

**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	1	X	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
TS228	M1	Mamba	06/06/24	SI.FT1140.52	01/08



# SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Project:  
PRASA

SI.FT1140.52

Can:

NCR:

Work Station

FT1140



Safety Related

## 1 - Document and Instrument Control

### L1 - Documents control

Document	TC1	3H	3K	3L	3M	3N	TC2	Revision	Remarks	OK	Signature/Date
PRA.FT1140.04		X									
PRA.FT1140.05											06/06/24
PRA.FT1140.05											

### 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	GIBTA 0276	26/10/23-26/10/24		
Vernier Calliper	GIBVR 00256	06/06/23-06/06/24		
Torque Wrench 35NM	D2511023	12/12/23-12/12/24		06/06/24
Torque Wrench 150NM	A2822009	19/12/23-19/12/24		
Torque Wrench 320NM	A9650027	12/12/23-12/12/24		



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## 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		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										
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): <u>4.29</u> bar Final pressure (FP): <u>4.87</u> bar FP - IP = <u>0.58</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										
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>19/12/2023</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 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)	<table><thead><tr><th>EQUIPMENT DESCRIPTION</th><th>WEIGHT (kg)</th></tr></thead><tbody><tr><td><u>Bagueta V</u></td><td><u>360</u></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)	<u>Bagueta V</u>	<u>360</u>							<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)															
<u>Bagueta V</u>	<u>360</u>															
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24										



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Item	Pictures/Sketch	Description	Criteria/Record	OK	NOT OK	Signature/Date
09		Check that the levelling rods are torqued and have torque marker.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 09/06/24
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).		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 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 $\leq 4\%$ .		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
14		FOR TC CARS F = Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= _____ mm	<input type="checkbox"/>	<input type="checkbox"/>	NA
15		FOR TC CARS Height of Eurobalise Antenna = 205mm (+/-10mm) (Using levelled rail)	TC CAB #1= _____ mm	<input type="checkbox"/>	<input type="checkbox"/>	NA
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24
18		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 06/06/24



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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 <sup>II</sup>												A <sup>I</sup>
AIR SPRING HEIGHT (FULL)	min 254 max 261	A <sup>II</sup>					257	257						A <sup>I</sup>
FLOOR COVERING HEIGHT	min 1096 max 1116	E <sup>II</sup>												E <sup>I</sup>
AIR SPRING PRESSURE	≤ 0.3 (Cr - C)	C <sup>II</sup>					2,78	3,13						C <sup>I</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>3</sup>												D <sup>1</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>4</sup>												D <sup>2</sup>
PIVOT VERTICAL GAP	min 25 max 32	K <sup>II</sup>												K <sup>I</sup>
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J <sup>II</sup> - J <sup>I</sup> )	J <sup>II</sup>												J <sup>I</sup>
QTY OF TURNS OF LEVELLING ROD	N/A	X <sup>II</sup>						1 1/4						X <sup>I</sup>
SHIMS OF ANTI-ROLL BAR	N/A	Y <sup>II</sup>												Y <sup>I</sup>
DESCRIPTION	TOLERANCE		6	5	4	3	2	1	1	2	3	4	5	6
AIR SPRING HEIGHT (EMPTY)	N/A	A <sup>III</sup>												A <sup>IV</sup>
AIR SPRING HEIGHT (FULL)	min 254 max 261	A <sup>III</sup>					258	256						A <sup>IV</sup>
FLOOR COVERING HEIGHT	min 1096 max 1116	E <sup>III</sup>												E <sup>IV</sup>
AIR SPRING PRESSURE	≤ 0.3 (Cv - Cr)	C <sup>III</sup>					2,98	2,67						C <sup>IV</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>5</sup>												D <sup>7</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>6</sup>												D <sup>8</sup>
PIVOT VERTICAL GAP	min 25 max 32	K <sup>III</sup>												K <sup>IV</sup>
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J <sup>IV</sup> - J <sup>III</sup> )	J <sup>III</sup>												J <sup>IV</sup>
QTY OF TURNS OF LEVELLING ROD	N/A	X <sup>III</sup>					0	1						X <sup>IV</sup>
SHIMS OF ANTI-ROLL BAR	N/A	Y <sup>III</sup>												Y <sup>IV</sup>

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		

BOGIE END#1

BOGIE END#2

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

DESCRIPTION	TOLERANCE	END#1												END#2											
		LEFTSIDE						RIGHTSIDE						LEFTSIDE						RIGHTSIDE					
AIR SPRING HEIGHT (EMPTY)	N/A	A <sup>II</sup>												A <sup>III</sup>											A <sup>IV</sup>
AIR SPRING HEIGHT (FULL)	min 254 max 261	A <sup>II</sup>												A <sup>III</sup>											A <sup>IV</sup>
FLOOR COVERING HEIGHT	min 1096 max 1116	E <sup>II</sup>												E <sup>III</sup>											E <sup>IV</sup>
AIR SPRING PRESSURE	≤ 0.3 (Q <sub>1</sub> - Q)	C <sup>II</sup>												C <sup>III</sup>											C <sup>IV</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>3</sup>												D <sup>5</sup>											D <sup>7</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>4</sup>												D <sup>6</sup>											D <sup>8</sup>
PIVOT VERTICAL GAP	min 25 max 32	K <sup>I</sup>												K <sup>III</sup>											K <sup>IV</sup>
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (A <sub>1</sub> - A)	J <sup>I</sup>												J <sup>III</sup>											J <sup>IV</sup>
QTY OF TURNS OF LEVELLING ROD	N/A	X <sup>II</sup>												X <sup>III</sup>											X <sup>IV</sup>
SHIMS OF ANTI-ROLL BAR	N/A	Y <sup>I</sup>												Y <sup>III</sup>											Y <sup>IV</sup>

