

SPOORNET

A division of Transnet limited

**TECHNICAL
RAILWAY ENGINEERING
SPECIFICATION**

**PAINTING OF STEEL COMPONENTS OF
ELECTRICAL EQUIPMENT**

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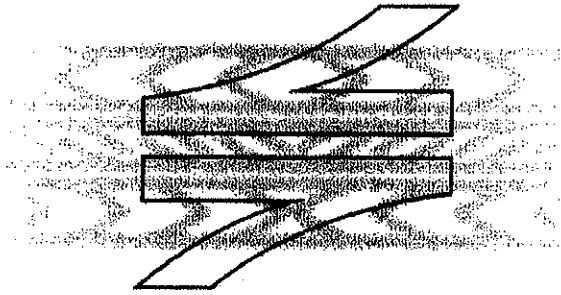
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INDEX

SECTION	CONTENTS	PAGE
1.0	SCOPE	3
2.0	REFERENCES	3
3.0	METHOD OF TENDERING	3
4.0	SURFACE PREPARATION	3
5.0	PRODUCT APPLICATION	5
6.0	PAINT SYSTEMS	7
7.0	COATINGS AND WORKMANSHIP	7

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1.0 SCOPE

This specification covers the surface preparation, paint systems and painting of steel components of electrical equipment.

2.0 REFERENCES AND GLOSSARY

The following standards and specifications are referred to herein:

2.1 South African Bureau of Standards: -

- SABS 064 : Code of Practice for the Preparation of Steel Surfaces for Coating.
- SABS 1091 : National Colour Standards for Paint.

2.2 Trade names :

- OptiDegreaser
- OptiPrime^{Aqua}
- Noxyde

2.3 Classification of level of surface degradation:

- RE1 – 0.05% of surface rusted
- RE2 – 0.5% of surface rusted
- RE3 – 1.0% of surface rusted
- RE4 – 3.0% of surface rusted
- RE5 – 8.0% of surface rusted

3.0 METHOD OF TENDERING

3.1 Tenderers shall indicate clause by clause compliance or non-compliance with the specification. This shall take the form of a separate document listing all the specification clause numbers indicating the individual statement of compliance or non-compliance. Tenderers to elaborate on their response to a clause can use this document.

4.0 SURFACE PREPARATION

4.1 NON-GALVANISED STEELWORK

4.1.1 New Steelwork

SURFACE PREPARATION (Read: NOTES and SPECIAL INSTRUCTIONS)	PRODUCT REQUIREMENTS & APPLICATION (See Variations for Specific Environmental Conditions)
<ul style="list-style-type: none"> > Sandblast to a standard of Sa2 to remove mill scale and/or flash rust > Remove dust with <u>clean</u> compressed air (Check air for oil contamination) 	<ul style="list-style-type: none"> > Apply a stripe coat to edges, bolts, crevices, nuts and rivets. > Apply one thick coat of Noxyde to the entire structure with contrasting color. > Apply a final thick coat of Noxyde at a consumption rate of minimum 400g/m²

4.1.2 Previously Coated Steelwork

4.1.2.1 COATING START FAILING TO A LEVEL OF RE 2

<ul style="list-style-type: none"> > Test for adhesion (refer to supplier) > Degrease thoroughly with OptiDegreaser > Hydro Blast complete substrate using a rotating nozzle and minimum 250 bar at the nozzle 	<ul style="list-style-type: none"> > Apply a stripe coat to edges, bolts, nuts and rivets and fill crevices. > Apply one coat of Noxyde to entire substrate in a contrasting color
--	--

4.1.2.2 COATING FAILURE AND RUSTING TO A LEVEL OF RE 4

<ul style="list-style-type: none"> > Remove all visible traces of rust by mechanical means ST2 (chip/grind/sand) OR shotblasting /spotblasting) > Degrease thoroughly with OptiDegreaser > Hydro Blast complete substrate using a rotating nozzle and minimum 250 bar at the nozzle 	<ul style="list-style-type: none"> > Apply a thick coat of Noxyde to the de-rusted areas, edges, bolts, nuts and rivets and fill crevices > Apply one coat of Noxyde at a consumption rate of minimum 400g/m² to the entire substrate using a contrasting color.
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4.1.2.3 BITUMEN COATED

<ul style="list-style-type: none"> > Remove all visible rust and loosely adhering bitumen coating by means of chipping and scraping (ST2) > Degrease thoroughly with OptiDegreaser > Hydro Blast complete substrate using a rotating nozzle and minimum 250 bar at the nozzle. 	<ul style="list-style-type: none"> > Apply a thick coat of Noxyde to the de-rusted areas, edges, bolts, nuts and rivets and fill crevices > Apply two coats of Noxyde at a consumption rate of minimum 400g/m² per coat to the complete substrate using contrasting colors
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4.1.2.4 BADLY RUSTED STEEL WITH PITTING & CRUST FORMATION TO RE 5

<ul style="list-style-type: none"> > 1. Degrease thoroughly with OptiDegreaser > 2. Hydro Blast complete substrate using a spinner tip and minimum 250 bar at the nozzle > 3. Shotblast/sandblast complete substrate giving particular attention to bolts nuts rivets and crevices. Sa2 > 4. Dedust 	<ul style="list-style-type: none"> > Apply a first thick coat of Noxyde to the entire substrate > Apply a stripe coat to edges, bolts, nuts and rivets and fill crevices using a contrasting color > Apply a final coat of Noxyde at a consumption rate of minimum 400g/m²
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4.2 GALVANISED STEELWORK

