

GIBELA

2024-03-27

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PRASA PROJECT




SELF INSPECTION SHEET

CONFIDENTIAL INFORMATION



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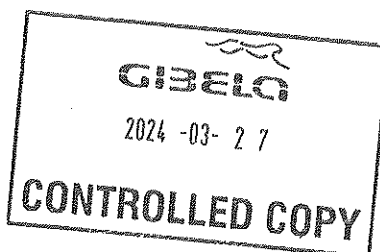
APPLICATION REFERENCE

















MOUNTING	DESCRIPTION	STATION	CAR TYPE						WORK INSTRUCTION	SAFETY ? 
			TC1	MA	M1	M2	M3	TC2		
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140	1	1	1	<input checked="" type="checkbox"/>		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"/>										



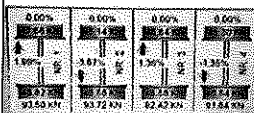
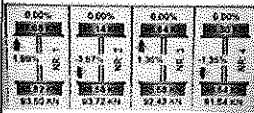
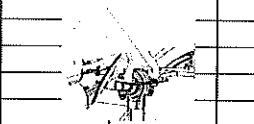


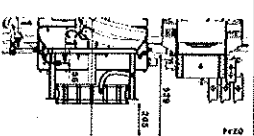
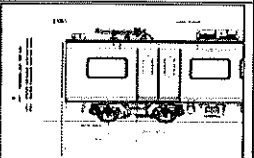
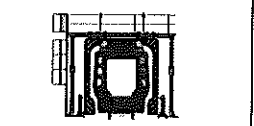
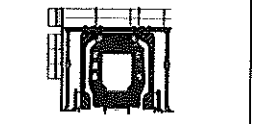
REV	DATE	MODIFICATION CONTENT	RESPONSIBLE	NAME	DATE
7	2/11/2020	UPDATE OF AIR TIGHTNESS TEST TIME FROM 4 MIN TO 5 MIN. ADD PANTOGRAPH AIR TIGHTNESS.	APPROVER	GIVEN SILOWA	2/11/2020
			CHECKER	SIMON MOKOENA	2/11/2020
			COMPILER	COMFORT MALATJI	2/11/2020
8	9/13/2021	ADDING GAUGE MEASUREMENT CHECK ON THE 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 216	M3	Khumyana	27/03/24	SI.FT1140.52	01/08

	<h1 style="margin: 0;">SELF INSPECTION INDUSTRIAL QUALITY</h1>										Rev:09	Project: PRASA	SI.FT1140.52	
											Date:			
											5/31/2022			
Cat:	NCR:										Work Station			FT1140
 Safety Related														
I - Document and Instrument Control														
I.1 - Documents control														
Document	T01	M1	M2	M3	M4	T02	Revision	Remark	OK	NOK	Signature/Date			
PRA.FT1140.04														
PRA.FT1140.05				✓					✓		MOK 27/03/24			
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	NOK	Signature/Date			
Measuring Tape	GIBTA 0281					23/01/23-23/01/24			✓		P. Rame 27/03/24			
Venier Calliper	GIBXR 0050					27/11/23-29/11/24			✓		W.D. 27/03/24			
Torque Wrench 320 N.m	A96960019					21/03/23-21/03/24			✓					
Torque Wrench 150 N.m	BT217566					07/08/23-07/08/24			✓					
Torque Wrench 35 N.m	D2511023					07/08/23-07/08/24			✓					



	<h1>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	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		✓	 27/03/24								
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): 4.58 bar Final pressure (FP): 4.58 bar FP - IP = 0.00 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	✓	 27/03/24								
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓	 27/03/24								
04		Measurement inspection was done with car on condition AW0 and the rail leveled. (The load cells system must be levelled and calibrated)	Calibration Validation Date 17/12/23	✓	 27/03/24								
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>Gangway</td> <td>360</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	Gangway	360					✓	 27/03/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)												
Gangway	360												
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓	 27/03/24								
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project		✓	 27/03/24								
08		All leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓	 27/03/24								

		<h1>SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09	Proj: PRASA	SI.FT1140.52
				Date: 5/31/2022		
Item	Picture/Sketch	Description	Criteria/Record	Pass	Fail	Signature/Date
09		Check that the leveling rods are torqued and have torque marker.		✓		MOL 27/03/24
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)		✓		MOL 27/03/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of ≤ 4%.		✓		MOL 27/03/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I <input type="text"/> II <input type="text"/> III <input type="text"/> IV <input type="text"/>	✓		MOL 27/03/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓		MOL 27/03/24
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 #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. -Roof 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			MOL 27/03/24

