

**Southern Weights and Measures Association
2011 Annual Meeting
October 23-26, 2011 Norfolk, VA**

**Specifications and Tolerances Committee
Final Report**

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Chief, Maryland Weights and Measures

INTRODUCTION

The Specifications and Tolerances (S&T) Committee (hereinafter referred to as “Committee”) submits its Report to the Southern Weights and Measures Association (SWMA). The Report consists of the SWMA Agenda (NCWM Carryover and NEW items) and this Addendum. Page numbers in the tables below refer to pages in this Addendum. Suggested revisions to the handbook are shown in **bold face print** by ~~striking out~~ information to be deleted and **underlining** information to be added. Requirements that are proposed to be nonretroactive are printed in **bold-faced italics**. Presented below is a list of agenda items considered by the SWMA and its recommendations to the NCWM Specifications and Tolerances Committee.

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Voting Items

A separate vote of the SWMA is requested on the following items:

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Information Items

Agenda Item Number	Title of Item	SWMA Addendum/Report Page No.
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Agenda Item Number	Title of Item	SWMA Addendum/Report Page No.
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**Details of All Items
(In Order by Reference Key Number)**

96th NCWM Carryover Items

310 GENERAL CODE

310-1 D G-S.1. Identification. – (Software)	
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard from NTEP Director, Jim Truex, who noted that the NCWM S&T Committee changed the status of this item to “Developmental” in July 2011 and sent the item back to the Software Sector for additional work. Jim advised the Committee that the Software Sector is scheduled to meet around March 2012. The Committee agreed to maintain this item as “Developmental” and looks forward to additional proposals from the Sector.	
Recommendation of the Regional Committee: Maintain as a Developmental item on the NCWM S&T Committee’s agenda to allow for additional work by the Software Sector.	
Reasons for the committee recommendation: See comments above.	
Final updated or revised proposal recommended by the SWMA: No change.	
SWMA recommendation to NCWM for item status: <input type="checkbox"/> Voting Item <input type="checkbox"/> Information Item <input type="checkbox"/> Withdraw the Item <input checked="" type="checkbox"/> Developing Item <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of S&T’s report in its entirety.
Additional Comments:	

331 VEHICLE-TANK METERS CODE

331-3 D T.4. Product Depletion Test
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard an update from NCWM S&T Committee Technical Advisor, Tina Butcher, who noted that the NCWM S&T Committee has requested that data from routine product depletion tests be submitted from weights and

measures jurisdictions and manufacturers. Mrs. Butcher noted that a request was distributed on the OWM Weights and Measures Director’s List Serve, with details on the specific data points requested. She asked that any jurisdictions who would be willing to submit data to the Committee to contact her.
Recommendation of the Regional Committee: Change the status of this item to “Developmental” to allow additional time for data to be collected and analyzed.
Reasons for the committee recommendation: There does not appear to be a clear preference for either of the two options presented in the NCWM S&T Committee report and additional data is still being collected. The Committee also heard that a third option may be submitted by several meter manufacturers, but they did not receive a specific proposal. Based upon the fact that work continues to be done on this issue, the Committee believes that a more appropriate status is “Developmental.”
Final updated or revised proposal recommended by the SWMA: Change the status of this item to “Developmental” to allow additional time for data to be collected and analyzed.

SWMA recommendation to NCWM for item status: <input type="checkbox"/> Voting Item <input type="checkbox"/> Information Item <input type="checkbox"/> Withdraw the Item <input checked="" type="checkbox"/> Developing Item <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety.
Additional Comments:	

360 OTHER ITEMS – DEVELOPING ITEMS

360-1 I International Organization of Legal Metrology (OIML) Report	
Summary of comments considered by the regional committee (in writing or during the open hearings): No comments.	
Recommendation of the Regional Committee: Maintain this item as an information item.	
Reasons for the committee recommendation: No specific proposals were presented for Committee action.	
Final updated or revised proposal recommended by the SWMA: Maintain this item as an “Information” item.	
SWMA recommendation to NCWM for item status: <input type="checkbox"/> Voting Item <input checked="" type="checkbox"/> Information Item <input type="checkbox"/> Withdraw the Item <input type="checkbox"/> Developing Item <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety.
Additional Comments:	

360-2 D Part 2.20. Weigh-in-Motion Vehicle Scales for Law Enforcement – Work Group
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard from Darrell Flocken, Mettler Toledo, who advised that he has been appointed Chairman of the U.S. National Working Group. Mr. Flocken reported that the Work Group held its first meeting in July. He also noted that Rick Harshman, NIST OWM, prepared a draft code for the Work Group to consider as a starting point. Mr. Flocken has created a checklist that he proposes to distribute to the Work Group along with the draft code; he plans to ask Work Group members to complete the checklist as they review the code, identifying sections which they feel need additional work. He hopes that this review process can be completed by about mid-December, after which time the Work Group will meet to review the input from members. Mr. Flocken noted that if the timing is appropriate, it may be possible to hold a Work Group meeting in conjunction with the NCWM Interim Meeting. Mr. Flocken will submit his proposed next steps to DOT’s Work Group Oversight Committee for approval. He also asked that the community be patient while this work group gets underway and he will look forward to bringing specific proposals to the Committee as work progresses further.

Recommendation of the Regional Committee: The Committee agreed that this item should be maintained as a “Developmental” item on the NCWM S&T Committee agenda while work progresses.	
Reasons for the committee recommendation: The SWMA S&T Committee recognizes that this work is still in the developmental stages and agrees that additional time is needed before any proposals can be considered by the Committee.	
Final updated or revised proposal recommended by the SWMA: No change to the original proposal.	
SWMA recommendation to NCWM for item status: <input type="checkbox"/> Voting Item <input type="checkbox"/> Information Item <input type="checkbox"/> Withdraw the Item <input checked="" type="checkbox"/> Developing Item <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety.
Additional Comments:	

360-3 D Part 3.30. Liquid-Measuring Devices - Item 1: Price Posting and Computing Capability and Requirements for a Retail Motor-Fuel Dispenser (RMFD)	
Summary of comments considered by the regional committee (in writing or during the open hearings): NCWM S&T Committee Technical Advisor, Tina Butcher, reported that the Task Group provided an update to the NCWM S&T Committee at its July meeting. The Task Group has held six web-conferencing meetings since January 2012. The Task Group has developed proposed changes to various paragraphs in Section 3.30. Liquid-Measuring Devices Code related to the posting, selection, and display of RMFD unit price information. The next step for the Task Group is to test these proposed changes against sample receipts and marketing practices that have been shared with the Group by members of the weights and measures community. This comparison should help the Task Group determine whether or not the proposed changes will meet the needs of weights and measures officials and businesses.	
Recommendation of the Regional Committee: The Committee agreed that this item should be maintained as a “Developmental” item on the NCWM S&T Committee agenda while work progresses.	
Reasons for the committee recommendation: The SWMA S&T Committee recognizes that this work is still in the developmental stages and agrees that additional time is needed before any proposals can be considered by the Committee.	
Final updated or revised proposal recommended by the SWMA: No change to the original proposal.	
SWMA recommendation to NCWM for item status: <input type="checkbox"/> Voting Item <input type="checkbox"/> Information Item <input type="checkbox"/> Withdraw the Item <input checked="" type="checkbox"/> Developing Item <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety.
Additional Comments:	

