

الهيئة السعودية للمواصفات والمقاييس والجودة
Saudi Standards, Metrology and Quality Org (SASO)



SASO/DS 2944:2023

السيارات - المتطلبات الفنية لاتصال الطوارئ بالمركبات (eCall)

**Motor vehicle - Technical Requirements for Emergency Calls
“eCall”**

ICS:43.020

مقدمة

قامت الهيئة السعودية للمواصفات والمقاييس والجودة بتحديث المواصفة القياسية السعودية SASO 2944:2023 " السيارات " - المتطلبات الفنية لاتصال الطوارئ بالمركبات " (eCall) بعد استعراض المواصفات القياسية العربية والأجنبية والدولية والمؤلفات المرجعية ذات الصلة على أن تلغي المواصفة SASO 2944:2020 . وتم اعتماد هذه المواصفة كمواصفة قياسية سعودية إلزامية .

FOREWORD

The Saudi Standards, Metrology and Quality Organization (SASO) has updated the Saudi Standard SASO 2944:2023 Motor vehicle - Technical Requirements for "eCall" based on relevant ADMO, International and National foreign Standards and references. The approved Saudi Standard SASO 2944:2023 will replace and supersede the Saudi Standard SASO 2944:2020. This Document will apply as Mandatory Saudi Standard.

CONTENTS

1	Scope	2
2	Normative references	2
	eCall In-band Modem Specifications	2
	GSM Radio and Network Specifications	2
	UMTS Circuit-Switched Radio and Network Specifications	3
	CEN Specifications	3
	eCall minimum set of data (MSD) :	3
	Electromagnetic Compatibility (EMC)	4
	Electrical safety	4
3	Definition	4
3.1	911:	4
3.2	eCall:	4
3.3	eCall enabled PSAP:	4
3.4	eCall in-vehicle system:	4
3.5	Minimum set of data (MSD):	4
3.6	Public mobile wireless communications network:	4
3.7	Public Safety Answering Point (PSAP):	5
3.8	light duty vehicle (LDVs):	5
3.9	New model (type) :	5
4	Characteristics	5
5	Sampling Method	6
6	Testing and Inspection	6
	Annex 1	7
	Annex 2	8
	Annex 3	9
	Annex 4	10
	Annex 5	11
	Annex 6	12
	Annex 7	13
	Annex 8	15
	Annex 9	16

Motor vehicle - Technical Requirements for Emergency Calls “eCall”

1 Scope

This standard is concerned with the Emergency calls and Connectivity Technical Requirements for new light duty vehicle (LDVs) imported to KSA.

This standard exempted vehicles produced in small series with an aggregated volume of less than 75 vehicles annually to be equipped with an eCall in- vehicle system.

2 Normative references

The following referenced documents are indispensable for the application 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.

eCall In-band Modem Specifications

3GPP TS 22.101: Service aspects; Service principles.

3GPP TS 22.101: Service aspects; Service principles

3GPP TS 24.008: Mobile radio interface Layer 3 specification; Core network protocols; Stage 3

3GPP TS 26.267: eCall data transfer; In-band modem solution; General description

3GPP TS 26.268: eCall data transfer; In-band modem solution; ANSI-C reference code

3GPP TS 26.269: eCall data transfer; In-band modem solution; Conformance testing

3GPP TR 26.969: eCall data transfer; In-band modem solution; Characterization report

ETSI TS 103 321 Mobile Standards Group (MSG); eCall H LAP Conformance Testing; Abstract Test Suite (ATS) and Protocol Implementation eXtra Information for Testing (PIXIT)

ETSI TS 103 412 Mobile Standards Group (MSG); Pan-European eCall end to end and in-band modem conformance testing;

ETSI TS 123 167 Universal Mobile Telecommunications System (UMTS); LTE; IP Multimedia Subsystem (IMS) emergency sessions

ETSI TS 124 229 Digital cellular telecommunications system (Phase 2+) (GSM); Universal Mobile Telecommunications System (UMTS); LTE;

ETSI TS 103 683 Mobile Standards Group (MSG); Testing; Next Generation eCall High Level Application Protocol (H LAP) Interoperability Testing

ETSI TS 138 523-1 User Equipment (UE) conformance specification; Part 1: Protocol

