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**Economic Commission for Europe**
**Inland Transport Committee**
**World Forum for Harmonization of Vehicle Regulations**
**183rd session**

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Item 4.7.2 of the provisional agenda

**1958 Agreement:**
**Consideration of draft amendments to existing**
**UN Regulations submitted by GRVA**
**Advance copy**
**Proposal for Supplement 18 to the 11 series of amendments to UN Regulation No. 13 (Heavy vehicle braking)**
**Submitted by the Working Party on Automated/Autonomous and Connected Vehicles \***

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its seventh session in September 2020 (ECE/TRANS/WP.29/GRVA/7, paras. 62 and 69). It is based on ECE/TRANS/WP.29/GRVA/2020/30 and ECE/TRANS/WP.29/GRVA/2020/36 as amended). 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 2021 sessions.

The secretariat assume that the square brackets below shall be removed:

- 5.1.2.4.1. ([12] min)
- 5.1.2.4.2. ([30] km/h)
- 5.1.2.4.3.1. [(e.g. with an extra-endurance brake)]
- 5.1.3.9. [(e.g. a tractor, a link-trailer, a dolly)] etc.)
- 5.2.1.29.2.1., 5.2.2.17.3., 5.2.2.24.2., A17: 4.3.2.1., 4.3.2.2., 4.3.3.1. [ISO 11992-2:2014]
- 5.2.1.29.7. [(e.g. by temperature/ energy calculation and/or deceleration control)]
- 5.2.1.34., 5.2.2.24., 5.2.2.24.11., 5.2.2.24.12., 5.2.2.25. [Additional /Special requirements
- 5.2.2.24.1. [, respectively via the “front” and the “rear” coupling heads & electric connector]
- 5.2.2.24.7. [or power driven vehicle]
  - A6. 4.1.4.3. [ISO 11992:2014]

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\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), 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.

## Supplement 18 to the 11 series of amendments to UN Regulation No. 13 (Heavy vehicle braking)

*Amend new paragraph 2.40., to read:*

2.40. “*Brake performance Estimator*” means a function estimating the available friction brake performance taking into account the effect of brake heat, operating by models considering inputs such as for example type and position of the brakes, number and intensity of brake applications, vehicle speed or ambient temperature.

*Add new paragraph 2.42., to read:*

2.42. A “*Towing trailer*” is a trailer which is equipped to tow another trailer.

2.42.1. A “*Dolly*” means a towing trailer designed for the sole purpose to tow a semi-trailer. A dolly may have a rigid or a hinged drawbar.

2.42.2. A “*Link-trailer*” is a semi-trailer equipped with a fifth wheel in its rear end enabling a second semi-trailer to be towed.

*Amend new paragraph 5.1.2.4. and subparagraphs, to read:*

5.1.2.4. Endurance braking system

The endurance braking system shall make it possible to maintain a constant downhill speed over a long period of time without the use of the friction brakes.

The following requirements only apply to vehicles specified in Annex 4 paragraph 1.8.1. These requirements are deemed satisfied if the relevant test requirements specified in Annex 4 paragraph 1.8. are met.

5.1.2.4.1. As an equivalent of a long period of time, a time duration of at least [12] min is deemed to be adequate.

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.

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.

5.1.2.4.3. Special requirements applicable endurance braking system incorporating electric regenerative braking systems

5.1.2.4.3.1. It shall be is deemed to comply with the requirements in paragraphs 5.1.2.4.1. and 5.1.2.4.2., if the vehicle equipped with the endurance braking system is able to store and/or dissipate [e.g. with an extra-endurance brake] the energy of the maximum negative vertical height difference (requiring energy storage capacity in the traction battery), limited to the energy level as required to fulfil the requirements in paragraphs 5.1.2.4.1. and 5.1.2.4.2., that can be reached by the vehicle (consuming stored energy in the traction battery on the journey towards the relevant negative vertical height difference), considering the current electric state of charge, using methods such as a global navigation satellite systems combined with a topography model and an intelligent battery management system.

This shall be demonstrated to the satisfaction of the Technical Service.

5.1.2.4.3.2. As an alternative to paragraph 5.1.2.4.3.1., the service braking system shall fulfil the requirements of Annex 4, paragraph 1.8.2.5.

In addition, a brake performance estimator shall warn the driver according to paragraph 5.2.1.29.7.

5.1.2.4.3.3. Additional requirement in the case of an endurance braking system solely based on an electric regenerative braking system:

Prior to the time when the braking force of the electric regenerative braking can no longer be provided (e.g. when the battery is fully loaded), the driver shall be informed about the situation (e.g. an information on the remaining retardation capacity, a reduction of the provided retardation force).

