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#### ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions Affecting Transport

One-hundred-and-seventeenth session Geneva, 24-28 September 2007 Item 8 (c) (iii) of the provisional agenda

#### CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975)

#### Application of the Convention

Approval and control of TIR loading compartments

Transmitted by the European Union Customs Assistance Program in Serbia (CAFAO)\*\*

In the past, the Working Party was informed of serious problems with incorrect approval of TIR vehicles and activities with a view to rectifying the situation (ECE/TRANS/WP.30/226, paras. 47-49). In particular, the preparation and distribution to approval authorities of checklists (TIR approval reports) for various types of vehicles was considered. The Working Party may wish to take note of such checklists elaborated by the European Union Customs Assistance Program in Serbia (CAFAO), in cooperation with the Serbian Customs Administration. These checklists are reproduced to the present document as follows:

I. Approval report for sheeted vehicles (page 3-6);

GE.07-24677

<sup>\*</sup> Re-issued for technical reasons.

<sup>\*\*</sup> The UNECE Transport Division has submitted the present document after the official documentation deadline.

- II. Approval report for solid-siders (page 7-9);
- III. Approval report for vehicles with sideboards and sliding sheets (page 10-14);
- IV. Approval report for vehicles with strap hooks and sliding sheets (page 15-19);
- V. Approval report for tankers (page 20-22);
- VI. Approval report for vans (page 23-25);
- VII. Approval report for hydraulic ramps for loading and unloading (page 26).

Vehicle registration number:		nber:		
Chassis numbe	r:			
Construction:	1: <u>The c</u>		parts of the load compartment assembled by: ed from outside, the nut on the inside welded to the bolt	
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))		Rivets inser	ted from outside, secured on the inside	
		Welding		
(TIR Convention, Annex 2, Article 2,		Compartme	nt floor secured by self-tapping screws, nails or rivets - inserted from the inside	
Paragraph 1 (a) - sketches 1-4.)		Compartme	nt floor secured by other means, e.g. double-flooring	
Side-boards:	2: Locki	ing mechai	nisms secure:	
		Locking me	chanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.	
		Locking me	chanisms for side-boards secured by a folding TIR-ring integrated in the pillar.	
(TIR Convention, Annex 2, Article 2,	3: Hinge	es and hing	ge-pins secure:	
Paragraph 1 (a-b), Explanatory note 2.2.1 (b))		Bearings or	hinge-pins mounted on the chassis by welding or by bolts secured by welding	
			inted on the side-board secured, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the sideboard	
		Self-securir	g hinges - the side-board must to be open and lowered in order for the hinge to slide off the hinge-pin	
Rear doors:	4: <u>Door</u>	closing sy	stem secure:	
vehicle is equipped with rear doors)		Cam engag	ing devices, bearings and saddles for locking rods secure.	
(TIR Convention, Annex 2, Article 2,		Manoeuvre	ing handle and locking rod securing point: RIVETED / WELDED	
Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).			valing device (and the pivoting section) secured by welding or by a joining device requiring handling des of the constituent parts.	
	5: Hinge	es and hing	ge-pins secure:	
IMPORTANT A vehicle equipped with rear doors ALWAYS requires one or two Customs seals to secure the doors - in		Bearings or	hinge-pins mounted on the chassis by welding or by bolts secured by welding	
		-	inted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the door	
addition to the seal for the TIR-wire		Self-securir	g hinges, e.g. hinges with "shoulders"	

Vehicle registra	tior	num	er:				
Chassis numbe	r:						
Sheet:	6:	The	neet is made of (material): Strong canvas				
			Plastic-covered or rubberized cloth - sufficient in strength and unstretchable				
	7:	The	eet is made up of several pieces:				
		Ш	Pieces sewn together with two seams - ALL seams must be machine-sewn.				
			Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces ejoined without leaving obvious traces.	cannot be separated and			
	8:	Cond	on of the sheet:				
			The sheet is in good condition and made up in such a way that once the closing mpossible to gain access to the load compartment without leaving obvious trace				
			The sheet is repaired.				
(TIR Convention, Annex 2, Article 3,			Repairs made in accordance with methods described.				
Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).			Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable	material and intact.			
	9: <u>Suppo</u>		t and overlap.				
			The sheet is supported by an adequate superstructure (uprights, sides, arches,	slats etc.).			
			The sheet overlaps the solid parts of the vehicle by at least 25 cm.				
			The sheet is equipped with outside horizontal tension device(s). The device(s) conizontal slits!	onsidered to be secure - no			
	10	: <u>Ope</u> i	igs for loading and unloading.				
			The two edges has an adequate overlap and an additional flap - "triple layer sys	tem".			
			Rings and reinforcement for eyelets are made of metal.				
			Spaces between eyelets (and TIR rings) does not exceed 20 cm, and each indivatility ring.	ridual eyelet directly corresponds			

