



ENGINEERING ACCEPTANCE CERTIFICATE

This certificate issued in accordance with RIS-1530-PLT Issue 4.

NAME OF CERTIFICATION BODY
Atkins Rail

ACCREDITATION CODE
NS

Vehicle Type & Class **Colmar T7000 FS Road Rail Excavator (Type, 9B-I)**

Vehicle Owner **Lundy Projects**

Issue Date 28th October 2013

Expiry Date 24/12/2015

Vehicle Number(s) **99709 940071-2**

FIRST OF CLASS

Certificate number of First of Class

| | |
|-----|----|
| YES | NO |
| | X |

N/A

Authorised By:

Authorised Signatory:

Signatory Name: S P Rice

S P Rice

Reason for issue and Scope of Work

Previous scope of work:

Amendments to Limitations 7, 8, 9 & 25 added to comply with required statement in Network Rail Letter of Approval MLD/L023, dated 13th May 2013, Hargreaves Hybrid Slew Limiting System MLD008, and to satisfy the requirements of Network Rail Document, 'Remit for the fitment of Electrical and Electro-Mechanical Movement Limiting Devices for Adjacent Line Open Working or Work Under Live OLE' February 2013, Issue 1.

Supplementary Information 4 added to include Network Rail Electrical and Electro-Mechanical Movement Limiting Devices for Adjacent Line Open Working or Work Under Live OLE, Approval statement and reference to the Network Rail Approval Letter MLD/L023, 13th May 2013.

New limitation 23 added.

Scope of work for this certificate:

Document AJH053, Date corrected. (previous EAC NS/5202/13).

Deviations associated with this certificate: None

Previous Engineering Acceptance certificate number: NS/5202/13

| | Identification Number | Issue No. | Date |
|-------------------------------|--|-----------|------------|
| Maintenance plan Id. | AJH 010 | 1 | 29/08/2008 |
| Maintenance plan title | Operation & Maintenance Instruction Manual | | |
| Maintenance plan Id. | AJH038 | 01 | 16/11/2011 |
| Maintenance plan title | Addendum for Colmar Disc Brake Maintenance | | |
| Maintenance plan Id. | AJH053 | 3 | 08/10/2012 |
| Maintenance plan title | Slew Limiter Operation and Maintenance | | |

Limitations of Use:

1. Vehicle is not permitted outside a possession.
2. Vehicle must only be placed on or off track, travelled or worked by authorised personnel in accordance with mandatory rules and regulations, vehicle operating instructions, and the Operators declared safe system of work.
3. Vehicle must not be worked on track cants in excess of 150mm.
4. Excavator boom and load can infringe W6a gauge throughout their working envelope. Vehicle may only be used with adjacent lines open to traffic if the safe system of work to be adopted has taken account of the gauge exceedance.
5. Road wheels foul gauge at 160mm above rail level by 90mm. Restrictions of use which take into account any local conditions (e.g. guard and check rails) shall be applied when producing the safe system of work.
6. Counterweight will infringe W6a gauge by 270mm in the retracted position and 770mm in the extended position when working. Machine may only be used with adjacent lines open to traffic if the safe system of work to be adopted has taken account of this gauge exceedance.
7. ALO working is only permitted when a "Hybrid Slew Limiting System" (see Limitation 25 and Supplementary Information 4) is fitted to this RRV. The 'Hybrid Slew Limiting System' **MUST** be **SWITCHED ON, PRESET** and **LOCKED** by the Plant Supplier prior to commencing work. The plant supplier should have a Safe System of Work (SSoW) to identify the required vehicle slew angle limits for the planned work. To facilitate machine working with the Adjacent Line Open to traffic refer to the Hybrid Slew Limiting system operating requirements defined by the AJ Hargreaves Operation and Maintenance Manual AJH053, Issue 3, 08/10/2012.
8. The RRV shall only be permitted to work with adjacent lines open to traffic when the 'Hybrid Slew Limiting System' (see Limitation 7 & 25 and Supplementary Information 4) slew limiter is switched **ON** in accordance with an accepted safe system of work (see Limitation 7 & 25) incorporating a site specific survey to establish the position of the adjacent line, and to ensure the counterweight, tail-swing of the vehicle (see Limitations 4 & 6), any attachments (see Limitation 23), and any suspended loads are prevented from entering the prohibited area (adjacent line).
9. It is essential that the machine operator is trained and competent to operate, carry out pre-use checks and daily checks of the AJ Hargreaves 'Hybrid Slew Limiting System' in accordance with AJ Hargreaves Operation and Maintenance Manual AJH053, Issue 3, 08/10/2012.
10. Rear view mirrors must be folded in when travelling on rail.
11. Vehicle must not be on/off tracked on track cants greater than 100mm.
12. Vehicle must only be on/off tracked at level crossings, specified track access points (TAPS), prepared beds, or by purpose made railing ramps. Crossings may be temporary e.g. timbers or rolled ballast.
13. Vehicle must only be on/off tracked with adjacent lines closed to traffic or under the control of the engineering supervisor responsible for controlling movements of the vehicle.
14. Access is required to both sides of the vehicle when preparing for work and packing away. Adjacent lines shall be under the control of the engineering supervisor responsible for controlling movements of the vehicle.
15. Vehicle may only operate with the door to the cab adjacent to a cess or a line closed to all train movements or where the documented safe system of work must take account of adequate safe clearances to adjacent lines.
16. Reverse movements in travelling mode must be controlled by ground staff.
17. Vehicle is not permitted under live overhead line equipment.
18. Vehicle is not permitted on any routes with conductor rail systems unless the traction current has been isolated.
19. On/Off tracking at sites equipped with conductor rail shall be undertaken in accordance with the requirements of GE/RT8000 Module OTP.
20. Vehicle is permitted to tow or propel on rail, approved compatible trailers with a maximum combined total load not

