際電信聯合會無線電規則第1條第1.152節）。 4.10.7.2 帶外放射 (Out-of-band emissions)：由調變程序引起之必需頻寬外的某一或某些鄰近頻率之放射，但不包含混附放射(國際電信聯合會無線電規則第1條第1.144節)。 4.10.7.3 混附放射 (Spurious emission)：在每個調變程序中存在	4.21.7 RF放射機應在傳送模式下執行試驗。在必需頻寬及帶外放射所量得之放射值(例如來自RF放射系統者)，不適用於本法規。混附放射為本法規之目標。 4.21.7.1 必需頻寬 (Necessary bandwidth)：係指一指定放射等級，其頻寬剛好足以確保指定條件下之資訊傳輸速率與品質（國際電信聯合會無線電規則第1條第1.152節）。 4.21.7.2 帶外放射 (Out-of-band emissions)：由調變程序引起之必需頻寬外的某一或某些鄰近頻率之放射，但不包含混附放射(國際電信聯合會無線電規則第1條第1.144節)。 4.21.7.3 混附放射 (Spurious emission)：在每個調變程序中存在

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	undesired signals exist. They are summarized under the expression "spurious emissions". Spurious emissions are emissions on a frequency or frequencies, which are outside the necessary bandwidth and the level of which may be reduced without affecting the corresponding transmission of information. Spurious emissions include harmonic emissions, parasitic emissions, intermodulation products and frequency conversion products, but exclude out-of-band emissions (Article 1 No. 1.145 of the ITU Radio Regulations).	之額外的非意圖信號，統稱為”混附放射”。混附放射為必需頻寬外之單頻或多頻放射，其位準可能降低以致不影響對應之資訊傳輸。混附放射包含諧波放射、寄生放射、互調產物及頻率轉換產物，但帶外放射除外(國際電信聯合會無線電規則第1條第1.145節)。	之額外的非意圖信號，統稱為”混附放射”。混附放射為必需頻寬外之單頻或多頻放射，其位準可能降低以致不影響對應之資訊傳輸。混附放射包含諧波放射、寄生放射、互調產物及頻率轉換產物，但帶外放射除外(國際電信聯合會無線電規則第1條第1.145節)。
修正說明：配合前項修正進行項次調整。	7. Additional specifications in the configuration "REESS charging mode coupled to the power grid" ... 7.1.4. Artificial networks AC Power mains shall be applied to the vehicle / ESA through 50 microhenry/50 ohm AN(s) as defined in CISPR 16-1-2 paragraph 4.3. DC Power mains shall be applied to the vehicle / ESA through 5 microhenry/50 ohm AN(s) as defined in CISPR 25. High voltage power line shall be	5. 「REESS連接至電網(Power grid)」於充電模式組態下之額外規定 ... 5.1.4模擬網路(Artificial network, AN) 交流電源應依CISPR 16-1-2 第4.3條款，透過五〇微亨利/五〇歐姆之模擬網路施加於車輛/ESA。 直流電源應依據CISPR 25，透過五微亨利/五〇歐姆之模擬網路施加於車輛/ESA。 高壓電線應依據5.21規定，透過五微亨利/五〇歐姆之高壓-模擬網路施加於ESA。	5. 「REESS連接至電網(Power grid)」於充電模式組態下之額外規定 ... 5.1.4模擬網路(Artificial network, AN) 交流電源應依CISPR 16-1-2 第4.3條款，透過五〇微亨利/五〇歐姆之模擬網路施加於車輛/ESA。 直流電源應依據CISPR 25，透過五微亨利/五〇歐姆之模擬網路施加於車輛/ESA。 高壓電線應依據5.11規定，透過五微亨利/五〇歐姆之高壓-模擬網路施加於ESA。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	applied to the ESA through a 5 microhenry/50 ohm HV-AN(s) as defined in Appendix 8.		
【項次調整4.11 ~4.20→5.10 ~5.19】 修正說明：經與R10對照，原項次4.11內容應屬項次5.「REESS連接至電網（Power grid）」於充電模式組態下之額外規定，故將其調整於5.10。	7.10. Specifications concerning broadband electromagnetic interference caused by ESAs 7.10.1. Method of measurement The electromagnetic radiation generated by the ESA representative of its type shall be measured by the method described in Annex 7. 7.10.2. ESA broadband type approval limits 7.10.2.1. If measurements are made using the method described in Annex 7, the limits shall be 62 to 52 dB microvolts/m in the 30 to 75 MHz frequency band, this limit decreasing logarithmically with frequencies above 30 MHz, and 52 to 63 dB microvolts/m in the 75 to 400 MHz band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 6. In the 400 to 1,000 MHz frequency band the limit remains constant at 63 dB microvolts/m. 7.10.2.2. On the ESA representative of its type, the measured values,	5.10 所有ESA所造成寬頻電磁干擾之規定 5.10.1 試驗方法 ESA試驗代表件所產生的電磁輻射，應以8.所敘述的方法進行量測。 5.10.2 ESA寬頻基準限制值 5.10.2.1 依8.的方法量測，基準限制值為：頻率範圍三〇至七五MHz為六二至五二dBμV/m，此限制值為自頻率三〇MHz以上以對數(線性)遞減；頻率範圍七五至四〇〇MHz為五二至六三dBμV/m，此限制值為自七五MHz以上以對數(線性)遞增；頻率範圍四〇〇至一〇〇〇MHz之限制值維持定值為六三dBμV/m。 5.10.2.2 ESA試驗代表件之量測值 (dBμV/m)，其應低於基準限制	4.11 所有ESA所造成寬頻電磁干擾之規定 4.11.1 試驗方法 ESA試驗代表件所產生的電磁輻射，應以8.所敘述的方法進行量測。 4.11.2 ESA寬頻基準限制值 4.11.2.1 依8.的方法量測，基準限制值為：頻率範圍三〇至七五MHz為六二至五二dBμV/m，此限制值為自頻率三〇MHz以上以對數(線性)遞減；頻率範圍七五至四〇〇MHz為五二至六三dBμV/m，此限制值為自七五MHz以上以對數(線性)遞增；頻率範圍四〇〇至一〇〇〇MHz之限制值維持定值為六三dBμV/m。 4.11.2.2 ESA試驗代表件之量測值 (dBμV/m)，其應低於基準限制

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	expressed in dB microvolt/ m, shall be below the type approval limits.	值。	值。
	7.11. Specifications concerning emission of harmonics on AC power lines from ESAs	5.11 由各ESA於交流電源線所產生之關於諧波放射規定 5.11.1 試驗方法	4.12 由各ESA於交流電源線所產生之關於諧波放射規定 4.12.1 試驗方法
	7.11.1. Method of measurement The harmonics emission on AC power lines generated by the ESA representative of its type shall be measured using the method described in Annex 17. The method of measurement shall be defined by the manufacturer in accordance with the Technical Service.	試驗代表件應依19.進行量測。量測方法應依據檢測機構及申請者共同選定。	試驗代表件應依19.進行量測。量測方法應依據檢測機構及申請者共同選定。
	7.11.2. ESA type approval limit	5.11.2 ESA基準限制值	4.12.2 ESA基準限制值
	7.11.2.1. If measurements are made using the method described in Annex 17, the limits for input current ≤ 16 A per phase are those defined in IEC 61000-3-2 and given in Table 10.	5.11.2.1 對於以每相限制輸入電流小於等於一六安培，其限制值為IEC 61000-3-2中所定義及表三規定之值。	4.12.2.1 對於以每相限制輸入電流小於等於一六安培，其限制值為IEC 61000-3-2中所定義及表三規定之值。
	7.11.2.2. If measurements are made using the method described in Annex 17, the limits for input current > 16 A and ≤ 75 A per phase are those defined in IEC 61000-3-12 and given in Table 11, Table 12 and Table 13.	5.11.2.2 對於以每相限制輸入電流大於一六安培且小於等於七五安培，其限制值為IEC 61000-3-12中所定義及表四、五及六規定之值。	4.12.2.2 對於以每相限制輸入電流大於一六安培且小於等於七五安培，其限制值為IEC 61000-3-12中所定義及表四、五及六規定之值。
	7.12. Specifications concerning emission of voltage changes, voltage fluctuations and flicker on AC power lines from ESAs	5.12 由各ESA於交流電源線所產生之關於電壓變化、電壓波動及閃爍放射規定 5.12.1 試驗方法：ESA試驗代表件應依	4.13 由各ESA於交流電源線所產生之關於電壓變化、電壓波動及閃爍放射規定 4.13.1 試驗方法：ESA試驗代表件應依

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	7.12.1. Method of measurement The emission of voltage changes, voltage fluctuations and flicker on AC power lines generated by the ESA representative of its type shall be measured using the method described in Annex 18. The method of measurement shall be defined by the ESA manufacturer in accordance with the Technical Service. 7.12.2. ESA type approval limit 7.12.2.1. If measurements are made using the method described in Annex 18, the limits for rated current ≤ 16 A per phase and not subjected to conditional connection are those defined in IEC 61000-3-3, clause 5. 7.12.2.2. If measurements are made using the method described in Annex 18, the limits for rated current > 16 A and ≤ 75 A per phase and subjected to conditional connection are those defined in IEC 61000-3-11, clause 5. 7.13. Specifications concerning emission of radiofrequency conducted disturbances on AC or DC power lines from ESA 7.13.1. Method of measurement The emission of radiofrequency conducted disturbances on AC or DC	20.方法量測。量測方法應依據檢測機構及申請者共同選定。 5.12.2 ESA基準限制值 5.12.2.1 對於以每相額定電流小於等於一六安培且不受有條件連接所支配進行充電之ESA，其限制值應依IEC 61000-3-3第5條款中所定義。 5.12.2.2 對於以每相額定電流大於一六安培且小於等於七五安培，並受有條件連接所支配進行充電之ESA，其限制值應依IEC 61000-3-11第5條款中所定義。 5.13 由ESA於交流或直流電源線所產生之射頻放射傳導擾動規定 5.13.1 試驗方法：ESA試驗代表件應依21.方法量測。量測方法應依據檢測機構及申請者共同選定。	20.方法量測。量測方法應依據檢測機構及申請者共同選定。 4.13.2 ESA基準限制值 4.13.2.1 對於以每相額定電流小於等於一六安培且不受有條件連接所支配進行充電之ESA，其限制值應依IEC 61000-3-3第5條款中所定義。 4.13.2.2 對於以每相額定電流大於一六安培且小於等於七五安培，並受有條件連接所支配進行充電之ESA，其限制值應依IEC 61000-3-11第5條款中所定義。 4.14 由ESA於交流或直流電源線所產生之射頻放射傳導擾動規定 4.14.1 試驗方法：ESA試驗代表件應依21.方法量測。量測方法應依據檢測機構及申請者共同選定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	power lines generated by the ESA representative of its type shall be measured using the method described in Annex 19. The method of measurement shall be defined by the ESA manufacturer in accordance with the Technical Service. 7.13.2. ESA type approval limit 7.13.2.1. If measurements are made using the method described in Annex 19, the limits on AC power lines are those defined in IEC 61000-6-3 and given in Table 14. 7.13.2.2. If measurements are made using the method described in Annex 19, the limits on DC power lines are those defined in IEC 61000-6-3 and given in Table 15. 7.14. Specifications concerning emission of radiofrequency conducted disturbances on network and telecommunication access from ESA 7.14.1. Method of measurement The emission of radiofrequency conducted disturbances on network and telecommunication access generated by the ESA representative of its type shall be measured using the method described in Annex 20.	5.13.2 ESA基準限制值 5.13.2.1 在交流電源線上之限制值為 IEC 61000-6-3中所定義及表七所規定之值。 5.13.2.2 在直流電源線上之限制值為 IEC 61000-6-3中所定義及表八所規定之值。 5.14 由ESA於網路及電信存取界面所產生之射頻放射傳導擾動規定 5.14.1 試驗方法：試驗代表件應依22.方法量測。量測方法應依檢測機構及申請者共同選定。	4.14.2 ESA基準限制值 4.14.2.1 在交流電源線上之限制值為 IEC 61000-6-3中所定義及表七所規定之值。 4.14.2.2 在直流電源線上之限制值為 IEC 61000-6-3中所定義及表八所規定之值。 4.15 由ESA於網路及電信存取界面所產生之射頻放射傳導擾動規定 4.15.1 試驗方法：試驗代表件應依22.方法量測。量測方法應依檢測機構及申請者共同選定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	The method of measurement shall be defined by the ESA manufacturer in accordance with the Technical Service. 7.14.2. ESA type approval limit 7.14.2.1. If measurements are made using the method described in Annex 20, the limits on network and telecommunication access (telecommunication access as defined in Clause 3.6 of CISPR22) are those defined in IEC 61000-6-3 and given in Table 16. 7.15. Specifications concerning the immunity of ESAs to electrical fast transient/burst disturbances conducted along AC and DC power lines. 7.15.1. Method of testing 7.15.1.1. The immunity to electrical fast transient/burst disturbances conducted along AC and DC power lines of the ESA representative of its type shall be tested by the method described in Annex 21. 7.15.2. ESA immunity type approval limits 7.15.2.1. If tests are made using the methods described in Annex 21, the immunity test levels, for AC or DC	5.14.2 ESA基準限制值 5.14.2.1 在網路及電信存取界面上之限制值(電信存取界面為CISPR22，第3.6條款所定義)為IEC 61000-6-3中所定義及表九所規定之值。 5.15 沿交流及直流電源線之電性快速暫態脈衝(Electrical fast transient)/叢訊擾動(Burst disturbance)傳導之所有ESA免疫力規定 5.15.1 試驗方法 5.15.1.1 試驗代表件應依23.方法量測。 5.15.2 ESA免疫力基準限制值 5.15.2.1 對於交流或直流電源線之免疫力試驗等級，於開迴路之試驗電壓應為正負二千伏特，上升時間(Tr)五奈秒，持續時間(Th)五〇奈秒以及至少一分鐘之重複率五千赫。	4.15.2 ESA基準限制值 4.15.2.1 在網路及電信存取界面上之限制值(電信存取界面為CISPR22，第3.6條款所定義)為IEC 61000-6-3中所定義及表九所規定之值。 4.16 沿交流及直流電源線之電性快速暫態脈衝(Electrical fast transient)/叢訊擾動(Burst disturbance)傳導之所有ESA免疫力規定 4.16.1 試驗方法 4.16.1.1 試驗代表件應依23.方法量測。 4.16.2 ESA免疫力基準限制值 4.16.2.1 對於交流或直流電源線之免疫力試驗等級，於開迴路之試驗電壓應為正負二千伏特，上升時間(Tr)五奈秒，持續時間(Th)五〇奈秒以及至少一分鐘之重複率五千赫。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	power lines, shall be: +/- 2 kV test voltage in open circuit, with a rise time (Tr) of 5 ns, and a hold time (Th) of 50 ns and a repetition rate of 5 kHz for at least 1 minute. 7.15.2.2. The ESA representative of its type shall be considered as complying with immunity requirements if, during the tests performed in accordance with Annex 21, there shall be no degradation of performance of "immunity related functions", according to paragraph 2.2. of Annex 9. 7.16. Specifications concerning the immunity of ESAs to surge conducted along AC or DC power lines 7.16.1. Method of testing 7.16.1.1. The immunity to surge conducted along AC / DC power lines of the ESA representative of its type shall be tested by the method described in Annex 22. 7.16.2. ESA immunity type approval limits 7.16.2.1. If tests are made using the methods described in Annex 22, the immunity test levels shall be: (a) For AC power lines: +/- 2 kV test	5.15.2.2 各ESA試驗代表件應符合免疫力規範，11.2.2之相關免疫力功能之性能於23.規定試驗期間不應降低。 5.16 沿交流或直流電源線之突波傳導之所有ESA免疫力規定 5.16.1 試驗方法 5.16.1.1 試驗代表件應依24.方法量測。 5.16.2 ESA免疫力基準限制值 5.16.2.1 免疫力試驗等級應為： (a)交流電源線：開迴路試驗電壓於電源線及接地之間應為正負二千伏特，電源線間應為正負一千伏特(脈波一·二微秒/五〇微秒)，上升時間(Tr) 一·二微秒，保持時間(Th) 五〇微秒。每個突波應施予五次，每個脈波間隔在一分鐘內，於各相位0、九0、一八0及二七0度施予。 (b)直流電源線：開迴路試驗電壓於電	4.16.2.2 各ESA試驗代表件應符合免疫力規範，11.2.2之相關免疫力功能之性能於23.規定試驗期間不應降低。 4.17 沿交流或直流電源線之突波傳導之所有ESA免疫力規定 4.17.1 試驗方法 4.17.1.1 試驗代表件應依24.方法量測。 4.17.2 ESA免疫力基準限制值 4.17.2.1 免疫力試驗等級應為： (a)交流電源線：開迴路試驗電壓於電源線及接地之間應為正負二千伏特，電源線間應為正負一千伏特(脈波一·二微秒/五〇微秒)，上升時間(Tr) 一·二微秒，保持時間(Th) 五〇微秒。每個突波應施予五次，每個脈波間隔在一分鐘內，於各相位0、九0、一八0及二七0度施予。 (b)直流電源線：開迴路試驗電壓於電

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	voltage in open circuit between line and earth and +/- 1 kV between lines (pulse 1.2 microseconds / 50 microseconds), with a rise time (Tr) of 1.2 microseconds, and a hold time (Th) of 50 microseconds. Each surge shall be applied five times with a maximum delay of 1 minute between each pulse. This has to be applied for the following phases: 0, 90, 180 and 270 deg., (b) For DC power lines: +/- 0.5 kV test voltage in open circuit between line and earth and +/- 0.5 kV between lines (pulse 1.2 microseconds / 50 microseconds) with a rise time (Tr) of 1.2 microseconds, and a hold time (Th) of 50 microseconds. Each surge shall be applied five times with a maximum delay of 1 minute. 7.16.2.2. The ESA representative of its type shall be considered as complying with immunity requirements if, during the tests performed in accordance with Annex 22, there shall be no degradation of performance of "immunity related functions", according to paragraph 2.2. of Annex 9. 7.17. Specifications concerning the	源線及接地之間應為正負 0.5 千伏特，電源線之間應為正負 0.5 千伏特（脈波一.二秒/50 微秒）。上升時間(Tr) 一.二微秒，保持時間(Th) 50 微秒，每個突波應施予五次，每個脈波間隔在一分鐘內。 5.16.2.2 各ESA試驗代表件應符合免疫力規範，11.2.2之相關免疫力功能之性能於24.規定試驗期間不應降低。 5.17 由各ESA於一二/二四伏特電源	源線及接地之間應為正負 0.5 千伏特，電源線之間應為正負 0.5 千伏特（脈波一.二秒/50 微秒）。上升時間(Tr) 一.二微秒，保持時間(Th) 50 微秒，每個突波應施予五次，每個脈波間隔在一分鐘內。 4.17.2.2 各ESA試驗代表件應符合免疫力規範，11.2.2之相關免疫力功能之性能於24.規定試驗期間不應降低。 4.18 由各ESA於一二/二四伏特電源

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	emission of transient conducted disturbances generated by ESAs on 12 / 24 V supply lines 7.17.1. Method of testing The emission of ESA representative of its type shall be tested by the method(s) according to ISO 7637-2, as described in Annex 10 for the levels given in Table 17. 7.18. Specifications concerning immunity of ESAs to electromagnetic radiation 7.18.1. Method(s) of testing The immunity to electromagnetic radiation of the ESA representative of its type shall be tested by the method(s) chosen from those described in Annex 9. 7.18.2. ESA immunity type approval limits 7.18.2.1. If tests are made using the methods described in Annex 9, the immunity test levels shall be 60 volts/m rms for the 150 mm stripline testing method, 15 volts/m rms for the 800 mm stripline testing method, 75 volts/m rms for the Transverse Electromagnetic Mode (TEM) cell testing method, 60 mA rms for the Bulk Current Injection (BCI) testing	線所產生之暫態傳導擾動放射規定 5.17.1 ESA試驗代表件所產生之放射，應如表一所示之各等級，依12.規定所述之ISO 7637-2進行試驗。 5.18 關於電磁輻射之各ESA免疫力規範 5.18.1 試驗方法：試驗代表件應依11.方法進行試驗。 5.18.2 ESA免疫力基準限制值 5.18.2.1 依11.方法量測，於涵蓋二〇至二〇〇〇 MHz之百分之九〇頻寬內， (a)關於一五〇公釐帶線試驗方法，其免疫力試驗標準應為六〇 V/m rms (均方根)； (b)關於八〇〇公釐帶線試驗方法應為一五V/m； (c)關於橫向電磁波室(TEM)試驗方法應為七五V/m； (d)關於大電流注入(BCI)試驗方法應	線所產生之暫態傳導擾動放射規定 4.18.1 ESA試驗代表件所產生之放射，應如表一所示之各等級，依12.規定所述之ISO 7637-2進行試驗。 4.19 關於電磁輻射之各ESA免疫力規範 4.19.1 試驗方法：試驗代表件應依11.方法進行試驗。 4.19.2 ESA免疫力基準限制值 4.19.2.1 依11.方法量測，於涵蓋二〇至二〇〇〇 MHz之百分之九〇頻寬內， (a)關於一五〇公釐帶線試驗方法，其免疫力試驗標準應為六〇 V/m rms (均方根)； (b)關於八〇〇公釐帶線試驗方法應為一五V/m； (c)關於橫向電磁波室(TEM)試驗方法應為七五V/m； (d)關於大電流注入(BCI)試驗方法應

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	method and 30 volts/m rms for the free field testing method in over 90 per cent of the 20 to 2,000 MHz frequency band, and to a minimum of 50 volts/m rms for the 150 mm stripline testing method, 12.5 volts/m rms for the 800 mm stripline testing method, 62.5 volts/m rms, for the TEM cell testing method, 50 mA rms for the bulk current injection (BCI) testing method and 25 volts/m rms for the free field testing method over the whole 20 to 2,000 MHz frequency band. 7.18.2.2. The ESA representative of its type shall be considered as complying with immunity requirements if, during the tests performed in accordance with Annex 9, there shall be no degradation of performance of "immunity related functions". 7.19. Specifications concerning the immunity of ESAs to transient disturbances conducted along 12 / 24 V supply lines. 7.19.1. Method of testing The immunity of ESA representative of its type shall be tested by the method(s) according to ISO	為六 0 mA rms； (e)關於自由磁場試驗方法應為三 0 V/m rms。 於二 0 至二 0 0 0 兆赫之所有頻寬內， (a)關於一五 0 公釐帶線試驗方法其免疫力試驗標準最小值應為五 0 V/m rms； (b)關於八 0 0 公釐帶線試驗方法最小值應為一二・五V/m rms； (c)關於橫向電磁波室(TEM)試驗方法最小值應為六二・五V/m rms； (d)關於大電流注入(BCI)試驗方法之最小值應為五 0 mA rms； (e)關於自由場試驗方法最小值應為二五V/m rms。 5.18.2.2 各ESA試驗代表件應符合免疫力規範，相關免疫力功能之性能於11.規定試驗期間不應降低。 5.19 沿一二/二四伏特電源線暫態傳導擾動之各ESA免疫力規定 5.19.1 試驗方法：ESA試驗代表件，應如表二所示之各等級，依 12.規定所述之 ISO 7637-2 進行試驗。	為六 0 mA rms； (e)關於自由磁場試驗方法應為三 0 V/m rms。 於二 0 至二 0 0 0 兆赫之所有頻寬內， (a)關於一五 0 公釐帶線試驗方法其免疫力試驗標準最小值應為五 0 V/m rms； (b)關於八 0 0 公釐帶線試驗方法最小值應為一二・五V/m rms； (c)關於橫向電磁波室(TEM)試驗方法最小值應為六二・五V/m rms； (d)關於大電流注入(BCI)試驗方法之最小值應為五 0 mA rms； (e)關於自由場試驗方法最小值應為二五V/m rms。 4.19.2.2 各ESA試驗代表件應符合免疫力規範，相關免疫力功能之性能於11.規定試驗期間不應降低。 4.20 沿一二/二四伏特電源線暫態傳導擾動之各ESA免疫力規定 4.20.1 試驗方法：ESA試驗代表件，應如表二所示之各等級，依12.規定所述之ISO 7637-2進行試驗。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	7637-2, as described in Annex 10 with the test levels given in Table 18.		
【項次調整5.10 ~5.11→5.20 ~5.21】 修正說明：配合前項修正進行項次調整。	7.20. Exceptions 7.20.1. When there is no direct connection to a telecommunication network which includes telecommunication service additional to the charging communication service, Annex 14 and Annex 20 shall not apply. 7.20.2. When network and telecommunication access of the vehicle uses power line Transmission (PLT) on its AC/DC power lines, Annex 14 shall not apply. 7.20.3. When network and telecommunication access of the ESA uses Power Line Transmission (PLT) on its AC/DC power lines, Annex 20 shall not apply. 7.20.4. Vehicles and / or ESA which are intended to be used in "REESS charging mode coupled to the power grid" in the configuration connected to a DC-charging station with a length of a DC network cable shorter than 30 m do not have to fulfil the requirements of Annex 13, Annex 15, Annex 16, Annex 19, Annex 21 and Annex 22.	<u>5.20</u> 例外情形 <u>5.20.1</u> 若無法直接連結到電信網路，包含附加計費通信服務之電信服務，則不適用16.及22.之規範。 <u>5.20.2</u> 若車輛之網路及電信存取界面於其交流/直流電源線上使用電力線通信(PLT)技術，則不適用16.之規範。 <u>5.20.3</u> 若ESA之網路及電信存取界面，於交流/直流電源線上使用電力線通信(Power Line Transmission, PLT)技術，則不適用22.之規範。 <u>5.20.4</u> 車輛及/或ESA具備「REESS充電模式連結至電網 (Power grid)」配置者，對於其組成中連接到直流充電站之直流網路線長度小於三0公尺者，可不需符合本項15、17、18、21、23及24規範。 於此情況下，申請者應提供該車輛及/或ESA於「REESS連接至電網 (Power grid)」限定使用長度在三	5.10 例外情形 5.10.1 若無法直接連結到電信網路，包含附加計費通信服務之電信服務，則不適用16.及22.之規範。 5.10.2 若車輛之網路及電信存取界面於其交流/直流電源線上使用電力線通信(PLT)技術，則不適用16.之規範。 5.10.3 若ESA之網路及電信存取界面，於交流/直流電源線上使用電力線通信(Power Line Transmission, PLT)技術，則不適用22.之規範。 5.10.4 車輛及/或ESA具備「REESS充電模式連結至電網 (Power grid)」配置者，對於其組成中連接到直流充電站之直流網路線長度小於三0公尺者，可不需符合本項15、17、18、21、23及24規範。 於此情況下，申請者應提供該車輛及/或ESA於「REESS連接至電網 (Power grid)」限定使用長度在三

