

## ON-TRACK PLANT

### ENGINEERING CONFORMANCE CERTIFICATE

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

**NAME OF CERTIFICATION BODY**

**ACCREDITATION CODE**

**AEGIS Certification Services Ltd**

**AE**

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**Machine Class/Description** Road Rail Kobelco SK135 (Type, 9A)

**Vehicle Owner** Pro Rail Services Ltd

**Issue Date** 12<sup>th</sup> January 2018

**Expiry Date** 12<sup>th</sup> July 2020

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**Vehicle Number:** **99709 911248-1**

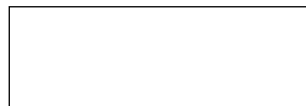
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**First of Class** No

**Certificate Number of First of Class** N/A

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**Authorised by:**



Steve Rice  
AEGIS PAB Signatory

**Official Stamp**

Approved by the  
AEGIS  
Plant Assessment Body

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#### Reason for Issue and Scope of Work

Previous Certificate:

Owner name change only.

This certificate:

Change of fleet number only.

**Plant Asset Manager Copy**

**Certificate Number: AE/0001/18**

**Deviations Associated with this Certificate**

**Reference** 13449  
**Title** Non compliance to the requirement to certify to RIS-1530-PLT issue 4.

**Previous Certificate Number:** NS/0186/17

**Approved Maintenance Instructions**

| <b>ID No.</b> | <b>Title</b>                                       | <b>Issue No.</b> | <b>Date</b> |
|---------------|--|------------------|-------------|
| RP021         | Kobelco B135 Series Operation & Maintenance Manual | 9                | 09/2011     |

**Machine Data**

|                                      |               |   |             |
|--------------------------------------|---------------|---|-------------|
| <b>Maximum tailswing</b>             | 135 mm        | <b>Tailswing Height</b>                 | 1250 mm     |
| <b>Hydraulic park brake pressure</b> | 100 bar       | <b>Hydraulic service brake pressure</b> | 0 - 100 bar |
| <b>Air park brake pressure</b>       | 4 - 6 bar bar | <b>Air service brake pressure</b>       | 0 - 6 bar   |
| <b>Gauge</b>                         | W6a           | <b>Maximum towed load</b>               | 35 tonnes   |

**Limitations of Use**

1. It operates on-rail in high-mode only.
2. When in travelling mode, the RRV within W6a gauge and exception for road wheels as RIS -1530-PLT.
3. Vehicle shall only operate inside possessions.
4. Mirrors must be folded in for travelling, to ensure W6a gauge exceedance does not occur.
5. Working under live OLE is only permitted (see Note) when the mechanical boom height limiter device is installed and operational in accordance with the Philmor Maintenance Document Addendum RP107 Issue 1 dated 02-10, to restrict the boom height to less than 3565mm above rail. The earth bonds on the RRV shall be examined for installation and security prior to the start of work. NOTE - This is NOT a Network Rail Approved Height Limiting Device.
6. The vehicle must NOT be on/off tracked under live OLE.
7. The vehicle must NOT be on/off tracked or work if adjacent lines are open to traffic
8. The vehicle shall NOT on or/off track, travel or work on live conductor rails.
9. It may travel under live OLE in accordance with the Method Statement for the possession as determined and approved in accordance with the requirements of GE/RT8024, and provided the boom/dipper is secured in the stowed position.

10. For on/off tracking, a site specific plan shall be used taking account of the applicable module of Network Rail Infrastructure Plant Manual NR/PLANT/0200. The vehicle shall only be on/off tracked at an approved on/off tracking point (RRAP) (unless the OTP has approval from Network Rail for on/off tracking at other locations).
11. Reverse movement in travelling mode must be controlled by ground staff.
12. For access/egress, the vehicle may only operate with the door to the cab adjacent to a cess or a line closed to all train movements or the Method Statement safe system of work must take account of adequate safe clearances to adjacent lines.
13. If adjacent lines are open to traffic, this vehicle shall only be used if a safe system of work has been adopted to take account of the extra gauge exceedance caused by attachments.
14. Limitation to ensure stability: See Duty Charts and LOLER Certificate. GKD Rated Capacity Indicator (RCI) shall be operative when the RRV is in use.
15. GKD Rated Capacity Indicator system (RCI) shall be in operation when RRV is working, except as in 16.1 & 16.2, Supplementary Information. Permitted to lift and carry in accordance with GKD Rated Capacity Indicator (RCI) system limits.
16. The RRV is permitted to tow or propel trailers with compatible emergency / parking brake and coupling system, break-away brakes and marker lights in operation.
17. Movement towards backward stability limit shall only be at moderate/low speed.
18. Shall only be operated with quick hitch in position and/or load on boom.
19. The machine shall be used as defined in the following table:

