

		Mandatory	Required	Prohibited	Optional	no opinion	Unnecessary					potential global compromise - case for regional option	Draft text	
		EU					Europe							
		France	Spain	UK	Germany	Sweden	Switzerland	Norway	China	NHTSA	Japan			
Vehicles/operation conditions cc	Light Vehicles	Mandatory	Mandatory	Optional	Optional	Optional			Mandatory for EV only	Mandatory	Mandatory	mandate for EV & HEV that have pure electric propulsion capability in any operational condition		
	Heavy Vehicles	Mandatory	Mandatory	Optional	Optional	Optional				Mandatory	Mandatory			
	2-3 Wheelers (L1, L2, L3, L4, L5)	Optional		Optional	Prohibited					Mandatory	Under consideration			
	L6, L7	Optional		Optional	Prohibited	Optional				Mandatory	Under consideration			
	Vehicles with noise level above xx dB(A) –EV & HEV (are not required to be equipped with an AVAS)	Unnecessary	Unnecessary	Unnecessary	Unnecessary	Unnecessary				Unnecessary	Unnecessary			
Operating conditions pure electrical mt	Stationary	Prohibited		Optional	Optional	Optional	Prohibited	Prohibited	[Mandatory]	Mandatory	Optional			
	Commencing Reverse	Optional	Mandatory	Optional	Optional	Mandatory	Prohibited	Optional		Optional	Optional			
	From start up to 20 km/h	Mandatory	Mandatory		Optional	Mandatory				Mandatory	Mandatory	The vehicle shall fulfil minimum sound level requirements from start up to 20 km/h. The speed range activation of AVAS is at the discretion of the manufacturer.		
	From 20 to 30 km/h	Optional	Optional			Mandatory				Mandatory	Optional			
	> 30 km/h	Prohibited	Prohibited		Prohibited	Prohibited				Optional	Optional			
	Pause / Attenuator	Pause switch On/Off	Optional	[Prohibited]	Mandatory	Mandatory	Mandatory				Prohibited	Optional		
		Re-operation (after deactivation of the vehicle) in previous driver choice	Prohibited		[Mandatory]	Mandatory	Mandatory				—	Prohibited		
		Re-operation (after deactivation of the vehicle) in ON	Mandatory								—	Mandatory		
		Attenuation		Required	Unnecessary	required					—	Unnecessary		
		Software On/Off Switch (for regional legislative purposes)	[Optional]	Mandatory	Mandatory	Mandatory	Optional				—	—		
Signal characteristics and minimum noise	Description of sound avoided	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory				Not mentioned	Mandatory			
	Minimum sound level on 1/3 oct band level (8 bands)									Mandatory	Unnecessary			
	Minimum sound level has to be met on one band less than 800Hz and on one band over 1.25kHz (1/3 oct band level)	Mandatory	Mandatory			Mandatory				—	Mandatory	The vehicle shall fulfil minimum sound level requirements from start up to 20 km/h. The speed range activation of AVAS is at the discretion of the manufacturer.		
	Minimum sound level overall	Mandatory	Mandatory			Mandatory				Mandatory	Mandatory			
	Minimum sound level per band	Mandatory	Mandatory			Mandatory				Mandatory	Mandatory			
	Pitch shiftr	Pitch Shifting	Support	Support	Support	Support					Mandatory	Mandatory		
		At least 1% / 1km/h									Mandatory	Mandatory		
At least 8% / 10km/h		Mandatory									Allow			
Maximum Level	X tones between xx and yy Hz	Required								Mandatory	Unnecessary			
	Maximum Sound Level for Evs and HEVs with the AVAS activated	Required	Required	Required	Required	Required				Unnecessary	Unnecessary			
	Max SPL of EV or HEV with AVAS activated not higher than the SPL of non-QRTV of the same category operated at conditions specified in SAE 2889-1 or ISO 16254	Required									Unnecessary	Unnecessary		
test site	No vehicle shall be more noisy (with AVAS activated) than M1a vehicles	[Required]			Required	Required				Unnecessary	Unnecessary			
	Indoor Vehicle Testing					Allow				Prohibited	Allow			
	Outdoor Vehicle Testing					Allow				Allow	Allow			
test method	Component Testing Indoors					yes				no	yes		コメント	
	Simulated Vehicle Testing Indoors					yes				no	yes			
	Vehicle Testing Indoors					yes				no	yes			
	Vehicles Testing Outdoors (when test facility meets some minimum requirements, i.e. each 1/3 octave bands has to be at least 6db below the targeted measurement)									yes	yes			
alternativ safety systems for poss	alternativ safety systems for possible interaction between road users													

* tbd based on outcome of UNECE TF working group VPSD on propulsion type definition