Used LDV T60 inspection checklist

What to check on a used T60, what a problem looks like, and when to walk away.

COVERS **T60** 2017–2021 **T60 Max** 2021 on

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Chassis bend.** Stand side-on and compare the gap between the cab and the tub along its length; it should stay even from top to bottom. A gap narrower at the top means the chassis has been bent by overloading or towing. !
- ☐ **Tub or tray.** Look over the tub or tray for dents, cracks and rust, especially at tie-down points and tailgate hinges, lifting any liner to check underneath. A liner is often fitted to hide old damage. $
- ☐ **Panel rust.** Check the body panels, wheel arches and door bottoms for bubbling paint or rust spots. Surface rust spreading from panel edges usually means worse rust is hiding underneath. $
- ☐ **Bullbar.** If a bullbar is fitted, check it's bolted on solidly with no rust or cracks and sits in line with the body. A poorly fitted bullbar can stop the airbags working properly in a crash. !

2 Under the bonnet

- ☐ **Intercooler pipes.** Squeeze the hard plastic pipes running from the turbo to the intercooler and look closely for hairline cracks or old repairs. A cracked pipe lets boost pressure escape and causes a loss of power. Cracks often start near the clamps where the pipe flexes most. $
- ☐ **Oil level.** Pull the dipstick and check the oil isn't above the top mark and doesn't smell of diesel. A rising, diesel-smelling level means fuel is getting into the oil, often from short trips that stop the exhaust filter cleaning itself. $
- ☐ **Soot build-up.** Look around the engine's air pipes and EGR area for thick, oily black soot and ask if it's ever been cleaned out. Heavy soot build-up points to a filter, EGR or turbo problem. $

3 Underbody and wheels

- ☐ **Chassis rails.** Crouch and look along the frame under the car for kinks, cracks or fresh welds, especially behind the cab and near the rear springs. Fresh welds or paint in one spot can hide crash or overload damage. !
- ☐ **Underbody rust.** Check the chassis rails and crossmembers for rust; light surface rust is normal but flaking metal or holes are not. Sand and salt packed into the frame rusts it from the inside out. !
- ☐ **Rear springs.** Look at the rear leaf springs from the side: they shouldn't sit flat or curve upward, and the leaves shouldn't be cracked. Ask for load-limit paperwork if aftermarket springs are fitted. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key to "on" and watch that the engine, glow plug, ABS, airbag and 4WD lights come on then go out once running. A light left on needs explaining before you buy. !
- ☐ **Infotainment screen.** Turn on the infotainment screen and check it responds to touch, loads the reversing camera and keeps working without freezing or rebooting. A screen that freezes or blacks out points to a faulty unit. $
- ☐ **Air con.** Run the air con and check it blows cold within a minute or two. Weak cooling often means a costly compressor or system repair. $
- ☐ **Spare wheel.** Lower the spare from its carrier under the tray and check it's the right size with good tread. The lowering mechanism can seize from rust and cost real money to free up. $

5 Test drive

- ☐ **Automatic gearbox.** Automatic: drive through all gears from a stop and at gentle throttle, feeling for slipping, harsh clunks or shuddering. Judder at low speed is a warning sign of a worn or low-fluid gearbox. $
- ☐ **Manual clutch.** Manual: pull away from a stop on a slight hill and check the clutch bites smoothly without slipping or a burning smell. A clutch that slips or smells hot may need replacing soon. $
- ☐ **Throttle response.** Accelerate firmly from a stop and check the engine responds promptly without a noticeable delay before power builds. A flat spot before power comes in points to a turbo or sensor issue. $
- ☐ **Power loss.** During the drive, watch for a sudden drop in power paired with a warning light on the dash. This points to the car entering a protective low-power mode due to an underlying fault. $
- ☐ **Steering.** At highway speed, check the car tracks straight without wandering or pulling to one side. Wandering can mean worn steering or suspension parts. !

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

5 Test drive continued

- [ ] **Brakes.** Brake firmly from speed and check the pedal stays firm with no shaking or pulling to one side. A shaking pedal often means warped brake rotors, common on towing utes. !
- [ ] **4WD engagement.** On gravel or grass, select 4H then 4L and check both engage without clunks or grinding. Never test part-time 4WD on dry bitumen as it can damage the drivetrain. $

6 Documentation

- [ ] **Modification paperwork.** Ask for certificates for any load-limit (GVM) upgrade, lift or bigger tyres your state requires, and check the insurer was told.
- [ ] **Service history.** Check the logbook for oil, fuel-filter and EGR-related services done on time. Skipped servicing can bring on engine and gearbox faults sooner. $

What this guide can't tell you about the T60 you're looking at

13

common faults reported on T60s built since 2017*

Money owing, stolen or a write-off?

A tidy car can hide all three.

What's each fault worth?

Shufti's negotiation coach turns it into leverage.

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* Shufti analysis, November 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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