



## CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 5

**NAME OF VEHICLE ACCEPTANCE BODY**

*SNC-Lavalin Rail & Transit Limited*

**ACCREDITATION CODE**

**IF**

**Vehicle Class / Description**

940/Colmar/T10000FS/9B

**Vehicle Owner**

Story Contracting Ltd

**Issue Date**

3 June, 2016

**Expiry Date**

3 June, 2023

**Vehicle Number(s)**

99709\_940543-0

**First Of Class**

99709 940543-0 on certificate IF/0366/16 against RIS-1530-PLT, Issue 5.

**Authorised by:**

**Adrian Staples**

*SNC-Lavalin Rail & Transit Limited*

*A. Staples*

**OFFICIAL STAMP**



**SNC-LAVALIN**

**Reason for issue and Scope of Work**

Certification of upgraded Colmar T10,000FS Road Rail Vehicle.

Serial No. 7062. Fleet No 1097-16.

Assessed for compliance with RIS-1530-PLT Issue 5.

Expiry date conforms to the requirements of RIS-1530-PLT, Issue 5.

**Deviations associated with this certificate**

None

**Previous Certificate Number**

No previous Engineering Acceptance Certificate against RIS-1530-PLT Issue 5.

Previous certificate: IF/0154/14.

**Customer Copy**

**Certificate Number: IF/0366/16**

### Maintenance Plan Details

Maintenance Instruction Story Contracting Road Rail Vehicles, Attachments and Trailers, STY/RAL/MP/14, Revision B, Issue 2, 21-March-2014.

APPL Operations and Maintenance Addendum APM05, Issue 1, dated 05-2016.

### Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the RRV is within W6a gauge as defined in RIS-1530-PLT.
3. When working the RRV may be out of W6a gauge.  
Minimum underside height of tail swing above rail is 1550mm.  
Maximum tail swing gauge exceedance with counter-weight retracted is 290mm.  
Maximum tail swing gauge exceedance with counter-weight fully extended is 990mm.  
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. The vehicle shall not on/off track, travel or work on live conductor-rail lines.
5. The vehicle shall NOT on/off track or travel under live OLE, except:
  - It may on/off track on an approved RRAP or travel under live OLE, when used in conjunction with a safe system of work determined and authorised by taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is in the travel position.
  - Minimum OLE wire height of 4.165m.
6. The vehicle shall NOT work under live OLE.
7. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
8. It shall NOT on/off track or work if the adjacent line or lines are open to traffic.
9. For access/egress, the vehicle shall only operate with the door to the cab adjacent to a cess or a line closed to all train movements, or the safe system of work takes account of adequate clearances to adjacent line or lines.
10. Vehicle shall not travel on track with:
  - Cants greater than 200mm; - gradients greater than 1:25; and/or - curves less than 80m.
11. Vehicle shall not work on track with:
  - Cants greater than 150mm; - gradients greater than 1:25; and/or - curves less than 80m.
12. When reversing, the vehicle shall only proceed at walking speed with the driver utilising the CCTV and/or ground staff, until the superstructure/boom can be slewed to face the direction of travel.
13. For on/off tracking, a site specific work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/PLANT/0200.  
The vehicle shall not be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
14. The RCI shall be switched on at all times, unless in digging mode.
15. The RCI has a tandem lifting mode.
16. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems:
  - Air brakes- supply pressure for park brake release is 8bar, and for service brake is 0-8bar.
  - Maximum weight is 92t.
17. Trailer maximum towing capacities relating to track gradients incorporating dry and uncontaminated rail head conditions as follows:
  - 1:25- Maximum weight is 46t;
  - 1:150- Maximum weight is 92t.

NOTE: The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or running gradient may affect the safe traction performance of the RRV.

### Supplementary Information

1. The RRV is a Colmar T10,000FS with 4.07m boom, 2.20m tele dipper.
2. Manufacturer Serial No. 7062. Fleet No 1097-16.
3. The vehicle is approved to carry 2- persons seated in the driver's cab.
4. It operates on rail in high-mode only.

5. CCTV camera fitted to the side and rear.
6. Gross vehicle weight is 30tonnes.
7. Fitted with rail wheel braking system.
8. Load lifting points:
  - Auxiliary lifting eye maximum of 7.5 tonnes SWL.
  - Dipper extension (Rhino horn) maximum of 3.0 tonnes SWL.
9. Maximum speeds travelling on rail not to exceed:-
  - 20mph plain line;
  - 5mph switches and crossings;
  - 5mph raised check/guard rails;
  - 10mph towing/propelling;
  - 5mph emergency recovery.
10. Where an attachment is known to have a significant adverse affect on the RRV stability, the RCI shall always be in 'Lift Mode' when using the attachment.
11. RCI information:
  - Model: GKD 3RCI Touch Screen;
  - Serial number- 1050T;
  - RCI Software I/D: 8.60.
  - Duty chart references:
    - 7062 Counter Weight In, dated 02/06/2016 for all load lifting points.
    - 7062 Counter Weight Out, dated 02/06/2016 for all load lifting points.
    - 7062 Rhino Horn, dated 02/06/2016 for Rhino horn lifting points.
  - The RRV has Normal and Tandem Lifting Modes.

Note that Interfleet Technology Ltd is now trading as SNC-Lavalin Rail & Transit Ltd. This certificate has been issued on the basis of the Engineering Acceptance of Rail Vehicles Licence Agreement issued to Interfleet Technology Ltd (certificate numbers 13/017/001 and 13/017/002) on 1 February 2013, and subsequently extended until the termination of the CCB/VAB licensing process. The certification management system is unaffected by the change of name in respect of compliance with PS305/04.

**Authorised by:**  
**Adrian Staples**

