



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 940/Liebherr/A900ZW612/9B

Vehicle Owner Story Plant Ltd

Issue Date 16 April 2021

Expiry Date 16 April 2028

Vehicle Number(s)

99709 940929-1

First Of Class

99709 940929-1 on certificate 21/0334/21 against RIS-1530-PLT issue 6.

Authorised by:

Alex McCristal
SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP



SNC-LAVALIN



Reason for issue and Scope of Work

Certification of upgraded Liebherr A900 ZW 612 Road Rail Vehicle with articulated boom.

Serial No. 61214545. Story Fleet No. 1101-20.

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

On this certificate: Upgrade to RIS-1530-PLT Issue 6 and conversion from Low Ride to High Ride.

Expiry date conforms to the requirements of RIS-1530-PLT.

Deviations associated with this certificate

None

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Certificate Number: 21/0334/21



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Previous Certificate Number

No previous Engineering Conformance Certificate against RIS-1530-PLT Issue 6.
Previous Engineering Acceptance Certificate: IF/0155/14.

Maintenance Plan Details

Story Road Rail - Liebherr A900zw (High Rail conversion) Maintenance Plan; STORY/MP/LOW-HIGH; Issue 1;
Date: March 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 1480mm.
Maximum lateral tail swing gauge is 1360mm from the running edge of the rail. (650mm 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 travel on track with:
 - Cants greater than 200mm; gradients greater than 1:25 and/or curves less than 80m.
6. The vehicle shall NOT work on track with:
 - Cants greater than 150mm; gradients greater than 1:25 and/or curves less than 80m.
7. 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.
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 on/off track, travel or work 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.
The vehicle shall NOT be on/off tracked on cants greater than 150mm and/or gradients greater than 1:25.
10. 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 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.
 - Other than the cab, access is NOT permitted onto any surfaces higher than 1.4m above rail when the vehicle is under live OLE.
11. The vehicle shall NOT work under live OLE.

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12. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems:-

> Air brakes - park brake release is 4bar, and for service brake is 0-8bar.

- Trailers with park and service brakes:

- Maximum weight is 56tonnes/3 trailers. Maximum weight is 72 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

1. The RRV is a Liebherr OEM rail-conversion of road excavator with articulated boom. (boom 2.08m, artic 3.50m and 2.25m dipper).
2. Manufacturer Serial No. 61214545. Story Fleet No. 1101-20.
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 25tonnes.
7. Fitted with rail wheel braking system.
8. Maximum speeds travelling on rail not to exceed:-
 - 15mph plain line;
 - 5mph switches and crossings;
 - 1mph raised check/guard rails;
 - 10mph towing/propelling;
 - 5mph emergency recovery.
9. Auxiliary lifting eye maximum of 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 Rated Capacity Indicator (RCI);
 - Model: GKD-3RCI Touch Screen;
 - RCI Software: V9.55BSP;
 - Serial Number: 01672TM;
 - Duty chart reference: Serial No 14545. All charts Dated 26-Feb-2021.
 - The RRV has Normal and Tandem Lifting Modes.
13. 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:

Alex McCristal

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