

GIBELQ

PRASA PROJECT




SELF INSPECTION SHEET

CONFIDENTIAL INFORMATION



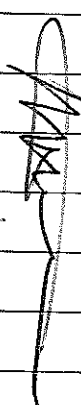
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APPLICATION REFERENCE

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	<input checked="" type="checkbox"/>				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 229	TC1	GOODNESS	10/06/24	SI.FT1140.52	01/08

	SELF INSPECTION INDUSTRIAL QUALITY		Rev:09 Date: 5/31/2022	Projet: PRASA	SI.FT1140.52					
	Cart: _____ NCR: _____		Work Station: _____ FT1140							
 Safety Related										
I - Document and Instrument Control										
I.1 - Documents control										
Document	TC1	M1	N1	R1	S1	TC2	Revision	Remark	OK	Signature/Date
PRA.FT1140.04	✓								✓	11/06/24
PRA.FT1140.05										
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	Signature/Date				
Measuring Tape	GIBTA 0276		26/02/23		✓	11/06/24 				
Venturi Compteur	GIBVR 0056		06/08/23		✓					
Torque Wrench	D2511023		19/12/23		✓					
Torque Wrench	D23622009		19/12/23		✓					
Torque Wrench	A9650027		21/12/23		✓					
Torque Wrench 520N.m	A9630053		21/12/23 - 21/12/24		✓					
Torque Wrench 17N.m	D2861617		19/12/23 - 19/12/24		✓					



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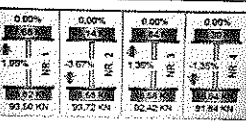
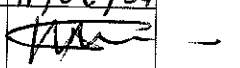
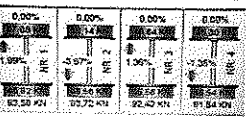
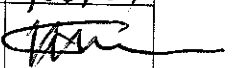


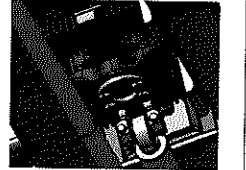
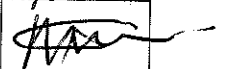
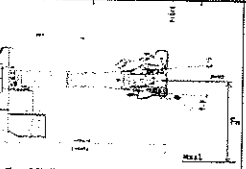

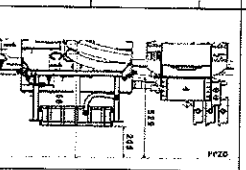
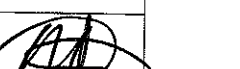
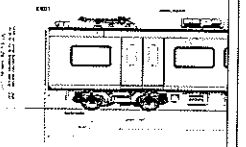
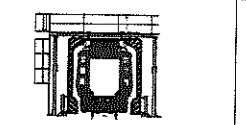
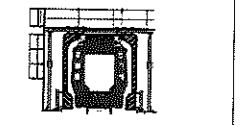
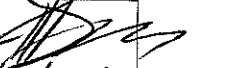
Project:
PRASA

SI.FT1140.52

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		<input checked="" type="checkbox"/>	 10/06/24								
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): 10.00 Final pressure (FP): 9.82 bar FP - IP = 0.18 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	<input checked="" type="checkbox"/>	 10/06/24								
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"/>	 11/06/24								
04		Measurement inspection was done with car on condition AWO and the rail leveled. (The load cells system must be levelled and calibrated)	Calibration Validation Date 19/12/23	<input checked="" type="checkbox"/>	 11/06/24								
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>Driver seat</td><td>60</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></tbody></table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	Driver seat	60					<input checked="" type="checkbox"/>	 11/06/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)												
Driver seat	60												
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		<input checked="" type="checkbox"/>	 11/06/24								
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project		<input checked="" type="checkbox"/>	 11/06/24								
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		<input checked="" type="checkbox"/>	 11/06/24								

