

**FAULTY LOAD CELL IDENTIFICATION**

WB NO: 01

40386	49390	53492	26924
23763	59537	57640	26412

Get Counts at Zero

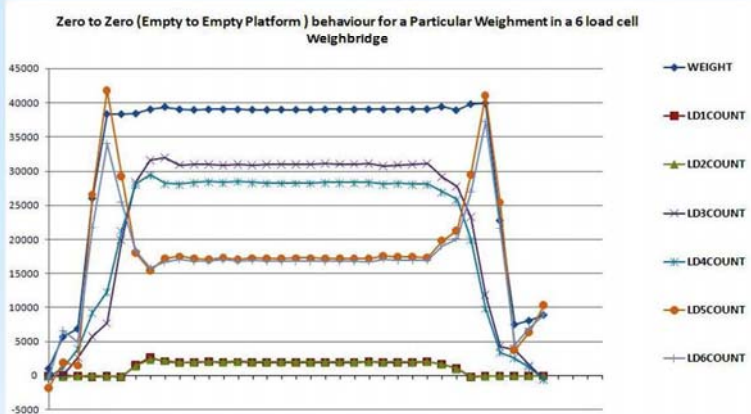
Put The Load On Any Loadcell

40371	49636	53962	26747
23932	58663	58391	26886

Get 1 faulty Load Cell Counts

Faulty Load Cell No:--> 7

At Zero Weight



**LOADCELLS OBSERVATION**

Weigh Bridge No: 01

Time Lapsed: 00:00:05

	A	B	C	D	E	F	G	H
Reference Counts	2267	4037	5072	4947	5776	5370	2013	2000
New Counts	2294	4035	5079	4960	5776	5370	2000	2000
Difference	27	-2	7	13	0	0	-13	0
Avg Difference	0.23	-0.24	0.18	0.25	0.00	0.00	-0.11	-0.11
Max Difference	3	0	2	0	0	0	2	0
Min Difference	0	-2	-3	-2	0	0	-2	0

STOP EXIT

**ZERO OUT REPORT**

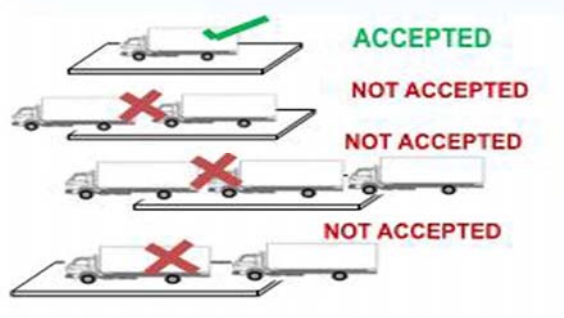
WB NO	LOAD CELL	DATE	PHYSICAL POSITION	NEW COUNT	OLD COUNT	DEVIATION
1	S1	22 October 2010		19742	20219	-52
1	S2	22 October 2010	3	20568	20818	-23
1	S3	22 October 2010	2	22695	21730	276
1	S4	22 October 2010	1	21025	20561	-3

**OBSERVE INDIVIDUAL LOAD CELL OUTPUT TO PROVIDE THE FOLLOWING**

- Graphically representation of load cell behaviour
- Identification of pabble stuck in between the platform and a pit
- Identify abnormal load cell behaviour under loading
- Identify sudden increase decrease in total weight
- Identify load cell movement restriction by assembly

**IDENTIFY CENTER OF GRAVITY OF VEHICLE TO RESTRICT THE FOLLOWING MALPRACTICE**

Ensure proper placement of vehicle and provides secure weighment



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