



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: Road Rail Vehicle Rexquote Gigarailer

Vehicle Number(s): 99709 940117-3

Vehicle Operator: Ready Power Engineering Ltd

Vehicle Owner: Ready Power Engineering Ltd

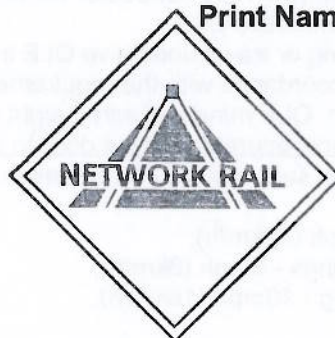
Issue Date: 29th November 2011

Authorised by: A.V. Kemp

Expiry Date: 31st December, 2012

Print Name: A. V. Kemp

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VEHICLE ACCEPTANCE BODY

Special Limitations:

A. CONFIGURATION

- 1. Vehicle is Rexquote rail-conversion of wheeled excavator with adjustable boom (1.92m main + 3.3m artic) and 2.0m dipper.
2. Permitted number of personnel to be carried: 2 in cab.
3. It operates on-rail in high-mode only. No load carrying area.
4. It shall only be operated on rail when fitted with foam-filled tyres and rail-wheel traction hubs.
5. It may work with attachments through the dipper link pins or quick hitch, (see E).

B. ON & OFF TRACKING AND EMERGENCY RECOVERY

- 1. Detailed in the Rexquote Manual RQM0049.
A RRAP or temporary crossing must be used, maximum track cant 50mm.
2. Alternatively to B1, a risk-assessed procedure may be used that is specific to the possession.
3. In recovery, speed must be limited to 3mph (5km/h) to avoid damage to the RRV.

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C. GAUGE

1. Travelling mode: RRV is within W6 gauge and exception for road wheels as GM/RT1300. When travelling, mirrors must be folded in.
2. 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.
3. SAFETY ALERT: 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.

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.
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. 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 takes account of adequate clearances to adjacent lines.
7. Permitted speed - Maximum - 20mph (32km/h);
Switches, Crossings - 5mph (8km/h);
Towing/Propelling - 10mph (16km/h).
8. Travelling Mode.
The RRV may travel on track that does not exceed: Cant 200mm and/or gradient 1:30.
9. Working Mode.
The RRV shall not work on track that exceeds any combination of: Cant 150mm; gradient 1:30; twist 1/150 over the RRV wheelbase (28mm twist).
10. Limitation to ensure stability:
-Controlled by Prolec RCI which must be active when RRV is in use - See Duty Charts 168M301629.
-Shall only be operated with quick hitch in position and/or load on boom.
-Movement of boom towards backward stability limit shall only be at moderate/low speed.
11. Prolec RCI shall be in operation when RRV is working, except as Limitation E1.
Permitted to lift and carry through 360 degrees operation.
12. It is permitted to tow and/or propel trailers with compatible emergency/parking brake and coupling system.
Maximum un-braked towed/propelled weight is 29tonnes.
Hydraulic supply pressure for trailer park brake release is 26 to 28bar.

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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 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 vehicle's lifting and stability capacity.
- Except for the quick hitch, the attachment shall not be connected to the vehicle during the on or off tracking procedure, 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, 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.

Previous Certificate of Engineering Acceptance: IF/0552/11

Vehicle Data:

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

First of class: Not Known

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Scope of Certificate:

Road Rail Vehicle: Serial No 168M301629, Rexquote No 2015 and Readypower Fleet No FR629.
Vehicle originally certified to the requirements of GM/RT1300 Issue 4.

Scope of work:

Fitment of direct rail wheel disc-braking system in accordance with Rexquote assembly drawings ASY-2403 and ASY-2408.
Certification of associated maintenance documentation number RQMA0043 Issue 2.
Scrutiny undertaken against the requirements of RIS1530 issue 2

Maintenance Plan Documentation:

Rexquote Maintenance Plan Gigarailer RQM0049; Issue 5; 03/01/2006.
Maintenance Plan Addendum:- RQMA0043 Issue 2 dated 17th November 2011 – Rail Wheel braking System, Rail Mounted Vehicle Service Manual.

Additional Information:

NR VAB Project Ref VCT2682.

Authorised By:

A.V. Kemp

Print Name: A. V. Kemp

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