



ENGINEERING ACCEPTANCE CERTIFICATE

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

NAME OF CERTIFICATION BODY
Atkins Rail

ACCREDITATION CODE
NS

Vehicle Class/Description Road Rail Vehicle Railboss - (Type, 9B-1)

Vehicle Operator A P Webb plant Hire Ltd

Vehicle Owner A P Webb plant Hire Ltd

Issue Date 8th August 2014

Expiry Date 16th March 2019

Vehicle Numbers: 99709 949016-8

FIRST OF CLASS

Certificate number of First of Class

YES	NO
	X

99709 949018-4 on Engineering Acceptance Certificate IF/0029/11.

Authorised by :

Signatory Name:

SP Rice

Authorised Signatory:

Reason for issue and Scope of Work

Previous scope of work;

Certification of up-graded Railboss Road Rail Vehicle.
Assessed for compliance with RIS-1530-PLT, Issue 2.
Serial No.410/2-639S. Fleet No RUMP01.
Expiry date conforms to the requirements of RIS-1530-PLT.

Scope of work for this certificate;

Fitment of Rail wheel braking system in accordance with Rail-Ability DRWB assemblies for front and rear rail axles, GA413 and the associated maintenance documentation DBARMPS001, Issue 1, dated 16/05/2011.
Direct Rail Wheel Braking (DRWB) – tested and is compliant with Network Rail document TS-T01122-0018, 11/12/2013.
Special limitations are transferred from previous certificate IF/0162/12 with the addition of Special limitations A6, D13 and Item 5, Supplementary Information.

Deviations associated with this certificate ; None

Previous Engineering Acceptance certificate number: IF/0162/12

	Identification Number	Issue No.	Date
Maintenance plan Id.	RBRMPS001	01	23/12/2010
Maintenance plan title	Rail-Ability Routine Maintenance Plan and Schedule.		
Maintenance plan Id.	RBRRMRMPS001	1	01/12/2010
Maintenance plan title	Rail-Ability Rail-Reach 900-6/500-8 Service Manual.		
Maintenance plan Id.	RBTBRMS001		
Maintenance plan title	Rail-Ability 3-way Tipping Body Routine Maintenance Schedule.		
Maintenance plan Id.	DBARMPS001	1	16/05/2011
Maintenance plan title	Rail-Ability Disk Brake Addendum Routine Maintenance Plan and Schedule		

Special Limitations

Limitations are taken from previous Engineering Acceptance Certificate IF/0162/12.

A RRV CONFIGURATION

1. Rail-Ability rail conversion of Chavtrac off-road chassis.
It shall operate on rail in high-mode only. Permitted number of personnel to be carried: 2 in cab.
2. The vehicle is approved for use with the following demountable modules:
 - Flat-deck module:
 - 3-way tipping body.
 - Rail-Reach 11 900-6/500-8 MEWP module.
3. RRV weight: tare 8tonnes; gross 19tonnes shall not be exceeded.
4. It shall only operate on rail with solid-filled rubber tyres on the rear axle.
5. The interrogation and down-loading of the data recorder, (part of the MEWP), shall be managed by the RRV owning/operating company, in accordance with their policy and the Operator's Manual.
6. This machine is fitted with **DIRECT** rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.

B RRV ON & OFF TRACKING AND EMERGENCY RECOVERY.

1. Detailed in the Rail-Ability Operator's Manual RBRRM001, and harmonised Manuals.
2. 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 Rail-Ability Manual and Network Rail Standard NR/L2/RMVP/0207.
 - Maximum track cant 100mm and/or gradient 1:25, on an approved RRAP.
 OR
 - A risk assessed procedure that is specific to the on and off tracking point.
3. In recovery, speed **MUST** be limited to 5mph (8km/h) to avoid damage to the RRV.

C RRV GAUGE

1. Travelling mode: - the RRV is within W6a gauge and exception as permitted by RIS-1530-PLT.
2. Working mode: - the RRV 3-way tipping body and MEWP can be out of W6a gauge.

