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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	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 228	M4	B. Momo	06/06/24	**SI.FT1140.52**	01/08

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SELF INSPECTION INDUSTRIAL QUALITY

Rev:09	Projet: PRASA	SI.FT1140.52
Date: 5/31/2022		

Car: | NCR: | Work Station: FT1140

Safety Related

I - Document and Instrument Control

L1 - Documents control

Document	TD1	M1	M2	M3	M4	TD2	Revision	Remark	OK		Signature/Date
PRA.FT1140.04											
PRA.FT1140.05					✓				✓		06/06/24
PRA.FT1140.06											

L2 - 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	CIBTA 0281	26/10/23-26/10/24	✓		
Vernier Calliper	CIBVR 0050	06/05/23-06/05/24	✓		
Torque wrench 320Nm	A969001A	19/11/23-19/11/24	✓		06/06/24
Torque wrench 150Nm	B72175 66	21/11/23-21/11/24	✓		
Torque wrench 35Nm	02511023	21/11/23-21/11/24	✓		

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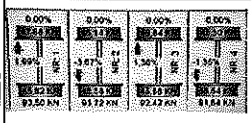
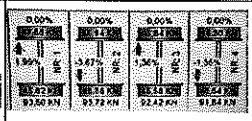
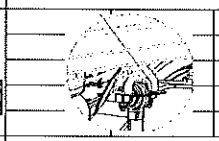
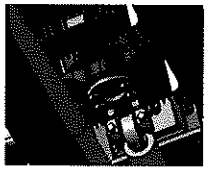
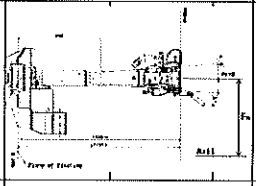
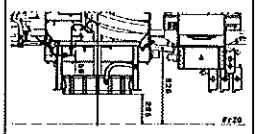
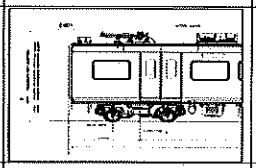
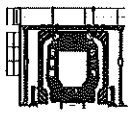
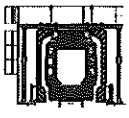
II - Self Inspection - Items to Check

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		✓			05/06/24
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): 9,11 bar Final pressure (FP): 9,11 bar FP - IP = 0,04 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	✓			05/06/24
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓			06/06/24
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 __/__/__	✓			06/06/24
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) Counterweight 360	✓			06/06/24
06		The pressure difference between air spring on each bogie when raise the pressure was maintened < 0.3 bar.		✓			06/06/24
07		Measuremet recorded with empty suspention and loaded are on conformity with tolerances of the project.		✓			06/06/24
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓			06/06/24

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

Item	Picture/Sketch	Description	Criteria/Result	OK			Signature/Date
09		Check that the leveling rods are torqued and have torque marker.		✓			
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).		✓			06/06/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of ≤ 4%.		✓			06/06/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I II 8 III IV 6	✓			
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓			06/06/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 695mm (+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)				N/A
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				N/A
18		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO	✓			06/06/24

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

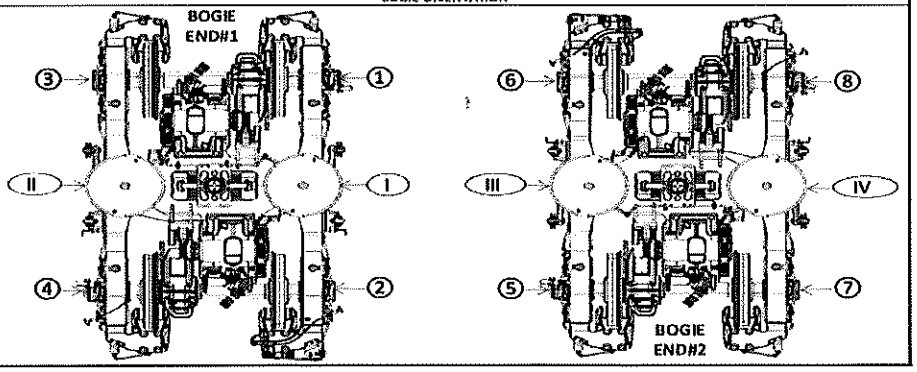
END#1

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				257	257	257	258	256	257				AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII				1105	1103	1103	1108	1106	1107				EI
AIR SPRING PRESSURE	≤ 0.3 (CI - CII)	CII				2,64	2,59	2,52	2,91	2,84	2,77				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					0	0	½	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				257	257	259	257	258	260				AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII				1107	1107	1109	1107	1109	1111				EIV
AIR SPRING PRESSURE	≤ 0.3 (CIV - CIII)	CIII				2,84	2,90	2,99	2,87	2,66	2,71				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 - JIII)	JIII													JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XIII					½	½	0	½					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 (QI - Q)	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 (QIV - QII)	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 (JIV - JII)	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

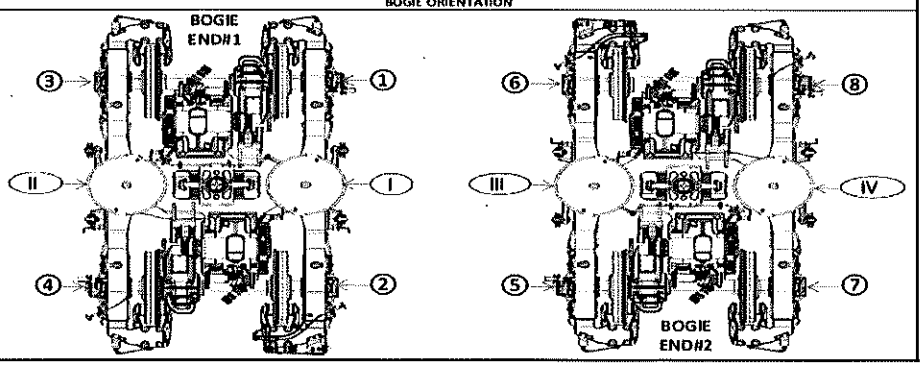

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Table 1 - Reference Values and Measurement Tolerances for the Car Levelling.

