

## Automatic rail-weighbridges

### Part 1: Metrological and technical requirements – Tests

International Organisation of Legal Metrology (OIML)

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## EXPLANATORY NOTE

This second committee draft revision of OIML R 106-1 has been developed by the OIML TC 9/ SC 2 Automatic weighing instruments, in response to comments received to the first committee draft revision in June 2005.

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## FOREWORD

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## TERMINOLOGY (Terms and definitions)

The terminology used in this Recommendation conforms to the *International Vocabulary of Basic and General Terms in Metrology* (VIM) [1], the *International Vocabulary of Legal Metrology* (VIML) [2], the *OIML Certificate System for Measuring Instruments* [3], and to the *OIML International Document for General requirements for Electronic Measuring Instruments* [4]. In addition, for the purposes of this Recommendation, the following definitions apply.

### T.1 General definitions

#### T.1.1 Mass

The property of a railway vehicle (T.1.8) that causes it to have weight in a gravitational field.

#### T.1.2 Load

The quantity representing a fraction of the mass of the railway vehicle due only to the vertically-downward force of gravity as applied on the instrument via a wagon, wheel, single axle or bogie.

#### T.1.3 Weight

Material measure of mass that is regulated in regard to its physical and metrological characteristics and maximum permissible error (OIML R 111) [5].

#### T.1.4 Weighing

The process of determining the mass of a railway vehicle (T.1.8) from the effects of gravity on the vehicle.

Supprimé : by which

Supprimé :

Supprimé : train, wagon, single axle or bogie of a wagon

Supprimé : is determined

Supprimé : wagon or train

Supprimé : by using the action

Supprimé : on the railway vehicle

#### T.1.5 Weighing instrument

Measuring instrument used to determine the mass of a railway vehicle from the effects of gravity on the vehicle.

The instrument may also be used to determine other quantities, magnitudes, parameters or characteristics related to the determined mass, e.g. wheel load, single axle load or bogie load of a wagon.

According to its method of operation, a weighing instrument is classified as automatic or non-automatic.

#### T.1.6 Automatic weighing instrument

An instrument that weighs following a predetermined program of automatic processes characteristic of the instrument.

Supprimé : that

Supprimé : s

#### T.1.7 Automatic rail-weighbridge

An automatic weighing instrument having load receptor(s), inclusive of rails for conveying railway vehicles that determines the mass of wagons and/or train by weighing them in motion.

Supprimé : and recognises railway vehicles as vehicles to be weighed

**T.1.8 Railway vehicle**

A wagon or train adapted to the rails of an automatic rail-weighbridge that is recognised by the instrument as a vehicle to be weighed.

Supprimé : wheeled vehicle

**T.1.9 Wagon**

A loaded or unloaded wagon that is recognised by the automatic rail-weighbridge as a railway vehicle to be weighed.

**T.1.10 Reference wagon**

A railroad car weighed on the automatic rail-weighbridge for temporary use as a mass standard over a short period of time.

**T.1.11 Uncoupled wagon**

A single wagon not joined together with another wagon.

Supprimé : A wagon of known mass that is typical of those normally weighed on the automatic rail-weighbridge and which has been selected for the purposes of in-motion weighing.  
¶

**T.1.12 Coupled wagon**

A wagon joined with other wagons.

Supprimé : reference

Supprimé : whose individual mass is to be obtained

Supprimé : number of

Supprimé : reference

**T.1.13 Train**

A number of coupled wagons (excluding the locomotive).

Supprimé : that are joined together with couplings whose individual or collective mass are to be determined

**T.1.14 Electronic instrument**

An instrument equipped with electronic devices.

Supprimé : whose totalized mass are to be obtained

**T.1.15 Control instrument**

A weighing instrument used to determine the mass of a static reference wagon.

Supprimé : mass or the static single-axle loads of a reference wagon

Control instruments used as a reference instrument during testing may be:

- separate from the instrument being tested, or
- integral, when a static weighing mode is provided by the instrument being tested.

**T.1.16 Conventional true value (of a quantity)**

A value attributed to a particular quantity and accepted, sometimes by convention, as having an uncertainty appropriate for a given purpose. [Adapted from VIM 1.20]

**T.1.17 Metrological authority**

A legal entity (i.e. the verification, and/or issuing authority) designated or formally accepted by the government to be responsible for ascertaining that the automatic weighing instrument satisfies all or some specific requirements of this Recommendation.

### **T.1.18 Metrologically relevant**

Any device, instrument, function or software of an instrument that influences the measurement result or any other primary indication is considered as metrologically relevant.

**Supprimé** : An authorized representative of the national service of legal metrology with responsibility for ascertaining and confirming that the instrument satisfies all or parts of the requirements of this Recommendation¶

## **T.2 CONSTRUCTION**

Note: In this Recommendation the term «device» is used for any means by which a specific function is performed irrespective of the physical realization e.g. by a mechanism, a key or a or a special function of the software initiating an operation; the device may be a small part or a major portion of an instrument.

### **T.2.1 Controlled weighing area**

A place specified for the operation of instruments for weighing railway vehicles in motion which is in conformity with the requirements in this Recommendation.

### **T.2.2 Weigh zone**

Zone of the rails on which all axles of a wagon must be located when the wagon is weighed.

#### **T.2.2.1 Apron**

A part of the rails that is not the load receptor but which is located on either end of the load receptor and serves as approach tracks in the direction of travel of the railway vehicle.

**Supprimé** : Zone comprising the load receptor(s) with aprons in advance and beyond either end of the load receptor in the direction of travel of the railway vehicle.

### **T.2.3 Load receptor**

The part of the instrument intended to receive the load and which realises a change in the balance of the instrument when a load is placed upon it. The load receptor can support all the wheels of an axle or a bogie of a single wagon simultaneously.

**Supprimé** : weigh zone

**Supprimé** : , and indicates or records the results

Note: Two or more load receptors may be placed in series to be used as a single load receptor for full-draught weighing or multi-draught weighing.

**Supprimé** : T.2.3.1 Single load receptor

#### **T.2.3.1 Load-transmitting device**

Part of the instrument for transmitting the force produced by the load acting on the load receptor to the load-measuring device.

**Supprimé** : A load receptor supporta single wheel of an axleall the wheels of an axle or of a bogie simultaneously for axle or bogie partial static weighing of a wagonall the wheels of a single uncoupled wagon simultaneously for full-draught weighing.¶

#### **T.2.3.2 Load-measuring device**

Part of the instrument for measuring the mass of the load by means of an equilibrium device for balancing the force coming from the load transmitting device, and a recording device which records and/or indicates the measurement result in units of mass.

### **T.2.4 Electronic instrument**

An instrument equipped with electronic devices.

T.2.4.1 Electronic device

A device comprised of electronic sub-assemblies and performing one or more specific functions. An electronic device is usually manufactured as a separate unit and may be capable of being independently tested.

T.2.4.2 Electronic component

The smallest physical entity that uses electron or hole conduction in semiconductors, gases, or in a vacuum.

T.2.4.3 Transducer

A module that detects the value or the change of value of a physical quantity or parameter and converts the value into a signal for an indicating device taking into account the effects of the acceleration of gravity.

**T.2.5 Module**

Identifiable part of an instrument that performs a specific function or functions, and that can be separately evaluated according to the metrological and technical performance requirements in the relevant Recommendation. The modules of a weighing instrument are subject to specified partial error limits.

Note: Typical modules of an automatic weighing instrument are: load cell, indicator, analogue or digital data processing device, weighing module.

T.2.5.1 Load cell

Force transducer which, after taking into account the effects of the acceleration of gravity and air buoyancy at the location of its use, measures mass by converting the measured quantity (mass) into another measured quantity (output) [OIML R60 (2000) [6].

Load cells equipped with electronics containing amplifier and analogue-to-digital conversion (ADC), and data processing (optionally) are called digital load cells

T.2.5.2 Indicator

Electronic instrument that displays the measurement result in units of mass.

T.2.5.3 Analogue data processing module

Electronic instrument that performs the analogue-to-digital conversion of the output signal of the load sensor, and further processes the data, and supplies the weighing result in a digital format via a digital interface without displaying it. It may optionally have one or more keys (or mouse, touch-screen etc.) to operate the instrument.

T.2.5.4 Digital data processing module

**Supprimé** : or device

**Supprimé** : sensor

**Supprimé** : processors

**Supprimé** : T.2.5.1 Load ¶  
¶  
A module that detects the value or the change of value of a physical quantity or parameter and converts the value into a signal for an indicating or recording instrument. ¶

**Supprimé** : The following types of load sensor can be distinguished: load cells and fibre optic sensors.¶  
¶

**Supprimé** : T.2.5.1.2 Fibre optic sensor¶  
¶  
A sensor based on some optical property that can be detected by light reflected back through an optical fibre. Changes in the measurand are converted into another measured quantity (output) through the intensity variation of light in a fibre.¶

T.2.5.1.3 Laser sensor¶  
¶  
A sensor based on light amplification by the stimulated emission of radiation that creates a uniform and coherent light to deliver a collimated single wavelength. Changes in the measurand through deflection measurement are converted into another measured quantity (output).¶  
¶

**Supprimé** : performs the analogue-to-digital conversion of the output signal of the load sensor, and further processes the data, and

Electronic instrument that further processes the data, and supplies the **weighing** result in a digital format via a digital interface without displaying it. It may optionally have one or more keys to operate the instrument.

#### T.2.5.5 Weighing module

That part of the weighing instrument that comprises all mechanical and electronic devices (i.e. load receptor, load sensor, and analogue data processing device) but not having the means to display the **weighing** result. It may optionally have devices for further processing (digital) data and operating the instrument.

### T.2.6 Interface

#### T.2.6.1 Communication interface

An electronic, optical, radio or other hardware and software interface that enables information to be automatically passed between instruments and modules.

#### T.2.6.2 User interface

An interface that enables information to be passed between a human user and the instrument or its hardware or software components, as, e.g. switch, keyboard, mouse, display, monitor, printer, touchscreen.

#### T.2.6.3 Protective interface

Interface which allows the introduction of only such data into the data processing device of the instrument, which cannot:

- display data, that are not clearly defined and could be taken for a measurement result,
- falsify displayed, processed or stored measurement results or primary indications,
- adjust the instrument or change any adjustment factor

### T.2.7 Software

#### T.2.7.1 Legally relevant software

Programs, data and type-specific parameters that belong to the measuring instrument or device, and define or fulfil functions which are subject to legal control.

Examples of legally relevant software are: final results of the measurement including the decimal sign and the unit, identification of the weighing range and the load receptor(s).

The following types of legally relevant software can be distinguished: type-specific parameter and device-specific parameter.

#### T.2.7.2 Type-specific parameter

Legally relevant parameter with a value that depends on the type of instrument only. They are fixed at type approval of the instrument.

Examples of type-specific parameters are: parameters used for mass calculation, stability analysis or price calculation and rounding, software identification

#### T.2.7.3 Device-specific parameter

Legally relevant parameter with a value that depends on the individual instrument. Such parameters comprise calibration parameters (e.g. span adjustments or corrections) and configuration parameters (e.g. maximum capacity, minimum capacity, units of measurement, etc). They are adjustable or selectable only in a special operational mode of the instrument may be classified as those that should be secured (unalterable) and those that may be accessed (settable parameters) by an authorised person.

#### T.2.7.4 Software identification

A sequence of readable characters of software, and that is inextricably linked to the software (e.g. version number, checksum).

### T.2.8 Data storage device

The internal memory storage of the instrument or external (removable) storage device used for keeping data ready after completion of the measurement.

### T.2.9 Ancillary devices

#### T.2.9.1 Zero-setting device

Device for setting the indication to zero when the load receptor is empty.

##### T.2.9.1.1 Non-automatic zero-setting device

A zero-setting device that must be operated manually.

##### T.2.9.1.2 Semi-automatic zero-setting device

A zero-setting device that operates automatically following a manual command.

##### T.2.9.1.3 Automatic zero-setting device

A zero-setting device that operates automatically and without the intervention of an operator.

#### T.2.9.1.2 Zero-tracking device

A device for maintaining the zero indication within certain limits automatically.

## T.3 METROLOGICAL CHARACTERISTICS

### T.3.1 Weighing

T.3.1.1 Full-draught weighing

~~Determining the mass of a vehicle that is entirely supported on the load receptor(s)~~

T.3.1.2 ~~Multi-draught~~ weighing

~~Determining the mass of a wagon in two or more parts (i.e. axle or bogie partial weighing) successively on the same load receptor.~~

T.3.1.3 Weighing-in-motion (WIM)

~~Determining the mass of railway vehicles that are in motion.~~

T.3.1.3.1 Uncoupled wagon weighing

~~Determining the mass of wagons that travel independently across the load receptor(s). (This is usually achieved by means of an incline of the approach to the load receptor).~~

T.3.1.3.2 Coupled wagon weighing

~~Determining the individual wagon mass of a train of coupled wagons.~~

T.3.1.3.3 Train weighing

~~Determining the totalised mass of a number of coupled wagons.~~

T.3.1.4 Static weighing

~~Determining the mass of a stationary wagon and test weights.~~

T.3.1.5 Wagon mass (WM)

Mass of the single uncoupled wagon combination.

T.3.1.5.1 Maximum wagon mass

The largest wagon mass that the installation is approved to weigh-in-motion.

T.3.1.5.2 Minimum wagon mass

The wagon mass below which a weighing-in-motion result may be subject to an excessive relative error.

T.3.1.6 Train mass

Mass of the train combination including all wagons and excluding the locomotive.

T.3.1.7 Axle

**Supprimé** : Weighing a wagon that is entirely supported on the single load receptor (see T.2.3.1).

**Supprimé** : Partial

**Supprimé** : Weighing

**Supprimé** : single

**Supprimé** : static

**Supprimé** : single

**Supprimé** : The results are automatically added to indicate and record the wagon mass.

**Supprimé** : Weighing

**Supprimé** : wagons

**Supprimé** : Weighing-in-motion

**Supprimé** : a

**Supprimé** : single

**Supprimé** : Weighing-in-motion

**Supprimé** : to obtain the mass of the individual wagons

**Supprimé** : Weighing-in-motion

**Supprimé** : in a train (excluding the locomotive) to obtain a totalized mass of all the wagons

**Supprimé** : Weighing

**Supprimé** : single uncoupled

**Supprimé** : loads

**Supprimé** : that are stationary to obtain a mass value

**Supprimé** : for a particular weighing site

An axle comprises two wheel assemblies with centres of rotation lying approximately on a common axis extending the full width of the wagon and oriented transversely to the nominal direction of travel of the wagon.

#### T.3.1.8 Bogie

A set of two or more axles included in a defined group at each end of a wagon and their respective interspaces.

Note: The criteria for defining various bogies may be set by national regulation.

#### T.3.1.9 Axle load

The fraction of the wagon mass that rests via the axle on the load receptor at the time of weighing.

#### T.3.1.10 Static reference single-axle load

A single-axle load of known conventional true value determined statically for a two-axle wagon.

#### T.3.1.11 Bogie load

The sum of all axle loads in a defined bogie; a fraction of the wagon mass imposed on the static bogie from the effect of gravity at the time of weighing.

### T.3.2 Capacity

#### T.3.2.1 Maximum capacity (Max)

The largest mass that the automatic rail-weighbridge is approved to weigh-in-motion without totalising.

#### T.3.2.2 Minimum capacity (Min)

The mass value below which a weighing-in-motion result before totalizing may be subject to an excessive relative error.

#### T.3.2.3 Weighing range

The range between the minimum and maximum capacities.

### T.3.3 Scale interval (d)

Value expressed in units of mass for weighing-in-motion of the difference between:

- the values corresponding to two consecutive scale marks for analogue indication, or
- two consecutive indicated values for digital indication.

#### T.3.3.1 Scale interval for stationary load ( $d_s$ )

Value expressed in units of mass for weighing stationary railway vehicles or test weights of the

Supprimé : ¶  
Note: The criteria for defining various bogies may be set by national regulation.

Supprimé : and recorded

Supprimé : that is the difference between two consecutive indicated and recorded values. ¶  
¶

difference between:

- the values corresponding to two consecutive scale marks for analogue indication, or
- two consecutive indicated values for digital indication.

### **T.3.4 Speed**

#### **T.3.4.1 Maximum operating speed ( $v_{\max}$ )**

The greatest velocity of a wagon that the instrument is designed to weigh in-motion and above which the weighing results may be subject to an excessive relative error.

#### **T.3.4.2 Minimum operating speed ( $v_{\min}$ )**

The lowest velocity of a wagon that the instrument is designed to weigh in-motion and below which the weighing results may be subject to an excessive relative error.

#### **T.3.4.3 Range of operating speeds**

The difference between the minimum and maximum operating speeds at which a wagon may be weighed-in-motion.

#### **T.3.4.4 Maximum transit speed**

The maximum speed, where appropriate, that a railway vehicle can travel on the weigh zone without producing a permanent shift in the performance characteristics of a weighing instrument beyond those specified.

### **T.3.5 Warm-up time**

The time between the moment that power is applied to an instrument and the moment at which the instrument is capable of complying with the requirements.

### **T.3.6 Durability**

Ability of an instrument to maintain its performance characteristics over a period of use.

### **T.3.7 Repeatability**

Ability of an instrument to provide results that agree one with the other under the same operating conditions of measurement [based on VIM 3.6].

### **T.3.8 Final weight value**

The weight value that is achieved when the instrument is completely at rest and balanced, with no environmental influences or disturbances affecting the indication.

### **T.3.9 Stable equilibrium**

Supprimé : Note: This definition is only applicable to static weighing and not to weighing-in-motion.¶

The condition of the instrument such that the indication of each separate weighing test show no more than two adjacent values, with one of them being the final weighing value. This condition is only valid for each separate weighing test and not for a group of tests.

Note: This definition is only applicable to static weighing and not to weighing-in-motion.

### **T.3.10 Discrimination**

Ability of an instrument to react to small variations of load.

**Supprimé** : The discrimination, for a given load, is the value of the smallest additional load that, when gently deposited on or removed from the load receptor, causes a change in the indication.

### **T.3.11 Audit trail**

A historical record of the measuring instrument data, adjustments and measurement operations. Checks can be made to ensure that adjustments and measurements has been carried out in accordance with the appropriate parts of this Recommendation.

## **T.4 INDICATIONS AND ERRORS**

### **T.4.1 Indication of a measuring instrument**

Value of a quantity provided by a measuring instrument [VIM 3.2].

Note: "Indication", "indicate" or "indicating" includes both displaying and/or printing.

#### **T.4.1.1 Primary indications**

Indications, signals and symbols that are subject to requirements of this Recommendation.

#### **T.4.1.2 Secondary indications**

Indications, signals and symbols that are not primary indications.

### **T.4.2 Methods of indication**

#### **T.4.2.1 Digital indication**

The measurement results are displayed by a digital measuring instrument in a digitized form [Adapted from VIM 4.11].

#### **T.4.2.2 Analogue indication**

The measurement results are displayed by an analogue measuring instrument in a form which is a continuous function of the measurand [Adapted from VIM 4.10].

#### **T.4.2.3 Printout**

The hardcopies of the measurement results produced from a printer

### **T.4.3 Reading**

**T.4.3.1** Reading by simple juxtaposition

Reading of the weighing result by simple juxtaposition of consecutive figures giving the result, without the need of calculation.

