



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	<del>1</del>	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	M2	P. Seisa	16/05/24	SI.FT1140.52	01/08



# SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Projel:  
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SI.FT1140.52

Car:

ICR:

Work Station:

FT1140



Safety Related

## I - Document and Instrument Control

### I.1 - Documents control

Document	TC1	M1	M2	M3	M4	TC2	Revision	Remark	OK	Signature/Date
PRA.FT1140.04										
PRA.FT1140.05			A						✓	<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	Serial number	Calibration or Verification Validation Date	OK	Signature/Date
Measuring tape	GIBTA 0276	26/10/23 - 26/10/24	✓	
Vernier Calliper	GIBUR 0056	06/06/23 - 06/06/24	✓	
Torque Wrench 35 N.m	D2811023	19/12/23 - 19/12/24	✓	<i>[Signature]</i> 16/05/24
Torque Wrench 150 N.m	D28622009	19/12/23 - 19/12/24	✓	
Torque Wrench 320 N.m	A9650027	21/12/23 - 21/12/24	✓	



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Rev:09

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5/31/2022

Projat:  
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SI.FT1140.52

## II - Self Inspection - Items to Check

### II.1 - Items to Check

Item	Picture/Sketch	Description	Criteria/Record	OK	NO	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		✓		 15/05/24
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): 9,28 bar Final pressure (FP): 9,74 bar FP - IP = 0,46 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	✓		 15/05/24
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓		 16/05/24
04		Measurement inspection was done with car on condition AW0 and the rail leveled. (The load cells system must be leveled and calibrated)	Calibration Validation Date 17/12/24	✓		 16/05/24
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 SPRINGWEIGHT WEIGHT (kg) 360	✓		 16/05/24
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓		 16/05/24
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project		✓		 16/05/24
08		As leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓		 16/05/24



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5/31/2022

Projet:  
PRASA

SI.FT1140.52

Item	Picture/Sketch	Description	Criteria/Record	OK	Signature/Date
09		Check that the leveling rods are torqued and have torque marker.		✓	 16/05/24
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).		✓	 16/05/24
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 II III IV	✓	 16/05/24
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		M/A
15		FOR TC CARS Height of Eurobase Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= _____ mm		M/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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SI.FT1140.52

**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	A'ii	/	/	/	/	/	/	/	/	/	/	/	A'i
AIR SPRING HEIGHT (FULL)	min 254 max 261	Aii	/	/	/	254	255	261	258	/	/	/	/	Ai
FLOOR COVERING HEIGHT	min 1096 max 1116	Eii	/	/	/	1100	1100	1110	1106	/	/	/	/	Ei
AIR SPRING PRESSURE	≤ 0.3 (Ci - Ci)	Cii	/	/	/	293	284	307	291	/	/	/	/	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 - Ji)	Jii	/	/	/	/	/	/	/	/	/	/	/	Ji
QTY OF TURNS OF LEVELLING ROD	N/A	Xii	/	/	/	/	/	16	/	/	/	/	/	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	/	/	/	255	258	256	258	/	/	/	/	Aiv
FLOOR COVERING HEIGHT	min 1096 max 1116	Eiii	/	/	/	1104	1109	1106	1109	/	/	/	/	Eiv
AIR SPRING PRESSURE	≤ 0.3 (Civ - Ci)	Ciii	/	/	/	284	297	258	270	/	/	/	/	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 - Jiv)	Jiii	/	/	/	/	/	/	/	/	/	/	/	Jiv
QTY OF TURNS OF LEVELLING ROD	N/A	Xiii	/	/	/	16	16	16	16	/	/	/	/	Xiv
SHIMS OF ANTI-ROLL BAR	N/A	Yiii	/	/	/	/	/	/	/	/	/	/	/	Yiv

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

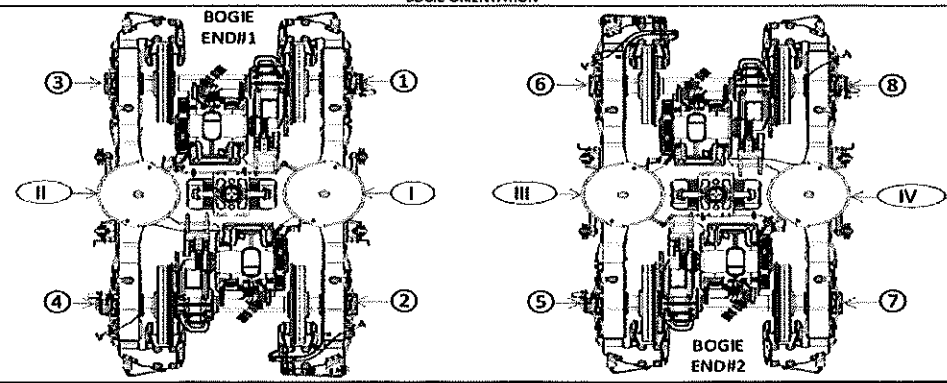
GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION

EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	

SECONDARY MEASUREMENTS (ONLY TO CAR)

AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	





# SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

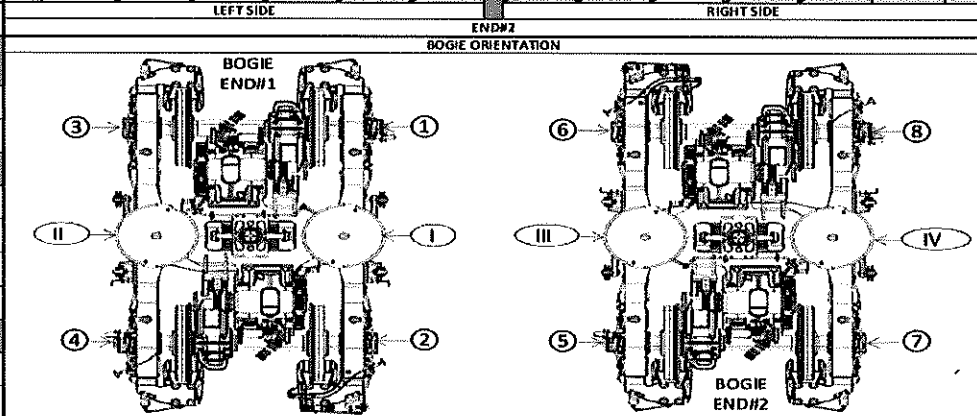
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## DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

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)	mh 254 max 261	Aii												Ai
FLOOR COVERING HEIGHT	mh 1096 max 1116	Eii												Ei
AIR SPRING PRESSURE	≤ 0.3 (Ci - C)	Cii												Ci
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3	/	/	/	/	/	/	/	/	/	/	/	D1
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4	/	/	/	/	/	/	/	/	/	/	/	D2
PIVOT VERTICAL GAP	mh 25 max 32	Kii												Ki
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Ai - A)	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)	mh 254 max 261	Aiii												Aiv
FLOOR COVERING HEIGHT	mh 1096 max 1116	Eiii												Eiv
AIR SPRING PRESSURE	≤ 0.3 (Qv - Qf)	Ciii												Civ
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D5	/	/	/	/	/	/	/	/	/	/	/	D7
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D6	/	/	/	/	/	/	/	/	/	/	/	D8
PIVOT VERTICAL GAP	mh 25 max 32	Kiii												Kiv
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Av - A)	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 TCARS)		
AUTOMATIC COUPLER HEIGHT		
ANTENNA HEIGHT		





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SI.FT1140.52

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

ITEM	THEORETICAL VALUES													
	T1 CAR		M4 CAR		M1 CAR		M2 CAR		M3 CAR		T2 CAR			
	T1C1	T1C2	M4C1	M4C2	M1C1	M1C2	M2C1	M2C2	M3C1	M3C2	T2C1	T2C2		
Pivot lateral stop gaps difference [mm]	≤4	≤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	2,83	3,76	
Air spring pressure at AWD [Bar]	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	2,83	3,76	
	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	
	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	
Primary Suspension gaps [mm]	D3; D3	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	
	D2; D2	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	
	D1; D1	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	
	D2; D2	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	35 <sup>+0,3</sup>	
Curbey Floor height [mm]	E <sub>1</sub> (1/10)	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	1106 <sup>+10</sup>	
	N <sub>1</sub> (1/10)	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	850 <sup>+5</sup>	
Coupling End height [mm]	F <sub>1</sub>	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	
	F <sub>2</sub>	760 (Ref.)	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 <sub>1</sub>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	
	K <sub>2</sub>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	30 <sup>+0,5</sup>	



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SI.FT1140.52

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

References for secondary suspension empty  
A'n Air spring height empty

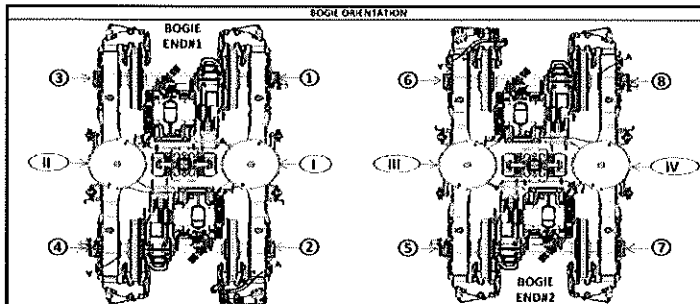
References for secondary suspension full  
An Air spring height  
Bn Difference between measurement A'n and An  
En Floor covering height  
Cn Air spring pressure  
Dn Primary suspension  
Kn Pivot Vertical gap  
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 242	A'ii 241	A'iii 242	A'iv 244
An	254 to 261	Ai 258	Aii 254	Aiii 256	Aiv 257
Bn = An - A'n	N/A	Bi 16	Bii 13	Biii 14	Biv 13
En	1108 ±10 mm	Ei 1106	Eii 1100	Eiii 1104	Eiv 1109
Item	Reference [bar]	END#1		END#2	
Cn	Table 02 (*)	Ci 2.91	Cii 2.92	Ciii 2.82	Civ 2.68
Cn - Cn+1	Difference ≤ 0,3	Ci - Cii 0,01		Ciii - Civ 0,14	
Gauge serial number	N/A	91805873		91805873	
Item	Reference [mm]	END#1		END#2	
Dn	Table 01 (*)	D1 43.40	D2 44.69	D3 44.40	D4 46.93
		D5 44.45	D6 46.63	D7 45.06	D8 45.80
Kn	25 to 45	38.64		39.02	
Jn	Difference ≤ 4	Ji 25.96	Jii 25.27	Jiii 25.42	Jiv 25.07