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	In this case, the manufacturer shall provide a statement that the vehicle and/or ESA can be used in "REESS charging mode coupled to the power grid" only with cables shorter than 30 m. This information shall be made publicly available following the type approval. 7.20.5. Vehicles and / or ESA which are intended to be used in "REESS charging mode coupled to the power grid" in the configuration connected to a local / private DC-charging station without additional participants do not have to fulfil requirements of Annexes 13, 15, 16, 19, 21 and 22. In this case, the manufacturer shall provide a statement that the vehicle and / or ESA can be used in "REESS charging mode coupled to the power grid" only with a local/private DC charging station without additional participants. This information shall be made publicly available following the type approval.	0 公尺以下電纜線之聲明。前述資訊應參照本基準規定並予以公開。 <u>5.20.5</u> 若車輛及/或ESA具備REESS充電模式連結至電網（Power grid）配置者，在連接至本地/私人直流充電站且無其他使用者使用，可不需符合本項15、17、18、21、23及24規範。 於此情況下，申請者應提供該車輛及/或ESA「REESS連接至電網（Power grid）」限定只連接到本地/私人直流充電站且無其他使用者使用之聲明。前述資訊應參照本基準規定並予以公開。 <u>5.21</u> 高壓模擬網路 高壓模擬網路，如圖七、圖八及圖九所示。	0 公尺以下電纜線之聲明。前述資訊應參照本基準規定並予以公開。 5.10.5 若車輛及/或ESA具備REESS充電模式連結至電網（Power grid）配置者，在連接至本地/私人直流充電站且無其他使用者使用，可不需符合本項15、17、18、21、23及24規範。 於此情況下，申請者應提供該車輛及/或ESA「REESS連接至電網（Power grid）」限定只連接到本地/私人直流充電站且無其他使用者使用之聲明。前述資訊應參照本基準規定並予以公開。 5.11 高壓模擬網路 高壓模擬網路，如圖七、圖八及圖九所示。
修正說明：配合前項修正進行項次調整。	Annex 5 Method of measurement of radiated narrowband electromagnetic emissions from vehicles	7. 車輛所產生之窄頻電磁放射幅射試驗方法 ... 7.1.3 首先，以均值檢波器量測車輛收	7. 車輛所產生之窄頻電磁放射幅射試驗方法 ... 7.1.3 首先，以均值檢波器量測車輛收

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	... 1.3. As an initial step the levels of emissions in the Frequency Modulation (FM) band (76 to 108 MHz) shall be measured at the vehicle broadcast radio antenna with an average detector. If the level specified in paragraph 6.3.2.4. of this Regulation is not exceeded, then the vehicle shall be deemed to comply with the requirements of this annex in respect of that frequency band and the full test shall not be carried out. 1.4. As an alternative for vehicles of category L the measurement location can be chosen according to Annex 4, paragraphs 3.1. and 3.2.	音機天線FM頻帶(七六至一〇八兆赫)內的放射位準。若沒有超過4.3.2.4標準，則車輛可視為符合電磁放射幅射限制值，不必再進行完整試驗。 7.1.4 L類車輛可依據6.3.1及6.3.2選擇量測位置。 ...	音機天線FM頻帶(七六至一〇八兆赫)內的放射位準。若沒有超過4.4.2.4標準，則車輛可視為符合電磁放射幅射限制值，不必再進行完整試驗。 7.1.4 L類車輛可依據5.3選擇量測位置。 ...
修正說明：配合前項修正進行項次調整。	Annex 7 Method of measurement of radiated broadband electromagnetic emissions from electrical/electronic sub-assemblies (ESAs) ... 3.4. Ambient To ensure that there is no extraneous noise or signal of a magnitude sufficient to affect materially the measurement, measurements shall be taken before or after the main test. In this measurement, the extraneous	8. 各ESA所產生之寬頻電磁放射輻射試驗方法 ... 8.3.4 環境：為確保無其他外來雜訊或充分影響設備材料之訊號，在主試驗前設備應被移走。 除了意圖的窄頻環境放射外，在此試驗中，外來雜訊或訊號應至少低於4.5.2.1所規定的干擾限制值六dB。	8. 各ESA所產生之寬頻電磁放射輻射試驗方法 ... 8.3.4 環境：為確保無其他外來雜訊或充分影響設備材料之訊號，在主試驗前設備應被移走。 除了意圖的窄頻環境放射外，在此試驗中，外來雜訊或訊號應至少低於4.6.2.1所規定的干擾限制值六dB。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	noise or signal shall be at least 6 dB below the limits of interference given in paragraph 6.5.2.1. of this Regulation, except for intentional narrowband ambient transmissions. 4. Test requirements 4.1. The limits apply throughout the frequency range 30 to 1,000 MHz for measurements performed in a semi anechoic chamber or an outdoor test site. 4.2. Measurements can be performed with either quasi-peak or peak detectors. The limits given in paragraphs 6.2. and 6.5. of this Regulation are for quasi-peak detectors. If peak detectors are used a correction factor of 20 dB as defined in CISPR 12 shall be applied.	8.4 試驗要求 8.4.1 在半回聲室或外部試驗場地，應對30至1000 MHz整個頻率範圍限制進行量測。 8.4.2 量測應使用準峰值或峰值檢波器。4.2及4.5所列限制值為以準峰值檢波器量測。而若峰值檢波器依據CISPR 12採用了二0分貝之校正係數，也應得以適用。 ...	8.4 試驗要求 8.4.1 在半回聲室或外部試驗場地，應對30至1000 MHz整個頻率範圍限制進行量測。 8.4.2 量測應使用準峰值或峰值檢波器。4.3及4.6所列限制值為以準峰值檢波器量測。而若峰值檢波器依據CISPR 12採用了二0分貝之校正係數，也應得以適用。 ...
修正說明：配合前項修正進行項次調整。	Annex 8 Method of measurement of radiated narrowband electromagnetic emissions from electrical/electronic sub-assemblies ... 3.3. Ambient To ensure that there is no extraneous noise or signal of a magnitude sufficient to affect materially the measurement; measurements shall be taken before	9. 電機/電子裝置所產生之窄頻電磁放射幅射試驗方法 ... 9.3.3 環境：為確保沒有其他外來雜訊或信號振幅足以明顯地影響量測，環境量測應在主試驗前或後進行。除了意圖的窄頻環境放射外，在此試驗中，外來雜訊或訊號應至少較本4.6.2.1所規定的電磁干擾限制值	9. 電機/電子裝置所產生之窄頻電磁放射幅射試驗方法 ... 9.3.3 環境：為確保沒有其他外來雜訊或信號振幅足以明顯地影響量測，環境量測應在主試驗前或後進行。除了意圖的窄頻環境放射外，在此試驗中，外來雜訊或訊號應至少較本4.7.2.1所規定的電磁干擾限制值

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	or after the main test. In this measurement, the extraneous noise or signal shall be at least 6 dB below the limits of interference given in paragraph 6.6.2.1. of this Regulation, except for intentional narrowband ambient transmissions. ...	低六dB。 ...	低六dB。 ...
【項次調整 10.2.3~10.2.5 → 10.2.1.1~10.2.1.3】 修正說明：經與R10內容對照，原項次10.2.3內容應屬項次10.2.1之子項規定，故將其調整於10.2.1.1。	Annex 6 Method of testing for immunity of vehicles to electromagnetic radiation ... 2. Vehicle state during tests 2.1. Vehicle in configuration other than "REESS charging mode coupled to the power grid. 2.1.1. The vehicle shall be in an unladen condition except for necessary test equipment. 2.1.1.1. The engine shall normally turn the driving wheels at a steady speed of 50 km/h if there is no technical reason due to the vehicle to define a different condition. For vehicles of categories L₁ and L₂ the steady speed shall normally be turned at 25 km/h. The vehicle shall be on an appropriately loaded dynamometer or alternatively	10. 車輛電磁輻射免疫力試驗方法 ... 10.2 車輛於試驗時之狀態 10.2.1 車輛處於非「REESS充電模式連結電網（Power grid）」之配置。 <u>10.2.1.1</u> 除必要測試設備，車輛應在無負載之狀態。 <u>10.2.1.1.1</u> 若沒有任何技術原因會導致車輛有不同狀態時，引擎之運轉應讓車輛正常維持五0公里/小時之穩定速度。 對L1及L2類車輛而言車速則應正常維持在二五公里/小時。 <u>車輛應適當擺設於底盤動力計上或者若無底盤動力計時，可於車軸下放置與地面間隙最小且可絕緣之支架。</u>	10. 車輛電磁輻射免疫力試驗方法 ... 10.2 車輛於試驗時之狀態 10.2.1 車輛處於非「REESS充電模式連結電網（Power grid）」之配置。 ... <u>10.2.3</u> 除必要測試設備外，車輛應在無負載之狀態。 <u>10.2.3.1</u> 若沒有任何技術原因會導致車輛有不同狀態時，引擎之運轉應讓車輛正常維持五0公里/小時之穩定速度。 對L1及L2類車輛而言車速則應正常維持在二五公里/小時。 若無底盤動力計時，可於車軸下放置與地面間隙最小且可絕緣之支架。 <u>車輛應適當擺設於底盤動力計上或者無任何動力測試計時，可選擇擺設</u>

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	supported on insulated axle stands with minimum ground clearance if no dynamometer is available. Where appropriate, transmission shafts, belts or chains may be disconnected (e.g. trucks, two and three-wheel vehicles).	在適當情況下，傳動軸、皮帶或鏈條可不連接（如貨車、二輪及三輪車輛）。 若合適的話，則變速箱、皮帶或鏈條可位於空檔（如拖車，二軸及三軸車輛）。	<u>在有最小離地淨空之隔離軸上。</u> 在適當情況下，傳動軸、皮帶或鏈條可不連接（如貨車、二輪及三輪車輛）。 若合適的話，則變速箱、皮帶或鏈條可位於空檔（如拖車，二軸及三軸車輛）。
2.1.1.2. Basic vehicle conditions	The paragraph defines minimum test conditions (as far as applicable) and failures criteria for vehicle immunity tests. Other vehicle systems, which can affect immunity related functions, shall be tested in a way to be agreed between manufacturer and Technical Service.	<u>10.2.1.1.2</u> 基本車輛狀態 此段規範最小之測試狀態及車輛免疫力測試失效標準。 其他會影響相關功能免疫力之車輛系統，需採用申請者及檢測機構間皆認同之方法測試。	<u>10.2.3.2</u> 基本車輛狀態 此段規範最小之測試狀態及車輛免疫力測試失效標準。 其他會影響相關功能免疫力之車輛系統，需採用申請者及檢測機構間皆認同之方法測試。
2.1.1.3. All equipment which can be switched on permanently by the driver or passenger should be in normal operation.		<u>10.2.1.1.3</u> 所有能被駕駛或乘客永久開啟的配備應於車輛之正常運作狀態下。	<u>10.2.3.3</u> 所有能被駕駛或乘客永久開啟的配備應於車輛之正常運作狀態下。
2.1.1.4. All other systems which affect the driver's control of the vehicle shall be (on) as in normal operation of the vehicle.		<u>10.2.1.1.4</u> 所有其它會影響駕駛操控車輛之系統應於車輛之正常運作狀態下。	<u>10.2.3.4</u> 所有其它會影響駕駛操控車輛之系統應於車輛之正常運作狀態下。
2.1.2. If there are vehicle electrical/electronic systems which form an integral part of the direct control of the vehicle, which will not operate under the conditions described in paragraph 2.1., it will be		<u>10.2.1.2</u> 若有可直接控制車輛電子/電機系統之必要元件，在10.2.1之狀況下不能操作時，申請者得以提供報告或額外證明予檢測機構說明車輛電子/電機系統符合此法規之規範。這些證明應檢附在 <u>試驗報告</u> 內。 <u>10.2.1.3</u> 當車輛處於監控狀態時僅能使用非干擾設備。無論是否符合本	<u>10.2.4</u> 若有可直接控制車輛電子/電機系統之必要元件，在10.2.3之狀況下不能操作時，申請者得以提供報告或額外證明予檢測機構說明車輛電子/電機系統符合此法規之規範。這些證明應檢附在 <u>型式審驗文件</u> 內。 <u>10.2.5</u> 當車輛處於監控狀態時僅能使

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	permissible for the manufacturer to provide a report or additional evidence to the Technical Service that the vehicle electrical/electronic system meets the requirements of this Regulation. Such evidence shall be retained in the type approval documentation. 2.1.3. Only non-perturbing equipment shall be used while monitoring the vehicle. The vehicle exterior and the passenger compartment shall be monitored to determine whether the requirements of this annex are met (e.g. by using (a) video camera(s), a microphone, etc.).	節規範(例如使用攝影機、麥克風等)，車輛外部及乘室空間應被監控以利判定。	用非干擾設備。無論是否符合本節規範(例如使用攝影機、麥克風等)，車輛外部及乘室空間應被監控以利判定。
修正說明：配合前項修正進行項次調整。		10.2.3 充電站/電源(Power mains) 充電站可設於試驗區內或試驗區外。 註一：若能模擬車輛和充電站間之通訊，則可以電源替代充電站。 在此兩種情況下，重複的電源和通訊線路插座，應置放於試驗區域並符合下列條件： (a)應放置在接地平面(Ground plane)。 (b)電源/通訊線路插座和模擬網路(AN)/阻抗穩定器(IS)之間的導線(Harness)長度應儘可能的縮短。 (c)電源/通訊線路插座和模擬網路(AN)/阻抗穩定器(IS)之間的導線應儘可能放置靠近接地平面。	10.2.6 充電站/電源(Power mains) 充電站可設於試驗區內或試驗區外。 註一：若能模擬車輛和充電站間之通訊，則可以電源替代充電站。 在此兩種情況下，重複的電源和通訊線路插座，應置放於試驗區域並符合下列條件： (a)應放置在接地平面(Ground plane)。 (b)電源/通訊線路插座和模擬網路(AN)/阻抗穩定器(IS)之間的導線(Harness)長度應儘可能的縮短。 (c)電源/通訊線路插座和模擬網路(AN)/阻抗穩定器(IS)之間的導線應儘可能放置靠近接地平面。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		註二：電源和通訊線路插座應經由濾波器濾波。 如充電站設置於試驗區域內，則充電站和電源/通訊線路插座之間的導線應於下列條件下置放： (a) 充電站側面之導線應向下垂掛至接地平面。 (b) 多餘長度應儘可能放置靠近接地平面，及必要之“Z型折疊”。 註三：充電站應該放置在接收天線的波束寬度(Beam width)以外。 <u>10.2.4</u> 模擬網路(Artificial network, AN) 模擬網路應直接安裝在接地平面上。模擬網路之外殼應與接地平面接合。 每一個模擬網路的量測接頭(Port)應給予50 歐姆負載。 模擬網路之置放，應依圖一五之一、圖一五之二、圖一五之三及圖一五之四之定義。 <u>10.2.5</u> 阻抗穩定器 (Impedance Stabilization, IS) 通訊線路應經由阻抗穩定器連接於車輛。 連接至網路及通訊電纜之阻抗穩定器，應依CISPR 22第9.6.2條之定義。 阻抗穩定器應直接安裝於接地平面上。阻抗穩定器之外殼應與接地平面接合。	註二：電源和通訊線路插座應經由濾波器濾波。 如充電站設置於試驗區域內，則充電站和電源/通訊線路插座之間的導線應於下列條件下置放： (a) 充電站側面之導線應向下垂掛至接地平面。 (b) 多餘長度應儘可能放置靠近接地平面，及必要之“Z型折疊”。 註三：充電站應該放置在接收天線的波束寬度(Beam width)以外。 10.2.7 模擬網路(Artificial network, AN) 模擬網路應直接安裝在接地平面上。模擬網路之外殼應與接地平面接合。 每一個模擬網路的量測接頭(Port)應給予50 歐姆負載。 模擬網路之置放，應依圖一五之一、圖一五之二、圖一五之三及圖一五之四之定義。 10.2.8 阻抗穩定器 (Impedance Stabilization, IS) 通訊線路應經由阻抗穩定器連接於車輛。 連接至網路及通訊電纜之阻抗穩定器，應依CISPR 22第9.6.2條之定義。 阻抗穩定器應直接安裝於接地平面上。阻抗穩定器之外殼應與接地平面接合。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		每一個阻抗穩定器的量測接頭應給予五〇歐姆負載。 應依圖一五之三及圖一五之四的定義置放阻抗穩定器。 10.2.6 電源充電/通訊電纜 電源充電/通訊電纜應以直線方式放置在模擬網路/阻抗穩定器和車輛充電插頭之間。電纜長度應為〇・八公尺（正〇・二/負〇公尺）。 若電纜長度大於一公尺，則其多餘長度應以“Z型折疊”且其寬度應小於〇・五公尺。 在車輛側面的充電/通訊電纜應垂直地懸掛距離車體一〇〇公釐（正二〇〇/負〇公釐）。 所有電纜應放置在非導電性且具有相對低的介電常數(Dielectric-constant)的材料(epsilon_r小於等於一・四)上，且在接地平面上方一〇〇公釐（正/負二五公釐）處。	每一個阻抗穩定器的量測接頭應給予五〇歐姆負載。 應依圖一五之三及圖一五之四的定義置放阻抗穩定器。 10.2.9 電源充電/通訊電纜 電源充電/通訊電纜應以直線方式放置在模擬網路/阻抗穩定器和車輛充電插頭之間。電纜長度應為〇・八公尺（正〇・二/負〇公尺）。 若電纜長度大於一公尺，則其多餘長度應以“Z型折疊”且其寬度應小於〇・五公尺。 在車輛側面的充電/通訊電纜應垂直地懸掛距離車體一〇〇公釐（正二〇〇/負〇公釐）。 所有電纜應放置在非導電性且具有相對低的介電常數(Dielectric-constant)的材料(epsilon_r小於等於一・四)上，且在接地平面上方一〇〇公釐（正/負二五公釐）處。
修正說明：配合前項修正進行項次調整。		19 由ESA沿交流電源線所產生諧波放射之試驗方法 ... 19.4 試驗要求 19.4.1 偶數及奇數的電流諧波量測，應執行到第四〇次諧波。 19.4.2 處於「REESS充電模式連結電網(Power grid)」配置內之單相或三相所有ESA，其限制值於每相電流	19 由ESA沿交流電源線所產生諧波放射之試驗方法 ... 19.4 試驗要求 19.4.1 偶數及奇數的電流諧波量測，應執行到第四〇次諧波。 19.4.2 處於「REESS充電模式連結電網(Power grid)」配置內之單相或三相所有ESA，其限制值於每相電流

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		輸入小於等於一六安培者，應依5.11.2.1表三之規定。 19.4.3 處於「REESS充電模式連結電網(Power grid)」配置內之單相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培者，應依5.11.2.2表四之規定。 19.4.4 處於「REESS充電模式連結電網(Power grid)」配置內之三相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培者，應依5.11.2.2表五之規定。 19.4.5 對於所有ESA處於「REESS充電模式連結電網(Power grid)」配置內之三相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培，符合IEC 61000-3-12 5.2條款內(a)、(b)及(c)三個條件之一者，應依5.11.2.2表六之規定。	輸入小於等於一六安培者，應依4.12.2.1表三之規定。 19.4.3 處於「REESS充電模式連結電網(Power grid)」配置內之單相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培者，應依4.12.2.2表四之規定。 19.4.4 處於「REESS充電模式連結電網(Power grid)」配置內之三相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培者，應依4.12.2.2表五之規定。 19.4.5 對於所有ESA處於「REESS充電模式連結電網(Power grid)」配置內之三相所有ESA，其限制值於每相電流輸入大於一六安培且小於等於七五安培，符合IEC 61000-3-12 5.2條款內(a)、(b)及(c)三個條件之一者，應依4.12.2.2表六之規定。
修正說明：配合前項修正進行項次調整。		20. ESA交流電源線的電壓變化、電壓波動及閃爍(Flicker)等放射之試驗方法 ... 20.4 試驗要求 20.4.1 於時域內應被確認之參數，為短時間閃爍值、長時間閃爍值及電壓之相對變化。 20.4.2 處於「REESS充電模式連結電網(Power grid)」配置內之ESA之限制值，應依據5.12.2.1進行，每相額	20. ESA交流電源線的電壓變化、電壓波動及閃爍(Flicker)等放射之試驗方法 ... 20.4 試驗要求 20.4.1 於時域內應被確認之參數，為短時間閃爍值、長時間閃爍值及電壓之相對變化。 20.4.2 處於「REESS充電模式連結電網(Power grid)」配置內之ESA之限制值，應依據4.13.2.1進行，每相額

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		定電流小於等於一六安培，且不受特定條件連接。 20.4.3 處於「REESS充電模式連結電網(Power grid)」配置內之ESA之限制值，應依據5.12.2.2進行，每相額定電流大於一六安培且小於等於七五安培，並受特定條件連接。	定電流小於等於一六安培，且不受特定條件連接。 20.4.3 處於「REESS充電模式連結電網(Power grid)」配置內之ESA之限制值，應依據4.13.2.2進行，每相額定電流大於一六安培且小於等於七五安培，並受特定條件連接。
修正說明：配合前項修正進行項次調整。		21. 由ESA沿交流及直流電源線之射頻傳導擾動放射 (Emission of radiofrequency conducted disturbance)試驗方法 ... 21.4.2 量測應使用均值、以及準峰值或峰值檢波器。限制值依5.13.2.1、5.13.2.2規定，其表七係針對交流電源線，表八係針對直流電源線規範。峰值檢波器者，應依據CISPR 12採用二0分貝之校正係數。	21. 由ESA沿交流及直流電源線之射頻傳導擾動放射 (Emission of radiofrequency conducted disturbance)試驗方法 ... 21.4.2 量測應使用均值、以及準峰值或峰值檢波器。限制值依4.14.2.1、4.14.2.2規定，其表七係針對交流電源線，表八係針對直流電源線規範。峰值檢波器者，應依據CISPR 12採用二0分貝之校正係數。
修正說明：配合前項修正進行項次調整。		22. 由ESA於網路及電信存取界面之射頻傳導擾動放射試驗方法 ... 22.4.2量測應使用均值、以及準峰值或峰值檢波器。限制值依5.14.2.1之表九規定。峰值檢波器者，應依據CISPR 12採用二0分貝之校正係數。	22. 由ESA於網路及電信存取界面之射頻傳導擾動放射試驗方法 ... 22.4.2量測應使用均值、以及準峰值或峰值檢波器。限制值依4.15.2.1之表九規定。峰值檢波器者，應依據CISPR 12採用二0分貝之校正係數。
修正說明：配合前項修正進行項次調整。		23. 沿交流及直流電源線進行電性快速暫態脈波(Electrical fast transient)/叢訊擾動(Burst disturbance)傳導之ESA免疫力試驗方法	23. 沿交流及直流電源線進行電性快速暫態脈波(Electrical fast transient)/叢訊擾動(Burst disturbance)傳導之ESA免疫力試驗方法

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		... 23.4.3 檢測機構應依照5.15.2.1規範執行試驗。或者，申請者提供由符合ISO 17025認證且經主管機關認可之實驗室所出具之量測資料，檢測機構確認ESA符合本節規範後，可選擇無須進行試驗。	... 23.4.3 檢測機構應依照4.15.2.1規範執行試驗。或者，申請者提供由符合ISO 17025認證且經主管機關認可之實驗室所出具之量測資料，檢測機構確認ESA符合本節規範後，可選擇無須進行試驗。
修正說明：配合前項修正進行項次調整。		24. 沿交流及直流電源線進行突波傳導之所有ESA免疫力試驗方法 ... 24.4.3 檢測機構應依照5.16.2.1規範執行試驗。 或者，申請者提供由符合ISO 17025認證且經主管機關認可之實驗室所出具之量測資料，檢測機構確認ESA符合本節規範，則可選擇無須進行試驗。	24. 沿交流及直流電源線進行突波傳導之所有ESA免疫力試驗方法 ... 24.4.3 檢測機構應依照4.16.2.1規範執行試驗。 或者，申請者提供由符合ISO 17025認證且經主管機關認可之實驗室所出具之量測資料，檢測機構確認ESA符合本節規範，則可選擇無須進行試驗。

