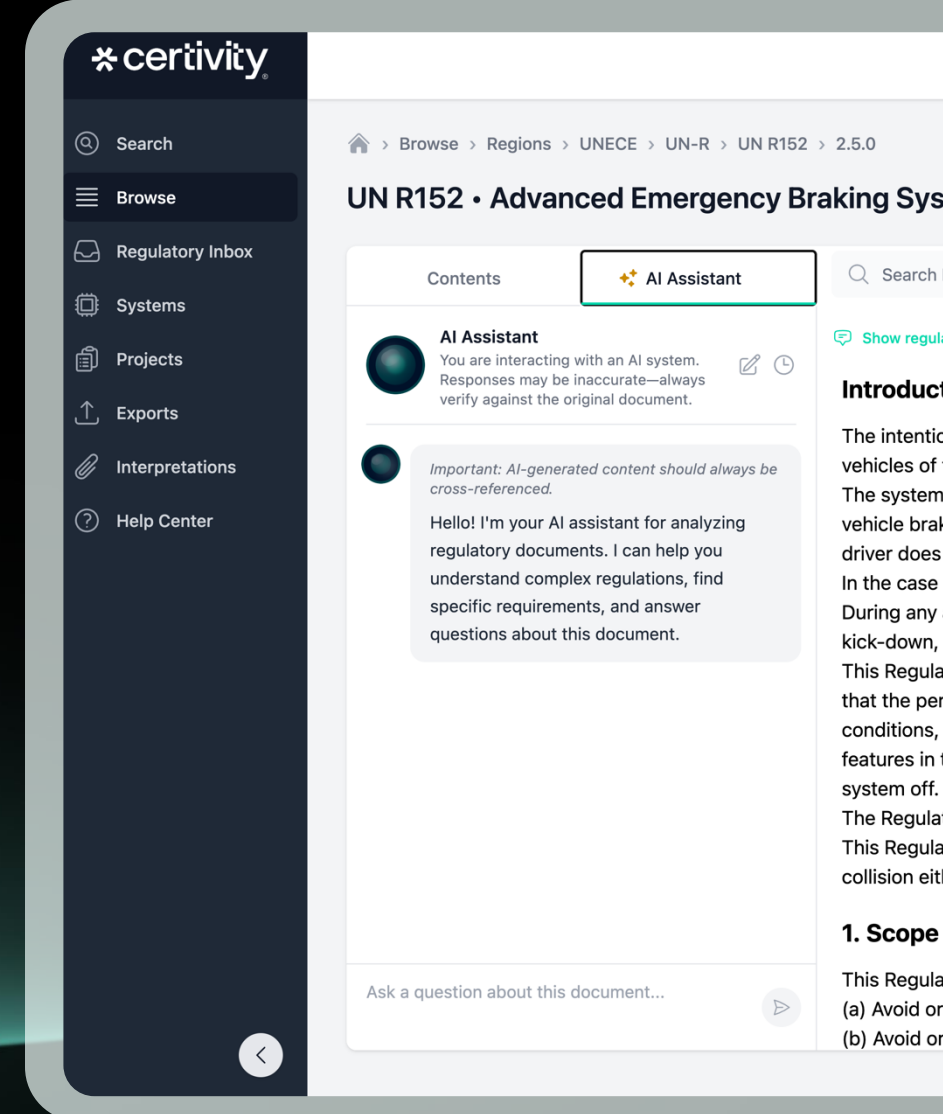




Nico Wägerle
CEO & Co-Founder



Regulation/Standards/Specs rein.
Anforderungen raus. 10× schneller –
mit KI und alles lückenlos traceable.