Vehicle registra	tion num	ber:			
Chassis numbe	r:				
Sheet fastening:	11: <u>Thongs:</u>				
		Thongs made of non-tensile material, at least 20 mm wide and 3 mm thick - cannot be welded or reconstituted without leaving obvious traces. Repair of thongs is NOT allowed and it shall remain visible for its entire length!			
(TIR Convention, Annex 2, Article 3, Paragraphs 6-11). Explanatory note 2.3.11 (a)-2.		UPPER par replaced fro	t: Thongs are "self-securing" or thongs secured INSIDE the sheet - rivets cannot be removed or on outside.		
		LOWER pa	rt: Thongs are fitted with an eyelet in order to be secured by the TIR wire.		
	12: <u>Meta</u>	l rings (TIR	<u>t rings):</u>		
(TIR Convention,		removed or	gs fixed to the vehicle (i.e. fixed to the side-boards) are mounted in such a way that they cannot be replaced without leaving obvious traces. Blind rivets, so-called POP-rivets, are only allowed if there is for removal or replacement when the sheet is fastened and secured!		
Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.		the uprights	between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable over if the TIR rings are recessed in the side-board and the eyelets are oval and so small that they can ver the TIR rings).		
		All TIR rings	s are in good condition, intact and not tampered with, i.e. rings cut open.		
	13: <u>Faste</u>	ening rope	(TIR wire):		
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See		Steel wire re	ope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.		
also explanatory notes and sketches.		Rope of her plastic.	mp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable		
IMPORTANT			in one piece and remains visible for its entire length. (No part of the rope shall be covered or wrapped nal material, i.e. adhesive tape).		
Nylon ropes - with or without plastic sheathing - are NOT permitted!			equipped with an end-piece at each end. The fastener of each end-piece includes a hollow rivet bugh 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).		
		Sheet faste	ned and secured by a different method - describe:		

Vehicle registration	n number:		
Chassis number:			
Sealing:	Required numb	er of Customs seals and prote	ection:
	The vehicle	e requires: seal(s) for Cus	toms secure sealing.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	In cases whe	IMI ere more than ONE Customs someone of such seals must be in	PORTANT  seal is required for Customs secure sealing of the endicated in the Certificate of Approval under point 5.  If to the Certificate of Approval, showing the exact the Customs seals.
	The Custon	ns seal(s) is adequately protected.	
(TIR Convention, Article 16 - and Annex 5).	The vehicle	e is affixed with a TIR plate as describ	ed in Article 16 and Annex 5 of the Convention.
DECISION:	The vehi	APPROVED icle fulfils the technical ions as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention
	(a) No goods introduce vehicle w tampering Customs		The vehicle is not compliant re. the following issues:
	effectively (c) The vehic	cle contains no concealed	
	(d) All space	nere goods may be hidden es capable of holding goods ar ocessible for Customs n	e
	Place and	d date:	
	Signed:		
	Signed:		

