

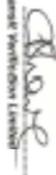
Road Rail Trailer Operators Quick Guide Booklet



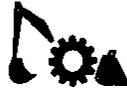
Version 3

Last Updated: Feb 2022

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

 Or-Track Plant Engineering Conformance Certificate <small>This certificate is issued in accordance with RPS-ACCREDITATION 8</small>	 SNC-LAVALLIN
NAME OF VEHICLE ACCREDITANCE BODY SNC-Lavalin Rail & Transit Verification Limited	ACCREDITATION CODE 21
Vehicle Class / Description 20000-40000RT23TANVA Vehicle Owner AP Webb Plant Hire Ltd Issue Date 08Aug, 2018 Expiry Date 08Aug, 2025	Vehicle Identifiers 66079, 001919-0
Plant of Origin 001703 000106-3 an Engineering Conformance Certificate 21009817 signed RSE-1530A.U.T Issue 8	OFFICIAL STAMP  SNC-LAVALLIN
Authorised by: Bryan Lowe SNC-Lavalin Rail & Transit Verification Limited 	Reason for Issue and Scope of Work: Certification of new Rail Ability RT23TANVA trailer Serial No: RT23TANVA2 Panel No: TT19A Assessed for compliance with RSE-1530A.U.T Issue 8 Expiry date conforms the requirements of RSE-1530A.U.T Issue 8
Previous Certificate Number No previous Engineering Conformance Certificate	Disturbances associated with this certificate None
Customer Copy Certificate Number: 21009817B Page 1 of 2	

 On-Track Plant	 SNC-LAVALLIN
Maintenance Plan Details Rail Ability 20 and 23 Tonne BGR Trailer Operators & Engineers Safety Procedures, Issue 3 dated Oct-2017	Conditions of Use <ol style="list-style-type: none"> 1. It shall only require simple possession. 2. In travelling and working modes, the trailer is active. Plant gauge as defined by RSE-1000A.U.T. 3. Trailer shall not enter track or work on low voltage rail line. 4. Trailer may occur track, signal and work under live OLE in conjunction with a safe system of work as when used and authorised by safety procedures from the requirements of C&D071820X. 5. Trailer shall not be used for work on track with: 6. - Chain greater than 200mm; greater than 120mm either corner less than 80mm. 7. - This trailer cannot be used in broken condition. 8. - For road use, a safe specific plan that has taken account of the requirements of the applicable RSE-1530A.U.T shall be used. 9. - The trailer shall be subject to the requirements of the relevant RSE-1530A.U.T. 10. - Trailer proposed for 2025 service shall not be renewed.
Restrictions/Instructions <ol style="list-style-type: none"> 1. Rail Ability 4 wheel trailer with 4 Gyr (not to work with compatible GGY) 2. Serial No: RT23TANVA2, Panel No: TT19A 3. Plant with air valves, spring-actuated emergency/hydraulic brake and air operated service brake. 4. Air parking brake release pressure 8 bar, service brake pressure 0.4-0.6 bar. 5. Trailer type: JLS 20T 6. Trailer weight: 11.5 Tonne 7. Maximum speed: (limited and working) not to exceed: <ul style="list-style-type: none"> - 20km/h on line - 10km/h on road - 10km/h on grade - 10km/h on curve 8. - Single wheel changeover rule. 	Customer Copy Certificate Number: 21009817B Page 2 of 2



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.

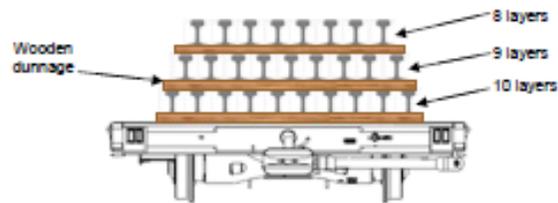
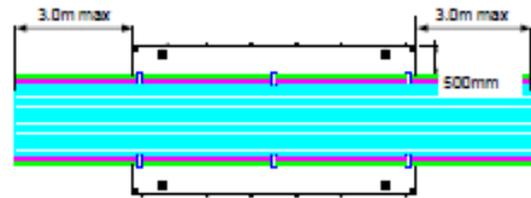
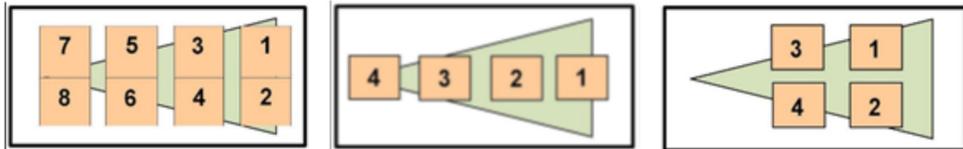
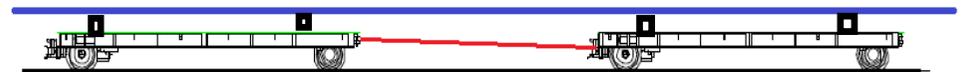


Figure 3 Carrying '30ft' rails

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 essential except for loads speeding over two trailers, each trailer is supplied with 2 x ratchet straps.

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.