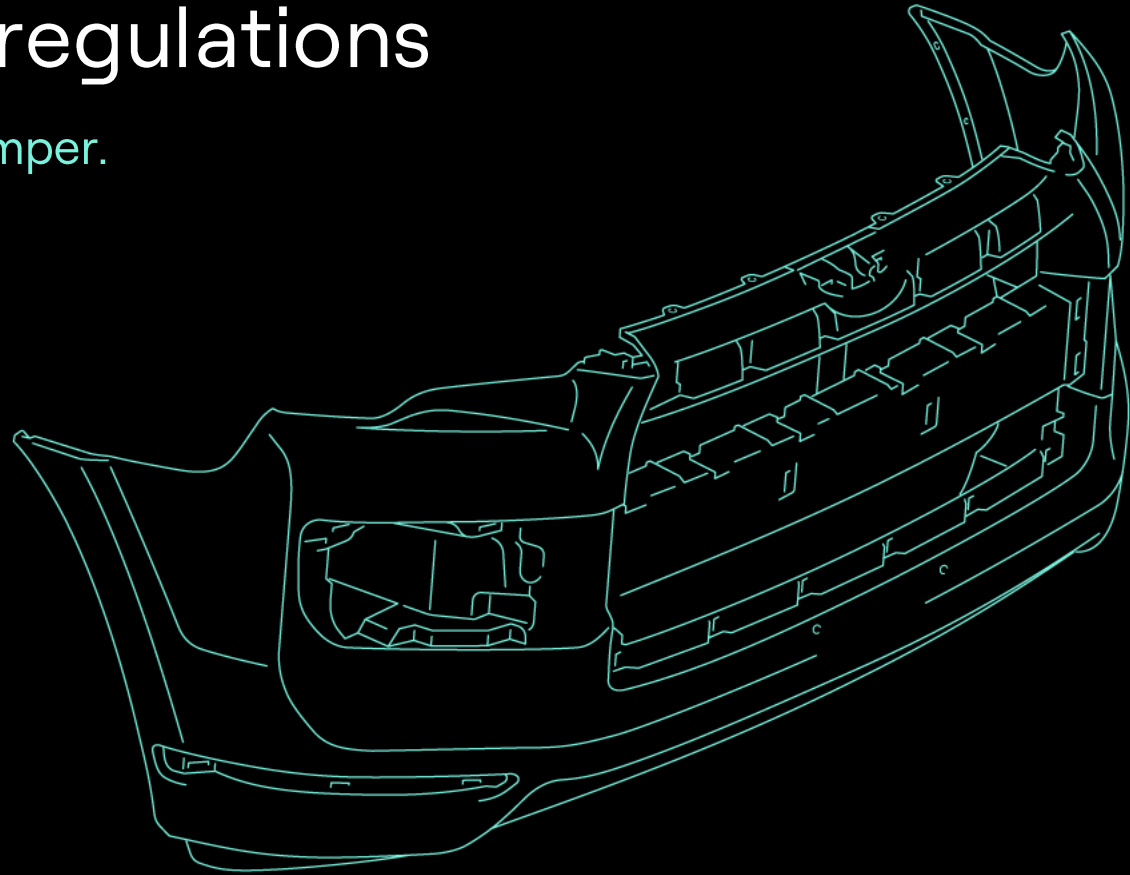


Instead of focus on solving engineering problems - imagine reading and analyzing **38.142** paragraphs of regulations

for the development of a new front bumper.

Products must comply with global regulations, external and internal norms, standards and specification.

