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PRASA PROJECT




SELF INSPECTION SHEET

CONFIDENTIAL INFORMATION

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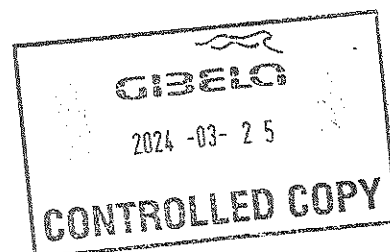
APPLICATION REFERENCE










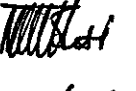



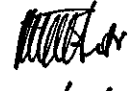

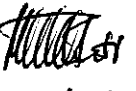
MOUNTING	DESCRIPTION	STATION	CAR TYPE						WORK INSTRUCTION	SAFETY ? 
			TC1	M4	M1	M2	M3	TC2		
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140	1	1	1	1		PRA.FT1140.04	YES
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1				1	PRA.FT1140.05	YES
<input type="checkbox"/>	DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	✓ 1	1	1	1	1	PRA.FT1140.05	YES
<input type="checkbox"/>	DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	PRA.FT1140.05	YES
<input type="checkbox"/>										
<input type="checkbox"/>										
<input type="checkbox"/>										

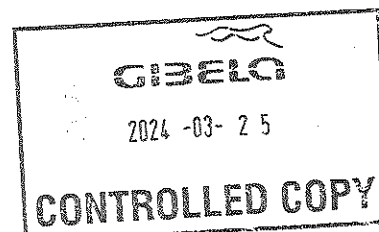
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7	2/11/2020	UPDATE OF AIR TIGHTNESS TEST TIME FROM 4 MIN TO 5 MIN. ADD PANTOGRAPH AIR TIGHTNESS.	APPROVER	GIVEN SILOWA	2/11/2020
			CHECKER	SIMON MOKOENA	2/11/2020
			COMPILER	COMFORT MALATJI	2/11/2020
8	9/13/2021	ADDING GAUGE MEASUREMENT CHECK ON 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



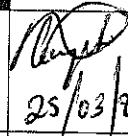
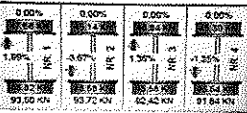
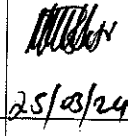
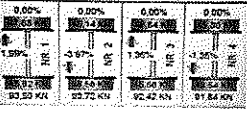
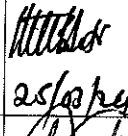
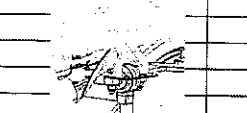
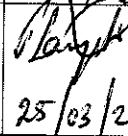
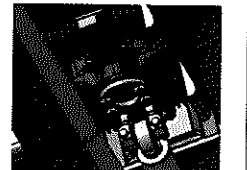
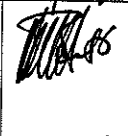
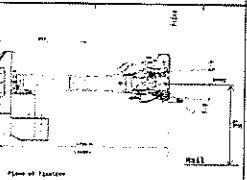
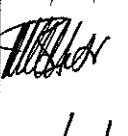
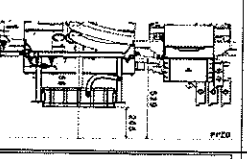
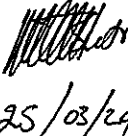
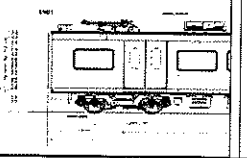
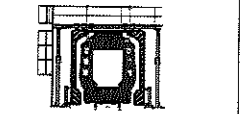
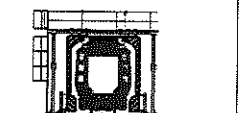

