

Correct as at 29th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Forklifts > Miscellaneous items > Engine and drive train

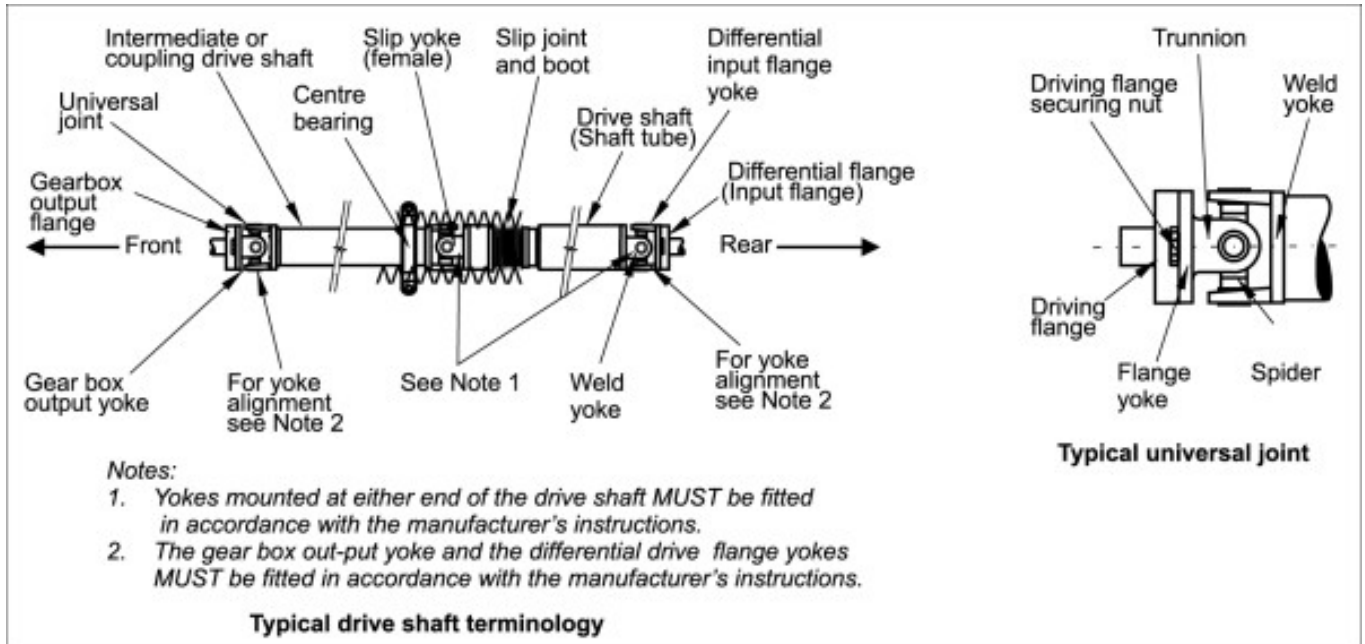
13-1 Engine and drive train

Reasons for rejection

Condition

1. An engine, gearbox, transfer case, differential or other driveline mounting is insecure.
2. A driveshaft is bent or severely damaged.
3. A driveshaft flange:
 - a) is insecure, or
 - b) has a bolt or nut missing.
4. A driveshaft support bearing is:
 - a) insecure, or
 - b) worn beyond manufacturer's specifications.
5. A driveshaft universal joint spider (cross) bearing:
 - a) is worn so that the movement in the joint is beyond manufacturer's specifications, or
 - b) caps have loose or missing cap bolts or circlips, or
 - c) is damaged, displaced or the seals on the spider journals are missing.
6. A rubber doughnut-type driveshaft coupling:
 - a) is worn or damaged beyond manufacturer's specifications, or
 - b) is split or delaminated so that its mechanical integrity is affected, or
 - c) securing bolt is loose or missing.
7. A driveshaft slip joint (spline) is worn beyond manufacturer's specifications.
8. The universals in the driveshaft are not fitted in accordance with manufacturer's specifications.

Figure 13-1-1. A typical driveshaft assembly



Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Standards Compliance Rule 2002](#), section 7.4.

Condition and performance

1. The vehicle must be safe to be operated.
2. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Page amended **1 April 2024** (see [amendment details](#)).