



3rd IWG VGL, Paris 18-19 July 2016

N - vehicles load/levelling measurements proposal

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Poland

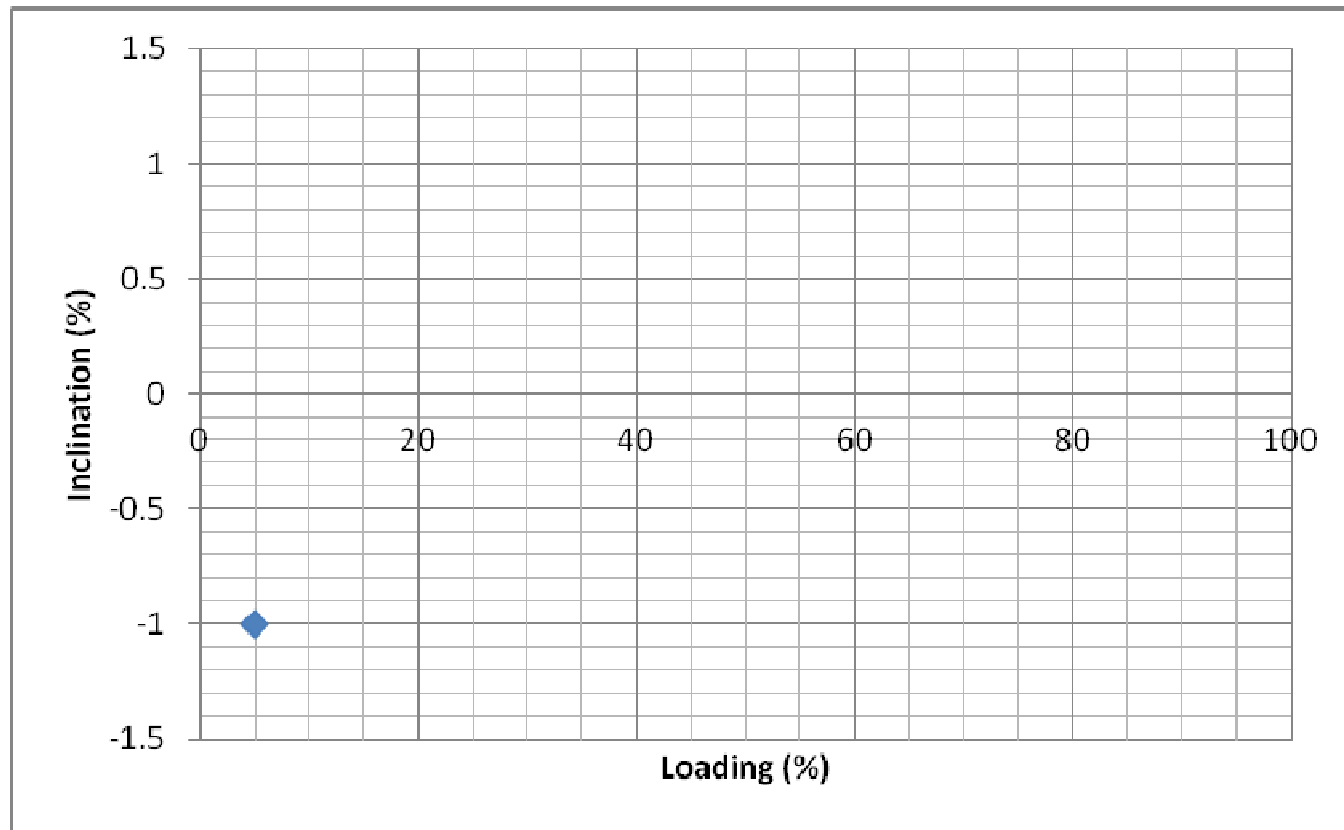
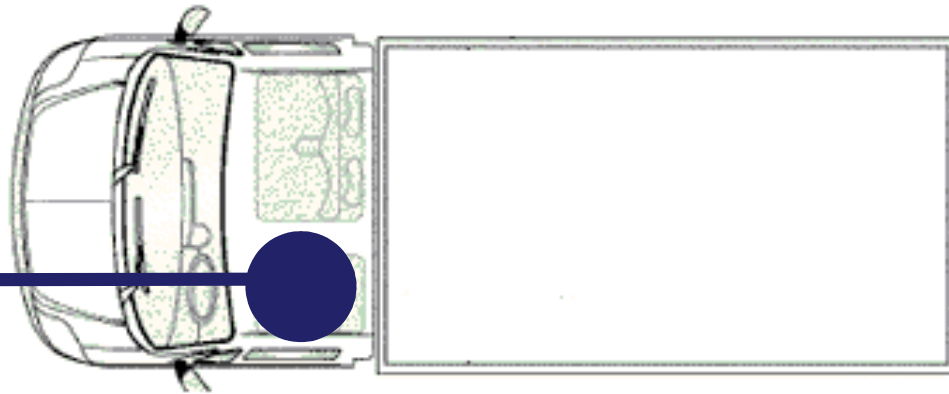




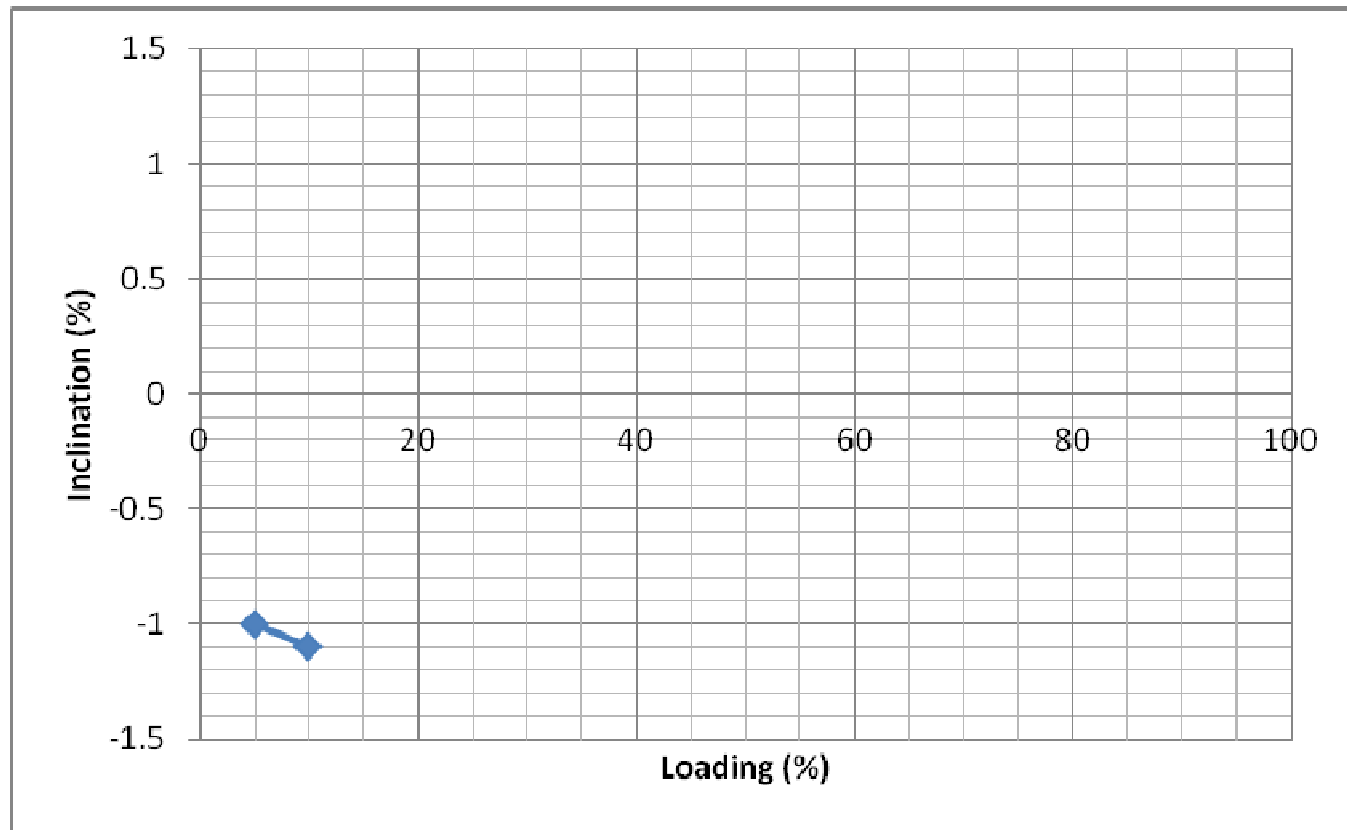
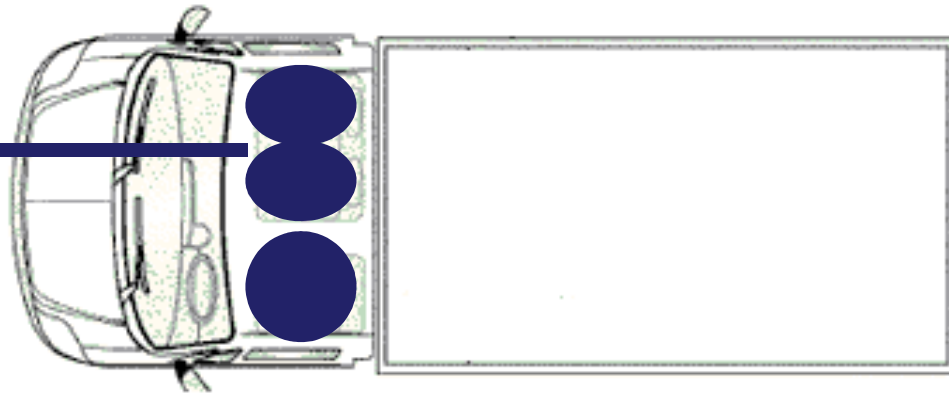
Lowest dipped beam inclination

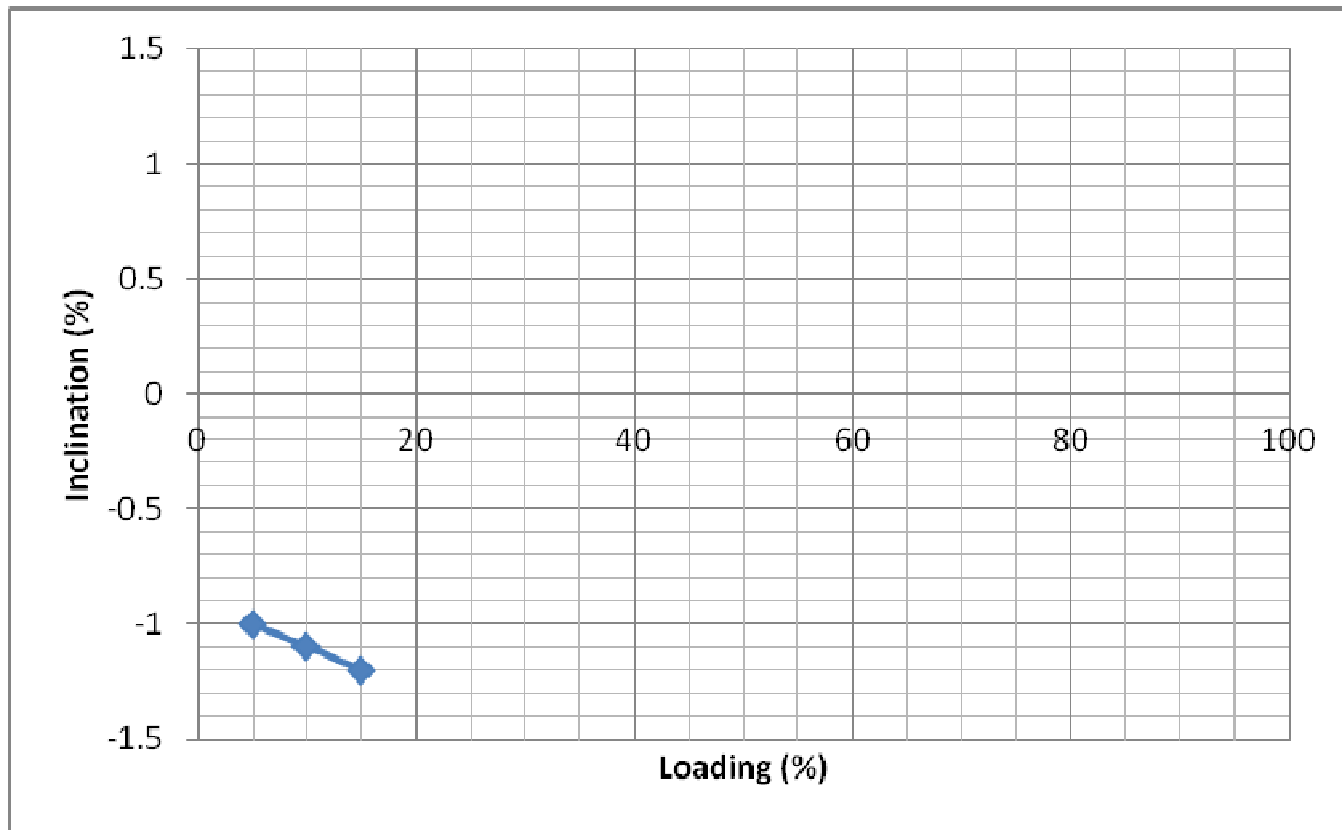
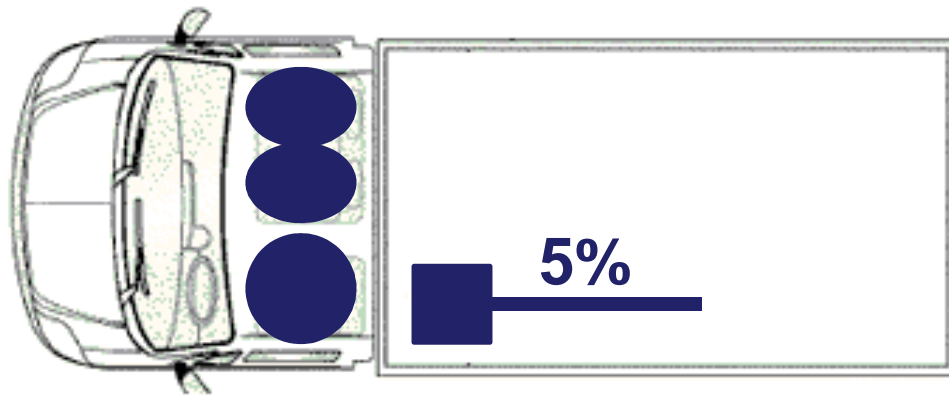


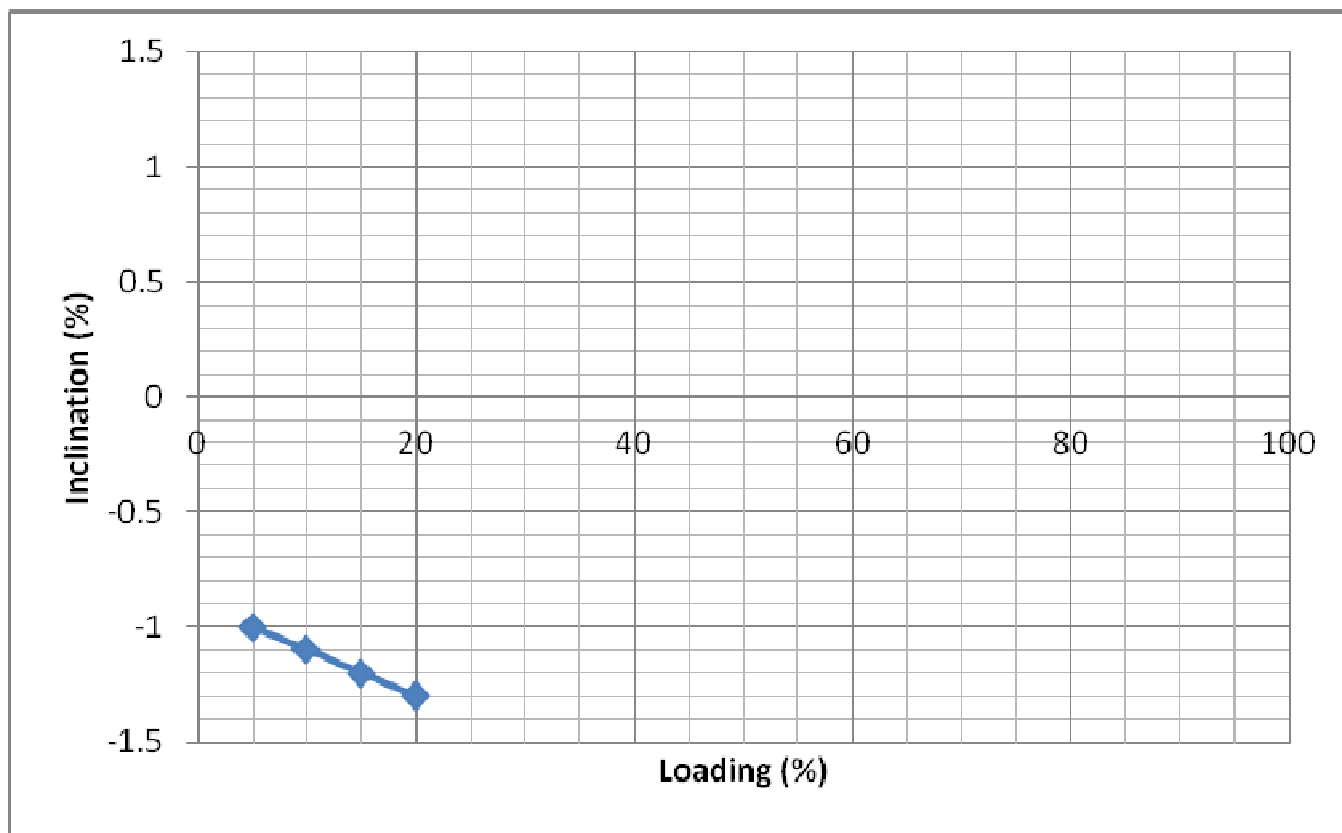
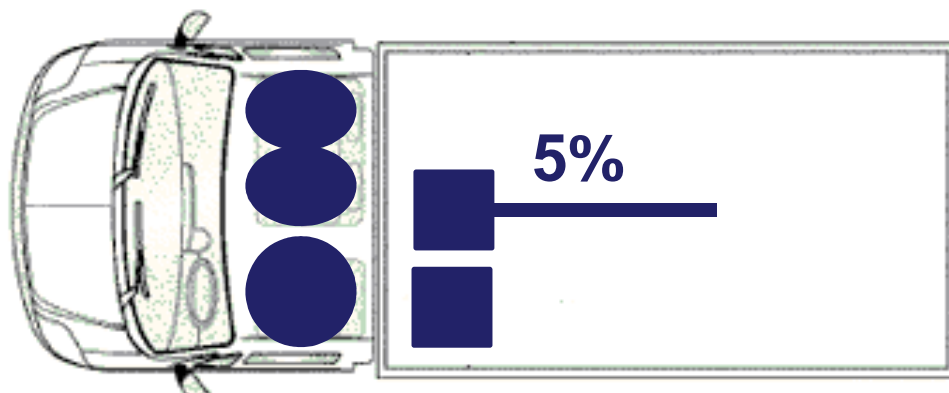
75 kg

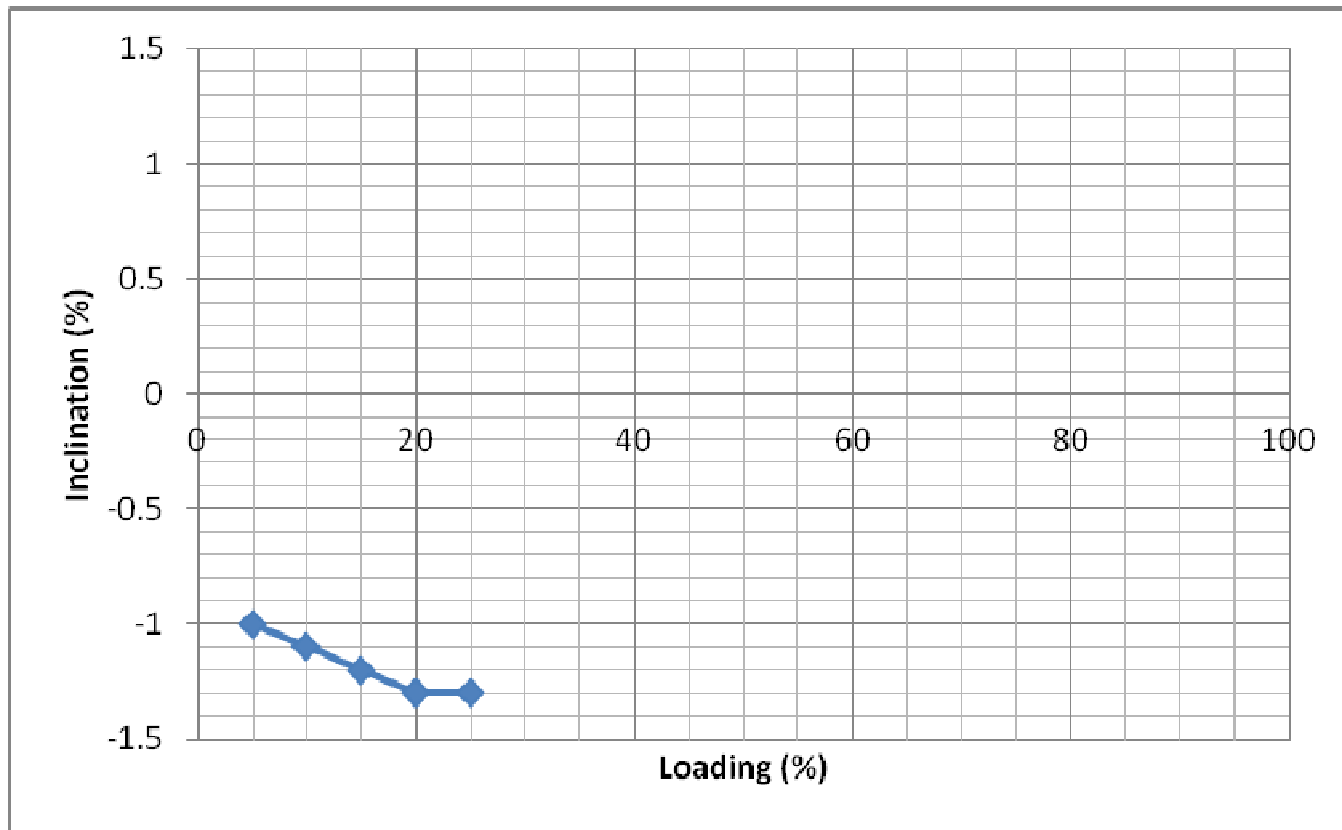
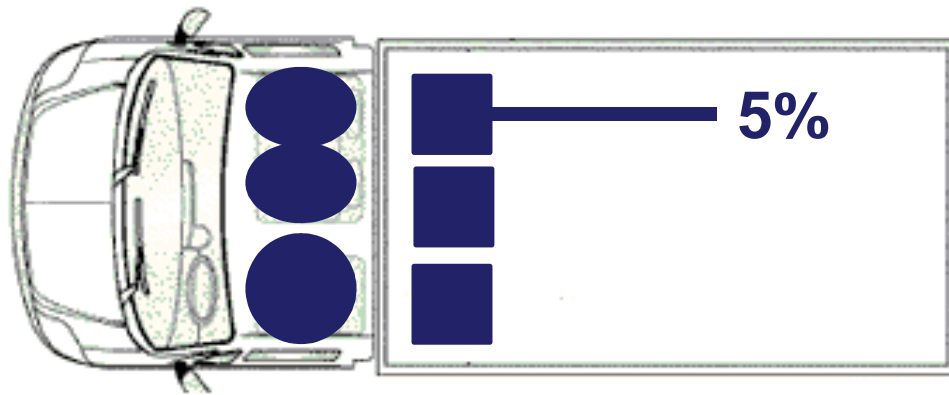


