

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: 30698

Summary of Variation

1. Cost implications as a result of changes to Network Rail Standards.
2. Heavy loading of converters as a result of changes to Network Rail Standards.
3. Greater time required to upgrade due to compatibility issues as a result of changes to Network Rail Standards.

Action to Achieve Compliance

Ongoing action plan is to upgrade this machine within the two and a half year life cycle extension.

Certificate Conditions

Geographical Scope/Equipment Involved

National

Case 988 Fleet no. 12. Network Rail No. 99709940602-4

Case 988 Fleet no. 33. Network Rail No. 99709940612-3

Case 988 Fleet no. 35. Network Rail No. 99709940588-5

Brief Details of Requirements

The Clause which affects the upgrade of these Machines:

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 machines & trailers being upgraded.

Seek compliance by 1st June 2020, the first Case 988 will be ready for the PAB process this week.
The remaining machines will be upgraded in accordance with the agreed program.

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

Completion of life extension application checklist and the requirements contained therein.

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

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 machines for their 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 machines 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.

No risk assessment required.

No risk to health and safety.

The machines have low hour utilisation and have undergone extensive additional preventative maintenance.

The vehicle shall be inspected and maintained in accordance with the Maintenance Plan for the duration of the Life Extension.

Authorised By	Malcolm Miles - Professional Head of Plant	Certificate Issued Date	10 April 2017
Reviewed By	Ian Morgan - Principal Plant Engineer	Certificate Expiry Date	01 June 2020
Actioned By	Mike Lomas - Senior Engineer		