D RRV LIMITATIONS OF USE

1. It shall only operate inside a possession.
2. It shall **NOT** on/off track or work if the 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 or travel under live OLE, except as follows:
 - The earth bonds on the RRV and the fitted module shall have been examined for security and presence, prior to the RRV on-tracking.

- The base vehicle without module or when fitted with a module may on/off track at an approved RRAP under live OLE in accordance with the safe system of work for the possession as determined and approved in accordance with the requirements of GE/RT8024, and provided the demountable equipment fitted is secured in the travel position. Minimum OLE wire height of 4500mm.
 - The safe system of work shall account for the maximum height of the RRV above rail of 3875mm.
 - There shall be no access onto the RRV except the cab, and any surfaces higher than 1.4m above rail.
5. It shall **NOT** work under live OLE, except when fitted with the flat-deck module and subject to;
- The earth bonds on the RRV and the module type shall have been examined for security and presence, prior to the start of work.
 - The use of the RRV shall only be in accordance with the safe system of work for the possession as determined and approved in accordance with the requirements of GE/RT8024, and that it accounts for the maximum height of the RRV and its load above rail of 3875mm.
 - Minimum OLE wire height of 4500mm.
 - There shall be no access onto the RRV except the cab, and any surfaces higher than 1.4m above rail.
6. Additional Limitation specific to the RRV fitted with tipping body module when working:
- To ensure stability, if the 3-way tipping body is filled with the compacted soil or clay, then care **MUST** be taken when discharging to the low side of cant.
7. Additional Limitation when the RRV is fitted with a MEWP module:
- The MEWP module shall only be used when the load sensing system and Data Logger is operational.
 - The MEWP basket payload of 4 persons plus tools shall not be exceeded at a maximum of 900kgs at half-extension of the boom, or 500kgs at full extension of the boom.
 - The MEWP shall have a valid certificate of test and/or thorough examination.
 - There shall be not access to the MEWP basket, or access-deck under live OLE.
 - The MEWP shall **NOT** be used;
 - For any other lifting or towing/pulling duties,
 - Where wind force is greater than 18.9 m/s (Beaufort Scale 8),
 - Unless the module to base unit chassis twist locks are engaged and locked,
 - Unless all electrical and hydraulic contacts are made prior to use (base unit to module),
 - Unless the mechanical steering locking bar is engaged as well as the hydraulic/electronic system.
 - Against open adjacent lines unless the “slew lock” system is engaged, as in the safe system of work,
 - Unless its counterweights are fitted.
8. 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 adjacent clearances to adjacent lines.
9. Permitted Speed:
- Maximum = 20mph (32km/h); Working maximum – 6mph (10km/h)
 Switches & Crossings - 5mph (8km/h); Raised Check Rails – 2mph(3km/h).
 Reversing – 10mph (16km/h). When operating in reverse, unless the driver has a clear line of sight, all movements shall be controlled by ground staff.
10. Travelling mode: The RRV shall **NOT** travel on track that exceeds cant 200mm and/or gradient 1:25.
11. Working mode: The RRV shall **NOT** work on track that exceeds cant 150mm and/or gradient 1:25.
12. It is **NOT** permitted to tow or propel other rail vehicles.
13. The machine will brake differently to non rail wheel braking machines. Operators **MUST** familiarise themselves with the brake system before starting work. Use of Owner/Operator “In-House” test track capability (where available) is recommended – see Supplementary Information, Item 5.

Supplementary Information

1. Vehicle chassis No. 639. Fleet No. RUMP01.
2. Minimum Curve radius – 80m
3. Applicable Braking Curve(s): - Road/Rail Vehicles RIS-1530-PLT Clause 5.6.2.1.
4. Route Availability No. – No Change.
5. This machine is fitted with **DIRECT** rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.

Authorised By:

A handwritten signature in blue ink, appearing to read "S P Rice". The signature is stylized and cursive.

Name of Signatory: S P Rice