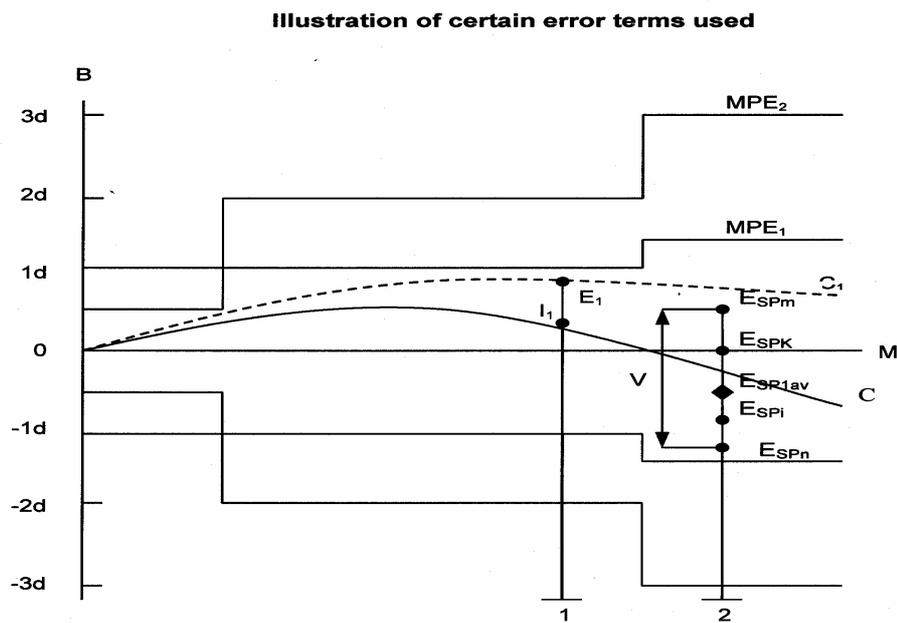
**T.4.3.2** Overall inaccuracy of reading

The overall inaccuracy of reading of an instrument with analogue indication is equal to the standard deviation of the same indication, the reading of which is carried out under normal operating conditions of use by several observers.

**T.4.4** Errors

See Figure 1 for illustration of certain terms used.

Figure 1



- M = mass to be measured
- E = error of indication (T.4.4.1)
- MPE<sub>1</sub> = maximum permissible error on initial verification
- MPE<sub>2</sub> = maximum permissible error in service

- C = characteristic under reference conditions
- $C_1$  = characteristic due to influence factor or disturbance (\*)
- $E_{SP}$  = error of indication evaluated during span stability test
- I = intrinsic error (T.4.4.2)
- V = variation in the errors of indication during span stability test

Situation 1 - shows the error  $E_1$  of an instrument due to an influence factor or a disturbance.  $I_1$  is the intrinsic error. The fault (see T.4.4.5) due to the influence factor or disturbance applied equals  $E_1 - I_1$ .

Situation 2 - shows the average value  $E_{SP1av}$  of the errors at the first measurement of the span stability test, some other errors  $E_{SPi}$  and  $E_{SPk}$ , and the extreme values of the errors,  $E_{SPm}$  and  $E_{SPn}$ , all these errors being evaluated at different moments during the span stability test. The variation V in the errors of indication during the span stability test equals  $E_{SPm} - E_{SPn}$ .

(\*) For the purposes of this illustration it is supposed that the influence factor or the disturbance has an influence on the characteristic which is not erratic.

| T.4.4.1 Error (of indication)

The indication of an instrument minus the (conventional) true value of the corresponding input quantity. [VIM 5.20]

T.4.4.2 Intrinsic error

The error of an instrument determined under reference conditions. [VIM 5.24]

T.4.4.3 Initial intrinsic error

The intrinsic error of an instrument as determined prior to performance tests and durability evaluations.

T.4.4.4 Maximum permissible errors (MPE)

Extreme values of an error permitted by specifications or regulations between the indication of a weighing instrument and the corresponding true value, as determined by reference standard masses or weights, at zero or no load, in the reference position. [VIM 5.21]

T.4.4.5 Fault

The difference between the error of indication and the intrinsic error of a weighing instrument.

Principally, a fault is the result of an undesired change of data contained in or flowing through an electronic instrument. In this Recommendation, a "fault" is a numerical value.

T.4.4.6 Significant fault

| A fault greater than 1 d.

The following are not considered to be significant faults:

- faults that result from simultaneous and mutually independent causes in the instrument or in its checking facility,
- faults that make it impossible to perform any measurement,
- transitory faults that are momentary variations in the indications which cannot be interpreted, memorised or transmitted as a measurement result,
- faults that are so serious that they will inevitably be noticed by those interested in the measurement.

**T.4.4.7** Span stability

The capability of an instrument to maintain the difference between the indication of **mass** at maximum capacity and the indication at zero within specified limits over a period of use.

**T.4.4.8** Rounding error of digital indication.

The difference between a digital measurement result (indicated) and the value of that measurement result with an analogue indication.

**Supprimé** : T.4.4.9  
 Maximum span stability error  
 A span stability error greater than one-half of the absolute value of the maximum permissible error applicable to the load.  
**Supprimé** : and or printed

**T.4.4.9** Repeatability error

The difference between the highest and lowest results of successive measurements of the same load carried out under the same (or reasonably constant) conditions of measurement. [VIM 3.6]

Note: Repeatability conditions include:

- the same measurement procedure
- the same operator
- the same measuring instrument, used under the same conditions
- the same location
- repetition over a short period of time

**T.5** INFLUENCES AND REFERENCE CONDITIONS

**T.5.1** Influence quantity

A quantity that is not the measurand but that affects the result of the measurement.

**T.5.1.1** Influence factor

An influence quantity having a value within the specified rated operating conditions of the instrument.

**T.5.1.2** Disturbance

An influence quantity having a value that falls within the limits specified in this International Recommendation but that falls outside the rated operating conditions of the instrument.

**Supprimé** : T.4..10 Durability error  
 ¶  
 The difference between the intrinsic error over a period of use and the initial intrinsic error of an instrument.¶  
 ¶  
 T.4..11 Significant durability error¶  
 ¶  
 A durability error greater than d.¶  
 ¶  
 Note: A durability error can be due to mechanical wear and tear or due to drift and ageing of electronic parts. The concept of significant durability error applies only to electronic parts.¶  
 ¶

**T.5.2** Rated operating conditions

Conditions of use which give the ranges of the influence quantities for which the metrological characteristics are intended to lie within the specified maximum permissible errors.

### **T.5.3 Reference conditions**

Conditions of use prescribed for testing the performance of a measuring instrument or for inter-comparison of results of measurements.

Note: The reference conditions generally include reference values or reference ranges for influence quantities affecting the measuring instrument. [VIM 5.7]

### **T.5.4 Normal operating conditions**

Conditions of use prescribed for operating the instrument including types of vehicles, site installation, maintenance and methods of weighing.

## **T.6 TESTS**

### **T.6.1 Static test**

A test with standard weights (or test loads) that remains stationary on the load receptor to determine an error.

### **T.6.2 In-motion (dynamic) test**

A test with reference wagons that are in motion on the load receptor to determine an error.

### **T.6.3 Simulation test**

A test carried out on a complete instrument or part of an instrument in which any part of the weighing operation is simulated.

### **T.6.4 Performance test**

A test to verify that the equipment under test (EUT) is capable of accomplishing its intended functions.

### **T.6.5 Span stability test**

A test to verify that the EUT is capable of maintaining its performance characteristics over a period of use.

## **T.7 ABBREVIATIONS AND SYMBOLS**

<u>Symbols</u>	<u>Meaning</u>
<u>I</u>	<u>Indication</u>
<u>I<sub>n</sub></u>	<u>n<sup>th</sup> indication</u>
<u>L</u>	<u>Load</u>
<u>ΔL</u>	<u>Additional load to next changeover point</u>
<u>P</u>	<u>I + 1/2 e – ΔL = Indication prior to rounding (digital indication)</u>
<u>E</u>	<u>I – L or P – L = Error</u>
<u>E%</u>	<u>(P - L)/L %</u>
<u>E<sub>0</sub></u>	<u>Error at zero load</u>
<u>d</u>	<u>Actual scale interval</u>
<u>d<sub>s</sub></u>	<u>Stationary scale interval</u>
<u>p<sub>i</sub></u>	<u>Fraction of the MPE applicable to a module of the instrument which is examined separately.</u>
<u>MPE</u>	<u>Maximum permissible error</u>
<u>EUT</u>	<u>Equipment under test</u>
<u>sf</u>	<u>Significant fault</u>
<u>Max</u>	<u>Maximum capacity of the weighing instrument</u>
<u>Min</u>	<u>Minimum capacity of the weighing instrument</u>
<u>U<sub>nom</sub></u>	<u>Nominal voltage value marked on the instrument</u>
<u>U<sub>max</sub></u>	<u>Highest value of a voltage range marked on the instrument</u>
<u>U<sub>min</sub></u>	<u>Lowest value of a voltage range marked on the instrument</u>
<u>V<sub>min</sub></u>	<u>Minimum operating speed</u>
<u>V<sub>max</sub></u>	<u>Maximum operating speed</u>
<u>e.m.f</u>	<u>Electromagnetic force</u>
<u>I/O</u>	<u>Input / Output ports</u>
<u>RF</u>	<u>Radio frequency</u>
<u>V/m</u>	<u>Volts Per Meter</u>
<u>kV</u>	<u>kilovolt</u>
<u>DC</u>	<u>Direct current</u>
<u>AC</u>	<u>Alternating current</u>
<u>MHz</u>	<u>Megahertz</u>

## AUTOMATIC RAIL-WEIGHBRIDGES

### 1 General

#### 1.1 Scope

This International Recommendation specifies the requirements and test methods for automatic rail-weighbridges, hereinafter referred to as “instruments”, which are used to determine the mass of railway ~~vehicles (T.1.8)~~ when they are weighed in motion.

Supprimé : wagons

It is intended to provide standardized requirements and test procedures to evaluate the metrological and technical characteristics of such instruments in a uniform and traceable way.

#### 1.2 Terminology

The terminology given in the terminology section shall be considered as a part of this Recommendation.

### 2 Metrological requirements

#### 2.1 Accuracy classes

Instruments are divided into four accuracy classes as follows:

0.2 0.5 1 2

An instrument may be in a different accuracy class for wagon weighing than that for train weighing.

#### 2.2 Maximum permissible errors (MPE)

##### 2.2.1 Weighing-in-motion

The maximum permissible errors for weighing-in-motion shall be as specified in Table 1.

Table 1

Accuracy class	Percentage of mass of single wagon or train as appropriate	
	Initial verification	In-service inspection
0.2	±0.10 %	±0.20%
0.5	±0.25 %	±0.50%
1	±0.50 %	±1.00%
2	±1.00 %	±2.00 %

Note: [For the application of maximum permissible errors refer to 2.2.1.1 and 2.2.1.2.](#)

### 2.2.1.1 Wagon weighing

The maximum permissible error for uncoupled or coupled wagon weighing, shall be one of the following values, whichever is greater:

Supprimé : not exceed

- a) the value calculated according to the appropriate accuracy class in Table 1, rounded to the nearest scale interval;
- b) the value calculated according to the appropriate accuracy class in Table 1, rounded to the nearest scale interval for the mass of a single wagon equal to 35 % of the maximum wagon mass (as inscribed on the descriptive markings), or
- c) 1 d.

Note: On initial verification of an instrument weighing coupled wagons, the errors of not more than 10 % of the weighing results taken from one or more passes of the test train may exceed the appropriate maximum permissible error given in Table 1 but shall not exceed two times that value. The upper graph of Figure 2, titled "Wagon Weighing," illustrates this requirement.

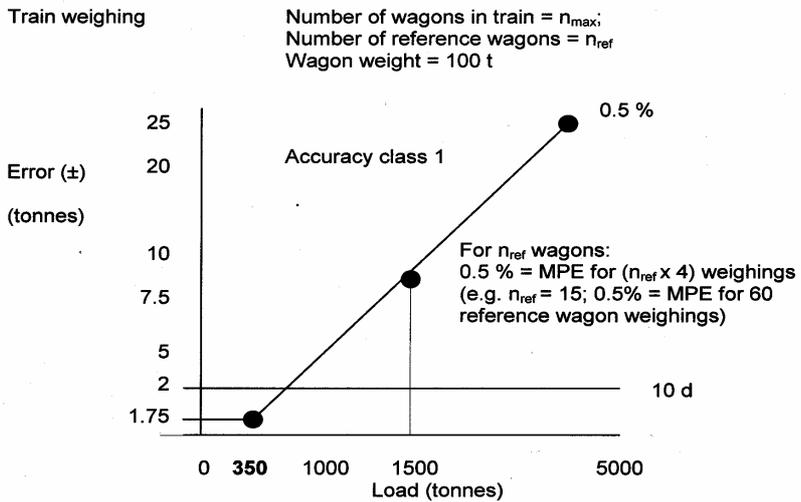
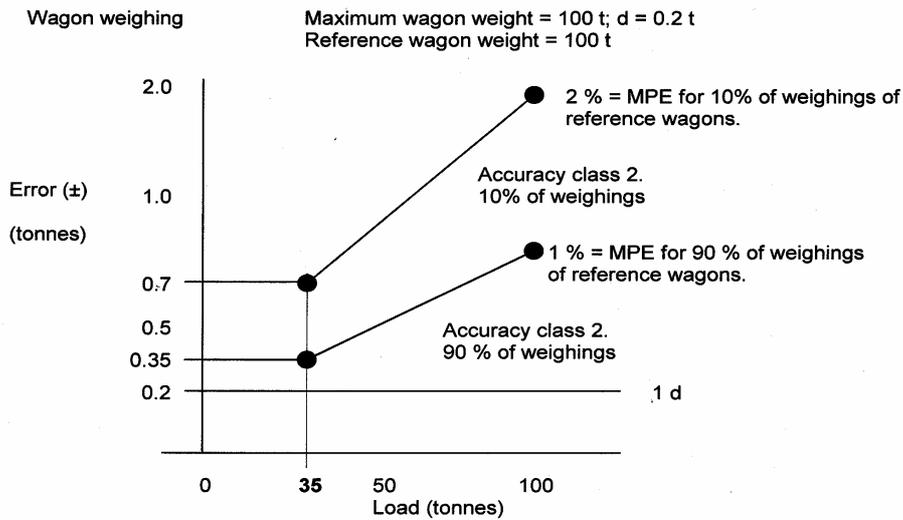
### 2.2.1.2 Train weighing

The maximum permissible error for train weighing shall be one of the following values, whichever is greater:

- a) the value calculated according to the appropriate accuracy class in Table 1, rounded to the nearest scale interval;
- b) the value calculated according to the appropriate accuracy class in Table 1, for the mass of a single wagon equal to 35 % of the maximum wagon mass (as inscribed on the descriptive markings) multiplied by the number of reference wagons in the train and rounded to the nearest scale interval, or
- c) 1 d for each wagon in the train but not exceeding 10 d.

Figure 2

Illustration of maximum permissible errors and in-motion test requirements for a sample train



## 2.2.2 Static weighing

The maximum permissible errors on static weighing for increasing or decreasing loads shall be the appropriate values in Table 2.

Supprimé : 3

Table 2

Maximum permissible errors	Load (m) expressed in numbers of scale intervals
$\pm 0.5 d$	$0 \leq m \leq 500$
$\pm 1.0 d$	$500 \leq m \leq 2\,000$
$\pm 1.5 d$	$2\,000 \leq m \leq 10\,000$

## 2.3 Scale interval (d)

For a particular method of weighing-in-motion and combination of load receptors, all mass indicating devices on an instrument shall have the same scale interval.

Supprimé : recording printing

The scale intervals of the indicating devices shall be in the form of  $1 \times 10^k$ ,  $2 \times 10^k$ , or  $5 \times 10^k$ , "k" being a positive or negative whole number or zero.

Supprimé : recording

The relationship between the accuracy class, the scale interval and the maximum wagon mass divided by the scale interval shall be as specified in Table 3.

Table 3

Accuracy class	d (kg)	(maximum wagon mass)/d	
		Minimum	Maximum
0.2	$\leq 50$	1000	5000
0.5	$\leq 100$	500	2500
1	$\leq 200$	250	1250
2	$\leq 500$	100	600

## 2.4 Scale interval for stationary load ( $d_s$ )

If the scale interval for stationary load ( $d_s$ ) is not equal to the scale interval (d), it shall be automatically out of service when the instrument is in use for weighing-in-motion. In addition, if the instrument is not verified for use as a non-automatic weighing instrument, the scale interval for stationary load shall not be accessible when the instrument is in use and shall only be used for static testing.

Supprimé : The rounding error included in any digital indication shall be eliminated if the actual scale interval is greater than 0.2 d.

Supprimé : readily

Supprimé : during metrological controls

## 2.5 Minimum capacity

The minimum capacity shall not be less than 1 t, and not greater than the value of the result of the minimum wagon mass divided by the number of multi-draught weighings.

Supprimé : partial

## 2.6 Minimum wagon mass

The minimum wagon mass shall not be less than 50 d.

## 2.7 Influence quantities

Unless otherwise specified by the manufacturer, the climatic, mechanical and electromagnetic operating influences on the taximeter shall be determined in accordance with the performance tests in Annex A.

### 2.7.1 Temperature

#### 2.7.1.1 Static temperature

If no particular working temperature is stated in the descriptive markings of an instrument, this instrument shall maintain its metrological properties within the following temperature limits:

- 10 °C to + 40 °C

An instrument for which particular limits of working temperature are stated in the descriptive markings shall comply with the metrological requirements within those limits. The limits may be chosen according to the application of the instrument.

#### 2.7.1.2 Temperature effect on no-load indication

The indication at zero or near zero shall not vary by more than one scale interval for a difference in ambient temperature of 5 °C.

Instruments shall be tested in accordance with the static temperatures test in A.7.2.2.

### 2.7.2 Supply voltage

An electronic instrument shall comply with the appropriate metrological and technical requirements, if the supply voltage varies from the nominal voltage,  $U_{nom}$  (if only one voltage is marked on the instrument), or from the upper and lower limits of the voltage range ( $U_{min}$ ,  $U_{max}$ ) marked on the instrument at:

- AC mains voltage: lower limit is  $0.85 \times U_{nom}$  or  $0.85 \times U_{min}$ , upper limit is  $1.10 \times U_{nom}$  or  $1.10 \times U_{max}$ ;
- External or plug-in supply voltage (AC or DC), including rechargeable battery voltage if (re)charge of batteries during the operation of the instrument is possible: lower limit is the minimum operating voltage, upper limit is  $1.20 \times U_{nom}$  or  $1.20 \times U_{max}$ ;
- Rechargeable auxiliary battery power if (re)charge of batteries during the operation of the instrument is not possible: lower limit is the minimum operating voltage, upper limit is  $U_{nom}$  or  $U_{max}$ ;

**Supprimé** : For special applications and/or depending on local environmental conditions, the limits of the temperature range may differ provided in accordance with the following:¶  
¶

**Supprimé** : 1.10 x

**Supprimé** : 1.10 x

Note: The minimum operating voltage is defined as the lowest possible operating voltage before the instrument is automatically switched off (see 3.2.3).