TUE	CAR	OPERATOR NAME	DATE	SELF INSPECTION NUMBER	PAGES
TS 216	Tc 1	P. AKOMO	25/03/24	SI.FT1140.52	01/08

	<h2 style="margin: 0;">SELF INSPECTION INDUSTRIAL QUALITY</h2>		Rev:09 Date: 5/31/2022	Project: PRASA	<h3 style="margin: 0;">SI.FT1140.52</h3>						
	Car: _____ NGR: _____		Work Station: FT1140								
Safety Related											
I - Document and Instrument Control											
I.1 - Documents control											
Document	TC1	H1	H2	H3	H4	TC2	Revision	Remark	OK	NOK	Signature/Date
PRA.FT1140.04	✓								✓		 25/03/24
PRA.FT1140.05											
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	NOK	Signature/Date				
Measuring tape	G1BTA 0276		26/10/23 - 26/10/24		✓		 25/03/24				
Vernier Calliper	G1BVR 0056		06/06/23 - 06/06/24		✓						
Torque wrench 530N.M	A7630053		21/12/23 - 21/12/24		✓						
Torque wrench 320N.M	A9680027		21/12/23 - 21/12/24		✓						
Torque wrench 150N.M	D28622009		19/12/23 - 19/12/24		✓						
Torque wrench 35N.M	D2511023		17/12/23 - 19/12/24		✓						
Torque wrench 17N.M	D2861617		17/12/23 - 19/12/24		✓						



	<h1 style="text-align: center;">SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09	Projet: PRASA	SI.FT1140.52											
			Date: 5/31/2022													
II - Self Inspection - Items to Check																
II.1 - Items to Check																
Item	Picture/Sketch	Description	Criteria/Record	OK	Not 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		✓		 24/03/24										
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) <u>0.25</u> bar Final pressure (FP) <u>0.02</u> bar FP - IP = <u>0.23</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	✓		 24/03/24										
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓		 25/02/24										
04		Measurement inspection was done with car on condition AWD and the rail levelled. (The load cells system must be levelled and calibrated)	Calibration Validation Date <u>19/12/2023</u>	✓		 25/03/24										
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)	<table border="1"> <thead> <tr> <th>EQUIPMENT DESCRIPTION</th> <th>WEIGHT (kg)</th> </tr> </thead> <tbody> <tr> <td>Driver Seat</td> <td>60</td> </tr> <tr> <td>Whisper blade +</td> <td></td> </tr> <tr> <td>Whisper motor 15</td> <td></td> </tr> <tr> <td>+ Frontal Display</td> <td></td> </tr> </tbody> </table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	Driver Seat	60	Whisper blade +		Whisper motor 15		+ Frontal Display		✓		 25/03/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)															
Driver Seat	60															
Whisper blade +																
Whisper motor 15																
+ Frontal Display																
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓		 25/03/24										
07		Measurement recorded with empty suspension and loaded are in conformity with tolerances of the project.		✓		 25/03/24										
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓		 25/03/24										



		<h1>SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09	Date: 5/31/2022		Project: PRASA	SI.FT1140.52
Item	Picture/Sketch	Description	Criteria/Record	✓	✗	Signature/Date		
09		Check that the leveling rods are torqued and have torque marker.		✓		 25/03/24		
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).		✓		 25/03/24		
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.		✓		 25/03/24		
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	✓		 25/03/24		
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓		 25/03/24		
14		FOR TC CARS F= Height of the center of Automatic coupler F = 885mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= 891 mm	✓		 25/03/24		
15		FOR TC CARS Height of Eurobalise Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= 202 mm	✓		 25/03/24		
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	✓		 25/03/24		

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Rev:09

Date:

5/31/2022

Project:
PRASA

SI.FT1140.52

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

		END#1												
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	/	/	/	/	/	/	/	/	/	/	/	
AIR SPRING HEIGHT (FULL)	min 254 max 261	AII			255	255	256	256	255	260	257	256		
FLOOR COVERING HEIGHT	min 1096 max 1116	EII			1100	1100	1101	1101	1113	1118	1115	1114		
AIR SPRING PRESSURE	≤ 0.3 (CII - CI)	CII			3,64	3,64	3,66	3,70	3,39	3,52	3,46	3,45		
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3												
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4												
PIVOT VERTICAL GAP	min 25 max 32	KII												
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JI - JI)	JII												
QTY OF TURNS OF LEVELLING ROD	N/A	XII					1/2	0	1/2	1				
SHIMS OF ANTI-ROLL BAR	N/A	YII												
DESCRIPTION	TOLERANCE		6	5	4	3	2	1	1	2	3	4	5	6
AIR SPRING HEIGHT (EMPTY)	N/A	A`III	/	/	/	/	/	/	/	/	/	/	/	/
AIR SPRING HEIGHT (FULL)	min 254 max 261	AIII			258	257	258	258	257	257	257	257		
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII			1106	1105	1106	1108	1100	1100	1100	1100		
AIR SPRING PRESSURE	≤ 0.3 (CIV - CII)	CII			2,81	2,82	2,87	2,78	2,93	2,87	2,86	2,85		
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D5												
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D6												
PIVOT VERTICAL GAP	min 25 max 32	KIII												
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (JIV - JII)	JIII												
QTY OF TURNS OF LEVELLING ROD	N/A	XIII					0	0	0	0				
SHIMS OF ANTI-ROLL BAR	N/A	YIII												

