

Electro-Magnetic Compatibility (EMC)



This product complies with Council Directive 89/336/EEC when installed and used in accordance with the relevant instructions.

PLEASE CONTACT YOUR LOCAL DISTRIBUTOR
If unknown then fax: 44 (0) 1453 733311 for details

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Our policy is one of continuous improvement and the information in this document is subject to change without notice. Check that the software reference matches that displayed by the instrument.

RDS Document number

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\\SKIPLOG.DTP

User Guide

Skiplog

Operation and Calibration

Software Ref: UDM 501-5

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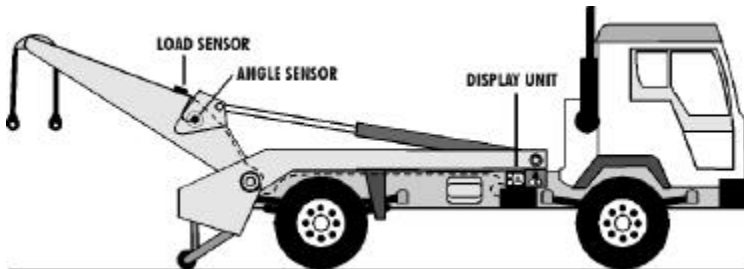
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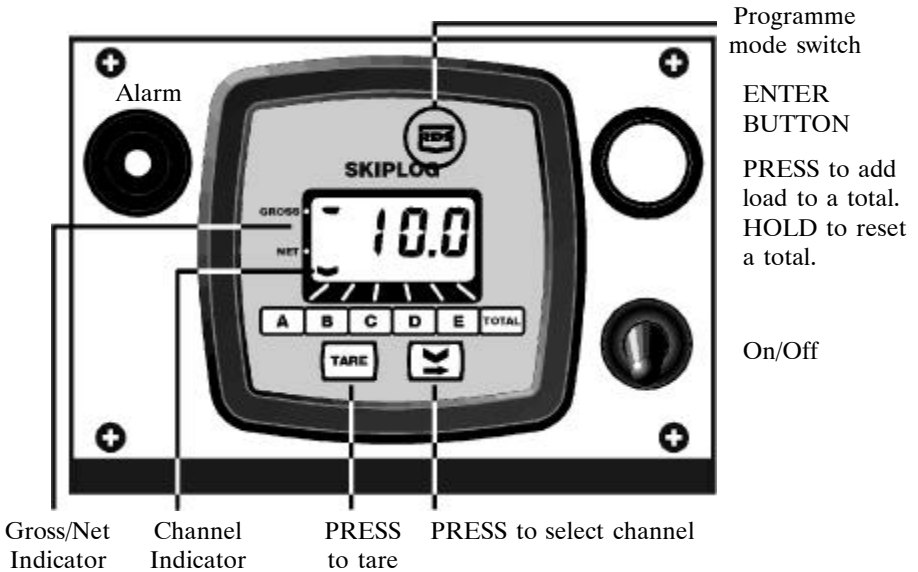
Overview

A sensor fitted to each lifting arm provides a signal proportional to the weight being lifted. An angle sensor triggers an audible alarm - one long beep when the lifting arms reach the weighing position, and two short beeps if above the correct position.



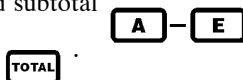
On reaching the weigh position, the display unit automatically displays either gross weight of skip with contents or net weight (once the empty skip weight has been programmed). An overload alarm may also be programmed. The weight may then be added to one of 5 memory subtotals, for example designated for different skip types or classes of waste. A sixth channel stores a grand total. Any total may be reset. All data remains stored when unit is switched off.

Operation



Reset Totals

- 1 Select desired subtotal or grandtotal




- 2 HOLD white button to reset. Unit display returns to zero.




Operation

Tare and weigh skip

NOTE: Procedure illustrated with net-weight display. To change weigh mode  8



- 1** LEVEL the truck with the aid of the spirit level indicator adjacent to the instrument box.

- 2** SELECT correct skip type. 

Unit displays existing subtotal.



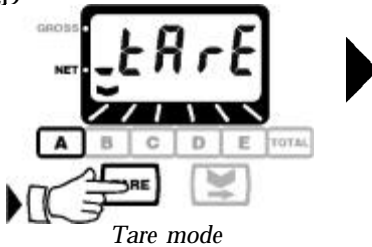
- 3** TARE.

- (i) LIFT arms to weigh position without skip.  

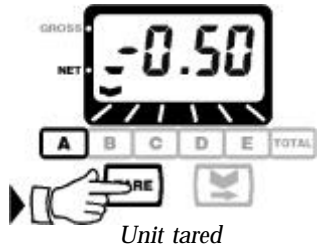
Unit displays net weight



- (ii) HOLD





Tare mode



Unit tared

- 4** WEIGH.

- (i) Attach skip and lift to weigh position.  

Unit displays net weight or may alarm if pre-programmed load is exceeded.



- (ii) PRESS white button to store result.

Unit displays new sub total.



- (iii) Continue skip loading.