*Paragraph 5.1.3., amend to read:*

5.1.3. Connections, for compressed-air braking systems, between vehicles within a combination.

*Paragraph 5.1.3.1., amend to read:*

5.1.3.1. The connections of the compressed-air braking systems between vehicles shall be provided according to paragraphs 5.1.3.1.1., 5.1.3.1.2. or 5.1.3.1.3.:

*Paragraph 5.1.3.2., amend to read:*

5.1.3.2. The electric control line of the power-driven vehicle or towing trailer shall provide information as to whether the requirements of paragraph 5.2.1.18.2. can be satisfied by the electric control line, without assistance from the pneumatic control line. It shall also provide information as to whether it is equipped according to paragraph 5.1.3.1.2. with two control lines or according to paragraph 5.1.3.1.3. with only an electric control line.

*Paragraph 5.1.3.4., amend to read:*

5.1.3.4. In the case of a power-driven vehicle or towing trailer equipped with two control lines as defined in Paragraph 5.1.3.1.2., when electrically connected to a trailer which is also equipped with two control lines, the following provisions shall be fulfilled:

*Paragraph 5.1.3.4.1., amend to read:*

5.1.3.4.1. both signals shall be present at the coupling head and the succeeding trailer shall use the electric control signal unless this signal is deemed to have failed. In this case, the trailer shall automatically switch to the pneumatic control line;

*Paragraph 5.1.3.5., amend to read:*

5.1.3.5. A trailer may be equipped as defined in paragraph 5.1.3.1.3., provided that it can only be operated in conjunction with a power-driven vehicle with an electric control line which satisfies the requirements of paragraph 5.2.1.18.2.

Whether these requirements can be satisfied by the electric control line of the towing trailer, without assistance from the pneumatic control line, shall be verified by the evaluation of message EBS12, Byte 3. In any other case, the trailer, when electrically connected, shall automatically apply the brakes or remain braked. The driver shall be warned by the separate yellow warning signal specified in paragraph 5.2.1.29.2.

*Paragraph 5.1.3.6.3., amend to read:*

5.1.3.6.3. When a power-driven vehicle is equipped with an electric control line and electrically connected to a trailer equipped with an electric control line, a continuous failure (> 40 ms) within the electric control line shall be detected in the power-driven vehicle and shall be signalled to the driver by the yellow warning signal specified in paragraph 5.2.1.29.1.2.

When a towing trailer equipped with an electric control line and electrically connected to a trailer equipped with an electric control line, a continuous failure (> 40 ms) within the electric control line at the rear of the towing trailer shall be detected in the towing trailer and shall be signalled to the driver by the yellow warning signal specified in paragraph 5.2.1.29.2.

*Add a new paragraph 5.1.3.6.4. to read:*

5.1.3.6.4. A trailer shall utilise the control line signalling defined in paragraphs 5.1.3.2. above and 4.3.2.1. or 4.3.2.2. of Annex 17 below that is generated from the vehicle (power-driven vehicle or towing trailer) that first generates the signal.

*Paragraph 5.1.3.9., amend to read:*

5.1.3.9. The flexible hoses and cables used for the connection between a towing vehicle for semi-trailer [(e.g. a tractor, a link-trailer, a dolly)] and its following semi-trailer shall be part of the towing vehicle.

The flexible hoses and cables used for the connection between a towing vehicle for trailer other than a semi-trailer [(e.g. a rigid truck, a centre-axle towing trailer)] and its following trailer [(e.g. a dolly, a centre-axle trailer)] shall be part of the following trailer.

In the case of an automated connector, this requirement regarding the allocation of flexible hoses and cables is not applicable.

*Paragraph 5.2.1.15., amend to read:*

5.2.1.15. In the case of a power-driven vehicle to which the coupling of a trailer equipped with a brake controlled by the driver of the power-driven vehicle is authorized, the service braking system of the power-driven vehicle shall be equipped with a device so designed that in the event of failure of the trailer's braking system, or in the event of an interruption in the air supply pipe (or of such other type of connection as may be adopted) between the power-driven vehicle and its trailer, it shall still be possible to brake the power-driven vehicle with the effectiveness prescribed for secondary braking; it is accordingly prescribed, in particular, that this device shall be situated on the power-driven vehicle.

