2012 ISSUE 2

NCWM - NEWS

National Conference on Weights and Measures

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Chairman's Column

Kurt Floren — Los Angeles County Agricultural Commissioner Weights and Measures

Musings on Value and Leadership in Our Work

I am so proud of what we do.

As your Chairman this year, I am honored by the opportunity and humbled by the challenge in fulfilling that role. Moreover, though, I am privileged to have been able to actively participate for so many years, now, in the work of the National Conference on Weights and Measures (NCWM), openly speaking my opinions, offering my suggestions, and trying to contribute to the very important mission of NCWM. It is an even greater privilege to receive the direct value of the opinions, thoughts, and contributions of our many regulatory and industry members and visitors who attend and participate in NCWM meetings and in the work of the many task forces, work groups, and committees that have produced and continue to provide such meaningful input and remedies to the incredible array of issues that present themselves in the field of weights and measures.

Just days ago, I passed a young, recently-promoted supervisor within my department and asked how his new challenges were going. He replied, showing some obvious trepidation over what he has undertaken in his new role, that he was still getting comfortable, still coming to understand all of his responsibilities, and hoping that he could measure up to his own – and my – expectations. This interaction caused me to pause and share with him my own personal experience in interviewing for my first supervisory position over 20 years ago. I explained that I had told the interview panel that I had a very hard time deciding to apply for the position, for, as a weights and measures field inspector, I loved what I did, felt that I made a difference every day in my work, enjoyed the immediate reward of having a hands-on impact in the field, and went home each night with satisfaction that I had contributed to the welfare of the marketplace…all making the choice to step away from that position very difficult. The panel members stared at me blankly and asked, "So, you don't want the job?" My answer was this: "No, I didn't say that. What I've realized is that, because I believe so strongly in the value of this work, I also know that I can only do so much alone. If I can share the knowledge that I have with a dozen or more individuals and excite in them the same enthusiasm that I have for making a positive impact, I believe that, through good and passionate leadership and the combined enthusiasm and efforts of a solid team, we can do much more than I ever could alone." - I got the job. And in each step up the proverbial ladder since, I've reminded myself of that same reasoning.

I'm sure that nearly each of you reading this has spent much of the last year struggling with fiscal pressures – whether industry member, regulatory official, or otherwise – and have not been able to spend the quality time desired on core functions and goals. I have made too many trips to our state capitol and other venues this year to count, testifying on funding matters, consulting and negotiating with statewide partners on distributions of depleted resources, meeting with lobbyists, legislators, and industry members on fee issues, and debating proposals for exemptions, exceptions, or modifications to regulatory oversight. I am confident that I am not alone, as we all, in this economy and under current constraints, have undoubtedly been doing similar. While frustrating, in that such detracts from the "boots-on-the-ground" work that I and many find so rewarding and important, it has caused me to focus on and convey

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Scale Questions and Answers

Main Elements, Indicating Element not Permanently Attached or Covered by a Separate CC, Weighing and Load-Receiving Element not Permanently Attached or Covered by a Separate CC, Load Cell with CC, Complete Scales or Weighing Elements using Non-NTEP Load Cells

NIST Handbook 44 Scales Code includes the terminology weighing and load receiving element and indicating element in the same housing, indicating element not permanently attached to weighing and load receiving element, weighing and load receiving element not permanently attached to indicating element, main element, and load cells for which Certificates of Conformance (CC) have been issued. We also know that the National Type Evaluation Program (NTEP) issues a CC for complete scales, weighing / load-receiving elements, indicating elements and load cells. How did this come about and what does it mean to the weights and measures community? The purpose of this article is to answer those questions from an NTEP enforcement perspective.

What is a "main element" of a scale?

The *NIST Handbook 44* definition of an element is "a portion of a weighing or measuring device or system which performs a specific function and can be separated, evaluated separately, and is subject to specified full or partial error limits." For example, NTEP considers main elements of a vehicle scale to be the indicating element, weighing / load-receiving element and load cell or cells. For most large capacity scales all three elements are required to have an NTEP certificate.

What is meant by the term "weighing and load-receiving element?"