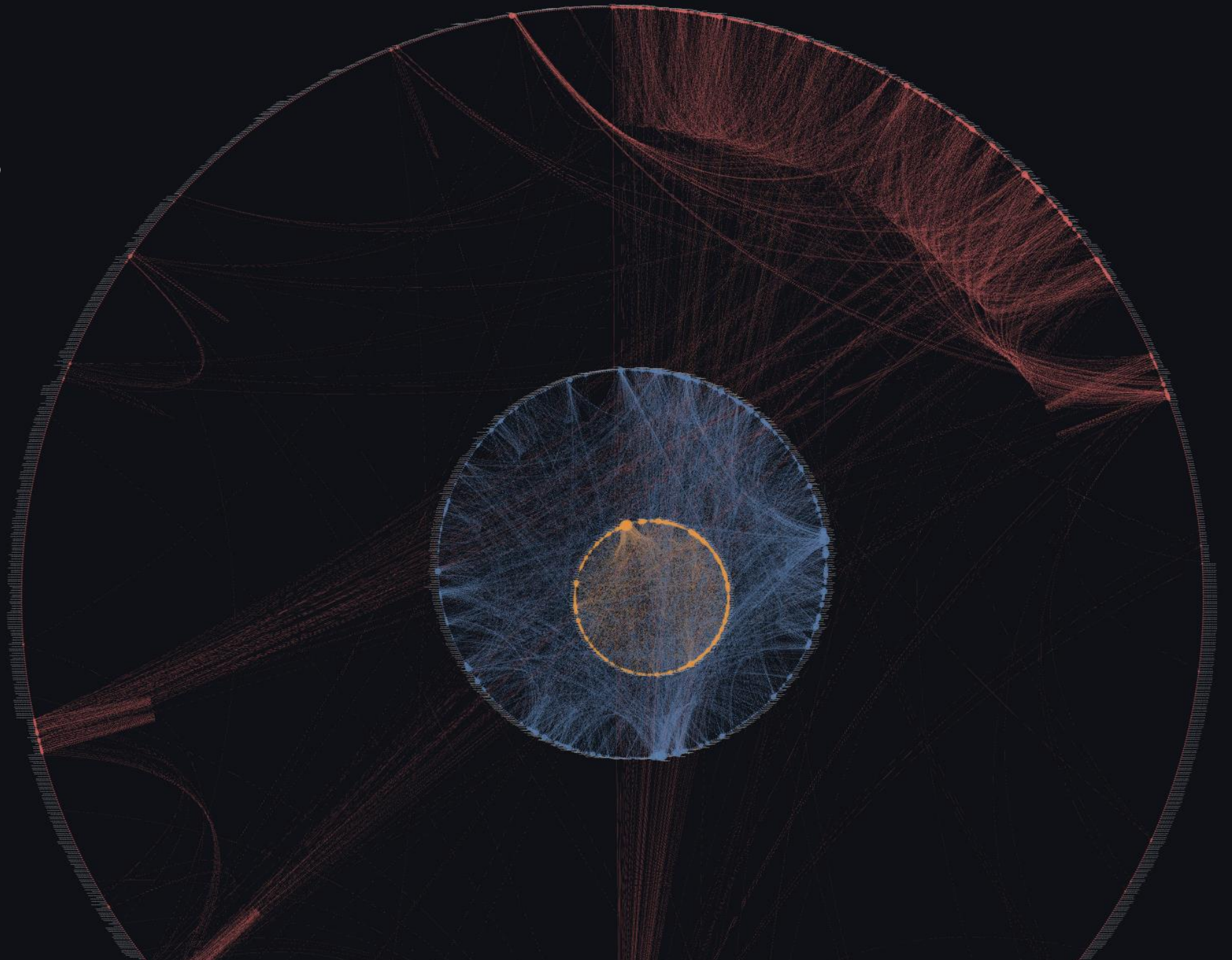
Engineers spend 30-50% of their time managing requirements for simple components like a front bumper.