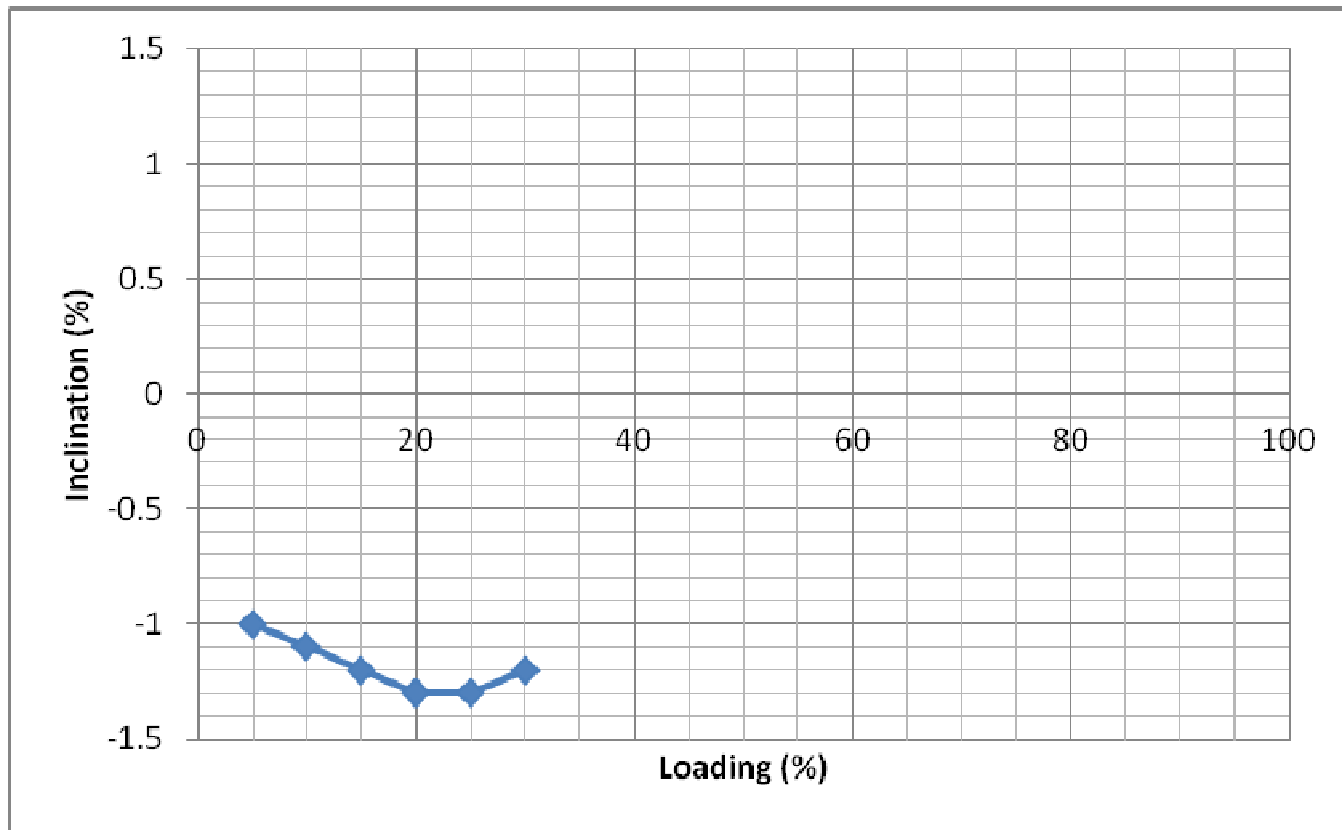
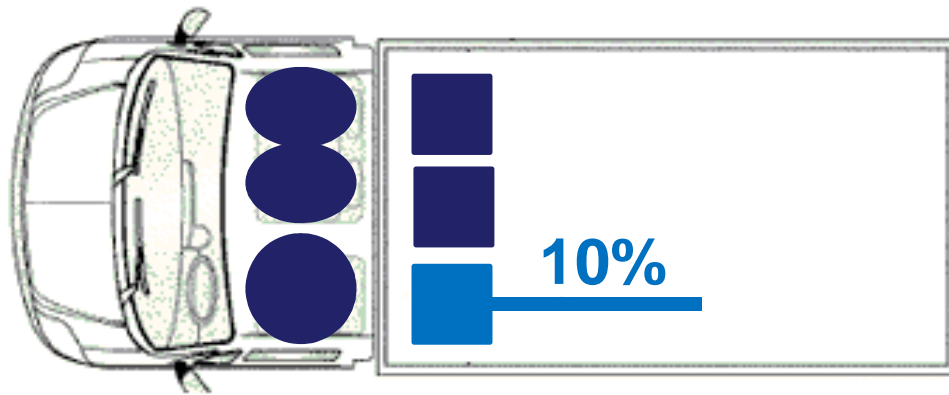
150 kg

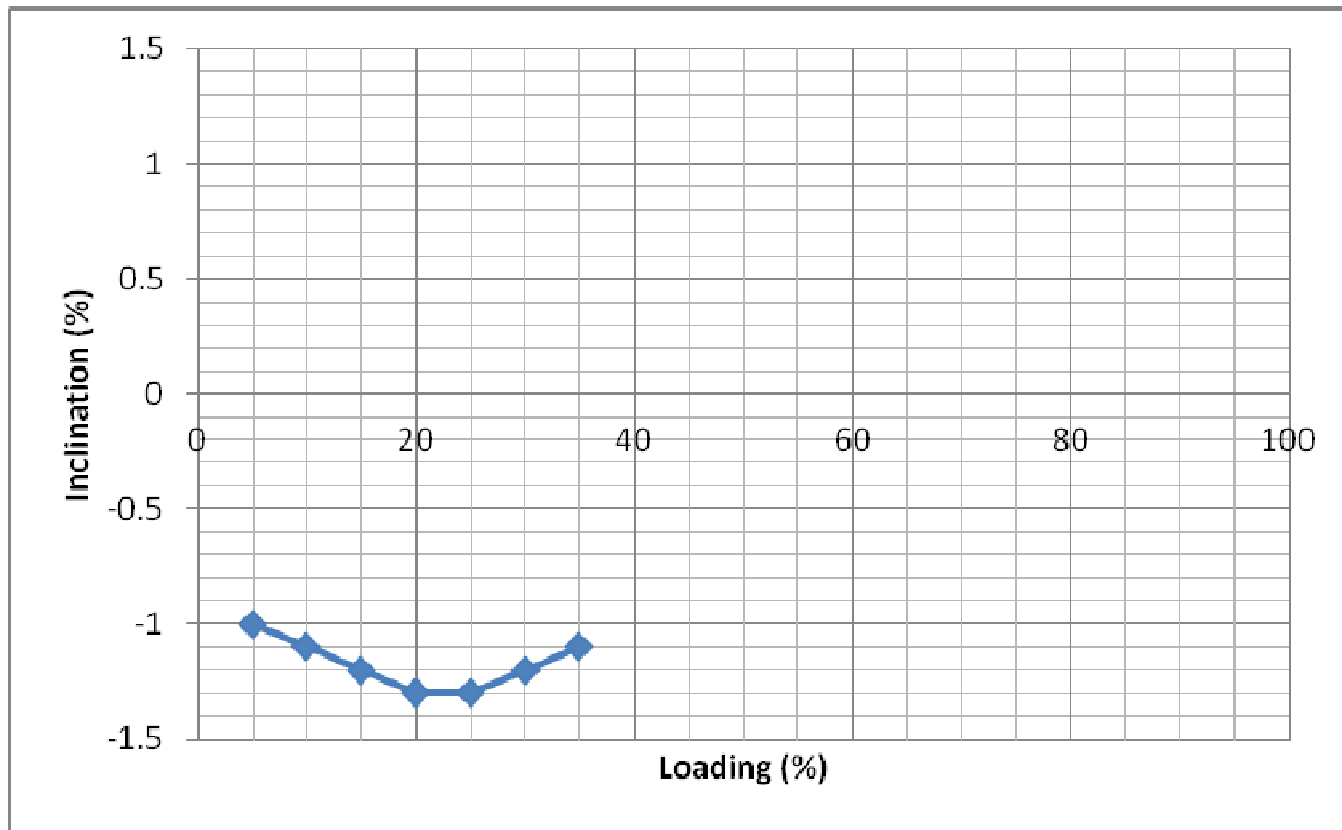
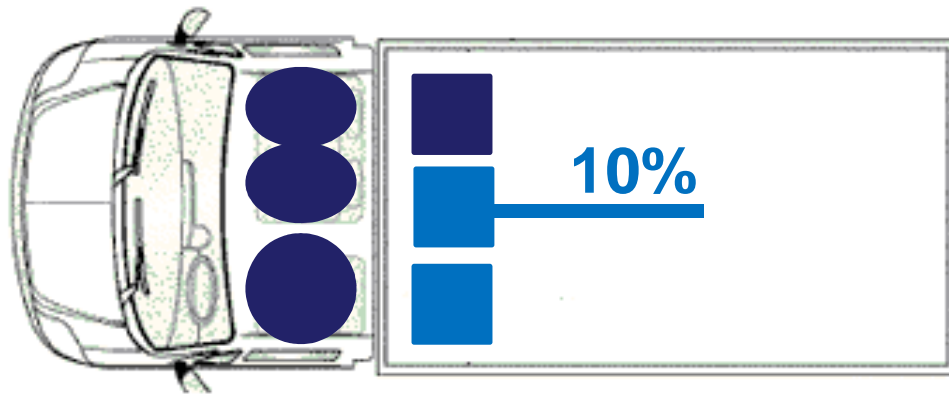


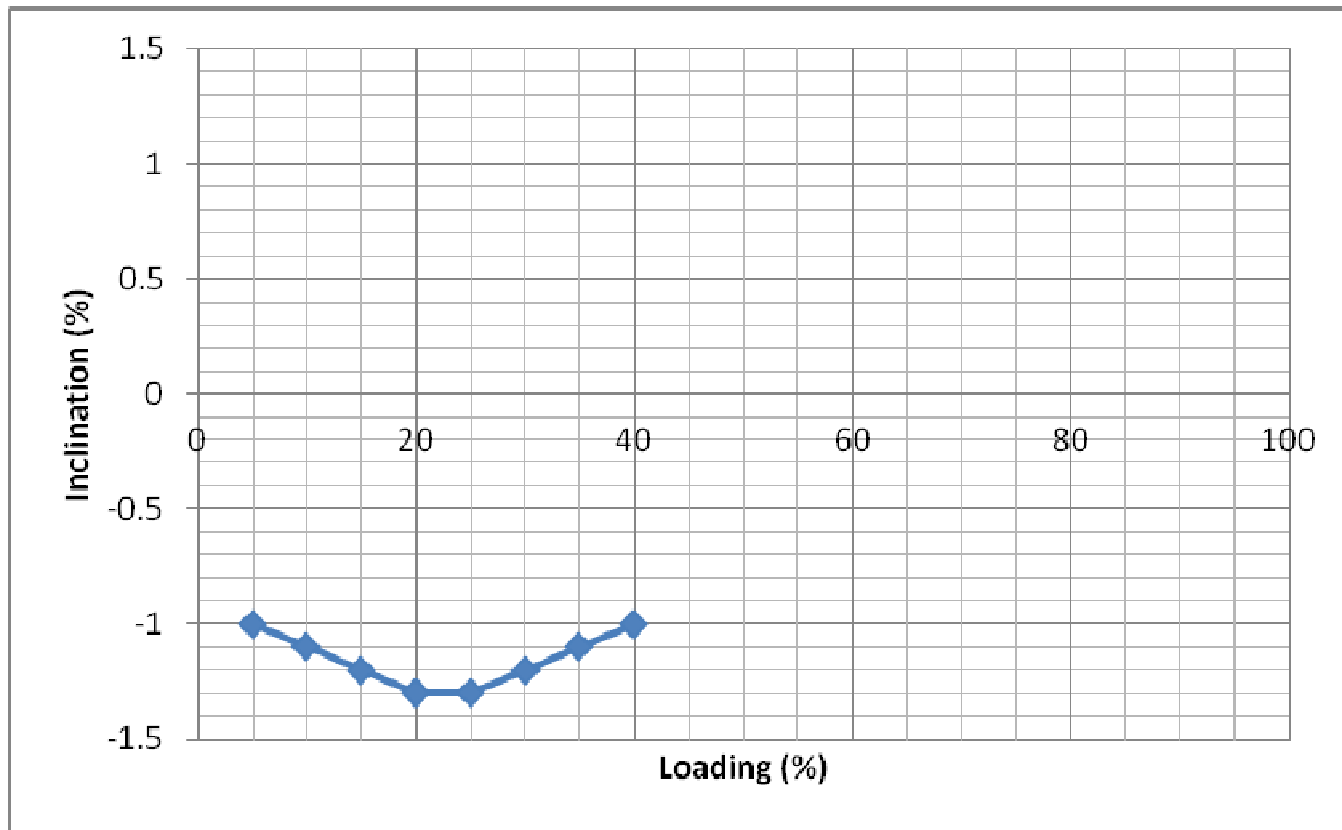
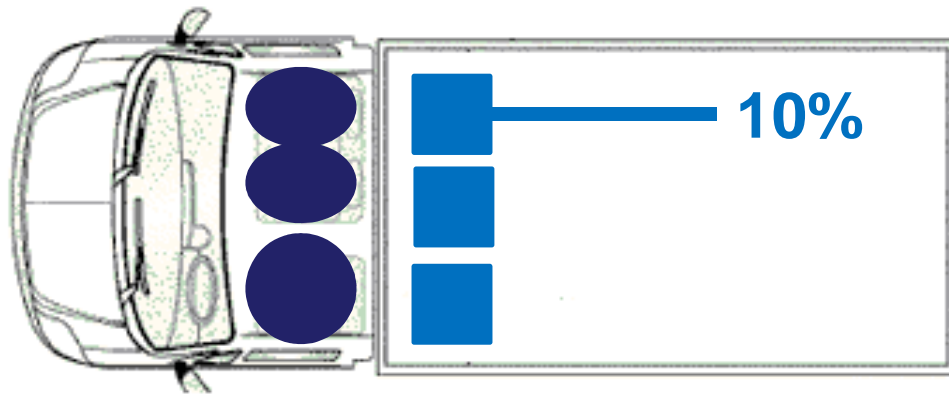


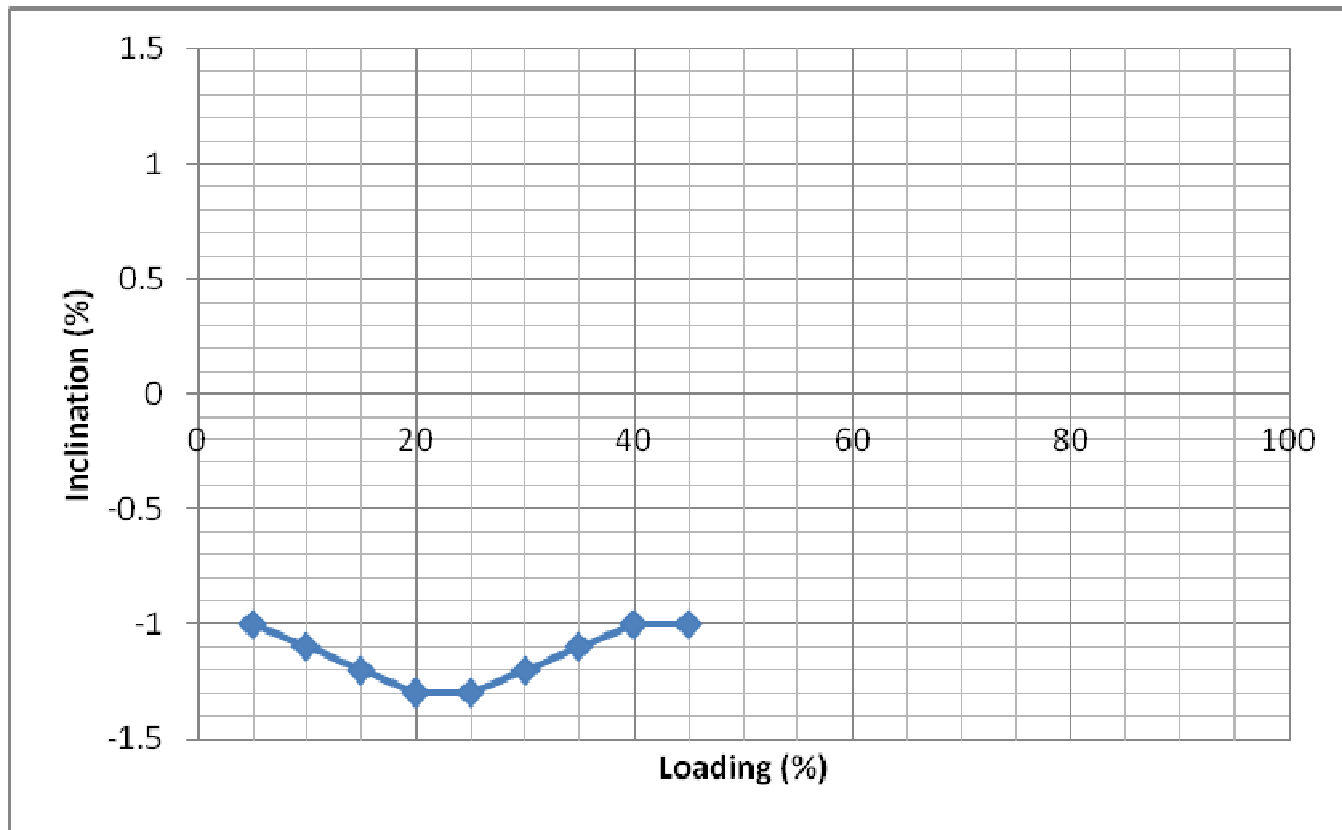
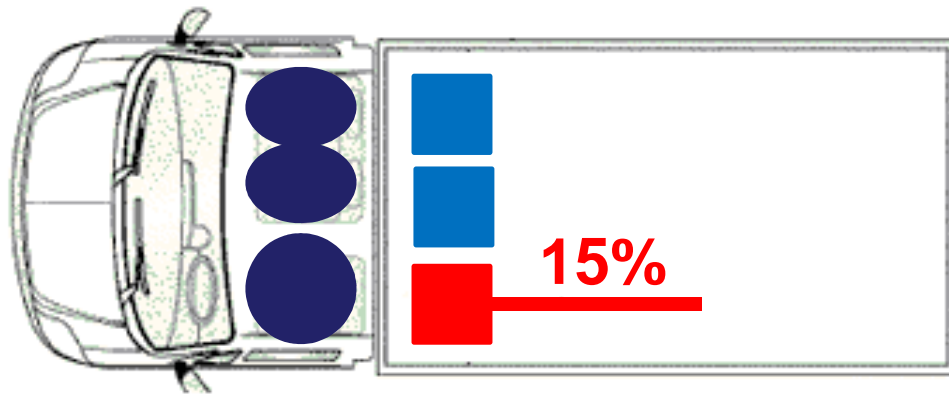


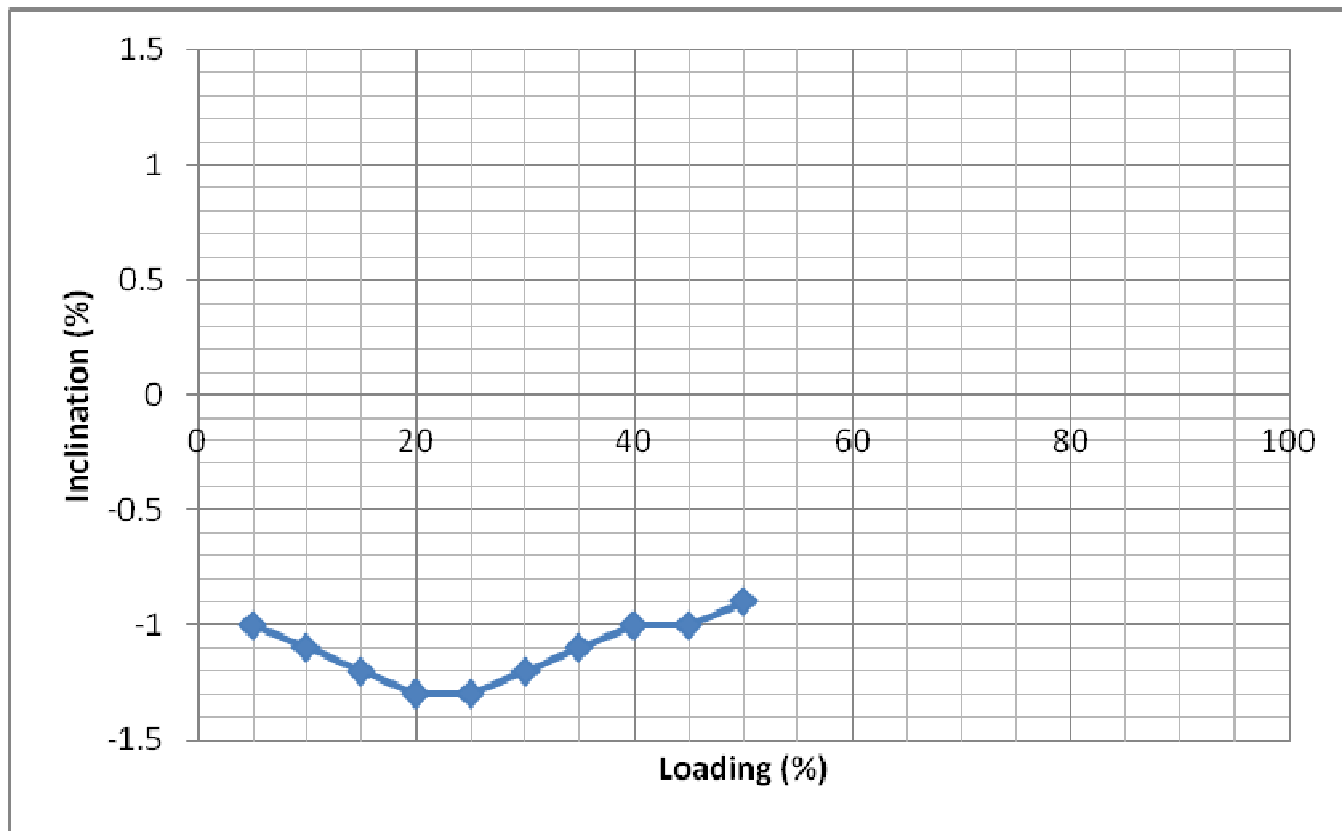
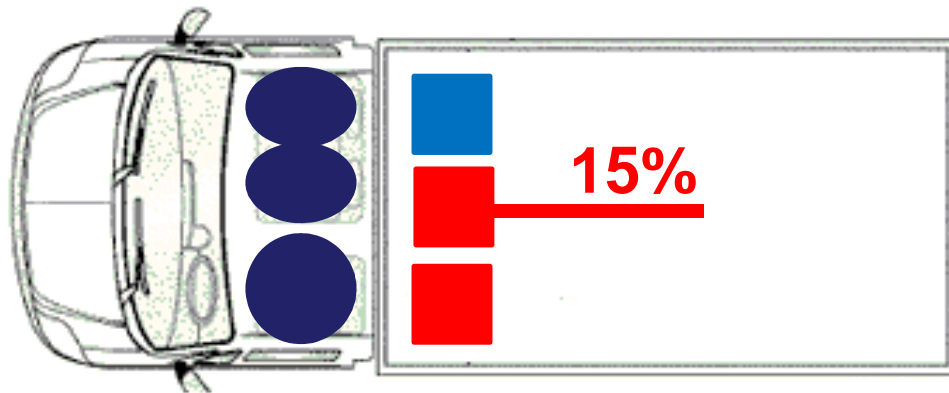


