

Refill pack

31 spare blanks (41 pages) of the logs in this binder: the sheets that gain a line every time something is done. When one fills up, file its spare straight behind it. The binder page it goes behind is printed at the top of each spare.

Code	Sheet	Sec.	Spares	Pages	Behind
VE-11	Oil Change Log	01	1	1	page 16
VE-13	Daily Vehicle Check and Driver Log	01	1	2	page 25
VE-03	Motorcycle Maintenance Log	01	1	2	page 27
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OM-06	Small Engine Service Log	02	9	9	page 38
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Oil Change Log

Keep the single most asked-about piece of a vehicle's service history in a form a buyer can actually read.

Every oil and filter change — when, at what reading, what went in, and when you want the next one.

YOUR INTERVAL, FROM YOUR HANDBOOK

No interval is printed on this sheet and none is implied. What oil a vehicle takes and how often it should be changed is in its own handbook, and it varies by engine, by use and by oil. Write yours in the box and the sheet will hold you to it.

Vehicle			Registration		Oil specification		Your interval	
Date	Odometer	Oil used	Quantity	Filter	Other filters	Done by	Cost	Next due at

Oil disposed of where	Notes

Daily Vehicle Check and Driver Log

Record the check before driving and the journeys after it on one sheet per day.

The walk-round check before driving and the journeys made after it, on one sheet per day.

CHECK FIRST, THEN DRIVE

Two records that belong together: what you found when you looked at the vehicle, and where it then went. What a driver is legally required to check and record depends on the vehicle and the country — the check items are blank for you to write in your own.

Vehicle

Registration

Driver

Date

Start odometer

WALK-ROUND CHECK

What you checked	OK	Defect found	Reported to

JOURNEYS

Time out	From	To	Purpose	Time in	Odometer	Fuel added

End odometer

Distance today

Defects outstanding

Signature

Motorcycle Maintenance Log

Track the consumables that move fast on a bike — chain, tyres and pads — between the services that happen once a year.

Service record and pre-ride checks for a motorcycle, including chain, tyre and brake wear, which move fast enough to be worth tracking between services.

Make & model

Registration

Year

VIN

Engine no.

SPECIFICATIONS

Engine oil & qty

Oil filter

Plugs & gap

Chain size & links

Chain slack

Sprockets F / R

Coolant

Tyre sizes F / R

Pressures F / R

Brake fluid

SERVICE RECORD

Date	Mileage	Oil & filter	Chain	Brakes	Tyres	Other work	By

Bicycle Service and Maintenance Log

Track servicing against distance and record chain wear, which is what decides whether a cheap chain change becomes an expensive cassette.

Servicing by distance rather than by date, with the component life that decides when a chain becomes an expensive cassette.

YOUR FIGURES IN THE REFERENCE BLOCK

No service intervals or wear limits are printed here. They depend on the bike, the conditions and the rider, and your manufacturer's figures are the ones to use. Write them in the reference block so they are on the sheet where the work is recorded.

Bike

Make and model

Frame number

Year

REFERENCE the numbers you look up once and then forget

Item	Specification	Replace at	Part number	Where from

Fit, modifications and anything specific to this bike

Insurance or registration

Boat Maintenance and Engine Hours Log

Service a marine engine by hours, and keep the impeller and anode record that matters more than almost anything else on a boat.

Engine hours, servicing and seasonal work for a boat. Hours matter more than dates on a marine engine, and impellers matter more than almost anything.

Vessel name

Make & model

Year

Hull ID / registration

Engine make & model

SPECIFICATIONS

Engine oil & qty

Gearbox / leg oil

Oil filter

Impeller part no.

Fuel filter

Anodes

Plugs

ENGINE HOURS AND SERVICE LOG

Date	Hours	Engine oil	Gear oil	Impeller	Anodes	Fuel filter	Work / notes

Date	Hours	Engine oil	Gear oil	Impeller	Anodes	Fuel filter	Work / notes

- ☐ Engine winterised — antifreeze through raw water side
- ☐ Fuel treated and tanks left full to limit condensation
- ☐ Batteries removed or on a maintainer
- ☐ Seacocks closed, checked and greased
- ☐ Hull cleaned, antifouled; anodes replaced
- ☐ Bilge dry, bilge pump and float switch tested
- ☐ Safety gear in date — flares, extinguishers, lifejackets

Notes and anything specific to yours

Small Engine Service Log

Give every small machine in the shed the same maintenance record, using one sheet per machine.

