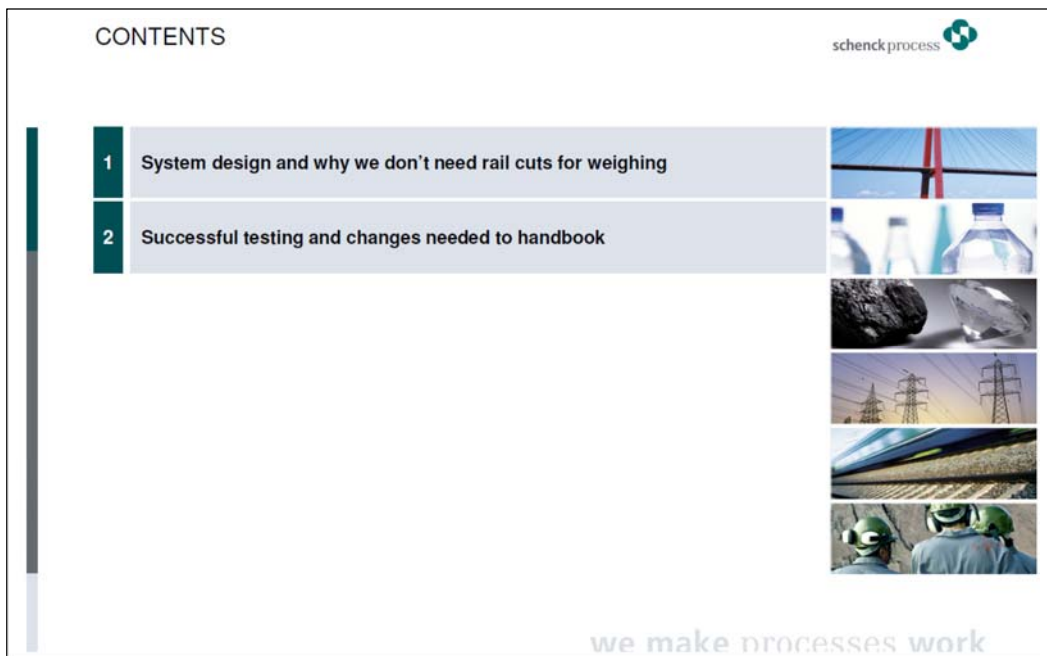



Appendix A

NIST Handbook 44 – Scales


Item: 320-2:

UR.2.4. Foundations, Supports, and Clearance



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1 System design and why we don't need rail cuts for weighing




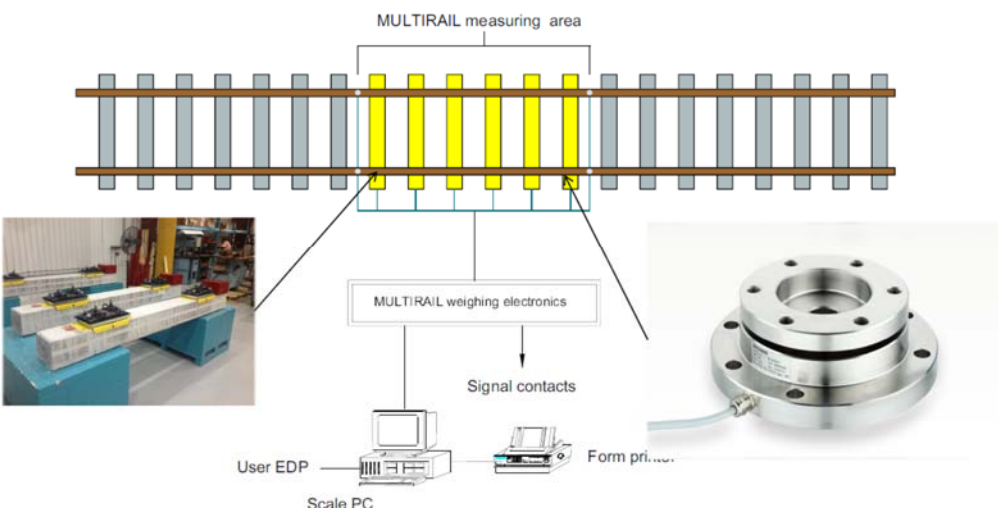
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MULTIRAIL LEGALWEIGHT DESIGN

