GIBELA

PRASA PROJECT

SELF INSPECTION SHEET

CONFIDENTIAL INFORMATION

This document and the information contemplated therein have to be considered as Confidential Information pursuant to the provisions of Clause 25 of the MSA, and treated as such.

APPLICATION REFERENCE

MOUNTING	DESCRIPTION	STATION	CAR TYPE						WORK INSTRUCTION	SAFETY ?
			TC1	M4	M1	M2	M3	TC2		
☐ DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140		1	1	X	1		PRA.FT1140.04	YES
☐ DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1					1	PRA.FT1140.05	YES
☐ DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
☐ DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
☐										
☐										
☐										

REV	DATE	MODIFICATION CONTENT	RESPONSIBLE	NAME	DATE
7	2/11/2020	UPDATE OF AIR TIGHTNESS TEST TIME FROM 4 MIN TO 5 MIN. ADD PANTOGRAPH AIR TIGHTNESS.	APPROVER	GIVEN SILOWA	2/11/2020
			CHECKER	SIMON MOKOENA	2/11/2020
			COMPILER	COMFORT MALATJI	2/11/2020
8	9/13/2021	ADDING GAUGE MEASUREMENT CHECK ON THE SI.	APPROVER	MAKOFANE LUCY	9/13/2021
			CHECKER	RATAU EDISON	9/13/2021
			COMPILER	TSAKANI KHOSA	9/13/2021
9	5/31/2022	pressure valve (APV) Isolation	APPROVER	MAKHURUPETJI THABANG	5/31/2022
			CHECKER	HAZEL MGIBA	5/31/2022
			COMPILER	RATAU EDISON	5/31/2021

TUE	CAR	OPERATOR NAME	DATE	SELF INSPECTION NUMBER	PAGES
TS 222	M2	P. Sgisha	13/05/24	**SI.FT1140.52**	01/08

GIBELQ	SELF INSPECTION INDUSTRIAL QUALITY	Rev:09 Date: 5/31/2022	Projet: PRASA	SI.FT1140.52

Car:	NCR:	Work Station	FT1140

Safety Related

I - Document and Instrument Control

I.1 - Documents control

Document	TC1	M1	M2	M3	M4	TC2	Revision	Remark	OK	NA	Signature/Date
PRA.FT1140.04											
PRA.FT1140.05			X						A		13/05/24
PRA.FT1140.05											

I.2 - Instruments Control - Monitoring and Measuring Instrument Control (Used for all instrument with calibration needed)

Instruments description	Serial number	Calibration or Verification Validation Date	OK	NA	Signature/Date
Measuring tape	GIBTA 0276	26/10/23-26/10/24	~		
Vernier Calliper	GIBVR 0056	06/06/23-06/04/24	~		
Torque Wrench 35N.m	D2511023	19/12/23-19/12/24	~		
Torque Wrench 150N.m	D28622009	19/12/23-19/12/24	~		
Torque Wrench 320N.m	A9650027	21/12/23-21/12/24	~		13/05/24

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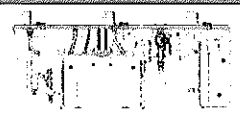
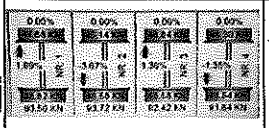
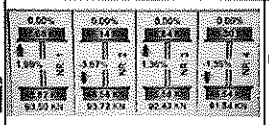
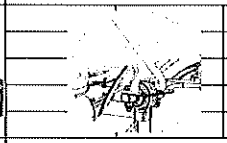
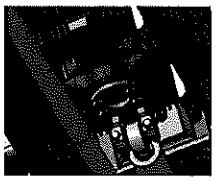
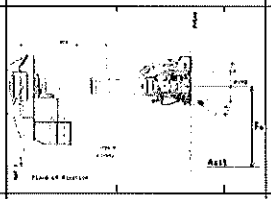
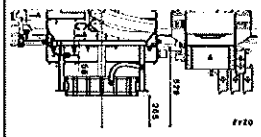
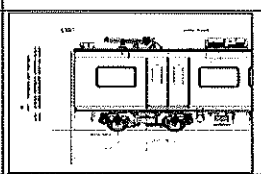
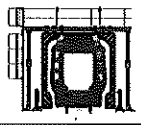
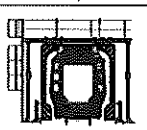
II - Self Inspection - Items to Check

