

Correct as at 17th May 2026. It may be superseded at any time.

**Extract taken from:** In-service certification (WoF and CoF) > Technical bulletins (CoF) > Stock crate retention certification

## 7 Stock crate retention certification

It is important that stock crate retention is correctly certified to the appropriate standard. This technical bulletin provides explanations of different types of stock crates (fitted to a vehicle with a GVM of 6000 kg or more) their attachments, how to identify them, and how to identify their certification.

### References

- [Heavy vehicles: 14-2 Stock crates and stock crate retention devices](#)
- [Heavy trailers: 10-2 Stock crates and stock crate retention devices](#)

### Stock crate attachment types

There are three common ways that stock crates are attached to heavy motor vehicles:

- J-hook
- Monocoque
- Deck-mounted.

#### J-hook

The crate attachment is easy to see as the J-hooks sit on the outside (Figure 7-1-1).

**Figure 7-1-1. J-hook stock crate**



The stock crate is not a vehicle therefore the actual crate J-hook mountings and J-hooks **cannot be certified with an LT400**. The design can be certified with a design certificate and a plate or label attached to the stock crate.

The design certification for the stock crate anchorage is catered for with an design certificate and the certificate will be held on file by the stock crate manufacturer.

The stock crate identification plate or label needs to have all of the following information:

- Company name
- Serial number
- Date of manufacture
- J-hook capacity load
- J-hook capacity individual
- Number per side.

A certificate of fitness inspector can be satisfied in regard to the certification of the stock crate J-hook mountings if a plate or label providing all the information above is attached to the crate and there is a separate load anchorage certification plate fitted to the vehicle to cover the deck mounting points (coaming rail) used to secure the stock crate.

## Monocoque

A stock crate and vehicle constructed as one integral assembly, usually without a rigid chassis, with the wheel and axle assemblies , suspension and steer dolly (in the case of a full trailer) attached directly to the crate assembly. The stock crate fits directly to the chassis and there are no coaming rails or tie rails. (Figure 7-1-2).

**Figure 7-1-2. Monocoque stock transfer vehicle**

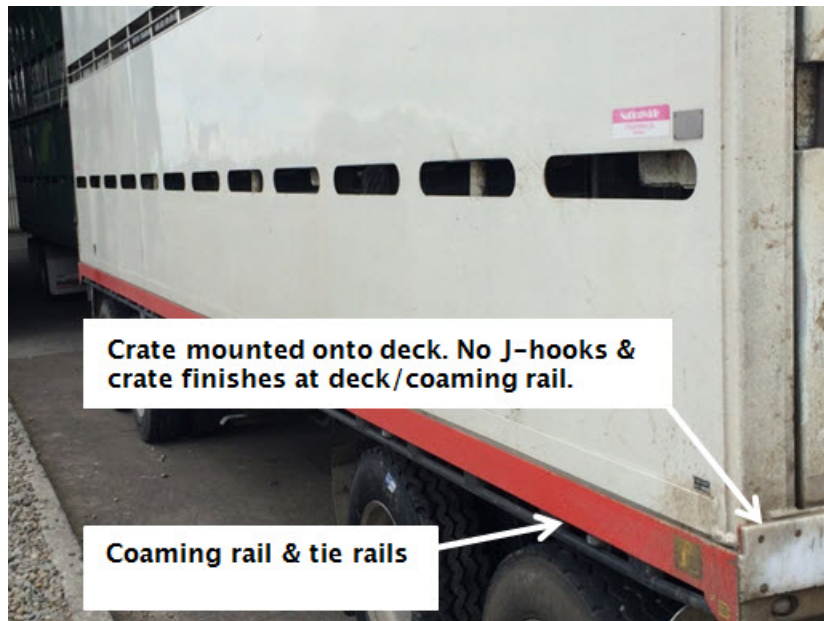
This must be certified to NZS5413.



## Deck-mounted

Another common attachment is the deck-mounted stock crate. There are no external attachments and the fitment looks very similar to monocoque except that the crate sits on a deck which is visible with a coaming rail and general fitment of load anchorages and tie rails (Figure 7-1-3).

**Figure 7-1-3. Deck-mounted stock crate**



## **Requirements for certification of deck mounted stock crates.**

The stock crate is not a vehicle therefore the actual crate bolt mountings and bolts **cannot be certified with an LT400**. The design can be certified with a design certificate and a plate or label attached to the stock crate.

The design certification for the stock crate anchorage is catered for with an engineer's design certificate and the engineers certificate will be held on file by the stock crate manufacturer.

The stock crate identification plate or label needs to have all of the following information:

- Company name
- Serial number
- Date of manufacture
- Restraint capacity load
- Restraint capacity individual
- Number per side

A certificate of fitness inspector can be satisfied in regard to the certification of the stock crate bolted mountings if a plate or label providing all the information above is attached to the crate and there is a separate load anchorage certification plate fitted to the vehicle to cover the deck mounting points used to secure the stock crate.

## Sample stock crate plate design

COMPANY NAME	
Serial number	
Date of manufacture	
Restraint capacity total	<input type="text"/> kg
Restraint capacity individual	<input type="text"/> kg
No/side	

### Notes

- Any vehicles inspected after 1/11/2016 that do not meet the requirements but are fit for purpose (inspector has completed a detailed visual inspection and is confident that the anchorage points are in good condition) may be passed for CoF but must have certification completed (in line with this technical bulletin) before next CoF. Notes must be recorded showing the completion of this inspection and actions needed to be taken before next CoF.
- Any vehicles presented for inspection 1 year after 1/11/2016 will not pass for CoF without correct certification.
- All vehicles presented for first time entry compliance must meet these requirements for stock crate/load anchorage immediately.

Page amended **1 November 2017** (see [amendment details](#))

Page updated 27 February 2023 (see [details](#))