

# CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate is issued in accordance with RIS-1530-PLT Issue 4

NAME OF VEHICLE ACCEPTANCE BODY

*Interfleet Technology Ltd*

ACCREDITATION CODE

IF

Vehicle Class / Description

911/Rexquote/Case CX135/9A

Vehicle Owner

Phillip Shovlin Plant Hire Ltd

Issue Date

19/09/2016

Expiry Date

01/07/2023

Vehicle Number(s)

99709\_911233-3

First Of Class

Not known.

Authorised by:

Bryan Lowe

*Interfleet Technology Ltd*

OFFICIAL STAMP

*Interfleet*  
Technology

Reason for issue and Scope of Work

Certification of Case CX135 Crawlerailer Road Rail Vehicle. Serial No. 13U0197. Fleet No. 197.

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

On this certificate:

GKD SpaceGuard RCI upgrade only. The GKD SpaceGuard RCI has been approved by Network Rail Technical Services, document reference MLD/L040: Approval of MLD020: Hargreaves/GKD SpaceGuard Case CX135, against RIS-1530-PLT Issue 4.

Following ITL VAB review, amendments have been made to the "Limitations of Use" on the previous engineering acceptance certificate, to permit operation of the RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE). Revised/new Limitations whilst others have been re-numbered.

There are no other engineering changes to the RRV.

Reference to up-issued Hargreaves O&M Manual.

Expiry date conforms to the requirements of RIS-1530-PLT, Issue 4.

Network Rail deviation NR/11/1530/113/DGN applies to this certificate.

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Certificate Number: IF/0055/14

Deviation associated with this certificate

NR/11/1530/13/DGN- exemption from requirement for fitment of an air brake system for towing air braked trailers

Previous Certificate Number

NS/5091/13/499708\_Sn1283-3

Maintenance Plan Details

Shovlin Case DM138 Maintenance Document: SPMM0004; Issue 1; Dated October 2011

Interfleet Operation & Maintenance manual: AJH 075; Issue 3; Dated 16/01/2014

Limitations of Use

Taken from previous Engineering Acceptance Certificate NS/5091/13, amended as in Scope.

1. Vehicle shall only operate inside possessions.
2. Vehicle on rail is within v66a gauge and exception as allowed by RIS-1530-PLT
3. Mirrors must be folded in for travelling.
4. All working equipment / attachments must be stowed and secured in their transit position when on/off tracking and when operating the vehicle in travelling mode on rail
5. The vehicle shall NOT on/off track, travel or work on live conductor rails.
6. The vehicle shall NOT on/off track, travel or work under live OLE unless the GKD SpaceGuard RCI system is active, the Height Limit correctly set and the system functionality has been proven correct prior to vehicle use.  
Under live OLE working shall only be in accordance with the safe system of work for the possession, determined and approved by taking guidance from the requirements of GE/RT3024, and account taken of
  - > A maximum SpaceGuard default height of the boom above the rail of 3.500m
  - > A minimum OLE wire height of 4.166m.
  - > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - > Attachments and their loads shall not exceed the height of the top of the boom
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. The vehicle shall NOT on/off track if adjacent lines are open to traffic
9. The vehicle on/off tracking and emergency recovery are detailed in the Shovlin Maintenance Document SPMM0004. Account shall also be taken of the requirements in Network Rail Standard NR/PLANT/0200
10. A RRAP or temporary crossing must be used, maximum track cant 100mm. Alternatively, a risk assessed documented procedure may be used that is specific to the possession.
11. Vehicle must only be on/off tracked, travelled or worked by authorised personnel in accordance with mandatory rules and regulations, vehicle operating instructions and the operators declared safe system of work.
12. The vehicle shall only be permitted to work ALO with the GKD SpaceGuard RCI system 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 of the extra gauge exceedance caused by attachments.
13. For access / egress, the vehicle may only operate with the door to the cab adjacent to a cess or a line closed to all train movements or the Method Statement safe system of work must take account of adequate safe clearance to adjacent lines.
14. Limitation to ensure stability: see Duty Charts and LOLER Certificate. GKD Rated Capacity Indicator (RCI) shall be operative when RRV is in use
15. GKD Rated Capacity Indicator (RCI) shall be in operation when RRV is working, except as in 15.1 and

