



CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 4

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Description

940/Colmar/T10000FS/9B-I

Vehicle Owner

Story Contracting Ltd

Issue Date

21 March, 2014

Expiry Date

9 December, 2018

Vehicle Number(s)

99709_940740-2

First Of Class

Not known

Authorised by:

Chris Wheatley
Chris Wheatley
Interfleet Technology Ltd

OFFICIAL STAMP

Interfleet
Technology

Reason for issue and Scope of Work

Certification of Road Rail Vehicle.
Serial No. 8585, Story Contracting Fleet No. SR1109-28

On this certificate:

Change of owner to Story Contracting Ltd.
New Maintenance Instruction.
Amendment to limitation 7.

Originally assessed for compliance with RIS-1530-PLT, Issue 3.

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

Deviations associated with this certificate

None

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Certificate Number: IF/0144/14

Previous Certificate Number

Previous Engineering Acceptance certificate NS/5081/11

Maintenance Plan Details

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

Limitations of Use

Limitations taken from previous Engineering Acceptance certificate NS/5081/11.

Limitations of Use:

1. Vehicle shall only operate inside possessions.
2. Machine on rail is within W6a gauge and exception as allowed by RIS-1530-PLT.
3. When travelling, mirrors must be folded in.
4. All working equipment/attachments must be stowed and secured in their transit position when on / off tracking and when operating the vehicle in travel mode on rail.
5. The vehicle shall NOT on or off track, travel or work on live conductor rails.
6. Not to be on and off tracked, travelled or worked under live OLE.
7. Must be used in accordance with Method Statement and Safe System of work for the possession as determined, approved and authorised taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is secured in the stowed position.
8. Maximum tail swing gauge exceedance retracted 410mm, extended 910mm. Maximum height of tail swing above rail level 1450mm.
9. When travelling the equipment capable of going out of gauge is prevented from exceeding the W6a gauge by operator selection of the Prolec system travel mode.
10. When travelling, W6a gauge is exceeded by the road wheels as permitted by RIS-1530-PLT.
11. For access/egress, the vehicle may only operate with the door to the cab adjacent to a cess or a line closed to all train movements or the Method Statement safe system of work must take account of adequate safe clearances to adjacent lines.
12. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependant on the Rated Capacity Indicator (RCI) system slew settings in use.
13. When working the RRV is controlled to avoid infringements outside the defined safe working area by the Prolec system, to be selected by the operator.
14. If adjacent lines are open to traffic, this vehicle shall only be used if a safe system of work has been adopted to take account of the extra gauge exceedance caused by attachments.
15. Limitation to ensure stability: See Duty Charts and LOLER Certificate. Rated Capacity Indicator (RCI) shall be operative,
16. Reverse movement in travelling mode must be controlled by ground staff. However a dual CCTV camera system is fitted to this RRV.
17. Movement of boom towards backward stability limit shall only be at moderate/low speed.
18. Rated Capacity Indicator system (RCI) shall be in operation when RRV is working, except as in Limitation E1. Permitted to lift and carry in accordance with Rated Capacity Indicator (RCI) system limits.
19. The machine will brake differently to non rail wheel braking machines. Operators MUST familiarise themselves with the brake system before starting work. Use of Owner/Operator "In-House" test track capability (where available) is recommended - see Supplementary Information, item 9.

Supplementary Information

1. System for vehicle to be on/off tracked: Detailed in document STY/RAL/MP/14.
2. Number of personnel that can be carried on vehicle: 2 in cab.
3. Vehicle is permitted to tow or propel on rail, x2 approved compatible trailers with a maximum non service braked towed load not exceeding 30 tonnes.

Maximum Service Brake towed load not exceeding 46 tonnes.

4. Trailers must be fitted with automatic break-away brakes and marker lights.
5. A dual line trailer air brake system is installed. Maximum Air Brake pressure 0-8.5 bar.
6. Details of attachments: It may work with a range of attachments through the dipper arm link pins or quick hitch, See E.
7. Details of method of setting up and packing away: Detailed in STY/RAL/MP/14.
8. Details of boom/jib configuration: 4.07m boom + 2.10m/3.10m tele dipper.
9. This machine is fitted with DIRECT rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.

E RRV ATTACHMENTS

A range of attachments may be used with this machine in association with the RC I Duty Charts.

Their use in modes E1 or E2 shall comply with the following as applicable;

- Where specified, and including all lifting accessories, the attachment shall have a current certificate of approval, test and/or thorough examination.
- The attachment shall only be used in accordance with the manufacturer's safety and operating instructions, and the safe system of work for the possession.
- Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting. Before switching OFF the Rated Capacity Indicator system (RCI), the attachment and its contents (e.g. bucket full of ballast) shall be moved through the planned range of movements to confirm that the working mode is within the vehicles lifting and stability capacity.
- Except for the quick hitch, the attachment should not be connected to the vehicle during on or off tracking, unless safe to do so.
- The attachment shall be maintained in accordance with the manufacturer's and/or other approved instructions.

E1. The Rated Capacity Indicator system (RCI) may be switched OFF when digging (typically earth moving/breakout).

E2. The Rated Capacity Indicator system (RCI) shall be switched ON, lifting mode.

- Lifting accessories (LOLER Regulations)

- Any attachment that is mechanically fixed or and/or powered from the RRV.

Any such attachment and its use shall only be with the approval of the infrastructure controller.

See RIS-1530 PLT, Issue 3, Clause 8.4.

RCI Information:

- Manufacturer - Prolec Serial Number - 130507 RCI Software-V2.12.23.00
- Duty Chart Reference - Serial number of duty chart for each load lifting point (as appropriate): vehicle 8585, 21 September 2011 for all load lifting points.
- Maximum speed of vehicle in travelling mode - 20mph
- Maximum speed of vehicle in travelling mode over switches, crossings - 5mph
- Maximum speed of vehicle in travelling mode through raised check rails - 5mph
- Maximum speed of vehicle in working mode - 3mph
- Maximum speed of vehicle in working mode over other specified track conditions - 3mph
- Maximum speed of vehicle towing/towed - 10mph
- Maximum gradient in working mode - 1:25
- Maximum gradient on which vehicle can be on/off tracked - 1:29
- Maximum cant in working mode - 150mm
- Maximum cant on which vehicle can be on/off tracked - 100mm
- Minimum Curve Radius - 80m

Supplementary Information

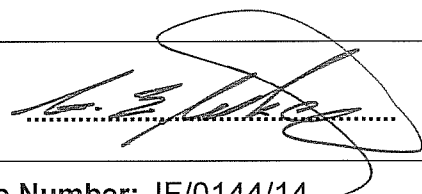
Taken from previous certificate NS/5081/11 and amended as in scope.

Fitted with direct wheel braking system in accordance with Allan J Hargreaves General

Arrangement Drawing AJH/RWB/ASY/001 and the associated maintenance documentation AJH038 Issue 1, dated 16/11/11.

Authorised by:

Chris Wheatley



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Certificate Number: IF/0144/14

