



2025/1117

12.6.2025

**COMMISSION DELEGATED REGULATION (EU) 2025/1117**

**of 3 April 2025**

**amending Delegated Regulations (EU) 2015/68 and (EU) 2015/208 with regard to vehicle braking requirements and to vehicle functional safety requirements for agricultural and forestry vehicles**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles <sup>(1)</sup>, and in particular Article 17(5) and Article 49(3) thereof,

Whereas:

- (1) To enable the use of king pin couplings on rigid drawbar towed vehicles, it is necessary to ensure their functional safety. Therefore, it is necessary to introduce braking requirements to such combinations of tractors and towed vehicles.
- (2) A significant number of towed vehicles are still in use with single-line couplings. In order to prevent accidents caused by incorrectly connected braking systems and to ensure that towed vehicles equipped with a single-line system perform correctly when connected to tractors equipped with two control lines, the requirements for such combinations should be specified to ensure the required level of safety by means of type-approval requirements.
- (3) UN Regulation No 148 combines the provisions of UN Regulations No 4, 6, 7, 23, 38, 50, 77, 87 and 91 into a single UN Regulation to simplify the lighting and light-signalling UN Regulations and to increase the clarity, to consolidate and streamline the complexity of requirements by reducing the number of UN Regulations through an editorial exercise without changing any of the detailed technical requirements already in force until the date of entry into force of UN Regulation No 148. Therefore, UN Regulation No 148 should be included in the list of applicable UN Regulations as an alternative requirement.
- (4) UN Regulation No 149 combines the provisions of UN Regulations No 19, 98, 112, 113, 119 and 123 into a single UN Regulation to simplify the lighting and light-signalling UN Regulations and to increase the clarity, to consolidate and streamline the complexity of requirements by reducing the number of UN Regulations through an editorial exercise without changing any of the detailed technical requirements already in force until the date of entry into force of UN Regulation No 149. Therefore, UN Regulation No 149 should be included in the list of applicable UN Regulations as an alternative requirement.
- (5) UN Regulation No 150 combines the provisions of UN Regulations No 3, 27, 69, 70 and 104 into a single UN Regulation to simplify the lighting and light-signalling UN Regulations and to increase the clarity, to consolidate and streamline the complexity of requirements by reducing the number of UN Regulations through an editorial exercise without changing any of the detailed technical requirements already in force until the date of entry into force of UN Regulation No 150. Therefore, UN Regulation No 150 should be included in the list of applicable UN Regulations as an alternative requirement.

<sup>(1)</sup> OJ L 60, 2.3.2013, p. 1, ELI: <http://data.europa.eu/eli/reg/2013/167/oj>.

- (6) The amendments to Commission Delegated Regulations (EU) 2015/68 <sup>(2)</sup> and (EU) 2015/208 <sup>(3)</sup> are both safety related and reflect the technological developments. For those reasons, it is appropriate to adopt them in a single act.
- (7) In order to reflect technical progress, it is appropriate to introduce electrical safety requirements that have already been developed for other vehicle categories with an electric powertrain, which will be followed by other requirements in terms of mechanical impacts, durability, cybersecurity and software updates.
- (8) Delegated Regulations (EU) 2015/68 and (EU) 2015/208 should therefore be amended accordingly.
- (9) The changes to Article 16 and Article 17 of Delegated Regulation (EU) 2015/68 reflect the actual technical development. It would create an unnecessary administrative burden to require vehicle manufacturers to introduce an adjustment in production just for the short period before the publication of this Regulation. It is therefore justified to apply this Regulation as fast as possible and retrospectively,

HAS ADOPTED THIS REGULATION:

#### *Article 1*

#### **Amendments to Delegated Regulation (EU) 2015/68**

Delegated Regulation (EU) 2015/68 is amended as follows:

- (1) in Article 2, point 25 is replaced by the following:

‘(25) “rigid drawbar towed vehicle” means a towed vehicle of category R or S with one axle or one group of axles, fitted with a drawbar which transmits a significant static load to the tractor due to its construction, and which does not meet the definition of a centre-axle towed vehicle; some slight vertical movement may occur at a rigid drawbar; a hydraulically adjustable articulated drawbar is considered to be a rigid drawbar.’;

- (2) Article 16 is replaced by the following:

#### *‘Article 16*

#### **Requirements applying to braking devices capable of hydraulic connections of the single-line type and to vehicles fitted with them**

1. The performance requirements applying to tractors equipped with braking devices capable of hydraulic connections of the single-line type are laid down in Annex XIII.