GSM Radio and Network Specifications

3GPP TS 44.018: Mobile radio interface layer 3 specification; Radio Resource Control (RRC) protocol

3GPP TS 51.010: Mobile Station (MS) conformance specification; Part 1: Conformance specification

3GPP TS 45.002: Multiplexing and multiple access on the radio path

3GPP TS 45.003: Channel coding

3GPP TS 45.004: Modulation

UMTS Circuit-Switched Radio and Network Specifications

3GPP TS 25.101: User Equipment (UE) radio transmission and reception (FDD)

3GPP TS 25.104: Base Station (BS) radio transmission and reception (FDD)

3GPP TS 25.133: Requirements for support of radio resource management (FDD)

3GPP TS 25.201: Physical layer - general description

3GPP TS 25.211: Physical channels and mapping of transport channels onto physical channels (FDD)

3GPP TS 25.212: Multiplexing and channel coding (FDD)

3GPP TS 25.213: Spreading and modulation (FDD)

3GPP TS 25.214: Physical layer procedures (FDD)

3GPP TS 25.215: Physical layer; Measurements (FDD)

3GPP TS 25.321: Medium Access Control (MAC) protocol specification

3GPP TS 25.322: Radio Link Control (RLC) protocol specification

3GPP TS 25.331: Radio Resource Control (RRC); Protocol specification

3GPP TS 25.41x: UTRAN Iu interface: General aspects and principles

3GPP TS 25.42x: UTRAN Iur interface general aspects and principles

3GPP TS 25.43x: UTRAN Iub Interface: general aspects and principles

3GPP TS 34.108: Common test environments for User Equipment (UE); Conformance testing

3GPP TS 34.121: Terminal conformance specification, Radio transmission and reception (FDD)

CEN Specifications

CEN EN 49

EN 16102(Intelligent transport systems. eCall. Operating requirements for third party support)

eCall minimum set of data (MSD) :

CEN EN 16072:2022 Intelligent transport systems - ESafety - Pan-European eCall operating requirements

CEN EN 16062: eCall High Level Application Protocols (HLAP)

CEN TS 16454: ECall end to end conformance testing

CEN EN 15722:2020 Intelligent transport systems - ESafety - ECall minimum set of data

CEN TS 17184:2022 Intelligent transport systems - eSafety - eCall High level application protocols (HLAP) using IP Multimedia Subsystem (IMS) over packet switched networks

CEN TS 17240 Intelligent transport systems - ESafety - ECall end to end conformance testing for IMS packet switched based systems

Electromagnetic Compatibility (EMC)

EN 301 489-1 (general EMC requirements for radio equipment)

Electrical safety

SASO-IEC-62368-1 (Audio/video, information and communication technology equipment - Part 1: Safety requirements)

SASO-CITC-RI056 (Specification for UMTS (3G) and LTE handsets and Ancillary equipment)

SASO 2864 (Saudi Arabia corporate average fuel economy (SAUDI CAFÉ) standard for incoming light duty vehicles).

3 Definition

3.1 911: Unified number in Kingdom of Saudi Arabia for Emergency call

3.2 eCall: emergency call that is made either automatically via activation of in-vehicle sensors or manually by the vehicle occupants; when activated , it provides notification and relevant location information to the most appropriate Public Safety Answering Point, by means of ' mobile wireless communications network ', and carries a defined standardized Minimum Set of Data, notifying that there has been an incident that requires response from the emergency services and establishes an audio channel between the occupants of the vehicle and the most appropriate Public Safety Answering Point

3.3 eCall enabled PSAP: the most appropriate PSAP in a defined area within KSA, determined beforehand by the national authorities to first receive and handle eCalls.

3.4 eCall in-vehicle system: in-vehicle equipment initiating eCall via public mobile wireless communications networks activated either automaticity or manually, transferring the minimum set of data and establishing an audio channel between the passenger of the vehicle and an eCall enabled PSAP.

3.5 Minimum set of data (MSD): information defined by the standard 'Intelligent transport systems — eSafety — eCall minimum set of data (MSD)' (EN 15722) which is sent to the eCall enabled PSAP by the eCall in-vehicle system.

3.6 Public mobile wireless communications network: mobile wireless communications network with access to a public telecommunications network

3.7 Public Safety Answering Point (PSAP): physical location where emergency calls are first received under the responsibility of a public authority or a private organization recognized by the national government.

