



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/Colmar/T10000FS/9B

Vehicle Owner Story Contracting Ltd

Issue Date 28 April 2023

Expiry Date 28 April 2030

Vehicle Number(s)

99709 940824-4

First Of Class

99709 940824-4 on certificate 21/0204/23 against RIS-1530-PLT Issue 6.

Authorised by:

David Wass
David Wass
David Wass
SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP



Reason for issue and Scope of Work

Certification of upgraded Colmar T10,000FS Road Rail Vehicle.

Serial No. 8726. Fleet No 1256.

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

Expiry date conforms to the requirements of RIS-1530-PLT Issue 6.

Applicant Copy

SN0276280

Certificate Number: 21/0204/23



On-Track Plant

Deviations associated with this certificate

None

Previous Certificate Number

71/1210/21

Maintenance Plan Details

Story Operation and Maintenance Manual - Road Rail - COLMAR-0681; Issue 2. Dated April 2023.

Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the RRV is within W6a gauge as defined in RIS-1530-PLT.
3. When working the RRV may be out of W6a Gauge.
Minimum underside height of tail swing above rail is 1385mm.
Maximum tail swing gauge exceedance with counter-weight retracted is 390mm, (1080mm from the running edge of the rail).
Maximum tail swing gauge exceedance with counter-weight fully extended is 1230mm (1923mm from the running edge of the rail).
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 or travel under live OLE unless the SpaceGuard RCI system is active, the Height Limit correctly set and the system functionality has been proven correct prior to vehicle use.
The use of the RRV under live OLE 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 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 loads shall not exceed the height of the top of the boom.
6. The vehicle shall not work under live OLE with the dipper extension (Rhino Horn) fitted.
7. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
8. It shall NOT on/off track or work if the adjacent line or lines are open to traffic.
9. The RRV shall only be permitted to work ALO with the SpaceGuard RCI system active, the Slew Limit and/or Virtual Wall correctly set and the system functionality has been proven correct prior to use.
ALO working shall only be in accordance with the 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 adjacent lines.

Applicant Copy

Certificate Number: 21/0204/23

SN0276280

Page 2 of 4



On-Track Plant

11. Vehicle shall not travel on track with:

- Cants greater than 200mm; - gradients greater than 1:25; and/or - curves less than 80m.

12. Vehicle shall not work on track with:

- Cants greater than 180mm; - gradients greater than 1:25; and/or - curves less than 80m.

13. 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.

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.

The vehicle shall not be on/off tracked on cants greater than 150mm and/or gradients greater than 1:25.

15. The RCI shall be switched on at all times, unless in digging mode.

16. The RCI has a tandem lifting mode.

17. The RRV is permitted to tow and/or propel rail trailers with both air service and park braking systems coupled.

Maximum braked towed/propelled weight is 80 tonnes (chassis towing point), 25 tonnes (axle towing point). 4 trailers shall not be exceeded at any towing point.

Air supply pressure for the service brake application is 0-8bar and park brake release is maximum 8bar.

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 on the RRV.

Supplementary Information

1. The RRV is a Colmar T10,000FS with 4.07m boom and 2.20m tele dipper.

2. Manufacturer Serial No. 8726. Fleet No 1256.

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. 360 Degree CCTV camera fitted to the machine.

6. Gross vehicle weight is 32tonnes.

7. Fitted with rail wheel braking system.

8. Maximum speeds travelling on rail not to exceed:-

- 20mph plain line;

- 5mph switches and crossings;

- 5mph raised check/guard rails;

- 5mph towing/propelling;

- 5mph emergency recovery.

9. Load lifting points:

- Auxiliary lifting eye maximum of 6 tonnes SWL.

10. 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.

11. Controlled by Screen 1 - RCI information for 0 to 150mm Cant configuration:

- Model: GKD 3RCI Touch Screen;;

- RCI Software I/D: V9.61 BSP.

- Duty chart references:

Applicant Copy

Certificate Number: 21/0204/23

SN0276280

Page 3 of 4



On-Track Plant

- 150mm dated 25 Apr 2023

12. Controlled by Screen 2 - RCI information for 0 to 180mm Cant configuration:

- Model: GKD 3RCI Touch Screen;;

- RCI Software I/D: V9.61 BSP.

- Duty chart references:

- 180mm dated 21 Sep 2021

13. The configuration change-over process, Items 11 and 12 above, shall be in accordance with Story manual STORY/MP/180MMCANT.

14. Fitted with GKD SpaceGuard RCI System that has been approved by Network Rail Technical Services. Document reference MLD/L044 details the "Approval of MLD026 Colmar/GKD SpaceGuard T10,000FS", against RIS-1530-PLT Issue 5. The "Limitations of Use" on this certificate permit operation of this RRV with Adjacent Line Open (ALO) and/or under live Overhead Line Equipment (OLE).

15. The RRV has Normal and Tandem Lifting Modes.

16. 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. SpaceGuard is deactivated when Rhino Horn is fitted.

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.

Authorised by:

David Wass

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SN0276280

Certificate Number: 21/0204/23

Page 4 of 4