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WA Performance Based Standards Scheme

Access Levels & Principles

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Refer to the Main Roads website for current version.

D16#438044
January 2023

Contents

Document Control.....	3
Amendments.....	3
References and Related Documents.....	4
Introduction.....	5
WA PBS Access Levels and Approved Networks.....	5
Approved Mass Limits.....	8
Relationship to Base RAV Networks.....	8
WA PBS Access Principles.....	8
Greenmount Hill PBS Access.....	9
Lesmurdie Hill PBS Access.....	9
Roelands Hill PBS Access.....	10
Contacts.....	10

Document Control

Owner	Director Heavy Vehicle Services
Custodian	Manager Heavy Vehicle Road Network Access
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Amendments

Revision Number	Revision Date	Description of Key Changes	Section/Page No.
1	14 June 2021	Added vehicle category table and approved networks. Reformatted document. Included mass table.	Page 4-7
2	1 September 2021	Added Greenmount Hill requirements	Page 8
3	15 June 2022	Added Lesmurdie Hill & Roelands Hill requirements	Page 9-10
4	2 September 2022	Updated Greenmount Hill requirements with condition 6 and removed transition date.	Page 9
5	9 November 2022	Amended Lesmurdie Hill requirements	Page 9
6	23 January 2023	Added PBS Level 1 to the Tandem Drive and Tri Axle Trailer Combinations table.	Page 5

References and Related Documents

The following documents are related to the WA Performance Based Standards (PBS) Scheme and should be read in conjunction with this Application & Approval Process. These documents are available on the Performance Based Standards (PBS) page on the Main Roads website.

Document Number	Description
D16#365314	WA PBS Scheme – Application and Approval Process
D16#365331	WA PBS Scheme – Standards and Vehicle Assessment Rules
D16#438044	WA PBS Scheme – Access Levels and Principles
D20#973455	WA PBS Scheme – Vehicle Access Agreement or In-principle Vehicle Design Approval Application
D20#857246	WA PBS Scheme – Assessment Results (Part A)
D20#857253	WA PBS Scheme – Vehicle Specifications (Part B)
D20#870678	WA PBS Scheme – Vehicle Certification Application
D20#774907	WA PBS Scheme – Vehicle Certification Rules
Form E82	Application for CEO Exemption (Department of Transport)
D20#676458	WA PBS Scheme – Permit Application
D20#836031	WA PBS Scheme – Manufacturer’s Declaration for Towing vehicle
D20#840137	WA PBS Scheme – Manufacturer’s Declaration for Trailer
D20#840795	WA PBS Scheme – Manufacturer’s Identical Vehicle Declaration
D20#843374	WA PBS Scheme – Trailer Manufacturer Checklist
D17#492695	WA PBS Scheme – Audit Framework

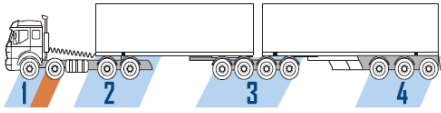
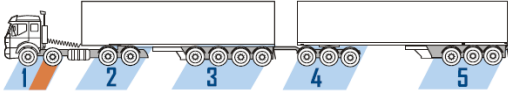
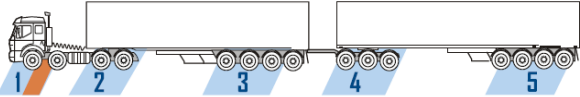
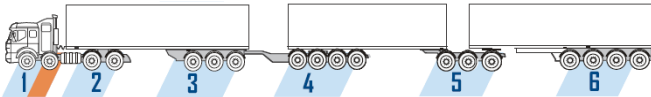
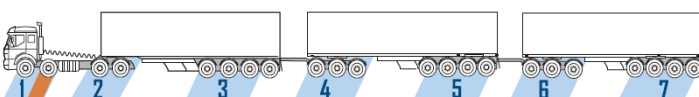
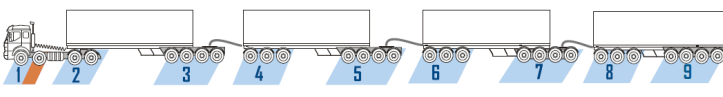
Introduction

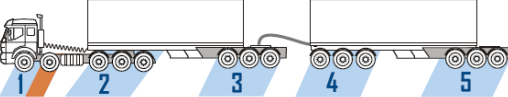
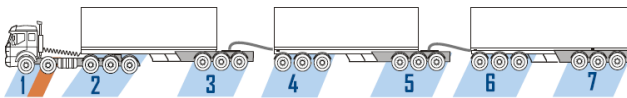
The WA PBS Scheme offers improved efficiency by allowing higher productivity vehicle combinations, which have been assessed against stringent safety standards, to operate on routes that would not generally be approved for prescriptive vehicles with the same mass and dimensions.