The *NIST Handbook 44* definition of a weighing element is "that portion of a scale that supports the load-receiving element and transmits to the indicating element a signal or force resulting from the load applied to the load-receiving element." *NIST Handbook 44* defines the load-receiving element as "that element of the scale that is designed to receive the load to be weighed; for example, platform, deck, rail, hopper, platter, scoop." So, when we use the term weighing and load-receiving element we mean the combination of the weighing element and the load receiver, such as the weighbridge and deck of a vehicle scale.

What is the difference between a scale indicator tested by NTEP separately and an indicator tested by NTEP used in a complete scale?

NTEP issues CCs for complete scales (which are typically elements of a scale all enclosed in the same housing or permanently attached to each other) and main elements of scales. All applicable portions of the NTEP checklist and tests are applied. A primary difference is the tolerance applied. When testing a complete device, *NIST Handbook 44* acceptance tolerance is applied and the complete device is given an NTEP CC. If NTEP is evaluating just the indicator (or other main element such as a weighing and load/receiving element or load cell) in the laboratory under controlled environmental conditions for issuance of a CC for that main element, the tolerance applied is 0.7 times acceptance tolerance per *NIST Handbook 44*, Scales Code paragraph T.N.3.5.

Why are some indicating elements and load cells required to have a separate NTEP CC?

Generally, complete scales and weighing and load/receiving elements up to a capacity 2000 lb are tested in an NTEP brick-and-mortar laboratory. In the case of larger capacity scales, such as a vehicle scale weighing and load/receiving element or hopper scale weighing and load/receiving element, they obviously cannot be brought into a brick-and-mortar NTEP laboratory for influence factor testing. So, generally NTEP evaluation and testing is conducted at a field test site for complete scales and weighing and load/receiving element with a capacity greater than 2000 lb. However, the indicating element and load cells used in large capacity scales must be tested by NTEP, as separate elements, and be traceable to an NTEP CC.

What are the requirements for weighing devices that do not use a load cell or cells traceable to an NTEP CC?

First we should understand that some load cells cannot be tested separately because of their small size and/or unique testing apparatus needs. NTEP technical policy does not require load cells used in scales 2000 lb and less to have their own CC. The philosophy is that those cells can be tested for accuracy under influence factors as part of the complete device or weighing and load/receiving element in an NTEP laboratory. When a manufacturer chooses to use non-NTEP load cells in a device the device must be tested in a laboratory and that specific load cell model or type cannot be changed. In other words, another model or type of load cell, from the same or another manufacturer cannot be substituted into the device. Substitution for non-NTEP cells requires a complete performance test by NTEP. The reason is that NTEP has no idea how good or bad the non-NTEP cells are since there are no values, such as v_{min} and n_{max}, for the non-NTEP cells, so there is no means to compare the cells.

When load cells are changed or substituted from what is identified on the NTEP CC, what are the requirements?

A key point is the "load cell used" information provided on the NTEP CC. In most cases a phrase such as "or metrologically equivalent load cells that have an NTEP CC" or "other NTEP certified and equivalent," or similar wording will follow the "load cell used" information. NTEP technical policy does allow for load cells from the same or a different manufacturer to be substituted provided that the load cells to be substituted meet the following criteria.

1. Both load cells have been:
   a. Evaluated Separately
   b. Have a Separate NTEP CC
2. Have as many or more verification scale divisions (n_{max}) for the same (single or multiple load cell application as the load cells originally used in the scale.
3. Have a minimum verification scale division (v_{min}) that is suitable for the application.
4. Are of the same basic type as the cells being replaced.
5. Can be placed in the scale without modifying the basic design of the load cell mounting assembly.
6. Have a capacity that is greater than or not less than 85% of the capacity of the original cell.
7. Are of the same wiring configuration as the load cells being replaced without adding jumper wires, connecting sense wires to excitation wires, or by removing the sense leads.

In a system with multiple load cells, the replacement of all load cells in the system with approved and compatible load cells that have a type of output (e.g. analog, digital, or hydraulic) different than the original load cell is considered a metrologically equivalent replacement provided all requirements in sections 1. through 7. above are met.

