

Approved: 2-15-94
Date

MINUTES OF THE SENATE COMMITTEE ON AGRICULTURE.

The meeting was called to order by Chairperson David Corbin at 10:00 a.m. on February 10, 1994 in Room 423-S of the Capitol.

All members were present except: Senators: Morris, Karr, Tillotson, and Sallee who were excused.

Committee staff present: Lila McClafflin, Committee Secretary

Conferees appearing before the committee:

The Committee took a very interesting tour of the Metrology Laboratories. The tour was set up by Larry Woodson, from the Division of Inspections. DeVen Phillips conducted a tour of the center, including the Small Mass Lab, Large Mass Lab, the truck bay, kitchen area which is used for various testing activities, and the Volumetric Lab. Mr. Woodson and Mr. Phillips responded to questions regarding the various areas. Information on the laboratory and its duties was distributed (Attachment 1).

The meeting adjourned.

The next meeting is scheduled for February 15, 1994.

WEIGHTS AND MEASURES

- 1.) Device Inspection - All commercial weighing and measuring devices in the State are required to be tested by a licensed service company at least once each 365 days. Our inspectors do random inspections, assigned by the State Sealer, to:
 - a. Assure accuracy.
 - b. Assure the device owner/operator has the device tested.
 - c. Monitor the work of the licensed service companies.
- 2.) Privatization - Kansas utilizes "Privatization" or more accurately a partnership with industry to assure accuracy of weighing and measuring devices. Companies who service, test and repair commercial weighing and measuring devices (from scales to gas pumps) are licensed by Kansas Weights and Measures and they must:
 - a. Maintain established (by Policy and Procedure) levels of accuracy of devices they test and repair.
 - b. Attend training provided by Kansas Weights and Measures staff and have their testing equipment certified annually by a State Laboratory.
 - c. Within 10 days of each test, they must provide the State Sealer with a written copy of each test.

Over 500 service technicians and the 197 service companies for whom they work are monitored by Weights and Measures staff. Service companies test over 18,000 small capacity scales; 4,000 large capacity (truck and elevator) scales; 23,000 gas pumps; 800 LP meters; 2,400 refined fuel (VTM) truck meters. Utilization of this partnership with industry (Privatization) has reduced governmental staffing, reduced cost (travel) and increased accuracy of devices from 60-70% to its current 90%+.

- 3.) Commodity Inspection - Cross-trained staff (40% of the work performed by ACAP field staff is Weights and Measures oriented) monitor the sale of packaged goods for accuracy of weight, measure and count (i.e. meat, deli, bakery weights at grocery stores and meat weight at processing plants; pet food weights; feed, seed, bagged fertilizer weights, etc.). By using cross-trained staff, only one inspector (and one vehicle) travels to each facility and performs many of the Division of Inspection responsibilities while there, thus reducing staff, travel costs, and providing a knowledgeable, well informed contact person for industry.
- 4.) Fuel Quality - The greatest challenge to this program is improvement of fuel quality in Kansas. Currently 27% of the fuel tested does not meet advertised quality (usually octane). Insufficient funding is a major problem. The State Sealer has located hand-held mobile octane testing units (@ \$9,000 each). These could be used to screen fuel quality in the field, thus reducing private lab costs (currently \$170 per sample).

Attachment 1
Seate Ag Co
2-10-94

KANSAS MEASUREMENT CENTER

The gold plated standards in the foyer were provided to all the states in the 1860's. These standards, along with the volumetric devices and balance located in the foyer and the main office area were the first major attempt by the United States government to "Standardize" all transactions between states and in foreign trade to assure accuracy in weights and measures.

The office staff is involved in registration of over 500 service technicians and the licensing of 197 companies who perform work on commercial weighing and measuring devices in Kansas.

Two of the office staff are involved in entering data from service companies and field staff. This data helps monitor the weighing and measuring devices to assure they have been tested and we monitor the activities of facilities where products are checked for accuracy of weight and measure as well as labeling.

The smaller office in the back of the large office is that of the technical specialist for refined fuels.

The Small Mass Lab is used by metrologists to perform testing and calibration of mass. Mass is the technical term used to describe the weights used by our staff, service companies and industry. This area is climate controlled to prevent radical changes in temperature and humidity. Knowledge of temperature, humidity, barometric pressure, type of material tested and what it is compared to by the metrologists is necessary to accurately establish the values of mass. Work is performed for FGIS, Merriam Labs, Wolf Creek, Eagle Picher, Goodyear, Quaker Oats, Colgate, etc., along with service companies, city, other state agencies, and our own regulatory staff.