4.2.1 NEW AND WEATHERED GALVANISING WITH A SMOOTH GLOSSY FINISH

<ul style="list-style-type: none"> > Degrease thoroughly with OptiDegreaser > Rinse down with copious quantities of potable water 	<ul style="list-style-type: none"> > Apply one thin coat of OptiPrime^{Aqua} (100 micron wet/35 micron dry) > Apply a stripe coat of Noxyde to edges, bolts, nuts and rivets and fill crevices > Apply two coats of Noxyde at a consumption rate of minimum 400g/m² per coat to the complete substrate using contrasting colors
---	--

4.2.2 WEATHERED GALVANISING

4.2.2.1 White rust (zinc oxide)

<ul style="list-style-type: none"> ➤ Degrease thoroughly using OptiDegreaser ensure that all traces of "white rust" are removed ➤ Rinse down with copious quantities of potable water 	<ul style="list-style-type: none"> ➤ Apply one thin coat Noxyde ➤ Apply a stripe coat of Noxyde to edges, bolts, nuts and rivets and fill crevices ➤ Apply a final coat of Noxyde at a consumption rate of minimum 400g/m² per coat to the complete substrate using a contrasting color
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4.2.2.2 Combination of red rust (iron oxide) and white rust (zinc oxide)

<ul style="list-style-type: none"> ➤ Remove all traces of red rust ➤ Degrease thoroughly using OptiDegreaser ensure that all traces of "white rust" are removed ➤ Rinse down with copious quantities of potable water 	<ul style="list-style-type: none"> ➤ Apply a thick coat of Noxyde to the de-rusted areas, edges, bolts, nuts and rivets and fill crevices ➤ Apply a final coat of Noxyde at a consumption rate of minimum 400g/m² per coat to the complete substrate using a contrasting color
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NOTES and SPECIAL INSTRUCTIONS:		
<p>1 Sand or Grit-blasting</p> <ul style="list-style-type: none"> a) Always use clean, non-recycled grit b) Always use fine or extra fine grit c) Always use oil free air d) Always use a moisture trap e) Dedust 	<p>2 Degreasing:</p> <ul style="list-style-type: none"> a) Use only OptiDegreaser b) Dilute according to instructions – see data sheet c) Always follow up with hydro-blasting to remove all chemical residues 	<p>3 Hydro-blasting:</p> <ul style="list-style-type: none"> a) Always use clean potable water b) Use a rotating nozzle and ensure a pressure of minimum 250 bar at the nozzle c) Remove ALL traces of dirt and any form of salt contamination and residues of the degreasing agent d) Concentrate in crevices and other similar "collection" areas

5. PRODUCT APPLICATION

5.1 METHOD OF APPLICATION

OptiPrime ^{Aqua}	Noxyde
<p>Temperature-Min 5 °C Relative humidity-Max 80% R.H.</p> <ul style="list-style-type: none"> ➤ Apply by brush, lacquer roller or airless spray using a nozzle ➤ Apply one thin coat only - 100 micron wet = 35 micron dry (DFT) ➤ Small parts can be dipped - dilute with 10% water for dipping 	<p>Temperature-Min: 8 °C, Max: 55 °C Relative Humidity-Max 80% R.H.</p> <ul style="list-style-type: none"> ➤ Apply by brush, roller or airless spray ➤ For airless spray applications refer to "Tips for airless spraying of Noxyde"

5.2 DRYING TIME AND OVERCOAT PERIODS

<ul style="list-style-type: none"> ➤ Do not overcoat within 12 hours ➤ Wash down with clean potable water (100 bar) before over coating to remove dust or any other form of intermediate contamination 	<ul style="list-style-type: none"> ➤ Drying time is dependant on ambient conditions and can vary from a few minutes (in dry windy conditions) to a few hours (in humid shaded conditions) ➤ Overcoat as soon as possible to avoid contamination of previous coat ➤ Wash down with clean potable water (100 - 150 bar) before over coating if danger of contamination exists or if left more than 4 hours before over coating
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5.3 CURING TIME

n/a	> 7 - 14 days to "full cure". During this period the product is prone to mechanical damage - the longer time it is allowed to cure, the tougher it becomes
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5.4 DRY FILM THICKNESS (DFT) READINGS

35 micron	<ul style="list-style-type: none"> > Severe coastal & marine environments (in the spray zone) - TWO stripe coats & overall minimum DFT of 400 micron > Normal coastal environment (1.5 km from the coast line) - a single stripe coat & overall minimum DFT of 400 micron > Non coastal high rainfall areas, in the immediate vicinities of rivers, dams, lakes, etc., and in industrial areas with high levels of chemical pollution - a single stripe coat & overall minimum DFT of 400 micron > Dry non aggressive environments - a single stripe coat & overall minimum DFT of 250 micron <p>NOTE: DFT readings can only be taken after 72 hours</p>
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5.5 Notwithstanding the above requirements, all surfaces shall be cleaned according to the appropriate method described in SABS 064 for the particular surface to be cleaned, the contamination to be removed and the primer to be applied.

5.6 Blast cleaning of components shall be in accordance with clause 4.3 of SABS 064 to a degree of cleanliness of at least Sa 2 for inland exposure components and Sa 2 1/2 for coastal exposure components. See Table 1 of SABS 064 for the appropriate profile.

