Automatic Emergency Call Systems

German point of view
Results of the national meeting of German experts
Scope of the UN-Regulation

Type Approval can only regulate the minimum vehicle performance.

All other process participants are not subject to the influence of a type test of a vehicle.
The availability of a sufficient mobile phone and satellite network as well as qualified emergency centers is under the responsibility of the member states.
Homologation of the vehicle should ensure, that after a standard accident (UN-R 94, UN-R95) the vehicle is able under minimum conditions (to be defined) to determine its position and to establish a mobile phone connection in a sufficient quality (to be defined)
The vehicle should be able to determine the position on base of a sufficient available (to be defined) signal as a

- GPS-Signal,
- GLONASS-Signal or
- Galileo-Signal
The vehicle should be able to communicate (to be defined) with an emergency centre via a common telephone number (112) and use a “world module” able to support cellular frequencies (to be defined) available all over the world with a sufficient quality (to be defined).
Automatic Emergency Call Systems

Systems, installed in vehicles within the scope of UN-R 94 and UN-R 95, shall be triggered automatically.

All other vehicles shall be fitted with a system which may be triggered manually.
All systems should be crash resistant

This should be demonstrated after the crash test which is mandatory for the approval of the vehicle

For systems installed in vehicles not within the scope of UN-R 94 or UN-R 95 the crash resistance should be demonstrated after a sled test according to UN-R 17 Annex 7