The Large Mass Lab differs from the Small Mass Lab in that the mass or "weights" are much larger. These weights are used to check truck and large hopper (grain shipment scales). They range from 50 lbs to 3,000 lbs. The Large Mass Lab also provides a workshop for repair and adjustment of weights and lab equipment.

The truck bay contains a movable stand that permits our metrologists to test and certify volumetric provers up to 750 gallons. These provers are used by pipelines/terminals for the delivery into transports. Service companies use their provers to test the meters on LP-gas delivery vehicles and "bob tails" used to deliver fuels to farms and ranches. This truck bay also provides means of loading and unloading weights from trucks and trailers.

The kitchen area is currently being used for various activities. We were recently involved in testing, along with other states, the delivery of toothpaste from tubes and dispensers. This information is used by both regulatory officials as well as industry.

The Volumetric Lab is utilized for testing and calibrating small volume liquid testing devices such as the test measures used by service companies testing gas pumps and state and local regulatory officials involved in service work.

ISO 9000 AND THE KANSAS WEIGHTS AND MEASURES LABORATORY

Some of the companies for whom our lab provides services may be involved in international trade and/or the purchase and sale of products overseas. Products they are buying or selling are going to be impacted by the International Standards Organization (ISO) 9000 criteria. ISO 9000 criteria assures that customers of an ISO 9000 registered lab receive calibration services that meet ISO 9000.

ISO 9000 in layman's terms is the detailed, written proof that the products we buy and sell are free from hazardous elements, and that their existence will not hinder a healthy environment - air, water and land. Attaining ISO 9000 certified Quality Assurance is a time-consuming, often tedious task. It involves exhaustive planning, continuous inspection, and corrective action. It means extensively documenting the responsible use of equipment and supplies, as well as the sensitivity, calibration, maintenance, and servicing of all QA equipment. It means that personnel, equipment, and the companies' organizational abilities are monitored and audited.

ISO 9000 certification proves that the company in question has a standardized program in place to evaluate and ensure quality products and materials. It proves that the company has agreed to an examination of all the factors that affect product quality, and has set up systems (of individual company design) to control and document quality.

There are four levels of certification to choose from within the ISO 9000, and a company's choice depends on what stage of the manufacturing and inspection process is targeted for control:

ISO 9001 is the most comprehensive and stringent standard. An ISO certification of level 9001 proves quality assurance at all stages in the manufacturing process. It proves that the producer has the ability to design, manufacture, inspect, test and service a quality product. It certifies that everyone in the company knows their responsibilities and has a system to identify, plan, and carry out production and installation processes to keep quality under control.

ISO 9002 certification does not address product design or manufacturing. It proves a supplier's ability to manufacture a quality product, as well as install, inspect and test correctly. (Whether a company does, in fact, is not certified).

ISO 9003 certification is the status of choice when the only interest is to ensure that the producer is capable of performing final inspection and testing of their product correctly.

Q. How do consumers know they get the quantity for which they pay?

A. Since you don't carry a scale or a measuring tape with you to check the weight or measure of everything you buy, Weights and Measures officials who work for the Agency do this for you.

They use highly accurate equipment to inspect scales, meters, electronic price scanning equipment and packaged goods wherever these items are found. Inspections are performed at grocery stores, warehouses, packing plants, feed mills, shipping companies, lumberyards and gasoline stations. The inspectors' job is to act as a third party to help maintain fairness and keep the marketplace in balance.

Q. Do we have rights and responsibilities?

A. Certainly, consumers have rights and responsibilities in the marketplace. By knowing what your rights and responsibilities are, you too can help maintain equability in the marketplace. Some things you can do are...

1. Read the Label

Package labels give consumers helpful information. The amount of the product or the net quantity in the package is shown on the label. The quantity as shown is a weight measure or count.

2. Pay only for the product, NOT the packaging.

When you buy apples by weight in a plastic bag you should pay only for the weight of the apples. If you buy potato salad by weight at the deli counter, you should only pay for the weight of the potato salad NOT the weight of the container.

In many stores, the electronic or computerized scales used at the check-out counter are set to automatically deduct the weight of the packaging. On other scales, the sales clerk must adjust the scale to deduct the packaging materials.

Scales must be placed so you can see the weight. If you have a question, ask to have the package weighed again before you buy. ASK if the weight of the packaging has been deducted.

WHAT YOU CAN DO

Watch the scale and the amount registered. The scale should be placed so you can see the weight, price and other information displayed.

Make sure the scale displays a zero (0) or minus (-) sign before anything is weighed. Pay only for the product, not for the packaging.

If you have any questions about how a store weighs or measures products, ask the manager for information first. If the problem is not resolved call 913-267-4641, Kansas Weights and Measures.

