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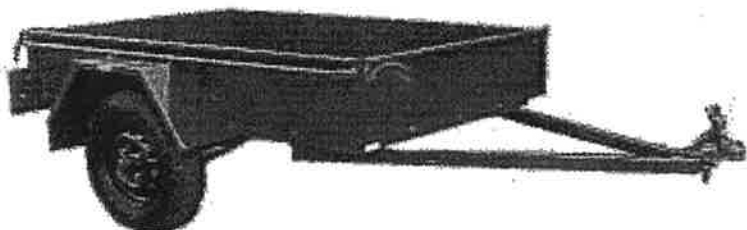
**Department of Infrastructure, Transport,
Regional Development and Local Government**

National Code of Practice.

BUILDING SMALL TRAILERS.

INFORMATION FOR MANUFACTURERS AND IMPORTERS.

Summarised design and testing construction requirements for trailers that do not exceed 4.5 tonnes aggregate trailer mass.



Vehicle Standards Bulletin 1

**Revision 5
June 2009**

Department of Infrastructure, Transport, Regional Development and Local Government
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1. SCOPE

This Vehicle Standards Bulletin applies to road trailers – including new trailers or used imported trailers – with an aggregate trailer mass (ATM) of 4.5 tonnes (4,500kg) or less.

2. INTRODUCTION

Before a road trailer can be registered for the first time in Australia or used on a public road, it must meet the requirements of the *Motor Vehicle Standards Act 1989* (the Act). The Act applies to all new and used imported vehicles.

The Australian and State and Territory Governments jointly maintain a federal system for regulating supply to the market of road vehicles. The system establishes national design and performance standards for vehicles. These standards are known as Australian Design Rules (the ADRs). Amongst other matters, the ADRs are designed to make vehicles safe for use on the road.

The Australian Government maintains jurisdiction over road vehicles up to the point of first supply to the Australian market (i.e. manufacture or importation). Once a vehicle has been supplied to the market, it is “in-service”. State and Territory Governments are responsible for continued regulation after this point (e.g. vehicle registration, roadworthiness and the approval of modifications to vehicles in-service).

3. THE APPLICABLE ADRs

A range of ADRs apply to road trailers. Depending on the type of trailer, these ADRs can include: ADR 1,6,13,23,38,42,43,44,45,47,48,49,51,61,62,63 and 74. Topics include mechanical connections, lamps, reflex reflectors, tyres, brakes, trailer dimensions and trailer markings.

A detailed summary is available from the Departments website, at

http://www.infrastructure.gov.au/roads/motor/design/adr_online.aspx

Copies of the ADRs are available from the Department's website, at

http://www.infrastructure.gov.au/roads/motor/design/adr_online.aspx

4. THE PURPOSE OF THIS BULLETIN.

This Vehicle Standards Bulletin establishes a set of design and construction standards for road trailers (with an ATM of 4.5 tonnes or less) that operate as an alternative to the ADRs.

The standards are based on the ADRs – but are simpler and more practical to use. They offer a low-cost alternative, by eliminating the need for some of the more expensive forms of vehicle testing and evidence that are required under the ADRs.

In particular, the standards reflect the common requirements of the States and Territories for trailers to be registered for road use. The standards set out concrete guidance and clearly-defined processes that are more suitable for individuals and small firms.

Road trailers that meet the standards of this bulletin do not need to be certified by the Australian Government, and do not need to be issued with an identification plate or a used import plate. That is, manufacturers and importers are exempt from the need to apply to the Australian Government and submit detailed evidence based on the ADRs.

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- c) The manufacturer must determine if the non compliance is a safety related issue, in which case a voluntary or mandatory recall is to occur in accordance with the *'Procedures for the Rectification of Safety Related Defects in Vehicles and Related Products'* (the Recall Code). In instances where the non compliance is deemed not to be a safety related matter, a manufacturer or importer may utilise a field service campaign to resolve the non-compliance.

7. VEHICLE PLATE

Before registration under the terms of this bulletin, the manufacturer or importer must affix a vehicle plate to the trailer.

The vehicle plate is used instead of the identification plate (for new trailers) or used import plate (for used imported trailers). The vehicle plate provides a clear indication to the State and Territory registering authority – and to owners and the general public – that the trailer is ready for road use. The vehicle plate also provides useful information about the specifications of the trailer.

The vehicle plate must be durable, non-corrosive metal and must be affixed to the vehicle in a position where it may be readily examined.

The vehicle plate must be permanently affixed by pop rivets, hammer drive screws or welding. Affixing plates with adhesives is not acceptable.

The vehicle plate must show at least the following information:

- Manufacturer's or Importer's Name (whichever party takes responsibility for the certification statement);
- Trailer Model;
- Vehicle Identification Number (specified in Section 4);
- Date of Manufacture (month/year, e.g. 02/08);
- Aggregate Trailer Mass (kg); and
- The Certification Statement (specified below).

The certification statement for new trailers is:

This trailer was manufactured to comply with the Motor Vehicle Standards Act 1989.

The certification statement for used imported trailers is:

This trailer is an imported used trailer. It has been modified and assessed as complying with the Motor Vehicle Standards Act 1989.

This plate may also include additional information such as the tyre placard information (specified in Section 16). All information must be legible and embossed, indented, etched or engraved in letters and numbers not less than 2.5 mm high.

(Refer to ADR 61/02 Clause 8 for further information).

