On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 6
Certificate no.: 71/1156/21
Report no.: TRUK/B 21/072, (Issue 1, 04/06/2021). This report is an integral part of this Certificate.

Name of Plant Assessment Body	TÜV Rheinland UK Limited Friars Gate (Third Floor) 1011 Stratford Road Shirley, Solihull, B90 4BN United Kingdom	**Organisation Code :**	71
Vehicle Class / Description	911/Komatsu/PC138/9A		
Vehicle Asset Manager	Story Plant Limited		
Issue Date	30-07-2021		
Expiry Date (if any)	30-07-2028		
Vehicle Number(s)	99709 911289-5		
First in Class:	No		
Certificate No. of First in Class:	99709 911083-2 on ECC 71/1128/21, against RIS-1530-PLT Issue 6.		

Authorised by:

Official Stamp of TRUK, CAB Rail

TÜVRheinland®
Conformity Assessment
Body Rail
TÜV Rheinland UK Limited

Esig: NDC/TUV/21/360

Certifier / Signatory Name **Neil Charles Senior Engineer**

Reason for Issue and Scope of Work

Reason for Issue:
Certification of upgraded Komatsu PC138 Excavator.

Serial No. Komatsu 4894. Philmor Serial No. RRC151 / K138RH Fleet No. 1318.

Assessed for compliance with RIS-1530-PLT, Issue 6.
Expiry date conforms to the requirements of RIS-1530-PLT.

Scope of Work
Certification of upgraded Komatsu PC138 Excavator.

Deviations associated with this Certificate (if none state "NONE")

NONE

Previous Certificate No.
(if none state "NONE"): 21/0138/19

Maintenance Instruction Details

Maintenance Instruction Title: Road Rail – Komatsu PC138

Maintenance Instruction Number: Story/MP/Komatsu PC138 **Issue No.:** 01 **Date:** 05/2021

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Limitations of Use *(these words are mandatory where applicable)*

1. The RRV shall only operate inside possessions.
2. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT. When travelling, the mirrors must be folded in.
3. When working the counterweight, boom, dipper and attachments can be out of W6a gauge, dependent on the RCI setting in use. Minimum underside height of tail swing above rail level is 1180mm. Maximum tail swing lateral gauge exceedance is 250mm.
   A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. Vehicle shall **NOT** on/off track, travel or work on live conductor-rail lines.
5. Vehicle shall **NOT** on/off track if adjacent line(s) are open to traffic.
6. Vehicle will not activate train operated points.
7. Vehicle shall not travel on track with:
   - Cant greater than 200mm;
   - Gradient greater than 1:25;
   - Curve less than 80m.
8. Vehicle shall not work on track with:
   - Cant greater than 150mm;
   - Gradient greater than 1:25;
   - Curve less than 80m.
9. When reversing, the vehicle shall only proceed at walking speed with the driver utilising CCTV and/or ground staff, until the superstructure/boom can be slewed to face the direction of travel.
10. For access/egress, the vehicle shall only operate with the cab door 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.
11. Setting up and packing away – from inside the cab.
12. Vehicle shall only be permitted to work ALO with the GKD SpaceGuard RCI system active, the Slew Limit and/or Virtual Wall correctly set and the system functionality has been proven prior to vehicle use.
    ALO working shall only be in accordance with the approved safe system of work for the possession taking account of the extra gauge exceedance caused by attachments.
13. The vehicle shall not be on/off tracked on:
    - Cant greater than 150mm;
    - Gradient greater than 1:25.
14. For on/off tracking, a site specific work plan shall be used taking into account of the requirements in Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.
15. The vehicle shall NOT on/off track, travel or work under live OLE, unless the GKD SpaceGuard RCI system is active, the Height Limit correctly set and the system functionality proven correct prior to vehicle use.
    Under live OLE, working shall only be in accordance with the safe system of work for the possession, determined and approved by taking guidance from the requirements of GE/RT8000-HB16 Issue 4, and account taken of:
    - A minimum OLE wire height of 4.165m.
    - The earth bonds on the RRV shall have been examined for security and presence, prior to use.
    - Attachments and their load shall not exceed the height of the top of the boom.
16. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces greater than 1.4m above rail.
17. The RCI shall be switched on at all times. Unless in digging mode.
18. It is not permitted to tow and/or propel other rail vehicles.

Supplementary Information - *(Optional – minimum requirements where applicable)*

1. The RRV is a Komatsu rail-conversion of road excavator with 1.965m boom, 3.23m artic and 2.1m dipper.
2. Serial No. Komatsu 4894 Philmor Serial No. RRC151 / K138RH Fleet No. 1318
3. Permitted number of personnel to be carried: 1 in cab.
4. It operates on rail in high-mode only. It has no load carrying area.
5. Gross weight is 24,000kg.
6. Maximum permitted speeds:
   - Maximum – 20mph (32km/h);
   - Switches, Crossings – 5mph (8km/h);
   - Raised Check Rails – 1mph (1.6km/h);
   - Emergency Recovery – 3mph (5km/h).
7. Where an attachment is known to have a significant adverse effect on the RRV stability, the RCI shall always be in 'Lift Mode' when using the attachment.
8. Load Lifting points:
   - Dipper pin 10T SWL;
   - Auxiliary eye 7.5T SWL.
9. It is fitted with a GKD 3RCI Rated Capacity Indicator (RCI):
   - Serial Number – 1943T;
   - RCI Software I/D – 9.60 BSP;
   - Duty Chart – Komatsu PC138 - 4894 dated 23-Jun-2021 for all lifting points;
   - The RCI has a tandem lifting mode.

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