

**Proposal for amendments to UN Regulation No. 144
(ECE/TRANS/WP.29/GRSG/2018/23 on Accident Emergency Call
Systems)**

The text reproduced below was prepared by the expert from OICA to correct editorial and numbering errors as well as for clarifying the references to some passive safety regulations. The changes to the text of the regulation are indicated in bold for new and in strikethrough for deleted characters, assuming that ECE/TRANS/WP.29/GRSG/2018/23 is adopted.

I. Proposal

Paragraph 2.34., amend to read:

"2.34. *"Triggered restraint system of occupant(s)"* means a restraint system that is triggered by a collision of the vehicle according to Annex 4 to UN Regulation No. 95 (Lateral collision) or Annex 3 to UN Regulation No. 94 (Frontal collision) or both."

Paragraph 26.2.1.4., amend to read (re-numbering of the sub-paragraphs):

"26.2.1.4. Vehicles of category M₁ with a total permissible mass above 2.5 tons and R-point height above 700 mm:

26.2.1.4.1. the manufacturer shall demonstrate with existing documentation (report, images, drawing or equivalent) that a triggering signal is available for the purpose of AECS.

~~26.2.1.1.3.~~ **26.2.1.4.2.** A demonstration of the trigger signal in case of a frontal collision is not required, when the vehicle is not equipped with a triggered frontal restraint system.

~~26.2.1.1.4.~~ **26.2.1.4.3.** A demonstration of the trigger signal in case of a lateral collision is not required, when the vehicle is not equipped with a triggered lateral restraint system."

Paragraph 26.2.1.1.3., amend to read:

"26.2.1.1.3. A verification or demonstration of the trigger signal in case of a frontal collision is not required, when the vehicle is not equipped with a triggered frontal restraint system that ~~meets the requirements of Annex 3 to UN Regulation No. 94 (Frontal collision).~~ **is triggered by a collision of the vehicle according to Annex 3 to UN Regulation No. 94 (Frontal collision).**"

Paragraph 26.2.1.1.4., amend to read:

"26.2.1.1.4. A verification or demonstration of the trigger signal in case of a lateral collision is not required when the vehicle is not equipped with a triggered lateral restraint system that ~~meets the requirements of Annex 4 to UN Regulation No. 95 (Lateral collision).~~ **is triggered by a collision of the vehicle according to Annex 4 to UN Regulation No. 95 (Lateral collision).**"

Paragraph 26.2.2.1.2., amend to read (preceding paragraphs are cited for best comprehension):

"26.2.2. Vehicles of Category N1 shall be subject to the following:

26.2.2.1. Vehicles of Category N1 with a R-point height at or below 700mm, verification of the trigger signal:

26.2.2.1.1. When performing a collision of the vehicle according to UN Regulation No. 95 (Lateral collision); or

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~~ **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 35.2.1.2., amend to read (preceding paragraphs are cited for best comprehension):

- "35.5.2.1. Vehicles of category N₁ with a R-point height at or below 700 mm, verification of the trigger signal:
- 35.5.2.1.1. when performing a collision of the vehicle according to UN Regulation No. 95 (Lateral collision), or
 - 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~~ **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. 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.
 - 35.5.2.1.3. A verification or demonstration of the trigger signal in case of a lateral collision is not required, when the vehicle is not equipped with a triggered lateral restraint system that ~~meets the requirements of Annex 4 to UN Regulation No. 95 (Lateral collision).~~ **is triggered by a collision of the vehicle according to Annex 4 to UN Regulation No. 95 (Lateral collision).**"

II. Justifications

1. *Paragraph 2.34.*: Intends to avoid any misunderstanding about the triggering system in stake in UN Regulation No. 144.
2. *Paragraph 26.2.1.4*: Editorial correction of paragraph number.
3. *Paragraphs 26.2.1.1.3. and 26.2.1.1.4.*: UN Regulations Nos. 94 and 95 do not contain any requirements concerning the triggering system itself. UN Regulation No. 144 can then logically not refer to the "triggered restraint system that meets the requirements of" these Regulations. The proposal clarifies the references to UN Regulations Nos. 94 and 95.
4. *Paragraph 26.2.2.1.2.*: Vehicles of category N₁ with a R-point height at or below 700 mm are not in the scope of UN Regulation No. 94.
5. *Paragraph 35.2.1.2.*:
 - needs to be aligned with the similar requirement in Part II, paragraph 26.2.2.1.2.;
 - Vehicles of category N₁ with a R-point height at or below 700 mm are not in the scope of UN Regulation No. 94;
 - clarifies the references to UN Regulation No. 95 as for paragraphs 26.2.1.1.3. and 26.2.1.1.4.

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