

Correct as at 4th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy trailers > Load restraints > Load anchorages

10-1 Load anchorages

Reasons for rejection

Mandatory requirements

1. A load anchorage point does not have evidence of certification to NZS 5444, ie:
 - a) the load anchorage point was fitted before the last CoF inspection, and after 1 January 1997, and no LANDATA record has been entered (**Note** Before 1 January 1997 certification was required but for inspection purposes the LANDATA record need not be checked), or
 - b) the load anchorage point was fitted after the last CoF inspection and
 - i. a valid LT400 form has not been presented, or
 - ii. the HVS certifier was not of category HVEA or HMAD, or
 - c) there is no valid certification label or plate attached to the vehicle (usually fitted to the left-hand chassis or coaming rail, or to the load platform) as specified in Table 10-1-1.

Mandatory equipment

2. A trailer constructed to transport a load is not fitted with load anchorage points (hooks, rope rails, twist locks, tie-down rings, keyhole plates or chain slots), unless the trailer is one of the following:
 - a) a trailer fitted with a body that is specifically designed to contain the transported load without the use of lashings, chains or other devices, such as a tank body or a tipping body for transporting bulk goods (refer to [section 3-1](#))
 - b) a trailer fitted with a stock crate and stock crate retention devices (refer to [section 10-2](#))
 - c) a curtain-sided body fitted with a load-rated curtain and curtain anchorage system (refer to [section 10-5](#))
 - d) a trailer fitted with logging bolsters (refer to [section 10-3](#)).

Condition

3. A certification label or plate:
 - a) is not indelibly marked, or
 - b) is illegible, or
 - c) is attached so that it is not easily visible, or
 - d) has details that do not match the vehicle, or
 - e) has obvious signs of tampering.
4. A load anchorage component:

- a) is missing, or
- b) is not securely attached, or
- c) is cracked or deformed, or
- d) has significant corrosion damage, or
- e) is worn beyond manufacturer's specifications.

Modification and repair

5. A modification or repair affects a load anchorage or its attachment and:

- a) is not excluded from the requirements for HVS certification (Table 10-1-2), or
- b) is not for the purpose of law enforcement or the provision of emergency services, or
- c) is missing proof of HVS certification, ie **the vehicle has been modified or repaired, and:**
 - i. no LANDATA record has been entered, or
 - ii. no valid LT400 form from an HVS certifier of category HVEA or HMAD has been presented.

Note 1

Load-securing equipment means equipment or a device permanently fitted to a vehicle to secure, either by itself or in conjunction with other equipment or devices such as lashings, a load to a vehicle.

Load anchorage point means a device permanently attached to a vehicle to enable a load to be secured or attached to the vehicle.

Table 10-1-1. Minimum certification label and plate details required

<p>NZS 5444: 1989</p>	<p>NZS 5444: 2005</p>
<p>Identity of the manufacturer</p> <p>Rated capacity of the load anchorage points</p>	<p>Any label or plate issued on or after 1 June 2005 and before 1 December 2016 must contain the information below</p> <p>Certificate number</p> <p>HVS identifier</p> <p>Number and capacity of each type of load anchorage point fitted</p> <p>VIN or chassis number</p> <p>Any special conditions if applicable</p>
<p>Identity of the manufacturer</p> <p>Rated capacity of the load anchorage points</p>	<p>Any label or plate issued on or after 1 December 2016 must contain the information below</p> <p>Compliance Certificate number (LT400)</p> <p>HVS identifier</p> <p>Number and capacity of each type of load anchorage point fitted</p> <p>VIN or chassis number</p> <p>Any special conditions if applicable</p>

Table 10-1-2. Requirements for HVS certification

HVS certification is required	HVS certification is not required
<p>1. Fitting of load anchorages</p> <p>2. A repair (by heating or welding) affects a load anchorage or attachment</p> <p>3. A modification affects a load anchorage or attachment</p>	<p>1. Repairs to coaming rails that do not support certified load anchorage points or J-hooks.</p> <p>2. A vehicle fitted with a bin lifting and hooking mechanism does not require HVS certification to NZS 5444, but the bin must be able to be secured safely using a fail-safe system. This may include a hydraulically operated and locked hook or similar, provided the locking device can only be opened by applying a positive and definitive hydraulic pressure.</p> <p>3. Tarpaulin hooks and load restraints fitted inside a box- or van-type body, eg to restrain furniture, are not considered to be load anchorages and therefore do not require HVS certification (it is recommended that tarpaulin hooks and rails are identified to be used only for retaining tarpaulins).</p> <p>4. Any modification or repair likely to have been carried out before 1 January 1997 (modifications and repairs before this date generally required certification but for inspection purposes the LANDATA record need not be checked).</p> <p>5. Any repair or modification not listed in the left-hand column unless the vehicle inspector considers that certification is required because the modification or repair has affected the vehicle's safety performance (a second opinion from an expert may be needed, eg the manufacturer's representative, or a reputable workshop).</p>

Summary of legislation

Applicable legislation

- [Land Transport Rule: Heavy Vehicles 2004](#)
- New Zealand Standard 5444: 1989, Load Anchorage Points for Heavy Vehicles
- New Zealand Standard 5444: 2005, Load Anchorage Points for Heavy Vehicles.

Mandatory requirement

1. Load anchorage points (hooks, rope rails, twist locks, tie-down rings, keyhole plates and chain slots) must comply and be certified to NZS 5444.

Mandatory equipment

2. A trailer that is constructed to transport a load must be fitted with load-securing equipment (Note 1).
3. A trailer must have load anchorage points that are certified by an HVS certifier as complying with New Zealand Standard 5444, unless the trailer is one of the following:
- a) a trailer fitted with a body that is specifically designed to contain the transported load without the use of lashings, chains or other devices, such as a tank body or a tipping body for transporting bulk goods (refer to section 3-1), or

- b) a trailer fitted with a stock crate and stock crate retention devices (refer to section 10-2), or
- c) a curtain-sided body fitted with a load-rated curtain and curtain anchorage system (refer to section 10-5), or
- d) a trailer fitted with logging bolsters (refer to section 10-3).

4. A load anchorage must be certified by an HVS certifier of category HVEA or HMAD.

Condition

5. A certification label or plate must be:

- a) clearly and indelibly marked, and
- b) securely attached.

6. Load securing equipment that is fitted to a vehicle must be constructed to ensure that the load can be securely contained on the vehicle under all conditions of loading and operation for which the vehicle was constructed.

Modification and repair

7. A modification or repair that affects a load anchorage point must be inspected and certified by an HVS certifier of category HVEA or HMAD unless the vehicle:

- a) is excluded from the requirement for HVS certification (Table 10-1-2), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **1 April 2023** (see [amendment details](#)).

Page updated 18 December 2023 (see [update details](#)).