II.1 - Items to Check

Item	Picture/Sketch	Description	Criteria/Record	OK	N/A	Remark	Signature/Date
01		Ensure that the average pressure valve (APV) is isolated by capping the two input pipes at the fittings installing the blanking fitting on the pipes highlighted		✓			13/05/24
02		Check underframe pipe system Air tightness. Test performance according to WI PRA.FT1130.15.	The test was performed and no leak was observed. Initial pressure (IP): 10,01 bar Final pressure (FP): 9,94 bar FP - IP = 0,07 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	✓			13/05/24
03		Movement performed at least 50m to shudder the car. And position on the leveled load cel, with wheels on the center.		✓			13/05/24
04		Measurement Inspection was done with car on condition AW0 and the rail levelled. (The load cells system must be levelled and calibrated)	Calibration Validation Date __/__/__	✓			13/05/24
05		In case of the equipments not installed, equivalent weight of the item should be added in the same place to simulate the equipment. (Any simulated weight, add on pending list)	EQUIPMENT DESCRIPTION / WEIGHT (kg) Simulators / 360	✓			13/05/24
06		The pressure difference between air spring on each bogie when raise the pressure was maintened < 0.3 bar.		✓			13/05/24
07		Measuremet recorded with empty suspention and loaded are on conformity with tolerances of the project.		✓			13/05/24
08		All leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓			13/05/24

GIBELA	SELF INSPECTION INDUSTRIAL QUALITY	Rev:09 Date: 5/31/2022	Projet: PRASA.	SI.FT1140.52

Item	Picture/Sketch	Description	Criteria/Record	OK	NA	Comments	Signature/Date
09		Check that the leveling rods are torqued and have torque marker.		✓			13/05/24
10		The difference of weight between the left and right wheels of each axis, must be ≤ 4%. (Verify on the T&C equipment if all arrows are in green).		✓			13/05/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of ≤ 4%.		✓			13/05/24
12		1 - Record shims thicknes used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I 0 II 0 III 0 IV 0	✓			13/05/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓			13/05/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= _____ mm				N/A
15		FOR TC CARS Height of Eurobalise Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= _____ mm				N/A
16		Check pantograph piping air tightness. Test performance according to WI PRA.FT1140.17.	The test was performed and no leak was observed. -Roof piping connection fittings -Room piping connection fittings(Roof arch and door trimming)	✓			13/05/24
17		Pantograph does not come in contact with the higher height gauge when passing through.	No Contact with Pantograph and Gauge -GO Contact with Pantograph and Gauge - NO GO	✓			13/05/24
18		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO	✓			13/05/24

