



*Interfleet*

Member of the SNC-LAWALIN Group

## CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 5

**NAME OF VEHICLE ACCEPTANCE BODY**

*Interfleet Technology Ltd*

**ACCREDITATION CODE**

**IF**

Vehicle Class / Description

940/Rexquote/Case 988/9B-I

Vehicle Owner

Railway Drainage Ltd

Issue Date

6 October, 2014

Expiry Date

15 April, 2017

Vehicle Number(s)

99709\_940612-3

First Of Class

Not Known

**Authorised by:**

Alex McCristal

*Alex McCristal*  
*Interfleet Technology Ltd*

**OFFICIAL STAMP**

*Interfleet*

Reason for issue and Scope of Work

Certification of upgraded Road-Rail Vehicle.

Serial No. CGG0232245. Rexquote No.1576. Bradshaw Fleet No. 33.

Fitment of hydraulic trailer service braking system (see D11), amendment of references (B1 and D5).

Originally assessed for compliance with RIS-1530-PLT Issue 1.

On this Certificate: Correction to EAC expiry date.

Vehicles to be maintained by William Bradshaw Plant Hire.

Expiry date conforms to the requirements of RIS-1530-PLT, Issue 5.

Deviations associated with this certificate

None

Customer Copy

Certificate Number: IF/0523/14

**Previous Certificate Number**

IF/0421/14: 99709 940612-3

**Maintenance Plan Details**

Rexquote Maintenance Plan RQM10094, Issue 3, dated 8th March 2010.

Maintenance Plan Addendum AJH038, Issue 3, dated 02/11/2012 - Type 9b Rail Wheel Brake System Operation and Maintenance.

William Bradshaw Maintenance Plan Addendum for Trailer Service Braking System Testing.

Vehicles to be maintained by William Bradshaw Plant Hire.

**Limitations of Use**

Limitations taken from Engineering Acceptance Certificate RT/EA/0441/12 and amended as in scope.

**A RRV CONFIGURATION**

1. Vehicle is Rexquote rail-conversion of road excavator with 1.8m boom, 3.13m artic and 2.1m dipper.
2. RRV is fitted with a Prolec RCI Serial No. 130277/323135 which must be operational during all lifting duties and when used with attachments which affect machine stability; RCI software version V2.09, and Duty Charts CGG0232245. Lifting shall only be undertaken through the identified dipper lifting point. The Auxiliary Load Lifting Point maximum of 10.0tonnes SWL shall NOT be exceeded.
3. It may work with a range of attachments through the dipper link pins or quick hitch, see E.
4. It operates on rail in high-mode only. It has no load carrying capability.
5. Permitted number of personnel to be carried: 1 in cab.

**B RRV ON & OFF TRACKING AND EMERGENCY RECOVERY**

1. For on/off tracking, a site-specific work plan for one of the following conditions shall be used. The work plan shall be in compliance with the Rexquote Manual RQM10094 and the applicable Module of Network Rail Infrastructure Plant Manual NR/PLANT/0200 :-
  - > Maximum track cant 100mm and/or gradient 1:29, on an approved RRAP.
  - OR
  - > A risk assessed procedure that is specific to the on and off tracking point.
2. For recovery refer to the Rexquote Manual. Maximum speed 3mph (5km/h) to avoid damage to the RRV.

**C RRV GAUGE**

1. Travelling mode - RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT. When travelling, mirrors must be folded in.
2. Working mode - the counterweight, boom, dipper and attachments can be out of gauge, dependent on the Prolec Rated Capacity Indicator (RCI)/slew settings in use.

**D RRV LIMITATIONS OF USE**

1. It shall only operate inside possessions.
2. It shall NOT on/off track or work, if adjacent lines are open to traffic.
3. It shall NOT on/off-track, travel and work on live conductor-rail lines.
4. It shall NOT on/off-track, travel or work under live OLE, except as D5.
5. It may on/off-track at a level crossing or travel under live OLE, when used in conjunction with a safe system of work determined and authorised by taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is in the travel position, subject to a minimum OLE wire height of 4.165m.
6. For access/egress, the RRV shall only operate with the door to the cab adjacent to a cess or a line closed to all train movements, or the safe system of work to be adopted takes account of adequate clearances to adjacent lines.
7. Permitted speed

- Maximum - 20mph (32km/h);
  - Switches & Crossings, and Raised Check Rails - 5mph (8km/h);
  - Towing/Propelling - 10mph (16km/h).
8. Travelling Mode.  
The RRV may travel on track that does not exceed:
- cant 200mm;
  - gradient 1:29.
9. Working Mode.  
The RRV shall not work on track that exceeds any combination of:
- cant 150mm;
  - twist 1/150 over the RRV wheelbase (27mm twist);
  - gradient 1:29.
10. Limitation to ensure stability:
- Controlled by Prolec RCI which shall be active when the RRV is in use, except as E1.
  - Movement of boom towards backward stability limit shall be at moderate/low speed.
  - Permitted to lift and carry through 360 degrees operation, see Duty Charts.
11. It is permitted to tow or propel trailers with compatible hydraulic parking and service brake systems.
- Maximum load 40 tonnes (maximum 2 trailers).
  - Hydraulic supply pressure for trailer service brake is 0 to 60 bar maximum.
  - Hydraulic supply pressure for trailer park brake release is 60bar.
- Note: The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or the ruling gradient may affect the safe traction performance of the RRV.

**E RRV ATTACHMENTS**

The RRV may work with attachments. 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 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 vehicle's lifting capacity.
- Except for the quick hitch, attachments 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 Prolec RCI may be switched OFF, typically digging mode including:

- General purpose earth moving buckets. Ballast profiling bucket.

NOTE: Caution must be exercised with this type of attachment as its use may adversely affect the stability of the RRV when it is working.

E2. The Prolec RCI shall be switched ON, lifting mode:

- Lifting accessories (LOLER Regulations).
- An attachment that is mechanically fixed to and/or powered from the RRV or which may adversely affect the stability of the RRV.

Any such attachment and its use shall only be with the approval of the infrastructure controller, see RIS-1530-PLT Issue 1 Clause 8.4.

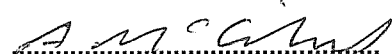
**Supplementary Information**

Taken from Engineering Acceptance Certificate certificate RT/EA/0441/12 and amended as in scope.

Fitted with Allan J Hargreaves direct-acting rail wheel braking system in accordance with General

**Authorised by:**

**Alex McCristal**





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Arrangement Drawing AJH/RWB/ASY/005 (Floating axle) & AJH/RWB/ASY/006 (fixed axle).

Fitted with Hydraulic trailer park and service braking systems.