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

Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbox	TBin	Mb1	Mb1	Mb1	Mb2	Mb1	Mb1	Mb1	Mb1	Tbin	Tbex
D=	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>	35 <sup>+12</sup> / <sub>-5</sub>

Table 02 C Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbox	TBin	Mb1	Mb1	Mb1	Mb2	Mb1	Mb1	Mb1	Mb1	Tbin	Tbex
C=	3.76	2.82	2.87	2.83	3.02	2.91	3.07	2.65	2.83	2.87	2.83	3.76



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




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




TRAIN SET 223 REF: GIB000001672\_10 PRASA WEIGHT BALANCE EN  
 PC09 WEIGHING REPORT

Balance across front and rear bogies		Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance $\pm$ 3%
M2		18.63	17.89	2.03%	PASS
Weight Measured vs Predicted		Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]
		36.52	37.06	1.47%	1.37%
					Criteria MinsDiffsMax


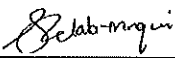


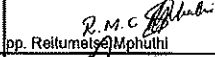

Reporters		Signature	Date
Name	THAU MUSI	<i>[Signature]</i>	16/05/24
Company	GIBELA		
Department	EOC		

Company Gibela	Name of the requester Joshua Nemanashe	Function PME	Date 7 May 2024	Visa 	Request N° 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 <input checked="" type="checkbox"/> Until : TS161 to TS210	Quantity : 80 Train sets	Serial Numbers / Batch: TS211 to TS290			Permanent <input type="checkbox"/>																																										
<p><b>Requirement:</b> 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%.</p> <p><b>Non-conformity description:</b> 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. <b>"these trains are equivalent in terms of mass (we have seen a gap around 0,5)"</b></p> <p>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):</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th></th> <th>Min</th> <th>Max</th> </tr> </thead> <tbody> <tr> <td>TC2</td> <td>33.9</td> <td>34.6</td> </tr> <tr> <td>M3</td> <td>35.4</td> <td>35.9</td> </tr> <tr> <td>M2</td> <td>36</td> <td>37.1</td> </tr> <tr> <td>M1</td> <td>36.6</td> <td>37</td> </tr> <tr> <td>M4</td> <td>35.3</td> <td>36.6</td> </tr> <tr> <td>TC1</td> <td>33.9</td> <td>34.4</td> </tr> </tbody> </table>					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	<p><b>Anteriority:</b></p> <p><b>Impact on:</b></p> <ul style="list-style-type: none"> <li>Environment..... <input type="checkbox"/></li> <li>Safety (people)..... <input type="checkbox"/></li> <li>Contract clauses..... <input type="checkbox"/></li> <li>Economic</li> <li>Development.. <input type="checkbox"/></li> <li>Product Safety..... <input type="checkbox"/></li> <li>Reliability..... <input type="checkbox"/></li> <li>Performances..... <input checked="" type="checkbox"/></li> <li>Delivery..... <input type="checkbox"/></li> <li>Cost..... <input type="checkbox"/></li> <li>Documentation..... <input type="checkbox"/></li> <li>Resources..... <input type="checkbox"/></li> <li>Others..... <input type="checkbox"/></li> </ul>																						
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<p><b>Cause of the non-conformity / reasons for request:</b>                  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</p>	
<p><b>Attached documents:</b>                  REF: GIB0000001672_K0 PRASA WEIGHT BALANCE EN report</p> <p>                  RE TS Weight is failing .msg</p>	

<p><b>Containment action:</b>                  Each train is evaluated by engineering and based on risk it will be approved or declined. A new version of GIB0000001672 will be created to align the sub system actual weight with the theoretical weight which will reduce the error percentage.</p>	<p><b>Use or assignment limitations of the non-conforming product:</b></p>
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**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			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Train System Engineering	GIB	Mpho LELALA-MNGUNI				<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Industrial Quality	GIB	Lucy MAKOFANE	14/05/2024			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Engineering Manager	GIB	Tshepo NKODI	15/05/2024			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Quality Safety Manager	GIB	Solani MALIBONGWE	16/05/2024	 pp. Releumale Mphahlele		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Manager	GIB	Devendran GOVENDER	17/05/2024		Engineering to update the test procedure with new targets	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK