



On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 6

Certificate no.: 71/1010/23

Report no.: TRUK/B 22/164, (Issue 1, 07/10/2022). This report is an integral part of this Certificate.

Name of Plant Assessment Body	TÜV Rheinland UK Limited 5 Mallard Way Pride Park Derby DE24 8GX United Kingdom	Organisation Code :	71
Vehicle Class / Description	911/JCB/JZ140/9A		
Vehicle Asset Manager	Story Plant Ltd		
Issue Date	20-01-2023		
Expiry Date (if any)	20-01-2030		
Vehicle Number(s)	99709 911320-8		

First in Class:	No
Certificate No. of First in Class:	99709 911243-2 on ECC 21/0448/20, against RIS-1530-PLT Issue 6.

Authorised by:

E.Sig: NDC/TUV/23/015

Certifier / Signatory Name Neil Charles Senior Engineer

Official Stamp of TRUK, CAB Rail



Reason for Issue and Scope of Work

Reason for Issue:

Upgrade of JCB JZ140 Road Rail Vehicle.

Manufacturer Serial No. 1137272

Fleet No. 0694.

Assessed for compliance with RIS-1530-PLT, Issue 6.

Scope of Work

Certification of upgraded machine.

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

NONE

Previous Certificate No.

(if none state "NONE"): 21/0209/21

Maintenance Instruction Details

Maintenance Instruction Title: Story Maintenance Plan Road Rail JCB JZ140R

Maintenance Instruction Number: STORY/MP/JCB JZ140R

Issue No.: 1

Date: 07/2020

Limitations of Use (these words are mandatory where applicable)

1. The RRV shall only operate inside a possession.
2. When travelling, the vehicle is within Plant gauge and exception for tracks as defined in RIS-1530-PLT. Mirrors must be folded in for travelling.
3. When working the counterweight, boom, dipper and attachments can be out of the Plant gauge. When working the counterweight infringes the Plant Gauge by 190mm. Minimum underside height of rotating superstructure above rail is: 1570mm.
4. The vehicle shall NOT on/off track, travel or work on live conductor rail lines.
5. The vehicle may be used on ISOLATED 3 or 4 rail lines.
6. 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 4.185m.
 - 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.
7. Except for the cab, when the vehicle is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
8. The vehicle shall NOT on/off track if the adjacent line or lines are open to traffic.
9. 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.
10. 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.
11. The vehicle shall NOT travel on track with:
 - Cants greater than 200mm.
 - Gradients greater than 1:25.
 - Curves less than 80m.
12. The vehicles shall NOT work on track with:
 - Cants greater than 150mm.
 - Gradients greater than 1:25.
 - Curves less than 80m.
13. The vehicle shall NOT be on/off tracked on:
 - Cants greater than 150mm.
 - Gradients greater than 1:25.
14. 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.
15. When reversing, the vehicle shall only proceed at walking speed with the driver utilizing the CCTV and/or ground staff, until the superstructure can be slewed to face the direction of travel.
16. The RCI shall be switched on at all times, unless in digging mode.
17. The vehicle is permitted to tow and/or propel trailers with compatible coupling and brake systems: shall NOT be on/off tracked on:
 - Air brakes supply pressure for park brake release is 6bar, and for service brake is 0-8bar.
 - Maximum weight is 40 tonnes / 2 trailers.

NOTE: The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or running gradient may affect the safe traction performance of the vehicle.

Supplementary Information - (Optional – minimum requirements where applicable)

1. The vehicle is a Phimor rail-conversion of road multi-purpose tracked excavator with articulated boom (1.9m + 3.4m) and 2.1m dipper.
2. Manufacturer Serial No.: 1137272. Story Fleet No.: 0694.
3. The vehicle is approved to carry 1 persons seated in the driver's cab.
4. It operates on rail in high-mode only. It has no load carrying area.
5. CCTV camera fitted to the rear and side.
6. Gross vehicle weight is 21.80 tonnes.
7. Maximum speeds travelling on rail not to exceed:
 - 20mph plain line;
 - 5mph working;
 - 5mph switches and crossings;
 - 1mph raised check/guard rails;
 - 3mph emergency recovery.
8. Where an attachment is known to have a significant adverse affect on the RRV stability, the RCO shall always be in 'Lift Mode' when using the attachment.
9. Auxiliary lifting eye maximum of 5 tonnes SWL shall NOT be exceeded.
10. RCI information:
 - Fitted with GKD 3+ SpaceGuard System.
 - Model: GKD 3RCI Touch Screen
 - Serial Number: 2147TM
 - Software: 9.61BSP
 - Duty chart: JCBJZ140R 1337272, dated 19-12-2022.
 - This vehicle has Normal and Tandem Lifting Modes.