







SELF INSPECTION SHEET

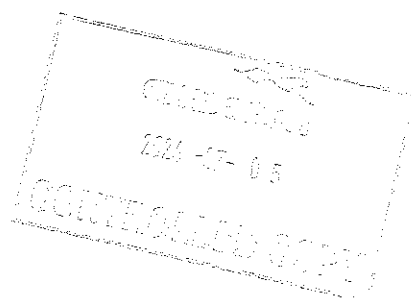
CONFIDENTIAL INFORMATION
 This document and the information contemplated therein have to be considered as Confidential Information pursuant to the provisions of Clause 25 of the MSA, and treated as such.

| 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 | <input checked="" type="checkbox"/> | 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 | 1 | PRA.FT1140.05 | YES |
| <input type="checkbox"/> | DTR3-PROCE-17 | LEVELLING, WEIGHTING AND BALANCING TC CAR | FT1140 | 1 | 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 |









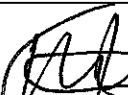






| TUE | CAR | OPERATOR NAME | DATE | SELF INSPECTION NUMBER | PAGES |
|--------|-----|---------------|----------|------------------------|-------|
| TS 234 | M1 | P. Seisa | 05/07/24 | SI.FT1140.52 | 01/08 |



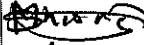
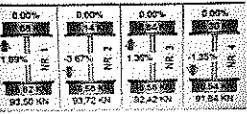

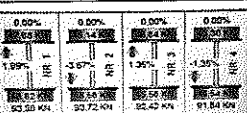


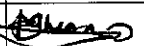


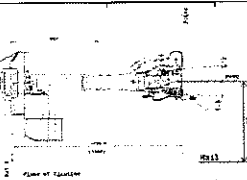
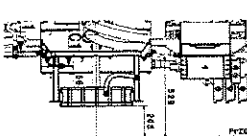
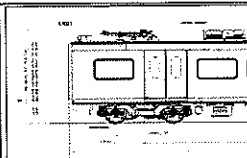

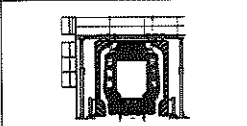
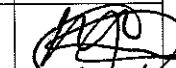
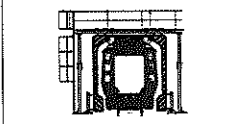

| | | | | | | | | | | | |
|--|---|------------------------|--|-------------------|--------------|-----|-----------------------------|--------|----|-----|-----------------------------|
|  | <h1>SELF INSPECTION INDUSTRIAL QUALITY</h1> | | Rev:09 | Project: PRASA | SI.FT1140.52 | | | | | | |
| | | | Date: 5/31/2022 | | | | | | | | |
| Car: | NCR: | Work Station FT1140 | | | | | | | | | |
|  Safety Related | | | | | | | | | | | |
| I - Document and Instrument Control | | | | | | | | | | | |
| I.1 - Documents control | | | | | | | | | | | |
| Document | TC1 | M1 | M2 | M3 | M4 | TC2 | Revision | Remark | OK | 1/1 | Signature/Date |
| PRA.FT1140.04 | | | | | | | | | | | |
| PRA.FT1140.05 | | X | | | | | | | ✓ | | <i>[Signature]</i> 08/07/24 |
| 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 | 1/1 | Signature/Date | | | | |
| Measuring tape | GIBTA 0276 | | 26/10/23-26/10/24 | | ✓ | | <i>[Signature]</i> 28/07/24 | | | | |
| Vernier Calliper | GIBVR 0050 | | 06/08/23-06/08/24 | | ✓ | | | | | | |
| Torque Wrench 320 N.m | A9690019 | | 19/12/23-19/12/24 | | ✓ | | | | | | |
| Torque Wrench 150 N.m | B7217566 | | 21/12/23-21/12/24 | | ✓ | | | | | | |
| Torque Wrench 35 N.m | D511023 | | 21/12/23-21/12/24 | | ✓ | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |



| | | | | |
|---|---|-----------|-------------------|--------------|
|  | <h1 style="text-align: center;">SELF INSPECTION INDUSTRIAL QUALITY</h1> | Rev:09 | Project: PRASA | SI.FT1140.52 |
| | | Date: | | |
| | | 5/31/2022 | | |

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 | | ✓ | |  05/07/24 | | | | | | | | | | |
| 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>0.10</u> bar Final pressure (FP): <u>0.21</u> bar FP - IP = <u>0.01</u> bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar | ✓ | |  05/07/24 | | | | | | | | | | |
| 03 |  | Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center. | | ✓ | |  05/07/24 | | | | | | | | | | |
| 04 |  | Measurement inspection was done with car on condition AWD and the rail levelled. (The load cells system must be levelled and calibrated) | Calibration Validation Date <u>19/12/24</u> | ✓ | |  05/07/24 | | | | | | | | | | |
| 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><tr><th>EQUIPMENT DESCRIPTION</th><th>WEIGHT (kg)</th></tr><tr><td><u>CARGOWAY</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></table> | EQUIPMENT DESCRIPTION | WEIGHT (kg) | <u>CARGOWAY</u> | <u>360</u> | | | | | | | ✓ | |  05/07/24 |
| EQUIPMENT DESCRIPTION | WEIGHT (kg) | | | | | | | | | | | | | | | |
| <u>CARGOWAY</u> | <u>360</u> | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 06 |  | The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar. | | ✓ | |  05/07/24 | | | | | | | | | | |
| 07 |  | Measuremet recorded with empty suspension and loaded are in conformity with tolerances of the project. | | ✓ | |  05/07/24 | | | | | | | | | | |
| 08 |  | All leveling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects") | | ✓ | |  05/07/24 | | | | | | | | | | |

|  | | <h1>SELF INSPECTION INDUSTRIAL QUALITY</h1> | | Rev:09 | Project: PRASA | SI.FT1140.52 |
|---|---|--|--|--------------------|-------------------|---|
| | | | | Date: 5/31/2022 | | |
| Item | Picture/Sketch | Description | Criteria/Record | ✓ | | Signature/Date |
| 09 |  | Check that the levelling rods are torqued and have torque marker. | | ✓ | |  05/07/24 |
| 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). | | ✓ | |  05/07/24 |
| 11 |  | Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$. | | ✓ | |  05/07/24 |
| 12 |  | 1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker. | THICKNESS (mm) I 00 II 00 III 00 IV 00 | ✓ | |  05/07/24 |
| 13 |  | Pivot fixation | 1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05 | ✓ | |  05/07/24 |
| 14 |  | FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail) | TC CAB #1= _____ mm | | | 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. -Room piping connection fittings(Roof arch and door trimming) | ✓ | |  05/07/24 |
| 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 | ✓ | |  05/07/24 |
| 18 |  | Car does not come into contact with the gauge. | No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO | ✓ | |  05/07/24 |



SELF INSPECTION INDUSTRIAL QUALITY

Rev:09

Date:

5/31/2022

Proj:
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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 | 254 | | | | | A _I |
| FLOOR COVERING HEIGHT | min 1096 max 1116 | E _{II} | | | | | 1112 | 1104 | | | | | E _I |
| AIR SPRING PRESSURE | ≤ 0.3 (Q _{II} - Q _I) | C _{II} | | | | | 3.03 | 2.63 | | | | | 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} | | | | | 256 | 253 | | | | | A _{IV} |
| FLOOR COVERING HEIGHT | min 1096 max 1116 | E _{III} | | | | | 1106 | 1111 | | | | | E _{IV} |
| AIR SPRING PRESSURE | ≤ 0.3 (Q _{IV} - Q _{III}) | C _{III} | | | | | 2.70 | 2.92 | | | | | 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