The replacement of a load cell(s) resulting in a combination of analog, digital, or hydraulic load cells in one system is not considered a metrologically equivalent replacement.

All load cells in a multiple load cell system must have the same type of output (e.g. all analog, all digital, or all hydraulic).

Conclusions:

The way the weights and measures manufacturing industry and marketplace developed, there is a demand for separate main elements. Buyers of scales sometimes want a specific make of weighing element but prefer a specific indicating element manufactured by another company. Some manufacturers have the capability of manufacturing and offering a complete scale system that is the indicating element, weighing and load/receiving element and load cell. Many manufacturers specialize their services by just manufacturing the indicating element or load cells to be used in a scale system. This is why NTEP evaluates main elements and issues CCs for main elements.

When a scale system, such as a 200,000 lb capacity vehicle scale or 10,000 lb capacity platform scale, mixes and matches main elements, it creates regulatory issues. Now we can begin to comprehend why there are so many *NIST Handbook 44* marking requirements specified in Scales Code Tables S.6.3.a. and S.6.3.b. for main elements of a scale. Upon initial verification how does

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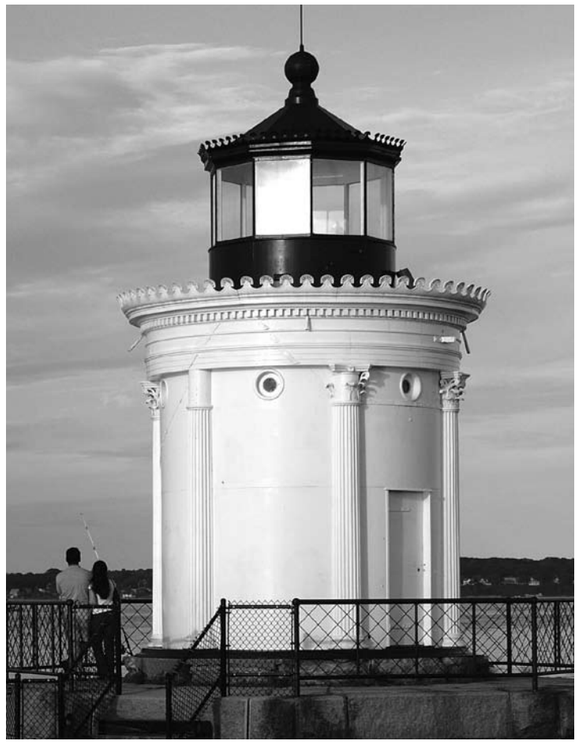

97TH ANNUAL MEETING

JULY 15-19, 2012 • PORTLAND, MAINE

The Annual Meeting is the high point of our year where all the hard work pays off. At this meeting, stakeholders will debate important proposals to amend the United States standards for weights and measures. When the debating is done, the votes will be cast.

Our committees have their work cut out for them with some very full and diverse agendas. Proposals include railway track scales, posting and computing price discounts on retail motor fuel dispensers, high-tech innovations for taximeters, motor oil, gasoline oxygenates, biodiesel blending, hydrogen fuel, pasta, animal bedding, polyethylene sheeting, printer ink and toner cartridges, BOV packaging vs. aerosol, and much more.

Special Presentations Will Explore:

- Economic Justification and Demonstrating Value of Weights and Measures
- Conducting Effective Marketplace Surveys
- Public Relations and Customer Service as Regulators

With all that business going on, we will throw in some interesting speakers, special awards, and social events. Plan to attend the Chairman's reception Sunday evening and join us for a lobster bake at our Bake by the Bay Wednesday evening.

Maine is a beautiful place to be in July and we have a lot to do, so we'll see you there! Register today to beat the early bird deadline of June 14, 2012 at www.ncwm.net

Make your voice heard in the NCWM Online Position Forum by May 30, 2012 at www.ncwm.net. Submit your position on each agenda item in *NCWM Publication 16*, include comments and even upload supporting documents.

The Value of Weights and Measures Activities

The Alaska Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) recently performed meter testing for the first time in the remote communities of King Salmon, Naknek and Dillingham. These rural communities are only accessible by air or ships and are annually responsible for millions of dollars of processed seafood.

