



**V**ehicle  
**I**nspectorate

***LACOTS***

...promoting quality regulation

# **Enforcement Weighing of Vehicles**

## **CONSOLIDATED CODE OF PRACTICE**

**Jointly published by the Vehicle Inspectorate & LACOTS  
(the Local Authority Co-ordinating body on Trading Standards)**

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## INTRODUCTION

- 1.1 This non-statutory Code of Practice provides best practice guidance for vehicle weight checks using single and multi plate weighbridges, other non-dynamic weighing equipment, dynamic axle weighers (including in static mode), and portable weighpads.**
- 1.2 With effect from 15 December 2000, this Code consolidates and replaces the separate Codes (GV230 etc.) and associated Notes for Guidance.**
- 1.3 All references to current legislation shall be taken also to refer to any new or revised similar legislation.**
- 1.4 *Whilst this Code represents best practice for those undertaking enforcement weight checks, producing results which can be relied upon, it is recognised that alternative methods, equipment and sites do exist. This Code does not, therefore, preclude an enforcement officer from using alternatives provided that a court can be satisfied as to the accuracy of the results obtained.***

## **SECTION TWO: GUIDANCE FOR AUTHORISED ENFORCEMENT OFFICERS**

### **2.1 Background**

**2.1.1 The main aim of check weighing is to enforce GB law concerning weight limits. These exist to reduce damage to roads and bridges, to protect the environment, to improve road safety and to help ensure fair competition.**

**2.1.2 Vehicles may be weighed by either a Vehicle Inspectorate Examiner on behalf of the Department of the Environment, Transport & the Regions; an authorised officer of a highway authority (normally a Trading Standards Officer); or a police officer authorised by a Chief Constable. These officers shall have written authority to check and weigh vehicles and, as authorised officers, may require vehicles to be weighed at any time.**

## **2.2 Requirements at check-weighing**

**2.2.1 Weighings can be carried out on various types of equipment. These will normally have been tested by a Trading Standards Officer. Fuller details of specific requirements for different types of weighing equipment can be found in Section 3.**

**2.2.2 A vehicle on the highway will usually be stopped or directed for the purposes of weighing by a uniformed police officer. An authorised officer may, however, on production of his/her authority, direct a stationary vehicle to a weighing site at any time without the need for a police officer to be involved.**

**2.2.3 Drivers must comply with any lawful instruction given by an authorised officer. Failure to do so will constitute an offence and may lead to prosecution of the offender. It is the driver's responsibility to inform the authorised officer requiring the vehicle to be weighed of any unusual characteristics of the vehicle or load.**

**2.2.4 Vehicles which will receive special consideration, include vehicles carrying:**

- passengers**
- livestock**
- perishables or loads which rapidly deteriorate**
- high value loads**
- dangerous loads**

- **abnormal indivisible loads**
- **loads sealed by Customs**
- **fluid loads**

**2.2.5 If a vehicle is directed more than 5 miles to a weigh site and is found to be within the permitted weight limits, certain provisions for payment of expenses may apply. The 5 miles distance is measured along a practical route on roads suitable for the vehicle.**

## **2.3 Enforcement action in the event of an overload**

- 2.3.1** If the weight recorded is above the permitted limit, the driver, or any other person who uses, causes or permits the use of the vehicle which may include the consignor, may be liable for prosecution.
- 2.3.2** An authorised officer may prohibit movement of a vehicle if it is overweight. If this occurs, a prohibition notice, which may contain particular conditions, will be issued to the driver with immediate effect. A copy of any prohibition notice issued will be sent to the owner or the operator of the vehicle, or the employer.
- 2.3.3** While a prohibition notice is in force it is an offence for the vehicle to travel on a road. A prohibition notice must be cleared in writing by an authorised officer before the vehicle can proceed. The vehicle may have to be reweighed to establish that it is within the legal weight limits. An authorised officer has discretion to give a written direction that a prohibited vehicle may be moved to a place where it can be parked or where offloading of excess weight may safely be carried out. Conditions may be imposed on this movement.
- 2.3.4** Where a prohibition is issued, it is the responsibility of the driver and his/her employer to make satisfactory arrangements for, and meet the costs of, the offloading of the excess weight and the security and safe-keeping of any offloaded goods. Authorised officers will ensure that prohibitions are removed as soon as reasonably practicable.
- 2.3.5** In the case of O licensed vehicles, any or all of these matters should be notified to the appropriate Traffic Commissioner.