*Paragraphs 5.2.1.18. to 5.2.1.18.2., amend to read:*

5.2.1.18. In the case of a power-driven vehicle authorized to tow a trailer of category O<sub>3</sub> or O<sub>4</sub>, its braking systems shall satisfy the following conditions:

5.2.1.18.1. when the power-driven vehicle's secondary braking system comes into action, there shall also be a graduated braking action in the trailer;

5.2.1.18.2 in the event of failure of the power-driven vehicle's service braking system, where that system consists of at least two independent parts, the part or parts not affected by the failure shall be capable of partially or fully actuating the brakes of the trailer. It shall be possible to graduate this braking action. If this operation is achieved by a valve which is normally at rest, then such a valve may only be incorporated if its correct functioning can easily be checked by the driver, either from within the cab or from outside the vehicle, without the use of tools;

*Paragraph 5.2.1.19.2., amend to read:*

5.2.1.19.2. In the event of a failure in the power-driven vehicle's service braking system, where that system consists of at least two independent parts, the part or parts not affected by the failure should be capable of partially or fully actuating the brakes of the trailer;

*Paragraph 5.2.1.21., amend to read:*

5.2.1.21. In the case of a power-driven vehicle authorized to tow a trailer of Categories O<sub>3</sub> or O<sub>4</sub>, the service braking system of the trailer may only be operated in conjunction with the service, secondary or parking braking system of the power-driven vehicle. However, automatic application of the trailer brakes alone is permitted where the operation of the trailer brakes is initiated automatically by the power-driven vehicle for the sole purpose of vehicle stabilization.

*Paragraph 5.2.1.27.9., amend to read:*

5.2.1.27.9. In the case of a failure in the electric control transmission of the service braking system of a power-driven vehicle equipped with an electric control line according to paragraph 5.1.3.1.2. or 5.1.3.1.3., the full actuation of the brakes of the trailer shall remain ensured.

*Paragraphs 5.2.1.28.1. to 5.2.1.28.2.1., amend to read:*

5.2.1.28.1. Coupling force control shall only be permitted on the power-driven vehicle.

5.2.1.28.2. The action of the coupling force control shall be to reduce the difference between the dynamic braking rates of power-driven and towed vehicles. The operation of the coupling force control shall be checked at the time of type approval. The method by which this check is carried out shall be agreed between the vehicle manufacturer and the technical service with the method of assessment and results being appended to the type approval report.

5.2.1.28.2.1. The coupling force control may control the braking rate TM/PM and/or the brake demand value(s) for the trailer. In the case of a power-driven vehicle equipped with two control lines according to paragraph 5.1.3.1.2. above, both signals shall be subject to similar control adjustments.

*Paragraph 5.2.1.29.2., amend to read:*

5.2.1.29.2. Power-driven vehicles equipped with an electric control line and/or authorized to tow a trailer equipped with an electric control transmission, shall be capable of providing a separate yellow warning signal to indicate a defect within the electric control transmission of the braking equipment of the trailer. The signal shall be activated from the trailer as follows:

(a) Via pin 5 of the electric connector conforming to ISO 7638:2003<sup>9</sup> or, as relevant, via the equivalent pin of an automated connector meeting the requirements of Annex 22.

and

(b) By the amber warning signal request whenever the trailer provides corresponding failure information via the data communications part of the electric control line.

In all cases the signal transmitted by the trailer shall be displayed without significant delay or modification by the power-driven vehicle. This warning signal shall not light up when coupled to a trailer without an electric control line and/or electric control transmission or when no trailer is coupled. This function shall be automatic.

The amber warning request referred to above may only be used to transmit equivalent information as defined for pin 5 of the ISO 7638:2003 connector or, as relevant, via the equivalent pin of an automated connector meeting the requirements of Annex 22.

*Paragraph 5.2.1.29.2.1., amend to read:*

5.2.1.29.2.1. In the case of a power-driven vehicle equipped with an electric control line, when electrically connected to a trailer with an electric control line, the red warning signal specified in paragraph 5.2.1.29.1.1. above shall also be used to indicate certain specified failures within the braking equipment of the trailer, whenever the trailer provides corresponding failure information via the data communication part of the electric control line. The above requirement shall also apply when a towing trailer connected to the power-driven vehicle transmits the red warning signal request from any succeeding towed trailer as defined within part 2 of [ISO 11992-2:2014]. This indication shall be in addition to the yellow warning signal specified in paragraph 5.2.1.29.2. above. Alternatively, instead of utilizing the red warning signal specified in paragraph 5.2.1.29.1.1. and the accompanying yellow warning signal above, a separate red warning signal may be provided in the power-driven vehicle to indicate such a failure within the braking equipment of a trailer.

*Insert a new paragraph 5.2.1.29.7., to read:*

5.2.1.29.7. Vehicles equipped with an electric regenerative braking system of Category A or B (as defined in paragraphs 2.21.2. and 2.21.3.), using the service braking system in addition to the endurance braking system only when the state of charge of the traction battery does not allow storing of the energy due to a high

state of charge, shall warn the driver at the latest when the service braking performance is decreased below the minimum performance value specified in

(a) Annex 4, paragraph 1.6.3. by the yellow warning signal according to paragraph 5.2.1.29.1.2. and

(b) Annex 4, paragraph 2.2.1. by the red warning signal according to paragraph 5.2.1.29.1.1.

