

WIM System Field Calibration and Validation Handout Guide

Indiana SPS-6
SHRP ID – 180600

Validation Date: March 6, 2012



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1 Site Information

Site ID:	180600	State:	Indiana
LTPP Region:	North Central	Configuration:	Loop- quartz-quartz-loop
Controller Type:	iSINC	Sensor Type:	Quartz- Piezo
Power:	AC	Communication:	Landline
Class Scheme:	LTPP Mar 06	CPU type/setup:	

2 Contact Information

Agency	Contact	Position	Phone	E-Mail
FHWA	Debbie Walker	COTR	202 493-3068	deborah.walker@dot.gov
FHWA	Tom Duncan	Division Office	317-226-5622	thomas.duncan@dot.gov
RSC	Frank Meyer	North Central	775 329-4955	fmeyer@stantec.com
IN DOT	Ju Sang Lee	LTPP contact	765-463-1521	jlee@indot.in.gov
IN DOT	Tommy Nantung	Coordinator	765-463-1521	tnantung@indot.in.gov
IN DOT	William Flora	LTPP Contact	317 233-1060	wflora@indot.in.gov
IN DOT	Marcia Gustafson	Traffic Contact	317232-5134	mgustafson@indot.in.gov
ARA	Dean Wolf	Task Leader	717-512-6638	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com

3 Schedule of Events

Date	Event	Location	Start Time
3/5/12	Travel	Plymouth, IN	TBD
3/6/12	Test Truck Weigh/Measure/Inspection	CAT Scale	7:00 am
3/6/12	Equipment Assessment	WIM Site	8:00 am
3/6/12	Initial Performance Evaluation	WIM Site	8:30 am
3/6/12	System Test/Class and Speed Study	WIM Site	TBD
3/7/12	Test Truck Weigh	CAT Scale	7:00 am
3/7/12	Calibration/Validation (if required)	WIM Site	8:00 am
3/8/12	Travel	Camp Hill, PA	TBD

4 Maps

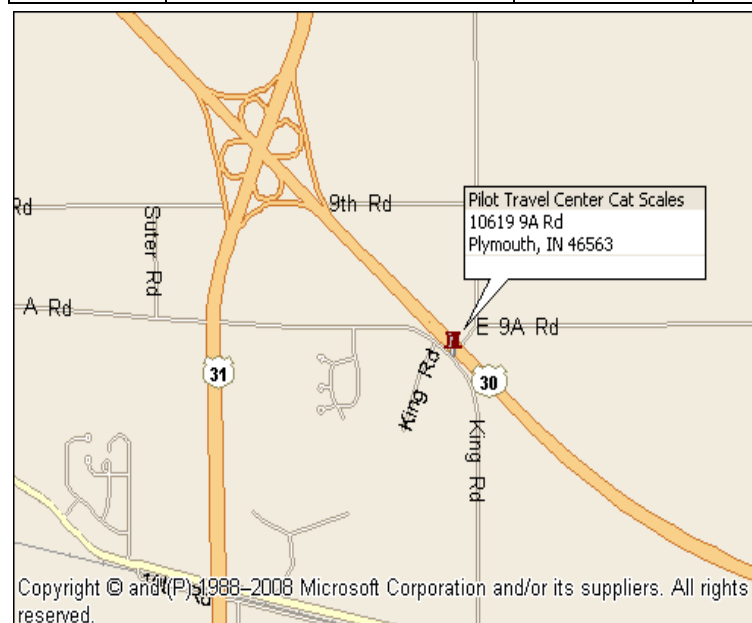
4.1 Site Location

Location:	US-31 North at M.P. 216.9		Direction:	NB
Latitude:	41.22390°	Longitude:	--86.26020°	



4.2 Truck Scale Location

Name:	Pilot Travel, Plymouth	Location:	US Hwy 30 & 31
Latitude:	41.3418000	Longitude:	-86.2625000



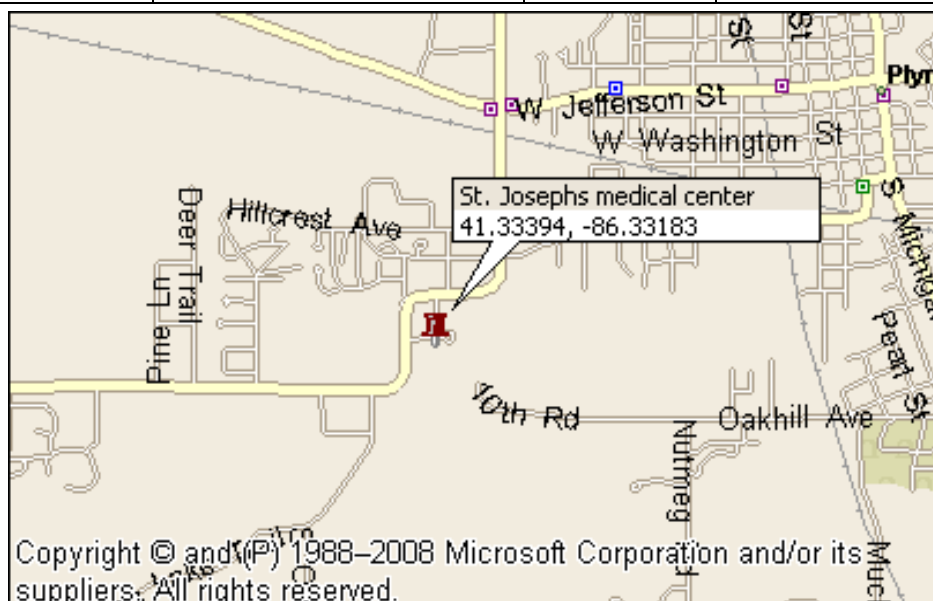
4.3 Airport Location

Name:	South Bend Regional Airport	Location:	South Bend, IN
Latitude:	41.070141	Longitude:	-86.30901