【考量本次修正主要是針對項次進行調整，爰不逐一列出不影響之處(圖、表)。】

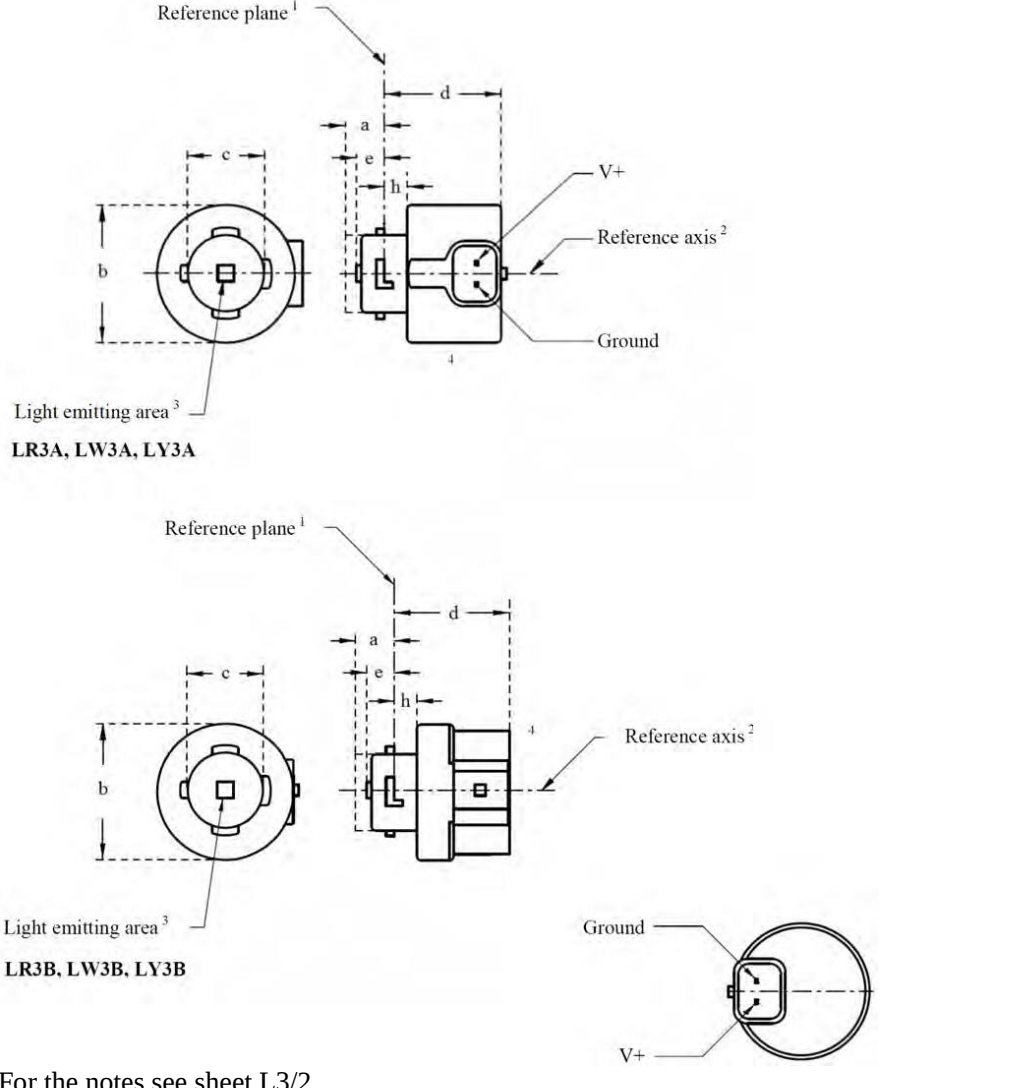
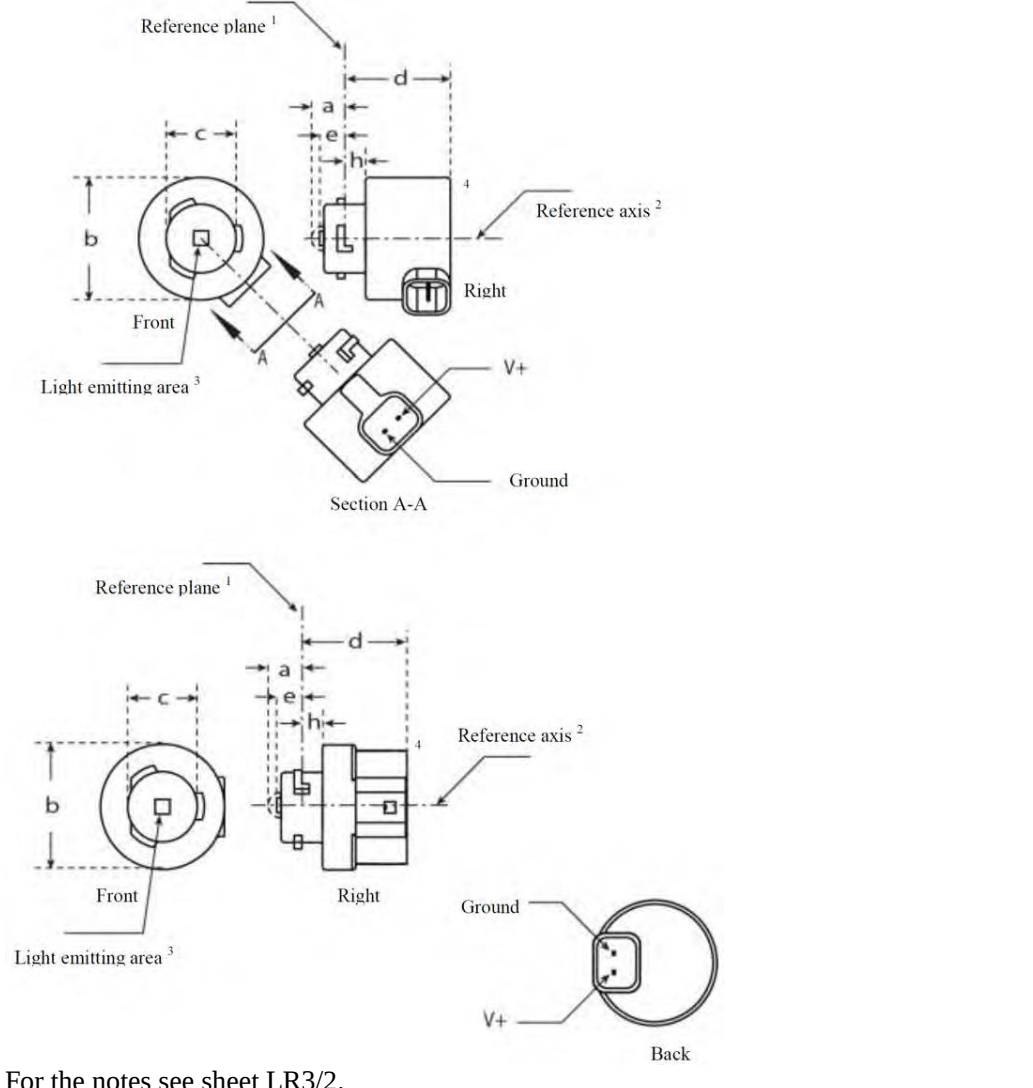
UN R128 LED light sources 00-S5 draft

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00- S5 draft 生效日期：2016.10.8			
Annex 1, The list of categories of LED light sources and their sheet numbers, 【請參考頁末表格】	Annex 1, The list of categories of LED light sources and their sheet numbers, 【請參考頁末表格】	七十四、LED (發光二極體)光源 【增訂不影響國內基準】	七十四、LED (發光二極體)光源
The list of sheets for LED light sources and their sequence in this annex, 【請參考頁末表格】	The list of sheets for LED light sources and their sequence in this annex, 【請參考頁末表格】	【修訂不影響國內基準】	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
sheets L3/1 to 6 【請參考頁末表格】	Sheets LR3/1 to 5 【請參考頁末表格】	【修訂不影響國內基準】	
sheet LR4/1 【請參考頁末表格】	Sheet LR4/1 【請參考頁末表格】	【修訂不影響國內基準】	
sheet LR4/4 【請參考頁末表格】	Sheet LR4/4 【請參考頁末表格】	【修訂不影響國內基準】	
New sheets L5/1 to 6 【請參考頁末表格】		【增訂不影響國內基準】	

UN 增/修内容	UN 原内容																																																
Annex 1 The list of categories of LED light sources and their sheet numbers <table data-bbox="118 231 1086 1268"> <thead> <tr> <th data-bbox="118 231 537 295">Category</th><th data-bbox="537 231 1086 295">Sheet number(s)</th></tr> </thead> <tbody> <tr><td data-bbox="118 295 537 359">LR1</td><td data-bbox="537 295 1086 359">LR1/1 to 5</td></tr> <tr><td data-bbox="118 359 537 422">LW2</td><td data-bbox="537 359 1086 422">LW2/1 to 5</td></tr> <tr><td data-bbox="118 422 537 486">LR3A</td><td data-bbox="537 422 1086 486">L3/1 to 6</td></tr> <tr><td data-bbox="118 486 537 550">LR3B</td><td data-bbox="537 486 1086 550">L3/1 to 6</td></tr> <tr><td data-bbox="118 550 537 614">LW3A</td><td data-bbox="537 550 1086 614">L3/1 to 6</td></tr> <tr><td data-bbox="118 614 537 678">LW3B</td><td data-bbox="537 614 1086 678">L3/1 to 6</td></tr> <tr><td data-bbox="118 678 537 742">LY3A</td><td data-bbox="537 678 1086 742">L3/1 to 6</td></tr> <tr><td data-bbox="118 742 537 805">LY3B</td><td data-bbox="537 742 1086 805">L3/1 to 6</td></tr> <tr><td data-bbox="118 805 537 869">LR4A</td><td data-bbox="537 805 1086 869">LR4/1 to 5</td></tr> <tr><td data-bbox="118 869 537 933">LR4B</td><td data-bbox="537 869 1086 933">LR4/1 to 5</td></tr> <tr><td data-bbox="118 933 537 997">LR5A</td><td data-bbox="537 933 1086 997">L5/1 to 6</td></tr> <tr><td data-bbox="118 997 537 1061">LR5B</td><td data-bbox="537 997 1086 1061">L5/1 to 6</td></tr> <tr><td data-bbox="118 1061 537 1125">LW5A</td><td data-bbox="537 1061 1086 1125">L5/1 to 6</td></tr> <tr><td data-bbox="118 1125 537 1189">LW5B</td><td data-bbox="537 1125 1086 1189">L5/1 to 6</td></tr> <tr><td data-bbox="118 1189 537 1252">LY5A</td><td data-bbox="537 1189 1086 1252">L5/1 to 6</td></tr> <tr><td data-bbox="118 1252 537 1316">LY5B</td><td data-bbox="537 1252 1086 1316">L5/1 to 6</td></tr> </tbody> </table>	Category	Sheet number(s)	LR1	LR1/1 to 5	LW2	LW2/1 to 5	LR3A	L3/1 to 6	LR3B	L3/1 to 6	LW3A	L3/1 to 6	LW3B	L3/1 to 6	LY3A	L3/1 to 6	LY3B	L3/1 to 6	LR4A	LR4/1 to 5	LR4B	LR4/1 to 5	LR5A	L5/1 to 6	LR5B	L5/1 to 6	LW5A	L5/1 to 6	LW5B	L5/1 to 6	LY5A	L5/1 to 6	LY5B	L5/1 to 6	Annex 1 <table data-bbox="1142 231 2139 630"> <thead> <tr> <th data-bbox="1142 231 1563 295">Category</th><th data-bbox="1563 231 2139 295">Sheet number(s)</th></tr> </thead> <tbody> <tr><td data-bbox="1142 295 1563 359">LR1</td><td data-bbox="1563 295 2139 359">LR1/1 to 5</td></tr> <tr><td data-bbox="1142 359 1563 422">LW2</td><td data-bbox="1563 359 2139 422">LW2/1 to 5</td></tr> <tr><td data-bbox="1142 422 1563 486">LR3A</td><td data-bbox="1563 422 2139 486">LR3/1 to 5</td></tr> <tr><td data-bbox="1142 486 1563 550">LR3B</td><td data-bbox="1563 486 2139 550">LR3/1 to 5</td></tr> <tr><td data-bbox="1142 550 1563 614">LR4A</td><td data-bbox="1563 550 2139 614">LR4/1 to 5</td></tr> <tr><td data-bbox="1142 614 1563 678">LR4B</td><td data-bbox="1563 614 2139 678">LR4/1 to 5</td></tr> </tbody> </table>	Category	Sheet number(s)	LR1	LR1/1 to 5	LW2	LW2/1 to 5	LR3A	LR3/1 to 5	LR3B	LR3/1 to 5	LR4A	LR4/1 to 5	LR4B	LR4/1 to 5
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UN 增/修内容	UN 原内容											
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Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/1 The drawings are intended only to illustrate the essential dimensions of the LED light source. Figure 1*: Main Drawing	Categories LR3A and LR3B - Sheet LR3/1 The drawings are intended only to illustrate the essential dimensions of the LED light source Figure 1*: Main Drawing, LR3A (top) and LR3B (bottom)											

UN 増/修内容	UN 原内容
 Reference plane ¹ Light emitting area ³ LR3A, LW3A, LY3A Reference plane ¹ Light emitting area ³ LR3B, LW3B, LY3B Ground V+	 Reference plane ¹ Light emitting area ³ LR3A Reference plane ¹ Light emitting area ³ LR3B Ground V+
For the notes see sheet L3/2. Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/2 Table 1: Essential dimensional, electrical and photometric characteristics of the LED	For the notes see sheet LR3/2. Categories LR3A and LR3B - Sheet LR3/2 Table 1: Essential electrical and photometric characteristics of the LED light source

UN 增/修内容					UN 原内容				
light source									
Table 1: Essential dimensional, electrical and photometric characteristics of the LED light source					Table 1: Essential electrical and photometric characteristics of the LED light source				
Dimensions			Production LED light sources		Standard LED light sources				
a		mm	6.0 max.						
b		mm	c + 10.0 min.						
			38.0 max.						
c		mm	18.5 +/- 0.1						
d		mm	28.0 max.						
e		mm	3.0 +/- 0.30		3.0 +/- 0.15				
h		mm	5.5 + 0.0/ - 0.1						
Cap	LR3A, LR3B PGJ18.5d-1 LW3A, LW3B PGJ18.5d-24 LY3A, LY3B PGJ18.5d-15		in accordance with IEC Publication 60061 (sheet 7004-185-1)						
Electrical and photometric characteristics					Cap PGJ18.5d-1 in accordance with IEC Publication 60061 (sheet 7004-185-1)				
Rated values	Volts		LR3A, LR3B		12				
	Watts		LW3A, LW3B		3				
			LY3A, LY3B		4				
Objective Values ³	Watts (at 13.5 V DC)		LR3A, LR3B		3.5 max.				
		12	LW3A, LW3B		5 max.				
	Luminous flux (in lm at 13.5 V DC)	5	LR3A, LR3B		80 +/- 20% ⁹		80 +/- 10% ¹⁰		
		6	LW3A, LW3B		250 +/- 20%		250 +/- 10% ¹¹		
		7, 12	LY3A, LY3B		150 +/- 20% ⁹		150 +/- 10% ¹⁰		
	Luminous flux (in lm at 9 V DC)	5	LR3A, LR3B		19 min				
		6	LW3A, LW3B		50 min.				
		7, 12	LY3A, LY3B		30 min				

1 The reference plane is the plane defined by the contact points of the cap-holder fit.

2 The reference axis is perpendicular to the reference plane and passing through the centre of the bayonet core.

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UN 增/修内容	UN 原内容
3 Light emitting area: to be checked by means of the box system in Figure 2. 4 A minimum free air space of 5mm around the light source shall be respected for convection. 5 The emitted light shall be red. 6 The emitted light shall be white. 7 The emitted light shall be amber. 8 After continuous operation for 30 minutes at 23 +/- 2.5 deg. C. 9 The measured value shall be in between 100 per cent and 70 per cent of the value measured after 1 minute. 10 The measured value shall be in between 85 per cent and 75 per cent of the value measured after 1 minute. 11 The measured value shall be in between 100 per cent and 90 per cent of the value measured after 1 minute. 12 Operated in flashing mode for 30 minutes (frequency = 1.5 Hz, duty cycle 50 per cent ON, 50 per cent OFF). Measured in the ON-state of flashing mode after 30 minutes of operation. Electrical characteristics In case of LED light source failure (no light emitted) the max. electrical current draw, when operated between 12 V and 14 V, shall be less than 20 mA (open circuit condition).	3 Light emitting area: to be checked by means of the box system in Figure 2 4 A minimum free air space of 5mm around the light source shall be respected for convection. 5 The emitted light shall be red. 6 After continuous operation for 30 minutes at 23 +/- 2.5 deg. C. 7 The measured value shall be in between 100 per cent and 70 per cent of the value measured after 1 minute. 8 The measured value shall be in between 85 per cent and 75 per cent of the value measured after 1 minute. Electrical characteristics In case of LED light source failure (no light emitted) the max. electrical current draw, when operated between 12 V and 14 V, shall be less than 20 mA (open circuit condition).
Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/3	Categories LR3A and LR3B - Sheet LR3/3

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Screen projection requirements The following test is intended to define the requirements for the apparent light emitting area of the LED light source and to determine whether the light emitting area is correctly positioned relative to the reference axis and reference plane in order to check compliance with the requirements. The position of the light emitting area is checked by the box system defined in Figure 2, which is aligned to the planes C90 and C180 and shows the projection when viewing along direction $\gamma=0$ deg. (C, γ as defined in Figure 3). The proportion of the total luminous flux emitted into the viewing direction shall be as described in table 3. Figure 2: Box definition of the light emitting area with dimensions as specified in table 2	Screen projection requirements The following test is intended to define the requirements for the apparent light emitting area of the LED light source and to determine whether the light emitting area is correctly positioned relative to the reference axis and reference plane in order to check compliance with the requirements. The position of the light emitting area is checked by the box system defined in Figure 2, which is aligned to the planes C90 and C180 and shows the projection when viewing along direction $\gamma=0$ deg. (C, γ as defined in Figure 3). The proportion of the total luminous flux emitted into the viewing direction shall be as described in table 3. Figure 2: Box definition of the light emitting area with dimensions as specified in table 2

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Reference axis perpendicular in the centre of the light-emitting area

Table 2: Dimensions of the box system in Figure 2

Dimensions in mm	f	
	LR3A, LR3B	LW3A, LW3B LY3A, LY3B
LED light sources of normal production	3.0	4.5
Standard LED light sources	3.0	4.5

Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/4

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Reference axis perpendicular in the centre of the light-emitting area

Table 2: Dimensions of the box system in Figure 2

Dimensions in mm	f
LED light sources of normal production	3.0
Standard LED light sources	3.0

Table 3: Proportion of the total luminous flux emitted into the viewing direction from the areas specified in figure 2

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Table 3: Proportion of the total luminous flux emitted into the viewing direction from the areas specified in figure 2				<table><tr><th>Area(s)</th><th>LED light sources of normal production</th><th>Standard LED light sources</th></tr><tr><td>A</td><td>≤ 25%</td><td>≤ 10%</td></tr><tr><td>Each B individually</td><td>≥ 15%</td><td>≥ 20%</td></tr><tr><td>Each C individually</td><td>-</td><td>≤ 10%</td></tr><tr><td>A, all B and all C together</td><td>≥ 90%</td><td>≥ 90%</td></tr></table>			Area(s)	LED light sources of normal production	Standard LED light sources	A	≤ 25%	≤ 10%	Each B individually	≥ 15%	≥ 20%	Each C individually	-	≤ 10%	A, all B and all C together	≥ 90%	≥ 90%
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Category	Area(s)	LED light sources of normal production	Standard LED light sources																		
LR3A	A	≤ 25%	≤ 10%																		
	Each B individually	≥ 15%	≥ 20%																		
LR3B	Each C individually	-	≤ 10%																		
	A, all B and all C together	≥ 90%	≥ 90%																		
LW3A	Each A,B individually	≥ 6%	≥ 8%																		
LW3B	Each A, B individually	< 40%	< 30%																		
	All A, B together	≥ 55%	≥ 60%																		
LY3A	Each C individually	< 15%	< 10%																		
LY3B	All A, B and C together	≥ 90%	≥ 90%																		

Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/5

Normalized luminous intensity distribution

The following test is intended to determine the normalized luminous intensity distribution of the light source in an arbitrary plane containing the reference axis. The intersection of the reference axis and the parallel plane to the reference plane in distance e is used as the coordinate system origin.

The light source is mounted on a flat plate with the corresponding mounting lug features. The plate is mounted to the goniometer table by a bracket, so that the reference axis of the light source lines up with one of the rotating axis of the goniometer. The corresponding measurement set-up is described in Figure 3.

Luminous intensity data is recorded with a standard photo-goniometer. The measurement distance should be chosen appropriately, to make sure that the detector is located in the far field of the light distribution. The measurements shall be performed in C-planes C0 (C180) and C90 (C270), which contain the reference axis of the light source. The test points for each plane for multiple polar angles gamma are specified in Tables 4a and 4b.

Categories LR3A and LR3B - Sheet LR3/4

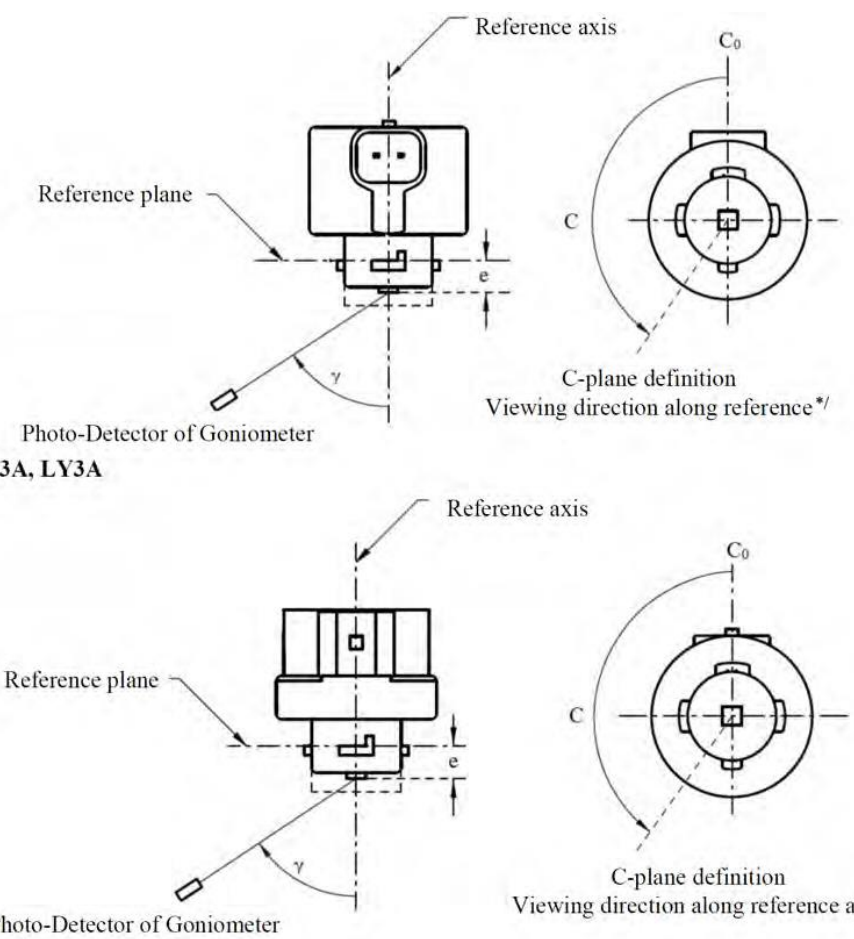
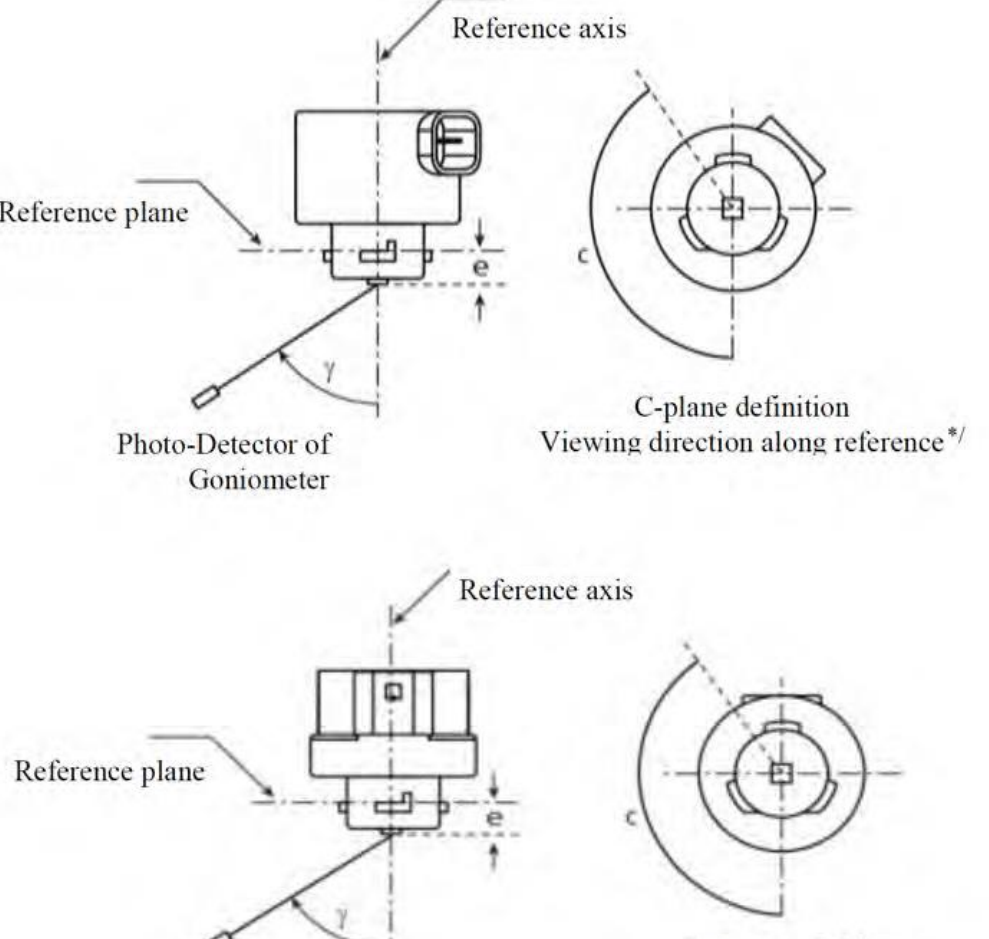
Normalized luminous intensity distribution

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Luminous intensity data is recorded with a standard photo-goniometer. The measurement distance should be chosen appropriately, to make sure that the detector is located in the far field of the light distribution. The measurements shall be performed in C-planes C0/180 and C90/270, which contain the reference axis of the light source. The test points for each plane for multiple polar angles gamma are specified in Table 4.