3. Check the Price

Many stores use electronic scanners to figure the price at the check-out counter. These scanners are linked to a computer that reads the price of the item. Some scanners are hand-held and the clerk runs the scanner over the price tag. Other scanners are on a counter and the items are passed over an electronic reading device. The scanner reads a code on the product or the tag and the computer computes the price.

WHAT YOU CAN DO

Watch as the price of the item shows on the check-out register. Ask the clerk to check the price if you think the price is incorrect.

If the scanned price does not agree with the posted price, ask the store manager to correct it (some stores in Kansas have a policy that if the item is incorrectly scanned it is FREE). Save the cash register receipt in case you have questions or a problem later on.

If the problem is not resolved or you have frequent problems with a store, contact 913-267-4641, Kansas Weights and Measures.

4. When buying Heating Fuel.

Home heating fuel is sold by volume. these products are delivered to your home, the seller must give you a delivery ticket showing the name and address of the buyer and the seller, the delivery date, the amount and type of fuel delivered. The unit price of the fuel should also be on the delivery ticket unless you have a special arrangement with the seller.

5. Gasoline or Automotive Fuels

Be sure the Octane rating and price per gallon is clearly marked on each pump. Be sure the pump is set to zero before any fuel is dispensed.

Check the price by multiplying the number of gallons by the unit price (easiest done without a calculator by checking the "total due" at 1 gallon or 10 gallons). Figure the cash discount, if any. Check that you are charged the right amount (on a 15 gallon purchase with \$.04 cash discount, this amounts to \$.60)

If using a credit card, check your receipt to be sure the amount billed is the amount on the pump.

If you have a problem or question that is not resolved with the gas station, contact (913) 267-4641.

Weights and Measures is everyone's business, not only Agency staff, but thousands of State and local Weights and Measures officials throughout the country are working behind the scenes to protect YOU.

**DeVern H. Phillips,
State Sealer
Kansas Weights and Measures
2016 SW 37th Street
Topeka, Kansas 66611-2570
Telephone 913-267-4641**

GASOLINE - ALCOHOL - OCTANE

Q. What is gasoline?

A. Gasoline is a complex mixture of components which vary widely in physical and chemical properties.

There is really no such thing as pure gasoline. Gasoline is blended to cover a variety of operating conditions such as differences in fuel systems, fuel pumps, engine temperature, fuel pressure, climate, altitude, and driving habits.

The properties of motor gasoline must be balanced to give satisfactory performance over a wide range of conditions. The standards for blending fuels are compromises, so that all of the operating performance requirements may be satisfied.

Q. Can someone actually "water down" gasoline to make it go farther?

A. The components used in the blending of gasoline are derived from fractional distillation of crude oil. Since oil and water don't mix, it is impossible to blend gasoline with water. Although water does occasionally appear in storage tanks, it would rarely be intentional.

Q. What is Octane?

A. Octane is a general term used for gasoline ability to resist engine knock.

Q. How is Octane tested?

A. $(R+M)/2$ - is a term used to describe the octane as posted on the retail gasoline dispenser.

--Motor Octane: The octane as tested in a single cylinder octane test engine at more severe operating conditions. Motor octane number affects high speed and part throttle knock and performance under load, passing, climbing hills, etc. Motor octane is represented by the designation M in the $(R+M)/2$ equation and is the lower of the two numbers.

--Research Octane: The octane as tested in a single cylinder octane test engine operated under less severe operating conditions. Research octane number affects low to medium speed knock and engine run-on. Research octane is represented by the designation R in the $(R+M)/2$ equation and is the higher of the two numbers.

Q. What is Ethanol (ethyl alcohol, grain alcohol)?

A. Typically fermented from grain. Ethanol is an octane enhancer added at a rate of up to 10 percent in gasoline. Ethanol will increase octane 2.5 to 3.0 numbers at a 10 percent.

Q. Do Auto Manufacturers' recommend the use of Ethanol Blended Fuels?

A. A great deal of confusion has arisen in this area, especially regarding the difference between ethanol (ethyl alcohol) and methanol (methyl alcohol).

Every major auto manufacturer includes the use of 10 percent ethanol blends under warranty coverage. While the warranties cover the use of ethanol blends, the degree of approval may vary. Some manufacturers, such as GM, recommend the use of oxygenated fuels including ethanol and M.T.B.E. (methyl tertiary butyl ether). Others use a cautionary statement recommending that if drive ability problems occur, you may desire to switch fuels. Of course, that should be the first action regardless of fuel composition.

