Correct as at 26th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy trailers > Towing connections > Drawbeam

8-4 Drawbeam

Reasons for rejection

Mandatory requirement

1. A drawbeam fitted to a heavy trailer, other than an agricultural vehicle to which **section 8-5** applies or a recovery service vehicle, does not have evidence of certification to NZS 5446, ie:

a) the drawbeam was fitted before the last CoF inspection, and after 1 January 1997 and no LANDATA record has been entered, (**Note** that before 1 January 1997 certification was required but for inspection purposes the LANDATA record need not be checked), or

b) the drawbeam 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 HVET or HMTD , or

c) there is no valid certification label or plate attached to the vehicle as required in Table 8-4-1.

2. The certification label or plate:

a) is not indelible, or

b) is illegible, or

c) is not complete, or

d) is not attached to the drawbeam in an easily visible position, or

e) does not match the vehicle, or

f) has obvious signs of tampering, or

g) has expired.

Mandatory equipment

3. A hook- or pin-type coupling does not have a locking device or a separate means of retaining this device in the locked position.

Condition and performance

4. A towing connection component is:

a) damaged, deformed, cracked or has significantly deteriorated, or

b) worn beyond manufacturer's specifications, or

c) not securely attached, or

d) missing, or

e) not mounted in accordance with manufacturer's specifications.

5. Locking of the coupling is not readily verifiable by visual inspection.

6. A coupling locking device is in such condition that it is not effective.

7. The towing pin diameter is worn to less than (Note 1):

a) 36.4mm for a 40mm pin, or

b) 46.4mm for a 50mm pin.

8. A towing hook or pin has been repaired or welded.

9. Towing connection components fitted to a vehicle must ensure that a secure connection can be maintained between the towing and towed vehicles under all conditions of loading and operation for which the vehicle was constructed.

10. A drawbeam designed for towing a full trailer is sliding or adjustable.

Revoked certifications

11. A drawbeam fitted to a heavy vehicle was last certified by Peter Wastney (PW) of Peter Wastney Engineering Ltd (for sample certification plates see Figure 8-4-2).

12. A drawbeam fitted to a heavy vehicle was last certified by Patrick Chu (ZC) of Transport and Structure Ltd (for sample certification plates see Figure 8-4-2).

Modification and repair

(see Note 3)

13. A modification or repair affects the drawbeam and:

a) the modification is not for the purpose of law enforcement or the provision of emergency services, or

b) 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 HVET or HMTD has been presented.

Note 2

Coupling means that part of a vehicle that is specifically designed to enable it to be connected to another vehicle; it does not include a structural member of the towing or towed vehicle (eg fifth wheel, hook, pin, ball or socket type).

Drawbeam means that part of the towing vehicle to which a coupling is fitted to enable a heavy trailer to be connected; it includes the attached coupling.

Full trailer means a trailer with two axle sets, the foremost of which is steered by a drawbar; it includes a semi-trailer with non-steering axles coupled to a converter dolly.

Note 3

A towing connection that was certified to New Zealand Standard 5446: 1987 (superseded) before November 2007 may continue to comply with and be certified to that standard until the towing connection is modified.

Table 8-4-1. Minimum information on drawbeam certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	LT400 number*
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Permitted static vertical load (where applicable)**
	Coupling D value (minimum) (where applicable)**
	Expiry date
	NZS 5446

*Prior to 1 December 2016 the engineer's job file number could have been used instead of the LT400 number.

**If these values are not applicable, ‘N/A’ must be used (from 1 October 2020). Prior to 1 October 2020 the plate may have a blank space or a zero, nil or N/A value.

For example drawbeams do not have turntable locks, nor do they require a drawbar length.

Figure 8-4-1. Drawbeam components

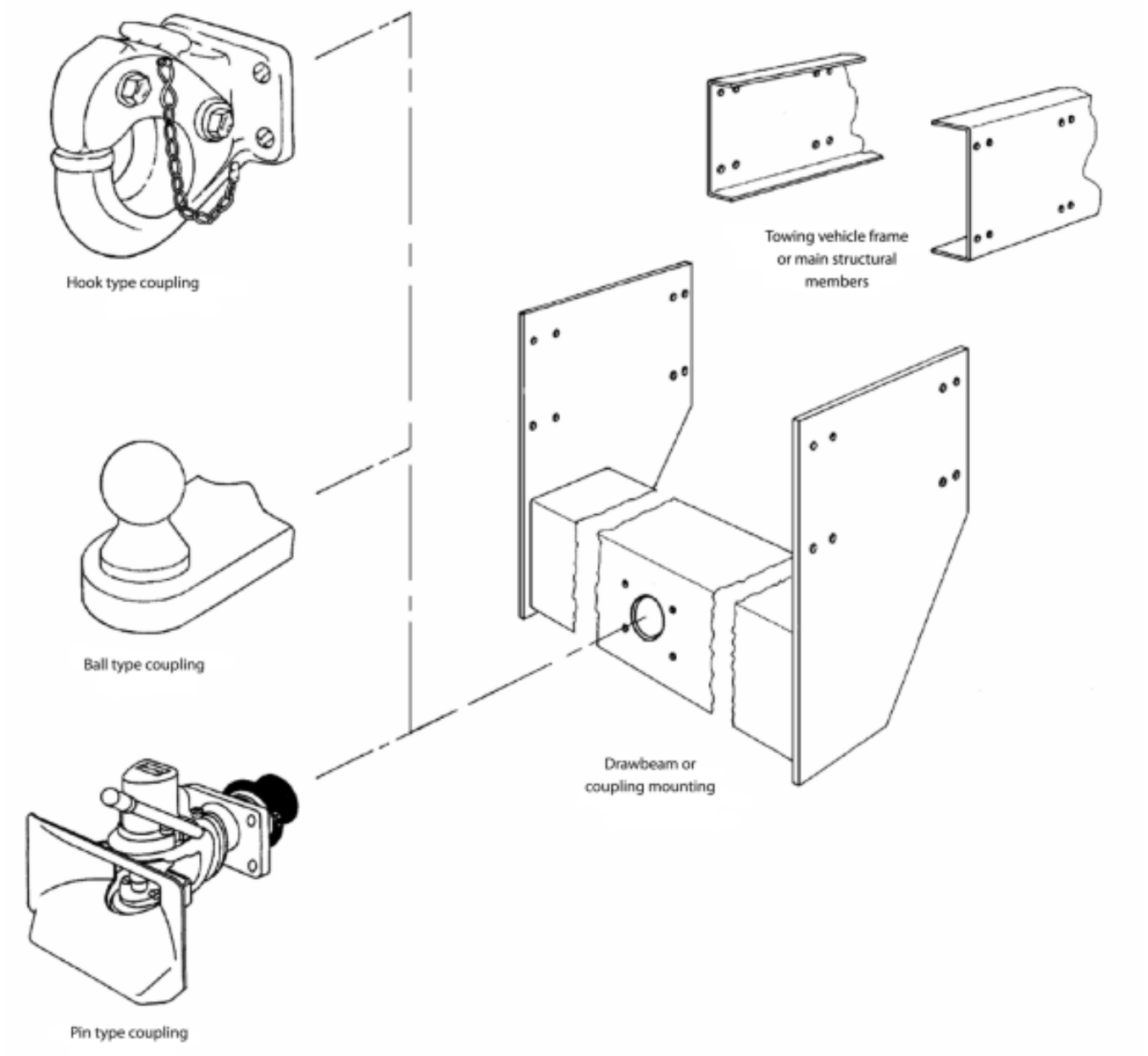
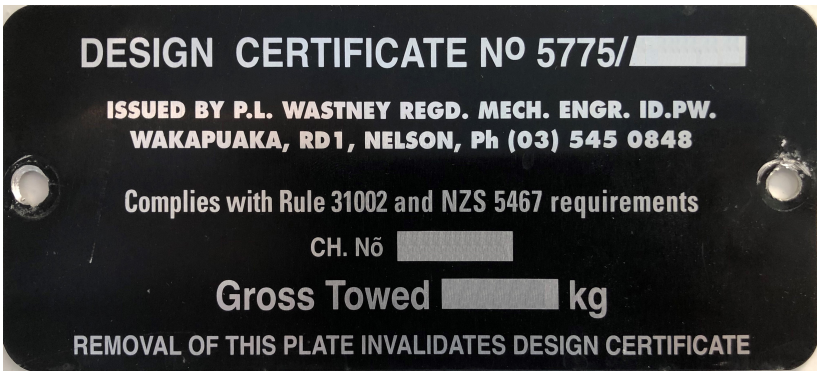
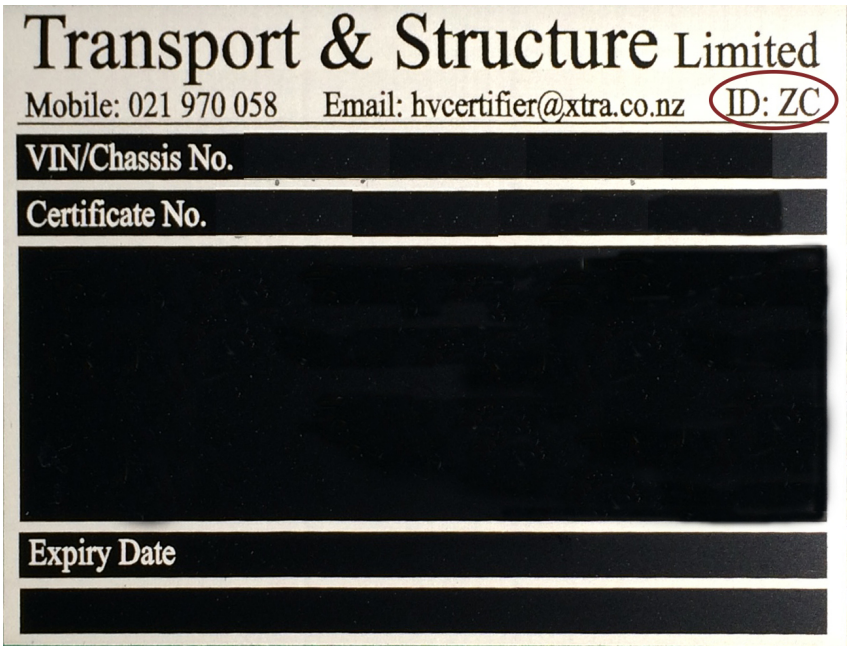


Figure 8-4-2. Sample certification plates (Peter Wastney Ltd and Patrick Chu (ZC) of Transport and Structure Ltd)

Peter Wastney Ltd

Patrick Chu (ZC) of Transport and Structure Ltd


Summary of legislation

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Vehicle Dimensions and Mass 2002
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and drawbars.

Mandatory equipment

1. A drawbeam fitted to a heavy trailer, other than an agricultural trailer to which **section 8-5** applies, used in a combination, must comply with New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers.

2. A hook- or pin-type coupling must have an effective locking device and a separate means of retaining this device in the locked position.

Condition and performance

3. Towing connection components fitted to a vehicle must ensure that a secure connection can be maintained between the towing and towed vehicles under all conditions of loading and operation for which the vehicle was constructed.

4. A drawbeam used for towing a full trailer must not be sliding or adjustable.

5. Locking of the coupling must be readily verifiable by visual inspection.

Modification and repair

6. A modification or repair that affects the drawbeam must be inspected and certified by an HVS certifier of category HVET or HMTD .

Page amended **10 March 2025** (see **amendment details**)