



*Interfleet*

Member of the SNC-LAVALIN Group

## CERTIFICATE OF ENGINEERING ACCEPTANCE

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

**NAME OF VEHICLE ACCEPTANCE BODY**

*Interfleet Technology Ltd*

**ACCREDITATION CODE**

**IF**

Vehicle Class / Description

940/Rexquote/Mecalac14MXT/9B

Vehicle Owner

Stobart Rail

Issue Date

19 February, 2015

Expiry Date

20 March, 2020

Vehicle Number(s)

99709\_940063-9

First Of Class

First of Class Not Known.

**Authorised by:**

**Bryan Lowe**

*Interfleet Technology Ltd*

**OFFICIAL STAMP**

**Reason for issue and Scope of Work**

Certification of upgraded Road Rail Vehicle. Serial No. 30634. Stobart Rail Fleet No. W060.

Originally assessed for compliance with RIS-1530-PLT, Issue 2.

On this certificate > correction of errors on previous engineering acceptance certificate only.  
No engineering change.

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

**Deviations associated with this certificate**

None.

**Previous Certificate Number**

99709\_940063-9 : NS/5510/14.

**Customer Copy**

**Certificate Number: IF/0064/15**

### Maintenance Plan Details

Stobart Rail Mecalac 14MXT Rail Maintenance Plan STOB009; Issue 1; March 2013.  
Mecalac 14MXT - Direct Rail Wheel Braking Modifications - Service Manual, APM028, Issue 01, August 2014.

### Limitations of Use

#### A CONFIGURATION

1. Vehicle is rail conversion of a road excavator with a 2.35m boom, 2.83 Artic and 2.45m dipper.
2. It operates on-rail in high-mode only. It has no load carrying area.
3. It is fitted with Direct Rail Wheel Braking.
4. It is NOT fitted with a Rated Capacity Indicator (RCI), therefore it is NOT permitted to undertake any lifting duties, see E Attachments.
5. Permitted number of personnel to be carried: 1 in cab
6. Gross vehicle weight is 18 tonnes.

#### B ON & OFF TRACKING AND EMERGENCY RECOVERY

1. For on/off tracking, a site-specific work plan for one of the following conditions shall be used.  
The work plan shall be in compliance with the applicable Module of Network Rail Infrastructure Plant Manual NR/PLANT/0200:-
  - > Maximum track cant 100mm and/or gradient not steeper than 1:25, on an approved RRAP.
  - OR
  - > A risk assessed procedure that is specific to the on and off tracking point.
2. For recovery refer to the Stobart Rail Manual.  
Maximum speed 5mph (8km/h) to avoid damage to the RRV.

#### C GAUGE

1. Travelling mode: the RRV is within the W6a gauge and exception as RIS-1530-PLT.
2. Working mode: the RRV boom, dipper and attachments can be out of the W6a gauge.

#### D LIMITATIONS OF USE

1. It shall only operate inside possessions.
2. It shall NOT on/off track or work, if adjacent lines are open to traffic.
3. It shall NOT on/off-track, travel or work on live conductor-rail lines.
4. It shall NOT on/off-track, travel or work under live OLE, except as D5.
5. It may on/off-track at a 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 stowed travel position. OLE minimum wire height 4.165m.
6. 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 safe system of work takes account of adequate safe clearances to adjacent lines.
7. Permitted speed - Maximum - 20mph (32km/h);  
Switches, Crossings and Raised checkrails - 5mph (8km/h);
8. Travelling Mode: The RRV shall NOT travel on track that exceeds cant 200mm and/or gradient 1:25.
9. Working Mode: The RRV shall NOT work on track that exceeds cant 150mm and/or gradient 1:25.
10. Limitation to ensure stability: This vehicle has NO lifting duties when on rail.
11. It is NOT permitted to tow and/or propel.

#### E RRV ATTACHMENTS

THE RRV SHALL NOT UNDERTAKE ANY LIFTING DUTIES.

The RRV may work with attachments.

Caution must be exercised with every type of attachment as their use of may adversely affect the stability of the RRV when it is working.

Their use shall also comply with the following, as applicable:

- Where specified, 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 capacity.  
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 vehicle's stability limit.
- Except for the quick hitch, the attachment shall not be connected to the vehicle during the on or off tracking procedure, unless safe to do so.
- The attachment shall be maintained in accordance with the manufacturer's and/or other approved instructions.

**Supplementary Information**

1. Rexquote No. 1534; Serial No. 30634; Stobart Rail Fleet No. W060.
2. Minimum curve radius - 80m.
3. Applicable braking curve - Road Rail Vehicles RIS-1530-PLT Clause 5.6.2.1.
4. Applicable gauge - W6a as RIS-1530-PLT.
5. From previous certificate NS/5510/14. Fitted with Direct Rail Wheel Braking system in accordance with APEL General Arrangement drawing MEC BRAKE ASSY GA, FRONT EXPLODED VIEW; Machine Brake Modifications Schematic for DRWB, WS11-00011 and the associated maintenance documentation APM028, Issue 1, August 2014.  
Tested and is compliant with Network Rail document TS-T01122-0018, 11/12/2013.

**Authorised by:**  
Bryan Lowe



