

Correct as at 17th May 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 It may be superseded at any time.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

NZe 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name Certifying engineer VIN/Chassis number Maximum towed mass (kg) Expiry date (if certified on or after 1 August 1991)	Person, company or agency name Certifier ID LT400 number* VIN/Chassis number 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

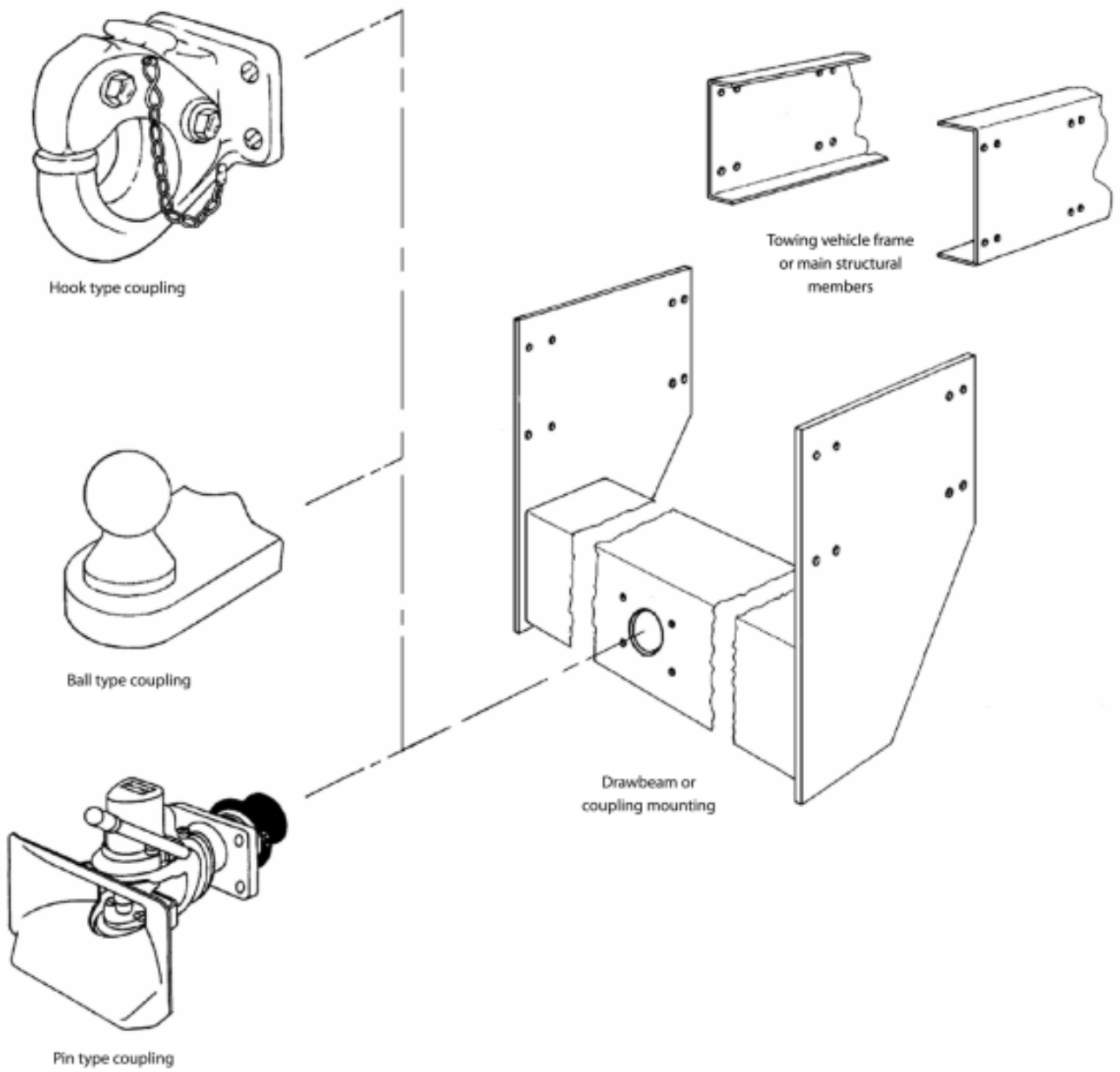


Figure 8-4-2. Sample certification plates (Peter Wastney Ltd and Patrick Chu (ZC) of Transport and Structure Ltd)



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](#))