Q. Does the quality of gasoline vary when additives are added?

A. Yes.

A variety of additives are added to gasoline to enhance fuel quality and performance and to maintain fuel standards during distribution. These gasoline additives are mixed in very small quantities. As an example, a few gallons of

detergent additives typically treats 20,000 gallons of gasoline. Many of these additives are also available in diluted form as over-the-counter products for consumer addition. Benefits to the consumer are numerous and include improved performance, increased engine life, lower deposits, drive-ability improvements, and better fuel economy. A good example of fuel quality improvements with such additives is the recent increase in usage of detergents and deposit control additives and the positive impact it has had in minimizing the incidence of port fuel injector fouling.

Q. How has gasoline changed?

A. Recently, changes in gasoline have been occurring more rapidly.

The U.S. Environmental Protection Agency (EPA) was trying to reduce the use of lead as a gasoline octane enhancer due to health concerns.

In the early 1980's, the EPA began reducing the levels of lead permitted in leaded gasoline. More recently, in 1985, permitted lead usage was reduced by 90 percent, allowing an average of only 0.1 gram of lead per gallon of leaded gasoline. The first gram of lead added to a gallon of gasoline raises the $(R+M)/2$ (pump Octane) about six (6) octane numbers. This "lead phase-down" has strained the octane capabilities of some refiners who must produce or purchase octane components to achieve octane numbers previously obtained with lead. These changes in gasoline composition include altering the levels of components that have always existed in gasoline, and the addition of alcohols and ethers.

For additional information concerning fuel quality contact: Kansas State Board of Agriculture

Weights & Measures

2016 S. W. 37th Street

Topeka, KS 66611-2570

(913) 267-4641

QUESTIONS AND ANSWERS ABOUT FUEL QUALITY

Q. What is gasoline?

A. Gasoline is a complex mixture of components which vary widely in physical and chemical properties.

There is really no such thing as pure gasoline. Gasoline is blended to cover a variety of operating conditions such as differences in fuel systems, fuel pumps, engine temperature, fuel pressure, climate, altitude, and driving habits.

The properties of motor gasoline must be balanced to give satisfactory performance over a wide range of conditions. The standards for blending fuels are compromises, so that all of the operating performance requirements may be satisfied.

Q. Can someone actually "water down" gasoline to make it go farther?

A. The components used in the blending of gasoline are derived from fractional distillation of crude oil. Since oil and water don't mix, it is impossible to blend gasoline with water. Although water does occasionally appear in storage tanks, it would rarely be intentional.

Q. How does water get into fuel and what problems can it cause?

A. Water gets into fuel storage and vehicle tanks by condensation during storage and transportation, leakage through tanks, pipes or vents,

Water can cause fuel injector nozzle and pump corrosion and growth of bacteria and fungi, that can cause plugging of fuel filters. Storage and vehicle tanks must be checked frequently for water, then drained or pumped out as necessary.

Q. What is the vapor pressure of gasoline?

A. Vapor pressure is a measure of gasoline volatility. Liquid gasoline is mixed with air and vaporized before entering the cylinders for combustion. The ability of gasoline to vaporize, or change from liquid to vapor, is an extremely important characteristic. Fuel requirements are modified for seasonal and geographical considerations. Gasolines designed for winter have a higher vapor pressure for easy starting in cold temperatures. Vapor pressure is reduced in warmer months to minimize the tendency to vapor lock.

Q. What is flash point?

A. Flash point is a term used when discussing heavier blends derived from distillation of crude oil, mainly diesel and kerosene. Flash point is the temperature (of the fuel) at which vapors formed above the surface of the liquid will ignite when exposed to an open flame under prescribed laboratory conditions. Flash point has a negligible effect on engine performance but strongly relates to fire hazard in the handling and storage of fuels. A low flash point may indicate contamination of the fuel with gasoline or other volatile substances.

Q. What is winterized diesel fuel?

A. Low-temperature operation with Grade 2-D fuel can sometimes be improved by cold flow improver additives and/or the addition of 10 to 50

percent No. 1-D fuel. This mixture is referred to as "Winterized Diesel Fuel." For extremely low temperatures, higher proportions of No. 1-D fuel are required.

CAUTION: Gasoline should never be used to dilute diesel fuel because of its increased flammability and explosive potential when mixed with diesel fuel.

Q. Why is sulfur found in fuels?

A. Sulfur is a naturally occurring compound in crude petroleum. Most of the sulfur is removed during the refining process. The remaining sulfur is converted to sulfur oxides during combustion and may form acids. Acids promote corrosion of engine parts and increase piston ring and cylinder wear. Sulfur oxides can also be dangerous when contained in kerosene that is burned in room heaters in an unventilated or poorly vented environment.

Q. What is meant by octane rating?

A. The fuel-air mixture in the cylinder of a spark-ignition engine will, under certain conditions, auto-ignite. This pre-firing may cause an audible "ping" or knock and may also cause your engine to continue running when shut down.

