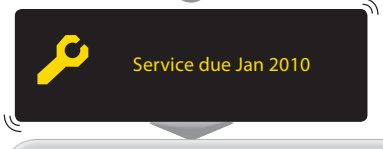
LOADWEIGH™
M350S user & quick setup guide

Firmware version 4D.01.16

Power-up the display by either switching on the ignition (ignition live wiring) or press the power button beneath the logo (where fitted) if the indicator is permanently wired to the vehicle supply.

to switch ON turn ignition and/or press logo

Welcome screen
appears for 10 seconds



Service and calibration due screen
appears for 5 seconds

MENU

MENU
selectable options

NET
total load in body note, zero will appear +/- 500 kg to mute alarm press any key

GROSS
total truck weight note, zero will appear +/- 500 kg

Press menu key to scroll up and down menu screens

MENU with options activated

LOAD
When LOAD s activated, amount collected in one container from one site

TOTAL
When LOAD is activated, total collected from different containers from one site

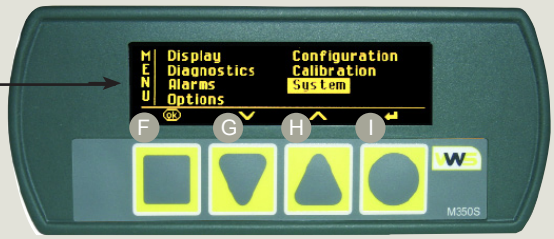
SPLIT SCREEN
Shows channel 1 (e.g. front) and channel 2 (e.g. rear or separate hopper)

INCLINOMETER
Where activated and calibrated: Circles fill for each degree of body list left or right.

Note

GROSS	or GVW (gross vehicle weight) is the total truck weight (NET + TARE)
NET	'net load' means the payload weight in the truck body
LOAD	means part load collected or delivered, press PRINT to print and zero the load, weight collected is stored as an accumulation to NET
SPAN	where used, means the NET weight used to calibrate the weigher
TARE	weight means the weight of the empty vehicle
ALARM	where fitted, an alarm sounder flashing beacon will activate when alarm setpoint is reached
ON SITE	when 'load' is turned on in options, on site allows logging onto site and off site for weighing loads collected from a site with multiple bins (waste only)

MENU screen



- A Alarm graphic - shows both alarms.
- B Alarm set key
- C Print key - prints net, gross, time & date in weighing screens
- D Menu key - scrolls thru' NET, GROSS & MENU screens
- E Service reminder, flashes when weigher service is due
- F OK key - enters data
- G Down arrow key - scrolls down menu
- H Up arrow key - scrolls up menu
- I Back Up key - goes back a step

Display	Changes OLED contrast to high, medium or low. Also shows info: version & serial no.
Diagnostics	Engineers screen. Shows two channel weights and input milli-volt signals
Alarms	Two alarm setpoints - PIN code required To mute Alarm - press any key
Options	Modes: Switches GROSS on & off Load: On or off RS232: Printer or scoreboard mode Count by: 1, 10, 20, 50, 100, & 200 kgs Z/Func: Allow/inhibit keyboard zero
Configuration	To select 1 or 2 channels, air, oil or fifth wheel. Split: For split axle systems. Option for total Ch1 + Ch2 or seperate Ch1 & Ch2 calibrations
Calibration	Weighing system calibration settings
System	Accesses password set and resets. Note. for PUK (PIN unlock code) contact service who will take you through your PIN retrieval. Edit time and date in system.

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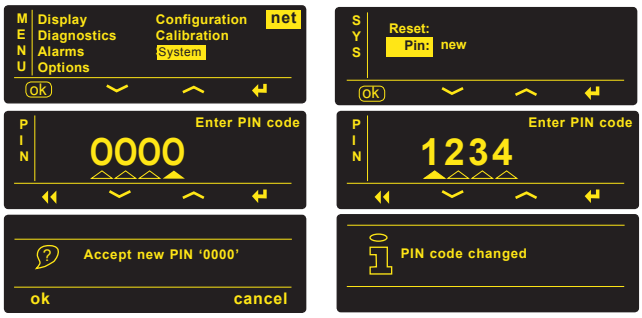
13 May 2010 by MSB

CALIBRATION AND SET UP - follow these five steps

STEP 1 ENTERING PIN CODE

1 In MENU screen select SYSTEM press ok
2 Press ▼ key to select PIN:
3 Press ok to display PIN input screen
4 Press ▼ & Keys to number. Press ◄◄ to move cursor left
5 When PIN is entered press ↵ to enter code
6 Press ok to accept PIN
7 Press ↵ to back up to MENU
8 To Set PIN, select PIN ok repeat 2 - 6

Note. PIN is needed for every calibration change
PIN can be reset to a new code of your choice. If PIN is lost call Service.

