# Approval Report For Vans

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| Vehicle registration number: |   |
| Chassis number: |   |
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| Construction: | 1: | The constituent parts of the load compartment assembled by: |
| \_\_\_\_\_ |  |  |  |  |
|  |  | [ ]  |  | Bolts inserted from outside, the nut on the inside welded to the bolt |
|  |  |  |  |  |
| (TIR Convention, Annex 2, Article 2, Paragraph 1 (a)) |  | [ ]  |  | Rivets inserted from outside, secured on the inside |
|  |  |  |  |
|  | [ ]  |  | Welding |
| \_\_\_\_\_ |  |  |  |  |
|  |  | [ ]  |  | Sections made of fibre glass or plastic material - joined by welding |
| (TIR Convention, Annex 2, Article 2, Paragraph 1 (a)) |  |  |  |  |
|  | [ ]  |  | Compartment floor secured by other means, e.g. it is an integrated part of the body. |
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|  |  |  |  |  |
| Side doors: | 2: | Door closing system secure - individual doors: |
| \_\_\_\_\_ |  |  |  |  |
| (TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).\_\_\_\_\_ |  | [ ]  |  | Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts. |
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|  |  |  |  |  |
| Rear doors: | 3: | Door closing system secure: |
| \_\_\_\_\_ |  |  |  |  |
| (TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).\_\_\_\_\_ |  | [ ]  |  | Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts. |
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| IMPORTANTA vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door. | 4: | Hinges and hinge-pins secure: |
|  |  |  |  |
|  | [ ]  |  | Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding |
|  |  |  |  |
|  | [ ]  |  | Hinges mounted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted vertically through the door |
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| Openings: | 5: | Ventilation openings: |
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|  |  | [ ]  |  | Greatest dimensions does not exceed 40 cm. |
|  |  |  |  |  |
|  |  | [ ]  |  | Opening "double" protected by wire gauze or perforated metal screens - maximum dimensions of holes: 3 mm in both cases - and this protected by welded metal lattice work - maximum dimensions of holes: 10 mm. |
|  |  |  |  |  |
|  |  | [ ]  |  | Opening protected by a single perforated metal screen of sufficient strength - maximum dimensions of holes: 3 mm; thickness of the screen: at least 1 mm. |
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|  |  |  |  | The device or security system preventing access to the interior of the load compartment must be such that it cannot be removed and replaced from the outside without leaving obvious traces |
|  |  |  |  |  |
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|  | 6: | W indows: |
|  |  |  |  |  |
|  |  | [ ]  |  | Windows cannot be removed or replaced from the outside without leaving obvious traces. |
| (TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note2.2.1(c)-1 to 4). |  |  |  |  |
|  |  |  |  |
|  |  |  | Windows / glass is commonly mounted by the use of a rubber sealing profile and windows mounted in such a way can always be removed and replaced from the outside without leaving any traces. Such windows must be protected by a metal screen or metal grille! |
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|  |  |  |  |
|  |  | [ ]  |  | Glass is marked as safety glass. |
|  |  |  |  |  |
|  |  | [ ]  |  | Secured by perforated metal screen / metal grille - mesh of the grille does not exceed: 10 mm. |
|  |  |  |  |  |
|  | 7: | Openings for technical purposes: |
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|  |  |  |  | Openings made in the floor for technical purposes, such as lubrication and maintenance, shall be allowed only on the condition that they are fitted with a cover preventing access to the load compartment from the outside. For vehicles equipped with such openings inspect the cover carefully. |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  | [ ]  |  | Openings for technical pusposes protected with a cover preventing access to the load compartment from the outside - the cover cannot be removed or replaced from the outside. |
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| Sealing: |  | Required number of Customs seals and protection: |
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|  |  |  |  | The vehicle requires: seal(s) for Customs secure sealing. |
|  |  |  |  |  |
|  |  |  |  | CLEARLY INDICATE the number of seals required |
| (TIR Convention, Annex2, Article 2, Paragraph1 (b) - Explanatory note: 2.2.1 (b) (f)).\_\_\_\_\_ |  |  |  |  |
|  | IMPORTANT |
|  | In cases where more than ONE Customs seal is required for Customs secure sealing of the vehicle, the number of such seals must be indicated in the Certificate of Approval under point 5. |
|  | A sketch or photographs must be attached to the Certificate of Approval, showing the exact location of the Customs seals. |
| \_\_\_\_\_(TIR Convention, Article16 - and Annex 5).\_\_\_\_\_ |  |  |  |  |
|  | [ ]  |  | The Customs seal(s) is adequately protected. |
|  |  |  |  |
|  | [ ]  |  | The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention. |
| DECISION: |  |  |  |  |  |  |  |  |  |  |  |
|  | [ ]  |  | APPROVED |  |  |  | [ ]  |  | REJECTED |  |
|  |  |  | The vehicle fulfils the technical conditions as laid down in Annex 2 of the TIR Convention |  |  |  |  |  | The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Annex 2, Article 1: |  |  | The vehicle is not compliant re. the following issues: |
|  | (a) | No goods can be removed from or introduced into, the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the Customs seal; |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | (b) | Customs seals can be simply and effectively affixed |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | (c) | The vehicle contains no concealed space where goods may be hidden |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | (d) | All spaces capable of holding goods are readily accessible for Customs inspection |  |  |  |  |  |
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|  |  |  | Place and date:  |
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|  |  |  | Signed:  |
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