

With the check during the last meeting the well known expert tested the roof:



Result: Report of the Working Party on Customs Questions affecting Transport on its 133rd session

5. Vehicles with sliding sheets

Documentation: ECE/TRANS/WP.30/2012/6/Rev.2

35. The Working Party welcomed a live demonstration of a semi-trailer with sliding sheets and a sliding roof arranged by CLCCR at the United Nations premises in Geneva. **WP.30 found its construction to be generally Customs secure** and agreed that this new design of vehicles with sliding sheets could be incorporated in Annexes 2 and 7 of the Convention, subject to several rectifications. ...

Opening between sliding roof and upper cantrail:

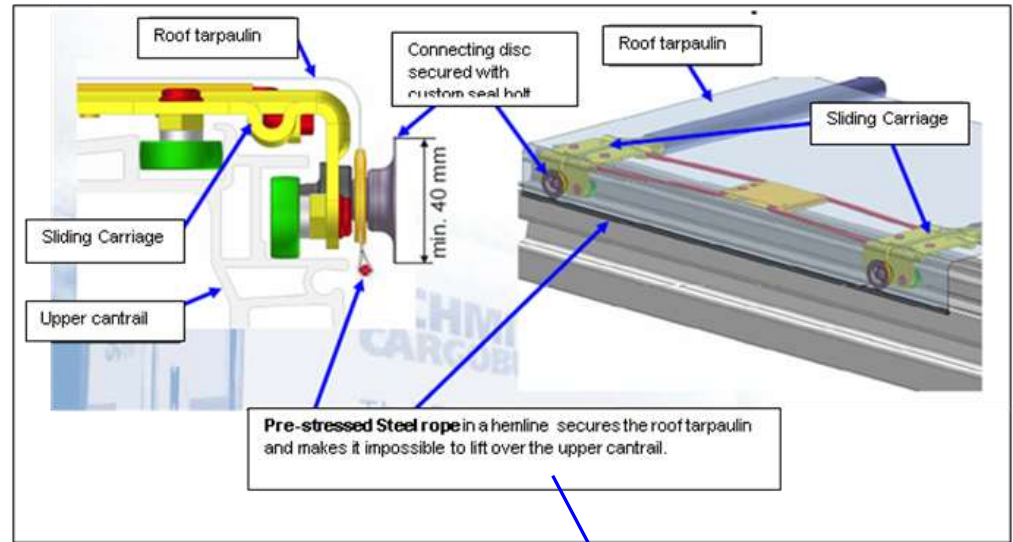
(ii).....The horizontal opening between the sliding roof and the upper cantrail of the load compartment may not exceed 10 mm measured perpendicular to the longitudinal axis of the vehicle /container at any place when the load compartment is secured and sealed for Customs purposes.

(iii) The distance between the connecting discs shall not exceed 200 mm.

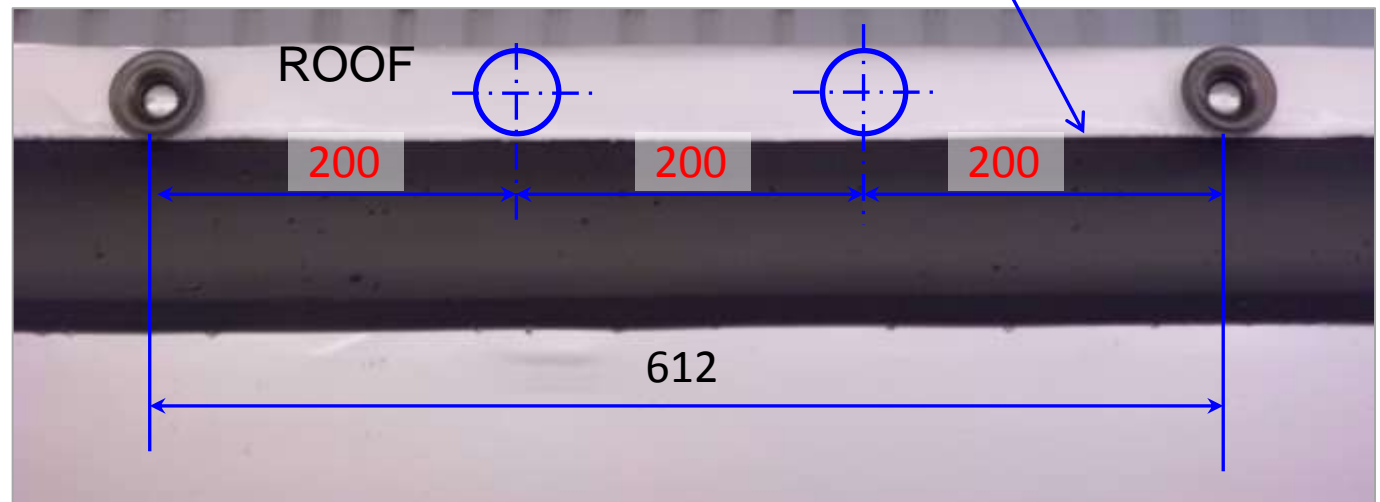
4. For the provision (ii) "... The horizontal opening between the sliding roof and the upper cantrail of the load compartment may not exceed 10 mm...", it is technical wise not possible to pre-stress the rope with this length in such a way that the measurement (10 mm) can be fulfilled. CLCCR asks that this provision should be deleted. The other provisions under point 2 (ii) in the new articles can be kept.