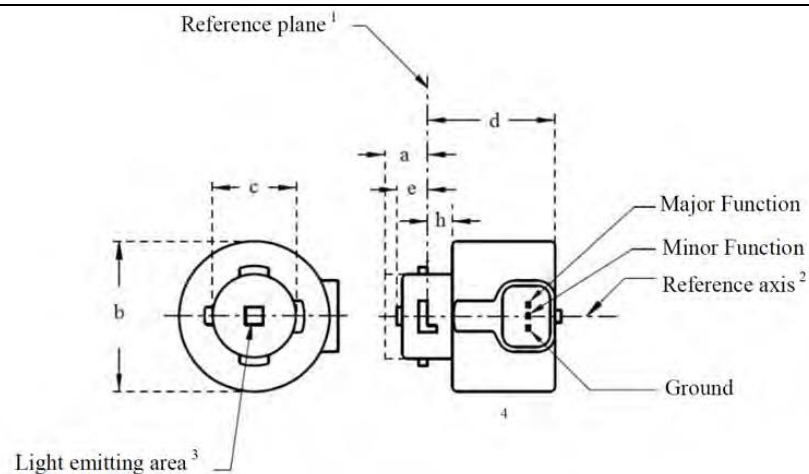
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The measured luminous intensity values, normalised to the measured luminous flux of the individual light source under test, shall be converted to normalised luminous intensity values of a 1,000 lm light source. The data shall comply with the tolerance band as defined in Tables 4a and 4b. The drawings are intended only to illustrate the essential set-up for measurement of the LED light source. Figure 3: Set-up to measure the luminous intensity distribution	After measurement the data shall be normalized to 1,000 lm according to Paragraph 3.1.11 using the luminous flux of the individual light source under test. The data shall comply with the tolerance band as defined in Table 4. The drawings are intended only to illustrate the essential set-up for measurement of the LED light source. Figure 3: Set-up to measure the luminous intensity distribution, LR3A (top) and LR3B (bottom)

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 Reference axis Reference plane Photo-Detector of Goniometer LR3A, LW3A, LY3A Reference axis Reference plane Photo-Detector of Goniometer LR3B, LW3B, LY3B C-plane definition Viewing direction along reference*/ C-plane definition Viewing direction along reference axis	 Reference axis Reference plane Photo-Detector of Goniometer C-plane definition Viewing direction along reference*/ Reference axis Reference plane Photo-Detector of Goniometer C-plane definition Viewing direction along reference axis
Categories LR3A, LR3B, LW3A, LW3B, LY3A and LY3B - Sheet L3/6 The light pattern as described in Tables 4a and 4b shall be substantially uniform, i.e. in between two adjacent grid points the relative luminous intensity requirement is calculated	Categories LR3A and LR3B - Sheet LR3/5 The light pattern as described in Table 4 shall be substantially uniform, i.e. in between two adjacent grid points the relative luminous intensity requirement is calculated by linear

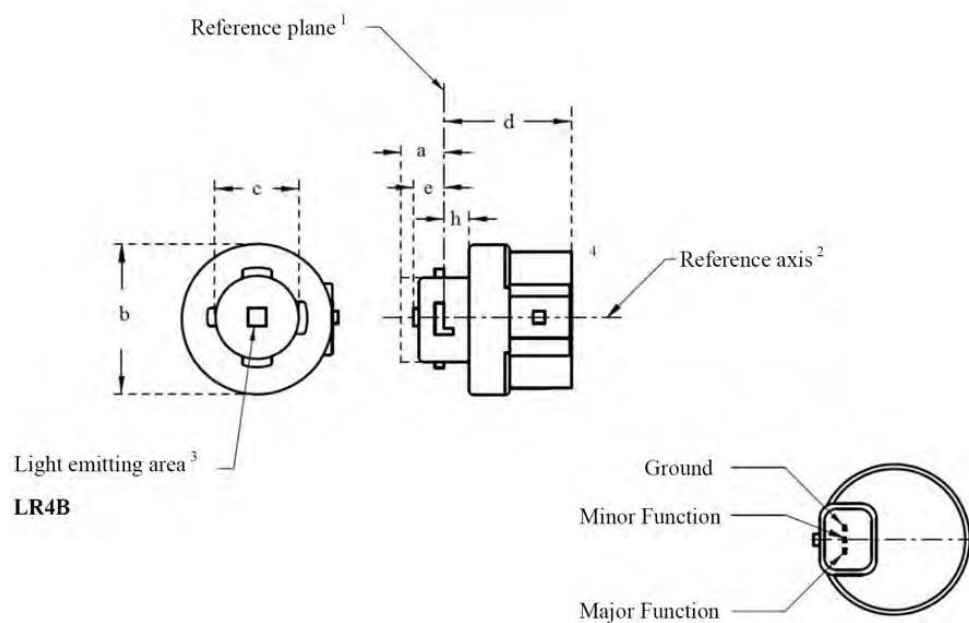
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by linear interpolation using the two adjacent grid points. In case of doubt this may be checked in addition to verification of the grid points given in Tables 4a and 4b .					interpolation using the two adjacent grid points. In case of doubt this may be checked in addition to verification of the grid points given in table 4 .				
Table 4a: Test point values of normalized intensities for categories LR3A and LR3B					Table 4: Test point values of normalized intensities of normal production and standard lamps, respectively.				
Angle gamma	LED light sources of normal production		Standard LED light sources		Angle gamma	LED lamps of normal production		Standard LED lamps	
	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd/1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm		Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm
-90 deg.	0	38	0	25	-90 deg.	0	38	0	25
-75 deg.	0	160	0	140	-75 deg.	0	160	0	140
-60 deg.	98	246	127	220	-60 deg.	98	246	127	220
-45 deg.	142	305	181	275	-45 deg.	142	305	181	275
-30 deg.	169	352	213	315	-30 deg.	169	352	213	315
-15 deg.	192	389	239	340	-15 deg.	192	389	239	340
0 deg.	200	401	248	352	0 deg.	200	401	248	352
15 deg.	192	389	239	340	15 deg.	192	389	239	340
30 deg.	169	352	213	315	30 deg.	169	352	213	315
45 deg.	142	305	181	275	45 deg.	142	305	181	275
60 deg.	98	246	127	220	60 deg.	98	246	127	220
75 deg.	0	160	0	140	75 deg.	0	160	0	140
90 deg.	0	38	0	25	90 deg.	0	38	0	25
Table 4b: Test point values of normalized intensities for categories LW3A, LW3B, LY3A and LY3B									

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	LED light sources of normal production		Standard LED light sources						
Angle gamma	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd/1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm					
-90 deg.	0	70	0	65					
-75 deg.	0	160	0	150					
-60 deg.	85	245	105	220					
-45 deg.	145	310	180	275					
-30 deg.	170	380	220	335					
-15 deg.	190	415	240	370					
0 deg.	200	425	250	390					
15 deg.	190	415	240	370					
30 deg.	170	380	220	335					
45 deg.	145	310	180	275					
60 deg.	85	245	105	220					
75 deg.	0	160	0	150					
	LED light sources of normal production		Standard LED light sources						
Angle gamma	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd/1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm					
90 deg.	0	70	0	65					
Categories LR4A and LR4B - Sheet LR4/1 The drawings are intended only to illustrate the essential dimensions of the LED light source. Figure 1*: Main Drawing					Categories LR4A and LR4B - Sheet LR4/1 The drawings are intended only to illustrate the essential dimensions of the LED light source Figure 1*: Main Drawing, LR4A (top) and LR4B (bottom)				

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LR4A

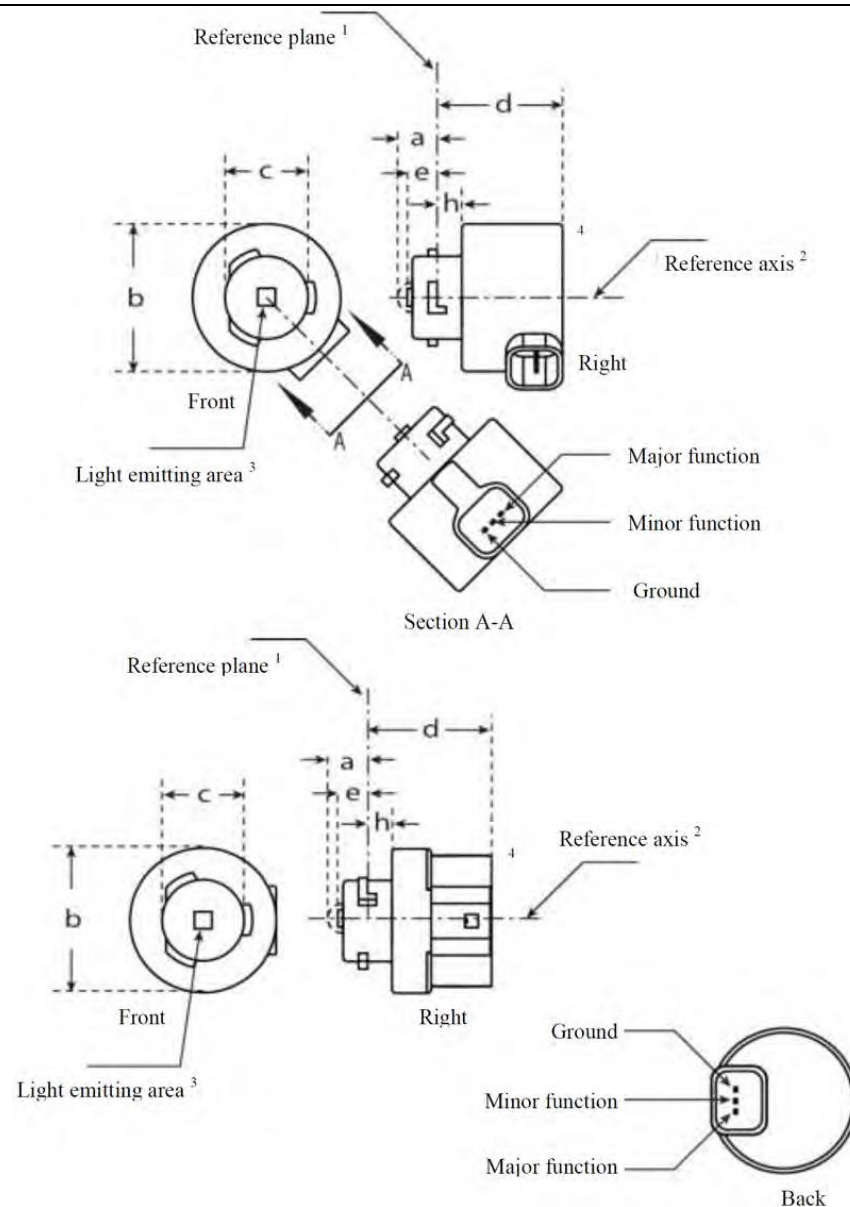


LR4B

For the note see sheet LR4/2.

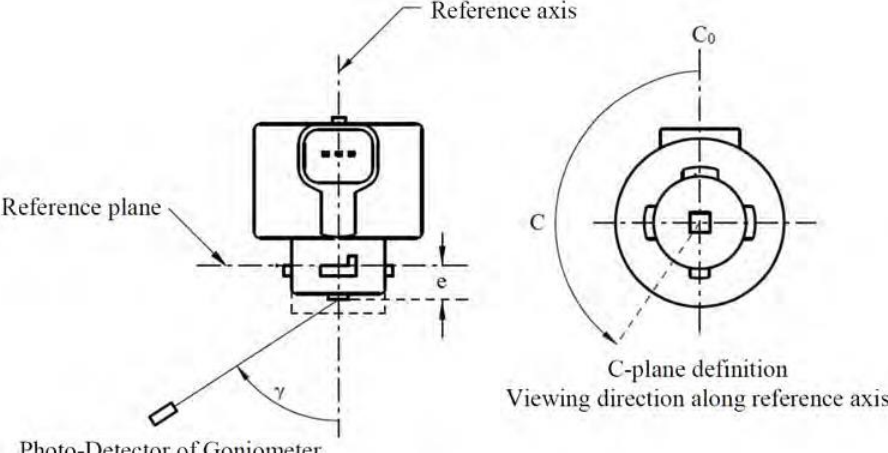
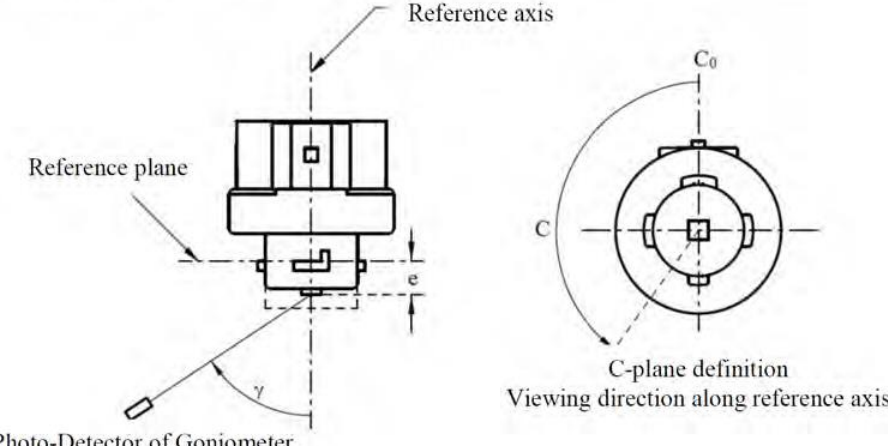
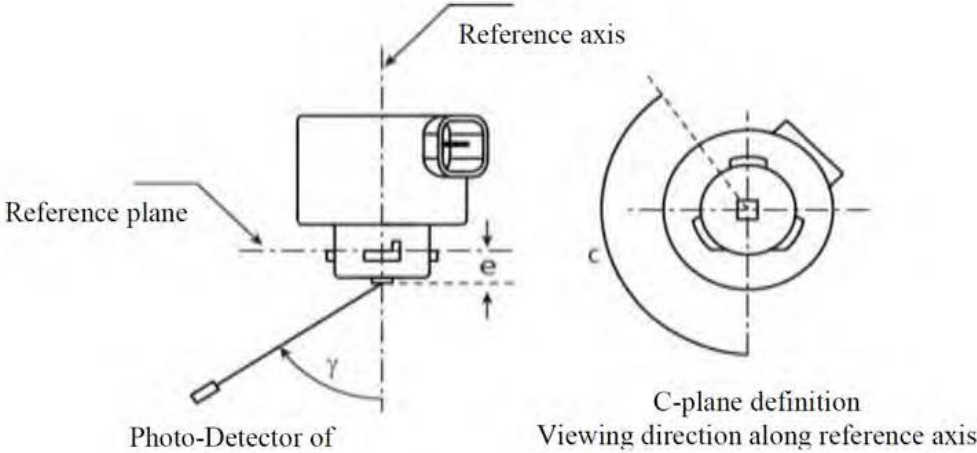
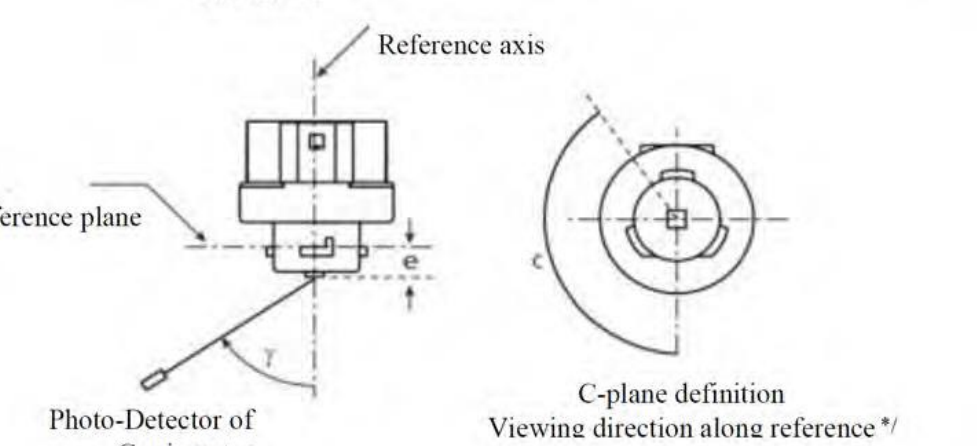
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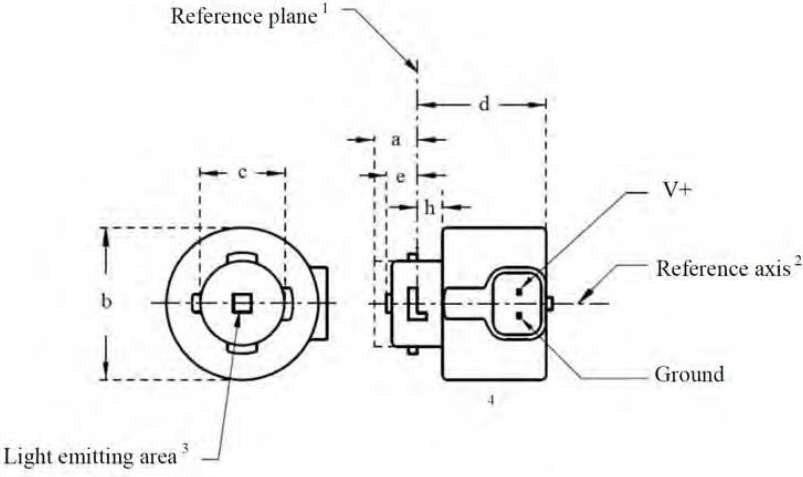
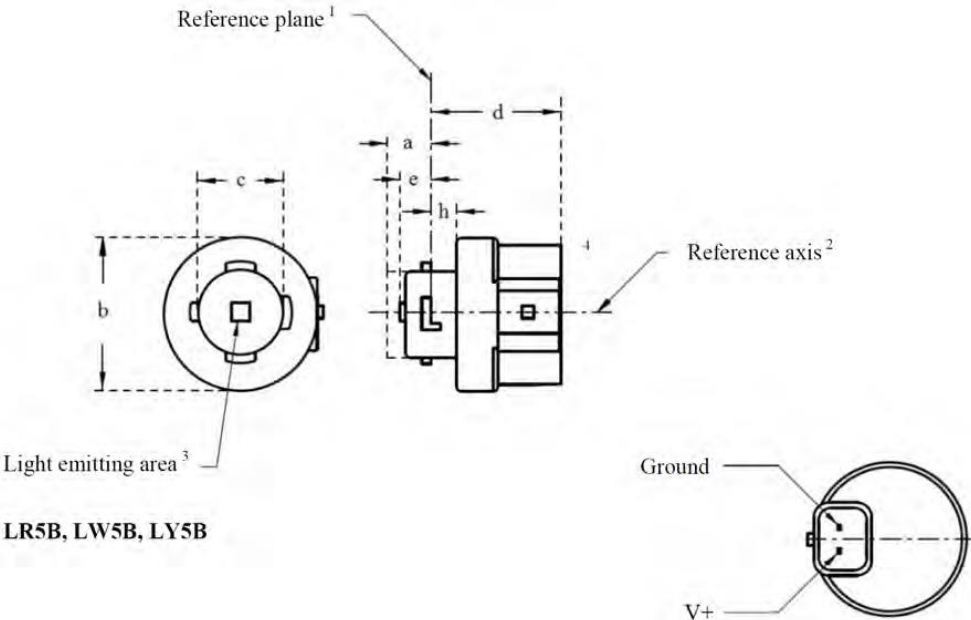
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For the notes see sheet LR4/2.

UN 增/修内容	UN 原内容
Categories LR4A and LR4B - Sheet LR4/4 Normalized luminous intensity distribution The following test is intended to determine the normalized luminous intensity distribution of the light source in an arbitrary plane containing the reference axis. The intersection of the reference axis and the parallel plane to the reference plane in distance e is used as the coordinate system origin. The light source is mounted on a flat plate with the corresponding mounting lug features. The plate is mounted to the goniometer table by a bracket, so that the reference axis of the light source lines up with one of the rotating axis of the goniometer. The corresponding measurement set-up is described in Figure 3. Luminous intensity data is recorded with a standard photo-goniometer. The measurement distance should be chosen appropriately, to make sure that the detector is located in the far field of the light distribution. The measurements shall be performed in C-planes C0 (C180) and C90 (C270), which contain the reference axis of the light source. The test points for each plane for multiple polar angles gamma are specified in Table 4. After measurement the data shall be normalized to 1,000 lm according to paragraph 3.1.11 using the luminous flux of the individual light source under test. The data shall comply with the tolerance band as defined in Table 4. The drawings are intended only to illustrate the essential set-up for measurement of the LED light source. Figure 3*: Set-up to measure the luminous intensity distribution	Categories LR4A and LR4B - Sheet LR4/4 Normalized luminous intensity distribution The following test is intended to determine the normalized luminous intensity distribution of the light source in an arbitrary plane containing the reference axis. The intersection of the reference axis and the parallel plane to the reference plane in distance e is used as the coordinate system origin. The light source is mounted on a flat plate with the corresponding mounting lug features. The plate is mounted to the goniometer table by a bracket, so that the reference axis of the light source lines up with one of the rotating axis of the goniometer. The corresponding measurement set-up is described in Figure 3. Luminous intensity data is recorded with a standard photo-goniometer. The measurement distance should be chosen appropriately, to make sure that the detector is located in the far field of the light distribution. The measurements shall be performed in C-planes C0/180 and C90/270, which contain the reference axis of the light source. The test points for each plane for multiple polar angles gamma are specified in Table 4. After measurement the data shall be normalized to 1000 lm according to Paragraph 3.1.11 using the luminous flux of the individual light source under test. The data shall comply with the tolerance band as defined in Table 4. The drawings are intended only to illustrate the essential set-up for measurement of the LED light source Figure 3: Set-up to measure the luminous intensity distribution, LR4A (top) and LR4B (bottom)

UN 増/修内容	UN 原内容
LR4A  LR4B 	 
Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/1 The drawings are intended only to illustrate the essential dimensions of the LED light source. Figure 1*: Main Drawing	

UN 増/修内容	UN 原内容
 Reference plane¹ a d e h V+ Reference axis² Ground 4 b c Light emitting area³ LR5A, LW5A, LY5A  Reference plane¹ a d e h Reference axis² 4 b c Light emitting area³ LR5B, LW5B, LY5B Ground V+	

UN 增/修内容					UN 原内容				
For the notes see sheet L5/2									
Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/2									
Table 1: Essential dimensional, electrical and photometric characteristics of the LED light source									
Dimensions			Production LED light sources		Standard LED light sources				
a		mm	6.0 max.						
b		mm	c + 10.0 min.						
			38.0 max.						
c		mm	18.5 +/- 0.1						
d		mm	28.0 max.						
e		mm	3.0 +/- 0.30			3.0 +/- 0.15			
h		mm	5.5 + 0.0/ - 0.1						
Cap	LR5A, LR5B PGJ18.5d-10 LW5A, LW5B PGJ18.5d-28 LY5A, LY5B PGJ18.5d-19		in accordance with IEC Publication 60061 (sheet 7004-185-1)						
Electrical and photometric characteristics									
Rated values	Volts				12				
	Watts		LR5A, LR5B		3				
			LW5A, LW5B		6				
			LY5A, LY5B						
Objective Values ⁸	Watts (at 13.5 V DC)		LR5A, LR5B		3.5 max.				
			LW5A, LW5B		8 max.				
		10	LY5A, LY5B						
	Luminous flux (in lm at 13.5 V DC)	3	LR5A, LR5B		120 +/- 15%		120 +/- 5% ⁹		
		6	LW5A, LW5B		350 +/- 20%		350 +/- 10% ⁹		
		7,10	LY5A, LY5B		280 +/- 20%		280 +/- 10% ⁹		
	Luminous flux (in lm at 9 V DC)	3	LR5A, LR5B		28 min.				
		6	LW5A, LW5B		65 min.				
		7,10	LY5A, LY5B		55 min.				
¹ The reference plane is the plane defined by the contact points of the cap-holder fit.									
² The reference axis is perpendicular to the reference plane and passing through the centre of									

UN 增/修内容	UN 原内容
the bayonet core. 3 Light emitting area: to be checked by means of the box system in Figure 2 4 A minimum free air space of 5mm around the light source shall be respected for convection. 5 The emitted light shall be red. 6 The emitted light shall be white. 7 The emitted light shall be amber. 8 After continuous operation for 30 minutes at 23 +/- 2.5 deg. C. 9 The measured value shall be in between 100 per cent and 90 per cent of the value measured after 1 minute. 10 Operated in flashing mode for 30 minutes (frequency = 1.5 Hz, duty cycle 50 per cent ON, 50 per cent OFF). Measured in the ON-state of flashing mode after 30 minutes of operation. Electrical characteristics In case of LED light source failure (no light emitted) the max. electrical current draw, when operated between 12 V and 14 V, shall be less than 20 mA (open circuit condition).	
Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/3 Screen projection requirements The following test is intended to define the requirements for the apparent light emitting area of the LED light source and to determine whether the light emitting area is correctly positioned relative to the reference axis and reference plane in order to check compliance with the requirements. The position of the light emitting area is checked by the box system defined in Figure 2,	

which is aligned to the planes C90 and C180 and shows the projection when viewing along direction $\gamma=0$ deg. (C, γ as defined in Figure 3).