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

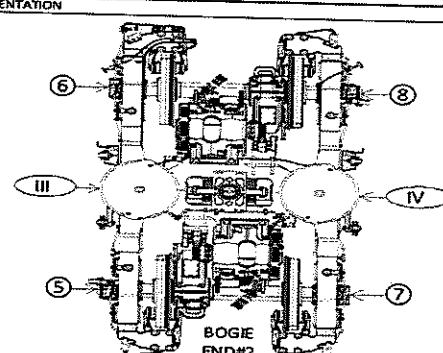
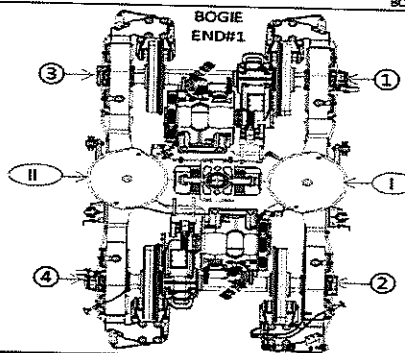


Table 1 - Reference Values and Measurement Tolerances for the Car Levelling.

ITEM		THEORETICAL VALUES											
		TCL CAR		M4 CAR		M1 CAR		M2 CAR		M3 CAR		TCL CAR	
		TBext	TBint	MB1	MB2	MB1	MB2	MB1	MB2	MB1	MB2	TBext	TBint
Pivot lateral stop gap difference [mm]	J <sub>1</sub> -J <sub>2</sub> (i=0)	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height [mm]	A <sub>1</sub> (i=0)	Fig. 5	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>	255 <sup>+6</sup> <sub>-4</sub>
Air spring pressure at AVO [bar]	C <sub>1</sub> -C <sub>2</sub> (i=0)	Fig. 5	2,82	2,83	2,83	2,83	2,83	2,83	2,83	2,83	2,83	2,83	2,83
	C <sub>1</sub> -C <sub>3</sub> (i=0)	Fig. 5	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx	0,3 Mdx
Primary Suspension gaps [mm]	D <sub>1</sub> D <sub>2</sub>	Fig. 6	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>
	D <sub>2</sub> D <sub>3</sub>	Fig. 6	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>
	D <sub>3</sub> D <sub>4</sub>	Fig. 6	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>
	D <sub>4</sub> D <sub>5</sub>	Fig. 6	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>
Carbody Floor height [mm]	E <sub>1</sub> (i=0)	Fig. 7	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>	1106 <sup>+10</sup> <sub>-10</sub>
Booster height [mm]	N <sub>1</sub> (i=0)	Fig. 7	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>	850 <sup>+5</sup> <sub>-7</sub>
Coupling End height [mm]	F <sub>1</sub>	Fig. 8	895	895	895	895	895	895	895	895	895	895	895
	F <sub>2</sub>	Fig. 9	760	760	760	760	760	760	760	760	760	760	760
Pivot Vertical gap [mm]	K <sub>1</sub>	Fig. 10	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>	30 <sup>+15</sup> <sub>-5</sub>



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Rev:09

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SI.FT1140.52

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

References for secondary suspension empty

A'n Air spring height empty

References for secondary suspension full

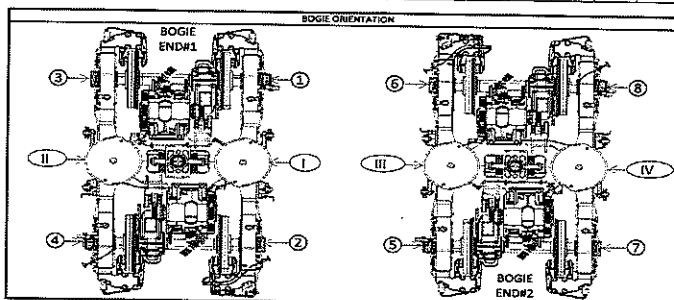
A'n Air spring height  
B'n Difference between measurement A'n and An  
En Floor covering height  
C'n Air spring pressure  
D'n Primary suspension  
Kn Pivot Vertical gap  
J'n Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 239	A'ii 241	A'iii 242	A'iv 241
An	254 to 261	Ai 257	Aii 260	Aiii 258	Aiv 259
B'n = An - A'n	N/A	Bi 18	Bii 19	Biii 16	Biv 13
En	1106 ±10 mm	Ei 1105	Eii 1110	Eiii 1106	Eiv 1112
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
C'n	Table 02 (*)	Ci 2.94	Cii 2.94	Ciii 2.79	Civ 2.86
C'n - C'n	Difference ≤ 0.3	Ci - Cii		Ciii - Civ	
Gauge serial number	N/A	G1B05873	G1B05873	G1B05873	G1B05873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
D'n	Table 01 (*)	D1 46,27	D2 45,33	D3 44,52	D4 42,37
		D2 44,17	D4 44,24	D5 44,19	D7 45,23
Kn	25 to 45	Ki 32,44	Kii 25,33	Kiii 31,74	Kiv 24,64
J'n = J1-J2+1	Difference ≤ 4	Ji 23,03	Jii 25,33	Jiii 23,94	Jiv 24,64

(\*) 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 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>	35 <sup>+12</sup> <sub>-5</sub>

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 Leveling and Weighting fine)





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



TRAIN SET 228	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 $\leq 3\%$
			18.59	18.10	1.34%	PASS
	Weight Measured vs Predicted		Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Criteria MinDiffMax
			36.69	36.87	0.47%	1.37% PASS

Test Participants			
Name	Company	Department	Date
<i>E. M. Z.</i>	GIBELA Rail	EOC	<i>07/08/2024</i>