ADMINISTRATIVE COMMITTEE
FOR THE TIR CONVENTION, 1975

TIR Executive Board (TIRExB)
(Thirty-third session, 11 June 2007,
agenda item 6)

APPROVAL OF ROAD VEHICLES

Approval reports for various types of construction

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

* * *
## TIR Approval Report

**for individual approval of:**

**Standard sheeted vehicles - including sheeted vehicles with rear doors.**

*This report does not cover vehicles with sliding sheets!*

### Vehicle registration number:

### Chassis number:

### Construction:

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

### Side-boards:

2. **Locking mechanisms secure:**
   - [ ] Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.
   - [ ] Locking mechanisms for side-boards secured by a folding TIR-ring integrated in the pillar.

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 to be open and lowered in order for the hinge to slide off the hinge-pin

### Rear doors:

**(complete only if the vehicle is equipped with rear doors)**

4. **Door closing system secure:**
   - [ ] Cam engaging devices, bearings and saddles for locking rods secure.
   - [ ] Manoeuvring 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"
### Vehicle registration number:  

### Chassis number:  

#### 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.

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 solid parts of the vehicle by at least 25 cm.
- [ ] The sheet is equipped with outside horizontal tension device(s). The device(s) considered to be secure - no horizontal slits!

10: **Openings for loading and unloading,**
- [ ] The two edges has an adequate overlap and an additional flap - "triple layer system".
- [ ] Rings and reinforcement for eyelets are made of metal.
- [ ] Spaces between eyelets (and TIR rings) does not exceed 20 cm, and each individual eyelet directly corresponds a TIR ring.

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(TIR Convention, Annex 2, Article 3, Paragraphs 1-11, Sketches no. 1-4 and explanatory notes).
### Standard sheeted vehicles - including sheeted vehicles with rear doors.

<table>
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</table>

#### Sheet fastening:

**11: Thongs:**
- 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 thong is NOT allowed and it shall remain visible for its entire length!  

- UPPER part: Thongs are "self-securing" or thongs secured INSIDE the sheet - rivets cannot be removed or replaced from outside.

- LOWER part: Thongs are fitted with an eyelet in order to be secured by the TIR wire.

**12: Metal rings (TIR rings):**
- The TIR rings fixed to the vehicle (i.e. fixed to the side-boards) 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.

- 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.

**13: Fastening rope (TIR wire):**
- 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.

- 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).

- Sheet fastened and secured by a different method - describe:
**Sealing:**

**Required number of Customs seals and protection:**

The vehicle requires: seal(s) for Customs secure sealing.

CLEARLY INDICATE the number of seals required.

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**IMPORTANT**

In 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.

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**DECISION:**

- [ ] The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention.

- [ ] The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention.

**Annex 2, Article 1:**

(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:**

__________________________
**Construction:**

1: The constituent parts secure - ramp, top-hinged plate and moveable parts secure:

- The entire opening for on- or offloading is covered by the hydraulic ramp.
- The opening for on- or offloading is partially covered by the ramp (the lower part) and partially covered by a top-hinged solid plate (the upper part).
- Structure and components of sufficient strength - ramp, top-hinged plate and moveable parts.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b))

**Closure:**

2: The ramp and the upper plate provide efficient closure - leaving no access to the load compartment:

- When sealed by Customs, the ramp cannot be manoeuvred (lowered).
- The ramp overlaps the top-hinged plate effectively.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-c) - Explanatory notes 2.2.1 (b)).

**Hinges:**

3: Hinges connecting the hydraulic system and the ramp secure:

- The ramp cannot be disconnected from the hydraulic system (moveable parts) without leaving obvious traces. Hinges secured: **RIVETED / WELDED**

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).

**Customs sealing device:**

4: Hinges for the upper plate:

- Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding
- Hinge pins secured by welding.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).

5: Customs sealing device secure:

- Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.
- The Customs seal is adequately protected.
<table>
<thead>
<tr>
<th>Vehicle registration number:</th>
<th></th>
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<tbody>
<tr>
<td>Chassis number:</td>
<td></td>
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</table>

**Construction:**

1. The load compartment (tank section) mounted in such a way that it cannot be removed from the chassis without leaving obvious traces:
   - [ ] Tank section mounted by bolts and the nut welded to the bolt
   - [ ] Solid rivets - heavy duty
   - [ ] Welding

2. Man hole covers secure:
   - [ ] Bearings and saddles for locking system secure. RIVETED / WELDED
   - [ ] Handle and operational system for tensioning of the cross-bar or locking system secure: RIVETED / WELDED
   - [ ] Hinges and hinge pin secure: RIVETED / WELDED
   - [ ] Customs sealing device secured by welding or by solid rivets - "pop-rivets" or "blind rivets" are NOT allowed:

3. Exposed pipelines and flanges secure:
   - [ ] Pipeline secure - all parts (fittings) assembled by welded.
   - [ ] Bolts for mounting and assembly of pipeline and flanges secure. RIVETED / WELDED
   - [ ] End covers and stopcocks secure.

