

# Safety-Belt Reminders

Proposal by France, Japan and UK

# Purpose and justification

- **Purpose**

- Mandate a system to remind an occupant to wear its safety belt if it is not buckled
- The system shall provide assistance to an occupant that accepts the benefits of the safety-belt. It must be a gentle reminder so as not to lead to rejection.

- **Justification**

- High rate of safety-belt use provides positive impact on road safety

# Principles

- **The alert will consist of two mandatory levels**
  - A visual signal
  - Then, both visual and audible signals
- **The proposed text is compatible with international regulations and consumers requirements**
  - A vehicle may be designed so as to both fit the proposed requirements and other requirements already into force (USA, Japan, Australia, Republic of Korea, Gulf Countries, and also NCAP)

# Scope

- **Proposed text**
  - Vehicles of category M1
  - Driver's seat
- **Further steps**
  - Other categories of vehicles
  - Other seating positions
- **Progressive enforcement due to :**
  - Technical & economic feasibility assessment
  - Consumers' acceptance

# Requirements

- French proposal : documents GRSP/2004/26/Rev.1 and GRSP-40-03 Rev1
- Requirements to be introduced by a new series of amendments
- Transitional provisions :
  - New types : 18 months after entry into force
  - All types : 72 months after entry into force
  - Derogation on transitional provisions for Contracting Parties yet applying such requirements

# Discussions since 2004 : deactivation

- Taking into account Japan and UK comments, France proposed a text which :
  - Stipulates that contracting parties may allow deactivation of the safety-belt reminder
  - Gives a definition of what is a short term versus a long term deactivation

# Final proposal GRSP 40-03-Rev1

- This document includes GRSP and Japan and UK comments:
  - Colour of the visual signal not defined; but where red, ISO symbol needed
  - If vocal message, market language needed
  - Audible warning to be easily recognized by the driver
  - If long term deactivation specific tools needed
  - Inclusion of definition of “normal operation”
  - Inclusion of transitional provisions
  - Inclusion of TRANS/WP29/GRSP 2006/4 (Japan)
  - Some editorial improvements