On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 7.2
Certificate no.: 71/1191/26
Report no.: TRUK/B 25/093, (Issue 1, 01/05/2025). 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 *(a UKAS accredited certification body No. 8400)*

Vehicle Class / Description	940/Liebherr/A900ZW1384/9B
Vehicle Asset Manager	Story Plant Ltd
Issue Date	01-05-2026
Expiry Date (if any)	01-05-2033
Vehicle Number(s)	ZZ709 940723-8
First in Class:	No
Certificate No. of First in Class:	ZZ709 940799-8 on certificate 71/1240/25, against RIS-1530-PLT Issue 7.2.

Authorised by: **Official Stamp of TRUK, CAB Rail**

ESig: NDC/TUV/26/0401

TÜVRheinland® Conformity Assessment Body Rail
TÜV Rheinland UK Limited

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

Reason for Issue and Scope of Work
Previous Certificate:
Change of Owner only. No engineering change.

This Certificate:
Certification of upgraded Liebherr A900 Excavator.

Serial No. WLHZ1384CZK051093 Fleet No. 0984

Assessed for compliance with RIS-1530-PLT, Issue 7.2.

Deviations associated with this Certificate (if none state "NONE")
TR71840
Certificate of Authorisation of Variation Allan Hargreaves Plant Engineers ltd – GKD Wireless link for Tandem Lifting facility.

Previous Certificate No.
(if none state "NONE"): 21/0235/21

Maintenance Instruction Details
Maintenance Instruction Title: Story Road Rail - Liebherr A900zw (High Rail Type 1384) Maintenance Plan

Maintenance Instruction Number: STY/MP/LIEBHERR 1384 **Issue No.:** 2 **Date:** 12/2019
Maintenance Instruction Title: Story Operation Addendum Road Rail - Liebherr A900czw

Maintenance Instruction Number: Story1384 **Issue No.:** 1 **Date:** 23/11/2018

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

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 1426mm.
   Maximum lateral tail swing gauge is 1442mm from the running edge of the rail. (750mm horizontal gauge exceedance).
   A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
4. The vehicle shall NOT on/off track, travel or work on live conductor-rail lines.
5. 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 been 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, and accounting for:
   - A maximum SpaceGuard default height of the boom above the rail of 3.500m.
   - 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.
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 immediately adjacent line(s) are open to traffic.
8. The 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 correct prior to vehicle use.
   ALO working shall only be in accordance with the approved safe system of work (SSoW) for the possession, taking account of the extra gauge exceedance caused by attachments.
9. 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.
10. The vehicle shall NOT travel on track with:
    - Cants greater than 200mm;
    - Gradients greater than 1:25
    - Curves less than 80m.
11. The vehicle shall NOT work on track with:
    - Cants greater than 150mm;
    - Gradients greater than 1:25
    - 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.
13. The vehicle shall NOT on/off track if the immediately adjacent line(s) are open to traffic, unless a site specific, safe system of work (SSoW) is used, taking account of the requirements of the Liebherr Operations Manual and the applicable module of the Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.
14. The vehicle shall NOT be on/off tracked on:
    - Cants greater than 150mm
    - Gradients greater than 1:25.
15. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems:
    Air brakes - supply pressure for park brake release is 9.8bar, and for service brake is 0-8bar.
    Trailers with park and service brakes:
    Maximum weight is 56 tonnes/3 trailers. Maximum weight is 96 tonnes/4 trailers, on level rail.
    NOTE:- The towed and/or propelled trailer consist shall not be of mixed brake types.
    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 RRV.

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

1. The RRV is a OEM Liebherr with 3.40m three-piece boom and 1.85m dipper.
   Can also be fitted with a 3.00m dipper extension (Rhino Horn).
2. Manufacturer Serial No. WLHZ1384CZK051093. Story Fleet No. 0984.
3. The vehicle is approved to carry 2-persons seated in the driver's cab.
4. It operates on rail in high-mode only.
5. CCTV camera fitted to the side and rear.
6. Gross vehicle weight is 27.15tonnes.
7. Fitted with rail wheel braking system.
8. Maximum speeds travelling on rail not to exceed:-
   - 20mph plain line;
   - 5mph switches and crossings;
   - 1mph raised check/guard rails;
   - 5mph towing/propelling;
   - 5mph emergency recovery.
9. Auxiliary lifting eye maximum of 7.5tonnes SWL shall NOT be exceeded.
10. The RCI shall be switched on at all times, unless in digging mode.
11. 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.
12. RCI information:
    - Fitted with a GKD SpaceGuard Rated Capacity Indicator (RCI);
    - Model: GKD-3RCI Touch Screen;
    - RCI Software: V9.61;
    - Serial Number: 01497T;
    - Duty chart reference: Serial No K051093. Dated 30-Apr-2026.
    - Duty chart reference: Serial No 51093 for 3m dipper extension. Dated 30-Apr-2026
    - The RCI has a Tandem Lifting mode.
13. GKD SpaceGuard RCI Information:

The vehicle is fitted with an electronic slew and height limiting system through the GKD SpaceGuard RCI which has been approved as High Performance, against RIS-1530-PLT Issue 6.
This machine is fitted with the GKD Wireless link tandem lift facility. When utilising this system, the machine is not required to derate the Safe Working Load by 67% when tandem lifting, as permitted by derogation TR71840.

14. Dipper Extension (Rhino Horn):
The RRV may work with dipper extension (Rhino Horn) in accordance with an approval method statement and a safe system of work.
The vehicle shall not work under live OLE with the dipper extension (Rhino Horn) fitted.
Functional test shall be undertaken prior to work on Network Rail Infrastructure.