GIBELO	SELF INSPECTION INDUSTRIAL QUALITY	Rev:09 Date: 5/31/2022	Projet: PRASA	SI.FT1140.52

DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

END#1

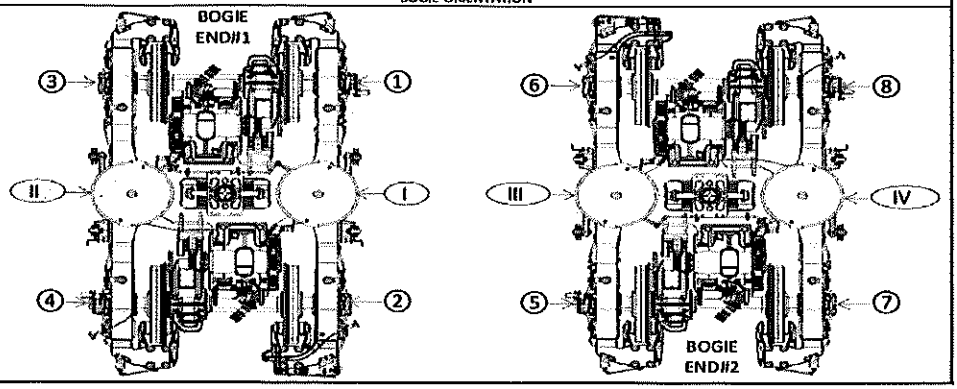
DESCRIPTION	TOLERANCE		LEFT SIDE 6	5	4	3	2	1	RIGHT SIDE 1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A`II													A`I
AIR SPRING HEIGHT (FULL)	min 254 max 261	AII					256	252	256	256					AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII					1105	1103	1110	1110					EI
AIR SPRING PRESSURE	≤ 0,3 (CI - CII)	CII					2,87	2,64	3,18	3,01					CI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3													D1
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4													D2
PIVOT VERTICAL GAP	min 25 max 32	KII													KI
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JI - JII)	JII													JI
QTY OF TURNS OF LEVELLING ROD	N/A	XII						1/2	0						XI
SHIMS OF ANTI-ROLL BAR	N/A	YII													YI

DESCRIPTION	TOLERANCE		6	5	4	3	2	1	1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A`III													A`IV
AIR SPRING HEIGHT (FULL)	min 254 max 261	AIII					258	264	258	257					AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII					1103	1110	1110	1110					EIV
AIR SPRING PRESSURE	≤ 0,3 (CIV - CII)	CIII					2,98	3,15	2,51	2,67					CIV
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D5													D7
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D6													D8
PIVOT VERTICAL GAP	min 25 max 32	KIII													KIV
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JIV - JII)	JIII													JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XIII						1 1/2	0						XIV
SHIMS OF ANTI-ROLL BAR	N/A	YIII													YIV

LEFT SIDE — RIGHT SIDE

END#2

BOGIE ORIENTATION



COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW

GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION	
EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	
SECUNDARY MEASUREMENTS (ONLY TC CARS)	
AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	

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DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

END#1

DESCRIPTION	TOLERANCE		LEFT SIDE 6	5	4	3	2	1	RIGHT SIDE 1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A`II													A`I
AIR SPRING HEIGHT (FULL)	min 254 max 261	AII													AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII													EI
AIR SPRING PRESSURE	≤ 0.3 (CI - CII)	CII													CI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3													D1
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4													D2
PIVOT VERTICAL GAP	min 25 max 32	KII													KI
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JI - JII)	JII													JI
QTY OF TURNS OF LEVELLING ROD	N/A	XII													XI
SHIMS OF ANTI-ROLL BAR	N/A	YII													YI
DESCRIPTION	**TOLERANCE**		**6**	**5**	**4**	**3**	**2**	**1**	**1**	**2**	**3**	**4**	**5**	**6**	
AIR SPRING HEIGHT (EMPTY)	N/A	A`III													A`IV
AIR SPRING HEIGHT (FULL)	min 254 max 261	AIII													AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII													EIV
AIR SPRING PRESSURE	≤ 0.3 (CV - CIII)	CIII													CIV
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D5													D7
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D6													D8
PIVOT VERTICAL GAP	min 25 max 32	KIII													KIV
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JV - JIII)	JIII													JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XIII													XIV
SHIMS OF ANTI-ROLL BAR	N/A	YIII													YIV

LEFT SIDE — RIGHT SIDE

END#2

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW		
GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION	
EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	

SECUNDARY MEASUREMENTS (ONLY TC CARS)	
AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	

