

Correct as at 27th June 2026. It may be superseded at any time.

Extract taken from: Entry certification > Inspection and certification > Certificate of loading > Certificate of loading (heavy vehicles)

16-1 Certificate of loading (heavy vehicles)

Reasons for rejection

Mandatory requirements

1. Relevant HV specialist certification, where this is required, eg for towing connections, has not been obtained prior determining loading and weights, ie the vehicle has not been:
 - a) issued with a valid [LT400 certificate](#), or
 - b) fitted with a valid certification plate .
2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:
 - a) Registration number (Note 1)
 - b) Make, model and sub-model
 - c) Vehicle identification number or chassis number, as applicable.
3. The relevant loading and weights in Table 16-1-1 have not been determined, or have been determined incorrectly.
4. The relevant loading and weights specified in Table 16-1-1 have not been recorded, or have been recorded incorrectly, on the LATIS system's ILOAD and ICORE screens (refer to [LATIS agents' manual](#)).
5. The certificate of loading (CoL):
 - a) has not been printed ([Note 2](#)), or
 - b) is not valid, eg it displays incorrect information.

Note 1

This does not apply to unregistered fully completed vehicles where all entry, in-service and specialist certification requirements (such as towing connections) have been met and a CoL has been issued using the VIN.

Note 2

This does not apply when an incomplete heavy vehicle is registered and operating on an Annex C.

Table 16-1-1. General loading, weights and other information to be determined

All vehicles	<ul style="list-style-type: none">• Gross vehicle mass (GVM)• Unladen vehicle mass (tare weight)• Wheelbase• Number of axles• Axle spacings (for multi-axle groups)• Front axle weight ratings (if available)• Rear axle group weight ratings (if available)• Front axle tyre designation and tyre capacity• Rear axle group tyre designation and tyre capacity• Relevant endorsements or statements provided in applicable legislation (eg towing standards, brake standards)• Overdimension information (if applicable)• Further details and conditions that have been specified for the vehicle's operation
Additional for vehicles fitted with a towing connection	<ul style="list-style-type: none">• Gross combination mass (braked)• Gross combination mass (unbraked)• Maximum towed mass (braked)• Maximum towed mass (unbraked)• If the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system's ILOAD screen (refer to LATIS agents' manual).

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Standards Compliance 2002](#)
- [Land Transport Rule: Heavy Vehicles 2004](#)

Mandatory requirements

1. A vehicle must have a chassis rating.
2. A vehicle's loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant HV specialist certification has been obtained for a specific aspect of the vehicle.
3. The following information that identifies the vehicle must be determined:
 - a) its registration number **(if currently registered)**, and
 - b) its make, model and sub-model, and
 - c) its vehicle identification number or chassis number.
4. The loading and weights listed in Table 16-1-1 must be determined.

5. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and provide this to the NZTA on the ILOAD and ICORE screens within the LATIS computer system (refer to [LATIS agents' manual](#)).

6. When a vehicle inspector has provided a record under Summary of legislation 4, the inspecting organisation must issue a certificate of loading.

7. A certificate of loading (CoL) must contain:

- a) information that identifies the vehicle, and
- b) the date on which the CoL was issued, and
- c) other information relevant to loading and weight specifications specified by the NZTA.

Page amended **28 October 2023** (see [amendment details](#)).