

# Report and explanation document of SBR-TF

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JASIC, Japan



1. History of discussion
2. Main differences between working document and informal document
3. Main discussion points
4. Summary

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-  This discussion started from 56<sup>th</sup> GRSP.
-  After previous session of GRSP, we had 3 sessions of SBR-TF.

Meeting	date	Document	Outline of result
56 <sup>th</sup> GRSP	Dec, 2014	GRSP-56-42	Continue to discuss the necessity of regulation
57 <sup>th</sup> GRSP	May, 2015	GRSP-57-24 GRSP-57-17	Discuss with working doc at next session
58 <sup>th</sup> GRSP	Dec, 2015	GRSP-58-39 GRSP-58-29rev1 GRSP/2015/19	Further discussion is necessary at TF. Do the final decision at 59 <sup>th</sup> GRSP.
1 <sup>st</sup> SBR-TF @CLEPA in Brussels	26 <sup>th</sup> and 27 <sup>th</sup> April		Decide to submit working doc for next GRSP
2 <sup>nd</sup> SBR-TF @Web	18 <sup>th</sup> March		Continue to discuss to detail
3 <sup>rd</sup> SBR-TF @OICA in Paris	18 <sup>th</sup> of April		Decide to submit informal doc
59 <sup>th</sup> GRSP	Today	GRSP/2016/02 GRSP-59-06	

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## 2. Main differences between working document and informal document

- 🚗 After submitting GRSP/2016/02, we held 2 TFs and modified it. Modified points are highlighted in GRSP-59-06.
- 🚗 Main differences **are structure** for the sake of better understanding, not changing contents.
- 🚗 There are some differences in contents. These were 6 points as follows.

NO.	Differences of contents	para.	draft
1	Definition of “safety-belt-is not unfastened”	2.46.	“Safety-belt is not fastened” means, at the option of the manufacturer, either the <del>driver</del> safety-belt buckle <b>of any occupant</b> is not engaged or the <b>length of the pulled out webbing is less than the length of the webbing which is needed to buckle an un-occupied seat in the rear most seating position</b> <del>length pulled-out of the retractor is 100 mm or less.</del> ”
2	Vehicles which can be exempted (explain later)	8.4.1.3. latter part	<b>Notwithstanding paragraph[s 8.4.1.1. and] 8.4.1.2 above, safety belt reminders are also not required for rear seats in ambulances, vehicles used for transport of disabled persons, hearses, and motor-caravans as well as for all seats for vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order. ”</b>
3	Condition which warning can be discontinued	8.4.2.3. 2. 8.4.2.4. 3.	<b>The first level warning may be discontinued when (i) all safety-belts which triggered the warning are fastened, or (ii) the seat or seats which triggered the warning are no longer occupied.”</b>

## 2. Main differences between working document and informal document







NO.	Differences of contents	para.	draft
4	Prohibiting long term deactivation of visual warning (explain later)	8.4.5.2.	In the case that a facility for a long term deactivation is provided, it shall require a sequence of operations to deactivate, that are detailed only in the manufacturer's technical manual and/or which requires the use of tools (mechanical, electrical, digital, etc.) that are not provided with the vehicle. <b>[It shall not be possible to provide long term deactivation of the relevant visual warning(s)]"</b>
5	Transitional period (explain later)	15.4 – 15.9	<Just outline> New type approval is changed from [2018] to [2019] Existing type approval is changed from [2020] to [2021]
6	Alternative method for occupants detecting system (explain later)	1.(e) in Annex 18	<add sentences below> <b>Or alternatively (at the choice of the manufacturer): An object or human representing a 5th percentile adult female<sup>2</sup> is placed on each seat cushion as specified by the manufacturer in the same row as the driver seat, or the simulated state in which occupants are on board the vehicle by an alternative method specified by the vehicle manufacturer. This may also be done for the rear seats at the request of the vehicle manufacturer.</b>

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### 3. Main discussion points

-  We still have some square brackets in GRSP59-06.
-  And we have some points we have not yet made consensus in TF.
-  The points below are discussion point I would like to ask GRSP members.
-  There may be more discussion points from the point of other members.

NO.	Differences of contents	para.	Discussion points
2	Vehicles which can be exempted	8.4.1.3. latter part	<p>This change came after the 3<sup>rd</sup> TF, so this point is not yet discussed in TF.</p> <p>&lt;OP 1&gt; SBR are not required <b>only for rear seats</b> in</p> <ul style="list-style-type: none"><li>- ambulanced</li><li>- vehicles used for transport of disabled persons</li><li>- hearses</li><li>- motor-caravans</li></ul> <p>&lt;OP 2&gt; SBR are not required <b>for all seats</b> in</p> <ul style="list-style-type: none"><li>- ambulanced</li><li>- vehicles used for transport of disabled persons</li><li>- hearses</li><li>- motor-caravans</li></ul>

### 3. Main discussion points



NO.	Differences of contents	para.	Discussion points
4	Prohibiting long term deactivation of visual warning	8.4.5.2.	<p>TF has not yet made consensus at this point. So, we have still square brackets.</p> <p><b>[It shall not be possible to provide long term deactivation of the relevant visual warning(s)]</b></p> <p>&lt;OP 1&gt; We should <b>prohibit</b> long term deactivation of visual warning. Delete square brackets.</p> <p>&lt;OP 2&gt; We can <b>permit</b> long term deactivation of visual warning. Delete sentence.</p>

NO.	Differences of contents	para.	Discussion points
6	Alternative method for occupants detecting system	1.(e) in Annex 18	<p>Some member in TF want to add more detail footnote to explain 5<sup>th</sup> percentile adult female.</p> <div style="border: 1px solid orange; padding: 5px;"> <p>Current footnote                      "The technical specifications and detailed drawings of Hybrid III, corresponding to the principal dimensions of a fifth percentile female of the United States of America, and the specifications for its adjustment for this test are deposited with the Secretary-General of the United Nations and may be consulted on request at the secretariat of the Economic Commission for Europe, Palais des Nations, Geneva, Switzerland."</p> </div> <p>&lt;OP1&gt;                      We do <b>not need</b> more detail footnote.</p> <p>&lt;OP2&gt;                      We <b>add more detail footnote</b>, as follows.  <i>"a female who weighs between 46.7 and 51.25 kg, and who is between 139.7 and 150 cm tall may be used."</i></p>

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1. SBR issue has been discussed for several session of GRSP.
2. After previous GRSP, 3 sessions of TF have held. As the result of these TF, we propose GRSP/2016/02 and modified it by GRSP-59-06.
3. There are a lot of part of amendment from GRSP2016/02, but main change is just structure change.
4. There are still some remaining discussion points. I would like to ask GRSP's decision.
5. I would like to thank TF members for contribution.

Thank you for your attention !

