



CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate formally records that the following vehicle(s) conform to the appropriate requirements as set out in RIS-1530-PLT Issue 2.

NAME OF VEHICLE ACCEPTANCE BODY

ACCREDITATION CODE

Interfleet Technology Ltd

IF

Vehicle Class / Type Road Rail Vehicle Rexquote Case 988 SP2M

Vehicle Operator Ready Power Engineering Ltd

Vehicle Owner Ready Power Engineering Ltd

Authorised by: 

**Chris Wheatley
Interfleet Technology Ltd**

Issue Date 23 June, 2011

Expiry Date 6 October, 2013
(Where applicable due to a special limitation)



OFFICIAL STAMP

Vehicle Number(s)

99709_940136-3

Special Limitations

A CONFIGURATION

- 1. Vehicle is rail-conversion of wheeled excavator with adjustable boom and dipper.
- 2. It operates on-rail in high-mode only. It has no load carrying area.
- 3. Number of persons permitted to be carried: 2 in cab.
- 4. It may work with a range of attachments through the dipper link pins or quick hitch, see E.

B ON & OFF TRACKING AND EMERGENCY RECOVERY

- 1. Detailed in the Rexquote Manual.
For on and off tracking a RRAP must be used, maximum track cant 50mm and/or gradient 1:30.
- 2. Alternatively to B1, a risk assessed procedure may be used that is specific to the possession, and taking account of Network Rail Standard NR/L2/RMVP/0207.
- 3. In recovery, speed must be limited to 5mph to avoid damage to the RRV.

C GAUGE

- 1. When travelling, RRV is within W6 gauge and exception for road wheels as GM/RT1300.
When travelling, mirrors must be folded in.
- 2. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependent on the Prolec Rated Capacity Indicator (RCI)/slew settings in use.

D LIMITATIONS OF USE

- 1. It shall only operate inside possessions.
- 2. It shall NOT on/off track or work, if adjacent lines are open to traffic.

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3. It shall NOT on/off-track, travel or work on live conductor-rail lines.
4. It shall NOT on/off-track, or work under live OLE.
5. It may on/off-track at a level crossing or travel under live OLE, in conjunction with a safe system of work as determined and authorised in accordance with the requirements of GE/RT8024, and provided the boom/dipper is in the travel position. OLE minimum wire height 4.165m.
6. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. 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.
8. Permitted speed
 - Maximum - 20mph (32km/h);
 - Switches & Crossings, and Raised Check Rails - 5mph (8km/h);
 - Towing/Propelling - 10mph (16km/h).
9. Travelling Mode: The RRV shall NOT travel on track that exceeds cant 200mm and/or gradient 1:30.
10. Working Mode: The RRV shall NOT work on track that exceeds cant 150mm and/or gradient 1:30.
11. 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.
12. It is permitted to tow or propel trailers with compatible parking brake and coupling system. Maximum un-braked towed/propelled weight is 23 tonnes. Hydraulic supply pressure for trailer park brake release is 60bar.

E 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 the RCI OFF (Non-RCI Mode), 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 vehicle's lifting capacity.
- Except for the quick hitch, 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.

E1. The Prolec RCI may be switched OFF (Non-RCI Mode), typically digging mode including:

- General purpose earth moving buckets.
- Ballast profiling bucket.
- Earth moving clamshell grab.
- Flail cutting head.

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. Any such attachment and its use shall only be with the approval of the infrastructure controller, see GM/RT1300 Issue 4 Clause C2.

Referenced Certificates

This Certificate of Engineering Acceptance has been issued in accordance with GM/RT2000, on the basis of the following previous Certificates of Engineering Acceptance.

Engineering Acceptance

IF/0094/10

RGS Catalogue

The Mandatory Requirements and scope of work against which conformance has been confirmed:
Railway Group Standard Catalogue number GA/RM6501 Issue 2 June 2011

Vehicle Data

Route Availability No:	(Laden)	No Change	(Tare)	No Change
Maximum Speed (mph):	(Laden)	20	(Tare)	20
Applicable Gauge or Portfolio Reference :	W6 as GM/RT1300			
Minimum Curve Radius:	80m			
Applicable Braking Curve(s):	Road/Rail Vehicles GM/RT1300 Issue 4 Clause D12.2			

Maintenance Plan Documentation

Rail Axle Interlocks Appendix RQMA0034, Issue 1, 08/10/2009.
Rexquote Operation and Maintenance Manual RQM0050, Issue 3, 04/10/2006.

Scope of Work

Certification of Road-Rail Vehicle.
Serial No. CGG0232236. Rexquote No. 1545. Ready Power Fleet No. No FR617.

Previously re-assessed for compliance with GM/RT1300 Issue 4.

Modification to fit 2-person cab, assessed for compliance with RIS-1530-PLT, Issue 2.

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

Additional information

From previous certificate IF/0094/10:

Modification to fit rail axle interlocks to ensure that only one rail axle can be operated at a time, to comply with Network Rail letter 30 January 2009 and TN39 for Type 9B RRVs.
Assessed for compliance with RIS-1530-PLT, Issue 1.

Network Rail Deviation NR/06/1530/007/DGN applied to superseded certificate IF/0979/06.

Chris Wheatley

Authorised by: 

Certificate No: IF/0305/11

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