- 15.2, Supplementary Information. Permitted to lift and carry in accordance with GKD Rated Capacity indicator (RCI) limits.
16. Vehicle is permitted to tow or propel on rail approved compatible trailers with a maximum unbraked total load not exceeding 10 tonnes, when trailers are fitted with hydraulic breakaway brakes and marker/rail lights. The hydraulic supply pressure for trailer park brake release is 40 bar.
  17. Vehicle is permitted to tow or propel on rail approved compatible trailers with a maximum total load not exceeding 46 tonnes, when trailers are fitted with hydraulic service brakes. All brake connections between vehicle and trailers must be fitted, and the trailer must be fitted with automatic breakaway brakes and marker/rail lights. The maximum hydraulic pressure delivered from trailer parking brake connections is 0 to 40 bar.

**Supplementary Information**

Taken from previous Engineering Acceptance Certificate NS/5091/13.

1. Vehicle is a Rexquote rail-conversion of Case CX135 multi-purpose tracked excavator. It operates on-rail in high mode only through hydraulic drive (long wheel-base).  
Manufacturer Serial / chassis No. 13U0197. Showlin Fleet No. 197. Rexquote No. 1904.
2. Maximum travelling cant - 200mm.
3. Maximum working cant - 150mm.
4. Maximum on/off tracking cant - 100mm.
5. Maximum on/off track gradient - 1:25.
6. Maximum working track twist - 1:150.
7. Maximum working gradient - 1:25.
8. Minimum curve radius - 80m.
9. Maximum working speeds (travel and working) on rail not to exceed:
  - >20 mph plain line travelling; > 10 mph towing/propelling; > 10 mph plain line working;
  - > 5 mph switches and crossings; > 1 mph raised check/guard rails;
  - > 3 mph emergency recovery.
10. The vehicle is approved to carry 1 person seated in the driver's cab.
11. Height of underside of rotating superstructure above rail level - 1180mm.
12. When working, the counterweight infringes W6a gauge by 90mm. RIS-1530-PLT.
13. Detail of boom/jib configuration:
  - > 4.73m boom + 2.1m dipper.
14. The vehicle may work with a range of attachments through the dipper link pins or quick hitch.
15. The range of attachments may be used with this machine in associated with the RCI Duty Charts. Their use in modes 15.1 or 15.2 (below) 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.
  - > Except for the quick hitch, the attachment should not be connected to the vehicle during on/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 GKD RCI may be switched OFF, typically in digging mode.  
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.  
GKD Rated Capacity Indicator (RCI) system may be switched OFF when in digging mode.
- 15.2 The GKD Rated Capacity Indicator (RCI) system shall be switched ON for lifting mode:
  - > Lifting accessories (LOLER Regulations).
  - > Any attachment that is mechanically fixed and/or powered from the RRV.
  - > Any such attachment and its use shall only be with the approval of the infrastructure controller.

Authorised by:  
Bryan Lowe



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Certificate Number: IF/0055/14

- See RIS-1630-PLT Issue 4, clause 3.1
- 16. Load lifting point located at dipper, rated capacity 5 tonnes SWL.
- 17. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependant on the GKD Rated Capacity Indicator (RCI) slew settings in use.
- 18. RCI information:
  - > Manufacturer - GKD SPCI
  - > Serial Number - 7447
  - > RCI Software ID - 3.06
  - > DUT - Chain reference, issue number and date - 13U0197 - CC426 - 14-Mar-2012 for all lifting points
- 19. GKD SpaceGuard RCI information  
GKD SpaceGuard RCI upgrade only. The GKD SpaceGuard RCI has been approved by Network Rail Technical Services, document reference MLD/L040 Approval of MLD020 Hargreaves/GKD SpaceGuard Case DX183 against RIS-1630-PLT Issue 4.  
Following T4 T4E review, amendments have been made to the "Limitations of Use" on the previous engineering acceptance certificate, to permit operation of the RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE).  
There are no other engineering changes to the RRV.