

PM1225

CHASSIS No.	ENGINE No.	BUILD DATE	LAST SERVICE DATE	Current Kms
464387	80106400	Jun-19	15-Jun-24	1,327,253

B SERVICE	C SERVICE	TOP TUNE	BELT TENSIONER S	HORTON
30,000	300,000	100,000	400,000	400,000
1,325,023	1,312,800	1,325,023	1,044,013	1,004,756

AIR DRIER REBUILD	STARTERM OTOR	COMPRESSOR	TURBO	HEAD REPLACED	ENGINE REBUILD OR REPLACED 100000 KLMS
600,000	KLMS	400,000	1,000,000	600,000	KLMS
1,016,512	845,957	1,248,764	445000	760569	760,569

K63
xS93BB

KENWORTH TRUCKS

A DIVISION OF **PACCAR** AUSTRALIA PTY. LTD.

A B N 43 004 669 667

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**Quality
Endorsed
Company**
ISO9001:2000
Lic 4675
Standards Australia

14 January 2019

TO WHOM IT MAY CONCERN

Reference: Kenworth VIN 6F5000000JA464387

Kenworth Trucks has been advised that this vehicle is modified from the original manufactured specifications. The ratings for such an alternative manufacturer's original specification appear on page 3 of this letter.

This letter of authority certifies an alternative Kenworth Trucks manufacturer rating for the advised modified vehicle specifications in accordance with the National Code of Practise for Heavy Vehicle Modifications Code S1, for the purpose only of an Authorized Vehicle Examiner determining the appropriate revised design certification.

Confirmation that changes have been carried out in accordance with the National Code of Practice for Heavy Vehicle Modifications, may require that this vehicle is inspected, as directed by State or Territory requirements. Note that variations can occur between jurisdictions and each should be confirmed individually.

All modifications must be carried out in an appropriate and competent manner to comply with the complete applicable Kenworth Trucks specifications for those modified components/installations. The National Code of Practise for Heavy Vehicle Modifications specifies the minimum acceptable standards for modifications. If in any doubt, refer to Kenworth Trucks Customer Service Department.

Kenworth Trucks is not an Authorised Vehicle Examiner for vehicle modification inspections.

The original specification Gross Train Combination Mass and Gross Vehicle Mass are not included in this letter as they may be affected by the modifications as advised to Kenworth Trucks.

The vehicle specifications as manufactured by Kenworth Trucks were as follows immediately below, shown with current applicable component ratings

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Model	: T909	Date of Manufacture:	2000
Engine	: Cummins X15 Euro V 485 - 505	Governed rpm:	
Serial Number	: 80106400		
Max Power	: 377 kW @ 1700 rpm		
Max Torque	: 2508 Nm @ 1200 rpm		
Transmission	: Fuller RTLO22918B		
Ratios	: 14.40 12.29 8.51 7.26 6.05 5.16 4.38 3.74 3.20 2.73 2.28 1.94 1.62 1.38 1.17 1.00 0.86 0.73		
Tailshaft	: Spicer SPL250		
Steer Axle	: Meritor MFS73LA	Rating:	7300 kilograms
Steering Box	: TRW Ross TAS85	Rating:	8200 kilograms
Front Suspension	: Kenworth Leaf Spring 7.2l	Rating:	7200 kilograms
Steer Tyres	: 295/80R22.5	Rating:	6900 kilograms
Steer Wheels/Rims	: 8.25 x 22.5 285PCD Alloy Wheels	Rating:	6700 kilograms
	Front Axle Assembly Rated Capacity:		6700 kilograms
Drive Axles	: Meritor RT50-160GP	Rating:	22700 kilograms
Drive Axle Ratio	: 4.56		
Rear Suspension	: NEWAY AD246/10	Rating:	20800 kilograms
The airbag suspension system was fitted to this vehicle before 1 January 2000.			
This airbag suspension system has been certified as Road-Friendly by the Federal Office of Road Safety (FORS). Certificate No. RF2002			
Drive Tyres	: 11R22.5	Rating:	21800 kilograms
Drive Wheels/Rims	: 8.25 x 22.5 285PCD Alloy Wheels	Rating:	26400 kilograms
	Rear Axle Assembly Rated Capacity:		20800 kilograms
Wheelbase	: 6000 mm	Chassis Section:	273 x 89 x 9.5mm mm High Tensile Steel (with full insert)
Rear Overhang	: 1450 mm		

The maximum recommended operating speed is 100 km/h, for which suitable tyres must be fitted. The maximum geared road speed of this vehicle at governed engine rpm is 116 km/h, with this vehicle Road Speed Limited to 100 km/h.

HOLLAND FW70 DT2 fifth wheel (D-Rating 240 kN) and fifth wheel mounting angles were fitted by Kenworth Trucks as original equipment, attached in accordance with Kenworth Engineering Specifications.

Fifth wheel mounting angles were fitted by Kenworth Trucks as original equipment, attached in accordance with Kenworth Engineering Specifications.