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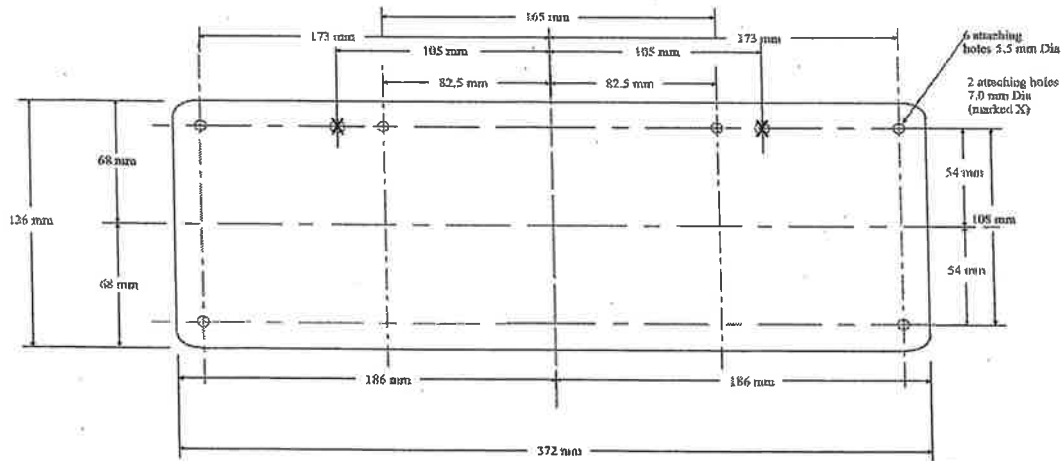


Figure 1 - Registration Plate

TOLERANCES
External Dimensions ± 1 mm
Diameter of Fixing Holes ± 0.5 mm
Other Dimensions ± 0.5 mm

(Refer to ADR 61/02 clause 9 for further information).

9.2 Registration Label Holder

Trailers are required to display a registration label on the left hand side of the trailer. If there is no window in this location (such as would be found on a caravan), a registration label holder must be fitted on the left hand side of the vehicle.

(Refer to ADR 61/02 clause 9.2 for further information).

10. RESPONSIBILITY FOR SAFETY

Manufacturers and importers should note that they have a responsibility for the overall safety of their trailers. Manufacturers and importers should be aware that the *Trade Practices Act 1974* allows for mandatory recall and rectification of vehicles with safety related defects that will or may cause injury. The responsibility for recall lies with the manufacturer or importer, whoever is the supplier (distributor) in Australia.

The procedures for recall are contained in '*Procedures for the Rectification of Safety Related Defects in Vehicles and Related Products*' (the Recall Code).

The Recall Code is available at the following website:

<http://dynamic.infrastructure.gov.au/recalls/index.asp>

Alternatively, it is available via a written request made to:-

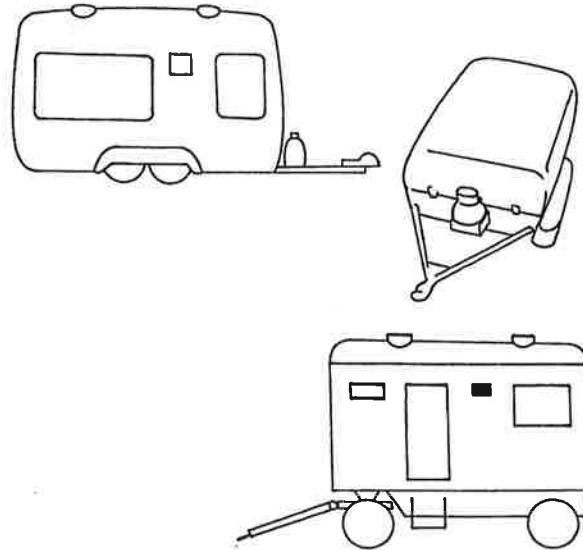
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Vehicle Safety Standards
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CANBERRA ACT 2601

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Typical Examples of Trailers Covered by this Bulletin

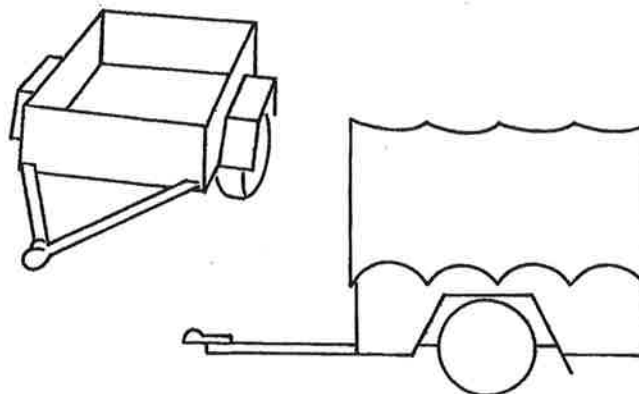
11.4 Caravan

An enclosed trailer, which is intended for use as a mobile home or living quarters when parked. It will usually provide fixed sleeping accommodation and/or facilities for the preparation of food. A trailer permanently equipped with a folding and stowable roof (such as a camper trailer) is a caravan. Enclosed trailers constructed for the accommodation of people when parked such as workers' amenity trailers, mobile kitchens or mobile offices are also regarded as caravans.



11.5 Box Trailer

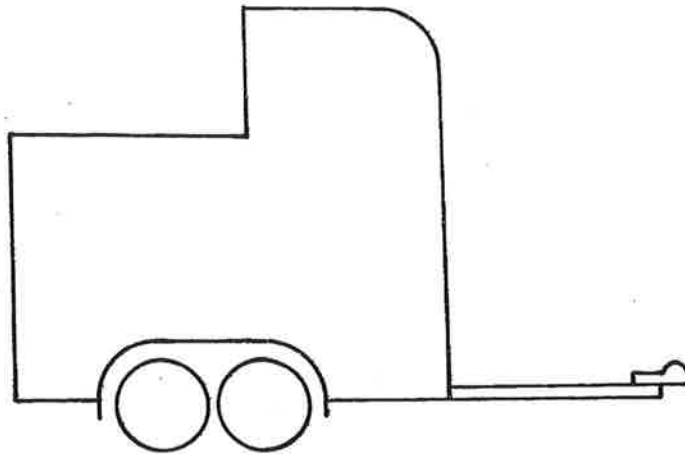
A general-purpose trailer with a load space, which is bounded by vertical sides. This category includes a box trailer fitted with a canopy but which is not equipped as a caravan, e.g. is equipped with temporary sleeping accommodation only.



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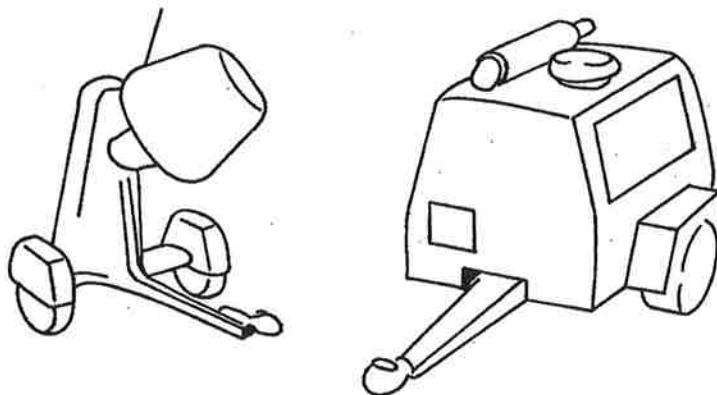
11.9 Horse Float

A trailer built to carry one or more horses or other similar livestock.



