A VEHICLE MANUFACTURER'S PERSPECTIVE

eCall workshop 15th October 2012

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BACKGROUND

The Automotive Industry was one of the first signatories of the MoU on eCall and has since actively participated in developing potential solutions for pan-European eCall.

INDUSTRY POSITION

Infrastructure.

Parallel contributions from all stakeholders.

Technology.

Technology neutral.

Existing systems.

Sustainable.

eCall

Legislation.

New types only.

Lead time.

Boundaries.

Value added services.

Not directly related to eCall.

INDUSTRY POSITION

- **Infrastructure.**
  - Industry has consistently outlined importance of **parallel contributions** from all stakeholders, and it is imperative that the necessary infrastructure is in place before mandatory fitment is required in vehicles.
  - eCall can only realise its benefits when the corresponding infrastructure is in place. This includes availability of suitable **mobile network services** that match the in-vehicle system, for the vehicle lifetime (up to 15 years).
  - A public eCall service has to be pan-European and **available to all customers**. Any staggered approach where Member States introduce the infrastructure at different dates with years in between is a non-feasible scenario for the automotive industry.

INDUSTRY POSITION

- **Technology.**
  - A range of eCall solutions should be allowed using a minimum set of performance/technical requirements based on the CEN standards. This should be enabled by **technology neutral** legislative requirements.
  - The in-vehicle system can for example either be an **embedded unit** with an integrated network access device (e.g. a GSM module) or a **phone-based solution** consisting of an interface between the in-vehicle system and a mobile phone.
  - It should be permitted to run **private eCall services** in parallel to the public service, not only in addition to a public eCall but as an alternative, provided all performance standards are met and one or both, the pan-EU or private eCall service, is available in all Member States for the life of the vehicle.
  - Any acceptable solution must be compliant with **future technological developments** and backward compatible. There appears to be concern that this will not be the case with the currently proposed solutions.
  - Some OEMs have proactively invested in **existing solutions**, these should be recognised

INDUSTRY POSITION

- **Legislation.**
  - eCall concept is valid for passenger cars and light commercial vehicles.
  - Fitment should apply only for "**new vehicle types**"
  - The industry requires **three-year lead-time** for development / testing after all necessary specifications have been defined / published and the final type approval requirements are adopted.
  - It is essential that any mandatory requirements clearly define the **test methods and boundary conditions** of the in-vehicle system. For example it is not appropriate for the communication device, which depends on the Mobile Network to function, to be included in the vehicle type approval.
  - **Parallel legal commitments** should apply for all affected stakeholders to ensure a robust roll-out across Europe.

INDUSTRY POSITION

- **Value added services.**
  - It is the firm opinion of the industry that so-called value-added commercial services cannot be used to justify the deployment of eCall but need to be **dealt with separately**.

STATUS

- Technology. ✓
  - The cost-benefit assessment conducted for the Commission significantly underplays the level of deployment expected in the coming years. An increasing number of vehicle manufacturers are already deploying private eCall type systems.
  - "TPS embedded", "TPS mobile based" and "**112 mobile based**" available
- Infrastructure. ✕
  - At present, no clear indication when infrastructure will be available.
  - HeERO field operational tests still on-going and there are still technical concerns over the chosen method for data transfer (in-band modem).
- Legislation. ✕
  - Likely scenario is that proposal for type approval legislation will be high level, relying on so-called Implementing Measures to define details.
  - This requires time to complete co-decision and delegated acts processes

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