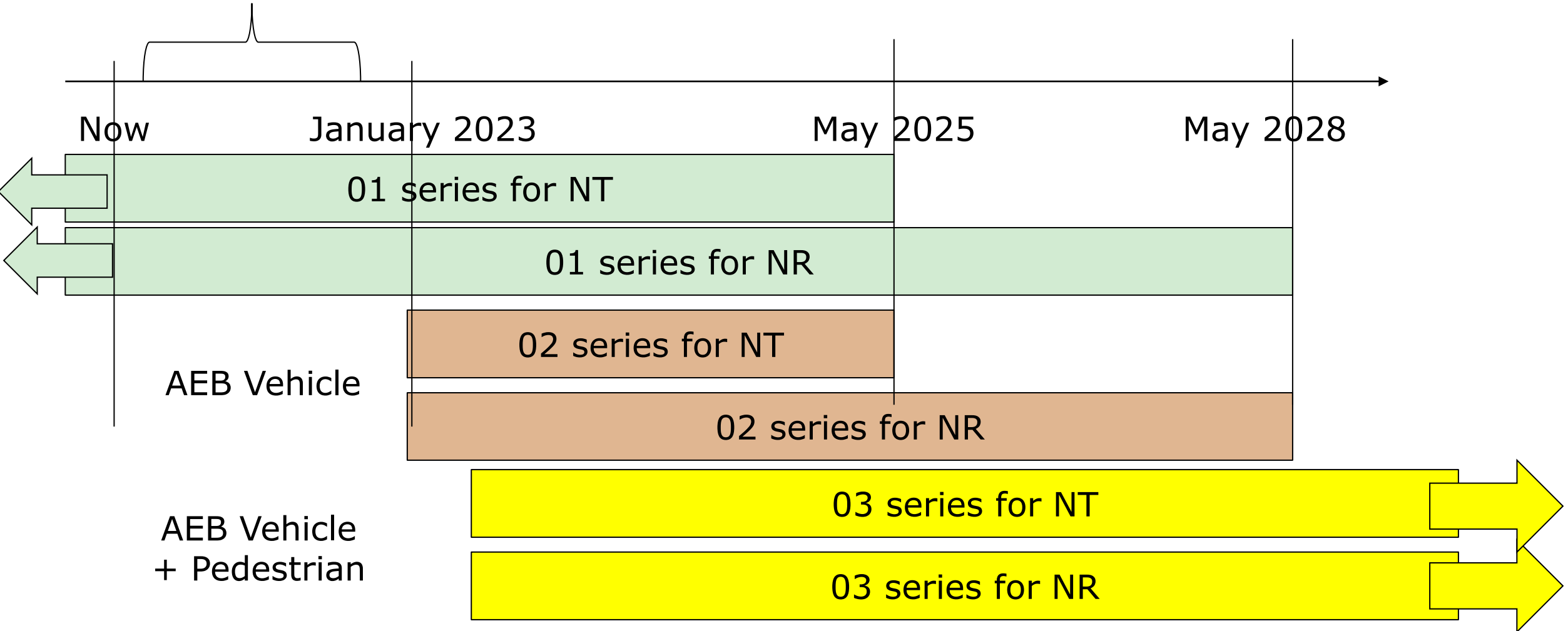


## Short-term advantages and disadvantages

- ➔ New full revision of UN R131 allows
  - Braking in warning phase → improvement for traffic safety
  - Improved deactivation processes → possible improvement for traffic safety
- ➔ New full revision of UN R131 contains
  - Imp. requirements for AEB-Vehicle (*basically state of technology*)
  - Requirements for AEB-Pedestrian
- ➔ Motivation:
  - Allow manufacturers to use the UN R131 improvements as soon as possible without having to fulfill AEB pedestrian already now
- ➔ ➔ **Method: introduce additional intermediate revision**



## WP.29 adoption & notification



## Proposal for series of amendments

- ➔ Current situation: UN R131-01 series is in force
- ➔ After adoption:
  - 01 is applicable
  - 02 (Vehicle-Vehicle systems) and 03 (Vehicle-Vehicle + Pedestrian) come into force
  - 01 series still applicable, 02 and 03 series may be applied.
- ➔ From Transitional Provisions for 03 series (e.g. May 2025 NT):
  - 01 and 02 no longer subject to mutual recognition
  - 03 series subject to mutual recognition
- ➔ Advantage: Manufacturers can choose between 01, 02 and 03 series until 03 becomes the only series subject to mutual recognition



## Document process

- ➔ Send 2022/7 amended by GRVA-12-08 and -43 to WP.29 as 03 series
- ➔ Send 2022/7 amended by GRVA-12-08, -43 and -42 (removing pedestrian) to WP.29 as 02 series
- ➔ This way, 02 and 03 series could be adopted at this session by GRVA