Recognised Loading Control Method #3
Specific Position Loading

September 2017

The following is a recognised loading control method under the Accredited Mass Management Scheme.

The loading control method does not need to include physically weighing the vehicle each time it is loaded. It could simply be loading a particular product in a specific position on a trailer.

There is still the requirement to ensure the gross mass and mass distribution across axle groups is within allowable limits and this could be determined by conducting a number of initial test weighs.

To achieve this, you could load the product on to the trailer, noting the positioning of the load and then physically weigh the vehicle (including all axle groups) using a certified weighbridge or portable scales. Once you have proven that loading the product in the same way each time distributes the mass correctly, it must be included in your loading plan to ensure loading is undertaken in the same manner each time.

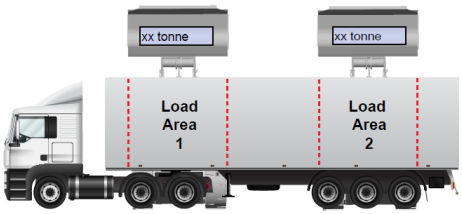
For a product with a known weight that is loaded in a fixed position, such as palletised freight or product in bulker bags, the process required to prove the weight distributionis quite simple.

The driver could simply be provided a schematic of the vehicle showing the exact locations of where the particular product must be loaded and the vehicle could be marked up to physically show these locations. The driver could then sign off on the schematic to show the vehicle was loaded accordingly and include this in their trip records.

However, for bulk commodities you will need to know how much product, by weight, you are loading and how the weight is being distributed each time you load. This could potentially be achieved by using a combination of technology on the loading device, such as scales on a front end loader to measure the weight of the product, and indicator markers on the vehicle to show the exact position where the product is to be loaded. You must also have documentary evidence to demonstrate the loading devices are appropriately calibrated in accordance with manufacturer's specifications, unless the vehicle is being loaded by a supplier who has provided a trade receipt from the loading device.

'Using a scale on a front end loader will only tell you how much product is being loaded; you still need to prove the mass is distributed correctly.'

Again, once the loading of the product has been proven by the test weigh process, it must be included in your loading plan. The driver could simply be provided a schematic of the vehicle showing the specific amount and position of product to be loaded. The driver could then sign the schematic to declare the vehicle was loaded according to the loading plan and include this in their trip records.



If the loading control method does not include physically weighing the vehicle (including axle groups) each time it is loaded, your loading plan must be verified at least every 3 months. To demonstrate this, you must have weigh documentation showing the vehicle has been weighed using a weighbridge or portable scales and that it complies with allowable mass limits.

If you use an AMMS Approved Weighbridge to verify your loading plan, you will just need to identify the particular AMMS Approved Weighbridge you are using. If it is not an AMMS Approved Weighbridge or you use portable scales, you will need to have the calibration or certification documentation for the weighing device as part of your records.