



*Interfleet*

Member of the SNC-LAVALIN Group

## CERTIFICATE OF ENGINEERING ACCEPTANCE

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

**NAME OF VEHICLE ACCEPTANCE BODY**

*Interfleet Technology Ltd*

**ACCREDITATION CODE**

**IF**

**Vehicle Class / Description**

977/TRAC/Unimog U1650/9C

**Vehicle Owner**

Trac Engineering Ltd

**Issue Date**

28 August, 2015

**Expiry Date**

28 August, 2022

**Vehicle Number(s)**

99709\_977008-0

**First Of Class**

Not known.

**Authorised by:**

Bryan Lowe

*Interfleet Technology Ltd*

**OFFICIAL STAMP**

**Reason for issue and Scope of Work**

Certification of up-graded Unimog U1650 Road Rail Vehicle with:  
Jensen 141 Chipper and vegetation box; or 3-way tipping body.

Chassis No. WDB 427 1122 W 185674. Registration No. P399 ERP. TRAC Fleet No. SV060.

Assessed for compliance with RIS-1530-PLT Issue 5.

Expiry date conforms to the requirements of RIS-1530-PLT Issue 5.

**Deviations associated with this certificate**

Network Rail Deviation NR/08/1530/034/NC applies to this certificate for road-rail wheel loads.  
Network Rail Deviation NR/08/1530/035/NC applies to this certificate for rail wheel profile.

**Previous Certificate Number**

No previous Engineering Acceptance Certificate against RIS-1530-PLT Issue 5.  
Previous Engineering Acceptance Certificate IF/0721/12.

Customer Copy

**Certificate Number: IF/0456/15**

### **Maintenance Plan Details**

Maintenance Plan: Trac Road-Rail Mercedes Unimogs and Lorry ref. Trac info G04.05, Issue 2, 23/02/12.  
Operating Manual: Loctrac ZW82S/ZW100S.

### **Limitations of Use**

1. The vehicle shall be used only within a possession.
2. When travelling: the vehicle is within the W6a gauge and exception for road wheels as defined in RIS-1530-PLT. All attachments and payload shall be secured in their travel positions.
3. When working: the cab access doors, the vegetation box and the chipper spout, and the 3-way tipping body can be out of the W6a gauge.  
The safe system of work must take into account any possible gauge exceedances.
4. When the vehicle is fitted with road tyres that encroach into the area below rail level by no more than 15mm and the outer tyre wall is no greater than 210mm from the running edge of the rail, the vehicle is permitted to operate over ISOLATED conductor-rail lines.  
Prior to vehicle use, the site shall be surveyed to assess the potential for damage to the infrastructure.
5. The vehicle shall NOT on/off track, travel or work on LIVE conductor-rail lines.
6. The vehicle may be used with adjacent line(s) open to traffic, but only if the safe system of work for the possession has taken account of any gauge exceedance to the adjacent line(s).
7. For access and egress, the vehicle shall operate only with the cab access door adjacent to the cess or to a line(s) that is closed to all train movements, or if the safe system of work has taken account of adequate clearance to adjacent line(s).
8. The vehicle will not activate train-operated points.
9. The vehicle shall not travel on track with:
  - > cants greater than 200mm; gradients greater than 1:25; and /or curves tighter than 80m.
10. The vehicle shall not work on track with:
  - > cants greater than 150mm; gradients greater than 1:25; and/or curves tighter than 80m.
11. When operating in reverse, movements of the vehicle shall be controlled with the support of the CCTV and/or ground staff, unless the operator has clear line of site of the track and the signals.
12. For on and off-tracking, a site specific work plan shall be used in compliance with applicable module of the Network Rail Infrastructure Plant Manual NR/PLANT/0200.  
Track cant not greater than 150mm and/or track gradient not steeper than 1:25.
13. WHEN FITTED WITH THE JENSEN 141 WOOD CHIPPER AND VEGETATION BOX  
The vehicle is permitted to on and off-track, travel and/or work under live OLE but only in accordance with the safe system of work for the possession, determined and approved by taking guidance from the requirements of GE/RT8024.  
Account shall also be taken of:
  - > A minimum OLE wire height of 4.165m.
  - > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
  - > Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
  - > The height of the payload including securing devices shall not exceed 3565mm above rail.
  - > The wood chipper spout shall be locked into its central working position at a maximum working height of 3200mm above rail level.
  - > The non-metallic vegetation box cover and its fixings shall have been checked for security.
  - > Under no circumstances shall any form of metallic cover or strapping be used on the vegetation box.
  - > The vehicle shall NOT work under live OLE with other attachment.
14. WHEN FITTED WITH THE 3-WAY TIPPING BODY
- 14.1 The vehicle is permitted to on and off-track and/or travel under live OLE but only in accordance with the safe system of work for the possession, determined and approved by taking guidance from the requirements of GE/RT8024.

Account shall also be taken of:

- > A minimum OLE wire height of 4.165m.
- > The earth bonds on the RRV shall have been examined for security and presence, prior to use.
- > Except for the cab, when the RRV is under live OLE access is NOT permitted onto any surfaces higher than 1.4m above rail.
- > The height of the payload including securing devices shall not exceed 3565mm above rail.

