

CONDITIONS FOR SUPPLY OF AGGREGATE BY WEIGHT

1. SCOPE

These conditions apply when the supply of aggregate is a separate contract item and the quantity for payment purposes is specified as the loose volume in delivery trucks.

Payment will be made on the quantity in cubic metres of aggregate meeting the specification delivered to the delivery point in the manner specified but the purchaser may agree to the use of a mass per unit volume conversion factor to give delivered quantity from certified weights.

2. BASIS OF CONVERSION FACTOR DETERMINATION

The factor used to convert payload weight to volume at point of delivery shall be determined as detailed below separately for each product.

The supplier shall make available records showing the basis for any conversion factor if requested by the purchaser and shall permit the purchaser to be present during the determination and to carry out check measurements.

The determination of the conversion factor and all delivery weighings shall be at the supplier's expense unless specifically agreed otherwise.

3. DETERMINATION OF TRAY VOLUME

The portion of the truck body (permanent or temporary) which contains the aggregate during the establishment of the conversion factor shall be rectangular with all sides planar to within ± 5 mm.

The tray volume in cubic metres shall be determined by measuring (to the nearest 5 mm) and calculating as follows. Where a hoist well intrudes into the tray, its volume shall be measured to the same accuracy and subtracted to obtain the net tray volume.

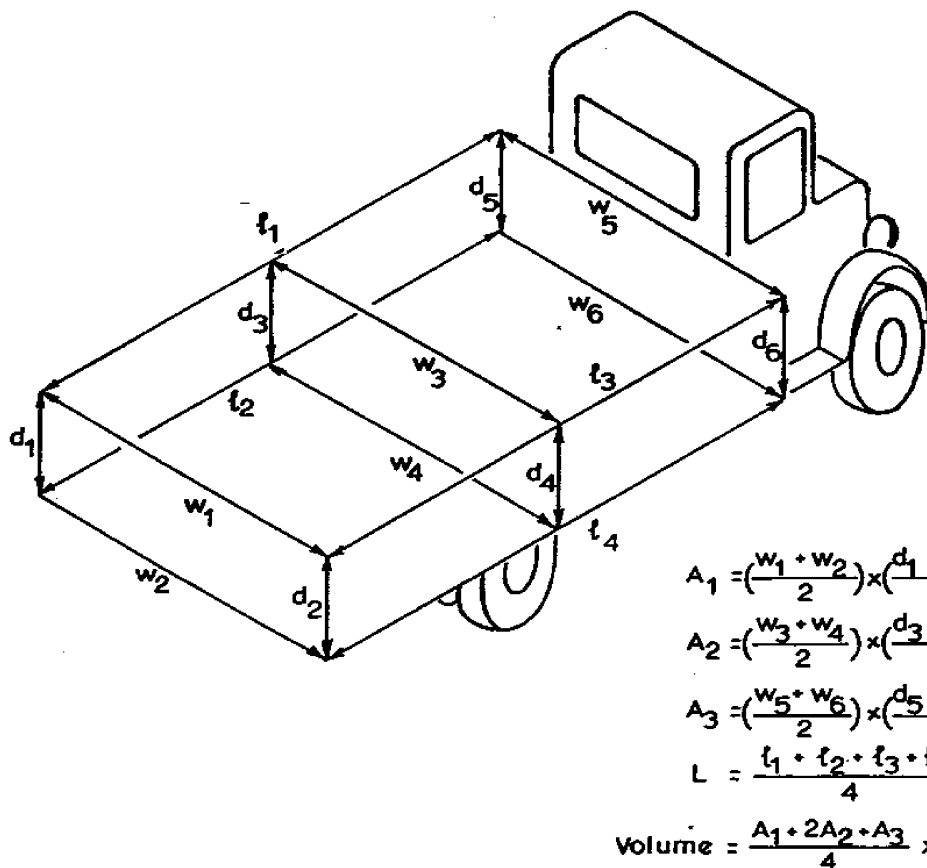
4. LOADING

For the conversion factor determination, trucks shall be loaded with the equipment

normally used by the supplier for the material. The material shall be at a moisture content typical of the expected supply condition.

5. LEVELLING

Loads to be used in the establishment of the conversion factor shall be full truck loads screeded level~ with the top of the tray following initial rough trimming by shovel. The screed board used for levelling shall have a strike-off edge that does not deviate more than 5 mm from straight.



The truck shall travel a minimum distance of 500 metres before screeding is carried out.

6. WEIGHING

All weights, both for establishing the conversion factor and for measurement of delivered quantities, shall be from a weigh bridge that is currently certified by the Weights and Measures and evidence of the certification shall be made available by the supplier if requested.

There is no limitation on weigh bridge location but for loads used in establishing the conversion factor, there shall be no load loss between the screed point and the weigh bridge.

Trucks shall be tare weighed for each load weighing and the payload weight obtained as the difference between tare and gross weights in tonnes.

7. NUMBER OF WEIGHINGS FOR CONVERSION FACTOR

To establish the mass per unit volume conversion factor for a given material, the value of payload weight divided by tray volume shall be obtained for a number of loads.

If the range (maximum minus minimum) of all the values being considered is less than k times the mean, where k depends on the number of loads as tabulated below, then the mean value shall be used as the conversion factor. If the range is larger than k times the mean, then further loads shall be measured and the results considered together with the previous values.

<u>No. of Loads</u>	<u>k</u>
3	0.011
4	0.019
5	0.026
6	0.032
7	0.038
8	0.043
9	0.049
10	0.054

8. WATER CONTENT DETERMINATION

A representative sample of aggregate shall be taken from each load used in establishing the conversion factor and the water content shall be determined and recorded.

The purchaser may take water content samples from loads being delivered to determine changes during the course of the contract.

In all cases, water content samples shall be taken as near as possible to the time of weighing.

9. REVIEW OF CONVERSION FACTOR

If there is a significant change in the supplied product or its water content, the supplier may request, or the purchaser require, that the conversion factor be re-established.

A significant change in product will normally be a change in quarry face, supplied grading (while still within specification limits) or similar variation.

A significant change in water content shall normally be an average change over five

consecutive loads of more than two percent from the average of the values obtained during the establishment of the conversion factor.

10. DELIVERY DOCKETS

Where a mass per unit volume conversion of weight is approved, weigh bridge dockets may be used as evidence of quantity delivered provided they show:

- (a) The tare weight of the delivery truck as weighed on arrival for the load.
- (b) The gross weight of the delivery truck carrying the load being delivered.
- (c) The signature of the supplier's representative at point of delivery (usually the truck driver) certifying that the docket represents the load being delivered.
- (d) The signature of the receiving tallyman certifying that the load represented by the docket was delivered.