New Items

NEW – SWMA ITEM - 1																							
Regional Report to NCWM																							
Title: 2.20 Scales S.6.4 Railway Track Scales & Appendix D – Definitions																							
Source: Systems Associates, Inc. by Steve Beitzel																							
Purpose: This proposal is intended to align Handbook 44 with updated material in AAR Scale Handbook.																							
Item Under Consideration:																							
Amend NIST Handbook 44 - Scales Code as follows:																							
<p>S.6.4.Railway Track Scales. – A railway track scale shall be marked with the maximum capacity of each section of the load-receiving element of the scale. Such marking shall be accurately and conspicuously presented on, or adjacent to, the identification or nomenclature plate that is attached to the indicating element of the scale. The nominal capacity of a scale with more than two sections shall not exceed twice its rated section capacity. The nominal capacity of a two-section scale shall not exceed its rated section capacity.* <u>The nominal scale capacity shall not exceed the lesser of;</u></p>																							
<p>a. <u>The sum of the Weigh Module Capacities as shown in Table S.6.4, or;</u></p>																							
<p>b. <u>Rated Sectional Capacity (RSC) multiplied by the quantity of the Number of Sections (Ns) minus the Number of Dead Spaces (Nd) minus 0.5. As a formula this is stated as $RSC \times (Ns - Nd - 0.5)$,</u></p>																							
<p><u>or;</u></p>																							
<p>c. <u>640,000 lb</u></p>																							
<table border="1"> <tr> <th colspan="2">Table S.6.4</th> </tr> <tr> <th colspan="2">Railway Track Scale - Weigh Module Capacity</th> </tr> <tr> <th><u>Weigh Module Length</u> (ft)</th> <th><u>Weigh Module Capacity</u> (ton)</th> </tr> <tr> <td style="text-align: center;"><u><5</u></td> <td style="text-align: center;"><u>40</u></td> </tr> <tr> <td style="text-align: center;"><u>5 to < 10</u></td> <td style="text-align: center;"><u>80</u></td> </tr> <tr> <td style="text-align: center;"><u>10 to < 15</u></td> <td style="text-align: center;"><u>120</u></td> </tr> <tr> <td style="text-align: center;"><u>15 to < 23</u></td> <td style="text-align: center;"><u>160</u></td> </tr> <tr> <td style="text-align: center;"><u>23 to < 29</u></td> <td style="text-align: center;"><u>186</u></td> </tr> <tr> <td style="text-align: center;"><u>29 to < 35</u></td> <td style="text-align: center;"><u>212</u></td> </tr> <tr> <td style="text-align: center;"><u>35 to < 40</u></td> <td style="text-align: center;"><u>258</u></td> </tr> <tr> <td style="text-align: center;"><u>40 to < 56</u></td> <td style="text-align: center;"><u>284</u></td> </tr> </table>		Table S.6.4		Railway Track Scale - Weigh Module Capacity		<u>Weigh Module Length</u> (ft)	<u>Weigh Module Capacity</u> (ton)	<u><5</u>	<u>40</u>	<u>5 to < 10</u>	<u>80</u>	<u>10 to < 15</u>	<u>120</u>	<u>15 to < 23</u>	<u>160</u>	<u>23 to < 29</u>	<u>186</u>	<u>29 to < 35</u>	<u>212</u>	<u>35 to < 40</u>	<u>258</u>	<u>40 to < 56</u>	<u>284</u>
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<p><i>[*Nonretroactive as of January 1, 2002]</i> (Amended 1988, 2001, 2002, <u>and 20XX</u>)</p>																							
Add the following to NIST Handbook 44 - Definitions:																							
The amendment above would require the definition of Weigh Module to be added to Appendix D - Definitions																							
<u>WEIGH MODULE - The single or articulated portion of a weighing element supported by two sections. The length of a module is the distance to which load can be applied. [2.20]</u>																							
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard a comment from Henry Oppermann, Weights and Measures Consulting, who suggested that the reference to “single or articulated” are unnecessary and could be deleted. It doesn’t matter how the module is put together.																							
The Committee also heard from Bob Feezor, who noted that the reference to “articulated” refers to how the modules																							

are connected. He offered to submit some drawings about how these are made in the field and he noted that this could apply to more than just railway track scales.

Lou Straub, Fairbanks, indicated support for the proposal. He stated that he had talked with Steve Beitzel, SAI, and suggested that perhaps diagrams from Publication 14 might be considered to help illustrate the use of the term “articulated.”

Recommendation of the Regional Committee: Adopt the proposed changes to S.6.4. as presented in the original proposal and modify the originally proposed definition by eliminating the phrase “single or articulated” as shown below:

S.6.4. Railway Track Scales. – A railway track scale shall be marked with the maximum capacity of each section of the load-receiving element of the scale. Such marking shall be accurately and conspicuously presented on, or adjacent to, the identification or nomenclature plate that is attached to the indicating element of the scale. ~~The nominal capacity of a scale with more than two sections shall not exceed twice its rated section capacity. The nominal capacity of a two-section scale shall not exceed its rated section capacity.*~~ **The nominal scale capacity shall not exceed the lesser of;**

- a. **The sum of the Weigh Module Capacities as shown in Table S.6.4, or;**
- b. **Rated Sectional Capacity (RSC) multiplied by the quantity of the Number of Sections (Ns) minus the Number of Dead Spaces (Nd) minus 0.5. As a formula this is stated as RSC x (Ns - Nd - 0.5), or;**
- c. **640,000 lb**

Table S.6.4	
Railway Track Scale - Weigh Module Capacity	
<u>Weigh Module Length</u> <u>(ft)</u>	<u>Weigh Module</u> <u>Capacity (ton)</u>
<u><5</u>	<u>40</u>
<u>5 to < 10</u>	<u>80</u>
<u>10 to < 15</u>	<u>120</u>
<u>15 to < 23</u>	<u>160</u>
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<u>40 to < 56</u>	<u>284</u>

*[*Nonretroactive as of January 1, 2002]*
(Amended 1988, 2001, 2002, **and 20XX**)

Add the following to NIST Handbook 44 - Definitions:

Weigh Module – That portion of a weighing element supported by two sections. The length of a module is the distance to which load can be applied. [2.20]

Reasons for the committee recommendation: The Committee supports the proposal in concept; however, recognized that the term “articulated” may not be clear to everyone. After hearing comments on the item, the Committee agreed to modify the proposed definition to eliminate the term “single or articulated” and present the definition and proposed changes to S.6.4. Railway Track Scale for a vote.

