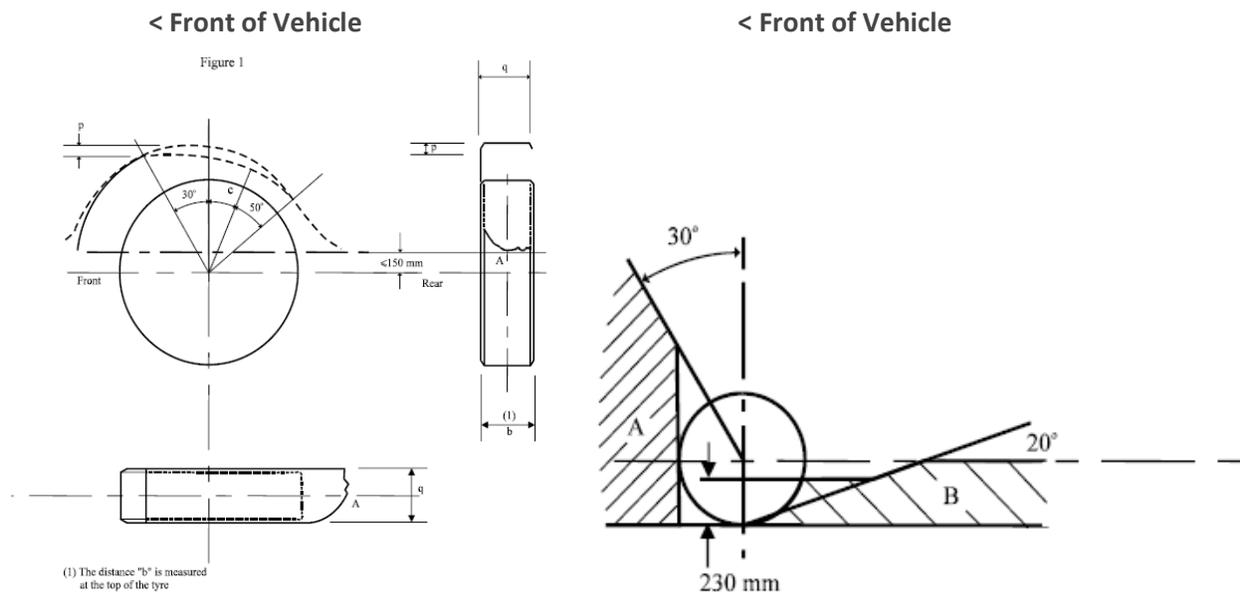


ARE YOUR MUDGUARDS/MUD FLAPS LEGAL?

17. WHEEL GUARDS (MUDGUARDS)

All wheels of a trailer must be fitted with wheel guards that are designed to protect other road users against thrown-up stones, mud, ice, snow and water and to help prevent people contacting the moving wheels.



The wheel guards on the rearmost wheels must provide continuous protection between a point in area 'A' and a point in area 'B' in the figure above, and must cover the overall width of all tyres. In the case of steerable wheels, the requirements only apply when the wheels are in the straight-ahead position.

Where two or more axles form an axle group, separate wheel guards may be fitted to each wheel or a single wheel guard which provides continuous protection from area 'A' of the foremost wheel to area 'B' of the rearmost wheel may be used.

Wheel guards may consist of either permanent body structure or part structure and other components, including mudflaps. The end of a wheel guard including a mudflap (if fitted) need not be less than 230 mm from the ground.

Examples of Legal Trailers...



Examples of Illegal Trailers...



IS YOUR TRAILER TOO WIDE?

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.

IS YOUR COUPLING TO AUSTRALIAN STANDARD

16.4.1: 50mm Ball Couplings

Ball couplings used on trailers with an ATM that does not exceed 3.5 tonnes must comply with Australian Standard [AS 4177.3-2004](#) Caravan and light trailer towing components Part 3: Coupling body for ball couplings.

Ball couplings on towbars are required to be installed so that the height of the centre of the body of the ball coupling is between 350mm and 420mm from the ground when laden (Refer to [ADR 62/01](#)). Alternatively, if complying with the requirements of [ADR 62/02](#) the maximum height of the centre of the body of the ball coupling may be increased to 460mm. However, the ball may be installed at any other height, provided it is also capable of being adjusted to at least one height within the 350-460mm range.

The coupling body used on trailers should be designed to be compatible with these heights.

Alternatively, ball couplings may instead comply with ECE R55/- as Class B coupling heads.

