



On-Track Plant

Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 6

NAME OF VEHICLE ACCEPTANCE BODY
SNC-Lavalin Rail & Transit Verification Limited

ACCREDITATION CODE
21

Vehicle Class / Description 911/Kobelco/SK135/9A

Vehicle Owner Story Plant Ltd

Issue Date 22 November 2021

Expiry Date 19 November 2028

Vehicle Number(s)

99709 911244-0

First Of Class

99709 911244-0 on certificate 21/0736/21 against the requirements of RIS-1530-PLT Issue 6.

Authorised by:

Luke Tandy 
SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP



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Reason for issue and Scope of Work

Certification of up-graded Kobelco SK135 Road Rail Vehicle.
Philmor Serial No. RRC196. OEM No. YH0403071. Fleet No. 1113-04.
Assessed for compliance with RIS-1530-PLT Issue 6.
On this certificate: Correction of RCI software version number and auxiliary lifting eye SWL (Supplementary Information Items No 10 and 11). No engineering change.
Expiry date conforms the requirements of RIS-1530-PLT.

Applicant Copy
SN0197215

Certificate Number: 21/0781/21



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Deviations associated with this certificate

None.

Previous Certificate Number

21/0736/21.

Maintenance Plan Details

King Rail Kobelco SK135 GOS Conversion Operation and Maintenance Instruction; ZM50004809; Issue 1; 08/07/2020.

King Rail Kobelco SK135 GOS Conversion Operation and Maintenance Instruction Addendum - Story Rail; ZM50004947; Issue 1; 05/11/2021.

Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the vehicle is within the Plant gauge as defined in RIS-1530-PLT.
3. When working the vehicle may be out of the Plant gauge.
Minimum underside height of tail swing above rail is 1325mm.
Maximum lateral tail swing gauge exceedance is 145mm (that is 837.5mm from the running edge of the rail).
4. The vehicle shall not on/off track, travel or work on live conductor-rail lines.
5. The vehicle shall NOT on/off track or travel under live OLE, except:
 - It may on/off track on an approved RRAP or travel under live OLE, when used in conjunction with a safe system of work determined and authorised by taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is in the travel position.
 - Minimum OLE wire height of 4.165m.
6. Except for the cab, when the vehicle is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. The vehicle shall NOT on/off track or work if the adjacent line or lines are open to traffic.
8. 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 safe system of work takes account of adequate clearances to the adjacent line or lines.
9. The vehicle shall NOT work under live OLE.
10. The vehicle shall NOT travel on track with:
 - cants greater than 200mm; gradients greater than 1:25; and/or curves less than 80m.
11. The vehicle shall NOT work on track with:
 - cants greater than 150mm; gradients greater than 1:25; and/or curves less than 80m.
12. When reversing, the vehicle shall only proceed at walking speed with the driver utilising the CCTV and/or ground staff, until the superstructure/boom can be slewed to face the direction of travel.

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13. For on/off tracking, a site specific work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.
The vehicle shall not be on/off tracked on cants greater than 150mm and/or gradients greater than 1:25.
14. The RCI shall be switched on at all times, unless in digging mode.
15. It is NOT permitted to tow and/or propel rail trailers.

Supplementary Information

1. The vehicle is a Philmor hydrostatically driven rail-conversion of tracked excavator with 4.6m mono boom and 2.45m dipper.
2. Manufacturer Philmor Serial No. RRC196. OEM No. YH0403071. Fleet No. 1113-04.
3. The vehicle is approved to carry 1 person seated in the drivers cab.
4. It operates on rail in high-mode only.
It has no load carrying area.
5. CCTV camera fitted to side and rear.
6. Gross vehicle weight is 22.105tonnes.
7. Maximum speeds travelling on rail not to exceed:-
 - 15mph plain line;
 - 5mph working;
 - 5mph switches and crossings;
 - 5mph raised check/guard rails;
 - 5mph emergency recovery.
8. The vehicle emergency recovery is detailed in the King Rail Operation & Maintenance Instruction.
9. Where an attachment is known to have a significant adverse affect on the RRV stability, the RCI shall always be in 'Lift Mode' when using the attachment.
10. Auxiliary lifting eye maximum of 3tonnes SWL shall NOT be exceeded.
11. RCI Information:
 - Manufacturer - GKD 3RCI
 - Serial number - 1988T;
 - RCI Software I/D - 9.60BSP;
 - Duty chart - YH0403071 - RRC196, Dated 12-Nov-2021 for all load lifting points.
 - This vehicle has Normal and Tandem Lifting Modes.
12. The vehicle is fitted with an electronic height and slew movement limiting device. This system has NOT been approved by Network Rail and is NOT permitted to operate under ALO and/or live OLE configurations where a 'reliable' MLD is required.

Authorised by:

Luke Tandy

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