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

GOOD LOWER HIGHER

✓ ↓ ↑

WEIGHT COMPENSATION

EQUIPMENT

WEIGHT

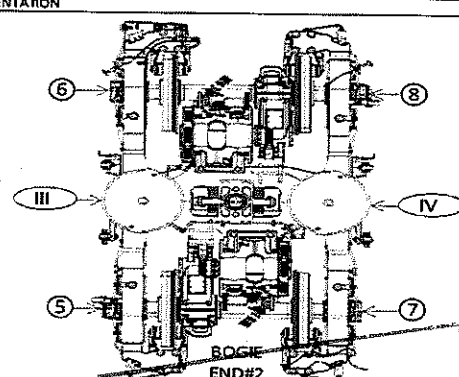
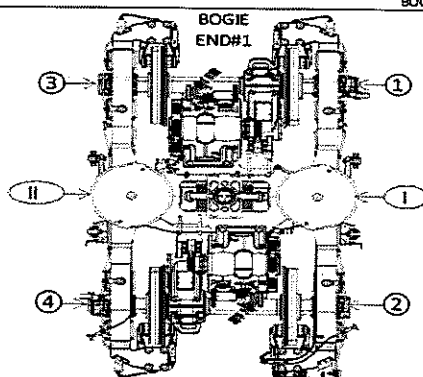
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TC CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT



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Date:

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Project:
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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	A ^{II}											A ^I
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ^{II}											A ^I
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}											E ^I
AIR SPRING PRESSURE	≤ 0.3 (Q _I - Q)	C ^{II}											C ^I
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₃											D ₁
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₄											D ₂
PIVOT VERTICAL GAP	min 25 max 32	K ^{II}											K ^I
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J ^{II} - J)	J ^{II}											J ^I
QTY OF TURNS OF LEVELLING ROD	N/A	X ^{II}											X ^I
SHIMS OF ANTI-ROLL BAR	N/A	Y ^{II}											Y ^I
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	A ^{III}											A ^{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{III}											E ^{IV}
AIR SPRING PRESSURE	≤ 0.3 (Q _{IV} - Q _{III})	C ^{III}											C ^{IV}
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₅											D ₇
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₆											D ₈
PIVOT VERTICAL GAP	min 25 max 32	K ^{III}											K ^{IV}
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J _{IV} - J _{III})	J ^{III}											J ^{IV}
QTY OF TURNS OF LEVELLING ROD	N/A	X ^{III}											X ^{IV}
SHIMS OF ANTI-ROLL BAR	N/A	Y ^{III}											Y ^{IV}

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

GOOD LOWER HIGHER



WEIGHT COMPENSATION

EQUIPMENT

WEIGHT

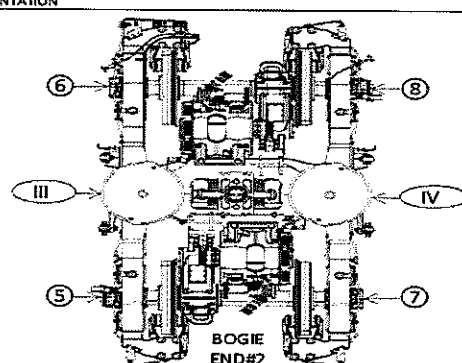
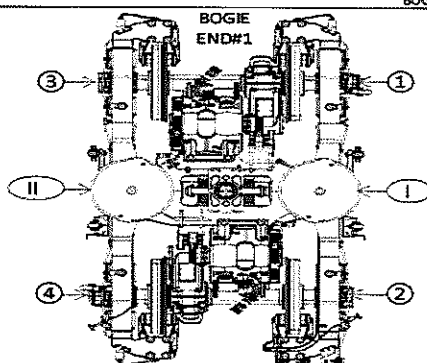
EQUIPMENT