exceeding 20 tonnes including load(s). All brake connections between vehicle and trailers must be fitted, and trailers must be fitted with automatic breakaway brakes and marker/tail lights. The maximum hydraulic pressure delivered from trailer brake connections is 30 bar.

21. Vehicle is permitted to tow or propel on rail, approved compatible trailers with a maximum combined total load not exceeding 46 tonnes including load(s). All brake connections between vehicle and trailers must be fitted, and trailers must be fitted with automatic breakaway brakes and marker/tail lights. The maximum pneumatic pressure from trailer brake connections is 8.5 bar.
22. Use of any attachments with this Vehicle must not cause the safe working load of the Vehicle to be exceeded. Vehicle must be used in accordance with Rated Capacity Indicator (RCI) and duty charts applicable to indicator number 045886 M/C No 99709 9400071-2. This includes the use of the 5 tonne auxiliary lifting point.
23. If adjacent lines are open to traffic, this vehicle shall only be used if a safe system of work has been adopted to take account of the extra gauge exceedance caused by attachments.
24. 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 2.
25. The vehicle is fitted with a Network Rail approved Hybrid slew limiting system. The system must be configured and functioning correctly to be considered as 'reliable'.

NOTE!

- The vehicle is fitted with a Network Rail approved hybrid electrical/hybrid slew limiting system. Both electrical and mechanical elements must be set and functioning correctly to be considered reliable.
- The slew limiting system is not capable of simultaneously limiting slew in both the clockwise or anti-clockwise directions.
- The slewing system does not take account for the tail-swing of the vehicle (see limitation 8). This must be factored into the safe system of work when working with adjacent line(s) open to traffic.

Supplementary Information

1. The approved configuration of the vehicle on rail is based on road wheels 160mm above rail level in contact with the rail wheels with drive thence to the rails. The approved hydraulically adjustable boom is a 3m75Mono + 2m10 + 3m10 dipper.
2. 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.
3. The machine is a Colmar T7000 serial number 7118.
4. The RRV is fitted with AJ Hargreaves 'Hybrid Slew Limiting System' MLD008, which satisfies the requirements of Network Rail Document, 'Remit for the fitment of Electrical and Electro-Mechanical Movement Limiting Devices for Adjacent Line Open Working or Work Under Live OLE' February 2013, Issue 1, and is approved by the Network Rail Letter of Approval MLD/L023, 13th May 2013..

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| 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 | 10 mph |
| Maximum speed of vehicle towing/towed | 10 mph |

Authorised By:



Name of Signatory: S P Rice