INTERNATIONAL ROAD DYNAMICS INC.
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- Site Service Report -

June 9, 2009

IRD SO#: 10785L
IRD Ref:
From: Ray Pollon
To: Shawn Brown, Bruce Myers
Project Name: Little Rock LTPP (AR)
Project Location: **I-30 Mile Post 101.8**
Service Date(s): April 9, 2008
Weather: Sunny, 74F

Job Description: Site data showing WIM system producing erratic axles counts and/or loop errors.

Work Completed:

- Found iSINC to be powered on and all cards to be receiving/responding to sync pulse from Time Generation Module Card (TGM)
- Noted vehicle display to be showing copious amounts of unequal or significant weigh difference errors (~4-5 in every 10 class 9 vehicles).
- Traffic volume was observed to be heavier today than other times while onsite.
- Noted Activity LED on Scale Sensor Module Card (SSM) to flicker almost illuminate solid when no vehicles were passing over sensors.
- Removed BP inputs from SIOP and observed activity continued on SSM card (LED).
- Measured Bending Plate (BP) electrical terminations and recorded the following results:
  - BP 1: Ex-Ex=985Ω,Sig-Sig=852Ω, Sig-Shield=Infinite/OL resistance.
  - BP 2: Ex-Ex=987Ω,Sig-Sig=853Ω, Sig-Shield=Infinite/OL resistance.
  - All lightening protection devices on SIOP: Infinite/OL resistance.
- Measured Loop (L) electrical terminations and recorded the following results:
  - L1: Dielectric at 1000V= 574 MΩ, Continuity= 1.6Ω Lead to Lead, Shield= Infinite/OL resistance.
  - L2: Dielectric at 1000V= 390 MΩ, Continuity= 1.8Ω Lead to Lead, Shield= Infinite/OL resistance.
- Noted vehicle records displayed with upwards of 9 axles being generated with BP's disconnected from SIOP.
- Had Engineering (Jeff Robertson) dial into system to observe system with the BP's disconnected.
- Card was removed and reseated in the rack (power cycled) and activity (LED) was noted to resume on SSM with BP's disconnected.
- Card was issued autoconfig command but this did not resolve the errors produced when vehicles passed over the system.
- The card Rev. F card was replaced with a Rev I card and immediately the auto configuration was noted onscreen and errors were significantly reduced to ~1 in every 30-40 class 9 vehicles.
- The main system (iSINC) was not power cycled during these procedures.
- System was returned to service.

- Loops errors were few and when they did occur were attributed to heavy traffic while onsite with numerous lane changes occurring during the 1 hour period of observation.

Work Remaining: None.

Parts Used: 1x ird p/n 195210 iSINC Kt. Scale Sensor Module

Mileage / Travel Time:

Time Spent on Site: 3 hours

Notes: None.

Action Items:

Item	Action Required	Ownership
1.		
2.		
3.		