

DOCKETED

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| Filer: | Robert Sarvey |
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SSS Gears Notes ref. NR2083
SSS Clutches for Synchronous Condensing
Small and Medium Sized (up to 65MW) Industrial Gas Turbines and all Aero Derivative Gas Turbines

| 0391/1 REF. NO. | NO. OF CLUTCHES | NO. OF SETS | CLUTCH SIZE | CLUTCH TYPE | kW TRANSMITTED PER CLUTCH | CLUTCH SPEED (rpm) | DELIVERY DATE | PLANT NAME | DIAGRAM | SSS GEARS 'C' NO. | GT TYPE |
|--------------------|--------------------|----------------|----------------|----------------|---------------------------------|--------------------------|------------------|--------------------------------------|---------|-------------------------|------------------|
| | 1 | 1 | 194 | T | 34,000 | 3,600 | 2014 | Quinto, Equador | 9 | C14775 | GE Fr.5 |
| | 1 | 1 | 194 | T | 34,000 | 3,000 | 2013 | Malaysia | 9 | C14083 | GE Fr.5 |
| | 2 | 2 | 260 | T Encased | 52,000 | 3,600 | 2012 | DEMEC Smyrna, Delaware, USA | 1 | C13040 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2012 | Williston, North Dakota | 1 | C13040 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2012 | Williston, North Dakota | 1 | C13040 | GE LM6000 |
| | 1 | 1 | 194 | T | 34,000 | 3,000 | 2012 | Patau Patau, Malaysia | 9 | C13427 | GE Fr.5 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | TBA | Tioga, North Dakota | 1 | C13040 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | TBA | New Town North Dakota | 1 | C13040 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Northland Power Spy Hill 1, Canada | 1 | C12500 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Northland Power Spy Hill 2, Canada | 1 | C12500 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Kearny 13-A, NJ, USA | 1 | C12500 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Kearny 13-B, NJ, USA | 1 | C12500 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Kearny 13-C, NJ, USA | 1 | C12500 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2011 | Kearny 13-D, NJ, USA | 1 | C12500 | GE LM6000 |
| | 2 | 2 | 220 | T | 72,000 | 3,600 | 2011 | Dow Chemical, USA | 5 | C12925 | Turbodyne GT11D |
| | 1 | 1 | 170 | T | 34,000 | 3,000 | 2011 | Kelanitissa - Sri Lanka | 9 | C10718A | GE Fr. 5 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2010 | SaskPower Yellowhead 1, USA | 1 | C10771 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2010 | SaskPower Yellowhead 2, USA | 1 | C10771 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2010 | SaskPower Yellowhead 3, USA | 1 | C10771 | GE LM6000 |
| | 1 | 1 | 194 | T | 51,000 | 3,000 | 2010 | Nairobi - Kenya | 9 | C6770A | JBE Fr. 6 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2009 | SaskPower Ermine 1, Canada | 1 | C10489 | GE LM6000 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2009 | SaskPower Ermine 2, Canada | 1 | C10771 | GE LM6000 |
| | 1 | 1 | 272 | T Encased | 132,000 | 3,600 | 2008 | Calpine, Vineland, New Jersey, USA | 1 | C11277 | GE LMS100 |
| | 1 | 1 | 194 | T | 51,000 | 3,000 | 2007 | Morocco | 9 | C11352 | GE Fr. 6 |
| | 2 | 1 | 194 | T | 52,000 | 3,000 | 2007 | Den Haag, Netherlands | 37 | C10654 | GE LM6000 (twin) |
| | 3 | 3 | 194 | T | 51,000 | 3,000 | 2006 | Pinjarra - Australia | 9 | C10400 | GE Fr. 6 |
| | 1 | 1 | 194 | T | 51,000 | 3,000 | 2006 | MRP Southdown, Otahuhu - N. Zealand | 9 | C10518 | GE LM6000 |
| | 1 | 1 | 194 | T | 51,000 | 3,600 | 2005 | Mexico | 9 | C9733 | GE Fr. 6 |
| | 1 | 1 | 194 | T | 51,000 | 3,000 | 2005 | Morocco | 9 | C9997 | GE Fr. 6 |
| | 2 | 1 | 214 | T | 34,000 | 3,600 | 2004 | Great River Energy - USA | 10 | C9459 | FT4 Twinpack |
| | 2 | 1 | 194 | T | 50,000 | 3,000 | 2004 | Cowes IOW - England | 14 | C9482 | RR Twin Olympus |
| | 1 | 1 | 194 | T | 30,000 | 3,000 | 2004 | Iraq | 9 | C9693 | GE Fr. 5 |
| | 2 | 2 | 194 | T | 30,000 | 3,000 | 2004 | Bangladesh | 9 | C9719 | GE Fr. 5 |
| | 1 | 1 | 220 | T | 35,000 | 3,000 | 2003 | Coolkeeragh - N. Ireland | 10 | C8939 | RR Twin Avons |
| | 1 | 1 | 170 | T | 34,000 | 3,000 | 2002 | Ogden, Utah - USA | 9 | C8678 | GE Fr. 5 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2002 | Atco Valley View - Canada | 1 | C8700 | GE LM6000 |
| | 1 | 1 | 194 | T | 30,000 | 3,000 | 2002 | Bangladesh | 9 | C8880 | GE Fr. 5 |
| | 1 | 1 | 194 | T | 30,000 | 3,000 | 2002 | Barisal - Bangladesh | 9 | C9123 | GE Fr. 5 |
| | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 2002 | Lafayette - USA | 1 | C10042 | GE LM6000 |
| | 4 | 4 | 260 | T Encased | 52,000 | 3,600 | 2001 | Chesapeake - USA | 1 | C8153 | GE LM6000 |
| | 1 | 1 | 194 | T | 30,000 | 3,000 | 2001 | Power Development Board - Bangladesh | 9 | C8440 | GE Fr. 5 |
| | 2 | 2 | 260 | T Encased | 52,000 | 3,600 | 2000 | GWF Lomore, CA - USA | 1 | C8063 | GE LM6000 |
| | 4 | 4 | 260 | T Encased | 52,000 | 3,600 | 2000 | PSE&G Kearny, NJ - USA | 1 | C8063 | GE LM6000 |
| 279 | 1 | 1 | 260 | T Encased | 52,000 | 3,600 | 1999 | ATCO Grand Prairie - Canada | 1 | C7600 | GE LM6000 |
| | 4 | 4 | 260 | T | 52,000 | 3,600 | 1999 | PSE&G Burlington - USA | 1 | C7816 | GE LM6000 |
| | 1 | 1 | 194 | T | 51,000 | 3,600 | 1999 | Israel | 9 | C7846 | GE Fr. 6 |
| 272 | 2 | 2 | 170 | T Encased | 25,000 | 3,600 | 1998 | Key West - USA | 9 | C7119 | GE Fr.5 |

