



mainroads
WESTERN AUSTRALIA

Accredited Mass Management Scheme (AMMS) FAQ's

“What axle mass limits will be available to me under AMMS?”

Participants in AMMS are able to operate their vehicles under one of 3 levels.

	Tandem Axle Group	Tri Axle Group
Level 1	17.0t	21.5t
Level 2	17.0t	22.5t
Level 3	17.5t	23.5t

For more information see [AMMS Information Sheet](#) on the Heavy Vehicle Services website.

“How do I qualify for these levels?”

Any of the three levels are available to transport operators provided appropriate loading control methods are in place to ensure compliance with the allowable mass limits. The decision which level to apply for is determined by the mass requirements of the operator.

“How do I apply for participation in AMMS?”

Suitably accredited transport operators will need to complete the [AMMS Application Form](#) which must be signed and includes a declaration stating that you have appropriate loading control methods in place to ensure compliance with allowable mass limits.

“How does this new system differ from the existing CWMMS and CLBPS?”

AMMS consolidates the two previous schemes into one. The key difference is AMMS provides greater flexibility, as it does not prescribe the loading control method and is open to all products. Furthermore, AMMS utilises a network approach similar to the existing RAV Networks 2-10, which means it will be easier and more efficient to manage the approved road networks.

“How much will AMMS cost?”

AMMS will cost the same as previous CWMMS and CLBPS permits, i.e. \$4 per tonne per month.

“Where do I find what roads are approved for AMMS?”

The lists of approved Concessional Networks is published on the [AMMS Page](#) of the Heavy Vehicle Service website

“What if the road I need is not on the list of approved roads?”

Roads not controlled by Main Roads (such as Local Government Roads).

If the road is not already approved for the level of access you require, you will need to apply to have it assessed to be added to the relevant networks.

To apply to have a road assessed you will need to complete the <https://www.mainroads.wa.gov.au/globalassets/heavy-vehicles/rav-access/access-route-assessment-form-application-and-road-owner-support-to-add-or-amend.pdf> by submitting it to Main Roads WA at hvsrouteassessments@mainroads.wa.gov.au. Main Roads will liaise directly with the relevant road owner to ensure they have no objections to the access.

Roads owned by Main Roads WA.

If the road is owned by Main Roads WA simply apply directly by submitting the [Application and Road Owner Support to Add or Amend a Road to the RAV Network](#) to have it assessed for the

requested network and emailing it to hvsrouteassessments@mainroads.wa.gov.au

“What vehicle combinations are available to operate under AMMS?”

The approved combinations are published on the [AMMS Page](#) of the Heavy Vehicle Services website.

“Does the steer mass exemption still apply if I am operating under AMMS?”

Yes, steer axle exemptions can be applied in conjunction with AMMS.

“What loading and weighing systems can be used under the AMMS?”

AMMS does not prescribe the methods that must be used to control the loading of a vehicle. Operators can use any method, provided it can be demonstrated it can accurately control and record their loading within allowable mass limits.

“What procedures do I need to include in my loading control methods?”

There are no prescribed requirements for what an operator needs to include. However, when determining their loading control methods, operators must ensure documents and records are kept back to the time AMMS permits were first issued in accordance with the accreditation requirements.

“What will Main Roads WA accept as evidence that my loading control method is accurately controlling loads?”

There is no one particular way that evidence can be presented. However, whatever method the operator chooses it must be consistent, accurate and reliable and produce an auditable record in accordance with the accreditation requirements.

“Does my loading control method need to still demonstrate it can load to within the tolerances that AMMS previously required (i.e. Level 1 - 300kg, Level 2 – 200kg, Level 3 – 100kg)?”

No, your loading control method simply needs to be capable of controlling the vehicle's gross mass and load distribution across axle groups within the permitted mass limits of AMMS.

“Will my AMMS permit be for the transport of a particular product?”

No, any product can be transported under AMMS. It is **not** product-specific.

“Can I just use a weighbridge as my sole loading control method?”

