

SBR Issues (UN R16)

KATRI

The Republic of Korea

- The SBR amendment(Revision 8 Amendment 4) has been in effect since 1st September 2019
- There were 3 issues on the SBR regulation
 - due to new design
 - due to new technology

- “8.4.1.3. A safety-belt reminder is not compulsory on folding seats (i.e. normally folded and designed for occasional use, e.g. foldable crew seats in the buses and coaches) as well as seating positions fitted with an S-type belt (including Harness belt).”
- **[i.e. normally folded and designed for occasional use]**
⇒ This provision was for excluding folding seats, which are supposed to be normally folded and designed for occasional use because the seats are located on the steps or in the aisle, for instance.
- Is the Interpretation of folding seats consistent?

- Exception examples during the amendment discussion



◀ (1)
Foldable
crew seat



◀ (2)
Foldable
aisle seat

- Not compulsory on this folding seat?

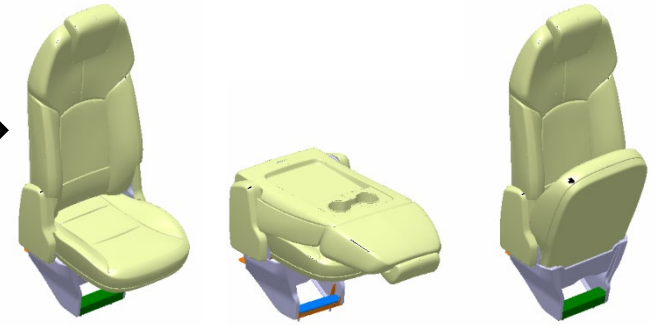


◀ (3)
Truck front
passenger seat
(European
technical service
decision: not
compulsory)

* Source

- (1): taken by KATRI
- (2): Hyundai Motors Homepage
- (3): Provided by Daimler Truck Korea

- CPs(Korea, EC, Japan) have discussed the similar seat type due to a OEM request → , and agreed this is not the folding seat



▲ (4) FRT Passenger seat of a truck

- How about these folding seats?



▲ (5) Passenger seat (only cushion is foldable)



▲ (6) 3rd row seat of SUV



▲ (7) Front passenger middle seat of small truck

* Source

(4), (5): provided by Hyundai motors, (6): Hyundai Motors Homepage, (7): KIA Motors Homepage

- **Proposal**
 - The exception shall apply to folding seats normally folded and designed for occasional use
 - or GRSP needs to review and discuss the intention of “folding seat” in the current regulation,
 - and define clearly the “folding seat” in the regulation
 - So, CPs including technical laboratories and stakeholders understand in the same way what folding seats are for the exception

- Current regulation requires SBR must be tested according to the test procedure in Annex 18 (8.4.2.3.3, 8.4.2.4.6)
 - “Annex 18 Safety-belt reminder tests
 1. The first level warning shall be tested according to the following conditions
 - (a) Safety-belt is not fastened;
 - (b) Engine or propulsion system is stopped or idling, and the vehicle is not in forward or reverse motion.
 - (c) Transmission is in neutral position;
 - (d) Ignition switch or master control switch is activated;
 - (e) A load of 40kg is placed~ (about occupancy conditions)
 - (f) The state of the safety-belt reminder is checked for all of the relevant seat(s), in conditions (a) to (e).”

- (c) Transmission is in neutral position;
⇒ For testing, “transmission is in neutral position” is necessary?
- How about a vehicle equipped with button-type transmission?



◀ (8) button type transmission

- **Proposal**
 - Delete (c)
 - ⇒ Thus, the first level warning shall be activated whether transmission is in neutral position or not

* Source
(8): taken by KATRI

- (d) Ignition switch or master control switch is activated;
 - ⇒ What if a vehicle doesn't have ignition switch or master control switch?
 - ⇒ From which moment, the duration of the first level warning must be measured?
 - There are electric vehicles without "ignition switch or master control switch" in the market
- **Proposal**
 - revise (d) into " Engine or propulsion system is activated;" or new wordings need to be discussed possibly with new definition if necessary

- There is a device(including a smart phone) to remotely start an engine or propulsion system when occupants are not in the vehicle
- According to Annex 18, it would be testable, but any unexpected hazards?
- **Proposal**
 - include a provision for the case;
“[8.4.6.] Any devices capable of remotely start an engine or propulsion system shall not prevent a safety-belt reminder from activating any warnings when occupants are seated in the vehicle.”



고맙습니다.
Thank you for your attention.