|  |  |
| --- | --- |
| Vehicle and modifier details | Report no.: |
|  |
| |  |  |  | | --- | --- | --- | | Vehicle make: | Vehicle model: | Month and year of manufacture: | |  |  |  | | VIN (if applicable): | Vehicle chassis no. (if applicable): | Vehicle modifier (company name): | |  |  |  | | |

### Describe the drive line modification

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### Diagram of drive line modification (when printed)

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### Enter details

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Details | Before modification | | | After modification | | |
| Diameter Shafts item no.1 | 1 | 2 | 3 | 1 | 2 | 3 |
| Wall thickness |  |  |  |  |  |  |
| Length |  |  |  |  |  |  |
| Maximum RPM2 |  |  |  |  |  |  |
| Safe working speed — nomogram |  |  |  |  |  |  |
| Maximum torque transmitted |  |  |  |  |  |  |
| Universal joints Shafts item no.1 | 1 | 2 | 3 | 1 | 2 | 3 |
| Type |  |  |  |  |  |  |
| Rated capacity |  |  |  |  |  |  |
| Installed angle — unladen |  |  |  |  |  |  |
| Installed angle — laden |  |  |  |  |  |  |
| Support bearing Shafts item no.1 | 1 | 2 | 3 | 1 | 2 | 3 |
| Type |  |  |  |  |  |  |
| Rated capacity |  |  |  |  |  |  |
| Safety loop Y/N |  |  |  |  |  |  |
| Slip joints static tests Shafts item no.1 | 1 | 2 | 3 | 1 | 2 | 3 |
| Clearance (contracted) |  |  |  |  |  |  |
| Engagement (extended) |  |  |  |  |  |  |
| Minimum shaft clearance to chassis etc. |  |  |  |  |  |  |
| Slip joint dynamic test Shafts item no.1 | 1 | 2 | 3 | 1 | 2 | 3 |
| Road test (vibration) |  |  |  |  |  |  |
| 1 If a system with more than three shafts is being modified, create an additional modification report page to include the additional information.  2 At road speed: Buses 4.5–5t and trucks 4.5–12t 160kph, buses 5t < and trucks 12t < 135kph **or** 20% above governed speed. | | | | | | |

### Authorisation

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| --- | --- | --- | --- | --- |
| **Comments:** |  | | | |
| Examined by: | | Company (if applicable): | | AVE no.: |
|  | |  | |  |
| Signed: | | Modification certificate no.: | Modification plate no.: | Date: |
|  | |  |  |  |