



## 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

911/APPL/Hitachi AP235US/9A

Vehicle Owner

Story Contracting Ltd

Issue Date

8 January, 2016

Expiry Date

8 January, 2023

Vehicle Number(s)

99709\_911325-7

First Of Class

99709 911326-5 on certificate IF/0606/15 under RIS-1530-PLT Issue 5.

Authorised by:

Adrian Staples

*SNC-Lavalin Rail & Transit Limited*



SNC • LAVALIN

Reason for issue and Scope of Work

Certification of new Hitachi AP235US Excavator Road Rail Vehicle.  
Manufacturer Serial No. HCMDAE50K00093790. Story Fleet No. 1249.

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

No previous Engineering Acceptance Certificate against RIS-1530-PLT Issue 5.

Maintenance Plan Details

APPL Operation and Maintenance Manual Hitachi Zaxis AP235US-5; APM042; Issue 01; dated 11-2015.

Customer Copy

Certificate Number: IF/0007/16

### 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 1542mm;
    - Maximum lateral tail swing gauge exceedance is 334mm.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 8bar, and for service brake is 0-8bar.
    - Trailers with park and service brakes and air reservoirs.
    - Maximum weight is 48tonnes / 2 trailers.
  16. Trailer maximum towing capacities relating to Track Gradients incorporating dry and uncontaminated rail head conditions as follows:
    - 1:25- Maximum weight is 24t;
    - 1:40- Maximum weight is 48t.
- 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 an Adrian Phillips hydrostatically driven rail-conversion of tracked excavator with 4.6m boom and 2.1m dipper.
2. Manufacturer Serial No. HCMDAE50K00093790. Story Fleet No. 1249.
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 23.3tonnes.

7. Maximum speeds travelling on rail not to exceed:-
  - 20mph plain line;
  - 10mph working;
  - 5mph switches and crossings;
  - 5mph 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 7.5tonnes SWL shall NOT be exceeded.
11. RCI Information:
  - Manufacturer - GKD 3RCI
  - Serial number - 1005T;
  - RCI Software I/D - 8.39;
  - Duty chart - 93791, E0267, Dated 18/12/2015 for all load lifting points.
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.

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**

  
.....

