

Status report on

Proposal for amendments to UN Regulation No. 13 (Heavy Vehicle Braking)

with regard to the approval of e-Trailers

Following the recent discussions on the Working Document GRVA/2025/15, it became clear that much more time is needed to finalise the R13 amendments for dedicated approval prescriptions for eTrailers with a propulsion function.

In order to not further delay the approval of eTrailers equipped with a eAxle providing exclusively the conversion of vehicle kinetic energy into electrical energy, at the “R13 workshop” held in Aldenhoven from 21 to 23 May it was agreed to “split” the project of amending R13 in two parts: the first covering “e-trailers with only a dynamo function”, the second covering “e-trailers with propulsion function”.

CLEPA, having discussed with OICA and CLCCR experts, and building upon the documents GRVA/2025/25 and GRVA-21-12, has drafted an advanced proposal submitted for information to the 21st GRVA session, it includes:

- a) A new paragraph 1.2.6 aimed at excluding from the scope of R13 e-trailers with propulsion function. Once the second part of the project will be completed this paragraph will be deleted.
- b) The definition of “e-Axle” that is copied from par. 2.55 of UN Regulation no.100 series 04 supplement 01.
- c) The definitions of “e-Axle trailer” and “dynamo function”, restricted to O3 and O4 vehicles.
- d) Dedicated provisions for the approval of “e-Axle trailers” with “dynamo function” that:
 1. Limit the total retardation power to a maximum of 20kW
 2. Control that in case the e-Axle generates a braking rate exceeding 0.04 per wheel, it does not cause wheel locking at speeds above 15 km/h
 3. Demonstrate that the vehicle still complies with requirements of Annex 13 and 21 if affected by the dynamo function

CLEPA welcomes further comments and is available to continue cooperating with GRVA experts order to finalise this proposal and submit it for adoption at 197th WP.29 session in November 2025.