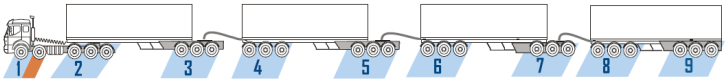
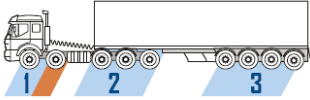
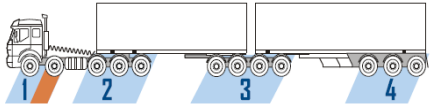
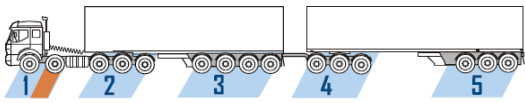
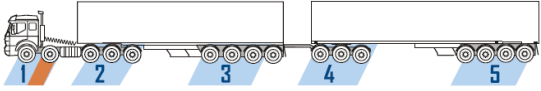
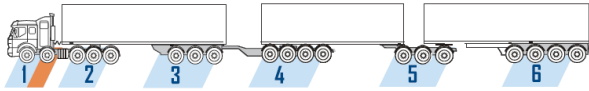
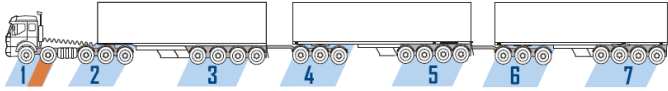
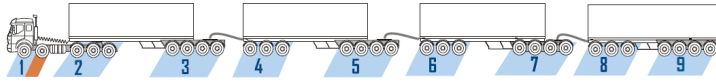
WA PBS Access Levels and Approved Networks

The following table shows the different PBS Networks that are available and an example of the vehicle that has been used to assess these approved networks. PBS vehicles with the same or a lesser axle configuration will be granted access to the corresponding approved network.

Tandem Drive and Tri Axle Trailer Combinations					
PBS Level	Vehicle Example	Max. Length	Max. Gross Mass	AMMS Level	Approved Network
Level 1		≤20.0 m	67.5t	Level 1	PBS 1B.1
			68.5t	Level 2	PBS 1B.2
			70.5t	Level 3	PBS 1B.3
Level 2		≤30.0 m	93.5t	Level 1	PBS 2B.1
			96.5t	Level 2	PBS 2B.2
			100.0t	Level 3	PBS 2B.3
Level 3		≤42.0 m	136.5t	Level 1	PBS 3B.1
			141.5t	Level 2	PBS 3B.2
			147.0t	Level 3	PBS 3B.3
Level 4		≤60.0 m	179.5t	Level 1	PBS 4B.1
			186.5t	Level 2	PBS 4B.2
			194.0t	Level 3	PBS 4B.3
Tandem Drive and Quad Axle Trailer Combinations					
PBS Level	Vehicle Example	Max. Length	Max. Gross Mass	AMMS Level	Approved Network
Level 1		≤20.0 m	53.0t	Level 1	PBS Q1.1
			56.0t	Level 2	PBS Q1.2
			58.0t	Level 3	PBS Q1.3

Level 2		≤27.5 m	74.5t	Level 1	PBS Q2.1
			78.5t	Level 2	PBS Q2.2
			81.5t	Level 3	PBS Q2.3
Level 2		≤30.0 m	96.0t	Level 1	PBS Q2B.1
			101.0t	Level 2	PBS Q2B.2
			105.0t	Level 3	PBS Q2B.3
Level 3		≤36.5 m	98.5t	Level 1	PBS Q3.1
			105.5t	Level 2	PBS Q3.2
			110.0t	Level 3	PBS Q3.3
Level 3		≤42.0 m	120.0t	Level 1	PBS Q3B.1
			128.0t	Level 2	PBS Q3B.2
			133.5t	Level 3	PBS Q3B.3
Level 4		≤53.5 m	144.0t	Level 1	PBS Q4.1
			155.0t	Level 2	PBS Q4.2
			162.0t	Level 3	PBS Q4.3
Level 4		≤60.0 m	189.5t	Level 1	PBS Q4B.1
			204.5t	Level 2	PBS Q4B.2
			214.0t	Level 3	PBS Q4B.3

Tri Drive and Tri Axle Trailer Combinations					
PBS Level	Vehicle Example	Max. Length	Max. Gross Mass	AMMS Level	Approved Network
Level 2		≤30.0 m	98.0t	Level 1	PBS TD2B.1
			102.0t	Level 2	PBS TD2B.2
			106.0t	Level 3	PBS TD2B.3
Level 3		≤42.0 m	141.0t	Level 1	PBS TD3B.1
			147.0t	Level 2	PBS TD3B.2
			153.0t	Level 3	PBS TD3B.3