5.7 Sheet metal that cannot be blast cleaned shall be cleaned by pickling according to clause 4.6 of SABS 064.

5.8 Components that will be powder coated shall be cleaned and prepared by the surface conversion process according to clause 5 of SABS 064 to a medium weight classification of table 2 of that specification.

5.9 Oil and accumulated dirt on steel components where no rusting is present shall be removed according to clause 3 of SABS 064.

6.0 PAINT SYSTEM

A choice of two systems is available to suit the contractors equipment.

6.1 Noxyde paint system

1st coat: OptiPrime^{Aqua}

Wet film thickness: 100 micrometers. Dry film thickness: 35 micrometers.

2nd coat: Noxyde Topcoat

Dry film thickness: 165 micrometers @ 400g/m².

6.1.1 Paint application:

6.1.1.1 The primer and paint is normally applied by brush at supply viscosity (no reducer required).

6.1.1.2 The practical spreading rate of the primer and paint is a function of the ambient temperature, wind velocity and the application technique, but will generally fall in the range of 400g/m² in low to mild corrosive areas, and 500g/m² in severely corrosive areas.

6.1.1.3 Once the applied coat of primer/paint is touch dry, the next coat of paint may be applied.

6.1.1.4 If painted steelwork is to be bolted onto structures, it is imperative that the paint has been allowed to hard dry before the steelwork is bolted onto structures. This is to prevent the soft paint being damaged when tightening the bolts securing the steelwork to the structures.

6.2 Powder Coating System.

The powder-coating process shall be in accordance with SABS 1274 type 4: Corrosion-resistant coatings for interior use and using the thermosetting type high gloss coatings.

7.0 COATINGS AND WORKMANSHIP

7.1 All specified coatings shall be applied according to the relevant specification and the manufacturer's instructions shall be followed.

7.2 Coatings shall not be applied under conditions that may be detrimental to the effectiveness of the coating or the appearance of the painted surface.

7.3 When examined visually, the finished products shall have a uniform appearance and shall show no sign of damage. Damaged areas shall be repaired coat for coat to obtain the desired finish.

TENDERER'S SIGNATURE.....

DATE.....

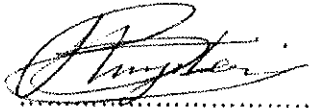


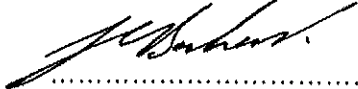
TRANSNET
freight rail


A Division of Transnet SOC Limited

TECHNOLOGY MANAGEMENT
SPECIFICATION

INSTALLATION OF LOW AND MEDIUM VOLTAGE CABLES

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Date: 31 May 2012

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INDEX

1.0	SCOPE.....	3
2.0	APPENDICES	3
3.0	STANDARDS, PUBLICATIONS AND DRAWINGS.....	3
4.0	TENDERING METHODS	4
5.0	SERVICE CONDITIONS	4
6.0	GENERAL REQUIREMENTS.....	4
7.0	EXCAVATIONS.....	5
8.0	CABLE LAYING.....	6
9.0	CABLE TERMINATIONS	8
10.0	CABLE JOINTS.....	9
11.0	COVERING, BACKFILLING AND REINSTATEMENT.....	9
12.0	MEASUREMENTS.....	10
13.0	TESTS.....	11
14.0	GUARANTEE.....	12
15.0	APPENDIX 1.....	13
16.0	APPENDIX 2.....	14
17.0	APPENDIX 3.....	20

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1.0 SCOPE

- 1.1 This specification covers Transnet Freight Rail's requirements for the installation, laying, terminating, jointing, testing and commissioning of low and high voltage cables.

2.0 APPENDICES

The following appendices form an integral part of this specification and shall be read in conjunction with it

- 2.1 Appendix 1 - "Scope of Work" - to be completed by Transnet Freight Rail (Client).
 2.2 Appendix 2 - "Schedule of Requirements" – (to be completed by Tenderer).
 2.3 Appendix 3 – "Normative SANS references"

3.0 STANDARDS, PUBLICATIONS AND DRAWINGS

Unless otherwise specified this specification must be read in conjunction with the current edition of the relevant SANS, BS and Transnet Freight Rail's specifications.

3.1 British Standards

- BS 5467: Electric cables – thermosetting insulated, armoured cables for voltages of 600/1000V and 1900/3300V.
 BS 6480: impregnated paper – installed lead or lead alloy sheathed electric cables of rated voltages up to and including 33 000V

3.2 South African National Standards

- SANS 32: Internal and/or external protective coatings for steel tubes - Specification for hot dip galvanized coatings applied in automatic plants.
 SANS 97: Electric cables - Impregnated paper-insulated metal-sheathed cables for rated voltages 3,3/3,3 kV to 19/33 kV (excluding pressure assisted cables)
 SANS 121: Hot dip galvanized coatings on fabricated iron and steel articles - Specifications and test methods.
 SANS 1339: Electric cables - Cross-linked polyethylene (XLPE) insulated cables for rated voltages 3,8/6,6 kV to 19/33 kV
 SANS 10142-1: The wiring of premises Part 1: Low-voltage installations.
 SANS 10142-2: The wiring of premises Part 2: Medium-voltage installations above 1 kV A.C not exceeding 22 kV A.C and up to and including 3 000 kW installed capacity.

3.3 Transnet Freight Rail Instructions

- BBD 8210 - General work and works on, over, under or adjacent to a railway lines and near high voltage equipment
 CEE.0012 - Method of Tendering
 CEE.0045 - Painting of steel components of electrical equipment.
 CEE.0089 - Drawings of electrical equipment supplied under electric light and power contracts.