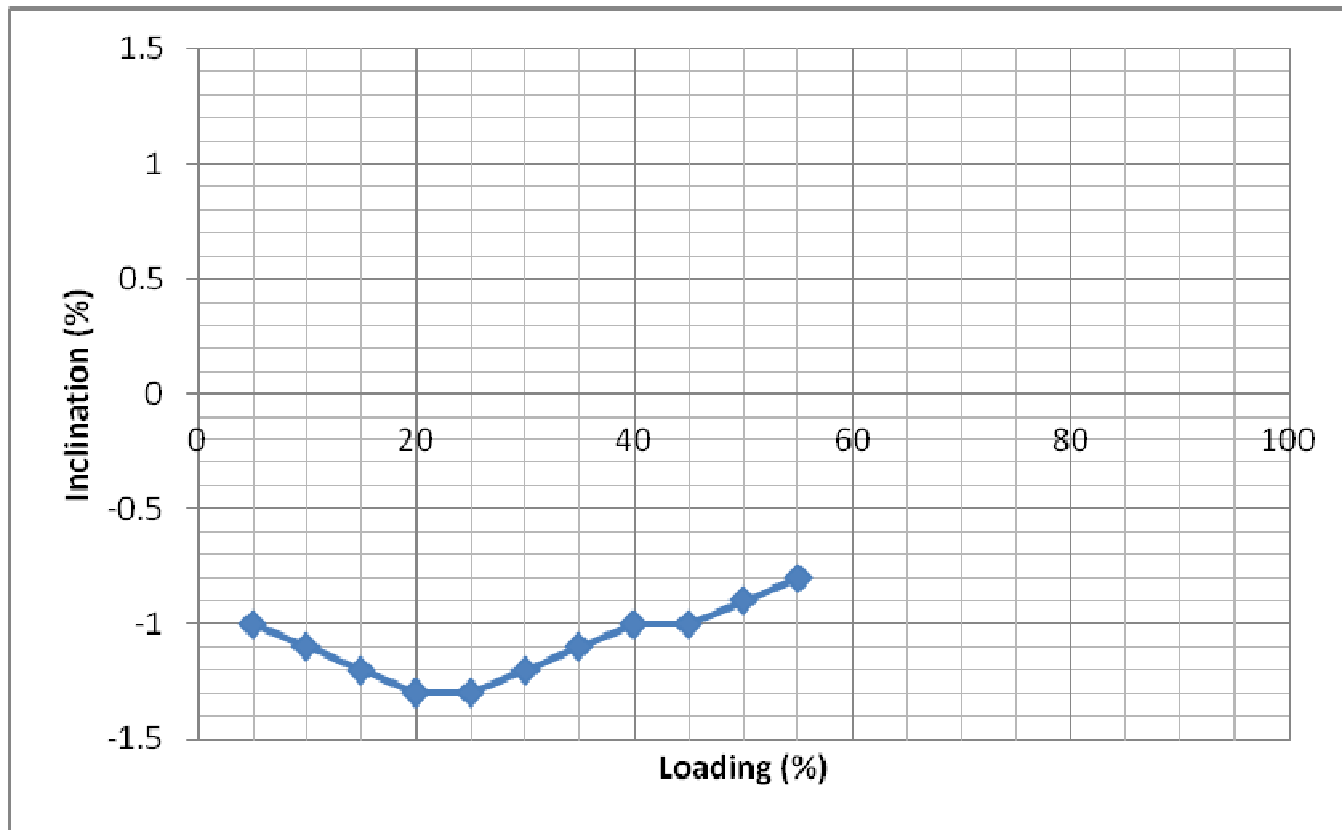
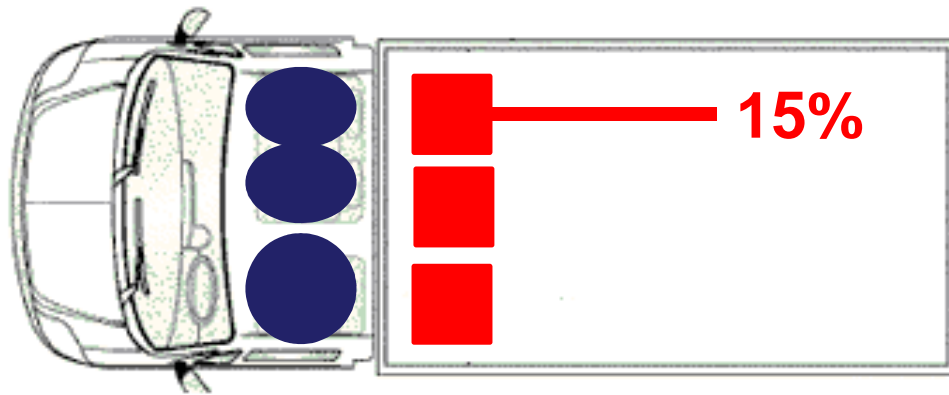


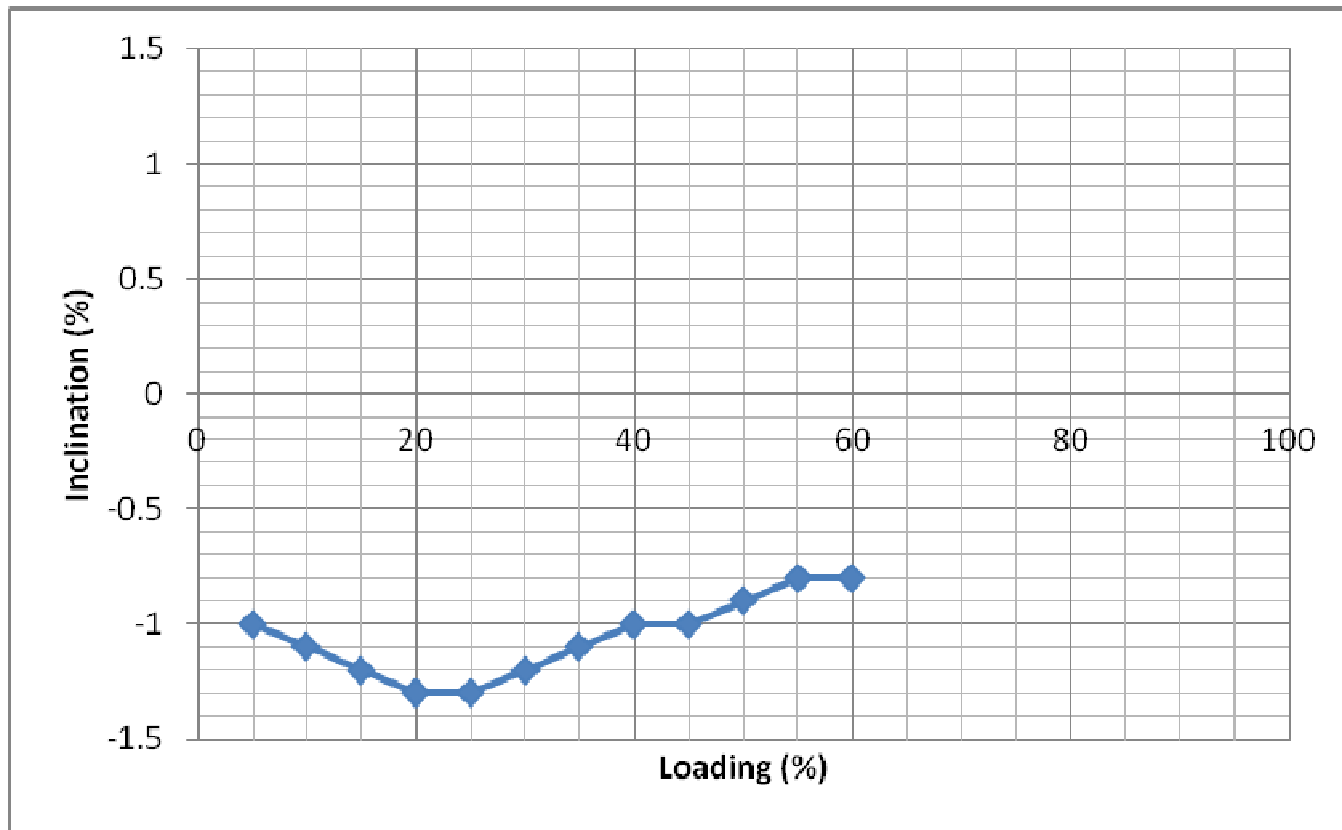
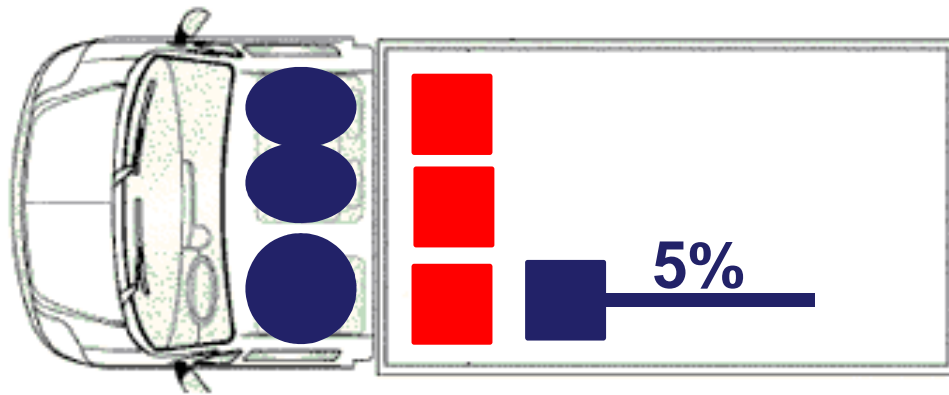


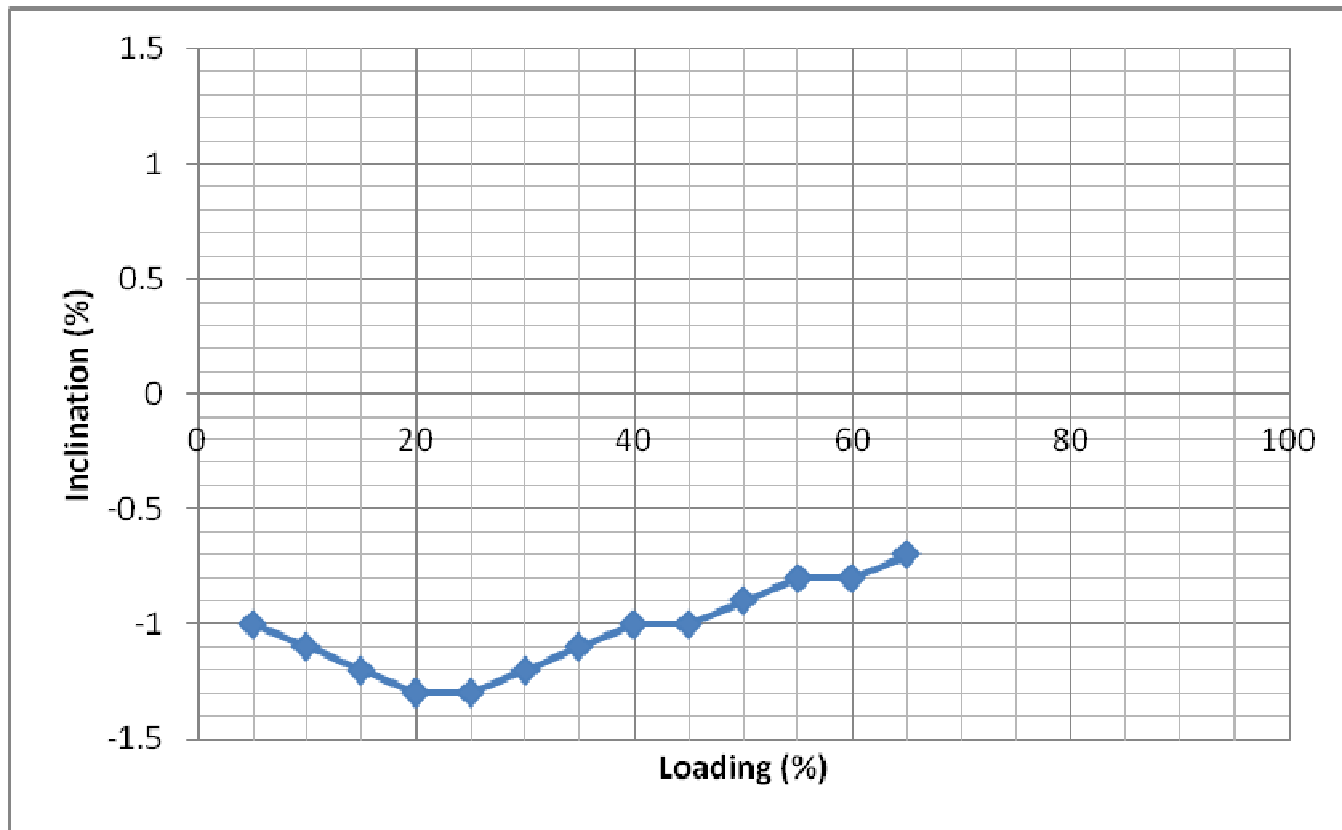
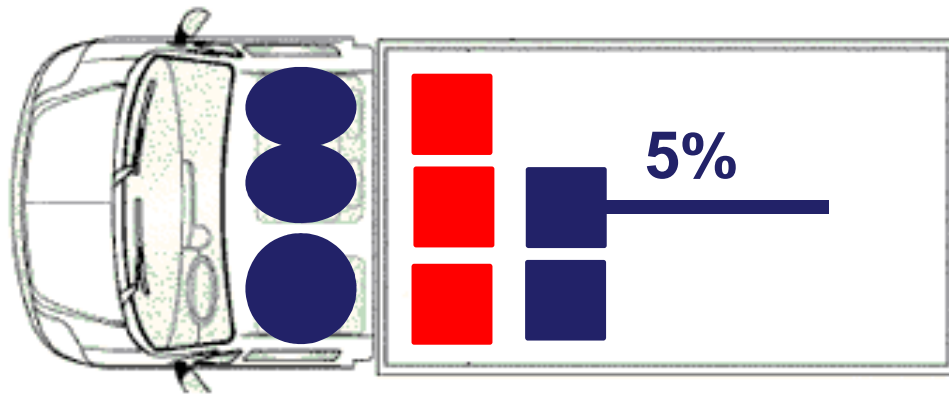


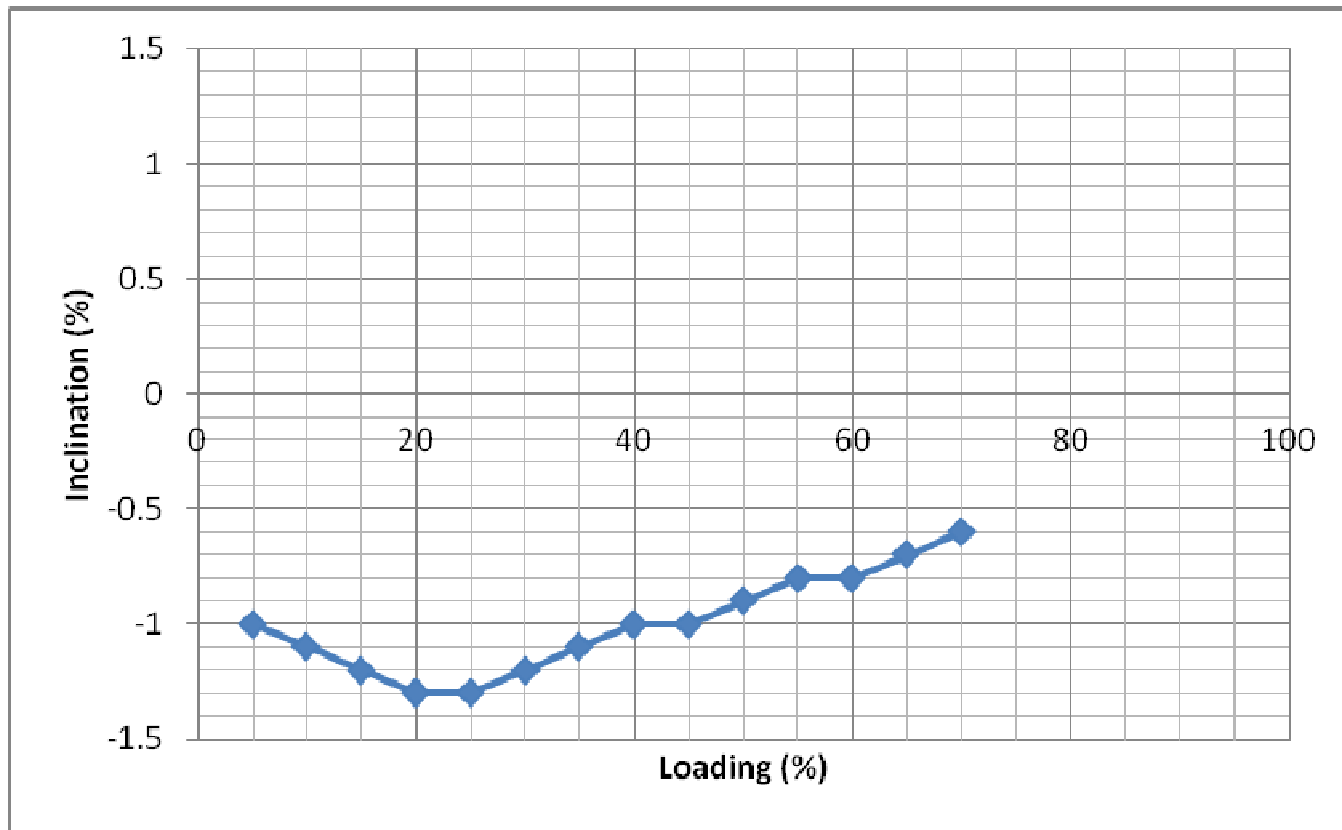
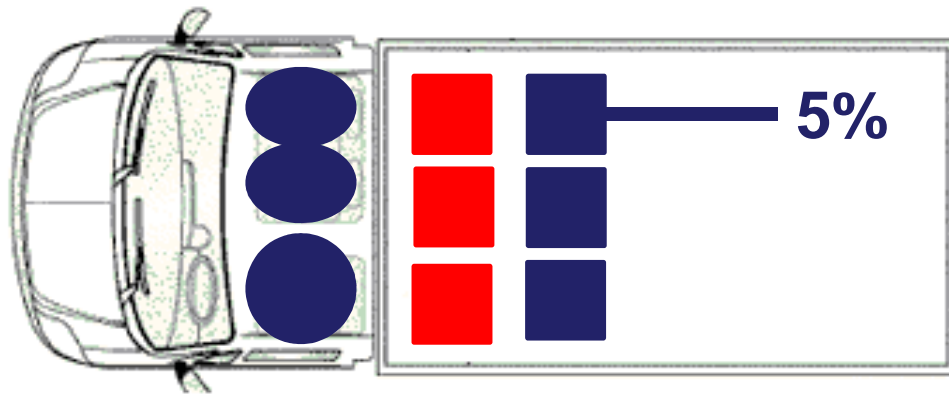


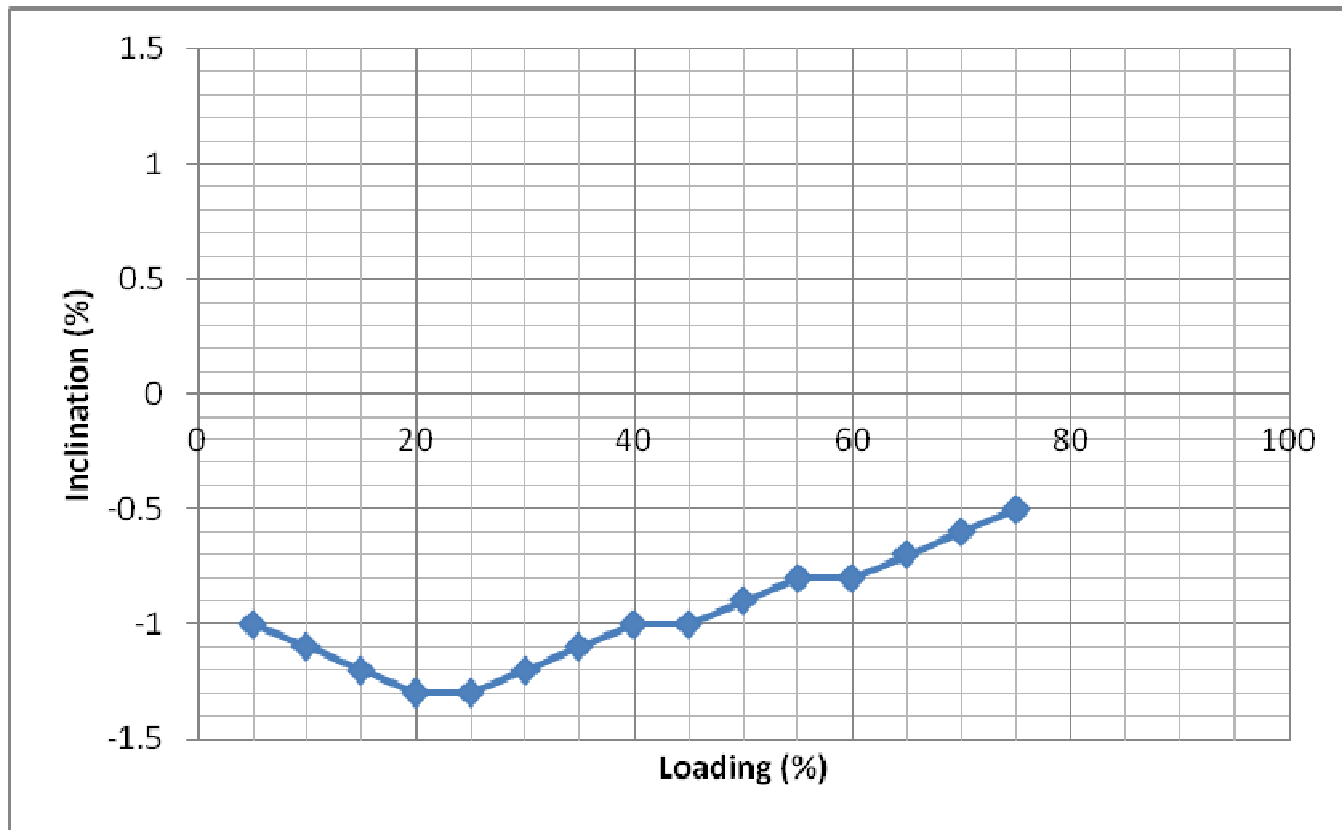
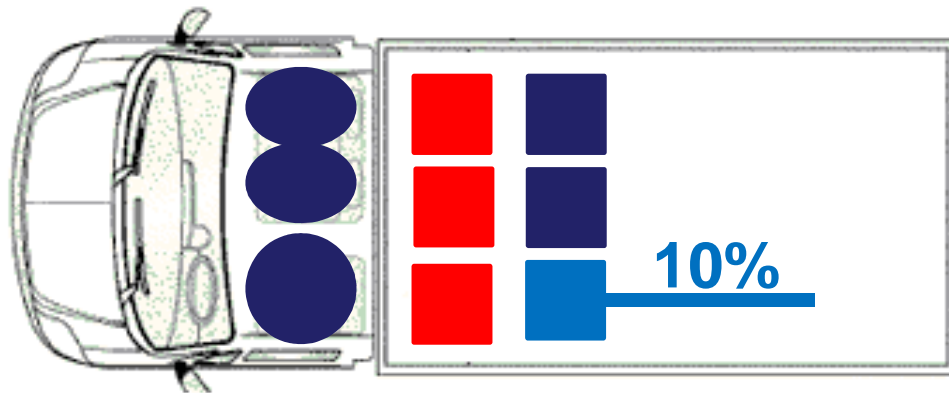