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|--------------------|--------------------|----------------|----------------|----------------|---------------------------------|--------------------------|------------------|--------------------------------------|---------|-------------------------|------------------------|
| 262 | 1 | 1 | 214 | T | 34,000 | 3,600 | 1997 | Pacific Gas and Electric - USA | 36 | C6938 | FT4 Twinpack |
| 271 | 1 | 1 | 194 | T | 54,000 | 3,000 | 1997 | Panama | 9 | C6965 | GE Fr.6 |
| 233 | 4 | 2 | 170 | T | 27,000 | 3,000 | 1996 | Germany | 10 | C6230 | GHH FT8 |
| 229 | 1 | 1 | 194 | T | 51,000 | 3,000 | 1995 | Morocco | 9 | C6070 | GE Fr.6 |
| 235 | 2 | 2 | 194 | T | 51,000 | 3,000 | 1995 | Jordan | 9 | C6264 | GE Fr.6 |
| 209 | 2 | 2 | 194 | T | 45,000 | 3,000 | 1994 | BHEL - India | 9 | C5673 | GE Fr.6 |
| 211 | 1 | 1 | 194 | T | 51,000 | 3,000 | 1994 | Jordan | 9 | C5635 | GE Fr.6 |
| 218 | 2 | 2 | 194 | T | 51,000 | 3,000 | 1994 | India | 9 | C5525 | GE Fr.6 |
| 222 | 1 | 1 | 194 | T | 51,000 | 3,000 | 1994 | Jordan | 9 | C5821 | GE Fr.6 |
| 224 | 2 | 2 | 194 | T | 51,000 | 3,000 | 1994 | Malta | 9 | C5878 | GE Fr.6 |
| | 2 | 2 | 214 | T Encased | 34,000 | 3,600 | 1993 | Buk Jeju Island, South Korea | 1 | C5209 | FT4 |
| 208 | 3 | 3 | 194 | T | 51,000 | 3,000 | 1993 | Israel | 9 | C5395 | GE Fr.6 |
| 198 | 1 | 1 | 170 | T | 35,000 | 3,000 | 1992 | Egypt | 9 | C5198 | GE Fr.5 |
| 188 | 2 | 2 | 170 | T | 34,000 | 3,600 | 1991 | Canada | 9 | C4661 | GE Fr.5 |
| | 1 | 1 | 170 | T | 34,000 | 3,600 | 1990 | Peru | 9 | C4626 | GE Fr.5 |
| 184 | 3 | 3 | 194 | T | 45,000 | 3,000 | 1990 | Australia | 9 | C4412 | GE Fr.6 |
| 171 | 2 | 2 | 194 | T | 45,000 | 3,000 | 1989 | Australia | 9 | C4137 | GE Fr.6 |
| 183 | 4 | 4 | 194 | T | 35,000 | 3,000 | 1989 | BHEL - India | 9 | C4296 | BHEL Fr.5 |
| 168 | 4 | 4 | 194 | T | 46,000 | 3,000 | 1988 | Australia | 9 | C3974 | GE Fr.6 |
| 164 | 3 | 3 | 194 | T | 42,000 | 3,000 | 1987 | Bangladesh | 9 | C3429 | GE Fr.6 |
| 167 | 3 | 3 | 194 | T | 35,000 | 3,000 | 1987 | - | 9 | C3563 | GE Fr.5 |
| 161 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1986 | - | 9 | C3286 | GE Fr.5 |
| 162 | 1 | 1 | 194 | T | 51,000 | 3,000 | 1986 | Kenya | 9 | C3357 | GE Fr.6 |
| 163 | 3 | 3 | 194 | T | 51,000 | 3,000 | 1986 | India | 9 | C3377 | GE Fr.6 |
| | 1 | 1 | 194 | T | 51,000 | 3,000 | 1986 | Kenya | 9 | C6770 | GE Fr.6 |
