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Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975):

Application of the Convention – Vehicles with sliding sheets

Vehicles with sliding sheets

Submitted by the International Association of the Body and Trailer Building Industry

I. Introduction

1. The text reproduced below was submitted by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) in order to add to the TIR handbook a further design of a vehicle with sliding sheets, updating the TIR handbook with important technical progress.
2. The modifications to the current text of the TIR handbook are marked **in bold and strikethrough**.

II. Amendment proposals

3. In Annex 2, Article 4, paragraph 1., amend to read:
Where applicable, the provisions of Articles 1, 2 and 3 of these Regulations shall apply to vehicles with sliding sheets. In addition, these vehicles shall conform to the provisions **of either paragraph 2 or paragraph 3** of this Article.
4. In annex 2, Article 4, add a paragraph 3 to read:
"3. The sliding sheets and sliding roof shall fulfil either the requirements in Article 3, paragraphs 6,8,9 and 11 of these Regulations or the requirements set out in (i) to (vii) below

(i) The sliding sheets and sliding roof shall be assembled in such a way that they cannot be opened or closed without leaving obvious traces;

(ii) The sliding sheet shall overlap the solid parts of the vehicle roof, unless the system of construction of the vehicle in itself prevents all access to the load compartment already, by at least 1/4 of the actual distance between the centres of the sliding sheet roller system. The sheet shall overlap the solid parts at the bottom of the vehicle by at least 50 mm. The horizontal opening between the sheet and the solid parts of the load compartment may not exceed 10 mm measured perpendicular to the longitudinal axis of the vehicle at any place when the load compartment is secured and sealed for Customs purposes;

(iii) The sliding roof curtain shall overlap the solid part of the roof at the side of the vehicle, so that the roof curtain cannot be pulled over the top edge of the upper cantrail. In the hemline of the roof curtain a pre-stressed steel rope (minimum z_k 1770 N/mm², 6x19+SE) shall be inserted in such a way that it cannot be removed and re-inserted without leaving obvious traces. The roof curtain shall be secured to the sliding carriage in such a way that it can not be removed and re-secured without leaving obvious traces. The system is described in sketch No. 10.3 appended to these Regulations;

(iv) The sliding sheet guidance and other movable parts shall be assembled in such a way that when closed, and Customs sealed, doors and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding sheet guidance and other movable parts shall be assembled in such a way that it is impossible to gain access to the load compartment without leaving obvious traces. The system is described in sketch No. 9 and No. 10 appended to these Regulations;

(v) The sliding sheet shall be secured to the solid parts of the vehicle by metal rings to the vehicle and eyelets let into the edge of the sheet, unless the system of construction of the vehicle in itself prevents all access to the load compartment already. The horizontal distance between the rings, if used for Customs purposes, on the solid parts of the vehicle shall not exceed 200 mm. The space may, however, be greater but shall not exceed 300 mm between the rings on either side of the upright if the construction of the vehicle and the sheets is such as preventing all access to the load compartment. In any case, the conditions laid down in (ii) above shall be complied with;

