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CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 5

NAME OF VEHICLE ACCEPTANCE BODY

SNC-Lavalin Rail & Transit Limited

ACCREDITATION CODE

IF

Vehicle Class / Description	**977/Unimog/U1000/9C**
Vehicle Owner	**Story Contracting Ltd**
Issue Date	**31 March, 2016**
Expiry Date	**31 March, 2023**

Vehicle Number(s)

99709_977013-0

First Of Class

99709_977013-0 on Engineering Acceptance certificate IF/0187/16, against RIS-1530-PLT Issue 5.

Authorised by:

Adrian Staples .....

SNC-Lavalin Rail & Transit Limited

OFFICIAL STAMP

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Reason for issue and Scope of Work

Certification of refurbished Unimog U1000 Road-Rail Vehicle.

Serial No. WDB924424121W130580-U1000. Reg No. Q948 WHL Fleet No. 0924

Assessed for compliance with RIS-1530-PLT, Issue 5.

Expiry date conforms to the requirements of RIS-1530-PLT, Issue 5.

Deviations associated with this certificate

Network Rail Deviation NR/09/1530/052/NC applies to this certificate for road-railwheel loads.
Network Rail Deviation NR/09/1530/051/NC applies to this certificate for rail wheel profile.

Previous Certificate Number

Previous Engineering Acceptance Certificate: IF/0590/13.

Additional Copy

Certificate Number: IF/0187/16

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Maintenance Plan Details

Maintenance Instruction Story Contracting Road Rail vehicles, Attachments and Trailers.
Number STY/RAL/MP/14. Revision B, Issue 2. Issue date 21th March 2014.

Limitations of Use

1. The vehicle shall only operate inside a possession.
2. In travelling and working mode, the Unimog is within W6a gauge and exception for road wheels as defined in RIS-1530-PLT. The safe system of work must take into account this gauge exception.
3. The vehicle shall NOT on/off track, travel or work on live conductor-rail lines.
4. When the vehicle is fitted with road-wheel tires that encroach into the area below rail level by more than 15mm and the outer tire wall exceeds the limit of 210mm from the running edge of the rail, the vehicle is NOT permitted to operate over conductor-rail lines.
5. When the vehicle is fitted with road-wheel tires that encroach into the area below rail level by less than 15mm and the outer tire wall does NOT exceed the limit of 210mm from the running edge of the rail, the vehicle is permitted to operate over conductor-rail lines.
   Prior vehicle use, a site survey shall be undertaken to assess potential damage to the infrastructure.
6. The vehicle may be used (including access/egress to cab) with adjacent line(s) open to traffic, but only if the safe system of work takes account of adequate clearance to adjacent line(s).
7. The vehicle will not activate train operated points.
8. The vehicle must not be travelled or worked on track with:
   - Cants greater than 200mm;
   - Gradients greater than 1:25;
   - Curves less than 80m.
9. When operating in reverse, unless the operator has a clear line of sight of the track and the signals ahead, movements of the vehicle shall be controlled with the support of CCTV and/or ground staff.
10. For on/off tracking, a site specific work plan shall be used. The work plan shall be in compliance with the applicable module of Network Rail Infrastructure Plant Manual NR/PLANT/0200.
    The vehicle shall not on/off track on : Cants greater than 50mm and/or Gradients greater than 1:25.
11. It is permitted to on/off track and/or travel under live OLE, when used in conjunction with a safe system of work determined and authorized by taking guidance from the requirements of GE/RT8024, and subject to;
    - a minimum OLE wire height 4.165m when operated on Network Rail managed infrastructure.
    - except for the cab, access is prohibited on any surfaces higher than 1.4m above rail level.
    - the earth bonds on the rail gear shall have been examined for security and presence, prior to use.
12. The vehicle is NOT permitted to work under live OLE.
13. It is permitted to tow and/or propel up to 6 Philmor/G.O.S or Chieftain or Rexquote T4S rail trailer(s) with air controlled emergency/park brake and service brake.
    - Maximum weight shall not exceed 140tonnes
    - Air supply pressure for park brake release is 6.5 bar (8 bar Max).
    - Air supply pressure for service brakes is 0 - 6 bar (8 bar Max).
    - 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 vehicle.
14. It is also permitted to tow and/or propel rail trailers that are only fitted with air controlled emergency/park brake (air pressure supply to the trailers shall not exceed 8 Bar). The maximum towed/propelled weight of trailers shall not exceed 10 tonnes.

Supplementary Information

1. Vehicle is a rail conversion of road based Unimog U1000 with flat back body.
2. Chassis No. WDB924424121W130580-U1000. Reg No. Q948 WHL
3. It operates in low-ride mode only.
4. Tare weight- 7,800kg.
5. Maximum payload of 500kg shall not be exceeded and shall be uniformly distributed in the rear.
6. The vehicle is approved to carry 2 persons in the cab.

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7. Maximum permitted speeds on rail not to exceed:
   - Travelling plain line 20mph; - Towing/propelling 5mph; - Switches and crossings 5mph;
   - Raised check/guard rails 2mph; - Emergency recovery 5mph.

Note that Interfleet Technology Ltd is now trading as SNC-Lavalin Rail & Transit Ltd. This certificate has been issued on the basis of the Engineering Acceptance of Rail Vehicles Licence Agreement issued to Interfleet Technology Ltd (certificate numbers 13/017/001 and 13/017/002) on 1 February 2013, and subsequently extended until the termination of the CCB/VAB licensing process. The certification management system is unaffected by the change of name in respect of compliance with PS305/04.

Authorised by:

Adrian Staples ..A Staples.....

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