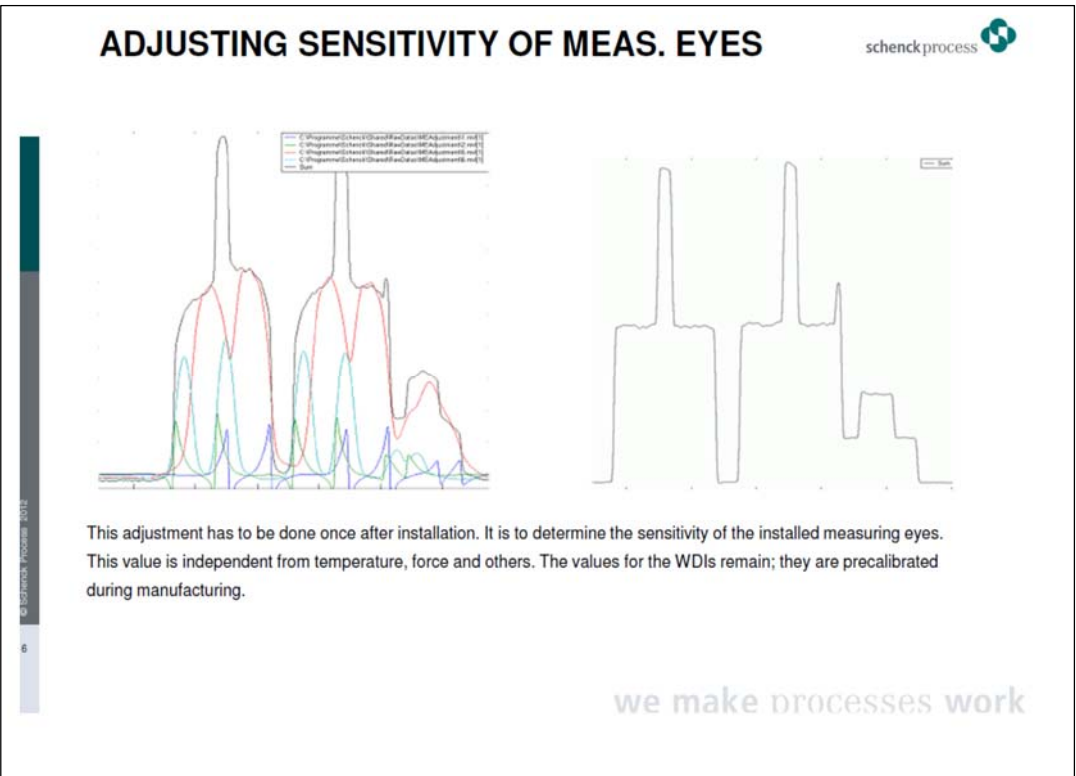
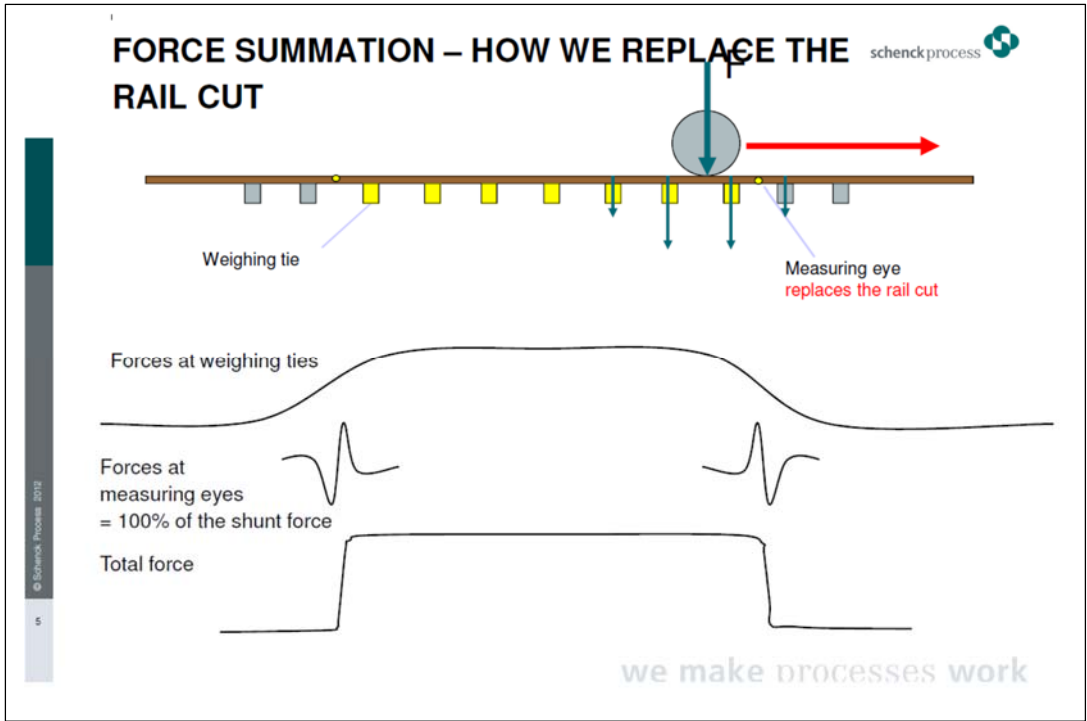
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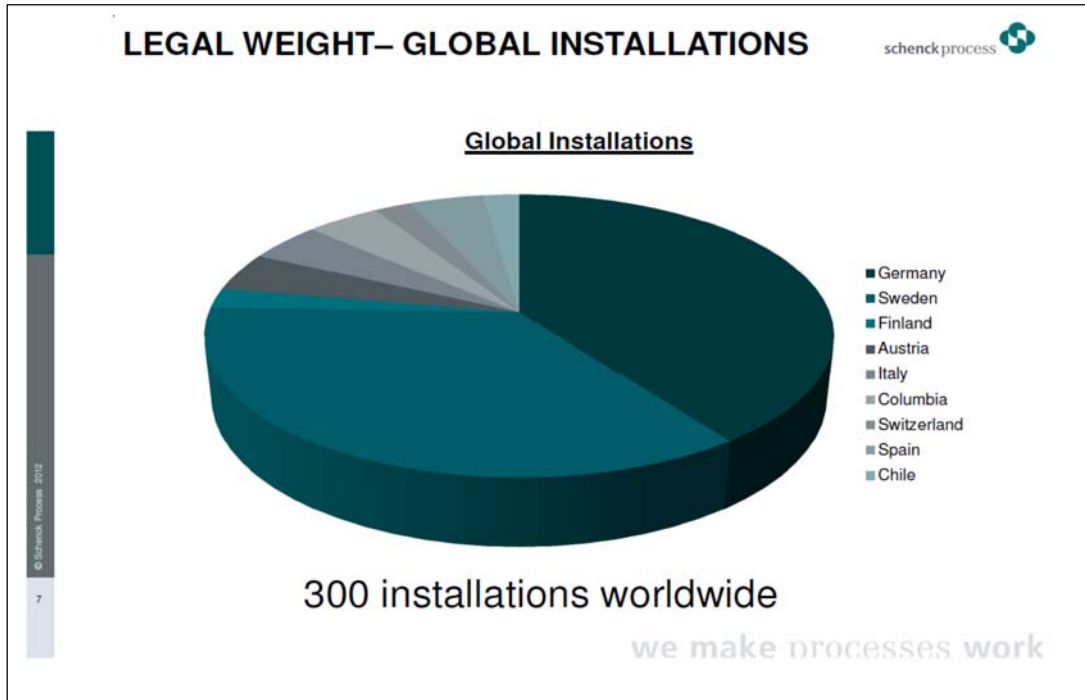


