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

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Item 16 of the provisional agenda

UN Regulation No. 144 (Accident Emergency Call Systems)**Proposal for Corrigendum 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 to correct incorrect references through the text of UN Regulation No. 144. It is based on informal documents GRSG-116-10, GRSG-116-15 distributed during 116th session of the Working Party on General Safety Provisions (GRSG) and in accordance with the decision made during 116th session for preparing separate proposals for corrigendum and new series of amendments to UN Regulation No. 144 (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.

* 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.

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I. Proposal

Paragraph 7.3.11., correct to read:

“7.3.11. The testing procedures in Annex-~~8~~ **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., correct 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-~~11~~**12**.”

Paragraph 17.5., correct 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-~~12~~**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., correct 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-~~10~~ **11**.”

Paragraph 26.2.1.2.2., correct 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 ~~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. 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., correct 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 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 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., correct 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 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) 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., correct 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 ~~4-10~~.

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 AECDS set-up for NMEA-0183 messages output to external devices shall be described in the operation manual.”

Paragraph 26.5.3., correct to read:

“26.5.3. A warning signal shall be provided in case of AECDS internal malfunction. Visual indication of the AECDS 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 34.1., correct 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 ~~47.6.1~~. **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 ~~47.6.2.~~, **35.10.2**, this power supply shall also be tested to Annex 9 to this Regulation.”

Paragraph 35.5.1.2.2., correct 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 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. 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., correct 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., correct 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 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. 94 and~~ 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.”

II. Justification

The aim of this corrigendum is to correct the incorrect references through the text of UN Regulation No. 144.