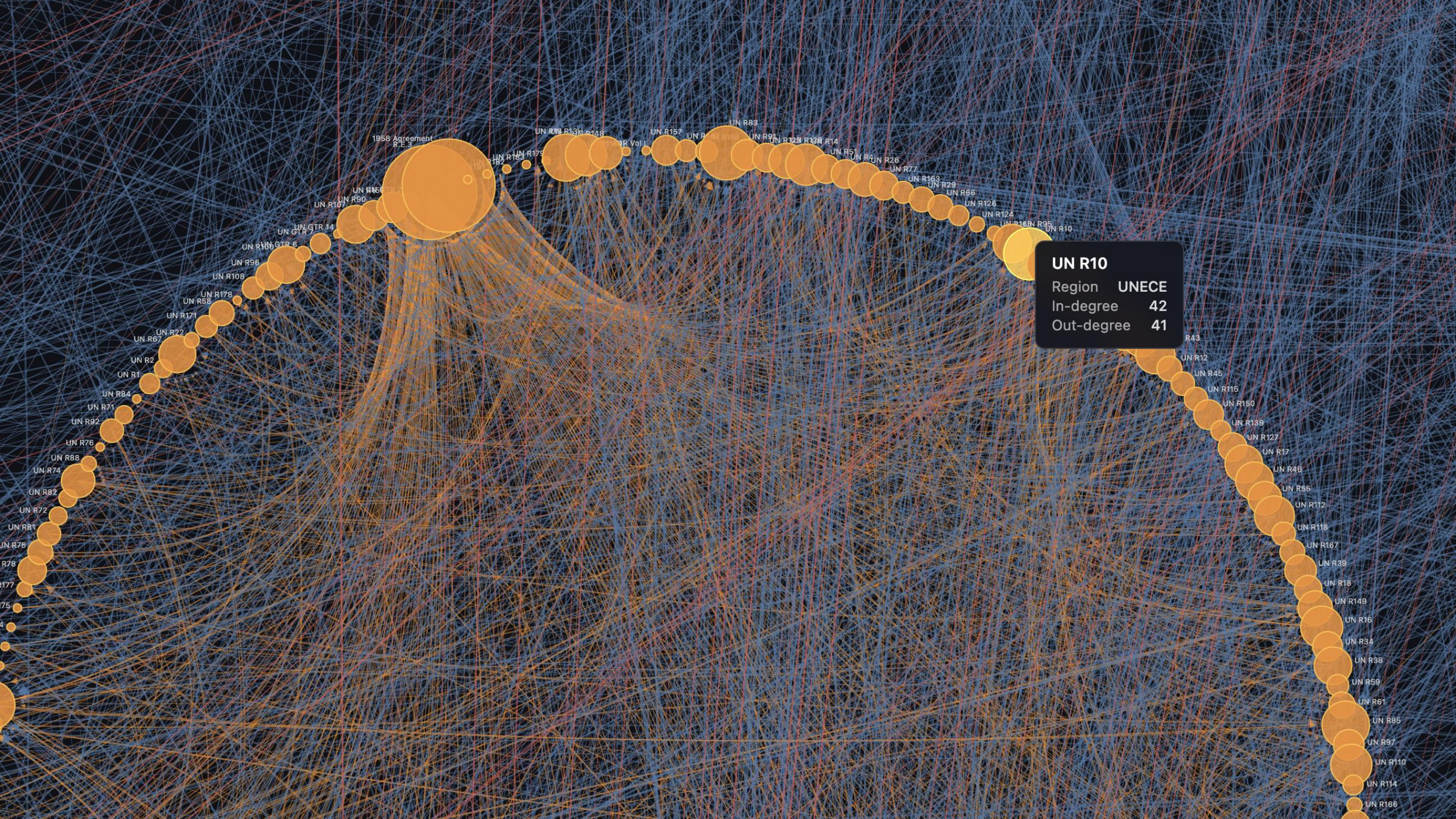


The real challenge:
Not just the massive amount of documents,
but the complexity within and between them.



**This is a
dependencies
graph for all
EU / UN / US
Regulations**





1 AI-based identification
of regulations for products

2 AI-based identification
of requirements in regulations

3 Integration and collaboration
on interpretations

4

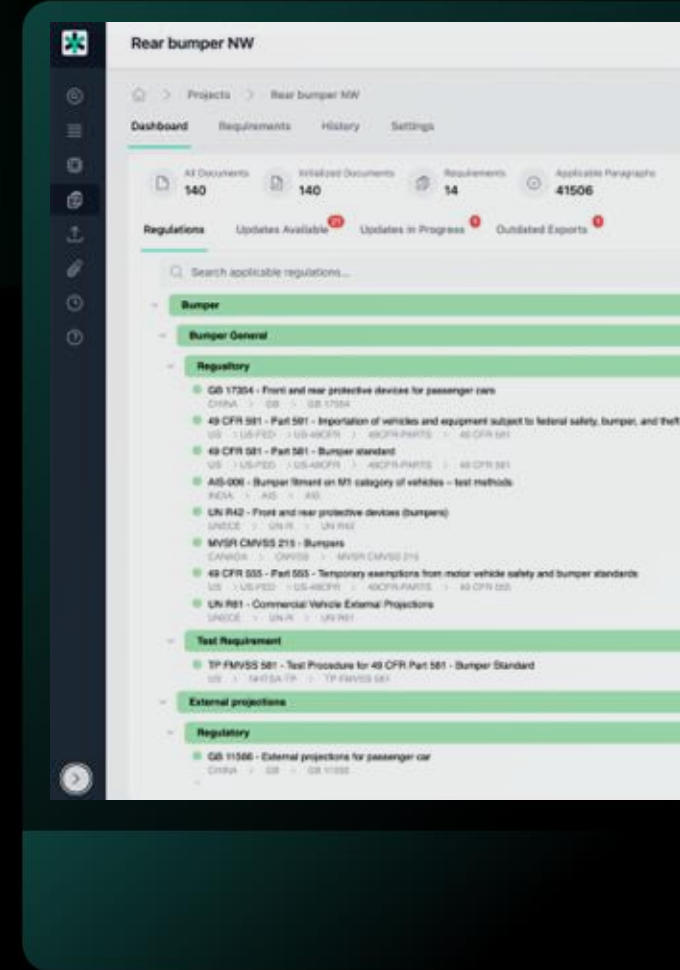
Deep integration
through exports in requirements
management tooling