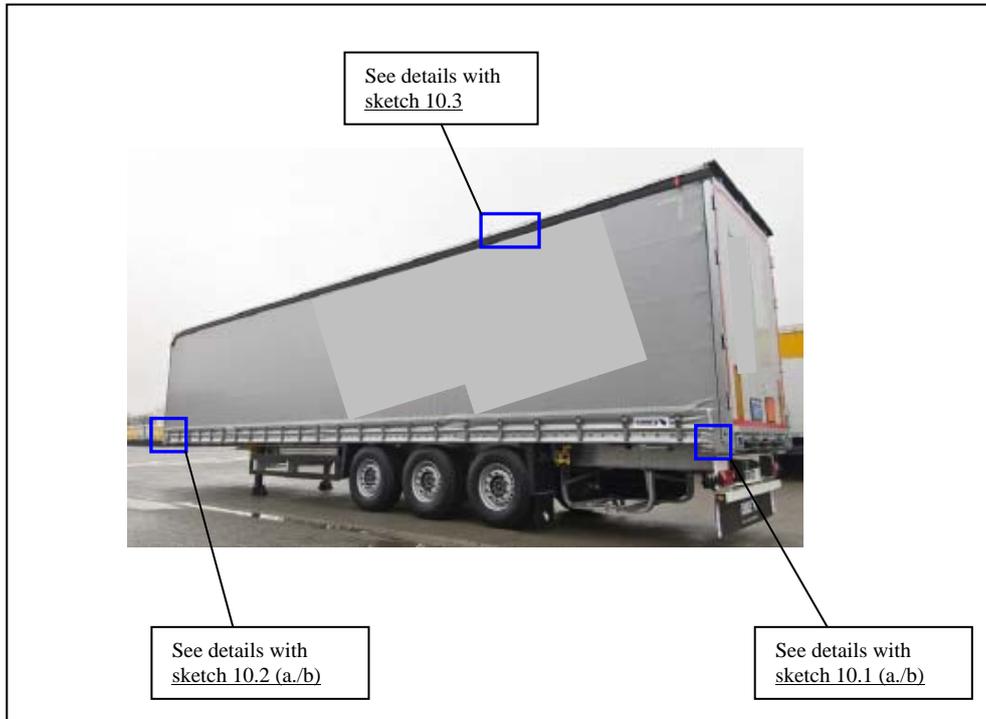
(vi) The distance between the centres of the roller systems shall not exceed 600 mm;

(vii) The fastenings used to secure the sheets to the solid parts of the vehicle shall fulfil the requirements in Article 3, paragraph 9 of these Regulations."

After Sketch No. 9, add the following sketches:

Sketch No. 10

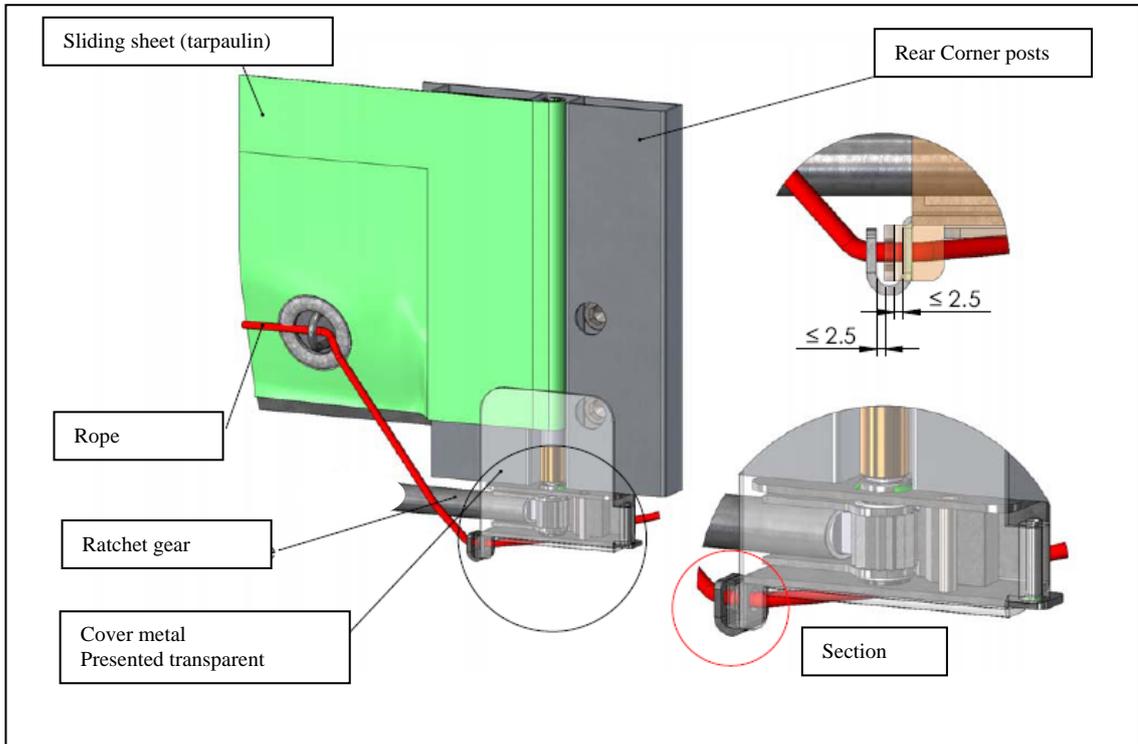
This sketch shows an example of a vehicle and of important points described within Annex 2, Article 4, paragraph 3.