A general service log for any small four-stroke engine — tiller, chipper, log splitter, water pump, cement mixer, strimmer or anything else with a pull cord.

Machine make & model

Serial number

Engine make & model

Purchased

Warranty ends

SPECIFICATIONS look these up once and never search again

Engine oil type & qty

Spark plug & gap

Fuel type

Air filter part no.

Fuel filter part no.

Belt / blade part no.

SERVICE RECORD

Date	Hours	Oil	Air filter	Plug	Fuel system	Work carried out	By

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Machine make & model

Serial number

Engine make & model

Purchased

Warranty ends

SPECIFICATIONS look these up once and never search again

Engine oil type & qty

Spark plug & gap

Fuel type

Air filter part no.

Fuel filter part no.

Belt / blade part no.

SERVICE RECORD

Date	Hours	Oil	Air filter	Plug	Fuel system	Work carried out	By

Lawn Mower Service Log

Keep a mower running past its fifth year, by tracking the three things that actually kill them: stale fuel, a blocked air filter and neglected oil.

A service record for a walk-behind or ride-on mower. Most mowers that die young die of old fuel, a blocked air filter and a blunt blade — all three are on this sheet.

Mower make & modelSerial number

Engine make & modelPurchasedWarranty ends

SPECIFICATIONS look these up once and never search again

Engine oil type & quantitySpark plug typeGap

Air filter part no.Fuel filter part no.Blade part no.

Fuel typeOil change intervalBlade bolt torque

SERVICE RECORD

Date	Hours / season	Oil	Air filter	Plug	Blade	Other work	By

END OF SEASON

- Notes and anything specific to yours

Ride-On Mower Service Log

Service a ride-on by hours rather than by guesswork, and stop a deck belt or a spindle bearing being the thing that ends the season early.

Hour-based service record for a ride-on or lawn tractor — the engine, the deck and the belts as three separate things that wear at three different rates.

Mower make & modelSerial numberPurchasedWarranty ends

SPECIFICATIONS from the handbook — look these up once

Engine oil type & qtyOil filter part no.Spark plug(s) & gapService interval (hrs)

Air filter (main / pre)Fuel filter part no.Battery typeTyre pressures F / R

Blade part no. & countDeck belt part no.Drive belt part no.Blade bolt torqueTransmission oil

SERVICE RECORD BY HOURS

Date	Hours	Oil & filter	Air filter	Plugs	Blades	Belts	Deck greased	Other work	By

BEFORE EACH USE

☐ Seat switch stops the engine or blades

☐ Tyre pressures matched side to side

☐ Blades stop when disengaged or in reverse

☐ Deck clear of packed grass, discharge guard on

☐ Parking brake holds on a slope

☐ Oil level, fuel level, no leaks underneath

Leaf Blower and Vacuum Service Log

Catch a chipped impeller and a blocked bag mesh before they turn into vibration and lost blow, and keep the filter and part numbers where they can be found.

Service log for a hand-held, backpack or walk-behind blower, and the vacuum side where fitted — where the impeller eats every stone the lawn hides.

Blower make & model

Serial number

Purchased

Warranty ends

SPECIFICATIONS

from the handbook — look these up once

Fuel mix / battery type

Spark plug & gap

Air filter part no.

Fuel filter part no.

Impeller / fan part no.

Collection bag part no.

Vacuum tube set

Harness / straps

SERVICE RECORD

Date	Hours / season	Air filter	Plug	Fuel filter	Impeller checked	Bag / tubes	Other work	By

BEFORE EACH USE

especially before vacuuming

☐ Intake guard closed and latched

☐ Tubes locked on, no cracks at the joints

☐ Impeller blades not chipped, bent or clogged

☐ Throttle returns to idle and stop switch works

☐ Collection bag zip closed and mesh not blocked

☐ Harness and straps sound, buckles hold

Chainsaw Maintenance Log

Keep the chain and bar specifications where you can find them, and track sharpening and servicing between them.

Chain, bar and engine record for a chainsaw, including the fuel mix ratio written down where you will actually find it.

Saw make & modelSerial number

Engine make & modelPurchasedWarranty ends

SPECIFICATIONS look these up once and never search again

Fuel mix ratioBar lengthChain pitchGauge

Drive linksChain part no.Bar part no.