Final updated or revised proposal recommended by the SWMA:

SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input checked="" type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.
Additional Comments:	

NEW – SWMA ITEM - 2
Regional Report to NCWM
Title: 2.20 Scales N.3.2.1 Interim Approval
Source: Systems Associates, Inc. by Steve Beitzel
Purpose: This proposal is intended to align Handbook 44 with updated material in AAR Scale Handbook.
Item Under Consideration: Amend Scales Code paragraph N.3.1.2. as follows: <p>N.3.1.2. <u>Minimum Tests for Interim Approval.</u> – A test-weight load of not less than 13 500 kg (30 000 lb) and a strain-load test up to at least 25 % of scale capacity may be used to return a scale into service following repairs <u>that could affect the accuracy of the weighing system. A test for an Interim Approval shall include a shift (section) test using a test-weight load of not less than 13 500 kg (30 000 lb). All results shall meet applicable tolerances. The official with statutory authority shall be immediately notified when scales are repaired and placed in service with an interim test. The time period of temporary use is at the discretion of the official with statutory authority.</u></p> <p>Note: The length of time the scale may be used following an interim test is at the discretion of the official with statutory authority.</p> <p>(Added 1990) <u>(Amended 20XX)</u></p>
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard comments from Lou Straub, Fairbanks, who supported the proposal. The Committee also heard comments from Bob Feezor, who indicated that the definition has already been changed in the AAR Handbook and that this proposal would align NIST Handbook 44 with the AAR Handbook. He noted that the Interim Approval was intended to allow a scale to be returned to service until adequate test standards could be brought in by the railroad.
Recommendation of the Regional Committee: The Committee proposes adoption of the proposal as originally submitted to amend Scales Code paragraph N.3.1.2. as follows: <p>N.3.1.2. <u>Minimum Tests for Interim Approval.</u> – A test-weight load of not less than 13 500 kg (30 000 lb) and a strain-load test up to at least 25 % of scale capacity may be used to return a scale into service following repairs <u>that could affect the accuracy of the weighing system. A test for an Interim Approval shall include a shift (section) test using a test-weight load of not less than 13 500 kg (30 000 lb). All results shall meet applicable tolerances. The official with statutory authority shall be immediately notified when scales are repaired and placed in service with an interim test. The time period of temporary use is at the discretion of the official with statutory authority.</u></p> <p>Note: The length of time the scale may be used following an interim test is at the discretion of the official with statutory authority.</p> <p>(Added 1990) <u>(Amended 20XX)</u></p>

Reasons for the committee recommendation: The Committee heard no comments in opposition and supports the item as written.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input checked="" type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as "Voting" item by unanimous voice vote on the Committee's Voting Consent Calendar.
Additional Comments:	

NEW – SWMA ITEM - 3
Regional Report to NCWM
Title: Appendix D – Definitions
Source: Systems Associates, Inc. by Steve Beitzel
Purpose: This proposal is intended to align Handbook 44 with updated material in AAR Scale Handbook.
<p>Item Under Consideration: Replace the existing definition NIST Handbook 44, Appendix D with the following:</p> <p style="padding-left: 40px;">reference weight car. – A railroad car weighed on a scale for temporary use as a mass standard over a short period of time (typically, the time required to test one scale) as part of a test train. A railcar that has been statically weighed for temporary use as a mass standard over a short period of time, typically the time required to test one scale.</p> <p>Note: A test weight car that is representative of the types of cars typically weighed on the scale under test may be used wherever reference weight cars are specified.[2.20]</p> <p>(Amended 20XX)</p>
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard comments from Lou Straub, Fairbanks, supporting the proposal as written.
<p>Recommendation of the Regional Committee:</p> <p>Replace the existing definition NIST Handbook 44, Appendix D with the following:</p> <p style="padding-left: 40px;">reference weight car. – A railroad car weighed on a scale for temporary use as a mass standard over a short period of time (typically, the time required to test one scale) as part of a test train. A railcar that has been statically weighed for temporary use as a mass standard over a short period of time, typically the time required to test one scale.</p> <p>Note: A test weight car that is representative of the types of cars typically weighed on the scale under test may be used wherever reference weight cars are specified.[2.20]</p> <p>(Amended 20XX)</p>
Reasons for the committee recommendation: The Committee heard one comment in support and no comments in opposition. The Committee recognizes that the modification will further align NIST Handbook 44 and the AAR Handbook and agreed to recommend the proposed change as originally presented.
Final updated or revised proposal recommended by the SWMA:

<p>SWMA recommendation on item status:</p> <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input checked="" type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	<p>SWMA Position:</p> <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.
<p>Additional Comments:</p>	

NEW – SWMA ITEM - 4	
Regional Report to NCWM	
Title: 2.20 Scales Code UR.1.2 Grain Hopper Scales	
Source: Paul Moyer, NE	
Purpose: Amend Handbook 44 to clarify grain hopper scales to be Class III.	
Item Under Consideration: <u>UR.1.2. Hopper scales used to weigh grain shall be Class III</u> . The minimum number of scale divisions for a Class III hopper scale used for weighing grain shall be 2000	
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard no comments on this issue.	
Recommendation of the Regional Committee: The Committee considered the following proposal to modify paragraph UR.1.2.; however, the Committee believes the item should be maintained as a Developing item on the regional agenda. <div style="text-align: center; padding: 10px;"> <p><u>UR.1.2. Hopper scales used to weigh grain shall be Class III</u> . The minimum number of scale divisions for a Class III hopper scale used for weighing grain shall be 2000</p> </div>	
Reasons for the committee recommendation: The Committee does not feel it has enough information to make a decision on this issue. The justification provided in the proposal is not sufficient to clarify the issues that need to be resolved. The Committee noted that there are references in NIST Handbook 44 Scales Code to minimum numbers of divisions for Grain Hoppers. The Committee acknowledged that Table 7a includes only “typical” applications and that additional changes might be warranted to clearly define the required parameters for grain hoppers. However, without additional information on the problem that needs to be resolved, the Committee is reluctant to offer any suggestions. Consequently, the Committee believes additional development is needed on this item before it is ready for consideration.	
Final updated or revised proposal recommended by the SWMA:	
<p>SWMA recommendation on item status:</p> <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input checked="" type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	<p>SWMA Position:</p> <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety, with the caveat noted below.
<p>Additional Comments: The Committee is amenable to supporting this as a Developing Item, provided that the original submitter agrees to further develop the item.</p>	

NEW – SWMA ITEM - 5	
Regional Report to NCWM	
Title: 2.20 Scales UR.2.4.XX Load Cell and Lever Stands	

Source: Jeff Lampmann	
Purpose: Limit the amount of grout used for load cell and lever stands.	
Item Under Consideration: <u>UR.2.4.XX Load Cell and Lever Stands - Grout used on load cell and lever stands (grout stand) should be no more than one inch in thickness. The grout should be cured according to the manufacturer's recommendations to ensure proper PSI of the grout. The PSI of the grout needs to meet the scale manufacturer's requirements.</u>	
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard comments from Lou Straub, Fairbanks, opposing the item. He noted that Fairbanks opposes putting installation instructions in NIST Handbook 44. He noted that the scale in the installation shown in the pictures submitted with the proposal was incorrectly installed. Lou provided the Committee with pictures illustrating correctly installed grout. The Committee also heard from Bob Feezor, retired Norfolk Southern, who agreed that the scales shown in the pictures submitted with the proposal were incorrectly installed. He noted that there should not be limits placed in Handbook 44 regarding the amount and type of grout to be used. Grout manufacturers specify how their grout is to be used and he noted that some grouts can be applied thickly. However, failing to follow grout manufacturer's directions can result in eventual failure of the grout. Bob also opposed the proposal.	
Recommendation of the Regional Committee: After considering the following proposal, the Committee decided to withdraw the item: Grout used on load cell and lever stands (grout stand) should be no more than one inch in thickness. The grout should be cured according to the manufacturer's recommendations to ensure proper PSI of the grout. The PSI of the grout needs to meet the scale manufacturer's requirements.	
Reasons for the committee recommendation: Based on the comments from the manufacturers, the Committee agrees that manufacturer's specific installation requirements should not be included in NIST Handbook 44. The Committee does not believe there is adequate justification for the proposal.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input checked="" type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as "Withdrawn" item by unanimous voice vote of the S&T's report in its entirety.
Additional Comments:	

NEW – SWMA ITEM - 6
Regional Report to NCWM
Title: Appendix C
Source: Paul Lewis, Rice Lake Weighing
Purpose: To establish uniform abbreviations for Short Ton & Long Ton
Item Under Consideration: Amend HB 44 Appendix C Units of Mass table page C-19 1 ton, gross or long (lt) 1 ton, net or short (tn)
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard from Paul Lewis, Rice Lake Weighing, who submitted the proposal. Paul indicated that, based on opposition he has heard to the abbreviation of "long ton," he suggests removing that abbreviation from the proposal. Thus the proposal would only include an abbreviation for "short ton." The Committee also heard from Darrell Flocken, Mettler Toledo, who noted that the Weighing Sector considered this and agreed to move this forward because of differences between the U.S. and Canadian requirements.

