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Item 6 of the provisional agenda

Regulatory Fitness for Automated Driving Systems

Proposal for Supplement 7 to the 00 series of amendments to UN Regulation No. 28 (Audible Warning Devices)

Submitted by the Task Force on Automated Vehicles Regulation Screening*

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulation Screening (TF AVRS) in order to make the requirements of UN Regulation No. 28 fit for approval for Automated Driving Systems (ADS). The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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 2.1., amend to read:

- “2.1. *“Audible warning device”* means a device consisting of one or several sound emission outlets that are excited simultaneously, emitting an acoustic signal which is intended to give audible warning of the presence of a vehicle in a dangerous road traffic situation and which is intentionally operated by a driver **or operated by an ADS, as defined in paragraph 11.4.”**

Add new paragraphs 11.3. - 11.7. to read:

- “11.3. *“Front plane” (of the vehicle)* means a vertical plane tangent to the leading edge of the vehicle.
- 11.4. *“Automated Driving System (ADS)”* means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.⁵
- 11.5. *“Dynamic Driving Task (DDT)”* means the real-time operational and tactical functions required to operate the vehicle.
- 11.6. *“Bi-directional vehicle”* means a vehicle that can operate in two opposite forward directions.
- 11.7. *“Forward direction” (of the vehicle)* means a direction that is intended to be used as main travelling direction of the vehicle.”

Add a new paragraph 14.1.3., to read:

- “14.1.3. **In the case of bi-directional vehicles, the sound pressure shall be measured separately for each front plane of the vehicle.”**

Paragraph 14.3.3., amend to read:

- “14.3.3. The A-weighted sound pressure level emitted by the audible warning device(s), audible warning system(s), multiple audible warning system(s) fitted on the vehicle shall be measured at a distance of 7.00 ± 0.10 m **in from the front plane** of the vehicle (see figures in Annex 5), which is being placed on an open site⁶⁷, on flat concrete or asphalt surface.”

Footnote 6, renumber to 7.

II. Justification

The objective of TF AVRS is to amend the UN Regulations in the purview of GRBP, where necessary, to make it possible for Automated Driving Systems (ADS) to meet the requirements of these Regulations. TF AVRS will not add new requirements to the UN Regulations in their current scope.
