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	**940/Liebherr/A900ZW1384/9B-I**
Vehicle Owner	**Story Contracting Ltd**
Issue Date	**2 February, 2016**
Expiry Date	**14 November, 2021**

Vehicle Number(s)

99709_940799-8

First Of Class

99709 940801-2 on certificate IF/0620/14 against RIS-1530-PLT, Issue 5.

Authorised by:

Adrian Staples .....A Staples.....

SNC-Lavalin Rail & Transit Limited

OFFICIAL STAMP

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Reason for issue and Scope of Work

Certification of Liebherr A900C ZW 1384 Road Rail Vehicle.

Serial No. 68360. Story Fleet No 1209.

On this Certificate: Update to maintenance plan reference. No engineering change.

Fitted with GKD -3 RCI system.

Originally 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

None

Customer Copy **Certificate Number:** IF/0059/16

NetworkRail

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Previous Certificate Number

Previous Engineering Acceptance Certificate: IF/0651/14.

Maintenance Plan Details

Maintenance Instruction Story Contracting Road Rail Vehicles, Attachments and Trailers, STY/RAL/MP/14, Revision B, Issue 2, 21-March-2014.

Liebherr Maintenance Plan. Liebherr A900ZW-1384 with Liebherr DRWB & GKD 3 RCI, Issue 3, Dated April 2014.

Addendum to Operators Manual A900C ZW-1384.

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 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 adjacent line or lines 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 work under live OLE.
10. The vehicle shall not travel on:
    - Track cants greater than 200mm;
    - Track gradients greater than 1:25;
    - Curve less than 80m.
11. The vehicle shall not work on:
    - Track cants greater than 150mm;
    - Track gradients greater than 1:25;
    - Curve 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 work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/PLANT/0200.
    The vehicle shall not be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
14. The RCI shall be switched on at all times, unless in digging mode.
15. The RCI has a tandem lifting mode.
16. 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.
    - Chieftain trailers only, with park and service brake. 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 two-piece boom and 1.85m dipper.
2. Manufacturer Serial No. 68360. Story Fleet No. 1209.
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:
    - Fitted with GKD-3 System.
    - Model: GKD-3RCI Touch Screen;
    - Software: V8.39
    - Machine Software V2.8.
    - Duty chart reference: R8111 68360 Dated 23/10/2014.
    - The RRV has Normal and Tandem Lifting Modes.

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 .....

Customer Copy **Certificate Number:** IF/0059/16