



On-Track Plant Engineering Conformance Certificate

In accordance with RIS-1530-PLT – Issue 7

Certificate no.: 71/1024/24

Report no.: TRUK/B 23/160, (Issue 2, 26-01-2024). The 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)
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Vehicle Class / Description	910/Rexquote/PW160/9A
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Vehicle Asset Manager	L&W Contractors Ltd
Issue Date	09-02-2024
Expiry Date (if any)	09-02-2031

Vehicle Number(s)	99709 910055-1
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First in Class:	No
Certificate No. of First in Class:	99709 910054-4 on certificate 71/1013/24, against RIS-1530-PLT Issue 7.

Authorised by:

Official Stamp of TRUK, CAB Rail



ESig: NDC/TUV/24/067

Certifier / Signatory Name	Neil Charles Senior Engineer
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Reason for Issue and Scope of Work

Reason for Issue:

Certification of upgraded Rexquote Komatsu PW160 Excavator.

Manufacturer Serial No: H60268.

Fleet No: RRV146.

Assessed for compliance with RIS-1530-PLT, Issue 7.

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

Scope of Work

Certification of upgraded Rexquote Komatsu PW160 Excavator, to RIS-1530-PLT Issue 7

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

NONE

Previous Certificate No.

(if none state "NONE"): 21/1472/16

Maintenance Instruction Details

Maintenance Instruction Title: Rexquote Komatsu PW160 Megarailer Rail Mounted Excavator Operating and Maintenance Manual

Maintenance Instruction Number: RQM50188

Issue No.: 1

Date: 30/09/2015

Maintenance Instruction Title: Komatsu PW160-8 Operating and Maintenance Instruction Manual Addendum

Maintenance Instruction Number: RRPPW160-8001

Issue No.: 1

Date: 08/12/2023

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 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 1385mm.
Maximum tail swing gauge exceedance is 690mm (1383mm 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 will NOT activate train operated points.
6. Setting up and packing away – from inside cab.
7. The RRV shall NOT be on/off tracked on:
 - Cants greater than 100mm and/or;
 - Gradients greater than 1:25.
8. The RRV shall NOT on/off track, travel or work under live OLE, unless the Prolec PME Rail 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/RT8000 HB16, and account taken of:
 - A maximum PME Rail 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.
9. Except for the cab, when the RRV is under live OLE, access is NOT permitted onto any surfaces higher than 1.4m above rail.
10. The RRV shall NOT on/off track if the adjacent line or lines are open to traffic.
11. The RRV shall only be permitted to work ALO with the Prolec PME Rail RCI system active, the Virtual Wall correctly set and the system functionality has been proven correct prior to 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.
12. The Virtual Wall system can only set a limit to work ALO on one side of the vehicle, either to the left or right hand side, depending on the work requirement detailed in the SSoW.
The RRV is NOT permitted to work with both sides adjacent to open line or lines, at the same time.
13. 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.
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. When reversing, the RRV shall only proceed at walking speed with the driver utilising the CCTV, until the superstructure/boom can be slewed to face the direction of travel.
17. 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.
18. The RCI shall be switched on at all times, unless in digging mode.
19. The RRV is permitted to tow and/or propel rail trailers with compatible coupling and air braking systems.
Maximum braked towed/propelled weight is 48 tonnes/3 trailers.
Air service / park brake. Supply pressure 0-8 bar maximum.
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 - (Optional – minimum requirements where applicable)

1. The RRV is a Rexquote hydrostatically driven rail-conversion of road excavator with 2.000m boom, 3.475m artic and 2.1m dipper.
2. Manufacturer Serial No. H60268, Fleet No. RRV146.
3. The RRV is approved to carry 2 – persons seated in the driver's cab.
4. The RRV operates on rail in high-mode only.
5. CCTV camera fitted to the side and rear.
6. Fitted with Rexquote hydrostatic drive system (Type 9A).
7. Gross vehicle weight is 20.7 tonnes.
8. Fitted with rail wheel braking system.
9. The RRV has a permanently fitted Quick Hitch. Maximum SWL 10tonnes.:
10. The RRV is fitted with an external emergency brake control for use with compatible Personnel Carrier attachments to rail trailers.
11. Maximum permitted 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.
12. 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.
13. RCI information;
 - Fitted with Prolec Rated Capacity Indicator (RCI)
 - Model – Prolec PME Rail;

- Hardware Display – 891783;
I/O Controller 1 – 020584;
I/O Controller 2 – 020591;
MMI Safety Controller – 930346
 - RCI Software – V01.25.5.8
 - Duty Chart – PW160-H60268 dated 28-01-2016 for all load lifting points.
 - The RRV has Normal and Tandem Lifting Modes.
 - Vehicle is permitted to lift and carry through 360 degree operation.
14. Prolec PME Rail RCI Information:-
The vehicle is fitted with an electronic slew and height limiting system through the Prolec PME Rail RCI which has been approved by Network Rail Technical Service, document reference MLD/L048: Approval of MLD031: Rexquote / Prolec PME Rail Slew and Height Limiter Komatsu PW160, against RIS-1530-PLT Issue 4 and Network Rail remit MLD/R003 for slew and height limiting devices.