

Correct as at 3rd June 2026. It may be superseded at any time.

**Extract taken from:** In-service certification (WoF and CoF) > Heavy trailers > Load restraints > Stock crates and stock crate retention devices

## 10-2 Stock crates and stock crate retention devices

### Reasons for rejection

#### Mandatory equipment

(see [Technical bulletin: Stock crate retention](#))

1. A monocoque stock trailer with a GVM of 6000kg or more, or a stock crate, including its retention devices (Figure 10-2-1), fitted to a vehicle with a GVM of 6000kg or more, has no manufacturer's plate certifying construction in accordance with NZS 5413, that specifies at least all of the following details as appropriate:

- a) company name, and
- b) stock crate serial number, and
- c) date of manufacture of stock crate, and
- d) restraint capacity total in kilograms (does not apply to monocoque stock crates), and
- e) restraint capacity individual in kilograms (does not apply to monocoque stock crates), and
- f) number of restraints per side (does not apply to monocoque stock crates).

2. Stock crate anchorage points fitted to the deck have not been certified to NZS 5444, ie:

- a) the stock crate anchorage points were fitted before the last CoF inspection, and after 1 January 1997, and there is no LANDATA record (**Note** Before 1 January 1997 certification was required but for inspection purposes the LANDATA record need not be checked), or
- b) the stock crate anchorage points were fitted after the last CoF inspection and:
  - i. a valid LT400 form is not presented, or
  - ii. the HVS certifier was not of category HVEA or HMAD, or
  - iii. there is no valid certification plate/label attached to the vehicle as required in Table 10-2-1.

#### 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. The stock crate's external doors:

- a) are not securely attached to the stock crate body, or
- b) do not remain secure in a closed or locked position.

5. A J-hook assembly or other retention device, or an anchorage point:

- a) is not securely attached, or
- b) has a bush, fastener, washer, J-hook or other component missing or significantly corroded, or
- c) is cracked or distorted, or
- d) has cracks or corrosion damage on the stock crate within 150mm of the retention device attachment point, or
- e) is not of a type suitable for retaining the stock crate, or
- f) is worn beyond manufacturer's specifications.

### **Modification and repair**

6. A modification or repair affects the stock crate or its retention devices and:

- a) is not excluded from the requirements for HVS certification (Table 10-2-2), 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**

**Body** means that part of the vehicle that is designed for the use and accommodation of the occupants or to hold any goods. Comprised of the load platform/deck, headboard, sideboards, tailgate, coaming rails, cross members, runners and attachment to the chassis.

**Chassis** means the structural lower part of a vehicle to which the running gear and, as applicable, engine, transmission, steering system and body may be attached.

**J-hook** means a retention device fabricated from metal for the retention of stock crates to the vehicle load platform, mounted in such a way as to be fixed either inside or outside the coaming rail vertically and tensioned through a bush on the crate structure by way of a threaded fastener.