2. Vehicle manufacturers shall not fit braking systems on new tractors that are only suitable for hydraulic connections of the single-line type after 31 December 2024.’;

- (3) in Article 17, the fourth paragraph is replaced by the following:

‘With effect from 1 January 2025, national authorities shall prohibit the making available on the market, registration, or entry into service of new tractors fitted with braking systems that are only suitable for hydraulic connections of the single-line type.’;

- (4) Annex XIII is amended in accordance with Annex I to this Regulation.

<sup>(2)</sup> Commission Delegated Regulation (EU) 2015/68 of 15 October 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle braking requirements for the approval of agricultural and forestry vehicles (OJ L 17, 23.1.2015, p. 1, ELI: [http://data.europa.eu/eli/reg\\_del/2015/68/oj](http://data.europa.eu/eli/reg_del/2015/68/oj)).

<sup>(3)</sup> Commission Delegated Regulation (EU) 2015/208 of 8 December 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of agricultural and forestry vehicles (OJ L 42, 17.2.2015, p. 1, ELI: [http://data.europa.eu/eli/reg\\_del/2015/208/oj](http://data.europa.eu/eli/reg_del/2015/208/oj)).

*Article 2***Amendments to Delegated Regulation (EU) 2015/208**

Annexes I and XXIV are amended in accordance with Annex II to this Regulation.

*Article 3***Entry into force**

This Regulation shall enter into force on the third day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 April 2025.

*For the Commission*  
*The President*  
Ursula VON DER LEYEN

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## ANNEX I

Annex XIII to Delegated Regulation (EU) 2015/68 is amended as follows:

- (1) the title is replaced by the following:

**'Requirements applying to hydraulic braking systems capable of hydraulic connections of the single-line type';**

- (2) point 1.1 is replaced by the following:

'1.1. The hydraulic control line of the tractor referred to in point 2.1.5.1.1. of Annex I may operate as a hydraulic connection of the single-line type provided that the pressures generated on the connector comply with points 1.1.1, 1.1.2 and 1.1.3.'.

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## ANNEX II

Annexes I and XXIV to Delegated Regulation (EU) 2015/208 are amended as follows:

(1) in Annex I, the following rows are added to the table:

|                    |                                 |                                    |                                                                                                                                       |               |
|--------------------|---------------------------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 148 <sup>(1)</sup> | Light-signalling devices (LSD)  | Original version of the Regulation | OJ L 347, 30.9.2021, p. 123, ELI: <a href="http://data.europa.eu/eli/reg/2021/1719/oj">http://data.europa.eu/eli/reg/2021/1719/oj</a> | T, C, R and S |
| 149 <sup>(2)</sup> | Road illumination devices (RID) | Original version of the Regulation | OJ L 347, 30.9.2021, p. 173, ELI: <a href="http://data.europa.eu/eli/reg/2021/1720/oj">http://data.europa.eu/eli/reg/2021/1720/oj</a> | T and C       |
| 150 <sup>(3)</sup> | Retro-reflective devices (RRD)  | Original version of the Regulation | OJ L 347, 30.9.2021, p. 297, ELI: <a href="http://data.europa.eu/eli/reg/2021/1721/oj">http://data.europa.eu/eli/reg/2021/1721/oj</a> | T, C, R and S |

<sup>(1)</sup> UN Regulation No 148 may be used as an alternative to UN Regulations Nos 4, 6, 7, 23, 38, 50, 77, 87 and 91.

<sup>(2)</sup> UN Regulation No 149 may be used as an alternative to UN Regulations Nos 19, 98, 112, 113, 119 and 123.

<sup>(3)</sup> UN Regulation No 150 may be used as an alternative to UN Regulations Nos 3, 27, 69, 70 and 104.'

(2) in Annex XXIV, point 3 is replaced by the following:

'3. All T or C categories pure electric vehicles, hybrid electric vehicles and vehicles that provide electrical power of voltage class greater than 60 V DC up to 1 500 V DC or greater than 30 V AC up to 1 000 V AC shall comply with the requirements of Annex IV of Commission Delegated Regulation (EU) No 3/2014 (\*).

All T or C categories pure electric vehicles, hybrid electric vehicles and vehicles that provide electrical power of voltage class from 32 V DC up to 60 V DC and/or from 21 V AC up to 30 V AC shall comply with the requirements of Annex IV of Delegated Regulation (EU) No 3/2014, with the exception of points 2.1.1 and 2.1.2 on IP classes, point 2.1.6.3 on colour coding and point 2.3 on isolation resistance.

(\*) Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles (OJ L 7, 10.1.2014, p. 1, ELI: [http://data.europa.eu/eli/reg\\_del/2014/3/oj](http://data.europa.eu/eli/reg_del/2014/3/oj)).