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/A9000ZW1384/9B**
Vehicle Owner	**Story Contracting Ltd**
Issue Date	**24 July, 2019**
Expiry Date	**14 December, 2025**

Vehicle Number(s)

99709_940723-8

First Of Class

99709 940723-8 on certificate 21/0683/18 against RIS-1530-PLT issue 6.

Authorised by:

Bryan Lowe

SNC-Lavalin Rail & Transit Verification Limited

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OFFICIAL STAMP

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Reason for issue and Scope of Work

Certification of upgraded Liebherr A900C ZW 1384 Road Rail Vehicle.

Serial No. WLHZ1384CZK051093. Story Fleet No 0984.

Assessed for compliance with RIS-1530-PLT Issue 6.

On this certificate: Update to ALO working Limitations of Use No. 8 and removal of No 10. No other engineering change.

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

Deviations associated with this certificate

None

Previous Certificate Number

21/0683/18.

Customer Copy

Certificate Number: 21/0577/19

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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 the Plant gauge as defined in RIS-1530-PLT.
3. When working the vehicle may be out of the Plant 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 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 work under live OLE, including with the dipper extension (Rhino Horn) fitted.
8. The vehicle shall NOT on/off track or work if the immediately adjacent line(s) are open to traffic.
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. 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.
14. 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. Maximum weight is 96 tonnes/4 trailers, on level rail.
    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 three-piece boom and 1.85m dipper.
   Can also be fitted with a 3.00m dipper extension (Rhino Horn).
2. Manufacturer Serial No. WLHZ1384CZK051093. Story Fleet No. 0984.
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 26.5 tonnes.

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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. Auxiliary lifting eye maximum of 7.5tonnes SWL 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: V9.36;
    - Duty chart reference: 3.00m Jib. Dated 10-Dec-2018.
    - The RRV has Normal and Tandem Lifting Modes.
13. Dipper Extension (Rhino Horn):
    The RRV may work with dipper extension (Rhino Horn) in accordance with an approval method statement and a safe system of work.
    The vehicle shall not work under live OLE with the dipper extension (Rhino Horn) fitted.
    Functional test shall be undertaken prior to work on Network Rail Infrastructure.

Authorised by:

Bryan Lowe .....

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