



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.

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Type

Road Rail Vehicle Mecalac 14MBX

Vehicle Operator

Various or Unspecified Companies

Vehicle Owner

Ready Power Engineering Ltd

Authorised by:

Bryan Lowe

Interfleet Technology Ltd

Issue Date

23 December, 2009

Expiry Date

31 December, 2011

(Where applicable due to a special limitation)

Technology

OFFICIAL STAMP

Vehicle Number(s)

99709_940043-1

Special Limitations

Limitations 1 to 19 carried forward from superseded Engineering Acceptance Certificate ER/0140/08.

1. Vehicle is not permitted outside a possession.
2. It shall only be operated on-rail with single foam filled 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 150mm cant, twist 1 in 150 over the

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RRV wheelbase (25mm twist), and 1:30 gradient. Vehicle may travel on cants up to 200mm and gradients up to 1:30.

8. Vehicle must not be on/off tracked on track cants greater than 50mm. 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. It 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.

14. Vehicle is not permitted on routes with live conductor rail systems.

15. Vehicle is permitted to tow or propel on rail approved trailers with compatible parking brake and coupling system. The maximum un-braked total load is 20 tonnes. All brake connections between vehicle and trailers must be fitted, and the trailer must be fitted with automatic breakaway brakes and marker/tail lights.

16. The Prolec RCI must be active when the vehicle is in use (except as allowed in limitation 17). The vehicle shall only be operated with quick hitch in position and/or load on boom. Movement of the boom towards the backwards stability limit shall only be at moderately low speed. Vehicle is permitted to lift and carry through 360 degrees operation - see Duty Charts and LOLER Certificate.

17. The Prolec RCI may be switched off when in digging mode, typically using general purpose earth moving buckets, ballast profiling bucket, trenching buckets, earth moving clamshell grab and flail cutting head. NB: caution must be exercised with the latter type of attachment as its use may adversely affect the stability of the vehicle when working. 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.

18. The Prolec RCI shall be switched on when using any lifting accessories (LOLER Regulations) or when using an attachment that is mechanically fixed to and/or powered from the vehicle. The use of such attachments shall only be with the approval of the infrastructure controller (GM/RT1300 issue 4 clause C2).

19. Use of any attachments with the Vehicle must not cause the safe working load of the Vehicle to be exceeded. The attachments and lifting accessories shall have a current certificate of approval and be used in accordance with the manufacturer's instructions and the Method Statement for the possession. Attachments shall be maintained in accordance with the manufacturer's and/or approved instructions.

Referenced Certificates

This Certificate of Engineering Acceptance has been issued in accordance with GM/RT2000 Issue 2, on the basis of the following Certificates of Conformance and previous Certificates of Engineering Acceptance.

Supporting Certificates**Vehicle Design****Vehicle Construction****Vehicle Maintenance**

ER/MP/0040/08

Superseded Certificates**Engineering Acceptance**

ER/0140/08

Reasons for non inclusion of a Certificate of Conformance or a Certificate of Engineering Acceptance:-
Vehicle Design and Construction Certificates not applicable.

RGS Catalogue

The Mandatory Requirements and scope of work against which conformance has been confirmed:
Railway Group Standard Catalogue number GA/RM6501 Issue 6 December 2009

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:	80			
Applicable Braking Curve(s):	Road/Rail Vehicles GM/RT1300 Issue 4 Clause D12.2			

Mandatory Data for Inclusion in RSL

None

Scope of Work

Certification of Road Rail Vehicle. Serial No. 30855.

The expiry date shown on the superseded certificate ER/0140/08 has been corrected to 31 December 2011. The RRV was new in 2004 with the first certificate IF/0308/04 issued by Interfleet VAB on 03 March 2004.

Limitation 15. Reduction of un-braked towed/propelled trailer weight, to comply with RIS-1530-PLT Issue 1.

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

Additional Information

The following is carried forward from superseded Engineering Acceptance Certificate ER/0140/08.

The vehicle is a Rexquote rail conversion of a Mecalac multi-purpose excavator (serial no. 30855) with adjustable off-set boom (2.23m main + 2.283m articulated) and 2.45m dipper. It operates on-rail in high-mode only. It is fitted with a one-person cab. It may work with approved attachments through the dipper link pins or quick hitch. The vehicle was accepted against GM/RT1300 issue 4, and was previously numbered against Rexquote No.1907.

Customer Copy**Bryan Lowe**Authorised by: 

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DEVIATION CERTIFICATE

(RIS-1530-PLT POSSESSION ONLY RAIL VEHICLES AND EQUIPMENT)

This certificate permits a deviation of the type detailed below from RIS-1530-PLT
Issue 2 Dated December 2009

Network Rail Deviation Number: NR/12/1530/213/TNC	
Type of Deviation	<input type="checkbox"/> Derogation <input type="checkbox"/> Non-Compliance <input checked="" type="checkbox"/> Temporary Non-Compliance
Applicant Organisation	Readypower Engineering Ltd.
Subject Matter of Deviation	Re-certification dates
RIS-1530-PLT Clause(s) Applicable and Requirements	3.3.2 –Engineering Acceptance Certificate
Standards Committee:	Not applicable
Scope of Deviation	Mecalec 14MBX 99709940043-1 (FR 690)
Nature and degree of deviation	These vehicles are to continue to operate until the 30 th June 2012 for modification to RIS-1530-PLT issue 2
Alternative measures controlling risk	Continue using vehicles under existing maintenance and operational arrangements.
Safety Justification	Vehicles have a safe operational history
Method of elimination if a TNC	Vehicle modifications shall be assessed against RIS-1530-PLT iss2 and be re-certified.
Expiry date if TNC or NC	30/06/2012
Additional actions/observations	Vehicles to be maintained in accordance with current maintenance requirements.
Authorised By:	J. Allenden
Date: <u><i>J. Allenden</i></u>	Professional Head (Plant and T&RS) Network Rail