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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		
☐ DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING M CAR	FT1140		1	1	1	1		PRA.FT1140.04	YES
☐ DTR3-PROCE-14	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	X					1	PRA.FT1140.05	YES
☐ DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
☐ DTR3-PROCE-17	LEVELLING, WEIGHTING AND BALANCING TC CAR	FT1140	1	1	1	1	1	1	PRA.FT1140.05	YES
☐										
☐										
☐										

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 215	TC1	GOODNESS	20/03/24	**SI.FT1140.52**	01/08

SELF INSPECTION INDUSTRIAL QUALITY

Rev:09	Projet: 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	TQ1	M1	M2	M3	M4	TQ2	Revision	Remark	OK	NOK	Signature/Date
PRA.FT1140.04	V										
PRA.FT1140.05									V		20/03/2024
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	NOK	Signature/Date
Measuring Tape	GIBTA 028	23/11/23 - 23/11/24	✓		20/03/2024
Vernier Caliper	GIBVR 0050	21/11/23 - 21/11/24	✓		
Torque Wrench 320NM	A96300027	21/08/23 - 21/08/24	✓		
Torque Wrench 150NM	B7217566	07/08/23 - 07/08/24	✓		
Torque Wrench 35NM	D2511023	07/03/23 - 07/08/24	✓		
Torque Wrench 530NM	A96300058	21/08/23 - 21/08/24	✓		
Torque Wrench 17NM	D2861617	13/09/23 - 13/09/24	✓		

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II - Self inspection - Items to Check

II.1 - Items to Check

Item	Picture/Sketch	Description	Criteria/Record	OK	NOK	Remark	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		✓			19/03/24
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): 10,01 bar Final pressure (FP): 9,98 bar FP - IP = 0,03 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0,2 bar	✓			19/03/24
03		Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center.		✓			20/03/24
04		Measurement inspection was done with car on condition AW0 and the rail levelled. (The load cells system must be levelled and calibrated)	Calibration Validation Date 19/12/23	✓			20/03/24
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)	EQUIPMENT DESCRIPTION / WEIGHT (kg) DRIVER'S SEAT 60	✓			19/03/24
06		The pressure difference between air spring on each bogie when raise the pressure was maintened < 0.3 bar.		✓			20/03/24
07		Measuremet recorded with empty suspention and loaded are on conformity with toferances of the project.		✓			20/03/24
08		All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects")		✓			20/03/24

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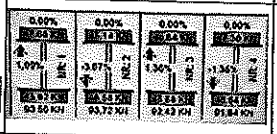
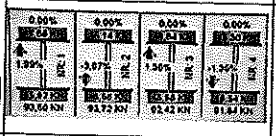
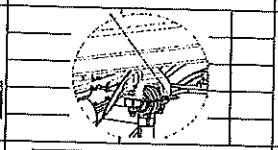
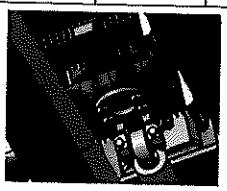
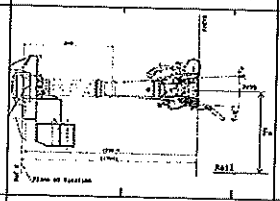
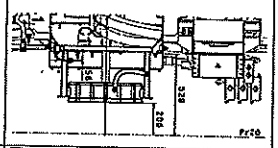
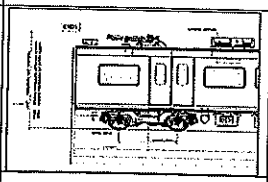
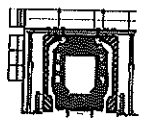
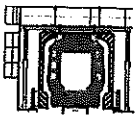
Item	Picture/Sketch	Description	Criteria/Record	OK	NC	N/A	Signature/Date
09		Check that the levelling rods are torqued and have torque marker.		✓			20/03/24
10		The difference of weight between the left and right wheels of each axis, must be ≤ 4%. (Verify on the T&C equipment if all arrows are in green).		✓			20/03/24
11		Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of ≤ 4%.		✓			20/03/24
12		1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker.	THICKNESS (mm) I 0 II 8 III 8 IV 0	✓			20/03/24
13		Pivot fixation	1- M20 x 90 screws with application of torque according to PRA.FT1140.04 / 05	✓			20/03/24
14		FOR TC CARS F= Height of the center of Automatic coupler F = 895mm (+5 / -10mm) (Using levelled rail)	TC CAB #1= 899 mm	✓			20/03/24
15		FOR TC CARS Height of Eurobalise Antenna = 205mm(+/-10mm) (Using levelled rail)	TC CAB #1= 196 mm	✓			19/03/24
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. -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	✓			20/03/24

