

China's suggestion for EDR regulation

CATARC

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Existing EDR regulations/standards worldwide

- ❖ **WP.29** Uniform provisions concerning the approval of motor vehicles with regard to the Event Data Recorder(UN R160)
 - 1 July, 2024, 00 series;
 - 1 July, 2026,01 series.
- ❖ **China** Vehicle event data recorder system(GB 39732)
 - 1 January, 2022, except for the B-level data elements and data retrieval;
 - 1 January, 2024, all requirements.
- ❖ **USA** EVENT DATA RECORDERS(USA/Federal: 49 CFR 563)
- ❖ **EU** EU838
- ❖ **Korea** 사고기록장치 장착기준 (KMVSS Art.56-2)
- ❖ **Japan** J-EDRの技術要件

Comparison of major EDR regulations

Items	GB 39732	UN R160	CFR 563
Scope	<ul style="list-style-type: none"> M₁ 	<ul style="list-style-type: none"> M₁ and N₁ 	<ul style="list-style-type: none"> Passenger cars and other vehicles*
Impact Event Requirements	<ul style="list-style-type: none"> Trigger: ≥8km/h and other methods Locking: ≥25km/h or deployment event Beginning: ≥0.8km/h; End: <0.8 km/h 	<ul style="list-style-type: none"> Trigger: >8km/h and deployment event Locking: >25km/h, deployment event and Activation of VRU Beginning: >0.8km/h 	<ul style="list-style-type: none"> Trigger: ≥8km/h Locking: deployment event Beginning: >0.8km/h; End: ≤0.8 km/h
Data elements	<ul style="list-style-type: none"> VIN, EDR information, event time, Clipping Flag, Tend. 	<ul style="list-style-type: none"> Normal acceleration, E-call and ADAS system status, etc. 	<ul style="list-style-type: none"> Normal acceleration, seat track position, occupant size, vehicle roll angle, occupant position classification
Function requirements	<ul style="list-style-type: none"> Overwriting mechanism Power-off storage Number of storage events 	<ul style="list-style-type: none"> Overwriting mechanism(first-in first-out) 	<ul style="list-style-type: none"> Overwriting mechanism(manufacture may choose)
Requirements for data retrieval	<ul style="list-style-type: none"> Unified port, protocol, identifier Translating and time limit requirements 	<ul style="list-style-type: none"> Retrievable even after an impact 	<ul style="list-style-type: none"> Retrievable by the methodology specified by the vehicle manufacturer
Test Methods	<ul style="list-style-type: none"> Impact test Driving operation data test Bench test 	<ul style="list-style-type: none"> Impact test 	<ul style="list-style-type: none"> Impact test

* Multipurpose passenger vehicles, trucks, and buses with a GVWR of 3,855 kg (8,500 pounds) or less and an unloaded vehicle weight of 2,495 kg (5,500 pounds) or less, except for walk-in van-type trucks or vehicles designed to be sold exclusively to the U.S. Postal Service.

Suggestions

- Several countries and regions have issued and implemented EDR /standards.
- UN R160 has already made tremendous progress. Proposals for Supplement 1 to 00 series and 01 series of UN R160 had been adopted.
- The STEP 1 of the process of EDR Guidance for 1958 and 1998 is finished and IWG has moved on to the STEP 2.
- Several countries and regions have accumulated rich experiences in implementing its own EDR regulations/standards. These experiences are very informative to the STEP 2 work of EDR IWG.
- In order to accelerate the process of EDR IWG (STEP 2), we suggest listing the existing national EDR regulations/standards into the compendium of candidates.

Thank you!