Electrical Safety Instructions 2012 - High Voltage Electrical Equipment

3.4 Transnet Freight Rail Drawings

- CEE PA-0105 - Precast concrete slab cover for cable protection.
 CEE-PK-14 - Electrical cable route marker.
 CEE-MA-307 – Route marker electrical cables.
 FG 263 - Accommodation of cables in Railway formations

3.5 Statutory Requirements

Occupational Health and Safety Act and Regulations, Act 85, 1993

- 3.6 Any items offered in accordance with other standards will be considered at the sole discretion of Transnet Freight Rail. The tenderer shall supply full details stating where the item differs from these specifications as well as supplying a copy (in English) of the recognised standard specification(s) with which it complies.

4.0 TENDERING METHODS

- 4.1 Tenderer shall indicate clause by clause compliance with the specification. This shall take the form of a separate document listing all the specifications clause numbers indicating the individual statement of compliance or non-compliance. This document can be used by tenderer to elaborate on their response to a clause.
- 4.2 A statement of non-compliance shall be motivated by the tenderer.
- 4.3 Tenderer shall complete Appendix 2 – “Schedule of requirements”.
- 4.4 Tenderer shall submit descriptive literature consisting of detailed technical specifications, general constructional details and principal dimensions, together with clear illustrations of the equipment offered.
- 4.5 Failure to comply with clauses 4.1, 4.2, 4.3 and 4.4 could preclude a tender from consideration.

5.0 SERVICE CONDITIONS

The equipment shall be designed and rated for installation and continuous operation under the following conditions:

Altitude:	0 to 1800m above sea level.
Ambient temperature:	-10°C to +55 °C.
Relative humidity:	10% to 90%
Lightning Conditions:	12 ground flashes per square kilometre per annum.
Pollution:	Heavily salt laden or polluted with smoke from industrial sources.

6.0 GENERAL REQUIREMENTS

- 6.1 The tenderer shall submit all drawings in accordance with Transnet Freight Rails Specification CEE.0089
- 6.2 Where joints and terminations are to be done by others, the contractor shall submit detailed instructions regarding the procedure recommended by the cable manufacturer.
- 6.3 The electrical installation shall conform to the requirements of SANS 10142 part 1 and 2 and shall be to the satisfaction of Transnet Freight Rail.
- 6.4 Galvanising where specified shall be in accordance with SANS 32 and SANS 121.
- 6.5 Work on the high voltage equipment shall be carried out in accordance with the Transnet Freight Rail's Safety Instructions 2012 - High Voltage Electrical Equipment.
- 6.6 All work done must comply with the requirements of Occupational Health and Safety Act and Regulations, Act 85, 1993

SURVEYS

- 6.7 The Contractor shall within 30 days after being awarded the contract carry out a pre-installation route survey which shall include digging test holes and guided by the Transnet Freight Rail's drawings to determine a suitable route.
- 6.8 The contractor shall determine where cables are liable to be subjected to chemical, electrolytic, mechanical or other damage and shall submit his recommendation to the Depot Maintenance Manager (Electrical) for approval.
- 6.9 The Contractor shall submit in triplicate plans of the cable routes selected to the Depot Maintenance Manager (Electrical) for approval. Plans may be submitted in sections as the survey progresses.

- 6.10 No excavation of any section of the cable route shall commence before the Contractor is in possession of the relevant approved plans and the Depot Maintenance Manager (Electrical) has authorised the commencement of work on the section concerned.
- 6.11 After completion of all cable laying and jointing and before commissioning of any cable the Contractor shall carry out a final "as laid" survey of the cable routes and submit plans on transparencies suitable for reproduction.
- 6.12 The cable route plans shall include the following information:
- 6.12.1 Overall length, type, size and voltage of each cable.
- 6.12.2 Accurate indication of the position of each cable joint by indicating two distances to each joint from permanent structures.
- 6.12.3 Pipes and chambers provided.
- 7.0 EXCAVATIONS**
- 7.1 Excavations shall be carried out in strict compliance with the specification BBD 8210 for general work and works on, over, under or adjacent to a railway lines and near high voltage equipment.
- 7.2 Trenching procedure shall be programmed in advance, approved by the Depot Maintenance Manager (Electrical) and shall not be departed from except with the consent of the Depot Maintenance Manager (Electrical).
- 7.3 The Contractor will be advised of any known buried services such as cables, pipes, etc. in the vicinity of the cable route.
- 7.3.1 When trenching the contractor shall take all necessary precautions to prevent damage to underground services.
- 7.3.2 On encountering any uncharted service, the Contractor shall promptly advise the Depot Maintenance Manager (Electrical) who will give the necessary instructions. Additional excavations shall be paid for at scheduled rates.
- 7.4 Should any underground service, water mains, road pavement, drainage system, building or any other structure be damaged by the Contractor's staff, it shall be reported immediately to the Depot Maintenance Manager (Electrical), who shall arrange for the necessary repairs. The Contractor shall be responsible for the cost of repairs.
- 7.5 The removal of obstructions along the cable routes shall be subject to the approval of the Depot Maintenance Manager (Electrical) and shall be paid for at the agreed rates.
- 7.6 The Contractor shall not trench beneath any railway line without departmental supervision. Should the contractor wish to carry out such work, a minimum of 14 working days notice is required by the Depot Maintenance Manager (Electrical) to arrange for the necessary supervision. The cost of such supervision shall not be charged to the Contractor.
- 7.7 Excavations crossing oil pipe lines shall not commence until an authorised representative is present on site. The Depot Maintenance Manager (Electrical) shall be advised 14 days in advance when such excavations will take place.
- 7.7.1 Cable crossings of oil pipe lines shall only be at right angles.
- 7.8 Trenches across roads, access ways or foot-paths shall not be left open. If trenching, cable laying and backfilling cannot be done during the same shift, the portion of trench across the full width of the road, etc., must be temporarily backfilled and consolidated sufficiently to carry the traffic concerned without subsidence. Alternatively, adequately strong cover plates shall be laid across the trench.
- 7.9 Power driven mechanical excavators may be used for trenching operations. Transnet Freight Rail shall not be responsible for any damage to other Services in close proximity when using mechanical excavators.
- 7.10 The Contractor shall provide shuttering in places where the danger exists of the trench collapsing, and causing damage to formations or other nearby structures.
- 7.10.1 Shuttering shall be paid for at scheduled rates.

