



CERTIFICATE OF ENGINEERING ACCEPTANCE

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

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Description

011/Philmor/5012HS/0A

Vehicle Owner

Railway Drainage Ltd

Issue Date

11 August, 2014

Expiry Date

25 March, 2017

Vehicle Number(s)

99709_011393-4

First Of Class

First of class not known.

Authorised by:

Bryan Lowe
Interfleet Technology Ltd

OFFICIAL STAMP

Reason for issue and Scope of Work

Certification of rail trailer. Originally assessed for compliance with RIS-1530-PLT Issue 1.
Certificate updated following the fitment of a hydraulic service brake system.
Operations and maintenance Plan updated to the latest issue.

Network Rail No.	Philmor No.	Fleet No.
99709 011393-4	2197	105

On this Certificate: Change of Owner only.

Vehicles to be maintained by William Bradshaw Plant Hire.

Expiry date conforms to the requirements of RIS-1530-PLT, Issue 4.

Deviations associated with this certificate

None

Customer Copy

Certificate Number: IF/0426/14



Previous Certificate Number

IF/0825/13: 99709_011393-4

Maintenance Plan Details

GOS Operational and maintenance Manual T5000 Series Rail Trailers - RP013 issue 21, Dated 05-13.
Vehicles to be maintained by William Bradshaw Plant Hire.

Limitations of Use

Limitations taken from Engineering Acceptance Certificate IF/0251/10 and amended as in scope.

A. CONFIGURATION OF MACHINE

- 4-wheel rail trailer with 5m bed to work with compatible RRV.
- Trailer is fitted with hydraulic-release spring operated emergency/parking brake, and hydraulic service brake.
- Park brake release pressure shall not exceed 180 bar.
- Service brake pressure 0 - 100 bar.
- Trailer may be fitted with Philmor Personnel Carrier or other Philmor approved personnel carrying attachments. Any such attachment shall only be fitted and used in accordance with Philmor document CP001 Trailer Personnel Carriers, and the Method Statement for the possession. The traction cut-out and emergency brake application control from the personnel carrying attachment to the towing vehicle shall be verified as correct and operational before each use.

B. SAFE SYSTEM FOR ON AND OFF TRACKING AND EMERGENCY RECOVERY.

Detailed in the GOS Manual. Place/remove trailer on rail at safe track access.
Maximum track cant 150mm and/or gradient 1:29.

C. LIMITATIONS OF USE

1. Trailer shall only operate inside possessions.
2. Trailer may On or Off Track, travel and work under live OLE when used in conjunction with the safe system of work as determined and authorised in accordance with the requirements of Network Rail Infrastructure Plant Manual NR/PLANT/0200, and subject to a minimum OLE wire height of 4165mm.
3. Trailer shall not On or Off Track and work on live conductor rail lines.
4. Maximum track cant 200mm and/or gradient 1:29.
5. Trailer may not activate train operated points.
6. Maximum speed = 10mph, points and crossings = 5mph. Raised check rails = 3mph.
7. Shall only be coupled to RRV's which are certificated for towing or propelling this type of trailer.
8. Trailer shall be subject to limitations of the towing vehicle.
9. Trailer rated capacity of 14.9 tonne GLW (12 tonne payload) shall not be exceeded.

D. GAUGE

Trailer is within W6a gauge, as defined by RIS-1530-PLT Issue 1.

Supplementary Information

None