# Approval Report For Vehicles With Sideboards And Sliding Sheets

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| Vehicle registration number: |   |
| Chassis number: |   |
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| Construction:\_\_\_\_\_(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))\_\_\_\_\_(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.) |  1: The constituent parts of the load compartment assembled by: |
|  |  |  |  |
|  | [ ]  |  | Bolts inserted from outside, the nut on the inside welded to the bolt |
|  |  |  |  |
|  | [ ]  |  | Rivets inserted from outside, secured on the inside |
|  |  |  |  |
|  | [ ]  |  | Welding |
|  |  |  |  |
|  | [ ]  |  | Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside |
|  |  |  |  |
|  | [ ]  |  | Compartment floor secured by other means, e.g. double-flooring |
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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 |
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| 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 |
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|  | [ ]  |  | Self-securing hinges, e.g. hinges with "shoulders" |
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| Sheet:\_\_\_\_\_ |  6: The sheet is made of (material): |
|  |  |  |  |
|  | [ ]  |  | Strong canvas |
|  |  |  |  |
|  | [ ]  |  | Plastic-covered or rubberized cloth - sufficient in strength and unstretchable |
|  |  |  |  |
|  |  |  |  |
|  7: The sheet is made up of several pieces: |
|  |  |  |  |
|  | [ ]  |  | Pieces sewn together with two seams - ALL seams must be machine-sewn. |
|  |  |  |  |
|  | [ ]  |  | Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces. |
|  |  |  |  |  |
| (TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes). |  |  |  |  |
|  8: Condition of the sheet: |
|  |  |  |  |
|  | [ ]  |  | The sheet is in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load compartment without leaving obvious traces. |
|  |  |  |  |
|  | [ ]  |  | The sheet is repaired. |
|  |  |  |  |
|  | [ ]  |  | Repairs made in accordance with methods described. |
|  |  |  |  |
|  | [ ]  |  | Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact. |
|  |  |  |  |
|  |  |  |  |
|  9: Support and overlap: |
|  |  |  |  |
|  | [ ]  |  | The sheet is supported by an adequate superstructure (uprights, sides, arches, slats etc.). |
|  |  |  |  |
|  | [ ]  |  | The sheet overlaps 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 acces to the mechanisms from the outside. |
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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. |
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|  |  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. |
|  |  |  |  |  |
| IMPORTANTNylon 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: |
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|  |  | 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. |
|  |  |  |  |  |
| IMPORTANTSheet 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. |
|  |  |  |  |  |
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|  |  | 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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| Sealing: |  | Required number of Customs seals and protection: |
| \_\_\_\_\_ |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  | 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)). |  |  |  |  |
|  | IMPORTANTIn 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).DECISION: |  | [ ]  |  | 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. |
|  |  |  |  |  |  |  |  |  |  |  |
|  | [ ]  |  | 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 |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |
|  |  |  | Place and date:  |
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