

# **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	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
TS 133	M3	Matimba	01/07/2024	SI.FT1140.52	01/08



# SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Project:  
PRASA

SI.FT1140.52

Car:

NGR:

Work Station

FT1140



Safety Related

## I - Document and Instrument Control

### I.1 - Documents control

Document	TC1	SI	SD	RS	SA	TC2	Revision	Remark	OK	OK	Signature/Date
PRA.FT1140.04											
PRA.FT1140.05				✓					✓		10/10/2022
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	OK	Signature/Date
MEASURE 15 TAPE	GIBTA 0276	26/10/23-26/10/24	✓		
Vernier Caliper	GIBVR 6056	06/06/23-06/06/24	✓		
Torque wrench 35 Nm	D251102.3	19/12/23-19/12/24	✓		
Torque wrench 150 Nm	D28622009	19/12/23-19/12/24	✓		
Torque wrench 320 Nm	A9650027	21/12/23-21/12/24	✓		01/07/24





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## II - Self Inspection - Items to Check

### II.1 - Items to Check

Item	Picture/Sketch	Description	Criteria/Record	OK	NO	NA	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"/>			01/07/24 M. [Signature]										
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>9.90</u> bar Final pressure (FP): <u>9.87</u> bar FP - IP = <u>0.03</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	<input checked="" type="checkbox"/>			01/07/24 M. [Signature]										
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"/>			01/07/24 M. [Signature]										
04		Measurement inspection was done with car on condition AWD and the rail leveled. (The load cells system must be levelled and calibrated)	Calibration Validation Date <u>19/12/2023</u>	<input checked="" type="checkbox"/>			01/07/24 M. [Signature]										
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>gangway</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>gangway</u>	<u>360</u>							<input checked="" type="checkbox"/>			01/07/24 M. [Signature]
EQUIPMENT DESCRIPTION	WEIGHT (kg)																
<u>gangway</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"/>			01/07/24 M. [Signature]										
07		Measuremet recorded with empty suspension and loaded are on conformity with tolerances of the project.		<input checked="" type="checkbox"/>			01/07/24 M. [Signature]										
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		<input checked="" type="checkbox"/>			01/07/24 M. [Signature]										

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Item	Picture/Chart	Description	Criteria/Record	CV	CC	Signature/Date
09		Check that the levelling rods are torqued and have torque marker.		L		<i>[Signature]</i> 01/07/24
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).		C		<i>[Signature]</i> 01/07/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$ .		L		<i>[Signature]</i> 01/07/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I II III IV	L		<i>[Signature]</i> 01/07/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	L		<i>[Signature]</i> 01/07/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= _____ mm			<i>[Signature]</i> 17/A
15		FOR TC CARS Height of Eurobalise Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= _____ mm			17/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)			17/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			17/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	L		<i>[Signature]</i> 01/07/24

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# SELF INSPECTION INDUSTRIAL QUALITY

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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						RIGHT SIDE					
AIR SPRING HEIGHT (EMPTY)	N/A	A'II												A'III											A'IV
AIR SPRING HEIGHT (FULL)	min 254 max 261	AII						259	254	256	257			AIII						257	256	254	258		AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EII												EIII											EIV
AIR SPRING PRESSURE	≤ 0.3 (QI - Q)	CII						248		301				CIII						301	248				CIV
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	Ds												Ds											Ds
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4												D6											D8
PIVOT VERTICAL GAP	min 25 max 32	KII												KIII											KIV
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (Ji - Ji)	JII												JIII											JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XII						12		14				XIII						14	12				XIV
SHIMS OF ANTI-ROLL BAR	N/A	YII												YIII											YIV

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

GOOD LOWER HIGHER

✓ ↓ ↑

WEIGHT COMPENSATION

EQUIPMENT

WEIGHT

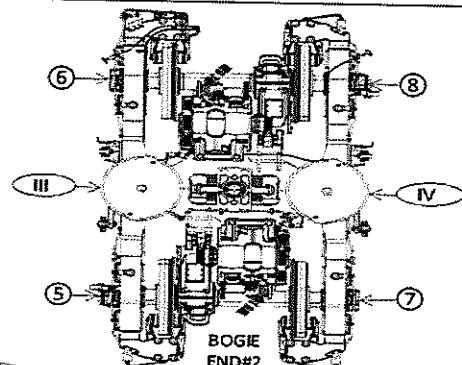
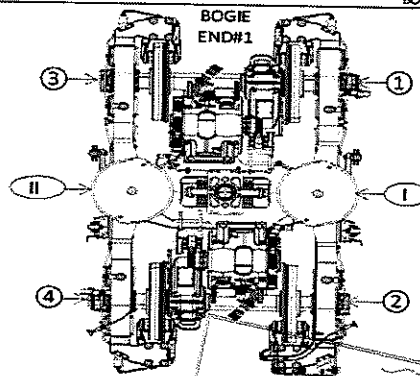
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TC CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT



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

DESCRIPTION	TOLERANCE	END#1											
		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>											A <sup>I</sup>
FLOOR COVERING HEIGHT	min 1096 max 1116	E <sup>II</sup>											E <sup>I</sup>
AIR SPRING PRESSURE	≤ 0.3 (C <sup>I</sup> - C)	C <sup>II</sup>											C <sup>I</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>5</sup>											D <sup>1</sup>
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D <sup>6</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 (X <sup>I</sup> - J)	J <sup>II</sup>											J <sup>I</sup>
QTY OF TURNS OF LEVELLING ROD	N/A	X <sup>II</sup>											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>											A <sup>IV</sup>
FLOOR COVERING HEIGHT	min 1096 max 1116	E <sup>III</sup>											E <sup>IV</sup>
AIR SPRING PRESSURE	≤ 0.3 (C <sup>IV</sup> - C <sup>III</sup> )	C <sup>III</sup>											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>											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 TC 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		M5 CAR		TC2 CAR			
		TBext	TBint	MB1	MB2	MB1	MB2	MB1	MB2	MB1	MB2	MB1	MB2	TBint	TBext		
Pivot lateral stop gaps difference [mm]	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	
	Fig. 5	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	255 <sup>+6</sup> <sub>-1</sub>	
Air spring height [mm]	Fig. 5	3,76	2,82	2,87	2,83	3,02	2,91	3,07	2,85	2,83	2,87	2,83	2,85	2,83	2,87	3,76	
	Fig. 5	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	[Ref.]	
Air spring pressure at AWD [Bar]	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.	0,3 Mdx.	0,3 Mdx.	0,3 Mdx.	0,3 Mdx.	
	Fig. 6	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	35 <sup>+11</sup> <sub>-5</sub>	
Primary Suspension gaps [mm]	Fig. 6	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>	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>	
	Fig. 7	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	850 <sup>+3</sup> <sub>-7</sub>	
Carbody Floor height [mm]	Fig. 7	895	760	760	760	760	760	760	760	760	760	760	760	760	760	895	
	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.]	760 [Ref.]	760 [Ref.]	895 [Ref.]	
Coupling End height [mm]	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.]	760 [Ref.]	
	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>	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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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

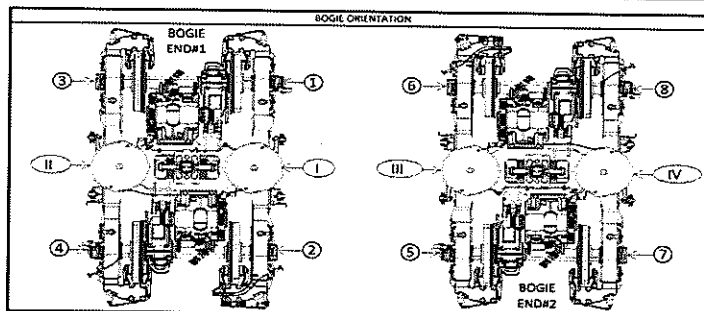
Jn Pivot Lateral stop gaps difference

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
A'n	N/A	A'i 241	A'ii 243	A'iii 239	A'iv 243
An	254 to 261	Ai 256	Aii 258	Aiii 256	Aiv 258
Bn = An - A'n	N/A	Bi 15	Bii 15	Biii 17	Biv 15
En	1108 ±10 mm	Ei 1110	Eii 1108	Eiii 1109	Eiv 1111
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 2,77	Cii 2,77	Ciii 2,78	Civ 2,78
Cn - Cn+1	Difference ≤ 0,3	Ci - Cii 0		Ciii - Civ 0	
Gauge serial number	N/A	GIBO5873	GIBO5873	GIBO5873	GIBO5873
Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	Di 45,25	Di 46,02	Di 44,98	Di 45,38
		Dz 46,40	Dz 45,62	Dz 45,33	Dz 45,64
Kn	25 to 45	Ki 33,22		Ki 32,85	
Jn	Difference ≤ 4	Ji 25,33	Jii 25,36	Jiii 26,54	Jiv 24,31

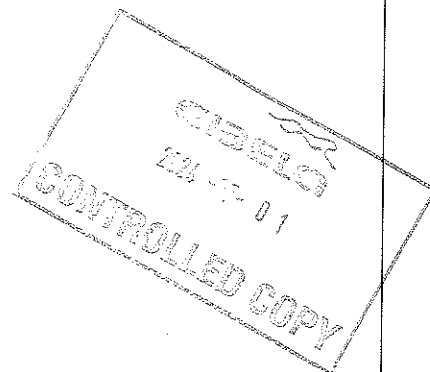
(\*) Reference, only include values, isn't approval criteria.

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



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







Gibela Rail Transport Consortium RF (Pty)  
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Ekurhuleni, 1590, South Africa  
Reception: +27 (0)10 600 0651



TRAIN SET 233	REF: GIB0000001672_J0 PRASA WEIGHT BALANCE EN
PC09 WEIGHING REPORT	

	Balance across front and rear bogies	Front Bogie [Tons]		Rear Bogie [Tons]		Longitudinal Imbalance [%]		Criteria Longitudinal Imbalance ≤ 3%	
		Weight Measured [Tons]	Predicted	Weight Measured [Tons]	Predicted	Weight Difference [%]	Tolerance [%]	Criteria MinDiff	Max
M3		17.83		17.87		0.11%		PASS	
		35.70		35.90		0.56%	1.36%		PASS

Test Participants			
Name	Company	Department	Date
Elms	GIBELA	EOC	11/10/2024