# Approval Report For Solid-Siders

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| Vehicle registration number: |   |
| Chassis number: |   |
|  |  |  |
| 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 |  |
|  |  |  |  |  |  |
|  |  | [ ]  |  | Sections made of fibre glass or plastic material - joined by welding |  |
|  |  |  |  |  |  |
|  |  | [ ]  |  | Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside |  |
|  |  |  |  |  |  |
|  |  | [ ]  |  | Compartment floor secured by other means, e.g. insulated double-flooring |  |
|  |  |  |
|  |  |  |
| Side 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).\_\_\_\_\_ |  2: Door closing system secure - individual doors: |
|  |  |  |  |  |  |
|  |  |[ ]   | 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. |  |
|  |  |  |  |
|  |  3: Door closing system secure - multiple doors (e.g. "concertina-system"): |  |
|  |  |  |  |  |  |
|  |  | [ ]  |  | Upper and lower rail system secure - welded or riveted to the chassis. |  |
|  |  |  |  |
|  |  |  |
| 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).IMPORTANTA vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door. |  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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| Openings:\_\_\_\_\_(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note2.2.1(c)-1and 2). |  6: Ventilation openings: |  |
|  |  |  |  |  |
|  | [ ]  |  | Greatest dimensions does not exceed 40 cm. |  |
|  |  |  |  |  |
|  | [ ]  |  | Opening "double" protected by wire gauze or perforated metal screens - maximum dimensions of holes: 3 mm in both cases - and this protected by welded metal lattice work - maximum dimensions of holes: 10 mm. |  |
|  |  |  |  |  |
|  | [ ]  |  | Opening protected by a single perforated metal screen of sufficient strength - maximum dimensions of holes: 3 mm; thickness of the screen: at least 1 mm. |  |
|  |  |  |  |  |
|  |  |  | The device 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 |  |
|  |  |  |  |  |
|  7: Drainage apertures: |  |
|  |  |  |  |  |
|  | [ ]  |  | Dimension does not exceed 35 mm. |  |
|  |  |  |  |  |
|  | [ ]  |  | Secured by a U-bend pipeline. |  |
|  |  |  |  |  |
|  | [ ]  |  | Secured by perforated metal screen - maximum dimension of holes: 3 mm. |  |
|  |  |  |  |  |
|  | [ ]  |  | Secured by a reliable "baffle" system - the system readily accesible for inspection inside the load compartment. |  |
|  |  |  |  |  |
|  8: Openings for technical purposes: |  |
|  |  |  |  |  |
|  |  |  | Openings made in the floor for technical purposes, such as lubrication and maintenance, shall be allowed only on the condition 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. |  |
|  |  |  |  |  |
|  | [ ]  |  | Openings for technical pusposes protected with a cover preventing access to the load compartment from the outside - the cover cannot be removed or replaced from the outside. |  |
|  |  |  |  |  |
|  9: Cooling unit - Engine - Compressor - Controls and Air-circulation system: |  |
|  |  |  |  |  |
|  |  |  | The engine, compressor and air-circulation system on refrigerated vehicles is normally integrated into a single cooling unit. The unit is mounted to the load compartment at the front top of the vehicle. However the unit can also be mounted underneath the vehicle / load compartment. Preferable the unit should be protected from removal by metal plates mounted inside the load compartment. |  |
|  |  |  |  |  |
|  | [ ]  |  | The cooling unit is secured in such a way that it cannot be removed from the outside without leaving obvious traces. |  |
|  |  |  |  |  |
|  | [ ]  |  | Controls for temperature setting and thermometer recorder secured - no access to the load compartment. |  |
|  |  |  |  |  |

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| Sealing:\_\_\_\_\_(TIR Convention, Annex2, Article 2, Paragraph1 (b) - Explanatory note: 2.2.1 (b) (f)).\_\_\_\_\_(TIR Convention, Article16 - and Annex 5).DECISION: |  | Required number of Customs seals and protection: |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  | The vehicle requires: seal(s) for Customs secure sealing. |  |
|  |  |  |  |  |
|  |  |  | CLEARLY INDICATE the number of seals required |  |
|  |  |  |  |  |
|  | 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. |  |
|  |  |  |  |  |
|  | [ ]  |  | 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:  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  | Signed:  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  | Signed:  |  |
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