# On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 7.2
Certificate no.: 71/1521/25
Report no.: TRUK/B 24/170, (Issue 1, 27/09/2024). This report is an integral part of this Certificate.

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| **Name of Plant Assessment Body** | TÜV Rheinland UK Limited<br>5 Mallard Way<br>Pride Park<br>Derby DE24 8GX<br>United Kingdom | **Organisation Code:** | 71<br>*(a UKAS accredited certification body No. 8400)* |

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| **Vehicle Class / Description** | 940/Colmar/T10000FS/9B |
| **Vehicle Asset Manager** | Story Plant Ltd |
| **Issue Date** | 12-12-2025 |
| **Expiry Date (if any)** | 12-12-2032 |
| **Vehicle Number(s)** | ZZ709 940827-7 |
| **First in Class:** | No |
| **Certificate No. of First in Class:** | ZZ709 940860-8 on ECC 71/1183/25, against RIS-1530-PLT Issue 7.1. |

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

e.Sig: NDC/TUV/25/1126

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

TÜVRheinland® Conformity Assessment Body Rail
TÜV Rheinland UK Limited

**Reason for Issue and Scope of Work**

Previous Certificate:
Addition of second RCI screen for use on track with up to 180mm cant. No other engineering change.

This Certificate:
Certification of upgraded Colmar T10,000FS Excavator against RIS-1530-PLT Issue 7.2.

Manufacturer Serial No.: 8731 Fleet No.: 1259

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

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

**Previous Certificate No.**
**(if none state "NONE"):** 71/1039/21

**Maintenance Instruction Details**
**Maintenance Instruction Title:** Story Road Rail - Colmar Operation & Maintenance Addendum
**Maintenance Instruction Number:** COLMAR-0681 **Issue No.:** 3 **Date:** 09/2024



TÜVRheinland® Precisely Right.

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

1. The RRV shall only operate inside a possession.
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 counterweight retracted is 390mm, (1080mm from the running edge of the rail).
   Maximum tail swing gauge exceedance with counterweight extended is 1230mm, (1920mm from the running edge of the rail). A site survey shall be undertaken to assess potential damage to the infrastructure equipment prior to use.
4. The RRV shall NOT on/off track, travel or work on live conductor-rail lines.
5. The RRV shall NOT on/off track, travel or work 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, 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 RRV shall only work under live OLE with the dipper extension (Rhino Horn) fitted when Spaceguard RCI system active, the Height Limit correctly set and the system functionality has been proven correct prior to vehicle use
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. The RRV shall NOT on/off track 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. When fitted with a Rhino Horn, ALO working shall only be permitted with slew angle limitation.
11. For access/egress, the RRV shall only operate with the door to the cab adjacent to a cess or a line closed to all train movements, or a safe system of work takes account of adequate clearances to adjacent lines.
12. The RRV shall NOT travel on track with:
    - Cants greater than 200mm.
    - Gradients greater than 1:25 and/or;
    - Curves less than 80m.
13. When controlled by Screen 1, The RRV shall NOT work on track with:
    - Cants greater than 150mm.
    - Gradients greater than 1:25 and/or;
    - Curves less than 80m.
14. When controlled by Screen 2, The RRV shall not work on track with:
    - Cants greater than 180mm.
    - Gradients greater than 1:25 and/or;
    - Curves less than 80mm.
15. When reversing, the RRV 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.
16. 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.
17. The RRV shall NOT be on/off tracked on:
    - Cants greater than 150mm and/or;
    - Gradients greater than 1:25.
18. The RCI shall be switched on at all times, unless in digging mode.
19. The RCI has a tandem lifting mode.
20. 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 of the RRV.

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

1. The RRV is a OEM Colmar T10,000FS RRV with 4.077m boom, 2.10m tele dipper.
2. Manufacturer Serial No. 8731 Fleet No. 1259
3. The RRV is approved to carry 2 persons seated in the driver's cab.
4. The RRV operates on rail in high-mode only.
5. CCTV camera fitted to the side and rear.
6. Gross Vehicle weight: 31,970kg
7. Fitted with rail wheel braking system.
8. Fitted with Auxiliary Lifting Point, SWL 7.5 tonnes.
9. Maximum permitted speeds on rail not to exceed:
   - 20mph Plain line (Travelling);
   - 5mph Plain line (Working)
   - 5mph emergency recovery.
   - 5mph towing/propelling;
   - 5mph switches and crossings;
   - 5mph raised check/guard rails
10. Where an attachment is known to have a significant adverse effect on the RRV stability, the RCI shall always be in 'Lift Mode' when using the attachment.
11. RCI information;
    Fitted with GKD SpaceGuard RCI system that has been approved by Network Rail Technical Services.
    - Controlled by Screen 1 – RCI information for 0 to 150mm Cant configuration:
      - Model: GKD 3RCI Touch Screen;
      - Software: V9.61.
      - Serial No.: 2089TM210714

    - Duty chart references: Serial 8731, all charts, Date 10-12-2025.
- Controlled by Screen 2 - RCI information for 0 to 180mm Cant configuration:
    - Model: GKD 3RCI Touch Screen;
    - Software: V9.61.
    - Serial No.: 2089TM210714.
    - Duty chart references: Serial 8731, all charts, Date 10-12-2025.
- The RRV has Normal and Tandem Lifting Modes.

12. The configuration change-over process between Screen 1 and Screen 2 above, shall be in accordance with Story manual STORY/MP/180MMCANT.
13. 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).
14. The RRV has Normal and Tandem Lifting Modes.
15. Dipper Extension (Rhino Horn):
    The RRV may be used with the dipper extension (Rhino Horn) in accordance with a safe system of work.
    Functional test of SpaceGuard RCI system shall be undertaken prior to work on Network Rail Infrastructure.