Spark plug typeGapChain oil used

SERVICE AND SHARPENING RECORD

Date	Chain sharpened	Chain replaced	Bar dressed / turned	Air filter	Other work	By

Wood Chipper Service and Blade Log

Know when the blades were last turned or sharpened and what the clearance was set to, so a chipper that starts to labour is fixed at the blade, not the engine.

Blade and anvil record for a chipper or shredder, with the engine and feed system underneath. A chipper that has to be forced is a blade problem, not an engine one.

Chipper make & model

Serial number

Purchased

Warranty ends

SPECIFICATIONS from the handbook — look these up once

Blade set part no.

No. of blades

Blade bolt torque

Anvil / bed knife part no.

Blade-to-anvil clearance

Engine oil type & qty

Spark plug & gap

Air filter part no.

Drive belt part no.

Hydraulic oil type

BLADE AND ANVIL RECORD turned, sharpened or replaced — and the clearance set

Date	Hours	Turned	Sharpened	Replaced	Anvil checked	Clearance set	Bolts checked	Notes

ENGINE AND FEED SYSTEM SERVICE by hours, from the meter

Date	Hours	Engine oil	Air filter	Belts	Feed rollers	Greased	Other work	By

BEFORE EACH USE

- ☐ Feed stop bar or emergency stop works
- ☐ Feed roller reverses when asked
- ☐ Blade housing closed and locked, no tools left inside
- ☐ Discharge chute secured and pointing clear
- ☐ Belts not frayed, guards fitted over them
- ☐ Hydraulic hoses not weeping, hitch and lights sound

Notes — chip quality, blocking, anything specific to yours

Pressure Washer Maintenance Log

Protect the pump, which is the expensive part and the one that dies from frost and from running dry.

Maintenance record for a petrol or electric pressure washer — pump oil, filters, nozzles and the winter storage step that saves the pump.

Washer make & model

Serial number

Engine make & model

Purchased

Warranty ends

SPECIFICATIONS look these up once and never search again

Pressure (bar / psi)

Flow rate

Pump type

Pump oil type

Engine oil type & qty

Nozzle sizes

Inlet filter part no.

Hose length & fitting

SERVICE RECORD

Date	Hours / uses	Pump oil	Engine oil	Inlet filter	Nozzles / hose	Other work

Generator Service and Run Log

Make sure a standby generator actually starts when the power goes out, by recording the monthly exercise runs that keep it alive.

Run hours, exercise runs and servicing for a standby or portable generator. A generator that has not been run since it was bought is the least reliable machine you own.

EXERCISE IT MONTHLY

Run it under load for half an hour every month. Generators fail from standing, not from working — carburettors gum, fuel goes stale, and batteries die quietly.

Generator make & model

Serial number

Engine make & model

Purchased

Warranty ends

SPECIFICATIONS look these up once and never search again

Output (kW / kVA)

Fuel type

Tank capacity

Run time at half load

Engine oil type & qty

Oil change interval

Spark plug / gap

Air filter part no.

Fuel filter part no.

Battery type

RUN AND SERVICE LOG

Date	Hours	Exercise run	Under load	Fuel added	Oil / filters	Work done / faults

Air Compressor Maintenance Log

Record the tank drain that protects against internal corrosion, and keep the servicing history for a machine that holds pressure.

Service and tank drain record for an air compressor. Draining condensate is the one job that decides whether the tank stays safe.

DRAIN IT EVERY TIME
Drain the tank after every session. Water collects in the bottom and corrodes the tank from the inside, where you cannot see it. Record it here so you know it is actually being done.

Compressor make & model

Serial number

Engine make & model

Purchased

Warranty ends

SPECIFICATIONS look these up once and never search again

Tank size

Max pressure

CFM / l-min

Type

Pump oil type & qty

Oil change interval

Belt part no.

Air filter part no.

Tank test / inspection due

MAINTENANCE LOG

Date	Hours	Tank drained	Oil level / change	Air filter	Belt / valves	Notes

Trailer Bearing and Brake Service Log

Keep the wheels-off detail a one-line annual record cannot hold.

One wheels-off service, hub by hub and wheel by wheel — the detail the annual service record squeezes into a single line.

YOUR AXLE MAKER'S FIGURES GO IN THE BLANKS

Bearing part numbers, grease type, hub nut torque and end float, brake shoe and cable specification all come from the axle maker or the trailer's handbook. Look them up once, write them in the maker's-figures rows below, and never guess them.