3.8 light duty vehicle (LDVs): Any vehicles with a maximum gross weight of 3,500 kg and which are primarily used to transport passengers or goods.

3.9 New model (type) : the motor vehicle is considered as new model if one of the following changes done :

- Vehicle manufacturer
- Vehicle category
- Vehicle body structure style
- Vehicle engine characteristics
- Vehicle source of energy

Note:

Annex No. (1) Refers to the corresponding meaning of the abbreviations in this standard.

4 Characteristics

Vehicles with a maximum gross weight of 3,500 kg or less, which are primarily used to transport passengers or goods, shall be equipped with an eCall in- vehicle system.

The eCall in-vehicle system shall in case of an incident establish an eCall as an emergency call via the available public wireless communications networks, complies with following:

- a. The devices for wireless communications shall be designed in such a way that after a severe incident , they remain operational, automatically trigger the incident and initiate an eCall.
- b. The eCall in-vehicle equipment shall be able to transmit the Minimum Set of Data (MSD). This requires generation of dynamic information like the geo-localization or time and static data as the VIN or vehicle propulsion type.
- c. Mobile connectivity data shall be considered as public services information for emergency calls (eCall) but could made available for private organizations determined by responsible KSA governmental authorities for development of innovative transport services like traffic management or breakdown services.
- d. All network-based equipment (including eCall communication module) must support 4G as a requirement for type approval.
- e. All stakeholders involved shall comply with all national regulations related to the protection of data and the privacy of the citizens.
- f. The information in the wireless connectivity system given to the passengers via the HMI shall be available in Arabic and English, as a minimum
- g. The third-party service will be allowed under KSA public authorities approval in condition to operate the eCall service in accordance with EN 16102.
- h. eCall services shall be available to the customer, even if the customer does not opted to take the bundled TSP services offered by the vehicle dealer within the KSA.

- i. All details which are necessary to ensure proper installation and maintenance shall be given in the manufacturer's instructions with all operations of the eCall device as well as characteristics of the communication with the public telecommunication networks.

5 Sampling Method

Manufacturers shall ensure that these vehicles and the installed eCall in-vehicle systems are conforming to the eCall requirements as specified in the above-referred standards.

Manufacturers shall demonstrate that in the event of a severe accident an eCall is triggered automatically and manually in different events to the emergency number 911.

Saudi public authorities has the right to ask the manufacturers to send a sample for testing if needed.

6 Testing and Inspection

Inspection and testing of samples are made according to conformance testing reference Annex 3, 4, 5, 6, 7 and Annex 8

Annex 1 Abbreviations

Acronym	Signification
3GPP	3rd Generation Partnership Project
ANSI	American National Standards Institute
CEN	Comité Européen de Normalisation (French: European Committee for Standardization)
E-UTRA	Evolved Universal Terrestrial Radio Access
E-UTRAN	Evolved Universal Terrestrial Radio Access Network
EC	European Commission
eCall	Emergency Call
EN	European Norm
EPS	Evolved Packet System
FDD	Frequency Division Duplex
GCC	Gulf Countries Council
GPRS	General Packet Radio Service
GSM	Global System for Mobile communications
GSO	GCC Standardization Organization
HLAP	High Level Application Protocols
IETF	Internet Engineering Task Force
IMS	IP Multimedia Subsystem (IMS) emergency sessions
IP	Internet Protocol
LTE	Long Term Evolution
MAC	Medium Access Control
MS	Mobile Station
MSD	Minimum Set of Data
NAS	Non-Access-Stratum
PEOR	Pan European eCall Operating Requirements
RLC	Radio Link Control
RRC	Radio Resource Control
SDP	Session Description Protocol
SIP	Session Initiation Protocol
TR	Technical Report
TS	Technical Specification
UE	User Equipment
UTRAN	Universal Terrestrial Radio Access Network
WAN	Wide Area Network

Annex 2**Resistance of eCall systems to severe crashes (high-severity deceleration test)****Performance requirements**

The eCall in-vehicle systems, components or separate technical units shall demonstrate post-deceleration/acceleration event following functionality.

The eCall system shall be able to successfully transmit an MSD to a PSAP test point.

The eCall system shall be able to determine an up-to-date timestamp for an eCall incident.

The eCall system shall be able to determine accurately the up-to-date vehicle location.