## **SECTION THREE: TYPES OF WEIGHING EQUIPMENT AND THEIR USE**

### **3.1 General instructions on weighing procedure for enforcement officers**

**3.1.1 Before commencing an enforcement weight check, authorised officers should familiarise themselves with the operation of the weighing equipment at that site, and should ensure that:**

- a. the equipment has been tested for accuracy within the preceding 6 months;**
- b. all displays are reading zero (reset if necessary);**
- c. the equipment shows no signs of damage that could affect the accuracy of the weighing;**
- d. the weighing area is clear of any debris (stones etc.), shows no signs of deterioration, or damage, that could affect the accuracy of the weighing;**
- e. any computer being used is connected and appears to be functioning correctly.**

**3.1.2 When weighing a vehicle the authorised officer should ensure that:**

- a. the driver is given clear instructions;**
- b. the driver and passengers remain in the vehicle during the weighing.**

**If requested and practicable the driver can be shown the indicated weights;**

**c. a Certificate of Weight is issued to the driver with weights recorded.**

**3.1.3 If the results of the weight check are recorded on a print-out, it should be dated and retained by the authorised enforcement staff for 2 years.**

**3.1.4 Over and above these general instructions, particular requirements, depending on the type of weighing equipment being used, should be observed as detailed below.**

## **Single plate weighbridges**

- 3.2.1 This equipment comprises a single weighing plate connected to an indicating mechanism. Vehicles are weighed whilst stationary.**
- 3.2.2 If a single plate weighbridge is to be used for separately weighing axles and bogies or to summate those results to produce the gross/train weight of the vehicle, the weighbridge should have been approved for that purpose by a Trading Standards Officer. The authorised officer should be aware of any particular requirements relating to such use as determined by the Trading Standards Officer.**
- 3.2.3 Prior to weighing on a single plate weighbridge, the following specific requirement should be observed:
  - a. ensure that the weighbridge plate is not binding;****
- 3.2.4 When weighing on a single plate weighbridge, the following specific requirements should be observed:
  - a. all of the tyres on the axle(s) being weighed are wholly on the plate;**
  - b. where the whole of the vehicle is not being weighed and the vehicle is fitted with compensating axles, care is taken to weigh the compensating axles together as one unit;**
  - c. where only part of the vehicle is being weighed:
    - i. the driver of a vehicle fitted with a manual gearbox is instructed to comply with the following sequence: the parking brake applied;******



### **3.3 Multi-plate weighbridges**

**3.3.1 This equipment typically comprises two or more independent static weighing plates connected to a single console. Vehicles are weighed whilst stationary.**

**3.3.2 Prior to weighing on a multi-plate weighbridge, the following specific requirements should be observed:**

**a. ensure that the weighbridge plates are not binding.**

**3.3.3 When weighing on a multi-plate weighbridge, the following specific requirements should be observed:**

**a. all of the tyres on the axle(s) being weighed are wholly on the weighbridge;**

**b. when weighing vehicles fitted with compensating axles, care is taken to weigh the compensating axles together as one unit on the same plate;**

**c. i. the driver of a vehicle fitted with a manual gearbox is instructed to comply with the following sequence: the parking brake applied; engine switched off; a low gear engaged; and all brakes released;**

**ii. the driver of a vehicle fitted with an automatic or semi-automatic gearbox should comply with a similar, suitable and safe sequence.**

**d. the recorded gross/train weights shall be assessed in light of accuracy limits of +/- 50kg multiplied by the number of plates used for the weighing. The recorded axle weights shall be assessed in light of an**

**accuracy limit of +/- 100kg per axle, groups of axles weighed on the same plate shall be classed as a single axle.**

**3.3.4 The equipment can also be used to weigh vehicles longer than the total length of the weighbridge provided it has been approved for that purpose by a Trading Standards Officer. The authorised officer should be aware of any particular requirements or limitations relating to such use as determined by the Trading Standards Officer.**

### **3.4 Axle weighers**

**3.4.1** This equipment comprises a single axle weigher linked to a console. Vehicles can be weighed whilst in motion, but may also be weighed statically

**3.4.2** Prior to weighing on an axle weighbridge, the following specific requirements should be observed:

- a. ensure the concrete aprons either side of the weighbeam (the axle weigh plate) have been tested for levels compliance in the preceding 12 months;
- b. ensure the weighbeam is not binding.

#### **3.4.3 Axle weigher in dynamic mode.**

Vehicles being weighed in dynamic mode shall be weighed in accordance with the following procedure and the authorised enforcement officer should ensure that:

- a. the vehicle to be weighed is stopped a minimum distance of 6 metres from the weighbeam;
- b. the driver of the vehicle is instructed to drive across the weighbeam at a steady speed not exceeding walking pace; once at a suitable speed the driver must not accelerate, brake or change gear;
- c. the vehicle is observed at all times during the weighing procedure to monitor that a consistent speed is maintained and that all wheels pass over the weighbeam;
- d. if at any time during the weighing a driver accelerates above the

permitted speed, thus causing an invalid printout, or no printout to be registered, or if the driver brakes to cause a sharp deceleration, the weighing must be disregarded and the vehicle weighed again until a satisfactory weighing and printout is achieved;

- e. the recorded weights should be assessed in the light of accuracy limits of +/- 150 kg per axle, with a consequent accuracy limit on gross/train weight of +/- 150 kg, multiplied by the number of axles. Compensating axles should be assessed as a combined weight, applying the +/- 150 kg for each axle included.

#### **3.4.4 Axle weigher in Static mode.**

Vehicles being weighed in static mode shall be weighed in accordance with the following procedure and the authorised enforcement officer should ensure that:

- a. during the weighing procedure all axles not being weighed shall be on the concrete apron;
- b. each axle is weighed statically in turn;
- c. the tyres of the axle being weighed are wholly on the weighbeam;
- d. the driver is instructed to comply with the following sequence: the parking brake applied; the engine switched off; a low gear engaged; and all brakes released.
- e. the recorded weights should be assessed in the light of accuracy limits of +/- 50 kg per axle, with a consequent accuracy limit on gross/train weight

of +/- 50 kg, multiplied by the number of axles. Compensating axles should not be weighed statically.

### **3.5 Portable weighpads**

**3.5.1** Portable weighpads provide the opportunity to weigh vehicles in those locations not normally subjected to weight checks due to the absence of fixed weighing facilities. They have the advantage of being easily transported and can be operated at any designated weighsite.

**3.5.2** Before weighing of vehicles commences, the authorised officer should ensure that the designated marked weighing area has been tested for levels compliance in the preceding 12 months.

**3.5.3** When weighing on portable weighpads the following procedure shall be observed and the authorised officer should ensure that:

- a. the vehicle is within the designated weighing area and reasonably parallel with the centre line (see site specification at appendix 1.2);
- b. the weighpads and any dummies or levelling mats being used are placed in appropriate positions within the designated weighing area;
- c. the driver is instructed to drive onto the weighpads. Each wheel being weighed should be positioned so as to ensure that the weight bearing area of the tyre is correctly located on the active weighing surface of the weighpad;
- d. i. the driver of a vehicle fitted with a manual gearbox is instructed to

- comply with the following sequence: the parking brake applied; engine switched off; a low gear engaged; and all brakes released (ensuring the requirements of c. are maintained);**
- ii. the driver of a vehicle fitted with an automatic or semi-automatic gearbox should comply with a similar, suitable and safe sequence (ensuring the requirements of c. are maintained);**
  - e. in cases where all axles of the vehicle are not being weighed simultaneously, sufficient dummy pads or levelling mats of equivalent thickness shall be used under all wheels not being weighed, ensuring that the wheels on each axle are weighed together. Steel suspended axles forming part of a compensating group should not be weighed individually but as a group;**
  - f. after weighing, the driver is instructed to drive slowly off the weighpads, apply the parking brake and not move the vehicle until instructed to do so (this to enable safe removal of weighpads if appropriate);**
  - g. the recorded weights should be assessed in light of the following accuracy limits of +/- 100 kg per axle, with a consequential accuracy limit on gross/train weights of +/- 100 kg multiplied by the number of axles on the vehicle. Compensating axles should be assessed as a combined weight (applying the +/- 100 kg accuracy limit for each axle included).**

