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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**195th session**

Geneva, 4–7 March 2025

Item 4.7.1 of the provisional agenda

**1958 Agreement:**

**Consideration of draft amendments to existing**

**UN Regulations submitted by GRVA**

Proposal for the new 15 series of amendments to UN Regulation No. 13 (Heavy vehicle braking)

 Submitted by the Working Party on Automated/Autonomous and Connected Vehicles[[1]](#footnote-2)\*

 The text reproduced below was adopted by the Submitted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its twentieth session (ECE/TRANS/WP.29/GRVA/20, para. 91). It is based on ECE/TRANS/WP.29/
GRVA/2024/37 as amended by informal document GRVA-20-47. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2025 sessions.

*Paragraph 5.1.2.4.2.,* amend to read:

“5.1.2.4.2. During the time duration specified in paragraph 5.1.2.4.1. the endurance braking system shall be able to maintain an average speed of 30 km/h on a seven per cent down-gradient, at the maximum mass of the vehicle or, in the case of a motor vehicle authorized to tow an O4 trailer, at the maximum mass of the vehicle combination, but not exceeding 44 tonnes.

However, for vehicles in which the energy is absorbed by the braking action of the engine alone, the tolerance on the average speed, as specified in Annex 4 paragraph 1.8.2.3., shall be applied.”

*Insert new paragraphs 12.9., 12.9.1. to 12.9.7.,* to read*:*

“12.9. Transitional provisions applicable to the 15 series of amendments

12.9.1. As from the official date of entry into force of the 15 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 14 seriesof amendments.

12.9.2. As from 1 September 2029, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2029.

12.9.3. Until 1 September 2031, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2029.

12.9.4. As from 1 September 2031, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

12.9.5. Notwithstanding paragraph 12.9.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles which are not affected by the changes introduced by the 15 series of amendments.

12.9.6. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.

12.9.7. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.”

*Annex 4, paragraph 1.8.1.2.,* amend to read:

“1.8.1.2. Vehicles of category N3 which are authorized to tow a trailer of category O4.”

*Annex 4, paragraph 1.8.2.1*., amend to read:

“1.8.2.1. The performance of the endurance braking system shall be tested at the maximum mass of the vehicle orof the vehicle combination, as relevant to demonstrate the performance specified in paragraph 5.1.2.4. of this Regulation.”

1. \* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)