



Mobile Weighing Association of Australia

Membership of the Association By Laws

1. Membership is limited to individuals or businesses that weigh Vehicles, Trailers, Caravans, and other vehicles using portable scales.
2. Membership fees
 - a. Initial fee \$500 (application fee plus first year)
 - b. Subsequent annual fee \$250
3. Membership is valid on payment of the initial / annual fee,
 - a. Membership will lapse if fees are overdue. Reminders will be sent to the email on file ~~one~~ month prior to expiry.
4. Members will agree to the guidelines in this document.
5. Members will submit a series of 3 reports based on weight information provided on application for membership to a nominated third party in confidence for review.
 - a. These reports will be submitted to the nominated third party to
 - i. Check the accuracy of calculations in reports.
 - ii. Check that information and or advice given is accurate and correct.

Guidelines for Members

1. Safety

- a. Operators are recommended to wear high viz shirt or vest while weighing.
- b. Be conscious of traffic both vehicular and pedestrian.
- c. If weighing on a public area road or car park, use a minimum of 3 safety cones around the site on the traffic side.
- d. It is recommended that operators do not allow clients to assist in moving the scales.

2. Weighing surface

- a. Members should always aim to weigh on a bitumen or concrete surface.
- b. If such a surface is not available and weighing must be carried out on compacted gravel, brick paving or other surface, then the member must explain to the customer the issues that result from such surfaces, e.g. inaccurate axle weights and inaccurate diagonal weights may be affected by such surfaces. This should also be ~~included~~ noted in the report.
- c. Both the car and the caravan to be at the same level when weighing, for a 4-pad system requires the vehicle not being weighed to be raised on blocks.

3. Slope of surface

- a. Members should not weigh on surfaces that have more than 2 degrees slope fore and aft.
- b. Slope across should be no more than 3 degrees.

4. Reports should include, as a minimum, the following information

- a. Number of passengers
- b. Fuel level in the car
- c. Water in the Caravan

5. Scale calibration.

- a. Members must have their scales calibrated by a qualified calibration facility (NATA certified) within each 18 month period or OEM specifications, whichever is the shortest time period, and carry the most recent calibration report with them to show customers if requested.

6. Tow ball weighing.

- a. The tow ball weight should be taken with the tow bar at or within 20mm of the actual tow height and measured from directly below the actual connection point (pin, ball etc).
- b. There is at least one hitch where this is may not possible so for these hitches, the weight should be taken from the closest safe point to the normal hitch position.

7. Load distribution hitches.

- a. Where load distribution hitches are used it is appropriate to weigh the tow car with the load distribution hitch at normal tension and zero tension so your customer can see the different result. Both values should be included in your report.
- b. In some cases, this will show that the need for a distribution hitch is not required.

8. Weighing the car unattached as part of the process.

- a. Many modified vehicles (bullbars, winches, auxiliary batteries) can exceed the front axle weight rating when the caravan / trailer is not attached to the car.
- b. For this reason, it is recommended that operators include the car unattached weights to their reports.

9. Minimum reporting to customers.

- a. Reports, where possible, should be presented to the customer at the time of weighing, or within 24 hours and include time to discuss the results.
- b. The report should clearly show the compliance weights together with the actual weights recorded and the difference between them, overloaded items should be highlighted.
 - i. **Car**
 1. **GVM** Gross Vehicle Mass
 2. **GCM** Gross Combined Mass
 3. **TBM** Maximum Tow Ball Mass
 4. **FAGL** Front Axle Group Loading
 5. **RAGL** Rear Axle Group Loading
 - ii. **Caravan**
 1. **GTM** Gross Trailer Mass
 2. **ATM** Aggregate Trailer Mass
 3. **AGL** Axle Group Load
- c. Note that some caravans specify maximum tow ball mass on their compliance plate.
- d. Tow bar manufacturers also specify maximum tow ball mass and may have different loads for tongue orientation.
- e. Car manufacturers specify tow ball mass, in most cases it is this specification that is the lowest but if not then the lowest of the specifications given are to be used.