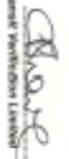

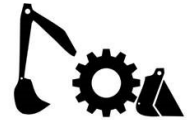




RSSB Or-Track Plant Engineering Conformance Certificate <small>This certificate is issued in accordance with RSS-ACC001/17 Issue 8</small>		SNC-LAVALLIN
NAME OF VEHICLE ACCEPTANCE BODY SNC-Lavalin Rail & Transit Verification Limited	ACCREDITATION CODE 21	
Vehicle Class / Description 000004-000000RT237ANA Vehicle Owner AP Webb Plant Hire Ltd Issue Date 08Aug, 2018 Expiry Date 08Aug, 2020		
Vehicle Manufacturer 06079, 000128-0		
Print of Stamp 08709 000106-0 an Engineering Conformance Certificate 21/09/2017 against RSS-1530/17 Issue 8		
Authorised by: Bryan Lowe SNC-Lavalin Rail & Transit Verification Limited  OFFICIAL STAMP 		
Reason for Issue and Scope of Work: Confirmation of new Rail Ability RT237A and Trailer Serial No. RT237A0042 Fleet No. TT174 Assessed by: 000004-000000RT237ANA Expiry date conforms the requirements of RSS-1530/17, Issue 8		
Distinctions associated with this certificate None		
Previous Certificate Number: No previous Engineering Conformance Certificate		
Customer Copy Page 1 of 2	Certificate Number: 21/0309/18	

RSSB On-Track Plant		SNC-LAVALLIN
Maintenance Plan Details Rail Ability 20 Tonne Rail Trailer Maintenance Plan: 237177188-2501; Issue 1; Review C; 30-Sep-2017. Rail Ability 20 and 23 Tonne Rail Trailer Operation & Engineering Recovery Procedures; Issue 3 dated Oct-2017.		
Limitations of Use 1. It shall only require inside possession. 2. In travelling and working modes, the trailer is within Plant Gauge as defined by RSS-1030/17. 3. Trailer shall not exceed track or work on low unsuitable rail bed. 4. Trailer may accept truck, load and work under low CLE in conjunction with a safe system of work as defined and approved by safety procedures from the requirements of CLE0770204. 5. Trailer shall not be used for work on track with: - CLEs greater than 200mm; greater than 120mm in bottom corner. 6. Trailer shall not be used for work on track with: - CLEs greater than 200mm; greater than 120mm in bottom corner. 7. This trailer cannot be used for work in bottom corner. 8. Prior to use, a safe specific plan must be used taking account of the requirements of the application. 9. In travelling and working modes, the trailer shall be used in accordance with the requirements of the application. 10. Trailer payload of 20.5 tonnes shall not be exceeded.		
Construction Information Rail Ability 4 wheel trailer with 4 Dry load to work with compatible R274 Serial No. RT237A0042, Fleet No. TT174 All parking scales include pressure 8 bar, service brake pressure 0.5 bar. 1. Drive weight: 23 tonnes. 2. Trailer weight: 11.5 tonnes. 3. Maximum speed: 10km/h and working and is limited. 4. Change (load) bar. 5. Brake working speed. 6. Brake working speed. 7. Single wheel chock/secure rail.		
Customer Copy Page 2 of 2	Certificate Number: 21/0309/18	



Road Rail Trailer Operators Quick Guide Booklet



Version 1

Last Updated: 29/08/2018

The contents of this booklet can change without warning and are as a guide only



The Operator has overall responsibility to ensure that the correct procedures are applied!!!

Tanked or not tanked? – The trailers fitted with an independent air tank allow for a greater number of trailers within the constraints of the host machine EAC. The trailer will have a sign on either end to state which type of trailer it is.

The A.P. Webb trailer fleet is of 3-point-suspension type and careful consideration should be taken when loading to prevent possible derailment.

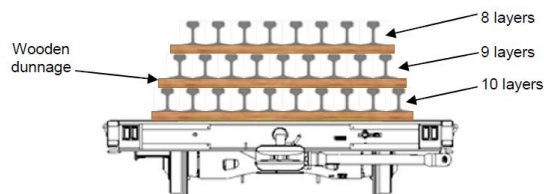
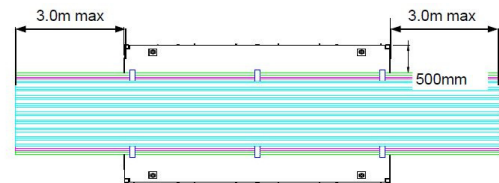
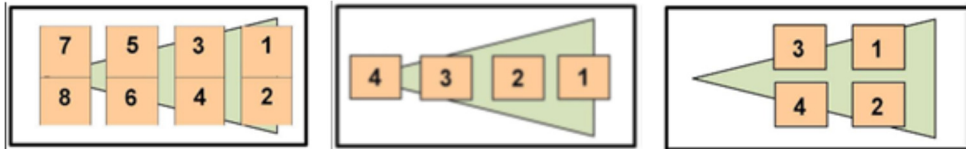
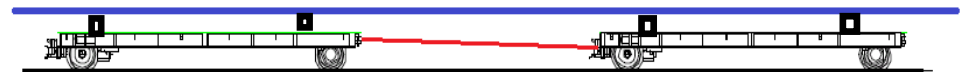


Figure 3 Carrying '30ft' rails

Careful consideration should be used when loading rail onto trailers with the dimensions opposite taken into account. This of course contradicts the use of trailer posts which have been designed to allow full width use when loaded. If no trailer posts are available, follow the dimensions opposite.



The below picture shows a long length of rail across 2 trailers. When transporting this type of load, it is imperative that dunnage is used as per the black squares. This spreads the weight of the rail inside of the wheelbase of each trailer and prevents one end being lifted clear of the rail and derailing the trailer.



DON'T RESTRAIN RAIL THAT IS CARRIED IN TANDEM OVER MULTIPLE TRAILERS!!

Handbook 15 allows a travel speed of 10mph when traveling with trailers in a possession only and with the load in W6A gauge and restrained. At all other times this maximum speed is walking pace or as per EAC/ECC of host machine.

Restraining systems are a good idea, especially with pyramid loads, but it is the customers responsibility to provide them.

Company protocol is to connect both the service and park brake lines. If this is done at the trailer end first then this gives the braking system every chance to vent any trapped air which may cause a failed brake test if air is left trapped in the service brake side.

