

## ASO Quick Guide

This quick guide is based off the Assessor Sign-Off (ASO) Work Procedure.

Refer to full Work Procedure for more information.

If the ASO limits are exceeded, a DA Modification is required.

If an as-built combination contains certification anomalies, an ASO must be provided as part of a VA application.

### Dimensional Anomalies

If a dimension is within the certification tolerance (the lesser of 1% or 20mm) this is not an anomaly and as such no ASO is required.

1. Maximum of six dimensional anomalies per combination (not per vehicle unit).
2. All dimensions can deviate by  $\pm 300\text{mm}$ ; except for:
  - FWO has no limit;
  - Deck height maximum deviation is  $+100\text{mm}$ .
3. **OAL**: the maximum deviation is  $+500\text{mm}$

### Component Anomalies

1. Maximum of **5 component anomalies per truck/prime mover** unit and **3 component anomalies per trailer/dolly** unit.
2. Tare Weight, Track Width, GCM, GVM and ATM Ratings are component anomalies.
3. **Transmission** - If Make and/or Model differs, but ratios are *exactly* the same and the FDR falls within the allowed range, this is not an anomaly.
4. **Engines** – If Make and/or Model differs, but the horsepower and torque requirements are met, this is not an anomaly.
5. **Truck/PM and Trailer/Dolly Make and Model** – Both Make and Model anomalies combined and are counted as one component anomaly.

### Changes to Vehicle Body Type

1. The new body type must be eligible to carry the same payload type and at the same payload heights.
2. An as-built combination can be changed to carry containers, provided payload type and payload heights remain the same. In this case, a PMP would be required.

### Anomalies Requiring DA Modification

1. Change to vehicle width exceeding 2.5m, unless it is a Safer Freight Vehicle (SFV) which can be up to 2.55m.
2. OAH exceeding the original approved height bracket 4.3m/4.6m
3. Increase to overall mass and axle group masses, including steer mass increase and adding the Mass Transfer Allowance for Euro VI vehicles.
4. Changes to payload heights; change to tanker body type and fill levels.
5. Addition/removal of steerable or lift axles or changes to the steer/lift axle position.
6. Tyre size and load rating – see IPAC-13 Implementation of the generic tyre approach.
7. Changes to dimensions that causes the dimension between adjacent axle groups to be less than 2.5m.
8. Vehicles with Vehicle Standards Exemptions – dimensions covered in IPA/VTA cannot be changed via ASO.
9. Special requirements apply to vehicles built under designs containing Section 8 or Section 9 Exemption.
10. Special requirements apply to vehicles fitted with split axle groups.
11. Changes that would require additional exemptions that are not covered under Section 28 of the *HV(Gen)NR*.

### Grandfathering Rules

When adding vehicles to an existing VA:

1. New Standalone Combinations:

If adding a new standalone combination (a completely new combination consisting solely of new vehicles, with no existing vehicles mixed in), anomalies related to the new standalone combination must be recorded on an ASO.

Previously approved anomalies for existing combinations on the VA can be grandfathered.

2. New Mixed Combinations:

If new vehicles are mixed with existing vehicles, this creates new combinations; anomalies must be recorded in accordance with this ASO procedure.

3. Previous Incorrectly Approved Anomalies:

Anomalies cannot be grandfathered if they were approved in error.

If such errors are discovered, the NHVR may require verification of the anomaly by an Assessor.

***As a best practice, it is strongly recommended to transition all previously approved anomalies to the latest ASO format. This approach ensures clarity and serves as a unified point of reference for all anomalies, streamlining their management and improving consistency in future approvals.***

### Inclusion of Additional Vehicles and ASO

Fully identical units (with the exact same specifications and dimensions as existing vehicles on the VA) may be added to the existing ASO, and the ASO does not need to be re-signed by the Assessor. An updated copy of the ASO must be dated and provided with the VA submission.