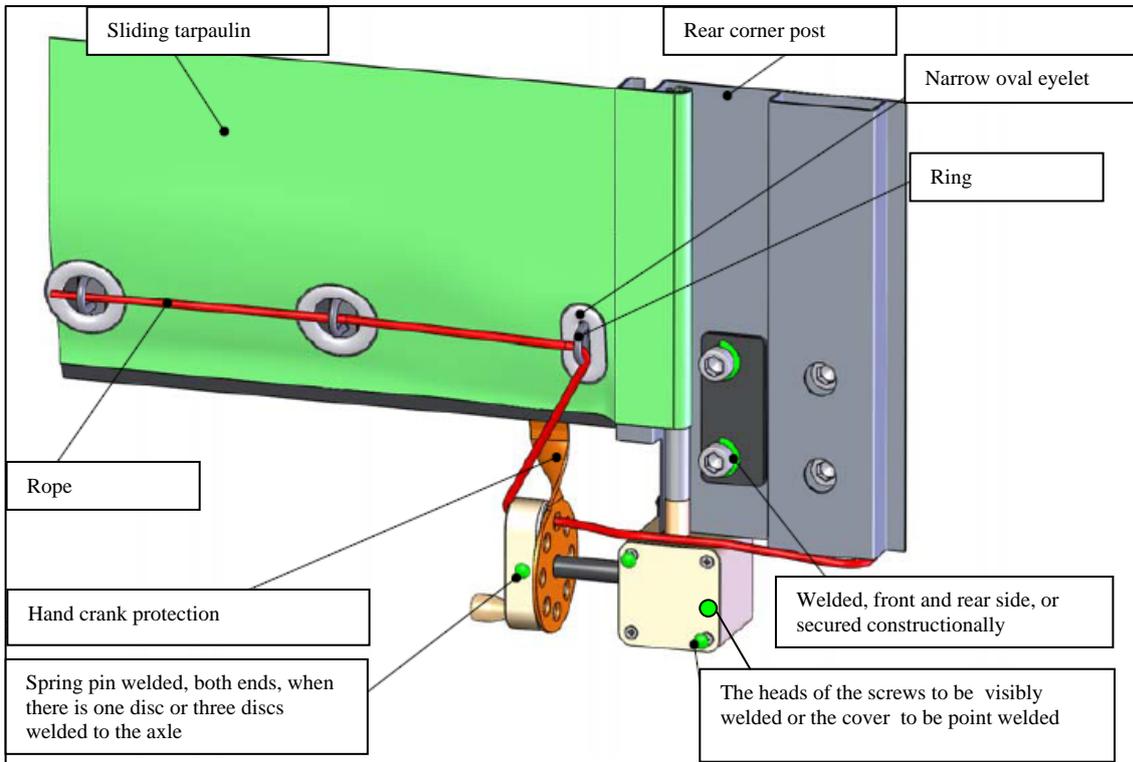
Sketch No. 10.1

To tighten the tarpaulin in the horizontal direction, a ratchet gear is used (normally on the rear end of the vehicle). This sketch shows two examples (a) and (b) how the ratchet or gearbox may be secured.