Vehicle registra	tion number	:
Chassis numbe	r:	
Construction:	_	ituent parts of the load compartment assembled by: inserted from outside, the nut on the inside welded to the bolt
(TIR Convention,	Rivet	ts inserted from outside, secured on the inside
Annex 2, Article 2, Paragraph 1 (a))	Weld	ling
	Secti	ions made of fibre glass or plastic material - joined by welding
(TIR Convention, Annex 2, Article 2,	Com	partment floor secured by self-tapping screws, nails or rivets - inserted from the inside
Paragraph 1 (a) - sketches 1-4.)	Com	partment floor secured by other means, e.g. insulated double-flooring
Side doors:	2: Door closi	ng system secure - individual doors:
	Cam	engaging devices, bearings and saddles for locking rods secure.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),	Mano	peuvrering handle and locking rod securing point: RIVETED / WELDED
Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).		oms sealing device (and the pivoting section) secured by welding or by a joining device requiring handling both sides of the constituent parts.
	3: Door closin	ng system secure - multiple doors (e.g. "concertina-system"):
	Uppe	er and lower rail system secure - welded or riveted to the chassis.
Rear doors:	4: Door closi	ng system secure:
	Cam	engaging devices, bearings and saddles for locking rods secure.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1	Mano	peuvrering handle and locking rod securing point: RIVETED / WELDED
(a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).	Custo	oms sealing device (and the pivoting section) secured by welding or by a joining device requiring handling both sides of the constituent parts.
	5: Hinges and	d hinge-pins secure:
IMPORTANT A vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door.	Beari	ings or hinge-pins mounted on the chassis by welding or by bolts secured by welding
		es mounted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted cally through the door
	Self-s	securing hinges, e.g. hinges with "shoulders"

Chassis number:  Openings:  Greatest dimensions does not exceed 40 cm.  Openings:  Greatest dimensions does not exceed 40 cm.							
Greatest dimensions does not exceed 40 cm.							
Opening "devikle" westested by wife severe severe severe severe							
Opening "double" protected by wire gauze or perforated metal screens - maximum dim both cases - and this protected by welded metal lattice work - maximum dimensions of							
Opening protected by a single perforated metal screen of sufficient strength - maximum mm; thickness of the screen: at least 1 mm.	n dimensions of holes: 3						
The device or security system preventing access to the interior of the load compartn cannot be removed and replaced from the outside without leaving obvi							
7: <u>Drainage apertures:</u>							
Dimension does not exceed 35 mm.							
Secured by a U-bend pipeline.							
Secured by perforated metal screen - maximum dimension of holes: 3 mm.							
(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note  Secured by a reliable "baffle" system - the system readily accesible for inspection insice paragraphs 1-4.	le the load compartment.						
2.2.1(c)-1and 2).  8: Openings for technical purposes:	8: Openings for technical purposes:						
Openings made in the floor for technical purposes, such as lubrication and maintenance the condition that they are fitted with a cover preventing access to the load compartment vehicles equipped with such openings inspect the cover careful cover cover careful cover ca	nent from the outside. For						
Openings for technical pusposes protected with a cover preventing access to the load outside - the cover cannot be removed or replaced from the outside.	compartment from the						
9: Cooling unit - Engine - Compressor - Controls and Air-circulation system:							
The engine, compressor and air-circulation system on refrigerated vehicles is normal cooling unit. The unit is mounted to the load compartment at the front top of the vehic also be mounted underneath the vehicle / load compartment. Preferable the unit st removal by metal plates mounted inside the load compartment.	cle. However the unit can nould be protected from						
The cooling unit is secured in such a way that it cannot be removed from the outside w traces.	ithout leaving obvious						
Controls for temperature setting and thermometer recorder secured - no access to the	load compartment.						

Vehicle registrati	on number:			
Chassis number:				
Sealing:	Required number of Customs seals and protection:			
	The vehicle	e requires: seal(s) for Custo	ms secure sealing.	
	CLEARLY	INDICATE the number of seals required		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	vehicle, the nu	nere more than ONE Customs se number of such seals <i>must</i> be inc	DRTANT  eal is required for Customs secure sealing of the dicated in the Certificate of Approval under point 5. to the Certificate of Approval, showing the exact	
	A Sketch of		e Customs seals.	
	The Custon	ms seal(s) is adequately protected.		
(TIR Convention, Article 16 - and Annex 5).	The vehicle	e is affixed with a TIR plate as described	l in Article 16 and Annex 5 of the Convention.	
DECISION:	The veh condit	APPROVED icle fulfils the technical tions as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention	
	(a) No good: introduce vehicle w	Annex 2, Article 1: s can be removed from or ed into, the sealed part of the without leaving obvious traces of g or without breaking the s seal;	The vehicle is not compliant re. the following issues:	
	(b) Customs effectively	s seals can be simply and ly affixed		
		cle contains no concealed nere goods may be hidden		
		es capable of holding goods are ccessible for Customs on		
	Place an	d date:		
	Signed:			
	Signed:			