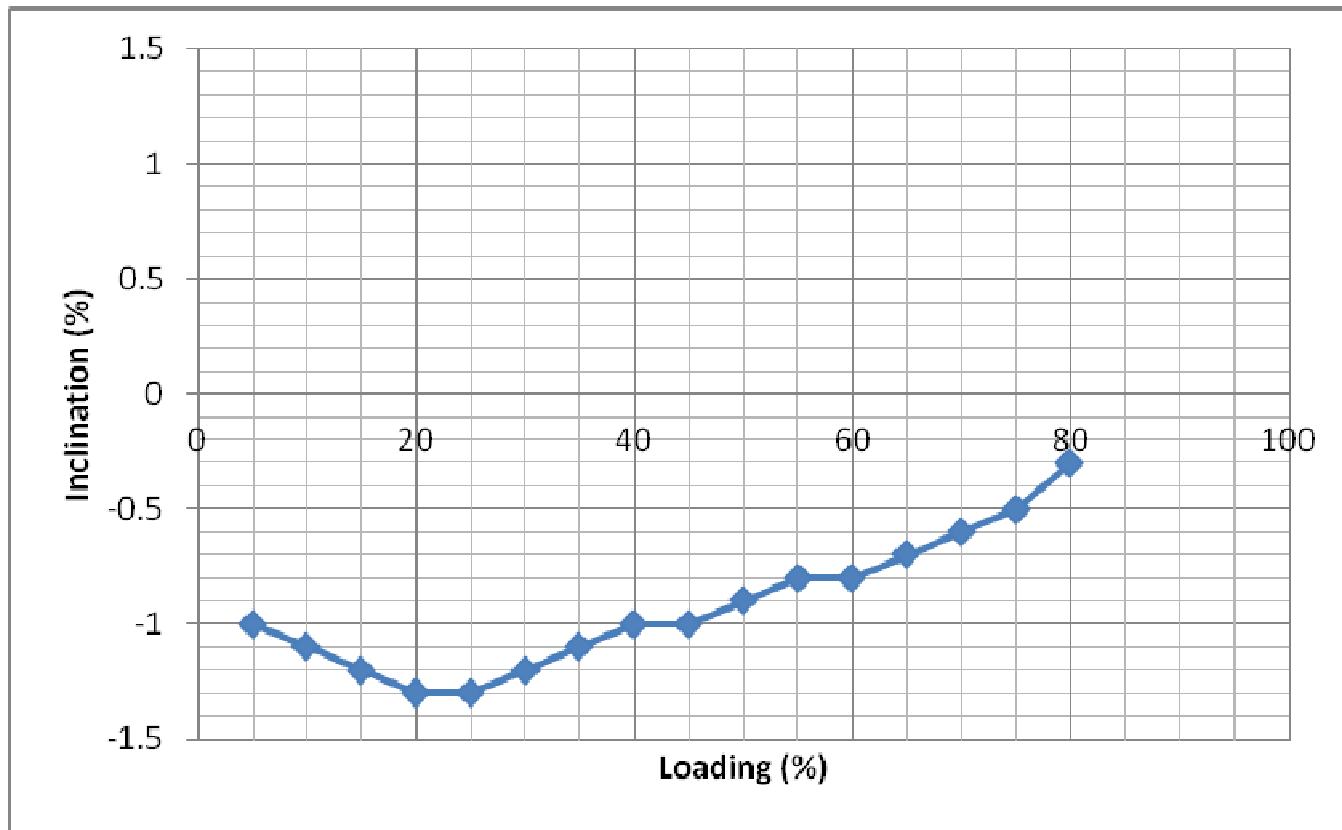
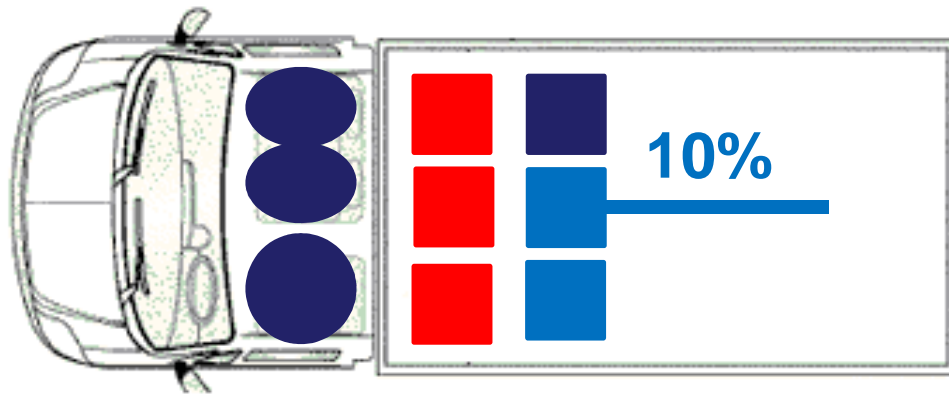


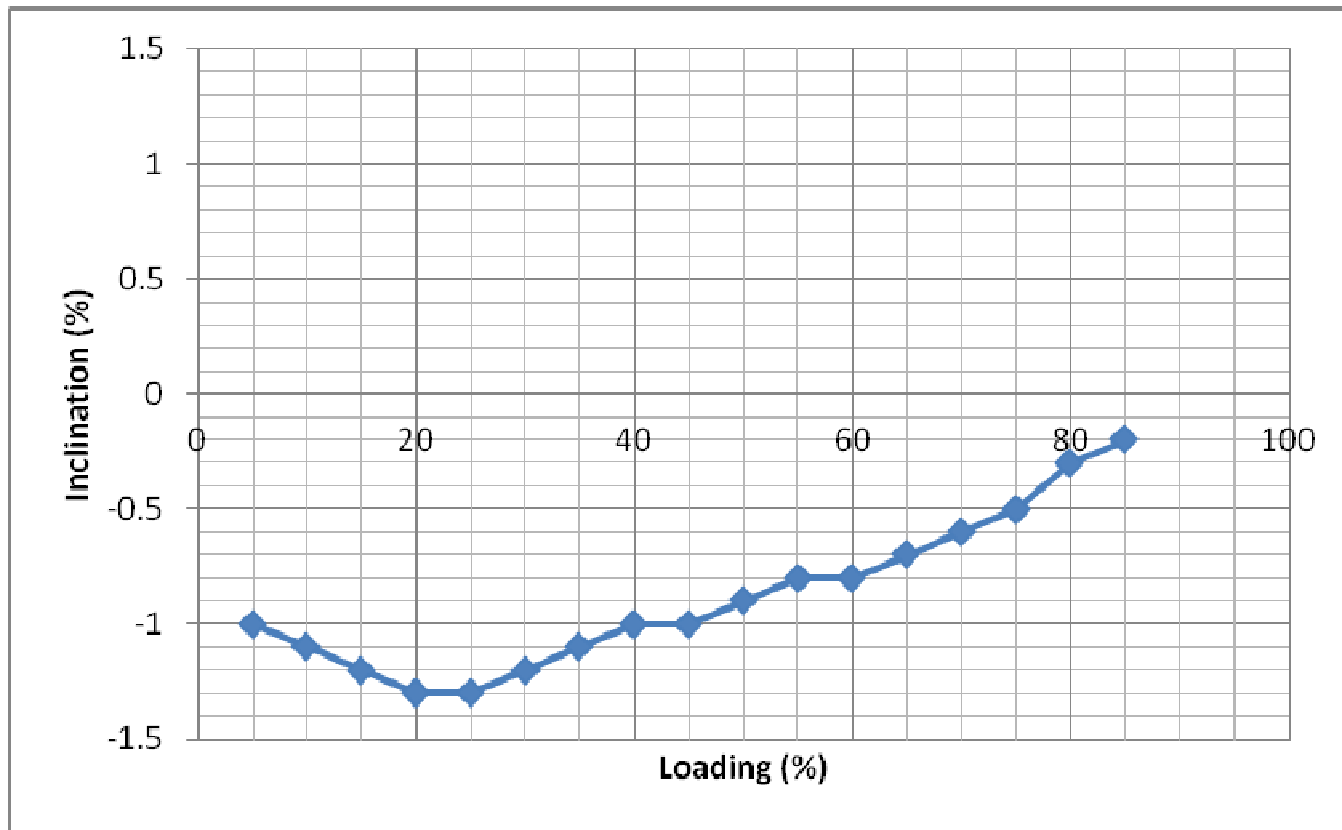
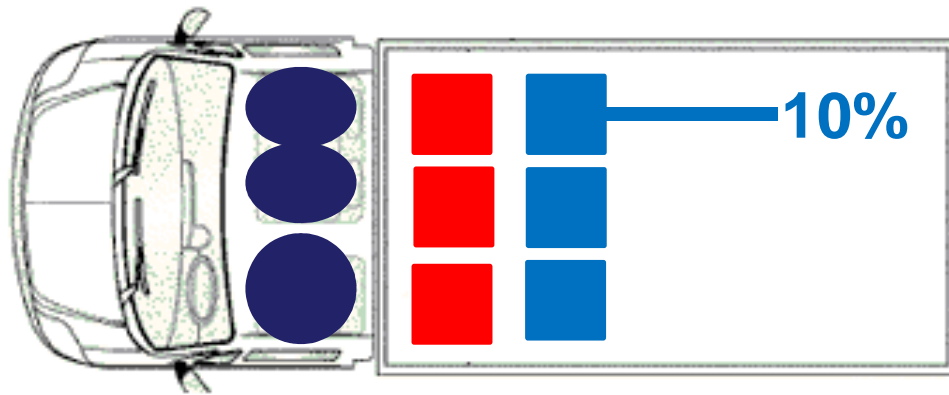


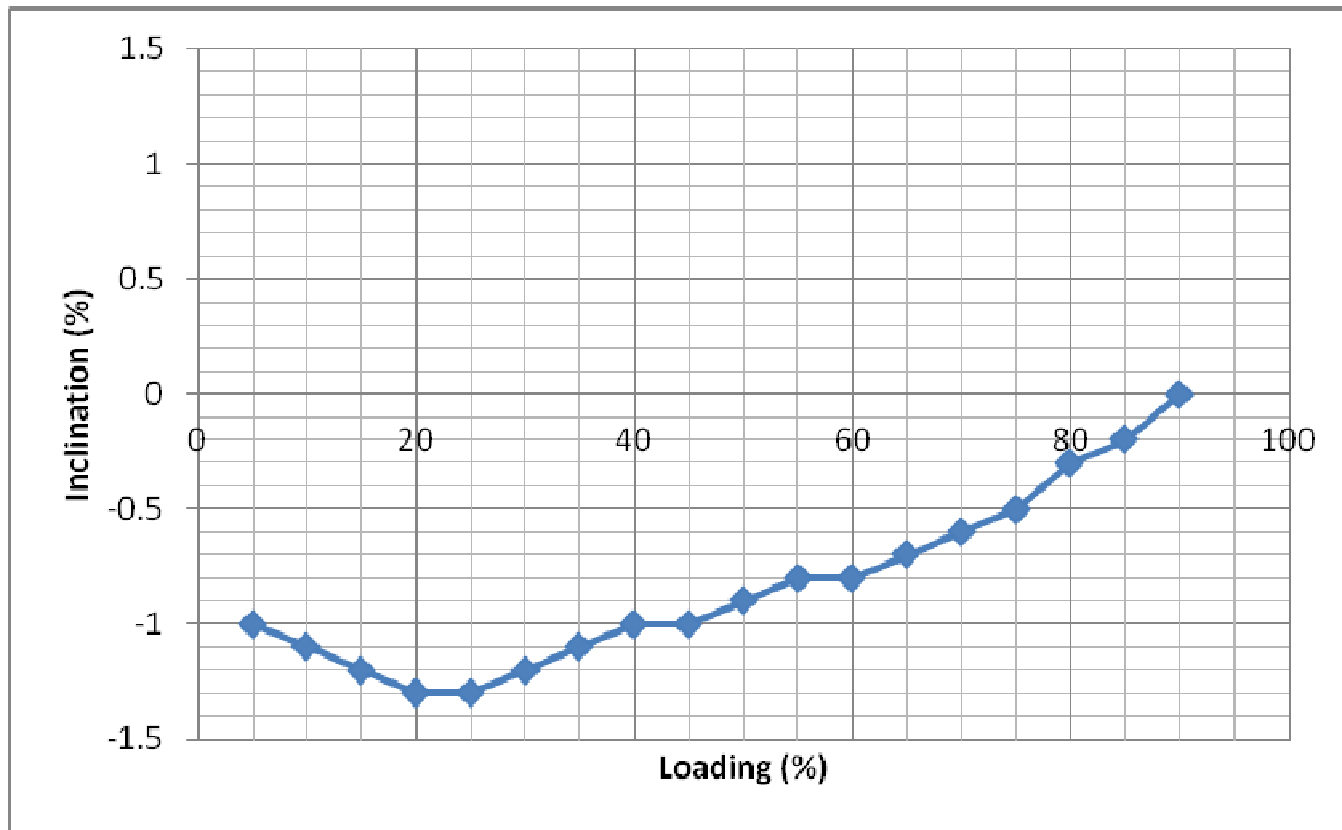
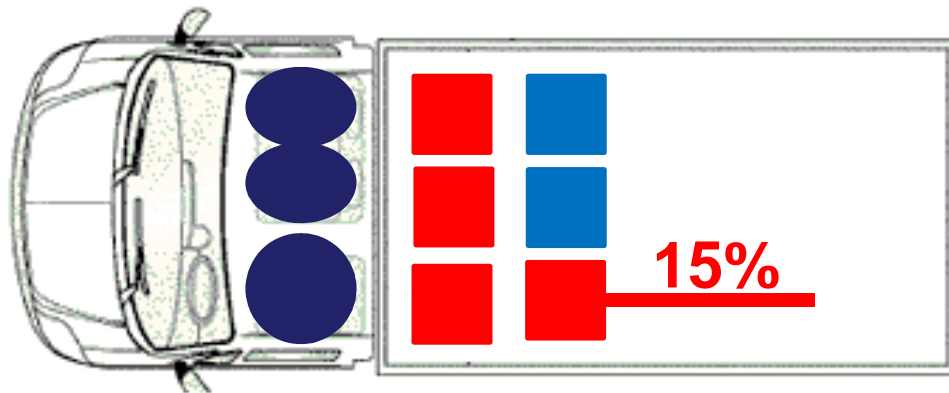


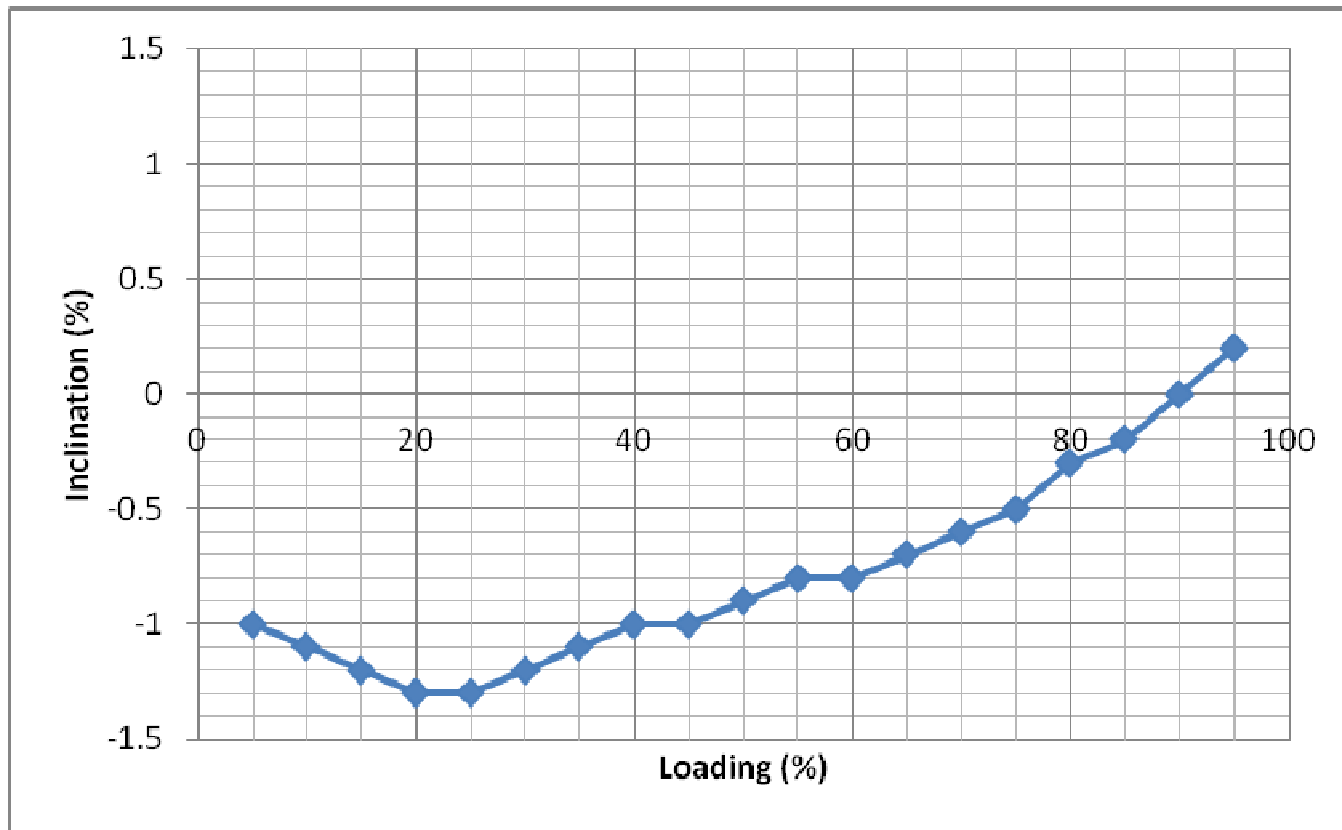
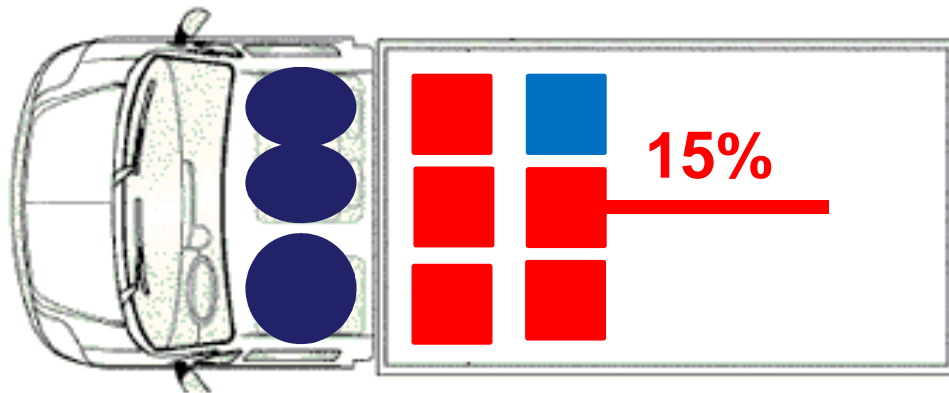


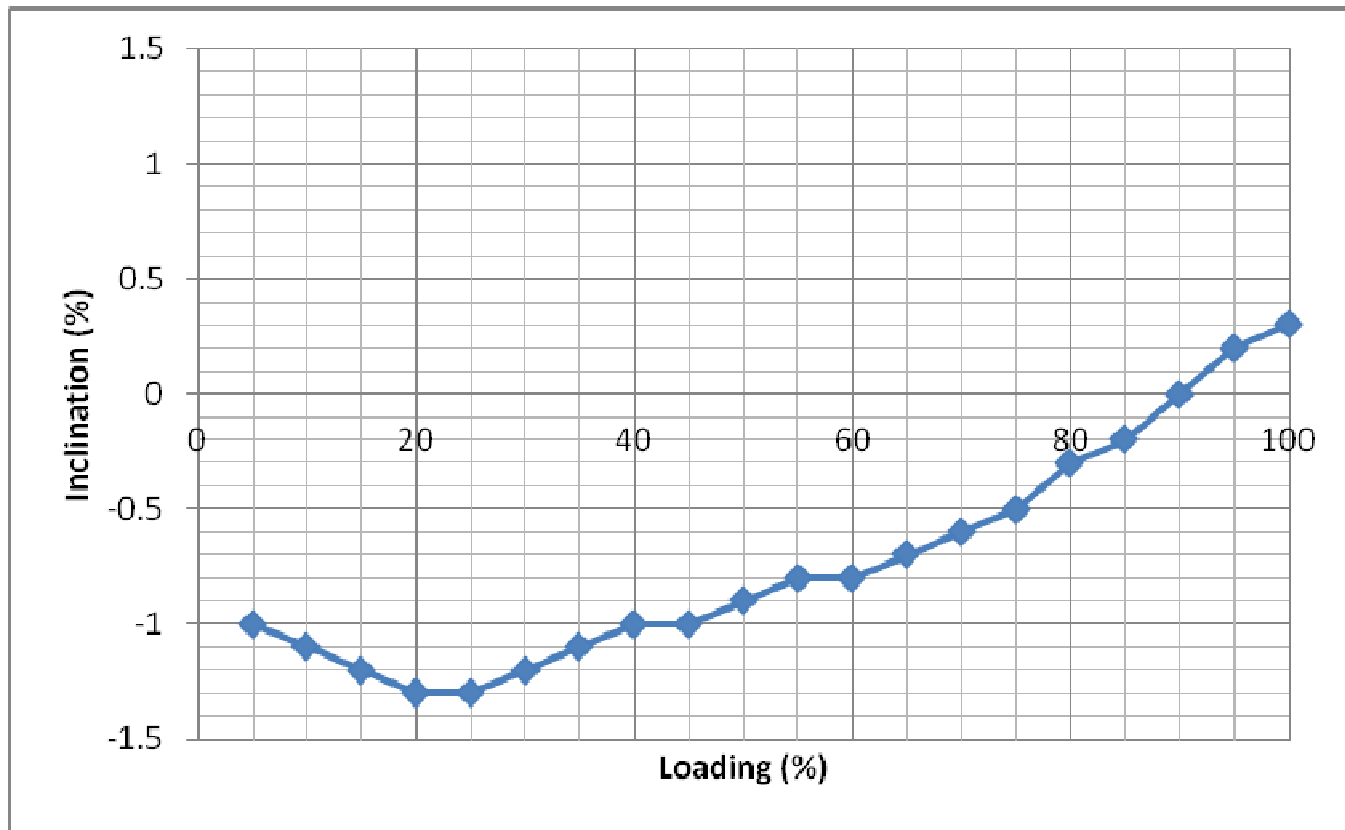
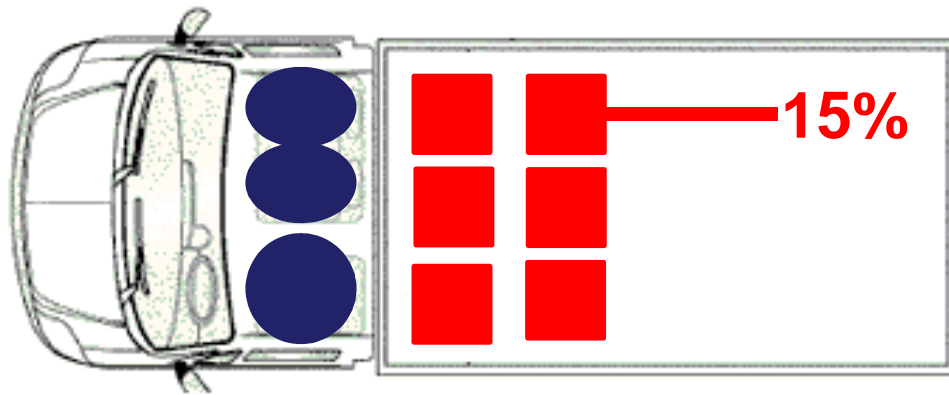








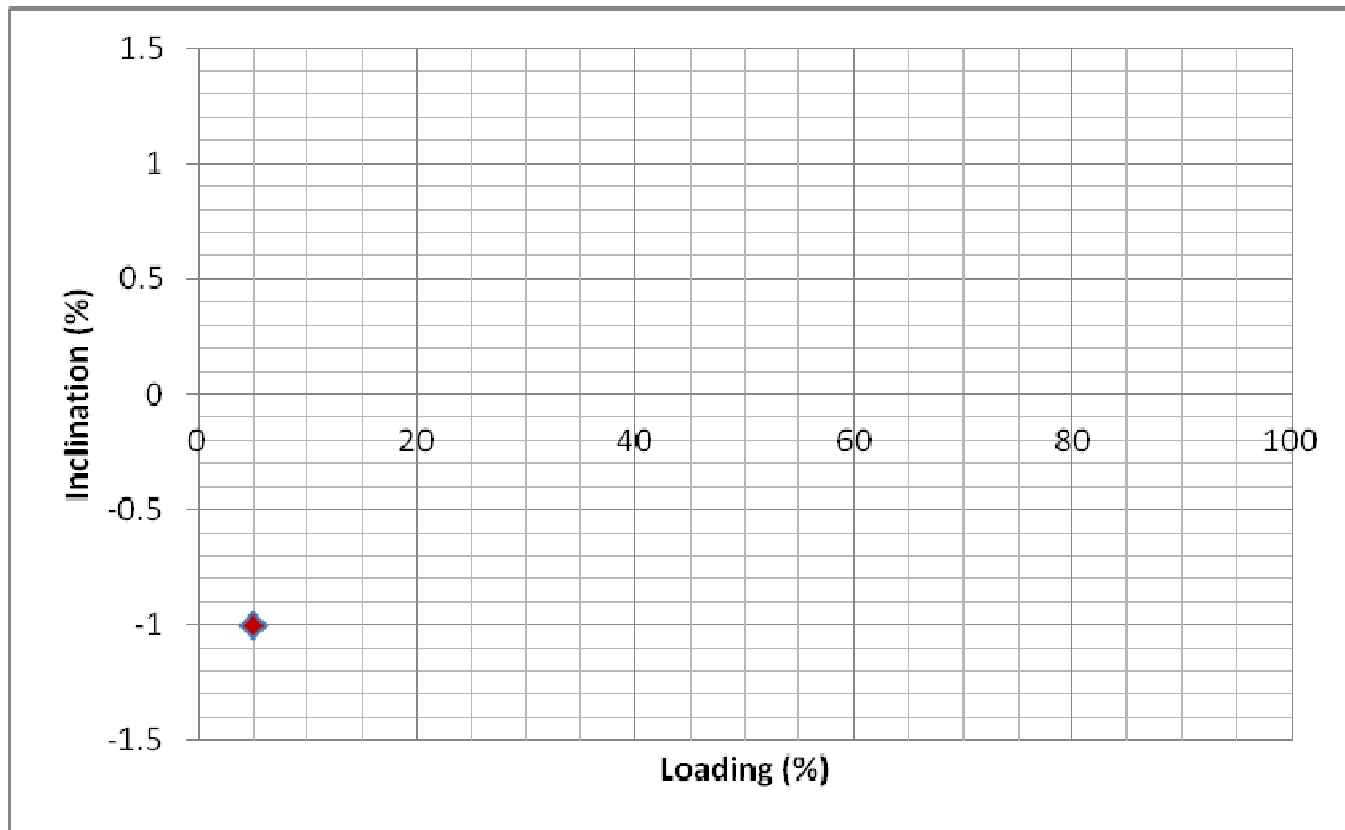
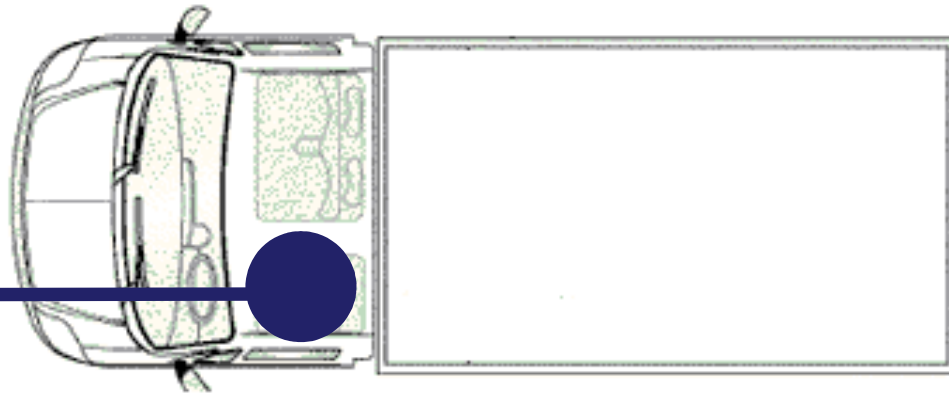


