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ISWIM
International Society for Weigh in Motion

ISWIM NEWSLETTER

In this issue

Message from the ISWIM president

Welcome to the spring edition of the ISWIM Newsletter for 2025.

Here in North America, the weather is getting warmer and the days longer. This gives many of us more time to read this newsletter to learn about the many activities taking place in the international WIM community.

We are excited to share the ISWIM Vision for the Future. This initiative identifies five global strategic research topics for consideration by the WIM community.

While we know the importance of the use of WIM, it is not always evident to those outside of the WIM community. The article, "Strategic Planning of Weigh-in-Motion" provides some suggestions to consider when talking to decisionmakers and those with limited awareness of how WIM technology and the associated data collected can be used in their organizations.

As in past issues, you will read about how new WIM data collection technologies are being developed, tested, and implemented in different parts of the world. I suggest you look at the upcoming WIM events taking place this spring and summer.

Thank you for your support and contributions to the WIM community both within your organization and ISWIM.

Remember, the ISWIM Newsletter is your newsletter. So, keep the articles coming about your research initiatives, programs, and ideas for advancing WIM technology.

Deborah Walker, President of ISWIM

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Young Researcher Award

The ISWIM Young Researcher Award recognizes and supports young professionals, including bachelor, master, and PhD students, and researchers who are contributing research to the WIM field. If you are 35 or younger and your research relates to WIM, you are eligible! The award includes two scholarships to cover the participation in an in-person ISWIM "Event" that includes registration, travels, and accommodation up to €2,500. An "Event" can be any WIM related conference, seminar, or others.

Participants must demonstrate a passion for WIM through either their studies or early professional life and show "substantial evidence" of their research. To apply, submit the following required documents:

1. One-page research summary including; title, objective, scope, and conclusions.
2. PowerPoint presentation of up to 25 slides, showcasing your research.
3. Send your submission to: info@is-wim.net

This year's deadline for submissions was March 15th, awardees will be announced before April 20th. The ISWIM Student Webinar featuring awardee presentations will be held on June 15th, 2025

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ISWIM Vision for the Future

The "ISWIM Vision for the Future" is an initiative designed to strategically align and advance global research on WIM technology and the application of WIM data. Through this vision, ISWIM aims to provide guidance for the research efforts of universities and other research institutes. By doing so, ISWIM strives to align international research efforts on critical areas of WIM technology, optimise the use of limited research resources, and avoid redundancy in research initiatives.

This vision has been developed by the board of ISWIM and incorporates the input from our three membership groups: Researchers, End-Users and Vendors forming the international WIM community. This vision is a dynamic document that will be periodically updated considering the views expressed through continuous dialogue with our membership base to ensure their in-sights and needs are included in this vision.

The initiative not only seeks to direct and refine WIM research focus but also ensures that such research leads to tangible improvements in technology application and societal outcomes, fostering a more integrated, innovative and impactful future for WIM technology and its stakeholders.

This vision for the future seeks to inspire innovation and mobilise research communities by providing a clear and ambitious research agenda for WIM technologies and the application of WIM data that aligns with the broader goals of the industry and societal needs.

Disclaimer

The projects described, ideas shared, and claims made in this Newsletter do not necessary represent the official view or position of ISWIM.

While care has been taken in the preparation of the content of this Newsletter, ISWIM accepts no responsibility in its use, for any omission, or damage that may be caused and does not endorse any specific product or result presented in the Newsletter.

ISWIM Website

Please visit the official ISWIM website: www.is-wim.net. Here you will find information on our society, all Newsletters, past ISWIM Events, the Guide for Users of WIM and links to our all Vendors & Consultants.

New is our online, searchable library with over 450 articles, papers and reports related to Weigh-In-Motion.

ISWIM LinkedIn Group

The ISWIM LinkedIn Group is another way of staying connected with the latest developments in WIM.

In this group, researchers, end-users and vendors can find and post short articles on initiatives, new projects, test results, or other developments related to WIM-technology, applications and data.

