

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 It may be superseded at any time.

**Extract taken from:** In-service certification (WoF and CoF) > General trailers > Tyres, wheels and hubs > Hubs and axles

## 7-2 Hubs and axles

### Reasons for rejection

#### Condition

1. A hub (Note 1):

- a) is not securely attached to the vehicle, or
- b) has a visible crack, or
- c) is significantly damaged, distorted or has deteriorated, or
- d) has a broken or missing wheel stud.

2. A wheel bearing:

- a) has play beyond the manufacturer's specifications, or
- b) is over-tight or **binding, or**
- c) feels/sounds rough when rotated.**

3. An axle:

- a) is insecure, eg has loose U-bolts, or
- b) is visibly cracked, or
- c) is significantly damaged, distorted or has deteriorated, or
- d) shows signs of welding or heating after original manufacture, or
- e) shows signs of fouling the vehicle structure or a brake, suspension or steering component.

#### Performance

4. The geometry of a hub or axle causes the vehicle to veer significantly to one side.

#### Note 1

**Hub** means that part of a vehicle that is attached to the axle and rotates on, or with, the axle, and to which the wheel is attached, and includes any bearings.

# Summary of legislation

## Applicable legislation

- [Land Transport Rule: Tyres and Wheels 2001](#)

## Condition

1. The components of the assembly must be in good condition.
2. The hub and axle must be sufficiently strong for the type of vehicle to which they are fitted.
3. The hub and axle must have suitable and correctly adjusted geometry.

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