Vehicle Standard (Australian Design Rule 103/00—Road Illumination Devices (Lamps) 2025

Made under section 12 of the *Road Vehicle Standards Act 2018*

Draft for Consultation
Explanatory Statement

Approved by the Hon XXX, XXX

XXX 2025

CONTENTS

1. LEGISLATIVE AUTHORITY

1.1. National Road Vehicle Standards

The Vehicle Standard (Australian Design Rule 103/00 – Road Illumination Devices (Lamps) 2025, which may also be cited as the Australia Design Rule 103/00 – Road Illumination Devices (Lamps) or ADR 103/00, is made under the *Road Vehicle Standards Act 2018* (RVSA).

The RVSA enables the Australian Government to establish nationally uniform standards that apply to road vehicles or road vehicle components when they are provided to the market in Australia for the first time. The RVSA applies to vehicles or components whether they are manufactured in Australia or imported.

The making of the vehicle standards necessary for the RVSA's effective operation is provided for in section 12, which empowers the Minister to "determine standards for road vehicles or road vehicle components". These standards are also referred to as the Australian Design Rules (ADRs).

1.2. Exemption from Sunsetting

ADR 103/00, is exempt from the sunsetting provisions of the *Legislation Act 2003.*

Source of the exemption

A standard made under section 12 of the RVSA is not subject to the sunsetting provisions of section 50 of the *Legislation Act 2003* through section 12 of the Legislation (Exemptions and Other Matters) Regulation 2015 (table item 56C). A similar exemption was previously granted in respect of national road vehicle standards made under section 7 of the *Motor Vehicle Standards Act 1989* (MVSA) (item 40, section 12 of the Legislation (Exemptions and Other Matters) Regulation 2015). This exemption is important to ensure that ADRs, including ADR 103/00, continue to remain in force, and available to regulators, industry and the public.

Intergovernmental dependencies

The exemption concerns ADRs which facilitate the establishment and operation of the intergovernmental vehicle standard regime that Commonwealth, state and territory governments rely on to regulate the safety of vehicles on public roads.

The Commonwealth uses the ADRs as the basis on which approvals to supply types of road vehicles to the market are granted under the Road Vehicle Standards Rules 2019. States and territories and the National Heavy Vehicle Regulator use the ADRs as the primary criteria on which vehicles are assessed for road worthiness. This 'in-service' aspect is dependent on the date of manufacture, which determines the applicable version of the ADRs against which the vehicle can be assessed. The ability to rely on national standards is particularly relevant given the long service life of vehicles – the average age of vehicles in Australia is over 10 years.

While the ADRs are regularly updated to reflect changes in technology, it is generally not possible to apply these new standards retrospectively to vehicles that are already in use. With former ADRs kept on the Federal Register of Legislation, state and territory governments can use them to ensure vehicles continue to comply with the ADRs that were in force when they were first supplied to the market.

In the event that the Commonwealth could not justify the maintenance of the ADRs, state and territory governments would be compelled to create their own vehicle

standards. Whilst this could mean adopting the substance of the lapsed ADRs as an interim measure, the differing needs and agendas of each state and territory government may result in variations to in-service regulations. Having different vehicle standards across the states and territories would make the scheme operate contrary to the underlying policy intent of the RVSA which is to set nationally consistent performance-based standards.

Commercial dependencies

The effect on vehicle manufacturers to redesign existing models to comply with new ADRs would present a burden and be a costly and onerous exercise. Manufacturers should not be expected to continually go back to redesign existing vehicles. Furthermore, ongoing product recalls to comply with new ADRs would undermine consumer confidence with significant financial impact to manufacturers. This exemption allows vehicle manufacturers to focus their efforts to ensure new models supplied to the market continue to comply.

Reviews of Australian Design Rules

ADRs are subject to regular reviews, as resources permit, and when developments in vehicle technology necessitates updates to requirements. Reviews of the ADRs ensure the ongoing effectiveness of a nationally consistent system of technical regulations for vehicle design, which are closely aligned, wherever appropriate with leading international standards such as United Nations (UN) regulations. This method facilitates the rapid introduction of the latest safety devices and technological advances into the Australian market, while also contributing to the industry's cost competitiveness in the domestic market. Where a review results in a new or amended ADR, these changes are subject to full parliamentary scrutiny.

