

OM94001/1

ONTRACK Policy on Imported Hi-Rail Vehicles

Introduction

This document is a supplement to ONTRACK's code OM94001, "**Hi-Rail Vehicles for use on the Controlled Network**" and should be read in conjunction with it.

This document contains important information for anyone considering obtaining an imported a hi-rail vehicle for use on the National Rail system. It sets out ONTRACK's position on imported hi-rails and gives potential users some guidelines on issues that may arise.

ONTRACK may waive some or all of the Type Approval requirements of OM94001 for hi-rail vehicles imported from Japan that are fully documented and in good working order. ONTRACK reserves the right to reject outright or require full Type Approval for any imported vehicle if it is not fully satisfied with any aspect of the vehicle or its performance.

Potential purchasers of imported hi-rail vehicles would be wise to discuss their intentions with ONTRACK before purchasing. In particular any vehicle that will be classified as "Specialist hi-rail plant" in terms of Section 1.1 of the hi-rail manual OM94001 (see point 1 below) must be discussed with ONTRACK before purchase. Requirements will be set for each individual hi-rail vehicle. Purchasers must confirm ONTRACK's acceptance requirements for their particular vehicle in every case.

CAUTION !!

Differences between overseas and NZ railway systems may mean that imported vehicles do not physically comply with NZ requirements for the likes of loading gauge clearances, wheel profiles, wheel back-to-back dimensions etc. New Zealand track conditions vary from those found overseas and equipment used overseas may not necessarily be well suited to these. Operators must satisfy themselves that imported equipment is suitable for both the task and local conditions. Be aware that different regulatory requirements may also apply.

Policy

1. ONTRACK will generally not accept trucks or other vehicles that would normally be regarded as General Purpose Hi-Rail Vehicles as "Specialist

- hi-rail plant” in terms of Section 1.1 of the hi-rail manual OM94001. This has particular implications for General Purpose Vehicles not capable of operating at 50 km/h on rail.
2. Original evidence of the safe on-rail speed set by the manufacturer must be presented.
 3. The maximum speed on rail will be the lower of speed set by the manufacturer or the speed set by ONTRACK and is not to be exceeded.
 4. The vehicle and hi-rail equipment must be in good working order.
 5. Any attachments, such as cranes or work platforms, and their attachment to the vehicle chassis must be certified in their own right by the appropriate authority before ONTRACK will accept the hi-rail for use on the National Rail system.
 6. Any other ratings for the vehicle or attachments, such as the electrical insulation of work platforms, must be certified to New Zealand requirements by the appropriate authority.
 7. Any modifications to the vehicle’s chassis must be certified in their own right by the appropriate authority before ONTRACK will accept the hi-rail for use on the National Rail system.
 8. Original manufacturer’s plates and certifications of the hi-rail equipment must be in place on the vehicle.
 9. Original operating manuals must be available. This applies to both the hi-rail equipment and any attachments, such as cranes or work platforms. Manuals not in English must be re-written into English easily understandable by a NZ user.
 10. All control labels must be in NZ English.
 11. The vehicle type, model number etc. must be listed on the front cover of the manual.
 12. In cases where ONTRACK applies any particular operating restrictions as part of accepting a hi-rail for use on the National Rail System these restrictions applied must be displayed on the front cover of the operator’s manual. ONTRACK reserves the right to withdraw certification without further notice if the restriction is not respected.
 13. Any part of the original manual reflecting overseas practice, such as operator qualifications, must be re-written to reflect NZ requirements e.g. “Only certified Level C operators with an appropriate HT licence may operate this vehicle on rail”.
 14. Where tyres form any part of the drive chain during operation on rail a written statement from a NZ tyre supplier is required specifying the tyre(s) to be used. The statement must be clear that the tyres are rated for road and rail use and must be included in the operators the manual.

15. The vehicle must pass all remaining OM94001 inspections including the brake test. The brake test will be conducted taking into account any operating restrictions.
16. On rail vehicles must either have an accurate speedo or be incapable of exceeding the maximum safe on-rail speed (see point 3 also).
Where a speedo is required and the vehicle drive system makes it either inoperative or inaccurate it is permissible to mark a working speedo or rev counter with the maximum speed calibrated with a radar gun. 10 km/h is also to be marked. The rev counter may only be used where there is no ability to change gears. Any speed calibration must be witnessed by the ONTRACK inspector.
17. A speed restriction on a hi-rail truck limiting it to below 50 km/h is unusual and must be made apparent to both the driver and other people working near by. If the speed restriction is not respected certification will be withdrawn. Should ONTRACK accept a truck or other rubber tyred vehicle that would normally be regarded as General Purpose Hi-Rail Vehicles as "Specialist hi-rail plant" in terms of Section 1.1 of the hi-rail manual OM94001 then the following additional conditions will apply:
 - a. Maximum speed on rail is to be displayed prominently on the front of the manual (and there must be a manual in each vehicle). The wording must be
"Maximum speed on rail is **00 km/h**
ONTRACK reserve the right to withdraw certification of this vehicle if maximum speed is exceeded"
 - b. Maximum speed is to be displayed prominently on the vehicle dash using the following words:
"Maximum speed on rail is **00 km/h**"
 - c. The maximum speed is to be displayed prominently on both sides of the vehicle, cab or tray side, using the same wording as on the dash.
 - d. For information, an operator making arrangements with train control would be wise to state that s/he is limited to xx km/h.
18. If the vehicle is classified as "Specialist hi-rail plant" and is other than a truck then its maximum speed on rail is to be prominently displayed on the vehicle dash using the following words:
"Maximum speed on rail is **00 km/h**"

All other requirements of OM94001 must be met.

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Revised 27 March 07