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

END#1

DESCRIPTION	TOLERANCE		LEFT SIDE 6	5	4	3	2	1	RIGHT SIDE 1	2	3	4	5	6	
AIR SPRING HEIGHT (EMPTY)	N/A	A`II													A`I
AIR SPRING HEIGHT (FULL)	min 254 max 261	AII					260	257	251	256					AI
FLOOR COVERING HEIGHT	min 1096 max 1116	EII													EI
AIR SPRING PRESSURE	≤ 0.3 (CI - CI)	CII					3,48	3,48	3,57	3,56					CI
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D3													D1
PRIMARY SUSPENSION	SEE TABLE (ONLY REF)	D4													D2
PIVOT VERTICAL GAP	min 25 max 32	KII													KI
PIVOT LATERAL STOP GAPS DIFFERENCE	≤ 4 (λI - λ)	JII													JI
QTY OF TURNS OF LEVELLING ROD	N/A	XII						1½	1½						XI
SHIMS OF ANTI-ROLL BAR	N/A	YII													YI
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	AIII					257	257	250	255					AIV
FLOOR COVERING HEIGHT	min 1096 max 1116	EIII													EIV
AIR SPRING PRESSURE	≤ 0.3 (CV - CH)	CIII					2,84	2,85	2,72	2,76					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 (λV - λH)	JIII													JIV
QTY OF TURNS OF LEVELLING ROD	N/A	XIII						0	1½						XIV
SHIMS OF ANTI-ROLL BAR	N/A	YIII													YIV

LEFT SIDE — RIGHT SIDE

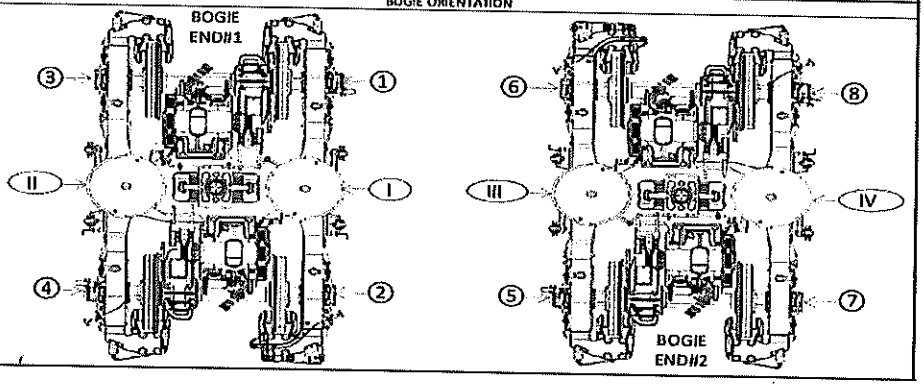
END#2

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW		
GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION	
EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	

SECUNDARY MEASUREMENTS (ONLY TC CARS)	
AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	

BOGIE ORIENTATION



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

END#1

DESCRIPTION	TOLERANCE		LEFT SIDE 6	5	4	3	2	1	RIGHT SIDE 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_{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 (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}

