

GIBELQ

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	K	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"/>										

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 224	MC	P. Sison	18/05/24	SI.FT1140.52	01/08

 GIBELQ	<h2 style="margin: 0;">SELF INSPECTION INDUSTRIAL QUALITY</h2>						Rev:09	Projet: PRASA	SI.FT1140.52
							Date: 5/31/2022		
Car:		NCR:				Work Station: FT1140			
Safety Related									
I - Document and Instrument Control									
I.1 - Documents control									
Document	TC1	M1	M2	M3	M4	TC2	Revision	Remark	Signature/Date
PRA.FT1140.04									
PRA.FT1140.05					X				✓ 12/05/24
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	NOK	Signature/Date		
Measuring tape	GIBTA 0276		26/10/23-26/10/24		✓		 12/05/24		
Venier Calliper	GIBUR 0056		06/06/23-06/06/24		✓				
Torque Wrench 35 N.m	D2511023		19/12/23-19/12/24		✓				
Torque Wrench 150 N.m	D28622009		19/12/23-19/12/24		✓				
Torque Wrench 320 N.m	A9650027		21/12/23-21/12/24		✓				



SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022




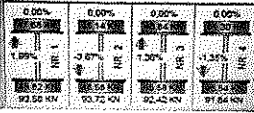
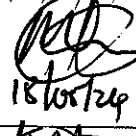
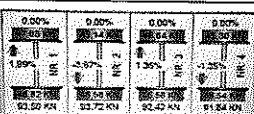
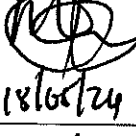

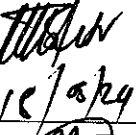
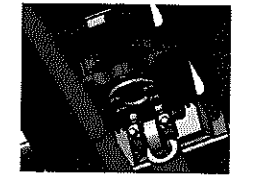

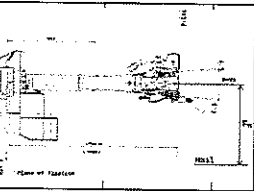
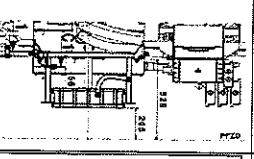
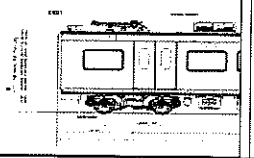
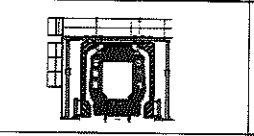
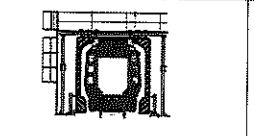
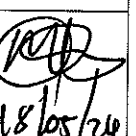
Project:
PRASA

SI.FT1140.52

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		✓		 17/05/24								
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>1.400</u> bar Final pressure (FP): <u>1.395</u> bar FP - IP = <u>0.005</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	✓		 17/05/24								
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓		 18/05/24								
04		Measurement inspection was done with car on condition AWO and the rail levelled. (The load cells system must be levelled and calibrated)	Calibration Validation Date <u>17/12/24</u>	✓		 18/05/24								
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)	<table><thead><tr><th>EQUIPMENT DESCRIPTION</th><th>WEIGHT (kg)</th></tr></thead><tbody><tr><td><u>GANGWAY</u></td><td><u>360</u></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></tbody></table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	<u>GANGWAY</u>	<u>360</u>					✓		 18/05/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)													
<u>GANGWAY</u>	<u>360</u>													
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓		 18/05/24								
07		Measuramet recorded with empty suspension and loaded are on conformity with tolerances of the project.		✓		 18/05/24								
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓		 18/05/24								

		<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.		✓		 18/05/24
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).		✓		 18/05/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.		✓		 18/05/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I _____ II _____ III _____ IV _____	✓		 18/05/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓		 18/05/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 885mm (+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. -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	✓		 18/05/24



SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Proj:
PRASA

SI.FT1140.52

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

DESCRIPTION	TOLERANCE	END#1											
		LEFT SIDE						RIGHT SIDE					
AIR SPRING HEIGHT (EMPTY)	N/A	A ¹											A ¹
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ¹		256	258	252	240	242	255	255	255		A ¹
FLOOR COVERING HEIGHT	min 1096 max 1116	E ¹		1110	1111	1106	1100	1098	1109	1109	1109		E ¹
AIR SPRING PRESSURE	≤ 0.3 (Ci - Ci)	C ¹		2,74	2,71	2,51	1,75	3,04	2,90	2,65	2,73		C ¹
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 ¹											K ¹
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Ji - Ji)	J ¹											J ¹
QTY OF TURNS OF LEVELLING ROD	N/A	X ¹				2P	2P	2P					X ¹
SHIMS OF ANTI-ROLL BAR	N/A	Y ¹											Y ¹
AIR SPRING HEIGHT (EMPTY)	N/A	A ¹											A ¹
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ¹		256	256	256	254	252	256	261	258		A ¹
FLOOR COVERING HEIGHT	min 1096 max 1116	E ¹		1106	1106	1106	1103	1100	1104	1108	1105		E ¹
AIR SPRING PRESSURE	≤ 0.3 (Ci - Ci)	C ¹		2,76	2,73	2,96	3,09	2,35	2,56	2,81	2,77		C ¹
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 ¹											K ¹
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Ji - Ji)	J ¹											J ¹
QTY OF TURNS OF LEVELLING ROD	N/A	X ¹					1P	1P	1P				X ¹
SHIMS OF ANTI-ROLL BAR	N/A	Y ¹											Y ¹

			LEFT SIDE		END#2		RIGHT SIDE	
COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW			BOGIE ORIENTATION					
GOOD	LOWER	HIGHER						
✓	↓	↑						
WEIGHT COMPENSATION								
EQUIPMENT								
WEIGHT								
EQUIPMENT								
WEIGHT								
SECONDARY MEASUREMENTS (ONLY TC CARS)								
AUTOMATIC COUPLER HEIGHT								
ANTENNA HEIGHT								

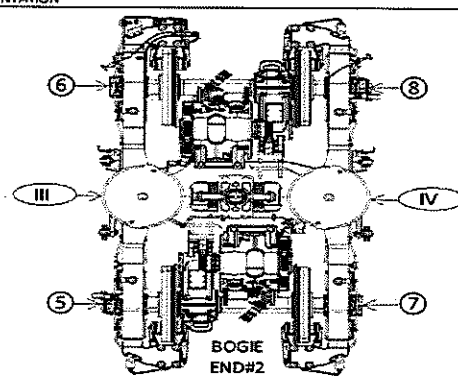
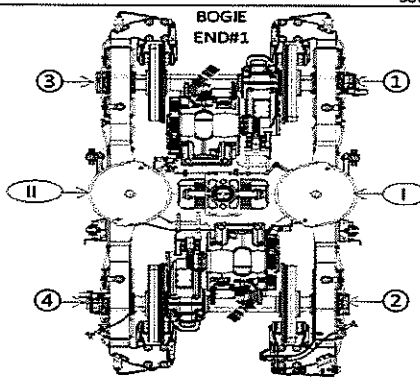
			LEFT SIDE		END#2		RIGHT SIDE	
COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW			BOGIE ORIENTATION					
GOOD	LOWER	HIGHER						
✓	↓	↑						
WEIGHT COMPENSATION								
EQUIPMENT								
WEIGHT								
EQUIPMENT								
WEIGHT								
SECONDARY MEASUREMENTS (ONLY TC CARS)								
AUTOMATIC COUPLER HEIGHT								
ANTENNA HEIGHT								

BOGIE END#1

Diagram of Bogie End#1 showing weight compensation points 1-6 and secondary measurement points I-IV.

BOGIE END#2

Diagram of Bogie End#2 showing weight compensation points 1-6 and secondary measurement points I-IV.





SELF INSPECTION INDUSTRIAL QUALITY

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												
		LEFTSIDE						RIGHTSIDE						
DESCRIPTION	TOLERANCE	A ¹ _{II}												A ¹ _I
AIR SPRING HEIGHT (EMPTY)	N/A													
AIR SPRING HEIGHT (FULL)	min 254 max 261													
FLOOR COVERING HEIGHT	min 1096 max 1116													
AIR SPRING PRESSURE	≤ 0.3 (Q _I - C _I)													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)													
PIVOT VERTICAL GAP	min 25 max 32													
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J _I - J _I)													
QTY OF TURNS OF LEVELLING ROD	N/A													
SHIMS OF ANTI-ROLL BAR	N/A													
DESCRIPTION	TOLERANCE	A ¹ _{III}												A ¹ _{IV}
AIR SPRING HEIGHT (EMPTY)	N/A													
AIR SPRING HEIGHT (FULL)	min 254 max 261													
FLOOR COVERING HEIGHT	min 1096 max 1116													
AIR SPRING PRESSURE	≤ 0.3 (Q _{IV} - C _{IV})													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)													
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)													
PIVOT VERTICAL GAP	min 25 max 32													
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J _{IV} - J _{IV})													
QTY OF TURNS OF LEVELLING ROD	N/A													
SHIMS OF ANTI-ROLL BAR	N/A													
		LEFTSIDE						RIGHTSIDE						
		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														
SECONDARY MEASUREMENTS (ONLY TC CARS)														
AUTOMATIC COUPLER HEIGHT														
ANTENNA HEIGHT														