The ISWIM LinkedIn Group has currently more than **603**members. If you want to join, please visit:
linkedin.com/groups/13400438

Strategic Research Topics:

- WIM for Direct Enforcement: Enhancing the technical, legal and regulatory frameworks needed to implement WIM systems for the direct, automatic enforcement of overloading by heavy goods vehicles.
- WIM Data Assessment: Improving the accuracy and reliability of WIM data by checking various aspects that determine the quality of WIM data to increase the usability of data.
- WIM Data and Measurements for Bridge Assessment: Advancing measurement techniques and methods for the structural safety assessment and health monitoring of existing bridges.
- WIM Data for Road Engineering: Integrating new practices in the application of WIM data in the engineering of road pavements and bridges as part of the design and maintenance of the road infrastructure.
- WIM Data for Road Safety: Developing new solutions to enhance road safety by detecting potential safety risks on trucks, such as missing, under, or overinflated tires.

Disclaimer:

This vision is not intended to replace any existing documents related to the research and development of WIM technologies and applications of WIM data. ISWIM provides suggestions as a source of inspiration and a means to stimulate discussion and innovation across diverse aspects of WIM technology. Researchers are encouraged to explore these topics as they see fit, tailoring their studies to their unique interests, capabilities and the specific demands of their local contexts. While ISWIM will continue to support the WIM community by providing a platform for knowledge exchange, networking and professional growth, the decisions regarding specific research directions remain at the discretion of the individual researchers and their supporting institutions. ISWIM does not have the position nor the ambition to coordinate or finance international WIM research efforts.

Gustavo Otto, ISWIM Vice-President Science

■ Gustavo Otto | otto.gus@gmail.com

ISWIM Membership

At this moment ISWIM consists of 392 Individual members and 32 Corporate Members, see www.is-wim.net/colleges/vendors-consultants/. Individual members are people who are interested in WIM, or are doing testing, research or business relating to WIM. Members can be from public or private sector organisations. Membership of ISWIM is **FREE** for all individual members, just register on the ISWIM website: www.is-wim.net.

Corporate members can be public or private organisations such as: governmental bodies (departments or divisions), universities, research or testing organisations and commercial companies (Vendors or Consultants). Corporate members support ISWIM through an annual fee depending on their size:

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ISWIM Board (elected Nov. 2023)

Executive Board:

- Deborah WALKER, United States **President ISWIM**
- Gustavo OTTO, Brazil **Vice-President Science**
- Matija MAVRIČ, Slovenia **Vice-President Vendors**
- Aleš ZNIDARIČ, Slovenia **Treasurer**
- Chris KONIDITSIOTIS, Australia **General Secretary**
- Andrew LEES, Great Britain **Information Officer**

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- Gerhard DE WET, South Africa
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- Eugene O'BRIEN, Ireland
- Jonathan REGEHR, Canada
- Victor Joaquin VARGAS ARCE, Bolivia

Vendors & Consultants College:

- Matija MAVRIČ, Slovenia
- Christoph KLAUSER, Switzerland
- Rish MALHOTRA, Canada

Promotion Officer:

- Hans VAN LOO, Switzerland

Strategic Planning of Weigh-in-Motion

To members and friends of ISWIM, the importance and use of WIM are not an issue for debate. However, road managers and department heads (i.e. decision-makers) are increasingly applying a strategic lens concerning the investment in WIM. This, of course, is expected given the ever-increasing demands and the need to prioritise available resources.

The two key strategic questions posed by decision-makers are:

- Why do I need a WIM system network?
- Who are the beneficiaries, and what are the benefits (and the associated costs)?

The first question tends to be quickly addressed: Knowing the mass of heavy vehicles can permit better use of the road network and heavy vehicles. This goes to the old saying, ' If you do not measure it, you cannot manage it.'