11.10 Plant Trailer

A trailer which, instead of a load space, has fixed to it machinery such as an air compressor, concrete mixer or drilling rig.



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12.9 Width (Overall Width)

Width is the maximum distance measured across the body including wheel guards, but excluding rear vision mirrors, signalling devices and side-mounted lamps.

12.10 D-Value

D-Value is the theoretical horizontal reference force between towing vehicle and trailer.

12.11 V-Value

V-Value is the theoretical vertical reference force between towing vehicle and trailer.

Note



These definitions are in accordance with the ADRs. These may differ from other definitions generally in use. A complete list of definitions is available on the ADR CD-ROM. See 35 to order a copy of the ADR CD-ROM or at http://www.infrastructure.gov.au/roads/motor/design/str_subscriptions.aspx.

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13. LIGHTING.

The requirements specified in the ADRs for the performance and installation of lamps and reflectors are based on the regulations set by the United Nations Economic Commission for Europe (ECE).

The performance requirements usually involve tests done in a laboratory to show compliance. Trailer manufacturers must ensure that the lamps and reflectors fitted to their trailers comply with these performance requirements.

This may be done by:

using lamps and reflectors where the lamp manufacturer provides a written assurance that the item (suitably identified) complies with the ADR applicable to its recommended use when fitted according to the instructions supplied. This is either through having either a Component Registration Number (CRN) listed on the Road Vehicle Certification System (RVCS) at <http://rvcs.dotars.gov.au/> . CRNs can be checked by entering the number given by the component manufacturer into the approval number field on the Vehicle / RVD search page or through an internationally based ECE approval (see below);

or by having the lamps and reflectors tested to the ADR requirements and obtaining from the laboratory conducting the tests, a test report including the conclusion that the item complies with the ADR applicable to its intended use when fitted according to the instructions supplied with the report;

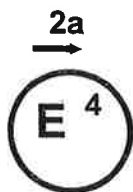
and in either case, fitting the lamps and reflectors according to the instructions provided, making sure that no part of the trailer or its equipment obstructs the lamp output.

The trailer manufacturer must retain these documents in case verification of compliance is needed.

Lamps and reflectors complying with certain international regulations, referred to as ECE Regulations, are acceptable as complying with some of the lighting ADRs. These ECE Regulations are identified in the table on page 16.

Unlike lamps directly approved to an ADR, lamps certified to ECE requirements as the basis of compliance with the corresponding ADR requirements will provide an ECE approval mark on the lens or body of the lamp. This can be used for identification of the component against the written assurance provided with each item. Both ECE approved lamps and lamps with a CRN should be accompanied by fitting instructions, to ensure correct orientation and alignment.

A typical ECE approval mark found on a rear direction indicator is as follows:



2a – identifies the type of lamp; in this case a rear direction indicator.

4 – identifies the country issuing the ECE approval.

→ – identifies the side of the vehicle towards which the lamp is to be mounted.

6R00217

6R00217 – identifies the ECE approval number; in this case incorporating the ECE Regulation number 6.

Unless specifically mentioned, lamps on a trailer must operate with the corresponding lamps on the towing vehicle, and where pairs of lamps or reflectors are fitted, they must be spaced equally on either side of the centre line of the trailer.

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13.1 Front Position (Side) Lamps

These lamps indicate the presence and width of a trailer when viewed from the front.

Presence: Must be fitted if a trailer is more than 1600 mm wide and over 4 metres long, or over 1800 mm wide.

Number: 2.

Arrangement: At the front. See Figure 1. For trailers 2100 mm wide or less, may be combined with 2 side-marker lamps that have been fitted, this being in accordance with Option 1 or Option 2 (see Section 9.8).

Electrical Connections: Must operate with rear position, end-outline (if fitted), side-marker (if fitted) and rear registration lamps.

(For further information, refer to [ADR 13/00 Appendix A clause 6.9](#) and [ADR 49/00](#)).

13.2 Rear Position (Side) Lamps (Tail Lamps)

These lamps indicate the presence and width of a trailer when viewed from the rear.

Presence: Must be fitted.

Number: 2.

Arrangement: At the rear. See Figure 1.

Electrical Connections: Must operate with front position (if fitted), end-outline (if fitted), side-marker (if fitted) and rear registration lamps.

(For further information, refer to [ADR 13/00 Appendix A clause 6.10](#) and [ADR 49/00](#)).

13.3 Rear Stop Lamps (Brake Lamps)

These lamps indicate to the rear of the trailer that the driver is applying the service brakes.

Presence: Must be fitted.

Number: 2.

Arrangement: At the rear. See Figure 1.

Electrical Connections: Must operate with service brake on towing vehicle and (if fitted) service brake on trailer.

(For further information, refer to [ADR 13/00 Appendix A clause 6.7](#) and [ADR 49/00](#)).

13.4 Direction Indicator Lamps (Turn Signals)

These lamps indicate to the rear and the side of the trailer that the driver is intending to change direction to the left or the right.

Presence: Must be fitted.

Number: 2.

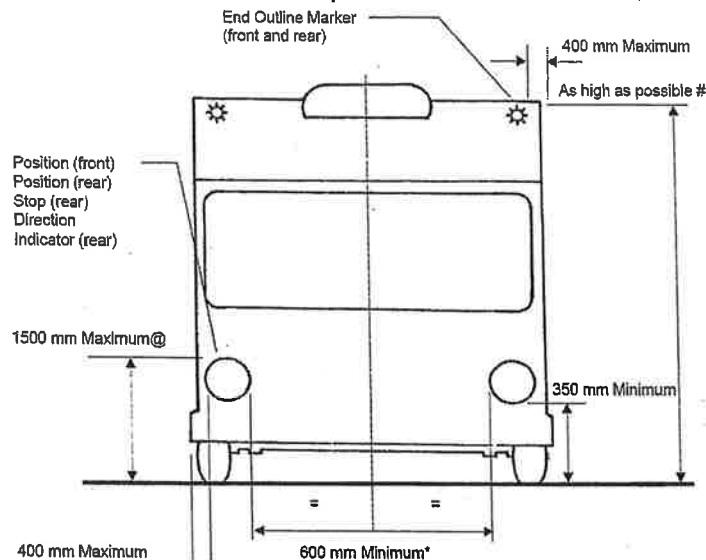
Arrangement: At the rear. See Figure 1. One pair of side-repeating indicators may also be fitted approximately half way along semi-trailers that are over 7500 mm long.

