



SNC • LAVALIN

# 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/Colmar/T10000FS/9B

Vehicle Owner

Story Contracting Ltd

Issue Date

17 July, 2017

Expiry Date

1 December, 2023

Vehicle Number(s)

99709\_940871-5

First Of Class

99709 940825-1 on certificate 21/0540/17 against RIS-1530-PLT, Issue 5.

Authorised by:

Bryan Lowe

SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP



SNC • LAVALIN

Reason for issue and Scope of Work

Certification of Colmar T10,000FS Road Rail Vehicle. Serial No. 8793. Fleet No. 1315.

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

Fitted with GKD SpaceGuard RCI system that has been approved by Network Rail Technical Services. Document reference MLD/L044 details the: "Approval of MLD026 Colmar/GKD SpaceGuard Slew and Height Limiter on T10,000FS, against RIS-1530-PLT Issue 4. The "Limitations of Use" on this certificate permit operation of this RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE).

Can be fitted with a 3.00m dipper extension (Rhino Horn).

On this certificate: Correction of tele dipper length and updated duty charts. No engineering change.

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

Deviations associated with this certificate

None

Customer Copy

Certificate Number: 21/0618/17



SNC • LAVALIN

# On-Track Plant

## Previous Certificate Number

21/0545/17.

## Maintenance Plan Details

Colmar User and Maintenance Instruction Manual. Maintenance Plan number, M-T10000FS-02-16 Issue 02, Date 02-11-16.

## Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the RRV is within W6a gauge as defined in RIS-1530-PLT.
3. When working the RRV may be out of W6a gauge.  
Minimum underside height of tail swing above rail is 1385mm.  
Maximum tail swing gauge exceedance with counter-weight retracted is 390mm, (1080mm from the running edge of the rail).  
Maximum tail swing gauge exceedance with counter-weight fully extended is 1230mm, (1920mm 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, travel or work under live OLE, unless the SpaceGuard RCI system is active, the Height Limit correctly set and the system functionality has been proven correct prior to vehicle use.  
The use of the RRV under live OLE shall only be in accordance with the safe system of work for the possession, determined and approved by taking guidance from the requirements of GE/RT8024, and account taken of:
  - > A maximum SpaceGuard default height of the boom above the rail of 3.500m.
  - > A minimum OLE wire height of 4.165m.
  - > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - > Attachments and their loads shall not exceed the height of the top of the boom.
6. The vehicle shall not work under live OLE with the dipper extension (Rhino Horn) fitted.
7. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
8. It shall NOT on/off track if the adjacent line or lines are open to traffic.
9. The vehicle shall only be permitted to work ALO with the SpaceGuard RCI system active, the Slew Limit and/or Virtual Wall correctly set and the system functionality has been proven correct prior to vehicle use. ALO working shall only be in accordance with the safe system of work for the possession, taking account of the extra gauge exceedance caused by attachments.
10. 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 adjacent line or lines.
11. Vehicle shall not travel on:  
Track cants greater than 200mm;  
Track gradients greater than 1:25;  
Curve less than 80m.
12. Vehicle shall not work on:  
Track cants greater than 150mm;  
Track gradients greater than 1:25;  
Curve less than 80m.
13. 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.
14. 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 150mm and/or gradients greater than 1:25.

Customer Copy

Certificate Number: 21/0618/17



SNC • LAVALIN

## On-Track Plant

The RRV shall only on/off track on a NWR RRAP or purpose built RRAP that meets NWR requirements. When on/off tracking the counterweight shall be fully retracted and shall not be positioned on the low side of cant.

When on/off tracking there shall be no auxiliary equipment attached to the dipper.

The RCI shall be switched on at all times.

In adverse weather conditions, the cant shall be reduced where the railhead conditions for adhesion and/or running gradient may affect the stability and traction performance of the RRV.

15. The RCI shall be switched on at all times, unless in digging mode.
16. The RCI has a tandem lifting mode.
17. It is permitted to tow and/or propel rail trailers with both air service and park braking systems coupled. Maximum braked towed/propelled weight is 80 tonnes (chassis towing point), 25 tonnes (axle towing point) 4 trailer shall not be exceeded at any towing point.

Air supply pressure for service brake application is 0-8bar and park brake release is maximum 8bar.

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 RRV.

### Supplementary Information

1. The RRV is a OEM Colmar T10,000FS with 4.077m boom, 2.10m tele dipper.
2. Manufacturer Serial No. 8793. Fleet No. 1315.
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 32tonnes.
7. Fitted with rail wheel braking system.
8. Fitted with Auxiliary Lifting Point, SWL 6 tonnes.
9. 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.
10. 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.
11. RCI information:

Fitted with GKD SpaceGuard RCI system that has been approved by Network Rail Technical Services. Document reference MLD/L044 details the: "Approval of MLD026 Colmar/GKD SpaceGuard Slew and Height Limiter on T10,000FS, against RIS-1530-PLT Issue 5. The "Limitations of Use" on this certificate permit operation of this RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE).

  - Model: GKD 3RCI Touch Screen;
  - Software: V8.52.
  - Duty chart reference: Serial 8793, all charts, date 14/07/2017.
  - The RRV has Normal and Tandem Lifting Modes.
12. Dipper Extension (Rhino Horn):

The RRV may work with a 3.0m dipper extension (Rhino Horn) in accordance with an approved method statement and a safe system of work. SpaceGuard is deactivated when Rhino Horn is fitted. 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

Customer Copy

Certificate Number: 21/0618/17

