



## CERTIFICATE OF ENGINEERING ACCEPTANCE

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

**NAME OF VEHICLE ACCEPTANCE BODY**

*SNC-Lavalin Rail & Transit Limited*

**ACCREDITATION CODE**

**IF**

**Vehicle Class / Description**

917/Rail-Ability Lorry/MEWP/Crane/9A

**Vehicle Owner**

A P Webb Plant Hire Ltd

**Issue Date**

4 March, 2016

**Expiry Date**

4 March, 2023

**Vehicle Number(s)**

99709\_917025-7

**First Of Class**

99709 917021-6 on Engineering Acceptance Certificate IF/0129/16 against RIS-1530-PLT Issue 5.

**Authorised by:**

**Adrian Staples**

*Adrian Staples*  
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*SNC-Lavalin Rail & Transit Limited*

**OFFICIAL STAMP**



**SNC · LAVALIN**

**Reason for issue and Scope of Work**

Certification of upgraded Rail-Ability Rail-Reach Lorry.

Chassis No. RATGM15001

Vehicle Reg. No. MV14 YSZ

Fleet No. RL008

The vehicle is fitted with an electronic slew and height limiting system for the Crane and MEWP, which has been approved by Network Rail Technical Services, document reference MLD/L051: Approval of MLD032: Rail-Ability Rail Reach III MEWP and RA65A Crane, against RIS-1530-PLT Issue 5 and Network Rail remit MLD/R003.

Assessed for compliance with RIS-1530-PLT Issue 5.

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

**Deviations associated with this certificate**

None

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**Certificate Number: IF/0134/16**

### Previous Certificate Number

Previous Engineering Acceptance Certificate: IF/0386/15.

### Maintenance Plan Details

Rail-Ability MAN TGM Routine Maintenance and Maintenance Plan; RAMTRM&MP01; Issue 01; Dated 12 June 2014.

Rail-Ability Rail-Reach III Module Service Manual; RMRRMRMPS001; Issue 01; Dated December 2013.

Rail-Ability MAN TGM Crane Module (RA65A) Routine Maintenance and Maintenance Plan; RAMTCMRM&MP01; Issue 01; Dated 12 June 2014.

Rail-Ability Rail-Reach III 500-Fly Intermodal Truck mounted Road Rail Vehicle MEWP (with Crane) Operator's Manual; RRIIM001; Issue 01; Dated 01 May 2014.

### Limitations of Use

1. The vehicle shall only be used in a possession.
  2. Travelling mode: with all equipment including the Pantograph, Crane, stabiliser legs and MEWP stowed and locked in their transit positions, the vehicle is within the W6a gauge.
  3. Working mode: the Pantograph, Crane, stabiliser legs and MEWP can exceed the W6a gauge.
  4. It 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 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 RRIIM001, 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 is permitted to on/off track and 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. The earth bonds on the vehicle shall be examined for security and presence, prior to use under live OLE. Minimum OLE wire height above rail level 4500mm (for reference the maximum stowed height of the pantograph is 3900mm above rail level.).
  9. When the vehicle is under live OLE, except for access to the cab, the operator and passenger seats, access onto any other part of the vehicle higher than 1.4m above rail level is strictly prohibited.
  10. The vehicle shall NOT travel or work on track with:
    - cants greater than 200mm; 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. The vehicle shall only be permitted to work ALO with the movement limiting device for the Crane and/or MEWP active, the Slew Limit and/or Virtual Wall correctly set, and the system functionality has been proven correct prior to vehicle use. ALO working shall only be in accordance with the approved safe system of work (SSoW) for the possession, taking account any extra gauge exceedance caused by attachments or loads.
  13. 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.
  14. The vehicle shall NOT work under live OLE.
  15. When working with the RA65A Crane module:
    - The Crane shall ONLY undertake lifting duties with the stabiliser legs deployed, in accordance with the Operator's Manual and the safe system of work for the possession.
    - The Crane shall have a valid certificate of test and/or thorough examination.
- NOTE: The stabiliser leg base shall NOT be placed on rails or sleeper ends.

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16. When working with the MEWP module:
- The MEWP shall only be used in accordance with the manufacturer's safety and operating instructions and the safe system of work for the possession.
  - The MEWP shall have a valid certificate of test and/or thorough examination.
  - The maximum basket payload shall not exceed 500kg (5 persons + tools).
  - The MEWP shall NOT be used:
    - for any other lifting or towing duties;
    - 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);
    - if the wind force is greater than 18.9m/s (Beaufort Scale 8);
    - unless its counterweight is fitted.
- NOTE: The stabiliser legs base shall NOT be placed on rails or sleeper ends.
17. Setting up and packing away of the stabiliser legs shall only take place when the adjacent line is under the control of the engineering supervisor who is responsible for controlling movements of the vehicle.
18. It is permitted to tow from the rear compatible rail trailers with air brake systems.
- Maximum braked towed weight is 12tonnes.
  - Air service / park brake supply pressure of 0-8bar maximum.
- NOTE: The maximum towed 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 Road Rail Vehicle is a Rail-Ability conversion of a MAN Lorry for travel on-rail within possessions.
2. Chassis No. RATGM15001      Vehicle Reg. No. MV14 YSZ      Fleet No. RL008
3. The vehicle is fitted with single rail axles at the front and rear, and with hydrostatic drive through rail wheels that are independent of the road wheels.  
On-rail it operates in high-ride mode only.
4. Permitted number of personnel to be carried: 3 in cab.
5. The vehicle is fitted with a RA65A Crane and a load limiter + Data Logger.
6. The vehicle is fitted with a MEWP and a load limiter + Data Logger.
7. Interrogation and down-loading of the Data Loggers shall be managed by the vehicle owning/operating company, in accordance with their maintenance policy.
8. The vehicle is fitted with a pantograph for gauging/measuring the OLE contact wire position.
9. Gross vehicle weight 18 tonnes.
10. Maximum speeds in both travelling and working modes on-rail not to exceed:-
  - 15mph (23km/h) plain line forward;
  - 4mph (6km/h) plain line in reverse;
  - 10mph (16km/h) towing;
  - 7mph (11 km/h) MEWP working mode;
  - 2mph (3km/h) working mode (remote controlled) - forward and reverse;
  - 5mph (8km/h) switches and crossings;
  - 2mph (3km/h) raised check rails.
11. ALO Working system:  
The vehicle is fitted with an electronic slew and height limiting system for the Crane and MEWP, which has been approved by Network Rail Technical Services, document reference MLD/L051: Approval of MLD032: Rail-Ability Rail Reach III MEWP and RA65A Crane, against RIS-1530-PLT Issue 5 and Network Rail remit MLD/R003.

Note that Interfleet Technology Ltd is now trading as SNC-Lavalin Rail & Transit Ltd. This certificate has been issued on the basis of the Engineering Acceptance of Rail Vehicles Licence Agreement issued to Interfleet Technology Ltd (certificate numbers 13/017/001 and 13/017/002) on 1 February 2013, and subsequently extended until the termination of the CCB/VAB licensing process. The certification management system is unaffected by the change of name in respect of compliance with PS305/04.

**Authorised by:**  
**Adrian Staples**

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