The method to assess the service braking performance [(e.g. by temperature/energy calculation and/or deceleration control)] shall be described by the vehicle manufacturer together with the documentation package required in Annex 18 of this Regulation to the Technical Service.

*Add a new paragraph 5.2.1.34. (and subparagraph), to read:*

5.2.1.34. [Additional / Special] requirements applicable to power-driven vehicles authorised to tow more than one trailer of Category O<sub>3</sub> or O<sub>4</sub>.

5.2.1.34.1. The power-driven vehicle shall be equipped with a pneumatic and an electric control line, as per 5.1.3.1.2.

*Paragraph 5.2.2.12.1., amend to read:*

5.2.2.12.1. In the case of trailers other than towing trailers equipped with an electric control line and electrically connected to a towing vehicle with an electric control line the automatic braking action specified in paragraph 5.2.1.18.4.2. may be suppressed as long as the pressure in the compressed air reservoirs of the trailer is sufficient to ensure the braking performance specified in paragraph 3.3. of Annex 4 to this Regulation.

*Paragraph 5.2.2.15.2.1., amend to read:*

5.2.2.15.2.1. A failure within the electric control transmission of the trailer that affects the function and performance of systems addressed by this Regulation and failures of energy supply available from the ISO 7638:1997<sup>15</sup> connector shall be indicated to the driver by the separate warning signal specified in paragraph 5.2.1.29.2. via pin 5 of the electrical connector conforming to ISO 7638:2003<sup>15</sup>. In addition, trailers equipped with an electric control line, when electrically connected to a power-driven vehicle or towing trailer with an electric control line, shall provide the failure information for activation of the red warning signal specified in paragraph 5.2.1.29.2.1. and the yellow warning signal specified in paragraph 5.2.1.29.2. via the data communication part of the electric control line, when the prescribed service braking performance of the trailer can no longer be ensured.

*Paragraph 5.2.2.17., amend to read:*

5.2.2.17. Trailers equipped with an electric control line and O<sub>3</sub> and O<sub>4</sub> category trailers equipped with an anti-lock system, shall be fitted with either one or both of the following for the electric control transmission:

(a) A special electrical connector for the braking system and/or anti-lock system, conforming to ISO 7638:2003<sup>15 16</sup>;

(b) An automated connector meeting the requirements specified in Annex 22.

Failure warning signals required from the trailer by this Regulation shall be activated via the above connector. The requirement to be applied to trailers with respect to the transmission of failure warning signals shall be those, as appropriate, which are prescribed for power-driven vehicles in paragraphs 5.2.1.29.4., 5.2.1.29.5. and 5.2.1.29.6.

Trailers equipped with an ISO 7638:2003 connector as defined above shall be marked in indelible form to indicate the functionality of the braking system when the ISO 7638:2003 connector is connected and disconnected.\*

The marking shall be positioned so that it is visible when connecting the pneumatic and electrical interface connections.

*Add a new paragraph 5.2.2.17.3., to read:*

**5.2.2.17.3. Repeater**

In case the length of an electric control line installed in a trailer exceeds the maximum permissible length(s) according to ISO 11992-1:2003, a device to repeat the transmitted messages shall be installed to split the electric control line in two electric segments which both fulfil the maximum permissible length according to ISO 11992-1:2003 ~~[In all cases repeating of messages shall not delay the transmission of messages.]~~ The requirements of ISO 11992 and the relevant requirements of this Regulation shall continue to be fulfilled. Regarding the application of [ISO 11992-2:2014], the function of the repeater device shall be considered as a special message routing function where all messages are directly routed without modification.

*Add new paragraphs 5.2.2.24. to 5.2.2.25.2., to read:*

**5.2.2.24. [Additional / special] requirements applicable to towing trailers of Category O<sub>3</sub> or O<sub>4</sub> able to tow another trailer of Category O<sub>3</sub> or O<sub>4</sub>**

**5.2.2.24.1.** Towing trailers shall be equipped with pneumatic control/supply lines and electric control line as specified in paragraph 5.1.3.1.2. of this Regulation, for the purpose of being connected to the towing and to the towed vehicles[, respectively via the “front” and the “rear” coupling heads & electric connector].

**5.2.2.24.2. Message routing function**

Towing trailers shall be equipped with a message routing function as defined in paragraph 6.3 of [ISO 11992-2:2014]. The device supporting this function is deemed to fulfil the point to point requirement specified in paragraph 5.1.3.6. for the electric control line between electronic control units.

**5.2.2.24.3.** The “pin 5” signal transmitted from the towed trailer via pin 5 of the ISO 7638:2003 electric connector (or as relevant via the equivalent pin of an automated connector meeting the requirements of Annex 22) shall be combined with the “pin 5” signal generated by the towing trailer, and transmitted to the towing vehicle. The pin 5 of the rear electric connector shall be electrically isolated from the pin 5 of the front electric connector.