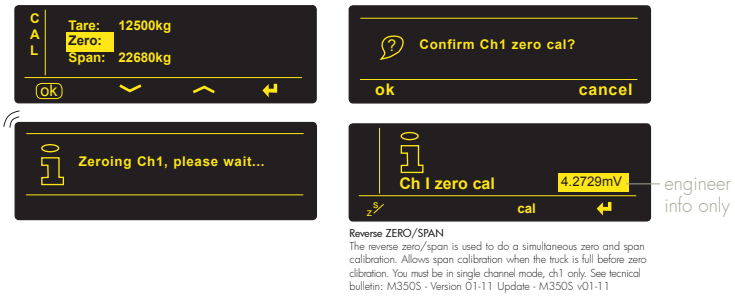


STEP 2 SET THE VEHICLE TARE WEIGHT

1 Ensure vehicle is empty, weigh & record TARE (kerb empty) weight
2 In MENU screen select CALIBRATION press ok
3 Select TARE press ok (defaults to 10000)
4 Press edit
5 Enter the vehicle TARE (empty weight) as in stage 1
6 When done press ↵
7 Press ↵ to return to MENU screen

STEP 3 SET THE ZERO (EMPTY) CALIBRATION

1 If the vehicle is a tipper, raise the body clear of the chassis
2 In CAL menu Press ▼ to select Zero
3 Press ok
4 Press cal key
5 Press ok to confirm channel 1 Zero CAL
6 Press ↵ to return to CAL menu



Reverse ZERO/SPAN
The reverse zero/span is used to do a simultaneous zero and span calibration. Allows span calibration when the truck is full before zero clibration. You must be in single channel mode, ch1 only. See tecnical bulletin: M350S - Version 01-11 Update - M350S v01-11

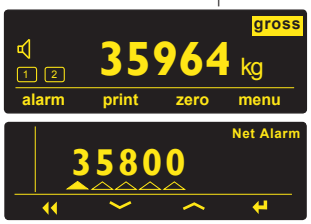
STEP 4 FULL SPAN (NET LOAD) CALIBRATION

1 Load vehicle to its legal maximum, weigh & record GROSS weight
2 Subtract the TARE (or KERB) weight from the GROSS weight to give the SPAN (NET) weight. E.g. 31900 kg GROSS - 12500 kg, TARE = 19400 kg SPAN (NET) PAYLOAD
3 If the vehicle is a tipper, raise the body clear of the chassis
4 In CAL menu Press ▼ to select Span
5 Press ok (defaults to 22680 kg)
6 Press edit
7 Edit the SPAN (NET) PAYLOAD weight, as in STEPS 1 & 2 above press ↵ when done
8 Press cal to enter CAL. Press OK to confirm
9 Press ↵ twice to return to MENU screen

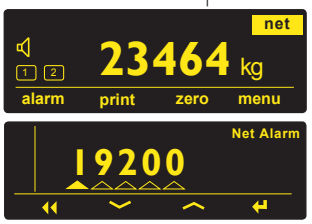
STEP 5 ALARM SETPOINTS (pin code required, see step one above)

1 In MENU, select ALARMS. Two setpoints appear, select 'Alarm 1'
2 Press 'OK' to toggle between 'ON' or 'OFF', select 'ON'
3 Select 'Output' Invert or Normal (see note)
4 Select: 'Gross-Sounder', 'Net-Sounder', 'Gross-PPCO' or 'Net-PPCO
5 Select 'Alm' alarm will activate at this weight. Press 'Edit' and enter target weight setpoint using tecniques in previous steps.
6 'Hys' Hysterisis (see note) edit in kg
7 'Trigger' select- OFF, 2 seconds, 5 seconds or 10 seconds (see note)
8 When all settings are correct press ↵ to input settings
9 For alarm 2, select a'Alarm 2' and repeat STEP 5

GROSS alarm setpoint



NET alarm setpoint



Note.
Output: Normal = +12 vdc to power an alarm, output invert = -12 vdc to deactivate (a packer)
PPCO: Packer-Plate cut-off, refuse trucks only
HYS: Is hysterisis and gives the option to activate the alarm in a window range above and below the alarm setpoint (an alarm reset tollerance)
Trigger: This is a selectable delay prior to alarm activation