5

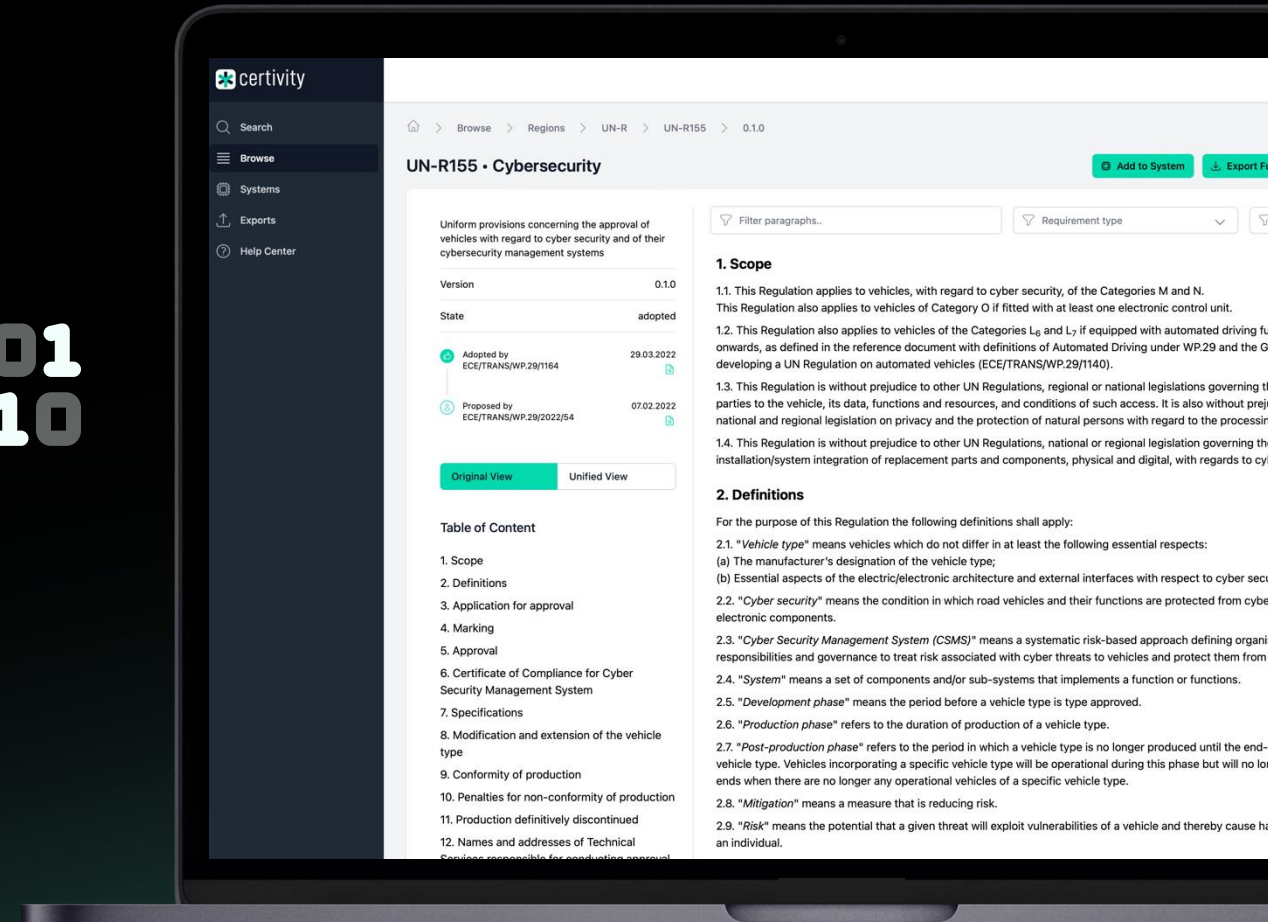
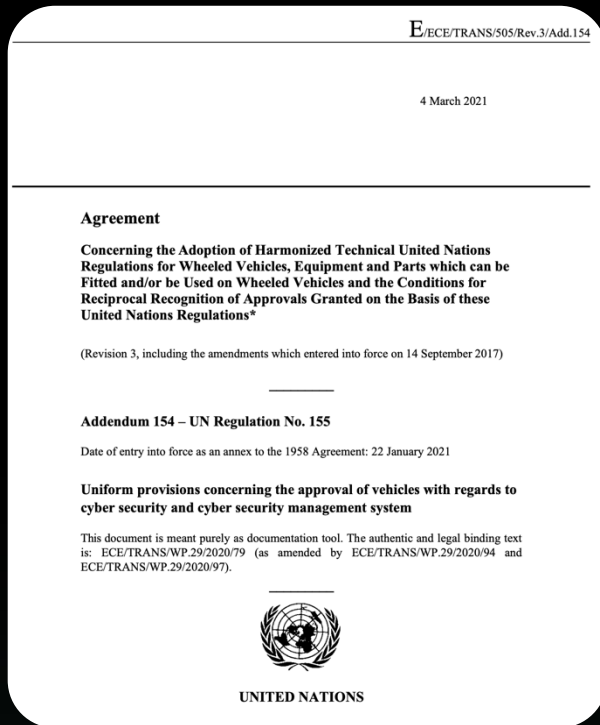
Live Updates -
no manual work and
traceability of effects
of regulatory changes
to products