Electrical Connections: Must operate by a single control, independently of all other lamps, and must flash in phase all on one side. The flashing must be within the range of 60 to 120 flashes per minute.

(For further information, refer to [ADR 13/00 Appendix A clause 6.5](#) and [ADR 6/00](#)).

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FIGURE 1
Front and Rear Lamps – Dimensional Limits



- @ May be increased to 2100 mm if the structure makes it impractical to keep within 1500 mm.
* May be reduced to 400mm where the overall width of the trailer is less than 1300mm.
Compatible with the operational requirements of the trailer and the requirement to keep the dimensions symmetrical on either side.

Note



Front position lamps and front and rear end outline marker lamps are required for wide trailers only. Refer to text.

13.8 Side-Marking (Marker) Lamps

These lamps indicate the presence and length of a trailer when viewed from the side.

Either Option 1 or Option 2 must be met. Option 1 is based on an international standards arrangement (an option may be chosen even if it results in no side-marker lamps having to be fitted to a particular trailer). Both options are shown below.

OPTION 1

Presence: SM1 type lamps must be fitted if a trailer is more than 6000 mm long.

SM1 or SM2 type lamps may optionally be fitted to all other trailers.

Note



SM1 and SM2 lamps have different visibility limits and are not interchangeable.

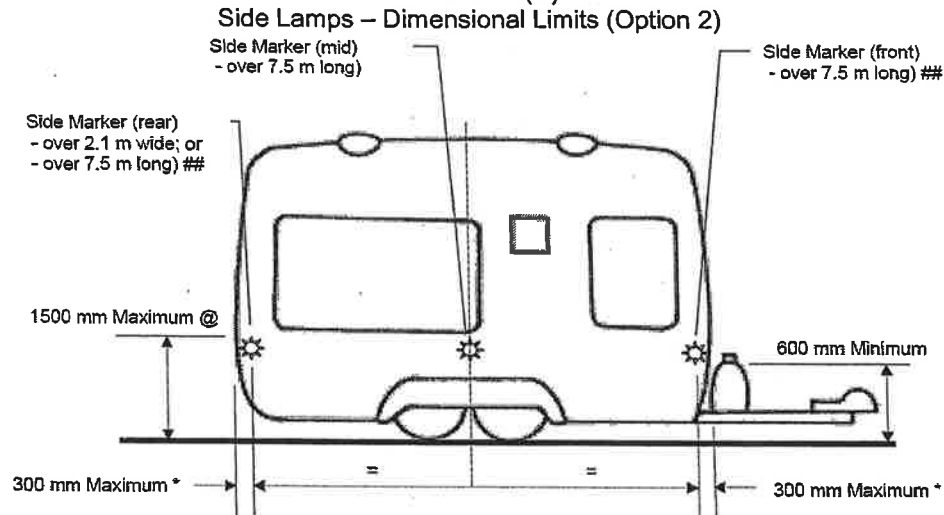
Number: Such that the Arrangement below is met.

Arrangement: At the side. See Figure 2(a). Trailers that are not more than 6000 mm long may have one lamp fitted each side within the first third and/or one within the last third of the length.

Electrical Connections: No requirement.

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FIGURE 2(b)



@ May be increased to 2100 mm if the structure makes it impractical to keep within 1500 mm.

Also all semi-trailers regardless of size.

* May be increased to as close as possible to the front and/or rear respectively if the structure makes it impractical to keep within 300 mm (for example a boat trailer). Where this is the case, and the distance between the front and rear lamps would then be less than 2500 mm, only the rearmost lamps need be fitted.

Note



Under this option, Side-Marker Lamps are only required for large trailers and any semi-trailer. Refer to text.

13.9 Retro (Reflex) Reflectors

Retro-reflectors indicate the presence of a trailer by reflecting light from a separate source.

(For further information, refer to [ADR 13/00](#) and [ADR 47/00](#))

13.10 Front Retro (: Reflex) Reflectors (Non triangular)

Presence: Must be fitted. Non-triangular only.

Number: 2.

Arrangement: At the front. See Figure 3.

Electrical Connections: No requirement

(For further information, refer to [ADR 13/00 Appendix A clause 6.16](#) and [ADR 47/00](#))

13.11 Rear Retro (Reflex) Reflectors

Presence: Must be fitted. Triangular or non-triangular.

Number: 2.

Arrangement: At the rear. See Figure 3.

Triangular the apex of triangle must point upwards.

Non-triangular rear retro reflectors are not required to be grouped together with other rear light-signalling devices.

Electrical Connections: No requirement

(For further information, refer to [ADR 13/00 Appendix A clause 6.15 or 6.14](#) and [ADR 47/00](#))

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Note



Manufacturers should ensure that optional equipment and original equipment, or for after market fitment, does not invalidate compliance with any ADRs. For example, the fitting of equipment near a lamp may effect visibility requirements of the lamp. For more information, refer to Administrators Circular 0-2-4 and ADR 13/00.

13.13 Reversing Lamps

Presence: Optional on all trailers.

Number: 1 or 2 lamps must be fitted on all trailers with a length less than 6,000mm.

2 lamps must be fitted on all trailers with a length greater than 6,000mm.

Arrangement: At the rear.

A minimum height of not less than 250mm from the ground; and maximum height of 1,200mm from the ground.