Trailer	Axle make & type	Axles	Braked?	Service date	Done by
Maker's bearing nos. — inner / outer		Seal part no.	Grease type	Hub nut torque / end float	
Maker's brake shoe / pad no.		Brake cable / rod spec	Coupling damper part no.	Wheel nut torque	

HUB AND BEARING WORK one line per hub — N/S near side, O/S off side

Hub	Miles / use	Grease found	Bearing state	Seal	Fitted	Nut set to	Immersed?
N/S 1	since last	clean / grey / water	smooth, rough, pitted	OK / weeping	bearings, seal, hub, grease		salt / fresh / no

BRAKE WORK per wheel, plus the coupling end

Wheel	Lining left	Drum / disc	Cable / rod	Adjusted	Auto-reverse	Handbrake	Breakaway	Tyre & pressure
	mm or fraction	scored, rusty, OK	free / seized	how	works?	holds?	cable OK?	set to yours

Outboard Motor Service Log

Service an outboard by hours rather than by dates, and keep the impeller and anode record that decides whether the motor has a long life or a short one.

Hours, servicing and salt-water flushing for an outboard motor. The impeller and the anodes are the two cheap parts whose neglect turns into an expensive one.

Motor make & model

Serial number

Year

Boat

Shaft length

Two or four stroke

Fuel

SPECIFICATIONS from your own manual — look them up once

Engine oil grade & qty

Gear oil grade & qty

Oil filter part no.

Water pump / impeller kit

Spark plugs & gap

Fuel filter part no.

Anode part numbers

Propeller & pitch

Prop nut torque

SERVICE LOG

Date	Hours	Eng oil	Gear oil	Impeller	Plugs	Anodes	Fuel filt	Work and notes

Marine Battery and Electrical Log

Track battery voltages as a series rather than a single reading, so a bank that is dying is obvious well before it strands you.

A record of the battery bank, its charge readings, the anodes and the electrical system on a boat, where almost every flat battery turns out to be a corroded terminal.

Vessel

Make & model

Year

Charger / controller

Shore power fitted?

Solar fitted?

BATTERY BANK fill in once, then update when a battery is changed

No.	Bank	Chemistry	Capacity	Fitted	Replace by	Where
	start / domestic	flooded, AGM, gel, lithium	Ah			

ANODES shaft, rudder, trim tabs, engine, hull

Date	Location	Wear	Replaced	Notes

SHORE POWER, SOLAR AND WIRING

- ☐ Shore lead, plug and socket — no heat damage, no corrosion, no cracked insulation
- ☐ RCD or breaker tested with its own test button, not just looked at
- ☐ Galvanic isolator or isolating transformer checked where one is fitted
- ☐ Battery isolator switches operating, labelled and reachable in a hurry
- ☐ Terminals clean, tight and protected — this is where the fault usually is
- ☐ Fuses and breakers correctly rated for their cable, and labelled
- ☐ Cable runs supported, and nothing chafing where it passes through a bulkhead
- ☐ Nothing live sitting in the bilge, and bilge pump wiring above bilge water
- ☐ Charge controller settings matched to the battery chemistry actually fitted
- ☐ Solar output measured in sun and written in the log below

CHARGE AND CONDITION READINGS

Date	Bank	Resting V	Under load	Charging V	Charged by	Notes

Antifoul and Hull Treatment Log

Know exactly what is on the hull before you buy the next tin.

What went on the hull, when, and how it was prepared — every antifoul coat, primer, epoxy and polish, with the tin details written down so the same product can be found again next year.

THE TIN, THE YARD AND THE LOCAL RULES DECIDE

Which products you may use, how many coats they need and how the old paint and washings must be caught and disposed of are set by the maker's data sheet, the yard and the rules where you are — none of that is printed here. This sheet stops you standing in the chandlery trying to remember what you used last time.

Vessel

Hull material

Usual water

Current antifoul — product & type

Colour

Compatible over

HULL TREATMENT HISTORY

one line per coat or job, oldest at the top

Date	Job	Product & colour	Batch no.	Coats	Prep done	Litres used	By
	antifoul, primer...		from the tin		scrape, sand, wash, key		

FOULING AND CONDITION AT HAUL-OUT

weed, slime, barnacles: none, light or heavy — what came off tells you if it worked

Date hauled	Months in	Weed	Slime	Barnacles	Worst area	Paint left	Osmosis / blisters
					waterline, keel, rudder...	worn through?	seen where

Fuel and MPG Log

See what a vehicle actually costs to run and spot a change in fuel consumption early, which is often the first sign that something mechanical is wrong.