MSCVE has always found it difficult to invest in the equipment and manpower necessary to inspect the large and medium meters in these communities due to their extremely remote locations and the expense of recalibrating the provers.

During the 2009-10 fiscal years, MSCVE overcame the hurdles of calibration, acquired two 400 gallon volumetric provers with support equipment, and coordinated the manpower to begin annual testing.

The inspector staff anticipated a large rejection rate entering these communities where weights and measures oversight had been non-existent prior to this initial visit. The results were not surprising:

In King Salmon and Naknek-

- 41 devices were tested with 46% initial rejections
- 26 re-inspects were attempted after repair with 62% failing the re-inspect

In Dillingham-

- 56 devices tested with 45% initial rejections
- 41 re-inspects were attempted after repair with 61% failing the re-inspect

One vendor's dock meter had a surprising 84% approval rate for the inspection and test. It was more predictable that another vendor's fuel dock had an 80% failure rate for the inspection and test.

The most glaring example of over-registration showed 11.7 gallons short on every 100 gallons delivered! That computes to an extra $210.60 on the average 300 gallon home heating oil delivery at $6.00 per gallon. Customers were paying for much more than they were receiving!

The most glaring example of under-registration showed 4.7 gallons over on every 100 gallons delivered! That computes to a loss of $282.00 on the average 1000 gallon delivery to a fishing vessel at $6.00 per gallon. This company was losing money.

The number one complaint we receive from consumers is meter accuracy. Of the devices that were found to be in tolerance:

- 44% registered in favor of the consumer
- 56% in favor of the device owner

Of the meters that were found to be out of tolerance:

- 35% registered in favor of the consumer
- 65% in favor of the device owner

These kinds of errors are huge and a calculation of the losses to industry and consumers over the last half century would be staggering; yet in a short time, MSCVE will have corrected the inequity at a relatively small capital outlay and annual cost to society.

Equity in trade and the oversight of commercial transactions involving weights and measures is truly a core function of our government.

It is consumers and businesses alike that suffer the losses from inaccurate measures but these are the very groups that have the true power to make their demands clear and voice their support for a fully funded weights and measures program.

— Douglas Deiman
Alaska Division of Measurement Standards/CVE

One Tool: # 1 Inspection Software WinWam Software

There is only one Software product that addresses all of your Weights & Measures Inspection needs. That tool is WinWam Software.

WinWam Software is a collection of four powerful modules, which can be purchased separately or together. All of the Weights & Measure modules have been built to perform inspections in accordance with NIST regulations.

One Tool and # 1 Inspection Software. WinWam is the most widely used Weights & Measures inspection software on the market. Currently, thirty-one (31) states have purchased WinWam, along with numerous county and city governments.

Package Checking

WinWam Package Checking Software is designed for W&M officials and quality assurance professionals to perform standard and random inspections in accordance with NIST Handbook 133. WinWam Package Checking Software guides you through the inspection process. Error, MAV, Cost Error are calculated for each test. Color displays allow easy identification of Pass Fail or Gray Areas. Some of the features include:

- Category A & B Sampling Plans
- Automatically Calculates MAV's Normal USDA Standard, USDA Fluid, Bark Mulch, Polyethylene Sheeting
- Allow variations due to moisture loss
- Calculates SEL and Standard Deviation
- Dynamically calculates Rc/Rt for tare
- Calculates conversion factors for volume inspections
- Calculates Cost Error, Average Error, Average Cost Error % Error

Device Inspection

WinWam Device Inspection Software is designed to perform and record Handbook 44 inspections WinWam Device Inspection Software supports all devices specified in Handbook 44 including but not limited to: scales, (apothecary, computing, livestock, shipping, vehicles, etc.) meters, LP Gas, LMD, linear devices, timing devices, etc. Whether acceptance or maintenance WinWam calculates tolerances for nearly all tests.

WinWam Device Inspection Software provides a comprehensive database of business establishments with a complete inventory of devices. Full detail inspection data allows management the ability to better measure economic impact of the W&M program.