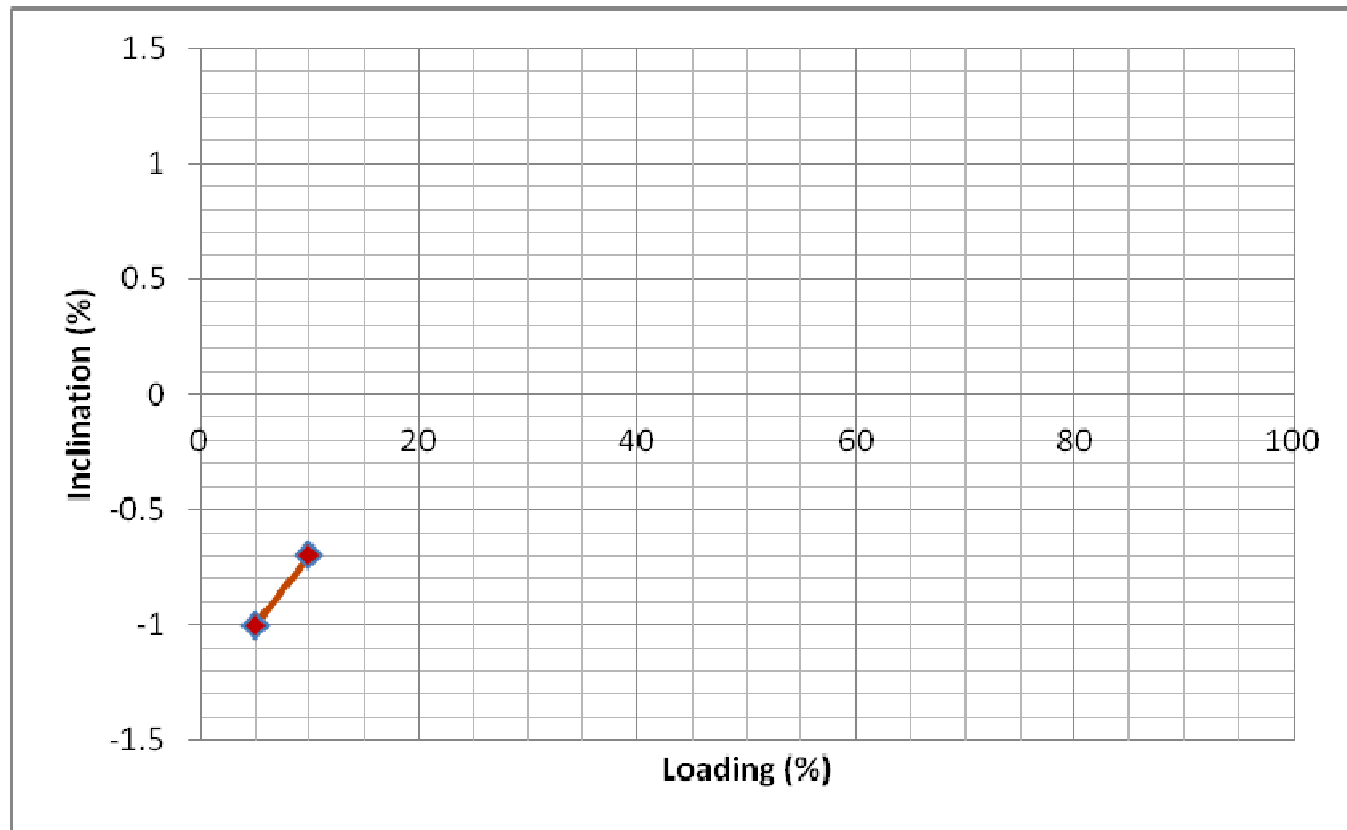
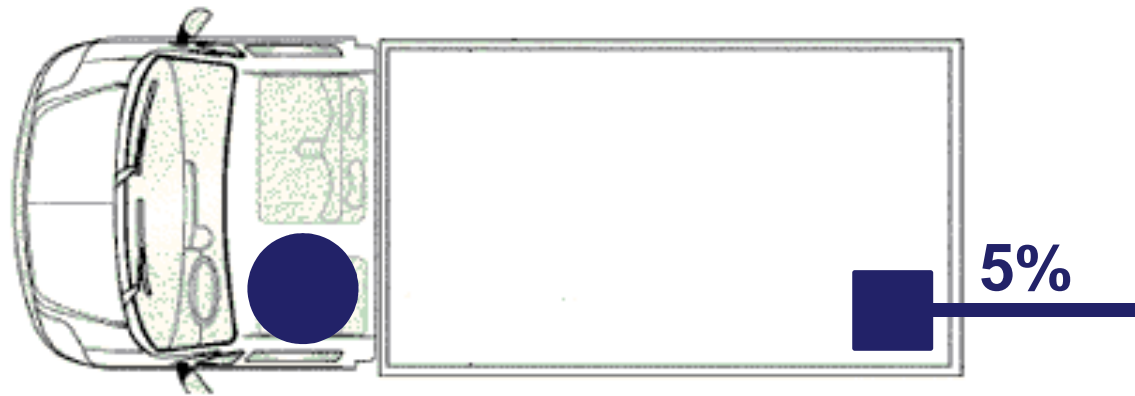


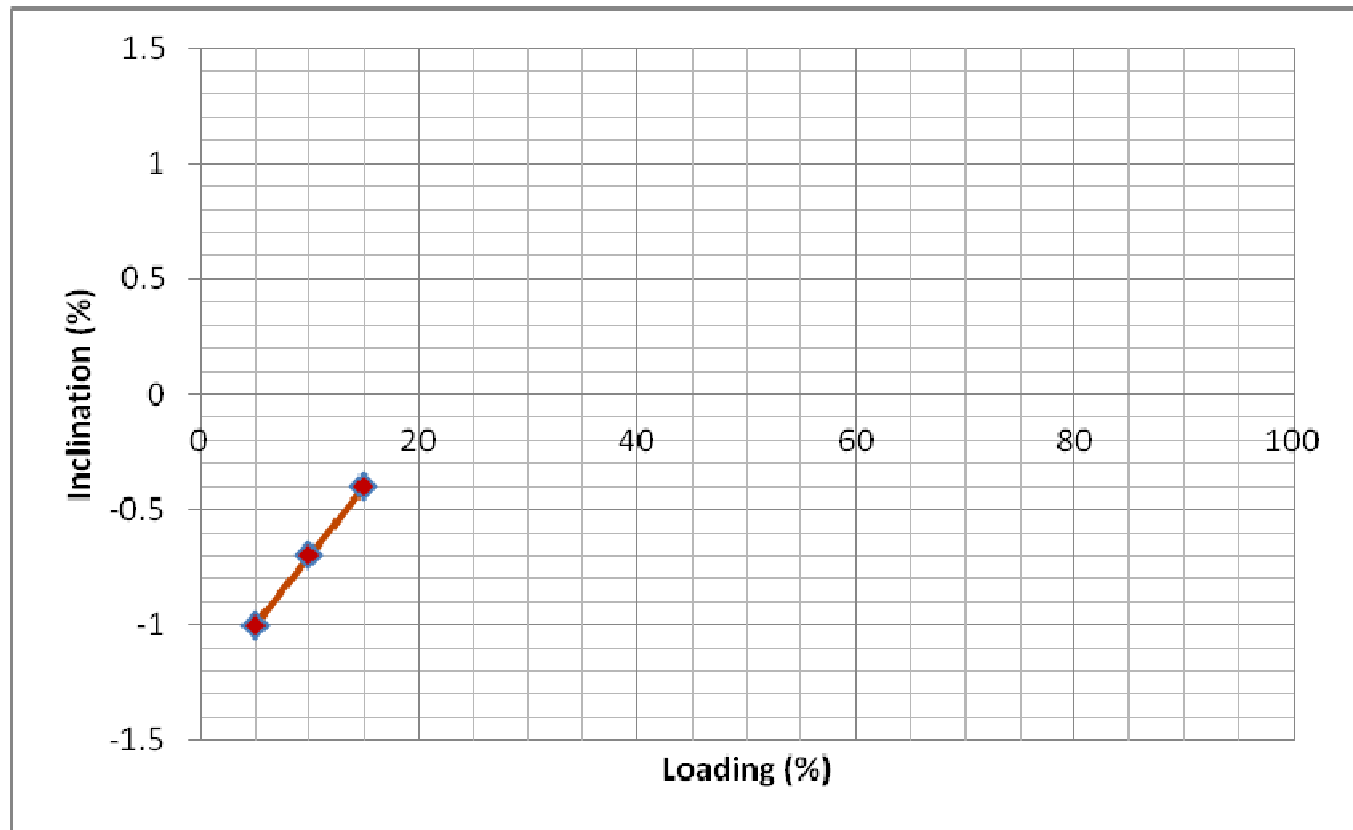
Highest dipped beam inclination

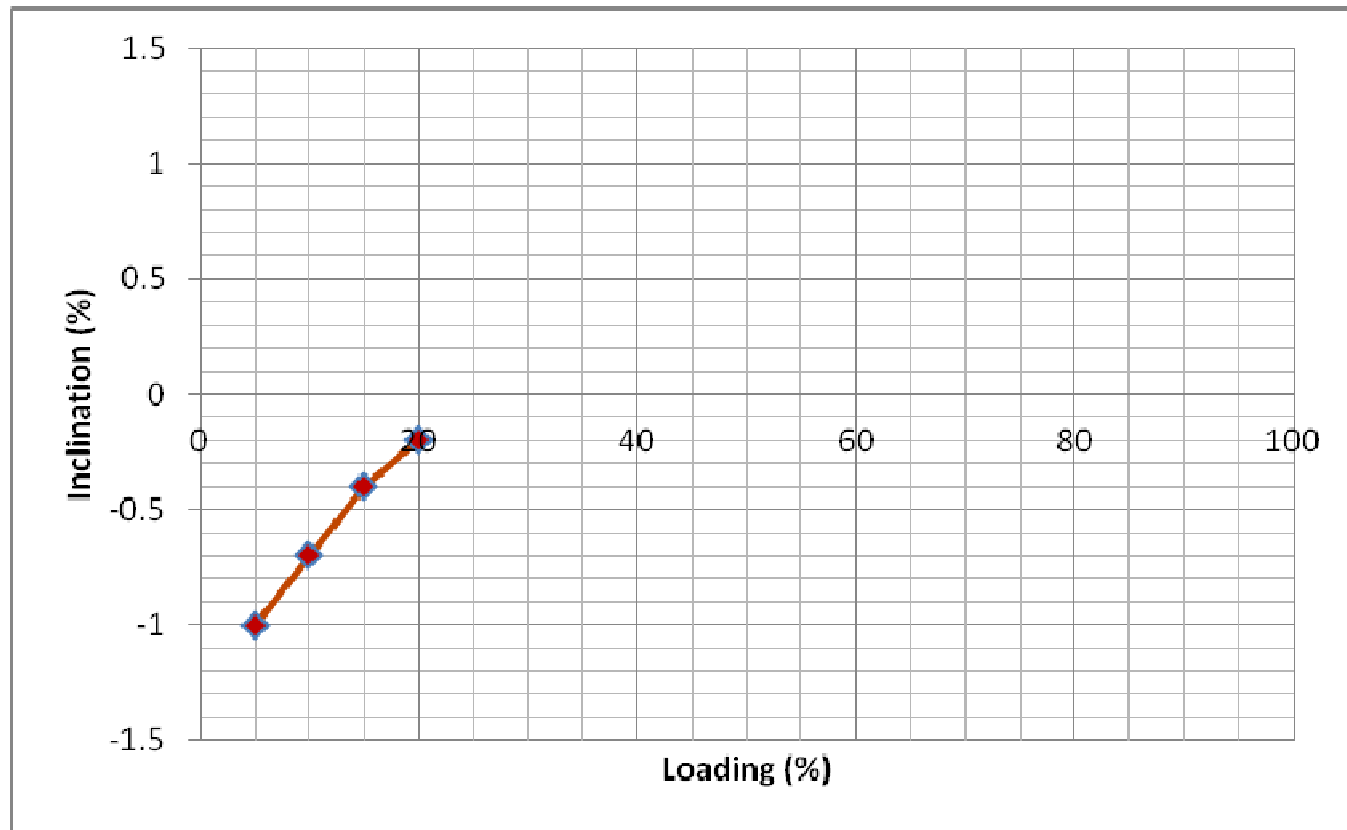
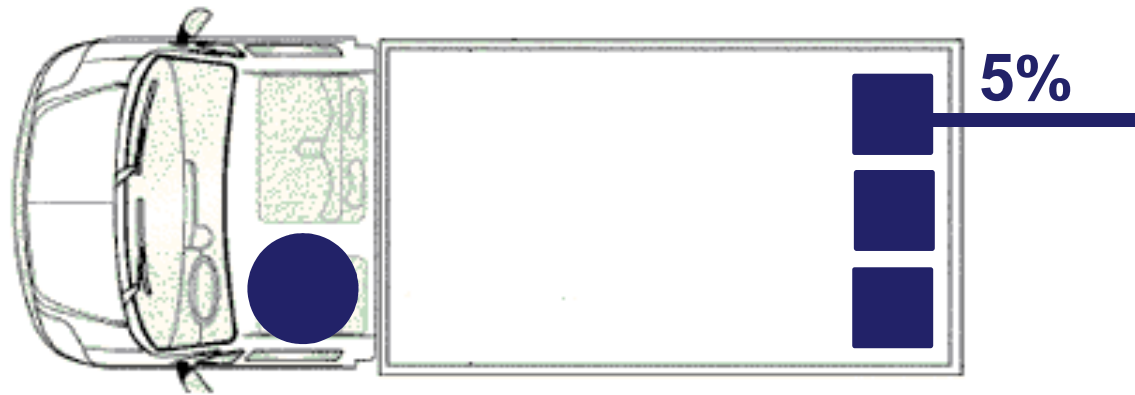
load distribution example

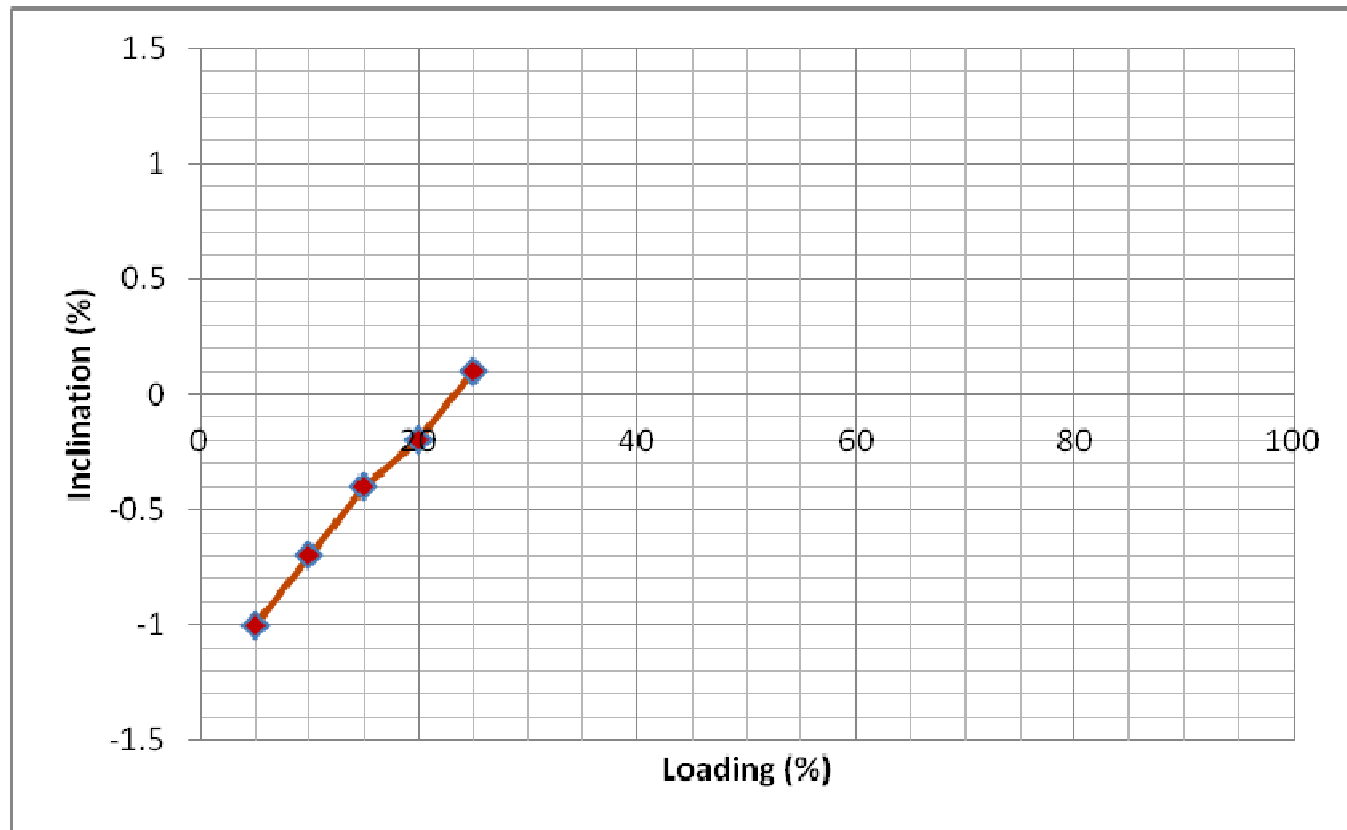
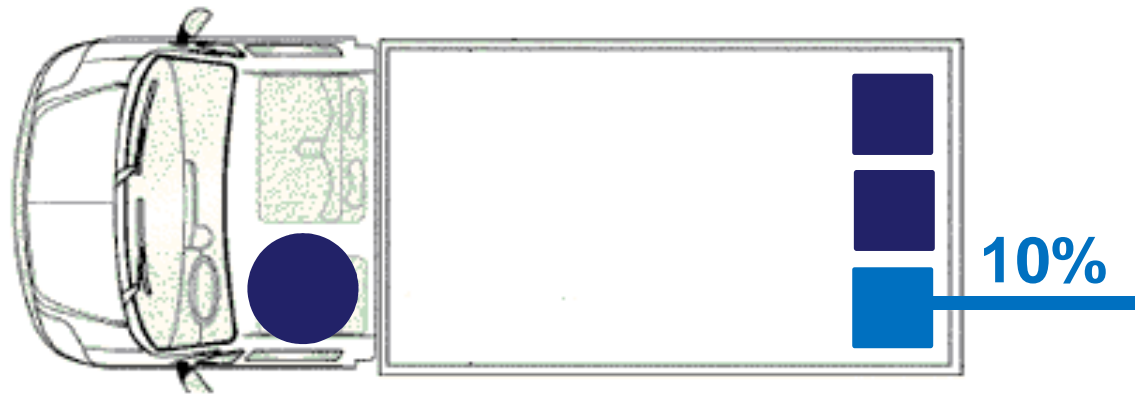
75 kg

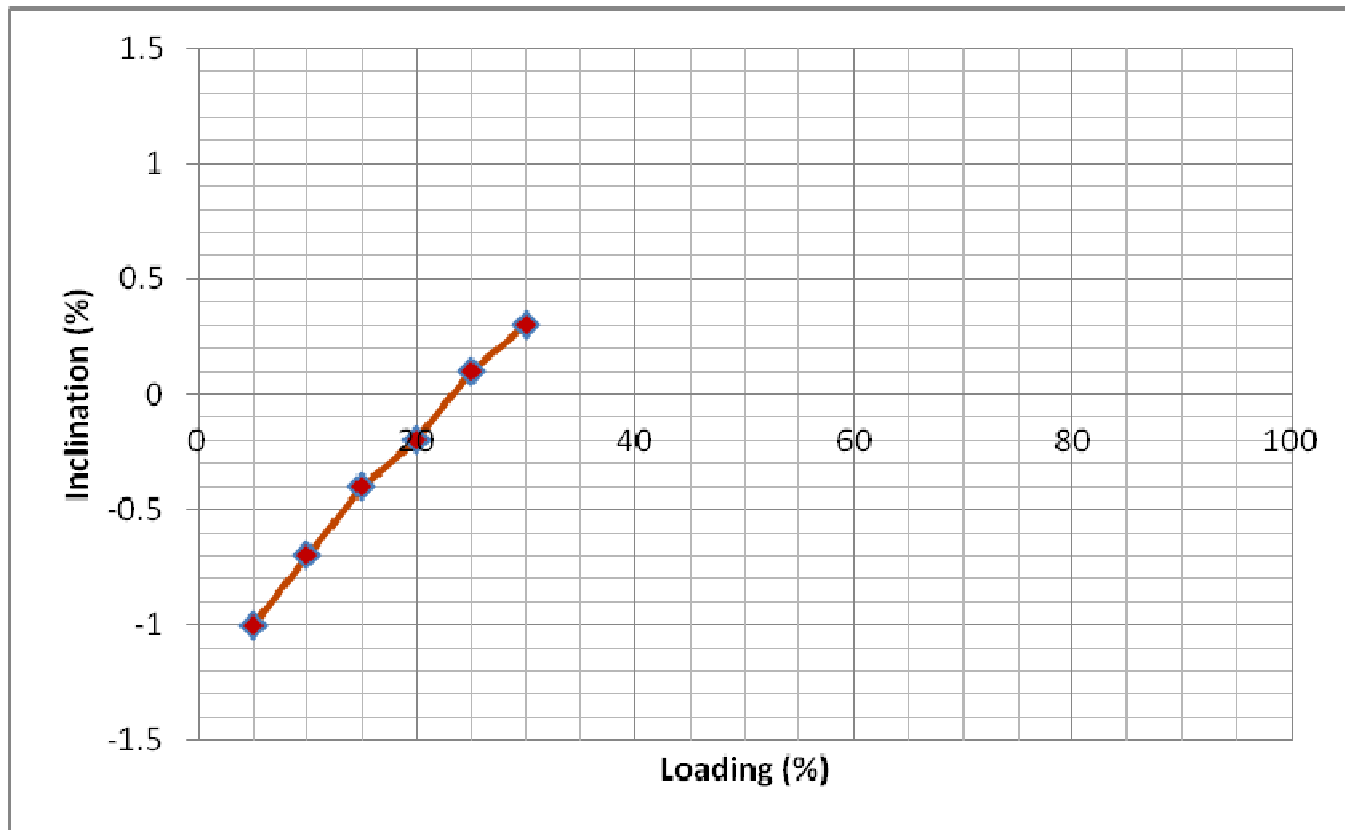
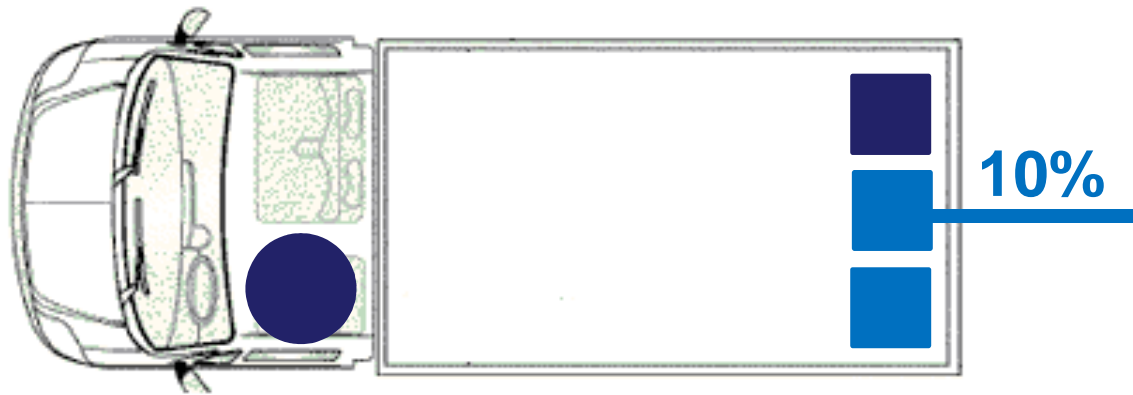


