

DRAFT
RECOMMENDATION

TC 9/SC 2
(UK)

INFORMATION

Revision of R 106-2

Automatic rail-weighbridges

Part 2: Test report format

*Draft submitted for CIML ballot
on 2012.02.22.*

Voting closes on 2012.05.22



OIML TC9/SC2 - Automatic weighing instruments

Automatic rail-weighbridges – Test Report Format Result of formal vote on the 4 CD – R106-2 (2011)

Member or liaison group	Status P, O or L	Reply	Votes for 4 CD			Comments (Y/N)
			R106-2			
			YES	NO	ABSTAIN	
Australia	P	N				
Austria	P	Y	Y			N
Belgium	P	N				
Brazil	P	N				
China P.R.	P	N				
Czech Rep.	P	Y	Y			N
Denmark	P	Y	Y			N
Finland	P	Y	Y			N
France	P	Y	Y			Y
Germany	P	Y	Y			Y
Japan	P	Y	Y			N
Korea Rep. Of	P	N				
Netherlands	P	Y	Y			Y
Norway	P	N				
Poland	P	Y	Y			N
Romania	P	Y	Y			N
Russian Fed.	P	Y	Y			N
Slovenia	P	Y	Y			N
South Africa	P	Y	Y			N
Spain	P	Y	Y			N
Sweden	P	Y	Y			N
Switzerland	P	N				
UK	P	Y	Y			N
U.S.A.	P	Y	Y			N
Bulgaria	O	N				
Canada	O	N				
Cyprus	O	Y				N
Hungary	O	N				
Ireland	O	N				
Serbia	O	Y				N
Slovakia	O	N				
CECIP	L	N				
COPAMA	L	N				
ISO	L	N				

Summary of ballot results (2011)

Total P members = 24 (2/3 majority = **16**)

(**0** P members responded)

Total P members that vote Yes	= 17
Total P members that vote No	= 0
Total P members that Abstain	= 0

The required 2/3 majority votes (16 votes) has been achieved. A DR will be submitted to the BIML.

Member State / Liaison	Document clause	Comments	Secretariat Comments
France	Summary of type evaluation	7.2 and 7.3 should be inverted.	Amended. The OIML template for Recommendations has been used. See Netherlands comments.
	3.2 Temperature effect on no-load indication (2.7.1.2, A.7.2.2)	We don't understand the interest of the note at the bottom page. A.7.2.2 already mentioned "This test shall be performed together with the temperature test (A.7.2.1)."	Note deleted.
	4.1 AC mains voltage dips and short interruptions (A.7.3.1)	The first column of the result should be true in Table 12 of the R106-1 and indicate rather the identification of the test that the value of charge. Load value L which is unique for the entire test should be placed above the table along with the voltage.	Amended for clarity. Initially, Load L was inserted in the columns to reduce number of test pages in document.
	4.2 to 4.4	As for the previous comment, the load value L should be placed above the table for all the tests.	Amended as above.
	5 Span stability(4.4.3, A.8)	The reference to 4.4.3 needs to be corrected with 6.6.3.	Amended.
	6.1 Accuracy of zero-setting (6.2.1.1, A.5.3.1.1)	The reference to A.5.3.1.1 needs to be corrected with A.5.3.1.	Amended.
	6.2.1 Weighing test (A.5.3.2.2, A.9.3.1)	The reference to A.5.3.2.2 needs to be corrected with A.5.3.2.1.	Amended.
	6.2.2 Eccentricity tests (6.2.1.2, A.5.3.2.4)	The reference to A.5.3.2.4 needs to be corrected with A.5.3.2.2.	Amended.
	6.2.3 Discrimination test (6.2.1.3, A.5.3.2.5)	The reference to A.5.3.2.5 needs to be corrected with A.5.3.2.3.	Amended.
	6.2.4 Repeatability test (6.2.1.4, A.5.3.2.6)	The reference to A.5.3.2.6 needs to be corrected with A.5.3.2.4.	Amended.
Germany	No. 3.1	Fields for temperature should not be grey since obviously the temperatures must be given.	Amended.

Member State / Liaison	Document clause	Comments	Secretariat Comments
	No. 3.3	In principle there is no necessity that these forms differ from the forms for the temperature test with regard to the parameter block on top right of the sheet. Temperature, humidity information etc. may be omitted at “Max”. Barometric pressure may play a part with instruments such as NAWIs of accuracy class II. This line could be omitted as well.	Amended.
	No. 3.4	Voltage variation is not a disturbance but an influence factor test. So it would be advisable to note down temperature and time also at the end because a drift of temperature might perhaps have an impact on the weight measured and this may be regarded as a result of the voltage variation.	Amended.
		General remark on determining the mass of reference wagons by partial weighing: Lately experiments of German verification officers revealed that partial weighing may lead to very unreliable results, even on weigh bridges of which the rails are cut from the track (gap). Obviously the result of the partial weighing is very strongly depending on the position of the second bogie / axle standing on the track. This is independent of the results of the eccentricity test which may be excellent, while shifting the bogie over the load receptor at partial weighing leads to significantly different results. Thus the test officers should better keep in mind that the quality of the track may have a strong impact on the reference waggon weighing and thus they should make sure that the results of the eccentricity test and the results of several weighings of the same bogie at different positions on the load receptor do not significantly differ (e.g. are smaller than one third of the error limit at the load of the reference waggon).	Thank you for the comment.
Japan		No Comments	

TC9/SC2 Comments on: *Revision of R 106-2 Automatic Rail-weighbridges Part 2 – Test Report Format (4 CD)*

Secretariat : National Measurement Office, United Kingdom. Date: April 2011.

Member State / Liaison	Document clause	Comments	Secretariat Comments
Netherlands	Introduction	The test report format is not according to the template for OIML recommendations.	Amended in accordance with the OIML template for Recommendations.
		Footer refers to R50-2, change to R106-2	Amended.
	5	Reference in title should be 6.3.3, A.8	Amended.
	6	Make clear that chapter 6 is for the control instrument (if applicable) and chapter 7 is for the EUT. For Example change title to “Static weighing test for control instrument”	Amended.
	6.1	Reference in title should be 6.2.1.1, A.5.3.1	Amended.
	6.2.1	Reference in title should be A.5.3.2.1, A.9.3.1	Amended.
	7	Confusing title as there is no static weighing test described. Change title to “Weighing (A.9.3)”	Amended.
	10, req 3.9.2 f	Reference should be 3.5	Amended.