



## 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

970/Liebherr/A900ZW612/9C

Vehicle Owner

Story Contracting Ltd

Issue Date

21 March, 2014

Expiry Date

6 January, 2019

Vehicle Number(s)

99709\_970056-6

First Of Class

99709 970057-4 on certificate IF/0518/11 against RIS-1530-PLT, Issue 2

Authorised by:

Chris Wheatley  
*Interfleet Technology Ltd*

OFFICIAL STAMP

Reason for issue and Scope of Work

Certification of Road Rail Vehicle.  
Serial No. 61214545, Story Contracting Fleet No. SR1101-20

On this certificate:

Change of owner to Story Contracting Ltd.  
Update of towing capacity, see D14  
New Maintenance Instruction.  
Amendments to limitations B1 and D5.

Originally assessed for compliance with RIS-1530-PLT, Issue 2.

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

Deviations associated with this certificate

None

Customer Copy

Certificate Number: IF/0155/14

### Previous Certificate Number

Previous Engineering Acceptance certificate IF/0005/12.

### 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 IF/0005/12.

#### A CONFIGURATION

1. The RRV is a Liebherr OEM rail-conversion of road excavator with articulated boom. (boom 2.07m, artic 3.40m and 1.7m dipper).
2. It is fitted with a GKD Rated Capacity Indicator (3RCI) 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 - V6. Duty Charts - Liebherr 61214545. The RCI does not have 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. Gross vehicle weight is 20.6 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/PRO/48, and the applicable module Network Rail Infrastructure Plant Manual NR/PLANT/0200; also see Limitations D:-
  - > Maximum track cant 100mm and/or gradient not steeper than 1:25, 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 Contracting 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 1260mm. Maximum lateral tail swing 1350mm from the running edge of the rail, (i.e. gauge exceedance 650mm).
3. Gauge exceedance : The road wheel tyres encroach into the area below rail head level by 20mm; and extend 514mm outwards and 100mm inwards from the running edge of each rail. Prior to the RRV use, a site survey shall assess the potential for damage to the infrastructure equipment, and restrictions which take into account guardrails and checkrails, shall also 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 shall NOT on/off-track, travel and work on conductor-rail lines.
4. It shall NOT on/off-track, travel or work under live OLE, except as D5.
5. 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 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. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces greater than 1.4m above rail.
7. 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.
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 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 GKD RCI which shall be active when the RRV is in use, except as E.
  - 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 8.0 bar.  
Trailers with air-operated emergency/park brake only.
  - Maximum weight shall not exceed 21 tonnes/3 trailers.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.

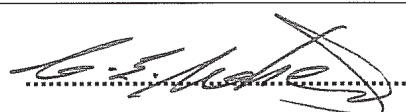
**E ATTACHMENTS**

The RRV may work with attachments through the dipper lifting point or quick hitch.  
Any such attachment and its use shall only be with the approval of the infrastructure controller.

Attachment use shall also comply with the following, and as detailed in the Method Statement for the possession:

- 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 operating instructions, and the documented safe system of work.
- Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting.
- The RCI shall be switched ON (Lifting mode) for all lifting duties, and when using an attachment that may have a significant adverse effect on stability of the RRV.
- The RCI may only be switched to Non-RCI (Non-Lifting Mode) for digging, ballast profiling, vegetation control, non-lifting or similar work processes. Before work commences, the attachment and its contents (e.g. bucket full of ballast, if applicable) shall be moved through the intended range of movements under control of the RCI, to confirm that the planned work is within the vehicle's lifting capacity and stability.
- Except for the quick hitch, attachments should not be connected to the vehicle during on or off tracking, unless safe to do so.

**Authorised by:**  
**Chris Wheatley**





**Supplementary Information**

Taken from previous certificate IF/0005/12 and amended as in scope.