| 158 | 1 | 1 | 170 | FT | 15,000 | 3,000 | 1985 | Broken Hill - Australia | 1 | C3084 | Stal PP3 |
| 159 | 6 | 6 | 194 | T | 52,000 | 3,000 | 1985 | India | 9 | C3152 | GE Fr.6 |
| 151 | 1 | 1 | 260 | FT | 32,000 | 3,000 | 1984 | Pakistan | 9 | C2719 | Mitsubishi MW251 |
| 152 | 2 | 2 | 194 | T | 35,000 | 3,000 | 1984 | - | 9 | C2755 | Alcatel Fr.5 |
| 153 | 4 | 4 | 194 | T | 52,000 | 3,000 | 1984 | India | 9 | C2825 | GE Fr.6 |
| 154 | 1 | 1 | 194 | T | 51,000 | 3,600 | 1984 | Sask Power, Meadow Lake, SA - Canada | 9 | C2861 | GE Fr.6 |
| 148 | 3 | 3 | 194 | T | 31,000 | 3,000 | 1983 | - | 9 | C2532 | BHS Fr.5 |
| 150 | 1 | 1 | 194 | T | 40,000 | 3,000 | 1983 | Norway | 9 | C2670 | RENK Fr.5 |
| 143 | 5 | 5 | 260 | FT | 45,000 | 3,000 | 1982 | Iraq | 9 | C2254 | Fiat TG20 B2 |
| 146 | 2 | 1 | 170 | T | 30,000 | 3,000 | 1982 | S.Africa | 10 | C2427 | TPM FT4 |
| 149 | 1 | 1 | 170 | T | 30,000 | 3,000 | 1982 | Kipevu - Kenya | 9 | C2539 | JBE Fr.5 |
| 137 | 2 | 1 | 170 | T | 30,000 | 3,000 | 1981 | S.Africa | 10 | C2152 | Curtis Wright UACL FT4 |
| 138 | 9 | 9 | 170 | T | 25,000 | 3,000 | 1981 | Iraq | 9 | C2154 | JBE Fr.5 |
| 139 | 4 | 4 | 260 | FT | 45,000 | 3,000 | 1981 | Iraq | 9 | C2202 | Fiat TG20 B2 |
| 140 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1981 | - | 9 | C2222 | JBE Fr.5 |
| 141 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1981 | - | 9 | C2225 | JBE Fr.5 |
| 142 | 1 | 1 | 194 | T | 31,000 | 3,000 | 1981 | Iraq | 9 | C2227 | Mosul - Iraq |
| 144 | 3 | 3 | 194 | T | 31,000 | 3,000 | 1981 | - | 9 | C2274 | Alcatel Fr.5 |
| 135 | 3 | 3 | 170 | T | 30,000 | 3,000 | 1980 | Sri Lanka | 9 | C1988 | JBE Fr.5 |
| 130 | 2 | 1 | 194 | T | 50,000 | 3,000 | 1979 | Cowes IOW - England | 14 | C1675 | RR Olympus |
| 131 | 2 | 1 | 194 | T | 50,000 | 3,000 | 1979 | Cowes IOW - England | 14 | C1676 | RR Olympus |
| 132 | 1 | 1 | 170 | T | 30,000 | 3,000 | 1979 | Pretoria - South Africa | 1 | C1723 | RR Olympus |
| 112 | 8 | 4 | 194 | T | 50,000 | 3,000 | 1978 | Bulls Bridge - England | 14 | C1389 | RR Olympus |
| 116 | 2 | 2 | 170 | FT | 19,500 | 3,600 | 1978 | - | 9 | C1416 | Fiat TG16 |
| 117 | 3 | 3 | 194 | T | 31,000 | 3,000 | 1978 | Santa Rosa, Quinto - Ecuador | 9 | C1417 | AEG Fr.5 |
| 117 | 7 | 7 | 194 | T | 31,000 | 3,000 | 1978 | - | 9 | C1417 | AEG Fr.5 |
| 118 | 6 | 6 | 194 | T | 31,000 | 3,000 | 1978 | Iran | 9 | C1418 | BHS Fr.5 |
| 120 | 6 | 3 | 170 | T | 30,000 | 3,000 | 1978 | Johannesburg - South Africa | 10 | C1443 | Curtis Wright UACL FT4 |