4. Control compartment secure:
   - [ ] Structure and components of sufficient strength - sides, floor and roof
   - [ ] Control compartment mounted to the vehicle in such way that it cannot be removed without leaving obvious traces.
   - [ ] Hinges and hinge pins for the door (or cover) secure - "pop-rivets" or "blind rivets" are NOT allowed.
   - [ ] Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.
Tankers for transportation of Liquids.

Vehicle registration number: 

Chassis number: 

Discharge pipe and stopcocks

5: Discharge pipe - end covers and stopcocks secure:

☐ Pipeline secure - all parts (fittings) assembled by welding.

☐ Bolts for mounting and assembly of pipeline and flanges secure. RIVETED / WELDED

☐ End covers and stopcocks secure.

☐ ALL closing systems are fitted with a Customs sealing device. The device must be such that it cannot be removed / replaced without leaving obvious traces.

(Vehicles comprising a large number of such closures as valves, stopcocks, manhole covers, flanges and the like must be designed so as to keep the number of Customs seals to a minimum. To this end, neighbouring closures must be interconnected by a common device requiring only one Customs seal, or must be provided with a cover meeting the same purpose)

Openings made for technical purposes, such as systems for measurement of temperature and pressure, shall be allowed 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.
Required number of Customs seals and protection:

The vehicle requires: seal(s) for Customs secure sealing.

CLEARLY INDICATE the number of seals required

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**IMPORTANT**
In 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.

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☐ **APPROVED** The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention

☒ The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention

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Annex 2, Article 1:
(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 contain no concealed space where goods may be hidden

(d) All spaces capable of holding goods are readily accessible for Customs inspection

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The vehicle is not compliant re. the following issues:

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Place and date:

Signed:

Signed:
## TIR Approval Report
for individual approval of:
Vehicles with solid sides - including refrigerated vehicles.

<table>
<thead>
<tr>
<th>Chassis number:</th>
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</thead>
</table>

### Construction:

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

2. Door closing system secure - individual doors:
   - [ ] Cam engaging devices, bearings and saddles for locking rods secure.
   - [ ] Manoeuvring 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.

4. Door closing system secure:
   - [ ] Cam engaging devices, bearings and saddles for locking rods secure.
   - [ ] Manoeuvring 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"

### Side doors:

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a), Annex 6, sketch no. 11a).

### 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. 11a).

**IMPORTANT**
A vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door.
Vehicles with solid sides - including refrigerated vehicles.

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 accessible 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 purposes 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.
Vehicles with solid sides - including refrigerated vehicles.

Vehicle registration number: 
Chassis number: 

Sealing: 

Required number of Customs seals and protection:

The vehicle requires: seal(s) for Customs secure sealing.

CLEARLY INDICATE the number of seals required

--- IMPORTANT ---

In 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

The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention

☐ The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention

Annex 2, Article 1:

(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:
**Vehicle registration number:**

**Chassis number:**

### Construction:

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 other means, e.g. it is an integrated part of the body.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))

### Side doors:

- [ ] Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).

### Rear doors:

3: Door closing system secure:

- [ ] Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.

(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).

### Important

A vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door.

### Hinges and hinge-pins secure:

4: 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
## Vehicle registration number:

## Chassis number:

### Openings:

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<td>5: Ventilation openings:</td>
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<td>Greatest dimensions does not exceed 40 cm.</td>
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<td>Opening &quot;double&quot; 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.</td>
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<td>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.</td>
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**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**

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<tr>
<td>6: Windows:</td>
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<tr>
<td>☐</td>
<td>Windows cannot be removed or replaced from the outside without leaving obvious traces.</td>
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</table>

**Windows / glass is commonly mounted by the use of a rubber sealing profile and windows mounted in such a way can always 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 marked as safety glass. |
|☐| Secured by perforated metal screen / metal grille - mesh of the grille does not exceed: 10 mm. |

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<td>7: Openings for technical purposes:</td>
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**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 purposes protected with a cover preventing access to the load compartment from the outside - the cover cannot be removed or replaced from the outside. |
Vehicle registration number: 
Chassis number: 

Sealing: 

Required number of Customs seals and protection:
The vehicle requires: seal(s) for Customs secure sealing.

CLEARLY INDICATE the number of seals required

(IMPORTANT
In 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.

☐ The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention

☐ The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention

Annex 2, Article 1:
(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:
### Vehicle registration number:

### Chassis number:

#### Construction:

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

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)

#### Side-boards:

2: Locking mechanisms secure:

- [ ] Looking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b))

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

#### Rear doors:

4: Door closing system secure:

- [ ] Cam engaging devices, bearings and saddles for locking rods secure.

- [ ] Manoeuvring handle and locking rod securing point: RIVETED / WELDED

(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 sealing device (and the pivoting section) secured by welding or by a joining device requiring handing from both sides of the constituent parts.

(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b))

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"
Vehicle registration number:  
Chassis number:  

Sheet:

6: **The sheet is made of (material):**
   - ☐ Strong canvas
   - ☐ Plasto-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.

