

GIBELA
 MK-0-27
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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 | 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 | 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 MALATIJI | 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 232 | M3 | M. Khumanya | 27/06/24 | SI.FT1140.52 | 01/08 |



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Date:

5/31/2022

Projet:
PRASA

SI.FT1140.52

Car:

NCR:

Work Station

FT1140



Safety Related

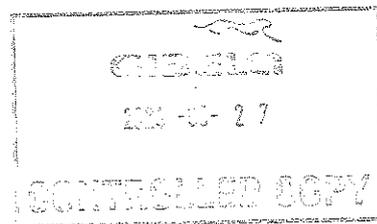
1 - Document and Instrument Control

L1 - Documents control

| Document | TC1 | M1 | NC | MS | M4 | TC2 | Revision | Remark | OK | Signature/Date |
|---------------|-----|----|----|----|----|-----|----------|--------|----|-----------------|
| PRA.FT1140.04 | | | | | | | | | | |
| PRA.FT1140.05 | | | | ✓ | | | | | ✓ | M.P.L. 27/06/24 |
| 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 | 26/10/23 - 26/10/24 | ✓ | |
| Venier Calliper | GIBVA 0056 | 06/06/23 - 06/06/24 | ✓ | |
| Torque wrench 36Nm | D2511023 | 19/12/23 - 19/12/24 | ✓ | |
| Torque wrench 150N.m | D28622009 | 19/12/23 - 19/12/24 | ✓ | |
| Torque wrench 320N.m | A9650027 | 21/12/23 - 21/12/24 | ✓ | M.P.L. 27/06/24 |
| | | | | |
| | | | | |





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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 | | ✓ | | <i>[Signature]</i> 27/06/24 |
| 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): 10.12 bar Final pressure (FP): 9.61 bar FP - IP = 0.51 bar APPROVAL CRITERIA: After 5 minutes the pressure cannot drops more than 0.2 bar | ✓ | | <i>[Signature]</i> 27/06/24 |
| 03 | | Movement performed at least 50m to shudder the car. And position on the leveled load cell, with wheels on the center. | | ✓ | | <i>[Signature]</i> 27/06/24 |
| 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 | ✓ | | <i>[Signature]</i> 27/06/24 |
| 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) | EQUIPMENT DESCRIPTION Gang way WEIGHT (kg) 360 | ✓ | | <i>[Signature]</i> 27/06/24 |
| 06 | | The pressure difference between air spring on each bogie when raise the pressure was maintained < 0.3 bar. | | ✓ | | <i>[Signature]</i> 27/06/24 |
| 07 | | Measuremet recorded with empty suspension and loaded are on conformity with tolerances of the project. | | ✓ | | <i>[Signature]</i> 27/06/24 |
| 08 | | All levelling measurements are according to the reference. (Values out of reference must be recorded on "Description of defects") | | ✓ | | <i>[Signature]</i> 27/06/24 |

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| Item | Picture/Sketch | Description | Criteria/Record | OK | Signature/Date |
|------|----------------|--|--|----|-------------------|
| 09 | | Check that the leveling rods are torqued and have torque marker. | | ✓ | M.P.T 27/06/24 |
| 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). | | ✓ | M.P.T 27/06/24 |
| 11 | | Remove the car, move back onto the load cells and repeat the step 09. Confirm if both are in the tolerance of $\leq 4\%$. | | ✓ | M.P.T 27/06/24 |
| 12 | | 1 - Record shims thickness used on rod. 2 - All screws were torqued and have torque marker. | THICKNESS (mm) I II III IV | ✓ | M.P.T 27/06/24 |
| 13 | | Pivot fixation | 1- M20 x 90 screws with application of torque according to PRA_FT1140.04 / 05 | ✓ | M.P.T 27/06/24 |
| 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) | | 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 | ✓ | M.P.T 27/06/24 |
| 18 | | Car does not come into contact with the gauge. | No Contact with Car and Gauge -GO Contact with Car and Gauge - NO GO | ✓ | M.P.T 27/06/24 |

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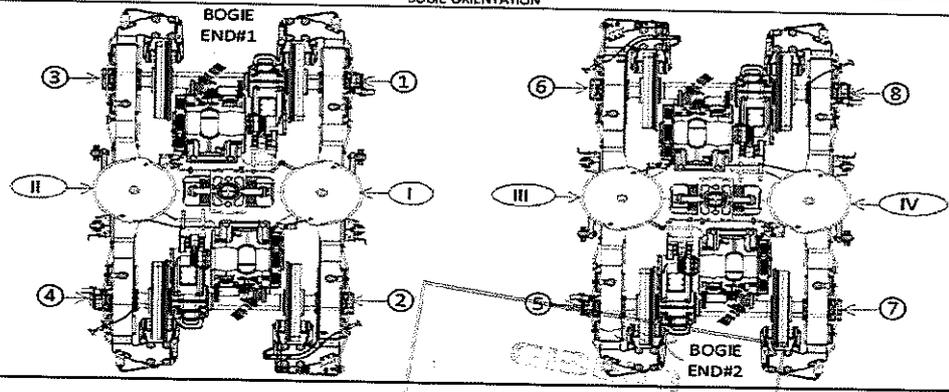
SI.FT1140.52