BOGIE ORIENTATION

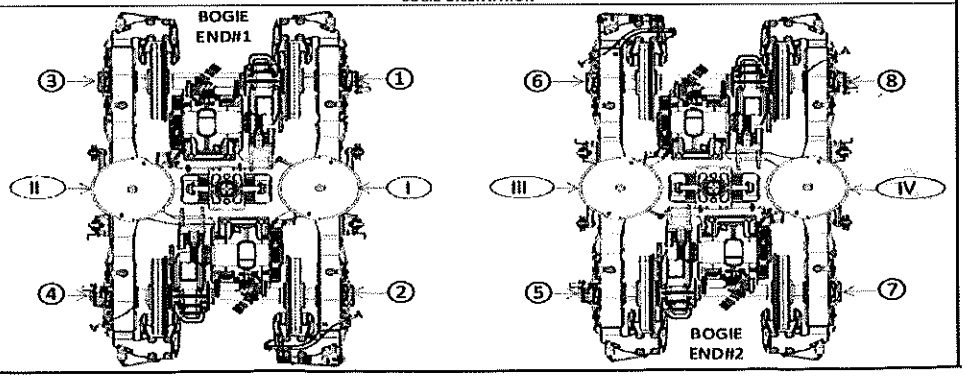

Table 1 - Reference Values and Measurement Tolerances for the Car Levelling.

ITEM			THEORETICAL VALUES													
			TC1 CAR		M4 CAR		M3 CAR		M2 CAR		M3 CAR		TC2 CAR			
			TBoct	TBint	MB1	MB1	MB1	MB2	MB2	MB1	MB1	MB1	TBint	TBoct		
Pivot lateral stop gaps difference [mm]	J_n-J_{n-1} [i ≥ 2]	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4		
Air Spring height [mm]	A_n [i ≥ 1]	Fig. 5	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}		
Air spring pressure at AWO [Bar]	C_n [i ≥ 1]	Fig. 5	3,76 (Ref.)	2,82 (Ref.)	2,87 (Ref.)	2,83 (Ref.)	3,02 (Ref.)	2,91 (Ref.)	3,07 (Ref.)	2,85 (Ref.)	2,83 (Ref.)	2,87 (Ref.)	2,83 (Ref.)	3,76 (Ref.)		
	$C_1 - C_4$		0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.	0,3 Máx.		
	$C_{2y} - C_{3y}$															
Primary Suspension gaps [mm]	D_3; D_5	Fig. 6	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}	35^{+12}_{+8}		
	D_1; D_6															
	D_2; D_7															
	D_4; D_8															
Carbody Floor height [mm]	E_n [i ≥ 1]	Fig. 7	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}	1106^{-10}_{-20}		
Bolster height [mm]	N_n [i ≥ 1]	Fig. 7	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}	850^{-3}_{-7}		
Coupling End height [mm]	F_1	Fig. 8	895 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		895 (Ref.)			
	F_2	Fig. 9	760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)			
Pivot Vertical gap [mm]	K_n	Fig. 10	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}	30^{+15}_{-5}		

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Leveling report from Production (Final measurements after Levelling and Weighting fine)

References for secondary suspention empty
- A'n Air spring height empty

References for secondary suspention full
- An Air spring height
- Bn Difference between measurement A'n and An
- En Floor covering height
- Cn Air spring pressure
- Dn Primary suspention
- Kn Pivot Vertical gap
- Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
A'n	N/A	A'_I	238	A'_{II}	240	A'_{III}	242	A'_{IV}	242
An	254 to 261	A_I	258	A_{II}	258	A_{III}	258	A_{IV}	259
Bn = An - A'n	N/A	B_I	20	B_{II}	18	B_{III}	16	B_{IV}	17
En	1106 ±10 mm	E_I	1110	E_{II}	1105	E_{III}	1103	E_{IV}	1110