ITEM			THEORETICAL VALUES													
			TC1 CAR		M4 CAR		M1 CAR		M2 CAR		M3 CAR		TC2 CAR			
			TBcnt	TBlmt	MB1	MB1	MB1	MB2	MB2	MB1	MB1	MB1	TBlmt	TBcnt		
Pivot lateral stop gaps difference [mm]	$J_{n-1}-J_n$ (i ≠ n)	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4		
Air Spring height (mm)	A_i (i = n)	Fig. 5	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}	255^{-4}_{-4}		
Air spring pressure at AWD [Bar]	$C_{n\ (i\ ≠\ n)}$	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.]		
	$C_i - C_j$ $C_{ai} - C_{aj}$		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]	$D_1; D_6$ $D_2; D_7$ $D_3; D_8$	Fig. 6	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}	35^{+3}_{-3}		
Carbody Floor height [mm]	$E_{n\ (i\ ≠\ n)}$	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)	$N_{n\ (i\ ≠\ n)}$	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_i	Fig. 10	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}	30^{+15}_{-9}		

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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

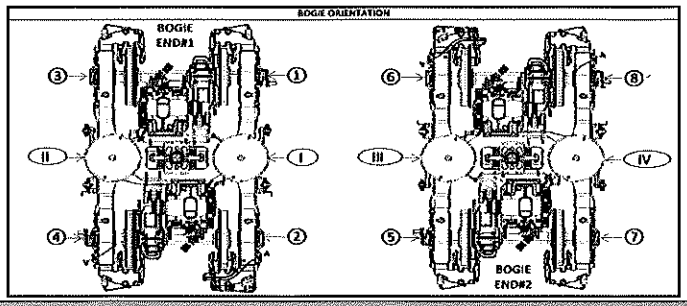
References for secondary suspention full
- An Air spring height
- Bn Difference between measurement A'n and An
- En Floor covering height
- Cn Air spring pressure
- Dn Primary suspention
- Kn Pivot Vertical gap
- Jn Pivot Lateral stop gaps difference

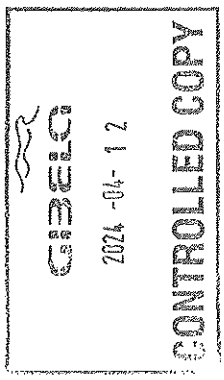
Item	Reference [mm]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
A'n	N/A	A'I	244	A'II	244	A'III	242	A'IV	245
An	254 to 261	AI	257	AII	257	AIII	257	AIV	260
Bn = An - A'n	N/A	BI	13	BII	13	BIII	15	BIV	15
En	1106 ±10 mm	EI	1107	EII	1105	EIII	1107	EIV	1111
Item	Reference [bar]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
Cn	Table 02 (*)	CI	2.77	CII	2.64	CIII	2.84	CIV	2.71
Cn - Cn	Diference ≤ 0,3	CI - CII	0,13			CIII - CIV	0,13		
Gauge serial number	N/A	GIB05873		GIB05873		GIB05873		GIB05873	
Item	Reference [mm]	END#1				END#2			
		Right Side		Left Side		Left Side		Right Side	
Dn	Table 01 (*)	DI	43.92	DIII	45.07	DV	44.42	DVII	46.00
		DII	44.15	DIV	45.49	DVI	44.61	DVIII	46.18
Kn	25 to 45	KI	36.42			KII	33.18		
Jn=J1-J2+1	Diference ≤ 4	JI	25.45	JII	24.94	JIII	26.60	JIV	25.44

(*) 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)

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Item	Description of defects	OK	NK	Signature/Date

IL2 - Check List REX

Check List Items

Item	Picture/Drawing	Describe Description	Criteria Hazard	OK	NK	Remark	Signature/Date
01	N/A	To complete REX	Refer to REX. New defects must be added on the REX	✓			06/06/24

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!	06/06/24	Operations Manager	
			Every auto inspection performed conforms to specification or in case of discrepancy the same is approved by the competent party.	06/06/24	Industrial Quality	
			There are activities pendings that impact/stop the activities of the next process Obs: (To describe problems below)		Operations Manager	
			There are non-conformities impact the quality of the product and there is no corrective action defined yet)		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

Operations Manager / Team Leader

Quality Manager / Team Leader

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

TRAIN SET 228	
	PC09 WEIGHING REPORT

M4	Balance across front and rear bogies	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance ≤ 3%	
		17.77	17.88	0.31%	PASS	
	Weight Mesured vs Predicted	Weight Mesured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]	Criteria Min≤Diff≤Max
		35.65	35.95	0.83%	1.36%	PASS

Test participants				
Name	Company	Department	Signature	Date
Thato Mlusi	Gibela	EOC		06/06/24