



CONFIDENTIAL INFORMATION



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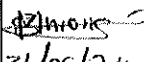
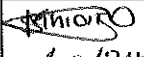

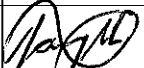

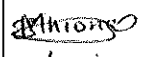

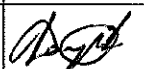



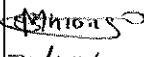


APPLICATION REFERENCE





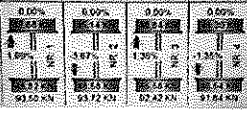


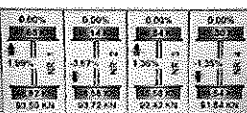






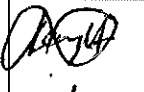
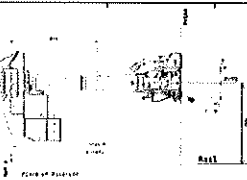
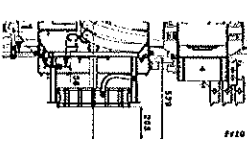
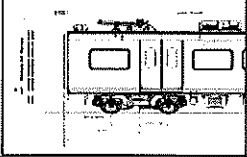


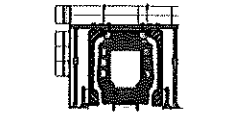
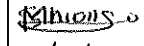

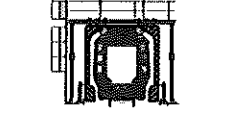

MOUNTING	DESCRIPTION	STATION	CAR TYPE						WORK INSTRUCTION	SAFETY ? 
			TC1	M4	M1	M2	M3	TC2		
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140	1	1	1	1		PRA.FT1140.04	YES
<input type="checkbox"/>	DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	X			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 227	M1	Sandie	31/05/24	SI.FT1140.52	01/08

 GIBELQ	<h1 style="margin: 0;">SELF INSPECTION</h1> <h1 style="margin: 0;">INDUSTRIAL QUALITY</h1>		Rev:09	Project: 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	Remarks	OK	NOK	Signature/Date
PRA.FT1140.04											
PRA.FT1140.05		✓							✓		<i>[Signature]</i> 31/05/24
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	CUBTA 0276		26/10/23-26/10/24		✓		<i>[Signature]</i> 31/05/24				
Vannier Caliper	GIVBR 0056		06-06/23-06/06/24		✓						
Torque Wrench 35 Nm	D2511023		19-12/23-19/12-24		✓						
Torque Wrench 15 Nm	D28622009		19-12/23-19/12-24		✓						
Torque Wrench 320 Nm	A 96 500 23		21-12-23/21-12-24		✓						

	<h1>SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09	Projeto: PRASA	SI.FT1140.52											
			Date:													
			5/31/2022													
II - Self Inspection - Items to Check																
II.1 - Items to Check																
Item	Picture/Sketch	Description	Criterio/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		✓		 31/05/24										
02		Check underframe pipe system Air tightness. Test performance according to WI PRAFT1130.15	The test was performed and no leak was observed. Initial pressure (IP): 10.66 bar Final pressure (FP): 10.61 bar FP - IP = 0.05 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	✓		 31/05/24										
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓		 31/05/24										
04		Measurement inspection was done with car on condition AWD and the rail leveled. (The load cells system must be leveled and calibrated)	Calibration Validation Date 19/12/2023	✓		 31/05/24										
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 border="1"> <thead> <tr> <th>EQUIPMENT DESCRIPTION</th> <th>WEIGHT (kg)</th> </tr> </thead> <tbody> <tr> <td>CARTILHAGEM</td> <td>360</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	CARTILHAGEM	360							✓		 31/05/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)															
CARTILHAGEM	360															
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓		 31/05/24										
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project		✓		 31/05/24										
08		All leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓		 31/05/24										

