

065



# CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 4

**NAME OF VEHICLE ACCEPTANCE BODY**

*Interfleet Technology Ltd*

**ACCREDITATION CODE**

**IF**

Vehicle Class / Description

910/Railability/O&K/MH5S/9A

Vehicle Owner

A P Webb Plant Hire Ltd

Issue Date

20 August, 2013

Expiry Date

16 August, 2020

Vehicle Number(s)

99709\_910027-0

First Of Class

99709 910027-0 on certificate IF/0791/13.

**Authorised by:**

Bryan Lowe  
*Interfleet Technology Ltd*

**OFFICIAL STAMP**



Reason for issue and Scope of Work

Certification of Road Rail Vehicle. Serial No. 315518. Fleet No. Rail 065.  
Assessed for compliance with RIS-1530-PLT, Issue 4.  
Expiry date conforms to the requirements of RIS-1530-PLT.  
Certificate updated following the change of Network Rail Number from 99709 970039-2 to 99709 910027-0.

Deviations associated with this certificate

None

Previous Certificate Number

Previous Engineering Acceptance Certificate IF/0791/13.

Maintenance Plan Details

Rail-Ability O&K MH5S Routine Maintenance Plan and Schedule, RAO&KMH5SHDRMPS01, Issue 03, 14/08/2103.  
Rail-Ability O&K MH5S Rail Operations & Emergency Recovery Procedures, O&KMH5HR-001, Issue 6,

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**Certificate Number: IF/0818/13**



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06/08/2013.

### Limitations of Use

1. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT.
2. When working the vehicle may be out of W6a gauge. Minimum underside height of tail swing above rail is 1200mm. Maximum tail swing gauge exceedance is 175mm (i.e. 863mm from the running edge of the rail).  
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
3. Vehicle shall not on/off track, travel or work on live conductor-rail lines.
4. Vehicle shall not on/off track or work if adjacent lines are open to traffic.
5. Vehicle shall not travel on:  
Track cants greater than 200mm.  
Track gradients greater than 1:25.  
Curve less than 80m.
6. Vehicle shall not work on:  
Track cants greater than 150mm.  
Track gradients greater than 1:25.  
Curve less than 80m.
7. 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.
8. 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.
9. Setting up and packing away - from inside cab.
10. Vehicle shall not be on/off tracked on cants greater than 100mm.
11. Vehicle shall not be on/off tracked on gradients greater than 1:25.
12. For on/off tracking, a site-specific work plan shall be used taking account of the requirements Rail-Ability Operating Manual O&KM5HR-001 and Network Rail Infrastructure Plant Manual NR/PLANT/0200.
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 in accordance with 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 rail trailers with compatible coupling and brake systems:  
> Air brakes - supply pressure for park brake release is 9bar, and for service brake is 0-9bar.  
- Trailers with park brake only. Maximum towed/propelled weight is 25tonnes / 3 trailers.  
OR  
- Trailers with park and service brakes and air reservoirs. Maximum weight is 70tonnes / 3 trailers.  
NOTE: The towed and propelled trailers consist shall not be of mixed brake types. The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or running gradient may affect the safe traction performance of the vehicle.

### Supplementary Information

1. The RRV Type 9A is a Rail-Ability hydrostatically driven rail-conversion of O&K road excavator, with 2.005m stub, 2.99m artic and 1.7m dipper.
2. Manufacturer Serial No. 315518. A.P.Webb Fleet No. Rail 065.
3. The vehicle is approved to carry 2 persons seated in the drivers cab.
4. It operates on rail in high-mode only and only with solid rubber road tyres.
5. The Stabilisers are interlocked out-of-use in rail mode and cannot be used when the RRV is on track.
6. CCTV camera fitted to the rear.
7. Gross vehicle weight is 25tonnes.
8. Maximum speeds travelling on rail not to exceed:-

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- 20mph plain line;
- 5mph switches and crossings;
- 5mph raised check/guard rails;
- 10mph towing/propelling;
- 5mph emergency recovery.

9. 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.

10. RCI information:

- Fitted with a Prolec Rated Capacity Indicator (RCI);
- Model: Prolec Liftwatch Rail;
- Hardware: 130794;
- Software: V2.17.14.00;
- Duty chart reference: O&K315518;
- This vehicle has Normal and Tandem Lifting Modes.

Authorised by:  
Bryan Lowe

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