Level 4		≤60.0 m	184.0t	Level 1	PBS TD4B.1
			192.0t	Level 2	PBS TD4B.2
			200.0t	Level 3	PBS TD4B.3
Tri Drive and Quad Axle Trailer Combinations					
PBS Level	Vehicle Example	Max. Length	Max. Gross Mass	AMMS Level	Approved Network
Level 1		≤20.0 m	57.5t	Level 1	PBS TDQ1.1
			61.5t	Level 2	PBS TDQ1.2
			64.0t	Level 3	PBS TDQ1.3
Level 2		≤27.5 m	79.0t	Level 1	PBS TDQ2.1
			84.0t	Level 2	PBS TDQ2.2
			87.5t	Level 3	PBS TDQ2.3
		≤30.0 m	100.5t	Level 1	PBS TDQ2B.1
			106.5t	Level 2	PBS TDQ2B.2
			111.0t	Level 3	PBS TDQ2B.3
Level 3		≤36.5 m	103.0t	Level 1	PBS TDQ3.1
			111.0t	Level 2	PBS TDQ3.2
			116.0t	Level 3	PBS TDQ3.3
		≤42.0 m	124.5t	Level 1	PBS TDQ3B.1
			133.5t	Level 2	PBS TDQ3B.2
			139.5t	Level 3	PBS TDQ3B.3
Level 4		≤53.5 m	148.5t	Level 1	PBS TDQ4.1
			160.5t	Level 2	PBS TDQ4.2
			168.0t	Level 3	PBS TDQ4.3
		≤60.0 m	194.0t	Level 1	PBS TDQ4B.1
			210.0t	Level 2	PBS TDQ4B.2
			220.0t	Level 3	PBS TDQ4B.3

Approved Mass Limits

The approved mass limits for axle groups are as follows:

AMMS Level	Tandem Axle Groups	Tri-Axle Groups	Quad-Axle Groups
1	17t	21.5t	24t
2	17t	22.5t	27t
3	17.5t	23.5t	28.5t

The approved steer axle mass limits are as follows:

Axle Group	Mass Limits
Single Steer Axle with tyres <375mm	6.5t
Single Steer Axle with tyres ≥375mm	7t
Twin Steer Axle Group with non-load sharing suspension	10t
Twin Steer Axle Group with load sharing suspension and tyres <375 mm	11t
Twin Steer Axle Group with load sharing suspension and tyres ≥375 mm	12t

Relationship to Base RAV Networks

The four (4) base PBS access levels correspond to the standard Restricted Access Vehicle (RAV) Networks, as follows:

- PBS Level 1 is equivalent to Tandem Drive Network 1
- PBS Level 2 is equivalent to Tandem Drive Networks 2 to 4, or Tri Drive Network 3
- PBS Level 3 is equivalent to Tandem Drive Networks 5 to 8, or Tri Drive Network 4
- PBS Level 4 is equivalent to Tandem Drive Network 9 & 10, or Tri Drive Network 5

WA PBS Access Principles

- 1) Vehicles that pass the PBS Scheme will be granted access to the corresponding RAV Networks, provided the vehicle passes all of the standards for the relevant base PBS access Level.
- 2) Concessional loaded PBS vehicles will be granted access to corresponding Concessional Networks if the vehicle passes all of the standards for the relevant base PBS access Level.
- 3) Principles 1 and 2 are subject to the PBS vehicle not having a greater number of axles than the standard vehicles approved for the relevant RAV Networks / Concessional Networks. If the PBS vehicle has a greater number of axles, individual route assessments must be conducted and the conditions outlined in the following principles apply.
- 4) Vehicles that pass the PBS Scheme, however only meet the standards for one of the secondary “B” levels, may be granted access to the appropriate PBS Network.
- 5) Where a road is not already approved on the appropriate PBS Network:
 - (a) The road should already be approved on the equivalent standard RAV Network before being assessed for a PBS Network;
 - (b) Additional assessments may need to be conducted, including assessment of gradients,

swept paths, stacking distances and bridges, to ensure the route can safely accommodate the PBS vehicle;

- (c) The proposed route must not be contestable with rail. If there is any concern with regard to rail contestability, Main Roads will consult with the Department of Transport for further assessment.
- 6) Where there is any question of the route suitability, the PBS Assessor may be required to conduct specific route assessments, as requested by Main Roads, at the cost of the applicant.
- 7) WA PBS Level 2B vehicles may exceed the length limits, provided the vehicle meets the required PBS standards for the access level. However, vehicles exceeding the length limit will be restricted to specific routes, i.e. they will not be granted access to PBS Networks.
- 8) The vehicle must be fitted with an Intelligent Access Program (IAP) device that is monitored by an IAP Service Provider who is certified by Transport Certification Australia (TCA) and has an executed IAP Service Provider / Transport Operator Agreement.