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|--------------------|--------------------|----------------|----------------|----------------|---------------------------------|--------------------------|------------------|------------------------------|---------|-------------------------|------------------------|
| 121 | 2 | 2 | 194 | T | 31,000 | 3,000 | 1978 | Shirvan Power - Iran | 9 | C1471 | Alcatel Fr.5 |
| 122 | 7 | 7 | 260 | FT | 40,000 | 3,000 | 1978 | Iran | 9 | C1485 | Fiat TG20 B2 |
| 123 | 3 | 3 | 194 | T | 31,000 | 3,000 | 1978 | Rey Power - Iran | 9 | C1507 | Alcatel Fr.5 |
| 125 | 2 | 2 | 170 | FT | 20,000 | 3,000 | 1978 | WAPDA Kotri - Pakistan | 9 | C1518 | CEM Type 7 |
| 126 | 1 | 1 | 194 | T | 31,000 | 3,000 | 1978 | Jarry Sud Power - Guadalupe | 9 | C1533 | Alcatel Fr.5 |
| 126 | 1 | 1 | 194 | T | 31,000 | 3,000 | 1978 | Shirvan Power - Iran | 9 | C1533 | Alcatel Fr.5 |
| 127 | 2 | 2 | 194 | T | 31,000 | 3,000 | 1978 | - | 9 | C1551 | Alcatel Fr.5 |
| 127 | 1 | 1 | 194 | T | 31,000 | 3,000 | 1978 | Fr. Pointers des Carries | 9 | C1551 | Alcatel Fr.5 |
| 108 | 2 | 2 | 194 | T | 30,000 | 3,000 | 1977 | Rey Power - Iran | 9 | C1270 | Alcatel Fr.5 |
| 108 | 2 | 2 | 194 | T | 30,000 | 3,000 | 1977 | Djeddah - Saudi Arabia | 9 | C1270 | Alcatel Fr.5 |
| 108 | 1 | 1 | 194 | T | 30,000 | 3,000 | 1977 | Agadira - Morocco | 9 | C1270 | Alcatel Fr.5 |
| 108 | 1 | 1 | 194 | T | 30,000 | 3,000 | 1977 | Amperwerke - Germany | 9 | C1270 | Alcatel Fr.5 |
| 110 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1977 | - | 9 | C1284 | JBE Fr.5 |
| 113 | 3 | 3 | 194 | T | 30,000 | 3,000 | 1977 | Reunion Island | 9 | C1357 | Alcatel Fr.5 |
| 114 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1977 | Portugal | 9 | C1375 | EDP Fr.5 |
| 115 | 3 | 3 | 170 | T | 30,000 | 3,000 | 1977 | ETSA - Australia | 1 | C1407 | Curtis Wright UACL FT4 |
| 119 | 2 | 2 | 170 | T | 25,000 | 3,000 | 1977 | Pakistan | 9 | C1422 | JBE Fr.5 |
| 100 | 20 | 10 | 220 | T | 43,000 | 3,000 | 1976 | Bulls Bridge - England | 2 | C1102 | RR Olympus |
| 104 | 6 | 3 | 208 | FT | 25,000 | 3,600 | 1976 | Canada | 10 | C1151 | Curtis Wright UACL FT4 |
| 105 | 2 | 1 | 208 | FT | 25,000 | 3,600 | 1976 | N&L Hydro, Labrador - Canada | 10 | C1151 | Curtis Wright UACL FT4 |
| 106 | 4 | 4 | 194 | T | 35,000 | 3,000 | 1976 | Boufarik, Sonel - Algeria | 9 | C1155 | Alcatel Fr.5 |
| 109 | 2 | 2 | 194 | T | 31,000 | 3,000 | 1976 | - | 9 | C1272 | BHS Fr.5 |
| 84 | 2 | 1 | 220 | FT | 35,000 | 3,000 | 1975 | Ballylumford - N.Ireland | 2 | C1013 | RR Avons |
| 85 | 2 | 2 | 208 | FT | 20,000 | 3,000 | 1975 | - | 1 | C1017 | STAL PP3 |
| 86 | 2 | 2 | 170 | T | 30,000 | 3,000 | 1975 | - | 9 | C1027 | GE Fr.5 |
