

# Status of discussion after 8th meeting

Task Force on Reverse Warning Sound issues

# Meeting

6th Meeting : June 26-28, 2019 – Paris

Small group drafting meeting

7th Meeting : July 1-2, 2019 – Paris

Task force meeting

8th Meeting : September 9-10, 2019 – Geneva

## 6th & 7th meeting participants

Contracting parties : Japan, Germany

NGOs, etc : OICA, CLEPA, GREWUS (Guest)

## 8th meeting participants

Contracting parties : Japan, Korea, China, Russia

NGOs, etc : OICA, GREWUS (Guest)

# Status of discussion

## Scope

- At the 5th meeting, Turkey proposed that M2 (GVW of 3.5t or less) be included in the scope of the regulation, but the TF reached no conclusion. The Chair urged Turkey to submit a supporting document for its proposal.
- Based on TFRWS-06-04, Japan explained that the vehicles of category M2 changed vehicle types beyond 3.5t, and gained the understanding of the other participants in the TF.
- Turkey submitting no further document and the TF finding no valid reason to include M2 (3.5t or less) in the scope, the 7th meeting of the TF confirmed its conclusion that the scope covered M3, N3, M2 (3.5t or more), and N2.

# Status of discussion

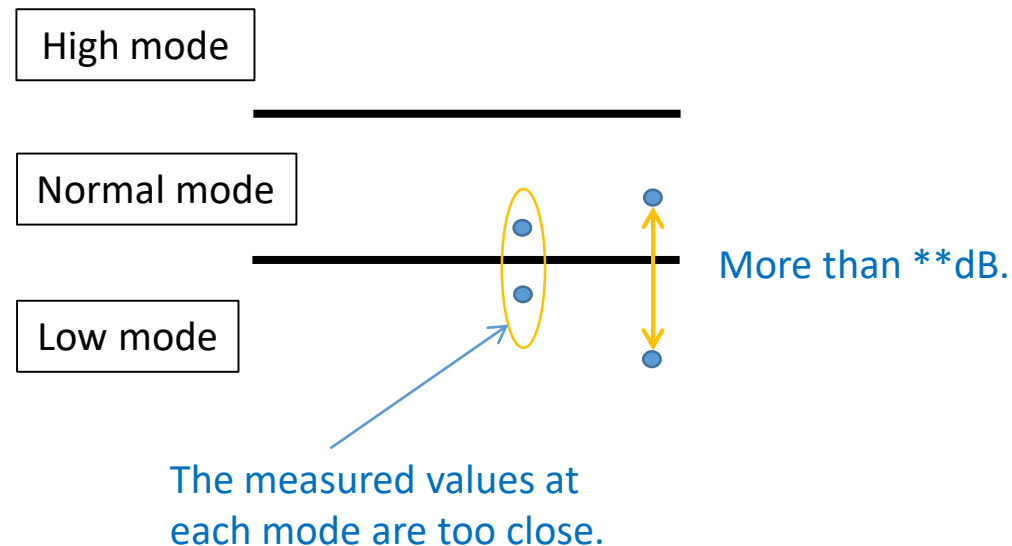
## Limit values of the reverse warning sound : Part II

- Submitting a proposal on limit values (TFRWS-07-04), Japan argued that it was not necessary to change limit values depending on the type of warning sound.
- There are a document from Brigade about sound type and its “loudness” to support necessity of changing limit values depending on sound type.
- We are still continue discussing its necessity.
- It was agreed that the range of limit values in each mode would be checked by CLEPA against variations among individual products.

# Status of discussion

## Limit values of the reverse warning sound : Part II

- Germany expressed its concern that the range of measured values in each mode might prove too small. Japan proposed defining the range of measured values for each mode and gained favorable response of the others.
- It was agreed that, regarding the handling of each mode, the normal mode would be the default mode.



