# Approval Report For Vehicles With Sideboards And Sliding Sheets

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| Vehicle registration number: |  |
| Chassis number: |  |
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| |  |  |  |  |  | | --- | --- | --- | --- | --- | | Side-boards:  \_\_\_\_\_  (TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b)) |  |  |  |  | | 2: Locking mechanisms secure: | | | | |  |  |  |  | |  |  |  | Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet. | |  |  |  |  | | 3: 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 side-board secured, i.e. bolts welded, no access to the bolts or secured by a bolt inserted vertically through the sideboard | |  |  |  |  | |  |  |  | Self-securing hinges - the side-board must be open and lowered in order for the hinge to slide off the hinge-pin | |  |  |  |  | | |
| |  |  |  |  |  | | --- | --- | --- | --- | --- | |  |  |  |  |  | | Rear doors:  \_\_\_\_\_  (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). | 4: Door closing system secure: | | | | |  |  |  |  | |  |  |  | Cam engaging devices, bearings and saddles for locking rods secure. | |  |  |  |  | |  |  |  | Manoeuvrering handle and locking rod securing point: RIVETED / WELDED | |  |  |  |  | |  |  |  | Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts. | |  |  |  |  | | 5: 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 | |  |  |  |  | |  |  |  | Self-securing hinges, e.g. hinges with "shoulders" | |  |  |  |  | | |

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| |  |  |  |  |  | | --- | --- | --- | --- | --- | |  |  | | | | | Sheet fastening: | 11: Roof profile - Upper cantrail - runner and bearing: | | | | |  |  |  |  |  | |  |  |  |  | Distance between the upper runners (bearings) do NOT exceed 60 cm.! | | TIR Convention (Handbook), Annex 2, Sketch no. 9.2. |  |  |  |  | |  |  |  | The upper cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners  (bearings)! | |  |  |  |  | |  |  |  |  | IMPORTANT:  It must not be possible to get access to the load compartment between the upper runners at the cantrail! It should not be possible to get a hand inside! If it is possible to get a hand inside the load compartment, ADDITIONAL upper runners must be installed! | |  |  |  |  |  | |  |  |  |  |  | |  |  | Metal rings (TIR rings): | | | |  |  |  |  |  | |  |  |  |  | The TIR rings fixed to the vehicle (i.e. fixed to the side-boards and the upper front) are mounted in such a way that they cannot be removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rivets, are only allowed if there is no access for removal or replacement when the sheet is fastened and secured! | | (TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes |  |  |  |  | |  |  |  | The spaces between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable over the uprights if the TIR rings are recessed in the side-board and the eyelets are oval and so small that they can just pass over the TIR rings). | |  |  |  |  |  | |  |  |  |  | All TIR rings are in good condition, intact and not tampered with, i.e. rings cut open. | |  |  |  |  |  | | |
| |  |  |  |  |  | | --- | --- | --- | --- | --- | |  |  |  |  |  | |  | 12: Fastening rope (TIR wire): | | | | | (TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes and sketches. |  |  |  |  | |  |  |  | Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed. | |  |  |  |  | |  |  |  | Rope of hemp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable plastic. | |  |  |  |  |  | | IMPORTANT  Nylon ropes - with or without plastic sheathing - are NOT permitted! |  |  |  | The rope is in one piece and remains visible for its entire length. (No part of the rope shall be covered or wrapped with additional material, i.e. adhesive tape). | |  |  |  |  | |  |  |  | The rope is equipped with an end-piece at each end. The fastener of each end-piece includes a hollow rivet passing through the rope - to allow the introduction of the strap or thread of the Customs seal. | |  |  |  |  | |  |  |  | The rope is not longer than necessary (e.g. NO loops between the TIR-rings is allowed). | |  |  |  |  |  | | |

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| |  |  |  |  |  | | --- | --- | --- | --- | --- | |  |  |  |  |  | | Sheet tensioning devices: |  | The 3 most common tensioning devices are: | | | |  |  | | | |  |  | Type A: "Worm-drive" - operated by rotating a handle | | | |  |  |  | | | |  |  | Type B: "Ratchet" or "Catch and Pawl" - operated by one or two handles - one or more horizontal movements | | | |  |  |  | | | |  |  | Type C: "Quick Release" - operated by one handle - single horizontal movement | | | |  |  |  | | | |  |  |  |  |  | |  | 13: | Type A: "W orm-drive" system: | | | |  |  |  |  |  | |  |  |  |  | Handle secured by a "triple-discs" system. It must not be possible to rotate the handle at all. | |  |  |  |  |  | |  |  |  |  | The LOWER PART of the vertical tensioning bar interlocks with the spindle of the "worm-drive" - two notches milled into the spindle and clinch nails. | |  |  |  |  |  | | IMPORTANT  Sheet tensioning devices MUST fulfil ANNEX 2, Article 1, 2, and 4 of the TIR Convention! |  |  |  | The UPPER PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post. | |  |  |  |  | | 14: | Type B: "Ratchet" or "Catch and Pawl" system: | | | |  |  |  |  | |  |  |  | Operating mechanism; handles, pawl, cam wheel and spindle, kept secure behind a hinged metal plate. Hinge system welded to the chassis and the plate secured by TIR rings and the TIR wire. | |  |  |  |  | |  |  |  | Bolts for mounting the operating mechanism welded to the solid part of the vehicle or secured by solid rivets. | |  |  |  |  |  | |  |  |  |  | The UPPER PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post. | |  |  |  |  |  | |  | 15: | Type C: "Quick Release" system: | | | |  |  |  |  |  | |  |  |  |  | Operating mechanism, the single handle, kept secure behind a hinged metal plate. Hinge system welded to the chassis and the plate secured by TIR rings and the TIR wire. | |  |  |  |  |  | |  |  |  |  | Bolts for mounting the operating mechanism, the single handle, welded to the solid part of the vehicle or secured by solid rivets. | |  |  |  |  |  | |  |  |  |  | The UPPER PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post. | |  |  |  |  |  | |  |  |  | | | |  |  | NOTE: The sheet tensioning system is without doubt the least secure part on a vehicle with sliding sheets. The system MUST be inspected and controlled in details by the Approval Authority. | | | |  |  |  | | | |  |  |  |  |  | | |

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