<p>Canada doesn't accept upper case "TN." Tina Butcher noted during the Committee work sessions that NCWM Publication includes an exception to the abbreviation for "short ton", with accepted designations of "ton" or "TN." Paul Lewis indicated that the Weighing Sector agreed to modify NCWM Publication 14 to designate short ton at "tn."</p>	
<p>Recommendation of the Regional Committee: Modify the reference to "ton" on page C-6 of NIST Handbook 44, Appendix C to specify the unit "tn" as the abbreviation for "ton" as follows:</p>	
<p style="padding-left: 40px;">1 ton, net or short (tn)</p>	
<p>Reasons for the committee recommendation: The Committee deleted the reference to "long ton" from the original proposal at the request of the submitter. The Committee heard support for the proposed abbreviation for "short ton" during its open hearings. The Committee also heard that the proposed change would align the U.S. requirements with Canadian requirements. The Committee questioned whether or not the proposed change would impact existing equipment, but did not hear any comments indicating that this would be a problem. The Committee was also informed by Darrell Flocken that the same change is being proposed for the Publication 14 scales checklists.</p>	
<p>Final updated or revised proposal recommended by the SWMA:</p>	
<p>SWMA recommendation on item status:</p> <p><input type="checkbox"/> Withdraw (not forwarded to NCWM)</p> <p><input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM)</p> <p><input checked="" type="checkbox"/> Voting Item on the NCWM Agenda</p> <p><input type="checkbox"/> Information Item on the NCWM Agenda</p> <p><input type="checkbox"/> Developing Item on the NCWM Agenda</p> <p><input type="checkbox"/> Unable to consider at this time</p> <p><input type="checkbox"/> Other: <i>(Please Describe)</i></p>	<p>SWMA Position:</p> <p><input checked="" type="checkbox"/> Supports</p> <p><input type="checkbox"/> Opposes</p> <p><input type="checkbox"/> Split</p> <p><input type="checkbox"/> Neutral</p> <p>Supported as "Voting" item by unanimous voice vote on the Committee's Voting Consent Calendar.</p>
<p>Additional Comments:</p>	

NEW – SWMA ITEM - 7
Regional Report to NCWM
Title: 2.21 Belt-Conveyor Scale Systems Code S.1.9 Zero Ready Indicator
Source: U.S. National Work Group on Belt-Conveyor Scales c/o John Barton Technical Advisor
Purpose: To add a new device specification and user requirement to help ensure that a stable zero-balance condition is established prior to running material across a belt scale. The intent of the proposal is to; 1) provide an indication that the zero condition of the scale is within the specified requirements for accurate measurement, and 2) further clarify General Code paragraph G-UR.4.1. Maintenance of Equipment regarding a user's responsibility to maintain the scale in proper operation condition.
<p>Item Under Consideration:</p> <p style="padding-left: 20px;">Ammend HB 44 to add a new paragraph S.1.9 Zero Ready Indicator to Section 2.21., Belt-Conveyor Scale Systems Code to read as follows:</p> <p style="padding-left: 20px;"><u>S.1.9. Zero Ready Indicator. - A belt-conveyor scale shall be equipped with a Zero Ready indicator. Permanent means shall be provided to produce an audio or visual signal when the zero is within +/- 0.12% of the rated capacity of the scale during an unloaded belt condition. The type of indication (audio or visual) shall be determined by the individual installation.</u></p> <p style="padding-left: 20px;"><u>[Nonretroactive as of January 1, 20xx]</u></p> <p style="padding-left: 20px;"><u>(Added 20xx)</u></p> <p style="padding-left: 20px;">Amend paragraph UR.3.2. Maintenance of Section 2.21., Belt-Conveyor Scale Systems Code to include new UR.3.2. (a) as follows:</p> <p style="padding-left: 20px;">UR.3.2. Maintenance. – Belt-conveyor scales and idlers shall be maintained and serviced in accordance with manufacturer's instructions and the following:</p> <p style="padding-left: 40px;"><u>(a) The zero balance condition of a belt conveyor scale shall be maintained such that, prior to beginning any commercial transaction, with no load on the belt, a zero balance condition within</u></p>

+/- 0.12% of the scales rated capacity can be verified.
(Added 20xx)

~~(a)~~ **(b)** The scale and area surrounding the scale shall be kept clean of debris or other foreign material that can detrimentally affect the performance of the system.

~~(b)~~ **(c)** There shall be provisions to ensure that weighed material does not adhere to the belt and return to the scale system area.
(Added 2004)

~~(e)~~ **(d)** Zero-load tests and simulated load or material tests shall be conducted at periodic intervals between official tests and after a repair or mechanical adjustment to the conveyor system in order to provide reasonable assurance that the device is performing correctly. The minimum interval for periodic zero-load tests and simulated load tests shall be established by the official with statutory authority or according to manufacturer recommendations.

*** No changes recommended for Change in Zero or Change in Factor (Reference) Tables ***

~~(d)~~ **(e)** **Scale Alignment.** – Alignment checks shall be conducted in accordance with the manufacturer’s recommendation when conveyor work is performed in the scale area. A material test is required after any realignment.
(Amended 1986 and 2000)

~~(e)~~ **(f)** **Simulated Load Equipment.** – Simulated load equipment shall be clean and properly maintained.

~~(f)~~ **(g)** **Zero Load Reference Information.** – When zero load reference information is recorded for a delivery, the information must be based upon zero load tests performed as a minimum both immediately before and immediately after the totalized load.
(Added 2002)

(Amended 2002, 2004, and 2009)

Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard no comments on this issue.

Recommendation of the Regional Committee: Add a new paragraph S.1.9 Zero Ready Indicator to Section 2.21., Belt-Conveyor Scale Systems Code to read as follows:

S.1.9. Zero Ready Indicator. - A belt-conveyor scale shall be equipped with a Zero Ready indicator. Permanent means shall be provided to produce an audio or visual signal when the zero is within +/- 0.12% of the rated capacity of the scale during an unloaded belt condition. The type of indication (audio or visual) shall be determined by the individual installation.

