

IN-MOTION VS STATIC RAIL WEIGHING

NO NEED TO STOP YOUR TRAINS

Static weighing stops every wagon. In-motion weighing does not, and no longer costs you accuracy.

UP TO 110 KM/H, LEGAL FOR TRADE

THE COMPARISON

SIX THINGS THAT DECIDE IT

	STATIC WEIGHING	IN-MOTION WEIGHING
THROUGHPUT	Trains stop and often uncouple. Wagons queue for the weigh point.	Trains roll through at line or shunting speed. No stopping, no uncoupling.
MAXIMUM SPEED	Stationary. Every wagon or rake comes to a stand.	Up to 110 km/h with Weighline, 100 km/h with Streamline.
ACCURACY	Legal for trade, in a controlled stationary setting.	Legal for trade. OIML R60 and R106, classes down to 0.2.
INSTALLATION	Pit, foundations, track modification and downtime.	Fits existing railtrack. No expensive civil or rail works.
MAINTENANCE	More moving parts to service over the life of the asset.	No moving parts. Low maintenance, long service life.
BEST SUITED TO	Low throughput, or sites where trains already stop.	Throughput, mixed traffic, and live overload alerting.

THE HONEST ANSWER

Choose static for low throughput. Choose in-motion for everything else.

For most freight, bulk, mining and port operations, in-motion weighing wins on speed, cost and safety, while still delivering legal-for-trade accuracy.

300 t

WEIGHED UNDER TEST

Verified under legal-for-trade metrology test conditions at a bulk marine terminal in Gdynia, Poland.

10 kg

TOTAL DEVIATION

18 mths

NO SERVICE CALL

0.2

OIML ACCURACY CLASS

NEXT STEP

WHICH SYSTEM FITS YOUR RAILWAY

Fifteen minutes with an engineer. Tell us your line speed, wagon types and what the weight is used for, and we will tell you what accuracy class is realistic.

BOOK A FREE CONSULTATION

RAILWEIGHT.CO.UK/CONTACT