



CERTIFICATE OF ENGINEERING ACCEPTANCE

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

NAME OF VEHICLE ACCEPTANCE BODY

SNC-Lavalin Rail & Transit Limited

ACCREDITATION CODE

IF

Vehicle Class / Description

940/Colmar/T10000FS/9B

Vehicle Owner

Stobart Rail

Issue Date

3 May, 2016

Expiry Date

3 May, 2023

Vehicle Number(s)

99709_940065-4

First Of Class

99709 940069-6 on certificate IF/0058/12.

Authorised by:

Bryan Lowe

SNC-Lavalin Rail & Transit Limited

OFFICIAL STAMP



SNC-LAVALIN

Reason for issue and Scope of Work

Certification of Road Rail Vehicle. Serial No. 7396. Fleet No. W089.

Assessed for compliance with RIS-1530-PLT Issue 5.

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

Deviations associated with this certificate

None

Previous Certificate Number

No previous Engineering Acceptance Certificate against RIS-1530-PLT, Issue 5.

RT/EA/0084/12.

Customer Copy

Certificate Number: IF/0278/16

Maintenance Plan Details

Colmar Operating and Maintenance Manual No. AJH010, Issue 4, 18/03/13.
Type 9b Rail Wheel Brake System Operation and Maintenance No. AJH038, Issue 5, 18/04/15.

Limitations of Use

1. It shall only operate inside possessions.
2. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT.
3. When working the vehicle may be out of W6a gauge. Minimum underside height of tail swing above rail is 1545mm. The counterweight infringes the W6 gauge laterally by 340mm (retracted) and 840mm (extended).
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. Vehicle shall not on/off track, travel or work on live conductor-rail lines.
5. Vehicle shall not on/off track or work if adjacent lines are open to traffic.
6. Vehicle will not activate train operated points.
7. Vehicle shall not travel on track with:
 - Cants greater than 200mm; Gradients greater than 1:25; and/or Curves less than 80m.
8. Vehicle shall not work on track with:
 - Cants greater than 150mm; Gradients greater than 1:25; and/or Curves less than 80m.
9. When reversing, the vehicle shall only proceed at walking speed with the driver utilising the CCTV and/or ground staff, until the superstructure/boom can be slewed to face the direction of travel.
10. For access/egress, the vehicle 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 takes account of adequate clearances to adjacent lines.
11. Setting up and packing away - from inside cab.
12. For on/off tracking, a site specific work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/PLANT/0200.
Vehicle shall not be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
13. Vehicle shall not on/off track or work under live OLE, except :-
 - > It may on/off track on an approved RRAP 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.
Minimum OLE wire height of 4.165m.
 - > Other than for the cab, access is NOT permitted onto any surfaces higher than 1.4m above rail when the vehicle is under live OLE .
14. The RCI shall be switched on at all times, unless in digging mode.
15. The RCI has a tandem lifting mode.
16. It is permitted to tow and/or propel compatible rail trailers with brake systems as follows:-
 - > Air brakes - supply pressure for park brake release is 4-8bar, and for service brake is 0-8bar.
Trailers with park and service brakes and air reservoirs.
Maximum weight 96tonnes / 4 trailers on gradient not steeper than 1:29.
or
Maximum weight 48tonnes / 4 trailers on gradient not steeper than 1:25.
or
> Hydraulic brakes - supply pressure for park brake release is 30bar.
Trailers with park brake only. Maximum towed/propelled weight is 32tonnes / 3 trailers.

Note: - The towed and/or propelled trailer consist shall not be of mixed brake type.
- 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.

Supplementary Information

1. The RRV is a Colmar rail-conversion of road excavator with 4.08m mono-boom and dipper with telescopic arm (tele-arm 2.11m to 3.11m).

2. Manufacturer Serial No. 7396. Fleet No. W089.
3. The vehicle is approved to carry 2 persons seated in the drivers cab.
4. It operates on rail in high-mode only.
5. CCTV camera fitted to the rear.
6. Gross vehicle weight is 32tonnes.
7. Fitted with rail wheel braking.
8. Fitted with foam filled tyres.
9. Maximum speeds travelling on rail not to exceed:-
 - 20mph plain line;
 - 5mph switches and crossings;
 - 5mph raised check/guard rails;
 - 10mph towing/propelling;
 - 5mph emergency recovery.
10. Where an attachment is known to have a significant adverse affect on the RRV stability, the RCI shall always be in 'Lift Mode' when using the attachment.
11. RCI information:
 - Fitted with a GKD 3RCI Rated Capacity Indicator (RCI);
 - Model: GKD 3RCI Touch Screen;
 - Software: 8.40;
 - Duty chart reference: Colmar T10000 - 7396 W089 - 19 April 2016.

Note that Interfleet Technology Ltd is now trading as SNC-Lavalin Rail & Transit Ltd. This certificate has been issued on the basis of the Engineering Acceptance of Rail Vehicles Licence Agreement issued to Interfleet Technology Ltd (certificate numbers 13/017/001 and 13/017/002) on 1 February 2013, and subsequently extended until the termination of the CCB/VAB licensing process. The certification management system is unaffected by the change of name in respect of compliance with PS305/04.

Authorised by:
Bryan Lowe

