

3 November 2020

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 143 – UN Regulation No. 144

Amendment 1

Supplement 1 to the original version of the Regulation – Date of entry into force: 25 September 2020

Uniform provisions concerning:

- Ia. Accident Emergency Call Components (AECC)**
- Ib. Accident Emergency Call Devices (AECD) which are intended to be fitted to vehicles of categories M1 and N1**
- II. Vehicles with regard to their Accident Emergency Call Systems (AECS) when equipped with an AECD of an approved type**
- III. Vehicles with regard to their Accident Emergency Call Systems (AECS) when equipped with an AECD of non approved type**

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2020/24.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



Paragraph 7.3.11., amend to read:

"7.3.11. The testing procedures in Annex 10 can be performed either on the AECC unit including post-processing ability or directly on the GNSS receiver as a part of the AECC."

Paragraph 17.3., amend to read:

"17.3. Position determination

...

AECD compliance with respect to positioning capabilities shall be demonstrated by performing the test methods described in Annex 10: Test methods for the navigation solutions. It shall be indicated in the communication document of Annex 2, item 12."

Paragraph 17.5., amend to read:

"17.5. AECD information and warning signal

If the applicant for approval so requests, the AECD information and warning signals verification may be part of the approval of a type of AECD. In this case the provisions of paragraphs 17.5.1. to 17.5.3. shall apply. It shall be indicated in the communication document of Annex 2, item 13. If the information and warning signals verification is not part of AECD approval (Part Ib), then it shall be subject to Part II approval."

Paragraph 17.6.4., amend to read:

"17.6.4. In the case of an AECD equipped with a back-up power supply, at the request of the applicant, it shall be verified that the AECD is able to operate autonomously 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 network), and finally, not less than 5 minutes in voice communication mode. It shall be indicated in the communication document of Annex 2, item 11."

Paragraph 26.2.1.2.2., amend to read:

"26.2.1.2.2. In the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulations Nos. 94 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during a UN Regulation No. 94 (Frontal collision) impact:

- (a) A triggering signal was generated;
- (b) The installation of AECD is not adversely affected by the impact to the vehicle."

Paragraph 26.2.1.3.2., amend to read:

"26.2.1.3.2. In the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulation No. 95 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during a UN Regulation No. 95 impact:

- (a) A triggering signal was generated;
- (b) The installation of AECD is not adversely affected by the impact to the vehicle."

Paragraph 26.2.2.1.2., amend to read:

"26.2.2.1.2. In the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulation No. 95 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during a UN Regulation No. 95 (Lateral collision) test:

- (a) A triggering signal was generated;
- (b) The installation of AECD is not adversely affected by the impact to the vehicle."

Paragraph 26.3., amend to read:

"26.3. Position determination

...

AECS compliance with respect to positioning capabilities shall be demonstrated by performing test methods described in Annex 10: Test methods for the navigation module. It shall be indicated in the communication document of Annex 3, item 10.

- 26.3.1. The AECS shall be able to output the navigation solution in a NMEA-0183 protocol format (RMC, GGA, VTG, GSA and GSV message). The AECS set-up for NMEA-0183 messages output to external devices shall be described in the operation manual."

Paragraph 26.5.3., amend to read:

- "26.5.3. A warning signal shall be provided in case of AECS internal malfunction. Visual indication of the AECS malfunction shall be displayed while the failure is present. It may be cancelled temporarily, but shall be repeated whenever the ignition or the vehicle master control switch is being activated (whichever is applicable)."

Paragraph 26.7.2.3., amend to read:

- "26.7.2.3. After the impact test under UN Regulations Nos. 94 and/or 95 whichever is relevant, the AECS 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."

Paragraph 34.1., amend to read:

- "34.1. If the vehicle type submitted for approval in accordance with paragraph 33. above meets the requirements of paragraph 35. of this Regulation, approval shall be granted.

Before granting approval for a vehicle type, the competent authority shall ensure that all the parts listed in paragraph 35.10.1 are tested to Annex 9. If the AECS is fed by a power supply other than the back-up power supply described in paragraph 35.10.2, this power supply shall also be tested to Annex 9 to this Regulation."

Paragraph 35.5.1.2.2., amend to read:

- "35.5.1.2.2. In the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulation No 94 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during a UN Regulation No. 94 (Frontal collision) impact:

- (a) A triggering signal was generated;
- (b) The installation of AECS is not adversely affected by the impact to the vehicle."

Paragraph 35.5.1.3.2., amend to read:

- "35.5.1.3.2. in the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulations Nos. 94 ~~or~~ 95 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during a UN Regulation No. 95 (Lateral collision) impact:

- (a) A triggering signal was generated;

- (b) The installation of AECS is not adversely affected by the impact to the vehicle."

Paragraph 35.5.2.1.2., amend to read:

"35.5.2.1.2. In the case of the extension of type approvals to this Regulation, or in the case of the approval of vehicle types already approved to UN Regulations No. 95 prior the entry into force of this Regulation, when demonstrating with existing documentation (report, images, simulation data or equivalent) that during UN Regulation No. 95 test:

- (a) A triggering signal was generated;
 - (b) The installation of AECD is not adversely affected by the impact to the vehicle."
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