



2293  
**ATKINS**

## ENGINEERING CONFORMANCE CERTIFICATE

This certificate issued in accordance with RIS-1530-PLT Issue 6.

**NAME OF CERTIFICATION BODY**

**Atkins Rail**

**ACCREDITATION CODE**

**NS**

**Vehicle Class/Description** Road Rail Vehicle Rexquote Gigarailer Type 9B

**Vehicle Owner** Shovlin Plant Hire Ltd

**Issue Date** 26<sup>th</sup> August 2016

**Expiry Date** 26<sup>th</sup> August 2023

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**Vehicle Number:** 99709 940668-5

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**First of Class** No

**Certificate Number of First of Class** Unknown

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**Authorised by:**



Steve Rice  
Atkins OTP and OTM Signatory

**Official Stamp**

Atkins Notified Body  
A UKAS Accredited  
Certification Body No.  
6162

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### Reason for Issue and Scope of Work

#### **Previous Certificate**

Fitment of direct wheel baking system in accordance with Allan J Hargreaves General Arrangement Drawing AJH/RWB/ASY/002 (floating axle) and AJH/RWB/ASY003 (fixed axle).

#### **Scope of work for this certificate**

Upgrade to RIS-1530-PLT issue 5 (see deviations).

# Deviations Associated with this Certificate

**Reference** PAB List of Machines Iss 4 25<sup>th</sup> July 2016 (Issued by Network Rail)  
**Title** List of Notified Machines approved for certification to RIS-1530-PLT  
 Issue 5 or Earlier as Contracted

**Previous Certificate Number:** RT/EA/0105/12

## Approved Maintenance Instructions

ID No.	Title	Issue No.	Date
SPMM007	Shovlin Terex Gigarailer Maintenance Plan	02	May 2016

## Vehicle Data

<b>Gross Vehicle Weight</b>	29,250kg	<b>Gauge</b>	W6a
<b>Maximum No. Trailers</b>	4	<b>Park Brake Release Pressure</b>	35bar
<b>Maximum Load</b>	100 tonnes	<b>Service Release Brake Pressure</b>	140bar

## Limitations of Use

1. It shall only operate inside possessions.
2. Permitted number of personnel to be carried: 2 in cab including operator.
3. For on/off tracking, a site specific plan shall be used taking account of the applicable module of Network Rail Infrastructure Plant Manual NR/PLANT/0200. On & off tracking and emergency recovery. A RRAP or temporary crossing must be used. Detailed in Shovlin Manual SPMM007.
4. Alternatively to Limitation 3, risk assessed procedure may be used that is specific to the possession and taking account of Network Rail Standard NR/L2/RMVP/0200 or any subsequent Network Rail standards.
5. Travelling mode, RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT.
6. When travelling, mirrors must be folded in (see Supplementary Information 11).
7. In recovery, speed must be limited to 3mph (5km/h) to avoid damage to the RRV.
8. It shall **NOT** on or off track, travel or work on live conductor rail lines.
9. The vehicle shall not work with adjacent lines open to traffic.
10. The vehicle shall not on/off-track, travel or work under live OLE.
11. In working mode, the counterweight, boom, dipper and attachments can exceed the W6a gauge, dependant on the Prolec Rated Capacity Indicator (RCI) slew settings in use.
12. 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 to be adopted takes account of adequate clearances to adjacent lines.
13. It is fitted with traction hubs that extend the overall width of the rail wheels to 162mm at rail level. The RRV shall **NOT** be used on a track where guard rails or other similar equipment is present, unless the safe system of work that is specific to the

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possession details the controls that are necessary to ensure there is no risk of intrusion of the traction hubs into the area occupied by the guard rails or other similar equipment.