Rechargeable battery-operated and DC mains powered instruments shall either continue to

function correctly or not indicate any mass or load values if the voltage is below the manufacturer's specified value, the latter being larger or equal to the minimum operating voltage.

## 2.8 Units of measurement

The units of mass to be used on an instrument are the kilogram (kg) and the tonne (t).

Supprimé : :gram (g)¶

## 2.9 Permissible differences between results

Regardless of what variation of results is permitted, the error of any single weighing result shall by itself not exceed the maximum permissible error for the given load.

In addition, for the same load, the difference between the measurement results provided by any two devices having the same scale interval shall be:

Supprimé : 2.10 Agreement between indicating, recording and printing devices

- zero for digital devices;
- not greater than the absolute value of the maximum permissible error for weighing-in-motion for analogue devices.

## 2.10 Operating speed (3.3.5.2)

Operating speed shall be determined by the instrument as the average speed of the railway vehicle as it moves over the load receptor. This speed shall be indicated in km/h and include either the speed at which the entire railway vehicle was weighed in motion or a notification of a speed fault detection.

Supprimé : velocity

Supprimé : Operating speed shall be indicated and recorded only after the entire railway vehicle has been weighed in motion

# 3 TECHNICAL REQUIREMENTS

## 3.1 Suitability for use

Instruments shall be designed to suit the vehicles, site and method of operation for which they are intended.

## 3.2 Security of operation

### 3.2.1 Fraudulent use

An instrument shall have no characteristics likely to facilitate its fraudulent use.

### 3.2.2 Accidental maladjustment

Instruments shall be constructed so that maladjustments likely to disturb their metrological performance cannot normally take place without their effects being easily detected.

### 3.2.3 Interlocks

Interlocks shall prevent or indicate the operation of the instrument outside the specified working conditions. Interlocks required for:

- minimum operating voltage (2.7.2)
- vehicle recognition (3.6)
- wheel position on the load receptor (3.6)
- range of operating speeds (3.3.5.2)

### 3.2.4 Uncoupled wagon weighing

Instruments intended for uncoupled wagon weighing shall recognize and indicate the following situations:

- the passage of a coupled wagon;
- the passage of two or more uncoupled wagons that is sufficiently close to cause either the instrument malfunction or errors exceeding the appropriate maximum permissible errors.

### 3.2.5 Automatic operation

Instruments shall be designed so that the accuracy and operation of the instrument is within the requirements of this Recommendation for a specified period (in accordance with manufacturers' specification) of normal operation. Any malfunction shall be automatically and clearly indicated (e.g. by a fault indication or by automatic switch off). The documentation submitted by the manufacturer (see A.1.1) shall include a description of how this requirement is met.

Supprimé : to ensure

Supprimé : national regulation

The level of confidence shall take account of uncertainties of measurement, significant faults, overload situation, speed fault detection and failure of the instrument.

Supprimé : high

### 3.2.6 Use as a non-automatic weighing instrument

An instrument to be used as a non-automatic weighing instrument shall:

- be equipped with an enabling device for non-automatic operation that prevents both automatic operation and in-motion weighing;
- comply with the requirements of OIML R76-1 [7] for class III or class III non-automatic weighing instruments;
- meet the requirements in 6.2.1.

### 3.2.7 Zero-setting device (A.5.2)

An instrument may be equipped with a semi-automatic, or automatic zero-setting device for each load receptor.

#### 3.2.7.1 Accuracy of zero-setting

The accuracy of the zero-setting device on the result of the weighing shall be not more than  $\pm 0.25 d$ .

#### 3.2.7.2 Maximum effect

The effect of any zero-setting device shall not alter the maximum weighing capacity of the instrument. The range of zero-setting shall not be more than 4 %, and of the initial zero-setting not more than 20 % of the maximum capacity.

### 3.2.7.3 Automatic zero-setting device

The operation of the zero-setting device shall be possible only when the instrument is in stable equilibrium (3.3.5.4) and the rate of correction of zero-tracking shall not be more than 0.5 d per second.

An automatic zero-setting device may operate at the start of automatic operation, as part of every automatic weighing cycle, or after a programmable time interval. A description of the operation of the automatic zero-setting device (e.g. the maximum programmable time interval) shall be specified by the manufacturer.

A semi-automatic zero-setting device shall not be operable during automatic operation.

### 3.2.7.4 Instrument with digital zero indicating devices

An instrument with digital indication shall have a device that displays a special signal when the deviation from zero is not more than  $\pm 0.25$  d.

## 3.3 Indication of weighing results

### 3.3.1 Quality of indication

Reading of the primary indications (see T.4.1.1) shall be reliable, easy and unambiguous under normal operating conditions (T.5.4).

- the overall inaccuracy of reading of an analogue indicating device shall not exceed 0.2 d,
- the figures, units and designations forming the primary indications shall be of a size, shape and clarity for reading to be easy.
- the scales, numbering and printing shall permit the figures which form the results to be read by simple juxtaposition (see T.4.3.1).

### 3.3.2 Printing device

Printing shall be clear and permanent for the intended use. Printed figures shall be at least 2 mm high.

If printing takes place, the name or the symbol of the unit of measurement shall be either to the right of the value or above a column of values, or placed in accordance with national regulation.

### 3.3.3 Indication for weighing-in-motion

The minimum indication resulting from each weighing-in-motion operation shall be dependent upon the application of the instrument, and shall include the date and the time, the operating speed, the instrument identification, and in the case of wagon weighing each wagon mass and in the case of train weighing each train mass and number of wagons in the train.

**Supprimé :** 3.3.4 Zero-tracking device¶

¶ A zero-tracking device shall operate only when the indication is at zero and the corrections are not more than 0.5 d per second.¶

¶ When zero is indicated after a tare operation, the zero-tracking device may operate within a range of 4 % of Max around the actual zero.¶

¶ Notes: ¶

¶ (1) Zero-tracking is functionally similar to automatic zero-setting. The differences are important in applying the requirements of 3.5. Refer to T.2.6.1 and T.2.6.2. Zero-tracking may operate continuously (when the conditions of 3.9 are fulfilled for static weighing) and must therefore be subject to a maximum rate of correction (0.5 d/second) to prevent interaction with the normal weighing process.¶

¶ (2) Automatic zero-setting is activated by an event, such as part of every automatic weighing cycle or after a programmed interval. The maximum rate of correction applicable to zero-tracking does not apply to zero-setting.

**Supprimé :** , recording and printing

**Supprimé :** conditions of normal use

**Supprimé :** The indication shall be the self-indicating type and t

**Supprimé :** and recording

**Supprimé :** normal

**Supprimé :** and recording

**Supprimé :** wagon mass and the

For weighing-in-motion operation the scale interval of indications for the individual wagon mass or the train mass shall be the scale interval  $d$  in accordance with 2.3. Where the scale interval is changed automatically the decimal sign shall maintain its position in the display.

Supprimé : and recordings

The scale interval of indications of measured or calculated mass values, may be to a higher resolution than the scale interval  $d$ .

The results shall bear the name or symbol of the appropriate unit of mass (2.8).

### 3.3.4 Digital indication

A digital zero indication shall include the display of a zero for all places that are displayed to the right of a decimal sign and at least one place to the left. When no decimal values are displayed, a zero shall be displayed for each place of the displayed division, (i.e. at least one active decade plus any fixed zeros must be displayed).

Below are examples of the number of zeros required:

Capacity	Minimum Zero Indication (kg)
25 x 0.01	0.00
5000 x 1	0
100 000 x 20	00

A decimal fraction shall be separated from its integer by a decimal sign (comma or dot, according to national regulation), with the indication showing at least one figure to the left of the sign and all figures to the right.

### 3.3.5 Limits of indication of weighing results

Supprimé : or recording

#### 3.3.5.1 Weighing range

Supprimé : capacity

Instruments shall not indicate, record or print:

- the mass of the locomotive, unless the value is clearly marked and separated from the other weighing values;
- the mass of any wagon; or
- a totalized mass inclusive of any wagon;

that will cause a weighing result less than  $Min$  or greater than  $Max + 9 d$ .

Supprimé : mass values above

Indications shall be inhibited when the equilibrium is not stable (3.3.5.4).

#### 3.3.5.2 Operating speed (A.6.3)

Supprimé : Max is the maximum capacity of the load receptor (see T.3.2.1).¶

Interlocks shall prevent the indication of the mass of any wagon that has travelled over the load receptor at a speed outside the range of operating speeds.

¶ 3.4.5.2 Single axle or bogie load¶

#### 3.3.5.3 Roll back

¶ Indications or recorded values of single axle loads or bogie loads shall only be possible during partial weighing of static reference wagons (A.9.3.1.2).

The indicated values of wagon mass shall not be altered due to any part of any wagon travelling over the load receptor more than once, unless the entire wagon has been reweighed.

Supprimé : is

#### 3.3.5.4 Stable equilibrium

The condition of the instrument such that the indicated of each separate weighing test do not deviate more than 1 d<sub>s</sub> from the final weight value (T.3.9), i.e. show no more than two adjacent values, and in the case of zero operations a correct operation of the device according to 3.2.7 and A.6.5 within relevant accuracy requirements is achieved.

This condition is only valid for each separate weighing test and not for a group of tests.

### 3.4 Totalising device

An instrument may be provided with a totalising device which totalises the mass of the individual wagons to provide a totalised mass. Operation of this device may be:

- 1) automatic, in which case the instrument shall be provided with a vehicle recognition device, or
- 2) semi-automatic (operates automatically following a manual command).

### 3.5 Data storage device

Legally relevant software and device-specific parameters may be stored in a memory of the instrument or on external storage for subsequent use (e.g. indication, printing, transfer, totalising, etc). In this case, the stored data shall be adequately protected against intentional and unintentional changes during the data transmission and/or storage process and shall contain all relevant information necessary to reconstruct an earlier measurement.

For securing stored data, the following apply:

Supprimé : The primary indications for storage in a memory of the instrument (hard drive), or on a universal computer storage, or on external storage

- a) Software transmission and downloading process shall be secured in accordance with 3.8;
- b) External storage devices identification and security attributes shall be verified to ensure their integrity and authenticity in accordance with 3.9;
- c) Legally relevant software and device-specific parameters stored in exchangeable storage devices are secured in accordance with 3.8 and the exchangeable storage devices secured against removing in accordance with 3.9;
- d) When storage capacity is exhausted, new data may replace oldest data in accordance with the requirements in 3.8 and 3.9;
- e) Other means of securing stored data specified by the manufacturer or national regulation shall ensure the integrity and authenticity of measurement data in accordance with the requirements in 3.8 and 3.9.

### 3.6 Vehicle recognition device (3.2.3)

An instrument shall be provided with a vehicle recognition device when the wagon mass is indicated automatically following a weighing operation. The device shall detect the presence of a wagon in the weigh zone and shall detect when the whole wagon has been weighed.

If only one direction of travel is specified for an instrument, an error message shall be given or the instrument shall not indicate the wagon mass if it travels in the wrong direction.

### 3.7 Installation

#### 3.7.1 General

Weigh-in-motion instruments shall be manufactured and installed so as to minimise any adverse effects of the installation environment. The space between the load receptor and ground shall allow all covered parts of the load receptor to be kept free from all debris or other matter that could affect the accuracy of the instrument. Details of installation (e.g. site levels, length of aprons), which may affect the weighing operation, and the following effects on the weighing results should be taken into account:

- Lateral forces due to interactions of the control instrument with the railway vehicle,
- Forces on part of the railway vehicle by different transient behaviour and friction within the axle suspensions,
- Forces on part of the ramps if there are different levels between the control instrument and ramp that could lead to varying distribution of the axle load.

Further installation information is provided in Annexe C.

#### 3.7.2 Composition

Instruments may include the following:

- one or more load receptors;
- aprons;
- vehicle-type identification devices (e.g. track switches, load sensors, transponder, etc);
- indicating devices;
- data processing module.

#### 3.7.3 Ease of static testing

The instrument shall be accessible to vehicles for moving test weights if it is to be used as the control instrument.

#### 3.7.4 Drainage

If the weighing mechanism is contained in a pit, there shall be a provision (e.g. automatic bilge pump) for drainage to ensure that no portion of the instrument becomes submerged or partially submerged in water or any other liquid.

#### 3.7.5 Heating

If the weighing mechanism is installed in environment where temperatures below the minimum specified temperature can be expected, the effects on the accuracy of the instrument of any provision for heating shall be taken into account.

### 3.8 Software

**Supprimé :** Vehicle guide device

An instrument equipped with a vehicle guide device shall not indicate or record the wagon mass if any part of the wagon did not pass fully over the load receptor.

**Supprimé :** 3. Stable equilibrium for static weighing  
For static weighing, equilibrium is deemed to be stable when in case of indications and recordings, the indicated and recorded weighing values show no more than two adjacent values; with one of them being the final weight value. Stable equilibrium requirement does not apply to weighing-in-motion.

3.1 Full-draught weighing  
, for the purposes of determining the wagon mass by full-draught weighings shall meet the requirements of .

3.1.1 Accuracy of zero-setting  
The instrument shall permit setting the indication to zero with a deviation of not more than  $\pm 0.25$  d.

3.1.2 Eccentric loading  
The indications for different positions of the load shall comply with the maximum permissible errors for the given load.

3.1.3 Discrimination

3.1.4 Repeatability  
An additional load that is equal to 1.4 , when gently placed on or withdrawn from each load receptor in turn when at equilibrium at any load shall change the initial indication.

3.1.4 Repeatability

shall be recorded in the test report. In addition,

Supprimé : there shall be

Supprimé : to ensure that the instrument operates correctly within the requirements in this Recommendation

The legally relevant software used in an instrument must be present in such a form in the instrument that alteration of the software is not possible without breaking a seal, or any change in the software can be signalled automatically by means of an identification code. The software shall be assigned with a fixed software identification. This software identification shall be adapted in the case of every software change that may affect the functions and accuracy of the instrument.

The software documentation provided by the manufacturer shall include:

- a) A description of the legally relevant software;
- b) A description of the accuracy of the measuring algorithms (e.g. programming modes);
- c) A description of the user interface, menus and dialogues;
- d) The unambiguous software identification;
- e) A description of the embedded software;
- f) An overview of the system hardware, e.g. topology block diagram, type of computer(s), source code for software functions, etc, if not described in the operating manual;
- g) Means of securing software;
- h) The operating manual.

Supprimé : he securing requirements in ational regulation may specify other requirements for securing software which provide sufficient integrity. ¶

The following means of securing legally relevant software apply:

- a) Access shall only be allowed to the metrological authority, e.g. by means of a code (key-word) or of a special device (hard key, etc); the code must be changeable;
- b) It shall be possible for the interventions to be memorised and it shall be possible to access and display this information; the records shall include the date and a means of identifying the authorised person making the intervention (see a) above); the traceability of the interventions shall be assured for at least the period of time in between periodical verifications depending on national legislation. Records may not be overwritten, and if the storage capacities for records is exhausted, no further intervention shall be possible without breaking a physical seal;
- c) Downloading of legally relevant software shall be through appropriate protective interface (see T.2.6.3) connected to the instrument;
- d) The software shall be assigned with appropriate software identification (see T.2.7.4). This software identification shall be adapted in the case of every software change that may affect the functions and accuracy of the instrument.
- e) Functions that are performed or initiated via a software interface shall meet the relevant requirements and conditions for interfaces in 4.3.5;
- f) Other software securing requirements specified by the manufacturer which provide sufficient integrity.

Supprimé : authorised people

### 3.9 Securing of components, interfaces and pre-set controls

#### 3.9.1 General

Components, interfaces, and pre-set controls subject to legal requirements that are not intended to be adjusted or removed by the user shall be fitted with a securing means or shall be enclosed. When enclosed, it shall be possible to seal the enclosure. However, other national prescribed types of securing are permitted which provide sufficient integrity.

Supprimé : software devices

Any device for changing the parameters of legally relevant measurement results, particularly for correction and calibration, shall be sealed in a manner that requires the security seal to be broken before an adjustment can be made to any component affecting the performance of an instrument.

The seals should, in all cases, be easily accessible. Securing should be provided on all parts of the measuring system which cannot be materially protected in any other way against operations liable to affect the measurement accuracy.

### 3.9.2 Means of securing

Securing shall be provided by hardware, passwords or similar software means provided that:

- a) Access shall only be allowed to the metrological authority, e.g. by means of a code (key-word) or of a special device (hard key, etc); the code must be changeable;
- b) It shall be possible for the interventions to be memorised and it shall be possible to access and display this information; the records shall include the date and a means of identifying the authorised person making the intervention (see a) above); the traceability of the interventions shall be assured for at least the period of time in between periodical verifications depending on national legislation. Records may not be overwritten, and if the storage capacities for records is exhausted, no further intervention shall be possible without breaking a physical seal;
- c) Software functions shall be secured against intentional, unintentional and accidental changes in accordance with the software requirements of 3.8;
- d) Transmission of legally relevant software and device-specific parameters via interfaces shall be secured against intentional, unintentional and accidental changes in accordance with the requirements in 4.3.5.2;
- e) The securing possibilities available in an instrument shall be such that separate securing of the settings is possible;
- f) Stored data shall be secured against intentional, unintentional and accidental changes in accordance with the data storage requirements in 3.5.

Supprimé : authorised people

### 3.10 Span adjustment

An instrument may be fitted with an automatic or a semi-automatic span adjustment device. This device shall be incorporated inside the instrument. External influence upon this device shall be practically impossible after securing.

### 3.11 Descriptive markings

Instruments and associated modules shall bear the following basic markings, variable according to national regulation, at each location having a mass indicating device.

Supprimé : and recording

#### 3.11.1 Markings shown in full

- identification mark and/or name of the manufacturer
- identification mark and/or name of the importer (if applicable)
- serial number (including each load receptor, if applicable)
- weighing method (see T.3.1)

Supprimé : <#>software identification ¶

- maximum wagon mass ..... kg or t
- minimum wagon mass ..... kg or t
- not to be used to weigh liquid products (if applicable)
- number of multi-draught weighings per wagon (if applicable)
- maximum transit speed (if applicable)..... km/h
- direction of weighing (if applicable)
- wagons pushed/pulled (whichever is applicable)
- electric power supply voltage ..... V
- electric power supply frequency (if applicable)..... Hz
- Temperature range (when not -10°C to 40°C) ..... °C
- software identification, (if applicable)

Supprimé : partial

### 3.11.2 Markings shown in code

#### 3.11.2.1 For all instruments

- type approval sign in accordance with national requirements
- accuracy class wagon mass (each weighing method, if applicable) \_\_\_ 0.2, 0.5, 1 or 2
- maximum capacity \_\_\_\_\_ Max = ..... kg or t
- minimum capacity \_\_\_\_\_ Min = ..... kg or t
- scale interval \_\_\_\_\_ d = ..... kg or t
- scale interval for stationary load \_\_\_\_\_ d<sub>s</sub> = ..... kg or t
- maximum operating speed v<sub>max</sub> = ..... km/h
- minimum operating speed v<sub>min</sub> = ..... km/h

#### 3.11.2.2 For train weighing

Markings required for each weighing method applicable:

- maximum number of wagons per train n<sub>max</sub> = .....
- minimum number of wagons per train n<sub>min</sub> = .....

### 3.11.3 Supplementary markings

Depending upon the particular use of the instrument, one or more supplementary markings may be required on type approval by the metrological authority issuing the type approval certificate.

