



On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 7.2

Certificate no.: 71/1355/26

Report no.: TRUK/B 26/161, (Issue 1, 19/10/2026). This report is an integral part of this Certificate.

Name of Plant Assessment Body	TÜV Rheinland UK Limited 5 Mallard Way Pride Park Derby DE24 8GX United Kingdom	Organisation Code:	71 (a UKAS accredited certification body No. 8400)
Vehicle Class / Description	940/Colmar/T10000FS/9B-I		
Vehicle Asset Manager	Story Plant Ltd		
Issue Date	20-10-2026		
Expiry Date (if any)	20-10-2033		
Vehicle Number(s)	ZZ709 940740-2		
First in Class:	Yes		
Certificate No. of First in Class:	ZZ709 940740-2 on ECC 71/1355/26, against RIS-1530-PLT Issue 7.2.		
Authorised by:	Official Stamp of TRUK, CAB Rail		

ESig: NDC/TUV/26/0833

Certifier / Signatory Name Neil Charles Principal Engineer



Reason for Issue and Scope of Work

Previous Certificate:

Change of owner only. No engineering change.

This Certificate:

Certification of upgraded Colmar T10,000FS Excavator.

Serial No. 8585

Fleet No. SR1109-28

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"): 21/0149/21

Maintenance Instruction Details

Maintenance Instruction Title: Operation and Maintenance Manual - Colmar T10000 with AJH extending dipper

Maintenance Instruction Number: HMM0003

Issue No.: A

Date: 03/10/2019

Maintenance Instruction Title: Road Rail –Colmar with AHJ extendable dipper – Story addendum

Maintenance Instruction Number: 1109-28 STY

Issue No.: 1

Date: 13/10/2026



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 Plant gauge as defined in RIS-1530-PLT.
3. When working the RRV may be out of Plant gauge.
Minimum underside height of tail swing above rail is 1450mm.
Maximum tail swing gauge exceedance with counterweight retracted is 410mm, (1103mm from the running edge of the rail).
Maximum tail swing gauge exceedance with counterweight extended is 910mm, (1603mm 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 (HP-MLD) 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. 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. The RRV shall NOT on/off track if the adjacent line or lines are open to traffic.
8. 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.
9. 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. Not suitable for ALO on LU.
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 be on/off tracked on:
 - Cants greater than 150mm and/or;
 - Gradients greater than 1:25.
 - Counterweight shall be fully retracted. There shall be no auxiliary equipment attached to the dipper
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.
14. The RRV shall NOT travel on track with:
 - Cants greater than 200mm.
 - Gradients greater than 1:25 and/or;
 - Curves less than 80m.
15. The RRV shall NOT work on track with:
 - Cants greater than 150mm.
 - Gradients greater than 1:25 and/or;
 - Curves less than 80m
16. Reverse movements shall be completed with the driver utilising the CCTV, until the superstructure/boom can be slewed to face the direction of travel.
17. The RCI shall be switched on at all times, unless in digging mode.
18. with both air service and park braking systems coupled.
Maximum braked towed/propelled weight is 46 tonnes with 2 trailers shall not be exceeded.
Air supply pressure for the service brake and Park brake application is maximum 8.5 bar.
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 T10,000FS RRV with 4.08m boom and 3.53m AJH Tele-dipper with demountable winch.
Note: When fitted with the winch, hook load is increased by 350kg. This shall be taken into account when developing lift plans.
2. Manufacturer Serial No. 8585 Fleet No. SR1109-28
3. Main load lifting points SWL:
 - Tele dipper retracted: 6,000kg.
 - Tele dipper extended: 3,000kg.
4. The RRV is approved to carry 2 persons seated in the driver's cab.
5. The RRV operates on rail in high-mode only.
6. CCTV camera fitted to the side and rear.
7. Vehicle weight: 31,500kg
8. Fitted with rail wheel braking system.
9. Maximum permitted speeds on rail not to exceed:

• 10mph Plain line (Travelling); • 10mph Reverse (Travelling) • 3mph Working • 3mph emergency recovery.	• 10mph towing/propelling; • 5mph switches and crossings; • 5mph raised check/guard rails
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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 High-performance MLD, GKD SpaceGuard RCI system that has been approved by Network Rail Technical Services.
 - Model: GKD Spaceguard 3RCI Touch Screen;
 - Software: V9.55
 - Serial No. 01660T
 - Duty chart references: Colmar T10000FS – 8585 – Load charts, Date 13-Oct-2026.
 - The RRV has Normal and Tandem Lifting Modes.