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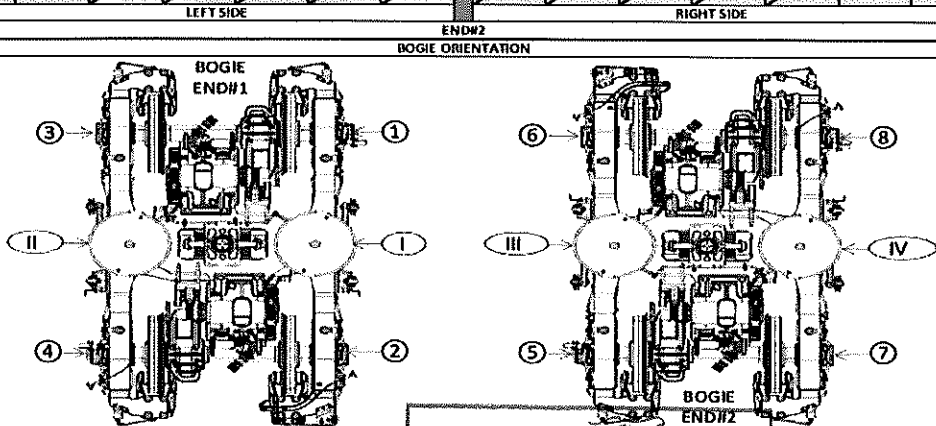
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DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

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}					255	256					A ^I
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}											E ^I
AIR SPRING PRESSURE	± 0.3 (O _i - O)	C ^{II}					2.74	2.72					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 (A _i - A)	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}					256	259					A ^{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{III}											E ^{IV}
AIR SPRING PRESSURE	± 0.3 (O _v - O _{II})	C ^{III}					2.78	2.74					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 (A _v - A _{II})	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 TCARS)		
AUTOMATIC COUPLER HEIGHT		
ANTENNA HEIGHT		



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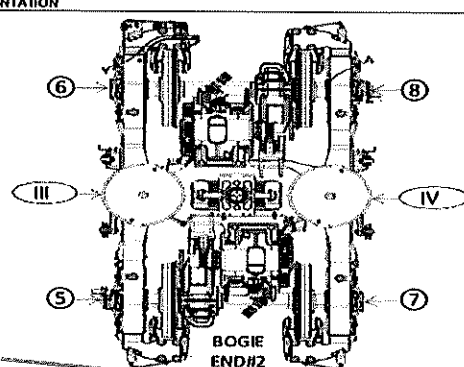
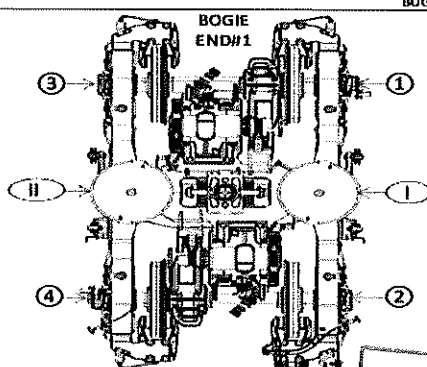
Projet:
PRASA

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	AI											AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII											EI
AIR SPRING PRESSURE	≤ 0.3 (OI - O)	CI											CI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	DI											DI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	DI											DI
PIVOT VERTICAL GAP	min 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)	min 254 max 261	AI											AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII											EIV
AIR SPRING PRESSURE	≤ 0.3 (Ov - OI)	CI											CI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	DI											DI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	DI											DI
PIVOT VERTICAL GAP	min 25 max 32	KII											KIV
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (XV - Xv)	JII											JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XII											XIV
SHIMS OF ANTI-ROLL BAR	N/A	YII											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 CARS)		
AUTOMATIC COUPLER HEIGHT		
ANTENNA HEIGHT		



