

Road Rail Trailer Operators Quick Guide Booklet



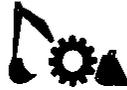
Version 1

Last Updated: 29/08/2018

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

 Or-Track Plant Engineering Conformance Certificate <small>This certificate is issued in accordance with RPS ACCREDITED Issue 8</small>	 SNC-LAVALIN
NAME OF VEHICLE ACCREDITANCE BODY SNC-Lavalin Rail & Transit Verification Limited Accreditation Code 21	Vehicle Class / Description 20000-44000RTR237AANA Vehicle Owner AP Webb Plant Hire Ltd Issue Date 08Aug, 2018 Expiry Date 08Aug, 2025
Vehicle Identifiers 66079, 003125-0 Plant or Crane 00703 000108-3 an Engineering Conformance Certificate 21009817 signed RSC-1520A17 Issue 8	Authorised by: Bryan Lowe SNC-Lavalin Rail & Transit Verification Limited  OFFICIAL STAMP 
Reason for Issue and Scope of Work: Certification of new Rail Ability RT237AANA trailer Serial No: RT237A0042 Plant No: TT19A Assessed for compliance with RSC-1520A17 Issue 8 Entry date conforms the requirements of RSC-1520A17 Issue 8	Previous Certificate Number No previous Engineering Conformance Certificate
Conditions associated with this certificate None	Customer Copy Certificate Number: 21009817B Page 1 of 2

 On-Track Plant	 SNC-LAVALIN
Maintenance Plan Details Rail Ability 20 Tonne Rail Trailer Maintenance Plan: 237TR18B-2501: Issue 1; Review C: 30-Sep-2017; Rail Ability 20 and 23 Tonne B&B Trailer Operation & Engineering Review/Inspection: Issue 3 dated Oct-2017	Conditions of Use <ol style="list-style-type: none"> It must only require simple operations. In travelling and working modes, the trailer is active. Plant gauge as defined by RSC-1000A17. Trailer shall not enter track or work on low voltage rail line. Trailer may occur track, signal and work under live OLE in conjunction with a safe system of work as when used and approved for safety purposes from the requirements of C&D071820X. Trailer shall not be used for work on road ways. Trailer shall not be used for work on road ways. Crane (greater than 2000kg; greater than 120 wheel corners less than 80cm). This trailer cannot be used in urban condition. For road travel, a safe specific plan that has taken account of the requirements of the applicable RPS must be in place and signed off by the user. Trailer shall not be used for work on road ways. Trailer shall not be used for work on road ways. Trailer payload of 20.5 tonnes shall not be exceeded.
Essential Safety Information <ol style="list-style-type: none"> Read safety leaflet (with 4.5m load) to work with compatible RSCX. Serial No: RT237A0042, Plant No: TT20X. Plant with air valves, spring-actuated emergency/hydraulic brake and air operated service brake. Air parking brake release pressure 8 bar, service brake pressure 0.4-0.6 bar. Trailer weight: 23 tonnes. Trailer height: 2.535 metres. Trailer length: 11.5 metres. Maximum speed (laden and working) not to exceed: <ul style="list-style-type: none"> Design (laden limit) Brake system and crossing Brake system speed Signage speed changeover data. 	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.

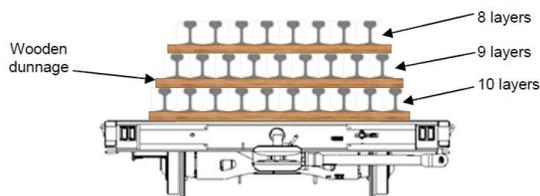
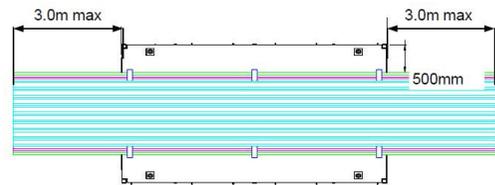
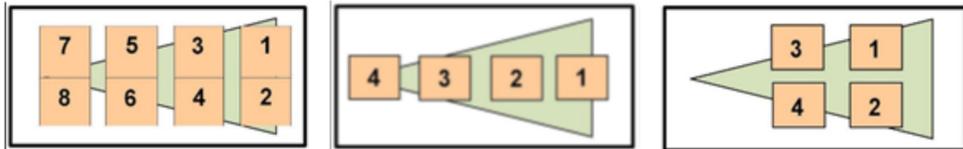
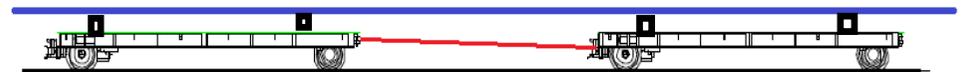


Figure 3 Carrying '30ft' rails

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 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.