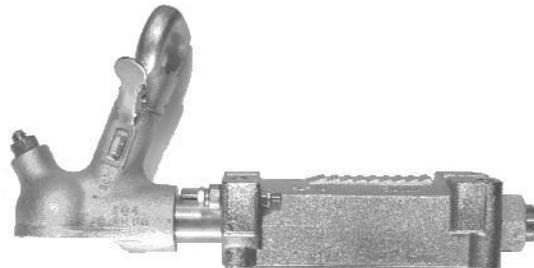
A coupling body complying with AS 4177.3 must be marked with:

- ☐ the manufacturer's name or trademark;
- ☐ the mark '50';
- ☐ the maximum rating for the coupling body in one of the following, as applicable,
 - o 750 kg; or
 - o 2000 kg; or
 - o 3500 kg;
- ☐ a code to indicate the serial number, batch, production date, or similar;
- ☐ the words 'DO NOT WELD' if the coupling body is manufactured from nonweldable materials;
- ☐ the words 'WELD ONLY' if the coupling body is specifically designed to be attached by welding only

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:
 - o 750 kg; (D-Value of at least 6.4); or
 - o 2000 kg (D-Value of at least 14); or
 - o 3500 kg (D-Value of at least 20); and
- ☐ the mark 'S', followed by the permissible static vertical load in kg.

Example of Couplings that do comply....



Example of Couplings that may not comply...

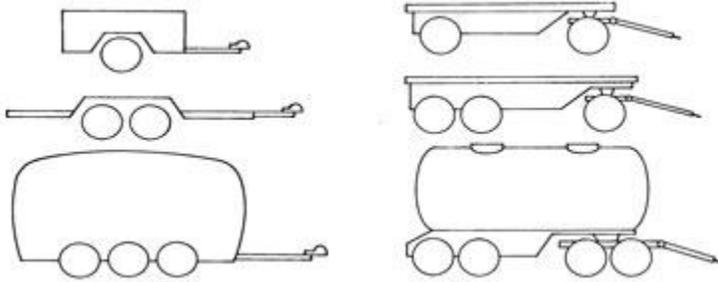


IS YOUR NON LOAD SHARING SUSPENSION RATED CORRECTLY?

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.

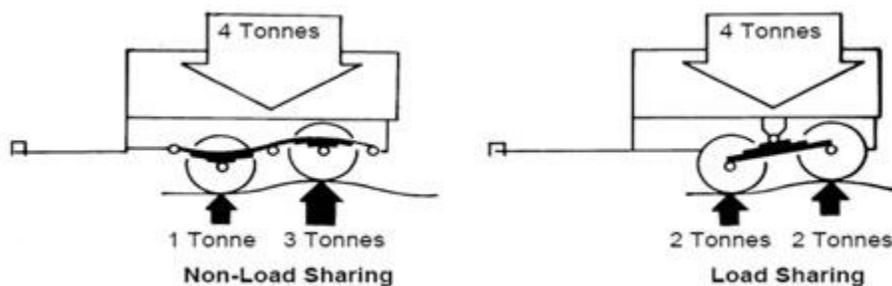


Within a group of axles:

- ☐ 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.

ARE YOUR LIGHTS AND REFLECTORS IN THE CORRECT POSITION AND LEGAL?

Lamps and reflectors must be fitted according to the instructions provided; making sure that no part of the trailer or its equipment obstructs the lamp output.

Lamps on a trailer must not show red light to the front or white light to the rear (except reverse lamp).

Examples of Lights and Reflectors fitted correctly...



Examples of illegal placement of Lights and Reflectors (or lack of) ...



IS YOUR BRAKE SYSTEM LEGAL?

15.2 All other trailers that do not exceed 4.5 tonnes ATM

These trailers must be fitted with an efficient brake system that complies with ADR 38/-. Except for over-run brakes, all brakes must be operable from the driver's seat of the towing vehicle.

For trailers up 2 tonnes GTM, an efficient braking system is considered to have brakes operating on the wheels of at least one axle. Over-run brakes may only be used on trailers that do not exceed 2 tonnes GTM.

*Every trailer over 2 tonnes GTM must have brakes operating on **all wheels**. The brake system must cause immediate application of the trailer brakes in the event of the trailer becoming detached from the towing vehicle. Under these circumstances, the brakes must remain applied for at least 15 minutes.*

All information is provided out of goodwill and believed to be accurate at the time of publication. We encourage you to use this only as a guide and do your own thorough homework. Easytow takes no responsibility in relation to any imported trailers whatsoever.