# **APPENDIX 1.1: SITE SPECIFICATION FOR AXLE WEIGHERS**

## **1 Introduction**

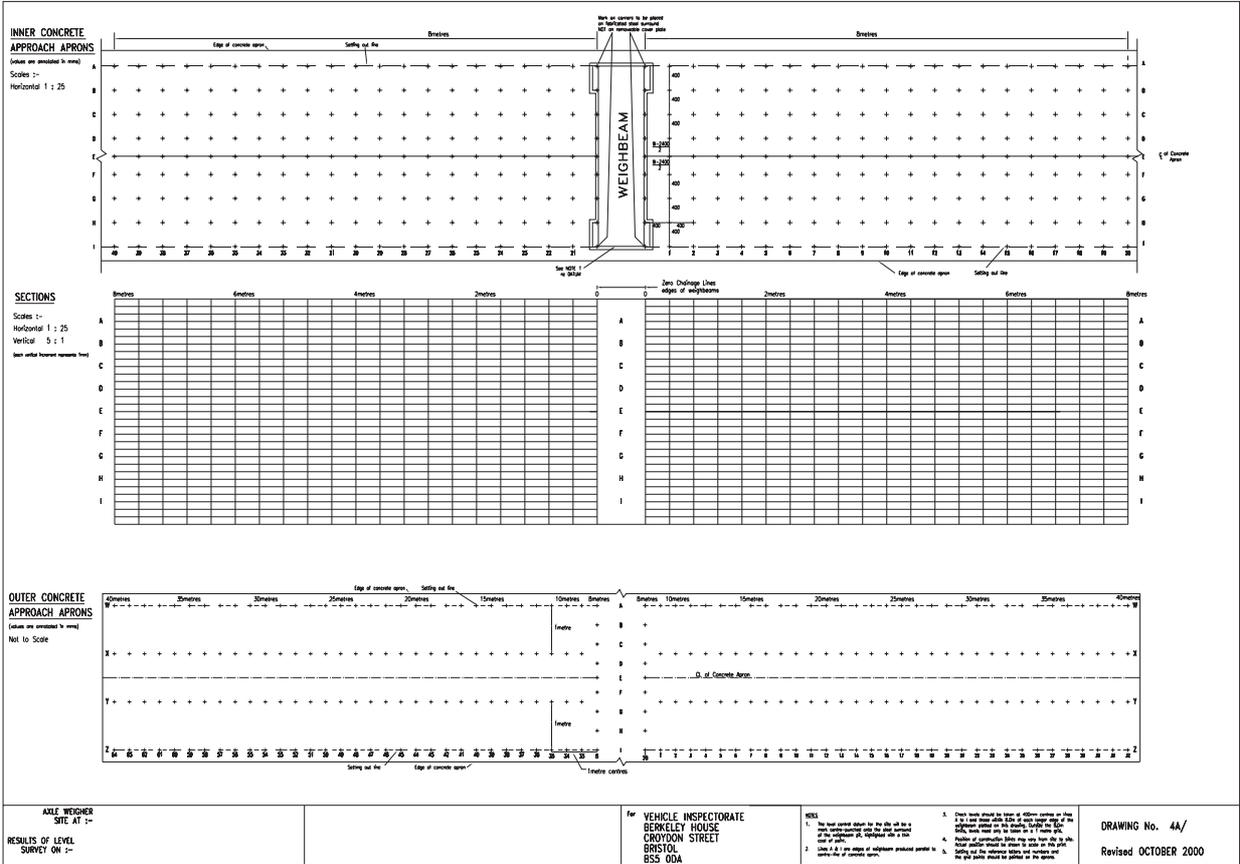
- 1.1 To achieve the necessary levels of accuracy of weighing, axle weighers must be installed and used in sites which satisfy the following requirement of levelness:**
- a) for 8 metres either side of the weighbeam, the concrete aprons must be within a tolerance of +/- 3mm; and**
  - b) areas of the apron outside the 8 metre distance must be within a tolerance of +/- 6mm.**