- 7.11 Trenches shall be as straight as possible and the bottom of each cable trench shall be firm and of smooth contour without sharp dips or rises which may cause tensile forces in the cable during backfilling.
- 7.11.1 Trenches shall have no sharp objects which may cause damage to the cable during laying or backfilling.
- 7.12 The unfinished depth of trenches unless otherwise stated shall be as follows:
- 7.12.1 HV cables and associated pilot cables = 1 000 mm.
- 7.12.2 LV cables and separate pilot cables = 750 mm.
- 7.13 The width of the trench unless otherwise stated shall be 500 mm for one or two HV cables and associated pilot cables, and shall increase by 300 mm for each additional HV cable and its associated pilot cable.
- 7.13.1 The width of the trench at any bend or places where cable slack is required, shall be such that the bending radius of the cables shall not be less than that specified for the particular cable as per specifications SANS 97 and SANS 1339.
- 7.13.2 Trenching in railway formations shall be in accordance with Transnet Freight Rail's drawing FG 263.
- 7.14 The material excavated from each trench shall be placed in such a manner as to prevent nuisance or damage to adjacent ditches, railway lines, drains, gateways and other properties and shall not interfere with traffic.
- 7.14.1 Where, owing to certain considerations, this is not possible the excavated materials shall be removed from site and be returned for refilling the trench on completion of laying.
- 7.15 When excavating close to railway tracks, the ballast must be covered by tarpaulins or other sheeting to prevent soiling.
- 7.16 Removal of accumulated water or other liquid from trenches shall be done by the Contractor at his expense. The Contractor shall provide all pumps and appliances required to carry out this operation. Water or any other liquid removed shall be disposed of without creating any nuisance or hazard.
- 7.17 Transnet Freight Rail reserves the right to alter any cable route or portion thereof prior to cable laying. Payment in respect of any additional work involved shall be at scheduled rates.
- 8.0 CABLE LAYING**
- 8.1 GENERAL**
- 8.1.1 All possible care shall be exercised in handling cables on site.
- 8.1.2 Any drum of cable showing signs of damage shall not be used.
- 8.1.3 The outer covering (insulation) of cables shall not be damaged in any way and cables shall not be bent at radii less than allowed by the manufacturer.
- 8.1.4 When cable is supplied by the contractor, the drums thereof remain the property of the Contractor and shall be removed from the site and disposed of by the contractor.
- 8.1.5 Cable pulling and laying shall be done manually unless otherwise approved by the Depot Maintenance Manager (Electrical). No cable shall be subjected to a tension exceeding that stipulated by the cable manufacturer.
- 8.2 IN TRENCHES**
- 8.2.1 High Voltage cables shall be spaced at a minimum of 300 mm apart (centre to centre).
- 8.2.2 Low Voltage cables shall be spaced at a minimum of 150 mm apart (centre to centre).
- 8.2.3 Pilot cables shall be laid beside the associated power cables.
- 8.2.4 High Voltage and Low Voltage cables (and pilot cables not associated with High Voltage cable) shall be spaced at a minimum of 300 mm apart.

