



**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 4876  
Standard Australia

15 August 2022

**TO WHOM IT MAY CONCERN**

**Reference: Kenworth VIN 6F5000008A438388**

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 26.50 tonnes  
(Lesser of Component Gross Vehicle Mass up to 27.50 tonnes, or,  
ADR braking certification Gross Vehicle Mass of 26.5 tonnes)

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

Model	: K108	Date of Manufacture:	June 2008
Engine	: Cummins ISX EGR-550	Governed rpm:	2000
S/N	: 79300697		
Max Power	: 433 kW @ 1600 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 FG941LA	Rating:	6600 kilograms
Front Suspension	: Kenworth Leaf Spring 7.2t	Rating:	7200 kilograms
Steer Tyres	: 295/80R22.5.	Rating:	6900 kilograms
Steer Wheels/Rims	: 9.00 x 22.5 285PCD Alloy Wheels	Rating:	7500 kilograms
	<b>Front Axle Assembly Rated Capacity:</b>		<b>6600 kilograms</b>
Drive Axles	: Dana D46-170	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	Rating:	26400 kilograms
	<b>Rear Axle Assembly Rated Capacity:</b>		<b>20900 kilograms</b>
Wheelbase	: 4280 mm	Chassis Section:	270 x 89 x 8mm 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 was 129 km/h, Road Speed Limited to 100 km/h.

HOLLAND FW351 A2 fifth wheel (D-Rating 165 kN) and fifth wheel mounting angles were fitted by Kenworth Trucks as original equipment, attached in accordance with Kenworth Engineering Specifications.

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.

This vehicle was fitted with an Approved ADR Compliance Plate, in accordance with ADR61. Compliance of the identified Category NC vehicle is confirmed by the Approval Number stamped in the upper left corner of the plate.

Individual ADR numbers are no longer required to be identified where an Approval Number is provided, excepting ADR64 (Roadtrains and B-Doubles). This compliance, if applicable, is shown on the Vehicle Identification 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).

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 to certified components made after manufacture must be approved by an authorised Engineering Signatory and may vary the above ratings.

VSB6 (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 (VSB6, Section S, Code S1).

Yours faithfully,  
KENWORTH TRUCKS

A handwritten signature in cursive script, appearing to read 'M Banaszak'.

Matthew Banaszak  
Applications Engineer

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