Other than taring as part of normal weighing operation, occasions at which the unit must be calibrated are;

- (i) after initial installation to a vehicle.
- (ii) if consistent discrepancies between instrument and weighbridge readings subsequently occur.

Check and calculate Calibration Factor

Follow procedures with the vehicle parked on level ground.

- 1 Ensure the instrument displays GROSS weight.

It is not important which channel is selected.



- 2 LIFT arms to weigh position without skip.

Unit displays a figure.



- 3 TARE



- 4 Attach and lift a skip of KNOWN weight to weigh position.

(example - 750kg skip displays 670kg)



If displayed reading differs from known weight, then Calibration Factor must be re-calculated and programmed.

- 5 Calculate New Factor: = Existing Factor x $\frac{\text{Known Weight}}{\text{Displayed Weight}}$

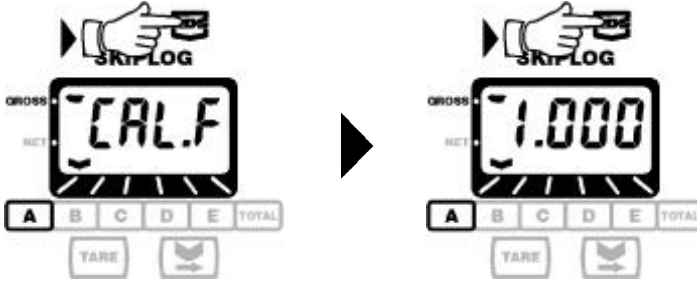
$$= 1.000 \text{ (Default)} \times \frac{0.75}{0.67} = \underline{\underline{1.119}}$$

Calibration

Programme Calibration Factor

1 HOLD for 6 seconds

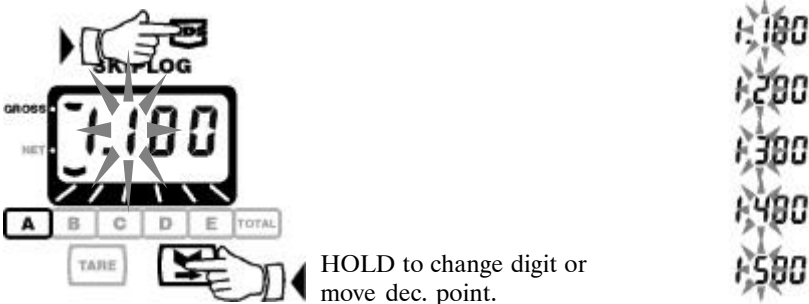
Cal. Factor displayed.



2



3



4 Repeat 2 and 3 for subsequent digits

▪

Programme Skip Net Weight


Required for the instrument to calculate and display net weight of the skip contents.

Channels **A** – **E** must be programmed individually for each skip type.

- 1 HOLD for 3 seconds

Stored Net Weight (kg) of Skip displayed.

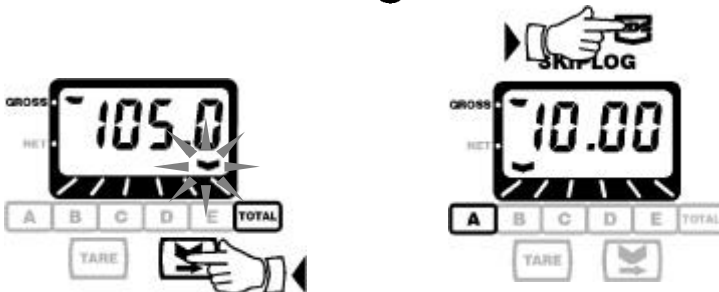


- 2 Select and change digits as for the Calibration Factor.  6


Programme Load Alarm

- 1 Select Channel 6

- 2 HOLD



Alarm load displayed (Default = 10 tonnes)

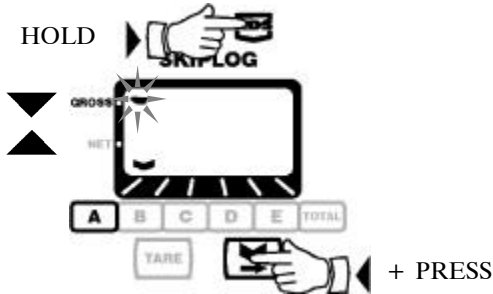
- 3 Select and change digits as for the Calibration Factor.  6

Calibration

Change display mode

To select Net weight or Gross Weight display mode: *(with any channel selected)*

1



Other operating conditions

The system is designed for reliable, consistent performance in a harsh environment. To help maintain this, please observe the following points;

The electronic display unit is totally waterproof however other components within the metal casing are not so. The metal casing provides suitable protection from normal roadgoing conditions.

DO NOT expose the unit directly to a HIGH PRESSURE JET WASH.

CHECK as part of normal maintenance routine, that the load sensors remain free from accumulated dirt and moisture within their protective housings.

Should the display unit show 'Err.1', 'Err.2' or 'Err.b' at any time, this indicates a fault with either the LH or RH, or both load sensors respectively. In these circumstances, contact your local distributor for service.

Your local distributor is: