

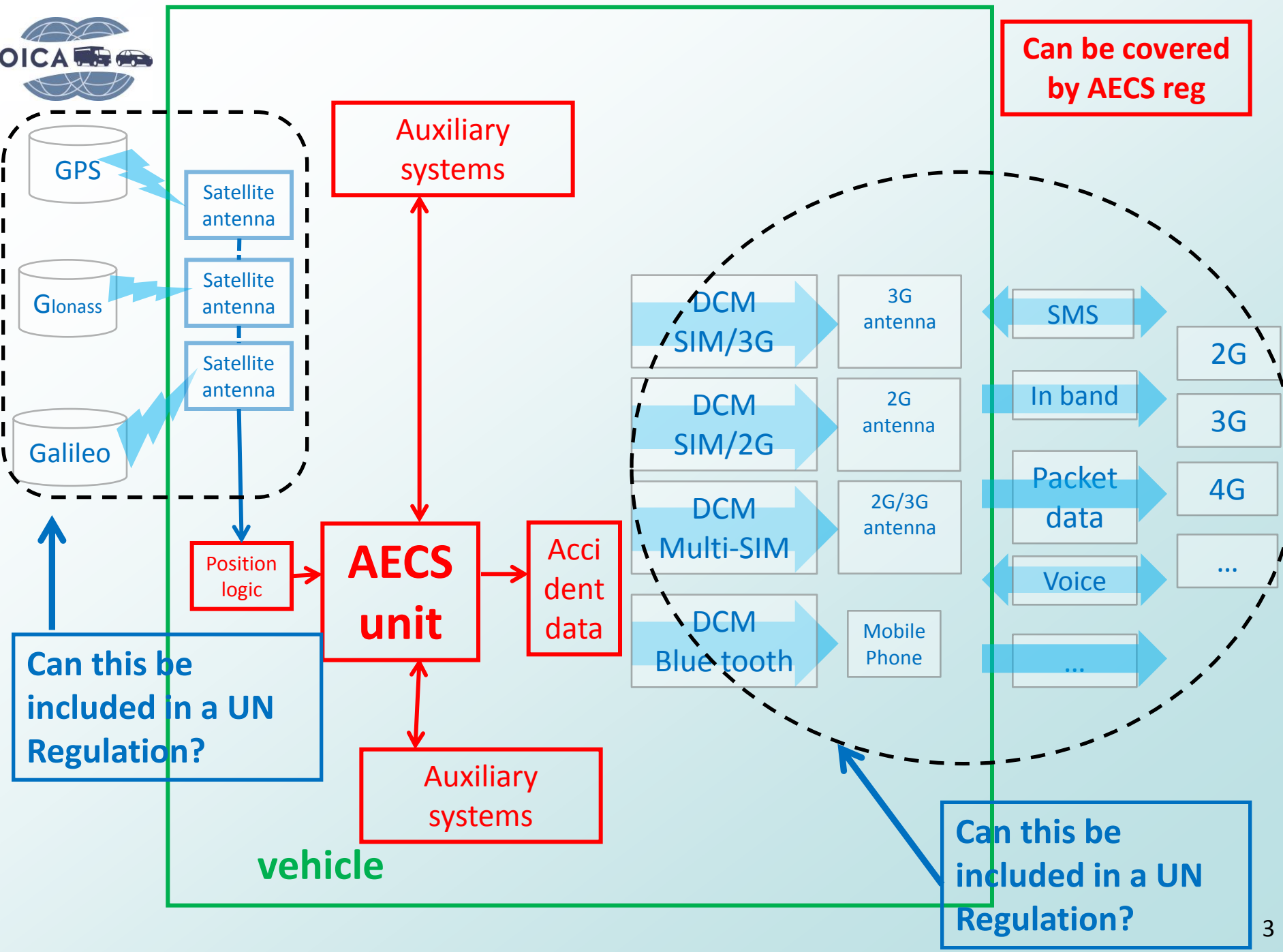
AECS: draft UN Regulation

**Industry observations based on the current
developments at the informal group**

June 2014

Industry Objectives

- Drive overall harmonisation and mutual recognition
- Define manageable international and performance based type approval requirements
- Find a solution to the problem of the scope of this future UN Regulation:
The 58 Agreement addresses vehicle systems only, while this issue is a multi-stakeholder one, making use of out-of-vehicle infrastructure systems!



Status

Progress is slow due to existing regional requirements or standards that are not harmonised

➤ **Russia (ERA Glonass Regulation and standards established):**

- ✓ Positioning via **Glonass** satellite constellation
- ✓ Mobile network: 2G & 3G required
- ✓ In band modem **and SMS** for data transmission
- ✓ Detailed device requirements with regard to environmental, mechanical and voice communication performance
- ✓ Manual-only operation for 'device' and automatic trigger for 'system'

➤ **EU (voluntary third party service system and eCall Regulation in progress)**

- ✓ Positioning via **Galileo** satellite constellation
- ✓ Mobile network: 2G required & 3G optional
- ✓ In band modem data transmission
- ✓ **No manual only** operation

➤ **Japan (Helpnet, voluntary third party service system)**

- ✓ Positioning via **GPS** satellite constellation
- ✓ Mobile network: 3G (UMTS 1700/2100 MHz)
- ✓ Packet data transmission (not compatible with 2G voice transmission)

Industry Concerns

- **Fragmentation (Classes I, II, III) due to regional mobile network and regional transmission format:**
 - ➔ **Will prevent mutual recognition of UN approval (key principle of the 58 Agreement)**
- **Design versus performance requirements:**
 - ➔ **Specific Satellite system requirements versus performance requirement on vehicle positioning**
 - ➔ **Contradicts basic principles of 58 Agreement UN Regulations**
- **Mandatory “Multi (3) satellite constellation” receivers are proposed as “harmonisation”:**
 - ➔ **Unnecessary complication without any benefit for the national/regional consumers**

Outlook

- **Current harmonisation efforts are focusing on EU, Russia, Japan. Other CPs might need additional classes for networks and data formats!**
- **The draft UN Regulation on e-Call could become a „template“ for future vehicle connectivity systems which may also involve non-automotive stakeholders**
➔ Need to define the proper scope for the WP.29 related activities.
- **Inappropriate requirements in the AECS UN Regulation may result in carry over to other future UN Regulations involving connectivity**
- **Unacceptable responsibilities imposed on vehicle manufacturers to compensate for infrastructure deficits (disharmonised infrastructure requirements)**

Conclusion

- **OICA can only highlight the issues at this stage**
- **OICA suggests detailed reflection and resume discussion at November 2014 WP29 session in order to hopefully provide guidance to the GRSG Informal Group on AECS**
- **OICA suggests specific item on WP29 agenda of November 2014 addressing:**
 - ✓ **Performance based requirements**
 - ✓ **Need for mutual recognition**
 - ✓ **Scope of the 58 Agreement: vehicle construction**