



*Interfleet*

Member of the SNC-LAVALIN Group

## CERTIFICATE OF ENGINEERING ACCEPTANCE

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

**NAME OF VEHICLE ACCEPTANCE BODY**

*Interfleet Technology Ltd*

**ACCREDITATION CODE**

**IF**

**Vehicle Class / Description**

911/Rail-Ability/HR42/9A

**Vehicle Owner**

A P Webb Plant Hire Ltd

**Issue Date**

5 August, 2015

**Expiry Date**

15 February, 2020

**Vehicle Number(s)**

99709\_911200-2

**First Of Class**

Not known.

**Authorised by:**

Bryan Lowe  
*Interfleet Technology Ltd*

**OFFICIAL STAMP**

**Reason for issue and Scope of Work**

Certification of upgraded Terex Schaeff HR42. Serial No. 00342-0289, Fleet No. RTE008.

Originally assessed for compliance to RIS-1530-PLT, Issue 2.

On this certificate: Increase to On/Off tracking cant (Limitation of Use 6). There are no other engineering changes to the RRV.

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

**Deviations associated with this certificate**

None.

**Previous Certificate Number**

IF/0493/14 : 99709 911200-2.

**Customer Copy**

**Certificate Number: IF/0401/15**

**Maintenance Plan Details**

Rail-Ability Routine Maintenance Plan; Terex Schaeff HR42; TSHR424WDRMP001; Issue Number 02;  
Dated 06-Aug-2014.

Rail-Ability Operations and Recovery Procedures; Terex Schaeff HR42; SCH001; Issue Number 05;  
Dated 12-Feb-2013.

**Limitations of Use**

1. Vehicle shall only operate inside possessions.
2. When in travelling mode, the RRV vehicle is within W6 gauge as RIS-1530-PLT Issue 2. Mirrors must be folded in for travelling.
3. When in working mode the RRV boom, dipper and attachments can be out of W6a gauge, dependent on the RCI settings in use.
4. The vehicle shall NOT on or off track, travel or work on live conductor rails.
5. The vehicle shall NOT on or off track if adjacent lines are open to traffic.
6. The vehicle on/off tracking and emergency recovery are detailed in the Rail-Ability Manual, SCH001 Operation & Recovery Procedures. Account shall also be taken of the requirements in Network Rail Infrastructure Plant Manual NR/PLANT/0200. Maximum track cant 150mm and/or gradient 1:25.
7. The vehicle shall only be permitted to work ALO with the Prolec PME Rail RCI system active, the Virtual Wall correctly set and the system functionality has been proven correct prior to vehicle use. ALO working shall only be in accordance with the approved safe system of work (SSoW) for the possession, taking account of the extra gauge exceedance caused by attachments.
8. The Virtual Wall system can only set a limit to work ALO on one side of the vehicle, either to the left or right hand side, depending on the work requirement detailed in the SSoW. The vehicle is not permitted to work with both sides adjacent to open line or lines, at the same time.
9. The vehicle shall NOT on/off-track, travel or work under live OLE, unless the Prolec PME Rail RCI system is active, the Height Limit correctly set and the system functionality been proven correct prior to vehicle use.  
Under live OLE, working shall only be in accordance with the safe system of work for the possession, determined and authorised by taking guidance from the requirements of GE/RT8024, and account taken of :-
  - > A maximum PME Rail default height of the boom above the rail of 3.500m.
  - > A minimum OLE wire height of 4.165m.
  - > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - > Attachments and their load shall not exceed the height of the top of the boom.
10. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
11. 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.
12. For access/egress, the vehicle may only operate with the door to the cab adjacent to a cess or a line closed to all train movements or the Method Statement safe system of work must take account of adequate safe clearances to adjacent lines.
13. Limitation to ensure stability: See Duty Charts and LOLER Certificate. Prolec Rated Capacity Indicator (RCI) shall be operative when the RRV is in use.
14. Movement of boom towards backward stability limit shall only be at moderate/low speed.
15. Prolec Rated Capacity Indicator system (RCI) shall be in operation when RRV is working, except as in 12.1 & 12.2 Supplementary Information.  
Permitted to lift and carry in accordance Prolec Rated Capacity Indicator (RCI) system limits.
16. The RRV shall NOT tow or propel other rail vehicles or trailers.

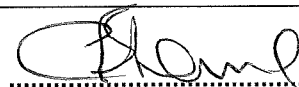
**Supplementary Information**

1. The vehicle is a Rail-Ability hydrostatically driven rail conversion of a tracked excavator.  
Manufacturer serial number: OEM Serial No: 00342-0289 Fleet No. RTE008.



2. Gross vehicle weight is 18.5tonnes.
3. Maximum travelling cant - 200mm.
4. Maximum working cant - 150mm.
5. Maximum travelling and working gradient - 1:25.
6. Minimum Curve Radius: 80m.
7. Maximum speeds (travel and working) on rail not to exceed:
  - > 15 mph plain line; > 5mph switches and crossings;
  - > 5mph raised check/guard rails; > 3mph emergency recovery.
8. The vehicle is approved to carry 1 person seated in the driver's cab.
9. The vehicle operates on-rail in high-mode only.
10. Detail of off-set/adjustable boom configuration:- 2.20m boom, 2.15m artic and 2.00m Dipper.
11. The vehicle may work with a range of attachments through the dipper link pins or quick hitch.
12. The range of attachments may be used with this machine in association with the RCI Duty Charts. Their use in modes 12.1 or 12.2 (below) shall comply with the following as applicable:-
  - > 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 safety and operating instructions, and the safe system of work for the possession.
  - > Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting. Before switching OFF the RCI, the attachment and its contents (e.g. bucket full of ballast) shall be moved through the planned range of movements to confirm that the working mode is within the vehicle's lifting and stability capacity.
  - > Except for the quick hitch, the attachment should not be connected to the vehicle during on or off tracking, unless safe to do so.
  - > The attachment shall be maintained in accordance with the manufacturer's and/or other approved instructions.
- 12.1 The Prolec Rated Capacity Indicator system (RCI) may be switched OFF in a typically digging mode.  
NOTE: Caution must be exercised with a typically digging mode attachment as its use may adversely affect the stability of the RRV when it is working.
- 12.2 The Prolec Rated Capacity Indicator system (RCI) shall be switched ON for lifting mode:
  - > Lifting accessories (LOLER Regulations).
  - > Any attachment that is mechanically fixed or and/or powered from the RRV.
  - > Any such attachment and its use shall only be with the approval of the infrastructure controller. See RIS-1530-PLT Issue 3, clause 3.1.
13. RCI Information:
  - > Fitted with a Prolec Rated Capacity Indicator (RCI);
  - > Model - Prolec PME Rail;
  - > Hardware - 002389-000;
  - > RCI Software I/D - 1.23.23.0;
  - > Duty chart - 3420289 (RTE008) for all load lifting points.
  - > This vehicle has Normal and Tandem Lifting Modes.
  - > Vehicle is permitted to lift and carry through 360 degree operation.
14. Prolec PME Rail RCI Information:-  
Prolec PME Rail RCI upgrade only. The vehicle is fitted with an electronic slew and height limiting system through the Prolec PME Rail RCI which has been approved by Network Rail Technical Services, document reference MLD/L046: Approval of MLD024: Rail-Ability / Prolec PME Rail Slew and Height Limiter Terex HR42, against RIS-1530-PLT Issue 4 and Network Rail remit MLD/R003.

**Authorised by:**  
Bryan Lowe

  
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