## **2 Initial certification**

- 2.1 Compliance with the surface level requirements of the Code of Practice shall be determined by a suitably qualified person when construction is complete and before the site is first used for enforcement purposes.**
- 2.2 A level datum shall be taken at a suitable point on the fabricated steel surround of the weighbeam pit or within the '16 metre level area' and its position marked on the drawing referred to in paragraph 2.3 below. Its position shall be determined by taking levels using a precise level and staff, and choosing the point which minimises the extent of any remedial work having regard to the Code of Practice level requirements.**
- 2.3 A 400 mm x 400 mm grid of level control points shall be marked out on the concrete aprons for 8 metres either side of the fabricated steel surround of the weighbeam pit. A 1 metre x 1 metre grid of level control points shall be marked out for the remainder of the concrete apron. Setting out lines for the control points are shown on the Vehicle Inspectorate drawing attached in reduced form to this appendix. Levels shall be taken on all those points using the precise level and staff.**
- 2.4 A simple stability check shall be undertaken to monitor any changes in apron level. A loaded 2 axle vehicle with a rear axle loading of 10 tonnes +/- half a tonne shall pass over the concrete aprons at a slow speed. Levels shall be taken at the corners of each concrete slab making up the apron to ensure that as the vehicle crosses the edge of the slab, any movement in level is not outside the tolerance specified in paragraph 1.1.**

### **3. Routine compliance checks**

- 3.1 Surface level compliance checks should be repeated using the same level control points at least once every 12 months when in use and at any other time deemed necessary by the Vehicle Inspectorate or a Trading Standards Officer.**
- 3.2 Slab stability checks need be undertaken only when slabs are replaced or when deemed necessary by the Vehicle Inspectorate or a Trading Standards Officer.**



## **APPENDIX 1.2: SITE SPECIFICATION FOR PORTABLE WEIGHPADS**

### **1 Levels compliance**

**1.1 To achieve the necessary levels of accuracy for weighing, portable weighpads should be used at sites (designated weighing areas) that satisfy the following:**

- a) the site should be suitably segregated from passing traffic so as to ensure safety. Police advice may be sought, if necessary;**
- b) the designated weighing area of the site should be of appropriate width and length for the vehicle being weighed and the perimeter within which weighpads are to be positioned for use shall be marked. (Perimeter markings at the corners and at 5m intervals along the length would be acceptable);**
- c) the designated weighing area shall be surveyed by a suitably qualified person before initial use and thereafter at intervals not exceeding twelve months when in use or at any other time deemed necessary by the Vehicle Inspectorate or a Trading Standards Officer, to verify the following requirements:**
  - i) the appropriate centre line of the designated area in the direction of vehicle travel (longitudinal) shall be marked at the perimeter of the**

**site and at every 5m interval. The slope between any two adjacent markings shall not exceed 1%;**

- ii) the slope of the designated area across the direction of the vehicle travel (transverse) shall be measured at right angles to the centre line and each position marked in (i) above and shall not exceed 4%;**
- iii) the surface irregularity of the designated area, when measured along the centre line and at right angles to the centre line at 2 m intervals, shall not exceed 10 mm at any point along the 2m length, when using a straight edge;**
- iv) a site may exceed the levels criteria in i, ii, and iii above provided a Trading Standards Officer can demonstrate by vehicle weighings that the accuracy limits specified at 3.5.3 g. are not exceeded.**

## **APPENDIX 2.1: ACCURACY TESTING FOR SINGLE PLATE WEIGHBRIDGES**

### **1 Introduction**

- 1.1 Single plate weighbridges first used for enforcement purposes before 1 January 2003 shall satisfy the accuracy requirements of Council Directive 90/384/EEC or, the accuracy requirements of the Weighing Equipment (Non-Automatic Weighing Machines) Regulations 1988 as applicable. Such equipment first used after 1 January 2003 shall meet the essential requirements of the Directive.**
- 1.2 The code does not preclude equipment first used before 1 January 2003 from being used for enforcement purposes.**