# Status of discussion

## Limit values of the reverse warning sound : Part I

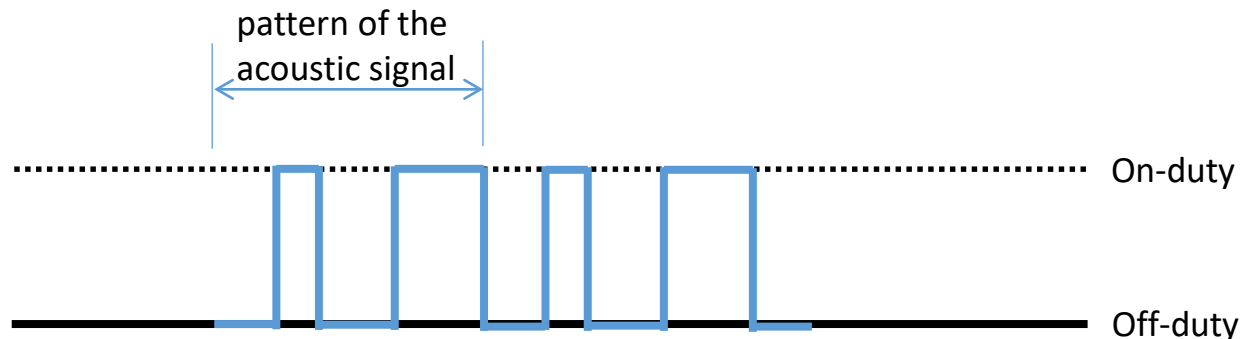
- It was agreed that the limit values for the device alone would be discussed after the limit values for the vehicle was determined (Part II). The limit values in Part I will be examined using the formula for the attenuation of point sound sources over distance.

# Status of discussion

## Sound emitting count per minutes

- Japan submitted TFRWS-06-03 showing the actual status in Japan and proposing that the new values should not exclude what was currently used. The other participants agreed with it.
- The meeting requested CLEPA to verify whether there is no problem with values as currently proposed.
- Considering that there might be warning sounds with multiple on-duty time lengths, the draft was modified as follows:

"The pattern of the acoustic signal, including silent parts, shall be repeatable with [24 to 120] cycles per minute."



# Status of discussion

## Test method

- The test method for “Stepwise self adjusting audible warning device\*” are proposed.
- Validation test will be conducted by CP.

\*Stepwise self adjusting audible warning device:

A device which selects stepwise an appropriate sound mode depending on BGN.



# Status of discussion

## Pause switch

- Regarding the installation of a pause switch, the TF agreed to accept it as far as a camera monitor system or detection system as discussed by VRU-Proxi IWG was provided.
- As regards the camera monitor system and detection system, information is being exchanged with VRU-Proxi IWG ( See P.11).

# Status of discussion

## Same definition of Part II test

- The participants shared the understanding that positions in which to mount a reverse warning device should be regarded as of the same type as far as they did not affect the sound of the device.

11.2. "Vehicle type" shall be understood to mean vehicles not essentially different from another with respect to such matters affecting their acoustic behavior as:

11.2.2. The position of the audible reverse warning device(s) on the vehicle (e.g. position relative to the end of the vehicle, etc.);

# Coordination with GRSG and VRU-Proxi IWG

- At last GRBP held in January, TFRWS made a status report and the chair proposed doing further work in coordination with GRSG.
- At the meeting of GRSG held in April, the expert from Switzerland reported on the recent meeting of the TFRWS (GRSG-116-14). He explained that TF had proposed amendments on a "pause switch" for reverse warning sound devices would be permitted if other safety devices (e.g. camera monitor systems) were activated. GRSG welcomed the information and agreed on the need to coordinate this subject between GRBP and GRSG to avoid overregulation of these devices.
- At 7th meeting of TFRWS, chair of TF of Reversing Motion of VRU-Proxi IWG provided status report of the group.
- After the meeting, VRU-Proxi IWG and TFRWS confirmed keep exchange information.

# Schedule

## October 22-24, 2019 – Brussels

9th meeting : Small group drafting meeting to finalize working document for 71st session of GRBP

## November 4, 2019

Submit working document to GRBP

## January 28-31, 2020

GRBP #71 : Discussion working document at GRBP

# Latest draft of new regulation

Draft of new regulation will be uploaded to following website.

<https://wiki.unece.org/display/trans/TFRWS+-+8th+session%2C+Switzerland+September+2019>

Please review it and let me know if you have any comments until October 18, 2019.

We will discuss your comments at next meeting.