BOGIE END#1

BOGIE END#2



SELF INSPECTION INDUSTRIAL QUALITY

Rev:09
Date:
5/31/2022

Proj:
PRASA

SI.FT1140.52

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					
		T8ext	T8int	M81	M81	M81	M82	M82	M81	M81	M81	M81	T8int	T8ext			
Pivot lateral stop gaps difference [mm]	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4			
Air Spring height [mm]	Fig. 5	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	255 ⁺⁶ ₋₄			
Air spring pressure at AWO [Bar]	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.)	2,83 (Ref.)	3,76 (Ref.)			
Primary Suspension gaps [mm]	C ₁ -C ₁ C ₂ -C ₂	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.	0,3 Máx.			
	D ₁ :D ₃	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	35 ⁺¹² ₋₅			
	D ₂ :D ₄	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	35 ⁺¹² ₋₅			
	D ₃ :D ₇	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	35 ⁺¹² ₋₅			
	D ₄ :D ₈	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	35 ⁺¹² ₋₅			
Carbody Floor height [mm]	Fig. 7	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			
Bolster height [mm]	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	850 ⁺³ ₋₇			
Coupling End height [mm]	F ₁	895 (Ref.)	760 (Ref.)	760 (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.)	760 (Ref.)	760 (Ref.)			
Pivot Vertical gap [mm]	Fig. 10	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	30 ⁺¹⁵ ₋₅			

	<h1 style="text-align: center;">SELF INSPECTION INDUSTRIAL QUALITY</h1>	Rev:09	Projet: PRASA	SI.FT1140.52
		Date:		
		5/31/2022		

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

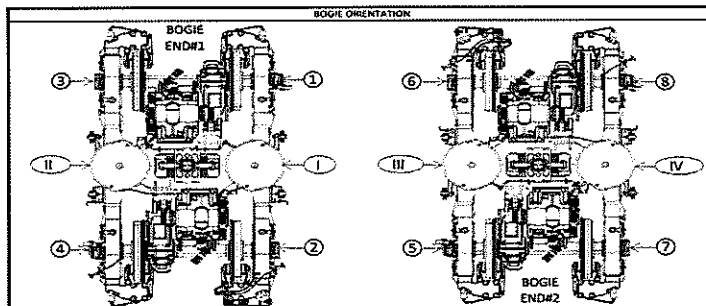
A'n Air spring height
 B'n Difference between measurement A'n and An
 En Floor covering height
 C'n Air spring pressure
 D'n Primary suspension
 K'n Pivot Vertical gap
 J'n Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 243	A'ii 245	A'iii 243	A'iv 244
An	254 to 261	Ai 255	Aii 258	Aiii 256	Aiv 258
Bn = An - A'n	N/A	Bi 12	Bii 13	Biii 13	Biv 14
En	1106 ±10 mm	Ei 1109	Eii 1110	Eiii 1106	Eiv 1105
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2.72	Cii 2.72	Ciii 2.75	Civ 2.75
Cn - Cn+1	Difference ≤ 0,3	Ci - Cii 0		Ciii - Civ 0	
Gauge serial number	N/A	91305873		91305873	
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	D1 46.15	D3 46.01	D6 45.91	D8 46.04
		D2 46.80	D4 46.36	D5 45.43	D7 46.29
Kn	25 to 45	Ki 37.01		Kii 36.21	
Jn	Difference ≤ 4	Ji 25.71	Jii 24.93	Jiii 26.51	Jiv 24.31

(*) 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	Mb1	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	Mb1	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)



Gibela Rail Transport Consortium RF (Pty)
Ltd
2 Shosholozo Avenue
Dunnotar X7
Ekurhuleni, 1590, South Africa
Reception: +27 (0)10 680 0651

TRAIN SET 224	PC09 WEIGHING REPORT
---------------	----------------------

M4	Balance across front and rear bogies	Front Bogie [Tons]		Rear Bogie [Tons]		Longitudinal Imbalance [%]		Criteria Longitudinal Imbalance ≤ 3%	
		18.63		17.89		0.03%		PASS	
	Weight Measured vs Predicted	Weight Measured [Tons]		Weight Predicted [Tons]		Weight Difference [%]		Tolerance [%]	Criteria Min-Diffs-Max
		35.77		35.95		0.50%		1.36%	PASS

Test Participants			
Name	Company	Department	Date
Thato Musi	Gibela	EOC	18/05/24