NetworkRail

Interfleet

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CERTIFICATE OF ENGINEERING ACCEPTANCE

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

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Description	**970/Liebherr/A900ZW612/9C**
Vehicle Owner	**Story Contracting Ltd**
Issue Date	**7 October, 2015**
Expiry Date	**20 May, 2018**

Vehicle Number(s)

99709_970055-8

First Of Class

99709 970062-4 on IF/0746/11 against RIS-1530-PLT, Issue 2.

Authorised by:

Bryan Lowe

Interfleet Technology Ltd

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OFFICIAL STAMP

Interfleet

Reason for issue and Scope of Work

Certification of Road Rail Vehicle.
Serial No. WLHZ0613ZZKO15334. Story Fleet No. 1261.
Originally assessed for compliance with RIS-1530-PLT, Issue 2.
On this certificate: Change of Owner / Operator only. No engineering change.
Expiry date conforms to the requirements of RIS-1530-PLT, Issue 5.

Deviations associated with this certificate

None.

Previous Certificate Number

IF/0216/11 : 99709 970055-8.

Maintenance Plan Details

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

Customer Copy

Certificate Number: IF/0517/15

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Limitations of Use

A CONFIGURATION

1. The RRV is a Liebherr OEM rail-conversion of road excavator with articulated boom. (boom 2.07m, artic 3.50m and 1.70m dipper).
2. It is fitted with a Prolec Rated Capacity Indicator (Liftwatch Rail RCI) which must be operational during all lifting duties and when used with attachments which may affect the RRV stability in working mode.
   RCI software version - V2.11.22.00. Serial No. 130355. Duty Charts - Liebherr 15334.
   The RCI has a tandem lifting mode.
   Lifting duties shall only be undertaken through the identified dipper lifting point.
3. It may work with a range of attachments through the dipper link pins or quick hitch, see E.
4. The interrogation and down-loading of the data recorder, (part of the RCI), shall be managed by the RRV owning/operating company, in accordance with their maintenance policy and the RCI Operator's Manual.
5. It operates on rail in low-mode only. It has no load carrying area.
6. Permitted number of personnel to be carried: 2 in cab.
7. Fitted with emergency stop control system, to be used with manrider.
8. Gross vehicle weight is 20 tonnes

B ON & OFF TRACKING AND EMERGENCY RECOVERY

1. For on/off tracking, a site-specific work plan for one of the following conditions shall be used.
   The work plan shall be in compliance with the Story document STY/RAL/MP/14, and the Network Rail Infrastructure Plant Manual NR/PLANT/0200; also see Limitations D:-
   > Maximum track cant 100mm and/or gradient not steeper than 1:29, on an approved RRAP.
   OR
   > A risk assessed procedure that is specific to the on and off tracking point.
2. For recovery refer to the Story Manual. Maximum speed 3mph (5km/h) to avoid damage to the RRV.

C GAUGE

1. Travelling mode - the RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT.
   Mirrors must be folded in.
2. Working mode - the RRV counterweight, boom, dipper and attachments can be out of W6a gauge, dependent on the RCI settings in use.
   Minimum underside height of tail swing above rail level is 1235mm.
   Maximum lateral tail swing 1350mm from the running edge of the rail, (i.e. gauge exceedance 657mm).
3. The road wheel tyres encroach into the area below rail head level by 40mm. A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to the RRV use.
4. The road wheels and tyres extend 514mm beyond the running edge of each rail.
   Restrictions of use which take into account guard and checkrails, shall be applied.

D LIMITATIONS OF USE

1. This RRV is NOT permitted outside a possession.
2. It shall NOT on/off track or work, if adjacent lines are open to traffic.
3. It may work with adjacent lines open to traffic ONLY if:
   - The documented safe system of work defines the required slew settings and safe clearance to the adjacent lines and that it has taken guidance from Prolec PC-RCI Operator's Manual, 1.1 October 2010. Full allowance shall be made for the width of any attachment to the RRV and/or load, recognising that the Prolec RCI monitoring of the slew system is to the centre of the bucket pin.
   - The correct slew setting and slew functionality shall be proven before commencement of work.
4. For access/egress, the RRV shall only operate with the cab door 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 lines.
5. It shall NOT on/off-track, travel and work on conductor-rail lines.
6. It shall NOT on/off-track, travel or work under live OLE, except as D5.
7. It may on/off-track or travel under live OLE, when used in conjunction with a safe system of work determined and authorised in accordance with the requirements of GE/RT8024.
   The use of the RRV shall also be subject to a minimum OLE wire height of 4.165m.
8. Permitted speed

- Maximum - 13mph (20km/h);
- Switches & Crossings, and Raised Check Rails - 5mph (8km/h);
- Towing/Propelling - 10mph (16km/h).

9. When reversing, the RRV 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.
10. It will not activate train operated points.
11. Travelling Mode: The RRV shall NOT travel on track that exceeds cant 200mm and/or gradient 1:25.
12. Working Mode: The RRV shall NOT work on track that exceeds cant 150mm and/or gradient 1:25.
13. Limitation to ensure stability:
    - Controlled by Prolec RCI which shall be active when the RRV is in use, except as E1.
    - Movement of boom towards backward stability limit shall be at moderate/low speed.
    - Permitted to lift and carry through 360degrees operation, see Duty Charts.
14. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems in one of the following consists. Maximum air supply pressure for park brake release and service brake is 9.8 bar.
    - Trailers with air-operated emergency/park brake and service brake.
    It is permitted to tow 6 Philmor or Chieftain or Rexquote T4S trailers from the front or rear maximum payload of 120 tonnes shall not be exceeded.
    OR
    It is permitted to tow 6 Philmor or Chieftain or Rexquote T4S trailers from the front or rear.
    Following consist, 5+1, 4+2 and 3+3, maximum payload of 140 tonnes shall not be exceeded.
    Maximum weight shall not be exceed on a gradient not exceeding 1:25.

Note: - The towed and/or propelled trailer consist shall not be of mixed brake type.
The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or the ruling gradient may affect the safe traction performance of the RRV.

E ATTACHMENTS

The RRV may work with attachments. 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 the RCI to STANDBY, 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 vehicle's lifting capacity.
- Except for the Quick Hitch, attachments should not be connected to the vehicle during on or off tracking, unless safe to do so.

E1. The Prolec RCI may be switched to STANDBY, for digging mode including:
- General purpose earth moving buckets; ballast profiling bucket.

NOTE: Caution must be exercised with this type of attachment as its use may adversely affect the stability of the RRV when it is working.

E2. The Prolec RCI shall be switched ON, lifting mode:
- Lifting accessories (LOLER Regulations).
- An attachment that is mechanically fixed to and/or powered from the RRV or which may adversely affect the stability of the RRV.

Any such attachment and its use shall only be with the approval of the infrastructure controller, see RIS-1530-PLT Issue 2 Clause 8.4.

Supplementary Information

None.

Authorised by:

Bryan Lowe .....