Price Verification

WinWam Price Verification Software is designed in accordance with NIST Handbook 130. The Software runs standalone or with a handheld scanner. Software calculates error, lot cost error, net dollar error and calculates Over / Under Ratio. Accommodates Intentional Under-charge and Not On File.

Hypertext Handbooks

Hypertext Handbooks are a collection of on-line reference manuals in which the user can view government regulations, search on a particular topic and print any part of the handbook with the touch of a button.

2012 Hypertext Handbooks available now!

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Safe Fueling and Gasoline Handling Guidelines NEVER COMPROMISE SAFETY!

Only use gasoline as an engine or appliance fuel and when specifically recommended by the engine or appliance manufacturer. Never use gasoline to wash your hands. Do not use it as cleaning solvent, barbecue starter, etc.

Report spills and/or accidental exposure to the station attendant. For additional guidance on what to do, call the local Poison Control Center or Chevron Emergency Information Center at (800) 231-0623 (24 hours).

You may obtain a Material Safety Data Sheet (MSDS) by calling (800) 689-3998. MSDS provide safety and first aid information in case of eye contact, skin contact, inhalation, ingestion of gasoline.

Gasoline Properties, Health Effects and First Aid for the Service Station

Warning: The highly volatile and extremely flammable nature of gasoline means that potentially explosive air/vapor mixtures are likely to form easily at ambient temperatures. Gasoline ignites easily, burns vigorously and gasoline vapors may explode in certain conditions. Keep gasoline away from ignition sources like heat, sparks and flame.

Before attempting to help customers it is important to isolate the area from all potential sources of ignition, recognizing that the vapor is heavier than air, and may travel some distance to remote sources of ignition. Before removing gasoline-saturated clothing it should immediately be drenched with water. Remove gasoline-soaked clothing immediately.

Exposure to gasoline liquid or vapor can adversely affect health. Avoid prolonged breathing of the gasoline vapors. Keep your face away from the nozzle. Keep gasoline away from your eyes and skin.

Inhalation: In normal use, the main route of exposure to gasoline is likely to be by inhalation. Exposure to the vapor during normal refueling is not a significant health concern. However, significant spills can resulting in short-term exposure to high concentrations of vapor (greater than 500 ppm) may cause irritation of the eyes, nose and respiratory tract and possibly signs of central nervous system depression (headache, dizziness, mental confusion, for example). If symptoms arise from exposure to gasoline, take the person to fresh air, using the above precautions.

Skin Contact: During refueling, minor accidental skin contact may occur, and is not a significant health concern. Prolonged skin exposure is only likely to occur in accident situations (drenching of clothing during pump malfunction, for example). Gasolines are unlikely to cause systemic toxicity following accidental skin exposure. Skin contact may cause local irritation, and, if contact is frequent or prolonged, skin reactions may be severe. Gasolines also can result in drying, cracking skin or dermatitis. Where significant skin contact has occurred drench clothing with water before removing (this is necessary to avoid risk of sparks from static electricity) and wash all affected skin areas thoroughly with soap and water.

Eye Contact: Accidental splashes entering the eye may cause irritation and discomfort. Such effects are usually temporary, and permanent damage is considered unlikely. If the eyes are affected, irrigate them immediately with copious amounts of water. If irritation occurs and persists, obtain medical advice.

Ingestion: Gasolines are unlikely to cause systemic toxicity following accidental ingestion. The main potential health hazard, however, is the possibility of severe, potentially fatal, damage to lung tissue, which can occur following aspiration of even small amounts of gasoline into the lungs. Never siphon gasoline by mouth nor put gasoline in your mouth for any reason. If gasoline is ingested do not induce vomiting but obtain medical advice immediately.

Guidelines for Fueling Vehicles

- Turn off your engine. Disable or turn off any auxiliary sources of ignition such as a camper or trailer heater, cooking units or pilot lights.
- Put your vehicle in park and/or set the emergency brake.
- Do not smoke, light matches or use lighters while refueling
- Use only the refueling latch provided on the dispenser. Never jam the refueling latch on the nozzle with any object (i.e. gas cap, etc.)
- Never leave the nozzle unattended.
- Do not overfill or top-off your vehicle tank – it can cause spillage.
- Do not allow children to fuel and /or assist fueling vehicle.
- Never use a cell phone or other personal electronic device while refueling (for example, laptops, PDAs and electronic games). These items should be left in your vehicle.