The proportion of the total luminous flux emitted into the viewing direction shall be as described in table 3.

Figure 2: Box definition of the light emitting area with dimensions as specified in table 2

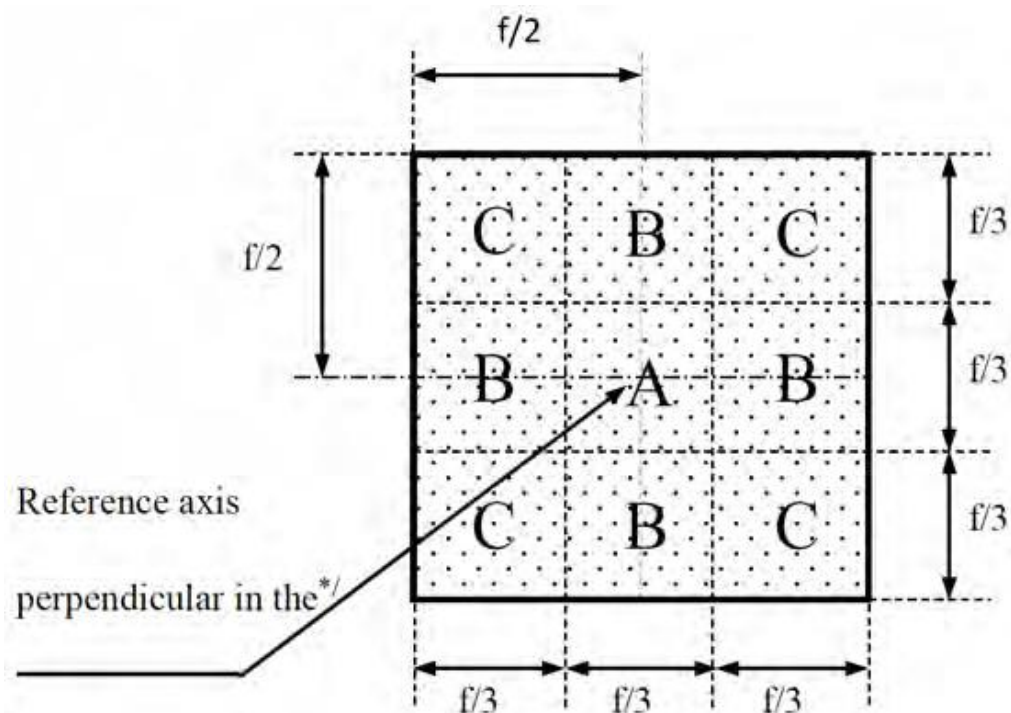


Table 2: Dimensions of the box system in Figure 2

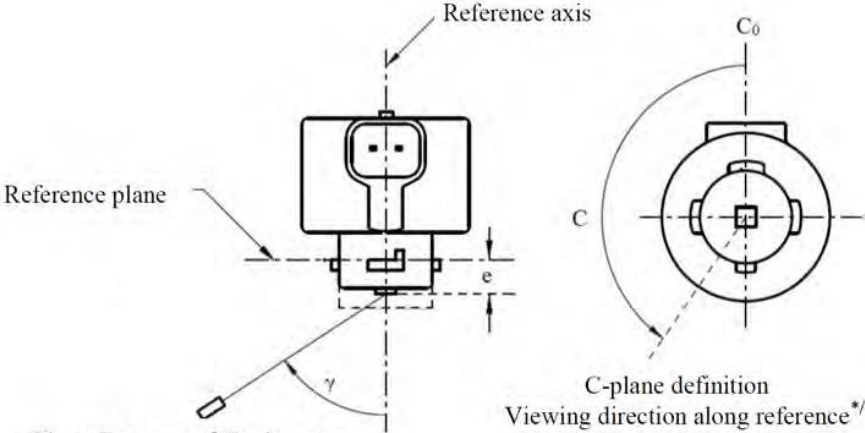
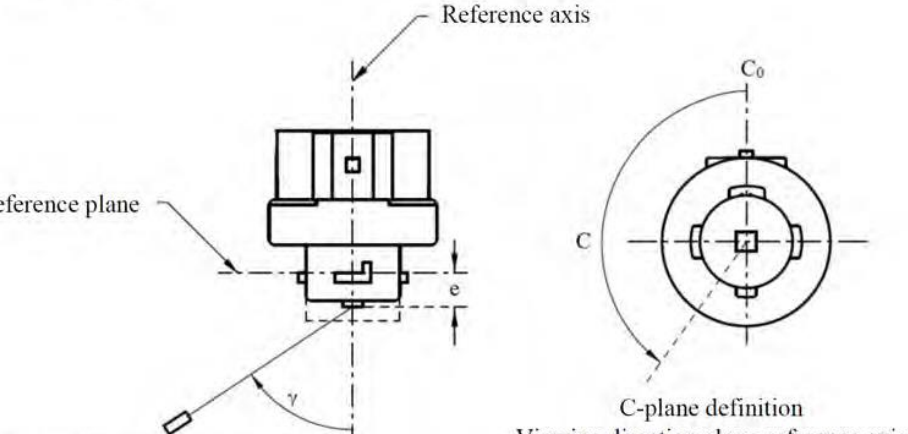
Dimensions in mm	f
LED light sources of normal production	4.5
Standard LED light sources	4.5

Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/4

Table 3: Proportion of the total luminous flux emitted into the viewing direction

UN 增/修内容				UN 原内容			
from the areas specified in figure 2							
Category	Area(s)	LED light sources of normal production	Standard LED light sources				
LR5A	Each B individually	$\geq 10\%$	$\geq 15\%$				
	Each A, B individually	$< 40\%$	$< 30\%$				
	All B together	$\geq 60\%$	$\geq 65\%$				
LR5B	Each C individually	-	$< 10\%$				
	All A, B and C together	$\geq 90\%$	$\geq 90\%$				
LW5A	Each A,B individually	$\geq 6\%$	$\geq 8\%$				
LW5B	Each A, B individually	$< 40\%$	$< 30\%$				
	All A, B together	$\geq 55\%$	$\geq 60\%$				
LY5A	Each C individually	$< 15\%$	$< 10\%$				
LY5B	All A, B and C together	$\geq 90\%$	$\geq 90\%$				
Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/5 Normalized luminous intensity distribution The following test is intended to determine the normalized luminous intensity distribution of the light source in an arbitrary plane containing the reference axis. The intersection of the reference axis and the parallel plane to the reference plane in distance e is used as the coordinate system origin. The light source is mounted on a flat plate with the corresponding mounting lug features. The plate is mounted to the goniometer table by a bracket, so that the reference axis of the light source lines up with one of the rotating axis of the goniometer. The corresponding measurement set-up is described in Figure 3. Luminous intensity data is recorded with a standard photo-goniometer. The measurement distance should be chosen appropriately, to make sure that the detector is located in the far field of the light distribution. The measurements shall be performed in C-planes C0 (C180) and C90 (C270), which contain the reference axis of the light source. The test points for each plane for multiple							

UN 增/修内容	UN 原内容
polar angles gamma are specified in Table 4. The measured luminous intensity values, normalised to the measured luminous flux of the individual light source under test, shall be converted to normalised luminous intensity values of a 1,000 lm light source. The data shall comply with the tolerance band as defined in Table 4. The drawings are intended only to illustrate the essential set-up for measurement of the LED light source. Figure 3: Set-up to measure the luminous intensity distribution	

UN 增/修内容	UN 原内容
 Reference axis Reference plane Photo-Detector of Goniometer γ e C_0 C C-plane definition Viewing direction along reference^{*/} LR5A, LW5A, LY5A  Reference axis Reference plane Photo-Detector of Goniometer γ e C_0 C C-plane definition Viewing direction along reference axis LR5B, LW5B, LY5B	
Categories LR5A, LR5B, LW5A, LW5B, LY5A, LY5B - Sheet L5/6 The light pattern as described in Table 4 shall be substantially uniform, i.e. in between	

UN 增/修 内容	UN 原 内容																																																																											
two adjacent grid points the relative luminous intensity requirement is calculated by linear interpolation using the two adjacent grid points. In case of doubt this may be checked in addition to verification of the grid points given in Table 4. Table 4: Test point values of normalized intensities for categories LR5A, LR5B, LW5A, LW5B, LY5A and LY5B <table><tr><th></th><th colspan="2">LED light sources of normal production</th><th colspan="2">Standard LED light sources</th></tr><tr><th>Angle gamma</th><th>Minimum Intensity in cd /1000 lm</th><th>Maximum Intensity in cd/1000 lm</th><th>Minimum Intensity in cd /1000 lm</th><th>Maximum Intensity in cd /1000 lm</th></tr><tr><td>-90 deg.</td><td>0</td><td>70</td><td>0</td><td>65</td></tr><tr><td>-75 deg.</td><td>0</td><td>160</td><td>0</td><td>150</td></tr><tr><td>-60 deg.</td><td>85</td><td>245</td><td>105</td><td>220</td></tr><tr><td>-45 deg.</td><td>145</td><td>310</td><td>180</td><td>275</td></tr><tr><td>-30 deg.</td><td>170</td><td>380</td><td>220</td><td>335</td></tr><tr><td>-15 deg.</td><td>190</td><td>415</td><td>240</td><td>370</td></tr><tr><td>0 deg.</td><td>200</td><td>425</td><td>250</td><td>390</td></tr><tr><td>15 deg.</td><td>190</td><td>415</td><td>240</td><td>370</td></tr><tr><td>30 deg.</td><td>170</td><td>380</td><td>220</td><td>335</td></tr><tr><td>45 deg.</td><td>145</td><td>310</td><td>180</td><td>275</td></tr><tr><td>60 deg.</td><td>85</td><td>245</td><td>105</td><td>220</td></tr><tr><td>75 deg.</td><td>0</td><td>160</td><td>0</td><td>150</td></tr><tr><td>90 deg.</td><td>0</td><td>70</td><td>0</td><td>65</td></tr></table>		LED light sources of normal production		Standard LED light sources		Angle gamma	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd/1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm	-90 deg.	0	70	0	65	-75 deg.	0	160	0	150	-60 deg.	85	245	105	220	-45 deg.	145	310	180	275	-30 deg.	170	380	220	335	-15 deg.	190	415	240	370	0 deg.	200	425	250	390	15 deg.	190	415	240	370	30 deg.	170	380	220	335	45 deg.	145	310	180	275	60 deg.	85	245	105	220	75 deg.	0	160	0	150	90 deg.	0	70	0	65	
	LED light sources of normal production		Standard LED light sources																																																																									
Angle gamma	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd/1000 lm	Minimum Intensity in cd /1000 lm	Maximum Intensity in cd /1000 lm																																																																								
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UN R39 SPEEDOMETER 01速率計

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
01 生效日期：2016/06/18 實施日期：2017/9/1			
"Uniform provisions concerning the approval of vehicles with regard to the speedometer and odometer equipment	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE SPEEDOMETER	標題名稱變更增加速率計增訂里程計相關規定，考量法規日後修訂便利性，建議將里程計相關規定納入	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
including its installation"	EQUIPMENT INCLUDING ITS INSTALLATION	速率計以俾利後續跟修。	
1. SCOPE This Regulation applies to the approval of vehicles of categories L, M and N.^{1/} 1 As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2-www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html (UN法規之01版新型式實施日期為2017/09/1) 10. Transitional provisions ... 10.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments. 10.2. As from 1 September 2017, Contracting Parties applying this Regulation shall grant new type	1. SCOPE This Regulation applies to the approval of vehicles of categories L, M and N.^{1/} 1/ As defined in annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3)(documeTRANS/WP.29/78/R ev.1/Amend.2.)	二十二之一、速率計(草案) ... 1. 實施時間及適用範圍： 1.1 中華民國一〇七年一月一日起，新型式之M1、N1、L1、L2、L3及L5類車輛，其速率計和里程計應符合本項規定。已符合本基準項次「二十二」規定之既有型式M1、N1、L1、L2、L3及L5類車輛，其速率計亦視同符合本項規定。 1.2 中華民國〇年〇月〇日起，新型式之M2、M3及N2、N3類車輛，其速率計和里程計應符合本項規定。已符合本基準項次「二十二」規定之既有型式M2、M3及N2、N3類車輛，其速率計亦視同符合本項規定。 1.1 中華民國一〇七年一月一日起，各型式之下列車輛，其速率計和里程計應符合本項規定。 1.1.1 M1、M2、M3類車輛。 1.1.2 N1、N2、N3類車輛。 1.1.3 L1、L2、L3及L5類車輛。 1.2 已配備符合本基準項次「二十二」	二十二、速率計 ... 1. 實施時間及適用範圍： 1.1 中華民國九十五年七月一日起，新型式之M1、N1、L1及L3類車輛及中華民國九十七年七月一日起，各型式之M1、N1、L1、L2、L3及L5類車輛，其速率計應符合本項規定。 1.2 中華民國九十七年一月一日起，新型式之M2、M3及N2、N3類車輛及中華民國九十九年一月一日起，各型式之M2、M3及N2、N3類車輛，其速率計應符合本項規定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments. 10.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types which have been granted according to the preceding series of amendments to this Regulation. 10.4. After the date of entry into force of the 01 series of amendments to this Regulation, Contracting Parties applying this Regulation shall continue to accept type approvals granted according to the preceding series of amendments to the Regulation."		<u>規定之下列既有型式車輛，其速率計和里程計亦視同符合本項規定。</u> <u>1.2.1 M1、M2、M3 類車輛。</u> <u>1.2.2 N1、N2、N3 類車輛。</u> <u>1.2.3 L1、L2、L3 及 L5 類車輛。</u>	
2. DEFINITIONS ... 2.3. "Tyres normally fitted" means the type or types of tyre provided by the manufacturer on the vehicle type in question; snow tyres shall not be regarded as tyres normally fitted; 2.4. "Normal running pressure" means the cold inflation pressure specified by the vehicle manufacturer increased by 0.2 bar;	2. DEFINITIONS ... 2.3. "Tyres normally fitted" means the type or types of tyre provided by the manufacturer on the vehicle type in question; snow tyres shall not be regarded as tyres normally fitted; 2.4. "Normal running pressure" means the cold inflation pressure specified by the vehicle manufacturer increased by 0.2 bar;	<u>2. 名詞釋義：</u> <u>2.1 一般配置輪胎(Tyres normally fitted)：指車輛製造廠所提供之一或多個輪胎型式；雪地胎應不視為一般配置輪胎。</u> <u>2.2 一般行駛壓力(Normal running pressure)：指由車輛製造廠規定之冷態充氣胎壓再加上 0.2 巴。</u>	無

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.5. "Speedometer" means that part of the speedometer equipment which indicates to the driver the speed of his vehicle at any given moment; 2.5.1. "Tolerances of the speedometer's measuring mechanism" shall mean the accuracy of the speedometer instrument itself, expressed as the upper and the lower speed indication limits for a range of speed inputs; 2.5.2. "Technical constant of the speedometer" shall mean the relationship between the input revolutions or pulses per minute and a specified displayed speed; 2.6. "Odometer" means that part of the odometer equipment which indicates to the driver the total distance recorded by the vehicle since its entry into service. 2.6.1. "Technical constant of the odometer" means the relationship between the input revolutions or pulses and the distance travelled by the vehicle. 2.7. "Unladen vehicle" means the vehicle in running order, complete with fuel, coolant, lubricant, tools and a spare wheel (if provided as standard equipment by the vehicle manufacturer), carrying a driver weighing 75 kg, but no driver's mate, optional accessories or load.	2.5. "Speedometer" means that part of the speedometer equipment which indicates to the driver the speed of his vehicle at any given moment; 2.5.1. "Tolerances of the speedometer's measuring mechanism" shall mean the accuracy of the speedometer instrument itself, expressed as the upper and the lower speed indication limits for a range of speed inputs; 2.5.2. "Technical constant of the speedometer" shall mean the relationship between the input revolutions or pulses per minute and a specified displayed speed; 2.6. "Unladen vehicle" means the vehicle in running order, complete with fuel, coolant, lubricant, tools and a spare wheel (if provided as standard equipment by the vehicle manufacturer), carrying a driver weighing 75 kg, but no driver's mate, optional accessories or load.	<u>2.3 速率計(Speedometer):係指提供駕駛於任何行駛狀況之車輛速率的設備。</u> <u>2.3.1 速率計量測機構之容許誤差(Tolerances of the speedometer's measuring mechanism):係指速率計本身的精確度,其速率指示值為速率輸入範圍的上限及下限。</u> <u>2.3.2 速率計技術常數(Technical constant of the speedometer): 係指每分鐘所輸入之轉速或脈衝與顯示速率間之關係。</u> <u>2.4 里程計(Odometer): 指提供駕駛自車輛開始使用起記錄車輛總行駛距離之設備。</u> <u>2.4.1. 里程計技術常數(Technical constant of the odometer): 係指輸入轉速或脈衝與車輛行駛距離間之關係。</u> <u>2.5 無負載車輛(Unladen vehicle): 係指車輛於可行駛狀態,裝有燃料、冷卻液、潤滑油、工具及備胎(若其為車輛製造廠提供之標準配備),裝載七五公斤重之駕駛;但不含隨車服務員,選用附件或負載。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2. DEFINITIONS For the purposes of this Regulation: 2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to the speedometer and odometer equipment including its installation. 2.2. "Type of vehicle in respect of its speedometer and odometer " means vehicles which do not among themselves display any essential differences, where those differences can apply, in particular, to the following: 2.2.1. the size designation of the tyres chosen from the range of tyres normally fitted; 2.2.2. the overall transmission ratio, including any reduction drives, to the speedometer; 2.2.3. the type of speedometer as characterised by: 2.2.3.1. the tolerances of the speedometer's measuring mechanism; 2.2.3.2. the technical constant of the speedometer; 2.2.3.3. the range of speeds displayed. 2.2.4. The type of odometer as characterised by: 2.2.4.1. The technical constant of odometer;	2. DEFINITIONS For the purposes of this Regulation: 2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to the speedometer equipment including its installation. 2.2. "Type of vehicle in respect of its speedometer" means vehicles which do not among themselves display any essential differences, where those differences can apply, in particular, to the following: 2.2.1. the size designation of the tyres chosen from the range of tyres normally fitted; 2.2.2. the overall transmission ratio, including any reduction drives, to the speedometer; 2.2.3. the type of speedometer as characterised by: 2.2.3.1. the tolerances of the speedometer's measuring mechanism; 2.2.3.2. the technical constant of the speedometer; 2.2.3.3. the range of speeds displayed.	<u>3. 速率計和里程計之適用型式及其範圍認定原則：</u> <u>3.1 廠牌(速率計和里程計)相同。</u> <u>3.2 一般配置輪胎範圍內之輪胎規格相同</u> <u>3.3 速率計總傳動比相同(包括裝置減速驅動者)。</u> <u>3.4 速率計類型特徵相同：</u> <u>3.4.1 速率計量測機構之容許誤差相同。</u> <u>3.4.2 速率計技術常數相同。</u> <u>3.4.3 顯示速度範圍相同。</u> <u>3.5 里程計類型特徵相同：</u> <u>3.5.1 里程計技術常數相同。</u> <u>3.5.2 里程計指示數字的數目相同。</u>	<u>2. 速率計之適用型式及其範圍認定原則：</u> <u>2.1 車種代號相同。</u> <u>2.2 軸組型態相同。</u> <u>2.3 廠牌及車輛型式系列相同。</u> <u>2.4 底盤車軸組型態相同。</u> <u>2.5 底盤車廠牌相同。</u> <u>2.6 底盤車製造廠宣告之底盤車型式系列相同。</u> <u>2.7 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則：</u> <u>2.7.1 底盤車軸組型態相同。</u> <u>2.7.2 底盤車廠牌相同。</u> <u>2.7.3 底盤車製造廠宣告之底盤車型式系列相同。</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.2.4.2. The number of numerals.			
3. APPLICATION FOR APPROVAL ... 3.1. The application for approval of a vehicle type with regard to the speedometer and odometer equipment including its installation shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the following documents in triplicate and by the following particulars: 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraphs 2.2., 2.3., 2.4., 2.5. and 2.6. above; the vehicle type shall be specified."	3. APPLICATION FOR APPROVAL ... 3.1. The application for approval of a vehicle type with regard to the speedometer equipment including its installation shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the following documents in triplicate and by the following particulars: 3.2.1. a description of the vehicle type with regard to the items mentioned in paragraphs 2.2.,2.3., 2.4. and 2.5. above; the vehicle type shall be specified.	<u>4. 申請者申請檢測時應至少提供規定所需代表車或底盤車 (或檢測所必要車輛部份)及下列實車(品)規格文件予檢測機構。</u> <u>4.1 規定 3.之規格資料，與受驗件圖示及/或照片。</u> <u>4.2 有關上述 2.1~2.4 所提車輛型式資料。</u>	
4. APPROVAL ... "4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of the Regulation in respect of the speedometer and odometer equipment including its installation, approval of that vehicle type shall be granted."	4. APPROVAL ... 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of the Regulation in respect of the speedometer equipment including its installation, approval of that vehicle type shall be granted.	認證部分不影響國內基準	
5. SPECIFICATIONS ... 5.1. An onboard speedometer and odometer	5. SPECIFICATIONS ...	<u>5.一般規範</u> <u>5.1 車輛應裝配符合本項規定之速率</u>	<u>3. 速率計應具有公制單位，且其顯示應位於駕駛人直接視野區且應於日夜均清晰可見。</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
complying with the requirements of this Regulation shall be fitted to the vehicle to be approved. 5.2. The display of the speedometer must be located within the direct field of view of the driver and must be clearly legible both day and night. The range of speeds displayed must be sufficiently wide to include the maximum speed of this type of vehicle as stated by the manufacturer. 5.2.1. In the case of speedometers intended for vehicles of categories M, N, and L3, L4 and L5, the graduation shall be 1, 2, 5 or 10 km/h. The numerical values of the speed shall be indicated on the display as follows: when the highest value on the display does not exceed 200 km/h, speed values shall be indicated at intervals not exceeding 20 km/h. When the maximum value on the display exceeds 200 km/h, then the speed values shall be indicated at intervals not exceeding 30 km/h. The indicated numerical speed value intervals need not be uniform. 5.2.2. In the case of vehicles of categories M, N, and L3, L4 and L5 manufactured for sale in any country where imperial units are used, the speedometer shall also be marked in mph (miles per hour); the graduation shall be of 1,	5.1. The display of the speedometer must be located within the direct field of view of the driver and must be clearly legible both day and night. The range of speeds displayed must be sufficiently wide to include the maximum speed of this type of vehicle as stated by the manufacturer. 5.1.1. In the case of speedometers intended for vehicles of categories M, N, and L3, L4 and L5, the graduation shall be 1, 2, 5 or 10 km/h. The numerical values of the speed shall be indicated on the display as follows: when the highest value on the display does not exceed 200 km/h, speed values shall be indicated at intervals not exceeding 20 km/h. When the maximum value on the display exceeds 200 km/h, then the speed values shall be indicated at intervals not exceeding 30 km/h. The indicated numerical speed value intervals need not be uniform. 5.1.2. In the case of vehicles of categories M, N, and L3, L4 and L5 manufactured for sale in any country where imperial units are used, the speedometer shall also be marked in mph (miles per hour); the graduation shall be of 1,	<u>計和里程計。</u> 5.2 速率計應具有公制單位，且其顯示應位於駕駛直接視野區且應於日夜均清晰可見。<u>所顯示的速度範圍必須足夠寬廣，及包括由申請者規定該車類型之最大速度。</u> 5.3 速率值指示間隔： 5.3.1 M、N、L3 及 L5 類車輛，速率計刻度從有指示數字之第一刻度起應為一、二、五或一〇 km/h(公里/小時) 之間隔。速率計標度盤最高值未超過二〇〇公里/小時者，速率值指示間隔應不超過二〇公里/小時；標度盤最高值超過二〇〇公里/小時者，速率值指示間隔應不超過三〇公里/小時。	4. 速率計刻度從有指示數字之第一刻度起應為一、二、五或一〇 km/h(公里/小時) 之間隔。 5. 速率值指示間隔： 5.1 速率計標度盤最高值未超過二〇〇公里/小時者，速率值指示間隔應不超過二〇公里/小時；標度盤最高值超過二〇〇公里/小時者，速率值指示間隔應不超過三〇公里/小時。 5.2 L1、L2 類車輛之標度盤最高值不得超過八〇公里/小時，且速率值指示間隔應不超過一〇公里/小時。 6. <u>以無載條件(空車重+駕駛員+必要儀器)且依下列速率測試</u>，指示速率必須永不少於真實速率且速率計標度盤指示之速率(V₁)與真實速率(V₂) 間 應 滿 足 $0 \leq V_1 - V_2 \leq \frac{V_2}{10} + 4\text{km/h}$ 關係： 【如下所述】 【請參考下列表格】

