

# ETB04: ADR 97 and 98 (Advanced Emergency Braking) including Advance Driver Assistance Systems (ADAS) Certification Requirements

## Engineering Technical Bulletins

### Introduction

This Bulletin is to advise you of the 2023 introduction to Australian Design Rule 97 and 98 – Advanced Emergency Braking and ADAS and forthcoming updates scheduled to take effect 2028. Further technical detail will be circulated as it becomes available. However, signatories should begin preparing for the transition and related certification responsibilities.

### Certification Requirements for Vehicles Affected by ADR 97 or ADR 98

As a reminder, any vehicle that was subject to an ADR at the time of manufacture or import is required to continue complying with that ADR throughout its service life. This principle applies even where a modification subsequently results in a change of vehicle category:

- any in-service GVM upgrade must be certified
- even if the upgrade moves the vehicle into the NB category
- regardless of whether ADR 98 applies to the new category
- modifications must not compromise AEB/ADAS functionality.

If the vehicle was originally required to comply with ADR 98, the upgrade or modification must not compromise the functionality or compliance of its AEB or other ADAS features.

### Recommended Method of Demonstrating Compliance

Signatories are encouraged to utilise the Australian Automotive Aftermarket Association (AAAA) Code of Practice for ADAS Calibration and Recalibration as the preferred framework when certifying modifications that may affect AEB/ADAS performance. The Code provides practical guidance on:

- calibration procedures
- documentation requirements
- testing and verification
- equipment and technician competency.

## Existing Industry Practices

It is acknowledged that windscreen installers, panel repairers, and body shops are already performing static ADAS recalibration as part of routine repair processes. Signatories should be aware that:

- These practices do not replace the need for engineering certification where a modification may affect ADR 98 compliance.
- Calibration undertaken by repairers should be considered supporting evidence rather than a standalone demonstration of compliance.
- Where such recalibration has been performed, signatories may reference the provided documentation when completing certification assessments, provided that all relevant ADR obligations have been addressed.

## Further Information

Until a nationally consistent dynamic testing procedure has been established the Department's current position is that basic modifications conducted in accordance with VSB14 resulting in a total vehicle height increase of no more than 50 mm will not require full certification under ADR 97 or 98.

Additional guidance may be issued as the ADR updates approaches. In the meantime, signatories should ensure that their certification practices, equipment, and documentation processes are capable of supporting ADAS-related assessments.

AAAA ADAS Modification Code of Conduct weblink:

[ADAS Modifications Code of Conduct - Australian Automotive Aftermarket Association](#)

If you have questions or require clarification, please contact the Engineering & Vehicle Standards team via:

[VehicleStandards.MVR@nt.gov.au](mailto:VehicleStandards.MVR@nt.gov.au)