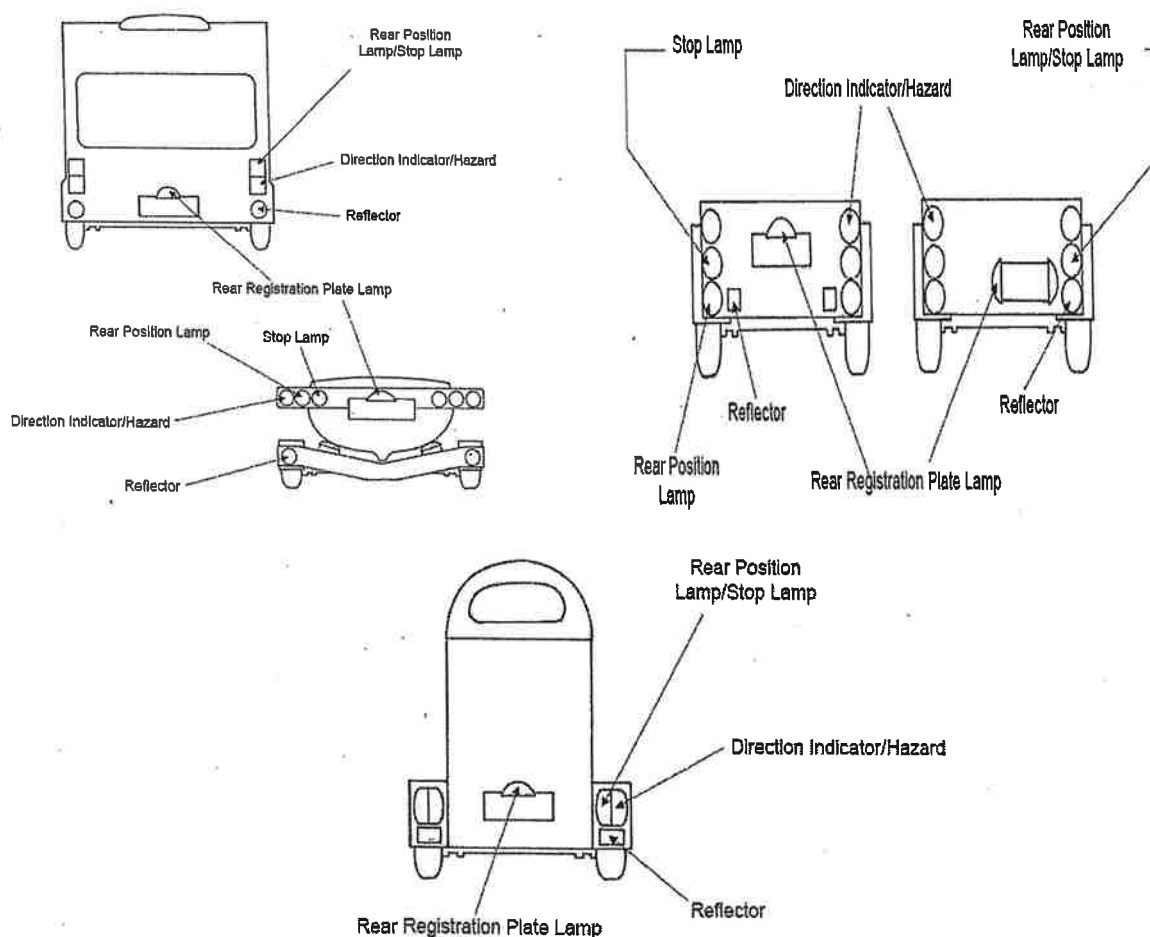
Electrical Connections: The lamps light up when reverse gear is engaged on the towing vehicle.

(For further information, refer to ADR 13/00)

12.14 Grouping of Rear Lamps

Rear position (side) lamps, stop lamps, direction indicator lamps, registration plate lamps and retro-reflectors may be grouped into the same units, as long as their individual requirements are met. The following are examples of acceptable arrangements.

(For further information, refer to ADR 13/00)



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	Circuit	Circuit Conductor	Circuit Conductor Colour
7 Pin Connector	1	Left-hand turn	Yellow
	2	Reversing signal	Black
	3	Earth return	White
	4	Right-hand turn	Green
	5	Service brakes	Blue
	6	Stop lamps	Red
	7	Rear lamps, clearance and side marker lamps	Brown
12 Pin Connector	8	Battery charger/electric winch	Orange
	9	Auxiliaries, etc/battery feed	Pink
	10	Earth return	White
	11	Rear fog lamp	Grey
	12	Spare	Violet

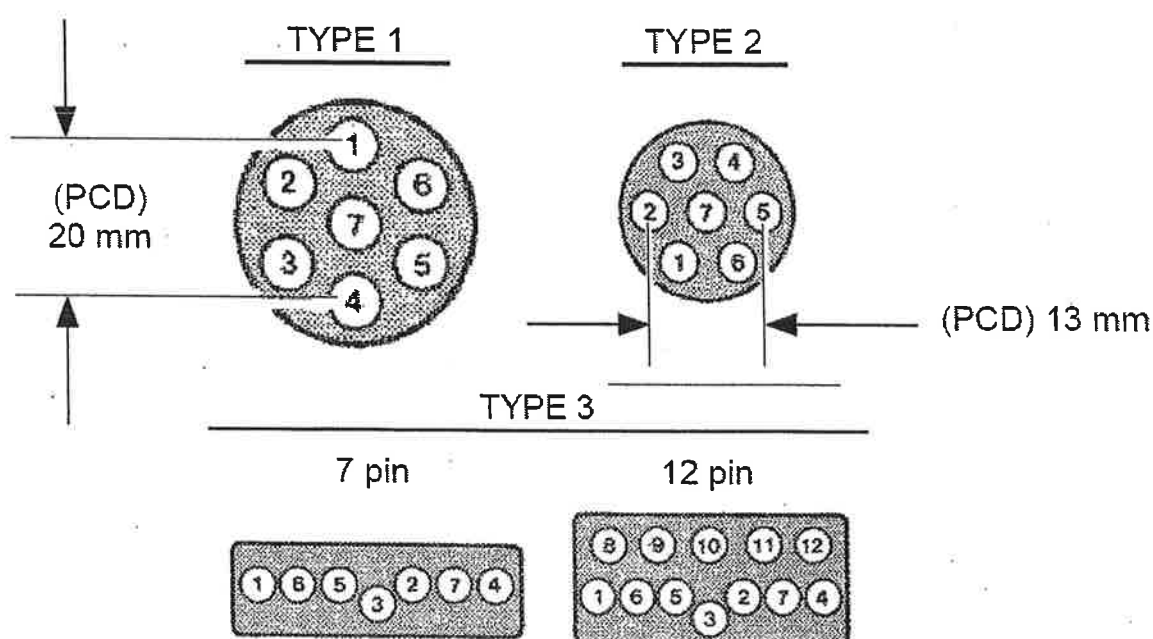
Note



Because of interchangeability problems that may arise, it is recommended that pin 5 in the 7 pin connectors be used only for service brakes. If auxiliary circuits are required, then the 12-pin type 3 connector would be preferable.

