

From: [Jeff McLaughlin](#)
To: [Don Onwiler](#)
Subject: FW: 322-1
Date: Thursday, September 24, 2015 11:46:35 AM

From: Jeff McLaughlin
Sent: Thursday, July 23, 2015 10:54 AM
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I wish I could have given my remarks during the conference but I became very ill at the time so I am writing this to give my comments on the testing procedures of the ABWS
I have been in the industry for at least 30 years as a service technician and manager. Now over the past 15 years I install bulkweighing systems for Intersystems all over the world.

The problems I see with using an empty rail car and having it weighed empty and then reweighing after loaded is very difficult to do at one time because of working with the Railroad to do this in a timely matter. Most of these new facilities that are being put in do not have the ability to bring empty truck around to load plus the ABWS is getting so large you could not get 2 full drafts in a truck.

The other suggested way of doing this is preloading truck with known weight and dumping in a pit running it thru conveyors, legs and most of the times screeners to get to the ABWS is not a sufficient way to check the system also.

My idea is since we have done a static test and we want to check in auto mode, why not check in between drafts when the system runs a draft and after system has printed weight of draft pause system and do a check to make sure system is settled out and there isn't any free fall that is not being weighed.

I sometimes use this test if I feel I am having weight variations between what I have loaded and what the customer gets at the other end, I have also done this test on competitive equipment also.

If you have any questions please feel free to contact me and thank you for your time

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