1.3. International Harmonisation

A majority of Australian road vehicle standards, including ADR 103/00, are closely harmonised with internationally based UN regulations, which are developed by the UN World Forum for Harmonization of Vehicle Regulations. Harmonisation ensures that vehicles built to most recent safety, environmental and anti-theft standards are supplied to the Australian market at the least cost and that Australia has access to the latest vehicle technologies. In contrast, more Australian specific standards would require vehicles to be designed, developed and produced specifically for the relatively small Australian market. Unless needed to achieve legitimate policy objectives, a market specific standard would generally result in a significantly lower net benefit and benefit-cost ratio, than if costs were amortised over a number of markets, such as occurs with UN regulations.

2. PURPOSE AND OPERATION

2.1. Overview of the Regulatory Framework

The RVSA establishes a framework to regulate the importation and first provision of road vehicles to the market in Australia. The core principle of this framework is that vehicles that comply with appropriate standards are suitable for provision to the market in Australia. The ADRs have set out those standards since the early 1970s. At

that time, they were applied cooperatively by the Australian Motor Vehicle Certification Board representing the Commonwealth and state and territory governments. In 1989, this arrangement was replaced by the MVSA and the Australian Design Rules were determined as national standards. The RVSA commenced in full and replaced the MVSA on 1 July 2021. A two-year transition period was provided between 1 July 2021 and 30 June 2023.

Under the RVSA, the ADRs are national road vehicle standards intended to make vehicles safe to use, control the emission of gas, particles or noise, secure vehicles against theft, provide for the security marking of vehicles and promote the saving of energy. The ADRs are applied to vehicles as criteria for approval under various regulatory pathways set out in the Road Vehicle Standards legislation. Vehicles approved under these regulatory pathways can be provided to the market in Australia for use in transport.

2.2. Overview of the ADR

The purpose of ADR 103/00 is to specify the technical and photometric requirements of Road Illuminating Devices (Lamps) and Systems for Power-Driven Vehicles. These include headlamps for L, M, and N category vehicles, adaptive front lighting systems for M and N category vehicles, front fog lamps for LC, LD, LE, M and N category vehicles and cornering lamps for M and N category vehicles.

Lighting and light signalling devices are fundamental vehicle safety features. Lights play a critical role in improving visibility for drivers, especially at night or in adverse weather conditions, and help other road users identify vehicles and understand their intentions. Lighting and signalling devices, such as headlamps, turn signals, and reflectors, enable drivers to navigate safely, particularly in low-light conditions, and help reduce accidents by enhancing conspicuity and communication between road users.

A major review of all lighting regulations by a UN expert group for lighting has resulted in the restructure of the requirements for each lighting device, i.e. lamp, light or reflector, to a more modern simplified approach based on three road safety functions, i.e. Road Illumination Devices (RID), Light Signalling Devices (LSD) or Retro Reflective Devices (RRD). This review has reduced the number of UN regulations for vehicle lighting from 20 to three. The simplified UN regulations maintain the same level of stringency as the lighting regulations they replace.

ADR 103/00 combines the technical provisions of individual ADRs (UN R No), 50 (19) – Front Fog Lamps, 77 (98) – Gas Discharge Headlamps, 46 (112,113) – Headlamps, 87 (119) – Cornering Lamps, ADR 13/00 Section 6.22 (123) – Adaptive Front Lighting Systems.

The number and mode of operation of RIDs is governed by either ADR 13/00 Installation of Lighting and Light-signalling Devices on other than L-Group Vehicles, ADR 19/02 Installation of Lighting & Light-signalling Devices on L-Group Vehicles or ADR 67/00 Installation of Lighting and Light-Signalling Devices on Three-

Wheeled Vehicles. These ADRs describe the number, colour, position and operation of RIDs with respect to vehicle categories.

Headlamps

These lamps show a white light to illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers and other road-users.

Adaptive Front Lighting Systems

Adaptive front lighting system (AFS) means a lighting device providing beams with differing characteristics for automatic adaptation to varying conditions of use of the dipped-beam (passing-beam) and, if it applies, the main-beam (driving-beam).

Front Fog Lamps

Front fog lamps may emit a white or yellow light and are intended to improve illumination of the road in conditions of fog, snowfall, rainstorms or clouds.

Cornering Lamps

Cornering lamps are used to illuminate the road to the left or right side at the front of the vehicle, depending on which direction the driver intends to turn. The colour emitted shall be white.

Adaptive Driving-Beam

Adaptive Driving Beams (ADB) provide automatic modifications, such, that good road illumination is achieved and no discomfort is caused, neither to the driver nor to other road users.

Classes of Lamps

Headlamps, AFSs ADBs, front fog lamps and cornering lamps of different "Classes" mean lamps identified by particular photometric provisions. This is for easier identification and classification of lamps with different light characteristics.

Clause 3.1 includes a reference to ADRs 13/…, 19/… or 67/…. The circumstances under which lamps are mandatory, optional, or prohibited are set out in either ADRs 13/…, 19/… or 67/….

Clause 4 establishes where defined terms are to be found.

Clause 5 determines that Road Illumination Devices complying with the technical requirements of Appendix A except as varied by clause 6 (Exemptions and Alternative Procedures) or clause 7 (Alternative Standards), shall be accepted as complying with this rule. Appendix A is the UN Regulation No. 149 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF ROAD ILLUMINATION DEVICES (LAMPS) AND SYSTEMS FOR POWER-DRIVEN VEHICLES. Manufacturers have the flexibility to demonstrate compliance to ADR 103/00 through clause 5 and Appendix A as varied by clause 6 (Exemptions and Alternative Procedures), or through clause 7 (Alternative Standards).

Clause 6 creates exemptions from some requirements of appendix A (UN R149) which pertain to gaining a Type Approval in the UN context. This is because they are not required in the Australian context where the Commonwealth administers approvals through the RVSA and the ADRs. Consequently, manufacturers supplying

new vehicles to Australia are exempt from most administrative (non-technical) requirements of UN R149.

Alternative Procedures

Alternative Standards

Clause 7 states that, the technical requirements of the UN Regulation No. 149 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF ROAD ILLUMINATION DEVICES (LAMPS) AND SYSTEMS FOR POWER-DRIVEN VEHICLES incorporating all amendments, are deemed to be equivalent to the technical requirements of this standard.

Paragraph 4.1 of Appendix A: Requires that lamps must be designed and built to remain fully functional under normal usage conditions, even when subjected to the vibrations typically experienced during vehicle operation. In practice, this means that the lamp's performance, such as light intensity, beam pattern, and structural integrity must continue as prescribed by this standard. The intent of this paragraph is to provide requirements for the long-term operation of the lamp under normal use and environmental conditions.

Paragraph 4.2 of Appendix A: This paragraph specifies requirements for the illumination provided by lamps for sufficient illumination for both the passing-beam and driving-beam functions, without causing glare to other road users. The passing-beam should deliver controlled light distribution to avoid dazzling oncoming traffic, while the driving-beam should offer strong illumination for extended visibility ahead.

Paragraph 4.3 of Appendix A: This paragraph specifies requirements for the fitment of mechanisms to lamps that allow for proper adjustment once installed on a vehicle. This is important to maintaining correct lamp alignment and preventing mis-aimed beams, which could lead to poor visibility or glare for drivers and other road users.

The intent of this paragraph is to ensure that lamps can be adjusted on vehicles to deliver optimal lighting performance without causing glare.

Paragraph 4.4 of Appendix A: Where a lamp producing a passing-beam and a driving-beam are housed in a single unit, this paragraph requires that the adjustment mechanism allows each beam to be adjusted independently. This ensures the lamps can be adjusted individually for the correct functioning of each beam. However, if the optical parts of the assembly cannot be separated (i.e. the beams are part of an indivisible unit), then independent adjustment is not mandatory.

The intent of this paragraph is therefore to ensure each beam function can be correctly adjusted, unless the design inherently prevents separation.

Paragraph 4.5 of Appendix A: This paragraph specifies the acceptable type of light sources for lamps. Any restrictions on their use must be declared during type approval. Light sources must not interfere with other vehicle electronics.

Specific requirements are also provided for minimum and maximum luminous flux for the various RIDs and classes in the tables in Paragraph 4.5 and its sub-paragraphs.

The intent of this paragraph is to provide requirements for safe, standardised, and tamper-resistant light source for use in vehicle lamps that deliver consistent performance.

Paragraph 4.6 of Appendix A: This paragraph sets out the conditions and procedures for measuring the photometric and colorimetric performance of lamps. Measurements must be conducted using standardised methods detailed in Annex 4. Standard light sources from R.E.5 must be used, and their luminous flux must stay within 5% of the reference value. For lamps with modules or non-replaceable light sources, measurements are made with light sources in place. Where lamps combine different types of sources, separate measurements are allowed, and the results must be added together.

During testing, stray reflections (unintended and unwanted light paths) must be masked, and if lamps can be installed in multiple positions, testing must cover all or the extreme positions. If LED substitute sources are approved, testing must be repeated with them.

During testing, the lamps must be operated under specified voltages based on the system type (6V, 12V or 24V) unless otherwise stated. Lamps with electronic control gear must be operated as specified by the applicant. For lamps without electronic control, operation depends on the type of light source, with adjustments made to match reference luminous flux values. Multiple replacement sources must be balanced so individual outputs stay within 5% of the average or alternatively tested individually and summed.

Finally, compliance testing for luminous intensity and colour characteristics must be done following Annex 10. When different light source technologies are used, each must be tested separately.

The intent of this paragraph is to provide specifications and procedures that are used to measure and test light performance for standardised and repeatable results.

Paragraph 4.7 of Appendix A: This paragraph provides specific testing requirements for lamps with components made of plastic. This includes durability testing according to Annex 8, which includes atmospheric (sunlight, water) and chemical agents, and UV light generated by the light source.

The intent of this paragraph is to ensure that plastic components in lamps are durable and resistant to UV, atmospheric and chemical agents.

Paragraph 4.8 of Appendix A: This paragraph provides testing requirements for the lamp cut-off if applicable for its beam pattern, according to the procedures in Annex 6.

The purpose of testing the beam cut-off is to ensure light is dispersed uniformly and without causing undue glare.

Paragraph 4.9 of Appendix A: This paragraph clarifies that all lamps except cornering lamps, must undergo complementary tests in accordance with Annex 7, to ensure their photometric performance does not change outside allowable limits.

Paragraph 4.10 of Appendix A: This paragraph addresses passing-beam headlamps and Adaptive Front-lighting systems (AFS) with an asymmetrical cut-off that can be used for both right-hand and left-hand traffic. These lamps must be adaptable for the correct side of the road either by an initial setting at installation or by a user-controlled selection. However, only two distinct settings are allowed, one for right-hand traffic and one for the left-hand traffic, and the design must prevent accidental shifting between settings or stopping in an intermediate position.

Paragraph 4.11 Appendix A: This paragraph describes the testing requirements for AFS systems that have mechanical components that move to create the various beam modes. This is to ensure the reliable operation of the mechanisms over a number of cycles and any failures in the system do not result in unsafe projection of light.

Paragraph 4.12 Appendix A: This paragraph describes the illumination configuration for passing-beams with asymmetrical cut-off lines for vehicles in regions with left hand and right-hand drive traffic.

Paragraph 4.13 Appendix A: This paragraph specifies that a lamp must be designed so that when a light source or LED module fails, a failure signal is provided.

The intent of this paragraph is to ensure that lighting failures are visibly communicated.

Paragraph 4.14 of Appendix A: This paragraph provides the requirements for manufacturers to produce replaceable light sources that can be easily fitted in only the correct position.

