Certificate of Authorisation of Variation

Standard Details

Title: Rail Industry Standard for Engineering Certification of Railborne Plant
Ref: RIS-1710-PLT
Issue No.2.1
Date of Issue:
Clause No(s): 3.9.1.1
Module Details:
Line Reference:
Copy the text from the Standard where the variation is sought: Engineering Conformance Certificate issued as a result of an assessment against current applicable requirements of the whole item of OTP (weather that be as a new machine or periodic reassessment) shall be dated for a maximum life of seven years from the date of assessment.

Variation Details

Route/Project: National/Project
Delivery Unit(s) / Area(s): ALL ROUTES
Type of Variation Approved: Temporary Variation
Applicant: Jacob Shovlin
Tracker Reference Number: TR90300
Legacy Tracker Reference Number:

Why can't you comply with the existing requirement?

We sent the first Giga Railer to King Trailers to upgrade in the second week of April. We were told that the upgrade process would take about 8 weeks to do in full after which we would receive a fnished machine with a new EAC. However, as of the day that i am writing this, we still haven't received the first machine railer back yet. We have been informed that after they have finished the first they can take two machines and they expect to complete them in a much shorter time span as they now have a team set up specifically to cater to our machines. We are hopeful that they will be able to achieve this and get through the remaining 5 machines however we feel it is important to get a life extension in case this isn't possible.
We first started the process of searching for an upgrade provide 18 months before the first machine was due to run out of EA in order to leave us enough time to complete all 6. However, as you can see elements out of our control have put this in jeopardy. The first unit is supposed to be returned to us in the next few weeks and we will continue to pursue the upgrading process but we just want to ensure the machine will be able to function if they haven't yet been upgraded due to the delays.

Where can't you comply with the existing standard?

National. 5 machines:
99709 940051-4
99709 940665-1
99709 940666-9
99709 940667-7
99709 940668-5

What are you proposing to do instead of the existing requirement?

Request current recertification expiry date is extended by 22 weeks and that we maintain and operate under existing arrangements.

What is your plan to achieve compliance, the requested alternative practice or why the requirement is not appropriate?

Upgrade and recertification.

What is the impact(s) on Safety and Performance of the proposed arrangements?

There is a minimal risk to issuing the variation as the machine has operated consistently in the fleet and all machines have a great reliability records as evidenced in our Rail PPS scores.

2228 (99709 940051-4) - 100%
2290 (99709 940665-1) - 99.79%
2291 (99709 940666-9) - 100%
2292 (99709 940667-7) - 100%
2293 (99709 940668-5) - 100%
It already has full LED lighting and dual camera systems and has recently been subjected to full thorough examinations and brake test.

What risks have been identified and mitigations proposed for the variation?

To continue to operate this machine in accordance with the provisions of their current Engineering Acceptance Certificate and the requirements of the Infrastructure Plant Manual and Rulebook Handbook 15. The machine will continue to be maintained in accordance with its accredited Maintenance Plan.

Certificate Conditions:

All required maintenance, inspections and tests shall be carried out in accordance with the machine's certified Maintenance Plan for the duration of this Life Extension.

Actioned By: Timothy Sherratt

Authorised By: Jordan Skey
Certificate Issued Date: 07/06/2023
Certificate Expiry Date: 08/01/2024

The 'Applicant' is responsible for communicating the associated Action Plan to all persons affected by this authorisation

2291

ENGINEERING CONFORMANCE CERTIFICATE

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

NAME OF CERTIFICATION BODY	ACCREDITATION CODE
The Atkins Notified Body	NS

Vehicle Class/Description	Road Rail Vehicle Rexquote Gigarailer Type 9B
Vehicle Owner	Shovlin Plant Hire Ltd
Issue Date	9th September 2016
Expiry Date	9th September 2023

Vehicle Number: **99709 940666-9**

First of Class	No
Certificate Number of First of Class	Unknown

Authorised by:

Steve Rice
Atkins OTP and OTM Signatory

Official Stamp

Atkins Notified Body

A UKAS Accredited Certification Body No. 6162

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). Scrutiny of associated maintenance plan AJH038 Issue 2.

Scope of work for this certificate

Fit auto slew brake.
Bracke C16a and C16b tree cutter heads approved for use with this type of machine (see Limitation 20).
Upgrade to RIS-1530-PLT, Issue 5, June 2014 (derogation issued by Network Rail).
New Maintenance Plan

Deviations Associated with this Certificate

Reference	PAB List of Machines Iss 4 25th 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/0217/12

Approved Maintenance Instructions

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

Vehicle Data

Gross Vehicle Weight	28,980kg	**Gauge**	W6a
Maximum No. Trailers	4	**Park Brake Release Pressure**	35bar
Maximum Load	100 tonnes	**Service Release Brake Pressure**	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 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. The vehicle is fitted with an electronic lateral movement limiting device. This system has **NOT** been approved by Network Rail Technical Services and is **NOT** permitted to operate under ALO configurations where a 'reliable' MLD is required.
15. This vehicle is fitted with an electronic height limiting device. This system has **NOT** been approved by Network Rail Technical Services and is **NOT** permitted to operate under energised OLE.
16. **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 19 Attachments.
    - PROLEC RCI shall be in operation when RRV is working, except as Limitation **19.1**.Permitted to lift and carry through 360 degrees operation.
17. It shall only be operated on rail when fitted with foam-filled tyres and rail-wheel traction hubs.
18. 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.

19. ATTACHMENTS

The RRV may work with attachments. Their use in Modes **19.1** or **19.2** 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.

19.1 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.

19.2 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.

20. 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 19. Note that this attachment is powered from the RRV; as per limitation 19.2, the RCI must be switched on when using this attachment.

21. 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; 180S301307, Fleet No. 2291
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. – 300192
   - RCI Software I/D – V25 10.3
8. Auxiliary load lifting point located under dipper, rated capacity 12 tonne SWL – see Duty charts (301307, 2291, 08-09-2016) 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
Atkins OTP and OTM Signatory