



ENGINEERING ACCEPTANCE CERTIFICATE

This certificate issued in accordance with RIS-1530-PLT Issue 3.

NAME OF CERTIFICATION BODY

Atkins Rail

ACCREDITATION CODE

NS

Vehicle Type & Class **Road Rail Vehicle Colmar T10000 FS (Type, 9B)**

Vehicle Owner **Lundy Projects**

Issue Date 28/10/2013

Expiry Date 31/08/2019

Vehicle Number(s) **99709 940755-0**

FIRST OF CLASS

Certificate number of First of Class

YES	NO
	X

NS/5081/11

Authorised By:

Signatory Name:

Authorised Signatory:

S P Rice

Reason for issue and Scope of Work

Previous scope of work:

Fitment of A.J.Hargreaves Plant Engineers Ltd Mechanical Slew Limiting System (ref; Network Rail Letter of Approval - Approval of Mechanical Slew Limiter) to facilitate working with adjacent line open to traffic. Installation in accordance with AJH052, Issue 1, Slew Limit Electrical Diagram and AJH053 Issue 3 Slew Limiter Operation and Maintenance.
New Limitations 13 and 14. New Supplementary Information 10.

Scope of work for this certificate:

Document AJH038, Date corrected. (previous EAC NS/5013/13)

Deviations associated with this certificate: None

Previous Engineering Acceptance certificate number: NS/5013/13

	Identification Number	Issue No.	Date
Maintenance plan Id.	AJH 010	03	02/08/2010
Maintenance plan title	Operation & Maintenance Instruction Manual		
Maintenance plan Id.	AJH038	02	02/02/2012
Maintenance plan title	Type 9b - Rail wheel braking system operation and maintenance		
Maintenance plan Id.	AJH053	03	08/10/2012
Maintenance plan title	Slew Limiter Operation and Maintenance		

Limitations of Use:

1. Vehicle shall only operate inside possessions.
2. When travelling, W6a gauge is exceeded by the road wheels as permitted by RIS-1530-PLT.
3. When travelling, mirrors must be folded in.
4. All working equipment/attachments must be stowed and secured in their transit position when on / off tracking and when operating the vehicle in travel mode on rail.
5. The vehicle shall **NOT** on or off track, travel or work on live conductor rails.
6. May be used on **ISOLATED** 3 or 4 rail systems.
7. Not to be on and off tracked, travelled or worked under live OLE.
8. Must be used in accordance with Method Statement and Safe System of work for the possession as determined, approved and authorised in accordance with the requirements of GE/RT8024, and provided the boom/dipper is secured in the stowed position.
9. When travelling the equipment capable of going out of gauge is prevented from exceeding the W6a gauge by operator selection of the GKD RCI system travel mode.
10. 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.
11. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependant on the Rated Capacity Indicator (RCI) system slew settings in use.
12. Maximum tail swing gauge exceedance retracted 410mm, extended 910mm. Maximum height of tail swing above rail level 1450mm.
13. RRV is fitted with a Network Rail approved mechanical slew stop system which shall be operational when working adjacent lines open to traffic (ALO). The RRV shall only be permitted to work with adjacent lines open to traffic with the Slew Limiting System switched **ON** in accordance with an accepted safe system of work (see Supplementary Information 10) incorporating a site specific survey to establish the position of the adjacent line, and to ensure the counterweight (see Limitations 11 and 12), any attachments, and any suspended loads are prevented from entering the prohibited area (adjacent lines).
14. It is essential that the machine operator is trained and competent to preset and operate the Slew Limiting System in accordance with AJH053, Issue 3, 08/10/2012.
15. Limitation to ensure stability: See Duty Charts and LOLER Certificate. Rated Capacity Indicator (RCI) shall be operative,
16. Reverse movement in travelling mode must be controlled by ground staff. However a dual CCTV camera system is fitted to this RRV.
17. Movement of boom towards backward stability limit shall only be at moderate/low speed.
18. Rated Capacity Indicator system (RCI) shall be in operation when RRV is working, except as in Limitation **E1**. Permitted to lift and carry in accordance with Rated Capacity Indicator (RCI) system limits.
19. The machine will brake differently to non rail wheel braking machines. Operators **MUST** familiarise themselves with the brake system before starting work. Use of Owner/Operator "In-House" test track capability (where available) is recommended – see Supplementary Information, item 9.

Supplementary Information

1. System for vehicle to be on/off tracked: Detailed in document AJH 031 'On/Off Tracking'.
2. Number of personnel that can be carried on vehicle: 2 in cab.
3. Vehicle is permitted to tow or propel on rail, x2 approved compatible trailers with a maximum non service braked towed load not exceeding 30 tonnes. Maximum Service Brake towed load not exceeding 46 tonnes.
4. Trailers **MUST** be fitted with automatic break-away brakes and marker lights.
5. A dual line trailer air brake system is installed. Maximum Air Brake pressure 0-8.5 bar.
6. Details of attachments: It may work with a range of attachments through the dipper arm link pins or quick hitch, **See E**.
7. Details of method of setting up and packing away: Detailed in AJH Operation and Maintenance Manual AJH 010.
8. Details of boom/jib configuration: 2.07m boom + 2.10m/3.10m Dipper.
9. This machine is fitted with **DIRECT** rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.
10. A Mechanical Slew Limiting System is fitted to this RRV and it **MUST** be **SWITCHED ON** and **PRESET** by the Plant Supplier. The plant supplier should have a Safe System of Work (SSoW) that identifies the required system configuration for the planned work. The SSoW should detail that the slew limiting system must be configured and locked before Adjacent Line Open Working commences. To facilitate machine working with the Adjacent Line Open to traffic refer to the requirements defined by AJH053, Issue 3, 08/10/2012, Slew Limiter Operation and Maintenance.

E RRV ATTACHMENTS

A range of attachments may be used with this machine in association with the RC I Duty Charts.

Their use in modes **E1** or **E2** 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 Rated Capacity Indicator system (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 vehicles 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.

E1. The Rated Capacity Indicator system (RCI) may be switched **OFF** when digging (typically earth moving/breakout).

E2. The Rated Capacity Indicator system (RCI) shall be switched **ON**, 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 8.4.

RCI Information:

Manufacturer - GKD RCI

Serial Number – 582R

RCI Software – V7.23

Duty Chart Reference - Serial number of duty chart for each load lifting point (as appropriate): CC449, Vehicle 8620, 30th August 2012 for all load lifting points.

Maximum speed of vehicle in travelling mode	20 mph
Maximum speed of vehicle in travelling mode over switches, crossings	5 mph
Maximum speed of vehicle in travelling mode through raised check rails	5 mph
Maximum speed of vehicle in working mode	3 mph
Maximum speed of vehicle in working mode over other specified track conditions	3 mph
Maximum speed of vehicle towing/towed	10 mph
Maximum gradient in working mode	1:25
Maximum gradient on which vehicle can be on/off tracked	1:25
Maximum cant in working mode	150mm
Maximum cant on which vehicle can be on/off tracked	100mm
Minimum Curve Radius	80m

Authorised By:



Name of Signatory: S P Rice