This fifth wheel assembly was located at 0mm, relative to the rear axle group nominal centreline

This vehicle was manufactured with an advanced braking/safety system, which included the functions of Antilock Braking System.

This vehicle was manufactured with an ECEr29 compliant cab structure and with a Front Underrun Protection System, in the style of a Temporary FUPS device.

This vehicle was fitted with an Identification Plate (formely known as the Compliance Plate) in accordance with ADR61.



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Compliance of the identified Category NC vehicle is confirmed by the Identification Plate Approval Number stamped at the top of the plate.

Individual ADR numbers are not required when an Approval Number is provided, excepting ADR64 (Roadtrains and/or B-Doubles). This compliance, if applicable, is shown on the Vehicle Plate.

This vehicle is certified to ADR64 for Road Train and/or B-Double prime mover use (State permit requirements may be greater than ADR64 standards).

If Kenworth Trucks manufactured a vehicle to the following alternative original specification (advised modified components indicated ** below), the current applicable ratings for general on highway operations are:

- * Gross Train Combination Mass up to and including 130.0 tonnes and/or
- * Gross Vehicle Mass up to and including 28.0 tonnes (Lesser of Component Gross Vehicle Mass up to 28.0 tonnes, or, ADR braking certification Gross Vehicle Mass of 28.2 tonnes)

Advised vehicle specifications are as follows, shown with current applicable component ratings.



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Engine	: Cummins X15 Euro V 485 -	Governed rpm:	2000
	505		
Max Power	: 377 kW @ 1700 rpm		
Max Torque	: 2508 Nm @ 1200 rpm		
Transmission	: Fuller RTLO22918B		
Ratios	: 14.40 12.29 8.51 7.26 6.05 5.16 4.38 3.74 3.20 2.73 2.28		
	1.94 1.62 1.38 1.17 1.00 0.86 0.73		
Tailshaft	: Spicer SPL250		
Steer Axle	: Meritor MFS73LA	Rating:	7300 kilograms
Steering Box	: TRW Ross TAS85	Rating:	8200 kilograms
Front Suspension	: Kenworth Leaf Spring 7.2t	Rating:	7200 kilograms
Steer Tyres	: 385/80R22.5**	Rating:	8500** kilograms
Steer Wheels/Rims	: 12.25 x 22.5 285PCD Alloy Wheels**	Rating:	9800** kilograms
	Front Axle Assembly Rated Capacity:		7200** kilograms
Drive Axles	: Meritor RT50-160GP	Rating:	22700 kilograms
Drive Axle Ratio	: 4.56		
Rear Suspension	: NEWAY AD246/10	Rating:	20800 kilograms
This airbag suspension system has been certified as Road-Friendly by the Federal Office of Road Safety (FORS). Certificate No. RF2002			
Drive Tyres	: 11R22.5	Rating:	21800 kilograms
Drive Wheels/Rims	: 8.25 x 22.5 285PCD Alloy Wheels	Rating:	26400 kilograms
	Rear Axle Assembly Rated Capacity:		20800 kilograms
Wheelbase	: 6000 mm	Chassis Section:	273 x 89 x 9.5mm High Tensile Steel (with full insert)
Rear Overhang	: 1450 mm		

The maximum geared road speed of this vehicle specification at governed engine rpm is 116 km/h with this vehicle Road Speed Limited to 100 km/h.

HOLLAND FW70 DT2 fifth wheel (D-Rating 240 kN) and fifth wheel mounting angles were fitted by Kenworth Trucks as original equipment, attached in accordance with Kenworth Engineering Specifications.
This fifth wheel assembly was located at 0mm, relative to the rear axle group nominal centreline

This alternative vehicle specification includes an ECER29 compliant cab structure and with a Front Underrun Protection System, in the style of a Temporary FUPS device.

This advice to an Authorised Vehicle Examiner does not imply that Kenworth Trucks has inspected VIN **6F500000JA464387**, nor certified any alterations and is not to be relied on other than solely as a statement regarding the Gross Train /Combination Masses and Gross Vehicle Masses for a new truck manufactured by Kenworth Trucks in accordance with the above specifications.

Kenworth Trucks makes no representation and expressly denies all liability expressed or implied for loss or damage, including any indirect or consequential loss whether or not Kenworth Trucks is advised of the possibility of loss or damage in advance, arising out of or in connection with reliance on the above statement as an indication of the actual condition and applicable Gross



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Train/Combination Masses and Gross Vehicle Masses ratings for VIN **6F500000JA464387**. Due to other undisclosed alterations which may have been made to VIN **6F500000JA464387** or the current condition of the truck, the actual Gross Train /Combination Masses and Gross Masses may not be as set out above.

Yours faithfully,
KENWORTH TRUCKS

A handwritten signature in black ink, appearing to read 'Stefan Farkas'.

Stefan Farkas
Senior Applications Engineer

Reference: Kenworth VIN 6F500000JA464387