The eCall system shall be able to connect to and transmit data via the mobile network.

Test procedure

According to Test Procedure of Annex I, Commission delegated regulation (EU) 2017/79

Annex 3

Full-scale impact test assessments

The full-scale impact assessments of vehicles with eCall in-vehicle systems installed, carried out in accordance with Paragraph 2, shall be considered satisfactory if the following requirements are demonstrated post-impact.

Automatic triggering: The eCall system shall automatically initiate an eCall after an impact in accordance with UN Regulation No. 94 (Annex 3) or UN Regulation No. 95 (Annex 4), or equivalent GSO standards.

Manual triggering: The eCall system shall allow manual triggering of an eCall by vehicle occupants.

Call status indication: The eCall system shall inform the occupants about the current status of the eCall (status indicator) using a visual and/or audible signal optional in English and/or Arabic language.

MSD emission and encoding: The eCall system shall be able to transmit successfully an MSD to a PSAP test point via the mobile network.

Vehicle-specific data determination: The eCall system shall be able to populate accurately the mandatory vehicle-specific data fields of the MSD.

Position determination: The eCall system shall be able to determine accurately the up-to-date vehicle location.

Test procedure

According to test procedure of Annex II commission delegated regulation (EU) 2017/79

Annex 4

Crash resistance of audio equipment

Requirements

The assessment of the crash resistance of the eCall audio equipment of vehicles with eCall in-vehicle systems installed, carried out in accordance with Paragraph 2, shall be considered satisfactory if the following requirements are demonstrated post-impact.

Reconnection of audio equipment: The eCall system shall reconnect the loudspeaker(s) and microphone(s) after being disconnected during an eCall for MSD transmission.

Voice communication: The eCall system shall allow hands-free voice communication (send and receive direction) of sufficient intelligibility between vehicle occupants and an operator.

Test procedure

According to Test Procedure of Annex III , Commission delegated regulation (EU) 2017/79 Appendix

Test sentences

The following test sentence pairs shall be used for the exchange of test messages in the send and receive directions. Test sentence pairs in English is provided below.

Note: The Arabic test will be updated to the document whenever it is available.

English

- (a) These days a chicken leg is a rare dish.
- (b) Rice is often served in round bowls. A large size in stockings is hard to sell.
- (c) The juice of lemons makes fine punch. Four hours of steady work faced us.
- (d) The birch canoe slid on smooth planks. Glue the sheet to the dark blue background.

Annex 5

Automatic triggering mechanism

The following requirements apply to vehicles with eCall in-vehicle systems installed.

Documentation requirements:

The manufacturer shall provide a statement, which affirms that the strategy chosen to trigger an automatic eCall ensures triggering also in accident configurations dissimilar from and/or of a lower severity than the collisions simulated in the applicable full-scale crash tests in UN Regulation No. 94 and UN Regulation No. 95.

The manufacturer shall choose the collision typology and severity and will demonstrate that it is significantly different from the full-scale crash tests. The manufacturer shall provide an explanation and technical documentation which shows, in overall terms, how this is achieved.

Documentation that shows, to the satisfaction of the KSA/ GCC, that the activation of supplemental restraint systems, at the severity level chosen at the discretion of the manufacturer, also induces an automatic eCall shall be considered satisfactory.

Airbag control unit specification drawings, specification data notes, sensitivity drawings, relevant circuit diagrams or similar documents considered equivalent by the KSA / GCC would be suitable means to demonstrate this connection.

The extended documentation package shall remain strictly confidential. It may be kept by the KSA/ GCC, or, at the discretion of the KSA/ GCC, may be retained by the manufacturer. In case the manufacturer retains the documentation package, that package shall be identified and dated by the approval authority once reviewed and approved. It shall be made available for inspection by the KSA/ GCC at the time of approval or at any time during the validity of the approval.

Test procedure

According to Test Procedure of Annex V, Commission delegated regulation (EU) 2017/79

Annex 6**Co-existence of third party services (TPS) with the 112-based eCall in-vehicle systems****Performance requirements**

The 112-based system shall be deactivated as long as the TPS system is active and does function.

The 112-based system shall be triggered automatically in the event that the TPS system is triggered but does not function.

Documentation requirements

The manufacturer shall provide the technical service with an explanation of the design provisions built into the TPS system to ensure automatic triggering of the 112-based system ('fallback procedure') in the event that the TPS system does not function. This documentation shall describe the principles of the changeover mechanism.