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		M1 CAR		M2 CAR		M3 CAR		TCL CAR	
		TBext	TBint	MB1	MB2	MB1	MB2	MB2	MB1	MB1	MB1	TBint	TBext
Pivot lateral stop gaps difference (mm)	Fig. 4 Jn-Jn+1 (a/v)	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height (mm)	Fig. 5 A _n	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 AWQ (Bar)	Fig. 5 C _n (a/v)	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	3,76
	C ₁ - C ₉	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)
	C ₁₀ - C ₁₇	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.
Primary Suspension gaps (mm)	Fig. 6 D ₁ D 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	35 ⁺¹² ₋₅
	D ₂ D ₄	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀
	D ₃ D 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
	D ₄ D ₈	895 (Ref.)	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	895 (Ref.)
Carbody floor height (mm)	Fig. 7 E _n (a/v)	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀
Bolster height (mm)	Fig. 7 N _n (a/v)	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)	Fig. 8 F ₁	895 (Ref.)	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	895 (Ref.)
	Fig. 9 F ₂	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)	Fig. 10 K _n	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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SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Proj:
PRASA

SI.FT1140.52

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

References for secondary suspension empty

A'n Air spring height empty

References for secondary suspension full

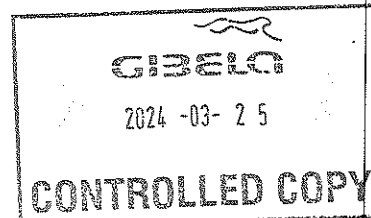
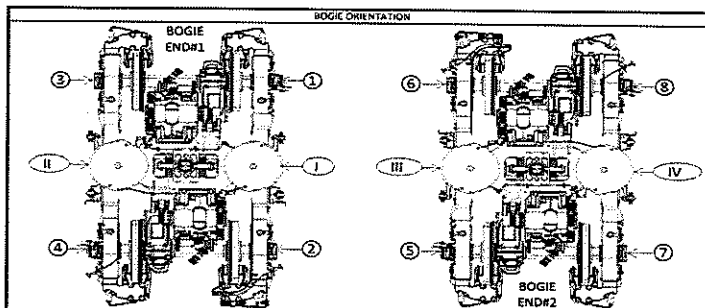
A'n Air spring height
B'n Difference between measurement A'n and An
En Floor covering height
C'n Air spring pressure
D'n Primary suspension
K'n Pivot Vertical gap
J'n Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 235	A'ii 236	A'iii 241	A'iv 239
An	254 to 261	Ai 256	Aii 255	Aiii 258	Aiv 257
B'n = An - A'n	N/A	Bi 21	Bii 19	Biii 17	Biv 18
En	1106 ±10 mm	Ei 1114	Eii 1100	Eiii 1106	Eiv 1100
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
C'n	Table 02 (*)	Ci 3,45	Cii 3,64	Ciii 2,81	Civ 2,85
C'n - C'n+1	Difference ≤ 0,3	Ci - Cii 0,19		Ciii - Civ 0,04	
Gauge serial number	N/A	GIB05875	GIB05875	GIB05875	GIB05875
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
D'n	Table 01 (*)	Di 44,04	Ds 42,38	De 44,24	Df 44,38
		Dz 43,26	Dt 43,44	Du 44,45	Dv 43,31
K'n	25 to 45	Ki 31,90		Kii 35,69	
J'n	Difference ≤ 4	Ji 23,90	Jii 26,84	Jiii 24,57	Jiv 26,17

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

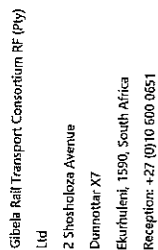
Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	Tbin	Mb1	Mb1	Mb1	Mb2	Mb2	Mb1	Mb1	Mb1	Tbin	Tbex
D=	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅

Table 02 C Theoretical 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 Weighing fine)

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TRAIN SET 216	REF: GIB000001672_IQ PRASA WEIGHT BALANCE EN
	PC09 WEIGHING REPORT

	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance ≤ 10%
TC1	Balance across front and rear bogies	18.42	15.48	PASS
	Weight Measured vs Predicted	Weight Measured [Tons]	Weight Predicted [Tons]	Criteria MinDiff:Max
		33.90	34.42	
			Weight Difference [%]	Tolerance [%]
			1.52%	1.62%
				PASS

Name		Test Participants		Date
Company	Department	Signature		
Don't know	Gibela	EOS		26/03/24
N/A				