Paragraph 4.19 of Appendix A: This paragraph provides specifications for testing of road illuminating devices to verify visibility of white light towards the rear of the vehicle. The intent of these tests is to ensure that there is minimal white light visible from the rear of the vehicle, as it could cause confusion about the direction of travel of the vehicle.

Paragraphs 5.1, 5.2 and 5.4 of Appendix A: describe specific technical requirements concerning driving-beams and passing-beams. These include aiming specifications and the minimum and maximum luminous intensity figures. The specifications are included to ensure driving-beams and passing-beams provide good road illumination and no discomfort is caused to the driver or other road users.

Paragraph 5.3 of Appendix A: describes specific technical requirements concerning AFS and ADB systems. These include specifications and luminous intensity specifications for the various modes of operation of the AFS and ADBs. There are also requirements included to ensure the system shall provide automatic modifications so light distribution is uniform and does not cause undue glare over the different modes of operation of AFS and ADBs.

Paragraph 5.5 Appendix A describes the technical requirements concerning front fog lamps of the class F3 which are a specific type of fog lamps which allow for the use of LEDs and adaptive beam patterns. These requirements include photometric

specifications such as luminous intensity and system requirements to provide automatic modifications so that good road illumination is achieved and no discomfort is caused to the driver or to other road users.

Paragraph 5.6 of Appendix A: describes the technical requirements concerning cornering lamps and include the luminous intensity at specified angular co-ordinates. These requirements are in place to ensure the lights operate as intended without causing undue glare to drivers and other road users.

3. MATTERS INCORPORATED BY REFERENCE

3.1. Legislative Instruments

Clause 4.1.1 includes a reference to the Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005, which may also be cited as the Australian Design Rule – Definitions and Vehicle Categories. This sets out common definitions for many terms used in the ADRs, including the vehicle categories used in ADR applicability tables.

In accordance with paragraph 12(2)(b) of the RVSA, this ADR is incorporated as in force or existing from time to time.

The ADRs may be freely accessed online through the Federal Register of Legislation. The website is www.legislation.gov.au.

3.2. Other Documents

International Commission on Illumination

Paragraph 5.2 of Annex 9, Appendix A includes a reference to CIE – Publication 84 – 1989. This document specifies room temperature and positioning.

In accordance with paragraph 14(1)(b) and subsection 14(2) of the *Legislation Act 2003*, this document is incorporated as in force on the date this national road vehicle standard is made.

This standard is available for purchase from the online standards store CIE Online Store (www.store.accuristech.com). While not freely available, CIE – Publication 84 – 1989 is readily accessible and widely used by vehicle manufacturers and test facilities as part of their professional libraries. Subject to copyright conditions, people may view a copy of CIE – Publication 84 – 1989 at the Offices of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts in Canberra.

Section 12 of the RVSA allows the Minister to incorporate a broad range of documents, including as in force or existing at a particular time or as in force from time to time, when making national road vehicle standards. This ensures that Australia's legislative framework is well-prepared for future developments in the international road vehicle space.

International Electrotechnical Commission

Paragraph 4.5.2.2 (b) of Appendix A references IEC Publication 60061 – Lamp caps and holders together with gauges for the control of interchangeability and safety.

Paragraphs 4.5.2.5 and 6.1.9.2 of Appendix A references IEC Publication 60809 – Lamps and light sources for road vehicles – Dimensional, electrical and luminous requirements.

In accordance with subsections 14(1)(b) and 14(2) of the *Legislation Act 2003*, each of these IEC standards are incorporated as in force on the date this national road vehicle standard is made.

IEC standards are available for purchase only through the International Electrotechnical Commission at https://webstore.iec.ch/en/publication/474 and https://webstore.iec.ch/en/publication/89857. While not freely available, these IEC standards are all readily accessible and widely used by vehicle manufacturers and test facilities as part of their professional libraries. Subject to copyright conditions, people may view copies of IEC Publications 60061 and 60809 at the Offices of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts in Canberra.

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International Organization for Standardization

Paragraph 3.2.2.2 Appendix A, includes a reference to ISO 105-E01:2013. This document specifies Textiles – Tests for colour fastness.