The octane rating of gasoline is a measure of its resistance to knock. Resistance to knock depends on gasoline octane rating, engine design and operation, as well as atmospheric conditions.

Gasoline with an antiknock rating higher than that required for knock-free operation does not improve performance. However, vehicles equipped with knock limiters may show a performance improvement as the antiknock rating of the gasoline is increased. Conversely, a decrease in antiknock rating may cause vehicle performance loss.

The loss of power and the damage to an automotive engine due to knocking are generally not significant until the knock intensity becomes very severe. Heavy and prolonged knocking may cause power loss and damage to the engine.

Q. Why do we have leaded and unleaded fuels?

A. For many years, lead has been the primary antiknock additive in gasoline. In addition to selecting the appropriate antiknock index to meet vehicles antiknock requirements, a choice must be made between leaded and unleaded gasoline.

Vehicles that must use unleaded gasoline are required by an Environmental Protection Agency regulation to have permanent labels on the instrument panel and adjacent to the gasoline tank filler inlet reading "Unleaded Fuel Only."

Most 1975 and later model passenger cars and light trucks are in this category. Most 1971-74 vehicles can use leaded or unleaded gasoline.

Pre-1971 vehicles were designed for leaded gasoline; however, unleaded gasoline of suitable antiknock index may generally be used in these vehicles, except that leaded gasoline should be used periodically (after a few tankfuls of unleaded gasoline have been used).

Leaded gasoline may be required in some vehicles, particularly trucks, in heavy duty service. Instructions on gasoline selection are normally provided in publications of vehicle manufacturers, owners' manuals, or service bulletins.

As leaded gasoline is becoming harder to find, consumers may choose to use a lead substitute additive to protect their heavy duty service trucks, farm tractors, or motor boats that require leaded fuel.

For more information contact:

Kansas State Board of
Agriculture - W & M
2016 S.W. 37th Street
Topeka, KS 66611-257
(913) 267-4641

QUESTIONS AND ANSWERS ABOUT KEROSENE FUELS.

Q. What is Kerosene?

A. Kerosene is a thin oil distilled from Petroleum, Coal, etc. Kerosene is used in lamps for illumination and in stoves for heating.

Q. What is the Difference Between Kerosene #1 (K1) and Kerosene #2 (K2)?

A. Kerosene #1 or (K1) has a lower sulfur content than Kerosene #2. K1 is used in unvented heaters or heaters without chimney ventilation. In an enclosed or poorly vented environment, the emissions that are given off during the burning of the fuel will not be harmful or dangerous to the consumer.
Kerosene #2 or (K2) has a higher sulfur content than K1. K2 is not suitable for use in unvented heaters requiring No. 1 Kerosene. K2 has a higher sulfur content and can be harmful if used in an unvented environment.

Q. What is Sulfur Content and can this be dangerous to the consumer?

A. Sulfur is a compound found in Diesel Fuel and Kerosene. Most of the sulfur is removed during the refining process. As the Kerosene burns, the remaining sulfur is converted to sulfur dioxide. Sulfur Dioxide is considered a heavy, colorless, suffocating gas.

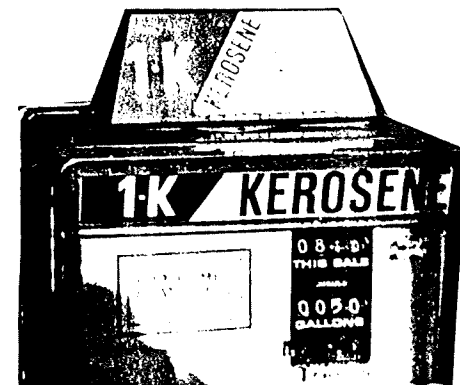
Q. If Kerosene is Contaminated with gasoline can this be harmful?

A. Yes, if 1 percent of gasoline is contaminated in Kerosene, it will lower the flash point by 44 degrees. The normal flash point of Kerosene is 130 degrees. Also, a Kerosene that is contaminated with gasoline would be a very volatile fuel and could explode within the heater. It would only take 2 1/2 tablespoons of gasoline to contaminate one (1) gallon of Kerosene. This could flash (ignite) at only 86 degrees F.

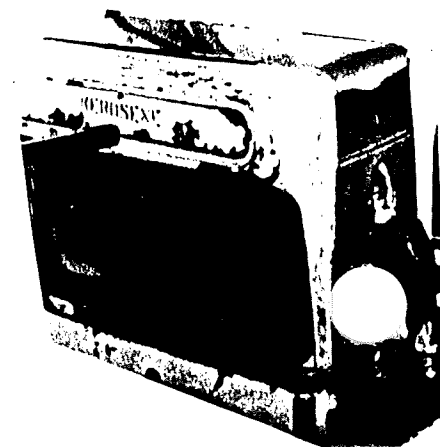
Q. How can a consumer tell if they are purchasing a K1 or K2 fuel?