(a) Ratchet securing



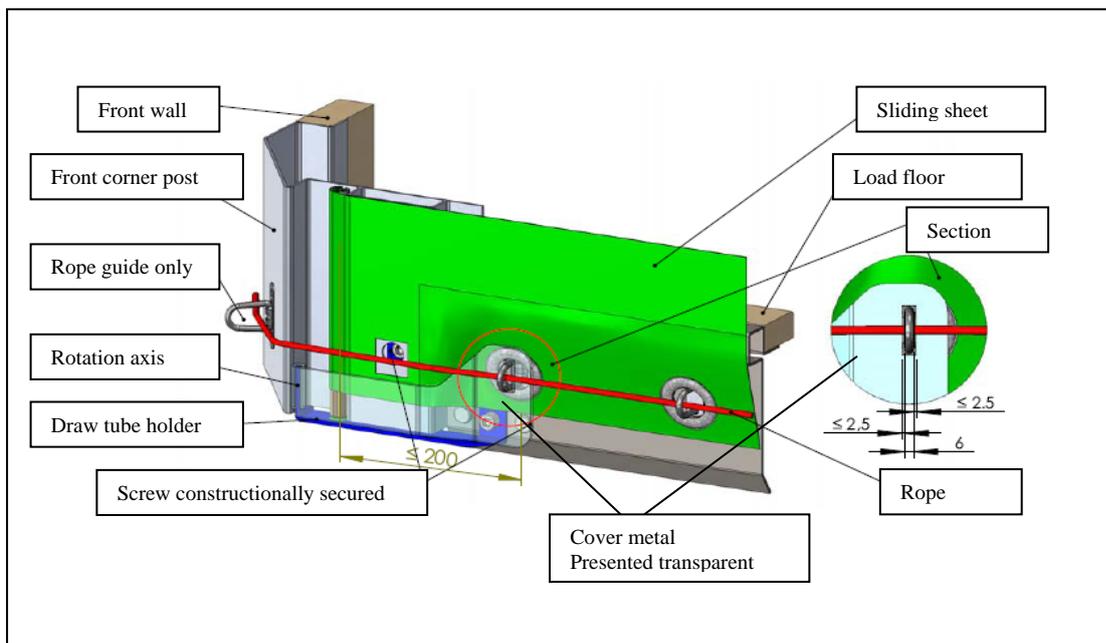
(b) Gearbox securing



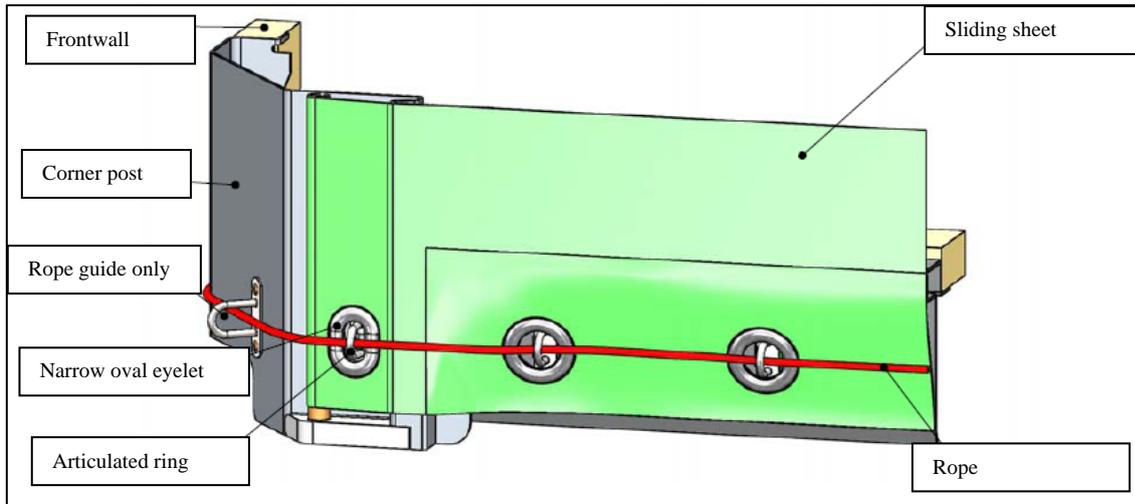
Sketch No. 10.2

To fix the tarpaulin on the other side (normally to the front of the vehicles) the following systems (a) or (b) may be used.