**We accelerate
product compliance
with AI in every step.**



The foundation of intelligence are digitised documents and the transformation into a data fabric



First, we generate a data fabric for document information with our proprietary digitization tool

5.1.7. Any vehicle fitted with an AEBs shall meet the performance requirements of UN Regulation No. 13-H in its 01 series of amendments for vehicles of Category M₁ and N₁ or Regulation No. 13 in its 11 series of amendments for vehicles of Category N₁ and shall be equipped with an anti-lock braking function in accordance with the performance requirements of Annex 6 to UN Regulation No.13-H in its 01 series of amendments or of Annex 13 to UN Regulation No. 13 in its 11 series of amendments.

5.2. Specific Requirements

5.2.1.1. Collision warning

When a collision with a preceding vehicle of Category M₁, in the same lane with a relative speed above that speed up to which the subject vehicle is able to avoid the collision, is imminent, a collision warning shall be provided as specified in paragraph 5.5.1., and shall be triggered at the latest 0.8 seconds before the start of emergency braking.

However, in case the collision cannot be anticipated in time to give a collision warning 0.8 seconds ahead of an emergency braking a collision warning shall be provided as specified in paragraph 5.5.1. and shall be provided no later than the start of emergency braking intervention.

The collision warning may be aborted if the conditions prevailing a collision are no longer present.

This shall be tested according to paragraphs 6.4. and 6.5.

5.2.1.2. Emergency braking

When the system has detected the possibility of an imminent collision, there shall be a braking demand of at least 5.0 m/s² to the service braking system of the vehicle.

The emergency braking may be aborted if the conditions prevailing a collision are no longer present.

This shall be tested in accordance with paragraphs 6.4. and 6.5. of this Regulation.



5.2.1.1. Collision warning When a collision with a preceding vehicle of Category M₁, in the same lane with a relative speed above that speed up to which the subject vehicle is able to avoid the collision, is imminent, a collision warning shall be provided as specified in paragraph 5.5.1., and shall be triggered at the latest 0.8 seconds before the start of emergency braking. However, in case the collision cannot be anticipated in time to give a collision warning 0.8 seconds ahead of an emergency braking a collision warning shall be provided as specified in paragraph 5.5.1. and shall be provided no later than the start of emergency braking intervention. The collision warning may be aborted if the conditions prevailing a collision are no longer present. This shall be tested according to paragraphs 6.4. and 6.5.

First, we generate a data fabric for document information with our proprietary digitization tool

5.2.1.1. Collision warning When a collision with a preceding vehicle of Category M1, in the same lane with a relative speed above that speed up to which the subject vehicle is able to avoid the collision, is imminent, a collision warning shall be provided as specified in paragraph 5.5.1., and shall be triggered at the latest 0.8 seconds before the start of emergency braking. However, in case the collision cannot be anticipated in time to give a collision warning 0.8 seconds ahead of an emergency braking a collision warning shall be provided as specified in paragraph 5.5.1. and shall be provided no later than the start of emergency braking intervention. The collision warning may be aborted if the conditions prevailing a collision are no longer present. This shall be tested according to paragraphs 6.4. and 6.5.

Identifier:
5.2.1.1

Parent of this element:
5.2.1.

