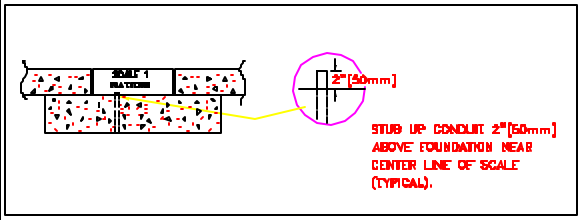


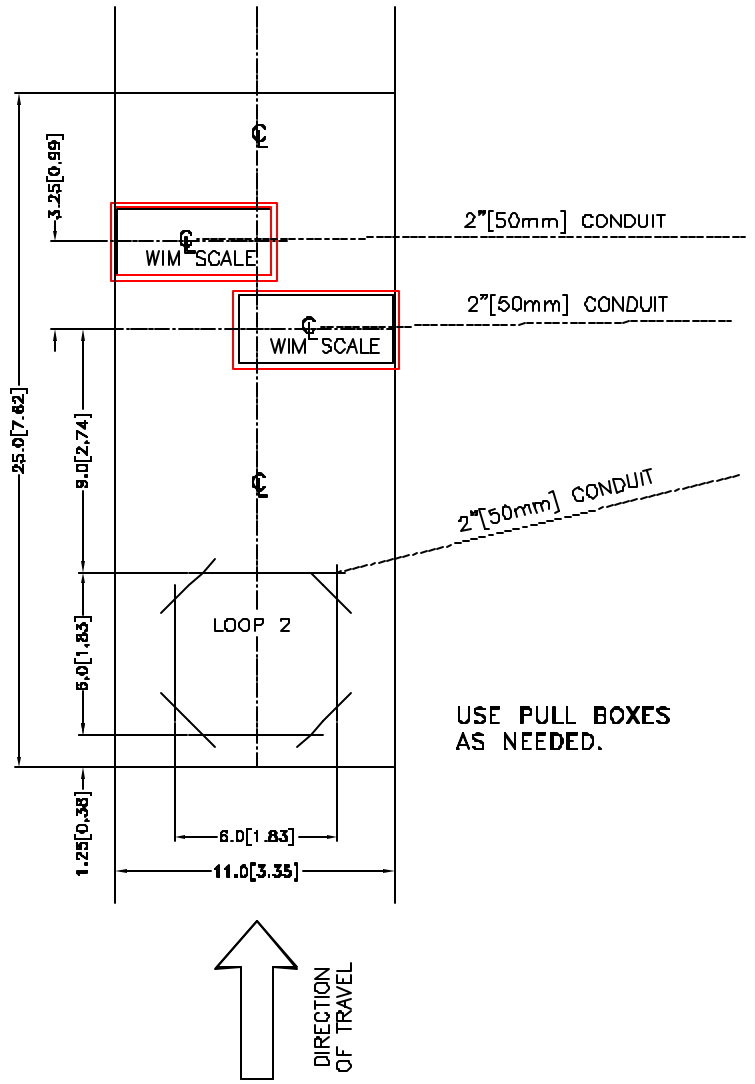
NOTES:

1. LOOPS TO BE INSTALLED PER METTLER TOLEDO DRAWING KC583.388 [905773R].
2. THE 2"[50mm] CONDUITS FROM THE WIM SCALE FRAME TO THE SCALE INTERFACE ENCLOSURE SHOULD BE RUN AS STRAIGHT AS POSSIBLE TO FACILITATE FUTURE REPLACEMENT OF A LOAD CELL.
3. CONDUIT ROUTINGS SHOWN ON THIS DRAWING ARE SUGGESTED ONLY.
4. ROADWAY SECTION SHOWN MUST BE CONCRETE.
5. IF THE JOB SPECIFICATION REQUIRES A MINIMUM CONDUIT SIZE THAT IS LARGER THAN MINIMUM SIZE SHOWN ON THIS DRAWING THEN THE JOB SPECIFICATION MINIMUM SHALL APPLY.
6. THE ACCURACY OF A WIM SCALE IS GREATLY AFFECTED BY THE APPROACH TO THE SCALE. ANY VERTICAL MOVEMENT (BOUNCING) OF THE VEHICLE AS IT CROSSES THE WIM SCALES WILL DEGRADE THE ACCURACY OF THE SCALE. FOR THIS REASON IT IS CRITICAL THAT THE APPROACH BE AS SMOOTH AS POSSIBLE, AND IN ACCORDANCE WITH ASTM SPECIFICATIONS E1318-94.

   THE IDEAL WIM INSTALLATION IS ON STRAIGHT ROADWAY THAT IS LEVEL. THE APPROACH AND EXIT ARE CONCRETE AND ARE SMOOTH FOR A DISTANCE OF 200 FEET [60 METERS] IN FRONT OF THE SCALE AND 100 FEET [30 METERS] AFTER THE SCALE.

   THE WIM SCALES CAN BE PLACED ON A GRADE BUT THE GRADE SHOULD BE CONSTANT (AVOID VERTICAL CURVES AS THESE ARE DIFFICULT TO MAKE SMOOTH). WIM SCALES SHOULD NOT BE PLACED ON A HORIZONTAL CURVE BECAUSE VEHICLES WILL TEND TO MISS THE SCALE WITH ONE OR MORE AXLES.

   THE GRADE FROM SIDE TO SIDE (PERPENDICULAR TO THE DIRECTION OF TRAVEL) MUST BE UNIFORM FOR THE FULL WIDTH OF THE LANE AND MUST BE CONSISTENT FOR THE APPROACH AND EXIT SECTIONS.



DIMENSIONS ARE FEET[METERS].

TYPICAL LANE LAYOUT - LEFT SIDE OF BUILDING IN THE DIRECTION OF TRAVEL

METTLER TOLEDO

905117R