**5.2.2.24.4.** The “Relative brake demand” information, as defined within byte 7 and 8 of EBS11 message of the data communications part of the electric control line shall not be supported by towing trailers. This status shall be indicated to the power-driven vehicle by transmitting the “support of the axle wise or side wise brake force distribution” information (see byte 2, bit 3 & 4 of EBS21) with a value of 00<sub>b</sub> (disabled) or 11<sub>b</sub> (not supported).

**5.2.2.24.5.** In the case of a towing trailer to which the coupling of a trailer equipped with a brake controlled by the towing trailer, the service braking system of the towing trailer shall be equipped with a device so designed that in the event of failure of the towed trailer's braking system, or in the event of an interruption in the air supply pipe (or of such other type of connection as may be adopted) between the towing and towed trailer, it shall still be possible to brake the towing trailer with a performance of at least 50 per cent of the prescribed service brake performance for the relevant trailer. This device shall be situated on the towing trailer.

**5.2.2.24.6.** In the case of a towing trailer authorized to tow a trailer of category O<sub>3</sub> or O<sub>4</sub>, its braking system shall satisfy the following conditions:

**5.2.2.24.6.1.** In the event of a failure (e.g. breakage or leak) in one of the pneumatic connecting lines, interruption or defect in the electric control line between the towing trailer and its trailer it shall nevertheless be possible to fully actuate the brakes of the towed trailer by means of the service braking system of the towing trailer, unless the failure automatically causes the towed trailer to be braked with the performance prescribed in paragraph 3.3. of Annex 4 to this Regulation.

5.2.2.24.6.2. The automatic braking in paragraph 5.2.2.24.5.1. above shall be considered to be met when the following conditions are fulfilled:

5.2.2.24.6.2.1. When the service braking system of the towing trailer is fully actuated the pressure in the supply line at the rear coupling head shall fall to 150 kPa within the following two seconds; in addition, when the service braking system is released, the supply line shall be re-pressurized;

5.2.2.24.6.2.2. When the supply line between the towing trailer and towed trailer is evacuated at the rate of at least 100 kPa per second the automatic braking of the towed trailer shall start to operate before the pressure in the supply line falls to 200 kPa.

5.2.2.24.6.3. A towing trailer may only be operated in conjunction with a power-driven vehicle which is equipped with at least a pneumatic and an electric control line, as per 5.1.3.1.2. In the event of such a trailer being connected to a power-driven vehicle equipped with only an electric control line according to paragraph 5.1.3.1.3. it is considered that this combination is not compatible. In this case the towing trailer, when electrically connected to the power-driven vehicle, shall automatically apply the brakes of the trailer or remain braked. The driver shall be warned by the separate yellow warning signal in paragraph 5.2.1.29.2.

5.2.2.24.6.4. When a towing trailer is automatically braked by evacuation of the supply line to the preceding vehicle the succeeding trailer shall also be braked by providing a control signal of at least 650kPa at the rear pneumatic coupling head.

5.2.2.24.7. The braking system of the towed trailer may only be operated in conjunction with the service, parking braking system or automatic braking system of the towing trailer. However, application of the towed trailer brakes alone is permitted where the operation of the towed trailer brakes is initiated automatically by the towing trailer [or power driven vehicle] for the sole purpose of vehicle stabilization.

5.2.2.24.8. For the purpose of carrying out plausibility checks between the pneumatic and electric control line signals when towing trailers and trailers are used in combination the following shall apply:

When the electric control signal has exceeded the equivalent of 100 kPa the towed trailer shall verify that a pneumatic signal is present. Depending on the position of the trailer within the vehicle combination the time delay between the electric and pneumatic control line signals defined in the table below shall apply; should no pneumatic signal be present, the driver shall be warned from the trailer by the separate yellow warning signal specified in paragraph 5.2.1.29.2. above:

Trailer number 2: 2 seconds

Trailer number 3: 3 seconds

Trailer number 4: 4 seconds

Trailer number 5: 5 seconds

5.2.2.24.9. The brake demand at the rear control line of the towing trailer compared to the front control line of the towing trailer may not deviate, under static conditions, from the following:

(a) Pneumatic control lines: 0 to +20kPa at front coupling head demand of 100kPa and 0 to +50kPa at 650kPa.

(b) Electric control line: no deviation permitted

The requirements applicable to the pneumatic control line specified in this paragraph shall be fulfilled even when no electrical power supply to the trailer is available.

5.2.2.24.10. Parking Braking System



5.2.2.24.10.1. The parking brake performance of a towing trailer shall be fulfilled by the application of spring brakes fulfilling the relevant requirements of Annex 4 and Annex 8.

5.2.2.24.10.2. Application of the parking braking system of the towing trailer shall result in the towed trailer being braked.

