

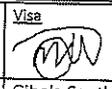


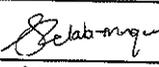
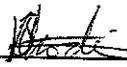
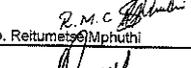
Gibco Rail Transport Consortium, Rf (Pty) Ltd
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 Dunrobin XT
 Eshuisland, 1990, South Africa
 Reception: +27 (0)10 600 0951

TRAIN SET 229 REF: GIBCO000001672_M0 PASAS WEIGHT BALANCE EN
 PLO WEIGHTING REPORT

TC#	Balance across front and rear bogies		Weight Measured vs Predicted		Longitudinal Imbalance (%)	Criteria	Result
	Front Bogie (Tons)	Rear Bogie (Tons)	Weight Measured (Tons)	Weight Predicted (Tons)			
TC2	18.46	15.47	33.95	34.42	8.87%	Criteria Longitudinal Imbalance < 10%	PASS
					1.38%	Criteria MinDiff/Max	PASS
M3	17.75	17.72	35.47	35.90	0.09%	Criteria Longitudinal Imbalance < 3%	PASS
					1.20%	Criteria MinDiff/Max	PASS
M2	18.57	17.86	36.43	37.06	1.85%	Criteria Longitudinal Imbalance < 3%	PASS
					1.71%	Criteria MinDiff/Max	PASS
M1	17.60	18.80	36.60	36.87	2.73%	Criteria Longitudinal Imbalance < 3%	PASS
					0.72%	Criteria MinDiff/Max	PASS
M4	17.77	17.77	35.54	35.95	0.00%	Criteria Longitudinal Imbalance < 3%	PASS
					1.14%	Criteria MinDiff/Max	PASS
TC1	18.51	15.47	33.98	34.42	8.85%	Criteria Longitudinal Imbalance < 10%	PASS
					1.37%	Criteria MinDiff/Max	PASS
TOTAL TRAIN		Measured Weight		Predicted Weight		Criteria Measured Weight < Predicted Weight	
		215.9728		215.9728		Pass	

Name: **Thabo Musi** Department: **End of cycle** Designation: **End of cycle END manager** Signature: Date: **13/06/24**

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"/>																						
<p><u>Requirement:</u> 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%.</p> <p><u>Non-conformity description:</u> 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)"</p> <p>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):</p> <table border="1" data-bbox="188 1025 545 1451"> <thead> <tr> <th></th> <th>Min</th> <th>Max</th> </tr> </thead> <tbody> <tr> <td>TC2</td> <td>33.9</td> <td>34.6</td> </tr> <tr> <td>M3</td> <td>35.4</td> <td>35.9</td> </tr> <tr> <td>M2</td> <td>36</td> <td>37.1</td> </tr> <tr> <td>M1</td> <td>36.6</td> <td>37</td> </tr> <tr> <td>M4</td> <td>35.3</td> <td>36.6</td> </tr> <tr> <td>TC1</td> <td>33.9</td> <td>34.4</td> </tr> </tbody> </table>					Min	Max	TC2	33.9	34.6	M3	35.4	35.9	M2	36	37.1	M1	36.6	37	M4	35.3	36.6	TC1	33.9	34.4	<p><u>Anteriority:</u></p> <p><u>Impact on:</u></p> <p>Environment..... <input type="checkbox"/></p> <p>Safety (people)..... <input type="checkbox"/></p> <p>Contract clauses..... <input type="checkbox"/></p> <p>Economic..... <input type="checkbox"/></p> <p>Development.. <input type="checkbox"/></p> <p>Product Safety..... <input type="checkbox"/></p> <p>Reliability..... <input type="checkbox"/></p> <p>Performances..... <input checked="" type="checkbox"/></p> <p>Delivery..... <input type="checkbox"/></p> <p>Cost..... <input type="checkbox"/></p> <p>Documentation..... <input type="checkbox"/></p> <p>Resources..... <input type="checkbox"/></p> <p>Others..... <input type="checkbox"/></p>	
	Min	Max																								
TC2	33.9	34.6																								
M3	35.4	35.9																								
M2	36	37.1																								
M1	36.6	37																								
M4	35.3	36.6																								
TC1	33.9	34.4																								
TC2	Weight Measured vs Predicted	Weight Measured (Ton) 34.12	Weight Predicted (Ton) 34.46	Weight Difference (%) 0.99%	Tolerance (%) 1.62%																					
M3	Weight Measured vs Predicted	Weight Measured (Ton) 35.67	Weight Predicted (Ton) 35.90	Weight Difference (%) 0.65%	Tolerance (%) 1.36%																					
M2	Weight Measured vs Predicted	Weight Measured (Ton) 36.53	Weight Predicted (Ton) 37.06	Weight Difference (%) 1.42%	Tolerance (%) 1.37%																					
M1	Weight Measured vs Predicted	Weight Measured (Ton) 36.68	Weight Predicted (Ton) 36.87	Weight Difference (%) 0.50%	Tolerance (%) 1.36%																					
M4	Weight Measured vs Predicted	Weight Measured (Ton) 35.68	Weight Predicted (Ton) 35.95	Weight Difference (%) 0.75%	Tolerance (%) 1.36%																					
TC1	Weight Measured vs Predicted	Weight Measured (Ton) 34.02	Weight Predicted (Ton) 34.42	Weight Difference (%) 0.96%	Tolerance (%) 1.62%																					

<p>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</p>						
<p>Attached documents: REF: GIB0000001672_KO PRASA WEIGHT BALANCE EN report</p> <p> RE TS Weight is failing .msg</p>						
<p>Containment action: Each train is evaluated by engineering and based on risk it will be approved or declined. A new version of GIB000001672 will be created to align the sub system actual weight with the theoretical weight which will reduce the error percentage.</p>				<p>Use or assignment limitations of the non-conforming product:</p>		
<p>Corrective & Preventive action: Engineering to revise car weights per baseline.</p>						
Function	Entity	Name	Date	Visa	Observations / Conditions	Decision
Process Manufacturing Engineering	GIB	Junior MAGADA	14/05/2024			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Train System Engineering	GIB	Mpho LELALA-MNGUNI				<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Industrial Quality	GIB	Lucy MAKOFANE	14/05/2024			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Engineering Manager	GIB	Tshepo NKODI	15/05/2024			<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Quality Safety Manager	GIB	Soiani MALIBONGWE	16/05/2024	 pp. Reitumetseng Mphuthi		<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK
Project Manager	GIB	Devendran GOVENDER	17/05/2024		Engineering to update the test procedure with new targets	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOK