



Australian Government

**National Measurement
Institute**

Bradfield Road, West Lindfield NSW 2070

**Interim
Provisional Certificate of Approval No P6/14H/2**

**VALID FOR VERIFICATION/CERTIFICATION PURPOSES UNTIL
22 OCTOBER 2008**

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

Schenck Process Model MULTIRAIL Train Weighing-in-motion Instrument

submitted by Schenck Process Australia Pty Limited
1/47 Epping Road
North Ryde NSW 2113.

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.

CONDITIONS OF APPROVAL

It is the responsibility of the submitter to make special arrangements with the respective state or territorial trade measurement department (if required by that department) to have instruments covered by this Interim Certificate verified/certified pending issue of the final Certificate and Technical Schedule.

Instruments purporting to comply with this approval shall be marked with approval number 'NMI P6/14H/2' and only by persons authorised by the submitter.

The National Measurement Institute reserves the right to examine any instrument or component of an instrument purporting to comply with this approval.

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

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

Special:

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: for the Provisional approval

This approval is limited to one (1) instrument only at a site to be determined.

The submitter shall notify the National Measurement Institute in writing of the address and specifications of the instrument prior to it being submitted to a trade measurement authority/licensed certifier for initial verification/certification.

Trade measurement authorities/licensed certifiers should not verify/certify the instrument until advised in writing by the National Measurement Institute.

DESCRIPTIVE ADVICE

Pattern: provisionally approved 22 July 2008

- A Schenck Process model MULTIRAIL weighing instrument for the determination (by measurement of wheel forces) of the mass of each wagon and the total mass of a train, when weighed in motion.

The instrument using 10 or 12 wheel sensors (load cells) in 5 or 6 sleeper sets, is approved for class 2 wagon weighing and class 1 (or 2) train weighing. The system uses Schenck Process weighing transducers and has a maximum wagon weight of up to 120 t, a minimum wagon weight of 10 t, and a scale interval of 200 kg, over a speed range of 0 to 6 km/h.

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



Date of Approval: 22 July 2008