Vehicle registra	tion nun	nber:				
Chassis numbe	r:					
Construction:	1: <u>The c</u>		onstituent 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 inser	ted from outside, secured on the inside			
		Welding				
(TIR Convention,		Compartme	ent floor secured by self-tapping screws, nails or rivets - inserted from the inside			
Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)		Compartme	ent floor secured by other means, e.g. double-flooring			
Side-boards:	2: Lock	ing mechar	nisms secure:			
		Locking me	chanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.			
(TIR Convention, Annex 2, Article 2,	3: Hinge	es and hing	ge-pins secure:			
Paragraph 1 (a-b), Explanatory note 2.2.1 (b))		Bearings or	hinge-pins mounted on the chassis by welding or by bolts secured by welding			
			unted on the side-board secured, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the sideboard			
		Self-securin	ng hinges - the side-board must be open and lowered in order for the hinge to slide off the hinge-pin			
Rear doors:	4: Door	closing sys	stem secure:			
		Cam engag	ing devices, bearings and saddles for locking rods secure.			
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),		Manoeuvrer	ring handle and locking rod securing point: RIVETED / WELDED			
Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).			ealing device (and the pivoting section) secured by welding or by a joining device requiring handling ides of the constituent parts.			
	5: Hinge	ges and hinge-pins secure:				
		Bearings or	hinge-pins mounted on the chassis by welding or by bolts secured by welding			
			unted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the door			
		Self-securin	ng hinges, e.g. hinges with "shoulders"			

Vehicle registration number:		ber:		
Chassis numbe	r:			
Sheet:	6: <u>The s</u>	Strong can	ras ered or rubberized cloth - sufficient in strength and unstretchable	
(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).	7: <u>The s</u>	Pieces sew	n together with two seams - ALL seams must be machine-sewn.  led together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and hout leaving obvious traces.	
	8: Conc	The sheet is	s in good condition and made up in such a way that once the closing device has been secured, it is to gain access to the load compartment without leaving obvious traces.	
	9: <u>Supp</u>		erlap: s supported by an adequate superstructure (uprights, sides, arches, slats etc.). everlaps the side-boards and the upper front of the vehicle by at least 25 cm.	
Roof:	10: "Opening roof" - (Sliding roof):  The rear upper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices  Locking mechanisms for the sliding roof system located INSIDE the load compartment - there must be no acc to the mechanisms from the outside.			

Vehicle registration number:						
Chassis numbe	r:					
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.						
		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!				
	Meta	rings (TIF				
(TIR Convention,		they cannot	gs fixed to the vehicle (i.e. fixed to the side-boards and the upper front) are mounted in such a way that to be removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rivets, are only nere is no access for removal or replacement when the sheet is fastened and secured!			
Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.		uprights if the	between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable over the he TIR rings are recessed in the side-board and the eyelets are oval and so small that they can just the TIR rings).			
		All TIR ring	s are in good condition, intact and not tampered with, i.e. rings cut open.			
	12: Faste	enina rope	(TIR wire):			
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See			ope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.			
also explanatory notes and sketches.		Rope of her	mp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable			
IMPORTANT		•	in one piece and remains visible for its entire length. (No part of the rope shall be covered or wrapped nal material, i.e. adhesive tape).			
Nylon ropes - with or without plastic sheathing - are NOT permitted!		•	equipped with an end-piece at each end. The fastener of each end-piece includes a hollow rivet ough 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).			

Vehicle registration number:		ber:					
Chassis numbe	Chassis number:						
Sheet tensioning devices:	Type horiz	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 mo horizontal movements  Type C: "Quick Release" - operated by one handle - single horizontal movement					
	13: <u>Type</u>	Handle sec	-drive" system:  ured by a "triple-discs" system. It must not be possible to rotate the handle at all.  R PART of the vertical tensioning bar interlocks with the spindle of the "worm-drive" - two notches the spindle and clinch nails.				
IMPORTANT Sheet tensioning devices MUST fulfil ANNEX 2, Article 1, 2, and 4 of the TIR Convention!	14: Type	The UPPER	R PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.				
		Operating n system wel	et" or "Catch and Pawl" system:  mechanism; handles, pawl, cam wheel and spindle, kept secure behind a hinged metal plate. Hinge ded to the chassis and the plate secured by TIR rings and the TIR wire.  pounting the operating mechanism welded to the solid part of the vehicle or secured by solid rivets.				
		The UPPER	R PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.				
15: <u>Typ</u>		Operating r	Release" system:  mechanism, the single handle, kept secure behind a hinged metal plate. Hinge system welded to the d the plate secured by TIR rings and the TIR wire.				
		Bolts for mo	ounting the operating mechanism, the single handle, welded to the solid part of the vehicle or secured ets.				
		The UPPER	R PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.				
			eet tensioning system is without doubt the least secure part on a vehicle with The system MUST be inspected and controlled in details by the Approval Authority.				

