

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	1	X	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 229	M2	Andrew	13/06/24	SI.FT1140.52	01/08

	<h2 style="margin: 0;">SELF INSPECTION INDUSTRIAL QUALITY</h2>		Rev:09	Date: 5/31/2022	Projet: PRASA	<h3 style="margin: 0;">SI.FT1140.52</h3>		
	Car:	NCR:	Work Station					
 Safety Related								
I - Document and Instrument Control								
L1 - Documents control								
Document	TC1	M1	B2	B3	B4	TC2		
Revision	Remark					OK	Signature/Date	
PRA.FT1140.04							✓	
PRA.FT1140.05			✓				✓	13/06/24
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		26/12/23 - 26/12/24		✓	13/06/24		
Vernier Calliper	GIBVR 0056		26/08/23 - 26/08/23		✓	13/06/24		
Torque Wrench 35 N.m	D2511023		19/12/23 - 19/12/24		✓	13/06/24		
Torque Wrench 150 N.m	D28622009		19/12/23 - 19/12/24		✓	13/06/24		
Torque Wrench 320 N.m	A9650027		21/12/23 - 21/12/24		✓	13/06/24		



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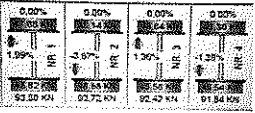

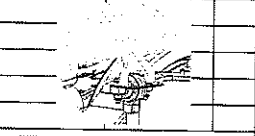
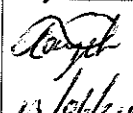
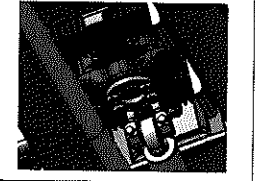

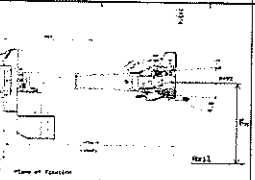
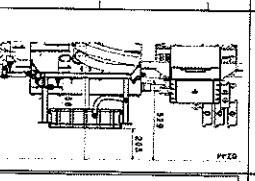
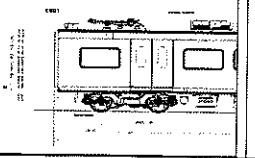

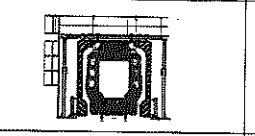
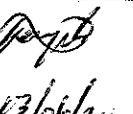
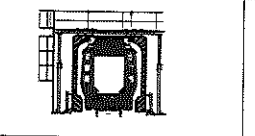

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II - Self Inspection - Items to Check

II.1 - Items to Check

Item	Picture/Sketch	Description	Criteria/Record	OK	NO	NO	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		✓			 13/06/24								
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): 9.36 bar Final pressure (FP): 9.34 bar FP - IP = 0.02 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar	✓			 13/06/24								
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓			 13/06/24								
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 19/12/22	✓			 13/06/24								
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>CANALWAY</td><td>360</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></tbody></table>	EQUIPMENT DESCRIPTION	WEIGHT (kg)	CANALWAY	360					✓			 13/06/24
EQUIPMENT DESCRIPTION	WEIGHT (kg)														
CANALWAY	360														
06		The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar.		✓			 13/06/24								
07		Measurement recorded with empty suspension and loaded are on conformity with tolerances of the project.		✓			 13/06/24								
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓			 13/06/24								

		SELF INSPECTION INDUSTRIAL QUALITY		Rev:09	Project: PRASA	SI.FT1140.52
				Date: 5/31/2022		
Item	Picture/Sketch	Description	Criteria/Record	OK		Signature/Date
09		Check that the levelling rods are torqued and have torque marker.		✓		 13/06/24
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).		✓		 13/06/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$.		✓		 13/06/24
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	✓		 13/06/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓		 13/06/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= _____ mm			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)	✓		 13/06/24
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			 13/06/24
18		Car does not come into contact with the gauge.	No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO	✓		 13/06/24



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

DESCRIPTION	TOLERANCE	END#1												END#2					
		LEFT SIDE						RIGHT SIDE						LEFT SIDE					
AIR SPRING HEIGHT (EMPTY)	N/A	A`ii												A`iv					
AIR SPRING HEIGHT (FULL)	min 254 max 261	Aii					256	257	259	256				Aiv					
FLOOR COVERING HEIGHT	min 1096 max 1116	Eii												Eiv					
AIR SPRING PRESSURE	≤ 0.3 (Ci - Ci)	Cii					3,01	2,98	3,03	2,97				Civ					
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3												D7					
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4												D8					
PIVOT VERTICAL GAP	min 25 max 32	Kii												Kiv					
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (ki - ji)	Jii												Jiv					
QTY OF TURNS OF LEVELLING ROD	N/A	Xii					1 1/2	0	0	0				Xiv					
SHIMS OF ANTI-ROLL BAR	N/A	Yii												Yiv					
AIR SPRING HEIGHT (EMPTY)	N/A	A`iii												A`iv					
AIR SPRING HEIGHT (FULL)	min 254 max 261	Aiii					253	250	254	258				Aiv					
FLOOR COVERING HEIGHT	min 1096 max 1116	Eiii												Eiv					
AIR SPRING PRESSURE	≤ 0.3 (Oiv - Cii)	Ciii					2,89	2,89	2,66	2,74				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 (Jiv - Jii)	Jiii												Jiv					
QTY OF TURNS OF LEVELLING ROD	N/A	Xiii					1 1/2	1 1/2	1 1/2	0				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