#### 3.11.4 Presentation of descriptive markings

Descriptive markings shall be indelible and of a size, shape and clarity that permit legibility under normal operation of the instrument.

Descriptive markings shall be shown in accordance with national legislation.

They shall be grouped together in a clearly visible place on the instrument, either on a descriptive plate or sticker fixed permanently near the indicating device, or on a non removable part of the instrument itself. In case of a plate or sticker which is not destroyed when removed, a means of securing shall be provided, e.g. a non removable control mark that can be applied.

Supprimé : .4 Other markings  
 † The designation of the liquid(s) which the instrument is designed to weigh (if applicable). †  
 †  
 Supprimé : 5  
 Supprimé : normal  
 Supprimé : use

It shall be possible to seal the plate bearing the markings, unless it cannot be removed without being destroyed.

The descriptive markings may be shown on a display which is controlled by software provided that:

Supprimé : programmable

- At least Max, Min and d shall be displayed as long as the instrument is switched on.
- The other marking may be shown on manual command.
- It must be described in the type approval certificate
- the markings are considered as device-specific parameters (see T. 2.6.3, 3.8 and 3.9)

Supprimé : e

When a display controlled by software is used, the plate of the instrument shall bear at least the following markings:

Supprimé : For programmable display, means shall be provided for any access to reprogramming of the markings to be automatically and non-erasably recorded and made evident by an audit trail, e.g. by traceable access software such as an event logger providing a record of the changes.

- max, Min and d shall be shown near the display if not already located there,
- type designation of the instrument,
- name or identification mark of the manufacturer,
- type approval number,
- electrical supply voltage,
- electrical supply frequency,
- pneumatic / hydraulic pressure, (if applicable).

Supprimé : programmable

Supprimé : and

### 3.12 Verification marks

#### 3.12.1 Position

Instruments shall have a place for the application of verification marks. The following applies for this place:

- the part on which the marks are located cannot be removed from the instrument without damaging the marks;
- the place shall permit the easy application of the marks without changing the metrological qualities of the instrument;
- the marks shall be visible when the instrument is in service.

Supprimé : as follows:¶

¶  
<#>when the mark is made with a stamp, the support may consist of a material with malleable qualities (for example plastic, brass etc. depending on national regulation), inserted into a plate fixed to the instrument or a cavity bored into the instrument.¶  
<#>when the mark consists of an adhesive transfer, a space shall be provided for this purpose.¶

#### 3.12.2 Mounting

Instruments required to bear verification marks shall have a verification mark support located as specified above, which shall ensure the conservation of the marks. The type and method of sealing shall be determined by national prescription.

¶  
If self-adhesive stickers are used as verification marks the space for these stickers should have a diameter of at least 15 mm. These marks should be adequately durable for the intended use of the instrument, e.g. by means of a suitable protection.¶

## 4 TECHNICAL REQUIREMENTS FOR ELECTRONIC INSTRUMENTS

Electronic instruments shall comply with the following requirements, in addition to the applicable requirements of all other clauses.

## **4.1 General requirements**

### **4.1.1 Rated operating conditions**

Electronic instruments shall be designed and manufactured so that they do not exceed the maximum permissible errors under rated operating conditions.

### **4.1.2 Disturbances**

Electronic instruments shall be designed and manufactured so that when they are exposed to disturbances, either:

- a) significant faults do not occur, or
- b) significant faults are detected and acted upon.

Note: A fault equal to or less than the value specified in T.4.4.6 (1 d) is allowed irrespective of the value of the error of indication.

### **4.1.3 Durability**

The requirements in 4.1.1 and 4.1.2 shall be met durably in accordance with the intended use of the instrument.

### **4.1.4 Evaluation for compliance**

A type of an electronic instrument is presumed to comply with the requirements in 4.1.1, 4.1.2, and 4.1.3 if it passes the examination and tests specified in Annex A.

## **4.2 Application**

### **4.2.1 The requirements in 4.1.2 may be applied separately to the following:**

- a) each individual cause of significant fault, and/or
- b) each part of the electronic instrument.

The choice as to whether to apply 4.1.2 (a) or (b) is left to the manufacturer.

## **4.3 Functional requirements**

### **4.3.1 Acting upon a significant fault**

When a significant fault has been detected, a visual or audible indication shall be provided and shall continue until the user takes action or the fault disappears. Means shall be provided to retain any totalized load information contained in the instrument when a significant fault occurs.

### **4.3.2 Switch-on procedure**

If the failure of an indicator display element can cause a false mass indication then the instrument shall have a display test facility which is automatically initiated at switch-on (in the case of electronic instruments permanently connected to the mains at switch-on of indication),

e.g. indication of all the relevant signs of the indicator in their active and non-active states for a sufficient time to be easily observed by the operator. This is not applicable for non-segmented displays, on which failures become evident, for example screen-displays, matrix-displays, etc

#### 4.3.3 Influence factors (A.7.2)

An electronic instrument shall comply with the requirements of 2.7, and in addition it shall maintain its metrological and technical characteristics at relative humidity of 85 % at the upper limit of the temperature range.

#### 4.3.4 Warm-up time (A.6.1)

During the warm-up time of an electronic instrument, there shall be no indication or transmission of the measurement result and automatic operation shall be inhibited.

#### 4.3.5 Interfaces

An instrument may be equipped with communication interfaces (T.2.6.1) permitting the coupling of the instrument to external equipment and user interfaces (T.2.6.2) permitting the exchange of information between a human user and the instrument. When an interface is used, the instrument shall continue to function correctly and its metrological functions (including all metrologically relevant parameters and software) shall not be influenced.

Supprimé : exchange

##### 4.3.5.1 Interface documentation

The manufacturer shall provide documentation on all interfaces comprising of at least:

- a) A list of all commands (e.g. menu items);
- b) Description of the software interface;
- c) A list of all commands together;
- d) A brief description of their meaning and their effect on the functions and data of the instrument.

##### 4.3.5.2 Securing of interfaces

Communication and user interfaces shall not allow the legally relevant software and functions of the instrument and its and measurement data to be inadmissibly influenced by other interconnected instruments, or by disturbances acting on the interface.

An interface through which the functions mentioned above cannot be performed or initiated, need not be secured. Other interfaces shall be secured as follows:

- a) Data is protected (e.g. with a protective interface as defined in T.2.6.3) against accidental or deliberate interference during the transfer;
- b) All functions in the software interface shall be subject to the requirements for securing software in 3.8;
- c) All functions in the hardware interface shall be subject to the requirements for securing hardware in 3.9;
- d) Metrologically relevant parts of the target instrument shall be included in the initial verification (or equivalent conformity assessment procedures);

- e) it shall be easily possible to verify the authenticity and integrity of data transmitted to and from the instrument;
- f) Functions performed or initiated by other connected instruments through the interfaces shall meet the appropriate requirements of this OIML Recommendation.

Other instruments required by national regulation to be connected to the interfaces of an instrument shall be secured to inhibit automatically the operation of the instrument for reasons of the non-presence or improper functioning of the required device.

#### 4.3.6 AC mains supply voltage

In the event of a supply voltage failure, the instrument shall retain the metrological information contained in the instrument at the time of failure for at least 24 hours. A switch-over to an emergency power supply shall not cause a significant fault.

#### 4.3.7 DC mains or rechargeable battery supply voltage

An instrument that operates from auxiliary rechargeable battery or the DC mains voltage shall, whenever the voltage drops below the minimum operating voltage (2.7.2), either continue to function correctly or show an error message or is automatically put out of service.

### 4.4 Performance and span stability tests

#### 4.4.1 Test considerations

All electronic instruments of the same category, whether or not equipped with checking facilities, shall be subjected to the same performance test programme as specified in Annex A to determine their correct functioning.

#### 4.4.2 State of instrument under test

Performance tests shall be carried out on fully operational equipment. ~~When connected in other than a specified operational configuration, the procedure shall be mutually agreed by the approval authority and the applicant and shall be described in the test document.~~

**Supprimé** : in its normal operational state or in a status as similar as possible thereto

**Supprimé** : normal

If an electronic instrument is equipped with an interface permitting the coupling of the instrument to external equipment, the instrument shall, during the tests A.7.3.2, A.7.3.3 and A.7.3.4, be coupled to external equipment, as specified by the test procedure.

#### 4.4.3 Span stability tests

The instrument shall be subjected to span stability tests specified in A.8 at various intervals, before, during and after being subjected to performance tests.

## 5 METROLOGICAL CONTROLS

The metrological controls of instruments shall, in agreement with national regulation, consist of the following:

- type approval;
- initial verification;
- subsequent verification
- in-service inspection.

Supprimé : evaluation

Tests should be applied uniformly by the legal metrology services and should form a uniform program. Guidance for the conduct of type approval and initial verification is provided in OIML International Documents D 19 [8] and D 20 [9] respectively.

## 5.1 Type approval

### 5.1.1 Documentation

The application for type approval shall include the submission to the metrological authority of the following information and documents, as far as applicable and in accordance with national legislation:

- metrological characteristics of the instrument (2);
- a standard set of specifications for the instrument;
- a functional description of the components and devices (3.7.2, 4.3);
- drawings, diagrams, photo of the instrument explaining the construction and operation;
- description and application of securing components, interlocks, adjustment devices, controls, fault indication function, etc. (3.2.3, 3.2.5, 3.9, 3.10);
- printing devices (3.3.2);
- data storage device (3.5);
- zero-setting devices (3.2.7);
- connection of different load receptors (2.3, 6.2.1.5)
- Interfaces (types, intended use, immunity to external influences instructions (3.9, 4.3.5);
- for software controlled instruments general software information (3.8, 3.11.4);
- description of the stable equilibrium function of the instrument (3.3.5.4);
- drawing or photo of the instrument showing the principle and the location of control marks, securing marks, descriptive and verification marks (3.10, 3.12);
- any document or other evidence demonstrating that the design and construction of the instrument complies with the requirements of this Recommendation;
- operating instructions, operating manual.

### 5.1.2 Type evaluation

#### 5.1.2.1 General requirements

Type evaluation shall be carried out on one or more instruments that represent the definitive type submitted in a form suitable for simulation testing in a laboratory. Instruments may be tested on the premises of the metrological authority or in any other mutually agreed and suitable place. Influence factors shall be applied during simulation tests in a manner that will reveal an alteration of the measurement result for any weighing process to which the instrument could be applied. The evaluation shall consist of the tests specified in 5.1.2.2

#### 5.1.2.2 Type evaluation tests

The submitted documents shall be examined and tests carried out to verify that the instruments comply with the requirements of this Recommendation.

The metrological characteristics of the instrument in accordance with 3.11 and the specifications for the modular approach of the modules of the instrument in accordance with 5.1.4 shall be examined.

The instruments shall be submitted to the tests in Annex A in accordance with Clause 6, using the reference wagons specified in 6.2.1, and under the rated operating conditions for the type specification. Errors shall be evaluated as specified in 6.3.4.

The metrological authority shall conduct the tests in a manner which prevents an unnecessary commitment of resources and permit the results of these tests to be assessed for initial verification when the same instrument is involved. The metrological authority shall check that an instrument specified for static weighing (6.2.1) comply with the requirements of 3.2.6.

Supprimé : ensure

Supprimé : used in

The appropriate metrological authority may accept, with the consent of the applicant, test data obtained from other metrological authorities without repeating the tests.

Supprimé : Note:

Supprimé : is advised to

The metrological authority may require the applicant to supply equipment, personnel and a control instrument to perform the tests. The instrument under test may be used as a control instrument provided it comply with the requirements in 6.1.2.

### 5.1.3 Type approval certificate and determination of classes

The type approval certificate shall state the appropriate accuracy classes 0.2, 0.5, 1 or 2, as specified at type approval stage and be determined by compliance with the metrological requirements at initial verification of the instrument.

### 5.1.4 Modules

Subject to agreement with the metrological authority, the manufacturer may define and submit modules to be examined separately. This is particularly relevant in the following cases:

- where testing the instrument as a whole is difficult or impossible;
- where modules are manufactured and/or placed on the market as separate units to be incorporated in a complete instrument;
- where the applicant wants to have a variety of modules included in the approved type;
- when a module is intended to be used for various kinds of weighing instruments (in particular load sensors, indicators, data storage).

#### 5.1.4.1 Apportioning of errors

Where it is necessary to separately test modules of an instrument or system the following requirements apply.

The error limits applicable to a module which is examined separately are equal to a fraction  $p_i$  of the maximum permissible errors or the allowed variations of the indication of the complete instrument. The fractions for any module have to be taken for the same accuracy class as for the complete instrument incorporating the module.

The fractions  $p_i$  shall satisfy the following equation:

$$p_1^2 + p_2^2 + p_3^2 + \dots \leq 1$$

The fraction  $p_i$  shall be chosen by the manufacturer of the module and shall be verified by an appropriate test, taking into account the following conditions:

- For purely digital devices  $p_i$  may be equal to 0.
- For weighing modules  $p_i$  may be equal to 1.
- For all other modules (including digital load sensors) the fraction shall not exceed 0.8 and shall not be less than 0.3, when more than one module contributes to the effect in question.

For mechanical structures evidently designed and manufactured according to sound engineering practice, an overall fraction  $p_i = 0.5$  may be applied without any test, e.g. when levers are made of the same material and when the chain of levers has two planes of symmetry (longitudinal and transversal).

If the metrological characteristics of the load sensor or other major component have been evaluated in accordance with the requirements of OIML R 60 [6], or any other applicable OIML Recommendation, that evaluation shall be used to aid type evaluation if so requested by the applicant.

## 5.2 Initial verification

Initial verification shall be carried out in accordance with national regulations by the appropriate metrological authority to establish conformity of the instrument to the approved type and/or the requirements of this Recommendation.

The appropriate metrological authority shall conduct the tests in a manner that prevents an unnecessary commitment of resources. In appropriate situations and to avoid duplicating tests previously performed on the instrument for type evaluation under 5.1.2, the authority may use the results of observed tests for initial verification.

Supprimé : 3

### 5.2.1 Initial verification tests

Initial verification tests shall be carried out to verify compliance with the requirements in Clause 2 (except 2.7) and Clause 3 for any product(s) for which they are intended and under normal operating conditions (T.5.4).

Tests shall be carried out by the appropriate metrological authority with the instrument installed to include all devices which form the assembly as intended for normal operation.

The metrological authority may require the applicant to supply equipment, personnel and a control instrument to perform the tests. The instrument under test may be used as a control instrument provided it comply with the requirements in 6.1.2.

### 5.2.2 Conformity

A declaration of conformity to the approved type and / or this Recommendation shall cover:

- compliance with the appropriate maximum permissible errors in 2.2.1;
- correct functioning of all devices, e.g. interlocks, indicating devices;
- construction material and design, as far as they are of metrological relevance;
- if appropriate a list of the tests performed.

#### 5.2.3 Visual inspection

Before testing, the instrument shall be visually inspected for:

- metrological characteristics, i.e. scale interval, minimum capacity;
- prescribed inscriptions and positions for verification and control marks.

#### 5.2.4 Marking and securing

According to national legislation, initial verification may be testified by verification marks as specified in 3.11. National legislation may also require securing of devices whose dismantling or maladjustment might alter the metrological characteristics of the instrument without the alterations being clearly visible. The provisions of 3.9 and 3.12 shall be observed.

#### 5.2.5 Determination of accuracy class

Accuracy requirements shall be determined in accordance with the appropriate parts of 2.2.1 for initial verification.

### **5.3 Subsequent metrological control**

Subsequent metrological control may be performed according to national regulations.

#### **5.3.1 Subsequent verification**

Subsequent verification shall be carried out in accordance with the same provisions as in 5.2 for initial verification with the error limits being those on initial verification. Marking and securing may take place according to 5.2.4, the date being that of the subsequent verification.

#### **5.3.2 In-service inspection**

In-service inspection shall be carried out in accordance with the same provisions as in 5.2 for initial verification, with the exception that the in-service maximum permissible errors in 2.2.1 shall be applied. Marking and securing may remain unchanged, or renewed as per 5.3.1.

## 6 TEST METHODS

### 6.1 Test standards

#### 6.1.1 Control instruments for reference wagon weighing

The conventional true value of each reference wagon mass, when stationary and uncoupled, shall be determined by full draught weighing on a separate or integral (T.1.15) control instrument. If there is no suitable control instrument for full-draught weighing available with an acceptable accuracy or scale of suitable length, or within acceptable distance (see A.9.2) a separate or integral control instrument for bogie partial weighing may be used.

##### 6.1.1.1 Accuracy of control instruments

The combined error and uncertainty of any control instrument used to weigh reference wagons shall be less than one-third of the maximum permissible error in 2.2.1 applicable to the weighing-in-motion instrument under test.

A control instrument may be re-verified immediately following completion of the weighing of all reference wagons to ascertain whether or not its performance has changed. For re-verification tests the combined error and uncertainty shall be as specified for the appropriate control instrument.

##### 6.1.1.2 Separate control instrument

Where a control instrument, separate from the instrument under test is verified at any time other than immediately prior to the weighing tests, its error and uncertainty shall be less than one-fifth of the maximum permissible error for weighing-in-motion in 2.2.1.

##### 6.1.1.3 Integral control instrument

Where the instrument under test is constructed for use as the integral control instrument it shall have an appropriate scale interval or scale interval for stationary load (2.4) and shall comply with the requirements in 6.2.1.

##### 6.1.1.4 Multi-draught weighing of reference wagons

Where the separate or integral control instrument is constructed only for multi-draught weighing of reference wagons by individual axle measurement when stationary it shall have a scale interval for stationary load (2.4), comply with the requirements in 6.2.1, and the alignment correction test for single-axle weighing instruments in Annex B shall be successfully applied.

#### 6.1.2 Test weights

The reference standard weights or masses used for the type examination or verification of an instrument shall principally meet the metrological requirements of OIML R 111 [5]. The error of the additional weights (e.g. a special test instrument as mentioned in 6.3.2) used for in-motion tests shall not exceed one-fifth of the maximum permissible errors of the instrument to be verified for the load, as specified in 2.2.2 for initial verification.

Errors shall be determined with test weights which results in mass values on the instrument of:

**Supprimé** : one-third of the maximum permissible error for weighing-in-motion specified in 2.2.1 if the control instrument is verified immediately prior to the tests; ¶  
one-fifth of the maximum permissible error if the control instrument is verified at any other time. ¶  
¶  
6.12 Integral control instrument ¶  
T

- a) at or near minimum reference wagon mass (T.3.1.5.1);
- b) at or near maximum reference wagon mass (T.3.1.5.2);
- c) at least two mass values in between a) and b).

#### 6.1.2.1 Distribution of test weights

Except for eccentricity tests, standard weights shall be evenly distributed on the load receptor.

For testing control instruments for bogie partial weighing a special test vehicle with known mass shall be used. An example is a normal three-axle-bogie with a platform for the standard test weights.

#### 6.1.2.2 Substitution of standard test weights at verification (A.5.3.2.6)

When testing instruments at the place of use (application), instead of standard weights any other constant load may be used, provided that standard weights of at least 50 % of Max are used.

If the repeatability error is not greater than 0.3 d the portion of standard weights may be reduced to 35 % of Max.

If the repeatability error is not greater than 0.2 d this portion may be reduced to 20 % of Max.

The repeatability error has to be determined with a load (weights or any other load) of about the value where the substitution is made, by placing it 3 times on the load receptor.

