OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

Rigid — 2 axle

Quarterly accreditation check · Steer and drive only
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

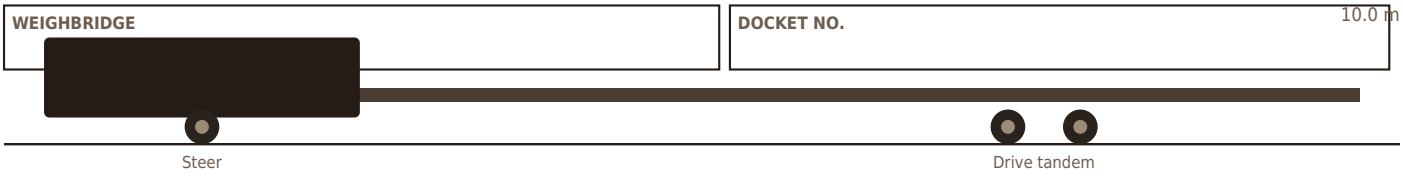
Rigid — 3 axle

Quarterly accreditation check · Tandem drive
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive tandem				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

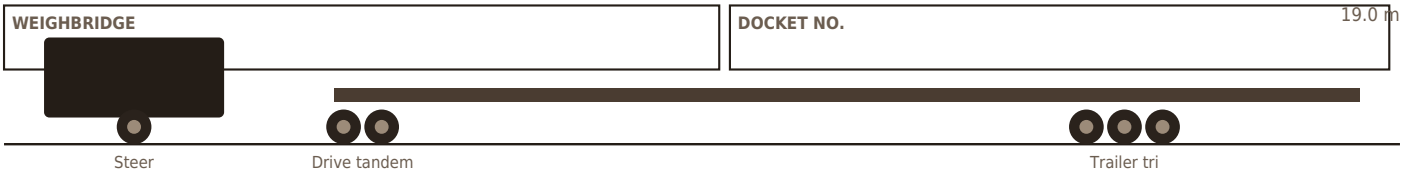
Semi trailer

Quarterly accreditation check · Six axles
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive tandem				
Trailer tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
Trailer					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

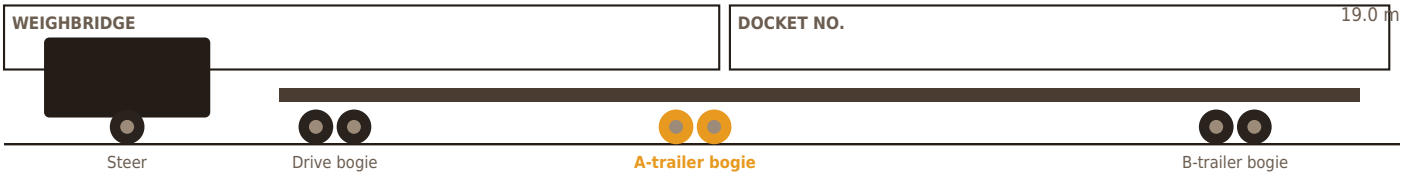
B-double — 19 m

Quarterly accreditation check · Bogie drive, bogie / bogie trailers
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
A-trailer bogie (centre group)				
B-trailer bogie				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
A-trailer					
B-trailer					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

B-double — 26 m

Quarterly accreditation check · Bogie drive, tri / tri trailers
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
A-trailer tri (CENTRE TRI)				
B-trailer tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
A-trailer					
B-trailer					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

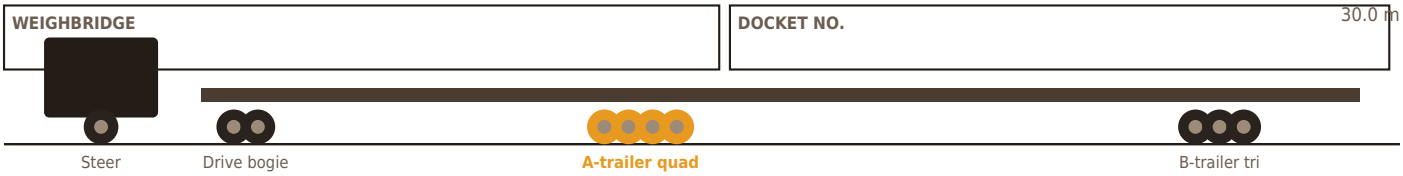
B-double — 30 m, quad / tri

Quarterly accreditation check · PBS approval
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
A-trailer quad (CENTRE GROUP)				
B-trailer tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
A-trailer					
B-trailer					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

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ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

