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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****117th session**

Geneva, 8-11 October 2019

Item 16 of the provisional agenda

**UN Regulation No. 144 (Accident Emergency Call Systems)****Proposal for the 01 series of amendments to Regulation No. 144 (Accident Emergency Call Systems)****Submitted by the expert from the Russian Federation\***

The text reproduced below was prepared by the expert from the Russian Federation and includes the proposal for amendments to UN Regulation No. 144 concerning amendments of the scope (based on informal document GRSG-116-15, prepared by the expert from the Russian Federation) and the proposal concerning transition provisions (based on the informal document GRSG-116-10, prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA)). The above-mentioned documents were distributed during 116th session of the Working Party on General Safety Provisions (GRSG), see report ECE/TRANS/WP.29/GRSG/95, para. 52. The modifications to the current text of UN Regulation No. 144 are marked in bold for new characters and as strikethrough for deleted ones.

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Paragraph 1.1.*, amend to read:

- “1.1. This UN Regulation applies to:
- .....
- (b) Part Ib:
- The approval of AECDs which are intended to be fitted to vehicles of categories M<sub>1</sub> and N<sub>1</sub>.<sup>1</sup>;
  - **At the request of the applicant, the approval of AECDs which are intended to be fitted to vehicles of other vehicle categories.”**

*Paragraph 1.3.*, amend to read:

- “1.3. Vehicles,
- (a) In the scope of neither UN Regulation No. 94 nor UN Regulation No. 95 and not fitted with an automatic triggering of an AECS;
- ~~(b) Of category M<sub>1</sub> in the scope of UN Regulation No. 94 and not equipped with frontal airbag;~~
- ~~(c) Of category N<sub>1</sub> in the scope of UN Regulation No. 95 and not equipped with side airbag;~~
- ~~(db)~~ Of category M<sub>1</sub> with a total permissible mass above 3.5 t; and
- (ec) Armoured vehicles<sup>1</sup>
- shall be excluded from the scope of 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., **and this power supply is the power supply necessary to meet the power supply requirements in paragraph 35.9.**, this power supply shall also be tested to Annex 9 to this Regulation.”

*Insert new paragraphs 41.*, to read:

- “41. **Transitional provisions**
- 41.1. **As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept approvals under this Regulation as amended by the 01 series of amendments.**
- 41.2. **As from 1 September 2022, Contracting Parties applying this Regulation shall not be obliged to accept approvals to the original text of this Regulation, first issued after 1 September 2022.**
- 41.3. **Contracting Parties applying this Regulation shall continue to accept approvals issued according to the original text of this Regulation, first issued before 1 September 2022.**
- 41.4. **Contracting Parties applying this Regulation shall not refuse to grant approvals according to the original text of this Regulation or extensions thereof.”**

## **II. Justification**

### **A. Paragraph 1.1.**

1. To insert new provisions in paragraph 1.1. of the scope will allow Contracting Parties to apply (at the request of the applicant) the relevant requirements and test methods of UN Regulation No. 144 for assess compliance of AECD designed for installation on vehicles of categories other than M<sub>1</sub> and N<sub>1</sub> (for example, if national requirements of the Contracting parties apply)

### **B. Paragraph 1.3.**

2. In the course of the Informal Working Group on AECS meetings (which started in 2013), it was initially decided to introduce appropriate exemptions within the scope of the UN Regulation No. 144, referred to in paragraph 1.3. items (b) - (d). This was made at the initial stage of development of AECS requirements, based on a number of research tests. At this stage, there was not a large amount of data regarding certification tests of vehicles in terms of functionality of the AECS.

3. The Customs Union Customs Technical Regulation «On safety of wheeled vehicles» (CU TR 018/2011) prescribes that all vehicles of M<sub>1</sub> category which are under the scope of UN Regulation No. 94 and UN Regulation No. 95 and vehicles of N<sub>1</sub> category which are under the scope of UN Regulation No. 95 should be equipped with AECS, which should ensure Minimum Set of Data (MSD) transmission triggered by means of airbag(s) or sensor(s) of another components of passive safety system or any other system which can identify the level of deceleration of vehicle during the UN Regulation No. 94 and UN Regulation No. 95 (whichever is relevant).

4. To date hundreds of homologation tests were made with regard to vehicles equipped with AECS under above mentioned requirements of CU TR 018/2011 and:

(a) All vehicles, which are under the scope of UN Regulation No. 94 and/or UN Regulation No. 95 (whichever is relevant) were tested to check the functionality of AECS (transmission of MSD and voice communication) during the tests with respect to the above-mentioned requirements;

(b) Some of the tested vehicles were not equipped with side airbag and successfully passed through the test of AECS functionality during UN Regulation No. 95 tests;

(c) Some of such type approved vehicles were successfully tested under Governmental supervision program with respect to the AECS performance requirements.

5. The main idea of UN Regulations No. 144 approval is to check the AECS performance during the crash test (transmission of MSD, voice communication etc.), but not to check passive safety "technologies" performance, which are covered by other UN Regulations.

6. Taking into account the above mentioned, the Russian Federation is proposing to exclude items (b)-(c) from the scope of UN Regulation No. 144 (paragraph 1.3.).

### **C. Paragraph 34.1.**

7. The proposal aligns the power supply requirement of Part III, paragraph 34.1. with the corresponding requirement in Part II, paragraph 25.1.

### **D. Paragraph 41.**

8. Since the proposal for 01 series of amendments deletes the existing exemptions (b)-(c) in paragraph 1.3. of the scope, and hence introduces more severe requirements, the

changes should be introduced via a new series of amendments with appropriate transitional provisions of two years.

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