



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 911/Komatsu/PC138/9A

Vehicle Owner William Bradshaw Plant Hire

Issue Date 08 September 2023

Expiry Date 08 September 2030

Vehicle Number(s)

99709 911283-8

First Of Class

99709 911283-8 on certificate 21/0397/23 against the requirements of RIS-1530-PLT Issue 6.

Authorised by:

Andy Hayes

Andrew Hayes
SNC-Lavalin Rail & Transit Verification Limited

OFFICIAL STAMP

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**Reason for issue and Scope of Work**

Certification of up-graded Komatsu PC138 Road Rail Vehicle.
Komatsu Serial No. RRC299. OEM No. 26667. Fleet No. 75.
Assessed for compliance with RIS-1530-PLT Issue 6.
Expiry date conforms to the requirements of RIS-1530-PLT.

Deviations associated with this certificate

None.

Applicant Copy

SN0276178

Certificate Number: 21/0397/23



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Previous Certificate Number

NS/5239/12.

Maintenance Plan Details

Komatsu PC138 GOS Conversion Operation and Maintenance Handbook ZM50005118; Issue 1; Dated 23/08/2023.

Trailer Air Brake System Addendum Operation and Maintenance Handbook ZM50004776; Issue 1; Dated 03/2020.

Limitations of Use

1. The RRV shall only operate inside possessions.
2. When travelling, the vehicle is within the Plant gauge as defined in RIS-1530-PLT.
3. When working the vehicle may be out of the Plant gauge.
Minimum underside height of tail swing above rail is 1220mm.
Maximum lateral tail swing gauge exceedance is 290mm (that is 982.5mm from the running edge of the rail).
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, except as 6.
6. If adjacent lines are open to traffic, this vehicle shall only be used if a safe system of work has been adopted that takes account of the extra gauge exceedance caused by attachments.
7. Vehicle will not activate train operated points.
8. The vehicle shall NOT travel on track with:
- cants greater than 200mm; gradients greater than 1:25; and/or curves less than 80m.
9. The vehicle shall NOT work on track with:
- cants greater than 150mm; gradients greater than 1:25; and/or curves less than 80m.
10. When reversing, the vehicle shall only proceed as detailed in the safe system of work utilising the CCTV and ground personnel, until the superstructure/boom can be slewed to face the direction of travel.
Account shall also be taken of the prevailing light and visibility levels for the CCTV camera, and the operator's sight-line/view of the track/signals ahead.
11. 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 the adjacent line or lines.
12. Setting up and packing away - from inside cab.
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.
- The vehicle shall not be on/off tracked on cants greater than 150mm and/or gradients greater than 1:25.
14. The vehicle shall NOT on/off-track or work under live OLE, except as 15.
15. 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 taking guidance from the requirements of GE/RT8024, and provided the boom/dipper is in the travel position, subject to a minimum OLE wire height of 4.165m.
- Other than the cab, access is NOT permitted onto any surfaces higher than 1.4m above rail when the vehicle is under live OLE.
16. The RCI shall be switched on at all times, unless in digging mode.

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17. The RCI has a tandem lifting mode.
18. It is permitted to tow and/or propel rail trailers with compatible coupling and park/service brake systems:
 - Air brakes (air resevoirs) - pressure for park brake release 4-6bar, and for service brake is 0-6bar.
 - Maximum weight is 30tonnes.

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 vehicle

Supplementary Information

1. The vehicle is a Philmor rail-conversion of road multi-purpose tracked excavator with articulated boom (1.96m boom + 3.23m artic and 2.10m dipper).
2. Manufacturer Serial No. RRC299. OEM No. 26667. Fleet No. 75.
3. The vehicle is approved to carry 1 person seated in the drivers cab.
4. It operates on rail in high-mode only.
It has no load carrying area.
5. CCTV camera fitted to side and rear.
6. Gross vehicle weight is 22.82tonnes.
7. Maximum speeds travelling on rail not to exceed:-
 - 10mph plain line;
 - 10mph working;
 - 5mph switches and crossings;
 - 1mph raised check/guard rails;
 - 3mph emergency recovery.
8. The vehicle emergency recovery is detailed in the King Operation & Maintenance Instruction.
9. 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.
10. Auxiliary lifting eye maximum of 7.5tonnes SWL shall NOT be exceeded.
11. RCI Information:
 - Fitted with a GKD 3RCI Rated Capacity Indicator (RCI);
 - Model - GKD 3RCI Touch Screen;
 - Serial number - 2377TM;
 - RCI Software I/D - 9.61.0BSP;
 - Duty chart - Komatsu PC138, 26667, Dated 31-Aug-2023 for all load lifting points.
 - The vehicle has Normal and Tandem Lifting Modes.

Authorised by:

Andy Hayes

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