



PRASA PROJECT

CONFIDENTIAL INFORMATION



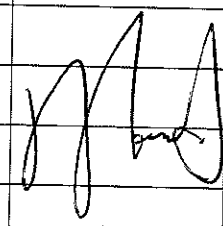
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APPLICATION REFERENCE

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	X		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
15 228	M3	Matimba	09/06/24	SI.FT1140.52	01/08

	SELF INSPECTION INDUSTRIAL QUALITY		Rev:09	Project: PRASA	SI.FT1140.52						
			Date: 5/31/2022								
Car:	NCR:		Work Station FT1140								
 Safety Related											
1 - Document and Instrument Control											
1.1 - Documents control											
Document	TC1	M1	M2	M3	M4	TC2	Revision	Remark	OK	NOK	Signature/Date
PRA.FT1140.04				X							
PRA.FT1140.05											
PRA.FT1140.05											
1.2 - 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		26/10/22-26/10/24				 09/10/24				
Vernier Caliper	GIBUR 0050		06/06/23-06/06/24								
Torque Wrench 320Nm	A9690023		12/12/22-12/12/24								
Torque Wrench 800Nm	A2822009		19/12/22-19/12/24								
Torque Wrench 85Nm	D2510023		12/12/22-12/12/24								



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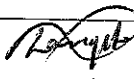
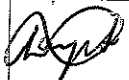

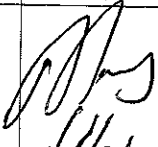









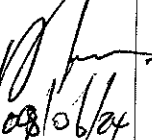
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II - Self Inspection - Items to Check

II.1 - Items to Check

11.1 - 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 blending fitting on the pipes highlighted		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 08/06/24								
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>9.92</u> bar Final pressure (FP): <u>9.86</u> bar FP - IP = <u>0.06</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	<input checked="" type="checkbox"/>	<input type="checkbox"/>	 08/06/24								
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"/>	 09/06/24								
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"/>	 09/06/24								
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>Bangway</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>Bangway</u>	<u>360</u>					<input checked="" type="checkbox"/>	<input type="checkbox"/>	 09/06/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)													
<u>Bangway</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"/>	 09/06/24								
07		Measurement recorded with empty suspension and loaded are in conformity with tolerances of the project.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	 09/06/24								
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"/>	 08/06/24								

SELF INSPECTION INDUSTRIAL QUALITY


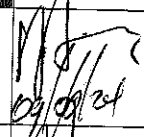
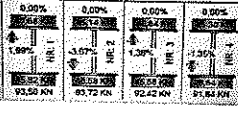
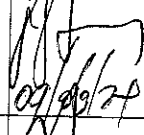
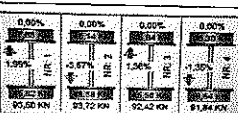
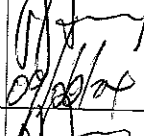

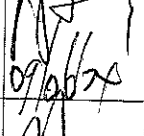


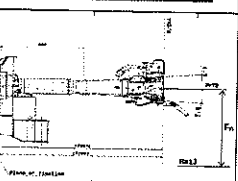
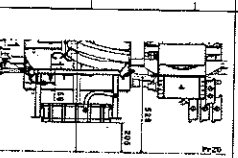
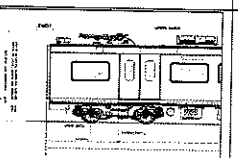
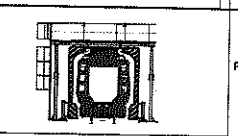
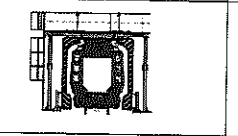
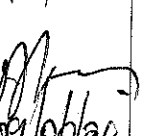
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Item	Picture/Sketch	Description	Criteria/Record	OK	Signature/Date
09		Check that the levelling rods are torqued and have torque marker.		~	 09/09/24
10		The difference of weight between the left and right wheels of each axle, must be $\leq 4\%$. (Verify on the T&C equipment if all arrows are in green).		✓	 09/09/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.		✓	 09/09/24
12		1 - Record shim thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I 0 II 0 III 0 IV 0	✓	 09/09/24
13		Pivot flange	1- M20 x 50 screws with application of torque according to PRA.FT1140.04 / 05	✓	 09/09/24
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 Eurobalise Antenna = 205mm (+/-10mm) (Using levelled rail)	TC CAB #1= _____ mm		N/A
16		Check pantograph piping air tightness. Test performance according to W1 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	✓	 09/09/24