Front view of trailer plugs (Type 1 and Type 2 plugs also have a locating notch at the bottom):

Front view of trailer plugs:



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16.2 Drawbar Safety Chains

All pig trailers with rigid drawbars (with or without breakaway brakes – but excluding converter dollies) and, any other trailer without breakaway brakes, must be fitted with safety chains that are marked in accordance with the relevant Australian Standard and (or cables as applicable) complying with the following:

trailers that do not exceed 2.5 tonnes ATM must have at least one safety chain complying with *Australian Standard AS 4177.4-1994* or *Australian Standard AS 4177.4-2004 'Caravan and light trailer towing components – Part 4: Safety chains up to 3500kg capacity'*, or be a safety cable with a certified load capacity of the same;

trailers over 2.5 tonnes and not exceed 3.5 tonnes ATM must have two safety chains of designation of 3500 kg complying with *Australian Standard AS 4177.4-1994* or *Australian Standard AS 4177.4-2004*;

trailers over 3.5 tonnes ATM must have two safety chains made from steel of a minimum 800 MPa breaking stress that conforms to the mechanical properties of Grade T chain as specified in *Australian Standard AS 2321-1979 'Short Link Chain for Lifting Purposes (non calibrated)'* or *Australian Standard AS 2321-2006 Short Link Chain for Lifting Purposes*. Each chain must be sized such that the minimum breaking load exceeds the ATM.

Caution



Safety chains, which have the mechanical T grade property, are not suitable for welding.

(For further information, refer to ADR 62/01 clause 14)

16.3 Drawbar Safety Chain Attachment Points

Safety chain attachment points are the means by which the safety chains are attached to the drawbar. These points must be located as near as practicable to the tow coupling. Where two points of attachment are required, they must be mounted one on either side of the centreline of the drawbar.

Each safety chain attachment point must be capable of withstanding the following minimum forces without incurring either any residual deformation that would interfere or degrade the function of the assembly, or any breaks, cracks or separation of components:

Longitudinal tension and compression (N) $1.5 \times 9.81 \times \text{ATM}$ (in kg)

Vertical tension and compression (N) $0.5 \times 9.81 \times \text{ATM}$ (in kg).

(For further information, refer to ADR 62/01 clause 14)

Caution



Load levelling bars should only be used with towbars designed for load levelling. Very high forces can be generated when the vehicle and trailer combination travels through dips in the roadway. These high forces may exceed the design limits of the towbar and or its mountings.

Caution



Drawbar safety chain attachment points should not come into contact with the road surface when the trailer is disconnected.

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A coupling body complying with ECE R55/- must be marked with:

- the manufacturer's name or trademark;
- the mark 'B' or 'B50-X';
- the maximum 'D-Value' rating for the coupling body. This corresponds to Australian Standards based ratings as follows:
 - 750 kg; (D-Value of at least 6.4); or
 - 2000 kg (D-Value of at least 14); or
 - 3500 kg (D-Value of at least 20); and
- the mark 'S', followed by the permissible static vertical load in kg.

(For further information, refer to ADR 62/01)

Caution



The Australian Standard and ECE standard contain 50mm ball coupling articulation limits. These angular limits are not intended to cover off road operation. Trailers for this type of operation should be designed accordingly.

16.4.2 Fifth Wheel Assemblies and Kingpins

Fifth Wheel Assemblies and Kingpins with a D-Value rating of 40 kN or less

must comply with *Australian Standard AS 4968.1-2003 Heavy road vehicles – Mechanical coupling between articulated vehicle combinations, Part 1 Design criteria and selection requirements for fifth wheel, kingpin and associated equipment*, or to other requirements as listed in ADR 62/02.

Alternatively, they may instead comply with ECE R55/- as Class G fifth wheel couplings and Class H fifth wheel coupling pins.\

A coupling complying with AS 4968.1 must be marked with:

- the manufacturer's name or trademark;
- the size, 'D-value' and the plate thickness (for weld in kingpins) e.g. '50/D40/10';

Note



'M' rated kingpins may be used instead of 'D-value' rated kingpins. Refer to AS 4968.1 for details.

A coupling complying with ECE R55/- must be marked with:

- the manufacturer's name or trademark;
- the mark 'G50' or 'G50-X' or 'H50' or 'H50-X';
- the mark 'D', followed by the 'D-Value' rating for the coupling; and
- the mark 'U', followed by the permissible static vertical load in kg.

The ADR also allows fifth wheel assemblies and kingpins to instead be rated and marked with the allowable ATM, as long as this does not exceed 3.5 tonnes.

(For further information, refer to ADR 62/01)

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19: AXLES AND SUSPENSIONS

Trailers may have axles at one or two locations.

If the trailer has 2 axle groups, the forward most axle group must be steerable by the drawbar.

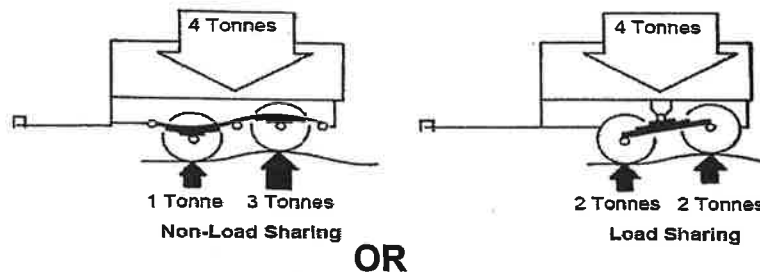


Within a group of axles:

- two axles must not be more than 2 metres apart;
- three axles must not be more than 3.2 metres apart overall.

All axles in a group must be interconnected by a load sharing suspension except in a close-coupled axle group (where the two axles in a group have their centres not more than one metre apart, three axles not more than 2 metres apart or four or more axles not more than 3.2 metres apart) provided that the load carrying capacity of each axle in the group and the wheels and tyres fitted to it is:

- at least 120% of the load on that axle with the trailer at its ATM; and
- at least equal to the load on that axle with the trailer at its ATM and any retractable axle retracted.



