

i HI-TRAC 100+



TECHNICAL DATA

Operational Speed: 5 to 200 kph
Standard Storage Capacity: 250 MB

Gross Vehicle Weight Accuracy ±10%
Individual Axle Weight Accuracy ±15%
Group Axle Weight Accuracy ±13%

Classification Accuracy:
Motorbike ±95%
Cars & Vans ±97%
Cars & Vans + Trailer ±97%
Rigid HGV ±98%
Articulated HGV ±99%
Draw-Bar Trailers ±99%
Buses & Coaches ±97%

Note: Gross vehicle and axle weight accuracy with 90% confidence. (Stated accuracy assumes road sensors installed in a surface compliant with COST 323 or ASTM E1318-02 specifications).

i LO-TRAC 100



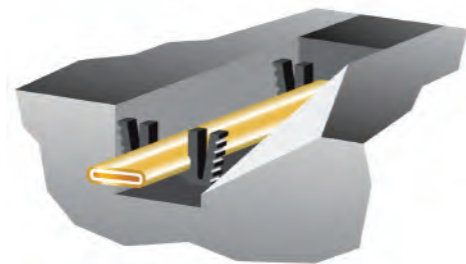
TECHNICAL DATA

Operational Speed 1 to 16 kph

Gross Vehicle Weight Accuracy ±2%
Individual Axle Weight Accuracy ±2%

Note: Gross vehicle and axle weight accuracy is dependent upon site construction in accordance to TDC specifications.

i BL CLASS 1 PE SENSORS



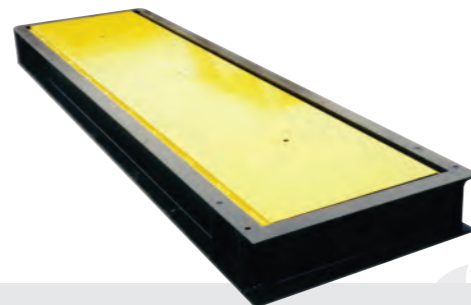
TECHNICAL DATA

Available lengths: 1.8M to 4.5M

Performance Characteristics:

Output Uniformity: ±7% for Class I (WIM)
Operating Temp Range: 40 to 160°F (-40 to 70°C)
Typical Output Level: 250mV @ 70°F
Passive Signal Cable: RG 58C/U
Product Life: 40 Million ESAL's
Capacitance: Typically 13nF
Insulation Resistance: >500 M

i WB30L



TECHNICAL DATA

Weighing Capacity 30 tonnes
No. Of Load Cells 4
Capacity of Each Load Cell 10 tonnes
Overload 50%
Environmental Protection IP68
Certification OIML R60 Class III
Platform Size 900 x 3000mm

✉ CONTACT US

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DESIGNERS & MANUFACTURERS OF TRAFFIC DATA COLLECTION, MONITORING AND ENFORCEMENT SYSTEMS



VEHICLE WEIGHT ENFORCEMENT

HIGH-SPEED PRE-SELECTION AND LOW SPEED ENFORCEMENT INCORPORATING HI-TRAC AND LO-TRAC WIM SYSTEMS



SYSTEM DESCRIPTION

Utilising a HI-TRAC 100+ high speed weigh-in-motion (HSWIM) system and a LO-TRAC low speed weigh-in-motion (LSWIM) system TDC offers a complete solution to pre-determining potential overloaded vehicles, directing them off the highway and then weighing them accurately with an axle weighing system.

THE HSWIM SYSTEM

Using our proven HI-TRAC system with Class 1 piezo electric sensors, identifies potentially overloaded vehicles to COST 323 Class B(10) accuracy, triggers a diversion sign and downloads vehicle data to the enforcement system located up to 1 Km away. Camera and ANPR interfaces can be incorporated to enhance vehicle identification.

“ These results prove conclusively that combined ANPR and WIMS installations provide a stunningly effective targeting tool. ”

Extract taken from the UK's Vehicle & Operator Services Agency (VOSA) Moving On newsletter after the successful trial of a HI-TRAC HSWIM pre-selection system when about 300 vehicles identified as potentially overloaded were actually overweight when checked on a calibrated weighbridge.

THE LSWIM ENFORCEMENT SYSTEM

Using our renowned LO-TRAC system and incorporating the WB30L axle weigh beam weighs the vehicle axle-by-axle to an accuracy of ±2% (or better) at speeds not exceeding 5 kph. The processed weight data is compared to pre-determined axle and gross weight limits, if the vehicle is determined to be overloaded a detailed weight ticket is printed and the vehicle held whilst other enforcement procedures (fines; off-loading, etc) are carried out.