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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 ⁱ _{II}											A ⁱ _I	
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ⁱⁱ _{II}					258 261	261 258					A ⁱⁱ _I	
FLOOR COVERING HEIGHT	min 1096 max 1116	E ⁱ _{II}											E ⁱ _I	
AIR SPRING PRESSURE	≤ 0.3 (C ⁱ - C ⁱ)	C ⁱⁱ _{II}					2.79 2.80	2.87 2.81					C ⁱⁱ _I	
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ³ _{II}											D ³ _I	
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁴ _{II}											D ⁴ _I	
PIVOT VERTICAL GAP	min 25 max 32	K ⁱⁱ _{II}											K ⁱⁱ _I	
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J ⁱ - J ⁱ)	J ⁱⁱ _{II}											J ⁱⁱ _I	
QTY OF TURNS OF LEVELLING ROD	N/A	X ⁱⁱ _{II}					0 1/4	1/4 1/4					X ⁱⁱ _I	
SHIMS OF ANTI-ROLL BAR	N/A	Y ⁱⁱ _{II}											Y ⁱⁱ _I	
DESCRIPTION	TOLERANCE		6	5	4	3	2	1	1	2	3	4	5	6
AIR SPRING HEIGHT (EMPTY)	N/A	A ⁱ _{III}												A ⁱ _{IV}
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ⁱⁱ _{III}					257 259	257 256						A ⁱⁱ _{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E ⁱⁱⁱ _{III}												E ⁱⁱⁱ _{IV}
AIR SPRING PRESSURE	≤ 0.3 (C ^{iv} - C ^{iv})	C ⁱⁱⁱ _{III}					2.61 2.85	2.71 2.70						C ⁱⁱⁱ _{IV}
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁵ _{III}												D ⁵ _{IV}
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁶ _{III}												D ⁶ _{IV}
PIVOT VERTICAL GAP	min 25 max 32	K ⁱⁱⁱ _{III}												K ⁱⁱⁱ _{IV}
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (J ^{iv} - J ^{iv})	J ⁱⁱⁱ _{III}												J ⁱⁱⁱ _{IV}
QTY OF TURNS OF LEVELLING ROD	N/A	X ⁱⁱⁱ _{III}					0 1/4	0 0						X ⁱⁱⁱ _{IV}
SHIMS OF ANTI-ROLL BAR	N/A	Y ⁱⁱⁱ _{III}												Y ⁱⁱⁱ _{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		

BOGIE END#1

BOGIE END#2



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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 ₁₁											A ₁₁
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ₁₂											A ₁₂
FLOOR COVERING HEIGHT	min 1096 max 1116	E ₁₁											E ₁₁
AIR SPRING PRESSURE	≤ 0.3 (C ₁₁ - C ₁)	C ₁₁											C ₁₁
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₃											D ₃
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₄											D ₄
PIVOT VERTICAL GAP	min 25 max 32	K ₁₁											K ₁₁
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (A ₁₁ - A ₁)	J ₁₁											J ₁₁
QTY OF TURNS OF LEVELLING ROD	N/A	X ₁₁											X ₁₁
SHIMS OF ANTI-ROLL BAR	N/A	Y ₁₁											Y ₁₁
AIR SPRING HEIGHT (EMPTY)	N/A	A ₁₃											A ₁₃
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ₁₄											A ₁₄
FLOOR COVERING HEIGHT	min 1096 max 1116	E ₁₃											E ₁₃
AIR SPRING PRESSURE	≤ 0.3 (C ₁₃ - C ₁₃)	C ₁₃											C ₁₃
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₅											D ₅
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ₆											D ₆
PIVOT VERTICAL GAP	min 25 max 32	K ₁₃											K ₁₃
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (A ₁₃ - A ₁₃)	J ₁₃											J ₁₃
QTY OF TURNS OF LEVELLING ROD	N/A	X ₁₃											X ₁₃
SHIMS OF ANTI-ROLL BAR	N/A	Y ₁₃											Y ₁₃

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

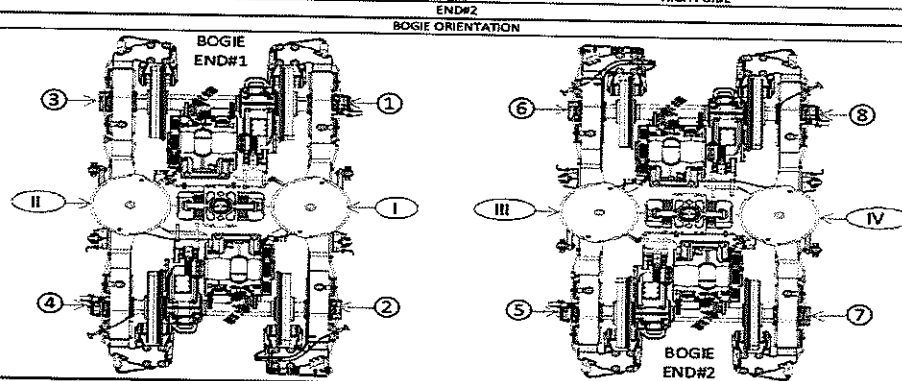


Table 1 - Reference Values and Measurement Tolerances for the Car Levelling.