4.4 Hospital Location

Name:	St. Josephs Regional Medical Center		
Phone:	(574) 936-3181	Phone:	(574) 936-3181



5 Occupational Health and Safety Plan

All fieldwork in the right-of-way will be carried out when the ground visibility is more than 3 km, and when there is no accumulation of water, snow, or ice is on the pavement.

To the extent possible, inspection work during extremely high and low temperatures will be avoided. If the work becomes necessary, workers will be reminded to make appropriate precautions (wear protective clothing, drink fluids, and avoid prolonged exposure to severe weather conditions).

All personnel present on the right-of-way will wear approved safety gear (boots, reflective safety vest, and helmet).

The following items will be available at the site: a standard first-aid kit, a cell phone, and the location of nearby hospital(s).

6 Contingency Plan

If inclement weather is forecasted prior to mobilizing to the site, the Project Manager will make the final decision to postpone the Validation visit. The Task Leader is responsible for contacting all parties involved to inform them of the postponement. He is also responsible for rearranging travel.

Once the Validation team is on-site, the On-Site Task Leader is responsible for making decisions to delay or postpone the Validation. He will contact the Project Manager to make recommendations for completing the Validation, and the Project Manager will make the final decision to cancel or postpone. The On-Site Task Leader is responsible for contacting the COTR and all other participating parties to inform them of the delay or postponement.

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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1. DATA PROCESSING

- a. Download: LTPP download
- b. Data review: LTPP
If state, how often? _____
- c. Data submission LTPP
If state how often? _____

2. EQUIPMENT

- a. Purchase LTPP
- b. Installation LTPP contract
- c. Maintenance Contract with purchase
Expiration Date _____
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power
i. Type Underground ii. Payment State
- g. Communication
i. Type Landline ii. Payment State

3. PAVEMENT

- a. Type Asphalt Concrete
- b. Allowable Rehabilitation activities Maintenance only
- c. Profile Site Markings Temporary

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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4. Onsite Activities

- a. WIM Validation Check advance notice required

_____ Days 2 Weeks

- b. Notice for straightedge and grinding check

_____ Days 2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

- d. Calibration routine LTPP annually
Other: _____

- e. Test Vehicle Responsibilities

- i. Trucks

1st-	<u>Air suspension 3S2</u>	<u>LTPP</u>
2nd-	<u>Air Suspension 3S2</u>	<u>LTPP</u>
3rd-	_____	_____
4th-	_____	_____

ii. Loads LTPP

iii. Drivers LTPP

- f. Contractor(s) with prior experience in wim calibration in state:
IRD

- g. Access to cabinet Joint

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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5. SITE SPECIFIC CONDITIONS

- a. Funds and accountability: _____
- b. Reports: _____
- c. Other: _____
- c. Special Conditions _____

6. CONTACTS

- a. Equipment (operational status, access, etc.)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- b. Maintenance (equipment)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- c. Data Processing and pre-visit data
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- d. Construction schedule and verification
Name _____ Phone # _____
Agency _____
- e. Test Vehicles (trucks, loads, drivers)
Name _____ Phone # _____
Agency _____
- f. Traffic control
Name _____ Phone # _____
Agency _____
- g. Enforcement coordination
Name _____ Phone # _____
Agency _____
- h. Nearest static scale
Name _____ Location: _____
Phone: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>18</u> SPS WIM ID: <u>180600</u> DATE (mm/dd/yyyy) <u>3/7/2012</u>
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10510	0	Direct
B		14950	0	Direct
C		14950	0	Direct
D		18625	0	Direct
E		18625	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 77660
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 77660

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

b. Make: International
c. Model: Eagle

d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 18.0 B to C 4.3 C to D 31.2 D to E 4.3 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 57.8
i. Kingpin offset from Axle B (units) 2.33 photo: ☐
j. Overall Length - ☒ Measured 62.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R22.5	steel spring	☒
B	285 75R22.5	air	☒
C	285 75R22.5	air	☒
D	225 70R22.5	air	☒
E	225 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	109.5	105.4	95.2	106.4	
110.7	108.4	105.7	97.7	104.8	
109.9	108.2	104.3	96.4	105.8	
	109.3	106	97.2	104.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10500	14950	14950	18630	18630		77660
2	10520	14950	14950	18620	18620		77660
Avg.	10510	14950	14950	18625	18625		77660

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Pre

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10550	0	Direct
B		13790	0	Direct
C		13790	0	Direct
D		13905	0	Direct
E		13905	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 65940
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 65940