## **2 Methods of testing**

- 2.1 The weighbridge shall be tested in accordance with the requirements of the Directive or Regulations as applicable. The tests shall be carried out by a Trading Standards Officer prior to the machine first being used for enforcement purposes, after any repair, adjustment, alteration or replacement which could, in the opinion of a Trading Standards Officer, have affected its accuracy, and thereafter at 6 month intervals when the machine is in use.**
- 2.2 If the weighbridge is to be used to determine a gross/train weight by means of double weighing or for weighing individual axles or groups of axles, a Trading Standards Officer shall perform such vehicle tests as he/she deems necessary to confirm that the weighbridge is suitable for such use and the accuracy limit applicable to it.**
- 2.3 A record of the test results shall be completed by the Trading Standards Officer and retained for at least 2 years. Conditions relating to the method of weighing for the purpose of ascertaining axle weights shall be identified.**

## **APPENDIX 2.2: ACCURACY TESTING FOR MULTI-PLATE WEIGHBRIDGES**

### **1 Introduction**

- 1.1 Multi-plate weighbridges first used for enforcement purposes before 1 January 2003 shall satisfy the accuracy requirements of Council Directive 90/384/EEC or, the accuracy requirements of the Weighing Equipment (Non-Automatic Weighing Machines) Regulations 1988 as applicable. Such equipment first used after 1 January 2003 shall meet the essential requirements of the Directive.**
- 1.2 The code does not preclude equipment first used before 1 January 2003 from being used for enforcement purposes.**

## **2 Methods of testing**

**2.1 The weighbridge shall be tested in accordance with the requirements of the Directive or Regulations as applicable. The weights, vehicle and vehicle repeatability tests shall be carried out by a Trading Standards Officer prior to the machine first being used for enforcement purposes, after any repair, adjustment, alteration or replacement which in the opinion of a Trading Standards Officer could have affected its accuracy, and thereafter at 6 month intervals when the equipment is in use.**

### **a. Weight test**

**i) Each plate of a multi-plate weighbridge shall be treated as a separate weighing machine and shall be tested as such in accordance with the requirements of the directive.**

### **b. Vehicle tests**

**i) A two axle rigid vehicle (nominally 17-18 tonnes) loaded as near as practical to maximum legal weight shall be used.**

**ii) The vehicle's gross weight is ascertained in a single weighing using one of the plates of the multi-plate weighbridge. A series of test weighings shall be taken, with the number of those test weighings determined by the number of weighing plates the weighbridge has. During those weighings all the vehicle axles shall be on an active weighing surface. During the test weighings the engine and brakes shall be off, the**

**vehicle in gear and positioned so that, in sequence, one of its axles is placed as near as practical to the edges of all adjoining weighplates. A diagrammatic indication of vehicle positions for a tri-plate weighbridge can be seen attached to this appendix. A similar basis shall be used for axle positions on weighbridges with other numbers of plates.**

**iii) The vehicle shall be turned around and the series of weighings repeated in the opposite direction. Equivalent axle positions shall be used.**

**iv) The multi-plate weighbridge shall be deemed to be accurate provided that the gross weight of the vehicle on each test weigh, as determined by the aggregation of each axle weight, is within a tolerance of +/- 50 kg when compared with the gross weight established when on one plate. Further, the individual weights recorded for each axle shall not vary by more than 75kg from the average weight when all the results for each individual axle recorded by the weighbridge are averaged.**

**c. Vehicle repeatability tests**

**i) An articulated vehicle with a tri-axle semi-trailer loaded as near as practical to maximum legal weight shall be used. All axles that form part of a compensating bogie arrangement shall be fitted with a steel suspension system.**

**ii) It shall either be first weighed in a single weighing on a conventional weighbridge of known accuracy and then taken to the multi-plate**