Load sharing suspensions must be designed so that each axle in a group carries the same load irrespective of the relative movement of the wheels.

Caution



Leaf springs that are galvanised should only be used in corrosive environments and only when there are no better alternatives available. It is important not to overload trailers fitted with such leaf springs. Only purchase them from a supplier with adequate control over the galvanising process. Extreme care needs to be taken with the cleaning phase during galvanising, to reduce the risk of brittle failure while in service

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Semi-trailers

Rear overhang must not exceed the lesser of 3.7 metres or 60% of the distance between the point of articulation (POA) and the line from which the rear overhang is measured.

Other Trailers

Rear overhang must not exceed the lesser of 3.7 metres or the front load space.

21.3 Width

A trailer must not exceed 2.5 metres in overall width. The maximum distance is measured across the body including wheel guards, but excluding signalling devices and side-mounted lamps.

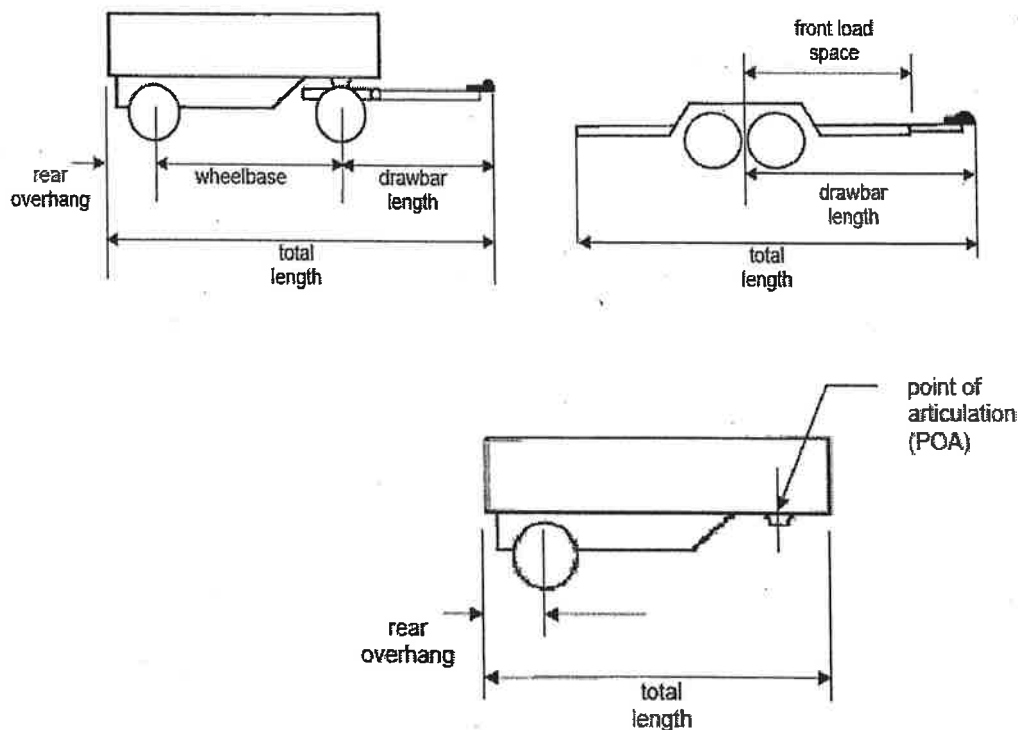
21.4 Height

The height of any trailer, except for a livestock trailer (See ADRs for definition) must not exceed 4.3 metres in height.

21.5 Ground Clearance

The ground clearance of a trailer measured from the horizontal road surface of any point on the underside of the trailer except the tyres, wheel and wheel hubs must, when unloaded, be not less than:

- 100 mm for any point in the width of the vehicle which is within one metre fore and aft of any axle; and
- when loaded, the dimension in millimetres obtained by multiplying the distance between any two consecutive axles in metres by 33.33, for the midpoint between those two axles.



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23.3 Structural Requirements

There are no specific body structural requirements, but the trailer must be safe and fit for purpose.

Note



It is suggested as a minimum that the Manufacturer should be able to demonstrate that the structure is capable of supporting the designed payload with a safety factor of at least 3 for highway use and a safety factor of 5 for off road use.

23.4 Rear Bumper Bar

Semi-trailers must have a continuous rear bumper that is not more than 600 mm from the ground when the trailer is unloaded and which provides a force path to the trailer's structural members. Refer to ADR 42/04 clause 8 for further information.

24. TRAILERS & CARAVANS EQUIPPED WITH REFRIGERATION AND AIR CONDITIONING SYSTEMS

The Department of the Environment, Water, Heritage and the Arts has established specific requirements about vehicles equipped with an air conditioner. These vehicles may be subject to the provisions of the Ozone Protection and Synthetic Greenhouses Gas Management Act 1989.

Detailed information is available from:

www.deh.gov.au/atmosphere/ozone.

Alternatively, you should contact the Department on:

Ozone and Synthetic Gas Team

Department of the Environment, Water, Heritage and the Arts

GPO Box 787

CANBERRA ACT 2601

Phone: 02 6274 1373

Email: ozone@deh.gov.au

25 IMPORTING A TRAILER INTO AUSTRALIA

An import approval must be obtained for a vehicle to gain customs clearance at its point of entry to Australia. Vehicles that arrive in Australia without an import approval generally incur significant storage costs until an Import Approval is issued.

It is strongly recommended that you do not ship your vehicle to Australia until such time as you are issued with an Import Approval. If you ship your vehicle before receiving an approval and your vehicle arrives before the application is processed, you may incur storage costs from the shipping company/freight forwarder. You may also be open to prosecution, as it is an offence to import a vehicle without an import approval. Importation takes place when a vehicle is landed within the port of intended discharge and not once the vehicle clears customs control. If the import application is not approved, you will have to either export the vehicle or have it destroyed at your own expense. Destruction will need to take place under Customs supervision.

- For trailers with an ATM of less than 4.5 Tonnes (4,500kgs) please refer to Administrators Circular 0-2-7.
- For trailers with an ATM which exceeds 4.5 Tonnes (4,500kgs) please refer to Administrators Circular 0-3-6.