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

b. Make: International
c. Model: Eagle

d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 18.8 B to C 4.4 C to D 30.9 D to E 4.0 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 58.1
i. Kingpin offset from Axle B (units) 2.33 photo: ☐
j. Overall Length - ☒ Measured 69.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R24.5	steel spring	☒
B	285 75R24.5	air	☒
C	285 75R24.5	air	☒
D	255 70R22.5	air	☒
E	255 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	101.9	103.4	93.8	109	
95.3	101.2	102	95.4	107.4	
96.1	100.7	102.8	96.5	105.1	
	101.4	104	92.6	108.3	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10540	13790	13790	13910	13910		65940
2	10560	13790	13790	13900	13900		65940
Avg.	10550	13790	13790	13905	13905		65940

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Pre

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>18</u>
	SPS WIM ID: <u>180600</u>
	DATE (mm/dd/yyyy) <u>3/7/2012</u>

CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10510	0	Direct
B		14950	0	Direct
C		14950	0	Direct
D		18625	0	Direct
E		18625	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 77660
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 77660

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

b. Make: International
c. Model: Eagle

d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 18.0 B to C 4.3 C to D 31.2 D to E 4.3 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 57.8
i. Kingpin offset from Axle B (units) 2.33 photo: ☐
j. Overall Length - ☒ Measured 62.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R22.5	steel spring	☒
B	285 75R22.5	air	☒
C	285 75R22.5	air	☒
D	225 70R22.5	air	☒
E	225 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	109.5	105.4	95.2	106.4	
110.7	108.4	105.7	97.7	104.8	
109.9	108.2	104.3	96.4	105.8	
	109.3	106	97.2	104.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10500	14950	14950	18630	18630		77660
2	10520	14950	14950	18620	18620		77660
Avg.	10510	14950	14950	18625	18625		77660

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Cal 1

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10550	0	Direct
B		13790	0	Direct
C		13790	0	Direct
D		13905	0	Direct
E		13905	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 65940
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 65940

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

b. Make: International
c. Model: Eagle

d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 18.8 B to C 4.4 C to D 30.9 D to E 4.0 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 58.1
i. Kingpin offset from Axle B (units) 2.33 photo: ☐
j. Overall Length - ☒ Measured 69.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R24.5	steel spring	☒
B	285 75R24.5	air	☒
C	285 75R24.5	air	☒
D	255 70R22.5	air	☒
E	255 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
	101.9	103.4	93.8	109	
95.3	101.2	102	95.4	107.4	
96.1	100.7	102.8	96.5	105.1	
	101.4	104	92.6	108.3	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10540	13790	13790	13910	13910		65940
2	10560	13790	13790	13900	13900		65940
Avg.	10550	13790	13790	13905	13905		65940

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Cal 1

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>18</u>
	SPS WIM ID: <u>180600</u>
	DATE (mm/dd/yyyy) <u>3/7/2012</u>

CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10510	10300	Direct
B		14950	14850	Direct
C		14950	14850	Direct
D		18625	18595	Direct
E		18625	18595	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 77660
c. Post Test Loaded Weight: 77190
d. Difference Post Test - Pre-Tests: 470

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

b. Make: International
c. Model: Eagle

d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 18.0 B to C 4.3 C to D 31.2 D to E 4.3 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 57.8
i. Kingpin offset from Axle B (units) 2.33 photo: ☐
j. Overall Length - ☒ Measured 62.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R22.5	steel spring	☒
B	285 75R22.5	air	☒
C	285 75R22.5	air	☒
D	225 70R22.5	air	☒
E	225 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	109.5	105.4	95.2	106.4	
110.7	108.4	105.7	97.7	104.8	
109.9	108.2	104.3	96.4	105.8	
	109.3	106	97.2	104.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10500	14950	14950	18630	18630		77660
2	10520	14950	14950	18620	18620		77660
Avg.	10510	14950	14950	18625	18625		77660

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10300	14850	14850	18580	18580		77160
2	10300	14850	14850	18610	18610		77220
Avg.	10300	14850	14850	18595	18595		77190

Validation Test Truck Run Set - Post

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5
3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10550	10410	Direct
B		13790	13650	Direct
C		13790	13650	Direct
D		13905	13880	Direct
E		13905	13880	Direct
F				

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 65940
- c. Post Test Loaded Weight: 65470
- d. Difference Post Test - Pre-Tests: 470

5. TRUCK DESCRIPTION

- a. Tractor Cab Style: Conventional Sleeper Cab: Yes
photo: ☒

- b. Make: International
c. Model: Eagle

- d. Trailer Load Distribution Description:

forklift and steel

photo: ☒

- e. Tractor Tare weight - _____ - _____
- f. Trailer Tare weight - _____ - _____
- g. Axle Spacing - _____

A to B 18.8 B to C 4.4 C to D 30.9 D to E 4.0 E to F _____

- h. Wheelbase - ☐ Measured _____ ☒ Computed 58.1
- i. Kingpin offset from Axle B (units) 2.33 photo: ☐
- j. Overall Length - ☒ Measured 69.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285 75R24.5	steel spring	☒
B	285 75R24.5	air	☒
C	285 75R24.5	air	☒
D	255 70R22.5	air	☒
E	255 70R22.5	air	☒
F			☐