Static Electricity at the Gas Pumps

Static electricity-related incidents at retail gasoline outlets can be avoided. In the unlikely event a fire occurs when refueling, leave the nozzle in the fill pipe and back away from the vehicle. Notify the station attendant immediately so that all dispensing devices and pumps can be shut off with emergency controls. Use the emergency shutdown button to shut off the pump.

Safety Tips to Avoid Static Electricity Buildup:

- Upon exiting vehicle and before handling the nozzle or fuel door, always touch a metal part of the vehicle such as the door or hood.
- To avoid a build-up of static electricity, do not get back into your vehicle during refueling.
- If you cannot avoid getting back into the vehicle, upon exiting always touch a metal part of the vehicle away from the fill point before handling the nozzle.

Guidelines for Use of Portable Containers

- Use only an approved portable container (1 to 5 gallons, metal or UL approved plastic, colored red, with vapor-tight cap). The container must be in good condition with vaportight cap. Never store gasoline in glass or unapproved containers.
- When filling container, follow same rules as when fueling car: turn off engine; extinguish smoking materials, leave electronic devices in the vehicle.
- Place portable fuel container on the ground during filling, and keep the metal nozzle spout in contact with the container to prevent build up and discharge of static electricity. Never fill a container in the bed of a pickup, in the back of a station wagon, or in the trunk of a car.
- Keep container five feet away from cars to prevent ignition of fumes by hot engines or mufflers. Ask others, particularly children, to stand back during filling.
- Manually control the nozzle valve throughout the filling process. Fill a portable container slowly to decrease the chance of static electricity buildup and minimize spilling or splattering.
- Back off on the trigger to slow fuel flow as the container becomes full. Fill container no more than 95 percent full to allow for expansion. When filling is complete, tightly cap container. Wipe off any gasoline that spilled on the outside of the container. Ask the station attendant to properly dispose of the material used to wipe off the gasoline.

Guidelines for Transporting Gasoline in Portable Containers

- Make sure the cap is on tightly before you put the container in your vehicle. Spills pose a fire hazard and gasoline odors are hard to remove from carpeting.
- Put container in trunk of car or in bed of pickup. Do not put container in the passenger area of your vehicle.
- Restrain the container so it cannot tip over or slide around while you are driving.
- Never leave a vehicle with a portable gasoline container in direct sunlight.

Guidelines for Storing Gasoline Safely

- Store a gasoline container in a well-ventilated place out of reach of children and pets. Do not store gasoline in the living area of a house.
- Store containers away from ignition sources (gas pilot lights or flames, electric motors, stoves and heaters, for example) and from combustibles (i.e., paper, rags and cardboard).

Guidelines for Fueling from a Portable Container

- Transfer gasoline in an area with good ventilation to reduce hazard of fire and exposure to vapors.
- Ensure that there are no sources of ignition (gas pilot lights or flames, electric motors, stoves, heaters) within 50 feet.
- Before refueling, turn off the engine or appliance. Allow hot surfaces to cool enough so they cannot ignite gasoline vapor.
- Avoid getting gasoline on your skin or clothes. Use a funnel to avoid spills. Do not breathe gasoline vapors.

Guidelines for Disposal

- Do not discard gasoline on the ground.
- Do not put a container containing gasoline along with household refuse in garbage can or trash container.
- Do not discard gasoline into a sewer, street drain, stream or river. Such actions are illegal.
- For old or dirty gasoline, find a recycling organization that will accept it. Locate such an organization by contacting your community's fire department, recycling center or hazardous waste disposal center.

For more guidelines on proper handling of motor fuel, visit the American Petroleum Institute at www.api.org, or the Petroleum Equipment Institute at www.pei.org.

— Steve Hadder
Florida Department of Agriculture
and Consumer Services

NTEP Continued

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a field inspector determine if the elements are interfaced together properly to comply with *NIST Handbook 44* requirements? Stay tuned to the next NTEP article as we attempt to help state regulatory officials, scale technicians and others answer those questions.