Sibling of this element:
5.2.1.2 & 5.2.1.3

Linked-Elements
5.5.1.; 6.4.;6.5;

Document Version
Supplement 1 – Original Version

Requirements; Test Requirements

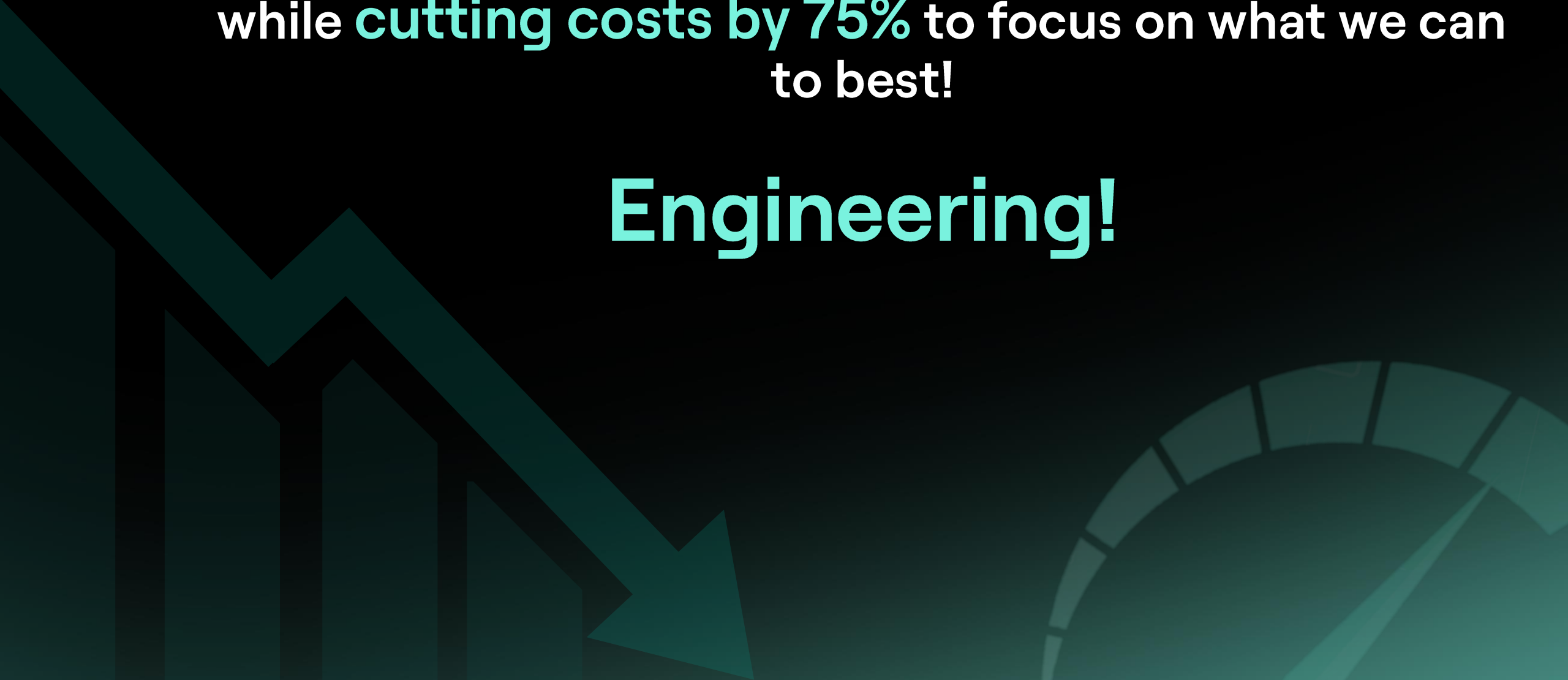
Performance, HMI

Vehicle Types
M1, N1

Links to external Standards/Norms

What if we could speed up this process
while **cutting costs by 75%** to focus on what we can
to best!

Engineering!



Now lets see it in action!
We get all the regulations and their
requirements for a vehicle M1
(Passenger Car) in EU



Proven Impact with Certivity

Turning Regulatory Complexity into Measurable Business Value

60–80%

Reduction in
regulation search
time

50–75%

Faster
regulatory
analysis

3–5 hrs

Time Saved per
user per week

7,500 hrs

Annual engineering hours
saved – Team of 30

High expected ROI driven by productivity gains, faster decision-making, and reduced compliance uncertainty.

We want to enable engineers to focus on
what matters!
Developing innovations!



Nico Wägerle
CEO & Co-Founder

www.certivity.io