



## 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/Liebherr/A900ZW972/9B-I

**Vehicle Owner**

Story Contracting Ltd

**Issue Date**

16 July, 2014

**Expiry Date**

7 March, 2021

**Vehicle Number(s)**

99709\_940526-5

**First Of Class**

99709 940570-3 on certificate IF/0682/13 against RIS-1530-PLT, Issue 4

**Authorised by:**

Bryan Lowe  
*Interfleet Technology Ltd*

**OFFICIAL STAMP**

**Reason for issue and Scope of Work**

Certification of upgraded Road Rail Vehicle. Serial No. 23909. Story Fleet No. SR1095.

Supplementary Information 3 > removal of reference to "foam-filled tyres" only; no engineering change.  
New maintenance plan.

Assessed for compliance with RIS-1530-PLT, Issue 4.  
Expiry date conforms to the requirements of RIS-1530-PLT, Issue 4.

**Deviations associated with this certificate**

None

**Previous Certificate Number**

99709\_940526-5 : IF/0104/14.

**Customer Copy**

**Certificate Number: IF/0394/14**

### Maintenance Plan Details

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

### Limitations of Use

1. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT.
  2. When working the vehicle may be out of W6a gauge. Minimum underside height of tail swing above rail is 1200mm. Maximum tail swing gauge exceedance is 900mm (i.e. 1593mm from the running edge of the rail).  
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
  3. Vehicle shall not on/off track, travel or work on live conductor-rail lines.
  4. Vehicle shall not on/off track or work if adjacent lines are open to traffic.
  5. Vehicle will not activate train operated points.
  6. Vehicle shall not travel on:  
Track cants greater than 200mm;  
Track gradients greater than 1:25;  
Curve less than 80m.
  7. Vehicle shall not work on:  
Track cants greater than 150mm;  
Track gradients greater than 1:25;  
Curve less than 80m.
  8. 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.
  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 lines.
  10. Setting up and packing away - from inside cab.
  11. Vehicle shall not be on/off tracked on cants greater than 100mm.
  12. Vehicle shall not be on/off tracked on gradients greater than 1:25.
  13. For on/off tracking, a site specific work plan shall be used taking account of the requirements of the applicable Module in Network Rail Infrastructure Plant Manual NR/PLANT/0200.
  14. Vehicle shall not on/off track, travel or work 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.  
> Other than for the cab, access is NOT permitted onto any surfaces higher than 1.4m above rail when the vehicle is under live OLE.
  15. The RCI shall be switched on at all times, unless in digging 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.  
- Trailers with park brake only. Maximum weight is 22tonnes / 3 trailers.  
- Trailers with park and service brakes. Maximum weight is 96tonnes / 6 trailers.
- 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 vehicle.

### Supplementary Information

1. The vehicle is a Zweiweg rail conversion of a Liebherr A900ZW-972 road excavator with a three piece boom (Stub 2.09m, fore-boom 3.40m, dipper 1.70m).
2. Manufacturer Serial No. WLHZ0972PZK023909. Story Fleet No. SR1095.
3. The vehicle shall only operate on rail in high-mode.
4. Fitted with Adrian Phillips Engineering Ltd direct rail wheel braking (Type 9B-I).
5. The vehicle is approved to carry 2 persons seated in the drivers cab.

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6. CCTV camera fitted to the rear.
7. Gross vehicle weight: 24tonnes.
8. Maximum speeds travelling on rail not to exceed:-
  - 20mph plain line;
  - 5mph switches and crossings;
  - 1mph raised check/guard rails;
  - 10mph towing/propelling;
  - 5mph emergency recovery.
9. 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.
10. RCI information:
  - Fitted with GKD Rated Capacity Indicator (RCI).
  - Model: GKD 3RCi Touch Screen;
  - Hardware : V06-1013F SN:748T.
  - Software : 8.24L.
  - Duty chart reference: Liebherr ZW900 23909 Issue 1 (1095) / E0099, 05-03-2014.
  - This vehicle has Normal and Tandem Lifting Modes.

Authorised by:  
Bryan Lowe