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2, 5 or 10 mph. The numerical values of the speed shall be indicated on the display at intervals not exceeding 20 mph and commencing at 10 or 20 mph. The indicated numerical speed value intervals need not be uniform. (速率計非公制單位，建議不納入國內基準) 5.2.3. In the case of speedometers intended for vehicles of categories L1 (mopeds) and L2, the display readings must not exceed 80 km/h. The graduation shall be 1, 2, 5 or 10 km/h and the marked numerical values of the speed indicated shall not exceed 10 km/h. The indicated numerical speed value intervals need not be uniform. 5.3. The accuracy of the speedometer equipment shall be tested in accordance with the following procedure: 5.3.1. The tyres shall be one of the types normally fitted to the vehicle as defined in paragraph 2.3. of this Regulation. A test shall be carried out for each type of speedometer intended to be fitted by the manufacturer. 5.3.2. The test shall be carried out with the vehicle at its unladen weight. An additional weight can be carried for	2, 5 or 10 mph. The numerical values of the speed shall be indicated on the display at intervals not exceeding 20 mph and commencing at 10 or 20 mph. The indicated numerical speed value intervals need not be uniform. (速率計非公制單位，建議不納入國內基準) 5.1.3. In the case of speedometers intended for vehicles of categories L1 (mopeds) and L2, the display readings must not exceed 80 km/h. The graduation shall be 1, 2, 5 or 10 km/h and the marked numerical values of the speed indicated shall not exceed 10 km/h. The indicated numerical speed value intervals need not be uniform. 5.2. The accuracy of the speedometer equipment shall be tested in accordance with the following procedure: 5.2.1. The tyres shall be one of the types normally fitted to the vehicle as defined in paragraph 2.3. of this Regulation. A test shall be carried out for each type of speedometer intended to be fitted by the manufacturer. 5.2.2. The test shall be carried out with the vehicle at its unladen weight. An additional weight can be carried for	5.3.2 L1、L2 類車輛之標度盤最高值不得超過八〇公里/小時，<u>速率計刻度從有指示數字之第一刻度起應為一、二、五或一〇 km/h(公里/小時) 之間隔。且速率值指示間隔應不超過一〇公里/小時。</u> <u>5.4 速率計裝備之準確度應依下列程序試驗：</u> <u>5.4.1 輪胎應依據本基準 2.1 規定，在車輛上的輪胎應為一般配置輪胎其中之一，測試時應對車輛製造廠擬安裝之每個型式速率計均進行試驗。</u> <u>5.4.2 車輛應於無負載狀態下進行測試，可依量測目的而裝載額外重量。車重及各軸之間重量分佈應記</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
purposes of measurement. The weight of the vehicle and its distribution between the axles shall be indicated in the approval communication; 5.3.3. The reference temperature at the speedometer shall be 23 +/- 5 degrees C; 5.3.4. During each test the pressure of the tyres shall be the normal running pressure as define in paragraph 2.4.; 5.3.5. The vehicle is tested at the following speeds: 【請參考下列表格】 5.3.6. the test instrumentation used for measuring the true vehicle speed shall be accurate to +/- 0.5 per cent; 5.3.6.1. the surface of a test track when used shall be flat and dry, and provide sufficient adhesion; 5.3.6.2. if a roller dynamometer is used for the test, the diameter of the roller should be at least 0.4 m; 5.4. The speed indicated shall not be less than the true speed of the vehicle. At the test speeds specified in paragraph 5.2.5. above, there shall be the following relationship between the speed displayed (V1) and the true speed (V2). $0 < (V_1 - V_2) < 0.1 V_2 + 4 \text{ km/h}$	purposes of measurement. The weight of the vehicle and its distribution between the axles shall be indicated in the approval communication (see annex 1, paragraph 6.); 5.2.3. The reference temperature at the speedometer shall be 23 +/- 5 degrees C; 5.2.4. During each test the pressure of the tyres shall be the normal running pressure as define in paragraph 2.4.; 5.2.5. The vehicle is tested at the following speeds: 【請參考下列表格】 5.2.6. the test instrumentation used for measuring the true vehicle speed shall be accurate to +/- 0.5 per cent; 5.2.6.1. the surface of a test track when used shall be flat and dry, and provide sufficient adhesion; 5.2.6.2. if a roller dynamometer is used for the test, the diameter of the roller should be at least 0.4 m; 5.3. The speed indicated shall not be less than the true speed of the vehicle. At the test speeds specified in paragraph 5.2.5. above, there shall be the following relationship between the speed displayed (V1) and the true speed (V2).	<u>錄於試驗報告。</u> <u>5.4.3 速率計之參考溫度應為攝氏溫度二三正負五度。</u> <u>5.4.4 每一試驗中，胎壓應維持於2.2所述之壓力。</u> <u>5.4.5 車輛應依下列速率試驗：</u> 【請參考下列表格】 <u>5.4.6 用於量測真實速率之設備精確度應為百分比正負0.五。</u> <u>5.4.6.1 試驗道路應為平坦、乾燥且足夠磨擦力。</u> <u>5.4.6.2 若使用滾筒動力計試驗，滾筒直徑至少應有0.四公尺。</u> <u>5.5 指示速率必須永不少於真實速率。速率計標度盤指示之速率(V1)與真實速率(V2)之間應滿足下列關係：</u> $0 \leq V_1 - V_2 \leq \frac{V_2}{10} + 4 \text{ km/h}$ <u>5.6 里程計之顯示應為視覺或可輕易顯示予駕駛之方式。M、N 類車</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.5. The display of the odometer shall be visible or accessible to the driver. The odometer shall display at least an integer number composed of a minimum of 6 numerals for the vehicles of categories M and N, and at least an integer number composed of a minimum of 5 numerals for the vehicles of category L. Nevertheless, the Type Approval Authorities may also accept an integer number composed of at least 5 numerals for the vehicles of categories M and N if the intended use of the vehicle justifies it. 5.5.1. In the case of vehicles manufactured for sale in any country where imperial units are used, the odometer shall be marked in miles." (里程計非公制單位，建議不納入國內基準)	$0 < (V_1 - V_2) < 0.1 V_2 + 4 \text{ km/h}$	<u>輛，里程計指示數字應為至少六位數整數所組合；L 類車輛，里程表指示數字應至少為五位數整數所組合。惟若有 M、N 類車輛預計使用里程表指示數字僅為五位數整數之組合，則須向檢測機構證明其合理性。</u>	

修訂後內容(5.3.5)		修訂前內容(5.2.5)	
Maximum design speed (Vmax) of the vehicle specified by the vehicle manufacturer (km/h)	Test speed (V ₁) (km/h)	Maximum design speed (Vmax) of the vehicle specified by the vehicle manufacturer (km/h)	Test speed (V ₁) (km/h)
Vmax ≤ 45	80 % of Vmax	Vmax ≤ 45	80 % of Vmax
45 < Vmax ≤ 100	40 km/h and 80 % Vmax (if the resulting speed is ≥ 55 km/h)	45 < Vmax ≤ 100	40 km/h and 80 % Vmax (if the resulting speed is ≥ 55 km/h)

Maximum design speed (V _{max}) of the vehicle specified by the vehicle manufacturer (km/h)	Test speed (V ₁) (km/h)	Maximum design speed (V _{max}) of the vehicle specified by the vehicle manufacturer (km/h)	Test speed (V ₁) (km/h)
100 < V _{max} ≤ 150	40 km/h, 80 km/h and 80 % V _{max} (if the resulting speed is ≥ 100 km/h)	100 < V _{max} ≤ 150	40 km/h, 80 km/h and 80 % V _{max} (if the resulting speed is ≥ 100 km/h)
150 < V _{max}	40 km/h, 80 km/h and 120 km/h	150 < V _{max}	40 km/h, 80 km/h and 120 km/h
製造廠宣告最大速率(V _{max}) (km/h)	測試速率(V ₁) (km/h)	製造廠宣告最大速率(V _{max}) (km/h)	測試速率(V ₁) (km/h)
V _{max} ≤ 45	80% V _{max}	V _{max} ≤ 45	80% V _{max}
45 < V _{max} ≤ 100	40km/h 與 80% V _{max} (若 80% V _{max} 大於 55 km/h 才需進行測試)	45 < V _{max} ≤ 100	40km/h 與 80% V _{max} (若 80% V _{max} 大於 55 km/h 才需進行測試)
100 < V _{max} ≤ 150	40km/h、80km/h 與 80% V _{max} (若 80% V _{max} 大於 100 km/h 才需進行測試)	100 < V _{max} ≤ 150	40km/h、80km/h 與 80% V _{max} (若 80% V _{max} 大於 100 km/h 才需進行測試)
150 < V _{max}	40km/h、80km/h 與 120km/h	150 < V _{max}	40km/h、80km/h 與 120km/h

【表格內容並未修正】

UN R46 REAR-VIEW MIRRORS 04-S3 間接視野裝置

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
04-S3 生效日期：2016.10.8			1050420 基準草案會議版本
2. Definitions ...	2. Definitions ...	二十三之二、間接視野裝置安裝規定 (草案)	二十三之二、間接視野裝置安裝規定 (草案)
2.1.1.3. "Surveillance mirror" means a mirror other than the ones defined in paragraph 2.1.1. above which can	2.1.1.3. "Surveillance mirror" means a mirror other than the ones defined in paragraph 2.1.1. above which can	2.名詞釋義： ... <u>2.15 監視視鏡(Surveillance mirror)：</u>	本項基準因單品部分國內未有檢測能量之故而未公告，爰本次跟修 UN R46 04-S3 之草案後續移列待公告規劃表。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
be fitted to the inside or outside of the vehicle in order to provide fields of vision other than those specified in paragraph 15.2.4. of this Regulation.	be fitted to the inside or outside of the vehicle in order to provide fields of vision other than those specified in paragraph 15.2.4. of this Regulation.	<u>不同於間接視野裝置，且可安裝於車輛內部或外部之視鏡，以提供非本基準中「間接視野裝置安裝規定」7.規定車輛視野之視鏡。</u> 【參考1050420基準草案會議 271 間接視野裝置(草案)版本】	
"15.2.1.2. The provisions of this Regulation do not apply to the surveillance mirrors defined in paragraph 2.1.1.3. Nevertheless, the exterior surveillance mirrors shall be mounted at least 2 m above the ground when the vehicle is under a load corresponding to its maximum technical permissible mass or shall be fully integrated in a housing including Class II or III mirror(s) which is (are) type approved to this Regulation.	15.2.1.2. The provisions of this Regulation do not apply to the surveillance mirrors defined in paragraph 2.1.1.3. of this Regulation. Nevertheless, the exterior surveillance mirrors shall be mounted at least 2 m above the ground when the vehicle is under a load corresponding to its maximum technical permissible mass.	<u>4.4 本基準的各項規定不適用2.15定義之監視視鏡，然而允許車輛最大負載下，其監視視鏡安裝高度位置離地面高於二公尺或完全整合於已通過認證之II類或III類視鏡的設備內。</u>	

UN R16 SAFETY BELTS 06-S6 安全帶

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
06-S6 生效日期：2016.6.18			
6. Specifications ...	6. Specifications ...	二十六、安全帶 二十六之一、安全帶	二十六、安全帶 二十六之一、安全帶
6.2.2.2. The buckle, even when not	6.2.2.2. The buckle, even when not		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
under tension, shall remain closed whatever the position of the vehicle. It shall not be possible to release the buckle inadvertently, accidentally or with a force of less than 1 daN. The buckle shall be easy to use and to grasp; when it is not under tension and when under the tension specified in paragraph 7.8.2. below, it shall be capable of being released by the wearer with a single simple movement of one hand in one direction; in addition, in the case of belt assemblies intended to be used for the front outboard seats, except in these harness belts, it shall also be capable of being engaged by the wearer with a simple movement of one hand in one direction. The buckle shall be released by pressing either a button or a similar device. The surface to which this pressure is applied shall have the following dimensions, with the button in the	under tension, shall remain closed whatever the position of the vehicle. It shall not be possible to release the buckle inadvertently, accidentally or with a force of less than 1 daN. The buckle shall be easy to use and to grasp; when it is not under tension and when under the tension specified in paragraph 7.8.2. below, it shall be capable of being released by the wearer with a single simple movement of one hand in one direction; in addition, in the case of belt assemblies intended to be used for the front outboard seats, except in these harness belts, it shall also be capable of being engaged by the wearer with a simple movement of one hand in one direction. The buckle shall be released by pressing either a button or a similar device. The surface to which this pressure is applied shall have the following dimensions, with the button in the	(修訂帶扣紅色警示燈之規定，經查修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
actual release position and when projected into a plane perpendicular to the button's initial direction of motion: for enclosed buttons, an area of not less than 4.5 cm² and a width of not less than 15 mm; for non-enclosed buttons, an area of not less than 2.5 cm² and a width of not less than 10 mm. The buckle release area shall be coloured red. No other part of the buckle shall be of this color. When the seat is occupied, a red warning light as part of the buckle shall be permitted, if it is switched off by the action of buckling the seat belt. Lights illuminating the buckle in a colour other than red are not required to be switched off by the action of buckling the seat belt. These lights shall not illuminate the buckle in such a way that the perception of the red colour of the buckle release or the red of the warning light is affected.	actual release position and when projected into a plane perpendicular to the button's initial direction of motion: for enclosed buttons, an area of not less than 4.5 cm² and a width of not less than 15 mm; for non-enclosed buttons, an area of not less than 2.5 cm² and a width of not less than 10 mm. The buckle release area shall be coloured red. No other part of the buckle shall be of this colour. When the seat is occupied, red warning light in any part of the buckle is permitted if it is switched off after the occupant has buckled.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7. Tests ... 7.7.1. The belt assembly shall be mounted on a trolley equipped with the seat and the general anchorages as defined in Annex 6, figure 1 to this Regulation. However, if the belt assembly is intended for a specific vehicle or for specific types of vehicle, the distances between the manikin and the anchorages shall be determined by the Technical Service conducting the tests, either in conformity with the instructions for fitting supplied with the belt or in conformity with the data supplied by the manufacturer of the vehicle. If the belt is equipped with a belt adjustment device for height such as defined in paragraph 2.14.6. above, the position of the device and the means of securing it shall be the same as those of the vehicle design.	7. Tests ... 7.7.1. The belt assembly shall be mounted on a trolley equipped with the seat and the anchorage defined in Annex 6 to this Regulation. However, if the belt assembly is intended for a specific vehicle or for specific types of vehicle, the distances between the manikin and the anchorages shall be determined by the Technical Service conducting the tests, either in conformity with the instructions for fitting supplied with the belt or in conformity with the data supplied by the manufacturer of the vehicle. If the belt is equipped with a belt adjustment device for height such as defined in paragraph 2.14.6. above, the position of the device and the means of securing it shall be the same as those of the vehicle design.	(將安裝於台車上之固定器修訂為通用固定器，經查修訂內容不影響國內基準條文)	
Annex 1B	Annex 1B	(修訂溝通文件，不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Communication 12. Approval granted/refused/extended/withdrawn ² for fixation to the general anchorage positions as defined in Annex 6, figure 1 to this Regulation/for use in a specific vehicle or in specific types of vehicles. ^{2,4}	Communication 12. Approval granted/refused/extended/withdrawn ² for general use/for use in a particular vehicle or in particular types of vehicles ^{2,4}		
Annex 6 3. Anchorages ... 3.2. The general anchorages shall be positioned as shown in Figure 1. The marks which correspond to the arrangement of the anchorages show where the ends of the belt are to be connected to the trolley or to the load transducer, as the case may be. The anchorages for normal use are the points A, B and K if the strap length between the upper edge of the buckle and the hole for attachment of the strap support is not more than 250 mm. Otherwise, the points A1 and B1	Annex 6 3. Anchorages ... 3.2. The anchorages shall be positioned as shown in Figure 1. The marks which correspond to the arrangement of the anchorages show where the ends of the belt are to be connected to the trolley or to the load transducer, as the case may be. The anchorages for normal use are the points A, B and K if the strap length between the upper edge of the buckle and the hole for attachment of the strap support is not more than 250 mm. Otherwise, the points A1 and B1 shall be used.	(將 Annex6 圖一表示之固定器修訂為通用固定器，經查修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
shall be used. The tolerance on the position of the anchorage points is such that each anchorage point shall be situated at most at 50 mm from corresponding points A, B and K indicated in Figure 1 or A1, B1 and K, as the case may be.	The tolerance on the position of the anchorage points is such that each anchorage point shall be situated at most at 50 mm from corresponding points A, B and K indicated in Figure 1 or A1, B1 and K, as the case may be.		

UN R12 STEERING MECHANISM 04-S4 轉向控制系駕駛人碰撞保護

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
04-S4 生效日期：2016.6.18			
Through all text of the Regulation (including annexes), Rechargeable Energy Storage System (REESS), amend to read: Rechargeable Electrical Energy Storage System (REESS).		四十四之一、轉向控制系駕駛人碰撞保護 (將條文中「可充電式能量儲能系統(REESS)」修訂為「可充電式電能儲存系統(REESS)」 2. 名詞釋義： ...	四十四之一、轉向控制系駕駛人碰撞保護 2. 名詞釋義： ...
2.20. "Rechargeable Electrical Energy Storage System (REESS)" means rechargeable electrical energy storage system which provides electrical energy for propulsion;	2.20. "Rechargeable energy storage system (REESS)" means rechargeable energy storage system which provides electrical energy for propulsion;	2.4 可充電式 <u>電能儲存</u> 系統 (Rechargeable <u>electrical</u> energy storage system (REESS))：用來提供 <u>電動</u> 推進所需電能之可充能之能量 <u>儲存</u> 系統。 (經查基準 640.之可充電式能量儲存系	2.4 可充電式 <u>能量儲能</u> 系統 (Rechargeable energy storage system (REESS))：用來提供 <u>電能</u> 推進所需電能之可充能之能量 <u>儲能</u> 系統。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		統名詞釋義：用來提供電動推進所需電能之可充能之能量儲存系統。故將此名詞釋義內容調整一致)	

UN R95 PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION 03-S6 側方碰撞乘員保護

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
03-S6 生效日期：2016.6.18			
Through all the text of the Regulation (including all annexes), Rechargeable Energy Storage System (REESS), amend to read: Rechargeable Electrical Energy Storage System (REESS).		四十五之二、側方碰撞乘員保護 (將條文中「可充電式能量儲能系統 (REESS)」修訂為「可充電式電能儲存系統(REESS)」 2.名詞釋義： ... 2.3 可充電式 <u>電能儲存</u> 系統 (Rechargeable <u>electrical</u> energy storage system (REESS))：用來提供 <u>電動</u> 推進所需電能之可充能之能量 <u>儲存</u> 系統。	四十五之二、側方碰撞乘員保護 2.名詞釋義： ... 2.3 可充電式 <u>能量儲能</u> 系統 (Rechargeable energy storage system (REESS))：用來提供 <u>電能</u> 推進所需電能之可充能之能量 <u>儲能</u> 系統。
2.16. "Rechargeable Electrical Energy Storage System (REESS)" means the rechargeable electrical energy storage system which provides electrical energy for propulsion.	2.16. "Rechargeable energy storage system (REESS)" means the rechargeable energy storage system which provides electrical energy for propulsion.		

UN R94 PROTECTION OF THE OCCUPANTS IN THE EVENT OF A FRONTAL COLLISION 02-S6 、03 前方碰撞乘員保護

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02-S6			

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
生效日期：2016.6.18			
Through all the text of the Regulation (including all annexes), Rechargeable Energy Storage System (REESS), amend to read: Rechargeable Electrical Energy Storage System (REESS). 2. Definitions ... 2.16. "Rechargeable electrical energy storage system (REESS)" means the rechargeable electrical energy storage system which provides electrical energy for propulsion.	2. Definitions ... 2.16. "Rechargeable energy storage system (REESS)" means the rechargeable energy storage system which provides electrical energy for propulsion.	四十六之二、前方碰撞乘員保護 (將條文中「可充電式能量儲存系統 (REESS)」修訂為「可充電式電能儲存系統(REESS)」 2 名詞釋義： ... 2.3 可充電式 <u>電能</u> 儲存系統 (REESS): 用來提供電動推進所需電能之可 <u>充電</u> 之能量儲存系統。	四十六之二、前方碰撞乘員保護 2 名詞釋義： ... 2.3 可充電式 <u>能量</u> 儲存系統 (REESS): 用來提供電動推進所需電能之可 <u>充電</u> 之能量儲存系統。
2.3. "Vehicle width" means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the external devices for indirect vision, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected	2.3. "Vehicle width" means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the rear-view mirrors, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre	(經查道安規則已有車寬規定，故建議不納入此名詞釋義)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
part of the tyre side-walls immediately above the point of contact with the ground.	side-walls immediately above the point of contact with the ground.		
03 生效日期：2016.6.18 實施日期：2018.9.1			
11. Transitional provisions ... 11.9. Contracting Parties applying the Regulation shall continue to accept approvals to the 01 series of amendments to this Regulation, for the vehicles which are not affected by the 02 series of amendments. ... 11.11. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 03 series of amendments. 11.12. As from 1 September 2018, Contracting Parties applying this	11. Transitional provisions ... 11.9. Approvals of the vehicles to the 01 series of amendments to this Regulation which are not affected by the 02 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them. (聯合國法規03版新型式2018/09/01實施)	<u>四十六之三、前方碰撞乘員保護(草案)</u> 1.實施時間及適用範圍： 1.1 中華民國 <u>一〇八年一月一日起</u> ，總重量小於或等於二・五公噸之新型式 M1 類車輛，及中華民國 <u>一一〇年一月一日起</u> ，總重量小於或等於二・五公噸之各型式 M1 類車輛，其前方碰撞乘員保護，應符合本項規定。 <u>1.1.1 已符合本基準項次「四十六之二」規定，且其胸腔壓縮指數符合 6.1.3.1 之既有型式 M1 類車輛，其亦視同符合本項規定。</u> <u>1.2 除幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「前方碰撞乘員保護」規定。</u>	<u>四十六之二、前方碰撞乘員保護</u> 1. 實施時間及適用範圍： 1.1 中華民國 <u>一〇六年一月一日起</u> ，總重量小於或等於二・五公噸之新型式 M1 類車輛， <u>及中華民國一〇八年一月一日起，總重量小於或等於二・五公噸之各型式 M1 類車輛</u> ，其前方碰撞乘員保護，應符合本項規定。 <u>1.2 已取得基準四十六之一「前方碰撞乘員保護」合格文件且未配備自動門鎖系統之既有型式車輛，得視為符合本項規定。</u> <u>1.3 除幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「前方碰撞乘員保護」規定。</u>

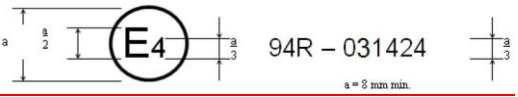
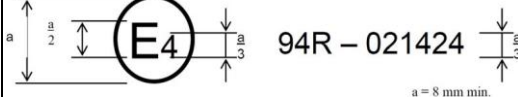
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Regulation shall grant approvals only to those types of vehicle which comply with the requirements of this Regulation as amended by the 03 series of amendments. 11.13. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals for existing types which have been granted according to the preceding series of amendments to this Regulation. 11.14. Contracting Parties applying the Regulation shall continue to accept approvals to the 01 series of amendments to the Regulation, granted before 23 June 2013 or 2014, as foreseen in paragraph 11.5. above. 11.15. Contracting Parties applying the Regulation shall continue to accept approvals to the 02 series of amendments to the Regulation, granted before 1 September 2018.	(參考資料：UN R94 02版新型式2013/06/23；電動車新型式2014/06/23)		
Through all the text of the Regulation		(將條文中「可充電式能量儲存系統	

