



On-Track Plant Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 6

NAME OF VEHICLE ACCEPTANCE BODY

ACCREDITATION CODE

SNC-Lavalin Rail & Transit Verification Limited

21

Vehicle Class / Description

911/Rail-Ability/JCB RailMax/9A

Vehicle Owner

A P Webb Plant Hire Ltd

Issue Date

16 June, 2017

Expiry Date

22 December, 2022

Vehicle Number(s)

99709_911333-1

First Of Class

99709 911296-0 on certificate IF/0006/15 under 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 Rail-Ability RailMax Road Rail Vehicle.

Manufacturer Serial No. 2084557. A. P. Webb Fleet No. RTEM 008.

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

On this certificate: Additional Tandem Panel Grab Limitations of Use and Maintenance Instructions.

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

Deviations associated with this certificate

Network Rail letter "Dispensation from Infrastructure Safety Bulletin 197 and Safety Advice NRA15/01" dated 23 December 2016 to permit the vehicle to Tandem Lift 60ft Concrete Panels.

Previous Certificate Number

Previous Engineering Acceptance Certificate: IF/0627/15.

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Certificate Number: 21/0499/17



On-Track Plant

Maintenance Plan Details

Rail-Ability Rail Max RA400 Routine Maintenance Plan; RARM400RMP001; Issue 02; Dated 19-Sept-2014.
Rail-Ability Rail Max RA400 Tracked Excavator Rail Operations & Emergency Recovery Procedures; MAX001; Issue 01; Dated 03-July-2014.
Rail-Ability Tandem Panel Grab Routine Maintenance Instructions; RATPGRMI001; Issue 01; Dated 01-Dec-2016.

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:
> 1248mm when fitted with the standard counterweight.
> 1344mm when fitted with the additional piggy-back counterweight.
Maximum lateral tail swing gauge exceedance, as measured from the running edge of the rail:
> 935mm when fitted with the standard counterweight.
> 1251mm when fitted with the additional piggy-back counterweight.
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 with:
Cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
11. The vehicle shall NOT work on track with:
Cants greater than 150mm; gradients greater than 1:25 and/or curves 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 150mm 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 NOT permitted to tow and/or propel rail trailers.

WORKING IN A CONSIST FOR TRACK PANEL LIFTING

1. This RRV may be used for track-panel lifting, when in used in a consist with a compatible Rail-Ability JCB RailMAX (RA400) and Rail-Ability Tandem Panel Grab. NO other vehicle combinations are permitted.
2. The functionality of all systems of the consist shall be proven before travel and work.
3. The vehicle (in consist) shall NOT work on track with:
Cants greater than 100mm; gradients greater than 1:25 and/or curves less than 80m.
4. Tandem Panel Grab maximum load of 12tonnes shall not be exceeded.
5. Permitted speed of consist.
- Travelling : Maximum - 10mph (16km/h); Switches & Crossing and Raised Check Rails - 3mph (5km/h).
- Working : Maximum - 3mph (5km/h); Switches & Crossing and Raised Check Rails - 3mph (5km/h).

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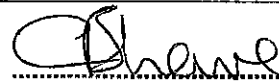


On-Track Plant

Supplementary Information

1. The vehicle is a Rail-Ability hydrostatically driven rail-conversion of tracked excavator with 3.0m boom, 2.85m artic and 1.91m dipper.
The RRV can also be configured with optional 1.0m lifting dipper.
The RRV can also be configured with optional 5.5T piggy-back counterweight.
2. Manufacturer Serial No. 2084557. A. P. Webb Fleet No. RTEM008.
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 40 tonnes or 45.5 tonnes when fitted with the piggy-back counterweight.
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 Rail-Ability 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. RCI Information:
 - Fitted with a Prolec Rated Capacity Indicator (RCI);
 - Model: Prolec Liftwatch Rail;
 - Hardware: 002313-001;
 - Software: V01.02.0.0;
 - Duty chart reference for all configurations: RTEM008; 2084557; Dated 25-Jun-2015
 - The RCI automatically recognises the dipper/counterweight configuration to apply the appropriate duty.
 - This vehicle has Normal and Tandem Lifting Modes.
 - Vehicle is permitted to lift and carry through 360 degree operation.
11. 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 configuration where a 'reliable' MLD is required.

Authorised by:
Bryan Lowe


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