Every fill on one line with the odometer beside it, so distance and consumption can be worked out from the sheet itself. A change in consumption is often the first sign of a mechanical problem.

DECLARE YOUR UNITS, THEN KEEP TO THEM

No units are printed anywhere on this sheet, and no consumption figures either. Write at the top which units the odometer reads in, which you buy fuel in, and how you want consumption expressed — then keep to them, because a column of numbers in mixed units records nothing. Fill to the same point every time and read the odometer at the pump: brim to brim is what makes one line comparable with the next.

Vehicle	Registration	Odometer reads in	Fuel bought in	Consumption recorded as
---------	--------------	-------------------	----------------	-------------------------

FILLS one line per fill, in order, with no gaps

[illegible]

Vehicle Mileage Log

Keep a contemporaneous mileage record in the vehicle, which is the kind that stands up, rather than one reconstructed at the year end.

Journey by journey — date, purpose, start and end odometer — with business and private kept apart.

NO RATES PRINTED — CHECK YOUR OWN AUTHORITY

No mileage rates are printed on this sheet. Rates are set by tax authorities, differ by country and vehicle, and change from year to year. Whether a journey counts as business, what records you must keep and for how long are also questions for your own tax authority or accountant, not for a printable.

HOW TO USE THIS SHEET

- 1 Fill it in in the vehicle, at the end of the journey. A log reconstructed at the year end is the one that gets challenged.
- 2 Record the purpose in enough detail that it means something to somebody else in two years: who you saw, not just 'meeting'.
- 3 Note the odometer at the start and end of the period as well, so the total can be reconciled.

Vehicle

Registration

Driver

Period from

to

Odometer at start of period

Odometer at end of period

Units

Date	From	To	Purpose and who was seen	Start odo	End odo	Business	Private	Parking and tolls

Business total this sheet

Private total

Signed

EV Charging Cost Log

Build a real picture of what an electric vehicle costs to run, and show the gap between home and public charging in your own figures.

Every charge for an electric or plug-in vehicle — where it was charged, how much energy went in, what it cost, and the odometer at the time.

YOUR TARIFF, YOUR READINGS

No price per unit and no expected range are printed here. Home and public charging cost different amounts, tariffs change, and what a vehicle returns depends on the load, the weather and the driver — record your own figures and the pattern will show itself over a few months.

Vehicle

Battery / model

Driver

Period

CHARGING RECORD

Date	Vehicle	Charger & location	Home / public	kWh added	Cost	Odometer	Notes
		operator, site, bay		from the unit		reading	

Toll and Parking Expense Log

Capture the road costs that never reach the fuel log, so an expense claim can be assembled from a record rather than from a pocketful of tickets.

The costs that never appear on a fuel receipt — tolls, congestion and clean-air charges, parking and ferries — logged per vehicle with the receipt tracked and the job it belongs to.

SEPARATE FROM THE FUEL LOG ON PURPOSE
Keep this alongside the fuel log rather than inside it. Mixing a car park ticket in with litres and odometer readings makes the consumption figures harder to read and the expense claim harder to assemble.

Vehicle / fleet

Period covered

Kept by

EXPENSE RECORD

Date	Vehicle	Driver	Where	What for	Amount	Receipt	Recharged to
			road, crossing, car park	toll, parking...		held? Y/N	job or customer

WT-02

Upkeep Papers

Workshop Equipment Service Log

Keep a per-machine service history for fixed workshop equipment, so the consumable part numbers and the last service date live with the machine.

One machine, one sheet. Servicing, running hours, parts fitted and who did the work — for a lathe, a saw bench, a welder, a dust extractor or anything else bolted to the workshop floor.

Machine / equipment	Make & model	Serial no.
Location	Asset no.	Purchased
		Supplier

SPECIFICATIONS look these up once and never search again

Oil / lubricant & quantity	Grease points	Change interval
Belt part no.	Filter part no.	Blade / wheel size
		Fuse or breaker
Supply & rating	Guards and interlocks	Handbook kept where

SERVICE AND MAINTENANCE RECORD

Date	Hours	Work carried out	Parts fitted	Cost	By