(a) Cover metal

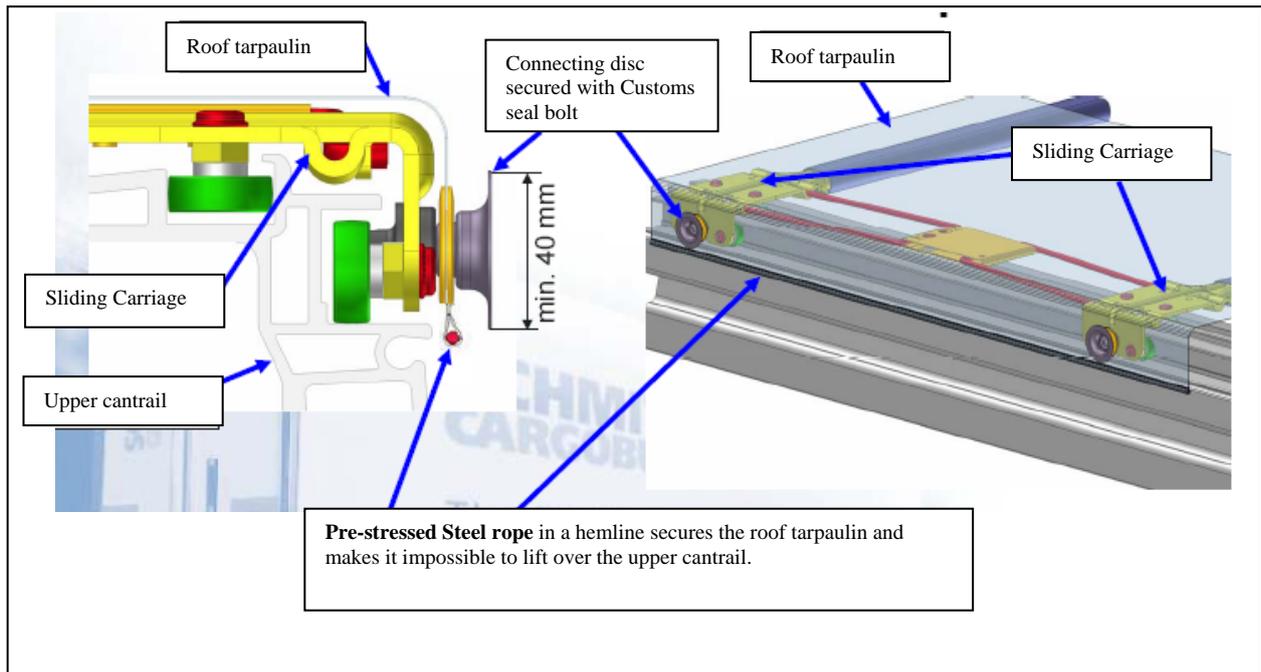


(b) Narrow oval eyelet, anti-lifting system for the tensioning tube



Sketch 10.3

The Customs security of the sliding roof is guaranteed if a pre-stressed steel rope, embedded in a hemline, is fixed. This steel rope is fixed to the front and rear of the vehicle. The tractive force as well as the connecting disc on each sliding carriage, makes it impossible to lift up the hemline with the steel rope above the upper cantrail.



III. Justification

5. Since vehicles with sliding sheets have been added to the TIR handbook, important technical progress has been made and now vehicles with sliding sheets and a sliding roof have been developed to be totally Customs secure. The changes in Article 4 described and the sketches above show the details of such a vehicle in a way that Customs officers can easily recognize those vehicles that can be customs sealed for TIR transport.