		<h1>SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09		Project: PRASA	SI.FT1140.52
				Date:	5/31/2022		
Item	Picture/Sketch	Description	Criteria/Record	OK	Not OK	Signature/Date	
09 		Check that the leveling rods are torqued and have torque marker.		✓		 31/05/24	
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).		✓		 31/05/24	
11 		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.		✓		 31/05/24	
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	✓		 31/05/24	
13 		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA FT 1140.04 / 05	✓		 31/05/24	
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= _____ mm			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 FT 1140.17.	The test was performed and no leak was observed. -Roof piping connection fittings. -Room piping connection fittings(Roof arch and door trimming)	✓		 31/05/24	
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	✓		 31/05/24	
18 		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO	✓		 31/05/24	



SELF INSPECTION INDUSTRIAL QUALITY

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PRASA

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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	AII			258	252	247	254	257	257			AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII											EI
AIR SPRING PRESSURE	≤ 0.3 (Ci - Ci)	CII			3,02	2,95	2,74	3,11	3,00	2,97			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 (Ai - Aj)	JII											JI
QTY OF TURNS OF LEVELLING ROD	N/A	XII											XI
SHIMS OF ANTI-ROLL BAR	N/A	YII											YI
AIR SPRING HEIGHT (EMPTY)	N/A	A'III											A'IV
AIR SPRING HEIGHT (FULL)	min 254 max 261	AIII			259	259	257	256	260	258			AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII											EIV
AIR SPRING PRESSURE	≤ 0.3 (Ov - Oa)	CIII			2,85	2,92	3,03	2,70	2,88	2,94			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 (Av - Au)	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

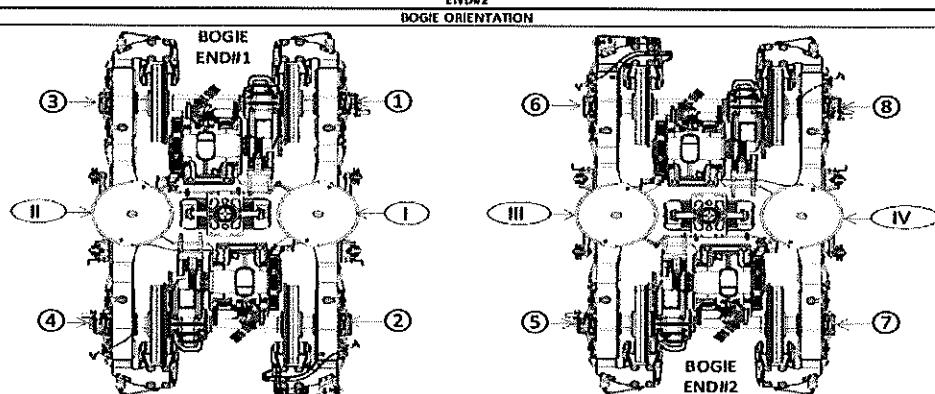
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TO CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT





SELF INSPECTION INDUSTRIAL QUALITY

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Projel:
PRASA

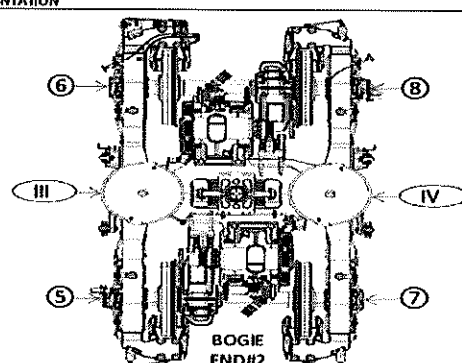
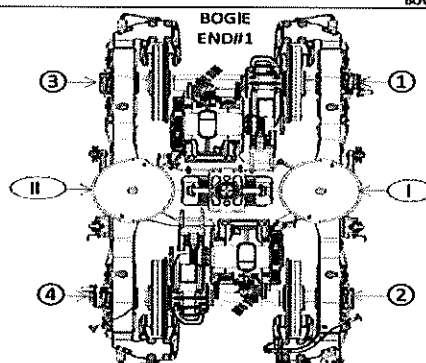
SI.FT1140.52

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	A ^{II}											A ^I
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}											E ^I
AIR SPRING PRESSURE	≤ 0.3 (Q _{II} - 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 (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}											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 (K _{IV} - K _{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		





SELF INSPECTION INDUSTRIAL QUALITY


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5/31/2022

Projeto:
PRASA

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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	
		TBext	TBint	MB1	MB2	MB1	MB2	MB1	MB2	MB1	MB2	TBint	TBext
Pivot lateral stop gaps difference [mm]	J _n -J _{n+1} (±0,1) Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height [mm]	A _{av} (±0,1) Fig. 5	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁	255 ⁺⁴ ₋₁
Air spring pressure at AWD [Bar]	C _m (±0,1) Fig. 5	3,76 (Ref.)	2,82 (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.)
	C ₁ - C ₄ C ₃ - 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.
Primary Suspension gaps [mm]	D ₃ : D ₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃
	D ₃ : D ₆	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃
	D ₃ : D ₇	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃
	D ₃ : D ₈	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃	35 ⁺² ₋₃
Carbody Floor Height [mm]	E _r (±0,1) 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
Bolster Height [mm]	N _{av} (±0,1) Fig. 7	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃	850 ⁺³ ₋₃
Coupling End height [mm]	F ₁ Fig. 8	895 (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 Fig. 9	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 _{av} Fig. 10	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃	30 ⁺³ ₋₃

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

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

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

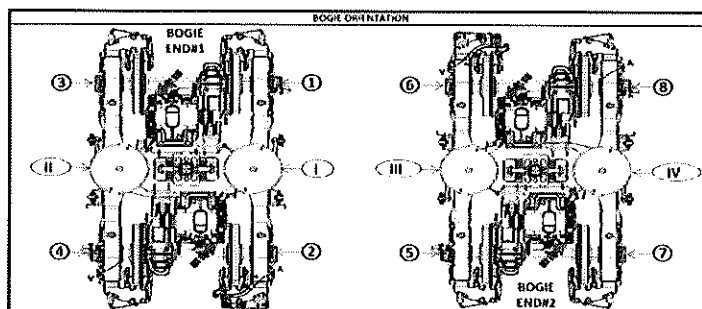
References for secondary suspension full
An Air spring height
Bn Difference between measurement A'n and An
En Floor covering height
Cn Air spring pressure
Dn Primary suspension
Kn Pivot Vertical gap
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 241	A'is 249	A'is 241	A'iv 240
An	254 to 261	Ai 257	Ais 258	Ais 259	Aiv 258
Bn = An - A'n	N/A	Bi 16	Bis 9	Bis 18	Biv 18
En	1106 ±10 mm	Ei 1110	Eis 1106	Eis 1110	Eiv 1103
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2,96	Cis 301	Cis 2,83	Civ 2,94
Cn - Cn+1	Difference ≤ 0,3	Ci - Cis 0,05		Cis - Civ 0,11	
Gauge serial number	N/A	CiB05873	CisB05873	CisB05873	CivB05873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	D1 44,44	D3 44,17	D6 46,75	D8 45,60
		D2 46,02	D4 44,72	D5 45,93	D7 44,54
Kn	25 to 45	Ki 33,07		Kis 36,32	
Jn	Difference ≤ 4	Ji 24,06	Jis 25,63	Jis 24,80	Jiv 26,38


(*) 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




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

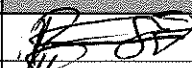
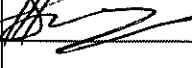
	<h1 style="margin: 0;">SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09	Project: PRASA	SI.FT1140.52
			Date:		
			5/31/2022		

Item	Description of defects	Yes	No	Signature/Date

IL2 - Check List REX

Check List Items						
Item	Picture/Drawing	Description / Comments	Criteria / Record	Yes	No	Signature/Date
01	N/A	To complete REX	Refer to REX. New defects must be added on the REX	✓		 31/05/24

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	31/05/24	Flus Operations Manager		
		31/05/24	Stane Industrial Quality		
	NO GO	There are activities pending 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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TRAIN SET 227	REF: GIB000001672_JO PRASA WEIGHT BALANCE EN
PC09 WEIGHING REPORT	

M1	Balance across front and rear bogies	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance $\leq 3\%$
		18.61	18.13	1.31%	PASS
	Weight Measured vs Predicted	Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]
		36.74	36.87	0.34%	1.37% PASS

Test Parameters			
Name	Company	Department	Date
Thato MUSA	GIBELA Rail	EOC	31/05/24