Request for clarification of a possible inconsistency in UN Regulation No. 144

In UN Regulation No. 144, addendum 143 (E/ECE/TRANS/505/Rev.3/Add.143), there appears to be a discrepancy in the text regarding the verification of AECS power supply performance. Section 26.7.2. refers to situations when AECS is not equipped with a back-up power supply, however, subsection 26.7.2.3. refers to an existing AECS back-up power supply.

The part in question from UN Regulation No. 144, addendum 143 is reproduced below, with relevant parts highlighted:

“26.7. Verification of AECS power supply performance

If the power supply performance is not covered by the AECD approval under Part Ib of this Regulation, then the paragraphs below apply.

26.7.1. AECS is equipped with a back-up power supply

26.7.1.1. Before the impact test under Regulations Nos. 94 and/or 95, whichever is relevant, the AECS shall be operable for a period of, first, not less than 5 minutes in voice communication mode followed by 60 minutes in call-back mode (idle mode, registered in a the network), and finally, not less than 5 minutes in voice communication mode. This can be demonstrated by real (actual) test or by calculation/simulation.

This shall be demonstrated by the manufacturer in all expected post-crash power supply conditions of these impact tests (Regulations Nos. 94 and/or 95 whichever is relevant), taking into account the vehicle's power management strategy.

26.7.1.2. After the impact test under UN Regulations Nos. 94 and/or 95, whichever is relevant, the AECS back-up power supply shall be able to supply power to the AECS. This may be verified by one of the methods described in Annex 11 to this Regulation.

26.7.2. AECS is not equipped with a back-up power supply

26.7.2.1. The absence of back-up power supply shall be clearly indicated in the information document of Annex 7 to this Regulation.

26.7.2.2. Before the impact test under UN Regulations Nos. 94 and/or 95 whichever is relevant, the AECS shall be operable for a period of, first, not less than 5 minutes in voice communication mode followed by 60 minutes in call-back mode (idle mode, registered in a the network), and finally, not less than 5 minutes in voice communication mode. This can be demonstrated by real (actual) test or by calculation/simulation.

This shall be demonstrated by the manufacturer in all expected post-crash power supply conditions of these impact tests (UN Regulations Nos. 94 and/or 95), taking into account the vehicle's power management strategy.

26.7.2.3. After the impact test under UN Regulations Nos. 94 and/or 95 whichever is relevant, the AECS back-up power supply shall be able to supply power to the AECS. This may be verified by one of the methods described in Annex 11 to this Regulation.”