



Intercomp helps heavy-haul carriers stay compliant

Intercomp has outlined some of the benefits of its product range available to heavy-haulage specialists involved in the transportation of oversized objects on public roadways, including some of the largest items in the world.

"While these loads may weigh hundreds of thousands of pounds, operators must still comply with permitted limits, while also completing their job safely," said the company.

"Intercomp has a variety of options to fill this unique

application."

The company offers heavy-haul carriers several portable scale options to ensure axle and gross weights comply with local ordinances, or stay below the thresholds outlined in a hauling permit.

"Since its introduction, the LP600 has been the go-to portable scale for heavy-haul operators," said the firm.

"The most important benefit of this scale is an easy approach due to standard dual-wide pads and a height less than 1.75

inches."

The LP600-15T is a complete, portable roll-over axle scale system. The system consists of two LP600 pads, bundled with four portable Roll-Up Ramps/Levelers to keep all axles within a group – adjacent axles within 10 feet – on plane.

Axle weights can be shown on one of the built-in displays for each pad, or transmitted to a remote indicator via RFX Wireless Weighing. Using either indicator, GVW can be determined by totalising individual axle weights



with the push of a button.

Meanwhile, the LS630-WIM System, which also includes Roll-Up Ramps/Levelers, offers heavy-haul operators the ability weigh multi-axle truck/trailer combinations while the vehicle remains in motion.

"This provides operators a

portable system to measure and record up to 36 individual axle weights without the need to stop, making it the most efficient option for weighing multi-axle vehicles," said Intercomp.

The included PC with IntercompWIM software, or PT20 WIM, can automatically totalise

axle weights to determine GVW, while also providing the ability to save weight records or print weigh tickets that include individual axle weights.

"Regardless of space constraints or load size, Intercomp offers a variety of precision weighing solutions that can help heavy-haul professionals complete their job more efficiently," added the company.

"Whether reducing undue strain to transportation equipment, or ensuring wheel/axle weight compliance and safe operation, our line of low-profile scales can help grow your bottom line by reducing unplanned expenses."

www.intercompcompany.com

A load off your mind

Stewart Campbell, of weighing technology specialist Avery Weigh-Tronix, explains how new technologies are helping commercial vehicle fleets to avoid overloading

For any business, maximising efficiency is key to reducing operating costs and improving profit margins. For transporters of goods, there is a fine balance between optimising consignments to fill the space within a vehicle, while avoiding vehicle overloading. However, it can be a difficult balance to strike.

The pitfalls of overloading

Overloading is all too common within goods transportation and while most operators are reputable, some are tempted to overload their vehicles in a bid to maximise payloads, or just don't have the equipment and systems to accurately plan and manage vehicle loads. But overloading

has hidden costs such as increased fuel consumption and increased wear and tear on the vehicle, as well as the safety of drivers and other road users.

The practice can lead to huge health and safety issues too; steering becomes more difficult to control and vehicles take longer to react to braking, increasing the

likelihood of a potentially fatal accident. Such accidents could lead to prosecutions for dangerous driving, health and safety offences, and corporate manslaughter – for both the driver and his or her employer.

As well as criminal charges, penalties for overloading vehicles can stretch from £100 if the vehicle is between 5 and 10 per cent over the limit, to up to £300 for a vehicle 15 to 30 per cent over the limit. Vehicles found to be overweight are also likely to be immobilised. This attracts an £80 release fee, as well as the costs and time associated with relieving the vehicle of the excess weight.

To avoid these penalties, it's important to know



a vehicle's maximum permissible axle weight and maximum permissible gross vehicle weight (GVW). The gross weight of a vehicle can be easily checked using a weighbridge, taking into account the weight of the vehicle plus the overall load.

In some instances, the gross vehicle weight is not exceeded, but the load may still exceed the maximum permissible axle weight. Portable, static axle weighers provide a solution for spot checking vehicles, while dynamic fixed or portable solutions can weigh in motion, speeding up the process and providing a solution for those with larger and mixed fleets.

The challenges of load planning

Ultimately, vehicle overloading comes down to ineffective load planning. But as the supply chains of today become increasingly complex, accurate load planning can be a hard nut to crack.

All too often pickups and deliveries are cancelled or changed, or the sender has provided the wrong consignment size details, making it hard for load planners back at the depot to accurately schedule a load – while the fast-paced changes at hubs mean there is

little time to check for errors and overloads.

'Cube-out' with the Cubetape

New technologies are helping remove these errors by pre-empting load planning issues before consignments reach the depot. The new Cubetape from Avery Weigh-Tronix is a digital dimensioning device, designed for delivery drivers to use at the consignment pickup point. The device is lightweight and fits neatly into a pocket or holster.

The driver scans the bar code of the package at the pickup point and uses the tape measure to take a measurement, verifying the consignment dimensions before they leave the shipper.

The measurement data is then wirelessly transferred to give the freight operator advanced warning of the dimensions of freight before it arrives at the depot, allowing them to optimise the loads and cube-out their vehicles without the chance of errors/overloads occurring.

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