

# BRAKING OF AGRICULTURAL VEHICLES

## !/ Attention on compatibility by January 1, 2025

On January 1, 2025, French authorities will make it mandatory for agricultural vehicles to meet the European braking performance regulations<sup>1</sup>.

The widespread adoption of dual-line braking systems will enhance road convoy safety (balanced braking of tractor-trailer combinations) but will require users to ensure compatibility of their equipment when purchasing new machines.

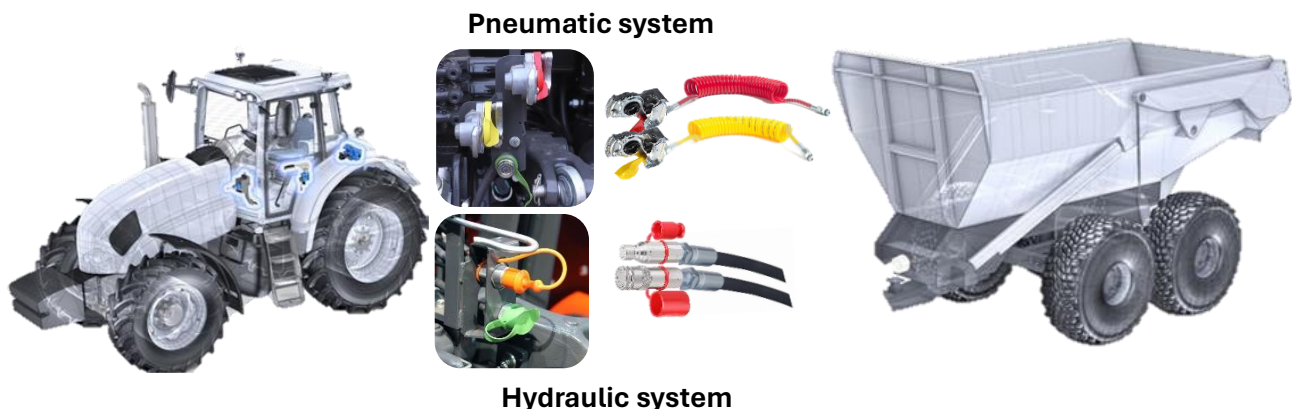
### End of Single Hydraulic Line on New Trailed Equipment

Starting January 1, 2025, national authorities **will prohibit the sale and registration<sup>2</sup> of new trailed vehicles equipped with a single hydraulic line.**

This will apply to:

- Agricultural trailers (REA) and agricultural semi-trailers (SREA).
- Trailed machines, also known as trailed agricultural machines or instruments (MIAR).

After 2024, only dual-line braking connections will be permitted: either hydraulic or pneumatic:



### Anticipating Compatibility Between New and Old Equipment

Dual-line and single-line braking systems are not compatible with each other. When purchasing new equipment, users must ensure that it can connect with the equipment already in their fleet.

### Adapters Exist but Lack Legal Framework

New trailed equipment with dual hydraulic lines cannot connect to tractors equipped with a single line. Although technical solutions exist, they are not legally regulated.

AXEMA has tried to facilitate the creation of a regulatory framework for these devices, but the ministry has not followed through.

AXEMA reminds users of the danger of installing non-approved systems or making modifications themselves: these can be extremely dangerous on the road<sup>3</sup>.

<sup>1</sup> European Braking Regulation (EU) 2015/68 which supplements Regulation (EU) No. 167/2013

<sup>2</sup> The vehicle will be deemed non-compliant and registration will theoretically be impossible. Insuring the vehicle will also be problematic.

<sup>3</sup> And it will lead to a liability issue for the user in the event of an accident.

## Dual Hydraulic or Pneumatic Line: Which to Choose?

Users can choose between hydraulic or pneumatic braking systems as long as they meet safety and performance standards. The pneumatic braking solution is widely adopted, with well-established technology and a notable presence on equipment approved for 40 km/h.

The hydraulic variant is also available. The choice for users will depend mainly on their existing fleet and usage types: individual, CUMA, contractors.

Below is a summary table of system compatibilities starting January 2025.

COMPATIBILITY ILLUSTRATION OF BRAKING SYSTEMS FROM JANUARY 2025

			TRAILER / TRAILED MACHINE		
			Hydraulic		Pneumatic
			Single Line	Double Line	Double Line
TRACTOR	Hydraulic	Single Line	✓	✗	✗
		Double Line	⚠	✓	✗
	Pneumatic	Double Line	✗	✗	✓



Connection technically possible and legal



Unable to connect



It is unclear if smart systems managing both single and dual hydraulic lines on the same connectors will be authorized on new tractors after 2024. This regulatory uncertainty needs to be clarified at the European level before the end of 2024.

For road convoy safety, it is crucial that the braking systems of the two hitched vehicles are compatible.

## What to do with new unregistered vehicles?

As of January 1, 2025, all new unregistered towed equipment will be considered non-compliant if they are not equipped with a dual-line braking system. Manufacturers, dealers, and distributors will be required to register these stock vehicles before the end of 2024.

Alternatively, a mechanism called "end of series" allows **manufacturers** who request it to declare vehicles that have already been produced but have not been registered within the required time frame. The number of vehicles covered by this mechanism is limited to:

- 20 vehicles of the same type, or;
- 10% of the volume of vehicles of the same type sold in the previous 2 years.

## What about tractors?

As of January 1, 2025, single hydraulic lines will also be prohibited on new tractors. All new tractors that are not registered before this date will be considered non-compliant if they are equipped with a single hydraulic line.

AXEMA has asked the French authorities whether the "end of series" mechanism will apply to tractors, but has not yet received a response.

## I just bought a vehicle, am I affected?

The application of the regulation is not retroactive, meaning that second-hand vehicles or new vehicles registered before January 1, 2025, are not affected.