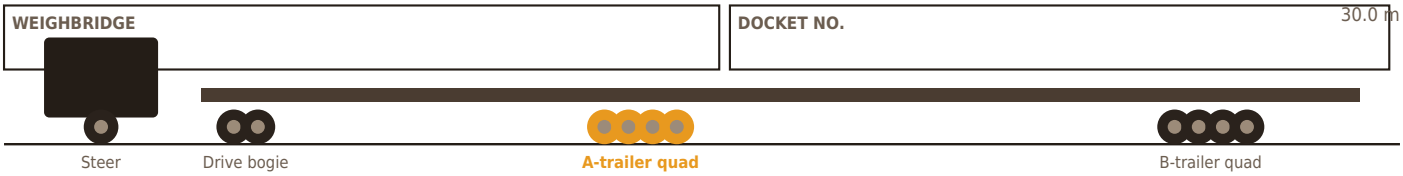
B-double — 30 m, quad / quad

Quarterly accreditation check · PBS approval
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
A-trailer quad (CENTRE GROUP)				
B-trailer quad				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
A-trailer					
B-trailer					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
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ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

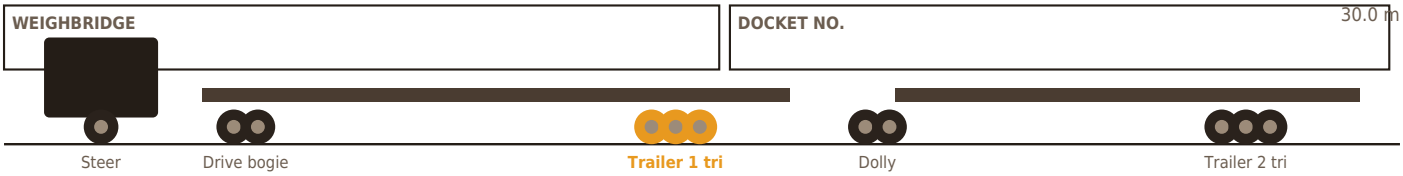
A-double — 30 m

Quarterly accreditation check · Trailer, dolly, trailer
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
Trailer 1 tri				
Dolly				
Trailer 2 tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
Trailer 1					
Dolly					
Trailer 2					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
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ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

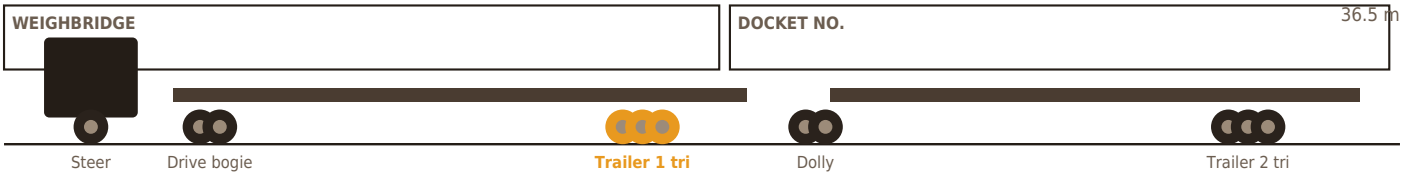
Road train — 36.5 m

Quarterly accreditation check · Trailer, dolly, trailer
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
Trailer 1 tri				
Dolly				
Trailer 2 tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
Trailer 1					
Dolly					
Trailer 2					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

OnlineRigWeigh

WEIGH IT ONCE, DO IT RIGHT.

Triple road train — 53.5 m

Quarterly accreditation check · Three trailers, two dollies
On-board scales checked against a weighbridge

DATE	OPERATOR	ACCREDITATION NO.	QUARTER	ODOMETER km

TRUCK REGO	TRAILER / DOLLY REGOS, FRONT TO BACK	FUEL IN TANKS L	LOADED / EMPTY

WEIGHBRIDGE	DOCKET NO.



HOW TO DO IT

- Cross the weighbridge and, at that same moment, write down what each on-board gauge reads. Same stop, same load, same fuel.
- Record docket and gauge side by side - the difference is your correction. Note any group the system does not read.

GROUP BY GROUP

GROUP	WEIGHBRIDGE	ON-BOARD GAUGE	DIFFERENCE	WITHIN TOLERANCE?
Steer often no gauge - note the source				
Drive bogie				
Trailer 1 tri				
Dolly 1				
Trailer 2 tri				
Dolly 2				
Trailer 3 tri				
GROSS				

TOLERANCE USED, AND WHERE IT COMES FROM	ALL GROUPS WITHIN TOLERANCE? Y / N

THE SCALES THEMSELVES — ONE ROW PER UNIT, EACH HAS ITS OWN SYSTEM

UNIT	REGO	MAKE AND MODEL	LAST CALIBRATED	NEXT DUE	CALIBRATED BY
Truck					
Trailer 1					
Dolly 1					
Trailer 2					
Dolly 2					
Trailer 3					

CALIBRATION IS THE MANUFACTURER'S PROCEDURE, NOT OURS

- Every system has its own method. Getting it wrong leaves you with numbers you trust and should not.
- Follow the maker's or supplier's own instructions - their website or channel - or have their service agent do it.

ANYTHING OUT, AND WHAT WAS DONE

FINDINGS AND CORRECTIVE ACTION

A record of a check, not a substitute for your accreditation's own requirements - see the current NHVAS business rules.

SIGNED OFF

CHECKED BY (DRIVER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE

APPROVED BY (MANAGER) - NAME	POSITION	EMPLOYEE / LICENCE NO.	SIGNATURE	DATE