



On-Track Plant

Engineering Conformance Certificate

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

NAME OF VEHICLE ACCEPTANCE BODY
SNC-Lavalin Rail & Transit Verification Limited

ACCREDITATION CODE
21

Vehicle Class / Description 911/Philmor/Kobelco/SK135/9A

Vehicle Owner Story Contracting Ltd

Issue Date 15 July 2020

Expiry Date 23 August 2020

Vehicle Number(s)

99709 911250-7

First Of Class

Not known.

Authorised by:

Luke Tandy 
SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP



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Reason for issue and Scope of Work

Certification of Kobelco SK135 Road Rail Vehicle. Serial No. YY03-05446 / RRC133. Fleet No. 1322.
Originally assessed for compliance to RIS-1530-PLT Issue 3.
On this certificate: Change of owner only. No engineering change.
Expiry date conforms to the requirements of RIS-1530-PLT.

Deviations associated with this certificate

None.

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SN0217074

Certificate Number: 21/0430/20



On-Track Plant

Previous Certificate Number

IF/0172/14.

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

1. The vehicle operates on-rail in high-mode only.
2. When in travelling mode, the RRV vehicle is within W6a gauge and exception as RIS-1530-PLT.
3. Vehicle shall only operate inside possessions.
4. Mirrors must be folded in for travelling.
5. The vehicle shall NOT on or off track if adjacent lines are open to traffic.
6. 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.
7. The vehicle shall NOT on or off track, travel or work on live conductor rails.
8. 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.
9. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
10. Reverse movement in travelling mode must be controlled by ground staff.
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. Limitation to ensure stability: See Duty Charts and LOLER Certificate. GKD Rated Capacity Indicator (RCI) shall be operative when the RRV is in use.
13. RRV shall only be operated with quick hitch in position or load on boom.
14. Movement of boom towards backward stability limit shall only be at moderate/low speed.
15. GKD Rated Capacity Indicator system (RCI) shall be in operation when RRV is working, except as in 16.1 & 16.2, Supplementary Information.
Permitted to lift and carry in accordance with GKD Rated Capacity Indicator (RCI) system limits.
16. Maximum un-service braked load 22 tonnes.
17. Maximum service braked load 35 tonnes.

Applicant Copy

Certificate Number: 21/0430/20

SN0217074

Page 2 of 4



On-Track Plant

18. Fitted with external emergency brake control for use with GOS/Philmor Personnel Carrier attachments to GOS/Philmor Rail Trailers.
19. Hydraulic supply pressure for trailer park brake release is 100 bar maximum.
20. Hydraulic supply pressure for trailer service brake is 0 to 100 bar maximum.
21. Air supply pressure for trailer park brake release is 4 bar minimum to 6 bar maximum.
22. Air supply pressure for trailer service brake is 0 to 6 bar maximum.

Supplementary Information

1. Manufacturer serial / chassis number: Serial No. RRC133. OEM No. YY03-05446. Fleet No. 1322.
 2. Maximum travelling cant -200mm
 3. Maximum working cant -150mm
 4. Maximum on/off track cant - 100mm
 5. Maximum on/off track gradient - 1:25
 6. Maximum working track twist - 1/150 over the RRV wheelbase (27mm twist)
 7. Maximum working gradient - 1:25
 8. Minimum Curve Radius: 80m.
 9. Maximum speeds (travel and working) on rail not to exceed:
 - > 10 mph plain line; > 5 mph switches and crossings; > 10mph towing / propelling;
 - > 1 mph raised check/guard rails; > 3 mph emergency recovery.
 10. The vehicle is approved to carry 1 person seated in the driver's cab.
 11. Maximum vehicle tail swing - 1545 mm.
 12. Height of underside of rotating superstructure above rail level - 1250 mm.
 13. When working the counterweight infringes the W6a gauge by 135mm. RIS-1530-PLT.
 14. Detail of boom/jib configuration:- 2.32m boom + 2.50m - 2.10m Dipper.
 15. The vehicle may work with a range of attachments through the dipper link pins or quick hitch.
 16. The range of attachments may be used with this machine in association with the RCI Duty Charts. Their use in modes 16.1 or 16.2 (below) 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 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 vehicle's 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.
- 16.1 The GKD Rated Capacity Indicator system (RCI) may be switched OFF when in digging mode.
- 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.
- 16.2 The GKD Rated Capacity Indicator system (RCI) shall be switched ON for 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 3.1.



On-Track Plant

17. Load lifting point located at dipper, rated capacity 7.5 tonnes SWL.
18. The vehicle on/off tracking and emergency recovery are detailed in the Kobelco B135 Series Operation & Maintenance Manual RP021. Account shall also be taken of the requirements in Network Rail Standard NR/L2/RMVP/0200. A RRAP or temporary crossing must be used, maximum track cant 100mm.
Alternatively, a risk assessed documented procedure may be used that is specific to the possession.
19. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependant on the GKD Rated Capacity Indicator (RCI) slew settings in use.
20. RCI information :
 - > Manufacturer - GKD-3RCI;
 - > Serial number - 772T;
 - > RCI Software I/D -8.35.
 - > Duty chart - YY03-05446 - G23170/RRC133/RR133 22-08-2013 for all load lifting points.
21. GKD SpaceGuard Information:-
GKD SpaceGuard RCI upgrade only. The GKD SpaceGuard RCI has been approved by Network Rail Technical Services, document reference MLD/L045: Approval of MLD020: Hargreaves / GKD SpaceGuard Kobelco SK135, against RIS-1530-PLT Issue 4. Following ITL VAB review, amendments have been made to the "Limitations of Use" on the previous engineering acceptance certificate, to permit operation of the RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE).

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Certificate Number: 21/0430/20

Page 4 of 4