



GUIDANCE NOTE

Data requirements for ADR 81/03 – Energy Consumption Labelling for Light Vehicles

This guidance note explains what type of information may be included on the energy consumption label, the Register of Approved Vehicles (RAV) and the Green Vehicle Guide (GVG) website for vehicles that comply with Australian Design Rule (ADR) 81/03.

Requirements under ADR 81/03

[ADR 81/03](#) requires a vehicle's fuel consumption, CO₂ emissions, energy consumption and battery range to be tested in accordance with the UN Regulation No. 154 Worldwide harmonized Light vehicles Test Procedure (WLTP) or the equivalent US standard (40 CFR Part 600). Manufacturer must display the values from this testing on a label to help consumers compare the relative efficiency of different models.

As Australia is transitioning to these test procedures from 2025 to 2028, the *New Vehicle Efficiency Standard Act 2024* (NVES Act) sets CO₂ emissions targets for 2025 to 2029 based on the New European Driving Cycle (NEDC) adopted in ADR 81/02.

ADR 81/03 lets manufacturers use an approved formula to calculate an NEDC-equivalent CO₂ emissions value. This avoids extra testing and supports calculation of the vehicle's 'interim emissions value'.

Vehicles tested to the WLTP

Table 1 outlines what information should be included on the label, GVG and RAV for vehicles tested to the WLTP. The WLTP allows manufacturers to declare a specific value for each individual Vehicle Identification Number (VIN) using an interpolation based on the fuel/energy consumption, CO₂ emissions and battery range test results for the best case (called vehicle low) and worst case (called vehicle high) vehicle specifications (variants) of that model range.

Table 1: Summary of information required on the label, GVG and RAV for vehicles tested to the WLTP

Label	GVG	RAV
<p>The WLTP fuel consumption, CO₂, energy consumption and range values declared for the specific vehicle.</p> <p>May be based on:</p> <ul style="list-style-type: none"> the worst case variant physical testing performed on the relevant variant an interpolation of the best and worst case variants 	<p>The WLTP fuel consumption, CO₂, energy consumption and range values declared for the relevant variant.</p> <p>May be based on:</p> <ul style="list-style-type: none"> the worst case variant physical testing performed on the relevant variant an interpolation of the best and worst case variants. <p>If sub-variants are listed separately, GVG entries should provide sufficient information for members of the public to differentiate them (e.g. wheel sizes or model/variant codes, if other technical details are the same).</p>	<p>The NEDC CO₂ value declared for the specific vehicle.</p> <p>May be based on:</p> <ul style="list-style-type: none"> a conversion of the WLTP CO₂ value declared for the vehicle (specified in Appendix B of ADR 81/03) physical NEDC testing performed on the relevant variant.

Vehicles tested to US EPA standards

Table 2 outlines what information should be displayed on the label, GVG and RAV for vehicles tested to the US EPA standards adopted in 40 CFR Part 600. The US EPA procedures specify an adjusted/5-cycle value for consumer information purposes and a '2-cycle' value for regulatory purposes.

Table 2: Summary of information required on the label, GVG and RAV for vehicles tested to the US EPA standards

Label	GVG	RAV
<p>The adjusted/5-cycle fuel consumption, CO₂, energy consumption and range values declared for the specific vehicle.</p>	<p>The adjusted/5-cycle fuel consumption, CO₂, energy consumption and range values declared for the relevant variant.</p>	<p>The NEDC CO₂ value declared for the specific vehicle.</p> <p>May be based on:</p> <ul style="list-style-type: none"> a conversion of the '2-cycle' CO₂ value declared for the vehicle (specified in Appendix B of ADR 81/03) physical NEDC testing performed on the relevant variant.

Extensions of results

ADR 81/03 accepts UN, EU and US standards that, in some cases, allow test results for one variant to be used for another variant that has not been tested. If a manufacturer wants to use this provision instead of physically testing a vehicle variant that is not covered by a UN, EU or US EPA type approval certificate, they must provide the department enough information to show that the variant is eligible for an extension of approval under the relevant standard that the tested vehicle was certified to.

The relevant provisions for such extensions are:

- For vehicles tested to UN Regulation No. 154, clause 7.4.
- For vehicles tested to EU Regulation 2017/1151 or 2025/1706, Annex I, clause 3.1.
- For vehicles tested to 40 CFR Part 600, §600.006(e).

More information

For further information on ADR 81/03, the GVG and RAV, please visit the [department's website](#) or submit an [online enquiry](#).