



## Factsheet

# Myths about the Accredited Mass Management Scheme (AMMS)

This fact sheet exposes some of the most common myths about AMMS and provides the correct information about the scheme and its record keeping requirements.

### 1. “I need to weigh my combination every time I load”.

An operator can load their combination using any proven loading control method, such as using a weighbridge, portable scales, on-board mass management, volumetric loading, or fixed position loading. This loading control method is detailed in the operator’s loading plan.

The loading control method does not need to include physically weighing the vehicle. It could simply include loading a product in a specific position on a trailer. However, the vehicle will initially need to be physically weighed to prove the gross mass and mass distribution across the axle groups is within the allowable limits. From then on, the particular product and specific positioning on the trailer will form the basis of the loading plan and the vehicle will simply need to be loaded in this manner on each occasion.

The operator is required to then verify their loading control method by physically weighing the vehicle every three months (at a minimum) to ensure the vehicle is continually being loaded within the allowable mass limits of the particular AMMS permit. **There are many ways this can be done but below is one example:**

**Step 1 - Establish a loading plan**, an operator may do this by conducting a number of onsite test weighs to determine if a specific method of loading a particular product results in the vehicle complying with the allowed mass distribution across individual axle groups and gross combination mass limits as per their AMMS

permit. This can be done by using a weigh bridge or portable scales.

**Step 2 – Recording a loading plan**, once the loading control method has been proven, it is recorded in the loading plan and the operator can commence operating under this loading plan. (Subject to being accredited under the Mass Management Module)

**Step 3 - Verification of the loading plan** must occur every 3 months, at a minimum, and this can be done by weighing the vehicle using a certified weigh bridge or portable scales.

**Step 4 – Keep Records** to show your auditor you have completed the verification process, including the identification of the weighing device that was used and the combination is loaded as per proven loading plan each time. If it is a weighing device other than a weighbridge approved under the AMMS Approved Weighbridge List, you will need to be able to demonstrate it has been certified or calibrated according to the manufacturer specifications.



**2. “I can only use a weighbridge that can determine both individual and group axle weights as my loading control method”**

If you have nominated an “AMMS Approved” weighbridge as your sole loading control method in your loading plan – then you must use that particular weighbridge. The site will be able to provide you with a weigh docket showing the individual axle group mass distribution and gross combination mass, or display the weights for you to manually record, which will provide you with adequate records for your audit.

Other weighbridges can still be used, even if they can only weigh the gross mass of each trailer unit. However, the operator will need to have other loading controls to ensure the weight of the load is being distributed correctly across the axle groups. This could be as simple as identifying where to place the particular type of load in the trailer to ensure it is distributed correctly and then weighing the gross mass of each trailer to verify the gross mass.

This loading method will initially need to be verified on a weighbridge that can weigh individual axle groups, or by using portable scales. The loading method will need to be verified again at least every three months.



**2. “Every time I load my vehicle, I need to keep a computer generated record”**

The operator does not need to retain a computer generated record showing individual axle group weights or the gross mass of the vehicle. However, a record needs to be kept to show the vehicle has been loaded in the manner specified in the loading plan. As long as the vehicle is being loaded as specified in the loading plan and the driver signs a record to this effect, this is meeting the record keeping requirements.

There are multiple methods that are appropriate to show that the vehicle has been loaded as per the loading plan.

**For example:**

*The transport operator has a loading control method that consists of loading a product in a specific position on the trailer and then weighing the gross mass of each trailer unit over a certified weighbridge. The driver could then:*

- *Keep a running sheet showing each load and simply sign beside each load to confirm it was loaded in accordance with the load plan; or*
- *Record the weight of each trailer unit on the running sheet and sign the running sheet to confirm each load was loaded in accordance with the load plan; or*
- *Keep a weighbridge docket showing the weight of each trailer unit and sign the weighbridge docket to confirm the vehicle was loaded in accordance with the load plan; or .*
- *Keep a basic illustration template to show where a particular product needs to be loaded on the vehicle and the driver signing it to acknowledge the load has been loaded in this manner.*

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**4. “As a supplier / consigner, I am required to weigh each axle group on an AMMS vehicle, to ensure I am not liable under the Chain of Responsibility (CoR)”**

As a supplier / consigner, if your weighbridge is registered as an “AMMS Approved” weighbridge, you need to have the ability to weigh each axle group on a vehicle and provide a printed record to the transport operator or display the readings to the driver.

If your weighbridge is not registered as an “AMMS Approved” weighbridge, or the transport operator has their own loading plan under AMMS that does not refer to an “AMMS Approved Weighbridge”, the supplier / consigner may load the vehicle in accordance with the transport operators loading plan.

If a transport operator has a valid AMMS permit, they are accredited under the WA Heavy Vehicle Accreditation Mass Management Module. This means they have declared to Main Roads that they have sufficient loading controls in place and they have verified the accuracy of these loading controls. An independent auditor then conducts audits to confirm the transport operator has a system in place to control their loading and audits the records that demonstrate the transport operator has completed the verification process and loads each vehicle in accordance with their loading plan.

A supplier / consigner would not be considered liable for an overloading offence if they have loaded a transport operator’s vehicle in accordance with that operator’s loading plan. However, in the event multiple overloads are detected coming out of a particular supplier’s / consigner’s site and the overloads are on vehicles owned by separate transport operators, Main Roads will investigate the supplier / consigner, as this may indicate they are not loading in accordance with the loading plans or there is an issue with the supplier’s / consigner’s loading equipment. Therefore, the supplier / consigner needs to take all reasonable steps to ensure the vehicle is being loaded in the manner specified by the transport operator in their loading plan and the loading equipment is adequately maintained and calibrated.

**Further Information**

For more information about AMMS please call Main Roads Heavy Vehicle Services Helpdesk on 138 486 or visit [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au).