Vehicle registration	on number:				
Chassis number:					
Sealing:	Required number of Customs seals and protection:				
	The vehicle	e requires: seal(s) for Custo	oms secure sealing.		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	vehicle, the nu	ere more than ONE Customs sembler of such seals <i>must</i> be incorphotographs <i>must</i> be attached	DRTANT  eal is required for Customs secure sealing of the dicated in the Certificate of Approval under point 5. to the Certificate of Approval, showing the exact of Customs seals.		
	The Custor	ns seal(s) is adequately protected.	e Customs seats.		
(TIR Convention, Article 16 - and Annex 5).	The vehicle	e is affixed with a TIR plate as described	d in Article 16 and Annex 5 of the Convention.		
DECISION:	The vehi condit	APPROVED icle fulfils the technical ions as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention		
	(a) No goods introduce vehicle w tamperin Customs  (b) Customs effectivel  (c) The vehicle space where the spa	seals can be simply and y affixed cle contains no concealed here goods may be hidden as capable of holding goods are accessible for Customs n	The vehicle is not compliant re. the following issues:		
	Place and Signed:	d date:			
	Signed:				

Vehicle registra	tion numb	er:
Chassis numbe	r:	
Construction:		nstituent parts of the load compartment assembled by: olts inserted from outside, the nut on the inside welded to the bolt
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))	R	tivets inserted from outside, secured on the inside
		Velding
(TIR Convention, Annex 2, Article 2,	_ c	compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside
Paragraph 1 (a) - sketches 1-4.)	_ c	Compartment floor secured by other means, e.g. double-flooring
Rear doors:	_	osing system secure: cam engaging devices, bearings and saddles for locking rods secure.
(TIR Convention,		fanoeuvrering handle and locking rod securing point: RIVETED / WELDED
Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch	fro	customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling om both sides of the constituent parts.
no. 1-1a).	_	and hinge-pins secure: learings or hinge-pins mounted on the chassis by welding or by bolts secured by welding
		linges mounted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted ertically through the door
	Si	self-securing hinges, e.g. hinges with "shoulders"
Roof:	4: "Openin	ng roof" - (Sliding roof):
		he rear upper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices
		ocking mechanisms for the sliding roof system located INSIDE the load compartment - there must be no acces the mechanisms from the outside.

Vehicle registration					
Chassis					
Sheet:	5: The sheet is made of (material):  Strong canvas				
			Plastic-cov	ered or rubberized cloth - sufficient in strength and unstretchable	
	6:	The:	sheet is ma	de up of several pieces:	
			Pieces sew	n together with two seams - ALL seams must be machine-sewn.	
(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).				ded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and thout leaving obvious traces.	
explanatory notes).	7:	Cond	dition of the	sheet:	
			The sheet i	is in good condition and made up in such a way that once the closing device has been secured, it is to gain access to the load compartment without leaving obvious traces.	
			The sheet i	is repaired.	
			Repairs ma	ade in accordance with methods described.	
			Eyelets at t	the edge of the sheet are reinforced. Reinforcement made of suitable material and intact.	
	8:	Supp	oort and ove	erlap:	
			The sheet i	is supported by an adequate superstructure (uprights, sides, arches, slats etc.).	
(TIR Convention,			The sheet	overlaps the upper front of the vehicle by at least 25 cm.	
Annex 2, Article 4, Paragraph 1 and 2. See also Sketch No. 9).			The sheet of	overlaps the solid parts at the bottom of the vehicle by at least 50 mm.	
	9:	Tens	ioning Strap	os and Hooks:	
			Distance be	etween Tensioning straps do not exceed 60 cm.	
			Tensioning	straps and hooks are made of suitable material and mounted in a way so they cannot be removed.	