| 87 | 1 | 1 | 170 | T | 30,000 | 3,600 | 1975 | New Foundland - Canada | 1 | C1028 | Curtis Wright UACL FT4 |
| 88 | 3 | 3 | 194 | FT | 35,000 | 3,000 | 1975 | Argentina | 9 | C1030 | Fiat TG20B2 |
| 89 | 3 | 3 | 194 | T | 35,000 | 3,000 | 1975 | - | 9 | C1037 | Alcatel Fr.5 |
| 90 | 8 | 4 | 170 | T | 32,000 | 3,000 | 1975 | Whirinaki - New Zealand | 10 | C1040 | Parson Peebles FT4 |
| 91 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1975 | - | 9 | C1041 | Alcatel Fr.5 |
| 91 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1975 | Tunisia | 9 | C1041 | Alcatel Fr.5 |
| 91 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1975 | Netherlands | 9 | C1041 | Alcatel Fr.5 |
| 92 | 2 | 1 | 170 | T | 30,000 | 3,600 | 1975 | Labrador - Canada | 10 | C1042 | Curtis Wright UACL FT4 |
| 93 | 3 | 3 | 170 | FT | 19,000 | 3,600 | 1975 | Venezuela/Argentina | 9 | C1048 | Fiat TG16 |
| 94 | 2 | 1 | 170 | T | 30,000 | 3,600 | 1975 | BC Hydro Keogh - Canada | 10 | C1050 | Curtis Wright UACL FT4 |
| 96 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1975 | Western Mining - Australia | 1 | C1072 | RR Avon |
| 97 | 3 | 3 | 194 | T | 35,000 | 3,000 | 1975 | Pakistan | 9 | C1075 | Alcatel Fr.5 |
| 101 | 4 | 4 | 170 | T | 30,000 | 3,600 | 1975 | Burnside - Canada | 1 | C1103 | TPM FT4 |
| 102 | 10 | 5 | 170 | T | 30,000 | 3,000 | 1975 | Cape Town - South Africa | 10 | C1107 | TPM FT4 |
| 103 | 6 | 6 | 194 | T | 35,000 | 3,000 | 1975 | - | 9 | C1143 | Alcatel Fr.5 |
| 66 | 4 | 2 | 220 | FT | 30,000 | 3,000 | 1974 | Hallstavick 3 + 4 - Sweden | 2 | C823 | RR Avon |
| 73 | 4 | 2 | 220 | FT | 35,000 | 3,000 | 1974 | Lahall - Sweden | 2 | C908 | RR Avon |
| 75 | 2 | 2 | 194 | T | 35,000 | 3,000 | 1974 | Stuttgart, Germany | 9 | C944 | Alcatel Fr.5 |
| 75 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1974 | Santa Cruz, Bolivia | 9 | C944 | Alcatel Fr.5 |
| 75 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1974 | - | 9 | C944 | Alcatel Fr.5 |
| 76 | 4 | 2 | 208 | FT | 20,000 | 3,000 | 1974 | - | 10 | C946 | STAL PP3 |
| 77 | 2 | 2 | 170 | T | 30,000 | 3,000 | 1974 | - | 9 | C950 | GE Fr.5 |
| 78 | 2 | 1 | 220 | FT | 35,000 | 3,000 | 1974 | Ballylumford - N.Ireland | 2 | C960 | RR Avons |
| 79 | 8 | 8 | 194 | T | 35,000 | 3,000 | 1974 | Lyallpur - Pakistan | 9 | C967 | AEG Fr.5 |
| 80 | 4 | 2 | 170 | T | 26,500 | 3,000 | 1974 | Otahuhu - New Zealand | 10 | C975 | Parsons Peebles |
| 81 | 4 | 4 | 194 | T | 40,000 | 3,000 | 1974 | Turkey | 9 | C986 | Fiat TG20B2 |
| 82 | 1 | 1 | 194 | T | 16,000 | 1,500 | 1974 | Nairobi - Kenya | 9 | C1011 | Fiat TG16 |
| 83 | 2 | 2 | 170 | T | 30,000 | 3,000 | 1974 | Nova Scotia - Canada | 1 | C1012 | Brush UACL |

