



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

940/Rexquote/Case 988/9B-I

Vehicle Owner

Railway Drainage Ltd

Issue Date

18 August, 2014

Expiry Date

15 August, 2021

Vehicle Number(s)

99709_940595-0

First Of Class

Not Known.

Authorised by:

Chris Wheatley
Interfleet Technology Ltd

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Reason for issue and Scope of Work

Previous Scope of Work:

Certification of new Road-Rail Vehicle Serial No. CGG0231310. Fleet No. 83.

Originally assessed for compliance with GM/RT1300, Issue 2.

Re-program and re-calibration of the Prolec RCI (from orange to green label status) in accordance with RSSB Technical Note TN-037 and the referenced clauses of RIS-1530-PLT, Issue 1.

Trailer towed/propelled weight reduced, as R1S-1530-PLT, Issue 1, Clause 5.18.2.5.

New and revised Special Limitations, particularly D7-D12.

Expiry date conforms to the requirements of R1S-1530-PLT.

Fitment of direct rail wheel braking system in accordance with Rexquote General Arrangement Drawings ASY-2683, ASY-2677 (oscillating axle) and ASY-2676 (fixed axle), and the associated maintenance documentation RQMA0043.

Upgrade to RIS-1530-PLT, Issue 4, December 2012.

Fitment of Trailer Hydraulic Service Brakes.

Tracker No. 16869: The continued towing and propelling of trailers providing the host vehicle is fitted with hydraulic park and Direct Rail Wheel Braking systems.

On this Certificate: Change of Owner and amendment to Special Limitation 8.

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Certificate Number: IF/0444/14



Vehicles to be maintained by William Bradshaw Plant Hire.

Expiry date conforms with the requirement of RIS-1530-PLT, Issue 4.

Deviations associated with this certificate

NR Tracker No. 16869

Previous Certificate Number

NS/5496/14: 99709_940595-0

Maintenance Plan Details

Rexquote Maintenance Plan RQM20094; Issue 4; dated 16/03/2011.
Rexquote Rail Wheel Braking System, Rail Mounted Vehicle Service Manual RQMA0043; Issue 10; dated 02/10/12.

Vehicles maintained by William Bradshaw Plant Hire.

Limitations of Use

Special Limitations taken from Engineering Acceptance Certificate: NS/5496/14.

1. It operates on-rail in high-mode only. No load carrying capability.
 2. When travelling, the RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT.
 3. When travelling, mirrors must be folded in.
 4. Vehicle shall only operate inside possessions.
 5. Permitted number of personnel to be carried: 2 in the driver's cab.
 6. Working Mode: the counterweight, boom, dipper and attachments can be out of gauge, dependant on the PROLEC Rated Capacity Indicator (RC1) slew settings in use.
 7. For on/off tracking, a site specific plan shall be used taking account of the applicable module(s) of Network Rail Infrastructure Plant Manual NR/PLANT/0200.
 - The site specific work plan shall also be in compliance with the Rexquote Manual RQM20094. Maximum track cant 100mm and/or gradient 1:25, on approved RRAP.
- OR
- A risk assessed procedure that is specific to the on and off tracking point.
 8. 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 minimum OLE wire height 4.165m (see Limitation 19).For recovery refer to the Rexquote Manual. Maximum speed 5mph to avoid damage to the RRV.
 9. The vehicle shall NOT on or off track, or work if adjacent lines are open to traffic.
 10. The vehicle shall NOT on or off track, travel or work on live conductor rail lines.
 11. The vehicle shall NOT on or off track or work under live OLE, with the exception of limitation 8.
 12. 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 Method Statement safe system of work to be adopted takes account of adequate clearances to adjacent lines.
 13. All work equipment / attachments must be stowed and secured in their transit position when on/off tracking and when operating the vehicle in travelling mode on rail.
 14. The RRV is permitted to tow and/or propel rail trailers with compatible coupling, hydraulic-operated brake systems with break-away brakes and marker lights in operation.
 - Maximum un-service braked load 16 tonnes.
 - Maximum service braked load 42 tonnes.
 - Supply pressure for trailer park brake pressure setting is: Hydraulic 60 bar.
 - Supply pressure for trailer service brake setting is: Hydraulic 120 +/- 5 bar.
 - All trailers shall have the service brake connected and functional test carried out.

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NOTE: The maximum towed and/or propelled weight may have to be reduced where railhead condition for adhesion and/or the ruling gradient may affect the safe traction performance of the RRV.

15. Limitation to ensure stability:
- Controlled by PROLEC RCI which shall be active when the RRV is in use, except as in limitation 16.1, See Duty Charts and LOLER Certificate.
 - Movement of boom towards backwards stability shall be at moderate/low speed.
 - Permitted to lift and carry through 360 degrees operation.
16. The RRV may work with attachments. Their use in Modes 16.1 or 16.2 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 RC1, 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.
- 16.1 The PROLEC RC1 may be switched OFF, typically digging mode.

NOTE: Caution must be exercised with attachments as their use may adversely affect the stability of the RRV when it is working.

- 16.2 The PROLEC Rated Capacity Indicator system (RCI) shall be switched ON for lifting mode;
- Lifting accessories (LOLER Regulations)
 - An attachment that is mechanically fixed or 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 4, clause 8.4.

RCI information:

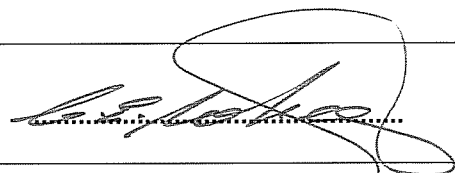
- Manufacturer - PROLEC Liftwatch Series - Display serial number - 890842 - RCI Software I/D - VI.23.19.0
 - Duty chart reference - Case 988 - CCG0231310, 11/08/2014, for all load lifting points.
17. Reverse movement in travelling mode must be controlled by ground staff.
18. The machine will brake differently 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 12.
19. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surface higher than 1.4m above rail.
20. It may work with a range of attachments through the dipper link pins or quick hitch, see Limitation 16.

Supplementary Information

Supplementary Information taken from Engineering Acceptance Certificate: NS/5496/14.

1. Vehicle is a rail-conversion of road excavator with an offset monoboom 4.30m and 2.10m dipper.
2. Load lifting point at dipper end, rated capacity 10 tonnes SWL. Auxiliary lift point 5 tonnes SWL.
3. Minimum height of underside of rotating superstructure above rail level - 1300 mm.
4. Maximum tail swing exceedance; 547mm.
5. Manufacturer serial / chassis number: Serial No. CCG0231310 Rexquote No. 1410. Fleet No. 83.
6. Maximum travelling cant - 200mm
7. Maximum working cant - 150mm
8. Maximum working track twist - 1/150 over the RRV wheelbase.
9. Maximum working and travelling gradient - 1 in 25
10. Maximum speeds on rail not to exceed:
 - 20 mph (32km/h) travelling plain line;
 - 5 mph (8km/h) travelling through switches and crossings;

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5 mph (8 km/h) travelling through raised check/guard rails;
10 mph (8km/h) working/towing/propelling;

11. Minimum Curve Radius: 80m
12. 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.
13. Route Availability: No Change.
14. Applicable Braking Curve: RIS-1530-PLT Issue 4. Section 5.6.2.1.
15. Applicable Gauge or Portfolio Reference: W6a as R1S-1530-PLT.
16. Details for on/off tracking and emergency recovery can be found in RQM20094.