NTEP is providing this information because of the large number of requests for guidance from the states and inquiries from manufacturers. If you would like to discuss the content of this article contact Jim Truex at jim.truex@ncwm.net.

— Jim Truex, NTEP Administrator

NCWM Welcomes New Members (2/2/12 - 5/7/12)

Scott Barnett
Southern Company Services

Rachel Beiswenger
TSI Incorporated

Eliot Bermudez
Sartorius

Dwight Brunnette
Vermont Agency of Ag, Food and Markets

Michael Dick
Norgas Metering Technologies, Inc.

Thomas Dobeck
Cuyahoga Co. Dept of Weights and Measures

Jerry Finnegan
Avery Weigh-Tronix

Thomas Glenn
Petroleum Quality Institute of America

Shawn Good
Rail Scale, Inc.

Robert Gray
Group Four Transducers

Ryan Henshaw
Measurement Canada

Alan Hwang
Covina Palms

Haukur Johannesson
Marel Seattle, Inc.

Jacob Kandy
Positive Technologies, Inc.

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Musings on Value Continued

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the many important reasons to sustain and enhance the work that we do, why resource support must be continued and enhanced, and what the dangers to competing business, manufacturers, and consumers, alike, would be if the protections that weights and measures provides were to be diminished or eliminated.

For those who have been too busy to visit the NCWM website lately, or so pressed for time when accessing it to simply rush straight to the link or area needed, it's easy to pass right by the header at the top with scrolling declarations of the values of NCWM:

- "Creating Confidence – Ensuring Equity"
- "Giving A Voice To All"
- "The Standard for Fairness in the Marketplace"
- "Membership - Contributions That Matter"

I am avoiding my traditional mantra about numbers and data and statistics here, all of which we need to continue working towards developing for the common good and benefit of our membership in tackling the challenges and addressing the threats to our respective fiscal stabilities. The simple messages above are important to recall and focus on, particularly as we move towards our upcoming NCWM Annual Meeting in Portland, Maine, where we will again undertake critical discussions and decision-making on a host of matters. Just in taking the time to read this newsletter, you make it apparent that you care and are interested in what you do and what, collectively, we team to accomplish. In attending NCWM and/or regional association meetings and in utilizing the tools and work products that they produce, you are leaders, contributing to the mission of NCWM through active participation in developing the "standard for fairness," benefiting from the contributions derived from "giving a voice to all," and taking the information and valuable input back home to "create confidence" and "ensure equity" in the marketplaces that we regulate or participate in.

I will be attending, in the coming weeks, the annual meetings of the Northeastern Weights and Measures Association in Seekonk, Massachusetts, during May 14-17, and the Central Weights and Measures Association during May 21-24 in Cedar Rapids, Iowa. Many regional association members cannot also attend the NCWM meetings, and the regional meetings provide tremendous opportunities for fresh insight from those skilled and knowledgeable attendees. I look forward to benefitting from their contributions and the valuable work of the regional associations in furthering NCWM's progress.

Regarding the NCWM Annual Meeting to be held July 15-19 in Portland, Maine, we will be honored with a welcome address from Maine Governor Paul LePage and can look forward to presentations from Dr. Willie May, Associate Director of Laboratory Programs Deputy Director at NIST and as well as Mr. David Bradley, ASTM International Director of Standards Development D02 Committee Manager.

Training and educational presentations are scheduled to include:

- **Economic Justification and Demonstrating Value of Weights and Measures** - Presenter: Tim Chesser, Arkansas Bureau of Standards
- **Conducting Effective Market Place Surveys** - Presenter: Judy Cardin, Wisconsin Weights and Measures
- **Public Relations and Customer Service as Regulators** - Presenter: Doug Deiman, Alaska Division of Measurement Standards / CVE

The above presentations from leaders within our ranks will serve to enhance our worth to manufacturing and marketing industries, consumers, and all we serve through improving our abilities to demonstrate our service values, to measure those values, and to effectively deliver our services to the satisfaction of our customers. Together with the initial meeting of the newly-formed Packaging and Labeling Subcommittee chaired by Chris Guay of Procter and Gamble, Co., the work of the several standing committees, and the collaborative input from the diverse membership and attending registrants toward common goals, we will surely again both draw and deliver value and provide that leadership that NCWM is known for.