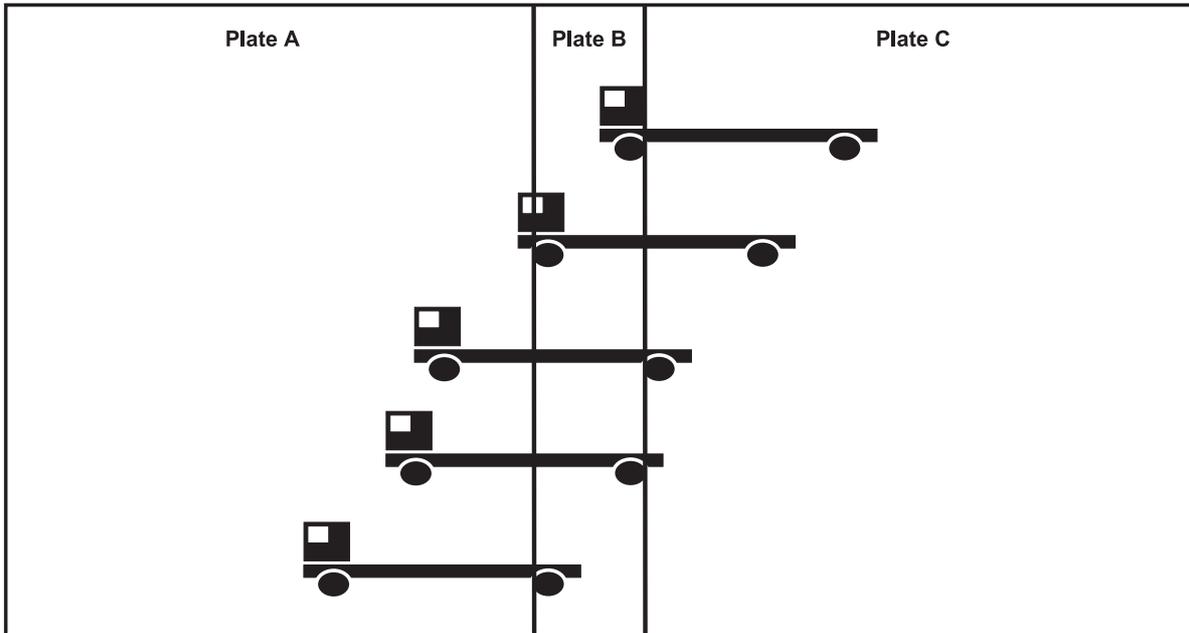
**weighbridge, or the component parts (eg tractor and trailer) shall be weighed on the same plate of the multi-plate weighbridge provided that plate has been tested in accordance with paragraph 2(1)(a) above. Three repeatability test weighs should then be undertaken. The wheels of the vehicle shall be placed in the same position on the weighplates for the three test weighings and the vehicle shall be totally removed from all active weighing surfaces between the test weighings.**

**iii) The multi-plate weighbridge shall be deemed to be accurate provided the vehicle's train weight on each test weigh is within a tolerance of +/- 50 kg when compared with the weight established on the conventional weighbridge or the weight established by summing the tractor and trailer weights found. Further the individual weights recorded for each axle shall not vary by more than +/- 50 kg from the average weight when all the results for that axle recorded by the weigher are averaged. Vehicles provided with compensating arrangements should have their axle loadings assessed as a combined weight, the tolerance being +/- 50 kg multiplied by the number of axles in the compensating arrangement.**

**2.2 A record of test showing the results of the weights and vehicle lists shall be completed by the Trading Standards Officer and retained for at least 2 years.**

## Axle Test Positions, Tri - Plate Weighbridge

← Direction of Travel



Test Repeated With Vehicle Turned Around and Travelling In the Opposite Direction

## **APPENDIX 2.3: ACCURACY TESTING FOR AXLE WEIGHERS**

### **1. Introduction**

- 1.1 The equipment shall be tested by the direct application of weights distributed evenly across the weighbeam. When new or after a repair, adjustment, alteration or replacement which, in the opinion of a Trading Standards Officer, could have affected the accuracy, the weigher shall indicate the weight applied to within the tolerance +/- 10kg. When otherwise tested the weigher shall indicate the weight applied to within a tolerance of +/- 20kg.**
- 1.2 When tested by the passage of vehicles whose weights have previously been determined on a conventional weighbridge, the total weight of the vehicle as determined by the aggregation of the weights recorded for its individual axles shall not differ from that indicated on the conventional weighbridge by more than +/- 100kg multiplied by the number of axles.**

## **2. Methods of testing**

**2.1 The accuracy of axle weighers shall be assessed in accordance with the following procedure. Both the static and vehicle tests shall be carried out by a Trading Standards Officer when the weigher is first installed, after any repair, adjustment, alteration or replacement which, in the opinion of a Trading Standards Officer, could have affected its accuracy, and thereafter at 6 month intervals when the equipment is in use.**