The documentation shall be supported by an analysis which shows, in overall terms, any hardware or software failure conditions that would result in an inability of the TPS system to perform a successful call and how the TPS system will behave on the occurrence of these.

This may be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any

Appropriate similar process as agreed between the technical service and the manufacturer.

The chosen analytical approach(es) shall be established and maintained by the manufacturer and shall be made open for inspection by the technical service at the time of the type-approval.

Test procedure

According to Test Procedure of Annex IV, Commission delegated regulation (EU) 2017/79

Annex 7**Technical requirements for compatibility of eCall in-vehicle systems with the positioning services provided by the Galileo and the GLONASS systems****Compatibility requirements**

The 'Galileo system compatibility' shall be: the reception and processing of the signals from the Open Service of Galileo, using it in the computation of the final position.

The 'GLONASS system compatibility' shall be: the reception of the corrections from the Open Service of GLONASS and its application to the GNSS signals, in particular GPS.

The compatibility of the eCall in-vehicle systems with the positioning services provided by the Galileo and the GLONASS systems shall be compliant with respect to the positioning capabilities below and demonstrated by performing the test methods in section 2.

The testing procedures can be performed either on the eCall unit including post processing ability or directly on the GNSS chipset receiver being a part of the eCall.

Performance requirements

The GNSS receiver shall be able to output the navigation solution in a NMEA-0183 protocol format (RMC, GGA, VTG, GSA and GSV message). The eCall setup for NMEA-0183 messages output to external devices shall be described in the operation manual.

The GNSS receiver being a part of the eCall shall be capable of receiving and processing individual GNSS signals in L1/E1 band from at least two global navigation satellite systems, including Galileo and GPS.

The GNSS receiver being a part of the eCall shall be capable of receiving and processing combined GNSS signals in L1/E1 band from at least two global navigation satellite systems, including Galileo and GPS; and SBAS.

The GNSS receiver being a part of the eCall shall be able to provide positioning information in WGS-84 coordinate system.

Horizontal position error shall not exceed:

under open sky conditions: 15 meters at confidence level 0.95 with Position Dilution of Precision (PDOP) in the range from 2.0 to 2.5;

in urban canyon conditions: 40 meters at confidence level 0.95 with Position Dilution of Precision (PDOP) in the range from 3.5 to 4.0.

The specified requirements for accuracy shall be provided:

at speed range from 0 to [140] km/h;

linear acceleration range from 0 to [2] G. 1.2.7. Cold start time to first fix shall not exceed:

60 seconds for signal level down to minus 130 dBm;

300 seconds for signal level down to minus 140 dBm.

GNSS signal re-acquisition time after block out of 60 seconds at signal level down to minus 130 dBm shall not exceed 20 seconds after recovery of the navigation satellite visibility.

Sensitivity at receiver input shall be:

GNSS signals detection (cold start) do not exceed 3600 seconds at signal level on the antenna input of the eCall of minus 144 dBm;

GNSS signals tracking and navigation solution calculation is available for at least 600 seconds at signal level on the antenna input of the eCall of minus 155 dBm;

Re-acquisition of GNSS signals and calculation of the navigation solution is possible and does not exceed 60 seconds at signal level on the antenna input of the eCall of minus 150 dBm.

Test procedure

According to Test Procedure of Annex VI, Commission delegated regulation (EU) 2017/79

Annex 8

In-vehicle system self-test Requirements

The following requirements apply to a vehicle with eCall in-vehicle system installed.

Performance requirements

The eCall system shall carry out a self-test at each system power-up. The self-test function shall monitor at least the technical items listed in Table 1. A warning in form of either a visual tell-tale or a warning message in a common space shall be provided in case a failure is detected by the self-test function. It shall remain activated while the failure is present. It may be cancelled temporarily, but shall be repeated whenever the ignition or vehicle master control switch is being activated.

Requirements for the periodic technical inspection

It shall be possible to verify the integrity of the eCall in-vehicle system via a test call to a dedicated test PSAP. According to this it shall at least be possible to test the accuracy of the Minimum Set of Data, the connectivity to the Public Land Mobile Network(s) and the functionality of the voice communication by audible means. All necessary information for the proper conduct of the test shall be made freely available.

