

Light Vehicle Inspection Manual

Appendix T Light Trailer Requirements - Compliance
with VSB 1

Appendix T - Light Trailer Requirements - Compliance with VSB 1

All new trailers (including imported trailers), not exceeding 4500kg Aggregate Trailer Mass (ATM), presented for registration in the Northern Territory must comply with requirements of the National Code of Practice for Building Small Trailers – Vehicle Standards Bulletin (VSB) 1 – as published by the Commonwealth (Department responsible for road vehicles) – refer to https://www.infrastructure.gov.au/vehicles/vehicle_regulation/bulletin/vsb1/index.aspx

VSB 1 establishes a set of design and construction standards for light road trailers that offers an alternative compliance pathway to the Australian Design Rules (ADRs).

The standards are based on the ADRs but are simpler and more practical to use and is a concessional scheme available to manufacturers and importers of light trailers.

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 verifying compliance with VSB 1, potential areas of non-compliance have been highlighted Vehicle Inspectors Bulletin VIB 13 – Light Trailer Requirements – Compliance with VSB 1 – refer to <https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

Safety Chains for trailers up to and including 3.5 Tonnes ATM

Trailers up to 2.5 tonnes ATM must have at least one safety chain complying with AS 4177.4 - 1994 or AS4177.4-2004 (Trailer and light trailer towing components – Safety chains up to 3.5 tonnes capacity), or as amended from time to time. This standard allows for steel safety chains in accordance with the following tables:

Table 1 - For trailers with an ATM up to 3500kg

ATM	Minimum Chain Link Diameter	Rating	Number of Chains (minimum)	Marking (1.5mm for chain ≤ 8.0mm) (2.0mm for chain ≥ 8.0mm)	Minimum Marking Frequency
0 to 1000kg	6.3mm	1000kg	1	4177-10	4 th link
Up to 1600	8.0	1600	1	4177-16	4 th link
Up to 2500	10.0	2500	1	4177-25	4 th link
Up to 3500	13.0	3500	2	4177-35	4 th link

Table 2 - For trailers over 3500kg ATM

ATM	Minimum Chain Link Diameter	Break Load	Number of Chains	Marking	Minimum Marking Frequency
Up to 4500kg	6.0mm	4607	2 minimum	(Manufacturer's Mark), 'T', '8', '80' or '800'	20 th link or 1m

All pig trailers and other trailers not fitted with breakaway breaking systems must be fitted with at least 1 (one) cable, or other flexible device so the trailer is kept in place if the coupling breaks or becomes detached. However all rigid drawbar trailers manufactured on or after 1 July 1991 and with a ATM of 2.5 tonnes or less must be fitted with a safety chain, and with a ATM greater than 2.5 tonnes must be fitted with two safety chains.

The chain must be permanently attached to the trailer, shackles are not permitted.

For trailers up to 3.5 tonnes ATM, the safety chain attachment can be by welding. The weld must extend around 50% of the circumference of the link and the adjoining link must have free movement.

For trailers of and in excess of 3.5 tonnes ATM, safety chain attachment must not involve welding or deformation of the chain. Suitable pin lock couplings should be used.

The safety chain attachment must be located as near as practicable to the coupling and, where 2 points of attachment are required, they must be mounted one on either side of the centre-line of the draw bar.

More information

Administrator’s Circular 0-1-3 “Safety chain connection devices for road trailers which are up to 3.5 tonnes aggregate trailer mass” – refer to <https://rvcs.infrastructure.gov.au/>