

Correct as at 6th June 2026. It may be superseded at any time.

Extract taken from: Heavy vehicle specialist certification > Load retention > Log bolster attachment

10-2 Log bolster attachment

Certifier categories: **HVEL** | **HMLD**

Reasons for rejection

1. A unit fitted with sliding log bolsters is not fitted with effective locking devices to prevent the bolsters moving when loaded except where the unit is set up for shorts operation and the sliding bolster is part of a pair with the other bolster fixed.
2. A bolster fitted to a heavy truck or trailer for the first time on or after 1 May 2001 does not comply with the version of the Bolster Attachment Code (Schedule 1, Schedule 2 or Schedule 4) applicable at the time the logging vehicle was fitted with the bolsters
3. Bolster attachments on vehicles fitted with convertible bolsters for the carriage of long logs have been certified to the alternative option by a manufacturer of logging vehicles who is also a manufacturing certifier or by a Bolster Attachment Code Certifying Engineer certify that the particular design of the bolster attachments when it has not successfully completed on a single vehicle, 250,000km of service without any indication of cracking due to fatigue or other significant failure.
4. A trailer fitted before 27 November 1998 with load cells supporting log bolster attachments that have not been certified for compliance with a version of the Bolster Attachment Code in Schedule 1 or 2 does not have a second safety chain of at least 6000kg minimum breaking force per bolster fitted over the logs and fitted to anchor points directly to the chassis of the vehicle:
5. A trailer fitted before 27 November 1998 with load cells supporting log bolster attachments that have not been certified for compliance with a version of the Bolster Attachment Code in Schedule 1 or 2 does not have load anchorage points of at least 6000kg rated strength that comply with *New Zealand Standard 5444: 1989, Load Anchorage Points for Heavy Vehicles* fitted directly to the chassis to support the required safety chains.

Summary of legislation

Applicable references

- Truck Loading Code (2012)
- Bolster Attachment Code (LTSC Issue 27, November 1998 – Schedule 1)
- Bolster Attachment Code (LTSC, Revision 1 May 2001 – Schedule 2)
- Bolster Attachment Code (Revision 2, November 2010 – Schedule 4)
- AS/NZS 1554 Welding
- NZS 5444, Load Anchorage Points for Heavy Vehicles
- AS 3990: 1993, Mechanical Equipment – Steelwork
- AS/NZS 2980:2018: Qualification of welders for fusion welding of steels – Additional requirements for Australia and New Zealand
- AS/NZS ISO9606.1: 2017 Qualification testing of welders – Fusion Welding

- [Technical bulletin 10: Welding in the transport industry](#)

Applicable legislation

- NZ Gazette Notice 2937 26/4/2001 (Note 1)
- [Land Transport Rule: Heavy Vehicles 2004](#)

Vehicle Body & Equipment attachment (section 3.2)

1. Subject to requirement 2, logging bolster attachments fitted to a vehicle on or after 27 November 1998 must comply with the version of the *Bolster Attachment Code* in *Schedules 1, 2 or 4* that applied at the time of fitting

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2. Despite *requirement 1*, logging bolster attachments exempted by notice in the *Gazette* from having to comply with a version of the *Bolster Attachment Code* in *Schedule 1 or 2* do not have to comply with the Code.

3. A trailer fitted before 27 November 1998 with load cells supporting log bolster attachments that have not been certified for compliance with a version of the *Bolster Attachment Code* in *Schedule 1 or 2* must:

- a) in addition to the normal safety chain fitted to the bolster and any belly chains as otherwise required, have a second safety chain of at least 6000kg minimum breaking strength per bolster fitted over the load and secured to anchorage points mounted directly on the chassis of the vehicle; and
- b) have load anchorage points of at least 6000kg rated strength that comply with *New Zealand Standard 5444: 1989, Load Anchorage Points for Heavy Vehicles*.

Note 1

Bolster attachments on vehicles fitted with convertible bolsters for the carriage of long logs must comply with the *Bolster Attachment Code 2001* unless certified by a manufacturer of logging vehicles who is also a manufacturing certifier or by a *Bolster Attachment Code Certifying Engineer* that the particular design of the bolster attachments has successfully completed on a single vehicle, 250,000km of service without any indication of cracking due to fatigue or other significant failure. A certificate to this effect must be presented to the TSD Agent at the time of first presentation of the vehicle for registration.