Documentation requirements

The manufacturer shall provide the type-approval authorities with documentation in accordance with Table 1, which shall contain for each item the technical principle applied to monitor the item.

Table 1: Template of information for self-test function

Item	Technical principle applied for monitoring
eCall ECU is in working order (e.g. no internal hardware failure, processor/memory is ready, logic function in expected default state)	
External mobile network antenna is connected	
Mobile network communication device is in working order (no internal hardware failure, responsive)	
External GNSS antenna is connected	
GNSS receiver is in working order (no internal hardware failure, output within expected range)	
Crash control unit is connected in working order (e.g. no internal hardware failure, processor is ready, logic function in expected default state)	
No communication failures (bus connection failures) of relevant components	
SIM is present (this item only applies if a removable SIM is used)	
Power source is connected	
Power source has sufficient charge (threshold at the discretion of the manufacturer)	

Annex 9

Technical requirements and test procedures related to privacy and data protection Part I: Procedure for verifying the lack of traceability of eCall in-vehicle systems

This is to ensure that the 911 based eCall in-vehicle system is not traceable and is not subject to any constant tracking in its normal operational status.

Requirements

The 911 based eCall in-vehicle system is not available for communication with the PSAP if the PSAP test point initiates the communication.

Failure to establish the connection can be attributed to the 911 based eCall in-vehicle system not being registered on the network.

Test procedure

According to Test Procedure of Annex VIII, Commission delegated regulation (EU) 2017/79

Part II: Procedure for verifying the length of time an eCall log file is stored by the eCall in-vehicle system

This is to demonstrate that the personal data shall not be retained by the eCall in-vehicle system longer than necessary for the purpose of handling the emergency situation. Those data shall be fully deleted as soon as they are no longer necessary for that purpose. This is to be judged by proving that eCall log files are not kept beyond 13 hours from the point of initiating an eCall.

Requirements

When interrogated, the eCall in-vehicle system shall not maintain any record of an eCall in its memory beyond 13 hours from the point of initiating an eCall.

Test conditions

It shall be facilitated to have access to the part of the system where the eCall log files are stored in the IVS during evaluation. The following test shall be performed on a representative arrangement of parts.

Test Method

The tests as described in paragraph 2 of Annex I shall be carried out. They require that a test call is placed in order for functionality checks to be made. Immediately after a test call has been placed and 13 hours later access shall be provided to where the eCall log files are stored in the IVS. This will involve the potential to download any log files from the IVS so that they can be viewed by the tester.

Assessment

The requirement is determined to have been passed if immediately log file information is presented which after 13 hours will no longer be present in the eCall in-vehicle system

memory. The presence of a log file pertaining to an eCall that has occurred more than 13 hours ago constitutes a failure. Same applies if log is empty immediately after initiation of an eCall.

Part III: Procedure for verifying the automatic and continuous removal of data in the internal memory of eCall in-vehicle systems

This is to demonstrate that in the internal memory of the 911 based eCall in-vehicle system, maximum of last three locations of the vehicle shall be retained.

Requirements

When interrogated, the eCall in-vehicle system shall not maintain more than three recent locations of the vehicle.

Test conditions

During the evaluation access to the part of the system shall be facilitated where the vehicle location data are stored in the IVS internal memory.

The following test shall be performed on a representative arrangement of parts.

Test Method

Access shall be facilitated to where the vehicle location data are stored in the IVS internal memory. This will involve the potential to download from the IVS any stored locations so that they can be viewed by the tester.

Assessment

The requirement is determined to have been passed if maximum of last three locations are present in the eCall in-vehicle system memory. The presence of more than three locations constitutes a failure.

PART IV Procedure for verifying the non- exchange of personal data between an eCall in-vehicle system or STU and third party services systems

Requirements

The following requirements apply to eCall in-vehicle systems or STUs that shall be used in conjunction with a TPS eCall in-vehicle system functionality.

Performance requirements

There is no exchange of personal data between the 112-based eCall in-vehicle system or STU and any additional system functionality providing TPS eCall or an added-value service. Following an eCall made via the 112-based eCall in-vehicle system or STU, no log of this eCall shall be recorded in the memory of the TPS eCall or added-value service system.

Test procedure

According to Test Procedure of Annex VIII, Commission delegated regulation (EU) 2017/79