

CERTIFICATE OF ENGINEERING ACCEPTANCE

This certificate formally records that the following vehicle(s) conform to the appropriate requirements as set out in RIS-1530-PLT.

NAME OF VEHICLE ACCEPTANCE BODY

Interfleet Technology Ltd

ACCREDITATION CODE

IF

Vehicle Class / Type

Road Rail Vehicle Mitsubishi Canter - Type 9C

Vehicle Operator

Aquarius Railroad Technologies Ltd

Vehicle Owner

Aquarius Railroad Technologies Ltd

Authorised by: 

Bryan Lowe

Interfleet Technology Ltd

Issue Date

24 February, 2010

Expiry Date

15 February, 2014

(Where applicable due to a special limitation)

Interfleet

Technology

OFFICIAL STAMP

Vehicle Number(s)

99709_977001-5

Special Limitations

A CONFIGURATION

The RRV is a Mitsubishi Canter Lorry with Aries Rail Gear, registration number YJ56 LHT. Fitted with body-mounted Palfinger PC 2300A Compact Crane.

B ON /OFF TRACKING AND EMERGENCY RECOVERY.

1. Detailed in the Operations Manual Issue 1, 15/01/07.
2. For on/off tracking, a site-specific work plan for one of the following conditions shall be used. The work plan shall be in compliance with Network Rail Specification NR/L2/RVE/0007:-
 - > Maximum track cant 100mm and/or gradient 1:29, on an approved RRAP.OR
 - > A risk assessed procedure that is specific to the on and off tracking point.
3. In recovery, speed must be limited to 5mph (8km/h) to avoid damage to the RRV.

C GAUGE

1. Travelling mode: the RRV is within W6a gauge and exception for road wheels as RIS-1530-PLT.
2. Working mode: the cab doors when open and the crane/stabiliser legs in use can be out of gauge. This must be taken into account in the safe system of work for the possession.

D LIMITATIONS OF USE

1. It shall only operate inside a possession.
2. It shall NOT on/off-track or work with the crane if adjacent lines are open to traffic.
3. It shall NOT on/off-track, travel or work on live conductor-rail lines.
4. It shall NOT on/off-track, travel or work under live OLE except as D5.

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5. It may on/off-track at a level crossing or travel under live OLE in conjunction with a safe system of work as determined and authorised in accordance with the requirements of GE/RT8024 and provided the crane jib is in the stowed travel position. OLE minimum wire height above rail 4.165m.
6. Except for the cab and work areas below 1.4m above rail, access is forbidden to any part of the RRV when it is under live OLE. Also see D11.
7. For access/egress, the RRV shall only operate with the opening 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 clearance to adjacent lines. Cab access door safety chains shall be used.
8. Travelling and working mode: Maximum track cant 180mm and/or 1:29 gradient.
OR
Working mode when using crane: Maximum track cant 125mm and/or 1:29 gradient.
9. The RRV may not activate train operated points.
10. Permitted speed > Maximum - 20mph (32km/h); Switches & Crossings - 5mph (8km/h);
Raised Check Rails - 1mph (2km/h); Reverse - 15mph (24km/h).
NOTE - When operating in reverse, the permitted speed shall not be exceeded and movements shall be controlled by using rear mounted camera and/or ground staff.
11. Additional limitations when using the crane:
 - The crane jib shall NOT be deployed from its stowed travel position, in any circumstances when the RRV is under live OLE.
 - The RRV shall be stationary as the stabiliser legs are interlocked with the crane control.
 - Deployment of the stabiliser legs shall only take place in accordance with the Method Statement and the safe system of work for the possession.
 - The stabiliser legs in use shall not impinge on sleepers.
 - Only the identified lift point shall be used >
SWL of crane with at minimum reach: 1820kg;
SWL of crane with at maximum reach: 500kg.
 - Crane and stabiliser legs shall be locked in stowed position when not in use.
12. The vehicle rated capacity is 6.0 tonne GLW.
The vehicle payload of 2030 kg shall NOT be exceeded and shall be uniformly distributed permitting up to 7 persons (80kg/person) in the cab, and/or equipment in the rear.
(Payload maximum height 3440mm above rail).
13. It is NOT permitted to tow or propel other rail vehicles.

Referenced Certificates

This Certificate of Engineering Acceptance has been issued in accordance with GM/RT2000 Issue 2, on the basis of the following Certificates of Conformance and previous Certificates of Engineering Acceptance.

Supporting Certificates

Vehicle Design

Vehicle Construction

Vehicle Maintenance

IF/MP/0106/08

Superseded Certificates

Engineering Acceptance

IF/0277/08

Reasons for non inclusion of a Certificate of Conformance or a Certificate of Engineering Acceptance:-
Vehicle Design and Construction Certificates are not applicable.

RGS Catalogue

The Mandatory Requirements and scope of work against which conformance has been confirmed:
Railway Group Standard Catalogue number GA/RM6501 Issue 6 December 2009

Vehicle Data

Route Availability No:	(Laden)	No Change	(Tare)	No Change
Maximum Speed (mph):	(Laden)	20	(Tare)	20
Applicable Gauge or Portfolio Reference :	W6a with exception as permitted in RIS-1530-PLT			
Minimum Curve Radius:	80m			
Applicable Braking Curve(s):	Road/Rail Vehicles RIS-1530-PLT Clause 5.6.2.1			

Mandatory Data for Inclusion in RSL

None

Scope of Work

Certification of Mitsubishi Canter RRV. Chassis number VINJLFFG649EOKJ40516.

Originally assessed for compliance with RIS-1530-PLT Issue 1.

Fitment of Palfinger PC2300A crane (Serial No. 200009453) as a replacement for Bootham cable-operated crane.

Amendment of applicable Special Limitations, including vehicle operating weights.

Network Rail Deviation NR/06/1530/010/NC against RIS-1530-PLT Issue 1, Clause 6.2.4 granted for road/rail wheel guidance loads.

Expiry date conforms to the requirements of RIS-1530-PLT.

