



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 Plant Ltd

Issue Date 31 July 2024

Expiry Date 21 March 2029

Vehicle Number(s)

99709 940783-2

First Of Class

99709 940783-2 on certificate 21/0001/22 against RIS-1530-PLT, Issue 6.

Authorised by:

David Wass

SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP

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**Reason for issue and Scope of Work**

Certification of upgraded Colmar T10000FS Road Rail Vehicle.
Serial No. 8646. Story Fleet No. RRVW1374.
Originally assessed for compliance with RIS-1530-PLT Issue 6.
On this certificate: Change of owner only.
Expiry date conforms to the requirements of RIS-1530-PLT.

Deviations associated with this certificate

None

Applicant Copy

SN0276280

Certificate Number: 21/0486/24



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Previous Certificate Number

21/0213/22

Maintenance Plan Details

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

Colmar User and Maintenance Instruction Manual T10000FS, M-T10000FS-02-1 8646, Issue 03, Date 07/12/2021.

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 1571mm.
Maximum tail swing gauge exceedance with counter-weight retracted is 340mm, (1033mm 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, 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/RT8024, 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. Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
7. It shall NOT on/off track if the adjacent line or lines are open to traffic.
8. The vehicle 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 vehicle 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.
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 adjacent line or lines.
10. Vehicle shall not travel on track with:
- cants greater than 200mm; gradients greater than 1:25 and/or curve less than 80m.
11. Vehicle shall not work on track with:
- cants greater than 150mm; gradients greater than 1:25 and/or curve less than 80m.

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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. 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.
14. The RCI shall be switched on at all times, unless in digging mode.
15. The RCI has a tandem lifting mode.
16. It 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/4 trailer.
Air supply pressure for 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

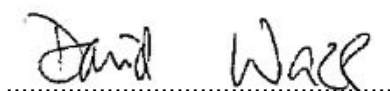
1. The RRV is a OEM Colmar T10000FS with 4.077m boom, 2.10m tele dipper.
Can also be fitted with a 3.00m dipper extension (Rhino Horn).
2. Manufacturer Serial No. 8646. Story Fleet No. RRVW1374.
3. The vehicle is approved to carry 2 persons seated in the driver's cab.
4. It operates on rail in high-mode only.
5. CCTV camera fitted to the side and rear.
6. Gross vehicle weight is 32 tonnes.
7. Fitted with rail wheel braking system.
8. Maximum speeds travelling on rail not to exceed:-
 - 20mph plain line;
 - 3mph switches and crossings;
 - 1mph raised check/guard rails;
 - 5mph towing/propelling;
 - 5mph emergency recovery.
9. 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.
10. RCI information:
 - 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 T10000FS", against RIS-1530-PLT Issue 6.
 - Model: GKD 3RCI Touch Screen;
 - Software: V9.60.0 BSP.
 - Duty chart reference: Serial 8646. 3.00m Fixed Length Rhino Horn. Dated 22/03/2022.
 - The RRV has Normal and Tandem Lifting Modes.
11. Dipper Extension:

The RRV may work with 3.0m 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 (slew angle limitation only).

Functional test shall be undertaken prior to work on Network Rail Infrastructure.

Authorised by:

David Wass



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