[Nonretroactive as of January 1, 20xx]

(Added 20xx)

Amend paragraph UR.3.2. Maintenance of Section 2.21., Belt-Conveyor Scale Systems Code to include new UR.3.2. (a) as follows:

UR.3.2. Maintenance. – Belt-conveyor scales and idlers shall be maintained and serviced in accordance with manufacturer’s instructions and the following:

(a) The zero balance condition of a belt conveyor scale shall be maintained such that, prior to beginning any commercial transaction, with no load on the belt, a zero balance condition within +/- 0.12% of the scales rated capacity can be verified.

(Added 20xx)

~~(a)~~ **(b)** The scale and area surrounding the scale shall be kept clean of debris or other foreign material

<p>that can detrimentally affect the performance of the system.</p> <p>(b)(c) There shall be provisions to ensure that weighed material does not adhere to the belt and return to the scale system area. (Added 2004)</p> <p>(e)(d) Zero-load tests and simulated load or material tests shall be conducted at periodic intervals between official tests and after a repair or mechanical adjustment to the conveyor system in order to provide reasonable assurance that the device is performing correctly. The minimum interval for periodic zero-load tests and simulated load tests shall be established by the official with statutory authority or according to manufacturer recommendations.</p> <p style="text-align: center;">—</p>	
<p>*** No changes recommended for Change in Zero or Change in Factor (Reference) Tables ***</p>	
<p>(d)(e) Scale Alignment. – Alignment checks shall be conducted in accordance with the manufacturer’s recommendation when conveyor work is performed in the scale area. A material test is required after any realignment. (Amended 1986 and 2000)</p> <p>(e)(f) Simulated Load Equipment. – Simulated load equipment shall be clean and properly maintained.</p> <p>(f)(g) Zero Load Reference Information. – When zero load reference information is recorded for a delivery, the information must be based upon zero load tests performed as a minimum both immediately before and immediately after the totalized load. (Added 2002) (Amended 2002, 2004, and 2009)</p>	
<p>Reasons for the committee recommendation:The Committee heard no comments on this issue and, deferring to the expertise of the USNWG on Belt-Conveyor Scale Systems, proposes the item for adoption as originally presented.</p>	
<p>Final updated or revised proposal recommended by the SWMA: No change from the original proposal.</p>	
<p>SWMA recommendation on item status:</p> <p><input type="checkbox"/> Withdraw (not forwarded to NCWM)</p> <p><input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM)</p> <p><input checked="" type="checkbox"/> Voting Item on the NCWM Agenda</p> <p><input type="checkbox"/> Information Item on the NCWM Agenda</p> <p><input type="checkbox"/> Developing Item on the NCWM Agenda</p> <p><input type="checkbox"/> Unable to consider at this time</p> <p><input type="checkbox"/> Other: <i>(Please Describe)</i></p>	<p>SWMA Position:</p> <p><input checked="" type="checkbox"/> Supports</p> <p><input type="checkbox"/> Opposes</p> <p><input type="checkbox"/> Split</p> <p><input type="checkbox"/> Neutral</p> <p>Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.</p>
<p>Additional Comments:</p>	

<p>NEW – SWMA ITEM - 8</p>
<p>Regional Report to NCWM</p>
<p>Title: 2.21 Belt-Conveyor Scale Systems Code UR.1 User Requirements</p>
<p>Source: U.S. National Work Group on Belt-Conveyor Scales c/o John Barton Technical Advisor</p>
<p>Purpose: To amend the organizational structure of the UR section of the HB44 BCS Code by:</p> <ol style="list-style-type: none"> 1. Consolidating applicable operational user requirements into paragraph UR.1. User Requirements, 2. Changing the title of paragraph UR.3. from “User Requirements” to “Maintenance,” and 3. Consolidating applicable maintenance requirements into paragraph UR.3.
<p>Item Under Consideration: Amend Belt-Conveyor Scales Systems Code (BCS) [2.21], UR. User Requirements</p>

section as follows:

UR.1. Use Requirements. – A belt-conveyor scale system shall be operated between 20 % and 100 % of its rated capacity.
(Amended 2004)

~~UR.1.1. Minimum Totalized Load.~~ — ~~Delivered quantities of less than the minimum test load shall not be considered a valid weighment.~~ **Rate of Operation.** – A belt-conveyor scale system shall be operated between 20% and 100% of its rated capacity.
(Amended 2004)

~~UR.1.2. Security Means.~~ — ~~When a security means has been broken, it shall be reported to the official with statutory authority.~~ (Amended 1991) **Zero Balance** - The zero balance condition of a belt conveyor scale shall be maintained such that, prior to beginning any commercial transaction, with no load on the belt, a zero balance condition within +/- 0.12% of the scales rated capacity can be verified.
(Added 20xx)

~~UR.1.3.~~~~UR.1.1.~~ **Minimum Totalized Load.** – Delivered quantities of less than the minimum test load shall not be considered a valid weighment.

~~UR.1.4.~~~~UR.3.1.~~ **Loading.** – The feed of material to the scale shall be controlled to assure that, during normal operation, the material flow is in accordance with manufacturer’s recommendation for rated capacity.

~~UR.1.5.~~~~UR.3.4.~~ **Diversion or Loss of Measured Product.** – There shall be no operation(s) or condition(s) of use that result in loss or diversion that adversely affects the quantity of measured product.
(Added 2005)

~~UR.1.6.~~~~UR.1.2.~~ **Security Means.** – When a security means has been broken, it shall be reported to the official with statutory authority.
(Amended 1991)

~~UR.1.7.~~~~UR.3.3.~~ **Retention of Maintenance, Test, and Analog or Digital Recorder Information.** – Records of calibration and maintenance, including conveyor alignment, analog or digital recorder, zero-load test, and material test data shall be maintained on site for at least the three concurrent years as a history of scale performance. Copies of any report as a result of a test or repair shall be mailed to the official with statutory authority as required. The current date and correction factor(s) for simulated load equipment shall be recorded and maintained in the scale cabinet.
(Added 2002)

~~***No changes recommended for requirements under UR.2. Installation Requirements***~~

UR.3. Use Requirements. **Maintenance**

~~UR.3.1. Loading.~~ — ~~The feed of material to the scale shall be controlled to assure that, during normal operation, the material flow is in accordance with manufacturer’s recommendation for rated capacity.~~

UR.3.21. Scale and Conveyor Maintenance. – Belt-conveyor scales and idlers shall be maintained and serviced in accordance with manufacturer’s instructions and the following:

~~***No changes recommended for paragraphs UR.3.21. (a) through (f)***~~

~~UR.3.3. Retention of Maintenance, Test, and Analog or Digital Recorder Information.~~ — ~~Records of calibration and maintenance, including conveyor alignment, analog or digital recorder, zero load test, and material test data shall be maintained on site for at least the three concurrent years as a history of scale performance. Copies of any~~

~~report as a result of a test or repair shall be mailed to the official with statutory authority as required. The current date and correction factor(s) for simulated load equipment shall be recorded and maintained in the scale cabinet.~~
(Added 2002)

UR.3.4. Diversion or Loss of Measured Product. — There shall be no operation(s) or condition(s) of use that result in loss or diversion that adversely affects the quantity of measured product.
(Added 2005)

No changes recommended for paragraph UR.4. Compliance

Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard no comments on this issue.