A. The dispensing device should state Kerosene K1 or Kerosene K2. Kerosene #2 should also be posted conspicuously on the front of the dispensing device, the words "WARNING - Not suitable for use in unvented heaters requiring No. 1K".

PROPERLY LABELED DEVICE



IMPROPERLY LABELED DEVICE





DIVISION OF INSPECTIONS

901 S KANSAS AVE

TOPEKA KS 66612

DIVISION OF INSPECTIONS

The Division of Inspections is responsible for the following laws in the following areas:

MEAT AND POULTRY INSPECTION PROGRAM

- Kansas Meat & Poultry Inspection Act
- Kansas Bait & Switch Law

AGRICULTURAL COMMODITY ASSURANCE PROGRAM

- Egg Inspection Act (Shell Egg Surveillance Contract - USDA)
- Feed Inspection (includes Pet Food) (Feed Mill Inspections and Tissue Residue Investigation Contracts - FDA)

- Seed Inspection
- Soil Amendments
- Fertilizer Inspections
- Fertilizer Containment
- Anhydrous Ammonia Safety Program
- Livestock Remedies
- Liming Materials

DAIRY INSPECTION PROGRAM

- Grade A - Fluid Milk Program
- Manufacturing - cheese & dairy products
- Milk Processing Plants
- Counter Freezers (includes home made ice cream)
- Milk Haulers
- Milk Testers
- Single Service Container plants
- Homemade Ice Cream manufacturer

WEIGHTS AND MEASURES

- Petroleum Measurement Enforcement Scales
- Packaged Commodities
- Bulk Tank Meters
- Liquid Petroleum Gas Meters
- Headhouse Scales
- Metrology Laboratory

The Meat and Poultry Inspection Act (K.S.A. 65-6a37) requires an annual license, license fee and inspection of all slaughtering, processing or food manufacturing facilities which are amenable to the Act. Any product manufactured that contains 3% by weight of meat, poultry, or other meat products is amenable. This includes items such as pizzas, bierocks, beef jerky and other specialty products.

The Bait and Switch Law (K.S.A. 50-901) addresses deceptive sales of meat and poultry products and addresses deceptive advertising, product representation, price representation and establishes penalties for violations. There are no licenses nor fees in this area.

The Anhydrous Ammonia Safety Program (K.S.A. 2-1272) provides for the inspection and approval of NH₃ equipment and systems. Included are the requirements for markings, location, valves, piping, hose specifications, and general rules for safety, filling, transferring or unloading. Permanent storage container requires annual proof of inspection prior to filling.

Petroleum Measurement Enforcement Program (K.S.A. 55-422a) includes the inspection of fuel dispensing devices, testing for compliance with fuel quality standards and the payment of fees to the Director of Revenue at the rate of \$.01 per barrel. Mislabeling or adulteration of fuel is illegal.

Livestock Remedies (K.S.A. 47-501) includes all drugs, combinations of drugs and other preparations prepared for the treatment or prevention of any disease or ailment of any animals and sold over the counter. Any person selling livestock remedies shall first register, pay the appropriate fees and comply with regulations on labeling and standards for quality, strength and purity. An official representative sample of each brand may be analyzed for compliance with the regulations, standards and labeling requirements.

Scales (K.S.A. 83-201) shall be inspected annually for accuracy by a licensed scale company, an authorized city or county scale program employee or by the Kansas State Board of Agriculture. Commercially used scales shall be inspected annually and records of such inspection, testing or repair are forwarded to the Weights and Measures office. It is a violation to have devices that have not been tested within the calendar year or to have devices out of tolerance.

Packaged Commodities (K.S.A. 85-150) addresses the requirement for accurate measurement of weight, volume, count, length, or size of packaged commodities sold in Kansas. Measurement shall be accurate on all products sold, offered for sale or exposed for sale in Kansas.

Bulk Tank Meters (K.S.A. 401-410) is for the fuel delivery vehicles delivering diesel or gasoline in Kansas. Meters used in measuring fuel deliveries shall be tested annually by a licensed service company and results submitted to the Weights and Measures office within five calendar days.

Liquid Petroleum Gas (K.S.A. 83-143) deliveries are subject to the same requirements as the bulk fuel meters. The purchaser shall receive an accurate invoice showing the quantity sold, expressed in pounds, gallons or cubic feet. When vapor meters reading in approved units other than cubic feet are used, the invoice shall clearly indicate to the purchaser a factor to convert to cubic feet or gallons. Retail sales shall include a ticket indicating gallons of liquefied petroleum gas sold or delivered. Meters shall be inspected annually by a licensed service company and results shall be submitted to the Weights and Measures office within five calendar days.