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

**Monocoque** *in relation to a vehicle*, means that the chassis of the vehicle is integral to the body.

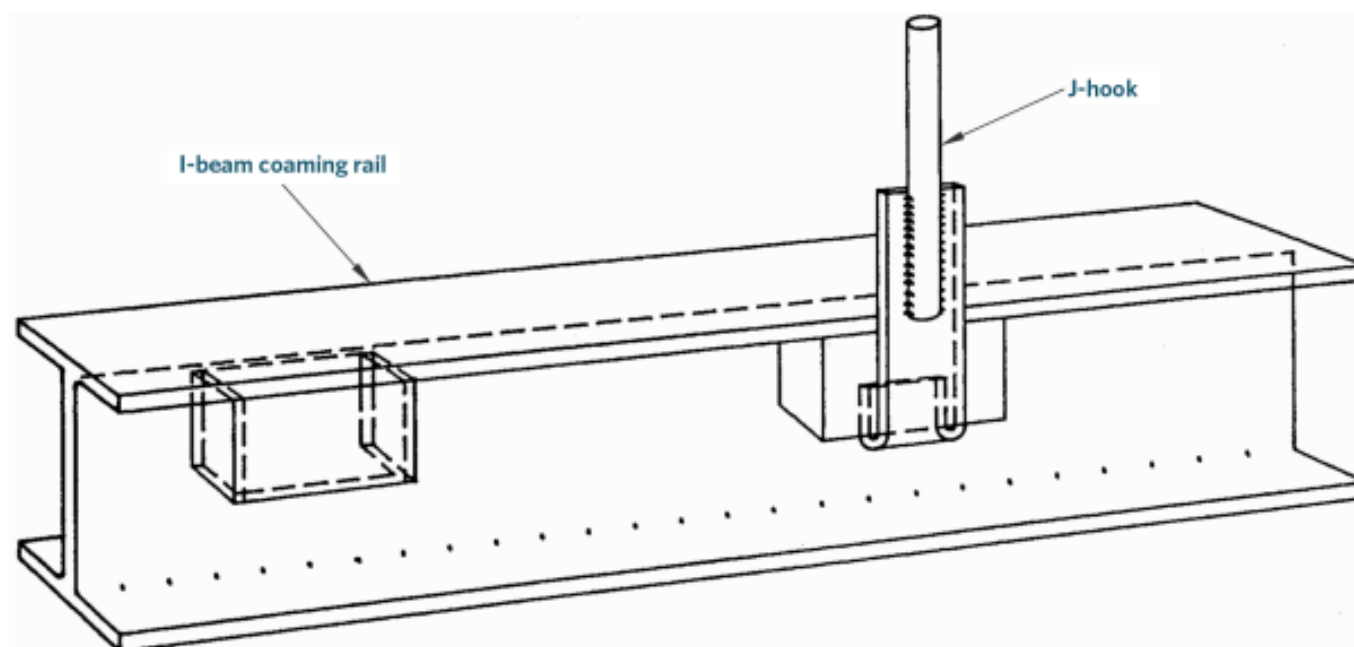
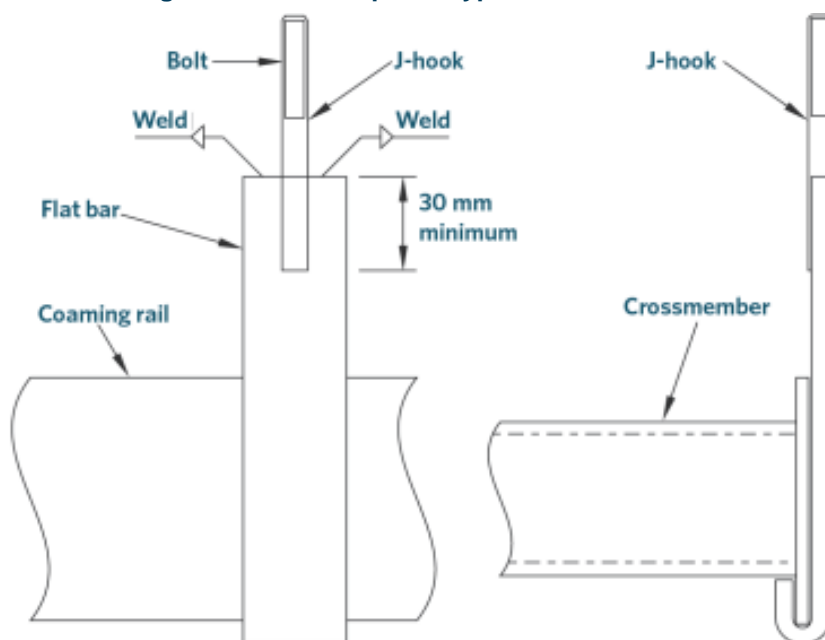
**Table 10-2-1. Minimum certification label and plate details required**

NZS 5444: 1989	NZS 5444: 2005
<p>Identity of the manufacturer</p> <p>Rated capacity of the load anchorage points</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>Note Any label or plate issued on or after 1 June 2005 must contain the above information</p>

**Table 10-2-2. Requirements for HVS certification**

HVS certification is required	HVS certification is not required
<p>1. Stock crate retention devices that have been modified or repaired resulting in altered load ratings.</p>	<p>1. A stock crate retention device has been repaired or modified, and the HVS certifier can confirm that the load ratings are still correct.</p> <p>2. 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>3. 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>

Figure 10-2-1. Acceptable types of J-hooks



## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Heavy Vehicles 2004](#)
- New Zealand Standard 5413: 1993, Code of Practice for the Manufacture and Use of Stock crates on Heavy Vehicles
- New Zealand Standard 5444: 1989, Load Anchorage Points for Heavy Vehicles
- New Zealand Standard 5444: 2005, Load Anchorage Points for Heavy Vehicles.

### **Mandatory equipment**

1. A monocoque stock trailer with a GVM of 6000kg or more, or a stock crate and its retention devices, if fitted to a vehicle with a GVM of 6000kg or more, must be constructed in accordance with NZS 5413 (see [Technical bulletin: Stock crate retention](#)).
2. Stock crate anchorage points fitted to the deck of a vehicle must comply with and be certified to NZS 5444.
3. Stock crate retention devices must be attached to the crate structure so as to transmit the restraint forces to the vehicle load platform or basic vehicle structure.

### **Condition**

4. External doors shall be firmly fixed to prevent stock from being ejected onto the roadway.
5. Load securing equipment must be constructed to ensure that the load can be safely contained on the vehicle under all conditions of loading and operation for which the vehicle was constructed.

### **Modification and repair**

6. A modification or repair that affects a stock crate 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 10-2-2), 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](#)).