Vehicle regis	tration			
Chassis				
Sheet fastening:	10: <u>Roof</u>		per cantrail - runner and bearing: etween the upper runners (bearings) do NOT exceed 60 cm.!	
TIR Convention (Handbook), Annex 2 Sketch no. 9.2.			cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners	-
		runners at	IMPORTANT: t not be possible to get access to the load compartment between the upper at the cantrail! It should not be possible to get a hand inside! If it is possible to hand inside the load compartment, ADDITIONAL upper runners must be installed!	
(TIR Convention,	<u>Metal</u>	a way that t	rings):  Ings fixed to the vehicle (i.e.fixed to the upper front and the bottom of the vehicle) are mounted in su they cannot be removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rive owed if there is no access for removal or replacement when the sheet is fastened and secured!	
Annex 2, Article 3, Paragraphs 6-10). Set also explanatory notes		the uprights	s between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable ove s if the TIR rings are recessed in the side-board and the eyelets are oval and so small that they car ver the TIR rings).	
		All TIR rings	s are made of metal and in good condition, intact and not tampered with, i.e. rings cut open.	-
	11: Faste	ening rope (1	TIR wire):	
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See			rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.	_
also explanatory notes and sketches.		Rope of hen plastic.	mp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable	e -
IMPORTANT			in one piece and remains visible for its entire length. (No part of the rope shall be covered or ith additional material, i.e. adhesive tape).	
Nylon ropes - with or without plastic sheathing - are NO permitted!			equipped with an end-piece at each end. The fastener of each end-piece includes a hollow ough 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).	_

Vehicle registration			
Chassis			
Sheet tensioning devices:	Type horiz	B: "Ratch ontal mov	The 3 most common tensioning devices are: m-drive" - operated by rotating a handle het" or "Catch and Pawl" - operated by one or two handles - one or more vements k Release" - operated by one handle - single horizontal movement
	12: <u>Type</u>	Handle sec	drive" system:  cured by a "triple-discs" system t must not be possible to rotate the handle at all.  ER PART of the vertical tensioning bar interlocks with the spindle of the "worm-drive" - two notches
IMPORTANT Sheet tensioning devices MUST fulfil ANNEX 2, Article 1, 2, and 4 of the TIR Convention!		milled into t	the spindle and clinch nails.  R PART of the vertical tensioning bar interlocks with the spindle of the worm-drive - two notches the spindle and clinch nails.
	13: <u>Type</u>	Operating r	mechanism; handles, pawl, cam wheel and spindle, kept secure behind a hinged metal plate. Hinge ided to the chassis and the plate secured by TIR rings and the TIR wire.
			R PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.
	14: <u>Type</u>	Operating r	Release" system:  mechanism, the single handle, kept secure behind a hinged metal plate. Hinge system welded to d the plate secured by TIR rings and the TIR wire.
		by solid rive	ounting the operating mechanism, the single handle, welded to the solid part of the vehicle or secured ets.  R PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.
			et tensioning system is without doubt the least secure part on a vehicle with The system MUST be inspected and controlled in details by the Approval Authority.

Vehicle registration number:			
Chassis number:			
<u>Sealing:</u>	Required numb	per of Customs seals and protect	ion:
	The vehicle	e requires: seal(s) for Custon	ms secure sealing.
	CLEARLY	INDICATE the number of seals required	
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).		ere more than ONE Customs se	ORTANT  al is required for Customs secure sealing of the icated in the Certificate of Approval under point 5.
	A sketch or		o the Certificate of Approval, showing the exact e Customs seals.
	The Custon	ms seal(s) is adequately protected.	
(TIR Convention, Article 16 - and Annex 5).	The vehicle	e is affixed with a TIR plate as described	in Article 16 and Annex 5 of the Convention.
DECISION:	The veh condit	APPROVED  icle fulfils the technical tions as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention
	(a) No good introduce vehicle w tamperin Customs  (b) Customs effectivel  (c) The vehi space will	s seals can be simply and ly affixed icle contains no concealed here goods may be hidden es capable of holding goods are ccessible for Customs	The vehicle is not compliant re. the following issues:
	Place an	nd date:	
	Signed:		
	Signed:		