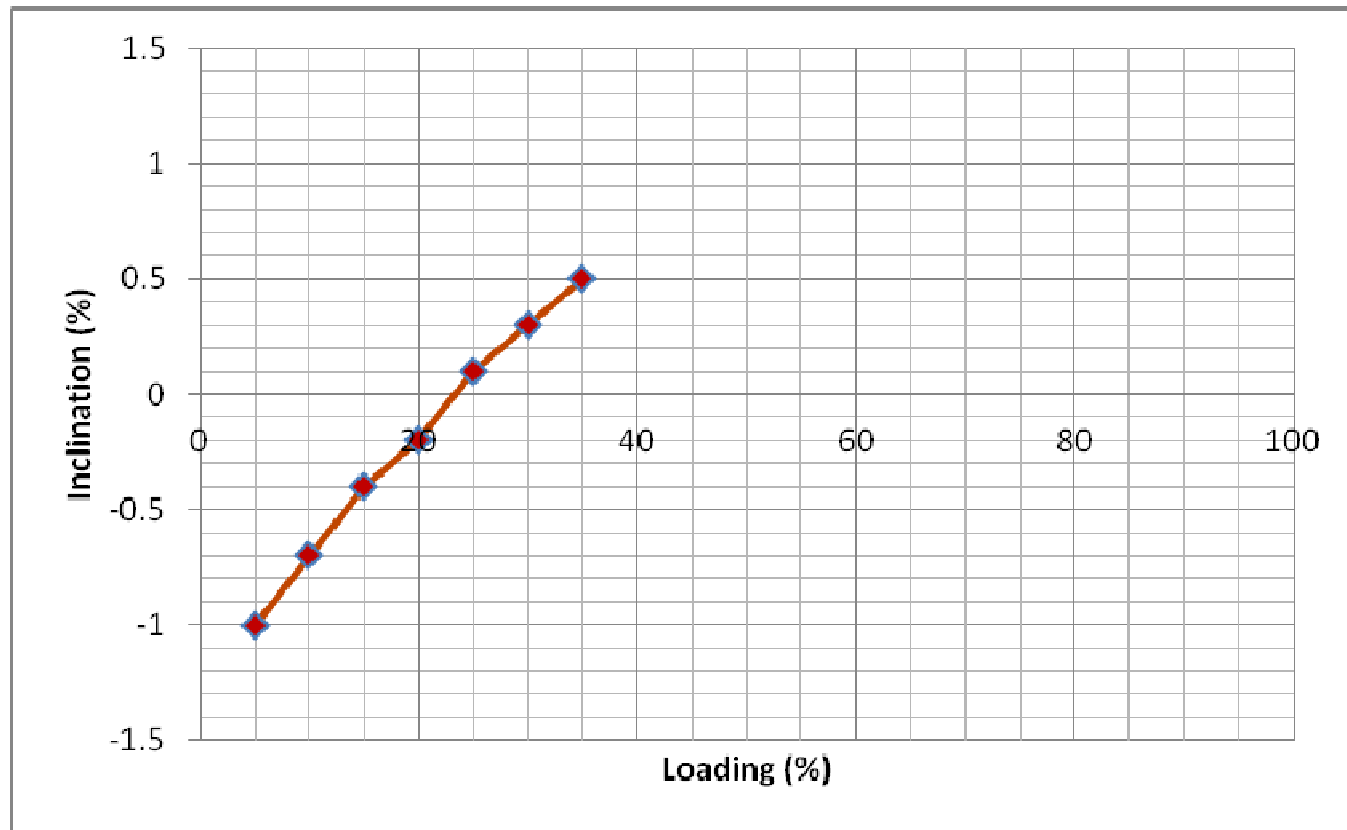
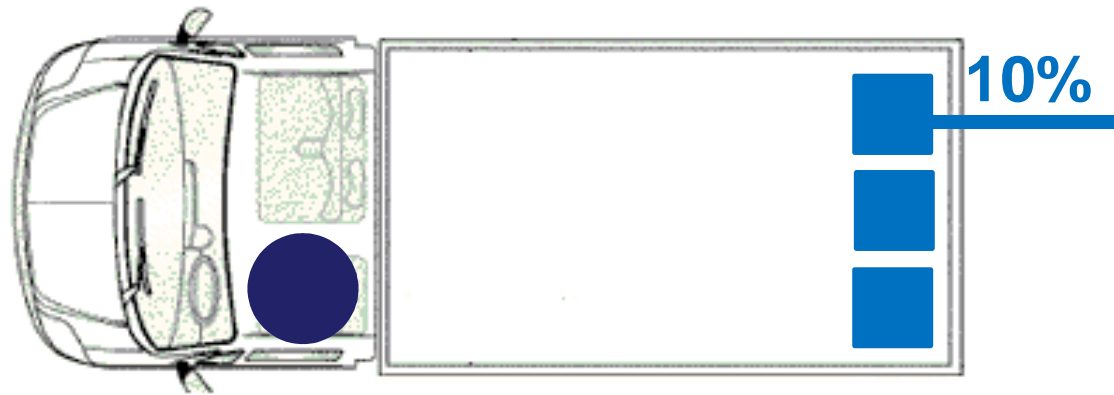


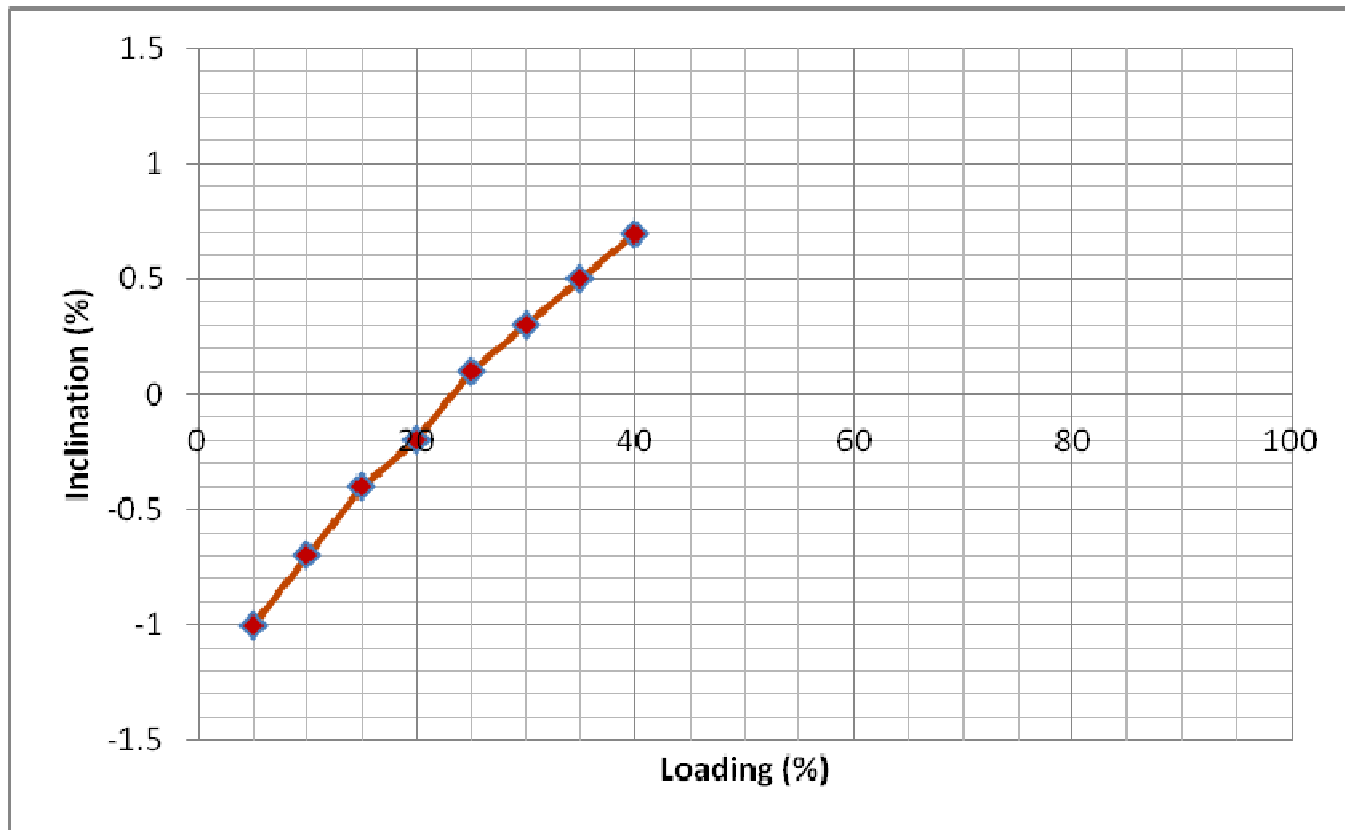
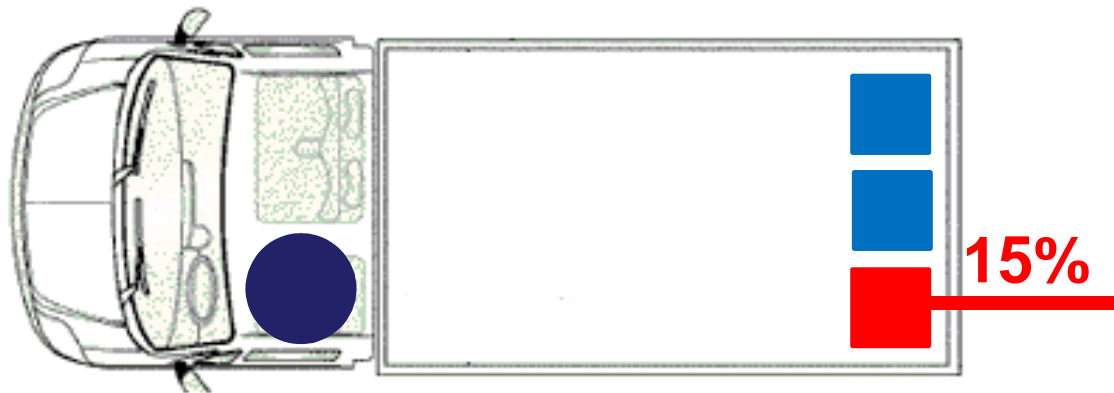


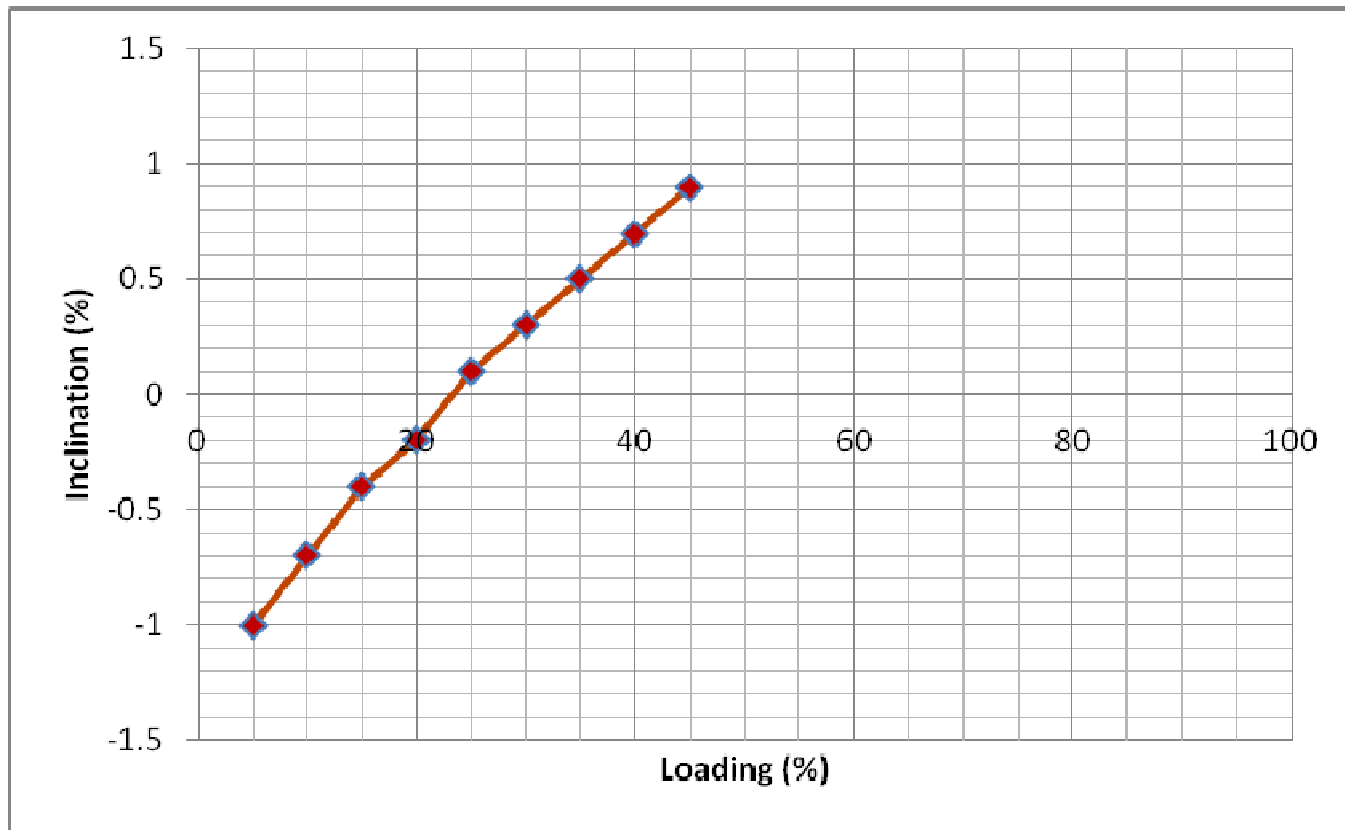
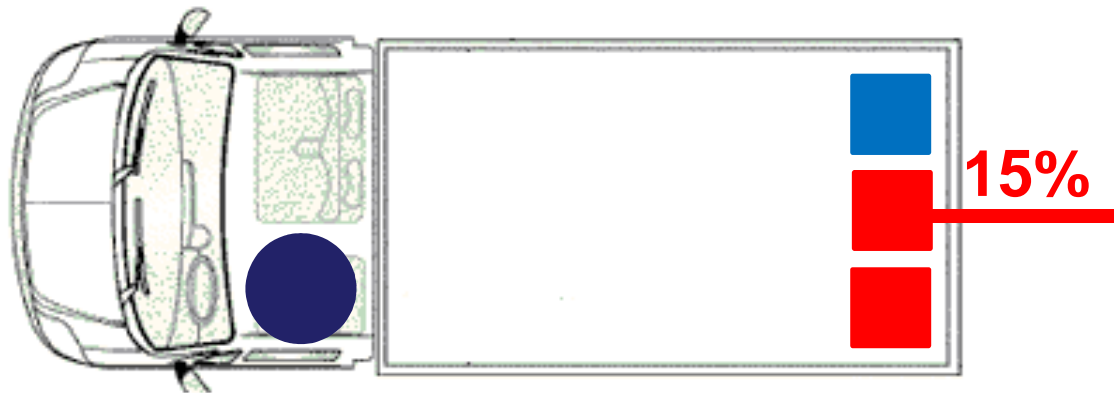


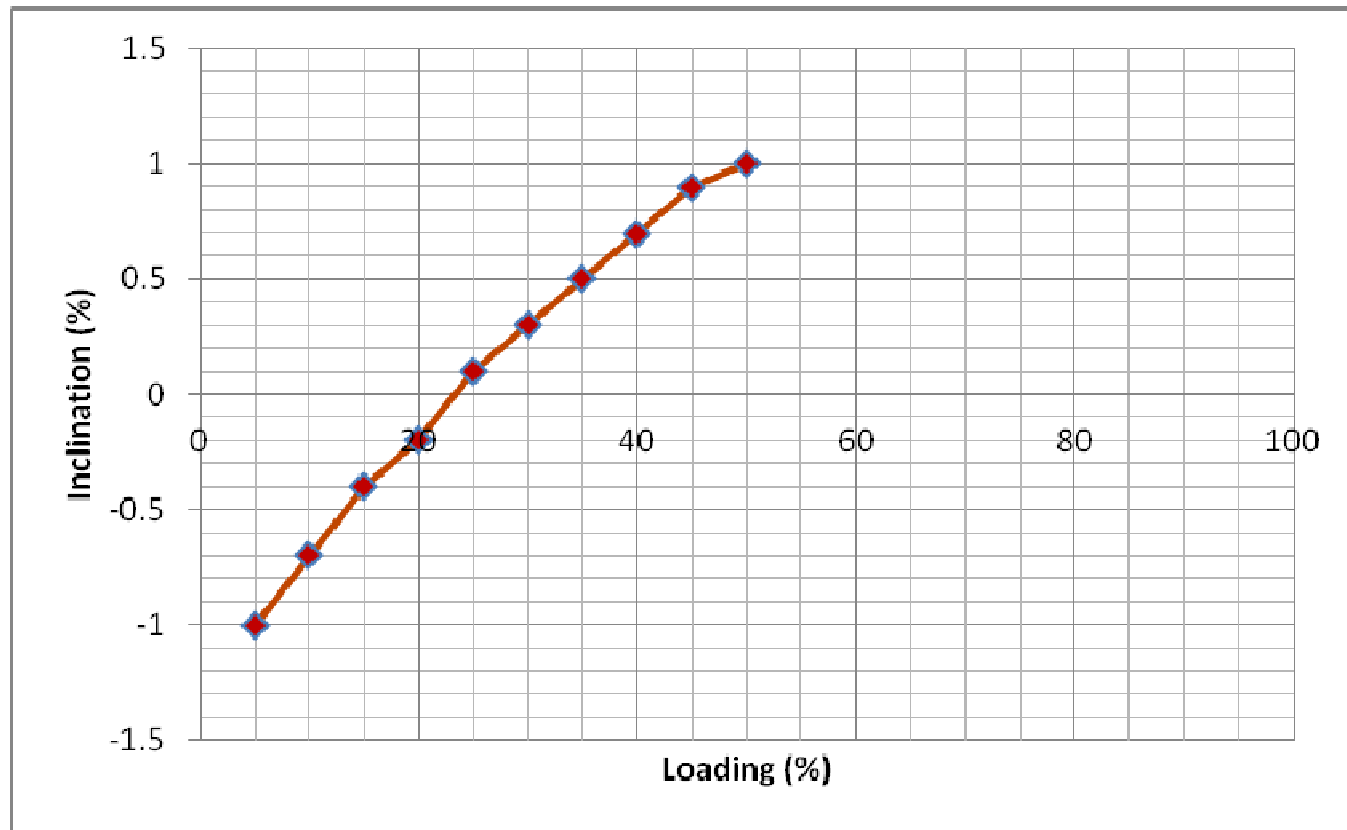
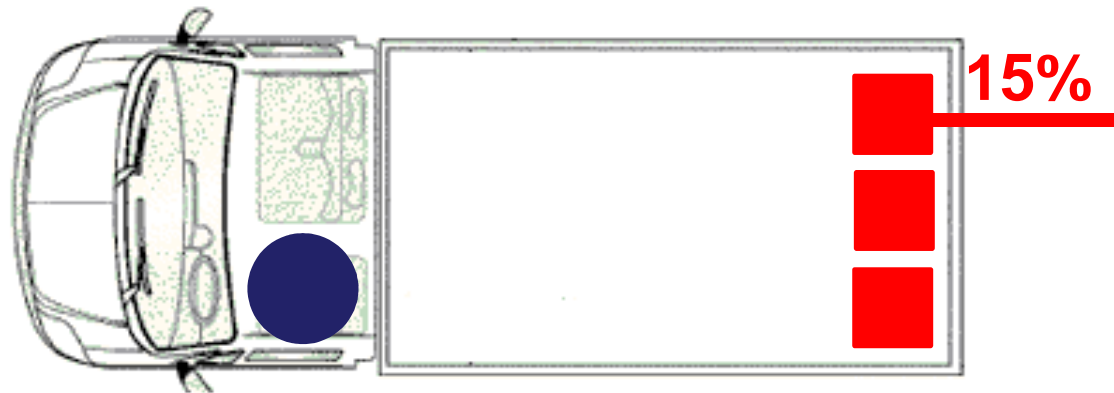


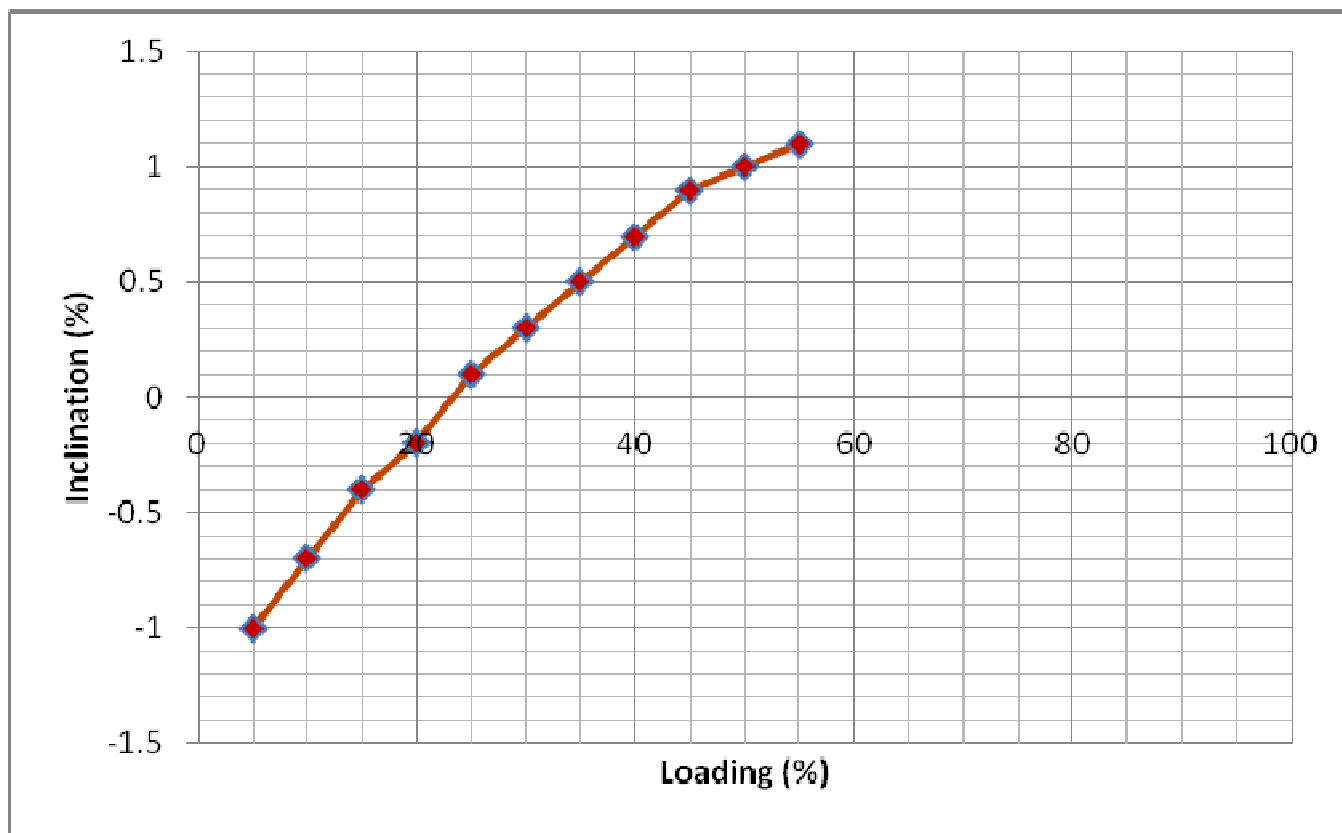
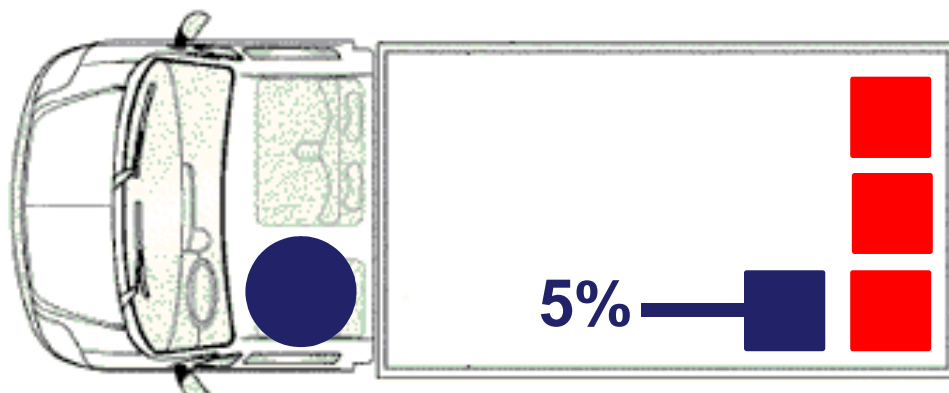


