

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			
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140		1	1	1	1		PRA.FT1140.04	YES
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1					1	PRA.FT1140.05	YES
<input type="checkbox"/>	DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
<input type="checkbox"/>	DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
<input type="checkbox"/>											
<input type="checkbox"/>											
<input type="checkbox"/>											

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 223	M1	B. Mkombo	18/05/24	SI.FT1140.52	01/08



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	TD1	M1	M2	M3	M4	TD2	Revision	Remark	OK	Signature/Date
PRA.FT1140.04										
PRA.FT1140.05		✓							✓	<i>[Signature]</i> 16/05/24
PRA.FT1140.05										

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

Instruments description	Serie/number	Calibration or Verification Validation Date	OK	Signature/Date
Measuring tape	WIBTA 0276	26/10/23 - 26/10/24	✓	
Vendor calliper	WIBVR 0056	06/1/23 - 06/1/24	✓	
Torque wrench 320 N.M	A96 80027	21/11/23 - 21/11/24	✓	<i>[Signature]</i> 18/05/24
Torque wrench 160 N.M	D28622009	17/11/23 - 17/11/24	✓	
Torque wrench 35 N.M	D2511023	14/11/23 - 14/11/24	✓	



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II - Self Inspection - Items to Check

II.1 - Items to Check

Item	Pictures/Sketch	Description	Criteria/Record	OK	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		✓	 14/05/24
02		Check underframe pipe system Air tightness Test performance according to WI PRA FT 1130.15.	The test was performed and no leak was observed Initial pressure (IP): 4.83 bar Final pressure (FP): 4.80 bar FP - IP = 0.03 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	✓	 14/05/24
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓	 15/05/24
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 _ / _ / _	✓	 15/05/24
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 <i>Carquoy</i> WEIGHT (kg) 500	✓	 15/05/24
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓	 05/05/24
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project		✓	 15/05/24
08		All leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓	 15/05/24



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Item	Picture/Sketch	Description	Criteria/Remark	Signature	Date
09		Check that the leveling rods are torqued and have torque marker.			15/05/24
10		The difference of weight between the left and right wheels of each axis, must be $\leq 4\%$. (Verify on the T&C equipment if all arrows are in green).			60/05/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.			16/05/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I 0 II 0 III 0 IV 0		15/05/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA FT1140.04 / 05		16/05/24
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 Eurobase Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #f= _____ 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)		16/05/24
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		16/05/24
18		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO		16/05/24



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

DESCRIPTION	TOLERANCE	LEFT SIDE						RIGHT SIDE								
		6	5	4	3	2	1	1	2	3	4	5	6			
AIR SPRING HEIGHT (EMPTY)	N/A	/														
AIR SPRING HEIGHT (FULL)	min 254 max 261	A _{II}			256	256	257	248	252	256	257	258				A _I
FLOOR COVERING HEIGHT	min 1096 max 1116	E _{II}			1105	1105	1106	1089	1100	1105	1109	1103				E _I
AIR SPRING PRESSURE	≤ 0.3 (Q _I - Q _I)	C _{II}			2.95	2.96	2.97	2.84	2.92	2.87	2.90	2.89				C _I
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₃	/													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₄	/													
PIVOT VERTICAL GAP	min 25 max 32	K _{II}	/													
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (A _I - A _I)	J _{II}	/													
QTY OF TURNS OF LEVELLING ROD	N/A	X _{II}	/						0	2 1/2	1 3/4					
SHIMS OF ANTI-ROLL BAR	N/A	Y _{II}	/													
DESCRIPTION	TOLERANCE	LEFT SIDE						RIGHT SIDE								
AIR SPRING HEIGHT (EMPTY)	N/A	/														
AIR SPRING HEIGHT (FULL)	min 254 max 261	A _{III}			257	257	257	257	255	254	255	256				A _{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E _{III}			1106	1106	1102	1102	1100	1096	1100	1102				E _{IV}
AIR SPRING PRESSURE	≤ 0.3 (Q _{IV} - Q _{IV})	C _{III}			2.95	2.96	2.97	2.83	2.79	2.86	2.85	2.84				C _{IV}
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₅	/													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₆	/													
PIVOT VERTICAL GAP	min 25 max 32	K _{III}	/													
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (A _{IV} - A _{IV})	J _{III}	/													
QTY OF TURNS OF LEVELLING ROD	N/A	X _{III}	/						0	0	2 3/4					
SHIMS OF ANTI-ROLL BAR	N/A	Y _{III}	/													

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASUREMENTS BELOW

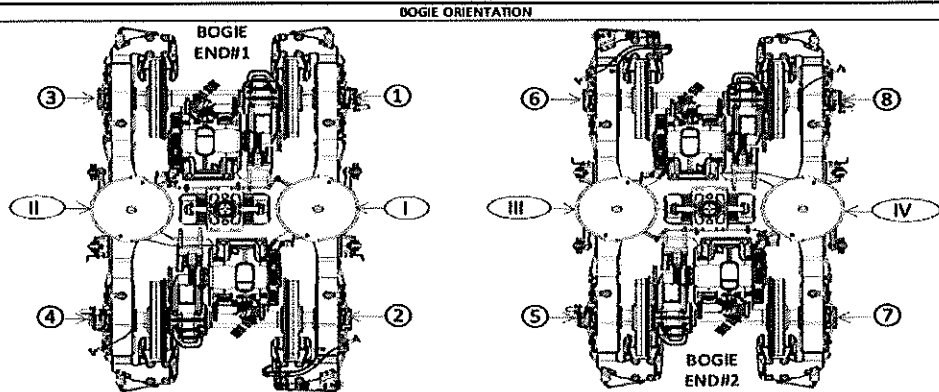
GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION

EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	

SECONDARY MEASUREMENTS (ONLY TO CARS)

AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	





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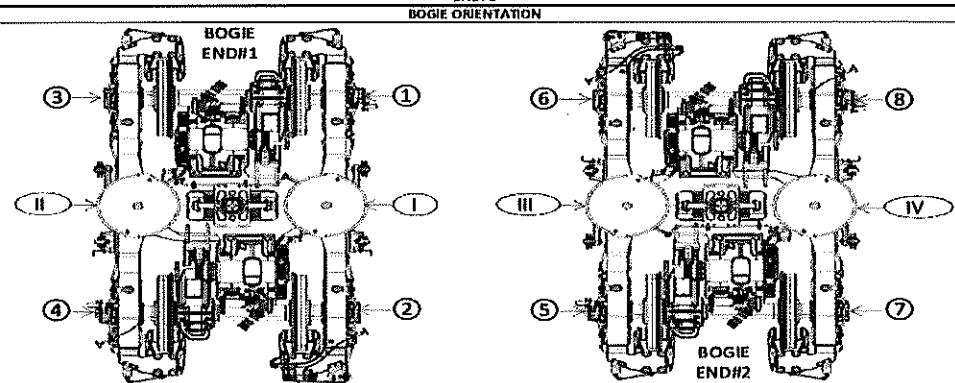
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PRASA

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

DESCRIPTION	TOLERANCE	END#1												
		LEFT SIDE						RIGHT SIDE						
		6	5	4	3	2	1	1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A'ii	/	/	/	/	/	/	/	/	/	/	/	A'i
AIR SPRING HEIGHT (FULL)	min 294 max 261	Aii												Ai
FLOOR COVERING HEIGHT	min 1096 max 1116	Eii												Ei
AIR SPRING PRESSURE	≤ 0.3 (Qi - Qi)	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 (Ai - Ai)	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 294 max 261	Aiii												Aiv
FLOOR COVERING HEIGHT	min 1096 max 1116	Eiii												Eiv
AIR SPRING PRESSURE	≤ 0.3 (Qiv - Qiv)	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 (Iv - Iv)	Jiii												Jiv
QTY OF TURNS OF LEVELLING ROD	N/A	Xiii	/	/	/	/	/	/	/	/	/	/	/	Xiv
SHIMS OF ANTI-ROLL BAR	N/A	Yiii	/	/	/	/	/	/	/	/	/	/	/	Yiv

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW		
GOOD	LOWER	HIGHER
✓	↓	↑
WEIGHT COMPENSATION		
EQUIPMENT		
WEIGHT		
EQUIPMENT		
WEIGHT		
SECONDARY MEASUREMENTS (ONLY TC CARS)		
AUTOMATIC COUPLER HEIGHT		
ANTENNA HEIGHT		





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

ITEM	THEORETICAL VALUES											
	TCL CAR		M4 CAR		M2 CAR		M3 CAR		M5 CAR		TCL CAR	
	TBot	TBot	M51	M51	M52	M52	M51	M51	M52	M52	TBot	TBot
Pivot lateral stop gaps difference [mm]	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height [mm]	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	3,76
Air spring pressure at AWD [Bar]	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.	0,3 Mác.
Primary Suspension gaps [mm]	D ₁₂ /D ₃	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}
	D ₂ /D ₄	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}
	D ₃ /D ₁	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}
	D ₂ /D ₅	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}	35 ^{+0,5}
Carbody floor height [mm]	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}	1106 ^{+0,5}
Bolster height [mm]	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}	850 ^{+0,5}
Coupling End height [mm]	F ₁	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	895 (Ref.)
	F ₂	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)
Pivot Vertical gap [mm]	K ₁	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}
	K ₂	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}	30 ^{+0,5}



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

References for secondary suspension empty

A'n Air spring height empty

References for secondary suspension full

- An Air spring height
- Bn Difference between measurement A'n and An
- En Floor covering height
- Cn Air spring pressure
- Dn Primary suspension
- 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'n 244	A'n 241	A'n 245	A'n 242
An	254 to 261	An 258	An 256	An 257	An 256
Bn = An - A'n	N/A	Bn 14	Bn 15	Bn 12	Bn 14
En	1106 ±10 mm	En 1105	En 1105	En 1106	En 1102

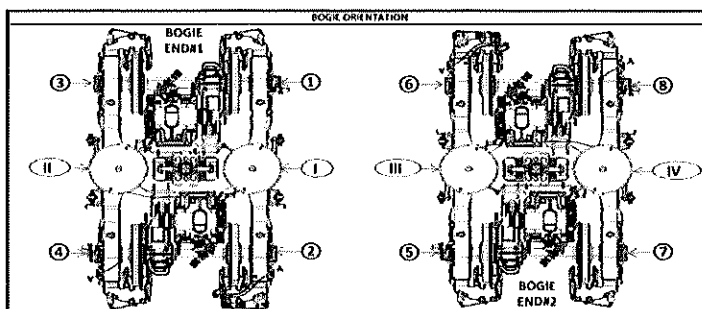
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Cn 2.89	Cn 2.95	Cn 2.75	Cn 2.84
Cn - Cn+1	Difference ≤ 0,3	0.06		0.09	
Gauge serial number	N/A	91B05873	91B05873	91B05873	91B05873

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	Dn 43.87	Dn 44.23	Dn 44.78	Dn 45.23
		Dn 45.65	Dn 43.78	Dn 46.19	Dn 45.09
Kn	25 to 45	38.97		38.94	
Jn	Difference ≤ 4	Jn 25.33	Jn 25.55	Jn 26.45	Jn 23.46

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

Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	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}	

Table 02 C Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	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 Weighing fine)



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TRAIN SET 223 REF: GIB000001672_10 PRASA WEIGHT BALANCE EN
 PC09 WEIGHING REPORT

	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance ≤ 3%
M1	18.59	17.96	1.72%	PASS
	Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]
	36.55	36.87	0.85%	1.37%
				Criteria MinDiffMax
				PASS

Name	Company	Department	Signature	Date
Thabo MUSA	GIBELA Rail	EOC	<i>[Signature]</i>	15/09/2024