



# On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 6

Certificate no.: 71/1317/23

Report no.: TRUK/B 22/184, (Issue 1, 04/11/2022). The report is an integral part of this Certificate.

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

<b>Vehicle Class / Description</b>	912/Manitou/RR AP ART17TH/9A
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<b>Vehicle Asset Manager</b>	Story Plant Ltd
<b>Issue Date</b>	22-12-2023
<b>Expiry Date (if any)</b>	08-12-2030

<b>Vehicle Number(s)</b>	99709 912261-3
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<b>First in Class:</b>	No
<b>Certificate No. of First in Class:</b>	99709 912262-1 on certificate 71/1303/23, against RIS-1530-PLT Issue 6.

**Authorised by:**

**Official Stamp of TRUK, CAB Rail**



ESig: NDC/TUV/23/807

<b>Certifier / Signatory Name</b>	Neil Charles Senior Engineer
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## Reason for Issue and Scope of Work

Reason for Issue:  
Certification of upgraded Rail Products ART17TH MEWP.

Manufacturer Serial No. 0043070.	Fleet No. MEWP 14
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Assessed for compliance with RIS-1530-PLT, Issue 6.  
Assessed for compliance with RIS-1530-PLT, Issue 7, Section 5.9.1.  
Expiry date conforms to the requirements of RIS-1530-PLT.

Scope of Work

Amendment to Limitations of Use points 11 & 12 only. No engineering change.

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

NONE

**Previous Certificate No.**  
(if none state "NONE"): 71/1297/23

## Maintenance Instruction Details

**Maintenance Instruction Title:** ART17 TH User Manual

<b>Maintenance Instruction Number:</b> P301	<b>Issue No.:</b> 6.3	<b>Date:</b> 06/2015
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**Maintenance Instruction Title:** Instrumented Pantograph User Manual

<b>Maintenance Instruction Number:</b> P02-031-R	<b>Issue No.:</b> 0.4	<b>Date:</b> 06/2015
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**Limitations of Use (these words are mandatory where applicable)**

1. The machine shall only operate inside a possession.
2. When travelling, the machine is within W6a gauge as defined in RIS-1530-PLT.
3. When working, the MEWP basket, its elevating booms and pantograph can be out of W6a gauge depending on the slew and height settings in use.  
The maximum gauge exceedance occurs when the boom is positioned at right angle to the track, from 92mm on level track increasing to 320mm on 20mm cant.
4. The machine shall not on/off track, travel or work on live conductor rail lines.
5. For on/off tracking, a site-specific plan shall be used taking account of the applicable module of Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.
6. The machine shall not be on/off tracked on:
  - Cant greater than 150mm.
  - Gradients greater than 1:25.
7. The machine is permitted to on/off track and travel under live OLE when used in conjunction with a safe system of work determined and approved by taking guidance from the requirements of GE/RT8000-HB16 and provided the boom is in the stowed position for travel (the basket floor less than 1.4m above rail level), the OLE Keyswitch locked and the OLE key switch removed.
  - Minimum OLE wire height is 4.165m.
  - Except for the MEWP basket, access on to any part of the machine that is more than 1.4m above rail level is prohibited when it is under live OLE.
8. The machine shall only be permitted to work Any Line Open (ALO) with the slew limiting device mechanical pins secured by padlock, before work commences.  
The system shall be set and its functionality and reliability proven correct prior to use.
9. The slew limiting system can only limit the slew over one side of the vehicle at any time.  
The machine is not permitted to work with both side of the machine adjacent to open line.  
ALO working shall only be in accordance with the approved safe system of work for the possession that takes account of all gauge exceedance.
10. The machine will not activate train operated points.
11. The machine must not be travelled on track with:
  - Cants greater than 200mm.
  - Gradients greater than 1:25.
  - Curves less than 80m.
12. The machine must not be worked on track with:
  - Cants greater than 180mm.
  - Gradients greater than 1:25.
  - Curves less than 80m.
13. Reverse movements of the machine must be carried out with the operator utilising the CCTV.
14. Machine side steps, not to be used in travelling or working mode (maintenance and recovery only).
15. For access/egress, the machine shall only operate with the basket adjacent to a cess or a line closed to all train movements, or the safe system of work takes account of adequate clearance to adjacent lines.
16. The machine shall not work under live OLE.
17. When in use the machine shall have a current certificate of approval, test and/or thorough examination.
18. The machine shall only be used in accordance with the manufacturer's safety and operating instructions, and the safe system of work for the possession.  
Maximum basket payload shall not exceed 400kg (three personnel and tools). Refer to manufacturer's working envelope diagrams for additional payload requirements.
19. Machine is permitted to tow or propel 1-off approved 2-wheeled trailer with compatible coupling system.  
Maximum permitted weight of trailers and load is 520 kg.

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

1. The machine is a mobile elevated work platform (MEWP) for use on road and rail, fitted with a measuring pantograph.
2. Manufacturer Serial No. 0043070 Fleet No. MEWP 14.
3. The machine operates on rail in high mode only.
4. The machine has no load carrying area, except the MEWP basket.
5. The machine is fitted with a data logger.
6. Gross vehicle weight: 11,950kg.
7. Maximum permitted working and travelling speeds:
  - Maximum speed: 7.5mph (Travelling);
  - Maximum speed: 1mph (Working);
  - Maximum speed: 2.5mph (Towing / propelling);
  - Maximum speed: 2.5mph (Switches & Crossings);
  - Maximum speed: 2.5mph (Raised checkrails).
8. The machine is approved to carry 3 persons and tools in the MEWP basket.
9. The machine is fitted with a Network Rail approved electronic slew system that has been approved by Network Rail technical services. The system must be configured and functioning correctly to be considered as 'reliable'.  
The slew limiting system is NOT capable of limiting movement over both sides simultaneously. The vehicle is NOT permitted to work with both sides adjacent to open lines. This MUST be accounted for in the safe system of work.