

## **Proposal for the 10 Series of Amendments to UN Regulation No. 16 (Safety-belts) \***

The text reproduced below was prepared by the UN SBR ad-hoc group to address Seat Belt Reminder related issues in R16 that had been raised by the Republic of Korea (GRSP 72-13) The modifications to the existing text of the UN Regulation are marked in “bold black“ for new or strikethrough for deleted characters.

### **I. Proposal**

*Insert new paragraph 2.48., to read:*

**"2.48. "Vehicle master control switch" means the device by which the vehicle's on-board electronics system is brought from being switched off, as in the case where a vehicle is parked without the driver being present, to a normal operation mode."**

*Paragraph 8.4.1.3., amend to read:*

**"8.4.1.3. A safety-belt reminder is not compulsory on folding seats (i.e. normally folded or stowed and designed for occasional use, fitted in the access passages of vehicles of category M2 or M3, or fitted to N1 or N2 for the safe ingress and egress of the driver via the front passenger door e.g. foldable crew seats in the buses and coaches) as well as seating positions fitted with an S-type belt (including Harness belt)."**

*Paragraph 8.4.2.3.1., amend to read:*

**"8.4.2.3.1. The first level warning shall be at least a visual warning activated for 30 seconds or longer for seating positions covered by paragraph 8.4.1.1. and for 60 seconds or longer for seating positions covered by paragraph 8.4.1.2. when the safety-belt of any of the seats is not fastened and the ignition switch or master control switch is activated**

**If the vehicle master control switch has been activated remotely, the first level warning shall be (re-)initiated once the driver has entered the vehicle or driver presence is detected."**

*Annex 18, paragraph 1, deleted sub-paragraph, amend numbering and to read:*

- "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 vehicle master control switch is activated;**
  - (ed) A load of 40 kg is placed on each seat cushion in the same row as the driver's seat, or the state in which occupants are on board the vehicle is simulated by an alternative method specified ....**
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- (~~f~~e) The state of the safety-belt reminder is checked for all of the relevant seat(s), in conditions (a) to (~~e~~)(d).”

*Insert new paragraph 8.4.5.3., to read:*

**“8.4.5.3. In case of activation of the accident emergency call system, the second warning may be muted”**

*Insert new paragraph 15.6., to read:*

**“[15.6. As from the official date of entry into force of the [09(?)] series of the amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the [09(?)] series of the amendments.**

**...]”**

## **II. Justifications**

- 1) The amendment of paragraph 8.4.1.3. aims to clarify which folding seats are exempt from the SBR requirements. The wording “fitted in the access passages of vehicles of category M2 or M3” means to cover folding seats located in the entry/exit areas of buses and coaches as well as folded/stowed seats for occasional usage in the aisle areas of such vehicles. The wording “fitted to N1 or N2 for the safe ingress and egress of the driver via the front passenger door” means to cover folding seats that can typically be found in delivery vans, and where this front passenger door is frequently used by the driver to safely exit the vehicle (on the vehicle side away from traffic).
  - 2) The first level warning shall be activated whether the transmission is in neutral position or not. Hence Annex 18; 1. c) is deleted.
  - 3) For vehicles equipped without conventional devices to activate propulsion systems, “vehicle master control switch” definition is harmonized with UN R159 and revised “master control switch” to “vehicle master control switch” in the text.
  - 4) In case of a remotely activated vehicle master control switch, the first cycle of the initial warning may already have ended before the driver enters the vehicle. The addition to paragraph 8.4.2.3.1. ensures that a driver will still receive the initial warning when entering the vehicle.
  - 5) During an emergency call, it should be possible to have a clear voice communication inside the vehicle without additional audible warnings.
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