### **a. Static test**

**i) Weights used for the test must be traceable to national standards.**

**ii) The weigher shall be tested at 1 tonne intervals by the direct application of weights up to 14 tonnes, with both increasing and decreasing loads. The load shall be as reasonably as practical evenly distributed on the weighbeam throughout the test. The digital readout, print roll and any remote readouts shall be checked at each stage, and must be within the limits of accuracy stated in paragraph 1.1**

### **b. Vehicle tests**

**i) Three vehicles loaded to their maximum legal weight or as near thereto as practicable shall be used. These shall be a two axle rigid (nominally 17-18 tonnes), a four axle rigid and an articulated vehicle with a tri-axle semi-trailer. These vehicles shall be fitted**

**with a steel suspension system on all axles which form part of a compensating bogie arrangement.**

- ii) Each vehicle shall be first weighed in a single weighing on a conventional weighbridge.**
- iii) The weigher shall be placed in static mode and the two axled rigid vehicle used for a static test. Each axle of the vehicle is weighed with the engine and brakes off and the vehicle in gear and the gross weight determined by the summation of the two axle weights. This shall be repeated on two further occasions and the three determined gross weights shall not differ from the gross weight of the vehicle established on the conventional weighbridge by more than 60 kg.**
- iv) The weigher shall be placed in dynamic mode and each of the vehicles used for a series of ten test runs at various speeds across the weighbeam, nine of which shall be within the speed for which the machine is designed to operate such that no error indication is given and one run shall be faster to ensure that the overspeed indication is operating. The passage of the vehicles during the nine 'in-speed' runs should be aligned such that there are five test runs in the centre of the weighbeam, two to the offside and two to the nearside.**
- v) The nine 'in-speed' runs for each vehicle are used to determine the dynamic accuracy of the machine. The weigher shall be deemed to**

**be accurate provided that the total weight of each vehicle as determined by the aggregation of the weights recorded for each of its individual axles is within a tolerance calculated at the rate of +/- 100 kg per axle, when compared with the initial weight established on the conventional weighbridge. Further, for each vehicle the individual weights recorded for each axle shall not vary by more than +/- 100 kg from the weight obtained when all the results for each individual axle recorded by the weigher are averaged. Axles linked by compensating arrangements should have their loadings assessed as a combined weight, the tolerance being +/- 100 kg multiplied by the number of axles in the compensating arrangement.**

- 2.2 A record of test showing the results of the tests shall be completed by the Trading Standards Officer and retained for at least 2 years together with the print roll for each test.**

## **APPENDIX 2.4: ACCURACY TESTING FOR PORTABLE WEIGHPADS**

### **1 Introduction**

- 1.1 Portable Weighpads first used for enforcement purposes before 1 January 2003 shall satisfy the accuracy requirements of Council Directive 90/384/EEC or, the accuracy requirements of the Weighing Equipment (Non-Automatic Weighing Machines) Regulations 1988 as applicable. Such equipment first used after 1 January 2003 shall meet the essential requirements of the Directive.**
- 1.2 The Code does not preclude equipment first used before 1 January 2003 from being used for enforcement purposes.**

## **2. Methods of testing**

- 2.1 All weighpads shall be tested in accordance with the requirements of the Directive or Regulations as applicable together with the following out of level test:**
- a. Out of level testing shall be carried out as near as practicable to the maximum capacity of the instrument by two test weighings, one at 1% and one at 4% (to replicate the gradient levels in the site specification).**
- 2.2 In order to ensure the accuracy of results obtained during enforcement weighings, weighpads shall have the same limits of error irrespective of whether they are new, repaired or in use and this shall not exceed:**
- |                                |                     |
|--------------------------------|---------------------|
| <b>up to 50e</b>               | <b>+0.5e/- 1.0e</b> |
| <b>more than 50e to 200e</b>   | <b>+1.0e/- 2.0e</b> |
| <b>more than 200e to 1000e</b> | <b>+1.5e/- 3.0e</b> |
- (where e is the value of a scale interval)**
- 2.3 A record of test shall be completed and retained for at least 2 years.**