## **6.2 Weighing methods**

### 6.2.1 Static weighing (A.5.3)

An instrument under test to be used as a control instrument, for the purposes of determining the wagon mass by full-draught or multi-draught weighing shall meet the requirements of 6.1.1, and 6.2.1.1 to 6.2.1.5 inclusive. The maximum permissible errors shall comply with 2.2.2 Table 2.

#### 6.2.1.1 Accuracy of zero-setting (A.5.3.1.1)

The instrument shall permit the setting of the indication to zero with a deviation of not more than  $\pm 0.25 d$ .

#### 6.2.1.2 Eccentric loading (A.5.3.2.4)

The errors of indications for different positions of the same load shall comply with the maximum permissible errors for the given load.

#### 6.2.1.3 Discrimination test (A.5.3.2.5)

An additional load that is equal to 1.4  $d_s$ , when gently placed on or withdrawn from each load receptor in turn when at equilibrium at any load shall change the initial indication.

#### 6.2.1.4 Repeatability test (A.5.3.2.6)

The difference between the results of several weighings of the same load shall not be greater than the absolute value of the maximum permissible error of the instrument for that load.

#### 6.2.1.5 Multiple load receptors

Each load receptor shall be tested by the static-weighing method both independently and in combination.

#### 6.2.2 In-motion weighing

##### 6.2.2.1 Reference wagons

The reference wagons to be used for testing shall represent the range of wagons available in the appropriate Member State and for which the instrument is intended. The reference wagons shall be selected to cover, as far as practicable, each mode of operation for which the instrument is to be approved. Modes of operation include loaded or empty wagons, pushing or pulling, range of operating speed (Min, Max and Site), and one or both directions.

Supprimé : the weighing range

Where a particular instrument is tested using a limited range of wagon types this should be noted in the OIML certificate.

Wagons carrying liquid loads or other products that may be subjected to fluctuations in its gravity centre when the wagon moves, shall be used as reference wagons only if the Automatic weighbridges instrument will be applied subsequently for determining the mass of such wagons. If the instrument is not intended for this use, it shall bear the marking "not to be used to weigh wagons carrying liquids or other products that may be subjected to fluctuations in its gravity centre with vehicle movement"

Supprimé : weigh-in-motion

Supprimé : that

##### 6.2.2.2 Uncoupled wagon in-motion weighing

Instruments for weighing individual uncoupled wagons shall be tested using a minimum of five reference wagons weighed on the control instrument in each mode of operation. Modes of operation include loaded or empty wagons, pushing or pulling, range of operating speed (Min, Max and Site), and one or both directions. The mass indications for each reference wagon shall be used to assess compliance with the requirements in 2.2.1.1.

##### 6.2.2.3 Coupled wagon or train in-motion weighing

A minimum of five,  $n_{min}$  (and normally not more than fifteen,  $n_{max}$ ) reference wagons in a test train.

There shall be two test trains, one containing empty reference wagons and the other containing full and partially loaded reference wagons. Each test train shall be weighed repeatedly on the control instrument in each mode of operation to yield not less than sixty mass indications.

Supprimé : ¶  
Normally all the wagons in a test train shall be weighed, thus becoming reference wagons  $n_{ref}$ .

Supprimé : and in each direction (if applicable)

Supprimé : four

Supprimé : for each reference wagon in the train

Supprimé : shall be distributed throughout

Where the test train may not contain only reference wagons, the number of reference wagons may be reduced taking into consideration the limits given in Table 4. If the number of reference wagons is less than the total number of wagons in a test train, the reference wagons shall be coupled consecutively in groups at the front, middle, and rear of the train.

Where the accuracy class of the train is higher than that of the wagons, a supplementary test train containing the minimum number of wagons should be used.

Table 4

Proportion of reference wagons in a test train	
Total number of wagons in test train (n)	Minimum number of reference wagons
$n \leq 10$	n
$10 < n \leq 30$	10
$30 < n$	15

6.2.2.4 Indicated mass of reference wagons during in-motion wagon weighing

The reference wagons mass following an in-motion weighing operation shall be indicated. The procedures of A.3.5 shall be used to eliminate the rounding errors included in any digital indication and measurement of the weighing results.

6.2.2.5 Evaluation of errors for in-motion weighing tests

6.2.2.5.1 Wagon weighing

The error for in-motion weighing for wagon shall be the indicated mass of each reference wagon (6.2.2.4) as appropriate, minus the conventional true value of the mass of the reference wagon (6.1) as appropriate. The MPE shall be as specified in 2.2.1.1 for initial verification as appropriate for the instrument.

6.2.2.5.2 Train weighing

The error for in-motion weighing for coupled wagon or total train shall be the indicated mass of the reference wagons or the total train, minus the conventional true value of the reference wagon mass. Each mass indication shall be used for assessing compliance with the maximum permissible errors in either 2.2.1.1 or 2.2.1.2, for initial verification as appropriate for the instrument.

Supprimé : ¶

6. . . . Number of in-motion tests¶

¶ Each reference wagon shall undergo a minimum of test runs at operating speeds ¶

6. . . . Conventional true value of the mass of reference wagons ¶

¶ The conventional true value of each reference wagon mass normally shall be determined by full draught weighing on a suitable control instrument, as detailed in A.9.3.1.1.¶

¶ If there is no suitable control instrument for full-draught weighing available with an acceptable accuracy or scale of suitable length, or in an acceptable distance (see A.9.2) a control instrument for bogie partial weighing (separate or integral) may be used, as detailed in A.9.3.1.2.

Supprimé : Recorded

## ANNEX A (Mandatory)

### TEST PROCEDURES FOR AUTOMATIC RAIL-WEIGHBRIDGES

#### A.1 EXAMINATION FOR TYPE APPROVAL

##### A.1.1 Documentation (5.1.1)

Review the documentation that is submitted, including necessary photographs, drawings, diagrams, general software information, relevant technical and functional description of main components, devices etc. to determine if it is adequate, correct and complies with the instrument submitted. Consider the operational manual.

##### A.1.2 Comparing construction with documentation (5.1.1)

Examine the various devices of the instrument to ensure compliance with the documentation.

##### A.1.3 Technical requirements (3)

Examine the instrument for conformity with the technical requirements according to the checklist given in the test report format in OIML R 106-2.

##### A.1.4 Functional requirements (4.3 and 4.4)

Examine the instrument for conformity with the functional requirements according to the checklist given in the test report format in OIML R 106-2.

#### A.2 EXAMINATION FOR INITIAL VERIFICATION

##### A.2.1 Compare construction with documentation (5.2)

Examine the instrument for conformity with the approved type.

##### A.2.2 Metrological characteristics

Note metrological characteristics according to the checklist given in the test report format in OIML R 106-2.

##### A.2.3 Descriptive markings (3.11)

Check the descriptive markings according to the requirements of 3.11 and if applicable of the type approval documents.

##### A.2.4 Verification marks (3.12) and securing means (3.9)

Check the arrangements for verification marks and securing according to the checklist given in the test report format in OIML R 106-2.

### **A.3            GENERAL TEST REQUIREMENTS**

#### **A.3.1            Supply voltage**

Connect to the supply voltage and power-up the equipment under test (EUT) for a time period equal to or greater than the warm-up time specified by the manufacturer and maintain the EUT energised for the duration of each test.

#### **A.3.2            Temperature**

The handling of the instrument shall be such that no condensation of water occurs on the instrument.

#### **A.3.3            Automatic zero-setting**

During the tests the automatic zero-setting device may be switched off. When this is done it should be mentioned in the test report.

For certain tests the test description specifies whether the automatic zero-setting should be operative or non-operative.

#### **A.3.4            Indication with a scale interval smaller than d**

If an instrument with digital indication has a device for displaying the indication with a smaller scale interval (not greater than 0.2 d), this device may be used to determine the error. If a device is used it should be noted in the Evaluation Report.

#### **A.3.5            Calculation of error**

For instruments with digital indication and without a device for displaying the indication with a scale interval of 0.2 d or less, the changeover points are to be used to determine the indication of the instrument, prior to rounding, as follows.

Where necessary, additional weights meeting the requirements of 6.1.2 may be used to assess the rounding error.

##### **A.3.5.1            General method to assess error prior to rounding**

For instruments with digital indication having a scale interval d, changeover points may be used to interpolate between scale intervals, i.e. to determine the indication of the instrument, prior to rounding, as follows:

At a certain load, L, the indicated value, I, is noted. Additional weights of about 0.1 d are successively added until the indication of the instrument is increased unambiguously by one scale interval (I + d). The additional load ΔL added to the load receptor gives the indication, P, prior to rounding by using the following formula:

$$P = I + 0.5 d - \Delta L$$

The error prior to rounding is:

$$E = P - L = I + 0.5 d - \Delta L - L$$

Example: an instrument with a scale interval, d, of 10 kg is loaded with 1000 kg and thereby indicates 1000 kg. After adding successive weights of 1 kg, the indication changes from 1000 kg to 1010 kg at an additional load of 3 kg. Inserted in the above formula these observations give:

$$P = (1000 + 5 - 3) \text{ kg} = 1002 \text{ kg}$$

Thus the true indication prior to rounding is 1002 kg, and the error is:

$$E = (1002 - 1000) \text{ kg} = 2 \text{ kg}$$

#### A.3.5.2 Correction for error at zero

Evaluate the error at zero load, ( $E_0$ ) by the method of A.3.5.1.

Evaluate the error at load L, (E) by the method of A.3.5.1.

The corrected error prior to rounding, ( $E_c$ ) is:

$$E_c = E - E_0$$

Example: if, for the example in A.3.5.1, the error calculated at zero load was:

$$E_0 = + 1 \text{ kg,}$$

The corrected error is:

$$E_c = + 2 - (+ 1) = + 1 \text{ kg}$$

## A.4 TEST PROGRAM

### A.4.1 Type evaluation (5.1)

Clauses A.1, and A.5 to A.9 shall be applied for type evaluation, if applicable.

The tests for clauses A.6 to A.8 shall be performed with static load, where possible. A wheel movement simulator (switches) may be used if necessary for the calculation of the measurement results.

### A.4.2 Initial verification (5.2)

Clauses A.2 and A.9 shall be applied for initial verification.

The test shall include all dynamic in-motion effects corresponding to normal operation of the instrument (T.5.4).

## **A.5 METROLOGICAL PERFORMANCE TESTS**

### **A.5.1 General conditions**

#### **A.5.1.1 Temperature**

The tests shall be performed at a steady ambient temperature, usually constant room temperature unless otherwise specified. The temperature is deemed to be steady when the difference between the extreme temperatures noted during the test does not exceed one-fifth of the temperature range of the instrument and the rate of change does not exceed 5 °C per hour.

#### **A.5.1.2 Supply voltage**

Instruments shall be connected to the supply voltage and “on” for the duration of the tests.

#### **A.5.1.3 Automatic zero setting**

Adjust the EUT as closely as practicable to zero prior to each test, and do not readjust it at any time during the test, except to reset it if a significant fault has occurred.

#### **A.5.1.4 Recovery**

After each test, allow the instrument to recover sufficiently before the following test.

### **A.5.2 Zero-setting (3.2.7)**

#### **A.5.2.1 Range of zero-setting**

##### **A.5.2.1.1 Initial zero-setting**

The initial zero-setting range is the sum of the positive and negative portions of the initial zero-setting range. If the load receptor cannot readily be removed, only the positive part of the initial zero-setting range need be considered.

(a) Positive range

With the load receptor empty, set the instrument to zero. Place a test weight on the load receptor and switch the instrument off and then back on. Continue this process until, after placing weights on the load receptor and switching the instrument off and on, it does not reset to zero. The maximum weight that can be re-zeroed is the positive portion of the initial zero-setting range.

(b) Negative range

Remove any weights from the load receptor and set the instrument to zero. Then remove the load receptor (platform) from the instrument. If, at this point, the instrument can be reset to zero by switching it off and back on, the mass of the load receptor is used as the negative portion of the initial zero-setting range. If the instrument cannot be reset to zero with the load receptor removed, add weights to any live part of the scale (e.g. on the parts where the load receptor rests) until the instrument indicates zero again. Then remove weights and, after each weight is removed, switch the instrument off and back on. The maximum load that can be removed while the instrument can still be reset to zero by switching it off and on is the negative portion of the initial zero-setting range.

The zero-setting range is the sum of the positive and negative portions.

| [A.5.2.1.2](#)      Semi-automatic zero-setting

This test shall not be carried out during the span stability test.

| This test is performed in the same manner as described in [A.5.2.1.1](#), except that the zero-setting device is used rather than switching the instrument on and off.

| [A.5.2.1.3](#)      Automatic zero-setting

This test shall not be carried out during the span stability test.

| Remove the load receptor (platform) as described in [A.5.2.1.1](#) and place weights on the instrument until it indicates zero.

Remove weights in small amounts and after each weight is removed allow time for the automatic zero-setting device to function so as to see if the instrument is reset to zero automatically. Repeat this procedure until the instrument will not reset to zero automatically.

The maximum weight that can be removed so the instrument can still be reset to zero is the zero-setting range.

If the load receptor cannot readily be removed, a practical approach can be to add weights to the instrument and use another zero-setting device, if provided, to set the instrument to zero. Then remove weights and check whether the automatic zero-setting still sets the instrument to zero. The maximum weights that can be removed so that the instrument can still be reset to zero is the zero-setting range.

| [A.5.2.2](#)      Accuracy of zero-setting

| [A.5.2.2.1](#)      Semi-automatic zero-setting

The accuracy of the zero-setting device is tested by setting the instrument to zero and then determining the additional load at which the indication changes from zero to one scale interval above zero. The error at zero is calculated according to the description in [A.3.5.1](#).

| [A.5.2.2.2](#)      Automatic zero-setting or zero-tracking

The indication is brought outside of the automatic range (e.g. by loading with 10 d). Then the additional load at which the indication changes from one scale interval to the next above is determined and the error is calculated according to the description in [A.5.2.3.1](#). It is assumed that the error at zero load would be equal to the error at the load in question.

| [A.5.2.3](#)        Setting to zero before loading

For instruments with digital indication, the adjustment to zero or the determination of the zero point is carried out as follows:

- a) for instruments with non-automatic zero-setting, weights equivalent to half a scale interval

are placed on the load receptor, and zero-setting is adjusted until the indication alternates between zero and one scale interval. Then weights equivalent to half a scale interval are removed from the load receptor to attain a centre of zero reference position;

- b) for instruments with semi-automatic or automatic zero-setting, the deviation from zero is determined as described in [A.5.2.2](#).

### **A.5.3**      **Static weighing (6.2.1)**

Supprimé : Non-automatic tests of the integral control instrument

This sub-clause is only applicable to the instrument under test if it is to be used as the control instrument.

#### **A.5.3.1**      Zero-setting ([3.2.7](#))

##### **A.5.3.1.1**      Accuracy of zero-setting

Determination of the accuracy of zero setting is carried out as described in [A.5.2.2](#).

#### **A.5.3.2**      Determination of weighing performance

The tests are performed on the control instrument in-situ at the time of type approval or verification.

##### **A.5.3.2.1**      Preloading

Before the first weighing test the instrument shall be preloaded once to Max.

##### **A.5.3.2.2**      Weighing test ([A.9.3.1](#))

Apply loads (or substitution material) from zero up to and including Max, and then remove the loads back to zero. When determining the initial intrinsic error, at least ten different load values are selected, and for other weighing tests at least five are selected. The loads selected shall include values near maximum and near minimum wagon weights, and at least two load values in between the maximum and minimum wagon mass.

It should be noted that when loading or unloading weights the load must be respectively increased or decreased in a uniform progression.

If the instrument is provided with automatic zero-setting device it may be in operation during the test, in which case the error at zero point shall be determined according to [A.5.2.2.2](#).

The maximum permissible error shall be the appropriate values from clause 2.2.2 for initial verification.

##### **A.5.3.2.4**      Eccentricity test ([6.2.1.2](#))

On an instrument with a load receptor having n points of support with  $n \leq 4$ , the fraction  $1/n$  of Max shall applied to each point of support.

A load shall be applied at different positions on the load receptor. These positions shall be at the beginning, the middle and at the end of the load receptor in the normal driving direction. The

positions shall then be repeated in the reverse direction, if the application in both directions is possible. Before changing direction zero has to be determined again. If the load receptor consists of several sections, the test shall be applied to each section.

The location of the load shall be marked on a sketch in the test report.

The error value at each measurement is determined according to [A.3.5.1](#). The zero error  $E_0$  used for the correction is the value determined prior to each measurement. The errors shall not exceed the appropriate maximum permissible errors from 2.2.2 for initial verification.

If the instrument is provided with automatic zero-setting or zero-tracking, it shall not be in operation during the eccentricity tests.

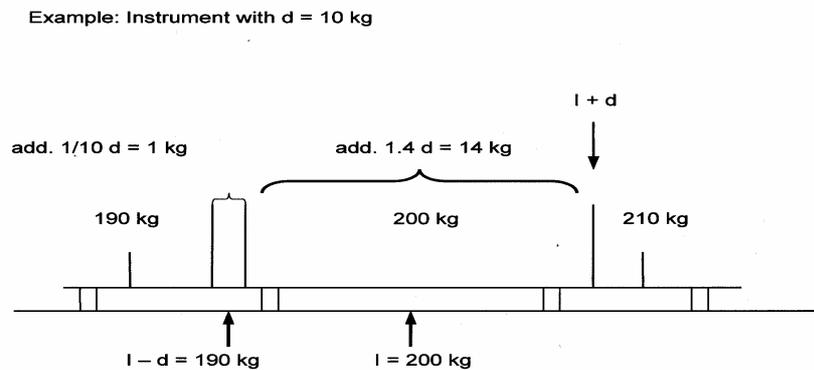
[A.5.3.2.5](#) Discrimination test ([6.2.1.3](#))

The following tests are performed with three different loads, e.g. Min, 50 % of Max and Max.

This test applies only to type examination.

A load plus sufficient additional weights (i.e. 10 times  $1/10 d$ ) shall be placed on the load receptor. The additional weights shall then be removed successively until the indication,  $I$ , is decreased unambiguously by one actual scale interval,  $I - d$ . One of the additional weights shall be placed back on the load receptor and a load equal to  $1.4 d$  shall then be gently placed on the load receptor and give a result increased by one actual scale interval above the initial indication,  $I + d$ . See example in Figure 3.

Figure 3



The indication at the start is  $I = 200$  kg. Remove additional weights until the indication changes to  $I - d = 190$  kg. Add  $1/10 d = 1$  kg and thereafter  $1.4 d = 14$  kg. The indication shall then be  $I + d = 210$  kg.

### A.5.3.2.6

### Repeatability test (6.2.1.4)

Two series of weighings shall be performed, one with weight of about 50 % and one with weight close to 100 % of Max. Each series shall consist of at least three weighings. Readings shall be taken when the instrument is loaded, and when the unloaded instrument has come to rest between weighings. In the case of a zero deviation between the weighings, the instrument shall be reset to zero, without determining the error at zero. The true zero position need not be determined between the weighings.

If the instrument is provided with automatic zero-setting or zero-tracking, it shall be in operation during the test.