However, the second question is more complex and demands strategic and analytical thought and planning, which creates a vision for WIM systems and the data collected for a department. At a high level, the vision's typical strategic objectives include:

- Ensuring a governance structure in which the WIM system network and the data are institutionally controlled
- Identifying and quantifying the myriads of user groups of WIM data, in doing so, their policy and operational needs
- Identifying where user groups need WIM data and information
- Quantifying the recognized benefits per user group (and application) and associated costs (linked to the possible procurement and ongoing operational expenses) – in effect a robust business case
- Ensuring a quality system of ongoing calibration, maintenance, and enhancement aligning with the users' policy and operational needs
- Reporting and making WIM data and information available in a form and frequency to support user's needs
- Integrating WIM data and information with other data sets to enhance and provide greater value to users and broader stakeholders
- Communicating the availability of WIM data beyond the immediate users across all stakeholders (internal and external)

Each strategic objective must be clearly quantified in undertaking this analysis, including goals and performance measures.

Chris Koniditsiotis, ISWIM General Secretary

■ Chris Koniditsiotis | Chrisk2.0@bigpond.com

Guide on Calibration of WIM Systems

The latest addition to the series of ISWIM Practitioners' Guides is the guide on the "**Calibration of WIM Systems"**. This guide has been developed by a group of ISWIM volunteers and is aimed to assist WIM contractors and transportation agency personnel involved in field WIM equipment calibration. In addition, road owners responsible for developing WIM programs may find this document useful in establishing their specific requirements for a successful WIM operation.

This document will offer recommendations based on proven best practices and published documentation for conducting a successful WIM calibration for in-road and bridge WIM technologies. The purpose of this document is to provide step-by-step procedures to perform an initial or routine calibration of WIM equipment installed for high-speed WIM data collection to support highway monitoring and transportation statistics.

This guide should be used only for systems that are for general traffic monitoring, statistical applications and WIM pre-selection. This guide is not aimed at systems used for legal metrology applications such as direct enforcement and does not circumvent any available standard WIM specifications.

The ISWIM Practitioners' Guide has recently been published and is available via the ISWIM website: www.is-wim.net

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Enhancing WIM with video machine learning

Cameras have become a ubiquitous part of weigh-in-motion installations, which is why video-based machine learning is so important in expanding the pool of data you can get from a WIM system.

The main output of a WIM system is, as it says on the box, weight. But not all overloaded vehicles are created equal: there is a big difference if an overloaded HGV is carrying frozen ananas or sulfuric acid. Namely, the difference is in the danger such a vehicle poses to its immediate environment, which is why it is imperative that law enforcement is informed about overloaded dangerous goods transport immediately, so such vehicles can be prevented from continuing their journey. It is also important to gather this kind of data for statistical purposes, giving the decision-makers proper tools to assess the scope of the problem.

Data on dangerous goods enriching the output of a WIM.

This is one of the reasons why Cestel decided to develop an in-house solution for the detection of dangerous goods placards. But video-based machine learning also opens up other possible avenues of research - from detecting special kinds of vehicles, such as mobile cranes, to improving the classification accuracy of different types of buses, determining the make, model and color of a truck, etc. All of these pieces of data can be cross-referenced with a vehicle's GVW and axle loads, giving bridge and road engineers, climate scientists and other experts new and innovative ways of searching for solutions to the problems at hand.

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IWIM's BISON Low Speed WIM

The IWIM introduces BISON Low Speed Control, the latest Weigh-In-Motion (WIM) solution designed for precise heavy vehicle monitoring travelling on speeds up to 30 km/h with accuracy of 2.5%. The system integrates advanced fiber optic technology, high reliability, and simplified installation.

BISON LS Control is suitable for various operational environments:
- Construction sites: ensures controlled access and traffic monitoring.
- Logistics centers: enhances supply chain visibility and efficiency.
- Ports and quarries: manages high-density traffic with precise access control.

