



# 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**

**949/Rail-Ability/JCB 714/9B**

**Vehicle Owner**

**A P Webb Plant Hire Ltd**

**Issue Date**

**31 May, 2017**

**Expiry Date**

**31 May, 2024**

**Vehicle Number(s)**

99709\_949009-3

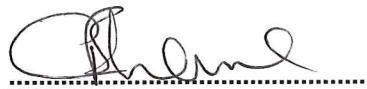
**First Of Class**

99709 949011-9 on Engineering Conformance Certificate 21/0191/17 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 upgraded Rail-Ability JCB 714.

Chassis No. 0830261; Fleet No. RSB002.

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

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

**Deviations associated with this certificate**

None

**Previous Certificate Number**

Previous Engineering Conformance Certificate: 21/0387/17.

**Customer Copy**

**Certificate Number: 21/0471/17**



# On-Track Plant

## Maintenance Plan Details

Rail-Ability Superboss Maintenance Instruction; RASBAMI001; Issue 02; January 2017.

Rail-Ability JCB Ballast Unloader Manual 714BURMS001 Issue 1 06/12/2005.

Rail-Ability Tipping Body Maintenance Schedule 714TBRMS-001 Issue 1; 27/07/2005.

Hymix Concrete Mixer Operating and Maintenance Manual.

Rail-Ability Ballast Distributor Slew Limit System O&M Plan; BDMMLDOPS 001; Issue 1; 12/08/2014.

## Limitations of Use

1. The vehicle shall only be used in a possession.
2. Travelling mode: the vehicle, with the fitted module secured in its travel position, is within the W6a gauge.
3. Working mode: the ballast hopper, 3-way tipping body, concrete mixer and track spraying unit can be out of W6a gauge.
4. The vehicle shall NOT on/off track, travel or work on live conductor-rail lines.
5. The vehicle shall only be on/off tracked with the adjacent line or lines closed to traffic or under the control of the engineering supervisor responsible for controlling movements of the vehicle, and in accordance with the site-specific and the Network Rail approved safe system of work (SSoW) for the possession.
6. For on/off tracking, a site specific work plan shall be used in conjunction with the Rail-Ability Operator's Manual RASBAMI001, and also taking account of the applicable Module in Network Rail Infrastructure Plant Manual NR/PLANT/0200.
7. The vehicle shall NOT be on/off tracked on cants greater than 150mm and/or gradient greater than 1:25.
8. The vehicle shall NOT on/off-track or travel under live OLE except as follows:
  - The base vehicle without module or when fitted with a module may on/off-track at a level crossing under live OLE in accordance with the safe system of work for the possession as determined and approved by taking guidance from the requirements of GE/RT8024, and provided the demountable equipment fitted is secured in the travel position.
  - The earth bonds on the vehicle and the fitted module shall have been examined for security and presence, prior to the vehicle on-tracking.
  - Minimum OLE wire height of 4165mm.
  - The safe system of work shall account for the maximum height of the vehicle above rail of 3480mm.
  - There shall be no access onto the vehicle except the cab and any other surfaces higher than 1.4m above rail.
9. The vehicle shall NOT travel on track with:
  - cants greater than 200mm; gradients greater than 1:25; and/or curves less than 80m.
10. The vehicle shall NOT work on track with:
  - cants greater than 150mm; gradients greater than 1:25; and/or curves less than 90m.
11. When reversing, the vehicle shall only proceed with the driver utilising the CCTV and/or ground staff. The maximum travelling speed shall be limited by the driver's field of view the track ahead, obstructions and stop signals, but shall NOT exceed 4mph (6km/h).
12. For access/egress, the vehicle shall only operate with the cab door 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.
13. The vehicle shall NOT work under live OLE when fitted with a module, except when fitted with ballast hopper and subject to:
  - The use of the vehicle shall only be in accordance with the safe system of work for the possession as determined and approved by taking guidance from the requirements of GE/RT8024, and that it accounts for the maximum height of the vehicle above rail of 3480mm.
  - The earth bonds on the vehicle and the fitted module shall have been examined for security and presence, prior to the start of work.
  - Minimum OLE wire height of 4165mm.
  - There shall be no access onto the vehicle except the cab and any other surfaces higher than 1.4m above rail.

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14. The vehicle shall NOT work ALO when fitted with a module, except when fitted with ballast hopper model RASBBDB/ALO and subject to:
- The slew limits correctly set and the system functionality has been proven correct prior to vehicle use.
  - Work shall be in accordance with the approved safe system of work (SSoW) for the possession and taking account of the W6a gauge exceedance caused by the access ladder (when deployed).
  - With the slew limit in place, the conveyor is within W6a gauge to the side(s) the slew limit is set. The maximum distance from the running edge of the rail is 635mm at a height of 1185mm.
  - With the slew limit removed, the maximum gauge exceedance is 3155mm from the running edge of the rail at a height of 1185mm.
15. It is NOT permitted to tow or propel other rail vehicles.

### Supplementary Information

1. The Road Rail Vehicle is a Rail-Ability conversion of a JCB 714 for use on-rail within possessions.
2. Chassis No. 0830261; Fleet No. RSB002.
3. The vehicle is fitted with single rail axles at the front and rear, and with friction drive through rail wheels.  
On-rail it operates in high-ride mode only.
4. Permitted number of personnel to be carried: 2 in cab.
5. The vehicle is approved for use with demountable modules:
  - Ballast hopper
  - 3-way tipping body 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.
  - Concrete mixer
  - Track spraying unit (8,000 litres capacity).
6. Vehicle weights:
  - Tare- 10tonnes
  - Gross- 24tonnes
7. Maximum speeds in both travelling and working modes on-rail not to exceed:-
  - 20mph (32km/h) plain line forward;
  - 4mph (6km/h) plain line in reverse;
  - 5mph (8km/h) switches and crossings;
  - 2mph (3km/h) raised check rails.
8. Ballast Hopper ALO System Information:  
The Ballast Hopper, model RASBBDB/ALO, is fitted with a 'reliable' mechanical slew limiting device which has been approved as High Performance, against RIS-1530-PLT Issue 6.

Authorised by:  
Bryan Lowe

