

## Proposal for amendments to ECE/TRANS/WP.29/GRVA/2024/37

### Proposal for changes from OICA and CLEPA highlighted in Blue.

- OICA and CLEPA can **support** the technical changes as proposed in document GRVA/2024/37, as well as the creation of a **new series** of amendment.

Two changes are proposed:

- Editorial correction: the proposal for a new series 14 should be **series 15**, since the EBSIG amendment has been adopted at June session of GRVA as series 14.
- Industry supports keeping the “**new types**” **date in 2029**, as per document GRVA/2024/37, but needs **an extra-year for the application on “All types (New vehicles)”, from 2030 to 2031**. A reason is the 9 months elapsed since the GRVA-18 of January 2025 when the transitional provisions dates were proposed. Furthermore, a 2 years lead-time between NT and AT dates is more in line with the intense pace of the latest R13 series of amendment (series 12 in 2024/2026, series 13 in 2026/2028, series 14 in 2028/2030, and now series 15 in 2029/2031 for the “type IIA amendment”. Other justifications for the lead-time can be found in document GRVA-19-08.

## Proposal

*For reference:*

### 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.

*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.

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

[...]

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

**“12.9. Transitional provisions applicable to the 14 15 series of amendments**

**12.9.1. As from the official date of entry into force of the 14 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 series of 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 ~~2030~~ 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 ~~2030~~ 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 ~~14~~ 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. Type-IIA test (endurance braking performance)
- 1.8.1. Vehicles of the following categories shall be subject to the Type-IIA test:
- 1.8.1.1. Vehicles of category M<sub>3</sub>, belonging to Classes II, III or B as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3).
- 1.8.1.2. Vehicles of category N<sub>3</sub> which are authorized to tow a trailer of category O<sub>4</sub>. ~~If the maximum mass exceeds 26 tonnes, the test mass is limited to 26 tonnes or, in the case where the unladen mass exceeds 26 tonnes, this mass is to be taken into account by calculation.~~
- 1.8.1.3. Certain vehicles subject to ADR (see Annex 5).”

*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 or of the vehicle combination, **as relevant to demonstrate the performance specified in paragraph 5.1.2.4. of this Regulation.**