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	101.9	103.4	93.8	109	
95.3	101.2	102	95.4	107.4	
96.1	100.7	102.8	96.5	105.1	
	101.4	104	92.6	108.3	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10540	13790	13790	13910	13910		65940
2	10560	13790	13790	13900	13900		65940
Avg.	10550	13790	13790	13905	13905		65940

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10400	13640	13640	13870	13870		65420
2	10420	13660	13660	13890	13890		65520
Avg.	10410	13650	13650	13880	13880		65470

Validation Test Truck Run Set - Post

Measured By: Aditya Ramachandran

Verified By: Kevin Trousdale

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 18 SPS WIM ID: 180600 DATE: (mm/dd/yyyy): 3/7/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
58.3	48	1	1	9:55:17	41549	49.0	9.6	13.6	15.4	18.6	17.4		74.7	18.1	4.3	31.3	4.3		58.0	63.0
58.3	48	2	2	9:55:28	41551	49.0	9.6	13.8	13.2	13.0	12.6		62.3	18.8	4.4	30.8	4.1		58.1	69.0
60.0	55	1	3	9:59:50	41599	55.0	10.0	14.4	14.8	19.6	19.6		78.2	18.1	4.4	31.4	4.4		58.3	63.0
60.0	55	2	3	10:00:01	41602	54.0	10.8	14.4	12.8	14.2	14.4		66.9	18.8	4.4	30.7	4.1		58.0	70.0
61.3	49	1	4	10:09:57	41724	51.0	9.8	13.8	15.4	19.4	18.4		77.0	18.1	4.4	31.4	4.4		58.3	63.0
61.3	52	2	4	10:10:27	41728	49.0	10.2	14.2	13.4	13.2	13.0		63.9	18.8	4.4	30.8	4.1		58.1	69.0
62.0	55	1	5	10:14:38	41779	54.0	9.6	15.0	15.2	17.0	19.4		76.1	18.0	4.4	31.3	4.3		58.0	63.0
62.0	54	2	5	10:14:55	41783	54.0	10.0	13.6	12.8	13.2	14.0		63.7	18.8	4.4	30.7	4.1		58.0	69.0
62.6	59	1	6	10:19:14	41826	59.0	9.6	13.4	14.8	18.4	17.4		73.8	18.0	4.3	31.4	4.3		58.0	63.0
62.6	60	2	6	10:19:44	41833	59.0	10.4	13.4	13.4	13.2	13.2		63.7	18.8	4.4	30.8	4.0		58.0	69.0
63.1	48	1	7	10:25:44	41917	49.0	11.0	14.8	15.0	18.4	19.2		78.4	18.0	4.4	31.4	4.4		58.2	63.0
63.1	49	2	7	10:25:57	41926	50.0	10.0	13.8	13.6	12.8	13.2		63.4	18.8	4.4	30.8	4.1		58.1	69.0
65.3	60	1	8	10:34:50	42014	59.0	9.4	14.2	14.4	17.8	17.4		73.1	18.0	4.4	31.3	4.3		58.0	63.0
65.3	60	2	8	10:35:02	42018	59.0	10.2	13.8	13.0	13.2	13.8		64.3	18.8	4.4	30.7	4.1		58.0	70.0
73.6	55	1	9	11:41:09	42828	55.0	9.7	13.4	14.6	17.7	17.1		72.5	18.1	4.3	31.3	4.3		58.0	63.0
73.6	54	2	9	11:41:22	42832	54.0	9.5	13.5	13.5	13.4	14.2		64.1	18.8	4.4	30.8	4.1		58.1	69.0
69.1	59	1	10	11:47:50	42917	59.0	9.7	13.9	14.6	19.4	18.4		75.9	18.0	4.4	31.1	4.4		57.9	63.0
69.1	62	2	10	11:48:10	42920	59.0	10.5	14.8	13.7	13.2	14.1		66.4	18.8	4.4	30.7	4.1		58.0	70.0
68.0	50	1	11	11:52:53	42976	49.0	9.8	14.3	14.8	17.2	17.1		73.1	18.1	4.4	31.3	4.4		58.2	63.0
68.0	48	2	11	11:53:45	42986	49.0	9.7	14.2	12.6	12.9	12.3		61.6	18.8	4.4	30.8	4.1		58.1	70.0
69.2	55	1	12	11:57:30	43033	55.0	9.6	14.1	14.6	18.0	18.4		74.7	18.1	4.4	31.3	4.3		58.1	63.0
69.2	54	2	12	11:58:37	43042	55.0	10.1	13.2	12.8	13.5	13.6		63.4	18.7	4.4	30.7	4.1		57.9	70.0
71.4	58	1	13	12:02:50	43091	59.0	9.8	14.0	14.3	15.1	17.9		71.0	18.1	4.4	31.2	4.3		58.0	63.0
71.4	59	2	13	12:03:02	43094	59.0	10.7	14.3	13.2	13.2	13.9		65.3	18.8	4.4	30.7	4.0		57.9	69.0