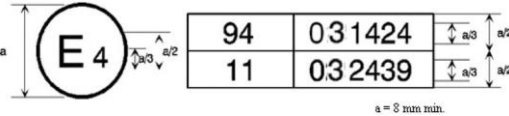
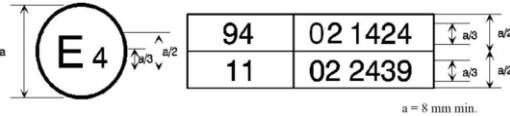
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
(including all annexes), Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).		(REESS)」修訂為「可充電式電能儲存系統(REESS)」 2 名詞釋義： ... 2.3 可充電式 <u>電能</u> 儲存系統 (REESS): 用來提供電動推進所需電能之可 <u>充能</u> 之能量儲存系統。	2 名詞釋義： ... 2.3 可充電式 <u>能量</u> 儲存系統 (REESS): 用來提供電動推進所需電能之可 <u>充電</u> 之能量儲存系統。
2.3. "Vehicle width" means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the external devices for indirect vision, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre side-walls immediately above the point of contact with the ground.	2.3. "Vehicle width" means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the rear-view mirrors, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre side-walls immediately above the point of contact with the ground.	(經查道安規則已有車寬規定，故建議不納入此名詞釋義)	
	2.13. "Child restraint" means an arrangement of components which may comprise a combination of straps or flexible components with a	(刪除兒童保護裝置及後向式之名詞釋義，經查基準並無此名詞釋義，故修訂不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	securing buckle, adjusting devices, attachments, and in some cases a supplementary chair and/or an impact shield, capable of being anchored to a power driven vehicle. It is so designed as to diminish the risk of injury to the wearer, in the event of a collision or of abrupt deceleration of the vehicle by limiting the mobility of the wearer's body. 2.14. "Rearward-facing" means facing in the direction opposite to the normal direction of travel of the vehicle.		
3. Application for approval 3.1. The application for approval of a vehicle type with regard to the protection of the occupants of the front seats in the event of a frontal collision (offset deformable barrier test) shall be submitted by the vehicle manufacturer or by his duly accredited representative.	3. Application for approval 3.1. The application for approval of a vehicle type with regard to the protection of the occupants of the front seats in the event of a frontal collision shall be submitted by the vehicle manufacturer or by his duly accredited representative.	(修訂申請認證之規定，故不影響國內基準條文)	
4. Approval	4. Approval	(修訂認證之規定，故不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
... 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03 corresponding to the 03 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same approval number to another vehicle type.	... 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 02 corresponding to the 02 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same approval number to another vehicle type.		
5. Specifications ... 5.2.1.2. The Injury Criteria for the neck (NIC) shall not exceed the values shown in Figures 1 and 2; ... 5.2.1.4. The thorax compression criterion, (ThCC) shall not exceed 42 mm; ... 5.2.2. Following the test the residual	5. Specifications ... 5.2.1.2. The neck injury criteria (NIC) shall not exceed the values shown in Figures 1 and 2; ... 5.2.1.4. The thorax compression criterion (ThCC) shall not exceed 50 mm; ... 5.2.2. Residual steering wheel	(修訂不影響頸部傷害指數之規定) 6.1.3.1 胸腔壓縮指數 (ThCC) 應小於或等於<u>四二</u>公釐。 ... 6.4.2 <u>試驗後，量測方向盤中心時，方</u>向盤位移的距離，垂直向上方向應小於或等於八 0 公釐，水平向後方	6.1.2.1 頸部傷害指數 (NIC) 應小於或等於圖一與圖二的值。 ... 6.1.3.1 胸腔壓縮指數 (ThCC) 應小於或等於<u>五 0</u>公釐。 ... 6.4.2 方向盤位移的距離，垂直向上方向應小於或等於八 0 公釐，水平向後方向應小於或等於一 0 0 公釐。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
steering wheel displacement, when measured at the centre of the steering wheel hub, shall not exceed 80 mm in the upwards vertical direction and 100 mm in the rearward horizontal direction.	displacement, measured at the centre of the steering wheel hub, shall not exceed 80 mm in the upwards vertical direction and 100 mm in the rearward horizontal direction.	向應小於或等於一 0 0 公釐。	
7. Modification and extension of approval of the vehicle type ... 7.1. Any modification affecting the structure, the number of front seats, the interior trim or fittings, or the position of the vehicle controls or of mechanical parts which might affect the energy-absorption capability of the front of the vehicle shall be brought to the notice of the Type Approval Authority granting approval. The Type Approval Authority may then either: ... 7.1.2.2. If the modifications concern only the interior fittings, if the mass does not increase by more than 8 per	7. Modification and extension of approval of the vehicle type ... 7.1. Any modification affecting the structure, the number of seats, the interior trim or fittings, or the position of the vehicle controls or of mechanical parts which might affect the energy-absorption capability of the front of the vehicle shall be brought to the notice of the Type Approval Authority granting approval. The Type Approval Authority may then either: ... 7.1.2.2. If the modifications concern only the interior fittings, if the mass does not differ by more than 8 per	(修訂車輛型式認證之變更及延伸，故不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
cent and if the number of front seats initially provided in the vehicle remains the same, the following shall be carried out:	cent and if the number of front seats initially provided in the vehicle remains the same, the following shall be carried out:		
Annex 2 Arrangements of approval marks Model A (See paragraph 4.4. of this Regulation) 	Annex 2 Arrangements of approval marks Model A (See paragraph 4.4. of this Regulation) 	(修訂認證標示之排列，故不影響國內基準條文)	
The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a frontal collision, been approved in the Netherlands (E 4) pursuant to Regulation No. 94 under approval number 031424 . The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 94 as amended by the 03 series of amendments.	The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a frontal collision, been approved in the Netherlands (E 4) pursuant to Regulation No. 94 under approval number 021424 . The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 94 as amended by the 02 series of amendments.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Model B (See paragraph 4.5. of this Regulation)  The first two digits of the approval numbers indicate that, at the dates when the respective approvals were granted, Regulation No. 94 incorporated the 03 series of amendments and Regulation No. 11 incorporated the 03 series of amendments.	Model B (See paragraph 4.5. of this Regulation)  The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 94 and 111. The first two digits of the approval numbers indicate that, at the dates when the respective approvals were granted, Regulation No. 94 incorporated the 02 series of amendments and Regulation No. 11 incorporated the 02 series of amendments.		
Annex 3 Test procedure ... 1.4.3.1. Position of steering wheel The steering wheel, if adjustable, shall	Annex 3 Test procedure ... 1.4.3.1. Position of steering wheel The steering wheel, if adjustable, shall	4. 受測車輛整備要求： ... 4.4 前座椅縱向可調之位置必須使 H 點在可移動範圍之中間位置或是最	4. 受測車輛整備要求： ... 4.4 前座椅縱向可調之位置必須使 H 點在可移動範圍之中間位置或是最

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
be placed in the normal position indicated by the manufacturer or, in the absence of any particular recommendation by the manufacturer, midway between the limits of its range(s) of adjustment. At the end of propelled travel, the steering wheel shall be left free, with its spokes in the position which according to the manufacturer corresponds to straight-ahead travel of the vehicle. ... 1.4.3.10. Head restraints Head restraints adjustable for height shall be in their appropriate position as defined by the manufacturer. In the absence of any particular recommendation from the manufacturer, then the head restraints shall be in their uppermost position. ... 1.4.3.3. Gear-change lever The gear-change lever shall be in the neutral position. If the vehicle is	be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment. At the end of propelled travel, the steering wheel shall be left free, with its spokes in the position which according to the manufacturer corresponds to straight-ahead travel of the vehicle. ... 1.4.3.10. Head restraints Head restraints adjustable for height shall be in their uppermost position. ... 1.4.3.3. Gear-change lever The gear-change lever shall be in the neutral position.	接近之固定位置。若高度可獨立調整，高度須在製造商定義之位置。<u>座椅頭枕高度應調整至申請者宣告之適當位置，若申請者無特別要求，則應調整至最高點。</u>除申請者另有指定，椅背應調整至垂直向後傾斜二五度之角度。若為可調式方向盤，應設定在<u>申請者</u>所指示的正常位置，<u>若申請者無特別要求，則應設定</u>在調整範圍之中間點。惟縱向可調之後座椅則調整至最後位置。 ... 4.3 車門關上但不上鎖。變速箱置於空檔，<u>若車輛係藉由本身之引擎驅動，則變速箱之檔位應依申請者宣告。</u>	接近之固定位置。若高度可獨立調整，高度須在製造商定義之位置。<u>座椅頭枕高度應調整至最高點。</u>除製造廠另有指定，椅背應調整至垂直向後傾斜二五度之角度。若為可調式方向盤，應設定在<u>製造廠</u>所指示的正常位置<u>或</u>在調整範圍之中間點。惟縱向可調之後座椅則調整至最後位置。 ... 4.3 車門關上但不上鎖，變速箱置於空檔。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
propelled by its own engine, then the gear-change level shall be defined by the manufacturer.			
Annex 3 Test procedure ... 2.1.1. A dummy corresponding to the specifications for Hybrid III fiftieth percentile male dummy fitted with a 45 deg. ankle and meeting the specifications for its adjustment shall be installed in each of the front outboard seats in accordance with the conditions set out in Annex 5. The ankle of the dummy shall be certified in accordance with the procedures in Annex 10.	Annex 3 Test procedure ... 2.1.1. A dummy corresponding to the specifications for Hybrid III fitted with a 45 deg. ankle and meeting the specifications for its adjustment shall be installed in each of the front outboard seats in accordance with the conditions set out in Annex 5. The ankle of the dummy shall be certified in accordance with the procedures in Annex 10.	6. 檢測標準：車輛於執行完本基準規定之測試後，應符合下述規定。 此外對於配備電能動力傳動系統之車輛，應符合 6.5 之規定。倘若電子零件不會影響 6.1 至 6.4 所規定乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。在此情況下應以 4.之方法確認是否符合 6.5 之規定。應使用配備四十五度腳踝之 HYBRID III <u>百分之五 0 成年男性</u> 人偶，並依其調整規範進行設定，且人偶應安裝於每個前座外側座椅上。	6. 檢測標準：車輛於執行完本基準規定之測試後，應符合下述規定。 此外對於配備電能動力傳動系統之車輛，應符合 6.5 之規定。倘若電子零件不會影響 6.1 至 6.4 所規定乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。在此情況下應以 4.之方法確認是否符合 6.5 之規定。應使用配備四十五度腳踝之 HYBRID III 人偶，並依其調整規範進行設定，且人偶應安裝於每個前座外側座椅上。
Annex 4, Head Performance Criterion (HPC) and 3 ms head acceleration Performance criteria 1. Head Performance Criterion (HPC ₃₆)	Annex 4 Head Performance Criterion (HPC) and 3 ms head acceleration 1. Head Performance Criterion (HPC)	(Annex 4 paragraph1 為頭部傷害指數之計算公式，經查修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
1.1. The Head Performance Criterion (HPC³⁶) is considered to be satisfied when, during the test, there is no contact between the head and any vehicle component. ... 2. Injury Criteria for neck 2.1. These criteria are determined by the compressive axial force, the axial tensile force and the fore/aft shear forces at the head/neck interface, expressed in kN and measured according to paragraph 5.2.2. of Annex 3 and by the duration of these forces expressed in ms."	1.1. The Head Performance Criterion (HPC) is considered to be satisfied when, during the test, there is no contact between the head and any vehicle component. ... 2. Neck Injury Criteria (NIC) 2.1. These criteria are determined by the compressive axial force, the axial tensile force and the fore/aft shear forces at the head/neck interface, expressed in kN and measured according to paragraph 5.2.2. of Annex 3 and by the duration of these forces expressed in ms.	(修訂不影響國內基準條文)	
Annex 5 Arrangement and installation of dummies and adjustment of restraint systems 2. Installation of dummies ... 2.4.3.2. Pelvic angle As determined using the pelvic angle gauge (GM) drawing 78051-532	Annex 5 Arrangement and installation of dummies and adjustment of restraint systems 2. Installation of dummies ... 2.4.3.2. Pelvic angle As determined using the pelvic angle gauge (GM) drawing 78051-532	(Annex 5 paragraph 2 為人偶安裝之規定，經查修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
incorporated by reference in Part 572, which is inserted into the "H" point gauging hole of the dummy, the angle measured from the horizontal on the 76.2 mm (3 inch) flat surface of the gauge shall be 22.5 degrees plus or minus 2.5 degrees. ... 2.6.1. The right foot of the driver test dummy shall rest on the undepressed accelerator with the rearmost point of the heel on the floor surface in the plane of the pedal. If the foot cannot be placed on the accelerator pedal, it shall be positioned perpendicular to the tibia and placed as far forward as possible in the direction of the centreline of the pedal with the rearmost point of the heel resting on the floor surface. The heel of the left foot shall be placed as far forward as possible and shall rest on the floor pan. The left foot shall be positioned as flat as possible on the toe board.	incorporated by reference in Part 572 which is inserted into the "H" point gauging hole of the dummy, the angle measured from the horizontal on the 76.2 mm (3 inch) flat surface of the gauge shall be 22.5 degrees plus or minus 2.5 degrees. ... 2.6.1. The right foot of the driver test dummy shall rest on the undepressed accelerator with the rearmost point of the heel on the floor surface in the plane of the pedal. If the foot cannot be placed on the accelerator pedal, it shall be positioned perpendicular to the tibia and placed as far forward as possible in the direction of the centreline of the pedal with the rearmost point of the heel resting on the floor surface. The heel of the left foot shall be placed as far forward as possible and shall rest on the floor pan. The left foot shall be positioned as flat as possible on the toe board.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
The longitudinal centreline of the left foot shall be placed as parallel as possible to the longitudinal centreline of the vehicle. For vehicles equipped with a footrest, it shall be possible at the request of the manufacturer to place the left foot on the footrest. In this case the position of the left foot is defined by the footrest. ... 2.8. The temperature of the dummy and the system of measuring instruments shall be stabilized before the test and maintained so far as possible within a range between 19 deg. C and 22.2 deg. C." ... 3. Adjustment of restraint system The dummy jacket shall be installed at the appropriate position where the bolt hole of the neck lower bracket and the work hole of the dummy jacket are at the same position. With the test dummy at its designated	The longitudinal centreline of the left foot shall be placed as parallel as possible to the longitudinal centreline of the vehicle. ... 2.8. The temperature of the dummies and the system of measuring instruments shall be stabilized before the test and maintained so far as possible within a range between 19 deg. C and 22 deg. C. ... 3. Adjustment of restraint system With the test dummy at its designated seating position as specified by the appropriate requirements of paragraphs 2.1. through 2.6. above, place the belt around the test dummy and fasten the latch. Remove all slack	(Annex 5 paragraph 3 為束縛系統調整之規定，修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
seating position, as specified by the appropriate requirements of paragraphs 2.1. to 2.6. and 3.1 to 3.6. above, place the belt around the test dummy and fasten the latch. Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor horizontally at a position via the centre of the dummy and allow it to retract. Repeat this operation four times. The shoulder belt should be at the position between the area which shall not be taken off from shoulder and shall not contact with the neck. The seat belt path shall be positioned: for Hybrid III fiftieth percentile male dummy, the hole of the outer side dummy jacket shall not be fully hidden by the seat belt. Apply a 9 to 18 N tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is	from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract. Repeat this operation four times. Apply a 9 to 18 N tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer for normal use in the owner's manual for the vehicle. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
recommended by the manufacturer for normal use in the owner's manual for the vehicle. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the rewind force of the retractor. Where the safety belt and safety belt anchorages are located such that the belt does not lie as required above then the safety belt may be manually adjusted and retained by tape.			
Annex 8 Technique of measurement in measurement tests: Instrumentation ... 4. Data processing 4.1. Filtering Filtering corresponding to the frequencies of the data channel class may be carried out during either recording or processing of data. However, before recording,	Annex 8 Technique of measurement in measurement tests: Instrumentation ... 4. Recording 4.1. Analogue magnetic recorder Tape speed should be stable to within not more than 0.5 per cent of the tape speed used. The signal-to-noise ratio of the recorder should not be less than 42 dB at the maximum tape speed.	(刪除 Annex 8 paragraph 4 為紀錄之規定，經查修訂內容不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
analogical filtering at a higher level than CFC should be effected in order to use at least 50 per cent of the dynamic range of the recorder and to reduce the risk of high frequencies saturating the recorder or causing aliasing errors in the digitalizing process. 4.2. Digitalizing 4.2.1. Sampling frequency The sampling frequency should be equal to at least 8 FH. In the case of analogical recording, when the recording and reading speeds are different, the sampling frequency can be divided by the speed ratio. 4.2.2. Amplitude resolution The size of digital words should be at least 7 bits and a parity bit. 5. Presentation of results The results should be presented on A4 size paper (ISO/R 216). Results presented as diagrams should have axes scaled with a measurement unit	The total harmonic distortion should be less than 3 per cent and the linearity error should be less than 1 per cent of the measurement range. 4.2. Digital magnetic recorder Tape speed should be stable to within not more than 10 per cent of the tape speed used. 4.3. Paper tape recorder In case of direct data recording the paper speed in mm/s should be at least 1.5 times the number expressing FH in Hz. In other cases the paper speed should be such that equivalent resolution is obtained. 5. Data processing 5.1. Filtering Filtering corresponding to the frequencies of the data channel class may be carried out during either recording or processing of data. However, before recording, analogical filtering at a higher level than CFC should be effected in order		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
corresponding to a suitable multiple of the chosen unit (for example, 1, 2, 5, 10, 20 millimetres). SI units shall be used, except for vehicle velocity, where km/h may be used, and for accelerations due to impact where g, with $g = 9.8 \text{ m/s}^2$, may be used.	to use at least 50 per cent of the dynamic range of the recorder and to reduce the risk of high frequencies saturating the recorder or causing aliasing errors in the digitalizing process. 5.2. Digitalizing 5.2.1. Sampling frequency The sampling frequency should be equal to at least 8 FH. In the case of analogical recording, when the recording and reading speeds are different, the sampling frequency can be divided by the speed ratio. 5.2.2. Amplitude resolution The size of digital words should be at least 7 bits and a parity bit. 6. Presentation of results The results should be presented on A4 size paper (ISO/R 216). Results presented as diagrams should have axes scaled with a measurement unit corresponding to a suitable multiple of the chosen unit (for example, 1, 2,		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	5, 10, 20 millimetres). SI units shall be used, except for vehicle velocity, where km/h may be used, and for accelerations due to impact where g, with $g = 9.8 \text{ m/s}^2$, may be used.		

UN R107 CATEGORY M2 OR M3 VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION 06-S5 M2、M3客車車身各部規格

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
06-S5 實施日期：2020.10.8 生效日期：2016.10.8			
06-S5版如下： Annex 8, 3.1. Steps The height of the first step from the ground of at least one service door shall not exceed 250 mm for vehicles of Class I and A and 320 mm for vehicles of Classes II, III and B. In the case where only one service door meets this requirement there shall be no barrier or sign which prevents that door from being used as both an entrance and an exit. As an alternative for vehicles of Classes I and A, the first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit.	Annex 8, 3.1. Steps The height of the first step from the ground of at least one service door shall not exceed 250 mm for vehicles of Class I and A and 320 mm for vehicles of Classes II, III and B. In the case where only one service door meets this requirement there shall be no barrier or sign which prevents that door from being used as both an entrance and an exit. As an alternative for vehicles of Classes I and A, the first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit. In low floor vehicles only a kneeling system,	六十三之一、低地板大客車規格規定 (修訂內容不影響國內檢測基準)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
In low floor vehicles only a kneeling system, but not a retractable step, may be engaged. In other vehicles either a kneeling system and/or a retractable step may be engaged. The height of steps in an access passage at the above-mentioned door(s), and throughout the entire gangway, shall be not more than 200 mm for vehicles of Classes I and A and 250 mm for vehicles of Classes II, III and B. The transition from a sunken gangway to a seating area shall not be considered to be a step.	but not a retractable step, may be engaged. In other vehicles either a kneeling system and/or a retractable step may be engaged. The height of steps in an access passage at the above-mentioned door(s), and in the gangway, shall be not more than 200 mm for vehicles of Classes I and A and 250 mm for vehicles of Classes II, III and B. The transition from a sunken gangway to a seating area shall not be considered to be a step.		

ECE R26 EXTERNAL PROJECTIONS 03-S3 小型車外突出物

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
03-S3 生效日期：2016.10.8 實施日期：2020.10.8			
1. Scope and purpose 1.1. This Regulation applies to external projections of category M1 vehicles.¹ It does not apply to exterior devices for indirect vision or to the ball of towing devices. 1.2. The purpose of this Regulation is to reduce the risk or seriousness of bodily injury to a person hit by the bodywork or brushing against it in the event of a	1. Scope and purpose 1.1. This Regulation applies to external projections of category M1 vehicles.¹ It does not apply to exterior rear-view mirrors or to the ball of towing devices. 1.2. The purpose of this Regulation is to reduce the risk or seriousness of bodily injury to a person hit by the bodywork or brushing against it in the event of a collision. This is valid both when the	七十七、客車車外突出限制 ... 1.實施時間及適用範圍： 1.1 中華民國一〇七年一月一日起，新型式之 M1 類車輛及中華民國一〇九年一月一日起，各型式之 M1 類車輛，其車外突出應符合本項規定。 1.2 本項法規不適用於間接視野裝置	七十七、客車車外突出限制 ... 1.實施時間及適用範圍： 1.1 中華民國一〇七年一月一日起，新型式之 M1 類車輛及中華民國一〇九年一月一日起，各型式之 M1 類車輛，其車外突出應符合本項規定。 1.2 本項法規不適用於車外照後鏡或

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
03-S3 生效日期：2016.10.8 實施日期：2020.10.8			
collision. This is valid both when the vehicle is stationary and in motion.	vehicle is stationary and in motion.	或聯結裝置。 1.3 申請少量車型安全審驗者，得免符合本項規定之 4.6、5.1.1、5.16.1 及 5.17.4.1。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.6、5.1.1、5.16.1 及 5.17.4.1。	聯結裝置。 1.3 申請少量車型安全審驗者，得免符合本項規定之 4.6、5.1.1、5.16.1 及 5.17.4.1。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.6、5.1.1、5.16.1 及 5.17.4.1。
2. Definitions ... 2.7. "Extreme outer edge" of the vehicle means, in relation to the sides of the vehicle, the plane parallel to the median longitudinal plane of the vehicle coinciding with its outer lateral edge, and, in relation to the front and rear ends, the perpendicular transverse plane of the vehicle coinciding with its outer front and rear edges, account not being taken of the projection: 2.7.1. Of tyres near their point of contact with the ground, and connections for tyre pressure gauges; 2.7.2. Of any anti-skid devices which may be mounted on the wheels; 2.7.3. Of devices for indirect vision;	2. Definitions ... 2.7. "Extreme outer edge" of the vehicle means, in relation to the sides of the vehicle, the plane parallel to the median longitudinal plane of the vehicle coinciding with its outer lateral edge, and, in relation to the front and rear ends, the perpendicular transverse plane of the vehicle coinciding with its outer front and rear edges, account not being taken of the projection: 2.7.1. Of tyres near their point of contact with the ground, and connections for tyre pressure gauges; 2.7.2. Of any anti-skid devices which may be mounted on the wheels; 2.7.3. Of rear-view mirrors;	2.名詞釋義： ... 2.5 車輛外側邊緣 (Extreme outer edge)：指平行於車輛縱向中心面且與車輛兩側外部邊緣貼齊之平面，以及分別與車輛前後端外部邊緣貼齊之車輛橫向垂直平面，此等平面不計入下列部位： 2.5.1 輪胎與地面接觸點，及輪胎胎壓錶連接處； 2.5.2 安裝於車輪上之任何防滑裝置； 2.5.3 <u>間接視野裝置</u> ； 2.5.4 側方向燈、輪廓邊界標識燈、車寬燈(前(側)位置燈)、尾燈(後(側)位置燈)、停車燈；	2.名詞釋義： ... 2.5 車輛外側邊緣 (Extreme outer edge)：指平行於車輛縱向中心面且與車輛兩側外部邊緣貼齊之平面，以及分別與車輛前後端外部邊緣貼齊之車輛橫向垂直平面，此等平面不計入下列部位： 2.5.1 輪胎與地面接觸點，及輪胎胎壓錶連接處； 2.5.2 安裝於車輪上之任何防滑裝置； 2.5.3 <u>照後鏡</u> ； 2.5.4 側方向燈、輪廓邊界標識燈、車寬燈(前(側)位置燈)、尾燈(後(側)位置燈)、停車燈；

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
03-S3 生效日期：2016.10.8 實施日期：2020.10.8			
2.7.4. Of side direction indicator lamps, end outline marker lamps, front and rear position (side) lamps and parking lamps; 2.7.5. In relation to the front and rear ends, of parts mounted on the bumpers, of towing devices and of exhaust pipes;	2.7.4. Of side direction indicator lamps, end outline marker lamps, front and rear position (side) lamps and parking lamps; 2.7.5. In relation to the front and rear ends, of parts mounted on the bumpers, of towing devices and of exhaust pipes;	2.5.5 於前後端保險桿上之零件、聯結裝置和排氣管；	2.5.5 於前後端保險桿上之零件、聯結裝置和排氣管；

ECE R61EXTERNAL PROJECTIONS (COMMERCIAL VEHICLE) 00 S3 (2015/11/11草案) 商用車輛前方車外突出物

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
1. FIELD OF APPLICATION AND SCOPE 1.1. This Regulation applies to the external projections of goods vehicles of categories N1,N2 and N3 ¹ , limited to the "external surface" as defined below. It does not apply to the exterior devices for indirect vision , including their support, or to the accessories such as aerials and luggage racks. 1.2. The purpose of this Regulation is to reduce the risk of the severity of injuries sustained by a person coming into contact	1. FIELD OF APPLICATION AND SCOPE 1.1. This Regulation applies to the external projection of goods vehicles of categories N1, N2and N3, limited to the "external surface" as defined below. It does not apply to the exterior rearview mirrors , including their support, or to the accessories such as aerials and luggage racks. 1.2. The purpose of this Regulation is to reduce the risk of the severity of injuries sustained by a person coming into contact	七十八、貨車車外突出限制 1.實施時間及適用範圍： 1.1 中華民國一〇八年一月一日起，新型式之 N 類車輛及中華民國一一〇年一月一日起，各型式之 N 類車輛，其車外突出應符合本項規定。 1.2 本項規定不適用於 間接視野裝置 及其支撐物，或天線、行李架。 1.3 申請少量車型安全審驗者，得免符合本項規定之 4.5 及 5.1.2。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.5 及 5.1.2。	七十八、貨車車外突出限制 1.實施時間及適用範圍： 1.1 中華民國一〇八年一月一日起，新型式之 N 類車輛及中華民國一一〇年一月一日起，各型式之 N 類車輛，其車外突出應符合本項規定。 1.2 本項規定不適用於 車外照後鏡 及其支撐物，或天線、行李架。 1.3 申請少量車型安全審驗者，得免符合本項規定之 4.5 及 5.1.2。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.5 及 5.1.2。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
with the external surface of the vehicle in the event of an impact. 1 As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para.www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html	with the external surface of the vehicle in the event of an impact.		