- 8.2.5 Pilot cables, when they are routed separately from their associated power cables, may be run next to one another.
- 8.2.6 Single core low voltage cables to be clamped in trefoil formation.
- 8.2.7 Where the cable cannot be laid down at the specified depth, prior authority shall be obtained from the Depot Maintenance Manager (Electrical) by the Contractor to protect the cable by means of 150 mm diameter half round concrete pipes with 50 mm concrete slab coverings or other approved methods.
- 8.2.8 Where cables have to be drawn around corners well lubricated skid plates shall be used. The skid plates shall be securely fixed and constantly examined during cable laying operations.
- 8.2.9 Suitable rollers may be used during the laying of cables.
- 8.2.10 Cables shall be visually inspected for damage during and after laying. Any damage shall be reported immediately to the Depot Maintenance Manager (Electrical) who will issue the necessary instructions.
- 8.3 IN SLEEVE PIPES
- 8.3.1 All cables crossing beneath roads and pavements shall be enclosed in cement or PVC pipes with a minimum internal diameter of 150mm. The Depot Maintenance Manager (Electrical) shall be advised timeously of the locations and quantity of pipes to be laid and chambers to be provided by others. Separate lengths of pipe shall be properly jointed.
- 8.3.2 Pipes shall maintain or exceed the specified cable spacing.
- 8.3.3 Only one High Voltage cable shall be laid per pipe.
- 8.3.4 Pipes shall extend at least 1 m on either side of the road or pavement formations and shall maintain the specified cable depth. All pipes shall be graded for water drainage: the required grade is 1:400.
- 8.3.5 All cables crossings underneath railway tracks shall be in pipes in accordance with Transnet Freight Rail's drawing FG 263.
- 8.4 IN DUCTS AND BUILDINGS
- 8.4.1 Concrete ducts and pipes within buildings will be provided by others.
- 8.4.2 Before installing cables, the ducts are to be inspected to ensure that they are suitable and clean as not to damage the cables.
- 8.4.3 The cables are to be neatly positioned and cross overs are to be avoided.
- 8.4.4 Steel checker plates over ducts will be supplied by others. The tenderer will however be required to cut all the slots for emerging cables. These slots are to be neatly cut and smoothed to avoid damage to the cable.
- 8.4.5 The Contractor shall supply all cable trays, racks, wooden cleats or other supports required to adequately support cables not laid in ducts.
- 8.4.6 Cable trays or racks shall be of reinforced glass fibre or steel suitably treated to prevent corrosion. Steel trays, racks and other supports shall be galvanised in accordance with SANS 32 and SANS 121 when used within 50 km of the sea or inland exposed conditions.
- 8.4.7 Where cable enters buildings sufficient measures shall be installed to ensure no moisture/water is digressing into the ducts. A sealing system based rubber modules from multi removable layers may be used.
- 8.5 UNDER BRIDGES AND IN TUNNELS
- 8.5.1 Where a cable route can only be against the concrete wall of a bridge or tunnel the cable shall be supported on:
- 8.5.1.1 Suitable brackets at 750 mm intervals or.

- 8.5.1.2 Straining wire secured at maximum 1 200 mm intervals.
- 8.5.2 Brackets shall be of robust design and shall be galvanised and painted in accordance with Transnet Freight Rail's specification CEE.0045.
- 8.5.3 The height of the cable route on the brackets or strain wire shall be determined and agreed upon on site.
- 8.5.4 The brackets or strain wire shall be supplied and installed by the contractor.
- 8.6 **CROSSING OF PIPELINES AND OTHER CABLES**
- 8.6.1 Cables shall pass beneath pipelines with a 300 mm minimum clearance between the top of any cable and the bottom of any oil pipe.
- 8.6.1.1 The level of any cable at an oil pipeline crossing shall be maintained for not less than 3 m on either side of the centre line of the pipeline or on either side of the centre line of the outermost pipelines where there is more than one pipeline on the same route.
- 8.6.2 Where cables cross communication or signal cables, at least 300 mm of fill shall be provided between the two cables. In addition a concrete slab in accordance with Transnet Freight Rail's drawing CEE PA-0105 shall be placed between the two cables parallel to the lower cable.
- 8.7 **IN RAILWAY FORMATIONS**
- 8.7.1 Cables to be accommodated in railway formations shall be laid in accordance with Transnet Freight Rail's drawing FG 263.
- 8.8 **SECURED TO POLES**
- 8.8.1 Cables to be terminated at disconnectors (isolators) mounted on wood, concrete or steel poles, shall be clamped onto such structures by means of stainless steel straps applied at such a tension that the cable or cable sheath is not damaged. Straps shall be located at intervals of not more than 1,2 m.
- 8.8.2 Cables shall be protected by a pipe or boxed section of galvanised steel or other approved material for a distance of 250 mm below and 600 mm above ground level, strapped or screwed to the pole at a minimum of two points and connected to the earth connection, if of steel construction.
- 8.8.3 Straps and pipes shall be supplied and installed by the Contractor.
- 8.9 **EXPOSED CONDITIONS**
- 8.9.1 Whenever cables enter buildings or tunnels, or where excavations are not permitted down banks or cuts, the exposed portion shall be suitably protected by means of concrete slabs, or suitable steel pipes or boxed sections which shall be galvanised in accordance with SANS 32 and SANS 121.
- 8.9.2 These pipes or boxed sections shall be firmly secured to the bank or cut, at regular intervals.
- 8.9.3 All such material shall be supplied and installed by the Contractor.
- 8.9.4 Stake routes shall only be supplied when specifically called for in Appendix 1.
- 9.0 **CABLE TERMINATIONS**
- 9.1 **GENERAL**
- 9.1.1 All cables shall be terminated and connected to the respective equipment, whether provided by the Contractor or by others.
- 9.1.2 Jumpers between cable end boxes and disconnectors shall either be short enough to be rigidly self supporting, or shall be supported on suitably placed pin insulators.
- 9.1.3 Termination of cables on outdoor equipment shall not be done during inclement weather conditions.

- 9.1.4 Both ends of each cable shall be identified by means of embossed stainless steel strips clamped around the cables. The characters shall have a minimum height of 6 mm.
- 9.1.5 All materials necessary for cable termination shall be provided by the Contractor.
- 9.1.6 The contractor shall ensure that correct phase rotation is maintained throughout.
- 9.1.7 Glands of cables terminating on equipment provided with frame leakage protection shall be insulated from the frame by high grade non-deteriorating, non-hygroscopic insulation, at least 2 mm thick, capable of withstanding a test voltage of 4 kV DC for one minute.