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 access to the mechanisms from the outside.
### Vehicle registration number:  

<table>
<thead>
<tr>
<th>Chassis number:</th>
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#### Sheet fastening:

**TIR Convention (Handbook), Annex 2, Sketch no. 9.2.**

<table>
<thead>
<tr>
<th>11: Roof profile - Upper cantrail - runner and bearing:</th>
</tr>
</thead>
<tbody>
<tr>
<td>___ □ Distance between the upper runners (bearings) do NOT exceed 60 cm.</td>
</tr>
<tr>
<td>___ □ The upper cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners (bearings)</td>
</tr>
</tbody>
</table>

**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! |
| ___ □ 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. |

**12: Fastening rope (TIR wire):**

| ___ □ 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. |
| ___ □ 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). |

**IMPORTANT**

Nylon ropes - with or without plastic sheathing - are NOT permitted!
<table>
<thead>
<tr>
<th>Vehicle registration number:</th>
<th>Chassis number:</th>
</tr>
</thead>
</table>

### Sheet tensioning devices:

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 more horizontal movements
- **Type C:** "Quick Release" - operated by one handle - single horizontal movement

13: **Type A: "Worm-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.

- 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.

**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.
Vehicles with Side-boards and SLIDING SHEETS.

Vehicle registration number: 

Chassis number: 

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, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).

( ) The Customs seal(s) is adequately protected.

(TIR Convention, Article 16 - and Annex 5).

DECISION:

( ) The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention.

( ) The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention

( ) The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention

Annex 2, Article 1:

(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

The vehicle is not compliant re. the following issues:

Place and date:

Signed:

Signed:
**TIR Approval Report**  
for individual approval of:  
Vehicles with SLIDING SHEETS - straps and hooks.

<table>
<thead>
<tr>
<th>Vehicle registration number:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis number:</td>
<td></td>
</tr>
</tbody>
</table>

### Construction:  
- **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

### Rear doors:  
- **2:** Door closing system secure:
  - [ ] Cam engaging devices, bearings and saddles for locking rods secure.
  - [ ] Manoeuvring 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.

### Roof:  
- **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 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"

- **4:** *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 access to the mechanisms from the outside.
| **Vehicle registration number:** | |
| **Chassis number:** | |

**Sheet:**

<table>
<thead>
<tr>
<th><strong>6: The sheet is made of (material):</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Strong canvas</td>
</tr>
<tr>
<td>□ Plastic-covered or rubberized cloth - sufficient in strength and unstretchable</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>7: The sheet is made up of several pieces:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Pieces sewn together with two seams - ALL seams must be machine-sewn.</td>
</tr>
<tr>
<td>□ Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>8: Condition of the sheet:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ 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.</td>
</tr>
<tr>
<td>□ The sheet is repaired.</td>
</tr>
<tr>
<td>□ Repairs made in accordance with methods described.</td>
</tr>
<tr>
<td>□ Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>9: Support and overlap:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ The sheet is supported by an adequate superstructure (uprights, sides, arches, slats etc.).</td>
</tr>
<tr>
<td>□ The sheet overlaps the upper front of the vehicle by at least 25 cm.</td>
</tr>
<tr>
<td>□ The sheet overlaps the solid parts at the bottom of the vehicle by at least 50 mm.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>10: Tensioning Straps and Hooks:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Distance between Tensioning straps do not exceed 60 cm.</td>
</tr>
<tr>
<td>□ Tensioning straps and hooks are made of suitable material and mounted in a way so they cannot be removed.</td>
</tr>
</tbody>
</table>

(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes.)
### Sheet fastening:

**TIR Convention (Handbook), Annex 2, Sketch no. 9.2.**

<table>
<thead>
<tr>
<th><strong>11: Roof profile - Upper cantrail - runner and bearing:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Distance between the upper runners (bearings) do <strong>NOT</strong> exceed 60 cm!</td>
</tr>
<tr>
<td>☐ The upper cantrail <strong>MUST</strong> provide a sheet overlap of <strong>AT LEAST</strong> 1/4 of the distance between the runners (bearings)!</td>
</tr>
</tbody>
</table>

**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 upper front and the bottom of the vehicle) 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! |
| ☐ 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 made of metal and in good condition, intact and not tampered with, i.e. rings cut open. |

**12: Fastening rope (TIR wire):**

| ☐ 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. |
| ☐ 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). |

**IMPORTANT**

Nylon ropes - with or without plastic sheathing - are **NOT** permitted!
The 3 most common tensioning devices are:

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### Vehicles with SLIDING SHEETS - straps and hooks.

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</table>

#### Sealing:

- [ ] Required number of Customs seals and protection:
  
  The vehicle requires: seal(s) for Customs secure sealing.

  CLEARLY INDICATE the number of seals required

- [ ] IMPORTANT
  
  In 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.

#### DECISION:

- [ ] The vehicle fulfills the technical conditions as laid down in Annex 2 of the TIR Convention

- [ ] The vehicle does NOT fulfill the technical conditions as laid down in Annex 2 of the TIR Convention

---

### Annex 2, Article 1:

(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

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(d) All spaces capable of holding goods are readily accessible for Customs inspection

### Place and date:

Signed:

Signed: