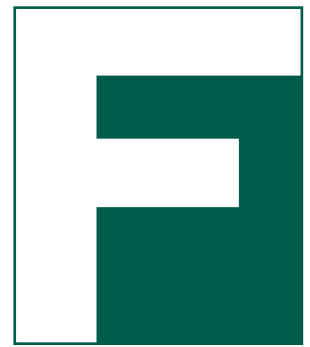




FISCHER
CONSULTING

weigh station
solutions

index

INDEX

CONTENTS

PAGE NUMBER

Overview		1
Software	Features	2
	Modules	2
	Support	3
	Reports	3
Weigh station establishment	Planning	4
	Training	4
	Implementation	5
Weigh station operation	Service overview	6
	Responsibility allocation	6
Project showcases	KwaZulu-Natal	7
	N4 Maputo corridor	8
	Heidelberg Traffic Control Center	9
	Namibia weigh station systems	10
	Botswana overload control strategy and planning	11
	Traffic control centers	12
Company contact details		13

OVERVIEW overview



customized turnkey solutions

Fischer Consulting specializes in the following aspects of weigh stations:

- Providing **software** covering all core functions of weigh station operation, including weighing, signal and boom operation, and citation issuing and administration.
- **Operating** weigh stations as a service to roads agencies and law enforcement authorities.
- Weigh station **establishment**, including capacity planning, scale procurement, and system hardware and software integration.

This document provides an overview of the above software, establishment and operation services, and illustrates Fischer Consulting's experience by way of project showcases.

SOFTWARE

FEATURES

The software consists of different modules, each of which can be used individually. The modules can also be used together, and has been designed to integrate seamlessly. The modules are:

- | WEIGH A VEHICLE - [DAT-WBMD] < FHN (4959) > [1: Mid-WR TRAF 49 UT] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------|---|----------|---|-------------|-----------------------------------|-------------|--|------------------------|--|---------|-----------------------------|------------|---|----------|----------------|-----|--------|-------------|--------------|------------------------|----------|---------|-----------------------------|------------|-----------|-----------|------------|-----------|------------------|--------|-------------|----------------|----------|-------|-----------|--------|-----|--------------|------|-------|-------|-----|-----|-----|-----|---|-------|------|-------|-------|---|---|---|---|---|-------|------|-------|-------|---|---|---|---|---|---------------|------|-------|-------|---|---|---|---|---|---------------------------------|------|-------|-------|---|---|---|---|---|--|-----|------|-----|-----|-----|-----|-----|-----|
| File | | Navigate | | Edit | | View | | Help | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weighbridge: Middeburg - Westbou
Scale operator: FHN
WEIGHING TERMINAL | | | | Arrival date: 24/06/2005
Weigh date: 24/06/2005
Release date: | | Time: 1442
Time: 1447
Time: | | Sequence no: 1 / 340
Weigh no: 02 of 02 | | Vehicle Status:
HOLDING YARD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Licence no: 1: BFOIF 2: NOUCICE 3: NOUCICE 4: NATIS | | | | Axe config: 122 | | V222 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Veh usage: 1 Std heavy vehicle
Origin: d002 DALTON | | Veh type: 52 Truck tractor
Destination: F005 FLAGSTAFF | | Cargo: 1 WOOD
Veh colour: 1 Blue | | Operator: 8 MONDI FOREST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Veh make: 137 Foreign ID document | | Road: N4 N4
ID no: PV1289572 | | Driver name: GEORGE | | Sum: WARD | | NATIS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle config: ☒ Combination of vehicles ☐ Attached to axle group: 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Wheel config:</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> </tr> </thead> <tbody> <tr> <td>Vehicle plan:</td> <td>1</td> <td>2</td> <td>3</td> <td>4 Group 4</td> <td>5 Group 5</td> <td>6 Group 6</td> <td>7 Group 7</td> <td>8 Group 8</td> </tr> <tr> <td>Scale temp: 0 °C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Actual mass:</td> <td>3500</td> <td>21000</td> <td>15000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Tires</td> <td>7000</td> <td>15000</td> <td>15000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Plate</td> <td>7500</td> <td>15500</td> <td>15000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Load capacity</td> <td>7700</td> <td>16000</td> <td>16000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Smallest KG overload % overload</td> <td>7000</td> <td>16000</td> <td>15000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td></td> <td>0.0</td> <td>50.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> </tr> </tbody> </table> | | | | | | | | | | | | Wheel config: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Vehicle plan: | 1 | 2 | 3 | 4 Group 4 | 5 Group 5 | 6 Group 6 | 7 Group 7 | 8 Group 8 | Scale temp: 0 °C | | | | | | | | | Actual mass: | 3500 | 21000 | 15000 | 0 | 0 | 0 | 0 | 0 | Tires | 7000 | 15000 | 15000 | 0 | 0 | 0 | 0 | 0 | Plate | 7500 | 15500 | 15000 | 0 | 0 | 0 | 0 | 0 | Load capacity | 7700 | 16000 | 16000 | 0 | 0 | 0 | 0 | 0 | Smallest KG overload % overload | 7000 | 16000 | 15000 | 0 | 0 | 0 | 0 | 0 | | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Wheel config: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle plan: | 1 | 2 | 3 | 4 Group 4 | 5 Group 5 | 6 Group 6 | 7 Group 7 | 8 Group 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scale temp: 0 °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Actual mass: | 3500 | 21000 | 15000 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tires | 7000 | 15000 | 15000 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plate | 7500 | 15500 | 15000 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Load capacity | 7700 | 16000 | 16000 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Smallest KG overload % overload | 7000 | 16000 | 15000 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>ACTUAL MASS</th> <th colspan="3">TOTAL MASS</th> <th colspan="3">SMALLEST TOTAL</th> </tr> </thead> <tbody> <tr> <td>35900</td> <td>235 Kilowatt</td> <td>GCM</td> <td>Sum perm</td> <td>56 ton</td> <td>BF perm</td> <td>Dr. ad x 5</td> </tr> <tr> <td>56400</td> <td>35000</td> <td>37000</td> <td>56000</td> <td>43200</td> <td>105000</td> <td></td> </tr> <tr> <td>KG over % over</td> <td>0.0</td> <td>45.00</td> <td>25.00</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> </tr> <tr> <td></td> <td>0.0</td> <td>12.9</td> <td>6.8</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> </tr> </tbody> </table> | | | | | | | | | | | | ACTUAL MASS | TOTAL MASS | | | SMALLEST TOTAL | | | 35900 | 235 Kilowatt | GCM | Sum perm | 56 ton | BF perm | Dr. ad x 5 | 56400 | 35000 | 37000 | 56000 | 43200 | 105000 | | KG over % over | 0.0 | 45.00 | 25.00 | 0.0 | 0.0 | 0.0 | | 0.0 | 12.9 | 6.8 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ACTUAL MASS | TOTAL MASS | | | SMALLEST TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35900 | 235 Kilowatt | GCM | Sum perm | 56 ton | BF perm | Dr. ad x 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56400 | 35000 | 37000 | 56000 | 43200 | 105000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KG over % over | 0.0 | 45.00 | 25.00 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0.0 | 12.9 | 6.8 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th colspan="3">MIN STEEP PERMIS</th> <th colspan="3">KG UNDER</th> <th colspan="3">%UNDER</th> <th colspan="3">BRIDGE FORMULA GROUP 1</th> <th colspan="3">OTHER BRIDGE FORMULA GROUPS</th> </tr> </thead> <tbody> <tr> <td>4500</td> <td>For axle 1</td> <td>1400</td> <td>20.6</td> <td>></td> <td>BF group 1:</td> <td>Distance: 12.0</td> <td>m % over</td> <td>0.0</td> <td>BF group:</td> <td>% over</td> <td>0.0</td> </tr> </tbody> </table> | | | | | | | | | | | | MIN STEEP PERMIS | | | KG UNDER | | | %UNDER | | | BRIDGE FORMULA GROUP 1 | | | OTHER BRIDGE FORMULA GROUPS | | | 4500 | For axle 1 | 1400 | 20.6 | > | BF group 1: | Distance: 12.0 | m % over | 0.0 | BF group: | % over | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MIN STEEP PERMIS | | | KG UNDER | | | %UNDER | | | BRIDGE FORMULA GROUP 1 | | | OTHER BRIDGE FORMULA GROUPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4500 | For axle 1 | 1400 | 20.6 | > | BF group 1: | Distance: 12.0 | m % over | 0.0 | BF group: | % over | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tbody> <tr> <td>Start</td> <td>Prev</td> <td><</td> <td>></td> <td>Next</td> <td>Get</td> <td>Print</td> <td>Procuration</td> <td>History</td> <td>Weigh</td> <td>Admit</td> <td>Release</td> <td>Special</td> <td>Exit</td> </tr> </tbody> </table> | | | | | | | | | | | | Start | Prev | < | > | Next | Get | Print | Procuration | History | Weigh | Admit | Release | Special | Exit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Start | Prev | < | > | Next | Get | Print | Procuration | History | Weigh | Admit | Release | Special | Exit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enter data or press ESC to end. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SOFTWARE

Management-friendly reports are available at the click of a button. This eliminates the need for the cumbersome task of extracting data from one system and importing it into another for analysis purposes. Reports are designed in such a manner that management can identify problem areas easily without having to read long tables or figures. However, data can also be exported directly into an Excel spreadsheet or dumped in other formats for special analysis or reporting requirements. Location-based data can be displayed on a thematic map.

- For solutions comprising multiple weigh stations, reports can be compiled per functional grouping, e.g. by state, county, route, or specific weigh station

- Level of overloading observed (the same analysis per state, county, area or weigh station is possible)
- Overloading levels for different types of overloading
- Extent of overloading in terms of mass
- Overloading trends
- Operators often involved in overloading
- Routes or roads for which high levels of overloading were observed
- Vehicles directed to the holding yard, and vehicles released from the holding yard
- Comparing data from weigh-in-motion sensors with data on vehicles actually weighed on the static scale

- **Training** (also see [Training](#) on p4).
- **Regular software updates**, accompanied by user-friendly update documentation.
- **A dedicated Help Desk** handles all enquiries, and provides telephonic and interactive electronic user support.

TRAFFIC

List of vehicles in holding yard

Sorted by Authority / Weightbridge / Licence number

Selection Criteria

Authority: Brinkhoffshoop Pw
Weightbridge: BASFOENTON

Date from: NA
Date to: NA

Authority	WEIGHTBRIDGE	SEQ NO	WEIGH DATE	WEIGH TIME	TIME IN YARD	REWEIGHTS	LICENCE NO	WEIGH OFFICER	NOTICE NO		
114	205	183	10/12/2023	08:31:00	114 days 07:08	0	CYVW99PZ	18071337	32		
			183	10/12/2023	08:40:05	114 days 07:09	0	DE221WVW	13064771	35	
			240	09/01/2024	13:19:00	84 days 02:20	0	PYV020PZ	10046265	39	
			183	10/12/2023	10:30:00	114 days 04:49	1	J2000PZ	13004771	37	
			241	09/01/2024	13:16:00	84 days 02:23	0	J7N0PZ	10056023	37	
			183	10/12/2023	08:49:00	114 days 05:05	0	LJF020PZ	18071337	35	
			183	10/12/2023	08:59:00	114 days 05:45	0	LJY020PZ	13004771	37	
			183	10/12/2023	10:55:00	114 days 04:44	1	NCWR99PZ	13004771	37	
			240	09/01/2024	08:39:00	114 days 07:17	0	NCWR99PZ	18071337	35	
			187	10/12/2020	09:00:00	114 days 05:33	0	RYV020PZ	18071337	35	
TOTAL VEHICLES IN HOLDING YARD PER WEIGHTBRIDGE:									10		
TOTAL VEHICLES IN HOLDING YARD PER AUTHORITY:									10		
GRAND TOTAL VEHICLES IN HOLDING YARD									10		

TRAFFIC

Weighting statistics of vehicles weighed on static scale

Sorted by Authority / Weightbridge / Weigh date

Authority: Brinkhoffshoop Pw
Weightbridge: BASFOENTON

Date from: 01/01/2024 - 00:00
Date to: 31/01/2024 - 24:00

AUTH	WEIGHTBRIDGE	WEIGH DATE	WEIGHT	TARE	WEIGHT TOL	TOLERANCE	RELEASED	SPECIAL RELEASE	VIOLATIONS	ARRESTS	NOTICES	TOTAL FINES
114	205	BASFOENTON	01/01/2024	0	0.00	0	23.62	0	0.00	0	0	2360
			08/01/2024	16	0.00	0	20.47	1	0.00	0	0	780
			05/01/2024	13	0.00	0	16.00	0	16.00	1	0	2300
			01/01/2024	4	0.00	0	22.00	0	20.00	1	0	400
			28/01/2024	9	0.00	4	44.06	0	58.58	0	0	2100
			25/01/2024	16	0.00	4	21.16	0	36.34	0	0	3500
			16/01/2024	14	0.00	4	22.22	1	11.11	0	0	2400
			01/01/2024	18	0.00	30	24.18	0	66.78	0	0	2000
			01/01/2024	06	0.00	30	24.18	0	66.78	0	0	2000
			01/01/2024	06	0.00	30	24.18	0	66.78	0	0	2000

TRAFFIC

Actual axle mass of vehicles weighed on static scale

Sorted by Authority / Weightbridge / Weigh date / Weigh time

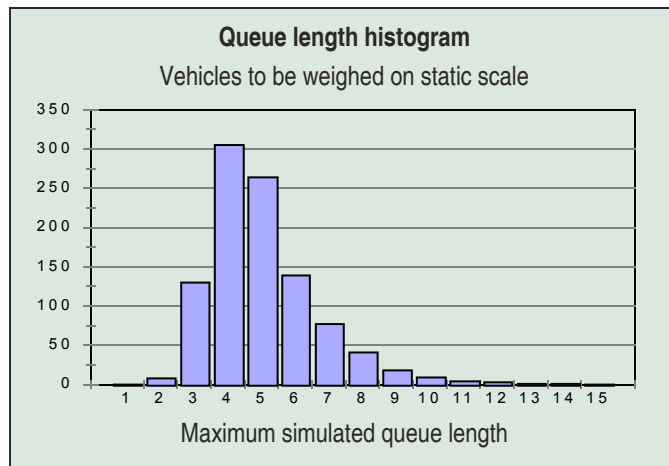
Authority: Brinkhoffshoop Pw
Weightbridge: BASFOENTON

Date from: 01/01/2024 - 00:00
Date to: 31/01/2024 - 24:00

AUTH	WEIGHTBRIDGE	WEIGH DATE	WEIGHT	SEQ NO	LINKED SEQ NO	AXLE CONFIG	LICENCE	AXLE 1	AXLE 2	AXLE 3	AXLE 4	AXLE 5	AXLE 6	AXLE 7	AXLE 8	AXLE 9	AXLE 10	AXLE 11	AXLE 12	AXLE 13	AXLE 14	AXLE 15	AXLE 16	AXLE 17	AXLE 18	AXLE 19	AXLE 20	AXLE 21	AXLE 22	AXLE 23	AXLE 24	AXLE 25	AXLE 26	AXLE 27	AXLE 28	AXLE 29	AXLE 30	AXLE 31	AXLE 32	AXLE 33	AXLE 34	AXLE 35	AXLE 36	AXLE 37	AXLE 38	AXLE 39	AXLE 40	AXLE 41	AXLE 42	AXLE 43	AXLE 44	AXLE 45	AXLE 46	AXLE 47	AXLE 48	AXLE 49	AXLE 50	AXLE 51	AXLE 52	AXLE 53	AXLE 54	AXLE 55	AXLE 56	AXLE 57	AXLE 58	AXLE 59	AXLE 60	AXLE 61	AXLE 62	AXLE 63	AXLE 64	AXLE 65	AXLE 66	AXLE 67	AXLE 68	AXLE 69	AXLE 70	AXLE 71	AXLE 72	AXLE 73	AXLE 74	AXLE 75	AXLE 76	AXLE 77	AXLE 78	AXLE 79	AXLE 80	AXLE 81	AXLE 82	AXLE 83	AXLE 84	AXLE 85	AXLE 86	AXLE 87	AXLE 88	AXLE 89	AXLE 90	AXLE 91	AXLE 92	AXLE 93	AXLE 94	AXLE 95	AXLE 96	AXLE 97	AXLE 98	AXLE 99	AXLE 100	AXLE 101	AXLE 102	AXLE 103	AXLE 104	AXLE 105	AXLE 106	AXLE 107	AXLE 108	AXLE 109	AXLE 110	AXLE 111	AXLE 112	AXLE 113	AXLE 114	AXLE 115	AXLE 116	AXLE 117	AXLE 118	AXLE 119	AXLE 120	AXLE 121	AXLE 122	AXLE 123	AXLE 124	AXLE 125	AXLE 126	AXLE 127	AXLE 128	AXLE 129	AXLE 130	AXLE 131	AXLE 132	AXLE 133	AXLE 134	AXLE 135	AXLE 136	AXLE 137	AXLE 138	AXLE 139	AXLE 140	AXLE 141	AXLE 142	AXLE 143	AXLE 144	AXLE 145	AXLE 146	AXLE 147	AXLE 148	AXLE 149	AXLE 150	AXLE 151	AXLE 152	AXLE 153	AXLE 154	AXLE 155	AXLE 156	AXLE 157	AXLE 158	AXLE 159	AXLE 160	AXLE 161	AXLE 162	AXLE 163	AXLE 164	AXLE 165	AXLE 166	AXLE 167	AXLE 168	AXLE 169	AXLE 170	AXLE 171	AXLE 172	AXLE 173	AXLE 174	AXLE 175	AXLE 176	AXLE 177	AXLE 178	AXLE 179	AXLE 180	AXLE 181	AXLE 182	AXLE 183	AXLE 184	AXLE 185	AXLE 186	AXLE 187	AXLE 188	AXLE 189	AXLE 190	AXLE 191	AXLE 192	AXLE 193	AXLE 194	AXLE 195	AXLE 196	AXLE 197	AXLE 198	AXLE 199	AXLE 200	AXLE 201	AXLE 202	AXLE 203	AXLE 204	AXLE 205	AXLE 206	AXLE 207	AXLE 208	AXLE 209	AXLE 210	AXLE 211	AXLE 212	AXLE 213	AXLE 214	AXLE 215	AXLE 216	AXLE 217	AXLE 218	AXLE 219	AXLE 220	AXLE 221	AXLE 222	AXLE 223	AXLE 224	AXLE 225	AXLE 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WEIGH STATION ESTABLISHMENT

Fischer Consulting provides a wide range of services associated with weigh station establishment. These services can be provided in the role of consultant, or as prime contractor.



PLANNING

The following planning services can be provided:

- Location identification and evaluation (using formal decision analysis principles).
- Functional layout - working closely with the civil engineers to ensure that the facility answers to operational needs.
- Specifying equipment, including cameras, booms, signals and signs, controllers, hardware and software.
- Operational control measures.
- Capacity planning (in respect of infrastructure and personnel requirements) by way of simulation. An important aspect of capacity planning for installations using weigh-in-motion sensors is to plan for a decrease in vehicles weighed on the static scale as overload control becomes more successful. One option is to consider other functions such as roadworthiness checking and container scanning.

single point of responsibility

TRAINING

- Training is customized according to users' background and operational responsibilities, and conducted by Fischer Consulting on site or at a dedicated training facility.
- The training and associated testing is outcome-based.
- The software manuals used during training are exceptionally user friendly, and encourage students to actively participate.

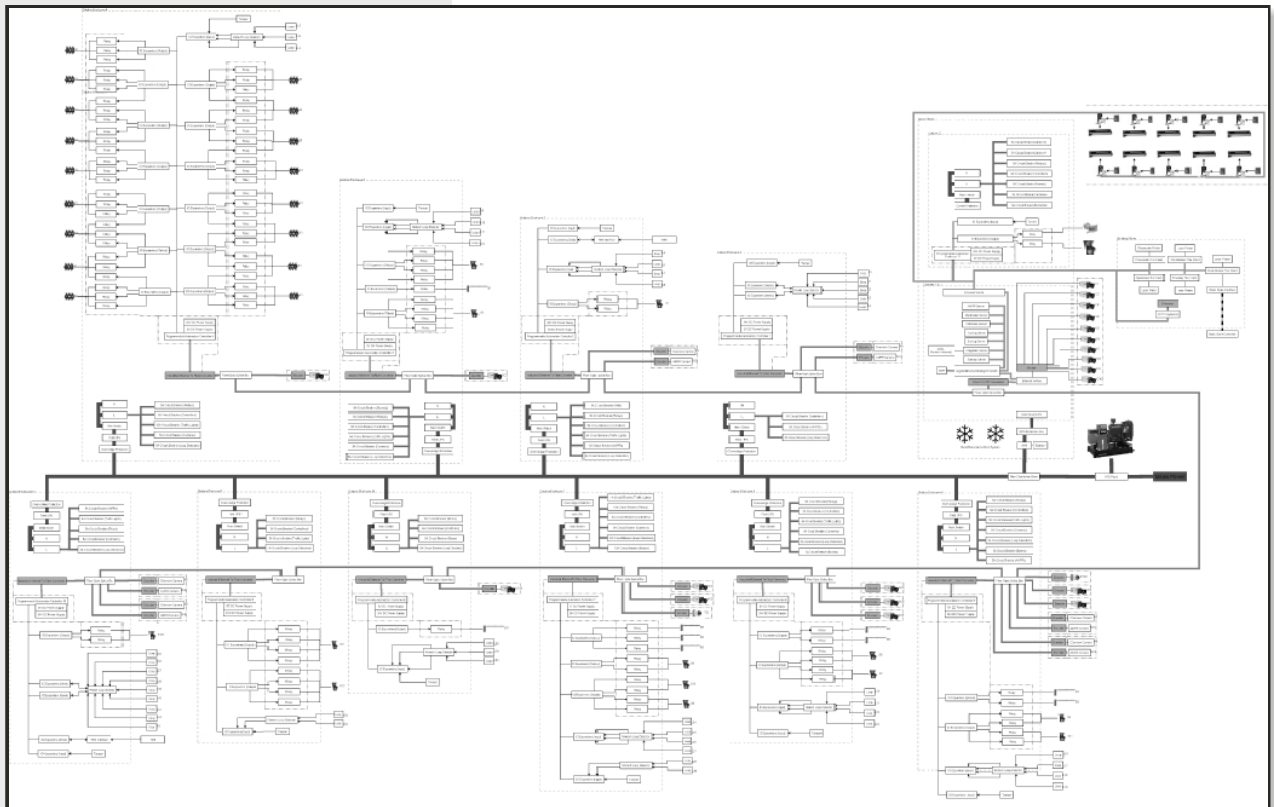


WEIGH STATION ESTABLISHMENT

IMPLEMENTATION

Although Fischer Consulting started its involvement with weigh stations while focusing on software, the Company has since expanded its competencies to provide implementation services for all aspects of a typical weigh station. Fischer Consulting now has demonstrated its ability to design, manufacture, supply, install, commission and maintain any combination of the following:

- Traffic directing and control equipment.
- Static scales.
- Weigh in motion scales.
- Vehicle testing equipment.
- Site communication infrastructure.
- Security surveillance system
- Biometric based employee access control.
- Software applications to manage all aspects of a weigh station in an integrated fashion.



WEIGH STATION OPERATION

operation

SERVICE OVERVIEW

The actual operation of a weigh station typically does not fall within the core functions of most law enforcement and roads agencies. Fischer Consulting specializes in the operation of weigh stations, thus freeing up road agency and law enforcement officials to concentrate on and become more productive in their core functions.

On site actions performed by Fischer Consulting typically include the following:

- Selecting vehicles from the main road for weighing on the static scale, making use of weigh-in-motion sensors where appropriate.
- Directing vehicles onto the static scale, and operating all signage
- Weighing vehicles, and directing overloaded vehicles into the holding yard
- Generating weigh documentation. For overloaded vehicles, on site law enforcement officers serve drivers with system-generated citations.
- Securing the holding yard, and releasing vehicles from the holding yard only upon authorization by law enforcement officers.



RESPONSIBILITY ALLOCATION

Care is taken to ensure a well-defined split in responsibilities between Fischer Consulting's personnel, and on site law enforcement officers. For example, Fischer Consulting's personnel could perform the following:

- All weighing activities
- All administrative activities following the issuing of a citation by a law enforcement officer
- Maintenance of the facility and all equipment
- Providing stationery and utility services.

In this case, the law enforcement officers would be responsible for the following:

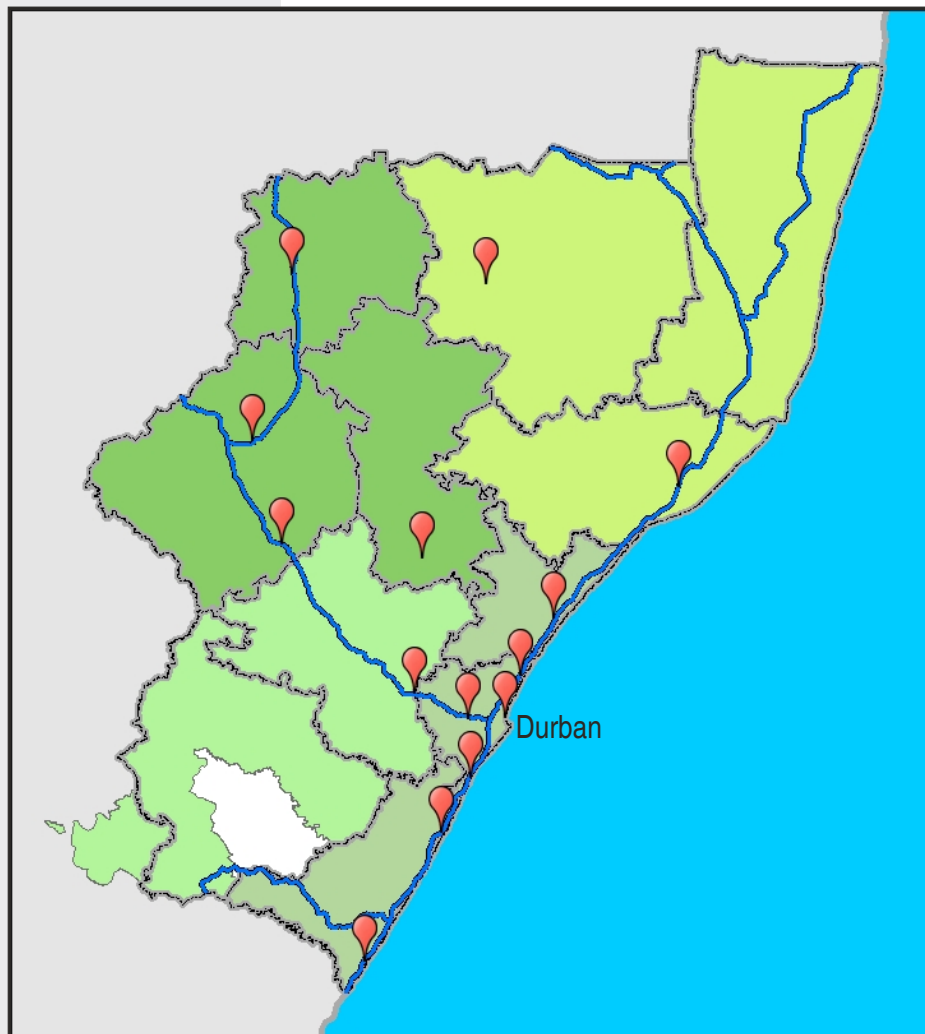
- Chasing and returning heavy vehicles that failed to enter the screening lane
- Recording vehicle and tire configuration
- Issuing citations

KWAZULU-NATAL

The KwaZulu-Natal project comprises 14 weigh stations of which all but 3 are located on either the N2 or the N3 national freeways. The weigh stations are all connected to a central server at the KwaZulu-Natal Department of Transport's Central Traffic Data Processing Center, from where head office staff can access the system across a Wide Area Network to monitor the operations and obtain consolidated statistics.

The scope of work under this three-year contract includes, among others, the following:

- Provide and install the Fischer Consulting weigh station software solution and peripheral computer equipment at each weighbridge.
- Maintain and support the application software.



PROJECTS

N4 MAPUTO CORRIDOR

Fischer Consulting was appointed by the South African National Roads Agency to provide and maintain all computer systems, weigh-in-motion sensors, traffic measuring loops and related controllers at six fixed and for three mobile weigh station controlling units on the N4 Maputo Corridor. The N4 Maputo Corridor runs from Maputo in Mozambique to Pretoria in South Africa and covers 700km (400 miles). Although Fischer Consulting's appointment is by the Roads Agency, the service is provided to the Corridor Concessionaire.

The value of this five-year contract exceeds R40 million (US\$6 million) and it involves, amongst others:

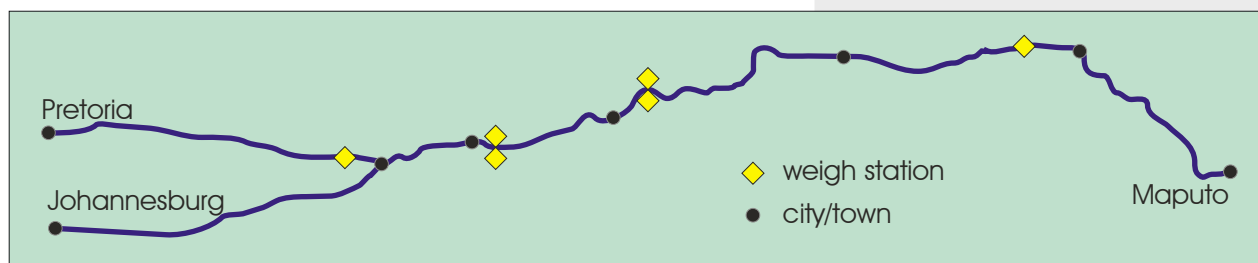
- Establishing six weigh stations.
- Procuring and equipping three mobile weigh station controlling units.
- Providing and installing computer software and peripheral equipment for mobile weigh station controlling units.
- Integrating with High Speed Weigh-In-Motion (HSWIM) sensors and loops for traffic measuring stations.
- Maintaining and supporting computer equipment and software.
- Collecting, processing and analyzing traffic data for each weigh station. In high volume areas, Fischer Consulting's software has enabled the Corridor Concessionaire to weigh in excess of 4,800 vehicles per month (on the static scale).

exceptional client benefits

Mobile weigh station controlling units



Each mobile weigh station controlling unit consists of equipment and systems required for all weighing and administrative functions, and is designed to be "plugged into" a bare bones facility, consisting of just a static scale. These units are used to perform overload control functions on alternative routes. Their mobility ensures effective control over a large area.



PROJECTS

HEIDELBERG TRAFFIC CONTROL CENTER



The Heidelberg Traffic Control Center is located on both sides of a major highway (the N3 freeway running between Johannesburg and Durban, in South Africa). For each direction of travel, weigh-in-motion equipment in a screening lane directs possibly overloaded vehicles onto a four deck static scale.

A subsidiary of Fischer Consulting was awarded a five-year contract that included the following deliverables:

- Maintain and support all computer equipment and software
- Supply and manage 37 staff members for the 24-hour operation of the center, seven days a week
- Conduct inspections to identify unroadworthy vehicles
- Conduct all weighing operations on possibly overloaded vehicles (more than 9 000 trucks per month) and assist the law enforcement authority to produce documents to be used in court
- Maintain and support all High Speed Weigh-In-Motion (HSWIM), Low Speed Weigh-In-Motion (LSWIM) and static scale equipment
- Collect traffic and weighing data, and report monthly on levels of overloading and the effectiveness of overload control

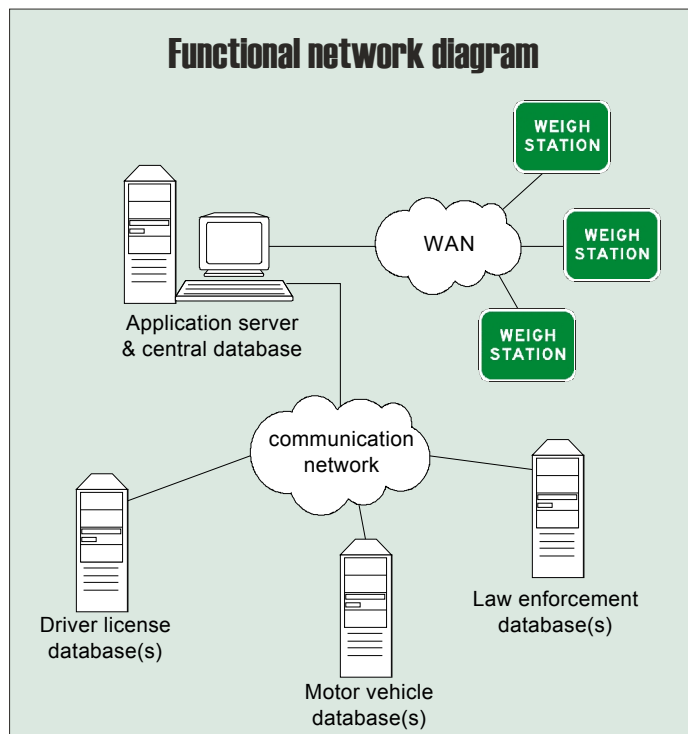


increased productivity

NAMIBIA WEIGH STATION SYSTEMS

Fischer Consulting recently equipped 12 weigh stations in Namibia with software and hardware to manage all weighing and citation administration functions. The weigh stations are located at ports of entry into Namibia and at other strategic locations on the country's main routes.

All sites are connected via a WAN, and are serviced by one central database. Whilst system access is compartmentalized when viewed from weigh station level, a system-wide administrator has a birds-eye overview of activities across all weigh stations, with the capability to “drill down” to a copy of individual terminals at any weigh station. This configuration also allows for the generation of alert messages at weigh station level for trucks that has an overloading history (and/or outstanding citations/warrants of arrest) originating at other weigh stations. Powerful reporting tools allow analysis of weighing activities on weigh station, regional and system-wide levels.



centralized oversight

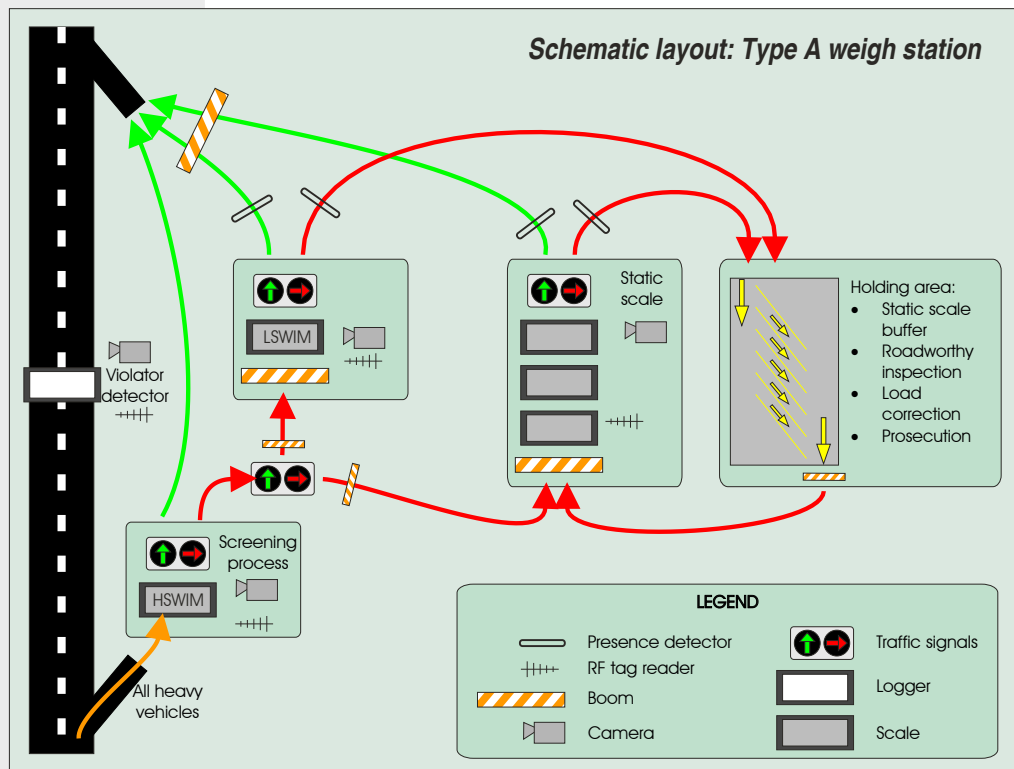
BOTSWANA OVERLOAD CONTROL STRATEGY AND PLANNING

The challenge to the Botswana Roads Department and the Botswana Department of Transport and Road Safety was to implement an overloading control program without hampering the country's economic development.

Fischer Consulting was appointed to come up with recommendations and proposals for the implementation and management of weigh stations and overload control operations, and thus to provide a clear strategy on how to implement an overload control program in Botswana.

The deliverables included the following:

- A statement of user requirements for the overload control system as a whole
- Detailed specifications for the software and hardware for the solution
- Detailed functional design specifications of the weighing software
- Detailed bid documents for procurement of the required computers, peripheral devices, networking equipment, software and IT services
- A project plan for development and implementation



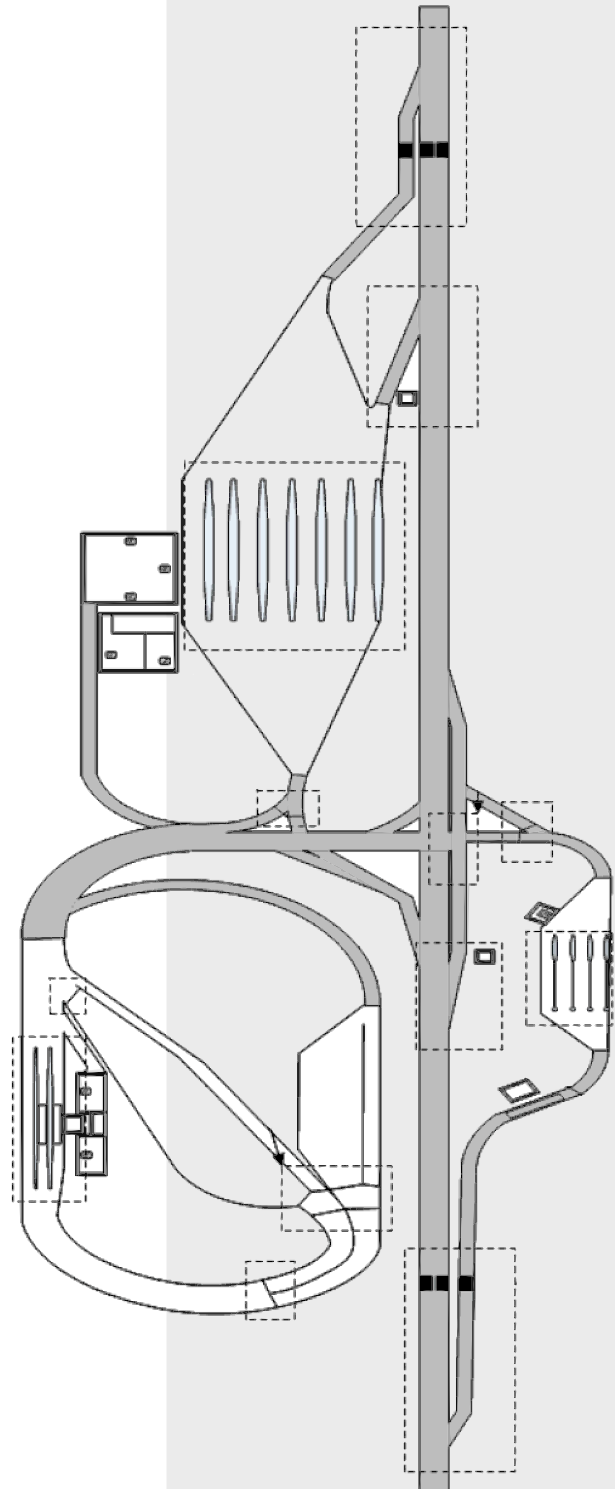
TRAFFIC CONTROL CENTERS

Fischer Consulting is currently (2008/2009) in the process of implementing turnkey solutions at four major traffic control centers in South Africa. The solution is customized for each center, but in general includes all or a slight variation of the following components:

- Traffic directing and control equipment
- Weigh in motion scale procurement and installation
- Static scale procurement and installation
- Automatic number plate recognition
- Fully equipped vehicle testing station
- Comprehensive management system to manage and report on all aspects of the traffic control center
- Site communication infrastructure
- Security surveillance system
- Employee access control
- Training

The traffic control centers are located at:

- Beit bridge, the border post between South Africa and Namibia
- Kinross, in Mpumalanga Province
- Ermelo, in Mpumalanga Province
- Zebediela, in Limpopo Province (one main weigh station and two semi-independent satellite stations)



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