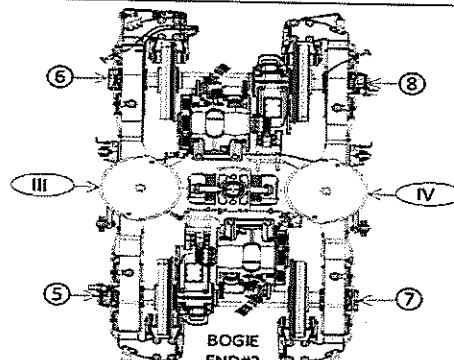
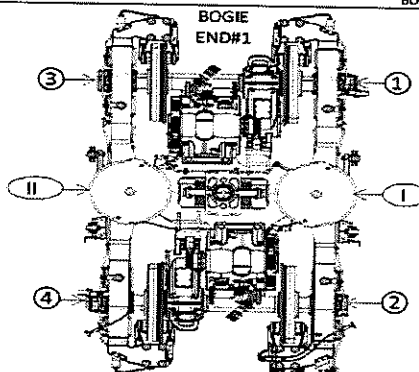
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TC CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT





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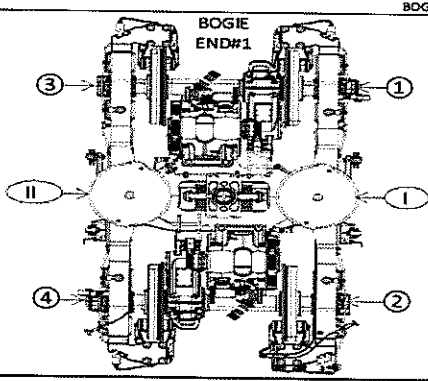
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DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

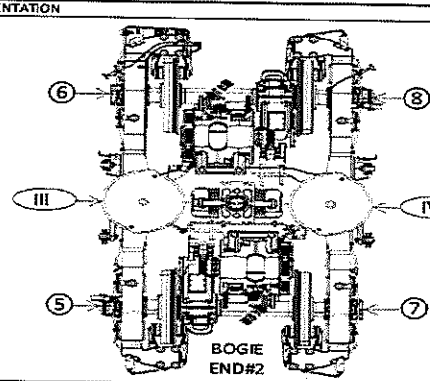
DESCRIPTION	TOLERANCE	LEFT SIDE						RIGHT SIDE						
		6	5	4	3	2	1	1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A ^{II}											A ^I	
AIR SPRING HEIGHT (FULL)	min 254 max 261	A ^{II}											A ^I	
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{II}											E ^I	
AIR SPRING PRESSURE	≤ 0.3 (C ^{II} - C ^I)	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 (J ^I - 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}												A ^{IV}
FLOOR COVERING HEIGHT	min 1096 max 1116	E ^{III}												E ^{IV}
AIR SPRING PRESSURE	≤ 0.3 (C ^{IV} - C ^{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 (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													
		TQ CAR		M4 CAR		M1 CAR		M2 CAR		M3 CAR		TQ CAR			
		TRef	TInt	MB1	MB1	MB1	MB1	MB2	MB2	MB1	MB1	TInt	TRef	MB1	TInt
Photo 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 AWD [bar]	Fig. 5	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	2,83	2,83	3,76
		0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.	0,3 Max.
Primary Suspension gaps (mm)	Fig. 6	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}	35^{+12}_{-4}
		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}
		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}	850^{+3}_{-7}
		895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)
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}	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}	850^{+3}_{-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.)	895 (Ref.)	760 (Ref.)	760 (Ref.)	760 (Ref.)
	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.)	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}	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

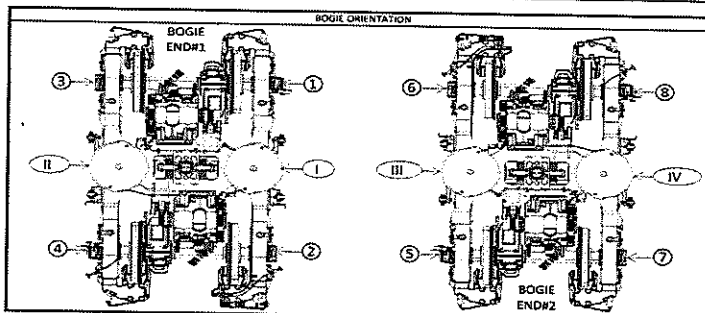
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 241	A'ii 244	A'iii 243	A'iv 244
An	254 to 261	Ai 257	Aii 259	Aiii 258	Aiv 259
Bn = An - A'n	N/A	Bi 16	Bii 15	Biii 15	Biv 15
En	1105 ±10 mm	Ei 1107	Eii 1108	Eiii 1104	Eiv 1115
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2,99	Cii 2,99	Ciii 2,91	Civ 2,75
Cn - Cn-1	Difference ≤ 0,3	Ci - Cii 0		Ciii - Cii 0,16	
Gauge serial number	N/A	GIB05873		GIB05873	
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	Di 44,26	Dii 44,28	Diii 44,06	Diiv 45,35
		De 44,94	Div 43,26	Dv 44,39	Dvii 45,77
Kn	25 to 45	Ki 37,77		Kii 34,39	
Jn	Difference ≤ 4	Ji 24,69	Jii 25,44	Jiii 25,82	Jiv 24,96