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 ⁱ ii | | | | | | | | | | | | A ⁱ i |
| AIR SPRING HEIGHT (FULL) | min 254 max 261 | A ⁱⁱ | | | | | 257 | 258 | | | | | | A ⁱ i |
| FLOOR COVERING HEIGHT | min 1096 max 1116 | E ⁱⁱ | | | | | | | | | | | | E ⁱ i |
| AIR SPRING PRESSURE | ≤ 0.3 (C ⁱ - C ^o) | C ⁱⁱ | | | | | 275 | 284 | | | | | | C ⁱ i |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REF) | D ³ | | | | | | | | | | | | D ¹ i |
| PRIMARY SUSPENSION | SEE TABLE (ONLY REF) | D ⁴ | | | | | | | | | | | | D ² i |
| PIVOT VERTICAL GAP | min 25 max 32 | K ⁱⁱ | | | | | | | | | | | | K ⁱ i |
| PIVOT LATERAL STOP GAPS DIFFERENCE | ≤ 4 (J ⁱⁱ - J ⁱ) | J ⁱⁱ | | | | | | | | | | | | J ⁱ i |
| QTY OF TURNS OF LEVELLING ROD | N/A | X ⁱⁱ | | | | | | | | | | | | X ⁱ i |
| SHIMS OF ANTI-ROLL BAR | N/A | Y ⁱⁱ | | | | | | | | | | | | Y ⁱ i |
| DESCRIPTION | TOLERANCE | END#2 | | | | | | | | | | | | |
| | | 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 | | | | | 258 | 256 | | | | | | A ^{iv} |
| FLOOR COVERING HEIGHT | min 1096 max 1116 | E ⁱⁱⁱ | | | | | | | | | | | | E ^{iv} |
| AIR SPRING PRESSURE | ≤ 0.3 (C ^v - C ^o) | C ⁱⁱⁱ | | | | | 282 | 271 | | | | | | 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 | | |



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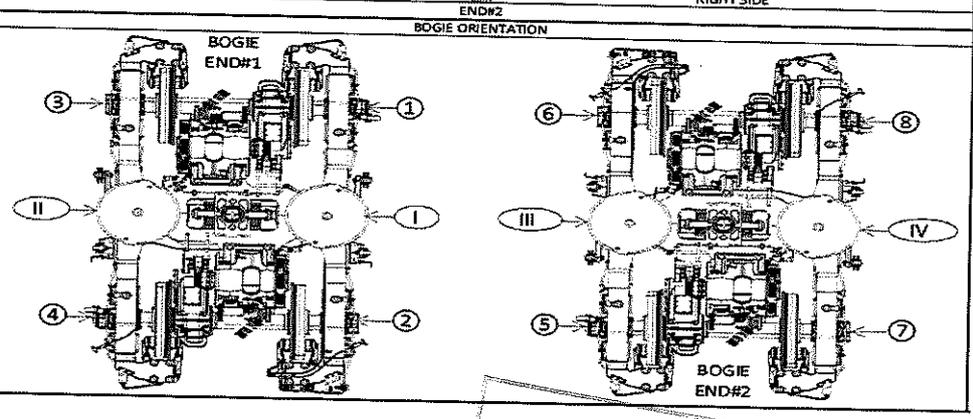
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DRAFT TO MEASUREMENTS DURING LEVELLING (ALL UNITS MUST BE IN mm/bar/kg)

| 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 (Ci - Ci) | 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 (Ki - Kj) | 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 (Ci - Ci) | 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 (Jiv - Jii) | 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 | | |



