# Fleet specification scope

Worked Example | FL-EX-01 | Revision 1.1 | Fictional WA maintenance contractor

Scenario: eight vehicles across two distinct build variants. Variant A is a site supervisor wagon, illustrated using the Australian Ford Everest Platinum MY2026.50 V6 diesel. Variant B is a service ute; its make, exact variant and body are deliberately not selected in this specimen. The two variants require separate specifications, even if several units share each design.

## Recommended approach

Do not order a generic mine-spec bundle. First obtain the receiving operator's current light-vehicle standard, permitted vehicle list, site inspection checklist and intended load roster. Quote the equipment and verification work separately for each variant.

## FitFourby role

Translate the supplied brief into a documented vehicle/build specification, evidence and weight review, supplier questions and quote-ready scope. FitFourby does not fit vehicles, issue engineering certification or guarantee that a site will accept a vehicle.

The operator standard, VINs, final personnel, actual tool load, daily duty cycle and mobilisation date are not supplied. No document here is presented as the standard of a named mine operator.

# Variant and operating assumptions

| Requirement | Variant A - supervisor wagon | Variant B - service ute |
|---|---|---|
| Quantity for scenario | 5 units | 3 units |
| Vehicle identity | Everest Platinum MY2026.50 V6; VIN/options pending | Exact vehicle, cab/body and powertrain not selected |
| Work | Supervisor transport and light inspection gear | Maintenance crew and service equipment |
| Tow requirement | None assumed | Unresolved; trailer and load details required |
| People | Two occupants, actual combined mass to be measured | Roster and personal equipment mass required |
| Roads | Public roads and operator-controlled site roads | Same, with work-area restrictions unresolved |
| Payload evidence | Illustrative calculation only on page 4 | No mass conclusion until exact vehicle and load scope exist |

## Operator-standard assumptions

A fictional brief requests visibility equipment, communications, fire equipment, cargo restraint and a documented pre-start process. Each request must be reconciled to the actual operator clause, revision, installation details and inspection authority. Do not assume all sites require identical isolation, rollover protection, IVMS or recovery arrangements.

Any substitution needs written approval against the receiving site requirement and manufacturer instructions. Fleet unit count is an ordering quantity; it does not erase specification differences.

# Quote-ready equipment schedule

| Line / quantity per unit | Specification and evidence status | Net added mass |
|---|---|---|
| A01 / 1 radio kit | UHF system, antenna, mounts, speaker and site programming; maker/SKU not selected | Unknown; include all brackets and cabling |
| A02 / 1 visibility kit | Beacon, flag and markings to actual operator standard; mounting approval needed | Unknown |
| A03 / 1 safety kit | Extinguisher, first-aid kit and restraints; rating/location to site brief | Unknown |
| A04 / 1 cargo system | Separation/restraint suitable for occupied seating and actual equipment | Unknown |
| A05 / 1 recovery solution | Rated points only where exact vehicle approval and site procedure permit | Unknown; do not substitute tow hooks |
| A06 / optional telematics | Only if operator requires IVMS; privacy/access roles to be agreed | Unknown |
| A07 / no supply at stage 1 | Roof rack, heavy drawers and larger tank | Excluded pending demonstrated need |
| B01 / provisional scope | Ute body, service tools, load restraint and power system | Unresolved; quote after variant selection |

Supplier response must state manufacturer, SKU, exact vehicle applicability, inclusions, removed factory mass, net installed mass, installation position, unit cost, labour, exclusions and lead time. Blank cells must be returned as unknown, not zero.

# Weight and axle assessment

Illustrative Variant A only. No real weighbridge ticket exists. Baseline is assumed full fuel, factory spare, no people or site equipment. These fictional measured distributions are not predictions for an actual installation.

| Load | Front kg | Rear kg | Total kg |
|---|---|---|---|
| Illustrative baseline | 1,280 | 1,220 | 2,500 |
| Two people | 110 | 60 | 170 |
| Safety / communications / visibility | 12 | 23 | 35 |
| Secured inspection equipment | 5 | 70 | 75 |
| Water, PPE and personal items | 5 | 45 | 50 |
| Illustrative loaded total | 1,412 | 1,418 | 2,830 |
| Catalogue-held limit | 1,470 | 1,770 | 3,150 |
| Arithmetic margin only | 58 | 352 | 320 |

The 320 kg GVM margin does not authorise a 320 kg front-mounted addition. Front margin in this illustration is only 58 kg. Supplier masses in the schedule are still unknown; the assumed 35 kg equipment block must be replaced with actual line-item data.