Vehicle registration number:					
Chassis numbe	r:				
Construction:	The load compartment (tank section) mounted in such a way that it cannot be removed from the chassis without leaving obvious traces:				
		Tank section	on mounted by bolts and the nut welded to the bolt		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - Explanatory notes		Solid rivets	- heavy duty		
2.2.1 (a - d))		Welding			
Man hole covers:	2: <u>Man h</u>	nole cover	s secure:		
		Bearings ar	nd saddles for locking system secure. RIVETED / WELDED		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),			operational system for tensioning of the cross-bar or locking system secure: / WELDED		
Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).		Hinges and	hinge pin secure: RIVETED / WELDED		
		Customs se	ealing device secured by welding or by solid rivets - "pop-rivets" or "blind rivets" are NOT allowed:		
EXPOSED	3: <u>Expos</u>	sed pipelin	es and flanges secure:		
pipelines:		Pipeline sec	cure - all parts (fittings) assembled by welded.		
(TIR Convention, Annex 2, Article 2,		Bolts for mo	ounting and assembly of pipeline and flanges secure. RIVETED / WELDED		
Paragraph 1 (a-b), Explanatory note 2.2.1 (a-d)).		End covers	and stopcocks secure.		
<u>Control</u>	4: Contro	ol compar	tment secure:		
<u>compartment:</u>		Structure a	nd components of sufficient strength - sides, floor and roof		
(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).		Control con traces.	npartment mounted to the vehicle in such way that it cannot be removed without leaving obvious		
		Hinges and	hinge pins for the door (or cover) secure - "pop-rivets" or "blind rivets" are NOT allowed.		
, ,		Customs se constituent	ealing device secured by welding or by a joining device requiring handling from both sides of the parts.		

Vehicle registration number:		nber:			
Chassis numbe	er:				
Discharge pipe and stopcocks	5: <u>Disch</u>	arge pipe - end covers and stopcocks secure:  Pipeline secure - all parts (fittings) assembled by welding.			
		End covers  ALL closing	and stopcocks secure.    systems are fitted with a Customs sealing device. The device must be such that it cannot be eplaced without leaving obvious traces.		
	Veh mus	Vehicles co	omprising a large number of such closures as valves, stopcocks, manhole covers, flanges and the like signed so as to keep the number of Customs seals to a minimum. To this end, neighbouring closures terconnected by a common device requiring only one Customs seal, or must be provided with a cover meeting the same purpose		
			nade for technical purposes, such as systems for measurement of temperature and pressure, shall be only on the condition that they are fitted in such way that there is no access to the load compartment from the outside. For vehicles equipped with such openings inspect the system carefully.		

Vehicle registration	on number:		
Chassis number:			
Sealing:	Required number	er of Customs seals and protec	ction:
	The vehicle		oms secure sealing.
	CLEARLY IN	NDICATE the number of seals require	d
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	vehicle, the nur	ere more than ONE Customs s mber of such seals <i>must</i> be in	eal is required for Customs secure sealing of the dicated in the Certificate of Approval under point 5.
	A sketch or p		to the Certificate of Approval, showing the exact ne Customs seals.
	The Custom	s seal(s) is adequately protected.	
(TIR Convention, Article 16 - and Annex 5).	The vehicle	is affixed with a TIR plate as describe	d in Article 16 and Annex 5 of the Convention.
DECISION:	The vehic condition	PPROVED  cle fulfils the technical ons as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention
	(a) No goods introduced vehicle with	nnex 2, Article 1: can be removed from or d into, the sealed part of the thout leaving obvious traces of or without breaking the seal;	The vehicle is not compliant re. the following issues:
	(b) Customs seffectively	seals can be simply and affixed	
		le contain no concealed space ods may be hidden	
		s capable of holding goods are cessible for Customs	
	Place and	date:	
	Signed:		
	Signed:		

Vehicle registration number:					
Chassis numbe	Chassis number:				
Construction:	1: <u>The c</u>	The constituent parts of the load compartment assembled by:  Bolts inserted from outside, the nut on the inside welded to the bolt			
(TIR Convention,		Rivets insert	ed from outside, secured on the inside		
Annex 2, Article 2, Paragraph 1 (a))		Welding			
		Sections ma	de of fibre glass or plastic material - joined by welding		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))		Compartmer	nt floor secured by other means, e.g. it is an integrated part of the body.		
Side doors:	2: <u>Door</u>	closing sys	tem secure - individual doors:		
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).		Customs sea constituent p	aling device secured by welding or by a joining device requiring handling from both sides of the parts.		
Rear doors:	3: <u>Door</u>	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 seconstituent p	aling device secured by welding or by a joining device requiring handling from both sides of the parts.		
	4: Hinge	es and hing	e-pins secure:		
IMPORTANT A vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door.		Hinges mou	hinge-pins mounted on the chassis by welding or by bolts secured by welding  nited on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted bugh the door		

Vehicle registra	ition nun	nber:			
Chassis number:					
Openings:	5: Ventilation openings:  Greatest dimensions does not exceed 40 cm.				
			louble" protected by wire gauze or perforated metal screens - maximum dimensions of holes: 3 mm in - and this protected by welded metal lattice work - maximum dimensions of holes: 10 mm.		
			rotected by a single perforated metal screen of sufficient strength - maximum dimensions of holes: 3 ess of the screen: at least 1 mm.		
		The devi	ice 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		
(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note 2.2.1(c)-1 to 4).	6: Windows:  Windows cannot be removed or replaced from the outside without leaving obvious traces.				
			s / glass is commonly mounted by the use of a rubber sealing profile and windows mounted in such a salways be removed and replaced from the outside without leaving any traces. Such windows must be protected by a metal screen or metal grille!		
		Glass is ma	arked as safety glass.		
		Secured by	perforated metal screen / metal grille - mesh of the grille does not exceed: 10 mm.		
	7: <u>Oper</u>	nings for te	echnical purposes:		
			made in the floor for technical purposes, such as lubrication and maintenance, shall be allowed only on tion 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.		
			or technical pusposes protected with a cover preventing access to the load compartment from the le cover cannot be removed or replaced from the outside.		

Vehicle registrati	on number:		
Chassis number:			
Sealing:	Required numb	per of Customs seals and protec	tion:
	The vehicle	e requires: seal(s) for Custo	oms secure sealing.
	CLEARLY	INDICATE the number of seals required	d
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	vehicle, the nu	nere more than ONE Customs so cumber of such seals <i>must</i> be inco- photographs <i>must</i> be attached	ORTANT  eal is required for Customs secure sealing of the dicated in the Certificate of Approval under point 5.  to the Certificate of Approval, showing the exact the Customs seals.
	The Custon	ms seal(s) is adequately protected.	
(TIR Convention, Article 16 - and Annex 5).	The vehicle	e is affixed with a TIR plate as described	d in Article 16 and Annex 5 of the Convention.
<u>DECISION:</u>	The veh condit	APPROVED icle fulfils the technical tions as laid down in of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention
	(a) No good introduce vehicle v	Annex 2, Article 1: s can be removed from or ed into, the sealed part of the vithout leaving obvious traces of g or without breaking the s seal;	The vehicle is not compliant re. the following issues:
	(b) Customs effective	s seals can be simply and ly affixed	
		cle contains no concealed nere goods may be hidden	
		es capable of holding goods are ccessible for Customs on	
	Place an	d date:	- · · -
	Signed:		
	Signed:		

Vehicle registration number:			
Chassis numbe	r:		
Construction:	1: <u>The c</u>	onstituent	parts secure - ramp, top-hinged plate and moveable parts secure:
		The entire of	opening for on- or offloading is covered by the hydraulic ramp.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b))			g for on- or offloading is partially covered by the ramp (the lower part) and partially covered by a top- d plate (the upper part).
		Structure ar	nd components of sufficient strength - ramp, top-hinged plate and moveable parts.
Closure:		amp and that artment:	he upper plate provide efficient closure - leaving no access to the load
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b) -		When seale	ed by Customs, the ramp cannot be manoeuvered (lowered).
Explanatory notes 2.2.1 (b)).		The ramp o	verlaps the top-hinged plate effectively.
Hinges:	3: <u>Hinge</u>	s connect	ing the hydraulic system and the ramp secure:
		The ramp c Hinges sec	annot be disconneted from the hydraulic system (moveable parts) without leaving obvious traces.  RIVETED / WELDED
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).	4: <u>Hinge</u>		ipper plate: hinge-pins mounted on the chassis by welding or by bolts secured by welding
		Hinge pins	secured by welding.
Customs sealing	5: Custo	ms sealin	g device secure:
<u>device:</u>		Customs se constituent	ealing device secured by welding or by a joining device requiring handling from both sides of the parts.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).		The Custon	ns seal is adequately protected.