Recommendation of the Regional Committee: Amend Belt-Conveyor Scales Systems Code (BCS) [2.21], UR. User Requirements section as follows:

UR.1. Use Requirements. — A belt conveyor scale system shall be operated between 20 % and 100 % of its rated capacity.
(Amended 2004)

UR.1.1. Minimum Totalized Load. — ~~Delivered quantities of less than the minimum test load shall not be considered a valid weighing.~~ **Rate of Operation.** — A belt-conveyor scale system shall be operated between 20% and 100% of its rated capacity.
(Amended 2004)

UR.1.2. Security Means. — ~~When a security means has been broken, it shall be reported to the official with statutory authority. (Amended 1991)~~ **Zero Balance** - The zero balance condition of a belt conveyor scale shall be maintained such that, prior to beginning any commercial transaction, with no load on the belt, a zero balance condition within +/- 0.12% of the scales rated capacity can be verified.
~~(Added 20xx)~~

~~**UR.1.3. UR.1.1. Minimum Totalized Load.** — Delivered quantities of less than the minimum test load shall not be considered a valid weighing.~~

~~**UR.1.4. UR.3.1. Loading.** — The feed of material to the scale shall be controlled to assure that, during normal operation, the material flow is in accordance with manufacturer's recommendation for rated capacity.~~

~~**UR.1.5. UR.3.4. Diversion or Loss of Measured Product.** — There shall be no operation(s) or condition(s) of use that result in loss or diversion that adversely affects the quantity of measured product.
(Added 2005)~~

~~**UR.1.6. UR.1.2. Security Means.** — When a security means has been broken, it shall be reported to the official with statutory authority.
(Amended 1991)~~

~~**UR.1.7. UR.3.3. Retention of Maintenance, Test, and Analog or Digital Recorder Information.** — Records of calibration and maintenance, including conveyor alignment, analog or digital recorder, zero-load test, and material test data shall be maintained on site for at least the three concurrent years as a history of scale performance. Copies of any report as a result of a test or repair shall be mailed to the official with statutory authority as required. The current date and correction factor(s) for simulated load equipment shall be recorded and maintained in the scale cabinet.
(Added 2002)~~

No changes recommended for requirements under UR.2. Installation Requirements

UR.3. Use Requirements, Maintenance

UR.3.1. Loading. — The feed of material to the scale shall be controlled to assure that, during normal operation, the material flow is in accordance with manufacturer's recommendation for rated capacity.

<p>UR.3.21. <u>Scale and Conveyor Maintenance.</u> – Belt-conveyor scales and idlers shall be maintained and serviced in accordance with manufacturer’s instructions and the following:</p> <hr/> <p style="text-align: center;">***No changes recommended for paragraphs UR.3.21. (a) through (f)***</p> <hr/> <p>UR.3.3. <u>Retention of Maintenance, Test, and Analog or Digital Recorder Information.</u>— Records of calibration and maintenance, including conveyor alignment, analog or digital recorder, zero load test, and material test data shall be maintained on site for at least the three concurrent years as a history of scale performance. Copies of any report as a result of a test or repair shall be mailed to the official with statutory authority as required. The current date and correction factor(s) for simulated load equipment shall be recorded and maintained in the scale cabinet. (Added 2002)</p> <p>UR.3.4. <u>Diversion or Loss of Measured Product.</u>— There shall be no operation(s) or condition(s) of use that result in loss or diversion that adversely affects the quantity of measured product. (Added 2005)</p> <hr/> <p style="text-align: center;">***No changes recommended for paragraph UR.4. Compliance***</p>	
<p>Reasons for the committee recommendation: The Committee heard no comments on this issue and, deferring to the expertise of the USNWG on Belt-Conveyor Scale Systems, proposes the item for adoption as originally presented.</p>	
<p>Final updated or revised proposal recommended by the SWMA:</p>	
<p>SWMA recommendation on item status:</p> <p><input type="checkbox"/> Withdraw (not forwarded to NCWM)</p> <p><input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM)</p> <p><input checked="" type="checkbox"/> Voting Item on the NCWM Agenda</p> <p><input type="checkbox"/> Information Item on the NCWM Agenda</p> <p><input type="checkbox"/> Developing Item on the NCWM Agenda</p> <p><input type="checkbox"/> Unable to consider at this time</p> <p><input type="checkbox"/> Other: <i>(Please Describe)</i></p>	<p>SWMA Position:</p> <p><input checked="" type="checkbox"/> Supports</p> <p><input type="checkbox"/> Opposes</p> <p><input type="checkbox"/> Split</p> <p><input type="checkbox"/> Neutral</p> <p>Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.</p>
<p>Additional Comments:</p>	

<p>NEW – SWMA ITEM - 9</p>
<p>Regional Report to NCWM</p>
<p>Title: N.2.1. Variables in the Test Process</p>
<p>Source: Henry Oppermann – Seraphin Test Measure Company</p>
<p>Purpose: To provide guidance and understanding for the interpretation of test results and for the proper application of tolerances by recognizing the variables that may affect test results, such as temperature effects, uncertainties in the standards, different technologies (neck type standards and loop provers) and test methods used to test (retail fuel dispenser) meters, and evaporation.</p>
<p>Item Under Consideration:</p> <p>N.2.1. Variables in the Test Process. The interpretation of test results and the application of tolerances shall consider the variables that may influence the test results. These include, but are not limited to:</p> <ul style="list-style-type: none"> • Different technologies used for the volume standard and the associated test methods; • The uncertainties associated with the calibration of the volume standards used; • Temperature effects on the capacity of the volume standard • Temperature changes that change of the volume of the test liquid during the measurement process; • The repeatability of the meter;

<ul style="list-style-type: none"> • Differences in test procedures; • Apparent seasonal effects on meter performance and test results; and • Evaporation losses of the test medium during the test; <p>(Added 20XX)</p>	
Summary of comments considered by the regional committee (in writing or during the open hearings):	
Recommendation of the Regional Committee:	
Reasons for the committee recommendation:	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral
Additional Comments: The Committee deleted this item from its agenda at the request of the submitter during its open hearings.	

NEW – SWMA ITEM - 10	
Regional Report to NCWM	
Title: 3.30 Liquid Measuring Devices UR.3.3 Nozzle Color for Retail Motor Fuel Dispensers	
Source: John Albert, MO	
Purpose: To establish uniform fuel dispenser nozzle colors for product recognition to prevent accidental mis-fueling.	
Item Under Consideration: Amend HB 44 to add the following paragraph	
<u>UR.3.3. Nozzle Color for Retail Motor Fuel Dispensers.</u> (a) <u>Diesel fuel nozzles shall be green in color and shall be used only for diesel fuel, and</u> (b) <u>E85 fuel nozzles shall be yellow in color and shall be used only for E85.</u>	
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard no comments on this issue during its open hearings.	
Recommendation of the Regional Committee: The Committee considered the addition of the following paragraph:	
<u>UR.3.3. Nozzle Color for Retail Motor Fuel Dispensers.</u> (a) <u>Diesel fuel nozzles shall be green in color and shall be used only for diesel fuel, and</u> (b) <u>E85 fuel nozzles shall be yellow in color and shall be used only for E85.</u>	
The Committee believes that this item requires additional work prior to proposing it for adoption.	
Reasons for the committee recommendation: The Committee is amenable to considering a proposal to address the issue of mis-fueling; however, the Committee does not believe the proposal is complete as written. Individual Committee members had concerns that the proposal may not completely address the problems that lead to mis-fueling. In particular, the Committee believes that size requirements should be considered.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input checked="" type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety, with the caveat noted below.