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

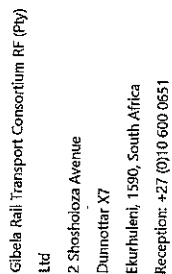
Table 01 D Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	Mb2	Mb1	Mb1	Mb1	Tbin	Tbex
D=	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅	35 ⁺¹² ₋₅

Table 02 C Theoretical Values	TC1		M4		M1		M2		M3		TC2	
	Tbex	TBin	Mb1	Mb1	Mb1	Mb2	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)


[illegible]



TRAIN SET 229	REF: GIB0000001572 JO PRASA WEIGHT BALANCE EN
	PC09 WEIGHING REPORT

Test Participants			
Name	Company	Department	Date
75/1/2	GIBELA	EOC	12/06/2024

Company Gibela	Name of the requester Joshua Nemanashe	Function PME	Date 7 May 2024	Visa 	Request N° PRASA-DERSU-1096																																										
			Plant Country	Gibela South Africa																																											
Project	PRASA PROJECT		Customer	PRASA																																											
Product name Reference	TS161 to TS210 TC1,M4,M1,M2,M3,TC2		Drawing number and Revision	DT00000207673																																											
Temporary <input checked="" type="checkbox"/> Until : TS161 to TS210	Quantity : 80 Train sets	Serial Numbers / Batch: TS211 to TS290		Permanent <input type="checkbox"/>																																											
Requirement: According to GIB0000001672 prasa weight balance EN . - TC1/TC2:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.62%. M1/M2:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.37%. M3/M4:The weighing report specification requires the weight difference (weight measured vs predicted weight) tolerance to be 1.36%.				Anteriority: Impact on: Environment..... <input type="checkbox"/> Safety (people)..... <input type="checkbox"/> Contract clauses..... <input type="checkbox"/> Economic..... <input type="checkbox"/> Development.. <input type="checkbox"/> Product Safety..... <input type="checkbox"/> Reliability..... <input type="checkbox"/> Performances..... <input checked="" type="checkbox"/> Delivery..... <input type="checkbox"/> Cost..... <input type="checkbox"/> Documentation..... <input type="checkbox"/> Resources..... <input type="checkbox"/> Others..... <input type="checkbox"/>																																											
Non-conformity description: The average weights measured from TS120 up to 162 has shown a deviation from the acceptance criteria. However, after discussions with BARRABES-PRADAL Daniel an additional 0.5% deviation from the acceptance criteria will not have an impact. Should we had this to the acceptance tolerance then all the cars will pass. "these trains are equivalent in terms of mass (we have seen a gap around 0,5)" See below min and max weight measured for TS120-162 and the average tolerances (We expect the same deviation for the next 80 train sets):																																															
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Cause of the non-conformity / reasons for request: Weight balance document was revised from J to K by engineering and the following was removed from the weight calculations: -Main Reservoir Tank Removal -Brake Reservoir Resizing -CPU bloc is combined with the screen - Closure of Air Extractor Opening						
Attached documents: REF: GIB0000001672_K0 PRASA WEIGHT BALANCE EN report  RE TS Weight is failing .msg						
Containment action: Each train is evaluated by engineering and based on risk it will be approved or declined. A new version of GIB0000001672 will be created to align the sub system actual weight with the theoretical weight which will reduce the error percentage.		Use or assignment limitations of the non-conforming product:				
Corrective & Preventive action: Engineering to revise car weights per baseline.						
Function	Entity	Name	Date	Visa	Observations / Conditions	Decision
Process Manufacturing Engineering	GIB	Junior MAGADA	14/05/2024	<i>JFK</i>		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Train System Engineering	GIB	Mpho LELALA-MNGUNI		<i>Selab-mnguni</i>		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Industrial Quality	GIB	Lucy MAKOFANE	14/05/2024	<i>Lucy</i>		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Engineering Manager	GIB	Tshepo NKODI	15/05/2024	<i>Tshepo</i>		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Quality Safety Manager	GIB	Solani MALIBONGWE	16/05/2024	<i>R. M. C. Malibongwe</i> pp. Retumetsa Mphuthi		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Manager	GIB	Devendran GOVENDER	17/05/2024	<i>Devendran</i>	Engineering to update the test procedure with new targets	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK