



Interfleet

Member of the SNC-LAVALIN Group

CERTIFICATE OF ENGINEERING ACCEPTANCE

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

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Description 911/Philmor/JZ140R/9A

Vehicle Owner Story Contracting Ltd

Issue Date 31 July, 2015

Expiry Date 1 May, 2022

Vehicle Number(s)

99709_911319-0

First Of Class

99709 911319-0 on certificate IF/0207/15 under RIS-1530-PLT Issue 5.

Authorised by:

Bryan Lowe

Interfleet Technology Ltd

OFFICIAL STAMP

Reason for issue and Scope of Work

Certification of JCB JZ140R Road Rail Vehicle.

Manufacturer Serial No. 1137273. Story Fleet No. 0695.

On this Certificate: Vehicle re-numbered only.

Originally assessed for compliance with RIS-1530-PLT Issue 5.

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

Deviations associated with this certificate

None.

Previous Certificate Number

Previous certificate: IF/0207/15 (as 99709 910013-0)

Additional Copy

Certificate Number: IF/0363/15

Maintenance Plan Details

Maintenance Instruction Story Contracting Road Rail Vehicles, Attachments and Trailers, STY/RAL/MP/14, Revision B, Issue 2, 21st March 2014.
Maintenance Plan Addendum APM037; Issue 1; Dated 04-15 - Road Rail JCB JZ140 Operation and Maintenance Addendum.

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.
 - When fitted with the cab roof mounted anti-vandal guard storage box the vehicle exceeds W6a gauge by 88mm in height (at a maximum of 3500mm above rail) and 100mm laterally (at a maximum of 565mm from the running edge of the rail).
3. When working the vehicle may be out of W6a gauge.
Minimum underside height of tail swing above rail is:
 - 1578mm when fitted with the additional piggy-back counterweight.Maximum lateral tail swing gauge exceedance:
 - 242mm when fitted with the additional piggy-back counterweight.
 - When fitted with the cab roof mounted anti-vandal guard storage box the vehicle exceeds W6a gauge by 88mm in height (at a maximum of 3500mm above rail) and 100mm laterally (at a maximum of 565mm from the running edge of the rail).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 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. 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 6bar, and for service brake is 0-6bar.
 - Trailers with park and service brakes and air reservoirs.
 - Maximum weight is 40tonnes / 2 trailers.

NOTE: The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or running gradient may affect the safe traction performance of the vehicle.

Supplementary Information

1. The vehicle is a Philmor hydrostatically driven rail-conversion of tracked excavator with 1.9m boom, 3.1m artic and 2.1m dipper.
2. Manufacturer Serial No. 1137273 Story Fleet No. 0695.
3. The vehicle is approved to carry 1 person seated in the drivers cab.
4. It operates on rail in high-mode only.
It has no load carrying area.
5. CCTV camera fitted to the rear and side.
6. Gross vehicle weight is 21.8tonnes.
7. Maximum speeds travelling on rail not to exceed:-
 - 20mph plain line;
 - 10mph working;
 - 5mph switches and crossings;
 - 2mph raised check/guard rails;
 - 5mph emergency recovery.
8. The vehicle emergency recovery is detailed in the Adrian Phillips Operations Manual.
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. Auxiliary lifting eye maximum of 5tonnes SWL shall NOT be exceeded.
11. RCI Information:
 - Manufacturer - GKD 3RCI
 - Serial number - 940T;
 - RCI Software I/D - 8.52;
 - Duty chart - 1137273, E0262, Dated 15/04/2015 for all load lifting points.
 - This vehicle has Normal and Tandem Lifting Modes.
12. The vehicle is fitted with an electronic height and slew movement limiting device. This system has NOT been approved by Network Rail and is NOT permitted to operate under ALO and/or live OLE configurations where a 'reliable' MLD is required.

Authorised by:
Bryan Lowe