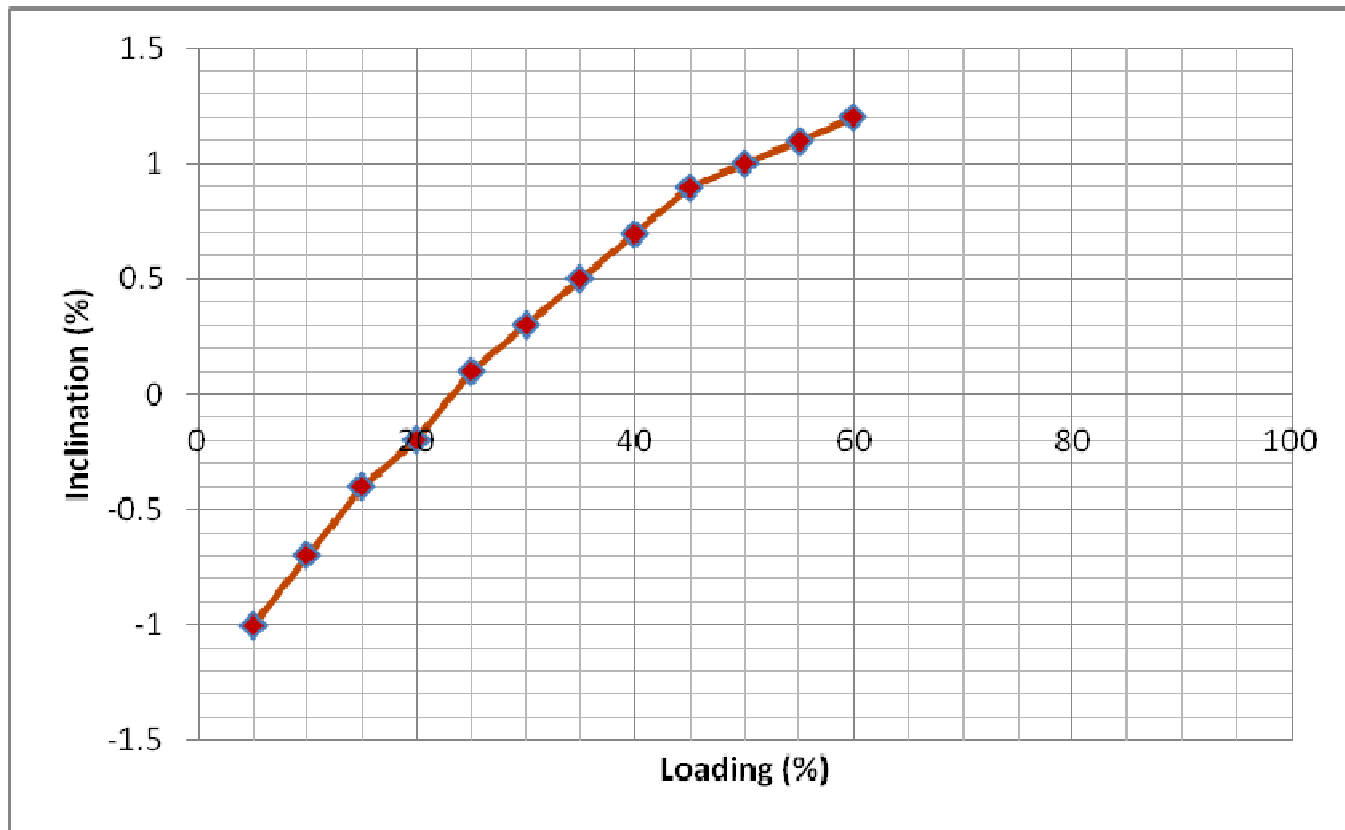
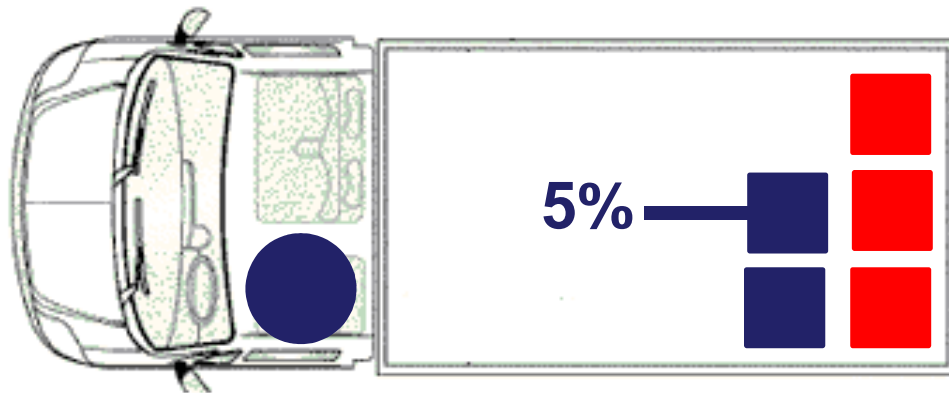


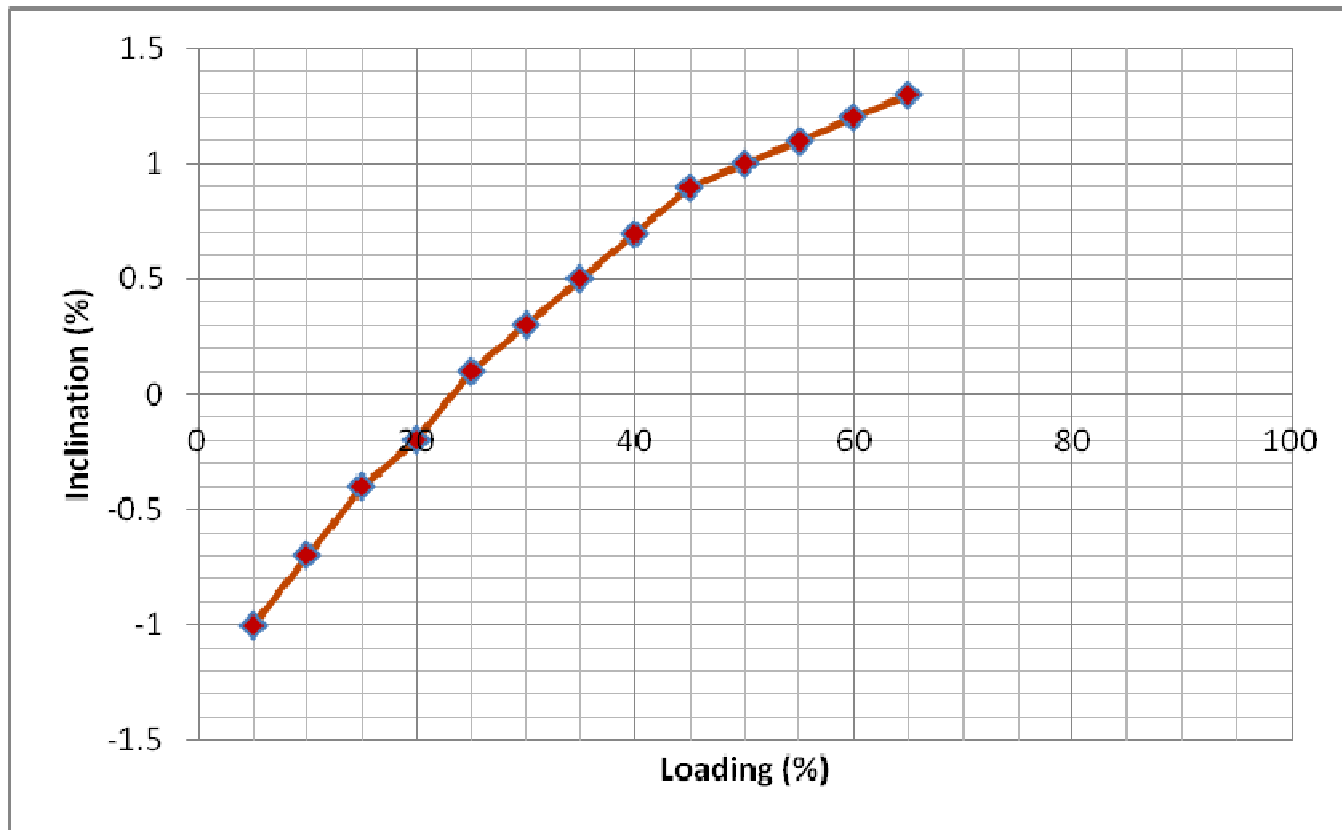
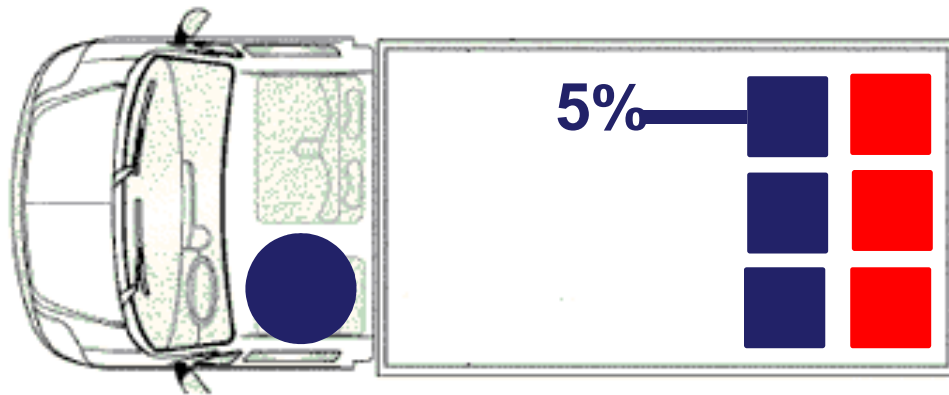


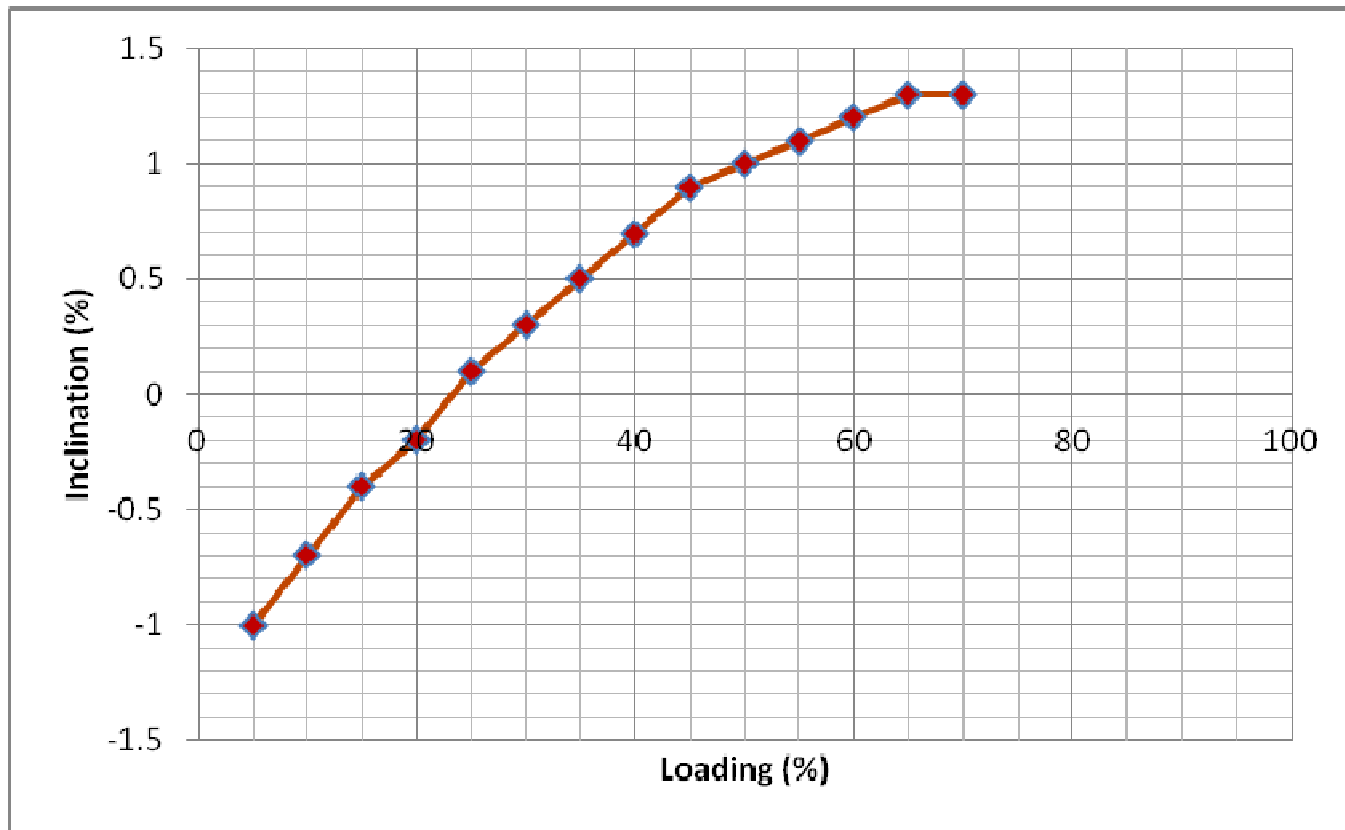
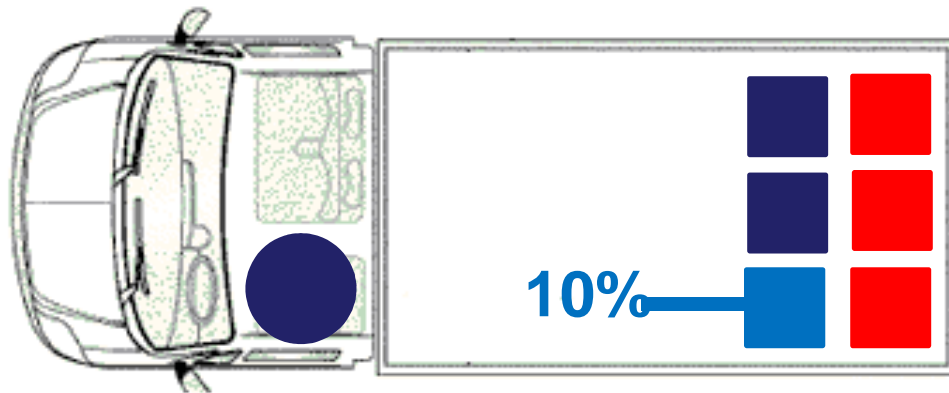


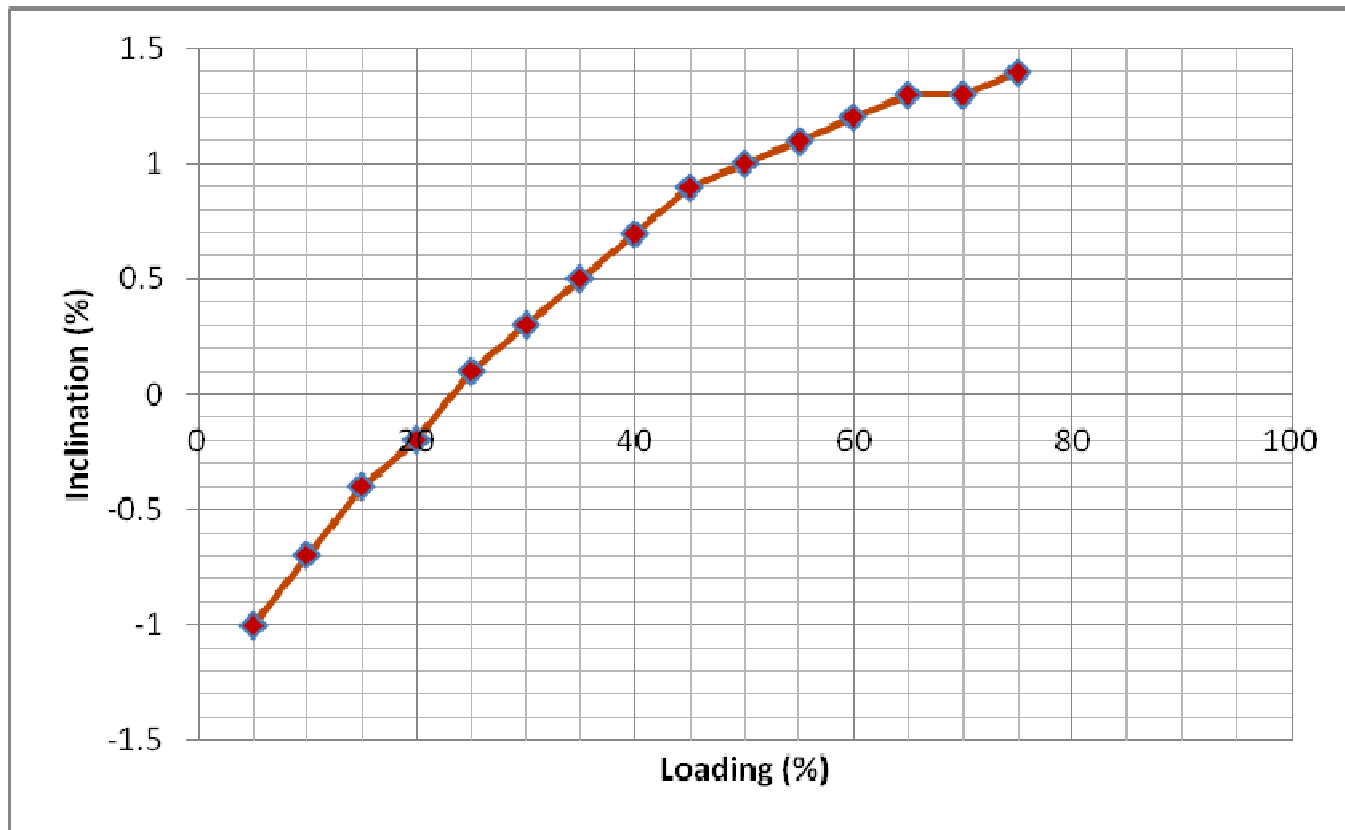
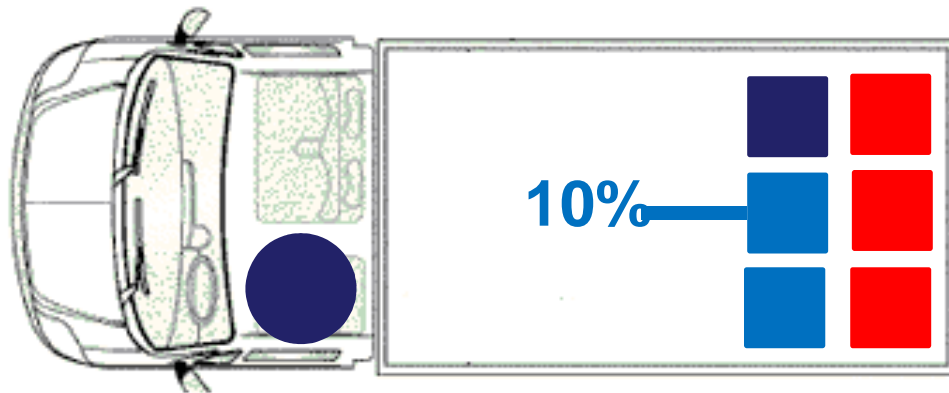


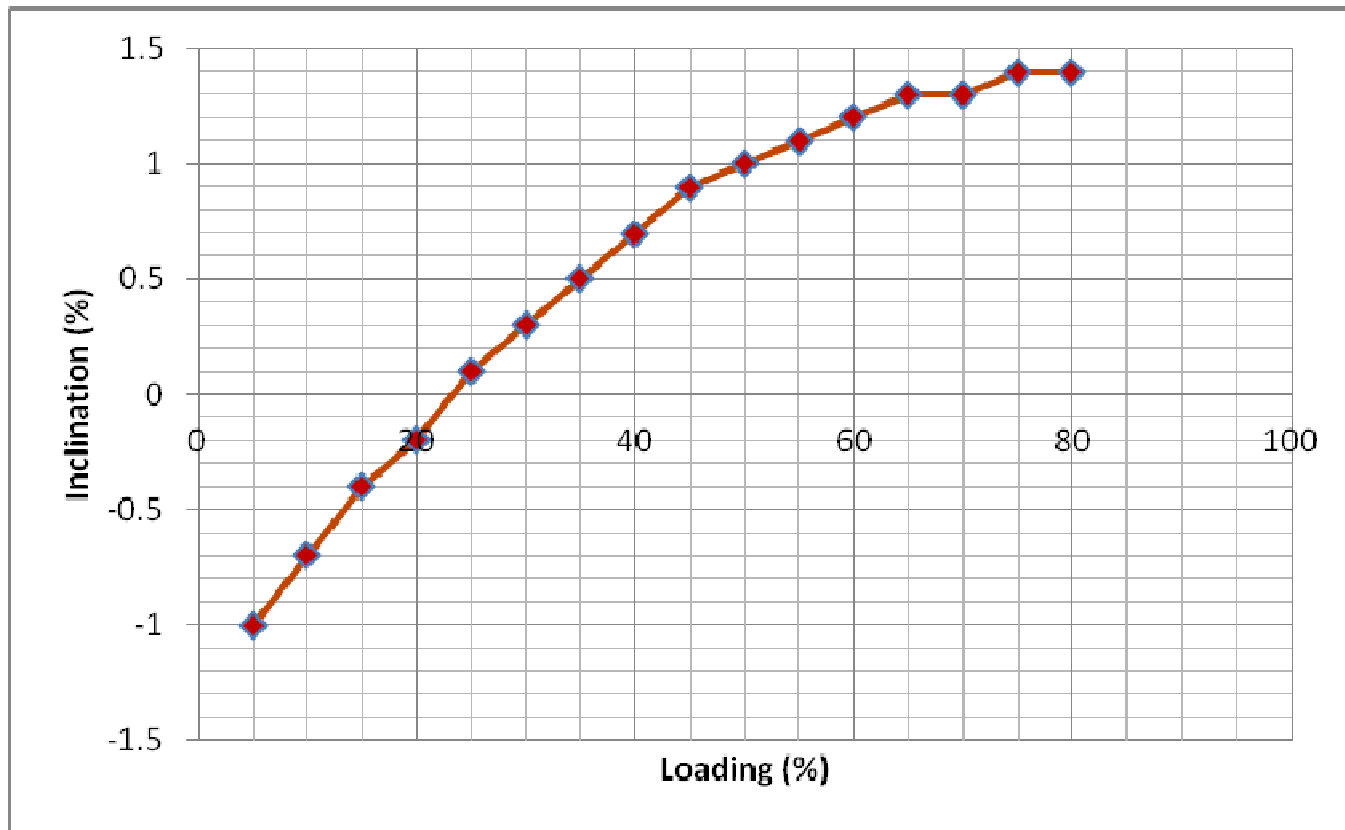
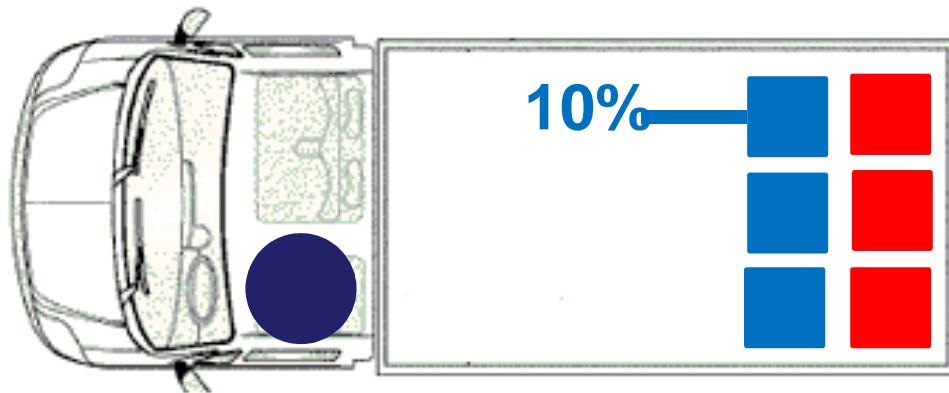