(For further information, please refer to Vehicle Standards Bulletin 10)

Vehicle Standards Bulletin 1

27. USEFUL CONTACTS

27.1 DEPARTMENT OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT AND LOCAL GOVERNMENT.- VEHICLE IMPORTS TEAM.

GPO Box 594
CANBERRA ACT 2601
Phone: 1800 815 272 (Australia only) or
(02) 6274 7444
Fax: (02) 6274 6013
Internet: www.infrastructure.gov.au

E-mail: [Vehicle Imports](mailto:VehicleImports@infrastructure.gov.au)

27.2 AUSTRALIAN CUSTOMS SERVICE

Customs Information and Support Centre
General Enquiries: 1300 363 263 (Australia only)
+ 61 2 8339 6000 (Overseas only)
Fax: (02) 8339 6714

Postal Address:

Locked Bag 3000
Sydney International Airport
MASCOT NSW 2020

Street Address:

Customs House
10 Cooks River Drive
Sydney International Airport
MASCOT NSW 2020

Internet: www.customs.gov.au

E-mail: [Australian Customs Service](mailto:AustralianCustomsService@customs.gov.au)

27.3 AUSTRALIAN QUARANTINE & INSPECTION SERVICE

GPO Box 858
CANBERRA ACT 2601
Phone: (02) 6272 3999

Fax: (02) 6272 5888

Internet: www.daffa.gov.au

E-mail: [Australian Quarantine & Inspection Service](mailto:AustralianQuarantine&InspectionService@daffa.gov.au)

27.4 AUSTRALIAN TAXATION OFFICE

Luxury Car Tax

GPO Box 9938
In Your Capital City
Phone: 1300 661 542

Internet: www.ato.gov.au

E-mail: [Australian Tax Office](mailto:AustralianTaxOffice@ato.gov.au)

28 LOCAL STATE AND TERRITORY REGISTERING AUTHORITIES

NEW SOUTH WALES

27.5 ROADS AND TRAFFIC AUTHORITY, NSW

Centennial Plaza, 260 Elizabeth St, Surry Hills NSW 2010
(P.O. Box K198, Haymarket NSW 1240)
Phone: 13 22 13

Internet: www.rta.nsw.gov.au

E-mail: [Roads and Traffic Registering Authority NSW](mailto:RoadsAndTrafficRegisteringAuthorityNSW@rta.nsw.gov.au)

VICTORIA

27.6 VIC ROADS

60 Denmark Street
KEW VIC 3101
Phone: 13 11 71 (local) or (03) 9854 2666

Internet: www.vicroads.vic.gov.au

E-mail: [VIC Roads](mailto:VICRoads@vicroads.vic.gov.au)

QUEENSLAND

27.7 QUEENSLAND TRANSPORT

Registration Division
GPO Box 1549
BRISBANE QLD 4001
Phone: 13 23 80 (local) or (07) 3253 4500
Fax: (07) 4982 0466

Internet: www.transport.qld.gov.au

E-mail: [Queensland Transport](mailto:QueenslandTransport@transport.qld.gov.au)

SOUTH AUSTRALIA

27.8 SA - DEPARTMENT FOR TRANSPORT, ENERGY AND INFRASTRUCTURE.

Vehicle Standards/Modifications/Engineering
PO Box 2526
REGENCY PARK SA 5942

Phone: 1300 882 248

Internet: www.transport.sa.gov.au

E-mail: [Department for Transport, Energy & Infrastructure](mailto:DepartmentforTransport,Energy&Infrastructure@transport.sa.gov.au)

WESTERN AUSTRALIA

27.9 WA-DEPARTMENT FOR PLANNING AND INFRASTRUCTURE

GPO Box R1290
Licensing Division
PERTH WA 6844

Phone: 13 11 56 (local) or (08) 9427 6404

Fax: 1300 669 995 or

from outside Australia +61 89427 8191

Internet: www.dpi.wa.gov.au

E-mail: [Department for Planning and Infrastructure](mailto:DepartmentforPlanningandInfrastructure@dpi.wa.gov.au)

TASMANIA

27.10 TAS DEPARTMENT OF INFRASTRUCTURE, ENERGY & RESOURCES

Registration & Licensing Department
GPO Box 1002

HOBART TAS 7001

Phone: 1300 851 225

Internet: www.dier.tas.gov.au

E-mail: transport@dier.tas.gov.au

NORTHERN TERRITORY

27.11 NT - THE DEPARTMENT OF PLANNING AND INFRASTRUCTURE

Motor Vehicle Registry

GPO Box 530

DARWIN NT 0801

Phone: 1300 654 628

Internet: www.nt.gov.au

E-mail: mvr@nt.gov.au

AUSTRALIAN CAPITAL TERRITORY

27.12 ACT - ROAD TRANSPORT AUTHORITY

PO Box 582

DICKSON ACT 2602

Phone: (02) 6207 7236

Fax: (02) 6267 6561

Internet: www.rego.act.gov.au

E-mail: rus@act.gov.au

Vehicle Standards Bulletin 1

1 Name of Instrument

This Instrument is the ***Motor Vehicle Standards (Trailers) Instrument 2008 (No. 1)***.

2 Commencement

This instrument commences when it is signed.

3 Definitions

(1) In this Instrument:

- ***aggregate trailer mass*** means the total mass of a road trailer when carrying the maximum load recommended by the manufacturer. This includes the mass imposed onto the towing vehicle when the combination vehicle is resting on a horizontal supporting plane.
- ***the Act*** means the *Motor Vehicle Standards Act 1989*.

(2) Unless the contrary intention appears, a word or expression that is used in this Instrument and in the Act has the same meaning in this Instrument as it has in the Act.

Note: The following terms are defined in the Act:

- new vehicle.
- road trailer.
- used imported vehicle.

4 Supply of nonstandard new trailers

(1) This approval is made under subsection 14A(1) of the Act.

(2) Road trailers:

- (a) that are new vehicles; and
- (b) with an aggregate trailer mass of 4.5 tonnes or less; and
- (c) that comply with the design and construction standards specified under Vehicle Standards Bulletin 1 issued on 1 December 2008; are approved for supply to the market.

(3) This approval is made subject to the condition that the road trailers comply with all necessary requirements for registration by a State or Territory Government for use on a public road.