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|--------------------|--------------------|----------------|----------------|----------------|---------------------------------|--------------------------|------------------|----------------------------|---------|-------------------------|------------------------|
| 98 | 1 | 1 | 216 | T | 50,000 | 3,000 | 1974 | Otahuhu - New Zealand | 5 | C1082 | STAL GT120 |
| 59 | 2 | 2 | 170 | T | 29,000 | 3,600 | 1973 | Canada | 1 | C714 | Curtis Wright UACL FT4 |
| 60 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1973 | Saarbrucken - Germany | 12 | C756 | AEG Fr.5 |
| 60 | 1 | 1 | 194 | T | 20,600 | 3,000 | 1973 | Saarbrucken - Germany | 12 | C757 | AEG Fr.5 |
| 61 | 2 | 2 | 170 | T | 30,000 | 3,000 | 1973 | Portugal | 9 | C765 | GE Fr. 5 |
| 62 | 2 | 2 | 194 | T | 35,000 | 3,000 | 1973 | Sarchesme, Iran | 9 | C793 | Alstom Fr.5 |
| 63 | 2 | 2 | 194 | T | 35,000 | 3,000 | 1973 | Jebel Jelloudi, Tunisia | 9 | C793 | Alstom Fr.5 |
| 64 | 4 | 2 | 208 | FT | 20,000 | 3,000 | 1973 | Malmo - Sweden | 10 | C801 | Stal PP3 |
| 65 | 1 | 1 | 170 | T | 30,000 | 3,000 | 1973 | Argentina | 9 | C818 | GE Fr.5 |
| 67 | 4 | 4 | 220 | FT | 30,000 | 3,000 | 1973 | Huntokoski - Finland | 7 | C824 | RR Avon |
| 68 | 3 | 3 | 170 | T | 25,000 | 3,000 | 1973 | Rey Power, Iran | 9 | C833 | JBE Fr.5 |
| 69 | 2 | 2 | 208 | FT | 20,000 | 3,000 | 1973 | Finland | 1 | C855 | STAL PP3 |
| 70 | 1 | 1 | 170 | T | 30,000 | 3,000 | 1973 | - | 9 | C861 | GE Fr.5 |
| 72 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1973 | - | 9 | C895 | GE Fr.5 |
| 44 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1972 | Bregado - Argentina | 1 | C370 | Stal PP3 / 4 |
| 46 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1972 | USA | 9 | C614 | GE Fr. 5 |
| 47 | 2 | 1 | 208 | FT | 20,000 | 3,000 | 1972 | Stockholm - Sweden | 10 | C624 | STAL PP3 |
| 48 | 1 | 1 | 208 | FT | 9,000 | 3,000 | 1972 | Czechoslovakia | 5 | C625 | Skoda |
| 49 | 1 | 1 | 170 | T | 25,000 | 3,600 | 1972 | Peru | 9 | C669 | GE Fr. 5 |
| 50 | 5 | 5 | 170 | T | 25,000 | 3,000 | 1972 | China | 9 | C689 | JBE Fr.5 |
| 51 | 5 | 5 | 194 | T | 35,000 | 3,000 | 1972 | Iraq | 9 | C698 | ALS Fr.5 |
| 52 | 1 | 1 | 170 | T | 25,000 | 3,000 | 1972 | Angola | 9 | C713 | JBE Fr.5 |
| 53 | 2 | 1 | 208 | FT | 34,000 | 3,600 | 1972 | Port Mann - Canada | 10 | C742 | Curtis Wright UACL FT4 |
| 54 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1972 | Iraq | 9 | C729 | Alstom Fr.5 |
| 55 | 2 | 2 | 170 | T | 25,000 | 3,600 | 1972 | Argentina | 9 | C278 | JBE Fr.5 |