|   |        |                           |       |
|---|--------|---------------------------|-------|
| Maximum speed on plain line                     | 10 mph | Maximum speed over S&C    | 5 mph |
| Maximum speed over raised check and guard rails | 1 mph  | Minimum curve radius      | 80m   |
| Maximum speed towing/propelling                 | 10 mph | Maximum cant              |       |
| Maximum gradient                                | 1:25   | Maximum on/off-track cant | 100mm |
| Maximum on/off-track gradient                   | 1:25   | Maximum travelling cant   | 200mm |
| Maximum recovery speed                          | 3 mph  | Maximum working cant      | 150mm |

### Supplementary Information

1. Manufacturer serial / chassis number: Serial No. RRC135. OEM No. YY0305454. Fleet No. PRS102.
  2. Maximum working track twist – 1/150 over the RRV wheelbase (27mm twist)
  3. The vehicle is approved to carry 1 person seated in the driver's cab.
  4. Vehicle is a Philmor rail-conversion of road multi-purpose tracked excavator. Detail of boom/jib configuration:
    - Articulated boom (2.32m + Artic 2.5m) and 2.10m dipper.
  5. The vehicle may work with a range of attachments through the dipper link pins or quick hitch.
  6. The range of attachments may be used with this machine in association with the RCI Duty Charts. Their use in modes **16.1** or **16.2** (below) shall comply with the following as applicable;
    - Where specified, and including all lifting accessories, the attachment shall have a current certificate of approval, test and/or thorough examination.
    - The attachment shall only be used in accordance with the manufacturer's safety and operating instructions, and the safe system of work for the possession.
    - Use of the attachment shall not involve exceeding the vehicle's rated capacity for lifting. Before switching **OFF** the RCI, the attachment and its contents (e.g. bucket full of ballast) shall be moved through the planned range of movements to confirm that the working mode is within the vehicles lifting and stability capacity.
    - Except for the quick hitch, attachments should not be connected to the vehicle during on or off tracking, unless safe to do so.
    - The attachments shall be maintained in accordance with the manufacturer's and/or other approved instructions.
- 16.1** The GKD Rated Capacity Indicator system (RCI) may be switched **OFF** when in digging or non-lifting mode.
- NOTE: Caution must be exercised with this type of attachment as its use may adversely affect the stability of the RRV when it is working.
- 16.2** The GKD Rated Capacity Indicator system (RCI) must be switched **ON** for lifting mode;
- Lifting accessories (LOLER Regulations)
  - Any attachment that is mechanically fixed or and/or powered from the RRV.
  - Any such attachment and its use shall only be with the approval of the infrastructure controller. See RIS-1530-PLT Issue 3, clause 3.1.
7. Load lifting point located at dipper, rated capacity 7.5 tonnes SWL.
  8. RRV ON and OFF tracking and emergency recovery are detailed in the Kobelco B135 Series Operation & Maintenance Manual RP021.
  9. A RRAP or temporary crossing must be used, maximum track cant 100mm. Alternatively, a risk assessed documented procedure may be used that is specific to the possession.
  10. When working, the counterweight, boom, dipper and attachments can be out of gauge, dependant on the GKD Rated Capacity Indicator (RCI) slew settings in use (see Limitation 13 &14).

11. Fitted with external emergency brake control for use with Philmor/GOS Personnel Carrier Attachments and Philmor/GOS Rail Trailers.
12. RCI information. Manufacturer: GKD Serial number: 673T RCI Software I/D: 8.11
13. Duty chart reference, issue number and date – YY0305454 – RRC135 9-Jul-2013 for all load lifting points.
14. Route Availability: No Change.
15. Applicable Braking Curve: RIS-1530-PLT Issue 3. Section 5.6.2.1.
16. Applicable Gauge or Portfolio Reference: W6a as RIS-1530-PLT.
17. Whilst this machine is certified in accordance with RIS-1530-PLT, Issue 6, this certification is to cover an engineering change as per the scope of this document. The machine was previously certified to RIS-1530-PLT, Issue 3.

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**Authorised by:**

Steve Rice  
AEGIS PAB Signatory

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