

Informal document **WP.29-162-19**
(162nd WP.29, 11-14 March 2014,
agenda item 8.4)

**PROPOSAL FOR AMENDMENTS
to UN Regulations №№ 94 & 95
for Performance Assessment
of In-Vehicle Emergency Call Systems**

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162-th meeting of WP29
11-14 March 2014,

***The amendments to the Customs Union Technical Regulation
Concerning Safety of Wheeled Vehicles were adopted in January 2013***

Requirements:

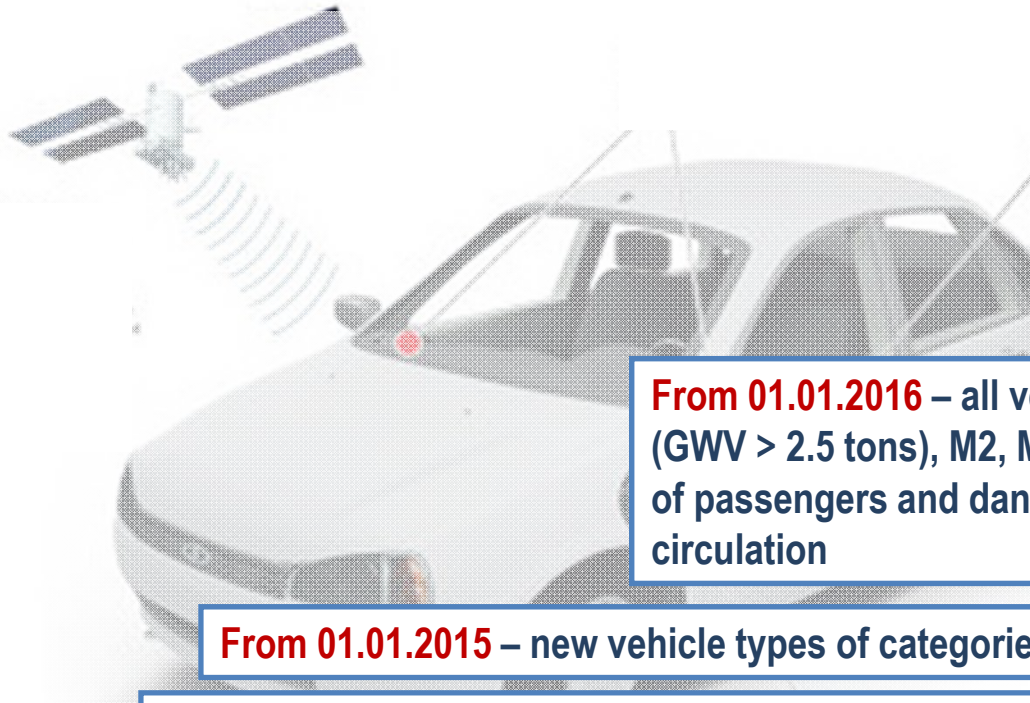
- **M & N category vehicles: manual triggering of an emergency call**
+ from 01.01.2017 automatic triggering of an emergency call in case of vehicle roll-over

- **M1 & N1 category vehicles (GVW < 2.5 tons):**
in addition:
automatic triggering of an emergency call

- **Voice communication with emergency services**



ERA-GLONASS Implementation Schedule



From 01.01.2017 – all vehicles released for circulation

From 01.01.2016 – all vehicles of categories M1, N1 (GWV > 2.5 tons), M2, M3, N2, N3 for transportation of passengers and dangerous goods, released for circulation

From 01.01.2015 – new vehicle types of categories M and N

From 01.10.2014 – new vehicle types of categories M1, N1 (GWV > 2.5 tons), M2, M3, N2, N3 for transportation of passengers and dangerous goods

2014

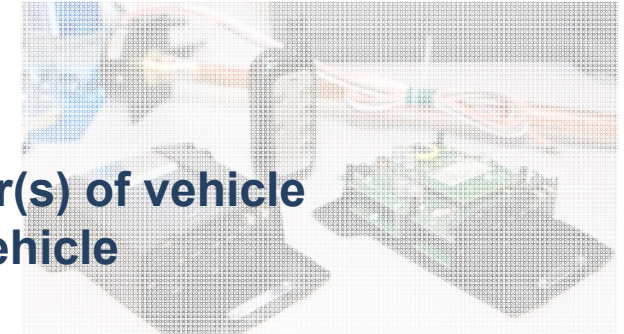
2015

2016

2017

Automatic Triggering of an Emergency Call

- Vehicles of categories M1, N1 (GWV \leq 2.5 tons)
- In response to activation of airbag(s), other sensor(s) of vehicle restraint system(s) or other system(s) detecting vehicle deceleration
- Performance is checked in the conditions of the UN Regulations Nos. 94 (or 12) & 95 tests (for vehicles falling in the scope of those Regulations)
- After those tests the system shall remain efficient and a voice communication with emergency service shall be provided



The test procedures of the UN Regulations Nos. 94 (or 12) & 95 are involved

How to Test a System Performance

In a crash – automatic triggering of an emergency call



After a crash – a system remains efficient and provides for a bilateral voice communication with an emergency service operator

That can be verified by the technical specialists of the test laboratory when a vehicle is tested pursuant to the UN Regulations Nos. 94 (or 12) & 95

But the provisions of those UN Regulations do not stipulate such kind of tests of an in-vehicle system of emergency calls

- To include into **UN Regulations Nos. 94 (or 12) & 95** the provisions for emergency call system performance assessment:

- **Optional** for vehicles having the said systems on board



- To be adopted as Supplements (Suppl. [4] to UN R 94-02; Suppl. [3] to UN R 95-03)

Proposal for Amendments to UN Regulations Nos. 94 & 95 (1)

Chapters		Content	What should be added
UN R 94	UN R 95		
2.	2.	Definitions	Definitions of the eCall system, message about accident, time of accident (aligned with new UN Regulation concerning eCall systems)
3.	3.	Application for approval	eCall system data
4.	4.	Approval	Modification of the type approval mark in a case of assessment of eCall system
5.	5.	Specifications	Add a new paragraph stipulating eCall system capability of adjustment emergency phone number and performance including format of a message about accident, time for message generation, capability of voice communication with an operator after accident
11.	10.	Transitional Provisions	Stipulate a lead time needed for equipment of the technical services with the necessary test devices

Proposal for Amendments to UN Regulations Nos. 94 & 95 (2)

Annexes		Content	What should be added
UN R 94	UN R 95		
1	1	Form of Communication on type approval	eCall system data
2	2	Arrangements of approval mark	Modification of the type approval mark in a case of assessment of eCall system
3	4	Collision test procedure	Preparation of a eCall system for the test, test equipment (accident data receiver, eCall operator simulation), actions of a test technician, checking the content of the message about accident, the time for message generation and a capability of voice communication with an operator after accident



Thank you for your attention!