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Vehicle Acceptance Body

CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate formally records that the following vehicle conform with the appropriate mandatory requirements as set out in *Railway Group Standards*

NAME OF CERTIFICATION BODY
Network Rail Vehicle Acceptance Body

ACCREDITATION CODE

Vehicle Type & Class: Rexquote Case 688 BP (RRV Vehicle Type, 9B)

Vehicle Number(s): 99709 940500-0

Vehicle Operator: Various or Unspecified Companies

Vehicle Owner: Shovlin Ltd

Issue Date: 21st May 2012

Authorised by: *A.V.Kemp*

Expiry Date: 15th April 2017

Print Name: A. V. Kemp

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VEHICLE ACCEPTANCE BODY

Special Limitations:

A. RRV CONFIGURATION

1. Vehicle is Rexquote rail-conversion of road excavator with 4.3m off-set boom, 2.65m arm.
2. RRV is fitted with a Prolec RCI which must be operational during all lifting duties and when used with attachments which effect machine stability (see E), RCI software version V2.09, and Duty Charts Case 688 CGG0119275. Lifting duties shall only be undertaken through the identified dipper lifting point.
3. It may work with a range of attachments through the dipper link pins or quick hitch, See E.
4. It operates on rail in high-mode only.
5. Permitted number of personnel to be carried: 1 in cab.

B. RRV ON & OFF TRACKING AND EMERGENCY RECOVERY

1. For on/off tracking, a site-specific work plan for one of the following conditions shall be used. The work plan shall be in compliance with the Shovlin Manual SPM0001 and Network Rail Specification NR/L2/RVE/0007:-

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Maximum track cant 100mm and/or gradient 1:29, on an approved RRAP
OR
A risk assessed procedure that is specific to the on and off tracking point.

- For recovery refer to the Shovlin Manual, Maximum speed 3mph (5km/h) to avoid damage to the RRV.

C. RRV GAUGE

- Travelling mode – RRV is within the W6a gauge and exception for road wheels as RIS-1530-PLT. When travelling, mirrors must be folded in.
- Working mode – the counterweight, boom, dipper and attachments can be out of gauge, dependent on the Prolec Rated Capacity Indicator (RCI)/slew settings in use.

D. RRV LIMITATIONS OF USE

- It shall only operate inside possessions.
- It shall NOT on/off track or work, if adjacent lines are open to traffic.
- It shall NOT on/off track, travel and work on live conductor-rail lines.
- It shall NOT on/off track, travel or work under live OLE, except as D5.
- It may on/off track at a level crossing or travel under live OLE, when used in conjunction with a safe system of work determined and authorised in accordance with the requirements of GE/RT8024, and provided the boom/dipper is in the travel position, subject to a minimum OLE wire height of 4.165m.
- 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.
- Permitted speed.
 - Maximum – 20mph (32km/h);
 - Switches & Crossings, and Raised Check Rails – 5mph (8km/h);
 - Towing/Propelling – 10mph (16km/h).
- Travelling Mode.

The RRV may travel on track that does not exceed:

 - Cant 200mm;
 - Gradient 1:29.
- Working Mode.

The RRV shall not work on track that exceeds a combination of:

 - Cant 150mm.
 - Gradient 1:29.
- Limitation to ensure stability:
 - Controlled by Prolec RCI which shall be active when the RRV is in use, except as E1.
 - Movement of boom towards backward stability limit shall be at moderate/low speed.
 - Permitted to lift and carry through 360 degrees operation, see Duty Charts.
- It is permitted to tow or propel trailers with compatible parking brake and coupling system.

Maximum un-braked towed/propelled weight is 21 tonnes.
Maximum Service Brake towed load not exceeding 46 tonnes.
Hydraulic supply pressure for trailer park brake release is 60bar.

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E. RRV ATTACHMENTS

The RRV may work with attachments. Their use in modes E1 or E2 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 (eg: bucket full of ballast) shall be moved through the planned range of movements to confirm that the working mode is within the vehicle's lifting capacity.
- Except for the Quick Hitch, attachments should not be connected to the vehicle during on or off tracking, unless safe to do so.
- The attachments shall be maintained in accordance with the manufacturer's and/or other approved instructions.

E1. The Prolec RCI may be switched OFF, typically digging mode including:

- General purpose earth moving buckets.
- Ballast profiling bucket.

NOTE: Caution must be exercised with this type of attachment as its use may adversely affect the stability of the RRV when it is working.

E2. The Prolec RCI shall be switched ON, lifting mode:

- Lifting accessories (LOLER Regulations)
- An attachment that is mechanically fixed to and/or powered from the RRV or which may adversely affect the stability of the RRV.

Any such attachments and its use shall only be with the approval of the infrastructure controller, see RIS-1530-PLT Issue 1 Clause 8.4.

Previous Certificate of Engineering Acceptance: NS/5052/10 & IF/MP/0218/10

Vehicle Data:

Route Availability No:	(Laden) No Change	(Tare) No Change
Maximum Speed mph:	(Laden) 20 mph	(Tare) 20 mph
Applicable Gauge:	W6a with exception as RIS-1530-PLT	
Applicable Braking Curves:	RIS-1530-PLT Clause 5.6.2.1	
Minimum Curve Radius:	80m	

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Scope of Certificate:

Accepted in accordance with the requirements of RIS-1530-PLT Issue 1.

Scope of work:

Fitment of direct wheel braking system in accordance with Allan J Hargreaves General Arrangement Drawing AJH/RWB/ASY/005 (floating axle) and AJH/RWB/ASY/006 (fixed axle).
Scrutiny of associated maintenance plan AJH038 Issue 2.

Maintenance Plan Documentation:

Shovlin Maintenance Plan SPMM0001, Issue 2, dated 1st October 2009.
Maintenance Plan Addendum AJH038, Issue 2, dated 02/02/2012 – Type 9b Rail Wheel Brake System Operation & Maintenance

Additional Information:

Serial No. CGG0119275. Rexquote No. 1106. Shovlin Plant No. P67

Authorised By:

A.V. Kemp

Print Name: A. V. Kemp

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