



## On-Track Plant

# Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 7.1

**NAME OF VEHICLE ACCEPTANCE BODY**

SNC-Lavalin Rail & Transit Verification Limited

**ACCREDITATION CODE**

21

**Vehicle Class / Description** 977/Unimog/U1000/9C

**Vehicle Owner** Story Plant Ltd

**Issue Date** 18 June 2024

**Expiry Date** 18 June 2031

**Vehicle Number(s)**

99709 977013-0

**First Of Class**

99709\_977013-0 on Engineering Acceptance certificate 21/0426/24, against RIS-1530-PLT Issue 7.1.

**Authorised by:**

David Wass

SNC-Lavalin Rail & Transit Verification Limited

**OFFICIAL STAMP**

SNC • LAVALIN

**Reason for issue and Scope of Work**

Certification of upgraded Unimog U1000 RRV.  
Serial No. WDB4241211W130580. Reg No. Q948 WHL. Fleet No. 0924.  
Assessed for compliance with RIS-1530-PLT, Issue 7.1.  
Expiry date conforms to the requirements of RIS-1530-PLT.

**Deviations associated with this certificate**

None.

Applicant Copy

SN0276280

Certificate Number: 21/0426/24

Page 1 of 3



# On-Track Plant

## Previous Certificate Number

21/0319/21

## Maintenance Plan Details

Road Rail Mercedes Unimog User and Maintenance Manual, STORY/MP/UNIMOG, Issue 1, June 2024.

## Limitations of Use

1. The vehicle shall only operate inside a possession.
2. In travelling and working mode, the Unimog is within Plant gauge with road wheel exceedance as defined in RIS-1530-PLT. The safe system of work must take into account this gauge exceedance of 18mm below rail head.  
This has the potential to strike some platforms and underbridge girders. A site survey shall be undertaken to assess potential damage to infrastructure prior to use.
3. The vehicle shall NOT on/off track, travel or work on live conductor-rail lines.
4. When the vehicle is fitted with road-wheel tyres that encroach into the area below rail level by more than 15mm and the outer tyre wall exceeds the limit of 210mm from the running edge of the rail, the vehicle is NOT permitted to operate over conductor-rail lines.
5. When the vehicle is fitted with road-wheel tyres that encroach into the area below rail level by less than 15mm and the outer tyre wall does NOT exceed the limit of 210mm from the running edge of the rail, the vehicle is permitted to operate over isolated conductor-rail lines.
6. Axle load of RRV is less than five tonnes.
7. The vehicle may be used (including access/egress to cab) with adjacent line(s) open to traffic, but only if the safe system of work takes account of adequate clearance to adjacent line(s).
8. The vehicle will not activate train operated points.
9. The vehicle must not be travelled or worked on track with:
  - Cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
10. When operating in reverse, unless the operator has a clear line of sight of the track and the signals ahead, movements of the vehicle shall be controlled with the support of the CCTV system.
11. For on/off tracking, a site specific work plan shall be used. The work plan shall be in compliance with the applicable module of Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.  
The vehicle shall NOT on/off track on:
  - Cants greater than 50mm and/or gradients greater than 1:25.
12. It is permitted to on/off track and/or travel under live OLE, when used in conjunction with a safe system of work determined and authorized by taking guidance from the requirements of GE/RT8024, and subject to;
  - a minimum OLE wire height 4.165m when operated on Network Rail managed infrastructure.
  - except for the cab, access is prohibited on any surfaces higher than 1.4m above rail level.
  - the earth bonds on the rail gear shall have been examined for security and presence, prior to use.
13. The vehicle is NOT permitted to work under live OLE.

**Applicant Copy**

**Certificate Number: 21/0426/24**

**SN0276280**

Page 2 of 3



## On-Track Plant

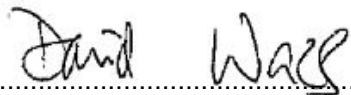
14. It is permitted to tow and/or propel up to 6 Philmor/G.O.S or Chieftain or Rexquote T4S rail trailer(s) with air controlled emergency/park brake and service brake.
  - Maximum weight shall not exceed 140tonnes
  - Air supply pressure for park brake release is 6.5 bar (8 bar Max).
  - Air supply pressure for service brakes is 0 - 6 bar (8 bar Max).
  - The maximum towed and/or propelled weight may have to be reduced where the railhead conditions for adhesion and/or the ruling gradient may affect the safe traction performance of the vehicle.
15. It is also permitted to tow and/or propel an unbraked towed load for recovery purposes. The maximum towed/propelled weight shall not exceed 10 tonnes.

### Supplementary Information

1. Vehicle is a rail conversion of road based Unimog U1000.
2. Chassis No. WDB4241211W130580. Reg No. Q948 WHL. Fleet No. 0924.
3. The vehicle operates in low-ride mode only.
4. Tare weight: 7,080kg.
5. Maximum payload of 500kg shall not be exceeded and shall be uniformly distributed in the rear.
6. The vehicle is approved to carry 2 persons in the cab.
7. Maximum permitted speeds on rail not to exceed:
  - Travelling plain line 20mph;
  - Towing/propelling 5mph;
  - Switches and crossings 5mph;
  - Raised check/guard rails 2mph;
  - Emergency recovery 3mph.

Authorised by:

David Wass

  
.....

Applicant Copy

Certificate Number: 21/0426/24

SN0276280

Page 3 of 3