

JOHN MAGUIRE & SON (EST. 1961)

WEIGHING MACHINE ENGINEERS & MANUFACTURERS

Appley House Hall Lane
Appley Bridge Wigan
Lancs. WN6 9EL

Tel/Fax: 01257255200
Service No's: 07831 461860 or 07831 461840
E-mail: johnmaguireandson @ btinternet.com

The JMS 50 tonne Drive Thru Weighbridge



The JMS 50 tonne Drive Thru is a market-leading weighbridge designed for a lifetime of heavy duty weighing.

- Designed to give a lifetime of reliable service.
- Built by ourselves to our proven and robust design.
- Constructed of heavy duty steel sections, fully welded, to give superior strength.
- 12.5mm Durbar plates fully seam welded on top and heavily stitch welded underneath to give a long lasting, hardwearing weighbridge deck.
- Weighbridge deck is 400mm from concrete base.
- 150mm of clearance as standard from concrete slab to underside of weighbridge structure.
- Four Revere 5223 load cells, the best on the market. These are mounted in our effective Masterlink Suspension System. This reduces shock loads away from the load cell and protects from ingress and moisture.
- A choice of Ian Fellows Ltd Indicators available, the most advanced weighing indication manufacturers worldwide. Coupled with the Revere load cells this ensures highly accurate, reliable weighing and offers a variety of peripherals e.g. ticket printers, remote display or computer link.
- All civil and foundation work, installation and commissioning is professionally carried out by our dedicated skilled installation team.
- Available in a variety of sizes and capacities. Standard is 15 metres long 50 tonne capacity.
- Trade Approved.

Call us now for a site consultation and quotation with no obligation, on 07831 461860



The Revere Double Ended Shear Beam mounted in our Self Aligning Masterlink Suspension System.

Weighbridge deck suspended from pairs of 15 tonne rated capacity masterlinks, connected to 42mm diameter heavy duty bobbins to form our Masterlink Suspension System. This reduces shock loads by allowing the structure to swing on the links rather than shock forces passing through the load cell. This increases the accurate life of the load cell.

Adjustable Oscillation Control Stops and Steel End Frame forms a permanent end to concrete ramp.

The heavy-duty nut and bolt arrangement, located on each corner of the weighbridge, allows for full, reliable adjustment and control of weighbridge movement. This allows for adjustment during thermal expansion and contraction of the weighbridge structure.



150mm standard clearance underneath the weighbridge allows generous room for cleaning.

Load cells are mounted high up on the exterior of the main beams, removing them from possible build up of ingress and moisture. This will maximise the accurate life of the weighbridge. The load cell arrangements are enclosed by an easily accessible panel; no Allen screws or threaded holes. No working components within or underneath weighbridge deck.



No signal cables visible, only the four essential earth straps are visible. All other cables are routed in steel conduit tubes.

Weighbridge finished in two coats of red oxide corrosion inhibitor primer and two coats of gloss finish machine enamel green.
Weighbridge deck finished in black bitumen paint.



12.5mm Durbar plates fully seam welded on top and heavily stitch welded underneath to give a long lasting, hard wearing weighbridge deck.

Fully welded cross-joints and heavily stitched welded underneath at 200mm intervals.

Side chamfer plates fitted to deflect material back on to deck



Support transoms are at 500mm centres; three transoms to a plate.

Constructed of heavy duty steel sections, fully welded, to give superior strength.

All steel work is shot-blasted and primed before construction.

The heavy duty sections and construction creates unrivalled structural strength, capable of carrying your every load.



Our unique lead on plates act as robust mechanical vehicle guidance onto the weighbridge.

Ends of main beams are chamfered back with 12mm plate fully welded and highlighted in yellow.

The lead on plates guide or deflect the lorries onto the weighbridge deck.



All civil and foundation work, installation and commissioning is professionally carried out by our dedicated skilled installation team.

All installation works are carried out by John Maguire and Son, none is contracted out.

Standard installation comprises of a 16 metres x 4 metres concrete base slab and two 6 metres concrete road traffic ramps all in C40 OPC ready mixed concrete. However, every installation can be tailor made to suit your site layout and levels or new project requirements.



Specification

The JMS Drive Thru is a market leading weighbridge designed for a lifetime of heavy duty weighing.

- Weighbridge platform structure is of our own proven and robust design and manufacture, built to the highest standards to provide our customers with a lifetime of reliable and accurate service.
- Heavily fabricated one piece structure constructed of all new steel – weighing 15.3 tonnes.
- Standard size: 15 metres by 3 metres, 50 tonne capacity; other sizes available on request.
- Platform deck plates are 12.5mm thick non-slip durbar pattern and fully welded top and bottom.
- All steelwork shot blasted and painted with three coats of protective paint.
- Weighbridge deck is 400mm from concrete base. 150mm of clearance as standard from concrete slab to underside of weighbridge structure.
- Weighbridges supported on four steel pedestals using four Revere Transducer 5223 50k shear beam load cells – the very best load cells on the market - mounted externally on main steel beams. Our unique load cell mounting and oscillation control stops protect the cells from all the everyday use and abuse a modern weighbridge needs to withstand.
- Weighbridges are connected to Ian Fellows Ltd digital indication, offering the latest and most reliable weighing technology; coupled with industrial signal wiring practices and Revere load cells this creates an accurate and reliable weighing circuit.
- All civil and foundation work, installation and commissioning is professionally carried out by our dedicated skilled installation team.
- Tailored made civil engineering and foundations to suit existing site layouts.
- Simple yet accurate and reliable design; requires little maintenance. Reduced cost of ownership.
- Trade approved to 3000 divisions Class III and EC verified on site by local Weights and Measures authority.

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