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**Lift N Dump – VSB6 Code J4 – Tail Gate Locking Mechanism**

Product:	Tommy Gate	Document No.	TB-029-A
Revision Date:	4/08/2025	Revision No.	A
Relevant Models / Variants / Serial Numbers:	G2 – Lift N Dump		

Background:

The Tommy Gate G2, Lift N Dump series of tailgate loaders are designed to be installed onto tipping bodies to provide the operator with a tail gate lifting device and a hinged, tipping tail gate.

Item 6 of VSB6 Code J4 – Tipper Bodies, refers to the locking mechanism of the tail gate on tipper bodies. This clause requires the tail gate and its locking mechanism to be designed to withstand the forces and operate without loss of function (such as the tail gate opening) when tipping.

Notice:

The Tommy Gate G2 Lift N Dump series of tailgates are not designed to be locked when the body is tipping. Maxilift Australia have consulted with the NHVR regarding clarification of the clause in VSB6 (emails attached).

The NHVR have advised that if the tail gate is not designed to withstand the forces of a load during tipping, then a warning label shall be affixed to the gate and adjacent to the tipping controls to alert the operator.

Maxilift Australia are providing a label on the tail gate adjacent to the locking mechanism and a secondary label in the installation kit that shall be installed in the operators view when using the tipping controls.

The operator must be informed of the proper use of the Tommy Gate Lift N Dump operating procedure during familiarisation training.

Maxilift Australia Pty Ltd

Nathan Deane - Maxilift Australia

From: VehicleStandards <VehicleStandards@nhvr.gov.au>
Sent: Tuesday, 29 July 2025 11:31 AM
To: Nathan Deane - Maxilift Australia
Subject: RE: Compliment - Heavy Vehicle Standards/Modifications

Hi Nathan,

Thank you for your enquiry regarding J4 tailgate requirements.

I can advise that the requirements outlined in section 6 of VSB 6 are to cover a variety of tipper configurations which may or may not be designed to tip with the tailgate closed / locked.

As discussed, the requirement within VSB 6 J4 “the tailgate and its locking mechanism must be designed to withstand the forces and operate without loss of function (such as the tailgate opening) when tipping” must be met.

Where the tipper is designed to tip with the tailgate closed / locked; the tailgate and associated locking mechanism must comply with the associated requirements at the prescribed load case identified by the certifying AVE.

Where the tipper is designed to tip with the entire tailgate open / unlocked, it may be worthwhile advising that the tailgate / lock is not suitable to withstand the load while tipping or still ensuring the tailgate and locking mechanism would withstand these forces.

Please Note: it is at the discretion of the certifying engineer to identify the load case and associated calculations to ensure an adequate FOS.

I have noted your recommendations regarding an interlock device; however, we recommend contacting a heavy vehicle automotive industry body to collate any concerns you may have with any VSB 6 codes.

Kind Regards,

Kevin Shi

Policy Advisor (Vehicle Standards)
Safety and Productivity
National Heavy Vehicle Regulator

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Nathan Deane - Maxilift Australia

From: VehicleStandards <VehicleStandards@nhvr.gov.au>
Sent: Wednesday, 30 July 2025 4:10 PM
To: Nathan Deane - Maxilift Australia
Subject: RE: #External# RE: Compliment - Heavy Vehicle Standards/Modifications

Hi Nathan,

Thank you for your enquiry.

As per my previous email, we would **recommend** a label be installed indicating that the tailgate / locking mechanism is not designed to withstand the load while tipping.

However, the content published on the label would be at the discretion of the certifying engineer.

If you have any questions or concerns, don't hesitate to contact us.

Kind Regards,

Kevin Shi

Policy Advisor (Vehicle Standards)
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