**14. Limitation to ensure stability;**

- Controlled by PROLEC RCI which shall be active when the RRV is in use – See Duty Charts and LOLER Certificate.
  - Movement of boom towards backward stability limit shall be at moderate/low speed.
  - It may work with attachments through the dipper link pins, see Limitation 15 Attachments.
  - PROLEC RCI shall be in operation when RRV is working, except as Limitation **15.1**. Permitted to lift and carry through 360 degrees operation.
13. It shall only be operated on rail when fitted with foam-filled tyres and rail-wheel traction hubs.
14. It is permitted to tow and/or propel rail trailers with compatible air/hydraulic park/service brake and coupling system.  
SAFETY ALERT; The maximum towed and/or propelled weight may have to be reduced where the railhead condition for adhesion and/or the ruling gradient may affect the safe traction performance of the RRV.

**15. ATTACHMENTS**

The RRV may work with attachments. Their use in Modes **15.1** or **15.2** shall comply with the following, as applicable:

- Where specified, and including all lifting accessories, the attachment shall have a current certificate of approval, test and/or thorough examination.
  - The attachment shall only be used in accordance with the manufacturer's safety and operating instructions, and the safe system of work for the possession.
  - Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting. Before switching **OFF** the RCI, the attachment and its contents (e.g. bucket full of ballast) shall be moved through the planned range of movements to confirm that the working mode is within the vehicles lifting and stability capacity.
  - The attachment should not be connected to the vehicle during on or off tracking, unless safe to do so.
  - The attachment shall be maintained in accordance with the manufacturer's and/or other approved instructions.
- 15.1** The PROLEC RCI may be switched **OFF**, typically digging mode including:  
General earth moving buckets - Ballast profiling bucket - Earth moving clamshell grab - Flail cutting head – Trenching buckets.  
NOTE: Caution must be exercised with attachments as their use may adversely affect the stability of the RRV when it is working.
- 15.2** The PROLEC Rated Capacity Indicator system (RCI) shall be switched **ON** for lifting mode;
- Lifting accessories (LOLER Regulations)
  - An attachment that is mechanically fixed or and/or powered from the RRV or which may adversely affect the stability of the RRV.
  - Any such attachment and its use shall only be with the approval of the infrastructure controller, see RIS-1530-PLT Issue 5 clause 3.1.

16. As per Network Rail Product Acceptance certificate PA05/04563, the Bracke C16a and C16b tree cutter heads are approved for use on this vehicle. Use of the tree cutting heads shall comply with Limitation 15. Note that this attachment is powered from the RRV; as per limitation 15.2, the RCI must be switched on when using this attachment.

17. Vehicle shall be used as defined in the following table:

Maximum speed of vehicle in travelling/working mode;	16 mph	Maximum speed of vehicle in travelling/working mode over switch & crossings & check rails;	5 mph
Maximum permitted speed through raised check rails;	10 mph	Curve less than	80m
Maximum cant on which vehicle can be on/off tracked:	100 mm	Maximum gradient on which vehicle can be on/off tracked;	1 in 25
Maximum track cants (Working)	150 mm	Maximum track cant (Travelling)	200 mm
Maximum gradient (Working)	1 in 25	Maximum gradient (Travelling)	1 in 25

#### Supplementary Information

1. Manufacturer's serial/chassis number; 180S301309, Fleet No. 2293
2. Vehicle is Rexquote rail-conversion of a Terex wheeled excavator with adjustable boom (1.93main + 3.34m artic) and 2.0m dipper. Optional 'Rhino Horn' may be fitted, corresponding duty charts must be used.
3. It operates on-rail in high mode only. No load carrying capability.
4. This vehicle is fitted with a CCTV system in the cab.
5. Maximum tail swing gauge exceedance is 690mm, RIS-1530-PLT.
6. Minimum height of tail swing above rail level is 1330mm.
7. RCI information;
  - Manufacturer – PROLEC PME Rail
  - Serial No. – 300189
  - RCI Software I/D – 1.25.10.3
8. Auxiliary load lifting point located under dipper, rated capacity 12 tonne SWL – see Duty charts (301309, 2293, 23-08-2016) and LOLER Certificate.
9. Route availability No; Unchanged
10. Applicable Gauge or Portfolio Reference; W6a as RIS-1530-PLT
11. Applicable Braking Curve; Road/Rail Vehicles RIS-1530-PLT Issue 5. Clause 5.6.3.1.
12. 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 wheels as the primary means of braking.

Authorised by:



Steve Rice  
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