



KENWORTH TRUCKS

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

A.B.N. 43 004 669 667

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5 May 2024

TO WHOM IT MAY CONCERN

Reference: Kenworth VIN 6F5000000RA487589

The current applicable ratings for this vehicle as manufactured by Kenworth Trucks for general on-highway operations are:

Gross Train Combination Mass up to and including 97.0 tonnes and/or
Gross Vehicle Mass up to and including 27.83 tonnes
(Lesser of Component Gross Vehicle Mass up to 27.83 tonnes, or,
ADR 35 braking certification Gross Vehicle Mass of 28.20 tonnes)

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

Model	: T909	Date of Manufacture:	May 2024
Engine	: Cummins X15 Euro V 600 - 615	Governed rpm:	2000
Serial Number	: 80606353		
Max Power	: 459 kW @ 1800 rpm		
Max Torque	: 2779 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	: Meritor RPL25		
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	: 295/80R22.5 - R154	Rating:	6930 kilograms
Steer Wheels/Rims	: 9.00 x 22.5 285PCD Alloy Wheels - Steer	Rating:	7500 kilograms
Front Axle Assembly (including Steering) Rated Capacity:			6930 kilograms
Drive Axles	: Meritor MT21-165GP	Rating:	20900 kilograms
Drive Axle Ratio	: 4.10		
Rear Suspension	: Kenworth Airglide 460 Tandem, Steel	Rating:	20900 kilograms
This airbag suspension system has been certified as Road-Friendly by the Federal Office of Road Safety (FORS). Certificate No. RF2012			
Drive Tyres	: 11R22.5	Rating:	21800 kilograms
Drive Wheels/Rims	: 8.25 x 22.5 285PCD Alloy Wheels - Drive	Rating:	26840 kilograms
Rear Axle Assembly Rated Capacity:			20900 kilograms
Wheelbase	: 5790 mm	Chassis Section:	273 x 89 x 9.5mm High Tensile Steel (with rear suspension insert only)
Rear Overhang	: 1370 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 129 km/h, with this vehicle Road Speed Limited to 100 km/h.

JSK 37 CZW-185/MP4111 fifth wheel assembly (D-Rating 190 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 +50mm, relative to the rear axle group nominal centreline

This vehicle was manufactured with an advanced braking/safety system, which included the functions of Electronic Stability Program\EBSS (ABS + Automatic Traction Control + Drag Torque Control).

This vehicle was manufactured with an ECER29 compliant cab structure

This vehicle was manufactured with a Front Underrun Protection System, in the style of a Temporary FUPS device.

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

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.

At the time of manufacture, this truck was built complying with the requirements of a B-Double

At the time of manufacture, this truck was built complying with the requirements of a Road Train

Please note that the above statements:

- do not affect the terms of any existing warranty in respect of this Kenworth truck

- are not a separate warranty by Kenworth Trucks

- are not separate application approval for any specific use of this Kenworth truck.

No authorisation exists for other Engineering Signatories to rate or approve this original specification Kenworth truck above the ratings stated in this letter (Vehicle Standards Bulletin No.6, Section S).

Any modification made after manufacture must be approved under the National Code of Practise for Heavy Vehicle Modifications and if the above ratings do vary, be approved and plated by an Authorised Engineering Examiner.

The National Code of Practise for Heavy Vehicle Modifications (Part A, Section A, 4.4) stipulates that "requirements of the ADR's and original manufacturer's modification guidelines shall take precedence". As Kenworth Trucks offers a wide range of alternative manufacturer's original specifications, Kenworth Trucks can provide manufacturers ratings for most modifications (National Code of Practise for Heavy Vehicle Modifications, Section S1).

Yours faithfully,
KENWORTH TRUCKS

A handwritten signature in black ink, appearing to read 'M Banaszak'.

Matthew Banaszak
Applications Engineer

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