## A.6 ADDITIONAL FUNCTIONALITY

### A.6.1 Warm-up time test (4.3.4)

This test is to verify that metrological performance is maintained in the period immediately after switch on. The method is to check that automatic operation is inhibited until a stable indication is obtained and to verify that zero errors comply with the requirements during the first 30 minutes of operation.

- 1) Disconnect instrument from the power supply for a period of at least 8 hours prior to the test.
- 2) Reconnect the instrument and switch on while observing the indicating device.
- 3) Verify that it is not possible to initiate automatic weighing or indication until the indication has stabilised or until completion of the warm-up time if it is specified by the manufacturer (4.3.4).
- 4) As soon as the indication of the indicating device has stabilised, set the instrument to zero if this is not done automatically.
- 5) Apply a load close to Max. Determine the error by the method of A.3.5.1 and A.3.5.2.
- 6) Verify that zero indication error ( $E_{0i}$ ) is not greater than  $0.25 d$  (3.2.7)
- 7) Repeat stages (5) and (6) after 5, 15 and 30 minutes.
- 8) After each time interval verify that the zero variation error ( $E_0 - E_{0i}$ ) is not greater than  $0.25 d \times p_i$  (see 5.1.4.1).

### A.6.2 Agreement between indicating devices (2.9)

During the course of the tests verify that for the same load, the difference between any two indicating devices having the same scale interval is as follows:

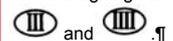
- zero for digital indicating devices;
- not greater than the maximum permissible error for weighing-in-motion for analogue devices.

### A.6.3 Operating speed (A.9.4)

Verify that interlocks prevent the indication of the mass of any wagon that has travelled over the load receptor at a speed outside the range of operating speeds.

### A.6.4 Functionality under the minimum operating voltage (4.3.7)

Supprimé : For verification one series of weighings with about 0.8 Max is sufficient. Three weighings on classes



Supprimé : and span

Supprimé : recording

Supprimé : <#>span error is not greater than the maximum permissible error specified in 2.2.2 for initial verification.¶

Mise en forme : Puces et numéros

Supprimé : recording printing

Supprimé : recording or printing

Reduce voltage until the instrument ceases to operate or ceases to give a weight indication. Verify that no malfunction or significant fault occurs before the instrument is thus put out of service. Measure and record the voltage value when the instrument ceases to operate or ceases to give a weight indication and compare this measured value with the manufacturer's specified value.

#### **A.6.5 Test for the stability of equilibrium (3.3.5.4)**

Check the documentation of the manufacturer, whether the following stable equilibrium functions are described in detail and sufficiently:

- The basic principle, the function and the criteria for stable equilibrium.
- All adjustable and not adjustable parameters of the stable equilibrium function (zero-setting, weighing cycles, etc.).
- Securing of these parameters.
- Definition of the most critical adjustment of the stable equilibrium (worst case). This shall cover all variants of a type.

Tests shall be performed with a partially loaded wagon in motion to ensure either that the stability criteria inhibit any weighing operation or that the stable equilibrium criteria of 3.3.5.4 are met. In case the instrument can be used to weigh liquid products in a wagon, tests should be performed in conditions where the wagon is stopped just before testing so that either the stability criteria inhibit any weighing operation or that the stable equilibrium criteria of 3.3.5.4 are met.

### **A.7 INFLUENCE FACTOR AND DISTURBANCE TESTS**

#### **A.7.1 Test conditions**

##### **A.7.1.1 General requirements**

Instruments for wagon and train weighing shall comply with the influence factor and disturbance tests conditions and requirements specified in this Annex.

Influence factor and disturbance tests are intended to verify that instruments can perform and function as intended in the environment and under the conditions specified. Each test indicates, where appropriate, the reference condition under which the intrinsic error is determined.

It is not possible to apply these tests to an instrument that is performing an automatic operation. The instrument shall therefore be subjected to the influence factors and disturbances under static conditions or simulated operation as defined herein. The permissible effects of the influence factors or disturbances, under these conditions, are specified for each case.

When the effect of one influence factor is being evaluated, all other factors are to be held relatively constant, at a value close to normal. After each test the instrument shall be allowed to recover sufficiently before the following test.

Where modules of the instrument are examined separately, errors shall be apportioned in accordance with 5.1.4.

The operational status of the instrument or simulator shall be recorded for each test.

When an instrument is connected in other than a normal configuration, the procedure shall be mutually agreed on by the approving authority and the applicant.

A.7.1.2 Using a simulator to test modules

A.7.1.2.1 General

If a simulator is used to test a module, the repeatability and stability of the simulator should make it possible to determine the performance of the module with at least the same accuracy as when a complete instrument is tested with a load or weights, the maximum permissible error to be considered being those applicable to the module. The simulator must be capable of providing a minimum input signal,  $\mu\text{V/d}$  (normally minimum input voltage) per (scale interval).

Supprimé : MPE

If a simulator is used, this shall be noted in the test report and its traceability referenced.

A.7.1.2.2 Interfaces (4.3.5)

Susceptibility that would result from the use of interfaces to other equipment shall be simulated in the tests. For this purpose it is sufficient to connect 3 m of interface cable terminated to simulate the interface impedance of the other equipment.

Supprimé : electronic

A.7.1.2.3 Documentation

Simulators shall be defined in terms of hardware and functionality by reference to the instrument under test, and by any other documentation necessary to ensure reproducible test conditions. This information shall be attached to, or traceable from, the test report.

**A.7.2 Influence factor tests**

**Summary of tests**

Test	Criteria	§
Static temperatures	MPE <sup>(*)</sup>	A.7.2.1
Temperature effect on no load indication	MPE	A.7.2.2
Damp heat, steady state test	MPE	A.7.2.3
AC mains <u>supply voltage</u>	MPE	A.7.2.4
<u>External or plug-in supply voltage device (AC or DC), including rechargeable battery during the operation of the instrument.</u>	MPE	A.7.2.5
<u>Auxiliary battery supply voltage (DC) including rechargeable battery during the operation of the instrument is not possible</u>	MPE	A.7.2.6

(\*) maximum permissible errors as specified in 2.2.2 Table 1.

**A.7.2.1 Static temperature tests (2.7.1.1)**

Static temperature tests are carried out according to basic standard IEC Publication 60068-2-1 [10], IEC Publication 60068-2-2 [11] and IEC 60068-3-1 [12], and according to Table 5.

Table 5-Static temperature test

Environmental Phenomena	Test specification	Test set-up
Temperature	Reference temperature of 20 °C	IEC 60068-2-2 IEC 60068-2-1 IEC 60068-3-1
	Specified high temperature for 2 hours	
	Specified low temperature for 2 hours	
	Temperature of 5 °C, if the specified low temperature is ≤ 0 °C	
	Reference temperature of 20 °C	
Notes: Use IEC 60068-3-1 for background information. The static temperatures test is considered as one test.		

Supplementary information to the IEC test procedures:

Object of the test: To verify compliance with the provisions in 4.1.1 under conditions of dry heat (non-condensing) and cold. The test in A.7.2.2 may be conducted during this test.

Test procedure in brief:

Preconditioning: 16 hours

Condition of the EUT: EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer for the duration of the test. The zero-setting and zero-tracking facilities shall be enabled as for normal operation. If the test is performed together with A.7.2.2 automatic zero-setting and zero tracking shall not be in operation.

Stabilisation: 2 hours at each temperature under «free air» conditions. «Free air» conditions mean a minimum air circulation to keep the temperature at a stable level.

Temperature: As specified in 2.7.1.1.

Temperature sequence: a) at the reference temperature of 20 °C  
b) at the specified high temperature,  
c) at the specified low temperature,  
d) at a temperature of 5 °C, if the specified low temperature is below 10 °C, and  
e) at the reference temperature

Number of test cycles: At least one cycle.

Test information: Adjust the EUT as close to zero indication as practicable prior to the test (if an automatic zero-tracking device is connected, adjust it to a value near zero). The EUT shall not be readjusted at any time during the test. Changes in barometric pressure shall be taken into account.

After stabilisation at the reference temperature and again at each specified temperature, apply at least five different test loads or simulated loads and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) test load;
- e) indications (as applicable);
- f) errors;
- g) functional performance;
- i) barometric pressure.

| Maximum allowable variations: All functions shall operate as designed. All errors shall be within the maximum permissible errors specified in 2.2.2 for initial verification.

#### **A.7.2.2** Temperature effect on the no-load indication (2.7.1.2)

No reference to international standards can be given at the present time. This test should therefore be conducted as described below.

This test does not need to be performed for instruments that have automatic zero setting as part of every automatic weighing cycle.

| The instrument is set to zero, the temperature is then changed from 20 °C to the prescribed highest and lowest temperature, to 5 °C (if applicable), and to reference 20 °C. After stabilization the error of the zero indication is determined at each temperature level. The change in zero indication per 5 °C is calculated. The changes of these errors are calculated for any two consecutive temperatures of this test.

This test shall be performed together with the temperature test (A.7.2.1). The errors at zero shall then be additionally determined immediately before changing to the next temperature and after the 2-hour period after the instrument has reached stability at this temperature.

Note: Pre-loading is not allowed before these measurements.

Automatic zero-setting or zero-tracking if available, shall not be in operation.

Maximum allowable variations: The change in zero indication shall not vary by more than one scale interval for a temperature difference of 5 °C.

| Condition of EUT: **Supply voltage** «on» for a time period equal to or greater than the warm-up time specified by the manufacturer. Power is to be «on» for the duration of the test.

### A.7.2.3 Damp heat, steady-state (4.3.3)

Damp heat, steady state tests are carried out according to basic standard IEC Publication 60068-2-78 [13] and IEC Publication 60068-3-4 [14] and according to Table 6.

Table 6 - Damp heat, steady state test

Environmental phenomena	Test specification	Test set-up
Damp heat, Steady state.	Upper limit temperature and relative humidity of 85% for 48 hours.	IEC 60068-2-78 IEC 60068-3-4
Note: Use IEC 60068-3-4 for guidance for damp heat tests.		

Supplementary information to the IEC test procedures:

Object of the test: To verify compliance with the provisions in 4.1.1 under conditions of high humidity and constant temperature.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. The zero-setting and zero-tracking facilities shall be enabled as for normal operation.

The handling of the EUT shall be such that no condensation of water occurs on the EUT.

Stabilisation: 3 hours at reference temperature and 50 % humidity.  
2 days at the upper limit temperature as specified in 2.7.1.1.

Temperature: Reference temperature (20 °C or the mean value of the temperature range whenever 20 °C is outside this range) and at the upper limit as specified in 2.7.1.1.

Temperature-humidity 48 hour sequence: 1) Reference temperature of 20 °C at 50 % humidity;  
2) Upper limit temperature at 85 % humidity;  
3) Reference temperature of 20 °C at 50 % humidity.

Number of test cycles: At least one cycle.

Test information: After stabilisation of the EUT at reference temperature and 50 % humidity, apply at least five different test loads or simulated loads and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) test load;
- e) indications (as applicable);
- f) errors;
- g) functional performance.

Increase the temperature in the chamber to the upper limit and increase the relative humidity to 85 %. Maintain the EUT at no load for a period of 48 hours. Following the 48 hours, apply the same test loads or simulated loads and record the data as indicated above.

Decrease the relative humidity to 50 % and decrease the temperature in the chamber to the reference temperature. After stabilisation of the EUT, apply the same test loads or simulated loads and record the data as indicated above.

Allow full recovery of the EUT before any other tests are performed.

Maximum allowable variations:

All functions shall operate as designed.  
All errors shall be within the maximum permissible errors specified in 2.2.2 for initial verification.

**A.7.2.4** AC mains supply voltage (2.7.2, 4.3.5)

AC mains supply voltage variation tests are carried out according to basic standard IEC Publication 61000-2-1 [15] and IEC Publication 61000-4-1 [16], and according to Table 7.

Table 7 - AC mains voltage

Environmental phenomena	Test specification	Test set-up
AC mains <u>supply voltage</u> variation	$U_{nom}$	IEC 61000-2-1 IEC 61000-4-1
	Upper limit: $1.10 \times U_{nom}$ or $1.10 \times U_{max}$	
	Lower limit: $0.85 \times U_{nom}$ or $0.85 \times U_{min}$	
	$U_{nom}$	
Note.	Where an instrument is powered by a three phase supply, the voltage variations shall apply for each phase successively	

Supplementary information to the IEC test procedures:

Object of the test: To verify compliance with the provisions in 4.1.1 under conditions of AC mains voltage variations.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable prior to the test and do not readjust at anytime during the test except to reset if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: The EUT shall be tested with a test or simulated load at or near Min and with one test load or simulated load between 50 % and the maximum capacity of the EUT.

Changes in barometric pressure shall be taken into account.

Stabilize the EUT at the nominal voltage ( $U_{nom}$ ) and record the following data:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) AC supply voltage;
- e) test loads;
- f) indications (as applicable);
- g) errors;
- h) functional performance;
- i) barometric pressure.

Repeat the test for each of the voltages defined in IEC 61000-4-1, section 5 (noting the need in certain cases that the weighing test will be repeated at both ends of the voltage range) and record the indications.

Maximum allowable variations: All functions shall operate as designed. All errors shall be within the maximum permissible errors specified in 2.2.2 for initial verification.

**A.7.2.5** Variations of external or plug-in supply voltage device (AC or DC), including rechargeable battery supply voltage if (re)charge of batteries during the operation of the instrument is possible. (2.7.2)

Instruments operating from external or plug-in supply voltage device (AC or DC), including rechargeable battery power supply if (re)charge of batteries during the operation is possible shall fulfil the tests in A.7.2, with the exception of A.7.2.4 which is to be replaced by the test according to according to Table 8 and in accordance with IEC Publication 60654-2 [17].

Table 8 – External or plug-in supply voltage device (AC or DC)

Environmental phenomena	Test specification	Test set-up
<u>Variations of external or plug-in supply voltage (AC or DC)</u>	$U_{nom}$	IEC 60654-2
	Upper limit: $1.20 \times U_{nom}$ or $1.20 \times U_{max}$	
	Lower limit: minimum operating voltage (see 2.7.2)	
	$U_{nom}$	

Note: In case a voltage-range is marked, use the average value as nominal voltage  $U_{nom}$ .  
Rechargeable auxiliary batteries shall comply with the requirements for AC mains powered instrument with the mains power switched on.

Supplementary information to the IEC test procedures:

Object of the test: To verify compliance with the provisions in 4.1.1 under conditions of variations of external or plug-in supply voltage device (AC or DC), including rechargeable battery if (re)charge of batteries during the operation of the instrument is possible.

Test procedure in brief:

Pre-condition: None

Condition of the EUT EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable, prior to the test and do not readjust at any time during the test except to reset if a significant fault has occurred. Changes in barometric pressure shall be taken into account.

Number of test cycles: At least one cycle.

Test information: Stabilize the EUT at the nominal voltage ( $U_{nom}$ ) and record the following data at no load and with one load or simulated load:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) DC supply voltage;
- e) test loads;
- f) indications (as applicable);
- g) errors;
- h) functional performance;
- i) barometric pressure.

Repeat the test for each of the voltages defined in IEC 60654-2 and record the indications.

Maximum allowable variations: All functions shall operate as designed.  
All errors shall be within the maximum permissible errors specified in 2.2.2 for initial verification.

**A.7.2.6** Variations of non-rechargeable battery supply voltage, including rechargeable battery power supply if (re)charge of batteries during the operation of the instrument is not possible (2.7.2 and 4.3.7)

Instruments powered by non-rechargeable battery voltage, including rechargeable battery that are not chargeable during the operation of the instrument shall fulfil the tests in A.7.2, in accordance with Table 9.

Table 9 – Auxiliary battery voltage

Environmental phenomena	Test specification	Test set-up
<u>Variations of auxiliary battery voltage</u>	$U_{nom}$	No-reference to standards for this test.
	Upper limit: $U_{nom}$ or $U_{max}$	
	Lower limit: minimum operating voltage (see 2.7.2)	
	$U_{nom}$	
Note:	Rechargeable auxiliary batteries shall comply with the requirements for AC mains powered instrument with the mains power switched on.	

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Supplementary test information:

Object of the test: To verify compliance with the provisions in 4.1.1 under conditions of variations of non-rechargeable battery voltage, including rechargeable battery if (re)charge of batteries during the operation of the instrument is not possible.

Test procedure in brief:

Pre-condition: None  
Condition of the EUT EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable, prior to the test and do not readjust at any time during the test except to reset if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: Stabilize the EUT at the nominal voltage ( $U_{nom}$ ) and record the following data at no load and with one load or simulated load:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) battery supply voltage;
- e) test loads;
- f) indications (as applicable);
- g) errors;
- h) functional performance;
- i) barometric pressure.

Reduce the voltage to the EUT until the instrument ceases to function properly according to the specifications and metrological requirements, and record the indications.

Maximum allowable variations: All functions shall operate as designed.  
All errors shall be within the maximum permissible errors specified in 2.2.2 for initial verification.

### A.7.3 Disturbance tests (4.1.2)

Summary of tests

Test	Criteria	§
<a href="#">AC mains voltage dips and short interruptions</a>	sf <sup>(*)</sup>	A.7.3.1
<a href="#">Electrical fast transients / burst immunity on mains supply lines and on the I/O circuits and communication lines.</a>	sf	A.7.3.2
<a href="#">Electrical surges immunity mains supply lines and on I/O circuits and communication lines</a>	sf	A.7.3.3
<a href="#">Electrostatic discharges</a>	sf	A.7.3.4
<a href="#">Immunity to electromagnetic fields</a>	sf	A.7.3.5

(\*) value of the significant fault (see T.4.4.6)

Prior to any test, the rounding error shall be set as close as possible to zero.

If there are interfaces on the instrument (or simulator), the use of these interfaces to other equipment shall be simulated in the tests. For this purpose, either an appropriate peripheral device or 3 m of interface cable to simulate the interface impedance of the other equipment, shall be connected to each different type of interface.

#### A.7.3.1 [AC mains voltage dips and short interruptions](#)

AC mains voltage dips and short interruptions tests are carried out according to basic standard IEC Publication 61000-4-11 [18] and according to Table 10.

Table 10 - Short time power reductions

Environmental phenomena	Test specification			Test set-up
	Test	Reduction of amplitude to	Duration / Number of cycles	
Voltage dips and short interruptions	Test a	0 %	0.5	IEC 61000-4-11
	Test b	0 %	1	
	Test c	40 %	10	
	Test d	70 %	25	
	Test e	80 %	250	
	Short interruption	0 %	250	

Notes: A test generator suitable to reduce for a defined period of time the amplitude of one or more half cycles (at zero crossings) of the AC mains voltage shall be used. The test generator shall be adjusted before connecting the EUT. The mains voltage reductions shall be repeated 10 times with an interval of at least 10 seconds.

#### Supplementary information to the IEC test procedures

Object of the test: To verify compliance with the provisions in 4.1.2 under conditions of short time mains voltage interruptions and reductions while observing the weight indication of a single static load.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: The EUT shall be tested with one small static test load.  
Stabilize all factors at nominal reference conditions. Apply one load or simulated load and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance

In accordance with the test specification in Table 10, interrupt the voltages to the corresponding durations / number of cycles and conduct the test as detailed in IEC 61000-4-11 section 8.2.1. During interruption observe the effect on the EUT and record as appropriate.

Maximum allowable variations: The difference between the weight indication due to the disturbance and the indication without the disturbance shall either not exceed 1 d or the instrument shall detect and react to a significant fault.