The steel rope in the hemline is more than 16m long and only one part of the securing system. To pre-stress this rope in such a way is not possible and make no sence. The connecting disc, upper cantrail and the pre-stressed steel-rope have to secure the roof together.



With additional connecting discs (200mm) it is not possible to open the roof to a maximum.





ADMINISTRATIVE COMMITTEE
FOR THE TIR CONVENTION, 1975

TIR Executive Board (TIRExB)

(Twenty-ninth session, 29-30 May 2006,
agenda item 5)

APPROVAL OF ROAD VEHICLES

Guidelines for checking vehicles or containers with sliding sheets

Transmitted by the Liaison Committee of the Body and Trailer Building Industry (CLCCR)

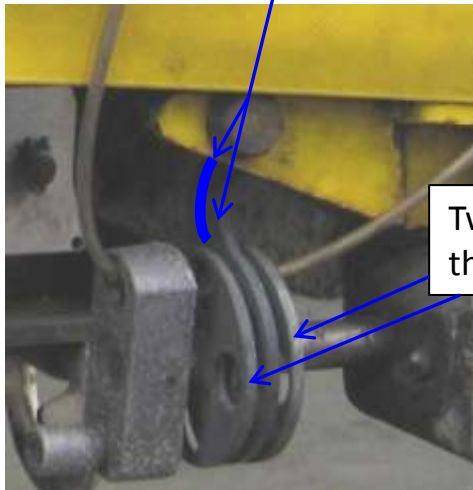
1. The prescriptions for TIR vehicles with sliding sheets are contained within Annex 2, articles 1, 2, 3 and 4. Vehicles need to comply with all of the prescriptions of these articles before a TIR approval can be granted.
2. No goods must be able to be removed from or introduced into the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the customs seal. For vehicles with sliding sheets, this means that with the clasps fully undone and with the sliding sheet in the closed position, it must not be possible to introduce a hand, a packet of cigarettes or an other object into the load compartment without breaking a customs seal.

Three or one plate to secure the hand crank?

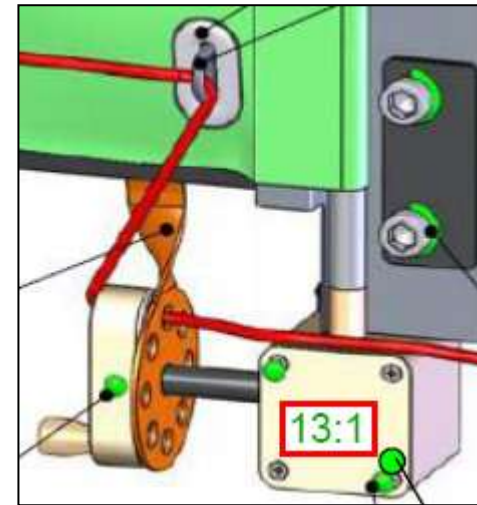
➔ **Both systems are possible and secure!**

If the you use three plates you can do it that way. Distance to the hand crank

The plate in the middel is welded to the chassis.



Two plates are welded to the axis.



Sketch showing the principle.