Coming Events
(subject to change)

Intertraffic China
Shanghai, China
28-30 April 2025
www.intertraffic.com/china/

International Association for Bridge and Structural Engineering (IABSE) Symposium
Tokyo, Japan
18-21 May 2025
www.iabse.org/Tokyo2025

ITS Europe Congress
Seville, Spain
19-21 May 2025
www.itseuropeancongress.com

HVTT18 Symposium
Québec City, Canada
26-29 May 2025
www.hvttforum.org

ISWIM Bridge-WIM Workshop
Brisbane, Australia
28 June 2025
www.trybooking.com/CYTWH

Southern African Transport Conference (SATC)
Pretoria, South Africa
7-10 July 2025
www.satc.org.za

ITS World Congress
Annual Conference and Exhibition
24-28 August 2025
Atlanta, Georgia, USA
www.itsamericaevents.com

Commercial Vehicle Safety Alliance (CVSA)
Annual Conference and Exhibition
21-25 September 2025
Denver, Colorado, USA
www.cvsa.org

National Land Transportation Agency (ANTT)
4th Regional Seminar on WIM
12-14 November 2025
Brasilia, Brazil
www.gov.br/antt and www.iswim.net

Saudi Intermobility
Riyadh, Saudi Arabia
10-12 November 2025
www.informaconnect.com

TRB Annual Meeting
Washington D.C., United States
11-15 January 2026
www.nationalacademies.org

Do you know other WIM-related events? Please contact:
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The system has a modular design that simplifies installation and eliminates the need for inductive loops or subsurface electrical wiring. The system can be surface-mounted on asphalt or concrete using prefabricated reinforced concrete elements. Alternatively, it can be embedded within a dedicated slab to ensure enhanced stability and long-term durability. The system includes two high-precision weighing plates and two optical sensor strips, which enable accurate vehicle data acquisition. Additionally, an advanced datalogger with multiple-year storage capacity ensures secure data retention.

BISON LS Control System installed in Italy

BISON LS Control provides comprehensive vehicle profiling, accurately measuring total, per-axle, and per-axle-group weight. It detects speed, counts axles, determines inter-axle spacing, and identifies twin wheels. It also integrates with license plate recognition systems. The system generates structured reports with automated alerts for overloads and unregistered vehicles, ensuring regulatory compliance. Advanced imaging and LIDAR enhance security and operational oversight.

BISON LS Control optimizes traffic flow, reduces congestion, and improves logistics efficiency by providing highly accurate data for informed decision-making and regulatory compliance..

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ISWIM
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ISWIM Vendors

APM	www.apm.pl
Axtec	www.axtec.co.uk
Betamont	www.betamont.sk
CAMEA	www.cameatechnology.com
Captels	www.pesage-captels.com
Cestel	www.cestel.eu
Ciemsa	www.ciemsa.com.uy
Cross	www.cross.cz
Dynaweigh	www.dynaweigh.com
Excel Technology	www.exceltech.com.au
FardEU	www.fardeu.com
GEC Scales	www.gecscales.com
Girwim	www.girwim.com
Intercomp	www.intercompcompany.com
iWIM	www.iwim.it
Kistler	www.kistler.com
Mikros	www.mikros.co.za
Mettler Toledo	www.mt.com/wim
Neurosoft	www.neurosoft.pl
Osmos	www.osmos-group.com
Q-free	www.q-free.com/products
Quarterhill	www. quarterhill.com
Rekor	www.rekor.ai
Sterela	www.sterela.fr
TDS	www.traffic-data-systems.net
Traffic Lines	www.traffic-lines.de
Tramanco	www.tramanco.com.au
VanJee Technology	www.wanji.net.cn