Additional Comments:
The Committee is amenable to supporting this as a Developing Item, provided that the original submitter agrees to further develop the item. The Committee also asks that the submitter consider including size restrictions for the nozzle in the final proposal.

NEW – SWMA ITEM - 11	
Regional Report to NCWM	
Title: 5.58 Multiple Dimension Measuring Devices	
Source: Darrell Flocken (Mettler Toledo, Inc.) on behalf of the Multiple Dimension Measuring Device Work Group	
Purpose: Update the Multiple Dimension Measuring Device (MDMD) code based on the MDMD Work Groups' clarification of irregularly shaped objects and protrusions.	
Item Under Consideration: Remove paragraph N.1.4.3. in its entirety, as follows: N.1.4.3. Test Objects with Protrusions. If the device is marked with a minimum protrusion dimension to be measured, a test object with protrusion shall be used to verify the marked limitation during type evaluation. (Added 2008)	
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard from Darrell Flocken, Mettler-Toledo, speaking as a member of the Multiple Dimension Measuring Devices Work Group. Mr. Flocken noted that the current MDMD Code includes requirements for hexahedrons (e.g., a six-sided box) and irregularly-shaped, non-hexahedrons (e.g., something other than a six-sided box such as a tailpipe). The code also includes provisions to address objects with "protrusions." However, the MDMD Work Group believes that objects with protrusions should be addressed the same way as irregularly shaped objects. Thus, the proposed change would simplify the requirements by reducing the types of objects addressed in the code to two categories: hexahedrons and non-hexahedrons.	
Recommendation of the Regional Committee: Remove paragraph N.1.4.3. in its entirety, as follows: N.1.4.3. Test Objects with Protrusions. If the device is marked with a minimum protrusion dimension to be measured, a test object with protrusion shall be used to verify the marked limitation during type evaluation. (Added 2008)	
Reasons for the committee recommendation: The Committee heard no comments on this issue beyond the support offered by Darrell Flocken, deferring to the expertise of the Multiple Dimension Measuring Devices Work Group, proposed adoption of the item as proposed.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input checked="" type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as "Voting" item by unanimous voice vote on the Committee's Voting Consent Calendar.
Additional Comments:	

NEW – SWMA ITEM - 12	
Regional Report to NCWM	
Title: 5.56(a) Grain Moisture Meters UR3.4.(b)	

Source: Jeffrey D. Adkisson, Grain and Feed Association of Illinois	
Purpose: To change the mandatory printing of tickets from grain moisture meters to an “ <i>on demand at the time of transaction</i> ” printing and remove the requirement of printing the calibration version identification.	
Item Under Consideration: Amend NIST Handbook 44 Grain Moisture Meter Code 5.56.a. as follows: UR.3.4. Printed Tickets. (a) Printed tickets shall be free from any previous indication of moisture content or type of grain or seed selected. (b) The customer shall be given a printed ticket on demand at the time of the transaction showing the date, grain type, grain moisture results, test weight per bushel, and calibration version identification . The ticket <u>information</u> shall be generated by the grain moisture meter system. (Amended 1993, 1995, and 2003, and 20XX)	
Summary of comments considered by the regional committee (in writing or during the open hearings): NCWM S&T Committee Technical Advisor, Tina Butcher, noted that the proposed language submitted was slightly different from that discussed by the NTETC Grain Analyzer Sector. She also pointed out that the WWMA proposed alternate language mirrors similar language for printed tickets in the Vehicle-Tank Meters Code. Diane Lee, NIST OWM, prepared a summary of the various versions of the proposal for the Committee to consider and this summary was provided to the Committee during its agenda review session.	
Recommendation of the Regional Committee: Modify the original proposal to amend paragraph UR.3.4. as follows to reflect the language forwarded by the WWMA : UR.3.4. Printed Tickets. (a) Printed tickets shall be free from any previous indication of moisture content or type of grain or seed selected. (b) The customer shall be given a printed ticket at the time of the transaction or as otherwise specified by the customer . The printed ticket shall include the date, grain type, grain moisture results, and test weight per bushel, and calibration version identification . The ticket <u>information</u> shall be generated by the grain moisture meter system.	
Reasons for the committee recommendation: The Committee agrees with the Grain Analyzer Sector that the customer should be given the option of receiving a printed ticket from a transaction and that the proposed changes would clarify the responsibility of the device user. The Committee preferred the option forwarded by the WWMA since it mirrors existing language in other NIST Handbook 44 codes and is, therefore, more consistent with current requirements.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input checked="" type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.
Additional Comments:	

NEW – SWMA ITEM - 13
Regional Report to NCWM
Title: Section 5.54. Taximeters Code S.5. Provision for Security Seals
Source: James A. Wisniewski, Frias Transportation Infrastructure, LLC
Purpose: Allow for a more advanced and secure method of sealing a taximeter.

Item Under Consideration:

S.5. Provision for Security Seals. – Adequate provision shall be made to provide security for a taximeter. Security may be provided ~~either~~ by:

(a) Affixing security seals to the taximeter and to all other components required for service operation of a complete installation on a vehicle, so that no adjustments, alterations, or replacements affecting accuracy or indications of the device or the assembly can be made without mutilating the seal or seals; ~~or~~

(b) Using a combination of security seals described in paragraph (a) and, in the case of a component that may be removed from a vehicle (e.g., slide mounting the taximeter), providing a physical or electronic link between components affecting accuracy or indications of the device to ensure that its performance is not affected and operation is permitted only with those components having the same unique properties; or

(c) Using a combination of security seals described in paragraph (a) and, (b) and, in the case of a component that is electronic data affecting accuracy or indications of the taximeter, providing a unique electronic security seal on the electronic data that is encrypted and protected by an audited authentication and authorization mechanism, so that no adjustments, alterations, or replacements affecting the component can be made without the authentication and authorization. (Encryption algorithm for electronic seals must meet NIST AES ADVANCED ENCRYPTION STANDARD.)

The sealing means shall be such that it is not necessary to disassemble or remove any part of the device or of the vehicle to apply or inspect the seals.

(Amended 1988, and 2000, and 20XX)

Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee received a request from the submitter, Mr. Wisniewski, to modify the status of this item to Developmental. Mr. Wisniewski noted that NIST and NCWM are exploring the formation of a Taximeter Work Group to develop proposed changes to the Code to reflect current technologies. He indicated that Frias Transportation plans to work with other manufacturers and regulators in the taximeter community as well as NIST OWM to further develop this issue through this Work Group.

Recommendation of the Regional Committee: The Committee reviewed the following proposal to modify paragraph S.5. to recognize advanced sealing methodologies. The Committee proposes that this item be given *Developmental* Status on the NCWM S&T Committee Agenda, with the provision that the submitter will work with the Work Group on Taximeters being formed by NIST and NCWM and further develop the issue through that venue.