5.2.2.24.11. [Additional / Special] requirements for dollies

5.2.2.24.11.1. Rigid drawbar dolly

A rigid drawbar dolly as defined in paragraph 2.42.1. of this Regulation shall be considered to be a centre axle trailer with respect to the requirements of paragraph 3. of Annex 4 and paragraph 5. of Annex 10.

5.2.2.24.11.2. Hinged drawbar dolly

(Reserved)

5.2.2.24.12. [Additional / Special] requirements for link-trailers

A link-trailer as defined in paragraph 2.42.2. of this Regulation shall be considered to be a semi-trailer with respect to the requirements of paragraph 3. of Annex 4 and paragraph 5. of Annex 10.

5.2.2.25. [Additional / Special] requirements applicable to trailers other than towing trailers of Category O<sub>3</sub> or O<sub>4</sub>, authorized to be coupled to a towing trailer

5.2.2.25.1. The trailer shall be equipped with a pneumatic and an electric control line, as per paragraph 5.1.3.1.2.

5.2.2.25.2. The parking brake performance of the trailer shall be fulfilled by the application of spring brakes fulfilling the relevant requirements of Annex 4 and Annex 8.

*Annex 1,*

*Add a new item 2., to read:*

2. Hinged drawbar dolly as defined in paragraph 2.42.1.

*Annex 2,*

*Add a new item 9.4.6., to read:*

9.4.6. The power-driven vehicle is / is not<sup>2</sup> authorised to tow more than one trailer of category O<sub>3</sub> or O<sub>4</sub>.

*Item 14.7.3., amend to read:*

14.7.3. Flexible pipes of tractors / towing trailers<sup>2</sup> for semi-trailers:

length (m): .....

internal diameter (mm): .....

*Add a new item 14.16., to read:*

14.16. The towing trailer is / is not<sup>2</sup> authorised to tow a trailer of Category O<sub>3</sub> or O<sub>4</sub>

*Add a new item 14.17., to read:*

14.17. The trailer is / is not<sup>2</sup> authorised to be towed by a towing trailer (of Category O<sub>3</sub> or O<sub>4</sub>)

*Annex 4,*

*Paragraph 1.5.1.8, amend to read:*

1.5.1.8. For vehicles equipped with an electric regenerative braking system of category B, the condition of the vehicle batteries at the start of the test, shall be such that the braking force contribution provided by the electric regenerative braking system does not exceed the minimum guaranteed by the system design.

This requirement is deemed to be satisfied if the batteries are at one of the state of charge conditions listed in the four clauses of paragraph 1.4.1.2.2. above.

*Insert a new paragraph 1.6.5., to read:*

1.6.5. For vehicles equipped with an electric regenerative braking system, the condition of the vehicle batteries at the start of the test, shall be such that the braking force contribution provided by the electric regenerative braking system does not exceed the minimum guaranteed by the system design.

This requirement is deemed to be satisfied if the batteries are at one of the state of charge conditions listed in the four clauses of paragraph 1.4.1.2.2. above.

*Insert a new paragraph 1.8.2.4., to read:*

1.8.2.4. For vehicles equipped with an electric regenerative braking system, the condition of the vehicle batteries at the start of the test, shall be such that the braking force contribution provided by the electric regenerative braking system does not exceed the minimum guaranteed by the system design.

This requirement is deemed to be satisfied if the batteries are at one of the state of charge conditions listed in the four clauses of paragraph 1.4.1.2.2. above.

*Insert a new paragraph 1.8.2.5., to read:*

1.8.2.5. For vehicles equipped with an endurance braking system incorporating electric regenerative braking systems and where the service braking system is used when storing of the energy in the traction battery is not possible only due to the maximum battery state of charge is reached, two different types of tests shall be carried out:

(a) A test following paragraph 1.8. of Annex 4 where the state of charge of the traction battery is in a condition that allows the conduction of the test without the use of the service braking system (e.g. the state of charge of the traction battery is sufficiently low); and

(b) A test under the conditions of paragraph 1.6.1. above with a slope of 7 per cent. During the test, the service braking system shall be used and may be supported by an endurance braking system (e.g. an electric regenerative braking system, an additional endurance brake like a cooled resistor). After this test and under consideration that the service brakes shall not cool significantly down, an additional test following the provisions of paragraph 1.6.3. of Annex 4 shall be performed. The mean fully developed deceleration shall correspond to a value not below  $5\text{m/s}^2$ .

The condition of the vehicle batteries at the start of the test as per 1.6.1. shall be such that the braking force contribution provided by the electric regenerative braking system does not exceed the minimum guaranteed by the system design.

This requirement is deemed to be satisfied if the batteries are at one of the state of charge conditions listed in the four clauses of paragraph 1.4.1.2.2. above.