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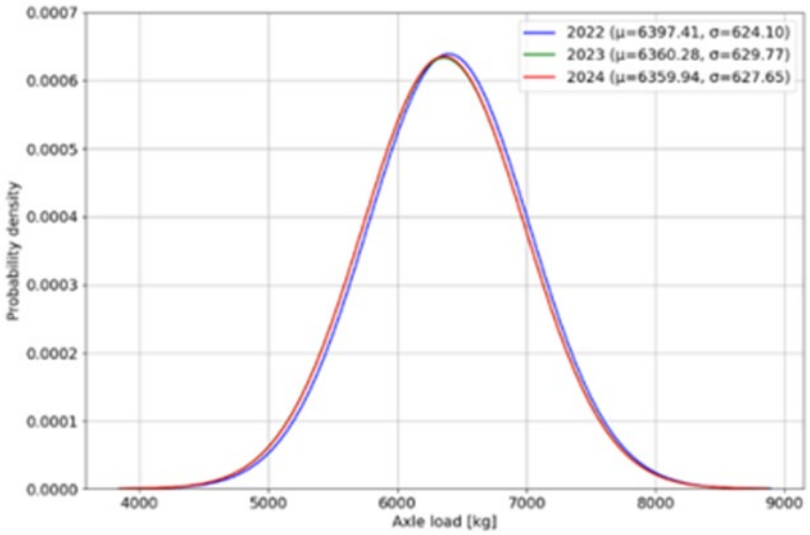
Analysis of WIM Station Readings in Poland

The stability of load sensor operation in WIM systems plays a key role in the reliability of the entire measurement system and is particularly important in ensuring the expected accuracy during the long-term operation of the station. The use of indicators such as steering axle load spectra and gross vehicle weight spectra enables the assessment of variability in measurements across different operational periods of the station.

APM's WIM station in Poland

The analysis conducted by APM PRO, the University of Bielsko-Biała, and the Silesian University of Technology for the WIM station in Poland showed that the strain-gauge sensor used from 2022 to 2024, without any changes to the calibration coefficients, provided measurements with the expected Class B (+7) accuracy, ensuring that the error of the total weight did not exceed 7%.



Steering axle load spectra for the tractor with semi-trailer, based on data recorded in each year, specifically in the month of May

However, it was observed that changes in the surface geometry, including the formation of ruts, affected the increased spread of results for the right wheel. Nonetheless, this has not led to the exceeding of the permissible error limit, and as a result, the measurement accuracy class on the individual sensor line has been maintained.

In the context of the expected functionality of WIM systems as direct enforcement systems, monitoring the stability and variability of load sensor readings is a crucial preventive action that enables control over the level of systematic weighing errors. The analysis of total weight distributions and axle loads for the reference vehicle category allows for flexible decisionmaking regarding the intervals at which stations should undergo calibration.

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ISWIM Consultants

Corner Stone	www.corner-stone-int.com
FIMAU	www.FIMAU.com
NMi	www.nmi.nl
RTS GmbH	doupal@hispeed.ch
Static Motion	www. staticmotion.co.za

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ISWIM Guide for Users of WIM

The ISWIM Guide for Users of Weigh-In-Motion serves as a basic, yet comprehensive introduction to Weigh-In-Motion. The Guide covers different aspects related to the working, specifying, buying, installing, testing, maintaining and using of WIM systems and data. To enhance accessibility for users starting with WIM, these topics are described in easy-to-understand language.

This document covers different aspects related to the working, specification, purchase, installation, testing, operation and maintenance of WIM systems, and the application of the data they produce. A PDF version of the WIM User Guide can be downloaded at the ISWIM website: www.is-wim.net.

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Kistler's WIM system is improving overload inspections in Switzerland

The KiTraffic Digital Weigh In Motion (WIM) system is improving commercial vehicle overload inspections in Switzerland

The KiTraffic Digital Weigh In Motion (WIM) system from Kistler is enhancing commercial vehicle overload inspections in Switzerland, particularly in Thurgau Canton. The Swiss police at the Kefikon station have adopted this advanced system to increase efficiency and improve road safety. By providing precise measurements of axle loads and total vehicle weights at normal traffic speeds, KiTraffic Digital ensures highly accurate data collection, certified to class F5 by the International Organization of Legal Metrology (OIML).

The system integrates Lineas Digital sensors and Automatic Number Plate Recognition (ANPR) technology to pre-select suspect vehicles, which are further examined at rest areas. Static scales and visual inspections confirm compliance with regulations. The successful pilot project at Kefikon led to further expansions, including additional sensors on new lanes.