9.2 HV Cables

- 9.2.1 The cable armouring shall be bonded with an approved copper bond to the cable end box at one end of the cable only as directed by the Depot Maintenance Manager (Electrical). This bond shall be easily removable for testing purposes.
- 9.2.2 Where for any reason a cable cannot be terminated, sufficient length of cable shall be left to reach the cable end box position. The cable shall be coiled and buried or otherwise protected. The cable end of paper insulated cables shall be capped immediately with a plumbed lead seal. Other cables shall be sealed with suitable tape.

9.3 LV Cables (and Pilot Cables)

- 9.3.1 All cut ends of cables are to be sealed with suitable tape, or other approved means until they are ready to be terminated.
- 9.3.2 The cables shall terminate in compression type glands, brass or bronze, suitable for PVC SWA ECC cables.
- 9.3.2.1 The glands shall be fitted with neoprene shrouds or corrosion guard to prevent the ingress of moisture and dust at the point of cable entry.

10.0 CABLE JOINTS

10.1 General

- 10.1.1 Jointing shall be carried out strictly in accordance with the manufacturer's jointing instructions and by artisans thoroughly experienced and competent in jointing the classes of cables used. They shall be adequately supervised to ensure the highest quality of workmanship.
- 10.1.2 Jointing shall not be carried out during inclement weather.
- 10.1.3 The cores of cables shall be jointed number to number or colour to colour.
- 10.1.4 The joints shall not impair the anti-electrolysis characteristics of the cables.
- 10.1.5 The conductor bridging the armouring shall be adequate to carry the prospective earth fault current.
- 10.1.6 A through joint shall only be permitted after every full drum length of cable.
- 10.1.7 Each cable joint shall be identified by a non-corrodible label fixed securely to the top of the joint. Each label shall have stamped on it, in characters having a minimum height of 10 mm, the identification of equipment at each end of the cable concerned.
- 10.1.8 Transnet Freight Rail reserves the right to be present during jointing operations to familiarise themselves with any special techniques.
- 10.1.9 No joint shall be situated inside a cable pipe.

11.0 COVERING, BACKFILLING AND REINSTATEMENT

- 11.1 Filling of trenches shall not commence before the Depot Maintenance Manager (Electrical) or his authorised representative has inspected and approved the cables and cable joints in situ in the section of trench concerned.

- 11.2 Trenches in railway formations shall be backfilled and reinstated in accordance with Transnet Freight Rail's drawing FG 263.
- 11.3 All other trenches shall be backfilled and reinstated as follows:
- 11.3.1 Two 75 mm thick layers of soil sifted through a 6 mm mesh shall be laid directly under and over the cables respectively and consolidated by hand ramming only.
- 11.3.1.1 Only soil with a thermal resistivity of 1,5 degrees C.m/watt, or lower may be used for this purpose.
- 11.3.1.2 When necessary imported fill shall be arranged by the Contractor and paid for at scheduled rates.
- 11.3.1.3 The backfill material shall be free from rubble/stones or foreign material.
- 11.3.2 HV cables shall, where likely to be mechanically damaged as decided by the Depot Maintenance Manager (Electrical), be protected by concrete slabs (to Drawing CEE PA-0105) to be supplied and laid by the Contractor on top of the sifted soil. These slabs shall be laid close-butted, convex end to concave end, directly above each HV cable throughout the underground portion except where otherwise protected as by pipes, etc. Only unbroken cable protection slabs may be used, and only slabs actually laid will be paid for.
- 11.3.3 Reinforced resin protection trench covers might also be used instead of concrete slabs. These covers shall be made of material which is flame retardant, non toxic and corrosion resistant.
- 11.3.4 The minimum dry densities of backfilling after compaction shall be not less than 1600 kg/cubic metre.
- 11.3.5 All excavations made (whether for the purpose of cable laying, joint bays or trial holes) shall be back-filled in 150 mm layers, the earth in each layer being well rammed and consolidated and sufficient allowance being made for settlement. The back-filling shall be completed to the satisfaction of the Depot Maintenance Manager (Electrical). If necessary, water shall be used to obtain the specified compacted density. Any cable damaged during backfilling shall be replaced by the Contractor at his own expense.
- 11.3.5.1 Backfilling at pipe entries shall be such as not to stress or damage the cable during compaction from the top.
- 11.3.6 A continuous plastic cable warning tape, to drawing CEE-MA-307 shall be laid directly above each HV cable, 150 mm below the normal surface level and run for the full length of the cable before completing the back-filling.
- 11.4 The back filled trench shall be maintained in a thoroughly safe condition by the contractor for the duration of the contract.
- 11.5 All back filling of road crossings shall be mechanically rammed.
- 11.6 Final surfacing of roads shall be restored by others unless called for under "Scope of Work", Appendix 1.
- 11.7 Concrete cable route markers shall be provided and installed by the contractor in accordance with drawing CEE-PK-14.
- 11.8 Pipes shall be filled with a sand/water mixture to also have a thermal resistivity of 1,5 degrees C.m/watt or lower when dry. The sand used in the mixture shall be chemically tested not to be harmful to the cable outer sheath.
- 12.0 MEASUREMENTS**
- 12.1 All measurements for payment purposes shall be made jointly by representatives of the Contractor and Transnet Freight Rail and shall be agreed upon by both parties. The Contractor shall be responsible for obtaining the Depot Maintenance Manager (Electrical)'s signed approval of such measurements.