LEFT SIDE — RIGHT SIDE

END#2

COMPARE EACH TENTATIVE WITH THE TOLERANCE AND IDENTIFY EACH MEASURE AS BELOW		
GOOD	LOWER	HIGHER
✓	↓	↑

WEIGHT COMPENSATION	
EQUIPMENT	
WEIGHT	
EQUIPMENT	
WEIGHT	
SECUNDARY MEASUREMENTS (ONLY TC CARS)	
AUTOMATIC COUPLER HEIGHT	
ANTENNA HEIGHT	

BOGIE ORIENTATION

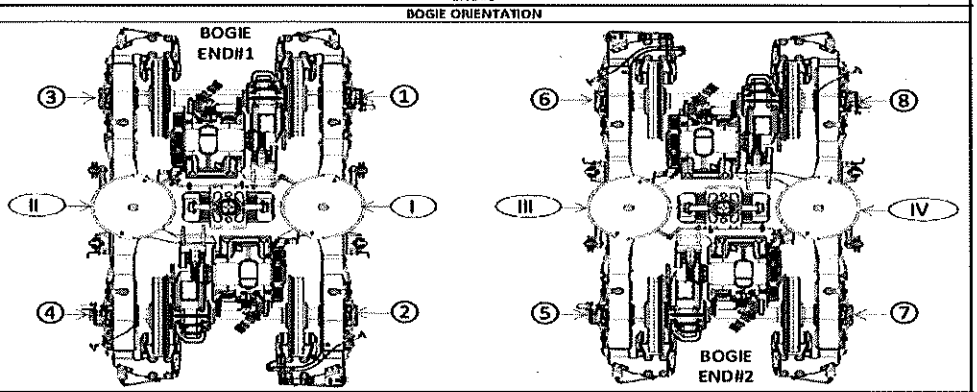

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Table 1 - Reference Values and Measurement Tolerances for the Car Levelling.

ITEM			THEORETICAL VALUES											
			TC1 CAR		M1 CAR			M2 CAR		MB CAR			TC2 CAR	
			TBext	TBint	MB1	MB1	MB2	MB2	MB1	MB1	MB1	TBint	TBext
Pivot lateral stop gaps difference [mm]	$J_{n-1}-J_n$ ($1 \le n$)	Fig. 4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4	≤4
Air Spring height (mm)	A_n ($1 \le n$)	Fig. 5	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}	255^{+6}_{-4}
Air spring pressure at AWO [Bar]	C_n ($1 \le n$)	Fig. 5	3,76 (Ref.)	2,82 (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.)	3,76 (Ref.)
	$C_I - C_{II}$ $C_{III} - C_{IV}$		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.
Primary Suspension gaps [mm]	D_1; D_8	Fig. 6	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}	35^{+12}_{-9}
	D_2; D_3													
	D_5; D_7													
	D_4; D_6													
Carbody Floor height [mm]	E_n ($1 \le n$)	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}
Bolster height [mm]	N_n ($1 \le n$)	Fig. 7	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}	850^{-5}_{-7}
Coupling End height [mm]	F_1	Fig. 8	895 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		895 (Ref.)	
	F_2	Fig. 9	760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)		760 (Ref.)	
Pivot Vertical gap [mm]	K_n	Fig. 10	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}	30^{-15}_{-9}

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Levelling report from Production (Final measurements after Levelling and Weighting fine)

References for secondary suspention empty
- A'n Air spring height empty

References for secondary suspention full
- An Air spring height
- Bn Difference between measurement A'n and An
- En Floor covering height
- Cn Air spring pressure
- Dn Primary suspention
- 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 233	A'ii 233	A'iii 240	A'iv 239
An	254 to 261	Ai 258	Aii 260	Aiii 258	Aiv 255
Bn = An - A'n	N/A	Bi 25	Bii 27	Biii 18	Biv 16
En	1106 ±10 mm	Ei 1111	Eii 1115	Eiii 1111	Eiv 1109

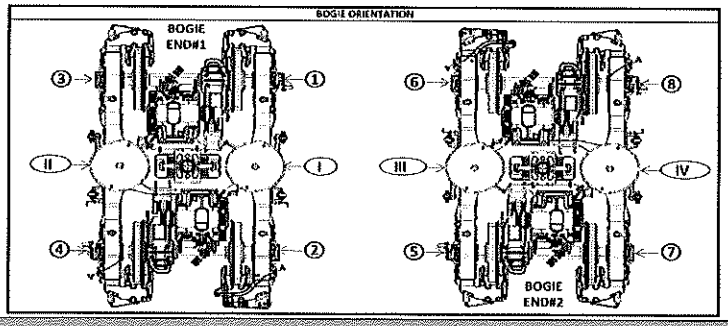
Item	Reference [bar]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Cn	Table 02 (*)	Ci 3.53	Cii 3.57	Ciii 3.81	Civ 3.81
Cn - Cn+1	Diference ≤ 0,3	Ci - Cii 0.04		Ciii - Civ 0	
Gauge serial number	N/A	91B05875	91B05875	91B05875	91B05875

Item	Reference [mm]	END#1		END#2	
		Right Side	Left Side	Left Side	Right Side
Dn	Table 01 (*)	Di 44.21	Diii 44.32	Dv 44.50	Dvii 45.95
		Dii 44.47	Div 43.91	Dvi 45.52	Dviii 45.44
Kn	25 to 45	Ki 31.10		Kii 34.00	
Jn	Diference ≤ 4	Ji 26.15	Jii 25.27	Jiii 25.03	Jiv 26.72

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

Table 01 D Theorethical 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 Theorethical 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



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

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Item	Description of defects	NOK	OK	Signature/Date

II.2 - Check List REX

Check List Items

Item	Picture/Drawing	Descrição Description	Criteria /Record	OK	NOK	Comments	Signature/Date
01	N/A	To complete REX	Refer to REX. New defects must be added on the REX	✓			20/03/24

Self Inspection - Final Result

			Is the car good to advance to the next workstation/process? (Approval of Operations Manager/Team Leader and Industrial Quality)	DATE	NAME	SIGNATURE
HOLD POINT		GO	If activities are not complete, the missing activities must not impact the next stage!	20/03/24	Operations Manager	
			Every auto inspection performed conforms to specification or in case of discrepancy the same is approved by the competent party.	20/3/24	Industrial Quality	
		NO GO	There are activities pendings that impact/stop the activities of the next process Obs: (To describe problems below)		Operations Manager	
			There are non-conformities impact the quality of the product and there is no corrective action defined yet)		Industrial Quality	

In case of "NO GO", describe blocking problems

In case of "NO GO", the operations manager must define below action plan to ensure "GO":

Item	Description	Action	Responsible		Status

Operations Manager / Team Leader

Quality Manager / Team Leader

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Gibela Rail Transport Consortium RF (Pty)
Ltd
2 Shosholoza Avenue
Dunnottar X7
Ekurhuleni, 1590, South Africa
Reception: +27 (0)10 600 0651

TRAIN SET 215	REF: GIB0000001672_J0 PRASA WEIGHT BALANCE EN
	PC09 WEIGHING REPORT

		Front Bogie [Tons]	Rear Bogie [Tons]	Longitudinal Imbalance [%]	Criteria Longitudinal Imbalance ≤ 10%	
TC1	Balance across front and rear bogies	18.54	15.47	9.03%	PASS	
		Weight Mesured [Tons]	Weight Predicted [Tons]	Weight Difference [%]	Tolerance [%]	Criteria Min≤Diff≤Max
	Weight Mesured vs Predicted	34.01	34.42	1.20%	1.62%	PASS

Test Participants				
Name	Company	Department	Signature	Date
Dewhara N.N.	Gibela	EOS		23/03/24