S.5. Provision for Security Seals. – Adequate provision shall be made to provide security for a taximeter. Security may be provided ~~either~~ by:

(a) Affixing security seals to the taximeter and to all other components required for service operation of a complete installation on a vehicle, so that no adjustments, alterations, or replacements affecting accuracy or indications of the device or the assembly can be made without mutilating the seal or seals; ~~or~~

(b) Using a combination of security seals described in paragraph (a) and, in the case of a component that may be removed from a vehicle (e.g., slide mounting the taximeter), providing a physical or electronic link between components affecting accuracy or indications of the device to ensure that its performance is not affected and operation is permitted only with those components having the same unique properties; or

(c) Using a combination of security seals described in paragraph (a) and, (b) and, in the case of a component that is electronic data affecting accuracy or indications of the taximeter, providing a unique electronic security seal on the electronic data that is encrypted and protected by an audited authentication and authorization mechanism, so that no adjustments, alterations, or replacements affecting the component can be made without the authentication and authorization. (Encryption algorithm for electronic seals must meet NIST AES ADVANCED ENCRYPTION STANDARD.)

The sealing means shall be such that it is not necessary to disassemble or remove any part of the device or of the vehicle to apply or inspect the seals.

(Amended 1988, and 2000 , and 20XX)	
Reasons for the committee recommendation: The Committee heard no opposition to the submitter's request to establish this as a Developmental Item. The Committee acknowledged that changes are needed to the Taximeter Code to reflect current technologies and believes this work will help jurisdictions that inspect and test taximeters. The Committee agrees with the submitter that this item requires additional development and is best designated with a "Developmental" status.	
Final updated or revised proposal recommended by the SWMA:	
SWMA recommendation on item status: <input type="checkbox"/> Withdraw (not forwarded to NCWM) <input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM) <input type="checkbox"/> Voting Item on the NCWM Agenda <input type="checkbox"/> Information Item on the NCWM Agenda <input checked="" type="checkbox"/> Developing Item on the NCWM Agenda <input type="checkbox"/> Unable to consider at this time <input type="checkbox"/> Other: <i>(Please Describe)</i>	SWMA Position: <input checked="" type="checkbox"/> Supports <input type="checkbox"/> Opposes <input type="checkbox"/> Split <input type="checkbox"/> Neutral Supported as "Developing" item by unanimous voice vote of the S&T's report in its entirety.
Additional Comments:	

NEW – SWMA ITEM - 14
Regional Report to NCWM
Title: Section 5.54. Taximeters, Updates to Recognize Global Positioning Systems
Source: Craig Leisy, Manager, Consumer Affairs Unit, City of Seattle
Purpose: Amend Section 5.54. Taximeters in NIST Handbook 44 to make it specifically apply to Global Positioning System (GPS) applications used commercially to compute fares based upon distance and/or time measurements.
Item Under Consideration: GPS system applications designed to compute fares based upon distance and/or time measurements are being introduced into the for-hire industry (e.g., taxicabs, limousines) in major U.S. cities. It is necessary to provide W&M inspectors with up-to-date technical standards to protect the consumer from being charged inaccurate fares. The absence of NCWM standards may encourage fraudulent practices by some users just as some taxicab drivers are known to use "zappers" on traditional electronic taximeters, or intentionally using the wrong rate (recent widespread problem in New York City, Los Angeles). The potential for fraud using computer programs and wireless technology was amply demonstrated by the "pulser" unit substitutions in retail motor-fuel dispensers at a very large number of gas stations in Los Angeles a few years ago. Section 5.54 "Taximeters" must be completely rewritten to reflect the new technology represented by "virtual taximeters." The test methods (i.e., measured mile, dynamometer) and tolerances are probably satisfactory but the remainder of Section 5.54 must be updated to account for "virtual taximeter" technology.
Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard no comments on this issue during its open hearings.
Recommendation of the Regional Committee: The Committee proposes that this item be given <i>Developmental</i> Status on the NCWM S&T Committee Agenda, with the provision that the submitter will work with the Work Group on Taximeters being formed by NIST and NCWM and further develop the issue through that venue.
Reasons for the committee recommendation: The Committee acknowledges that the use of technologies devices such as GPS need to be reviewed and addressed by Handbook 44 for applications (such as that described by the submitter) where they will be used to generate commercial measurements. The Committee agrees with the submitter that this item requires additional development and is best designated with a "Developmental" status.
Final updated or revised proposal recommended by the SWMA:

<p>SWMA recommendation on item status:</p> <p><input type="checkbox"/> Withdraw (not forwarded to NCWM)</p> <p><input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM)</p> <p><input type="checkbox"/> Voting Item on the NCWM Agenda</p> <p><input type="checkbox"/> Information Item on the NCWM Agenda</p> <p><input checked="" type="checkbox"/> Developing Item on the NCWM Agenda</p> <p><input type="checkbox"/> Unable to consider at this time</p> <p><input type="checkbox"/> Other: <i>(Please Describe)</i></p>	<p>SWMA Position:</p> <p><input checked="" type="checkbox"/> Supports</p> <p><input type="checkbox"/> Opposes</p> <p><input type="checkbox"/> Split</p> <p><input type="checkbox"/> Neutral</p> <p>Supported as “Developing” item by unanimous voice vote of the S&T’s report in its entirety.</p>
<p>Additional Comments:</p>	

<p>NEW – SWMA ITEM - 15</p>	
<p>Regional Report to NCWM</p>	
<p>Title: Section 5.59. Electronic Livestock, Meat, and Poultry Evaluation Systems and/or Devices, Change Code to Permanent Status</p>	
<p>Source: USDA, GIPSA, Packers and Stockyards Programs</p>	
<p>Purpose: Remove the tentative code status of Section 5.59., making it enforceable.</p>	
<p>Item Under Consideration: Section 5.59. Electronic Livestock, Meat, and Poultry Evaluation Systems and/or Devices</p>	
<p>Summary of comments considered by the regional committee (in writing or during the open hearings): The Committee heard from Cary Ainsworth, USDA, who asked the SWMA to consider moving this proposal as a voting item. He noted that changing the status of the code from “tentative” to “permanent” will allow them to enforce the provisions of the code.</p>	
<p>Recommendation of the Regional Committee: Remove the Tentative Code status of Section 5.59.</p>	
<p>Reasons for the committee recommendation: The Committee heard no opposition to the proposed change in the status of the code. The Committee agrees that, since the code has been in place as a tentative code for several years with no negative feedback, that it is appropriate to consider removing the “tentative” status.</p>	
<p>Final updated or revised proposal recommended by the SWMA:</p>	
<p>SWMA recommendation on item status:</p> <p><input type="checkbox"/> Withdraw (not forwarded to NCWM)</p> <p><input type="checkbox"/> Developing on Regional Agenda (not forwarded to NCWM)</p> <p><input checked="" type="checkbox"/> Voting Item on the NCWM Agenda</p> <p><input type="checkbox"/> Information Item on the NCWM Agenda</p> <p><input type="checkbox"/> Developing Item on the NCWM Agenda</p> <p><input type="checkbox"/> Unable to consider at this time</p> <p><input type="checkbox"/> Other: <i>(Please Describe)</i></p>	<p>SWMA Position:</p> <p><input checked="" type="checkbox"/> Supports</p> <p><input type="checkbox"/> Opposes</p> <p><input type="checkbox"/> Split</p> <p><input type="checkbox"/> Neutral</p> <p>Supported as “Voting” item by unanimous voice vote on the Committee’s Voting Consent Calendar.</p>
<p>Additional Comments:</p>	

Kenneth Ramsburg, Chairman
 Jerry Butler, North Carolina
 Tim Chesser, Arkansas
 Marvin Pound, Georgia
 Tina Butcher, NIST OWM Technical Advisor

SWMA Specifications and Tolerances Committee