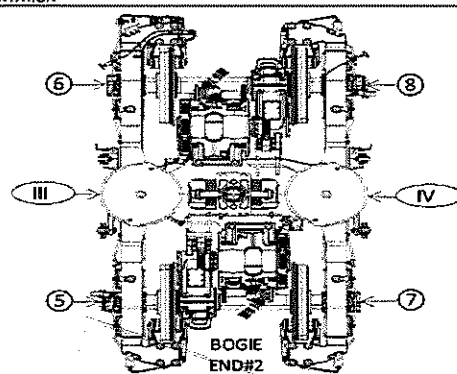
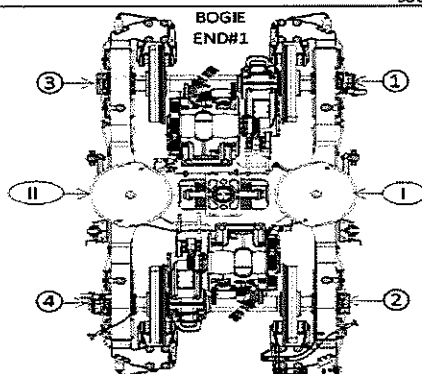
EQUIPMENT

WEIGHT

SECONDARY MEASUREMENTS (ONLY TC CARS)

AUTOMATIC COUPLER HEIGHT

ANTENNA HEIGHT





SELF INSPECTION INDUSTRIAL QUALITY

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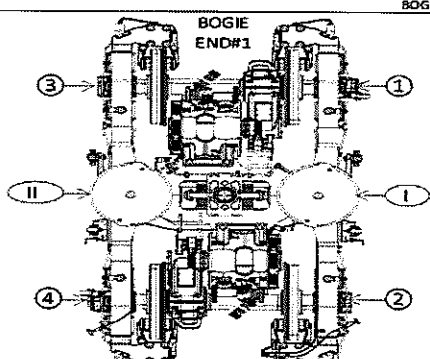
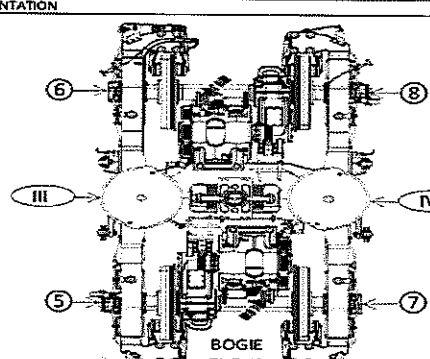
Projet:
PRASA

SI.FT1140.52

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 (O _{II} - O _I) | C ^{II} | | | | | | | | | | | C ^I | |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REP) | D ₃ | | | | | | | | | | | D ₁ | |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REP) | 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} | | | | | | | | | | | | A ^{IV} |
| FLOOR COVERING HEIGHT | min 1096 max 1116 | E ^{III} | | | | | | | | | | | | E ^{IV} |
| AIR SPRING PRESSURE | ≤ 0.3 (O _V - O _{II}) | C ^{III} | | | | | | | | | | | | C ^{IV} |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REP) | D ₅ | | | | | | | | | | | | D ₇ |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REP) | 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 ORIENTATION | |
|---|--|
|  |  |



SELF INSPECTION INDUSTRIAL QUALITY

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Date:
5/31/2022

Project:
PRASA

SI.FT1140.52

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 | |
| | | TBot | TInt | M81 | M82 | M81 | M82 | M82 | M82 | M81 | M81 | TInt | TBot |
| Pivot lateral stop gaps difference [mm] | Jn-Jn+1 (i=0) | Fig. 4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 |
| Air Spring height [mm] | A _n (i=0) | 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 _n (i=0) | Fig. 5 | 3,76 | 2,82 | 2,87 | 2,83 | 3,02 | 2,91 | 3,07 | 2,85 | 2,83 | 2,83 | 3,76 |
| | C ₁ -C ₁₁ | | 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 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 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ |
| | D ₂ D ₆ | | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ |
| | D ₃ D ₇ | | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ |
| | D ₄ D ₈ | | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ | 35 ⁺¹¹ ₋₅ |
| Carbody floor height [mm] | E _n (i=0) | Fig. 7 | 1105 ⁺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] | N _n (i=0) | Fig. 7 | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋₇ | 850 ⁺⁸ ₋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 |
| | | | 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 |

| | | | | |
|---|--|-----------|-------------------|--------------|
|  | <h1 style="text-align: center;">SELF INSPECTION</h1> <h1 style="text-align: center;">INDUSTRIAL QUALITY</h1> | Rev:09 | Project: PRASA | SI.FT1140.52 |
| | | Date: | | |
| | | 5/31/2022 | | |

