

STN P	Inteligentné dopravné systémy Elektronická bezpečnosť Časť 5: Systém eCall pre dvojkolesové vozidlá s pohonom kategórie EHK OSN L1 a L3	STN P CEN/TS 17249-5 01 8611
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Intelligent transport systems - eSafety - Part 5: eCall for UNECE category L1 and L3 powered two-wheeled vehicles

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 10/22

Táto predbežná slovenská technická norma je určená na overenie. Prípadné pripomienky pošlite do augusta 2024 Úradu pre normalizáciu, metrológiu a skúšobníctvo SR.

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English Version

Intelligent transport systems - eSafety - Part 5: eCall for UNECE category L1 and L3 powered two-wheeled vehicles

Systèmes de transport intelligents - eSafety - Partie 5 :
eCall pour les véhicules à deux roues motorisés des
catégories UNECE L1 et L3

Intelligente Verkehrssysteme - ESicherheit - Teil 5:
ECall für UNECE-Kategorie L1 und L3 angetriebene
zweirädrige Fahrzeuge

This Technical Specification (CEN/TS) was approved by CEN on 27 June 2022 for provisional application.

The period of validity of this CEN/TS is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the CEN/TS can be converted into a European Standard.

CEN members are required to announce the existence of this CEN/TS in the same way as for an EN and to make the CEN/TS available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the CEN/TS) until the final decision about the possible conversion of the CEN/TS into an EN is reached.

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CEN/TS 17249-5:2022 (E)

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European foreword

This document (CEN/TS 17249-5:2022) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, the secretariat of which is held by NEN.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes CEN/TS 17249-5:2019.

NOTE This document is complementary to EN 16072 and EN 15722 and presents adaptation requirements for the provision of eCall for Powered Two Wheels Vehicles.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

CEN/TS 17249-5:2022 (E)**Introduction**

In accordance with European Regulation 2015/758, after 31st March 2018, all new model Category M1/N1 vehicles will be, as a result of European Regulation, from 2018, equipped with 112-eCall. Other model Category than M1/N1 vehicles may be voluntarily equipped with 112-eCall.

The eCall Regulation at the time of developing this deliverable covers only M1 and N1 Category vehicles (cars and vans). The European Commission's "ICT Rolling Plan" states the objective "Action 1 Develop technical specification/standards for the implementation of eCall in vehicles of categories other than M1 and N1 and for other user types, taking into account requirements included within type approval regulation as well as ongoing activities in this area (pilots, CEF,...)." And it goes on to explain "... for the extension to other vehicles types and services, such as Heavy Duty Vehicles, Power Two Wheel Vehicles and other classes of vulnerable road users".

See CEN/TR 17249-1:2018.

Powered Two Wheel Vehicle (vehicle mounted) 112-eCall, using OEM systems included during the manufacture of the vehicle, present challenges to the eCall paradigm in that, in an accident, the rider is likely to be separated from the vehicle, usually by some distance. eCall equipment mounted on P2WVs is also subjected to far harsher environmental exposure than its in-car counterparts, and providing equipment, such as speakers, that will last and reliably operate for the lifetime of the vehicle, presents a significant challenge. This document takes these issues into account as a variation of the requirements specified for Category M1 and N1 vehicles and, in particular, does not provide the requirement for two-way voice dialogue in all models. Other features that characterize eCall are maintained as optional. An optional additional data element (or, in the future, a specific bit in the MSD) that enables the PSAP to identify where voice communications are possible or not, is added.

This document defines the additional high-level service requirements for the provision of eCall to Powered Two Wheel Vehicles of UNECE Category L1 and L3 (vehicle mounted). As with the existing provisions for eCall for Category M1/N1 vehicles, and other specifications in this series, these are specified within the paradigm of being OEM fit equipment supplied with new vehicles.

NOTE The provision of eCall for vehicles via the aftermarket (post sales and registration), and the operational requirements for any such aftermarket solution for vehicle and will be the subject of other work, that will use the specifications of this document as a principle reference point.

1 Scope

In respect of 112-eCall (operating requirements defined in EN 16072), this document defines adaptations to eCall specifications defined in EN 16072 and other related documents to enable the provision of eCall for Powered Two Wheel Vehicles.

As with the existing provisions for eCall for Category M1/N1 vehicles, these are specified within the paradigm of being OEM fit equipment supplied with new vehicles.

For the purposes of the present document, the P2WV 'L' categories, as defined in Directive 2002/24/EC, Regulation (EU) No 168/2013, UNECE and as referenced/specified in EN 15722 apply.

This document includes only the requirements for Category L1 and L3 P2WV (vehicle based) with the exception of L1e-A (powered cycle), although other documents may subject other 'L' subcategories to use this document. Other Technical Specifications may be prepared for other UNECE category 'L' variants.

This document is a revision of CEN/TS 17249-5:2019 based on results achieved in sAFE project (sub-activity 3.5) [11] to obtain a specification allowing a more practical implementation of eCall for P2WVs.

The specifications herein relate only to the provision of pan-European eCall, and does not provide specifications for third party service provision of eCall. Other than in the 112-eCall paradigm, which involves a direct call from the vehicle to the most appropriate PSAP, third party service provision involves the support of an intermediary third party service provider before the call is forwarded to the PSAP.

NOTE The provision of eCall for vehicles via the aftermarket (post sales and registration), and the operational requirements for any such aftermarket solution. will be the subject of other work, that will use the specifications of this document as a principle reference point.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 15722:2020, *Intelligent transport systems — ESafety — ECall minimum set of data*

EN 16072:2022, *Intelligent transport systems — ESafety — Pan-European eCall operating requirements*

EN 16454:2022, *Intelligent transport systems — ESafety — ECall end to end conformance testing*

CEN/TS 17240:2018, *Intelligent transport systems — ESafety — ECall end to end conformance testing for IMS packet switched based systems*

EN 17870:2022, *Intelligent transport systems — ESafety — eCall Additional Dataconcept for equipment limitations*

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