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# CERTIFICATE OF ENGINEERING ACCEPTANCE

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

NAME OF VEHICLE ACCEPTANCE BODY

**ACCREDITATION CODE** 

Interfleet Technology Ltd

IF

Vehicle Class / Description

910/Rail-Ability/JCB JS175W/9A

Vehicle Owner

A P Webb Plant Hire Ltd

**Issue Date** 

5 August, 2015

**Expiry Date** 

1 April, 2021

### Vehicle Number(s)

99709\_910003-1

### **First Of Class**

99709 910010-6 on Engineering Acceptance Certificate IF/0201/14 against RIS-1530-PLT Issue 4.

Authorised by:

**OFFICIAL STAMP** 

**Bryan Lowe** 

Interfleet Technology Ltd

Interfleet

# Reason for issue and Scope of Work

Certification of JCB JS175W Road Rail Vehicle.

Manufacturer Serial No. 885213 / Owner Fleet No. RAIL060.

Originally assessed for compliance with RIS-1530-PLT Issue 4.

On this certificate: Increase to On/Off tracking cant (Limitation of Use 15). There are no other engineering changes to the RRV.

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

## **Deviations associated with this certificate**

None

#### **Previous Certificate Number**

IF/0202/14: 99709 910003-1.

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### Maintenance Plan Details

JCB JS175W Operators Handbook No.9801/6980; Issue 4; Dated 01/11/2001.

Rail-Ability JCB JS Hybrid Road/Rail Excavator Routine Maintenance Schedule; JCBJSRMP001; Issue 01; Dated 28 March 2014.

Rail-Ability JCB JS175 Road/Rail Wheeled Excavator Rail Operations & Emergency Recovery Procedures; JS-002; Issue 1; Dated 24/03/2014.

#### Limitations of Use

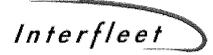
- 1. The vehicle shall only operate inside possessions.
- 2. In travelling mode, the vehicle is within W6a gauge and exception as permitted by RIS-1530-PLT. Mirrors must be folded in.
- 3. When working the vehicle may be out of W6a gauge.
  - Minimum underside height of tail swing above rail is 1445mm.
  - Maximum tail swing gauge exceedance is 746mm (i.e. 1438mm from the running edge of the rail). A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
- 4. Excavator boom, load and stabilisers can infringe W6a gauge throughout their working envelope.
- 5. Vehicle shall not on/off track, travel or work on live conductor-rail lines.
- 6. The vehicle shall not on/off track, travel or work 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.
- 7. Except for the cab, when the vehicle is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
- 8. Vehicle shall not on/off track or work if adjacent line or lines are open to traffic, unless otherwise permitted by a site-specific and Network Rail approved safe system of work.
- 9. Vehicle will not activate train operated points.
- 10. Vehicle shall not travel on:
  - Track cants greater than 200mm.
  - Track gradients greater than 1:25.
  - Curve less than 80m.
- 11. 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 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.
- 14. Setting up and packing away from inside cab.
- 15. Vehicle shall not be on/off tracked on cants greater than 150mm.
- 16. Vehicle shall not be on/off tracked on gradients greater than 1:25.
- For on/off tracking, a site-specific work plan shall be used taking account of the requirements Rail-Ability
  Operating Manual JS-002 and the applicable module of Network Rail Infrastructure Plant Manual
  NR/PLANT/0200.
- 18. The RCI shall be switched on at all times, unless in digging mode.
- 19. The RCI has a tandem lifting mode.
- 20. 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 9bar, and for service brake is 0-9bar.
  - Trailers with park and service brakes and air reservoirs. Maximum weight is 70tonnes / 3 trailers.

The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for

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adhesion and/or running gradient may affect the safe traction performance of the vehicle.

### **Supplementary Information**

- 1. The RRV Type 9A is a Rail-Ability hydrostatically driven rail-conversion of JCB road excavator, with 1.8m stub, 3.4m artic and 2.1m dipper.
- 2. Manufacturer Serial No. 885213. A.P.Webb Fleet No. Rail 060.
- 3. The vehicle is approved to carry 2 persons seated in the drivers cab.
- 4. It operates on rail in high-mode only and only with solid rubber road tyre. It has no load carrying area.
- 5. The Stabilisers are interlocked out-of-use in rail travel mode.
- 6. Gross vehicle weight is 27tonnes.
- Maximum speeds travelling on rail not to exceed:-
  - 20mph plain line;
  - 5mph switches and crossings;
  - 5mph raised check/guard rails;
  - 10mph towing/propelling;
  - 5mph emergency recovery.
- 8. 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.
- 9. Dipper eye lifting point SWL: 16T
  - Auxiliary crowd ram lifting point SWL: 5T
- 10. RCI information:
  - Fitted with a Prolec Rated Capacity Indicator (RCI);
  - Model: Prolec Liftwatch Rail;
  - Hardware: 002313-001;
  - Software: V1.00.07.00;
  - Duty chart reference: Rail 060; 885213;
  - This vehicle has Normal and Tandem Lifting Modes.

Authorised by: Bryan Lowe Chang

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