| 56 | 1 | 1 | 170 | T | 25,000 | 3,600 | 1972 | Canada | 9 | C730 | JBE Fr.5 |
| 57 | 1 | 1 | 170 | T | 25,000 | 3,600 | 1972 | Syria | 9 | C730 | JBE Fr.5 |
| 58 | 4 | 4 | 170 | T | 25,000 | 3,000 | 1972 | - | 9 | C730 | JBE Fr.5 |
| 33 | 3 | 3 | 280 | FT | 70,000 | 3,000 | 1971 | Kimstad - Sweden | 5 | C463 | Stal GT120 |
| 34 | 6 | 3 | 220 | FT | 30,000 | 3,000 | 1971 | Lahal, Gothenburg - Sweden | 2 | C477 | RR Avon |
| 35 | 2 | 1 | 220 | FT | 30,000 | 3,000 | 1971 | Hallstavick - Sweden | 2 | C414 | RR Avon |
| 36 | 2 | 1 | 220 | FT | 30,000 | 3,000 | 1971 | Hallstavick - Sweden | 2 | C414 | RR Avon |
| 37 | 1 | 1 | 170 | T | 29,000 | 3,600 | 1971 | Moncton - Canada | 1 | C492 | Curtis Wright UACL FT4 |
| 38 | 2 | 2 | 170 | T | 25,000 | - | 1971 | PREPA, Puerto Rico | 9 | C519 | JBE Fr.5 |
| 40 | 4 | 2 | 208 | FT | 20,000 | 3,000 | 1971 | Oskarh - Sweden | 10 | C536 | Stal PP3 / 4 |
| 41 | 4 | 4 | 170 | T | 20,000 | 3,000 | 1971 | - | 9 | C539 | JBE Fr.5 |
| 42 | 1 | 1 | 170 | T | 20,000 | 3,600 | 1971 | New Brunswick - Canada | 1 | C551 | Curtis Wright UACL FT4 |
| 43 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1971 | Mashad Krec, Iran | 9 | C552 | Alcatel Fr.5 |
| 43 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1971 | Portugal | 9 | C552 | Alcatel Fr.5 |
| 43 | 1 | 1 | 194 | T | 35,000 | 3,000 | 1971 | French Guyana | 9 | C552 | Alcatel Fr.5 |
| 45 | 2 | 1 | 220 | FT | 30,000 | 3,000 | 1971 | Coolkeeragh - N.Ireland | 2 | C592 | RR Avon |
| 26 | 6 | 3 | 220 | FT | 30,000 | 3,600 | 1970 | BosEd - USA | 2 | C364 | RR Avon |
| 27 | 4 | 4 | 170 | T | 25,000 | 3,600 | 1970 | PREPA, Puerto Rico | 9 | C401 | JBE Fr.5 |
| 28 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1970 | Sweden | 1 | C368 | Stal PP3 |
| 30 | 3 | 3 | 208 | FT | 26,000 | 3,600 | 1970 | Port Mann - Canada | 9 | C407 | BBC |
| 31 | 4 | 4 | 170 | T | 24,000 | 3,600 | 1970 | Venezuela | 9 | C445 | JBE Fr.5 |
| 32 | 3 | 3 | 220 | FT | 25,000 | 3,000 | 1970 | Immatra, Voima - Finland | 7 | C450 | RR Avon |
| 12 | 2 | 2 | 220 | FT | 30,000 | 3,000 | 1969 | Zambia | 7 | C292 | RR Avon |
| 16 | 2 | 1 | 270 | FT | 30,000 | 3,000 | 1969 | Middleridge - Australia | 10 | C293 | RR Avon |
| 20 | 1 | 1 | 275 | FT | 50,000 | 3,000 | 1969 | Vartan - Sweden | 5 | C349 | Stal GT120 |
| 21 | 2 | 1 | 208 | FT | 20,000 | 3,000 | 1969 | Stockholm - Sweden | 10 | C302 | Stal PP3 / 4 |
| 22 | 1 | 1 | 275 | FT | 54,000 | 3,000 | 1969 | Vanaja - Finland | 5 | C294 | Stal GT120 |
| 23 | 2 | 2 | 170 | T | 20,000 | 3,000 | 1969 | Yanhee, Bangkok - Thailand | 9 | C355 | Stal GT120 |

