

CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate formally records that the following vehicle(s) conform to the appropriate requirements as set out in
RIS-1530-PLT Issue 2.

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Type

Road Rail Vehicle O & K MH5S - Type 9C

Vehicle Operator

A P Webb Plant Hire Ltd

Vehicle Owner

A P Webb Plant Hire Ltd

Authorised by: 

Bryan Lowe
Interfleet Technology Ltd

Issue Date

12 August, 2011

Expiry Date

12 August, 2018

(Where applicable due to a special limitation)



Interfleet
Technology

OFFICIAL STAMP

Vehicle Number(s)

99709_970054-1

Special Limitations

A CONFIGURATION

1. Vehicle is Walter Schneider rail-conversion of road excavator, 2.0m boom, 3.0m artic and 2.3m dipper.
2. RRV is fitted with a GKD 3RCI Series 2 which must be operational during all lifting duties and when used with attachments which affect machine stability (see E). Duty Charts RARREXCLC2004-V1.
Lifting duties shall only be undertaken through the identified dipper lifting point.
3. It may work with a range of attachments through the dipper link pins or quick hitch, see E.
4. It operates on rail in low-mode only. It has no load carrying area.
5. Permitted number of personnel to be carried: 2 in cab.
6. Gross vehicle weight is 22 tonnes. It shall only operate on rail with solid rubber tyres.
7. The Stabilisers are interlocked out-of-use in rail mode and cannot be used when the RRV is on track.

B ON & OFF TRACKING AND EMERGENCY RECOVERY

1. For on/off tracking, a site-specific work plan for one of the following conditions shall be used, also see D4.
The work plan shall be in compliance with the Railability Manual OKMH5SRMPS001 and Network Rail Specification NR/L2/RVMP/0207:-
 - > Maximum track cant 150mm and/or gradient 1:25, on an approved RRAP.
 - OR
 - > A risk assessed procedure that is specific to the on and off tracking point.
2. For recovery refer to the Railability Manual. Maximum speed 3mph (5km/h) to avoid damage to the RRV.

C GAUGE

1. Travelling mode - RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT.

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When travelling, mirrors must be folded in.

2. Working mode - RRV counterweight, boom, dipper and attachments can be out of gauge, dependent on the RCI settings in use. Minimum underside height of tail swing above rail level is 1200mm. Maximum tail swing lateral gauge exceedance is 560mm (i.e. 1250mm from the running edge of the rail).
3. The road-wheel tyres encroach into the area below rail level by 15mm, and extend to 533mm outside the running edge of the rail above rail level.
Prior to the RRV use, a site survey shall be undertaken to assess potential damage to the infrastructure.

D LIMITATIONS OF USE

1. It shall only operate inside possessions.
2. It shall NOT on/off track or work, if adjacent lines are open to traffic.
3. It shall NOT on/off-track, travel or work on conductor-rail lines.
4. It shall NOT on/off track, travel or work under live OLE, except as D5.
5. 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 in accordance with the requirements of GE/RT8024, and provided the boom/dipper is in the travel position, subject to a minimum OLE wire height of 4.165m.
6. Except for the cab, when the RRV is under live OLE, access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. For access/egress, the RRV shall only operate with the cab door 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 lines.
8. Permitted speed : Maximum - 20mph (32km/h); Switches & Crossings - 5mph (8km/h);
Raised Check Rails - 2mph (3km/h); Towing/Propelling - 10mph (16km/h).
9. When reversing, the RRV shall only proceed at walking speed with the driver utilising ground staff until the superstructure/boom can be slewed to face the direction of travel.
10. It will not activate train-operated points.
11. Travelling Mode. The RRV shall NOT travel on track that exceeds cant 200mm and/or gradient 1:25.
12. Working Mode. The RRV shall NOT work on track that exceeds cant 150mm and/or gradient 1:25.
13. Limitation to ensure stability:
 - Controlled by GKD RCI which shall be active when the RRV is in use, see E.
 - Movement of boom towards backward stability limit shall be at moderate/low speed.
 - Permitted to lift and carry through 360 degrees operation, see Duty Charts.
14. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems in one of the following consists. Maximum air supply pressure for park brake release and service brake is 9.0 bar.
 - > Trailers with air-operated emergency/park brake only.
 - Maximum weight shall not exceed 22 tonnes/3 trailers.
 - > Trailers with air-operated emergency/park brake and service brake.
 - Maximum weight shall not exceed 70 tonnes/ 3 trailers.

NOTE: The towed and/or propelled consist shall not be of mixed brake type.

The maximum towed and/or propelled weight may have to be reduced where the railhead condition for adhesion and/or the ruling gradient may affect the safe traction performance of the RRV.

E ATTACHMENTS

The RRV may work with attachments through the dipper lifting point or quick hitch.

Any such attachment and its use shall only be with the approval of the infrastructure controller.

Attachment use shall also comply with the following, and as detailed in the Method Statement for the possession:

- Where specified, and including all lifting accessories, the attachment shall have a current certificate of approval, test and/or thorough examination.
- The attachment shall only be used in accordance with the manufacturer's operating instructions, and the documented safe system of work.
- Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting.
- The RCI shall be switched ON (Lifting mode) for all lifting duties, and when using an attachment that may have a significant adverse effect on stability of the RRV.
- The RCI may only be switched to Non-RCI (Non-Lifting Mode) for digging, ballast profiling, non-lifting or similar work processes. Before work commences, the attachment and its contents (e.g. bucket full of ballast, if applicable) shall be moved through the intended range of movements under control of the RCI, to confirm that the planned work is within the vehicle's lifting capacity and stability.

- Except for the quick hitch, attachments should not be connected to the vehicle during on or off tracking, unless safe to do so.

Referenced Certificates

This Certificate of Engineering Acceptance has been issued in accordance with GM/RT2000, on the basis of the following previous Certificates of Engineering Acceptance.

Engineering Acceptance

Reasons for non inclusion of a previous Certificate of Engineering Acceptance:-
No previous Engineering Acceptance Certificates against RIS-1530-PLT, Issue 2.

RGS Catalogue

The Mandatory Requirements and scope of work against which conformance has been confirmed:
Railway Group Standard Catalogue number GA/RM6501 Issue 2 June 2011

Vehicle Data

Route Availability No:	(Laden)	No Change	(Tare)	No Change
Maximum Speed (mph):	(Laden)	20	(Tare)	20
Applicable Gauge or Portfolio Reference :	W6a with exception as RIS-1530-PLT			
Minimum Curve Radius:	80m			
Applicable Braking Curve(s):	Road/Rail Vehicles RIS-1530-PLT Clause 5.6.2.1			

Maintenance Plan Documentation

Rail-Ability O&K MH5S Routine Maintenance Plan and Schedule OKMH5SRMPS001, Issue 1, 24/02/2010.

First Of Class

99709 970071-5 on certificate IF/0241/10 against RIS-1530-PLT issue 1.

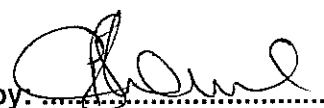
Scope of Work

Certification of up-graded Road Rail Vehicle. Serial No. 315534. A.P. Webb No. 043.

Assessed for compliance with RIS-1530-PLT Issue 2.
Expiry date conforms to the requirements of RIS-1530-PLT.

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Bryan Lowe

Authorised by: 
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