



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

910/Rail-Ability/JCB JS175W/9A

Vehicle Owner

A P Webb Plant Hire Ltd

Issue Date

5 August, 2015

Expiry Date

1 April, 2021

Vehicle Number(s)

99709_910003-1

First Of Class

99709_910010-6 on Engineering Acceptance Certificate IF/0201/14 against RIS-1530-PLT Issue 4.

Authorised by:

Bryan Lowe

Interfleet Technology Ltd

OFFICIAL STAMP

Interfleet

Reason for issue and Scope of Work

Certification of JCB JS175W Road Rail Vehicle.

Manufacturer Serial No. 885213 / Owner Fleet No. RAIL060.

Originally assessed for compliance with RIS-1530-PLT Issue 4.

On this certificate: Increase to On/Off tracking cant (Limitation of Use 15). There are no other engineering changes to the RRV.

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

Deviations associated with this certificate

None

Previous Certificate Number

IF/0202/14 : 99709 910003-1.

Customer Copy

Certificate Number: IF/0391/15

Maintenance Plan Details

JCB JS175W Operators Handbook No.9801/6980; Issue 4; Dated 01/11/2001.

Rail-Ability JCB JS Hybrid Road/Rail Excavator Routine Maintenance Schedule; JCBJSRMP001; Issue 01; Dated 28 March 2014.

Rail-Ability JCB JS175 Road/Rail Wheeled Excavator Rail Operations & Emergency Recovery Procedures; JS-002; Issue 1; Dated 24/03/2014.

Limitations of Use

1. The vehicle shall only operate inside possessions.
2. In travelling mode, the vehicle is within W6a gauge and exception as permitted by RIS-1530-PLT. Mirrors must be folded in.
3. When working the vehicle may be out of W6a gauge.
Minimum underside height of tail swing above rail is 1445mm.
Maximum tail swing gauge exceedance is 746mm (i.e. 1438mm from the running edge of the rail).
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. Excavator boom, load and stabilisers can infringe W6a gauge throughout their working envelope.
5. Vehicle shall not on/off track, travel or work on live conductor-rail lines.
6. The vehicle shall not on/off track, travel or work under live OLE, except:
 - > It may on/off track on an approved RRAP, or it may 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.
7. Except for the cab, when the vehicle is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
8. Vehicle shall not on/off track or work if adjacent line or lines are open to traffic, unless otherwise permitted by a site-specific and Network Rail approved safe system of work.
9. Vehicle will not activate train operated points.
10. Vehicle shall not travel on:
 - Track cants greater than 200mm.
 - Track gradients greater than 1:25.
 - Curve less than 80m.
11. Vehicle shall not work on:
 - Track cants greater than 150mm.
 - Track gradients greater than 1:25.
 - Curve less than 80m.
12. 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.
13. 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 the adjacent line or lines.
14. Setting up and packing away - from inside cab.
15. Vehicle shall not be on/off tracked on cants greater than 150mm.
16. Vehicle shall not be on/off tracked on gradients greater than 1:25.
17. For on/off tracking, a site-specific work plan shall be used taking account of the requirements Rail-Ability Operating Manual JS-002 and the applicable module of Network Rail Infrastructure Plant Manual NR/PLANT/0200.
18. The RCI shall be switched on at all times, unless in digging mode.
19. The RCI has a tandem lifting mode.
20. 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 and service brakes and air reservoirs. Maximum weight is 70tonnes / 3 trailers.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 JCB road excavator, with 1.8m stub, 3.4m artic and 2.1m dipper.
2. Manufacturer Serial No. 885213. A.P.Webb Fleet No. Rail 060.
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 tyre.
It has no load carrying area.
5. The Stabilisers are interlocked out-of-use in rail travel mode.
6. Gross vehicle weight is 27tonnes.
7. 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.
8. 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.
9. Dipper eye lifting point SWL: 16T
Auxiliary crowd ram lifting point SWL: 5T
10. RCI information:
 - Fitted with a Prolec Rated Capacity Indicator (RCI);
 - Model: Prolec Liftwatch Rail;
 - Hardware: 002313-001;
 - Software: V1.00.07.00;
 - Duty chart reference: Rail 060; 885213;
 - This vehicle has Normal and Tandem Lifting Modes.

Authorised by:
Bryan Lowe