Recorded By: _____ ar _____

Verified By: _____ 0 _____

Run Set _____ Pre _____

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 18 SPS WIM ID: 180600 DATE: (mm/dd/yyyy): 3/7/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
71.9	52	1	14	12:07:46	43136	49.0	9.7	14.2	14.6	16.2	17.6		72.2	18.1	4.4	31.4	4.4		58.3	63.0
71.9	48	2	14	12:07:58	43141	50.0	9.4	13.7	13.4	13.5	13.3		63.3	18.8	4.4	30.7	4.1		58.0	70.0
73.5	54	1	15	12:12:45	43199	55.0	9.7	14.2	14.9	18.4	18.5		75.7	18.0	4.4	31.3	4.4		58.1	62.0
73.5	53	2	15	12:12:58	43202	54.0	10.3	14.5	13.2	13.5	14.3		65.7	18.8	4.4	30.7	4.1		58.0	70.0
73.7	59	1	16	12:18:27	43267	58.0	9.8	13.8	14.3	17.6	17.6		73.0	18.1	4.3	31.3	4.4		58.1	63.0
73.7	59	2	16	12:19:08	43279	59.0	10.4	14.8	12.9	13.2	13.8		65.0	18.7	4.4	30.7	4.1		57.9	69.0
73.2	51	1	17	12:23:59	43328	50.0	10.1	14.2	15.5	19.1	18.6		77.5	18.1	4.4	31.4	4.4		58.3	63.0
73.2	49	2	17	12:24:37	43333	49.0	9.3	13.9	13.7	12.6	12.8		62.3	18.8	4.4	30.7	4.0		57.9	70.0
74.6	55	1	18	12:28:33	43380	55.0	9.7	14.0	14.8	17.8	17.1		73.3	18.1	4.4	31.4	4.3		58.2	63.0
74.6	54	2	18	12:30:20	43404	54.0	10.1	14.4	13.2	13.2	14.1		65.1	18.9	4.4	30.8	4.1		58.2	70.0
74.3	60	2	19	12:44:16	43557	54.0	10.7	14.3	12.6	13.9	13.8		65.2	18.8	4.4	30.9	4.1		58.2	70.0
75.0	59	1	20	12:48:49	43606	59.0	9.6	13.8	14.6	13.9	18.3		70.2	18.1	4.4	31.4	4.3		58.2	63.0
75.0	59	2	20	12:49:09	43610	60.0	11.0	14.2	13.2	13.6	14.5		66.4	18.8	4.4	30.7	4.0		57.9	69.0
77.9	50	1	21	12:53:41	43656	48.0	10.4	14.6	15.6	18.5	18.4		77.5	18.1	4.4	31.5	4.4		58.4	63.0
77.9	49	2	21	12:53:54	43661	49.0	10.5	13.8	13.4	13.3	12.9		63.9	18.8	4.4	30.8	4.0		58.0	70.0
	55	1	22	12:58:41	43718	55.0	9.8	14.2	15.2	19.3	17.5		76.0	18.1	4.4	31.3	4.3		58.1	63.0
	56	2	22	12:58:58	43720	54.0	10.0	13.7	13.2	14.0	14.0		64.8	18.8	4.4	30.8	4.1		58.1	70.0

Recorded By: _____ ar

Verified By: _____ 0

Run Set _____ Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 18 SPS WIM ID: 180600 DATE: (mm/dd/yyyy): 3/7/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
77.3	45	1	1	13:22:52	44010	49.0	11.2	15.5	16.1	19.5	19.4		81.6	18.1	4.4	31.5	4.4		58.4	63.0
77.3	50	2	2	13:23:03	44012	50.0	10.4	14.9	14.0	13.1	13.2		65.6	18.8	4.4	30.8	4.1		58.1	70.0
75.0	54	1	3	13:28:14	44074	54.0	10.1	14.3	15.5	18.2	19.5		77.5	18.0	4.3	31.2	4.3		57.8	62.0
75.0	53	2	3	13:28:23	44077	54.0	10.0	14.7	13.8	14.6	14.4		67.5	18.8	4.4	30.8	4.1		58.1	70.0
76.1	58	1	4	13:33:54	44157	60.0	10.1	13.9	15.1	16.4	19.0		74.5	18.1	4.4	31.2	4.3		58.0	63.0
76.1	59	2	4	13:34:03	44161	59.0	11.9	14.9	14.4	14.6	14.6		70.4	18.8	4.4	30.8	4.1		58.1	69.0
75.7	53	1	5	13:38:31	44235	50.0	11.1	14.7	16.1	18.7	19.9		80.5	18.0	4.4	31.4	4.3		58.1	63.0
75.7	47	2	5	13:38:57	44241	49.0	10.0	14.0	13.3	13.1	12.8		63.0	18.9	4.4	30.8	4.1		58.2	69.0
74.1	54	1	6	13:43:17	44285	55.0	9.9	14.2	14.3	18.2	17.7		74.4	18.1	4.4	31.3	4.4		58.2	63.0
74.1	54	2	6	13:44:01	44295	54.0	10.4	14.8	14.0	13.9	14.6		67.7	18.8	4.4	30.8	4.1		58.1	70.0
75.0	59	1	7	13:48:41	44354	60.0	10.5	14.3	15.3	18.0	19.2		77.3	18.0	4.4	31.2	4.3		57.9	62.0
72.0	63	1	8	13:53:32	44406	51.0	10.2	14.3	15.6	17.8	17.9		76.0	18.1	4.4	31.4	4.4		58.3	63.0

