



## 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**

917/SRS/LRB17 with MEWP/9A

**Vehicle Owner**

Keltbray Rail Plant

**Issue Date**

08 August 2020

**Expiry Date**

08 August 2027

**Vehicle Number(s)**

99709 917015-8

**First Of Class**

99709 917015-8 on certificate 21/0452/20 against RIS-1530-PLT issue 6.

**Authorised by:**

David Wass

SNC-Lavalin Rail & Transit Verification Limited

**OFFICIAL STAMP**

SNC • LAVALIN

**Reason for issue and Scope of Work**

Certification of upgraded SRS/Volvo LRB17 Road Rail Vehicle with MEWP.

Vehicle chassis number: YV2VH40A6DB645671. Vehicle Registration No: PE13 JMX. SRS No: P15371-1302.

Assessed for compliance with RIS-1530-PLT Issue 6.

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

**Deviations associated with this certificate**

Network Rail Certificate of Authorisation of Variation - Tracker No TR52655 > permits SRS the use of a hybrid slew limiter.

**Applicant Copy**

SN0182618

Certificate Number: 21/0452/20



# On-Track Plant

## Previous Certificate Number

21/0877/19.

## Maintenance Plan Details

P15371UI-EN.F Vehicle Maintenance Plan for SRS LRB17 Road Rail Vehicle. Issue F. Dated 2019-10-07.

P15371MI-EN.REVISION FF.DOC LRB17 KLL 10-2T1 Vehicle Operating Instructions. Issue F. Dated 2020-08-04.

## Limitations of Use

1. The RRV shall only be used in a possession.
2. Travelling mode: with the MEWP access platform, and booms in the stowed position, the RRV is within W6a gauge as RIS-1530-PLT; mirrors must be folded-in.
3. Working mode: with RRV in use, the MEWP access platform, and booms can exceed W6a gauge.
4. The RRV shall NOT on/off track, travel or work on live conductor-rail lines (3rd or 4th rail).
5. The RRV is permitted to on/off track, travel or work on isolated conductor-rail lines (3rd or 4th rail).
6. The RRV is permitted to work if the adjacent line(s) are open to traffic (ALO), only if a safe system of work (SSoW) has taken account of gauge exceedance of any adjacent line(s) open to traffic.
  - > The vehicle is fitted with a mechanical slew limiting device approved by Network Rail Technical Services. The system must be set and functioning correctly to be considered reliable.
  - > The MEWP basket on the vehicle is able to rotate. When planning for the use of this system, the worst case position of the basket shall be established in the Site Specific Risk Assessment so that the required clearances are met. The worst case basket position shall be factored into the safe system of work when working with adjacent line(s) open to traffic.
7. The RRV shall not travel on track with:
  - Cants greater than 150mm; Gradients greater than 1:25; and/or Curves less than 80m radius.The MEWP access platform and booms shall be stowed and locked in their travelling mode position.
8. The RRV shall not work on track with:
  - Cants greater than 180mm; Gradients greater than 1:25; and/or Curves less than 80m radius.
9. When reversing, the RRV shall only proceed with the driver utilising the CCTV and/or ground staff. The maximum travelling speed shall be limited by the driver's field of view of obstructions and stop signals and shall NOT exceed 10mph (16km/h).
10. For access/egress, the RRV shall only operate with the cab door adjacent to a cess or a line closed to all train movements, or the SSoW takes account of adequate clearances to adjacent lines.
11. Access is required to the offside of the RRV when preparing for work and packing away, adjacent lines shall be under the control of the engineering supervisor responsible for controlling movements of the RRV.
12. For on/off tracking the RRV, a site specific work plan shall be used, taking account of the SRS User Manual and the applicable Module in Network Rail Infrastructure Plant Manual NR/L2/RMVP/0200.
  - The RRV shall not be on/off tracked on cants greater than 150mm and/or gradients greater than 1:25.

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13. The RRV is permitted to on/off track and travel under live OLE when used in conjunction with a SSoW determined and authorised by taking guidance from the requirements of GE/RT8024, and subject to:
  - A minimum OLE wire height of 4.220m.
  - The earth bonds on the RRV shall have been examined for security and presence prior to use.
  - Except for the cab, access onto any other surfaces higher than 1.4m above rail level is prohibited.
14. The RRV shall NOT work under live OLE.
15. The RRV will NOT operate train operated points.
16. When the RRV is working with the MEWP, it shall only be used in accordance with the SSoW and the SRS User Manual, and shall have a current certificate of approval, test and/or thorough examination.  
The MEWP normal operating duty is free-on-rail.
17. When working on the maximum working cant of 180mm (with 50mm track twist), the maximum basket lateral movement at working speed (3 mph) is 4.5m.
18. The RRV is NOT permitted to tow or propel on rail, except in emergency recovery and only if the vehicle is at the same or less GVW.

### Supplementary Information

1. The vehicle is a SRS/Volvo LRB17 Road Rail Vehicle with MEWP.
2. Vehicle chassis number: YV2VH40A6DB645671. Vehicle registration No: PE13 JMX. SRS Nos. P15371-1302.
3. The vehicle is fitted with Two-boom telescopic OHL lift, type designation: Svabo-Lift LRB 8-2Ti and Svabo-Lift LRB 10-2T1 Mobile Elevating Work Platform (MEWP) - (Certificate No. 10- MAL-CM-0563, supersedes Certificate No. 05-MAL-CM-0511).
4. The vehicle is approved to carry 2 persons (including driver) seated in the driver's cab.
5. Gross vehicle weight: 17 tonnes.
6. Maximum Access Platform Load: 450kg (775 lbs) - or 3 persons).
7. The RRV is provided with preset limiting device which avoids exceedance of the access platform load.
8. The approved configuration is with road wheels raised clear of the rail with traction drive and braking being achieved via the rail wheels.
9. An auxiliary 110Vac system is fitted to the vehicle.
10. Maximum speeds (travel and working) on rail not to exceed:
  - 20 mph plain line (access platform lowered).
  - 3 mph with raised and manned access platform.
  - 5 mph switches and crossings (access platform lowered).
  - 5 mph raised check/guard rails.
11. The vehicle is fitted with an SRS, Sweden hybrid slew limiting device that has been approved by Network Rail Technical Services for Working ALO, as stated in Network Rail Letter, MLD/L026 'Approval of MLD019: SRS Hybrid Slew Limiting System', 21st June 2013.

**Authorised by:**

**David Wass**

.....*David Wass*.....

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