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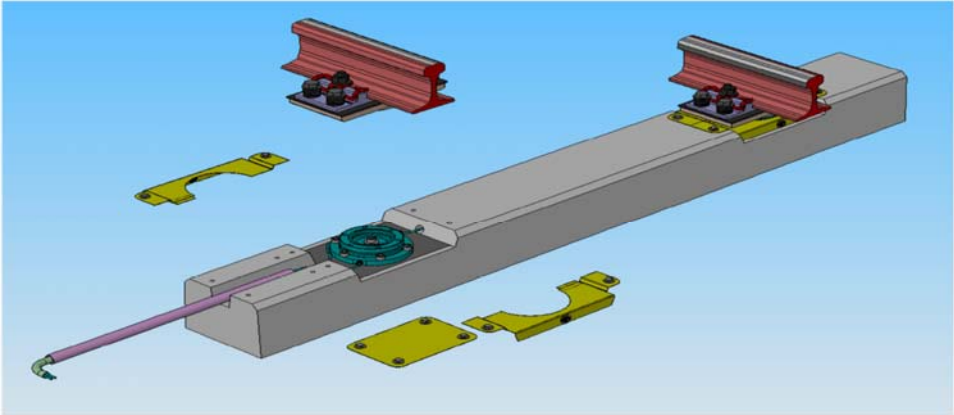
4





THE WEIGHING TIE

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2 Successful testing and changes needed to handbook



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SUCCESSFUL TESTING




- In September 2013 we tested the system at the TTCI in Pueblo to NTEP HB44 guidelines
- We passed all testing both statically and dynamically
- Dynamic was tested to 14mph
- All testing was completed and witnessed by NTEP (Gipsa)
- System has now been tested to all existing HB 44 tolerances and specifications

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SUCCESSFUL US INSTALLATION



- A system was installed in December 2013 and commissioned in Jan 2014 in the USA.
- A very large system with 28 measuring ties (4x7 for liquid weighing)

Weights	Tonnage (t)
>9500 cars weighed	>1,000,000
Normal track switching	800,000
Accuracy	0.2%

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CURRENT RULE IN HANDBOOK



- Schenck Process has requested that a modification be made to section UR 2.4 which refers to scales have a cut in the rail and states “clearance shall be provided around all live parts to the extent that no contacts may result when the load-receiving element is empty, nor throughout the weighing range of the scale”.

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SUGGESTED CHANGES



- Our suggestion Add a footnote after the word “scale” at the end of the first sentence that would read, “An in-motion railway track scale is not required to provide clearance using rail gaps to separate the live rail portion of the weighing/load-receiving element from that which is not live if the scale is designed to be installed and operated using continuous rail.”
- While leaving the original rule in place the handbook now reflects our proven design and technology

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VOTING PASSED





- Change passed as a voting item through to the interim meeting by NEWMA and SWMA
- At the interim meeting the S&T committee decided to pass the item through as a voting item at the July meeting in Detroit
- Changes approved as a voting item by the CWMA
- Passed through as a voting item at the interim meeting at the start of 2014

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MULTIRAIL® LegalWeight, LiquidWeight



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Thankyou

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