



## ENGINEERING ACCEPTANCE CERTIFICATE

This certificate issued in accordance with RIS-1530-PLT Issue 5.

**NAME OF CERTIFICATION BODY**  
Atkins Rail

**ACCREDITATION CODE**  
NS

**Vehicle Class/Description** Road Rail Vehicle Thwaites TD12 Multi-Body RRV (Type 9B)

**Vehicle Owner** Phillip Shovlin Plant Hire Ltd

**Issue Date** 31<sup>st</sup> July 2015

**Expiry Date** 31<sup>st</sup> July 2022

**Vehicle Numbers:** 99709 949028-3

**FIRST OF CLASS**

Certificate number of First of Class

YES	NO
	X

N/A

**Authorised by :**

Signatory Name:

SP Rice

Authorised Signatory:

**Reason for issue and Scope of Work**

**Previous scope of work;**

Tracker No. 14788: To allow the continued usage of the listed vehicle to continue towing and propelling trailers with Hydraulic service and park brakes.

Fitment of Rail wheel braking system in accordance with Rexquote RWB Upgrade Assembly Drawing ASY-3056, TD12 Front RWB Front ASSY-ASY-3031, TD12 Rear RWB ASSY-ASY-3046, Hydraulic schematics HYD-1973, Thwaites TD12 Mk1 RWB HCD-0233, TD12 RWB Only Upgrade ECD-0266, and the associated maintenance documentation RQMA0043, Issue 12, dated 11<sup>th</sup> August 2014.

Direct Rail Wheel Braking (DRWB) – tested and is compliant with Network Rail document TS-T01122-0018, 11/12/2013. Special limitations are transferred from previous certificate IF/0885/06 with the addition of Special limitations A4, C11 and Item 6, Supplementary Information.

Braking Configuration Modification installed in accordance with Rexquote document RQD0235, Rexquote Thwaites TD12, Mk1 RRV Rail wheel braking system, dated 20/06/2014 and hydraulic schematic HCD-0233, Initial, issue 1, 08/5/14.

**Scope of work for this certificate;**

Upgrade to RIS-1530-PLT, Issue 5, June 2014.

Tracker 14788; To allow the continued usage of the listed vehicles to continue towing and propelling trailers with hydraulic service and park brakes.

**Deviations associated with this certificate:** Tracker No. 14788

**Previous Engineering Acceptance certificate number:** NS/5605/14

	<b>Identification Number</b>	<b>Issue No.</b>	<b>Date</b>
<b>Maintenance plan Id.</b>	SPMM0005	02	November 2014
<b>Maintenance plan title</b>	Shovlin Plant Hire Ltd - Thwaites TD12 Maintenance Plan		
<b>Maintenance plan Id.</b>	RQMA0043	12	11 <sup>th</sup> August 2014
<b>Maintenance plan title</b>	Rexquote REXPRO4 Rail Wheel Braking System Service Manual.		

### Limitations of Use

1. It shall only operate inside possessions.
2. It shall **NOT** on/off track, travel or work on live conductor rail lines.
3. The vehicle shall **NOT** on/off track or work with adjacent lines open to traffic.
4. It shall **NOT** on/off track, or work under live OLE.
2. For on/off tracking, a site specific plan shall be used taking account of the applicable module(s) of Network Rail Infrastructure Plant Manual NR/PLANT/0200.
3. Detailed in Rexquote Manual (RQM0039). A RRAP or temporary crossing must be used, maximum track cant 150mm.
4. Alternatively to Limitation 3, a risk assessed procedure may be used that is specific to the possession and taking account of the applicable module(s) of Network Rail Standard NR/PLANT/0200.
5. 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 demountable equipment fitted is secured in the travel position.
6. 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).
7. Except for the cab, when the RRV is under live OLE access is **NOT** permitted onto any surfaces greater than 1.4m above rail.
8. 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 the safe system of work to be adopted takes account of adequate clearances to adjacent lines.
9. Fitted with hydraulic park-brake control and service brake control for compatible rail trailers.  
It is permitted to tow and/or propel rail trailers with compatible coupling and hydraulic-operated brake systems.
  - Maximum weight shall **NOT** exceed 30 tonnes.
  - RRV shall be fitted with a minimum of 6 tonnes of ballast for adhesion if there is no body fitted.
  - Rexquote trailers with emergency/parking brake and service brakes.
  - Maximum speed 5mph (8km/h): LADEN
  - The service brake and park brake controls shall be functional.
  - The RRV shall only be coupled to the trailers with straight tow bars and front towing adapter supplied by Rexquote for this specific use.
  - The RRV shall be fitted with minimum 6 tonne ballast for adhesion.
  - Each trailer rated capacity shall not be exceeded.
  - Maximum braked towed/propelled weight shall not exceed 140 tonnes.
  - The loading sequence and total load of the consist shall be in accordance with the Method Statement. The total load may have to be limited if the ruling gradient and rail head condition in the possession reduces adhesion for the RRV in traction.
10. When travelling, RRV vehicle is within W6a gauge and exception for road wheels as RIS-1530-PLT.  
When travelling, mirrors must be folded in.
11. When working, the demountable bodies can be out of gauge.
12. This machine is fitted with **DIRECT** rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.

**SUPPLEMENTARY INFORMATION**

1. Vehicle is Rexquote rail-conversion of Thwaites multi-body road vehicle.
2. Serial No.2-99624. Rexquote No. 1503.
3. It shall operate on rail in high mode (rail wheels only).
4. The vehicle is approved for use with the following demountable bodies:-
  - 3-way tipping skip (maximum load = 9000kg)
  - 4 cu.m concrete mixer.
  - 4 cu.m concrete dispenser
  - Vac/air cleaning unit.
5. Route availability No; Unchanged.
6. Applicable Gauge or Portfolio Reference; W6a as RIS-1530-PLT
7. Applicable Braking Curve; Road/Rail Vehicles RIS-1530-PLT Issue 5. Clause 5.6.2.1.
8. This machine is fitted with **DIRECT** rail wheel braking. It does not use the brakes applied to the road wheels acting on the tread of the rail wheel as the primary means of braking.

**9. Data Table;**

Maximum travelling speed – plain line	20 mph
Maximum working/towing/propelling speed	10 mph
Maximum speed – switches, crossings and raised check rails	5 mph
Maximum speed – emergency recovery	3 mph
Maximum Travelling cant	200mm
Maximum working cant	150mm
Maximum on/off track cant	150mm
Maximum working and travelling gradient	1:25
Maximum on/off track gradient	1:25
Minimum curve radius	80m

Authorised By:



Name of Signatory: S P Rice