ITEM		THEORETICAL VALUES													
		TQ CAR		M4 CAR		M3 CAR		M2 CAR		M1 CAR		M0 CAR		TQ CAR	
		TBext	TBint	M4B1	M4B2	M3B1	M3B2	M2B1	M2B2	M1B1	M1B2	M0B1	M0B2	TBint	TBext
Pivot lateral stop gaps difference [mm]	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height [mm]	Fig. 5	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁	255 ⁺⁶ ₋₁
Air spring pressure at AWO [Bar]	Fig. 5	3,76 (Ref.)	2,82 (Ref.)	2,87 (Ref.)	2,83 (Ref.)	2,83 (Ref.)	3,02 (Ref.)	2,91 (Ref.)	3,07 (Ref.)	2,85 (Ref.)	2,83 (Ref.)	2,83 (Ref.)	2,83 (Ref.)	2,83 (Ref.)	3,76 (Ref.)
Primary Suspension gaps [mm]	C ₁ -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.	0,3 Máx.
	C ₃ -C ₄	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.	0,3 Máx.
	D ₁ ; D ₂	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃
	D ₃ ; D ₄	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃	35 ⁺¹⁵ ₋₃
Carbody Floor height [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
Roller height [mm]	Fig. 7	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇	850 ⁺¹⁵ ₋₇
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.)	895 (Ref.)	760 (Ref.)
Pivot Vertical gap [mm]	Fig. 10	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃	30 ⁺¹⁵ ₋₃



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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

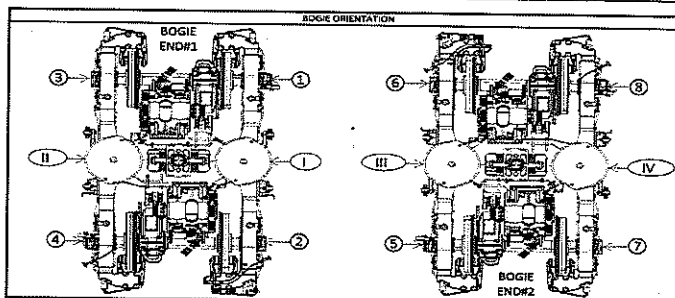
An Air spring height
Bn Difference between measurement A'n and An
En Floor covering height
Cn Air spring pressure
Dn Primary suspension
Kn Pivot Vertical gap
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 242	A'ii 241	A'iii 243	A'iv 244
An	254 to 261	Au 256	Av 259	Aui 259	Aui 258
Bn = An - A'n	N/A	Bi 14	Bii 18	Biii 16	Biv 14
En	1106 ±10 mm	Ei 1109	Eii 1115	Eiii 1100	Eiv 1101
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2,74	Cii 2,80	Ciii 2,73	Civ 2,77
Cn - Cn	Difference ≤ 0,3	Ci - Cii 0,06		Ciii - Civ 0,04	
Gauge serial number	N/A	GIB05873	GIB05873	GIB05873	GIB05873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	D1 43,63	D2 44,61	D3 44,25	D4 43,09
		D5 43,54	D6 45,22	D7 43,54	D8 42,40
Kn	25 to 45	Ki 32,12		Kj 34,52	
Jn=J1-J2+1	Difference ≤ 4	Ji 23,94	Jii 25,11	Jiii 25,49	Jiv 25,84

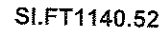
(*) Reference, only include values, isn't approval criteria.

Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	Mb1	Mb1	Mb1	Tbin	Tbex	
D=	95^{+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	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 228	REF: GIB0000001672_JO 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 ≤ 3%
			17.79	17.76	0.08%	PASS
	Weight Measured vs Predicted		Weight Measured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Criteria MinDiff/Max
			35.55	35.90	0.97%	1.36% PASS

Test Participants			
Name	Company	Department	Date
Phiso	GIBELA	EOC	09/06/2024