



# On-Track Plant Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 6

**NAME OF VEHICLE ACCEPTANCE BODY**

**ACCREDITATION CODE**

***SNC-Lavalin Rail & Transit Verification Limited***

**21**

**Vehicle Class / Description**                      940/Liebherr/A900ZW1384/9B-I

**Vehicle Owner**                                      Story Contracting Ltd

**Issue Date**    10 October, 2019

**Expiry Date**    11 April, 2021

**Vehicle Number(s)**

99709\_940780-8

**First Of Class**

99709 940780-8 on certificate IF/0233/14 against RIS-1530-PLT, Issue 4.

**Authorised by:**

**Alex McCristal**   
***SNC-Lavalin Rail & Transit Verification Limited***

**OFFICIAL STAMP**



**SNC · LAVALIN**

**Reason for issue and Scope of Work**

Certification of Liebherr A900C ZW 1384 Road Rail Vehicle. Serial No. 68364. Story Fleet No. 1321.

The vehicle is fitted with an electronic slew and height limiting system through the GKD SpaceGuard RCI which has been approved by Network Rail Technical Services, document reference MLD/L065: Approval of MLD029: King / GKD SpaceGuard Virtual Wall Liebherr A900 ZW/1384, against RIS-1530-PLT Issue 5 and Network Rail remit MLD/R003 for slew and height limiting devices.

Originally assessed for compliance with RIS-1530-PLT Issue 4.

On this certificate: Change of owner and Maintenance Plan only. No engineering change.

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

**Deviations associated with this certificate**

None

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**Certificate Number: 21/0746/19**



# On-Track Plant

## Previous Certificate Number

21/0107/19.

## Maintenance Plan Details

Story Road Rail - Liebherr A900zw (High Rail Type 1384) Maintenance Plan; STY/MP/LIEBHERR 1384; Issue 1; Date December 2018.

Story Operation Addendum Road Rail - Liebherr A900czw; Story1384; Issue 1; Date 23 November 2018.

## Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT.
3. When working the vehicle may be out of W6a gauge.  
Minimum underside height of tail swing above rail is 1426mm.  
Maximum lateral tail swing gauge is 1442mm from the running edge of the rail. (750mm horizontal gauge exceedance).  
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, travel or work under live OLE, unless the GKD SpaceGuard RCI system is active, the Height Limit correctly set and the system functionality been proven correct prior to vehicle use.  
Under live OLE, working shall only be in accordance with the safe system of work for the possession, determined and authorised by taking guidance from the requirements of GE/RT8024, and account taken of :-
  - > A maximum SpaceGuard default height of the boom above the rail of 3.500m.
  - > A minimum OLE wire height of 4.165m.
  - > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - > Attachments and their load shall not exceed the height of the top of the boom.
6. Except for the cab, when the vehicle is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. The vehicle shall NOT on/off track if the immediately adjacent line(s) is open to traffic, unless a site specific, safe system of work (SSoW) is used, taking account of the requirements of the Liebherr Operations Manual and the applicable module of the Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.  
The vehicle shall NOT be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
8. The vehicle shall only be permitted to work ALO with the GKD SpaceGuard RCI system active, the Slew Limit and/or Virtual Wall correctly set and the system functionality has been proven correct prior to vehicle use.  
ALO working shall only be in accordance with the approved safe system of work (SSoW) for the possession, taking account of the extra gauge exceedance caused by attachments.
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 the adjacent line or lines.
10. The vehicle shall NOT travel on track with:
  - Cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
11. The 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. 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 9.8bar, and for service brake is 0-8bar.
  - Trailers with park and service brakes. Maximum weight is 56 tonnes/3 trailers.

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## On-Track Plant

- Chieftain trailers only, with park and service brake. Maximum weight is 96 tonnes/4 trailers, on level rail.
- OR
- > Hydraulic brakes - supply pressure for park brake release is 100bar, and for service brake is 0-80bar.
- Trailers with park and service brakes. Maximum weight is 56 tonnes/3 trailers.

**NOTE:-**

The towed and/or propelled trailer consist shall not be of mixed brake types.  
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.

### **Supplementary Information**

1. The RRV is a OEM Liebherr with 3.40m two-piece boom and 1.85m dipper.
2. Manufacturer Serial No. 68364. Story Fleet No. 1321.
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 25 tonnes.
7. Fitted with rail wheel braking system.
8. Maximum speeds travelling on rail not to exceed:-
  - > 20mph plain line;
  - > 5mph switches and crossings;
  - > 5mph raised check/guard rails;
  - > 5mph 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:
  - > Manufacturer - GKD 3RCI
  - > Serial number - 832T;
  - > RCI Software I/D - 8.39;
  - > Duty chart reference: Serial 68364 Dated 8/4/2014.
  - > This vehicle has Normal and Tandem Lifting Modes.
11. GKD SpaceGuard RCI Information:-  
GKD SpaceGuard RCI upgrade only. The vehicle is fitted with an electronic slew and height limiting system through the GKD SpaceGuard RCI which has been approved by Network Rail Technical Services, document reference MLD/L065: Approval of MLD029: King / GKD SpaceGuard Virtual Wall Liebherr A900 ZW/1384, against RIS-1530-PLT Issue 5 and Network Rail remit MLD/R003 for slew and height limiting devices.

**Authorised by:**

**Alex McCristal**

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