14.2 The vehicle is NOT permitted to WORK under live OLE.

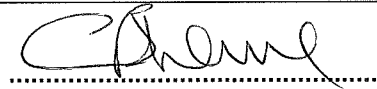
14.3 When transporting ballast or other bulk material, to ensure vehicle stability caution shall be exercised when tipping to the low-side of cant with wet or compacted materials.

15. The vehicle is not permitted to tow any other rail vehicles.

### **Supplementary Information**

1. The vehicle is a Trac Unimog U1650 with Zweiweg twin-wheel rail gear;  
It can be fitted with a Jensen 141 chipper mounted at the rear and vegetation box or 3-way tipping body.
2. The vehicle operates on rail in low-ride mode only.
3. Permitted number of personnel to be carried: 2 in cab.
4. Vehicle serial number WDB4271122W185674.
5. Vehicle Gross Weight: 11.3tonnes. Maximum payload 3.0tonnes.
5. Maximum permitted speeds:
  - 20mph (32km/h) plain line; - 5mph (8km/h) switches and crossings;
  - 2mph (3km/h) raised checkrails/guard rails; - 10mph (16km/h) reversing.

**Authorised by:**  
**Bryan Lowe**



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## 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**

**AC**

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**Machine Class/Description** LH Group / Unimog U400 (Type 9C)

**Vehicle Owner** Trac Engineering Ltd

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

**Expiry Date** 12<sup>th</sup> October 2025

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**Vehicle Number:** **99709 979076-5**

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**First of Class** Yes

**Certificate Number of First of Class** AC/0141/18

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**Authorised by:**



JP Court  
AEGIS PAB Signatory

**Official Stamp**



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#### Reason for Issue and Scope of Work

Previous Certificate:  
[Change of vehicle configuration.

This certificate:  
Upgrade to RIS-1530-PLT issue 6.



**Deviations Associated with this Certificate**

**Reference**            None  
**Title**                    None

**Previous Certificate Number:** IF/0256/15

**Approved Maintenance Instructions**

<b>ID No.</b>	<b>Title</b>	<b>Issue No.</b>	<b>Date</b>
TRACINFO Rail 01.19	UNIMOG U400 WITH CHIPPER OPERATING AND MAINTENANCE INSTRUCTION	1	11/10/18

**Machine Data**

<b>Gross Mass</b>	9 485 kg	<b>Gauge</b>	W6a
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**Approved Values**

<b>Maximum number of people</b>	2
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**Approved Track Conditions**

	<b>Travelling Mode</b>	<b>On/off-tracking</b>
<b>Maximum gradient</b>	1:25	1:25
<b>Maximum cant</b>	150 mm	100 mm
<b>Minimum curve radius</b>	80 m	

**Approved Maximum Speeds**

	<b>Travelling Mode</b>
<b>Plain Line</b>	20 mph
<b>Switches and Crossings</b>	5 mph
<b>Raised check and guard rails</b>	3 mph
<b>Reverse</b>	5 mph
<b>Recovery</b>	3 mph

## Limitations of Use

1. The machine shall not be used outside a possession.
2. The maximum number of people transported on this machine shall not exceed the value given in the Approved Values section of this ECC.
3. The machine shall not be used on track conditions in excess of those given in the Approved Track Conditions section of this ECC.
4. The machine speed shall not exceed the values given in the Approved Maximum Speeds section of this ECC.
5. The machine exceeds plant gauge, see Machine data section of this ECC.
6. The load exerted by rubber tyres on items of infrastructure equipment is 2.5 tonnes.
7. Rubber tyres exceed the stated machine gauge. They extend 328 mm beyond the running edge of the rail. The machine has the potential to strike some platforms and underbridge girders. A site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
8. Rubber tyres exceed below rail head level by 10 mm. A Site survey shall be undertaken to assess potential damage to infrastructure equipment prior to use.
9. The machine cannot be relied upon to activate train operated points.
10. Ground staff shall control reverse movements.
11. Not to be used ALO on LU.
12. This machine is suitable for On/off-tracking and traveling under the live OLE, with a minimum wire height no less than 4206 mm, when used in conjunction with a safe system of work.
13. The machine shall not work under live OLE.
14. The machine shall not be used in conductor rail areas.
15. The tipper body shall not be tipped in rail mode.
16. Only wood chips from the front mounted chipper shall be transported in the rear cargo area, the machine shall not be used for carrying other payloads.
17. The machine shall not be used for towing trailers.
18. The machine shall not be used predominantly in enclosed locations.
19. The machine shall not be used with adjacent lines open to traffic.



**Supplementary Information**

1. This machine's re-approval for seven years was assessed against RIS-1530-PLT issue 6.
2. The machine is approved for use with a front mounted chipper and rear mounted chip box.

Chassis / Serial Number	WDB4051221W197848
Fleet Number	SV149
Registration	SN51 OVA

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**Authorised by:**

JP Court  
AEGIS PAB Signatory

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