Headhouse Scales (K.S.A. 83-301) involves the testing of the scales in the upper portion of grain elevators or head houses. These scales are also referred to as "hopper" and/or "electronic bulk weighing scales" due to their design. These scales, over which "official" weights are issued, are tested every six months. The device owner is responsible for the cost of testing.

For licensing or further information contact

Division of Inspections
901 S.W. Kansas
Topeka, KS 66612
(913) 296-3511

Director
Larry D. Woodson 296-3511

Dairy
Melvin L. Brose 296-3731

Meat and Poultry
Dr. Joe Beuerlein 296-3511

ACAP (Agricultural Commodities Assurance Program)
John Falk 296-3786

Weights and Measures
DeVern H. Phillips 267-4641

Metrology Laboratory 267-4641
2016 S.W. 37th St.
Topeka, KS 66614

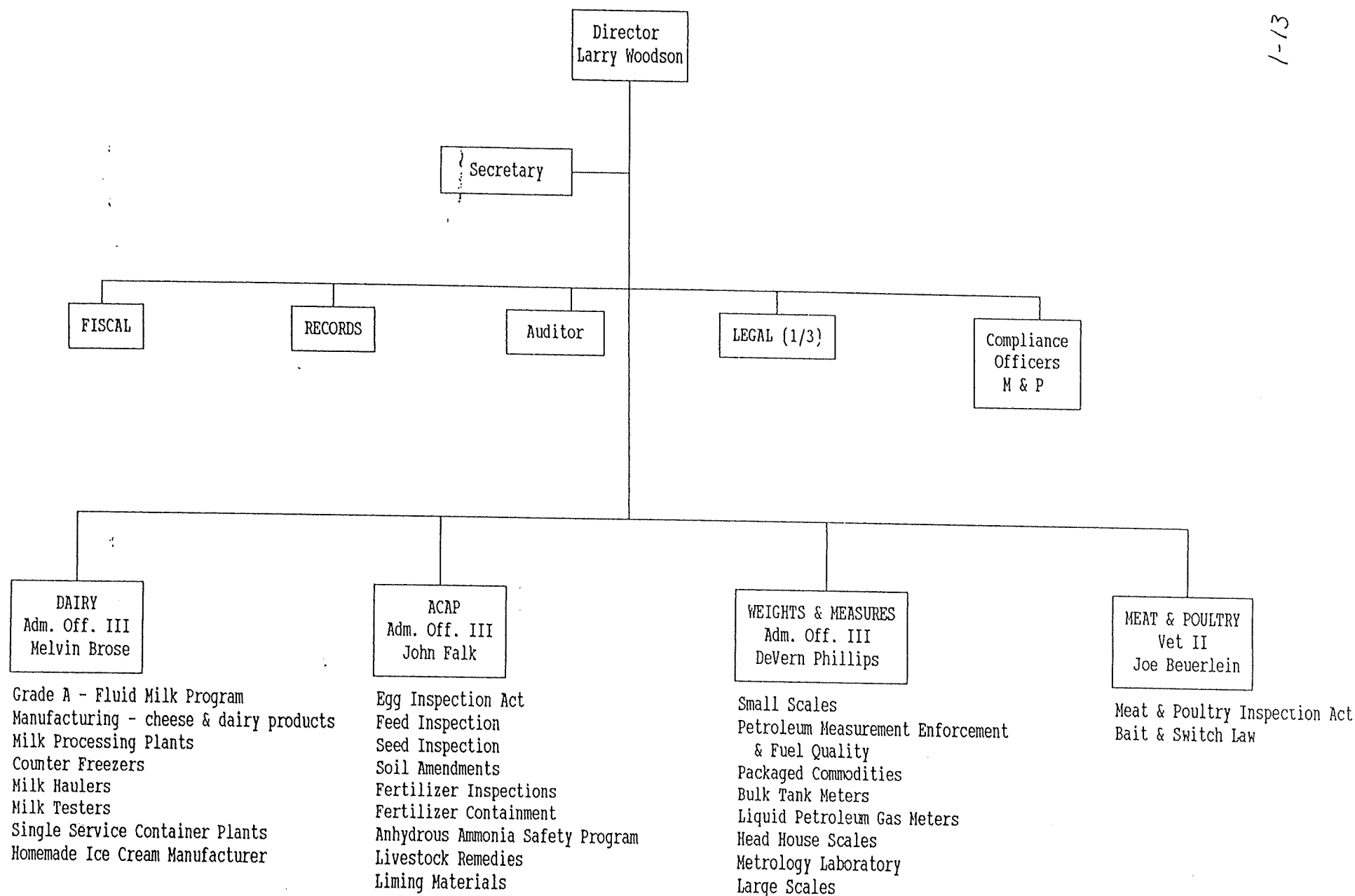
ACTIVITY	LAW	LICENSE/ REGISTRATION	FEES	COMMENTS
MEAT & POULTRY				
Registrations	KSA 65-6a 37			
Inspected facility slaughtering 300+		\$250 annual	N.A.	
Inspected processing facility		\$250 annual		
Inspected slaughter/processing facility		\$250 annual		
Federally Inspected facility		\$250 annual		
Custom Slaughter facility		\$200 annual	N.A.	
Custom Processing facility		\$200 annual		
Custom Slaughter/processing facility		\$200 annual		
Inspected facility slaughtering -300		\$150 annual		
Broker		\$50 annual		
Animal food manufacturer		\$50 annual		
Small/seasonal slaughter facility		\$50 annual		
State-owned facility (Regent institution)		\$50 annual		
Facility at public secondary school		\$50 annual		
Bait and Switch	KSA 50-901	N.A.	N.A.	
DAIRY				
Milk Hauler's License		\$25 annual		
Testers License		\$25 annual		
Grade A Milk			\$.01/100 lbs.	producers tax
Manufacturing grade			\$.01/100 lbs.	"
Distributor's License		\$120 annual		
Grade A Milk, milk products		\$.01/100 lbs.		
Frozen dairy dessert			\$1.00/1,000 gallons	
Manufacturer's License		\$120 annual		
Manufacturing milk			\$.0075/100 lbs.	
Frozen dairy dessert			\$1.00/1,000 gallons	
Single Service Manufacturer License		\$50 annual		
Home Made Ice Cream Manufacturer License		\$50 annual		
Counter Freezer License		\$50 annual		
Receiving & Transfer Station License		\$50 annual		