Recorded By: _____ ar _____	Verified By: _____ djw _____	Run Set _____ Cal 1 _____
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Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 18 SPS WIM ID: 180600 DATE: (mm/dd/yyyy): 3/7/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
77.3	45	1	1	13:22:52	44010	49.0	11.2	15.5	16.1	19.5	19.4		81.6	18.1	4.4	31.5	4.4		58.4	63.0
77.3	50	2	2	13:23:03	44012	50.0	10.4	14.9	14.0	13.1	13.2		65.6	18.8	4.4	30.8	4.1		58.1	70.0
75.0	54	1	3	13:28:14	44074	54.0	10.1	14.3	15.5	18.2	19.5		77.5	18.0	4.3	31.2	4.3		57.8	62.0
75.0	53	2	3	13:28:23	44077	54.0	10.0	14.7	13.8	14.6	14.4		67.5	18.8	4.4	30.8	4.1		58.1	70.0
76.1	58	1	4	13:33:54	44157	60.0	10.1	13.9	15.1	16.4	19.0		74.5	18.1	4.4	31.2	4.3		58.0	63.0
76.1	59	2	4	13:34:03	44161	59.0	11.9	14.9	14.4	14.6	14.6		70.4	18.8	4.4	30.8	4.1		58.1	69.0
75.7	53	1	5	13:38:31	44235	50.0	11.1	14.7	16.1	18.7	19.9		80.5	18.0	4.4	31.4	4.3		58.1	63.0
75.7	47	2	5	13:38:57	44241	49.0	10.0	14.0	13.3	13.1	12.8		63.0	18.9	4.4	30.8	4.1		58.2	69.0
74.1	54	1	6	13:43:17	44285	55.0	9.9	14.2	14.3	18.2	17.7		74.4	18.1	4.4	31.3	4.4		58.2	63.0
74.1	54	2	6	13:44:01	44295	54.0	10.4	14.8	14.0	13.9	14.6		67.7	18.8	4.4	30.8	4.1		58.1	70.0
75.0	59	1	7	13:48:41	44354	60.0	10.5	14.3	15.3	18.0	19.2		77.3	18.0	4.4	31.2	4.3		57.9	62.0
72.0	63	1	8	13:53:32	44406	51.0	10.2	14.3	15.6	17.8	17.9		76.0	18.1	4.4	31.4	4.4		58.3	63.0
72.0	48	2	8	13:54:10	44413	49.0	10.5	14.2	13.6	13.8	13.2		65.3	18.8	4.4	30.8	4.1		58.1	70.0
69.2	60	1	9	13:58:11	44457	56.0	11.2	14.2	15.5	18.0	18.8		77.7	17.9	4.3	31.3	4.3		57.8	63.0
69.2	56	2	9	13:58:52	44467	54.0	10.8	14.6	14.4	14.5	14.8		69.1	18.8	4.4	30.8	4.1		58.1	70.0
68.4	65	1	10	14:03:20	44533	59.0	10.1	14.1	14.4	18.3	19.0		76.0	18.1	4.3	31.1	4.3		57.8	63.0
68.4	61	2	10	14:03:50	44542	59.0	10.7	13.7	14.1	14.0	14.9		67.4	18.9	4.4	30.7	4.1		58.1	70.0
70.4	50	1	11	14:09:00	44588	50.0	9.9	14.3	15.6	21.2	18.3		79.3	18.1	4.4	31.4	4.4		58.3	63.0
70.4	49	2	11	14:09:07	44589	50.0	10.6	14.8	14.3	13.0	13.1		65.8	18.8	4.4	30.9	4.1		58.2	70.0
69.0	55	1	12	14:13:49	44647	56.0	10.0	14.4	15.4	18.7	19.0		77.4	18.1	4.4	31.2	4.4		58.1	63.0
69.0	53	2	12	14:14:30	44656	55.0	10.8	15.0	14.0	14.7	15.0		69.5	18.8	4.4	30.8	4.1		58.1	70.0
68.5	60	1	13	14:20:37	44742	59.0	10.1	14.6	15.3	14.7	17.5		72.2	18.1	4.4	31.4	4.3		58.2	63.0
68.5	61	2	13	14:20:48	44743	59.0	11.5	14.4	14.3	13.7	15.1		69.0	18.8	4.4	30.7	4.1		58.0	70.0
68.7	49	1	14	14:25:12	44787	50.0	10.0	14.4	15.6	20.2	18.9		79.2	18.1	4.4	31.4	4.4		58.3	63.0

