



## 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/Volvo FE280(LRB1712-2T1)with MEWP/9A

**Vehicle Owner**

Keltbray Rail Plant

**Issue Date**

20 February 2022

**Expiry Date**

20 February 2029

**Vehicle Number(s)**

99709 917105-7

**First Of Class**

99709 917108-1 on certificate 21/0067/22 to the requirements 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 SRS/Volvo FE280 (LRB1712-2T1) Road Rail Vehicle with MEWP.

Vehicle registration no. DX64 HKF. Vehicle chassis number: YV2V0Y1AXFZ100774.

SRS Nos. P15451-1412: LRB 17 - 12-2T1.

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

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

**Applicant Copy**

SN0227857

**Certificate Number:** 21/0076/22

Page 1 of 4



# On-Track Plant

## Deviations associated with this certificate

TR69077 - Certification of Variation - Derogation - SRS - LRB17 12-2TI MEWP RRVs - Wheel Loads  
TR69079 - Certification of Variation - Derogation - SRS LRB17 1202TI MEWP RRVs - MLD for Work under ALO

## Previous Certificate Number

21/0875/19.

## Maintenance Plan Details

Keltbray Instruction Handbook for SRS LRB-17 MEWP Road Rail Vehicles Chassis Range P15448, KRP-MAN-015, Issue 1, 14/01/2022.  
Keltbray Vehicle Maintenance Plan for SRS LRB 17 Road Rail Vehicle KR-KRPL-MAN-001, Issue 1, 14/01/2022.

## Limitations of Use

1. The RRV shall only be used in a possession.
2. Travelling mode: with the MEWP basket in its stowed position, the RRV is within the W6a gauge as RIS-1530- PLT. Mirrors must be folded in.  
All working equipment must be stowed and secured in their transit position when on/ off tracking and when operating the vehicle in travel mode on rail.
3. Working mode: Mirrors must be folded in. With RRV in use, the MEWP basket can infringe W6a gauge throughout its working envelope.  
Maximum basket lateral movement - 9.0m. The maximum vertical height from top of rail to bottom of MEWP basket floor is 12m. Horizontal outreach: 10.7m from turning centre to edge of cage.
4. It shall NOT on/off track, travel or work on live conductor-rail lines (3rd or 4th rail).
5. It shall NOT work if the adjacent line or lines are open to traffic, unless otherwise permitted by a site specific safe system of work that is approved by Network Rail.
6. Vehicle will NOT operate train operated points.
7. Vehicle must NOT be travelled on track with:  
- cants greater than 200 mm; gradients greater than 1 in 25 and/or curve less than 80m.
8. Vehicle must NOT be worked on track with:  
- cants greater than 180 mm; gradients greater than 1 in 25 and/or curve less than 80m.
9. When working on the maximum working cant of 180mm with 50mm track twist, the maximum basket lateral movement at working speed (3 mph) is 5.4m.
10. When reversing, the RRV shall only proceed with the driver utilising the CCTV and/or ground staff.  
The maximum travelling speed in reverse shall be limited by the driver's field of view of obstructions and stop signals, but shall NOT exceed 10mph (16km/h).
11. For recovery, refer to LRB-17 Emergency Operations P15448ND-EN.
12. 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 safe system of work takes account of adequate clearances to adjacent lines.  
Access is required to the driver's side of the vehicle when preparing for work and packing away, during which adjacent lines shall be under the control of the engineering supervisor responsible for controlling movements of the vehicle.

**Applicant Copy**

**Certificate Number: 21/0076/22**

**SN0227857**

Page 2 of 4

## On-Track Plant

13. It may on/off track at a level crossing or travel under live OLE when used in conjunction with a safe system of work determined and authorised in accordance with the requirements of GE/RT8024, and with the access platform fully stowed and locked in the transit position.
14. 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) in accordance with the requirements of NR/L2/RMVP/0200 and appropriate module(s) and any successor standards.
  - The RRV shall NOT on/off track on cants greater than 150mm and/or gradients greater than 1:25. All moveable parts of the fitted equipment/modules shall be in their stowed/travel position.
15. Except for the cab, when RRV is under live OLE access is NOT permitted onto any surface higher than 1.4m above rail.
16. The MEWP basket must NOT be worked under live overhead line equipment.
17. The vehicle is fitted with a hybrid slew limiting device that has been approved by Network Rail Technical Services. Both electronic and mechanical elements of the system MUST be active and functioning correctly for this system to be deemed 'reliable', when supported by an appropriate Safe System of Work.
 

Intermediate slew locks are fitted that will allow work to be carried out up to a basket slew of 1.35m or 3.20m with a fully extended jib towards an adjacent line open from line one when line two is blocked to traffic. The slew limiting device mechanical pins MUST be secured by padlocks before work commences.

The slew limiting device does not restrict the vehicle to its own W6a gauge. This system MUST ONLY be used where the Safe System of Work can demonstrate that when active, the slew limiting device prevents any part of the vehicle from moving past the fouling point of any open line.
18. This vehicle is provided with preset limiting device which avoids exceedance of the MEWP basket load.
19. Vehicle is NOT permitted to tow or propel any other vehicle on rail, except as per Limitation 20.
20. The vehicle is allowed to tow a vehicle of the same type in an EMERGENCY ONLY, using the standard rigid tow bar under the following conditions:
  - Maximum speed when towing not to exceed 5 mph.
  - The vehicle being towed shall have the driver in the cab at all times.
  - The CCTV system on the towing vehicle must be operational at all times.

### Supplementary Information

1. The RRV is a SRS/Volvo FE280 (LRB1712-2T1) Road Rail Vehicle with MEWP. Vehicle is fitted with telescopic OHL lift, type designation: KLL12 - Certificate No. 10-MAL-CM-0562, and personnel carrying area on the rear deck of the vehicle for up to 3 persons.
2. Access Platform with type designation KLL 12 is rated for 3 persons or 350kg/450kg with a fully retracted telescopic boom.
3. Vehicle registration no. DX64 HKF. Vehicle chassis number: YV2V0Y1AXFZ100774. SRS Nos. P15451-1412: LRB 17 - 12-2T1.
4. The vehicle is approved to carry 2 persons (including driver) seated in the driver's cab, 3 persons in the personnel carrying area of the rear deck, and 3 persons in the MEWP basket - when persons are present in the the personel carrying area and/or MEWP basket in travel mode the maximum vehicle speed is to be 10mph.
5. Gross vehicle weight: 18 tonnes.
6. The vehicle is fitted with a hybrid slew limiting device fitted by SRS Sjolandars which meets the requirements of the remit MLD/R003, issued by Network Rail on 1st March 2013 when fitted to a SRS LB17 KLL 10-2-TI MEWP, including additional functionality incorporated in February 2015 and is approved by the Network Rail Letter, 'Approval of MLD019: SRS Hybrid Slew Limiting System', 19th February 2015. Doc Ref; MLD/L073.
7. The auxiliary 110Vac system is available for use on this vehicle.



## On-Track Plant

8. 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.

**Authorised by:**

**David Wass**

*David Wass*