Variant B has no selected vehicle, so GVM, axle, GCM and tow limits remain unknown. No limit is borrowed from Variant A. If towing is introduced, rework ball load, towbar limits, trailer ATM/GTM, axle loads and combined mass together.

GCM is not an extra payload allowance. Roof systems and restraints have independent limits even when the vehicle is below GVM.

# Installation and compliance checks

| Hold point | Evidence for release | Owner |
|---|---|---|
| H1 - Identity | VIN, exact variant/options, relevant OEM instructions | Fleet owner |
| H2 - Site brief | Current operator LV standard and inspection checklist | Site representative |
| H3 - Equipment selection | SKU/application, ratings, net mass and location per line | Supplier / installer |
| H4 - Engineering need | Written determination of approvals required for the scope | Appropriate qualified specialist |
| H5 - Fitted vehicle | Installation records, protected wiring, clearances, torque and tests | Installer |
| H6 - Loaded weighing | Each axle and total in agreed worst intended load state | Fleet owner + weighbridge |
| H7 - Site acceptance | Inspection/acceptance by the actual operator | Site authority |

## Rejected or conditional alternatives

Generic site-kit substitution: rejected until mapped to the supplied standard. Heavy roof-carried equipment: deferred until exact roof conditions and rollover/loading implications are assessed. Permanent drawer/body installation: requires a whole-vehicle mass and restraint review. Larger fuel capacity: not justified by the current duty brief.

A purchase order must not describe this planning document as engineering approval. Repairs, condition and vehicle roadworthiness remain separate from build planning.

# Quotation and change control

Ask suppliers to quote Variant A and Variant B independently, then show quantity extensions. Distinguish one-time specification/development costs from per-unit hardware and fitting. FitFourby fleet planning fees and introductory rates are not approved by this specimen and are not invented here.

| Commercial line | Required quotation treatment |
|---|---|
| Equipment | SKU, quantity, unit price, taxes, freight and exclusions |
| Installation | Labour scope, calibration, testing and replaced OEM items |
| Evidence | Drawings/instructions, approval records, load data and handover |
| Programme | Earliest confirmed start, fitting duration and inspection dependency |
| Substitutions | Written variant-specific acceptance before ordering |
| Change | Revision, reason, cost/mass effect and responsible sign-off |

## Revision control

Revision 1.1 is a fictional worked example dated 22 September 2026. Any vehicle, operator-standard, equipment, load or trailer change reopens the relevant checks. Record the old and new line, source, mass/cost impact, reviewer and approval date.

## Acceptance pack

Final schedule by variant; individual vehicle identity; fitted mass and weighing evidence; compliance/inspection records; manufacturer instructions; maintenance/pre-start information; unresolved issues with named responsibility. No blanket acceptance is inferred from one unit passing an inspection.

# Evidence and limitations

Vehicle figures for Variant A are the catalogue-held Ford Australia MY2026.50 Platinum record, verified in the repository on 17 September 2026. They require actual vehicle/VIN applicability confirmation. The large live PDF could not be fully fetched by the research browser for this specimen, so no fresh source-verification claim is made.

Ford Australia source: https://www.ford.com.au/content/dam/Ford/au/nameplate/everest/brochure/vehicle-brochure/fordvf1370-my2650-everest-spec-sheet-23apr.pdf

No actual mine operator standard, installed equipment SKU, installation mass or supplier quote has been verified for this fictional fleet. All such fields remain unresolved. The 35 kg equipment allowance on page 4 is an arithmetic teaching assumption, not a verified catalogue sum.

## What the completed client deliverable would add

A supplied standard with revision and clause mapping; exact vehicle identities; supplier-confirmed part numbers and fitted mass evidence; rejected substitutes with reasons; current itemised quotations; actual axle measurements; the appropriate specialist approvals; and the operator acceptance record.

## Responsibility and use

The fleet owner approves the brief and operating loads. Suppliers establish exact applications and installation requirements. Qualified specialists determine any required approvals. The receiving operator decides site acceptance. FitFourby documents the planning analysis and remaining questions.

This example is suitable for understanding the service and structuring a supplier request. It must not be issued as an approved fit-out specification, a purchase instruction or a compliance certificate. No real customer endorsement or pilot agreement is implied.