

Conventionally MOIL was transporting various grades of ore from its mines to the customers' premises through weigh bridges maintained by railways and road weigh bridges maintained by MOIL at its various mines.

With the change in technology and in the interest of increasing the accuracy of weigh bridge MOIL has been gradually upgrading its road weigh bridges by incorporating digital weighing systems and the road weigh bridges at MOIL presently are operating as electro-mechanical and digital.

For the last few years, MOIL was observing that the weighment recorded at platform weigh bridges at Railway Sidings at Gondia, Gobarwahi, and Itwari were not always recording factual readings since they were very old mechanical type and had over the years developed wear which led to inaccuracies in weighment. In addition to incurring financial losses on account of the same, MOIL was made to pay punitive charges.

To check to above, the MOIL management decided to introduce online weighment at their railway assisted siding at Balaghat , Torodi, Dongri Buzurg, Gobarwahi and Ramtek. These weigh bridges have been commissioned / are in the process of erection and commissioning and shall cater to the weighing needs of all the transport by railways. The online in motion weigh bridges have the capacity of 120M.T.and are capital of weighing loaded railway rakes, while in motion subject to the fact that the speed of the train should not exceed 15 Km.per hour. The system is so designed that it is capable of weighing on choice, in bi-directional mode. These weigh bridges have an accuracy of +/-0.2% for the complete rake and +/-0.5% for the individual wagon. The system shall record weighment automatically and generate the outputs in hard and soft copies, the weighment slips and RRs and all the historical data as needed by MOIL and Railways. These online in motion weigh bridges are being/shall be operated by stall of railways subsequent to the stamping by the concerned weights and measure department of State Govt. Because of this arrangement MOIL will not require to make any further weighment of their rakes reroute to destiny. Also this system will ensure that the customer satisfaction is maintained to the highest level.

Moil has also taken steps to incorporate pit less weighment in the existing electro-mechanical road weigh bridges and in this direction the first weigh bridge to be modified as pit less is with respect to Gumgaon Mine. The pit less Weigh Bridge shall ensure accuracy and reduce requirements of frequent repairs needed to electro-mechanical components of the present of weigh bridges.