Recorded By: _____ ar

Verified By: _____ djw

Run Set _____ Post _____

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 18 SPS WIM ID: 180600 DATE: (mm/dd/yyyy): 3/7/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
68.7	49	2	14	14:25:19	44793	50.0	9.7	14.2	13.7	13.6	13.4		64.6	18.8	4.4	30.8	4.1		58.1	70.0
68.0	58	1	15	14:31:30	44867	55.0	9.6	14.7	15.1	17.9	16.4		73.7	18.1	4.4	31.3	4.4		58.2	63.0
68.0	53	2	15	14:32:08	44877	54.0	10.8	13.8	13.6	13.7	13.7		65.6	18.8	4.4	30.8	4.1		58.1	70.0
69.7	59	2	16	14:36:55	44940	59.0	11.5	14.9	13.9	14.6	15.3		70.2	18.8	4.4	30.8	4.0		58.0	70.0
70.0	49	1	16	14:41:40	44992	50.0	9.9	14.4	15.5	19.6	18.1		77.6	18.1	4.4	31.3	4.4		58.2	63.0
70.0	49	2	17	14:41:55	44996	50.0	9.6	14.1	14.1	14.3	13.9		65.9	18.8	4.4	30.8	4.1		58.1	70.0
71.3	55	1	17	14:46:55	45065	55.0	9.7	14.2	14.9	16.7	18.8		74.3	18.1	4.4	31.2	4.3		58.0	63.0
71.3	55	2	18	14:47:51	45077	54.0	10.7	14.4	13.7	14.1	13.9		66.8	18.8	4.4	30.8	4.1		58.1	70.0
71.1	59	2	19	14:52:37	45139	60.0	10.2	14.5	13.0	13.8	13.8		65.3	18.8	4.4	30.7	4.1		58.0	70.0
70.1	50	1	18	14:58:02	45217	50.0	10.3	14.9	15.4	18.0	18.3		76.7	18.2	4.4	31.5	4.4		58.5	63.0
70.1	48	2	20	14:58:11	45218	49.0	10.0	14.3	13.9	13.1	13.0		64.2	18.8	4.4	30.7	4.1		58.0	70.0
70.0	54	1	19	15:03:18	45289	56.0	11.5	15.3	15.2	17.0	19.6		78.6	17.9	4.4	31.1	4.3		57.7	62.0
70.0	53	2	21	15:04:08	45302	54.0	10.1	13.7	13.0	13.7	13.5		64.1	18.8	4.4	30.8	4.1		58.1	70.0
70.7	59	1	20	15:08:51	45355	60.0	10.5	14.1	15.2	18.2	18.7		76.7	18.1	4.4	31.2	4.3		58.0	62.0
70.7	56	2	22	15:08:58	45357	59.0	11.6	14.8	13.8	14.6	15.3		70.2	18.8	4.4	30.8	4.0		58.0	70.0
71.4	51	1	21	15:13:52	45431	49.0	9.9	14.3	15.9	19.0	18.7		77.9	18.1	4.4	31.4	4.4		58.3	63.0
71.4	50	2	23	15:14:26	45440	50.0	10.9	14.1	13.6	14.5	13.6		66.7	18.8	4.4	30.9	4.1		58.2	70.0

Recorded By: ar

Verified By: djw

Run Set Post

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 18 SPS WIM ID: 180600 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 3/7/2012
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SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH
2. LANE NUMBER ON SITE 1 3. DIRECTION ON SITE north
4. VENDOR IRD MODEL SERIAL# 080412304
5. WEIGHING SENSOR TYPE quartz
6. SYSTEM SOFTWARE VERSIONS:
- CPU
- LOOP
- PIEZO
- WEIGHTPAD/ LOADCELL
- COMMUNICATIONS

7. CLASSIFICATION VIDEO:

TIME FROM: TO:
TIME FROM: TO:

SITE CONDITIONS

8. PAVEMENT:

Indicate any deficiencies that may affect the performance of the WIM sytem. List all photos on Sheet 24 that support the evaluation.

There were no pavement distresses noted that may affect the accuracies of the WIM system.
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Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 18 SPS WIM ID: 180600 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 3/7/2012
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9. IN ROAD SENSORS:

Describe any deficiencies regarding the sensor installation. Indicate sensors that show any signs of being broken, severely worn, missing, removed, or loose. List photos on Sheet 24 for

the equipment is operating within the manufacturer's tolerances. None of the in-road sensors show signs of damage or excessive wear and appear to be fully secured in the pavement.

TRUCK OBSERVATIONS

- 10.** Indicate any irregular truck behaviors such as bouncing, swerving, or braking near the weighing area (within 40 meters). Note the distance from the weighing sensors.

A visual observation of the trucks as they approach, traverse, and leave the sensor area did not indicate any adverse dynamics that would affect the accuracy of the WIM system. The trucks appear to track down the center of the lane.

Minimum 15 minute or 35 truck sample video sample for pavement interaction deficiencies:

Tape Filename: _____
Time: From: _____ To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 18 SPS WIM ID: 180600 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 3/7/2012
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11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

Interval	Filename	From	To
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____
6	_____	_____	_____
7	_____	_____	_____
8	_____	_____	_____

TAPE 2- NAME: _____

Interval	Filename	From	To
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____
6	_____	_____	_____
7	_____	_____	_____
8	_____	_____	_____

TAPE 3- NAME: _____

Interval	Filename	From	To
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____
6	_____	_____	_____
7	_____	_____	_____
8	_____	_____	_____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 18 SPS WIM ID: 180600 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 3/7/2012
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SYSTEM ACCURACY TESTS

12. CONDUCT THE FOLLOWING SYSTEM ACCURACY TESTS EITHER ON- SITE OR IN OFFICE

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>#DIV/0!</u> mph	Average WIM Speed	<u>#DIV/0!</u> mph
Mean Difference	<u>#DIV/0!</u> mph	SD of mean	<u>#DIV/0!</u>
Posted Speed Limit	60 mph		
Speed Range	15th percentile - <u>58</u> mph	85th percentile-	<u>65</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u> </u> feet
% error from 4.25 ft (industry average)	OR	<u>4.39</u> ft (WIM system average)
= <u>3.3</u> %		
Average front axle weight for Class 9 vehicles		<u> </u> lbs
% error from 10.3 kips (industry average) OR		<u>10.0</u> lbs (known site value)
= <u>-3.0</u> %		

SUPPORT EQUIPMENT STRUCTURES

17. Indicate any deficiencies with any site equipment other than the in-road sensors. List all photos on the Sheet 24 for each occurrence.

