

# Automatic Emergency Call Systems

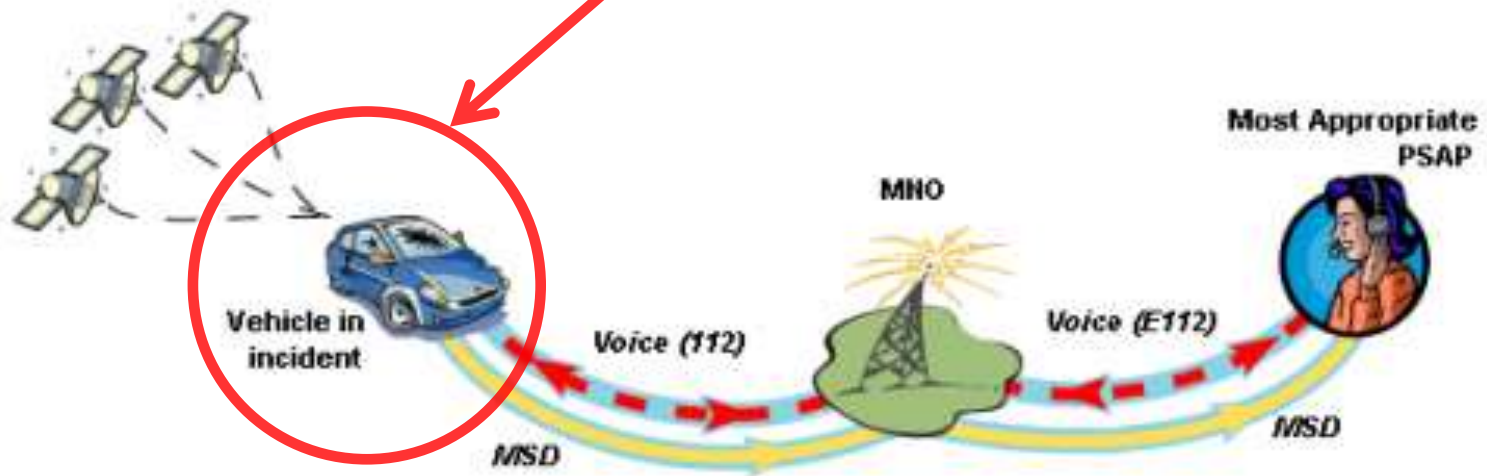
## German point of view

Results of the national meeting of German experts

# Automatic Emergency Call Systems

## 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)**

**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**