



## 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** 940/Liebherr/A900ZW972/9B

**Vehicle Owner** Story Contracting Ltd

**Issue Date** 11 December 2020

**Expiry Date** 11 December 2027

**Vehicle Number(s)**

99709 940570-3

**First Of Class**

99709 940570-3 on certificate 21/0748/20 against RIS-1530-PLT Issue 6.

**Authorised by:**

Alex McCristal  
SNC-Lavalin Rail & Transit Verification Limited

**OFFICIAL STAMP**

**SNC • LAVALIN**

**Reason for issue and Scope of Work**

Certification of upgraded Liebherr 972 Road Rail Vehicle.  
Serial No. WLHZ0972CZK024006. Story Fleet No. SR809.  
Assessed for compliance with RIS-1530-PLT, Issue 6.  
Expiry date conforms to the requirements of RIS-1530-PLT.

**Deviations associated with this certificate**

None.

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## Previous Certificate Number

No previous Engineering Conformance Certificate against RIS-1530-PLT Issue 6.  
Previous Engineering Acceptance Certificate: IF/0398/14.

## Maintenance Plan Details

Story Maintenance Plan Road Rail - Liebherr A900zw (High Rail Type 972) STORY/MP/LIEBHERR 972. Issue No: Issue 1. Issue Date: July 2020.

## Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the vehicle is within the Plant gauge and exception for road wheels as RIS-1530-PLT. When travelling, mirrors must be folded in.
3. When working the vehicle the counterweight, boom, dipper and attachments can be out of the Plant gauge, dependent on the RCI settings in use.  
Minimum underside height of tail swing above rail is 1400mm.  
Maximum lateral tail swing gauge is 1390mm from the running edge of the rail. (680mm 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 or travel under live OLE, except:  
> It may on/off track on an approved RRAP, or it may 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.
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 or work if the immediately adjacent line(s) are open to traffic.
8. 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.
9. The vehicle shall NOT travel on track with:  
- Cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
10. The vehicle shall NOT work on track with:  
- Cants greater than 150mm; gradients greater than 1:25 and/or curves less than 80m.
11. 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.
12. For on/off tracking, a site specific, safe system of work (SSoW) shall be used, taking account of the requirements of the Story 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 150mm and/or gradients greater than 1:25.

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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 4-8bar, and for service brake is 0-8bar.  
- Trailers with park and service brakes. Maximum weight is 96tonnes/4 trailers on gradient not steeper than 1:25.

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 Liebherr OEM road-rail excavator with 2.08m boom, 3.40m artic and 1.70m dipper.
2. Manufacturer Serial No. WLHZ0972CZK024006. Story Fleet No. SR809.
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 23.44tonnes.
7. Fitted with Adrian Phillips Engineering Ltd direct 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;
  - 10mph towing/propelling;
  - 3mph emergency recovery.
9. The dipper pin maximum Safe Working Load (SWL) of 10 tonnes and the auxiliary lifting eye SWL of 5 tonnes shall NOT be exceeded.
10. The RCI shall be switched on at all times, unless in digging mode.
11. 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.
12. RCI information:
  - Fitted with GKD-3+ System.
  - Model: GKD-3RCI Touch Screen;
  - Software: V9.58BSP;
  - Serial Number: 01888T;
  - Duty chart reference: K024006. All charts Dated 09-Dec-2020.
  - The RRV has Normal and Tandem Lifting Modes.

**Authorised by:**

**Alex McCristal**

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