I am so proud of what we do. I so appreciate the benefits gained from the many leaders who contribute so significantly to our mission. I hope and trust that you share in that pride and appreciation. Looking forward to seeing many of you in Maine!

– Kurt Floren, NCWM Chairman

New Members Continued

continued from page 9

Jack Kiefert
Honeywell Enraf

Kang (Ray) Kim
IS2 Group, Inc.

Summer Kuehne
Vermont Agency of Agriculture, Food and Markets

R. Scotti Lee

Shirley Liu
Vishay PG Celtron

Kevin Mason
Apogee Information Technology, LLP

Paul McElhinney
Sick, Inc.

Marc O'Hara
Madison County Dept of Weights and Measures

Jeffrey Rice
Comtex Systems Corporation

Mark Rivers
Aeropres Corporation

Daniel Rodriguez
Technology HeadQuarters

Thomas Rorvik
Bucks County Weights and Measures

Kevin Tyne
Arizona Dept of Weights and Measures

Gary Wakefield
Mobile Meter Service

National Conference on Weights and Measures
1135 M Street, Suite 110 / Lincoln, Nebraska 68508

2012 Event Calendar

Be sure to mark your calendar for all the upcoming NCWM and regional meetings.

Dates for the Measuring Sector meeting has not been set yet. Check www.ncwm.net for updates.

May

MAY 14-17

Northeastern Annual Meeting (NEWMA)
Seekonk, Massachusetts — Johnson & Wales Inn
Contact James Cassidy **P.** 617.349.6133
E. jcassidy@cambridgema.gov **W.** www.newma.us

MAY 21-24

Central Annual Meeting (CWMA)
Cedar Rapids, Iowa — Marriott Cedar Rapids
Contact Vicky Dempsey **P.** 937.225.6309
E. dempseyv@mcohio.org **W.** www.cwma.net

July

JULY 15-19

NCWM Annual Meeting
Portland, Maine — Holiday Inn By the Bay
Contact NCWM **P.** 402.434.4880
E. info@ncwm.net **W.** www.ncwm.net

August

AUG 22-23

NTETC Grain Analyzer Sector Meeting
Kansas City, Missouri — Chase Suites Hotel
Contact NCWM **P.** 402.434.4880
E. info@ncwm.net **W.** www.ncwm.net

AUG 28-29

NTETC Weighing Sector Meeting
Annapolis, Maryland — Hotel TBD
Contact NCWM **P.** 402.434.4880
E. info@ncwm.net **W.** www.ncwm.net

September

SEP 10-13

Central Interim Meeting (CWMA)
Bettendorf, Iowa — The Lodge Hotel and Conference Center
Contact Vicky Dempsey **P.** 937.225.6309
E. dempseyv@mcohio.org **W.** www.cwma.net

SEP 16-20

Western Annual Meeting (WWMA)
Breckenridge, Colorado — Beaver Run Resort
Contact. Nick Brechun **P.** 303.867.9232
E. nick.brechun@ag.state.co.us **W.** www.newma.us

October

OCT 7-10

Southern Annual Meeting (SWMA)
Louisville, Kentucky — Location TBD
Contact. Stephen Benjamin **P.** 919.733.3313
E. steve.benjamin@ncagr.gov **W.** www.swma.org

OCT 16-17

Northeastern Interim Meeting (NEWMA)
Springfield, Massachusetts — Sheraton Springfield
Contact. James Cassidy **P.** 617.349.6133
E. jcassidy@cambridgema.gov **W.** www.newma.us

NTEP VCAP NOTICE

NCWM is working to identify all active certificates for weighing elements 2000 lb capacity and less, using non-NTEP load cells. As a courtesy, certificate holders are being notified of VCAP requirements and the established time line. Please note that the NCWM Board of Director's does not consider it to be NCWM's responsibility to identify all certificate holders and affected certificates. Certificate holders are responsible for reviewing their active NTEP certificates and compliance with VCAP.