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

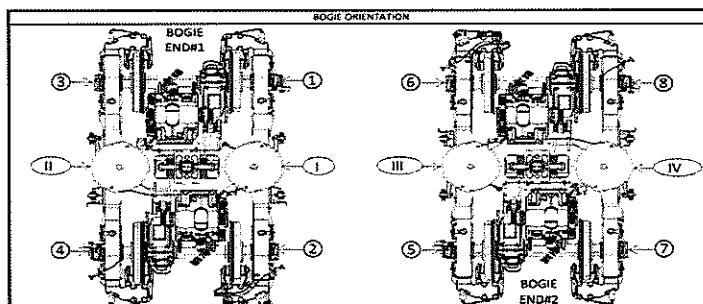
An Air spring height
 Bn Difference between measurement A'n and An
 En Floor covering height
 Cn Air spring pressure
 Dn Primary suspension
 Kn Pivot Vertical gap
 Jn Pivot Lateral stop gaps difference

| Item | Reference [mm] | END#1 | | END#2 | |
|---------------------|------------------|---------------|-----------|-----------------|------------|
| | | Right Side | Left Side | Left Side | Right Side |
| A'n | N/A | A'i 242 | A'ii 244 | A'iii 242 | A'iv 242 |
| An | 254 to 261 | Ai 256 | Aii 256 | Aiii 256 | Aiv 257 |
| Bn = An - A'n | N/A | Bi 14 | Bii 12 | Biii 14 | Biv 15 |
| En | 1106 ±10 mm | Ei 1104 | Eii 1112 | Eiii 1106 | Eiv 1111 |
| Item | Reference [bar] | END#1 | | END#2 | |
| | | Right Side | Left Side | Left Side | Right Side |
| Cn | Table 02 (*) | Ci 2.91 | Cii 2.94 | Ciii 2.78 | Civ 2.82 |
| Cn - Cn+1 | Difference ≤ 0,3 | Ci - Cii 0,03 | | Ciii - Civ 0,04 | |
| Gauge serial number | N/A | 91B05873 | | 91B05873 | |
| Item | Reference [mm] | END#1 | | END#2 | |
| | | Right Side | Left Side | Left Side | Right Side |
| Dn | Table 01 (*) | Di 43-85 | Ds 44.39 | De 44.77 | Ds 45.61 |
| | | Dz 44.63 | D4 43.19 | Ds 45.47 | D7 44.85 |
| Kn | 25 to 45 | Ki 36-45 | | Kii 36-49 | |
| Jn | Difference ≤ 4 | Ji 24.56 | Jii 26.33 | Jiii 26.61 | Jiv 24.60 |

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

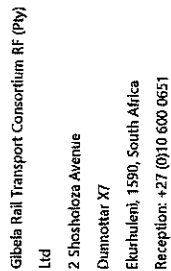
| Table 01 D Theoretical Values | TC1 | | M4 | | M1 | | M2 | | M3 | | TC2 | |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|
| | Tbex | TBin | Mb1 | Mb1 | Mb1 | Mb2 | Mb1 | Mb1 | Mb1 | Tbin | Tbex | |
| D= | 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 | 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 234 | REF: GIB0000001672 JO PRASA WEIGHT BALANCE EN |
| | PC09 WEIGHING REPORT |

| | Front Bogie [Tons] | Rear Bogie [Tons] | Longitudinal Imbalance [%] | Criteria Longitudinal Imbalance ± 3% |
|----|------------------------------|-------------------------|----------------------------|--------------------------------------|
| M1 | 18.35 | 18.40 | 1.50% | PASS |
| | Weight Measured vs Predicted | Weight Predicted [Tons] | Weight Difference [%] | Criteria MinDiff/Max |
| | | 36.55 | 0.85% | 1.37% PASS |

| Name | Company | Department | Signature | Date |
|-------|-------------|------------|-------------|------------|
| F W S | GIBELA Rail | EOC | [Signature] | 07/07/2014 |