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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Noise and Tyres****Eightieth session**

Geneva, 17–20 September 2024

Item 5 of the provisional agenda

**UN Regulation No. 138 (Quiet Road Transport Vehicles)****Proposal for Supplement 1 to the 02 series of amendments to  
UN Regulation No. 138****Submitted by the expert from Japan\***

The text reproduced below was prepared by the expert from Japan in order to clarify the original intent of the Task Force on Quiet Road Transport Vehicles (TF QRTV) conclusion. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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.



## I. Proposal

Paragraph 6.2.8., amend to read:

"6.2.8. Specifications on minimum and maximum sound level for AVAS sound

When tested under the conditions of Annex 3 paragraph 3.3.2., a vehicle which is equipped with an AVAS shall fulfil the requirements of Table 2a, Table 2b and Table 3.

The sound emission of the vehicle under typical on-road driving conditions, which are different from those under which the type approval test set out in Annex 3 was carried out, shall not deviate from the test result in a significant manner.

In the speed range of Table 2a and Table 2b and when tested under the conditions of Annex 3 paragraph 3.3.2., a vehicle which is equipped with an AVAS, shall not emit an AVAS overall sound level of more than 75 dB(A), if driving in forward direction. This test can be stated by manufacturer declaration.

During measurement in reverse the maximum level requirement ~~in the front line at the front plane~~ of the vehicle for forward driving ~~has to~~ **shall** be fulfilled in addition **to the requirement at the rear plane. The maximum level requirement at the front plane of the vehicle at standstill condition in reverse shall be equal to the maximum level requirement in motion.** This can be stated by manufacturer declaration.

The sound levels measured and reported shall be mathematically rounded to the nearest integer value."

## II. Justification

Regarding the maximum sound pressure requirement at the front plane of the vehicle for reversing (e.g., position "R"), the current description is not coherent with the TF QRTV consideration which has defined the limit value of 75 dB(A) for both standstill and reverse driving. A text has been added to reflect the original intent and to clarify the limit value agreed by TF QRTV.

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