Cabinet/Foundation None ☒

no cabinet or foundation deficiencies

Pull Boxes None ☒

no pull box deficiencies

Mast None ☒

no service mast deficiencies

Solar Panels None ☒

no solar panel deficiencies

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 18 SPS WIM ID: 180600 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 3/7/2012
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Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

- 18.** Complete and attach a Sheet 22 addendum applicable to the installed road equipment.

ADDITIONAL COMMENTS

All values for the WIM sensors and inductive loops were within tolerances. Electronic tests of the power and communication devices indicated that they were operating normally.

Assessor Kevin Trousdale

Traffic Sheet 22 Addendum - Kistler Quartz LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	18
	SPS WIM ID:	180600
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	3/7/2012

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	N/A	WATTS	N/A	VDC
b. Equipment Power	122.7	VAC	11.69	VDC
c. Battery 1	13.43	VDC		
d. Battery 2	N/A	VDC		
e. Regulated	13.43	VDC		
f. Power Supply		VDC	13.43	VDC
g. System Input	122.4	VAC	11.69	VDC
h. Modem Power	122.7	VAC	11.69	VDC
i. Telephone	52	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield
a. Leading	0.9 Ω		137.9 μ h		inf M Ω
b. Trailing	0.8 Ω		136.2 μ h		inf M Ω

3. KISTLER SENSORS

	Resistance		Capacitance
a. K1 (lead/left)	10 ¹⁰ Ω		10.26 nF
b. K2 (lead/middle)	10 ¹⁰ Ω		10.26 nF
c. K3 (lead mid/right)	10 ¹⁰ Ω		10.42 nF
d. K4 (lead/right)	10 ¹⁰ Ω		10.42 nF
e. K5 (trail/left)	10 ¹⁰ Ω		10 nF
f. K6 (trail/mid left)	10 ¹⁰ Ω		10 nF
g. K7 (trail/mid right)	10 ¹¹ Ω		9.74 nF
h. K8 (trail/right)	10 ¹¹ Ω		9.74 nF

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency
a. Leading	12.6 KHz
b. Trailing	12.9 KHz

5. KISTLER SENSORS

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor Kevin Trousdale

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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Item	Description	Filename
1	Power Source	180600_solar_panel_3_06_12.jpg
2	Telephone Source	180600_cellular_modem_3_06_12.jpg
3	Cabinet Exterior	180600_cabinet_exterior_3_06_12.jpg
4	Cabinet Interior - Front	180600_cabinet_interior_front_3_06_12.jpg
5	Cabinet Interior - Rear	180600_cabinet_interior_rear_3_06_12.jpg
6	Leading weight sensor	180600_leading_WIM_sensor_3_06_12.jpg
7	Trailing weight sensor	180600_trailing_WIM_sensor_3_06_12.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	180600_leading_loop_3_06_12.jpg
11	Trailing loop sensor	180600_trailing_loop_3_06_12.jpg
12	Downstream from site	180600_downstream_3_06_12.jpg
13	Upstream from site	180600_upstream_3_06_12.jpg
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RECORDED BY: _____ Dean J. Wolf

Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/7/2012
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Item	Description	Filename
1	Tractor, Truck #1	180600_Truck_1_Tractor_3_06_12.jpg
2	Trailer/Load, Truck #1	180600_Truck_1_Trailer_3_06_12.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	180600_Truck_1_Suspension_1_3_06_12.jpg
5	Suspension B, Truck #1	180600_Truck_1_Suspension_2_3_06_12.jpg
6	Suspension C, Truck #1	180600_Truck_1_Suspension_3_3_06_12.jpg
7	Suspension D, Truck #1	180600_Truck_1_Suspension_4_3_06_12.jpg
8	Suspension E, Truck #1	180600_Truck_1_Suspension_5_3_06_12.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	180600_Truck_2_Tractor_3_06_12.jpg
11	Trailer/Load, Truck #2	180600_Truck_2_Trailer_3_06_12.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	180600_Truck_2_Suspension_1_3_06_12.jpg
14	Suspension B, Truck #2	180600_Truck_2_Suspension_2_3_06_12.jpg
15	Suspension C, Truck #2	180600_Truck_2_Suspension_3_3_06_12.jpg
16	Suspension D, Truck #2	180600_Truck_2_Suspension_4_3_06_12.jpg
17	Suspension E, Truck #2	180600_Truck_2_Suspension_5_3_06_12.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		

RECORDED BY: _____ **Dean J Wolf**