

CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate formally records that the following vehicle(s) conform to the appropriate Mandatory Requirements as set out in Railway Group Standards.

NAME OF CERTIFICATION BODY

DeltaRail Group Ltd

ACCREDITATION CODE

ER

Vehicle Type & Class: Rexquote Mecalac 14 MBX AR Excavator

Vehicle Number(s): 99709940044-9

Vehicle Operator: Various Recognised Operators

Vehicle Owner: Readypower Engineering Ltd

Authorised By: 

G G Hewitt

Issue Date: 12 March 2008

Certification Body Official Stamp

See page 2 for Mandatory Requirements against which compliance has been confirmed

Expiry Date: 31 December 2012

(Where applicable due to special limitations)


Special Limitations:

See Special Limitations section on following pages

Reason for Issue, including Scope of Work:

Name change of Vehicle Owner to Readypower Engineering Ltd.

Certificate No:

ER/0141/08

Page 1 of 4

ENGINEERING ACCEPTANCE

This certificate of Engineering Acceptance has been issued on the basis of the following Certificates of Conformance issued under GM/RT2000 Issue 2:

Vehicle Design: N/A Vehicle Construction: N/A

Vehicle Maintenance: ER/MP/0040/08

the following existing Certificates of Conformance

Vehicle Design:

and previous Certificate of Engineering Acceptance: IF/1096/06

Where a Certificate of Conformance has not been issued, or where a certificate of Engineering Acceptance has not previously been issued for an existing vehicle, the reason must be given below:

Not required for Road Rail Vehicles

Mandatory Requirements against which conformance has been confirmed:

Railway Group Standard Catalogue: Issue 01, February 2008

Vehicle Data:

Route Availability No.: Unknown (Laden), Unknown (Tare)

Maximum Speed (mph): 20 (Laden), 20 (Tare)

Applicable Gauge or Portfolio Reference: W6

Applicable Braking Curve(s): GM/RT1300 issue 4 clause D12.2

Minimum Curve Radius (m): 80

Other Mandatory Data for Inclusion in RSL:

not applicable

Certificate No:

ER/0141/08


Page 2 of 4

ENGINEERING ACCEPTANCE**Special Limitations:**

1. Vehicle is not permitted outside a possession.
2. It shall only be operated on-rail with single foam fitted tyres.
3. Vehicle must only be placed on or off track, travelled or worked by authorised personnel in accordance with mandatory rules and regulations, vehicle-operating instructions, and the Operators declared safe system of work. Except for the quick hitch, attachments shall not be connected to the vehicle during on/off tracking, unless safe to do so.
4. Mirrors must be folded in when travelling.
5. For access/egress, the vehicle shall 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 to be adopted takes account of adequate safe clearances to adjacent lines.
6. Maximum speeds on rail not to exceed:
 - 20 mph (32kph) plain line
 - 5 mph (8kph) switches and crossings
 - 10 mph (16kph) Towing
7. Vehicle must not be worked on track that exceeds any combination of 150 mm cant, twist 1 in 150 over the RRV wheelbase (25mm twist), and 1 in 30 gradient. Vehicle may travel on cants up to 200mm and gradients up to 1 in 30.
8. Vehicle must not be on/off tracked on track cants greater than 50 mm. Alternatively, a risk assessed procedure may be used that is specific to the possession.
9. Vehicle must only be on/off tracked at level crossings, specified track access points (TAPS), prepared beds, or by purpose made raiing ramps. Crossings may be temporary e.g. timbers or rolled ballast
10. All work 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.
11. Vehicle must only be on/off tracked with adjacent lines closed to traffic or under the control of the engineering supervisor responsible for controlling movements of the vehicle.
12. In working mode, the boom, dipper and attachments can exceed the W6a gauge, dependent on the Prolec RCI/slew settings in use. Vehicle may only be used with adjacent lines open to traffic if the safe system of work to be adopted has taken account of the gauge exceedance.
13. Vehicle is not permitted to on/off track or work under live overhead line equipment, except as allowed by limitations 14 & 15. It may travel under live OLE in accordance with the Method Statement and provided the boom/dipper is secured in the stowed position.
14. The vehicle may on/off track at a level crossing or travel under live OLE in accordance with the Method Statement for the possession as determined and approved in accordance with the requirements of GE/RT8024, and provided the boom/dipper is secured in the travel position.

(continued overleaf)

Authorised By:



G G Hewitt

F046(e) Issue A00

Certification Body Official Stamp



Certificate No:

ER/0141/08

Page 3 of 4

Customer - Train Operator Copy