Kistler's KiTraffic WIM System installed on the A7 near Kefikon in Switzerland

Efficient commercial vehicle overload inspections: ahead of the Kefikon South rest area on Switzerland's A7 motorway, the first KiTraffic Digital WIM system from Kistler was installed in 2020. The innovative Lineas sensors are installed directly in the road surface to allow accurate measurements at speeds from 10 to 130 km/h.

Since its introduction, the KiTraffic Digital WIM system has gained international traction, with installations in Europe, the USA, and Brazil. The system has significantly boosted inspection efficiency, enabling targeted checks and supporting traffic law enforcement. Authorities expect further automation to streamline inspections and enhance road safety in the future.

Read more about KiTraffic Digital and our latest projects at:
https://www.kistler.com/DE/en/kitraffic-digital-the-unique-weigh-in-motion-solution/C00000084

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Introducing: Rekor Systems

Recently we have welcomed Rekor Systems as the 31st member of our Vendors & Consultants College.

Rekor Systems is revolutionizing WIM technology by integrating AI-driven roadway intelligence to enhance transportation safety, efficiency, and sustainability. Rekor leverages advanced computer vision, machine learning, and big data analytics to convert legacy data into actionable intelligence.

Rekor's AI-powered WIM solution seamlessly integrates with traditional WIM equipment, enhancing real-time, high-accuracy vehicle weight data collection while reducing operational costs and strengthened enforcement capabilities. Rekor empowers federal, state, and local agencies to modernize their WIM programs and optimize transportation networks.

With a comprehensive suite of services—including system integration, construction, maintenance, calibration, and real-time reporting—Rekor delivers scalable, future-ready solutions tailored to the evolving needs of transportation authorities. Whether agencies aim to enhance freight monitoring, extend infrastructure lifespan, or leverage AI for data-driven decision-making, Rekor's next-generation WIM technology is designed to meet those objectives.

Learn more at https://www.rekor.ai or contact:

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Impact of HS-WIM in South Sudan

High-Speed WIM (HS-WIM) technology has significantly improved weighbridge operations in South Sudan by enhancing efficiency, strengthening regional integration, enforcing axle load regulations, and protecting road infrastructure.

Key Benefits of CAMEA HS-WIM in the Republic of South Sudan include:

(1) Reduced Truck Queues – HS-WIM enables non-stop weighing at highway speeds, automates screening, and directs only overloaded trucks to static weighbridges, reducing delays by addressing queueing challenges;

(2) Lower Overloading Cases – real-time monitoring of overloaded trucks and regulation enforcement encourage transporters to comply with weight limits, while historical data aids policy decisions;

(3) Road Protection – by minimizing overloading, HS-WIM extends road lifespan and reduces maintenance costs;

(4) Enhanced Revenue Collection – automated weight assessment ensures accurate fee collection, preventing revenue loss due to bypassing or underreporting;

(5) System Integration – HS-WIM is integrated into the national weighbridge management system for better coordination among stakeholders. Based on the current positive experience with CAMEA HS-WIM it can be stated that it has transformed weighbridge operations in South Sudan by reducing delays, enforcing compliance, and improving road sustainability.

Integration of HS-WIM with a static weighbridge in South Sudan

Eng. Ohisa Charles Allam, General Manager – Weighbridge Management System Juba, South Sudan, recommends continued investment in HS-WIM technology and coupled with strict enforcement and awareness programs, will further strengthen the country's transport sector. It should also be noted that the Hon. Minister, Prof. Simon Mijok Mijak played a great role in the Project Concept and its implementation phase with the support of Gen. Taban Deng Gai, the Chairperson for infrastructure Cluster in operationalization of the weighbridge.

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ISWIM 2025 Workshops

For 2025 ISWIM is working on the organisation of a number of in-person workshops. All events will be part of a larger conference and will include an exhibition where ISWIM vendors can show their latest solutions. More details on the events will be provided through the www.is-wim.net website.

