



Australian Government
**National Measurement
Institute**

Bradfield Road, West Lindfield NSW 2070

**Interim
Certificate of Approval
NMI 6/10B/71**

VALID FOR VERIFICATION PURPOSES UNTIL 1 OCTOBER 2015

Issued by the Chief Metrologist under Regulation 60
of the
National Measurement Regulations 1999

This is to certify that an approval for use for trade has been granted in respect of the instruments herein described.

Meridian Engineers TRACK-WEIGH Model 1A Train Weighing-in-motion Instrument

submitted by Meridian Engineers Pty Ltd
now of Unit 9, 50 Howe Street
Osborne Park WA 6017

NOTE: This Certificate relates to the suitability of the pattern of the instrument for use for trade only in respect of its metrological characteristics. This Certificate does not constitute or imply any guarantee of compliance by the manufacturer or any other person with any requirements regarding safety.

This approval has been granted with reference to document NMI R 106, *Automatic Rail Weighbridges*, dated July 2004.

DOCUMENT HISTORY

Rev	Reason/Details	Date
0	Pattern & variants 1 to 4 approved, variant 5 provisionally approved – interim certificate issued	6/05/03
2	Variant 6 approved	23/06/04
3	Pattern & variants 1 to 6 – certificate issued	24/06/04
4	Variant 2 amended – notification of change issued	5/05/05
5	Pattern & variants amended, variant 5 provisional status removed – notification of change issued	21/12/05
6	Variant 7 provisionally approved, Variant 8 approved – interim certificate issued	9/03/06
7	Variants 9, 10 & 11 provisionally approved, Variant 12 approved – certificate issued	25/10/06
8	Variant 13 approved – certificate issued	30/10/07
9	Variant 14 provisionally approved – interim certificate issued	21/04/09

Document History (cont...)

Rev	Reason/Details	Date
10	Pattern & variants 1 to 13 reviewed – variant 14 approved – certificate issued	12/03/10
11	Pattern & variants 1 to 14 amended, reviewed & updated – variants 15 to 18 approved – interim certificate issued	1/04/15

CONDITIONS OF APPROVAL

General

Instruments purporting to comply with this approval shall be marked with pattern approval number 'NMI (or NSC) 6/10B/71' and only by persons authorised by the submitter.

It is the submitter's responsibility to ensure that all instruments marked with this approval number are constructed as described in the documentation lodged with the National Measurement Institute (NMI) and with the relevant Certificate of Approval and Technical Schedule. Failure to comply with this Condition may attract penalties under Section 19B of the National Measurement Act and may result in cancellation or withdrawal of the approval, in accordance with document NMI P 106.

Auxiliary devices used with this instrument shall comply with the requirements of General Supplementary Certificates No S1/0/A or No S1/0B.

This approval shall NOT be used in conjunction with General Certificate No 6B/0.

Special Conditions of Approval (pattern and all variants):

For this type of instrument, the ability to perform (and continue to perform) within specified maximum permissible errors can depend substantially on characteristics of the rail alignment and the stability of the material on which the rail sleepers rest (whether ballast, concrete footings or some other arrangement). However the National Measurement Institute is unable to clearly define particular requirements for material on which the rail sleepers shall rest.

It is the responsibility of the submitter to exercise control over any installation to ensure compliance with this approval and to ensure performance (and continued performance) within the appropriate maximum permissible errors.

The ability to perform within specified maximum permissible errors can also depend on characteristics of the rail vehicles being weighed (for example wagons with 'flat wheels', rubbing brakes or stiff couplings can be detrimental to performance). Consequently rail operators have a responsibility to ensure adequate maintenance of the rail vehicles (otherwise maximum permissible errors may not be able to be met).

In the event of unsatisfactory performance, allowable accuracy classes or modes of operation may need to be altered, additional conditions imposed or this approval may be withdrawn.

Special Conditions of Approval for variants 1 to 5 and provisional variants 7, 9, 10 and 11, are listed in Certificate of Approval 6/10B/71 dated 12/03/10.

1. Description of Pattern

approved on 6/05/03

A Meridian Engineers TRACK-WEIGH model 1A train weighing-in-motion instrument using Meridian Engineers model ME-AS41 weighing transducers.

Technical Schedule No 6/10B/71 and its Variations Nos 1 to 3 describe the pattern and variants 1 to 14.

2. Description of Variant 15

approved on 1/04/15

Instruments similar to variant 14, utilising Meridian ME-CANAMP-R004SC (single channel) modules.

3. Description of Variant 16

approved on 1/04/15

The pattern or variants using Transient Controls models TC-LC18, TC-LC32, TC-LC18D or TC-LC32D load cell protection devices.

4. Description of Variant 17

approved on 1/04/15

Instruments using Meridian Engineers RailMaster[®] software (version 6).

5. Description of Variant 18

approved on 1/04/15

Instruments for which only the **Total Train Weight (#)** is approved for trade use.

The instrument markings and reports shall include a clear indication that **wagon weight values** are not approved for trade use. Where wagon weighing is not approved for trade use, the maximum permissible errors indicated in 1 (i) of the Test Procedure in Technical Schedule 6/10B/71 dated 24/06/04 do **not** apply.

(#) For some installations wagon weight values **may** be approved for trade use in particular conditions (e.g. for weighing in one direction) – in such cases the instrument markings shall reflect this.

Signed by a person authorised by the Chief Metrologist to exercise their powers under Regulation 60 of the *National Measurement Regulations 1999*.



Dr A Rawlinson

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