Yes, but where a weighbridge is identified by an operator as their sole loading control method, the weighbridge must be able to determine and record the gross mass of the vehicle and load distribution over the axle groups.

“If I operated previously under CWMMS will the approved weighbridges I operated from be automatically approved under the AMMS Approved Weighbridge List on the Main Roads website?”

No, the weighbridge owner/operator must apply to Main Roads WA to have it approved under AMMS and added to the [AMMS Approved Weighbridge List](#) found on the Main Roads website.

“Does my own private weighbridge I use as the sole loading control method, need to be on the AMMS Approved Weighbridge List?”

No, but where their own weighbridge is identified by an operator as their sole loading control method, the weighbridge must be able to determine the gross mass of the vehicle and load distribution over the axle groups.

The operator will also need to provide the relevant calibration and/or certification documentation in their Mass Management System as per the requirements of the relevant criteria of the Mass Management Module Standards.

“If I operate under AMMS and the weighbridge is on the Approved Weighbridge List how do I identify that in my Mass Management System and am I responsible to make sure it is calibrated/certified?”

Transport operators using an approved AMMS weighbridge as their sole loading control method will only need to refer to the approved AMMS weighbridge in their Mass Management System when addressing the relevant criteria of the Mass Management Module Standards. The maintenance and operation of the weighbridge will remain the responsibility of the weighbridge operator.

“If I own and/or operate a weighbridge where various transport operators load from, what do I need to do to have it approved under AMMS?”

Where a company operates a weighbridge that is used by various transport operators as their sole loading control method, the weighbridge may be listed as an approved AMMS

weighbridge provided it meets the application requirements, these include:

- Providing MRWA current certificate of verification (i.e. calibration documentation) from the National Measurement Institute (NMI).
- Submitting a completed Weighbridge Application Form that must be signed, which includes a declaration stating the weighbridge can determine and record the vehicle's gross mass and load distribution across axle groups.

To apply the weighbridge owner/operator simply needs to submit a completed [Weighbridge Application Form](#) along with the required documentation (i.e. calibration/certification) to Main Roads WA for assessment.

“My weighbridge will no longer allow me to leave their premises unless my vehicle is split weighed and complies with all individual axle mass limits. Previously I did not need to weigh my individual axle masses. Why has this changed?”

It is important to note that although weighbridge operators are tightening up in their procedures, the requirements have not changed in relation to loading controls.

The CWMMS permit has always required a weighbridge docket to be carried that showed the gross mass of the vehicle. However, the permit stipulates the allowable mass limits are 17 tonnes on a tandem axle group and 21.5 tonnes on a tri axle group. It is, and has always been, a requirement to comply with these axle mass limits. It is an offence, and has always been an offence, to travel on the public road network in excess of these allowable axle mass limits.

Standard statutory mass limits are prescribed in the regulations as 16.5 tonnes for a tandem axle group and 20 tonnes for a tri axle group. It is, and has always been, a requirement to comply with these axle mass limits. It is an offence, and has always been an offence, to travel on the public road network in excess of these allowable axle mass limits.

If a company is supplying a product and are loading the vehicles, they are a responsible party in the transport chain and need to have appropriate systems in place to ensure they are not overloading vehicles. “Overloading vehicles” includes exceeding the allowable gross mass

limit and allowable axle masses limits, regardless of whether or not the vehicle is operating under a concessional loading permit. Operating under a concessional loading permit simply means Main Roads will allow higher mass limits in return for the operator having superior loading controls to ensure they will not exceed the generous mass allowances.

“Where do I find more information about AMMS?”

For more information regarding AMMS please refer to the AMMS Page on our website at <https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/get-a-permit-order-scheme/accredited-mass-management-scheme-amms/> or contact the HVS Helpdesk on 138 HVO (486).

“Where do I find more information about the accreditation requirements?”

For more information regarding the accreditation requirements please refer to the Accreditation Page on our website at <https://www.mainroads.wa.gov.au/heavy-vehicles/accreditation/> or contact the HVS Helpdesk on 138 HVO (486).