



# On-Track Plant Engineering Conformance Certificate

This certificate is issued in accordance with RIS-1530-PLT Issue 6

**NAME OF PLANT ACCEPTANCE BODY**

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

**ACCREDITATION CODE**

**21**

**Vehicle Class / Description**

910/Rexquote/PW160/9A

**Vehicle Owner**

L&W Contractors Ltd

**Issue Date**

14 November, 2016

**Expiry Date**

7 October, 2023

**Vehicle Number(s)**

99709\_910086-6

**First Of Class**

99709 910021-3 on certificate IF/0658/13 under RIS-1530-PLT Issue 4.

**Authorised by:**

**Bryan Lowe**

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



**OFFICIAL STAMP**



**SNC-LAVALIN**

**Reason for issue and Scope of Work**

Certification of Road Rail Vehicle. Serial No. H55912. Rexquote No. 2450. L&W Fleet No. RRV147.

Assessed for compliance with RIS-1530-PLT Issue 5.

On this Certificate: Revised Limitation 12. No engineering change.

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

**Deviations associated with this certificate**

None

**Previous Certificate Number**

21/1461/16.

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**Certificate Number: 21/1526/16**



# On-Track Plant

## Maintenance Plan Details

L&W Contractors Vehicle Maintenance Plan Komatsu PW160 Megarailer, QM6/WI/02, Issue 3, Revision 5, October 2016.

Rexquote Komatsu PW160-7 v12 Megarailer - Operating and Maintenance Manual RQM50147v12; Issue 1; 26/09/2016.

## Limitations of Use

1. The vehicle shall only be used inside a possession.
  2. When travelling, the vehicle is within W6a gauge as defined in RIS-1530-PLT.
  3. When working, the vehicle may be out of W6a gauge.  
Minimum underside height of tail swing above rail is 1385mm.  
Maximum tail swing gauge exceedance is 690mm (i.e. 1383mm 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 or work if adjacent lines are open to traffic.
  6. The vehicle will NOT activate train operated points.
  7. The vehicle shall NOT travel on track with:-
    - Cants greater than 200mm; Gradients greater than 1:25; and/or Curves less than 80m.
  8. Vehicle shall NOT work on track with:-
    - Cants greater than 150mm; Gradients greater than 1:25; and/or Curves less than 80m.
  9. 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.
  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 lines.
  11. Setting up and packing away - from inside cab.
  12. For on/off tracking, a site specific work plan shall be used taking account of the requirements in Network Rail Infrastructure Plant Manual NR/PLANT/0200.  
The vehicle shall NOT be on/off tracked on cants greater than 100mm and/or gradients greater than 1:25.
  13. 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.
    - The earth bonds on the RRV shall have been examined for security and presence, prior to vehicle use.
    - Attachments and their load shall not exceed the height of the top of the boom.
    - When under live OLE, except for access to the vehicle cab, no access shall be permitted onto any surfaces higher than 1.4m above rail.
  14. The vehicle shall NOT work under live OLE.
  15. The RCI shall be switched on at all times, unless in digging mode.
  16. The vehicle is permitted to tow and/or propel rail trailers with compatible coupling and air brake systems.  
Maximum braked towed/propelled weight is 48tonnes / 3 trailers.  
Air service / park brake. Supply pressure 0-8bar maximum.
- NOTE: The maximum towed/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 vehicle.

## Supplementary Information

1. The RRV is a Rexquote hydrostatically driven rail-conversion of road excavator with a 5.15m monoboam and 2.1m dipper.
2. Manufacturer Serial No. H55912. Rexquote No. 2450. L&W Fleet No. RRV147.
3. The vehicle is approved to carry 2 persons seated in the drivers cab.
4. It operates on rail in high-mode only.

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## On-Track Plant

5. CCTV camera fitted to the side/rear.
6. Fitted with Rexquote hydrostatic drive system (Type 9A).
7. Gross vehicle weight is 23.9tonnes.
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. The vehicle is fitted with hydraulic couplings for emergency recovery towing, ; maximum pressure 40bar.
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. The vehicle has a permanently fitted Quick Hitch. Maximum SWL 10tonnes.
12. RCI Information:
  - Fitted with a Prolec Rated Capacity Indicator (RCI);
  - Model - Prolec PME Rail;
  - Hardware Display - 890780;
  - I/O Controller 1 - 020545;
  - I/O Controller 2 - 020603;
  - MMI Safety Controller - 930347.
  - RCI Software - V1.26.0.10.
  - Duty chart - PW160-H55912 dated 05-10-2016 for all load lifting points.
  - This vehicle has Normal and Tandem Lifting Modes.
  - Vehicle is permitted to lift and carry through 360 degree operation.

Authorised by:  
Bryan Lowe

  
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