| 0391/1 REF. NO. | NO. OF CLUTCHES | NO. OF SETS | CLUTCH SIZE | CLUTCH TYPE | kW TRANSMITTED PER CLUTCH | CLUTCH SPEED (rpm) | DELIVERY DATE | PLANT NAME | DIAGRAM | SSS GEARS 'C' NO. | GT TYPE |
|--------------------|--------------------|----------------|----------------|----------------|---------------------------------|--------------------------|------------------|--------------------------------|---------|-------------------------|------------|
| 24 | 1 | 1 | 160 | FT | 15,000 | 4,900 | 1969 | Kenya | 11 | C383 | RR Avon |
| 25 | 1 | 1 | 160 | FT | 15,000 | 4,900 | 1969 | Mount Isa - Australia | 11 | C383 | RR Avon |
| 13 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1968 | Shiraz - Iran | 9 | C285 | Fiat TH18 |
| 14 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1968 | Sudan | 9 | C304 | Fiat TG16 |
| 15 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1968 | Pakistan | 9 | C289 | CEM Type 7 |
| 17 | 2 | 2 | 170 | T | 20,000 | 3,000 | 1968 | Yanhee - Thailand | 9 | C296 | JBE Fr.5 |
| 18 | 1 | 1 | 208 | FT | 20,000 | 3,000 | 1968 | Yanhee - Thailand | 9 | C333 | Fiat TG16 |
| 19 | 3 | 3 | 160 | FT | 15,000 | 4,900 | 1968 | BosEd - USA | 11 | C310 | RR Avon |
| 8 | 4 | 4 | 208 | FT | 20,000 | 3,000 | 1967 | WAPDA Kotri - Pakistan | 9 | C229 | CEM Type 7 |
| 9 | 2 | 2 | 160 | FT | 15,000 | 4,900 | 1967 | Thunder Bay - Canada | 11 | C250 | RR Avon |
| N/A | 3 | 3 | 275 | FT | 50,000 | 3,000 | 1967 | Otahuhu - New Zealand | 5 | C219 | Stal GT120 |
| 11 | 1 | 1 | 275 | FT | 50,000 | 3,000 | 1967 | Peking - China | 5 | C211 | Stal GT120 |
| 6 | 2 | 2 | 220 | FT | 30,000 | 3,000 | 1966 | Johannesburg - South Africa | 7 | C187 | RR Avon |
| 7 | 1 | 1 | 208 | FT | 16,000 | 3,600 | 1966 | Success - Canada | 1 | C202 | Stal FT4 |
| 10 | 1 | 1 | 275 | FT | 50,000 | 3,000 | 1966 | Otahuhu - New Zealand | 5 | C203 | Stal GT120 |
| 4 | 4 | 4 | 280 | FT | 55,000 | 3,000 | 1965 | Norwich, Hastings - England | 4 | C107 | RR Avon |
| 5 | 1 | 1 | 170 | FT | 10,000 | 3,000 | 1965 | France | 5 | C156 | Creusot |
| 2 | 8 | 4 | 220 | FT | 30,000 | 3,000 | 1964 | Early, Lister Drive - England | 2 | C106 | RR Avon |
| 3 | 4 | 4 | 280 | FT | 70,000 | 3,000 | 1964 | Croydon B, Rye House - England | 3 | C105 | RR Olympus |
| 1 | 1 | 1 | 66 | T | 3,000 | 1,500 | 1964 | Patchway - England | 1 | C113 | RR Proteus |

Diagram 1



Diagram 2



Diagram 3



Diagram 4



Diagram 5



Diagram 7



Diagram 9



Diagram 10



Diagram 11



Diagram 12



Diagram 14



Diagram 36



Diagram 37