Greenmount Hill PBS Access

PBS Level 2B vehicles, operating up to AMMS Level 3 concessional mass limits may be approved to operate on the section of Great Eastern Highway between Northam and Midvale, subject to the following additional conditions:

- 1) The prime mover must be fitted with an engine that meets the emission standards specified in the Vehicle Standard (Australian Design Rule 80/3 – Emission Control for Heavy Vehicles) 2006 (equivalent to Euro 5 Standards).
- 2) The prime mover must be fitted with a driver fatigue and distraction monitoring system, with appropriate governance in place to ensure events are managed effectively.
- 3) The prime mover must be enrolled under the application of Hill Descent Monitoring (HDM) with a Transport Certification Australia (TCA) Certified Service Provider to ensure all vehicles stop in the mandatory stopping bay at the top of Greenmount Hill to check brakes, then descend in the appropriate low gear at a speed of no more than 40km/h.
- 4) The prime mover must be fitted with and utilise an auxiliary braking system when descending Greenmount Hill. Drivers must be familiar with the operation of the particular auxiliary braking system, with training records provided to HVS.
- 5) At least one forward-facing camera and one rear-facing camera must be mounted on the prime mover and must operate in accordance with the *Restricted Access Vehicle Video Recording Requirements*, available on the Specific Access Permits page on the Main Roads website. The rear-facing camera must be positioned on the driver's side of the prime mover.
- 6) RAVs must travel in the left-hand lane at all times, unless;
 - (a) avoiding an obstruction;
 - (b) obeying a traffic-control signal; or
 - (c) intending to turn off the carriageway, and in order to do so safely it is necessary to position the vehicle in another lane before starting the turn.

Lesmurdie Hill PBS Access

PBS Level 2B vehicles, operating in excess of AMMS Level 1 concessional mass limits may be approved to operate on the section of Welshpool Road East between Canning Road and Tonkin Highway, subject to the following additional conditions:

- 1) The vehicle combination must be fitted with disc brakes on all axles.
- 2) The prime mover must be fitted with an engine that meets the emission standards specified in the Vehicle Standard (Australian Design Rule 80/3 – Emission Control for Heavy Vehicles)

2006 (equivalent to Euro 5 Standards).

- 3) The prime mover must be enrolled under the application of Hill Descent Monitoring (HDM) with a Transport Certification Australia (TCA) Certified Service Provider to ensure all vehicles stop in the mandatory stopping bay at the top of Lesmurdie Hill to check brakes, then descend in the appropriate low gear at a speed of no more than 40km/h.
- 4) The prime mover must be fitted with and utilise an auxiliary braking system when descending Lesmurdie Hill. Drivers must be familiar with the operation of the particular auxiliary braking system, with training records provided to HVS.
- 5) At least one forward-facing camera and one rear-facing camera must be mounted on the prime mover and must operate in accordance with the *Restricted Access Vehicle Video Recording Requirements*, available on the Specific Access Permits page on the Main Roads website. The rear-facing camera must be positioned on the driver's side of the prime mover.

Roelands Hill PBS Access

PBS Level 3 vehicles, not exceeding 36.5 metres in length, operating up to AMMS Level 3 concessional mass limits may be approved to operate on the section of Coalfields Highway between the Rest Area at SLK 13.47km and South Western Highway intersection, subject to the following additional conditions:

- 1) The prime mover must be enrolled under the application of Hill Descent Monitoring (HDM) with a Transport Certification Australia (TCA) Certified Service Provider to ensure all vehicles stop in the mandatory stopping bay at the top of Roelands Hill to check brakes, then descend in the appropriate low gear at a speed of no more than 40km/h.
- 2) The prime mover must be fitted with and utilise an auxiliary braking system when descending Roelands Hill. Drivers must be familiar with the operation of the particular auxiliary braking system, with training records provided to HVS.
- 3) At least one forward-facing camera and one rear-facing camera must be mounted on the prime mover and must operate in accordance with the *Restricted Access Vehicle Video Recording Requirements*, available on the Specific Access Permits page on the Main Roads website. The rear-facing camera must be positioned on the driver's side of the prime mover.

Contacts

For further information about the WA PBS Scheme please visit the Performance Based Standards (PBS) page on the Main Roads Website or contact Main Roads Heavy Vehicle Access Improvement and Policy Section via:

Email: hvsnetworkaccess@mainroads.wa.gov.au

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Telephone: 138 486