



## 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** 911/Rail-Ability/RA310/9A

**Vehicle Owner** A P Webb Plant Hire Ltd

**Issue Date** 12 June 2020

**Expiry Date** 12 June 2027

**Vehicle Number(s)**

99709 911358-8

**First Of Class**

99709 911356-2 on certificate 21/0307/20 under RIS-1530-PLT Issue 6.

**Authorised by:**

Alex McCristal  
SNC-Lavalin Rail & Transit Verification Limited

**OFFICIAL STAMP**

**SNC • LAVALIN**

**Reason for issue and Scope of Work**

Certification of new Rail-Ability RA310 Road Rail Vehicle.  
Manufacturer Serial No. JCBJZ14EAG2375208. A. P. Webb Fleet No. RTE021.  
Assessed for compliance with RIS-1530-PLT Issue 6.  
Expiry date conforms the requirements of RIS-1530-PLT.

**Deviations associated with this certificate**

None

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SN0189515

**Certificate Number:** 21/0325/20

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## Previous Certificate Number

No previous Engineering Conformance Certificate against RIS-1530-PLT Issue 6.

## Maintenance Plan Details

Rail-Ability JCB 310RR Tracked Road/Rail Excavator Approved Maintenance Instruction; RAJCB310TAMI001; Issue 1 - 04 May 2020.

Rail-Ability RA310HD JCB Tracked Excavator Operator's Manual; RAJCB310TCOPS-001; Issue 1 - 04 May 2020.

Rail-Ability RCI+L Display Operation Manual, RACD-10000141, Issue 2 - 20 December 2019.

## Limitations of Use

1. The vehicle shall only operate inside possessions.
2. When traveling the vehicle can exceed the top of the Plant gauge by up to 68mm vertically and by up to 86mm horizontally.  
The vehicle tracks exceed lower sector gauge by up to 43.5mm as permitted by exception of the Plant gauge.  
Please see Rail-Ability Operations Manual for reference.  
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
3. When working the vehicle may be out of the Plant gauge.  
Minimum underside height of tail swing above rail is 1322mm.  
Maximum tail swing gauge exceedance is 70.5mm.  
Maximum tail swing gauge exceedance is 320.5mm with auxiliary counterweight fitted.  
A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. The vehicle shall NOT on/off track, travel or work on live conductor-rail lines.
5. The vehicle shall NOT on/off track or work under live OLE.
6. The vehicle may travel under live OLE when permitted in conjunction with a safe system of work (SSoW) for the possession, determined and approved by taking guidance from the requirements of GE/RT8024, and account taken of:-
  - A minimum OLE wire height of 4.165m.
  - The boom/dipper shall be in the travel position.
  - The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - Other than the cab, access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. The vehicle shall NOT on/off track or work if the adjacent line or lines are open to traffic.
8. For on/off tracking, a site-specific work plan shall be used taking account of the requirements Rail-Ability Operations Manual and the applicable module of Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.  
The vehicle shall NOT on/off track on cants greater than 150mm and/or gradients greater than 1:25.
9. The vehicle shall NOT travel or work on track with:
  - cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
10. 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.
11. 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.

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12. The vehicle is permitted to tow and/or propel rail trailers with compatible coupling and brake systems:
- Air brakes - supply pressure for park brake release is 8bar, and for service brake is 0-8bar.
  - Maximum weight is 69tonnes.
- NOTE: 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 is a Rail-Ability hydrostatically driven rail-conversion of a tracked excavator with 1.90m boom, 3.40m artic and 2.10m dipper.
2. Manufacturer Serial No. JCBJZ14EAG2375208. A. P. Webb Fleet No. RTE021.
3. The vehicle is approved to carry 1 persons seated in the drivers cab.
4. It operates on rail in high-mode only.
5. It has no load carrying area.
6. CCTV cameras are fitted to the rear and side.
7. Gross vehicle weight is 31 tonnes or 34.1 tonnes when fitted with piggy-back counterweight.
8. Maximum speeds travelling on rail NOT to exceed:-
  - 15mph plain line; - 5mph switches and crossings;
  - 5mph raised check/guard rails; - 5mph emergency recovery.
9. Load Lifting points:
  - Dipper pin 16t SWL.
  - S60 Jaws on Quick hitch 12t SWL.
  - Auxiliary hook on Quick hitch 5t SWL.
10. The vehicle is fitted with a Rail-Ability Rated Capacity Indicator (RCI) system compliant with RIS-1530-PLT issue 6, approved under SNCL certificate 0021/6/2018/0173.  
The RCI operation is detailed in the Rail-Ability RCI Operation Manual RACD-1000-0141; Issue 2; Dated 20-12-2019.
11. Interrogation and down-loading of the data recorder (part of the RCI), shall be managed by the RRV owner/operating company in accordance with their maintenance policy and RCI Operator's Manual.
12. RCI Information:
  - Fitted with a Rail-Ability RCI+L Rated Capacity Indicator (RCI);
  - RCI Software I/D - V04.02;
  - Duty chart - RACD10000609 dated 01-Jun-2020 for all load lifting points.
  - Duty chart - RACD10000610 dated 01-Jun-2020 for all load lifting points with aux counterweight.
  - The vehicle has Normal and Tandem Lifting Modes.
  - The vehicle is permitted to lift and carry through 360 degree operation.
13. The vehicle is NOT fitted with a High Performance Movement Limiting Device to allow the vehicle to work with an adjacent line open to traffic (ALO) or under overhead line equipment (OLE), as defined by RIS-1530-PLT Issue 6, clause 5.8.
14. The vehicle emergency recovery is detailed in the Rail-Ability Operations Manual RAJCB310TCOPS-001.

**Authorised by:**

**Alex McCristal**

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