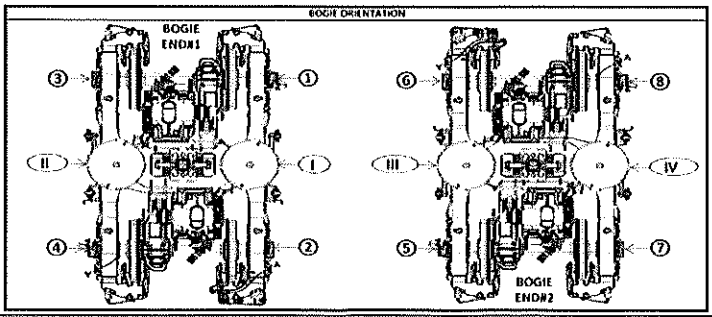
Item	Reference [bar]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
Cn	Table 02 (*)	C_I	2.94	C_{II}	2.97	C_{III}	2.81	C_{IV}	2.74
Cn - Cn+1	Diference ≤ 0,3	$C_I - C_{II}$	0,03			$C_{III} - C_{IV}$	0,07		
Gauge serial number	N/A	91B05873		91B05873		91B05873		91B05873	

Item	Reference [mm]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
Dn	Table 01 (*)	D_1	43.76	D_3	44.50	D_5	44.37	D_8	45.95
		D_2	45.58	D_4	43.87	D_6	46.07	D_7	46.62
Kn	25 to 45	K_I	32.07			K_{II}	35.21		
Jn	Diference ≤ 4	J_I	24.88	J_{II}	26.06	J_{III}	25.05	J_{IV}	25.52

(*) Reference, only include values, isn't approval criteria.

Table 01 D Theorethical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	Mb2	Mb1	Mb1	Mb1	Tbin	Tbex
D=	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}	35^{+12}_{-5}

Table 02 C Theorethical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	Mb2	Mb1	Mb1	Mb1	Tbin	Tbex
C=	3.76	2.82	2.87	2.83	3.02	2.91	3.07	2.85	2.83	2.87	2.83	3.76



Weighting report from Test and Commissioning (Final measurements after Levelling and Weighting fine)

GIBELO	SELF INSPECTION INDUSTRIAL QUALITY	Rev:09 Date: 5/31/2022	Projet: PRASA	SI.FT1140.52

Item	Description of defects			Signature/Date
	Weight Measured VS predicted is failing by 0,15%		✓	

IL2 - Check List REX

Check List Items

Item	Picture/Drawing	Description Description	Criteria/Record	OK	NOK	N/A	Signature/Date
G1	N/A	To complete REX	Refer to REX. New defects must be added on the REX	✓			13/05/24

Self Inspection - Final Result

			Is the car good to advance to the next workstation/process? (Approval of Operations Manager/Team Leader and Industrial Quality)	DATE	NAME	SIGNATURE
HOLD POINT		GO	If activities are not complete, the missing activities must not impact the next stage!	13/05/24	Operations Manager	
			Every auto inspection performed conforms to specification or in case of discrepancy the same is approved by the competent party.	13/05/24	Industrial Quality	
		NO GO	There are activities pendings that impact/stop the activities of the next process Obs: (To describe problems below)	13/05/24	Operations Manager	
			There are non-conformities impact the quality of the product and there is no corrective action defined yet)	13/05/24	Industrial Quality	

In case of "NO GO", describe blocking problems

In case of "NO GO", the operations manager must define below action plan to ensure "GO":

Item	Description	Action	Responsible		Status
	Weight Measured VS predicted is failing by 0,15%	Derogation applies	PM E		

Operations Manager / Team Leader

Quality Manager / Team Leader

Gibela Rail Transport Consortium RF (Pty)
Ltd
2 Shosholoza Avenue
Dunnottar X7
Ekurhuleni, 1590, South Africa
Reception: +27 (0)10 600 0651

TRAIN SET 222	REF: GIB0000001672_J0 PRASA WEIGHT BALANCE EN
	PC09 WEIGHING REPORT

M2	Balance across front and rear bogies	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance ≤ 3%	
		18.62	17.88	2.03%	PASS	
	Weight Mesured vs Predicted	Weight Mesured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]	Criteria Min≤Diff≤Max
		36.50	37.06	1.52%	1.37%	