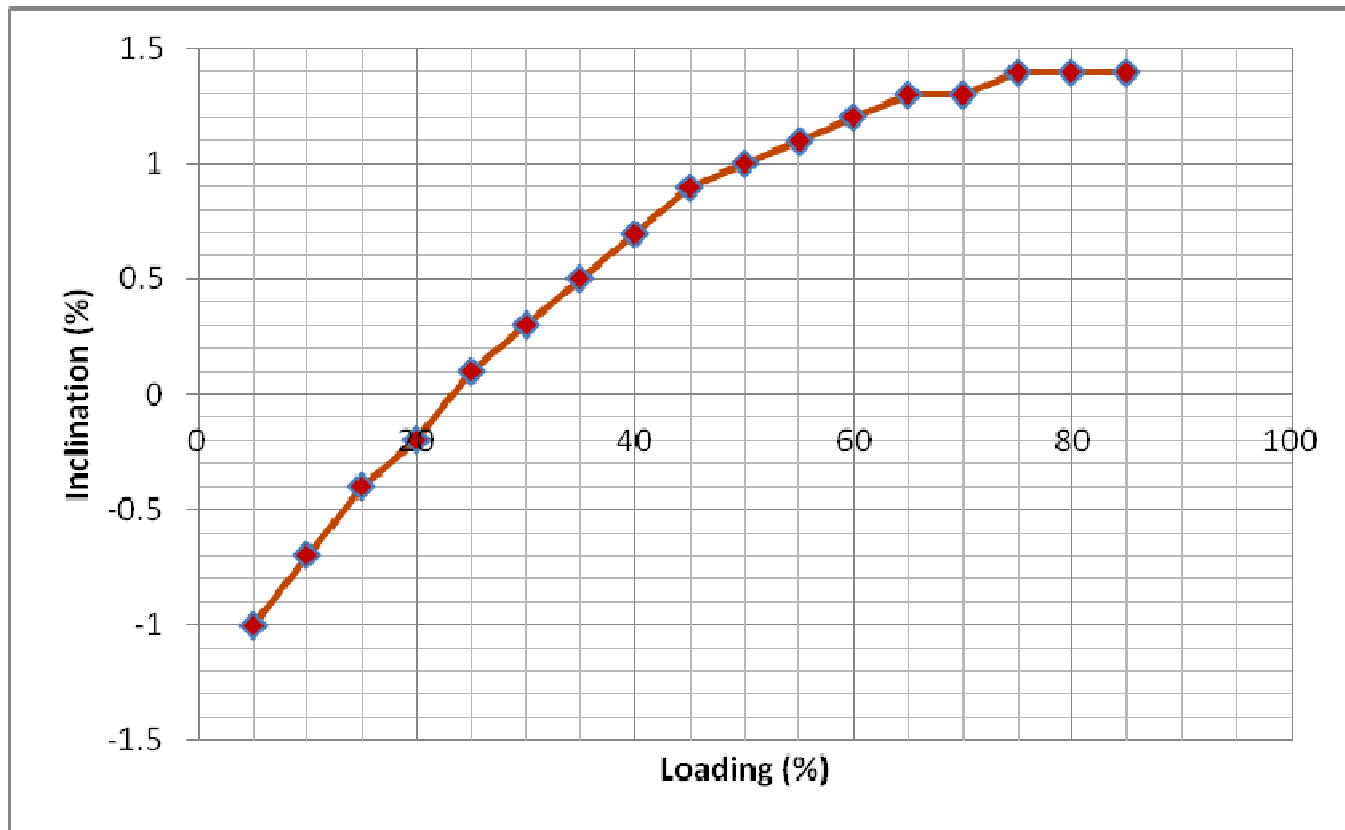
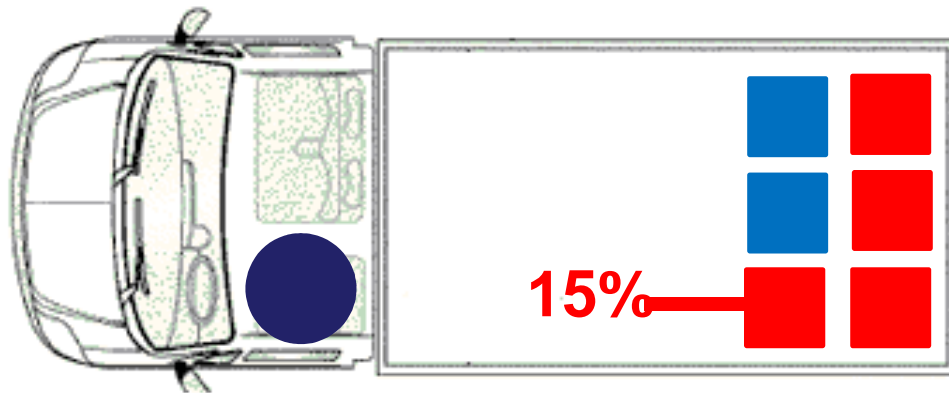


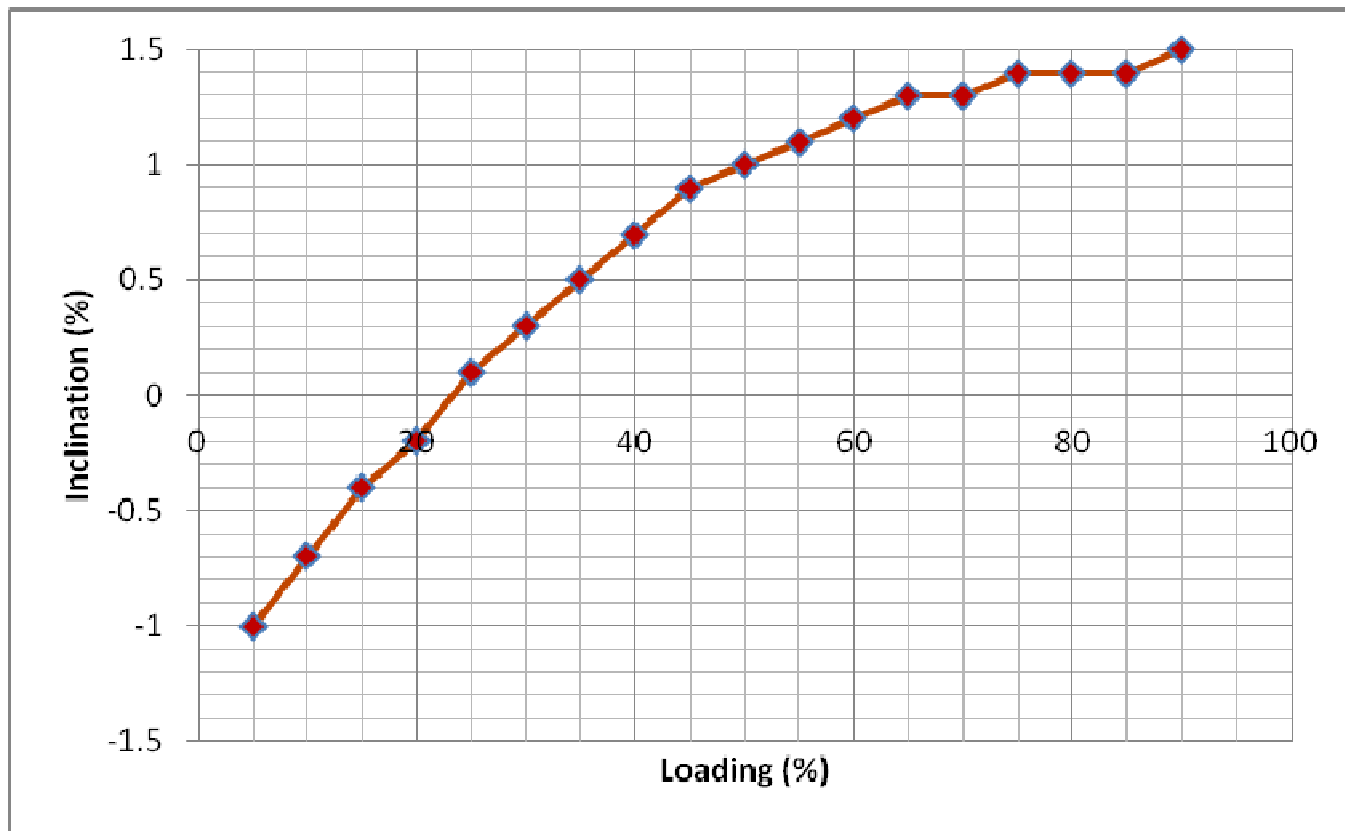
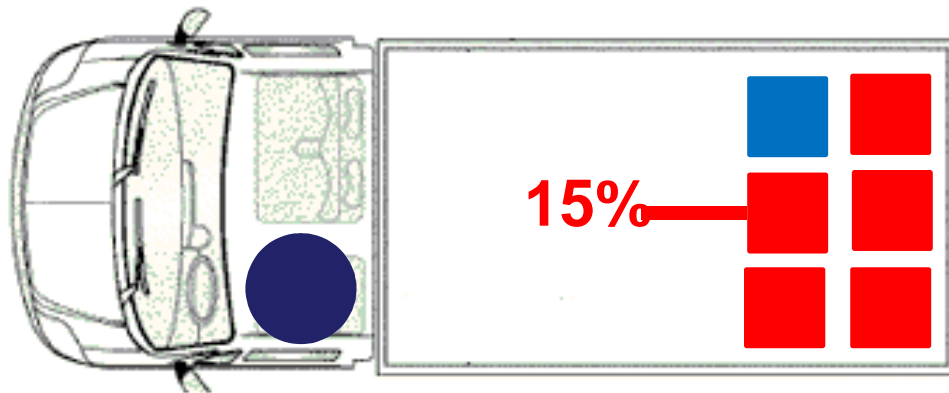


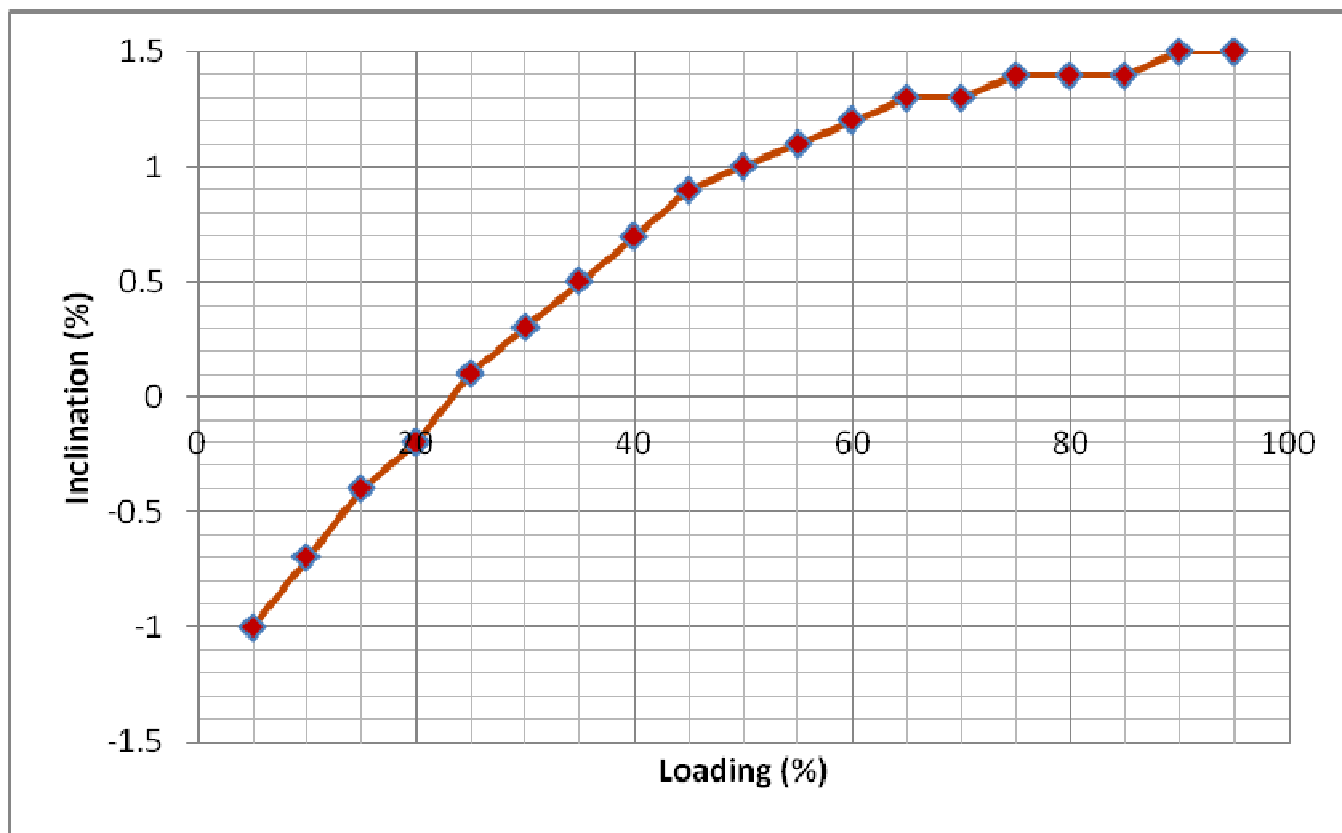
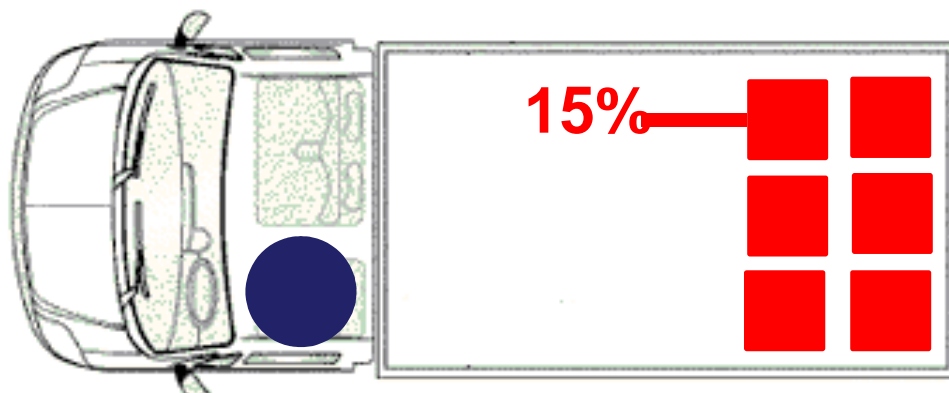




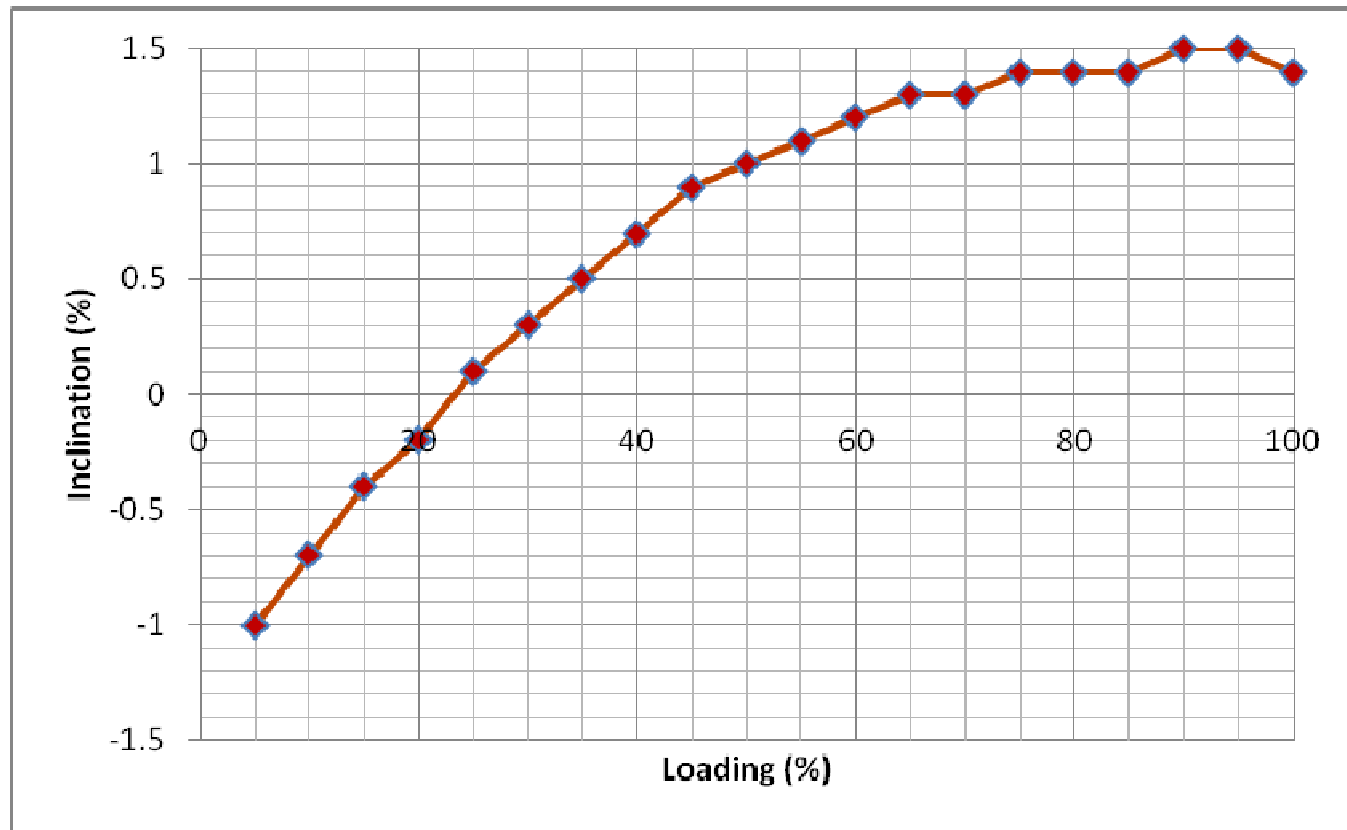
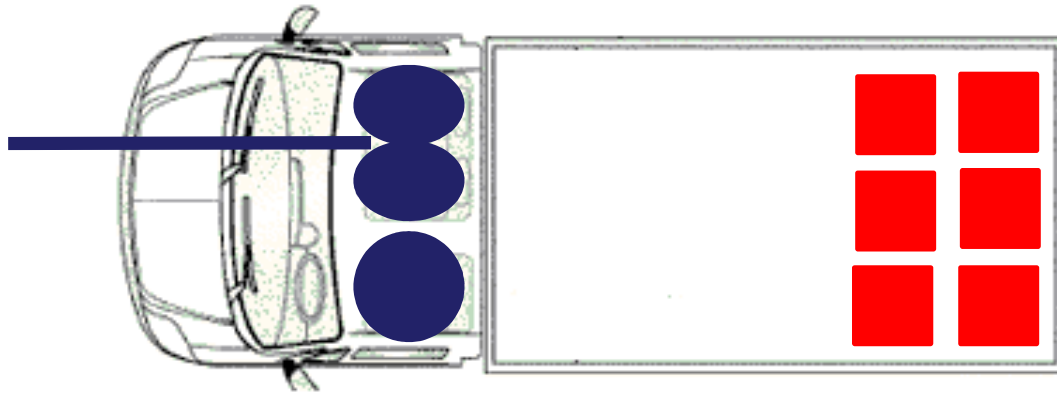






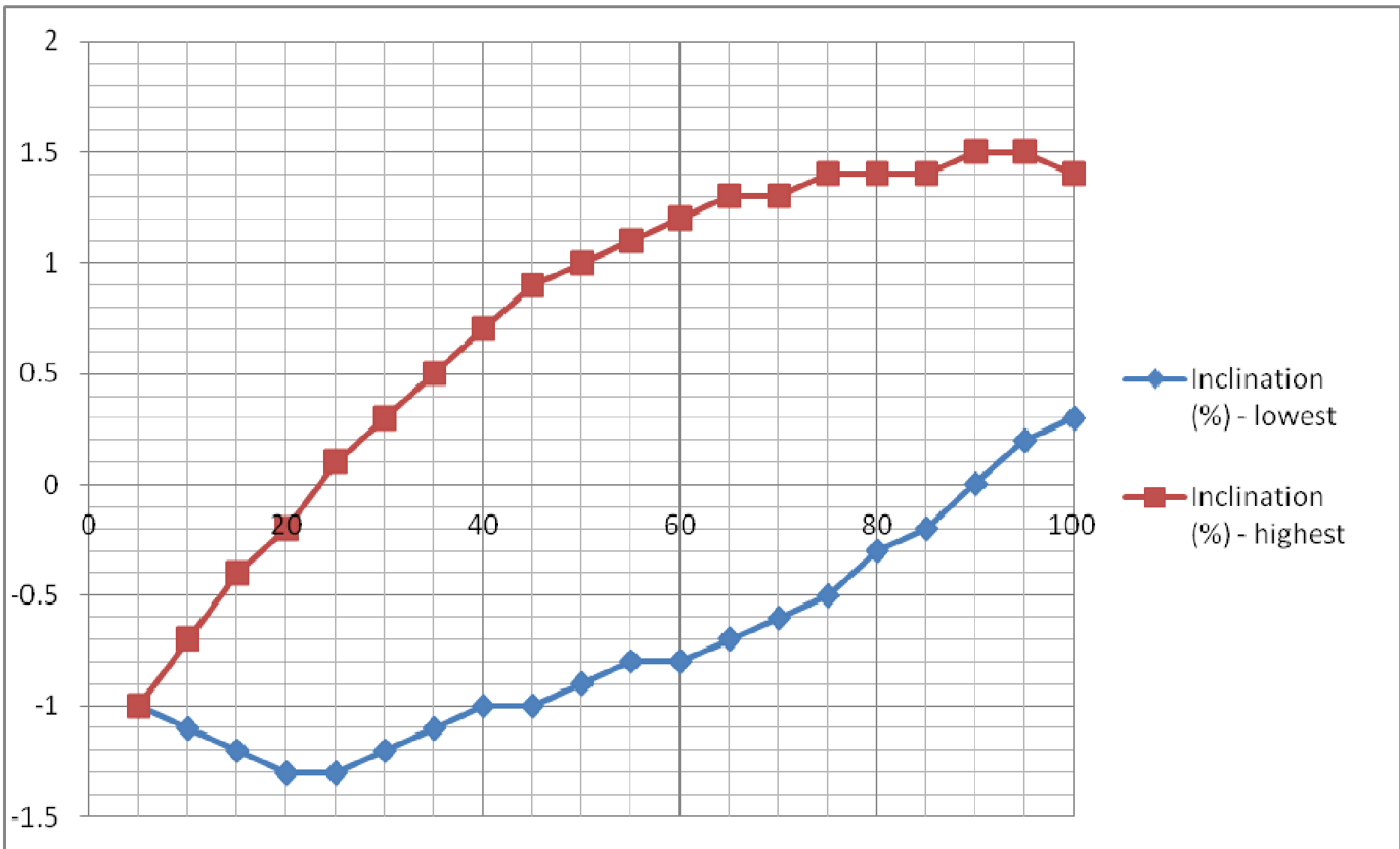


150 kg



Difference between the lowest and the highest dipped beam inclination caused by loading

Loading (%)	Inclination (%) - lowest	Inclination (%) - highest
5	-1	-1
10	-1.1	-0.7
15	-1.2	-0.4
20	-1.3	-0.2
25	-1.3	0.1
30	-1.2	0.3
35	-1.1	0.5
40	-1	0.7
45	-1	0.9
50	-0.9	1
55	-0.8	1.1
60	-0.8	1.2
65	-0.7	1.3
70	-0.6	1.3
75	-0.5	1.4
80	-0.3	1.4
85	-0.2	1.4
90	0	1.5
95	0.2	1.5
100	0.3	1.4





**THANK YOU FOR YOUR
ATTENTION**

