



# On-Track Plant Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 6

**NAME OF VEHICLE ACCEPTANCE BODY**

***SNC-Lavalin Rail & Transit Verification Limited***

**ACCREDITATION CODE**

**21**

**Vehicle Class / Description**

**908/GOS/SP-BDU/RMMM**

**Vehicle Owner**

**Stobart Rail Limited**

**Issue Date**

**21 January, 2019**

**Expiry Date**

**21 January, 2026**

**Vehicle Number(s)**

99709\_908016-7

**First Of Class**

99709 908016-7 on certificate 21/0010/19 against RIS-1530-PLT issue 6.

**Authorised by:**

**Bryan Lowe**

***SNC-Lavalin Rail & Transit Verification Limited***



**OFFICIAL STAMP**



**SNC · LAVALIN**

**Reason for issue and Scope of Work**

Certification of RMMM GOS Self Propelled Ballast Distribution Unit (SP-BDU).

GOS No. ATM 714. Stobart Fleet No. W180.

Assessed for compliance with RIS-1530-PLT Issue 6.

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

**Deviations associated with this certificate**

None

**Previous Certificate Number**

No previous Engineering Conformance Certificate.

**Customer Copy**

**Certificate Number: 21/0010/19**



# On-Track Plant

## Maintenance Plan Details

GOS Operation and Maintenance Manual RP165; Issue 01; Dated 11-2017; Self Propelled Ballast Distribution Unit.

## Limitations of Use

1. The RMMM shall only operate inside possessions.
2. When travelling, the RMMM is within Plant gauge as defined by RIS-1530-PLT. The RMMM shall be secured in its travelling mode.
3. When working, the RMMM may be out of the Plant gauge as defined in RIS-1530-PLT. The Plant gauge exceedance is detailed in GOS manual RP165. A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. The RMMM shall NOT on/off track, travel or work on live conductor-rail lines.
5. The RMMM may work on isolated conductor-rail lines, including when the appropriate work tools are fitted.
6. The RMMM shall NOT be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
7. For on/off tracking, a site specific work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200. The park brake shall be proven applied before the RMMM is uncoupled from the towing crane/excavator.
8. The RMMM shall NOT be on/off tracked under live OLE.
9. The RMMM may travel or work under live OLE, when used in conjunction with a SSoW determined and authorised by taking guidance from the requirements of GE/RT8024.
10. The RMMM will NOT activate train operated points.
11. The RMMM shall NOT on/off track or work if the immediate adjacent line or lines are open to traffic.
12. The RMMM shall NOT travel on track with:
  - cants greater than 200mm; gradients greater than 1:25; and/or curves less than 80m.
13. The RMMM shall NOT work on track with:
  - cants greater than 150mm; gradients greater than 1:25; and/or curves less than 80m.
14. The RMMM shall only be towed or propelled, when coupled to a compatible RRV of 29.9tonnes GVW or more and shall be subject to limitations of the towing vehicle.
15. The required brake system shall be activated and a pull-test undertaken to confirm its correct operation, before dispatch of the RMMM to the possession worksite.

## Supplementary Information

1. The RMMM is a GOS Self Propelled Ballast Distribution Unit (SP-BDU).
2. GOS No. ATM 714. Stobart Fleet No. W180.
3. It operates in high-mode only and has no personnel carrying area.
4. All machine movements are operated by a wire-less controller.
5. It is fitted with a spring applied, hydraulic-release park brake. Hydraulic park brake release pressure 30-100bar.
6. Gross weight is 5,980kg.
7. Maximum speed on rail not to exceed:
  - 12mph (20km/h) plain line (towed / propelled);
  - 3mph (5km/h) switches and crossings (towed / propelled);
  - 3mph (5km/h) travelling and working (self-propelled);
  - 1mph (1.6km/h) raised check/guard rails.
8. For emergency recovery see the GOS O&M manual RP165.

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