Test Participants				
Name	Company	Department	Signature	Date
Thato Musi	GIBELA	EOC		14/5/2024

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Company	Name of the requester	Function	Date	Visa	Request N°
Gibela	Joshua Nemanashe	PME	7 May 2024		PRASA-DERSU-1096
			Plant Country	Gibela South Africa	
Project	PRASA PROJECT		Customer	PRASA	
Product name Reference	TS161 to TS210 TC1,M4,M1,M2,M3,TC2		Drawing number and Revision	DT00000207673	
Temporary ☒ Until : TS161 to TS210	Quantity : 80 Train sets	Serial Numbers / Batch: TS211 to TS290		Permanent ☐	

Requirement:

According to GIB0000001672 prasa weight balance EN .

TC1/TC2:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.62%.

M1/M2:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.37%.

M3/M4:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.36%.

Non-conformity description:

The average weights measured from TS120 up to 162 has shown a deviation from the acceptance criteria. However, after discussions with BARRABES-PRADAL Daniel an additional 0.5% deviation from the acceptance criteria will not have an impact. Should we had this to the acceptance tolerance then all the cars will pass.

"these trains are equivalent in terms of mass (we have seen a gap around 0,5)"

See below min and max weight measured for TS120-162 and the average tolerances (We expect the same deviation for the next 80 train sets):

	Min	Max
TC2	33.9	34.6
M3	35.4	35.9
M2	36	37.1
M1	36.6	37
M4	35.3	36.6
TC1	33.9	34.4

		Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]
TC2	Weight Measured vs Predicted	34.12	34.46	0.99%	1.62%
M3	Weight Measured vs Predicted	35.67	35.90	0.65%	1.36%
M2	Weight Measured vs Predicted	36.53	37.06	1.42%	1.37%
M1	Weight Measured vs Predicted	36.89	36.87	0.06%	1.38%
M4	Weight Measured vs Predicted	35.68	35.95	0.75%	1.36%
TC1	Weight Measured vs Predicted	34.09	34.42	0.96%	1.62%

Anteriority:

Impact on:

- Environment..... ☐
- Safety (people)..... ☐
- Contract clauses..... ☐
- Economic ☐
- Development.. ☐
- Product Safety..... ☐
- Reliability..... ☐
- Performances..... ☒
- Delivery..... ☐
- Cost..... ☐
- Documentation..... ☐
- Resources..... ☐
- Others..... ☐

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Cause of the non-conformity / reasons for request:
Weight balance document was revised from **J to K** by engineering and the following was removed from the weight calculations:
-Main Reservoir Tank Removal
-Brake Reservoir Resizing
-CPU bloc is combined with the screen
- Closure of Air Extractor Opening

Attached documents:
REF: GIB0000001672_K0 PRASA WEIGHT BALANCE EN report

RE TS Weight is failing .msg

Containment action:
Each train is evaluated by engineering and based on risk it will be approved or declined. A new version of GIB000001672 will be created to align the sub system actual weight with the theoretical weight which will reduce the error percentage.

Use or assignment limitations of the non-conforming product:

Corrective & Preventive action.
Engineering to revise car weights per baseline.

Function	Entity	Name	Date	Visa	Observations / Conditions	Decision
Process Manufacturing Engineering	GIB	Junior MAGADA	14/05/2024			☑ OK ☐ NOK
Train System Engineering	GIB	Mpho LELALA-MNGUNI				☒ OK ☐ NOK
Industrial Quality	GIB	Lucy MAKOFANE	14/05/2024			☒ OK ☐ NOK
Project Engineering Manager	GIB	Tshepo NKODI	15/05/2024			☒ OK ☐ NOK
Project Quality Safety Manager	GIB	Solani MALIBONGWE	16/05/2024	pp. Reitumetse Mphuthi		☒ OK ☐ NOK
Project Manager	GIB	Devendran GOVENDER	17/05/2024		Enineering to update the test procedure with new targets	☒ OK ☐ NOK