A.7.3.2 Fast transients / bursts on the mains supply lines and on the I/O circuits and communication lines.

Electrical fast transients/burst immunity tests are carried out at the positive and the negative polarity for at least 1 minute at each polarity in accordance with the basic standard IEC 61000-4-4 [19] and according to Tables 11.1 and 11.2.

Table 11.1: Bursts (transients) on I/O circuits and communication lines

Environmental phenomena	Test specification	Test set-up
Bursts (transients)	0.5 kV (peak) 5/50 ns T <sub>1</sub> /T <sub>h</sub> 5 kHz rep. Frequency	IEC 61000-4-4
Note:	Applicable only to ports or interfacing with cables whose total length may exceed 3m according to the manufacturer's functional specification.	

Table 11.2: Bursts (transients) on AC and DC mains supply lines

Environmental phenomena	Test specification	Test set-up standard
Bursts (transients)	1 kV (peak) 5/50 ns T <sub>1</sub> /T <sub>h</sub> 5 kHz rep. frequency	IEC 61000-4-4
Note:	DC supply lines, not applicable to battery-operated appliance that cannot be connected to the mains while in use.	

Supplementary information to the IEC test procedures

Object of the test: To verify compliance with the provisions in 4.1.2 under conditions where specified bursts of voltage spikes are superimposed separately on the mains voltage, and on the I/O circuits and communication lines (if any), while observing the indications for one static test load.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: The performance of the test generator shall be verified before connecting the EUT.

EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: Specified bursts of voltage spikes for which the repetition

frequency of the impulses and peak values of the output voltage on 50 ohms and 1000 ohms load are defined in the referred standard.

Both positive and negative polarity of the bursts shall be applied. The duration of the test shall not be less than one minute for each amplitude and polarity. The injection network on the mains shall contain blocking filters to prevent the burst energy being dissipated in the mains. For the coupling of the bursts into the input/output and communication lines, a capacitive coupling clamp as defined in the standard shall be used.

Changes in barometric pressure shall be taken into account.

Before any test stabilize the EUT under constant environmental conditions. Apply one small static test load and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance
- i) barometric pressure

Maximum allowable variations:

The difference between the weight indication due to the disturbance and the indication without the disturbance shall either not exceed 1 d or the instrument shall detect and react to a significant fault.

### A.7.3.3 Surges on mains supply lines and on I/O circuits and communication (signal) lines

Electrical surge tests are carried out according to IEC 61000-4-5 [20] and according to Table 12.

Table 12 – Surges on mains supply lines and on I/O circuits and communication lines

Environmental phenomena	Test specification	Test set-up
<u>Surges</u> on mains supply lines and on I/O circuits and communication lines	<u>Mains supply lines:</u> 0.5 kV (peak) line to line 1.0 kV line to earth  a) <u>at least</u> 3 positive and 3 negative surges applied synchronously with AC supply voltage in angles 0°, 90° and 270°. b) <u>at least</u> 3 positive and 3 negative surges applied on DC supply lines and on I/O circuits and communication lines <u>(if any)</u> .	IEC 61000-4-5

Supprimé : , 180°

Supprimé : Note:

Supprimé : This test is only applicable in those cases where the risk of a significant influence of surges can be expected such as outdoors installations and/or indoor installations connected to long communication and signal lines (lines longer than 30 m or those lines partially or fully installed outside the buildings regardless of their length). It is also applicable to DC powered instruments if the voltage supply comes from a DC network.¶

## Supplementary information to the IEC test procedures

Object of the test: To verify compliance with the provisions in 4.1.2 under conditions where electrical surges are applied separately to the mains supply lines, and to the I/O circuits and communication lines (if any), while observing the indications for one static test load.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: The characteristics of the test generator shall be verified before connecting the EUT.

EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer, and for the duration of the test. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: The test consists of exposure to surges for which the rise time, pulse width, peak values of the output voltage/current on high/low impedance load and minimum time interval between two successive pulses are defined in IEC 61000-4-5.

The injection network depends on the lines the surge is coupled to and is defined in IEC 61000-4-5.

The EUT shall be tested with one small static test load.

Changes in barometric pressure shall be taken into account.

Before any test stabilize the EUT under constant environmental conditions. Apply one load or simulated load and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance
- i) barometric pressure

Maximum allowable variations:

The difference between the weight indication due to the disturbance and the indication without the disturbance shall

either not exceed 1 d or the instrument shall detect and react to a significant fault.

#### A.7.3.4 Electrostatic discharges

Electrostatic discharge tests are carried out according to basic standard IEC 61000-4-2 [21] and according to Table 13.

Table 13 - Electrostatic discharge test

Environmental phenomena	Test specification		Test set-up
Electrostatic discharge	Test voltage	Levels <sup>(1)</sup>	IEC 61000-4-2
	contact discharge	6 kV	
	air discharge	8 kV	
Notes:	1) Tests shall be performed at the specified lower levels, starting with 2 kV and proceeding with 2 kV steps up to and including the level specified above in accordance with IEC 61000-4-2. 2) The 6 kV contact discharge shall be applied to conductive accessible parts. Metallic contacts, e.g. in battery compartments or in socket outlets are excluded from this requirement.		

#### Supplementary information to the IEC test procedures

**Object of the test:** To verify compliance with the provisions in 4.1.2 under conditions where specified, direct and indirect, electrostatic discharges are applied while observing the weight indication for one small static test load.

**Test procedure in brief:**

**Preconditioning:** None required.

**Condition of the EUT:** An electrostatic discharge generator shall be used with a performance as defined in the referred standard. Before starting the tests, the performance of the generator shall be adjusted.

EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: Contact discharge is the preferred test method. 20 discharges (10 with positive and 10 with negative polarity) shall be applied on each accessible metal part of the enclosure. The time interval between successive discharges shall be at least 10 seconds. In the case of a non conductive enclosure, discharges shall be applied on the horizontal or vertical coupling planes as specified in the reference standard. Air discharges shall be used where contact discharges cannot be applied.

Changes in barometric pressure shall be taken into account.

Before any test stabilize the EUT under constant environmental conditions. Apply one small static test load and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance
- i) barometric pressure

Maximum allowable variations: The difference between the weight indication due to the disturbance and the indication without the disturbance shall either not exceed 1 d or the instrument shall detect and react to a significant fault.

#### A.7.3.5 Immunity to electromagnetic fields

##### A.7.3.5.1 Radiated electromagnetic immunity tests

Radiated, radio-frequency, electromagnetic field immunity tests (electromagnetic fields higher than 80 MHz) are carried out in accordance to IEC 61000-4-3 [22] and according to Table 14.

Table 14 - Radiated electromagnetic immunity tests

Test specification			
Environmental phenomena	Frequency ranges MHz	Field strength (V/m)	Test set-up
Radiated electromagnetic immunity tests	80 to 2000 <sup>(1)</sup>	10	IEC 61000-4-3
	26 to 80 <sup>(2)</sup>		

Modulation	80 % AM, 1 kHz sine wave
Notes:	<p>1) IEC 61000-4-3 only specifies test levels above 80 MHz. For frequencies in the lower range the test methods for conducted radio frequency disturbances according to A.7.3.5.2 is recommended.</p> <p>2) For EUTs having no mains or other I/O ports available so that the test according to A.7.3.5.2 cannot be applied, the lower limit of the radiation test is 26 MHz.</p>

Supplementary information to the IEC test procedures

Object of the test: To verify compliance with the provisions in 4.1.2 under conditions of specified radiated electromagnetic fields applied while observing the weight indication for one small static test load.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: The performance of the test generator shall be verified before connecting the EUT.

EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: The EUT shall be exposed to electromagnetic field strength as specified in Table 14. The frequency ranges to be considered are swept with the modulated carrier. The performance of the EUT shall be verified.

Changes in barometric pressure shall be taken into account.

Before any test stabilize the EUT under constant environmental conditions. Apply one small static test load and record:

- a) date and time;
- b) temperature;
- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance
- i) barometric pressure

Maximum allowable The difference between the weight indication due to the

variations: disturbance and the indication without the disturbance shall either not exceed 1 d or the instrument shall detect and react to a significant fault.

A.7.3.5.2 Conducted electromagnetic immunity tests

Conducted, radio-frequency, electromagnetic field immunity tests (electromagnetic fields lower than 80 MHz) are carried out in accordance to IEC 61000-4-6 [23] and according to Table 15.

Table 15 - Conducted electromagnetic immunity tests

Test specification			
Environmental phenomena	Frequency range MHz	RF amplitude (50 ohms) V (e.m.f)	Test set-up
<u>Conducted electromagnetic immunity tests</u>	0.15 to 80	10 V	IEC 61000-4-6
Modulation	80 % AM, 1 kHz sine wave		
Note:	This test is not applicable when the EUT has no mains or other input port.		

Supplementary information to the IEC test procedures

Object of the test: To verify compliance with the provisions in 4.1.2 under conditions of specified conducted electromagnetic fields applied while observing the weight indication for one small static test load.

Test procedure in brief:

Preconditioning: None required.

Condition of the EUT: The performance of the test generator shall be verified before connecting the EUT.

EUT is connected to the supply voltage and «on» for a time period equal to or greater than the warm-up time specified by the manufacturer. Adjust the EUT as close to zero indication as practicable, prior to the test. Zero-setting functions shall not be in operation and are not to be adjusted at any time during the test except to re-set if a significant fault has occurred.

Number of test cycles: At least one cycle.

Test information: Before any test stabilize the EUT under constant environmental conditions. Apply one small static test load and record:

- a) date and time;
- b) temperature;

- c) relative humidity;
- d) supply voltage;
- e) test load;
- f) indications (as applicable);
- g) errors;
- h) functional performance
- i) barometric pressure

Maximum allowable variations:

The difference between the weight indication due to the disturbance and the indication without the disturbance shall either not exceed 1 d or the instrument shall detect and react to a significant fault.

#### A.8 SPAN STABILITY TEST (4.4.3)

When the instrument is subjected to the span stability test in Table 16:

- the maximum allowable variation in the errors of indication shall not exceed half the absolute value of the maximum permissible error in 2.2.2 Table 2 for the test load applied on any of the n measurements;
- where the differences of the results indicate a trend more than half the allowable variation specified above, the test shall be continued until the trend comes to rest or reverses itself, or until the error exceeds the maximum allowable variation.

No reference to international standards can be given at the present time.

Table 16 - Span stability test

Test	Characteristic under test	Condition applied
Span stability	Stability	1/2 absolute MPE
Notes:		
1) The maximum permissible error for the zero point shall also be taken into consideration.		
2) MPE maximum permissible error on initial verification in 2.2.2 Table 2.		

Test method: Span stability.

Object of the test: To verify compliance with the provisions in 4.4.3 after the EUT has been subjected to the performance tests.

Test procedures in brief: The test consists of observing the variations of the error of the EUT or simulator under sufficiently constant ambient conditions (reasonable constant conditions in a laboratory environment) at various intervals: before, during, and after the EUT has been

subjected to performance tests.

The performance tests shall include the temperature test and, if applicable, the damp heat test; an endurance test shall not be included. Other performance tests listed in this Annex may be performed.

The EUT shall be disconnected twice from the mains power supply (or battery supply where fitted) for at least 8 hours during the period of the test. The number of disconnections may be increased if so specified by the manufacturer or at the discretion of the approval authority in the absence of any specification.

In the conduct of this test, the operating instructions for the instrument as supplied by the manufacturer shall be considered.

The EUT shall be stabilized at sufficiently constant ambient conditions after switch-on for at least five hours, and at least 16 hours after the temperature and damp heat tests have been performed.

Test severities: Test duration: 28 days or the time period necessary to conduct the performance tests, whichever is less.

Time ( $t$ ) between tests (days):  $0.5 < t < 10$ .

Test load: Near maximum capacity (Max); the same test weights shall be used throughout the test.

Maximum allowable variations: The variation in the errors of indication shall not exceed half the absolute value of the maximum permissible error in 2.2.2 Table 2 for the test load applied on any of the  $n$  measurements.

Number of tests (n): At least eight, except where the difference of the results indicates a trend more than half the allowable variation specified, the measurements shall be continued until the trend comes to rest or reverses itself, or until the error exceeds the maximum allowable variation.

Precondition: None required.

Test equipment: Verified mass standards or simulated load.

Condition of the EUT: Voltage supplied and "on" for a time period equal to or greater than the warm-up time specified by the manufacturer.

Test sequence: Stabilize all factors at nominal reference conditions.

Adjust the EUT as close to zero as possible.  
Automatic zero-tracking shall be made inoperative and automatic built-in span adjustment device shall be made operative.

- Initial measurement

Determine the span error using the following method:

(1) Determine the initial zero error ( $E_0$ )

If necessary disable any automatic zero-setting or zero-tracking devices by placing a “zero weight” of for example 10 times the scale interval on the load receptor. Note the indication at zero ( $I_0$ ).

Either by use of an indicator with a suitable higher resolution scale interval or using the change point weight method in [A.3.5.1](#) (noting the total addition change point weight  $\Delta L_0$ ), determine and record the initial zero error ( $E_0$ ).

(2) Determine the error at near Max capacity ( $E_L$ )

Carefully remove the change point weights (if used) and apply the test load (or simulated load) and note the indication ( $I_L$ ). Either by use of an indicator with a suitable higher resolution scale interval or using the change point weight method in [A.3.5.1](#) (noting the total addition change point weight  $\Delta L$ ), determine and record the error at near Max capacity ( $E_L$ ).

Record:

- a) date and time;
- b) temperature;
- c) barometric pressure;
- d) relative humidity;
- e) value of 0.1 d;
- f) test load;
- g) total of added change point weights at zero load  $\Delta L_0$ ;
- h) total of added change point weights at test load  $\Delta L$ ;
- i) the following indications:
  - indication at zero ( $I_0$ );
  - indication of test load ( $I_L$ );
- k) calculate:
  - initial zero error  $E_0$ ;
  - error at test load ( $E_L$ );
- l) change in location and apply all necessary corrections resulting from variations of temperature, pressure, etc. between the various measurements.

Immediately repeat steps (1) and (2) four more times and determine and record the average value of the error for the five tests.

- Subsequent measurements

After observing the time between measurements requirement repeat the test sequence (1) to (2) once recording the data above unless:

- either the result is outside the maximum allowable variation,  
or
- the range of the five readings of the initial measurement is more than 0.1 d, in which case continue four more times repeating steps (1) and (2) recording the data above and determine and record the average value of the error of the five tests.

The measurements shall continue until there are at least eight measurements except where the difference of the results indicates a trend more than half the allowable variation specified, the measurements shall be continued until the trend comes to rest or reverses itself, or until the error exceeds the maximum allowable variation.

**A.9 PROCEDURE FOR IN-SITU TESTS**

**A.9.1 General**

Note the accuracy class required for wagon weighing and train weighing.

Ensure that the desired scale interval and the maximum wagon mass comply with 2.2.2. Check that the minimum capacity complies with 2.5.

For type approval, tests shall be carried out in accordance with the requirements of this Recommendation.

For initial verification, tests shall be carried out corresponding to the normal operation of the instrument (T.5.4).

**A.9.2 Control instrument (6.1.1)**

Establish whether or not the instrument under test is to be used as the control instrument. If it is to be used as an integral control instrument it shall comply with 6.1.1.1 and 6.1.1.3 and be tested, using the test methods in 6.2.1, in accordance with A.5.3.

If it is not to be used as the control instrument the static weighing test at 6.2 shall be omitted.

If wagons have to be moved over some distance from a separate control instrument to the EUT, the conditions must be closely controlled. Differences in weather conditions may cause errors which will not be determinable and so this should be avoided where possible.

If there is no suitable control instrument for full-draught weighing available with an acceptable accuracy or scale of suitable length, or within acceptable distance, a control instrument for multi-draught weighing (6.1.1.4) may be used to determine the static reference wagon mass, in accordance with the requirements in A.9.3.1.2.

Supprimé : he instrument used as an integral control instrument. If it is an integral control instrument then it shall comply with .2 and be tested in accordance with 6.2 and A.5.2.

Supprimé : an

Supprimé : partial

Supprimé : (separate or integral)

**A.9.3 Weighing**

**A.9.3.1 Static weighing test (A.5.3.2.2)**

If the instrument is provided with a static weighing mode it shall comply with the requirements of 6.2.1.

**A.9.3.1.1 Full-draught weighing of reference wagons**

The conventional true value of the reference wagon mass (uncoupled, coupled or train) shall be determined by full-draught weighing of the reference wagons with the appropriate load conditions on a suitable control instrument as follows:

Supprimé : , the static weighing test detailed at A.5.2.2.2 shall be applied

Supprimé : **When the instrument has been tested according to the test at A.9.2 then those results may be used.**

Supprimé : (6.) A minimum of four wagon shall be

- a) Weigh each static reference wagon in-turn (alternating from each direction after zero-setting before each wagon weighing) on the control instrument and record the indications;

- b) Calculate the mean value of the mass of the reference wagons for determining the conventional true value of the reference wagon mass.

A.9.3.1.2 Rail-alignment correction

For multi-draught weighing of two-axle wagons, apply the alignment correction procedure in Annex B to the totalised value.

For partial bogie weighing, additional installation conditions are provided in Annex C.

A.9.3.1.3 Multi-draught weighing of reference wagons using separate or integral control instrument

Supprimé : Partial

The static reference single axle or bogie load shall be determined for the reference wagon appropriately such that the axle or bogie weighing cover, as far as practicable, the weighing range of the instrument. With the wagon stationary and the wheels on the axle or bogie being weighed fully supported by the load receptor, determine the mass of each appropriately loaded single-axle or bogie of the static reference wagon in-turn (alternating from each direction after zero-setting before each weighing) on the control instrument. After the axles or bogies have been weighed, calculate the value of the mass of the wagon by the summation of the indicated values for all the axles or bogies of the reference wagon and calculate the mean value of the static reference wagon mass.

A.9.3.2 In-motion weighing test

Supprimé : A.9.3.1.3 Rail-alignment correction  
For partial weighing of two-axle wagons, apply the alignment correction procedure in Annex B to the totalised value. For partial bogie weighing, additional installation conditions are provided in Annex C.

A.9.3.2.1 General requirements

Prior to any in-situ test adjust the instrument under test in accordance with the manufacturer's specifications.

Supprimé : reference wagons

All weighing operations shall be started with the reference wagon positioned in advance of the approach apron at a distance sufficient for the wagon to reach and maintain constant test speed before arriving at the apron and during each in-motion test.

Supprimé : in-situ and

Test runs shall be conducted using the appropriate number of reference wagons with the appropriate loading conditions for each wagon in accordance with 6.3.

All test runs shall be conducted at operating speeds that are within the range of speeds for which the instrument is be evaluated, with at least one test run at or close to the:

Supprimé : For each reference wagon the number of test runs shall be as specified in 6.4. ¶  
¶

- (i) maximum operating speed ( $v_{max}$ );
- (ii) minimum operating speed ( $v_{min}$ );
- (iii) typical site operating speed.

A.9.3.2.2 Wagon weighing (6.3.1.1)

- (1) For each individual reference wagon (uncoupled or coupled), record the mass of the wagon as indicated by the instrument under test. Calculate the difference (error) in each recorded mass of the wagon and its respective static reference wagon mass determined in A.9.3.1.1 or A.9.3.1.2 as applicable.