Southern African Transport Conference

After successful ISWIM workshops in the 2028 and 2025 editions of the Southern African Transport Conference (SATC) we will be returning to South Africa again with a workshop on Thursday July 10th. The program of the workshop will be announed soon, more information on SATC and exhibition at: www.satc.org.za.

COMMERCIAL VEHICLE SAFETY ALLIANCE CVSA

After several workshops (2015,2019) and webinars (2023 and 2024) we will continue our cooperation with the Commercial Vehicle Safety Alliance (CVSA). This time with a WIM-101 Workshop on Sunday September 21st as part of the Annual CVSA Conference from 21-25 September 2025 in Denver, Colorado. For more information and sponsoring options, see www.cvsa.org/events/

ANTT AGÊNCIA NACIONAL DE TRANSPORTES TERRESTRES

Also in continuation of workshops in 2011, 2015 and 2019 we will organize another WIM Seminar together with ANTT (Agencia Nacional de Transportes Terrestres) and Labtrans. The event will be held 12-14 November 2025 in Brasilia, Brazil, see www.gov.br/antt/pt-br

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The Critical Role of WIM System Maintenance

WIM systems are critical for traffic data collection and commercial vehicle weight enforcement, ensuring road safety, infrastructure protection, and regulatory compliance. Whether through contracting with a WIM vendor to provide support under a maintenance contract or developing the capability within the operating organization, it is important to ensure proper calibration, pavement condition, cyber security, and equipment functionality so that WIM systems can continue to provide accurate, reliable data, safeguarding roads and supporting efficient traffic management.

Remote monitoring is crucial for software management, where updates and patches can be applied remotely to safeguard system integrity and protect against cyber threats. Remote diagnostics can play a key role in assessing the health of sensors, scales, and communication networks, enabling technicians to pinpoint problems without physically inspecting the site.

However, on-site work remains necessary for specific maintenance tasks. Calibration of sensors and scales, major repairs, or the replacement of worn-out parts due to environmental factors and heavy usage requires on-site attention. Similarly, addressing pavement conditions around sensors, such as filling cracks or leveling surfaces, is hands-on work required to maintain data accuracy.

Quarterhill Maintenance Contract Work
Left: WIM Scale Seal Replacement - Newburgh-Beacon Bridge (NYSDOT)
Right: E-Screening System Maintenance - Love POE (Oklahoma DOT)

A WIM system is more than just sensors and software; it includes interconnected equipment such as computers, networks, power cables, roadside cabinets, communication cables, and cameras. Each component must be inspected and maintained to prevent system failures. Power supply issues, damaged cables, or malfunctioning computers can disrupt operations, leading to data loss or enforcement delays .

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Intercomp's HS-WIM Certified in South Korea

Intercomp's Strain Gauge High-Speed Weigh-In-Motion (HS-WIM) solution has achieved official certification in South Korea following rigorous testing by the Korea Intelligent Transport System Association under MOLIT. This certification confirms the system's reliability for vehicle overload control.

Developed by a local ITS integrator using Intercomp's strain gauge strip sensors, the HS-WIM solution underwent extensive evaluation in Chungcheongnam-do, adhering to ITS Performance Evaluation Standards. The system earned a top-tier performance grade, reinforcing its accuracy in vehicle weight monitoring.

Intercomp strain gauge strip sensors in South Korea

Following certification, MOLIT selected the system for deployment at the DAE-SAN Checkpoint on National Highway 32. Monitoring four lanes, the installation will help detect overloaded vehicles, ensuring road safety and infrastructure preservation amid growing traffic demands.

Intercomp's strain gauge strip sensors are designed to maintain long-term calibration stability, reducing the need for frequent recalibration and ensuring consistent, high-accuracy weight measurements. Their uniform response across the entire length enhances precision, while their high-grade steel construction ensures durability and minimizes maintenance.

This certification and deployment highlight Intercomp's commitment to advancing traffic monitoring technologies, with installations like DAESAN Checkpoint playing a crucial role in enhancing South Korea's road safety and infrastructure management.

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