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

| ITEM | THEORETICAL VALUES | | | | | | | | | | | | | |
|--|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|--|
| | T01 CAR | | M4 CAR | | M1 CAR | | M2 CAR | | M3 CAR | | T02 CAR | | | |
| | T01ext | T01int | M4B1 | M4B2 | M1B1 | M1B2 | M2B1 | M2B2 | M3B1 | M3B2 | T02int | T02ext | | |
| Phot lateral stop gaps difference (mm) | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | ≤4 | |
| Air Spring height (mm) | Fig. 4 | 255 ⁺⁶ ₋₁ | |
| | Fig. 5 | 3,76 | 2,87 | 2,87 | 2,91 | 3,02 | 3,07 | 2,85 | 2,83 | 2,87 | 2,83 | 2,83 | 3,76 | |
| Air spring pressure at AWO (Bar) | Fig. 5 | 0,3 Máx. | |
| | C ₁ -C ₂ C ₃ -C ₄ | 0,3 Máx. | |
| Primary Suspension gaps (mm) | Fig. 6 | 35 ⁺¹¹ ₋₄ | |
| | D ₁ /D ₅ | 35 ⁺¹¹ ₋₄ | |
| | D ₂ /D ₈ | 35 ⁺¹¹ ₋₄ | |
| | D ₃ /D ₇ D ₄ /D ₆ | 35 ⁺¹¹ ₋₄ | |
| Carbody floor height (mm) | Fig. 7 | 1106 ⁺¹⁰ ₋₁₀ | |
| | E ₁ (p1+p2) | 850 ⁺³ ₋₇ | |
| Booster height (mm) | Fig. 7 | 895 | 850 ⁺³ ₋₇ | |
| | N ₁ (p1+p2) | 895 | 850 ⁺³ ₋₇ | |
| Coupling End height (mm) | Fig. 8 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | |
| | F ₁ | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | 760 | |
| Pivot Vertical gap (mm) | Fig. 9 | 30 ⁺¹⁵ ₋₅ | |
| | K ₄ | 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

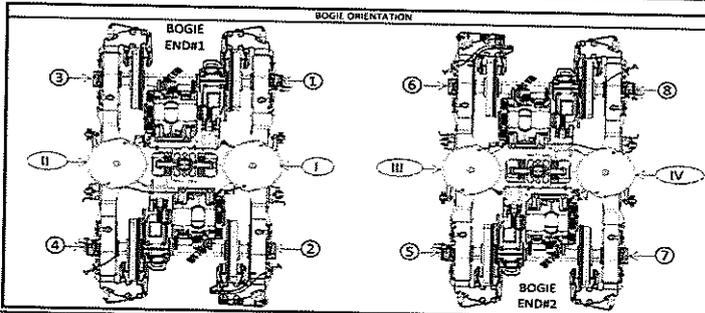
- An Air spring height
- Bn Difference between measurement A'n and An
- En Floor covering height
- Cn Air spring pressure
- Dn Primary suspension
- Kn Pivot Vertical gap
- Jn Pivot Lateral stop gaps difference

| Item | Reference [mm] | END#1 | | END#2 | |
|---------------------|------------------|------------|-----------|------------|------------|
| | | Right Side | Left Side | Left Side | Right Side |
| A'n | N/A | A'i 243 | A'ii 244 | A'iii 242 | A'iv 242 |
| An | 254 to 261 | Ai 260 | Aii 259 | Aiii 259 | Aiv 258 |
| Bn = An - A'n | N/A | Bi 17 | Bii 15 | Biii 19 | Biv 16 |
| En | 1106 ±10 mm | Ei 1100 | Eii 1112 | Eiii 1104 | Eiv 1111 |
| Item | Reference [bar] | END#1 | | END#2 | |
| Cn | Table 02 (*) | Ci 2.82 | Cii 2.74 | Ciii 2.80 | Civ 2.70 |
| Cn - Cn+1 | Difference ≤ 0,3 | 0,08 | | 0,10 | |
| Gauge serial number | N/A | G1B05873 | G1B05873 | G1B05873 | G1B05873 |
| Item | Reference [mm] | END#1 | | END#2 | |
| Dn | Table 01 (*) | D1 45,23 | D3 45,44 | D5 45,55 | D6 45,27 |
| | | D2 44,97 | D4 45,35 | D7 44,71 | D8 45,79 |
| Kn | 25 to 45 | 32,0 | | 34,63 | |
| Jn | Difference ≤ 4 | Ji 25,68 | Jii 24,50 | Jiii 25,34 | Jiv 24,84 |

(*) 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^{+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 | 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 |



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



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

TRAIN SET 232 REF: GIB000001672_00 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% | |
|--------------------------------------|--|------------------------|-------------------------|----------------------------|--------------------------------------|-----------------------|
| | | 17.80 | 17.89 | 0.25% | PASS | |
| Weight Measured vs Predicted | | Weight Measured [Tons] | Weight Predicted [Tons] | Weight Difference [%] | Tolerance [%] | Criteria Min/Diff/Max |
| | | 35.69 | 35.90 | 0.58% | 1.36% | PASS |

| Test Participant | |
|-------------------|---------------------------------|
| Name Puleng | Date 21/06/24 |
| Company GIBELA | Signature <i>[Signature]</i> |
| Department EOC | |
| | |
| | |