



# 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** 06 April 2021

**Expiry Date** 14 June 2026

**Vehicle Number(s)**

99709 940558-8

**First Of Class**

99709 940553-9 on certificate 21/0483/17 against RIS-1530-PLT. Issue 6.

**Authorised by:**

Luke Tandy   
*SNC-Lavalin Rail & Transit Verification Limited*

**OFFICIAL STAMP**



**SNC • LAVALIN**



**Reason for issue and Scope of Work**

Certification of upgraded Colmar T10,000FS Road Rail Vehicle.  
Serial No. 8034. Fleet No 0682.  
Originally assessed for compliance with RIS-1530-PLT Issue 6.  
On this certificate: Change of owner only. No engineering change.  
Expiry date conforms to the requirements of RIS-1530-PLT.

**Deviations associated with this certificate**

None

**Applicant Copy**  
SN0217074

**Certificate Number:** 21/0145/21



# On-Track Plant

## Previous Certificate Number

21/0478/19.

## Maintenance Plan Details

Story Operation and Maintenance Manual - Road Rail - COLMAR - (0681 FoT); Issue 1. Dated June 2017.

## Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the RRV is within Plant gauge as defined in RIS-1530-PLT, with the outer road wheels within the permitted gauge exceedance for third, fourth and conductor rail areas.
3. When working the RRV may be out of Plant Gauge.  
Minimum underside height of tail swing above rail is 1580mm.  
Maximum tail swing gauge exceedance with counter-weight retracted is 290mm.  
Maximum tail swing gauge exceedance with counter-weight fully extended is 890mm.  
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, except:
  - It may on/off track on an approved RRAP or travel under live OLE, when used in conjunction with a safe system of work determined and authorised by taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is in the travel position.
  - Minimum OLE wire height of 4.165m.
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. The vehicle shall NOT work under live OLE.
9. It shall NOT on/off track or work if the adjacent line or lines are open to traffic.
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 line or lines.
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 150mm; - 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.

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## On-Track Plant

15. It is permitted to tow and/or propel rail trailers with compatible coupling and brake systems:
  - Air brakes- supply pressure for park brake release is 8bar, and for service brake is 0-8bar.
  - Maximum weight is 92t.
16. Trailer maximum towing capacities relating to track gradients incorporating dry and uncontaminated rail head conditions are as follows:
  - 1:25- Maximum weight is 46t;
  - 1:150- Maximum weight is 92t.

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 Colmar T10,000FS with 4.07m boom, tele dipper extends from 2.10m to 3.10m. Can also be fitted with a 3.00m dipper extension (Rhino Horn).
2. Manufacturer Serial No. 8034. Fleet No 0682.
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 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;
  - 10mph towing/propelling;
  - 5mph emergency recovery.
9. Load lifting points:
  - Auxiliary lifting eye maximum of 7.5 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. RCI information:
  - Model: GKD 3RCI Touch Screen;
  - Serial number- 1238T;
  - RCI Software I/D: V9.36.
  - Duty chart references:
    - 8034 Uses 3m Rhino Horn dated 12-Jun-2019 for all load lifting points.
    - 8034 3m Rhino Horn Charts, dated 12-Jun-2019 for all load lifting points.
    - The RRV has Normal and Tandem Lifting Modes.
12. 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:

Luke Tandy



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