ECE R118 THE BURNING BEHAVIOUR OF MATERIALS USED IN THE CONSTRUCTION OF CERTAIN CATEGORIES OF MOTOR VEHICLES 02-S2 內裝材料難燃性

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02-S2 實施日期：2020.10.8 生效日期：2016.10.8			
1. Scope 1.1. This Regulation applies to the burning behaviour (ignitibility, burning rate and melting behaviour) and to the capability to repel fuel or lubricants of materials used in vehicles of categories M3, Classes II and III1. Type approvals are granted according to:	1. Scope 1.1. This Regulation applies to the burning behaviour (ignitibility, burning rate and melting behaviour) and to the capability to repel fuel or lubricants of materials used in vehicles of categories M3, Classes II and III1. Type approvals are granted according to:	十九之一、車輛內裝材料難燃性能要求 ... 1. 車輛內裝材料：指使用於車輛乘室內之椅墊、椅背、頂蓬、各種飾板(包含車門、前、後及側邊等飾板)、地毯、窗簾等內裝物，以及使用於基準「車輛規格規定」甲類大客車與乙類大客車，<u>其電纜、及引擎室</u>	十九之一、車輛內裝材料難燃性能要求 ... 1. 車輛內裝材料：指使用於車輛乘室內之椅墊、椅背、頂蓬、各種飾板(包含車門、前、後及側邊等飾板)、地毯、窗簾等內裝物，以及使用於基準「車輛規格規定」甲類大客車與乙類大客車<u>引擎室</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
1.2. Part I - Approval of a vehicle type with regard to the burning behaviour and/or the capability to repel fuel or lubricant of the components used in the interior compartment the engine compartment and any separate heating compartment and with regard to the burning behaviour of electric cables used in the vehicle. 1.3. Part II - Approval of a component with regard to its burning behaviour and/or its capability to repel fuel or lubricant.	1.2. Part I - Approval of a vehicle type with regard to the burning behaviour and/or the capability to repel fuel or lubricant of the components used in the interior compartment, the engine compartment and any separate heating compartment. 1.3. Part II - Approval of a component with regard to its burning behaviour and/or its capability to repel fuel or lubricant installed in the interior compartment, the engine compartment or any separate heating compartment.	<u>內與</u>任何獨立加熱空間內之隔離材料。 2. 實施時間及適用範圍： 2.1 中華民國一〇八年一月一日起，新型式之幼童專用車、校車、大客車、小客車及小客貨兩用車輛，應符合本項規定；中華民國一一〇年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之6.2規定。 <u>2.2 中華民國一〇七年一月一日起，新</u> <u>型式之甲類大客車與乙類大客</u> <u>車；中華民國一〇八年一月一日</u> <u>起，各型式之甲類大客車與乙類大</u> <u>客車，應出具其電纜符合本項6.2.6</u> <u>之聲明文件，必要時審驗機構得以</u> <u>實品查核方式確認。</u> <u>2.3</u> 同一申請者同一年度同型式規格之M1類車輛，申請少量車型安全審驗且總數未逾二十輛者，得免符合本項「車輛內裝材料難燃性能要	<u>內及</u>任何獨立加熱空間內之隔離材料。 2. 實施時間及適用範圍： 2.1 中華民國一〇八年一月一日起，新型式之幼童專用車、校車、大客車、小客車及小客貨兩用車輛，應符合本項規定；中華民國一一〇年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之6.2規定。 <u>2.2</u> 同一申請者同一年度同型式規格之M1類車輛，申請少量車型安全審驗且總數未逾二十輛者，得免符合本項「車輛內裝材料難燃性能要求」規定。 <u>2.3</u> 同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合本項「車輛內裝材料難燃性能要求」規定。

新型式之實施日期均自 108 年 1 月 1 日起。為促使大客車提早裝設相關安全設備以提升行車安全，車安中心依交通部之指示，擬增訂法規尚未實施前之過渡期間提早符合法規要求且得以出具其電纜符合本項

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		求」規定。 2.4 同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合本項「車輛內裝材料難燃性能要求」規定。	
5.2. Specifications 5.2.1. The materials inside and no more than 13 mm beyond the interior compartment, materials of the engine compartment, materials of any separate heating compartment and electric cables used in the vehicle to be type approved shall meet the requirements of Part II of this Regulation. 5.2.2. The materials and/or equipment used in the interior compartment, the engine compartment and any separate heating compartment and/or in devices approved as components, electric cables used in the vehicle shall be so installed as to minimize the risk of flame development and flame propagation.	5.2. Specifications 5.2.1. The materials of the interior compartment, the engine compartment and any separate heating compartment used in the vehicle to be type approved shall meet the requirements of Part II of this Regulation. 5.2.2. The materials and/or equipment used in the interior compartment, the engine compartment and any separate heating compartment and/or in devices approved as components shall be so installed as to minimize the risk of flame development and flame propagation.	UN修正內容不影響基準，建議維持現行零組件材料之驗證	
6.2. Specifications ... 6.2.6. Any electric cable (e.g.	6.2. Specifications ... 6.2.6. Electric cables shall undergo the	6.2 一般規定 ... 6.2.6 任何電纜（例如單芯線	6.2 一般規定 ... 6.2.6 電纜應進行 ISO 6722:2006 中

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
single-core, multi-core, screened, unscreened, sheathed cables) exceeding a length of 100 mm used in the vehicle shall undergo the resistance to flame propagation test described in ISO 6722-1:2011, paragraph 5.22. The exposure to the test flame shall be finished, when the conductor (in case of singlecore cables) or the first conductor (in case of multi-core cables) becomes visible, or after 15 s for cables with conductor sizes of each less or equal than 2.5 mm² and 30 s for cables with conductor sizes greater than 2.5 mm² or multi-core cables with at least one conductor size greater than 2.5 mm². The result of the test shall be considered satisfactory if, taking into account the worst test result, any combustion flame of insulating material shall extinguish within 70 seconds and a minimum of 50 mm insulation at the top of the test sample shall remain unburned.	resistance to flame propagation test described in ISO standard 6722:2006, paragraph 12. The result of the test shall be considered satisfactory if, taking into account the worst test result, any combustion flame of insulating material shall extinguish within 70 seconds and a minimum of 50 mm insulation at the top of the test sample shall remain unburned.	(Single-core), 多芯線 (Multi-core), 屏蔽 (Screened), 非屏蔽 (Unscreened), 護套電纜 (Sheathed cables)) 在車輛上使用長度超過一〇〇公釐者, 應進行 ISO 6722-1:2011 中章節 5.22 規定之抗火焰傳播試驗。 將電纜暴露於試驗火焰中直到下述情形後停止試驗：當已可清楚識別出導線(單芯線電纜)或任一導線(多芯線電纜), 或對每一條導線截面積尺寸小於或等於二五平方公釐之電纜：暴露於火焰內一五秒後；以及每一條導線截面積尺寸大於二五平方公釐之電纜或至少有一條導線大於二五平方公釐之多芯線電纜：暴露於火焰內三〇秒後。 若任何絕緣材料(Insulating material)其最差之燃燒火焰試驗結果, 在七〇秒內熄滅且試驗試樣表面之絕緣體至少有五〇公釐未被燃燒, 則視為符合要求。	章節 12 規定之抗火焰傳播試驗。 若任何絕緣材料(Insulating material)其最差之燃燒火焰試驗結果, 在七〇秒內熄滅且試驗試樣表面之絕緣體至少有五〇公釐未被燃燒, 則視為符合要求。
6.2.7. Materials which are not required to undergo the tests described in Annexes 6 to 8 are:	6.2.7. Materials which are not required to undergo the tests described in Annexes 6 to 8 are:	6.2.7 不需進行6.3至6.5規定試驗之材料： ...	6.2.7 不需進行6.3至6.5規定試驗之材料： ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
... 6.2.7.4. Elements for which it is not possible to extract a sample in the prescribed dimensions as specified in paragraph 3.1. of Annex 6, paragraph 3. of Annex 7, and paragraph 3.1. of Annex 8. 資料補充: Annex 8 3. Samples 3.1. The samples dimensions are: 560 x 170 mm. If the dimensions of a material do not permit taking a sample of the given dimensions the test shall be carried out, in accordance with the Technical Service, on the fitted size of the material which shall be mentioned in the test report.	... 6.2.7.4. Elements for which it is not possible to extract a sample in the prescribed dimensions as specified in paragraph 3.1. of Annex 6 and paragraph 3. of Annex 7.	6.2.7.4 未能依6.3.2.1、6.4.2及6.5.2.1規定尺寸取樣之元件。	6.2.7.4 未能依6.3.2.1及6.4.2規定尺寸取樣之元件。
Appendix 1 Appendix to type approval communication form No. ... concerning the type approval of a component type pursuant to Regulation No. 118 1. Additional information. 1.1. Interior materials 1.1.1. The direction which the component may be installed:	Appendix 1 Appendix to type approval communication form No. ... concerning the type approval of a component type pursuant to Regulation No. 118 1. Additional information. 1.1. Interior materials 1.1.1. The direction which the component may be installed:	部件型式認證溝通文件不影響國內基準。	無

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
horizontal / vertical / both horizontal and vertical direction(s)¹. 1.1.2. Fulfils the requirements in paragraph 6.2.2.: yes / not applicable¹ 1.1.3. Compliance has been checked for components approved as complete devices: yes / no¹ 1.1.4. Any restrictions of use and installation requirements: 1.2. Insulation materials 1.2.1. The direction which the component may be installed: horizontal / vertical / both horizontal and vertical direction(s)¹. 1.2.2. Compliance has been checked for components approved as complete devices: yes / no¹ 1.2.3. Any restrictions of use and installation requirements: 1.3. Electric cables 1.3.1. Any restrictions of use and installation requirements:	horizontal / vertical / both horizontal and vertical direction(s)¹. 1.1.2. Fulfils the requirements in paragraph 6.6.2.: yes / not applicable¹ 1.1.3. Compliance has been checked for components approved as complete devices: yes / no¹ 1.1.4. Any restrictions of use and installation requirements: 1.2. Insulation materials 1.2.1. The direction which the component may be installed: horizontal / vertical / both horizontal and vertical direction(s)¹. 1.2.2. Compliance has been checked for components approved as complete devices: yes / no¹ 1.2.3. Any restrictions of use and installation requirements: 1.3. Electric cables 1.3.1. Any restrictions of use and installation requirements:		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2. Remarks: ¹ Strike out what does not apply.	2. Remarks: ¹ Strike out what does not apply.		

車輛安全檢測基準發布後部分條文修正草案對照表內容彙整（計7項）

項次	法規名稱	修訂法規內容	新增法規項目	頁碼	提案單位	提報方向
1.	四、靜態煞車	◎		P.129	VSCC	參考道安規則及其他檢測基準項目，原「手煞車」調整為「手（駐）煞車」。
2.	四十五、側方碰撞乘員保護	◎		P.129	VSCC	參考道安規則及其他檢測基準項目，原「手煞車」調整為「手（駐）煞車」。
3.	四十五之一、側方碰撞乘員保護	◎		P.129	VSCC	參考道安規則及其他檢測基準項目，原「手煞車」調整為「手（駐）煞車」。
4.	四十五之二、側方碰撞乘員保護	◎		P.129	VSCC	參考道安規則及其他檢測基準項目，原「手煞車」調整為「手（駐）煞車」。
5.	二十之二、反光識別材料	◎		P.129	VSCC	項次勘誤調整。
6.	四十一之一、反光標誌(反光片)	◎		P.130	VSCC	項次勘誤調整。
7.	三十一、方向燈	◎		P.130	VSCC	1. 新增圖四之一。 2. 圖七勘誤。

四、靜態煞車

修訂規定	現行規定	說明
2. 靜態煞車規定： ... 2.3 手(駐)煞車：車重之一六%以上。 (拖車不適用)	2. 靜態煞車規定： ... 2.3 手煞車：車重之一六%以上。(拖車不適用)	條文2.3「手煞車」調整為「手(駐)煞車」。

四十五、側方碰撞乘員保護

修訂規定	現行規定	說明
3. 受測車輛整備要求： ... 3.4 車門關上但不上鎖，變速箱置於空檔，手(駐)煞車釋放。	3. 受測車輛整備要求： ... 3.4 車門關上但不上鎖，變速箱置於空檔，手煞車釋放。	條文3.4「手煞車」調整為「手(駐)煞車」。

四十五之一、側方碰撞乘員保護

修訂規定	現行規定	說明
4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手(駐)煞車釋放。	4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手煞車釋放。	條文4.4「手煞車」調整為「手(駐)煞車」。

四十五之二、側方碰撞乘員保護

修訂規定	現行規定	說明
4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手(駐)煞車釋放。	4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手煞車釋放。	條文4.4「手煞車」調整為「手(駐)煞車」。

二十之二、反光識別材料

修正規定	現行規定	說明
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1.1 自中華民國一〇〇年一月一日起，使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之新型式反光識別材料，應符合本項規定(除依1.5規定另符合2.7規定外)。 ... 1.5 中華民國一〇六年一月一日起，使用於M、N及O類車輛之新型式反光識別材料，及中華民國一〇八年一月一日起，使用於M、N及O類車輛之既有型式反光識別材料，除申請少量車型安全審驗或逐車少量車型安全審驗者外，另應提出符合本項2.7之聲明文件，必要時審驗機構得以實品查核方式確認。 ... 2.1 標識(marking)：係指符合2.7規格標示之一系列矩形帶狀之側邊標識及後部標識，用以從機動車輛及拖車側方或後方觀察時，識別其全車長或全寬。	1.1 自中華民國一〇〇年一月一日起，使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之新型式反光識別材料，應符合本項規定(除依1.5規定另符合2.6規定外)。 ... 1.5 中華民國一〇六年一月一日起，使用於M、N及O類車輛之新型式反光識別材料，及中華民國一〇八年一月一日起，使用於M、N及O類車輛之既有型式反光識別材料，除申請少量車型安全審驗或逐車少量車型安全審驗者外，另應提出符合本項2.6之聲明文件，必要時審驗機構得以實品查核方式確認。 ... 2.1 標識(marking)：係指符合2.6規格標示之一系列矩形帶狀之側邊標識及後部標識，用以從機動車輛及拖車側方或後方觀察時，識別其全車長或全寬。	項次勘誤調整。
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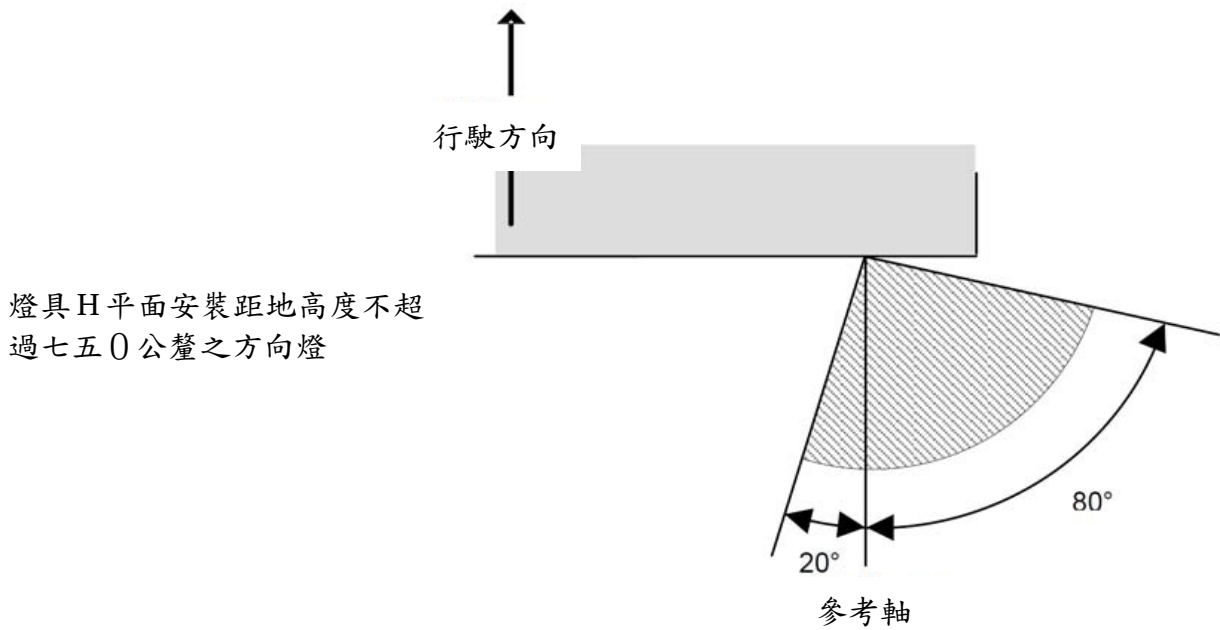
四十一之一、反光標誌(反光片)

修正規定	現行規定	說明
1.2 中華民國一〇六年一月一日起，使用於M、N、O及L類車輛之新型式反光標誌(反光片)，及中華民國一〇八年一月一日起，使用於M、N、O及L類車輛之既有型式反光標誌(反光片)，除申請少量車型安全審驗或逐車少量車型安全審驗者外，另應提出符合本項3.1.1之聲明文件，必要時審驗機構得以實品查核方式確認。	1.2 中華民國一〇六年一月一日起，使用於M、N、O及L類車輛之新型式反光標誌(反光片)，及中華民國一〇八年一月一日起，使用於M、N、O及L類車輛之既有型式反光標誌(反光片)，除申請少量車型安全審驗或逐車少量車型安全審驗者外，另應提出符合本項2.1之聲明文件，必要時審驗機構得以實品查核方式確認。	項次勘誤調整。

三十一、方向燈

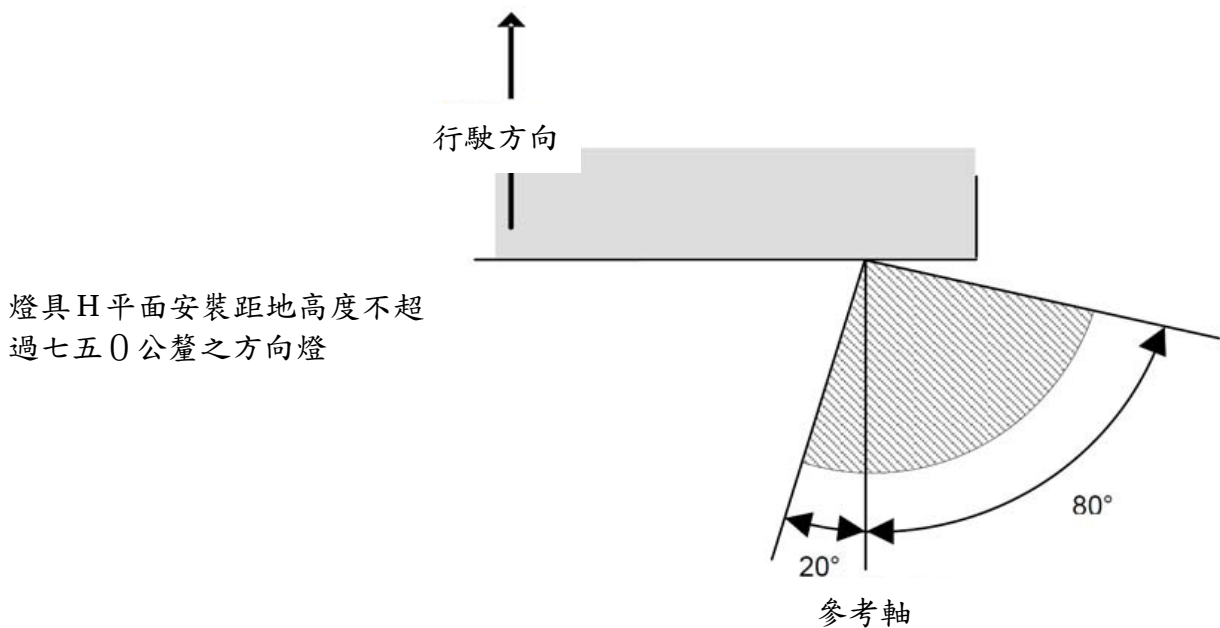
修訂規定	現行規定	說明
<u>圖四之一</u>		參考 UN R6 01 S26，調整圖例。
圖七 <u>【請參考下列圖表】</u>	圖七 <u>【請參考下列圖表】</u>	

新增圖四之一



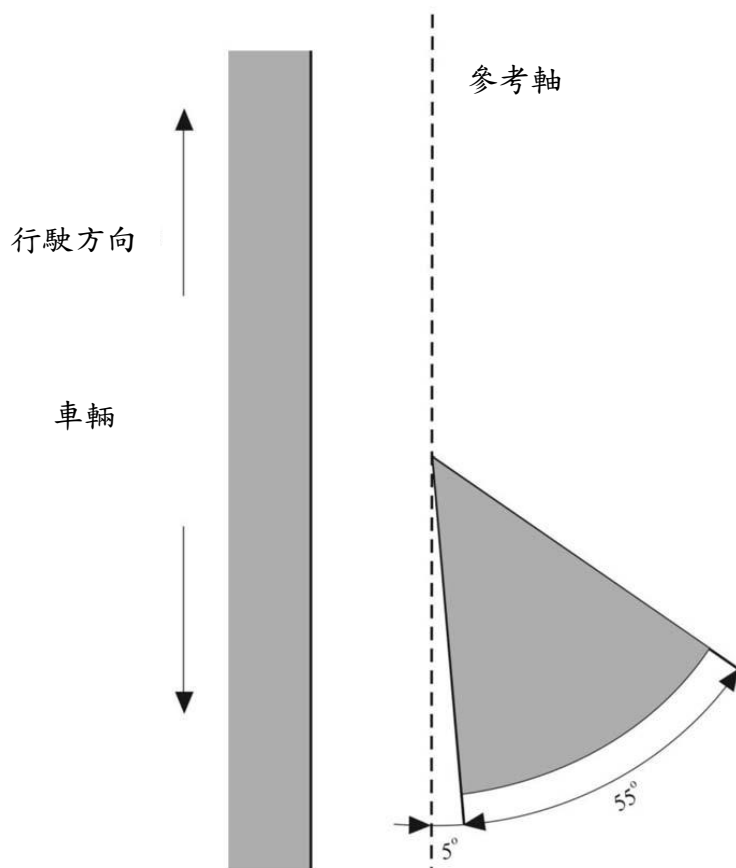
圖四之一：類型 2a、2b 車輛後方向燈之 H 平面下方

圖七修正前



圖七：類型 5 及 6 車輛側方輔助方向燈（與類型 1/1a/1b(其中一種)及 2a/2b(其中一種)共同搭配裝設之車輛側方輔助方向燈）

修正後



圖七：類型5及6車輛側方輔助方向燈（與類型1/1a/1b(其中一種)及2a/2b(其中一種)共同搭配裝設之車輛側方輔助方向燈）