# Approval Report For Sheeted Vehicles

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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 | |  |
|  |  |  |  | |  |
|  |  |  | 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. | |  |
|  |  |  |  | |  |
|  |  |  | 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 | |  |
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| Rear doors:  (complete only if the vehicle is equipped  with 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).  IMPORTANT  A vehicle equipped with rear doors ALWAYS requires one or two Customs seals to secure the doors - in addition to the seal for the TIR-wire | 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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| Vehicle registration number: | | | | |  | |
| Chassis number: | | | | |  | |
| Sheet:  \_\_\_\_\_  (TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).  \_\_\_\_\_ |  | | | | | |
| 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. | |  |
|  |  |  |  | |  |
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| 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! | |  |
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| 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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| Vehicle registration number: | | | | |  | |
| Chassis number: | | | | |  | |
| Sheet fastening:  \_\_\_\_\_  (TIR Convention, Annex 2, Article 3, Paragraphs 6-11). Explanatory note  2.3.11 (a)-2. |  | | | | | |
| 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 thongs 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. | |  |
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|  |  |  | | | | |
| (TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes | 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. | |  |
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|  |  |  | | | | |
| (TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes and sketches.  IMPORTANT  Nylon ropes - with or without plastic sheathing - are NOT permitted! | 13: Fastening rope (TIR wire): | | | | | |
|  |  |  |  | |  |
|  |  |  | Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed. | |  |
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|  |  |  | 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). | |  |
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|  |  |  | Sheet fastened and secured by a different method - describe: | |  |
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| Chassis number: | | | | |  | | | | | | | | |
|  |  |  | | | | | | | | | | | |
| Sealing:  \_\_\_\_\_  (TIR Convention, Annex  2, Article 2, Paragraph  1 (b) - Explanatory note: 2.2.1 (b) (f)).  \_\_\_\_\_  (TIR Convention, Article  16 - and Annex 5).  DECISION: |  | Required number of Customs seals and protection: | | | | | | | | | | | |
|  |  |  |  | | | | | | | | |  |
|  |  |  |  | | | | | | | | |  |
|  |  |  | The vehicle requires: seal(s) for Customs secure sealing. | | | | | | | | |  |
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|  |  |  | 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. | | | | | | | | | | |  |
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|  |  |  | The Customs seal(s) is adequately protected. | | | | | | | | |  |
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|  |  |  | The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention. | | | | | | | | |  |
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|  |  |  | 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 | | | |  |  |  |  | |  |  |
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|  | (d) | All spaces capable of holding goods are readily accessible for Customs inspection | | | |  |  |  |  | |  |  |
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|  |  |  | Place and date: | | | | | | | | |  |
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|  |  |  | Signed: | | | | | | | | |  |
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|  |  |  | Signed: | | | | | | | | |  |
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