1-12

1-12

DIVISION OF INSPECTIONS

1-13

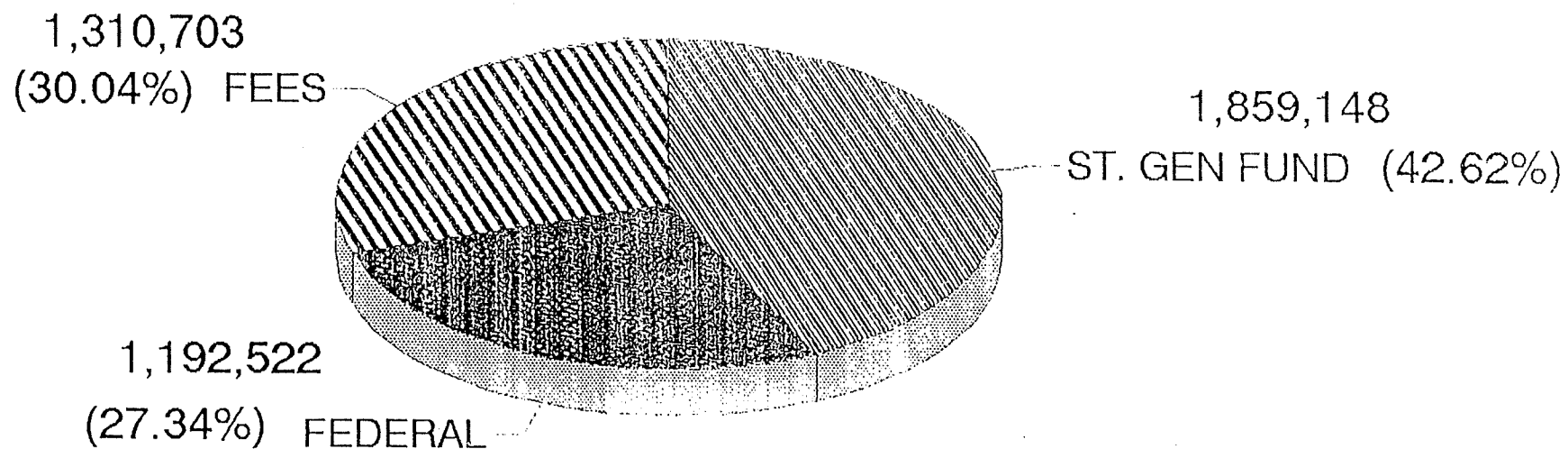


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74-1

DIVISION OF INSPECTIONS

BUDGETED FUNDING 1994



DIVISION OF INSPECTIONS

BUDGETED FY 1994

DIVISION BY OBJECT CODE