- (2) The maximum difference (error) between any recorded wagon mass and the conventional true value of the static reference wagon mass shall comply with the requirements in 2.2.1.1.

A.9.3.3 Train weighing (6.3.1.2)

The mass of the reference wagons in the train shall be summed and any errors shall comply with the requirements in 2.2.1.2 and applied to the summation.

A.9.4 Test of operating speed interlock (A.6.3)

To test the functioning of the operating speed interlock, test runs with one of the reference wagons shall be made at speeds outside the range of operating speeds:

- a) at a speed of at least 5 % in excess of the maximum operating speed ( $v_{max}$ )
- b) at a speed of at least 5 % below the minimum operating speed ( $v_{min}$ ) (if applicable).

The instrument shall detect the above conditions and either not indicate or print any measurement result (3.3.5.2).

**Supprimé** : unless there is a clear warning message on the indication and the printout

## ANNEX B

### ALIGNMENT CORRECTION OF SINGLE-AXLE WEIGHING INSTRUMENTS

#### B.1 General

The alignment correction shall only be applied to instruments that operate by multi-draught weighing of two-axle wagons (6.1 and A.9.3.1.2) and is not recommended as a substitute for verification of reference wagons by full draught weighing.

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#### B.2 Exemption

Instruments that operate by multi-draught weighing are exempt from the alignment check provided the following:

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- the top surface of both rails along the length of the weigh zone are vertically aligned to  $\pm 2$  mm, and
- the alignment has been checked along both rails at not less than two positions on the load receptor and not less than two positions within a wagon length from the load receptor on each associated apron.

#### B.3 Alignment check

The alignment correction is conducted with the use of a two-axle uncoupled static wagon similar to those wagons used for in-motion testing. Each single-axle shall be tested at two different axle loads, e.g. one near Min (empty wagon) and one near Max (wagon loaded with additional weights specified in (4)). The weighing operations are conducted as follows:

- 1) Weigh each axle of the two-axle wagon in the centre and at each end of the load receptor and record the indicated single axle-loads. Ensure that the wagon is empty and stationary and conduct the weighing operation once for each axle.
- 2) Calculate the mean static reference axle-load for each axle:

$$\overline{\text{Axle}} = \frac{\sum_{i=1}^3 \text{Axle}_i}{3}$$

where

$i$  is the single-axle rank  
3 is the number of weighments of each static axle,  
 $\text{Axle}_i$  is the recorded load for that axle

- 3) Summate the two mean single-axle loads to determine the mean of the total mass of the empty static wagon:

$$\overline{\text{EmptyWagon}} = \sum_{i=1}^2 \overline{\text{Axle}_i}$$

- 4) Repeat weighing operations in (1) to (3) using the specified standard weights evenly distributed on the empty wagon. The sum of the standard weights used shall be at least equal to the larger of the following values:
- a) the difference between the maximum capacity and 1.5 times the weight of the wagon as determined in (3), with the result rounded down to the nearest 1 tonne;
  - b) ten tonnes.
- 5) The difference between the value obtained in (3) for the empty static wagon and the value in (4) for the loaded static wagon shall be subtracted from the total value of the standard weights, the result being the alignment correction.
- 6) The absolute value of the alignment correction shall be added to the totalized recorded weight of each reference wagon weighed while stationary and uncoupled on a single-axle weighing instrument.
- 7) Example of alignment correction test sheet:

Accuracy class: 1  
 Maximum capacity: a = 35 t  
 Typical wagon tare: b = 11.5 t  
 Mass of standard weight required: c = 17 t (a – 1.5 b, to nearest tonne)  
 Scale interval: 0.1 t  
 Scale interval for stationary load: 0.01 t

Summary of test report

	Position on load receptor	Recorded mass (t)	
		Empty wagon	Loaded wagon
First axle	Leading end	5.76	14.27
	Middle	5.75	14.26
	Trailing end	5.75	14.26
Second axle	Leading end	5.75	14.25
	Middle	5.75	14.25
	Trailing end	5.74	14.24
Total of six weighings		34.50	85.53
Divide total by three		d = 11.50	e = 28.51
Derived mass of standard weight		f = e – d = 17.01	
Alignment correction		c – f = –0.01	

The absolute alignment correction value is used to obtain the corrected the totalized recorded mass, for example, if the totalized recorded mass is 41.38 t, the corrected mass will be:

$$41.38 + (-0.01) = 41.37 \text{ t}$$

Note: The calibration correction computed in this example is not intended to be typical.

**ANNEX C**

## INSTRUCTIONS FOR THE INSTALLATION AND OPERATION OF AUTOMATIC RAIL-WEIGHBRIDGES

### C.1 Installation of ~~automatic rail-weighbridges,~~

These requirements are subject to change in recognition of future technical developments.

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Supprimé : instruments

### C.2 Weigh zone

The weigh zone shall comprise ~~the load receptor(s) of an instrument for full-draught weighing or the load receptor(s), the aprons and a part of the rails on both sides of an instrument for multi-draught weighing,~~

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Supprimé : with an apron on both ends

### C.3 Approach rails

The approach rails ~~in the controlled weighing area (T.2.1)~~ shall be in the same plane and alignment as the weigh rails and shall be properly anchored. Approach and scale rails shall be the same weight. RAILS shall be continuous with no joints on the scale or approaches

### C.4 Reference wagons

The reference wagons are completely uncoupled when the mass of each bogie is determined

### C.5 Spilt material and ice

Care shall be taken in the design and operation of the installation to ensure that, as far as possible, a build-up of spilt material and ice on the weigh zone of the instrument either does not occur, or is removed regularly.

### C.5 Overhead structures

Load receptors should not be installed beneath a loading or conveying mechanism from which loose material might fall.

### C.7 Notice of speed restrictions

There shall be means to ensure that all drivers of railway vehicles that cross the load receptor are aware of the minimum and maximum operating speeds at which they can proceed.

## BIBLIOGRAPHY

Below are references to Publications of the IEC, ISO and OIML, where mention is made in some of the tests in Annex A. Use these or the most recent issue of the publication valid at the time of testing the instrument.

Supprimé : refer to

Ref.	Standards and reference documents	Description
[1]	International Vocabulary of Basic and General Terms in Metrology (VIM) (1993)	Vocabulary, prepared by a joint working group consisting of experts appointed by BIPM, IEC, IFCC, ISO, IUPAC, IUPAP and OIML
[2]	International Vocabulary of Terms in Legal Metrology, BIML, Paris (2000)	Vocabulary including only the concepts used in the field of legal metrology. These concepts concern the activities of the legal metrology service, the relevant documents as well as other problems linked with this activity. Also included in this Vocabulary are certain concepts of a general character which have been drawn from the VIM.
[3]	OIML B 3 (2003) OIML Certificate System for Measuring Instruments (formerly OIML P1)	Provides rules for issuing, registering and using OIML Certificates of conformity
[4]	OIML D11 (2004) General requirements for electronic measuring instruments	Contains general requirements for electronic measuring instruments
[5]	OIML R111 (2004) Weights of classes E1, E2, F1, F2, M1, M1-2, M2, M2-3 and M3	Provides the principal physical characteristics and metrological requirements for weights used with and for the verification of weighing instruments and weights of a lower class.
[6]	OIML R 60 (2000) Metrological regulation for load cells	Provides the principal static characteristics and static evaluation procedures for load cells used in the evaluation of mass
[7]	OIML R 76 -1 – Non-automatic weighing instruments. Second Committee draft revision (2005)	Provides the principal physical characteristics and metrological requirements for the verification of non-automatic weighing instruments
[8]	OIML D 19 (1988) Pattern evaluation and pattern approval	Provides advice, procedures and influencing factors on pattern evaluation and pattern approval
[9]	OIML D 20 (1988) Initial and subsequent verification of measuring instruments and processes	Provides advice, procedures and influencing factors on the choice between alternative approaches to verification and the procedures to be followed in the course of verification

Ref.	Standards and reference documents	Description
[10]	<p><a href="#">IEC 60068-2-1 (1990-05) with amendments 1 (1993-02) and 2 (1994-06)</a>  <a href="#">Environmental testing, Part 2: Tests, Test A: Cold</a></p>	<p><a href="#">Concerns cold tests on both non heat dissipating and heat dissipating equipment under test (EUT).</a></p>
[11]	<p>IEC 60068-2-2 (1974-01) with amendments 1 (1993-02) and 2 (1994-05)  Environmental testing Part 2: Tests, Test B: Dry heat</p>	<p><a href="#">Contains test Ba : dry heat for non heat dissipating specimen with sudden change of temperature; test Bb dry heat for non heat dissipating specimen with gradual change of temperature; tests Bc : dry heat for heat dissipating specimen with sudden change of temperature; test Bd dry heat for heat dissipating specimen with gradual change of temperature.</a>  <a href="#">The 1987 reprint includes IEC No. 62-2-2A</a></p>
[12]	<p><a href="#">IEC 60068-3-1 (1974-01) + Supplement A (1978-01): Environmental testing Part 3 Background information, Section 1: Cold and dry heat tests</a></p>	<p><a href="#">Gives background information for Tests A: Cold (IEC 68-2-1), and Tests B: Dry heat (IEC 68-2-2). Includes appendices on the effect of: chamber size on the surface temperature of a specimen when no forced air circulation is used; airflow on chamber conditions and on surface temperatures of test specimens; wire termination dimensions and material on surface temperature of a component; measurements of temperature, air velocity and emission coefficient.</a>  <a href="#">Supplement A - gives additional information for cases where temperature stability is not achieved during the test.</a></p>
[13]	<p>IEC 60068-2-78 (2001-08)  Environmental testing - Part 2-78: Tests - Test Cab: Damp heat, steady state</p> <p>(IEC 60068-2-78 replaces the following withdrawn standards: IEC 60068-2-3, test Ca and IEC 60068-2-56, test Cb)</p>	<p><a href="#">Provides a test method for determining the suitability of electro-technical products, components or equipment for transportation, storage and use under conditions of high humidity. The test is primarily intended to permit the observation of the effect of high humidity at constant temperature without condensation on the specimen over a prescribed period.</a>  <a href="#">This test provides a number of preferred severities of high temperature, high humidity and test duration. The test can be applied to both heat-dissipating and non-heat dissipating specimens. The test is applicable to small equipment or components as well as large equipment having complex interconnections with test equipment external to the chamber, requiring a set-up time which prevents the use of preheating and the maintenance of specified conditions during the installation period.</a></p>

Ref.	Standards and reference documents	Description
[14]	<a href="#">IEC 60068-3-4 (2001-08)</a> <a href="#">Environmental testing - Part 3-4: Supporting documentation and guidance - Damp heat tests</a>	<a href="#">Provides the necessary information to assist in preparing relevant specifications, such as standards for components or equipment, in order to select appropriate tests and test severities for specific products and, in some cases, specific types of application. The object of damp heat tests is to determine the ability of products to withstand the stresses occurring in a high relative humidity environment, with or without condensation, and with special regard to variations of electrical and mechanical characteristics. Damp heat tests may also be utilized to check the resistance of a specimen to some forms of corrosion attack.</a>
[15]	IEC 61000-2-1 (1990-05) <a href="#">Electromagnetic compatibility (EMC) Part 2: Environment Section 1</a>	Electromagnetic compatibility (EMC) Part 2: Environment Section 1: Description of the environment- Electromagnetic environment for low-frequency conducted disturbances and signalling in public power supply systems
[16]	<a href="#">IEC 61000-4-1 (2000-04)</a> <a href="#">Basic EMC Publication</a> <a href="#">Electromagnetic compatibility (EMC) Part 4: Testing and measurement techniques. Section 1: Overview of IEC 61000-4 series.</a>	<a href="#">Gives applicability assistance to the users and manufacturers of electrical and electronic equipment on EMC standards within the IEC 61000-4 series on testing and measurement techniques. Provides general recommendations concerning the choice of relevant tests</a>
[17]	<a href="#">IEC 60654-2 (1979-01), with amendment 1 (1992-09).</a> <a href="#">Operating conditions for industrial-process measurement and control equipment - Part 2: Power.</a>	<a href="#">Gives the limiting values for power received by land-based and offshore industrial process measurement and control systems or parts of systems during operation.</a>
[18]	<a href="#">IEC 61000-4-11 (2004-03)</a> <a href="#">Electromagnetic compatibility (EMC) Part 4-11: Testing and measuring techniques - Voltage dips, short interruptions and voltage variations immunity tests</a>	<a href="#">Defines the immunity test methods and range of preferred test levels for electrical and electronic equipment connected to low-voltage power supply networks for voltage dips, short interruptions, and voltage variations. This standard applies to electrical and electronic equipment having a rated input current not exceeding 16 A per phase, for connection to 50 Hz or 60 Hz AC networks. It does not apply to electrical and electronic equipment for connection to 400 Hz AC networks. Tests for these networks will be covered by future IEC standards. The object of this standard is to establish a common reference for evaluating the immunity of electrical and electronic equipment when subjected to voltage dips, short interruptions and voltage variations. It has the status of a Basic EMC Publication in accordance with IEC Guide 107.</a>

Ref.	Standards and reference documents	Description
[19]	<u>IEC 61000-4-4 (2004-07)</u> <u>Electromagnetic compatibility (EMC)</u> <u>Part 4-4: Testing and measurement</u> <u>techniques - Electrical fast</u> <u>transient/burst immunity test.</u>	<u>Establishes a common and reproducible reference</u> <u>for evaluating the immunity of electrical and</u> <u>electronic equipment when subjected to electrical</u> <u>fast transient/burst on supply, signal, control and</u> <u>earth ports. The test method documented in this</u> <u>part of IEC 61000-4 describes a consistent method</u> <u>to assess the immunity of an equipment or system</u> <u>against a defined phenomenon.</u> <u>The standard defines:</u> <u>– test voltage waveform;</u> <u>– range of test levels;</u> <u>– test equipment;</u> <u>– verification procedures of test equipment;</u> <u>– test set-up; and</u> <u>– test procedure.</u> <u>The standard gives specifications for laboratory</u> <u>and post-installation tests.</u>
[20]	<u>IEC 61000-4-5 (2001-04)</u> <u>consolidated edition 1.1 (Including</u> <u>Amendment 1 and Correction 1)</u> <u>Electromagnetic compatibility (EMC)-</u> <u>Part 4-5: Testing and measurement</u> <u>techniques - Surge immunity test</u>	<u>Relates to the immunity requirements, test</u> <u>methods, and range of recommended test levels</u> <u>for equipment to unidirectional surges caused by</u> <u>over-voltages from switching and lightning</u> <u>transients. Several test levels are defined which</u> <u>relate to different environment and installation</u> <u>conditions. These requirements are developed for</u> <u>and are applicable to electrical and electronic</u> <u>equipment. Establishes a common reference for</u> <u>evaluating the performance of equipment when</u> <u>subjected to high-energy disturbances on the</u> <u>power and inter-connection lines.</u>
[21]	<u>IEC 61000-4-2 (1995-01) with</u> <u>amendment 1 (1998-01) and</u> <u>amendment 2 (2000-11)</u> <u>Consolidated Edition: IEC 61000-4-2</u> <u>(2001-04) Ed. 1.2.</u>	<u>Basic EMC Publication.</u> <u>Electromagnetic Compatibility (EMC) - Part 4:</u> <u>Testing and measurement techniques - Section 2:</u> <u>Electrostatic discharge immunity test. Basic EMC</u> <u>Publication.</u>
[22]	<u>IEC 61000-4-3 Consolidated Edition</u> <u>2.1 (including amendment 1) (2002-</u> <u>09)</u>	<u>Electromagnetic Compatibility (EMC) - Part 4:</u> <u>Testing and measurement techniques - Section 3:</u> <u>Radiated, radio-frequency, electromagnetic field</u> <u>immunity test.</u>

Ref.	Standards and reference documents	Description
[23]	<u>IEC 61000-4-6 (2003-05) with amendment 1 (2004-10)</u> <u>Electromagnetic compatibility (EMC)</u> <u>Part 4: Testing and measurement techniques. Section 6: Immunity to conducted disturbances, induced by radio-frequency fields</u>	<u>Relates to the conducted immunity requirements of electrical and electronic equipment to electromagnetic disturbances coming from intended radio-frequency (RF) transmitters in the frequency range 9 kHz up to 80 MHz. Equipment not having at least one conducting cable (such as mains supply, signal line or earth connection), which can couple the equipment to the disturbing RF fields is excluded. This standard does not intend to specify the tests to be applied to particular apparatus or systems. Its main aim is to give a general basic reference to all concerned product committees of the IEC. The product committees (or users and manufacturers of equipment) remain responsible for the appropriate choice of the test and the severity level to be applied to their equipment.</u>

**3. Stable equilibrium for static weighing** For static weighing, equilibrium is deemed to be stable when in case of indications and recordings, the indicated and recorded weighing values show no more than two adjacent values; with one of them being the final weight value. Stable equilibrium requirement does not apply to weighing-in-motion.

.1 Full-draught weighing

, for the purposes of determining the wagon mass by full-draught weighings shall meet the requirements of .

.1.1 Accuracy of zero-setting ( )

The instrument shall permit setting the indication to zero with a deviation of not more than  $\pm 0.25 d$ .

.1.2 Eccentric loading (.4)

The indications for different positions of the load shall comply with the maximum permissible errors for the given load.

.1.3 Discrimination

An additional load that is equal to 1.4 , when gently placed on or withdrawn from each load receptor in turn when at equilibrium at any load shall change the initial indication.

.1.4 Repeatability

The difference between the results of several weighings of the same load shall not be greater than the absolute value of the maximum permissible error of the instrument for that load.

3.7.2 Bogie pPartial weighing

An instrument to be used as a control instrument, for the purposes of determining the wagon mass by axle or bogie partial weighing shall meet the requirements of 3.7.2.1 to 3.7.2.5 and 3.7.3. The maximum permissible errors shall comply with 2.2.2 Table 2.

3.7.2.1 Scale interval for stationary load ( $d_s$ ) (2.4)

The scale interval for stationary load (for test purposes) shall be equal or smaller than  $1/10 d$  for the weighing in motion mode.

3.7.2.2 Accuracy of zero-setting (A.5.3.1.1)

The instrument shall permit setting of the indication to zero with a deviation of not more than  $\pm 0.25 d$ .

3.7.2.3 Eccentric loading (A.5.3.2.4)

The errors of indications for different positions of the same load (see test procedure) shall not be greater than one-half of the absolute value of the maximum permissible errors for that load.

3.7.2.4 Discrimination test (A.5.3.2.5)

An additional load that is equal to  $1.4 d_s$ , when gently placed on or withdrawn from each load receptor in turn when at equilibrium at any load shall change the initial indication.

#### 3.7.2.5 Repeatability test (A.5.3.2.6)

The difference between the results of several weighings of the same load shall not be greater than one-half of the absolute value of the maximum permissible errors for that load.

Control instrument (separate or integral) for partial weighing of two-axle wagons

An instrument constructed only for partial weighing of two-axle wagons may be used as the control instrument for determining the conventional true value of the reference wagon mass by individual axle measurement when stationary provided that:

- ~ the alignment correction test for partial weighing instruments in Annex B has been successfully applied
- ~ it ensures the determination of the conventional true value of the static two-axle reference wagon mass to an error of at most one-third of the maximum permissible error for weighing-in-motion specified in 2.2.1