- 12.2 Measurements of cable length shall be made from centre to centre of cable joints and to the cable ends and will exclude any wastage due to jointing and terminating.
- 12.3 When cable is drawn through pipes, only the portion remaining in the pipe will be paid for at the rates quoted for "as installed in pipes".
- 12.4 Determination of trench volume for measurement purposes shall be based on measured length and specified width and depth. No allowance shall be made where trenches have to be widened at the bottom to accommodate cables, cable joints and protection slabs.
- 12.5 The classification of different types of ground for measurement purposes shall be as follows:
- 12.5.1 Soft rock will be taken as broken or friable rock which can be removed by pick or mechanical excavator or paving breaker. This includes hard clay.
- 12.5.2 Hard rock will be taken as rock which cannot be removed by a mechanical excavator and requires drilling and blasting or splitting. This includes reinforced or plain concrete.

13.0 TESTS

- 13.1 The costs of all post-installation tests shall be borne by the Contractor.
- 13.2 The Contractor shall be responsible for remedial work necessary due to damages caused during tests.
- 13.3 Transnet Freight Rail reserves the right to carry out any further tests deemed necessary, using either the Contractor's instruments and equipment or its own, or both. The costs of such tests will not be charged to the Contractor.
- 13.4 Test instruments shall be of the accuracy class. Calibration certificates from a recognised testing authority shall be available for inspection and shall not be older than one year.
- 13.5 Time measurements shall be carried out using an approved digital timer.
- 13.6 The final commissioning site tests will be carried out by Transnet Freight Rail.
- 13.6.1 A suitably qualified staff member of the Contractor shall assist Transnet Freight Rail during the tests and shall carry out any remedial work where necessary.
- 13.7 The contractor shall notify the Depot Maintenance Manager (Electrical) in writing 4 weeks before the commissioning date and shall have carried out the following site tests before such date:
- 13.7.1 Prove the continuity and insulation resistance of the multicore pilot cables.
- 13.7.2 Verify that the insulation level between frame and earth of switchboards fitted with frame leakage protection is not reduced by the installation of the cables.
- 13.7.3 The following voltages withstand tests on each completed cable run:
- 13.7.3.1 Paper insulated cables:
- (i) Rating up to 12,7/22 kV shall be tested in accordance to SANS 97.
 - (ii) Rating 19/33 kV shall be tested in accordance to BS 6480.
- The extruded PVC impermeable serving shall withstand a test voltage of 10 kV DC between armouring and earth for 1 minute.
- The insulation between armouring and lead sheath shall withstand a test voltage of 4 kV DC for 1 minute.

13.7.3.2 XLPE Insulated Cables:

All cables rated up to 19/33 kV shall be tested in accordance to SANS 1339, and cables rated up to 1,9/3,3 kV shall be tested in accordance to BS 5467.

Where a new XLPE cable is to be joined to an existing XLPE Cable, the test shall differ, in that a 4 kV DC test voltage shall be applied for one minute between the brass screens of the cores and the armouring. The outer sheath shall withstand a test voltage of 10 kV DC for 1 minute between the armouring and earth.

- 13.7.4 The Contractor shall submit three copies of certified test reports to the Depot Maintenance Manager (Electrical) within three weeks after completion of the tests.

14.0 GUARANTEE

- 14.1 All work undertaken by the Contractor shall be subject to a guarantee for a period of one year against faulty and/or inferior workmanship and material.
- 14.2 The guarantee period shall commence the day the installation is formally handed over to and accepted by Transnet Freight Rail.
- 14.3 The Contractor shall undertake to repair all faults or defects due to bad workmanship and/or faulty materials, and to replace all defective equipment or materials during the guarantee period.
- 14.4 Any defects that may become apparent during the guarantee period shall be rectified to the satisfaction of, and free of cost to Transnet Freight Rail.
- 14.5 The Contractor shall undertake work on the rectification of any defects that may arise during the guarantee period within 7 days of his being notified by Transnet Freight Rail of such defects.
- 14.6 Should the Contractor fail to comply with the requirements stipulated above, Transnet Freight Rail shall be entitled to undertake the necessary repair work or effect replacement of defective apparatus or materials, and the Contractor shall reimburse Transnet Freight Rail the total cost of such repair or replacement, including the labour costs incurred in replacing defective material.

15.0 APPENDIX 1

SCOPE OF WORK

(To be filled by the client)

1.0 Site inspection required (Yes/No).....

Date :

Time :

Client's Signature:

“PREVIEW COPY ONLY”

16.0 APPENDIX 2

SCHEDULE OF REQUIREMENTS

(To be filled by Tenderer)

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT RATE	TOTAL
1.0	Route surveys		complete		
2.0	Excavations in				
a)	Hard rock		/cubic metre		
b)	Soft rock		/cubic metre		
c)	Soil		/cubic metre		
3.0	Transportation of soil		/cubic metre		
4.0	Shuttering		/m		
5.0	Concrete slabs supplied and installed		each		
6.0	Plastic cable warning tape supplied and installed		/m		
7.0	150 mm dia. half round concrete pipes supplied and installed		/m		
8.0	150 mm dia. Cement or PVC pipes supplied and installed		/m		
9.0	Cutting of checker Plates		/m cut		
10.0	Backfilling of trenches with soil		/cubic metre		
11.0	Backfilling of trenches with 10:1 soil/cement mix		/cubic metre		
12.0	Importation of soil		/cubic metre		
13.0	Concrete cable route markers		each		
14.0	Reinstate tarred Surface		/cubic metre		
15.0	Reinstate concrete Surface		/cubic metre		