#### ~~Annex 4~~

*Paragraph 2.3.2., amend to read:*

2.3.2. On power-driven vehicles to which the coupling of a trailer / multiple trailers is authorized, the parking braking system of the power-driven vehicle shall be capable of holding the laden combination of vehicles stationary on a 12 per cent up or down-gradient.

#### *Annex 6,*

*Add a new paragraph 4. (and subparagraphs), to read:*

4. Towing trailers

4.1. In addition to the requirements defined in paragraph 3 above towing trailers shall also fulfil the following requirements:

- 4.1.1. The towing trailers control line response time shall be measured without the power-driven vehicle. To replace the power-driven vehicle it is necessary to provide a simulator to which the forward coupling heads of the supply line, the pneumatic control line and electric control line are connected. For the purposes of the test the simulator defined in paragraphs 3.3. and 3.4. above shall be used.
- 4.1.2. Requirements for Towing trailers; in addition to the requirements of paragraph 1.1. of this annex, the response time shall be measured at the extremity of a pipe 2.5 m long with an internal diameter of 13 mm which shall be joined to the rearmost coupling head of the control line of the service braking system. During this test, a volume of  $385 \pm 5 \text{ cm}^3$  (which is deemed to be equivalent to the volume of a pipe 2.5 m long with an internal diameter of 13 mm and under a pressure of 650 kPa) shall be connected to the coupling head of the supply line. Towing trailers for semi-trailers shall be equipped with flexible pipes for making the connection to semi-trailers. The coupling heads will, therefore, be at the extremity of those flexible pipes. The length and internal diameter of the pipes shall be entered at item 14.7.3. of the form conforming to the model in Annex 2 to this Regulation.
- 4.1.3. The pressure in the supply line at the front of the towed trailer shall be 650 kPa.
- 4.1.4. Performance requirements
- 4.1.4.1. The time elapsing between the moment when the pressure produced in the front control line by the simulator reaches 65 kPa and the moment when the pressure at the rear coupling head of the towing trailer reaches 75 per cent of its asymptotic value shall not exceed 0.4 seconds.
- 4.1.4.2. Towing trailers shall be checked with the electrical power supplied to the trailer via the ISO 7638:2003 connector (7 pin).
- 4.1.4.3. It is not necessary to check the reaction time difference of the electric control line between the front and rear coupling heads of the towing trailer as this is defined within part 2 of [ISO 11992:2014] and is therefore part of the Annex 17 assessment.
- 4.1.4.4. Towing trailers equipped with a pneumatic and an electric control line, the response time measurement for each control line shall be determined independently according to the relevant procedure defined above.

*Annex 7, Part A (Compressed air braking systems)*

*Add a new paragraph 1.3.3., to read:*

- 1.3.3. In the case of towing trailers, the test defined in paragraph 1.3.2. above shall be carried out with rear supply line stopped and a compressed air reservoir of 0.5 litre capacity shall be connected directly to the rear coupling head of the pneumatic control line. Before each braking operation, the pressure in this compressed-air reservoir shall be completely eliminated. After the test referred to in paragraph 1.3.1. above, the energy level supplied to the rear pneumatic control line shall not fall below a level equivalent to one-half the figure obtained at the first brake application.

*Annex 17,*

Add a new paragraph 4.3. (and subparagraphs), to read:

#### 4.3 Additional Requirements for Towing Trailers

4.3.1. Simulators as defined in paragraph 4.1. above shall be used to connect to both the front and rear ISO 7638 interfaces. Alternatively, a single simulator may be used provided it is capable of the combined functionality of generating and receiving ISO 11992 messages at both front and rear ISO 7638 connections.

#### 4.3.2 Control line signalling:

4.3.2.1. The parameters defined in EBS 12 byte 3 of [ISO 11992-2:2014] shall be checked at the rear ISO 7638 connector of the towing trailer against the specification of the power-driven vehicle as follows:

	EBS 12 Byte 3	
Control Line Signalling	Bits 1 - 2	Bits 5 - 6
Service braking demand generated from one electrical circuit	00 <sub>b</sub>	
Service braking demand generated from two electrical circuits	01 <sub>b</sub>	
Vehicle is not equipped with a pneumatic control line <sup>1/</sup>		00 <sub>b</sub>
Vehicle is equipped with a pneumatic control line		01 <sub>b</sub>

4.3.2.2. The parameters defined in EBS 12 byte 3 of [ISO 11992-2:2014] shall be checked at the rear ISO 7638 connector of the towing trailer against the specification of the towing trailer as follows:

	EBS 12 Byte 3	
Control Line Signalling	Bits 1 - 2	Bits 5 - 6
Service braking demand generated from one electrical circuit	00 <sub>b</sub>	
Service braking demand generated from two electrical circuits	01 <sub>b</sub>	
Vehicle is not equipped with a pneumatic control line <sup>1/</sup>		00 <sub>b</sub>
Vehicle is equipped with a pneumatic control line		01 <sub>b</sub>

#### 4.3.3. Service braking system function:

4.3.3.1 The trailer response at the rear coupling head to the parameters defined in EBS 11 of [ISO 11992-2:2014] shall be checked as follows:

The pressure in the supply line at the start of each test shall be  $\geq 700$  kPa and the vehicle shall be laden (the loading condition may be simulated for the purpose of this check).

For trailers equipped with pneumatic and electric control lines:

<sup>1</sup> This specification of vehicle is prohibited by footnote 4 to paragraph 5.1.3.1.3. and paragraph 5.2.2.24.1. of this Regulation.

- (a) both control lines shall be connected;
- (b) both control lines shall be signalled simultaneously;
- (c) the simulator shall transmit message byte 3, bits 5 – 6 of EBS 12 set to 01<sub>b</sub> to indicate to the trailer that a pneumatic control line should be connected.

Parameters to be checked:

<i>Message transmitted by the simulator</i>		<i>Signal at rear ISO 7638 electric control line</i>
Byte reference	Digital demand value	Digital demand value
3 - 4	0	0
3 - 4	33280 <sub>d</sub> (650 kPa)	33280 <sub>d</sub> (650 kPa)

#### 4.3.3.2. Trailers equipped with pneumatic and electric control lines:

- (a) Only the electric control line shall be connected
- (b) The simulator shall transmit the following messages:
- (c) Byte 3, bits 5 - 6 of EBS 12 set to 00<sub>b</sub> to indicate to the trailer that a pneumatic control line is not available, and byte 3, bits 1 - 2 of EBS 12 set to 01<sub>b</sub> to indicate to the trailer that the electric control line signal is generated from two electric circuits.

Parameters to be checked:

<i>Message transmitted by the simulator</i>		<i>Pressure at the brake chambers</i>
Byte reference	Digital demand value	Pressure at the brake chambers
3 - 4	0	At least that defined in the vehicle manufacturer's brake calculation for a demand of 33280 <sub>d</sub> (650 kPa)

#### 4.3.3.3. Information signals

##### 4.3.3.3.1. Check that the appropriate warning message or signal is transmitted from the rear electric control line connection to the front electric control line connection under the following conditions:

###### 4.3.3.3.1.1. Red warning signal request:

Simulate byte 2, bits 3 - 4 of EBS 22 is set to 01<sub>b</sub> (red warning signal request) and 00<sub>b</sub> (no red warning signal request) at the rear electric control line connection.

###### 4.3.3.3.1.2. Yellow (Amber) warning signal request:

Simulate byte 2, bits 5 - 6 of EBS 22 is set to 01<sub>b</sub> (yellow warning signal request) and 00<sub>b</sub> (no yellow warning signal request) at the rear electric control line connection.

###### 4.3.3.3.1.3. Vehicle electrical supply sufficient / insufficient

Simulate byte 2, bits 1 - 2 of EBS 22 is set to 01<sub>b</sub> (supply sufficient) and 00<sub>b</sub> (supply insufficient) at the rear electric control line connection.

###### 4.3.3.3.1.4. Vehicle pneumatic supply sufficient / insufficient:

Simulate byte 1, bits 7 - 8 of EBS 23 is set to 01<sub>b</sub> (supply sufficient) and 00<sub>b</sub> (supply insufficient) at the rear electric control line connection.

###### 4.3.3.3.1.5. Illumination of stop lamps

Simulate message EBS 22 byte 4 bits 5 to 6 set to 00 (stop lamps are not illuminated) and 01 (stop lamps illuminated) at the rear electric control line connection.

4.3.3.3.1.6. Intervention of Trailer Stability Function

Simulate message EBS 21 byte 2 bits 1 to 2 set to 00 (VDC not active) and 01 (VDC active) at the rear electric control line connection – see also paragraph 5.2.2.24.9. of the Regulation

4.2.2.4. Additional Checks

Additional checks may be made to ensure messages defined within Annex 16 are transmitted from the rear electric control line connection to the front electric control line connection.

*Annex 21*

*Paragraph 2.2.2., amend to read:*

2.2.2. To realise the functionality defined above a vehicle stability function shall include, in addition to automatically commanded braking and where appropriate selective braking, at least the following:

(a) The determination of actual trailer behaviour from values of the vertical force on the tyre(s), or at least lateral acceleration and wheel speeds. Only on-board generated information shall be used. If these values are not directly measured, the evidence of the appropriate correlation with directly measured values under all driving conditions (e.g. including driving in a tunnel) shall be shown to the Technical Service at the time of type approval.

(b) The ability for a towing trailer to brake the towed trailer for the purpose of vehicle/combination stabilization.

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