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!
Can this be included in a UN Regulation?
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