



## ENGINEERING ACCEPTANCE CERTIFICATE

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

**NAME OF CERTIFICATION BODY**

Atkins Rail

**ACCREDITATION CODE**

NS

**Vehicle Class/Description** Road-Rail Vehicle – Philmor Rail Trailers T5020HAS (Type OA)

**Vehicle Owner** William Bradshaw Plant Hire

**Issue Date** 5<sup>th</sup> June 2015

**Expiry Date** 22<sup>nd</sup> May 2022

**Vehicle Serial Numbers:** 99709 010035-2 99709 010036-0  
99709 010037-8 99709 010038-6

**FIRST OF CLASS**

Certificate number of First of Class

YES	NO
	X

Not known/not provided.

**Authorised by :**

Signatory Name:

SP Rice

Authorised Signatory:

**Reason for issue and Scope of Work**

**Previous scope of work;**

Certification of new rail trailer.

Assessed for compliance with RIS 1530-PLT Iss 1. Philmor build specification E2755.

Network Rail ID and machine serial numbers: 99709 010035-2 (2321) 99709 010036-0 (2322) 99709 010037-8 (2323) 99709 010038-6 (2324)

Network Rail Deviation (lighting, clause 5.13.1.6.) NR/07/1530/039/ DGN applies to this certificate.

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

**Scope of work for this certificate;**

Upgrade to RIS-1530-PLT, Issue 5. June 2014.

Installation of air park and service brake system.

Removal of Derogation NR/07/1530/039, this no longer applies.

New maintenance plan.



**Deviations associated with this certificate:** None

Previous Engineering Acceptance certificate numbers: IF/0818/07, IF/0818/07, IF/0013/14 & IF/0013/14

Previous Maintenance certificates: IF/0484/07

Maintenance plan Id.	Identification Number	Issue No.	Date
	RP013	21	21-05-2013
Maintenance plan title	T5000 Series Rail Trailers Operation & Maintenance Manual		

**Limitations of Use**

1. In travelling and working modes, the trailer is within W6a gauge as defined by RIS-1530-PLT.
2. Trailers shall only operate inside possessions.
3. It has hydraulic/air spring-operated emergency /park brake and hydraulic/air operated service brake:
  - Hydraulic park brake release pressure 30-180bar; service brake pressure 0-100bar.
  - Air park brake release pressure 4-8bar; service brake pressure 0-8bar.
4. Trailers may only on or off track, travel and work under live OLE in accordance with Method Statement for the possession as determined and authorised in accordance with the requirements of GE/RT8024.
5. Trailers shall **NOT** on or off track or work on live conductor rail lines.
6. Trailers may not activate train operated points.
7. Trailers shall only be coupled to RRV's or RMMM's which are certificated for towing or propelling this type of trailer.
8. Trailers shall be subject to limitations of the towing vehicle.
9. Trailer **cannot** be on/off tracked in laden condition.
10. For on/off tracking, a site specific plan shall be used taking account of the applicable module of Network Rail Infrastructure Plant Manual NR/PLANT/0200.

Maximum speed of vehicle in travelling/working mode;	10mph.
Maximum speed of vehicle in travelling/working mode over switch & crossings;	5 mph.
Maximum permitted speed through raised check rails;	1 mph.
Maximum track cant;	200mm.
Maximum gradient;	1:25.
Maximum gradient on which vehicle can be on/off tracked;	1:25.
Maximum cant on which vehicle can be on/off tracked;	100mm
Minimum Radius;	80m.

**Supplementary Information**

1. Vehicle Numbers:
  - Serial No. 2321. Fleet No. FN86 POV No. 99709 010035-2
  - Serial No. 2322. Fleet No. FN88 POV No. 99709 010036-0
  - Serial No. 2323. Fleet No. FN90 POV No. 99709 010037-8
  - Serial No. 2324. Fleet No. FN99 POV No. 99709 010038-6
2. Vehicle is a Philmor 4 wheel rail trailer with 5m bed to work with compatible RRV.
3. System for vehicle recovery and on/off tracking:
  - As detailed in RP013, see Limitations of use 9 & 10.
4. Applicable Braking Curve; RIS-1530-PLT Clause 5.6.2.
5. Capacity;
  - Tare weight 2.9t tonnes
  - Maximum payload 20 tonnes, evenly distributed, shall not be exceeded.