		<h1>SELF INSPECTION INDUSTRIAL QUALITY</h1>		Rev:09 Date: 5/31/2022	Projet: PRASA	SI.FT1140.52
Item	Picture/Sketch	Description	Criteria/Record	OK	Signature/Date	
09		Check that the leveling rods are torqued and have torque marker.		✓	 11/06/24	
10		The difference of weight between the left and right wheels of each axle, must be ≤ 4%. (Verify on the T&C equipment if all arrows are in green).		✓	 11/06/24	
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of ≤ 4%.		✓	 11/06/24	
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	✓	 11/06/24	
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓	 11/06/24	
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= 895 mm	✓	 11/06/24	
15		FOR TC CARS Height of Eurobalise Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= 199 mm	✓	 11/06/24	
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 timing)		M/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		M/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	✓	 11/06/2024	



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

		END#1												END#2														
DESCRIPTION	TOLERANCE	LEFTSIDE						RIGHTSIDE						LEFTSIDE						RIGHTSIDE								
		6	5	4	3	2	1	1	2	3	4	5	6	1	2	3	4	5	6									
AIR SPRING HEIGHT (EMPTY)	N/A	A ^{II}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ^{II}	255	256	256	260	255	252	257	256	257	256	255	255	257	256	257	256	255	255	257	256	257	256	255	255	257	256
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
AIR SPRING PRESSURE	≤ 0.3 (Ci - Qi)	C ^{II}	3,62	3,51	3,52	3,54	3,4	3,39	3,58	3,7	3,68	3,62	3,61	3,54	3,68	3,7	3,68	3,62	3,61	3,54	3,68	3,7	3,68	3,62	3,61	3,54	3,68	3,7
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ³	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁴	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PIVOT VERTICAL GAP	min 25 max 32	K ^{II}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Ji - Ji)	J ^{II}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
QTY OF TURNS OF LEVELLING ROD	N/A	X ^{II}	/	/	0	1/6	/	/	/	/	/	1/6	0	/	/	/	1/6	0	/	/	/	/	/	/	/	/	/	/
SHIMS OF ANTI-ROLL BAR	N/A	Y ^{II}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
DESCRIPTION	TOLERANCE		6	5	4	3	2	1	1	2	3	4	5	6		6	5	4	3	2	1	1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A ^{III}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ^{III}	256	256	255	259	258	259	261	258	258	257	259	261	256	256	255	259	258	259	261	258	258	257	259	261	256	256
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{III}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
AIR SPRING PRESSURE	≤ 0.3 (Cv - Cv)	C ^{III}	2,80	2,91	2,94	2,96	3,0	3,13	2,14	2,15	2,12	2,89	2,76	2,81	2,80	2,91	2,94	2,96	3,0	3,13	2,14	2,15	2,12	2,89	2,76	2,81	2,80	2,91
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁵	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D ⁶	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PIVOT VERTICAL GAP	min 25 max 32	K ^{III}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Jv - Jv)	J ^{III}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
QTY OF TURNS OF LEVELLING ROD	N/A	X ^{III}	1/6	/	0	1/6	/	/	/	/	/	1/6	1/6	1/6	1/6	/	/	0	1/6	/	/	/	/	1/6	1/6	1/6	1/6	1/6
SHIMS OF ANTI-ROLL BAR	N/A	Y ^{III}	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
			LEFTSIDE						RIGHTSIDE						LEFTSIDE						RIGHTSIDE							

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW

GOOD LOWER HIGHER

✓ ↓ ↑

WEIGHT COMPENSATION

EQUIPMENT

WEIGHT

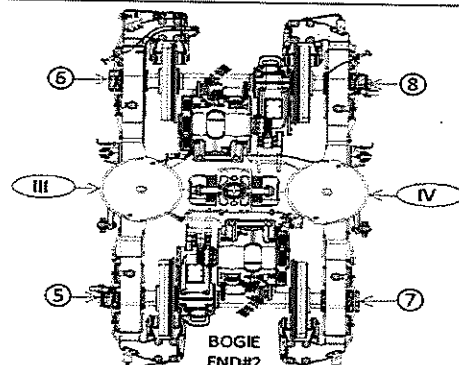
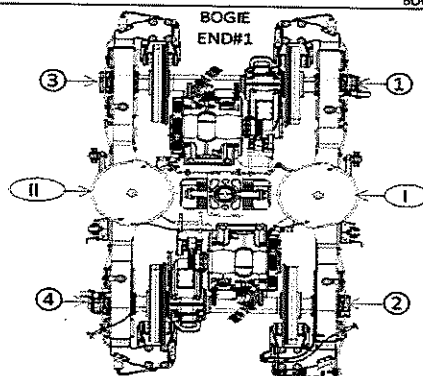
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TO CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT





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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}					256	255	256	256				A ^I
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}												E ^I
AIR SPRING PRESSURE	≤ 0.3 (C _{II} - C _I)	C ^{II}						3.59	3.59					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 (J _{II} - J _I)	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}					255	254	260	258				A ^{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{III}												E ^{IV}
AIR SPRING PRESSURE	≤ 0.3 (C _{IV} - C _{III})	C ^{III}						2.89	2.77					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 (J _{IV} - J _{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 TO CARS)		
AUTOMATIC COUPLER HEIGHT		
ANTENNA HEIGHT		

BOGIE END#1

BOGIE END#2



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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			
		TBext	TBint	MB1	MB2	MB1	MB2	MB2	MB2	MB1	MB1	TBint	TBext		
Pivot lateral stop gaps difference [mm]	Jn-Jn+1 (mm)	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4		
Air Spring height [mm]	A _n (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		
Air spring pressure at AWO [Bar]	C _s (mm)	Fig. 5	3,76 (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.)		
	C ₁ -C ₉ C ₁₀ -C ₁₇		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 ₁ D ₅	Fig. 6	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 ₆														
	D ₇ D ₇														
	D ₈ D ₉														
Carbody Floor height [mm]	E _n (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		
Booster Height [mm]	N _n (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		
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.)	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.)		
Pivot Vertical gap [mm]	K _n	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		



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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

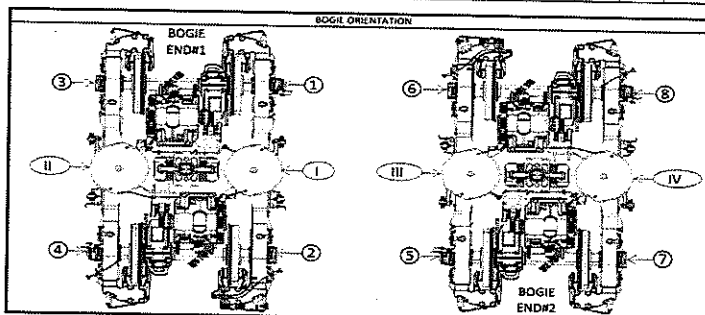
An Air spring height
Bn Difference between measurement A'n and An
En Floor covering height
Cn Air spring pressure
Dn Primary suspension
Kn Pivot Vertical gap
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 234	A'ii 235	A'iii 240	A'iv 241
An	254 to 261	Ai 258	Aii 258	Aiii 255	Aiv 260
Bn = An - A'n	N/A	Bi 24	Bii 23	Biii 15	Biv 19
En	1106 ±10 mm	Ei 1115	Eii 1105	Eiii 1104	Eiv 1110
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 3,61	Cii 3,73	Ciii 2,90	Civ 2,89
Cn - Cn+1	Difference ≤ 0,3	Ci - Cii 0,12		Ciii - Civ 0,01	
Gauge serial number	N/A	G1805873	G1805873	G1805873	G1805873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	D1 42,82	D2 43,04	D3 44,20	D4 45,20
		D2 42,37	D4 42,80	D5 44,05	D7 44,20
Kn	25 to 45	Ki 28,58		Kii 36,05	
Jn	Difference ≤ 4	Ji 26,41	Jii 24,99	Jiii 25,44	Jiv 25,85

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

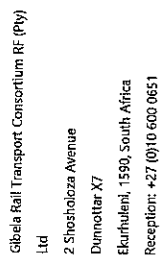
Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	Mb1	Mb1	Mb1	Mb1	Tbin	Tbex
D=	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅

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)

[illegible]



	Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance $\leq 10\%$
TC1	18.51	15.47	8.95%	PASS
	Weight Measured vs Predicted	Weight Predicted [Tons]	Weight Difference [%]	Criteria Min-Diff:Max
		33.98	1.29%	1.62% PASS

[illegible]