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

ITEM		THEORETICAL VALUES																	
		T1 CAR		M4 CAR		M3 CAR		M2 CAR		M1 CAR		M2 CAR		M1 CAR		T2 CAR			
		TBext	TBint	M4B1	M4B2	M3B1	M3B2	M2B1	M2B2	M1B1	M1B2	M2B1	M2B2	M1B1	M1B2	TBint	TBext		
Pivot lateral stop gap difference [mm]	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4		
		255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅	255 ⁺⁵ ₋₅		
Air Spring Height [mm]	Fig. 5	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	2,85	2,83	2,87	2,83	3,76		
		(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)	(Ref.)		
Air spring pressure at AWD [Bar]	Fig. 5	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.	0,3 Max.	0,3 Max.	0,3 Max.		
		35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅	35 ⁺⁵ ₋₅		
		D1±D2	D2±D3	D3±D4	D4±D5	D5±D6	D6±D7	D7±D8	D8±D9	D9±D10	D10±D11	D11±D12	D12±D13	D13±D14	D14±D15	D15±D16	D16±D17		
		D17±D18	D18±D19	D19±D20	D20±D21	D21±D22	D22±D23	D23±D24	D24±D25	D25±D26	D26±D27	D27±D28	D28±D29	D29±D30	D30±D31	D31±D32	D32±D33		
Primary Suspension gap [mm]	Fig. 6	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	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀	1106 ⁺¹⁰ ₋₁₀		
		850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅	850 ⁺⁵ ₋₅		
Carbody Floor height [mm]	Fig. 7	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	760 (Ref.)		
		760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)		
Bolster height [mm]	Fig. 7	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	760 (Ref.)		
		760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)		
Coupling End height [mm]	Fig. 8	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	760 (Ref.)		
		760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	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	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅		
		30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅	30 ⁺⁵ ₋₅		

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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

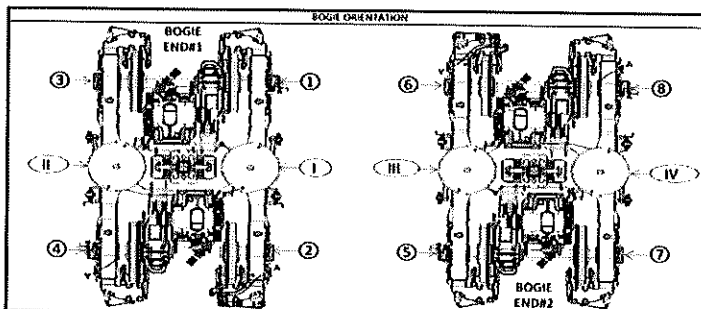
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A't 241	A'u 240	A'w 240	A'v 240
An	254 to 261	Ai 256	Au 255	Aw 256	Av 259
Bn = An - A'n	N/A	Bi 15	Bu 15	Bw 16	Bv 19
En	1106 ±10 mm	Ei 1109	Eu 1114	Ew 1113	Ev 1113
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2.71	Cu 2.72	Cw 2.77	Cv 2.72
Cn - Cn+1	Difference ≤ 0.3	Ci - Cu 0.01		Cw - Cv 0.05	
Gauge serial number	N/A	91805873	91805873	91805873	91805873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	D1 46.01	D3 45.35	D5 44.48	D7 45.84
		D2 45.18	D4 45.42	D6 45.31	D8 45.73
Kn	25 to 45	Ki 40.23		Ku 32.17	
Jn	Difference ≤ 4	Ji 24.41	Ju 25.48	Jw 24.98	Jv 25.31

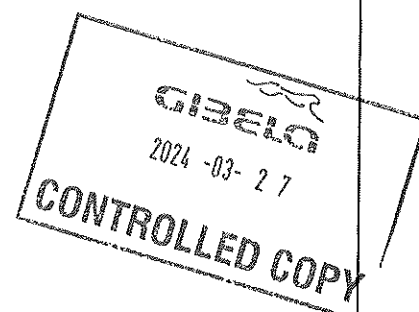
(*) Reference, only include values, isn't approval criteria.

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 Weighting fine)





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TRAIN SET 216	REF: GIB0000001672_J0 PRASA WEIGHT BALANCE EN
	PC09 WEIGHING REPORT

M3	Balance across front and rear bogies	Front Bogie [Tons]		Rear Bogie [Tons]		Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance \pm 3%
		17.77		17.86		0.25%	PASS
	Weight Measured vs Predicted	Weight Measured [Tons]		Weight Predicted [Tons]		Weight Difference [%]	Tolerance [%]
		35.63		35.90		0.75%	1.36%
							Criteria MinDiffMax
							PASS

Test Participants			
Name	Company	Department	Date
Puleg Zwane	GIBELA	EOC	11/4/2024