

Certificate of Authorisation of Variation

Classification: NC1

Standard Details

Title: Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys
Ref: RIS-1530-PLT **Issue No.** 6 **Date of Issue:** 5 December
Clauses: 5.7.4.3 (G 5.7.4.3.1)
Function: Rail Mounted Vehicle & Plant

Variation Details

Route / Project: HQ
Delevery Unit(s) / Area(s): National

Type: Temporary Variation
Applicant: William Bradshaw Ltd.
Tracker No: 29974

Summary of Variation

The new trailers we have purchased are fitted with dual braking system both air and hydraulic.

We would like to use the hydraulic brake system on these new trailers as the majority of our fleet of host RRVs to which they would be connected for braking power are fitted with hydraulic braking equipment.

We would like to retain the Derogation until all host RRVs are converted to full air braking which would be achieved no later than February 2022.

1. Operational & technical issues regarding compatibility with the existing fleet. 90% of machines do not have air at the moment, but Bradshaw's are working toward full compatibility and compliance through the upgrade process to be completed by February 2022.
2. Other Infrastructure Companies have not insisted on the use of Air Brakes Only. (London Underground and Metros).
3. Back up hydraulic system has improved reliability for trailers that solely rely on air.
4. We will comply with the safe use and maintenance of these trailers as the host machines go through their own upgrade programme as described above.

Action to Achieve Compliance

The action plan is through the ongoing upgrade programme to the fleet of host machines to air as part of the seven-year upgrade cycle to be fully completed by February 2022.

Certificate Conditions

The vehicles shall be inspected and maintained to their Maintenance Plan for the duration of the Life Extension.

Geographical Scope/Equipment Involved

Network Rail Managed Infrastructure.

Philmor Rail TrailerS - Type 5012HS

Vehicle Nos.:
99709011417-1
99709011399-1
99709011401-5
99709011395-9
99709011397-5
99709011398-3
99709011408-0
99709011400-7
99709011393-4

Philmor Rail Trailers - Type 5020HS:

Vehicle Nos.

99709010495-8, 99709010514-6, 99709010491-7 99709010510-4 and 99709010508-8

Brief Details of Requirements

The Clause which affects the upgrade of these trailers is:

5.7.4.3 It is permissible not to fit a braking system capable of controlling the air service brake on trailers for towing machines that are designed only to couple to attachments meeting the requirements set out in 7.2.1 item o).

G.5.7.4.3 It is permissible to manufacture machines with additional braking systems to that set out in 5.7.4.1 to be compatible with existing systems. However, such equipment (except as set out in 5.7.4.2 and 5.7.4.3) will be prohibited from 1 January 2017 and all additional braking equipment will have to be removed.

Action Taken & Why Not Practicable

Compliance has been achieved with the fitting of the air brake systems along with all other requirements as part of the upgrade process of RIS-1530-PLT Issue 6 for the new trailer recently purchased.

Seek compliance by 16th Feb. the first Philmor trailer of a batch of 14 are due to be upgraded this year will be ready for PAB inspection on 16th Feb 2017.

The remaining trailers will be upgraded over the next 3 to 4 months.

An Air brake system is being fitted to the trailers as part of the upgrade process, we need the flexibility of the use of the hydraulic systems on the trailers for compatibility with rest of fleet of host machines until all RRVs have been fitted with new air brake systems.

Severity/Degree

The hydraulic service braking system, fitted to the machines & trailers, has been proven in service as it is currently fitted to existing machines & trailers of the same make and model.

There have been no known issues reported which would increase risks, during the proposed transition period. The machines & trailers are maintained and operated by competent staff.

Control of Risk During Period of Variation/Alternative Measures

The company will continue to monitor safety related aspects of the trailers for the whole life.

This process will be managed by the companies documented management system, which is an audited and approved process.

All machines carry spill kits as a precaution in the event of any oil spills.

Maintenance plans have been amended as part of the up-grade of the trailer to RIS-1530 Issue 6 and have been through the Engineering Acceptance processes completed by a Registered PAB with Engineering Conformance Certification issued to this current standard.

Authorised By	Malcolm Miles - Professional Head of Plant	Certificate Issued Date	28 March 2017
Reviewed By	Ian Morgan - Principal Plant Engineer	Certificate Expiry Date	27 February 2022
Actioned By	Mike Lomas - Senior Engineer		

The 'Applicant' is responsible for communicating the associated Action Plan to all persons affected by this authorisation.