In accordance with paragraph 14(1)(b) and subsection 14(2) of the *Legislation Act 2003*, each of these documents are incorporated as in force on the date this national road vehicle standard is made.

ISO standards are all available for purchase only from the ISO and various associated national standards bodies. While not freely available, ISO 105-E01:2013 is readily accessible and widely used by vehicle manufacturers and test facilities as part of their professional libraries. Subject to copyright conditions, people may view a copy of ISO 105-E01:2013at the Offices of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts in Canberra.

Section 12 of the RVSA allows the Minister to incorporate a broad range of documents, including as in force or existing at a particular time or as in force from time to time, when making national road vehicle standards. This ensures that Australia's legislative framework is well-prepared for future developments in the international road vehicle space.

United Nations Regulations and/or Resolutions

Clause 7.1 includes a reference to 01 series of UN Regulation No. 149 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF ROAD ILLUMINATION DEVICES (LAMPS) AND SYSTEMS FOR POWER-DRIVEN VEHICLES. This is an international standard for specific requirements for road illumination devices (lamps) and systems for power-driven vehicles.

Clause 7.2 includes a reference to the 00 series of UN Regulation No. 149 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF ROAD

ILLUMINATION DEVICES (LAMPS) AND SYSTEMS FOR POWER-DRIVEN VEHICLES. This is an international standard for specific requirements for road illumination devices (lamps) and systems for power-driven vehicles.

Paragraph 3.3.2.1 of Appendix A includes a reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3. This resolution outlines the recommendations of the Consolidated Resolution on the Construction of Vehicles and provides information on the legal texts under the framework of the 1958 Agreement (UN Regulations, Rules and specific requirements) applicable in the vehicle design, aiming the improvement of safety and the protection of the environment.

Paragraph 4.6.1.1 of Appendix A includes a reference to Consolidated Resolution on the common specification of light source categories (R.E.5), document ECE/TRANS/WP.29/1127. This Resolution contains the specifications of light source categories and/or information on which light source categories are applicable or excluded for use in particular lamps.

The Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, Consolidated Resolution on the common specification of light source categories (R.E.5), document ECE/TRANS/WP.29/1127 and the UN Regulations may be freely accessed online through the UN World Forum for the Harmonization of Vehicle Regulations (WP.29). The WP.29 website is www.unece.org/trans/main/welcwp29.html.

In accordance with subsections 14(1)(b) and 14(2) of the *Legislation Act 2003*, each of these UN documents are incorporated as in force on the date this national road vehicle standard is made.

4. CONSULTATION

4.1. General Consultation Arrangements

It has been longstanding practice to consult widely on proposed new or amended vehicle standards. For many years, there has been active collaboration between the Commonwealth and the state and territory governments, as well as consultation with industry and consumer groups. Much of the consultation takes place within institutional arrangements established for this purpose. The analysis and documentation prepared in a particular case, and the bodies consulted, depend on the degree of impact the new or amended standard is expected to have on industry or road users.

Proposals that are regarded as significant need to be supported by an Impact Analysis (IA) meeting the requirements of the Office of Impact Analysis (OIA) as published in the *Australian Government Guide to Policy Impact Analysis* or the *Regulatory Impact Analysis Guide for Ministers' Meetings and National Standard Setting Bodies.*

4.2. Specific Consultation Arrangements

[To be completed after public consultation]

5. REGULATORY IMPACT

A Preliminary Impact Analysis was submitted to the Office of Impact Analysis (OIA) and it was determined that a detailed analysis is not required under the Australian

Government's Policy Impact Analysis Framework. The OIA reference number for the IA is OIA24-07660.

6. STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS

The following Statement is prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011.*

6.1. Overview

ADR 103/00 is to specify the technical and photometric requirements of for Road Illuminating Devices (Lamps) and Systems for Power Driven Vehicles. Human Rights Implications

ADR 103/00 does not engage any of the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

6.2. Human Rights Implications

ADR 103/00 does not engage any of the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

6.3. Conclusion

ADR 103/00 is compatible with human rights, as it does not raise any human rights issues.