

CLCCR Comments

to the comments from

**STATE CUSTOMS
COMMITTEE OF THE
REPUBLIC OF BELARUS
(31122013 – 02/17009)**

„About amendments to TIR Convention“

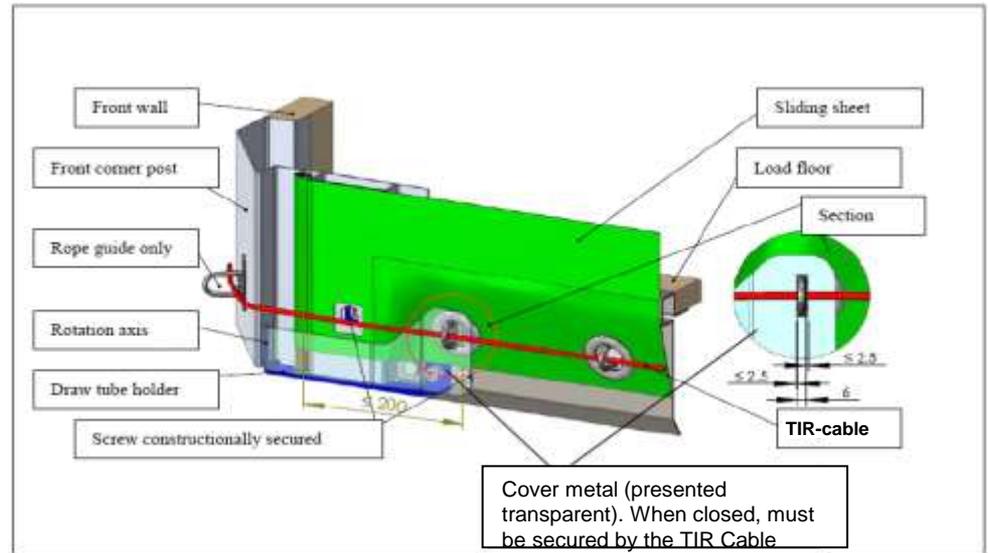
It is important that customs authorities, in particular the staff, who are responsible for approval procedures, know the important points where they have to prove a vehicle.

Therefore the TIR Handbook should describe general technical conditions. Due to the fact that it is impossible to describe each technical solution, from all manufacturers in detail, the TIR Handbook should describe that these trailers can be equipped with e.g. sliding side curtain, sliding roof, doors,

Additional description of the remarkable points, where the approval authority (that grants the TIR Certificate) and customs offices (who check during the approval procedure) should examine in particular, should also be described.

The WP 30 already organized regional seminars to show and explain constructions of vehicles for TIR approval. (e.g. Helsinki 2013) This is the most effective way to provide and explain technical solutions. Participants can give trainings and documents to their colleagues in different countries.

Front wall (bottom , the same systems on both sides)



Sketch No 9.5 from ECE/TRANS/WP.30/2012/6/Rev.4



Detail photo of the main element at the bottom.

Photo of a front wall.

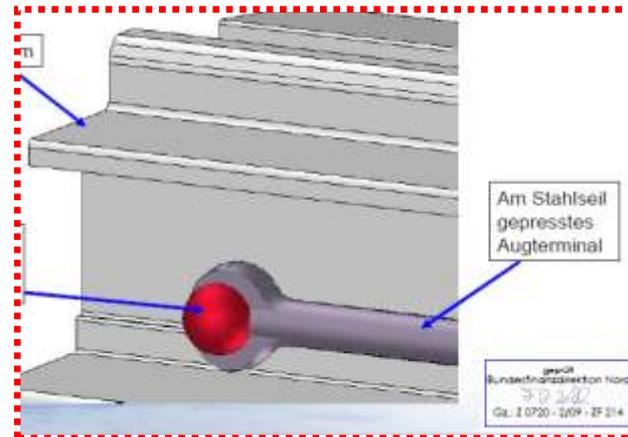
Front wall (top, the same systems on both sides)



The fixing point of the fastening steel rope is completely covered and secured by the roof curtain.



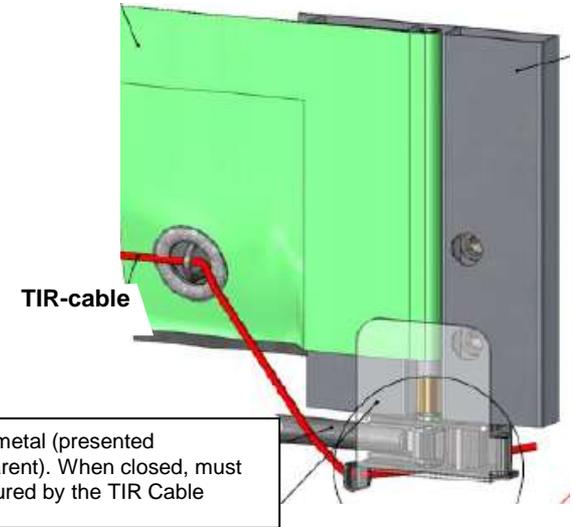
Detail photo from the fixing point of the fastening steel rope at the front.



Sketch out of a TIR certificate.

Photo of a front wall.

Rear door (bottom, the same systems on both sides)



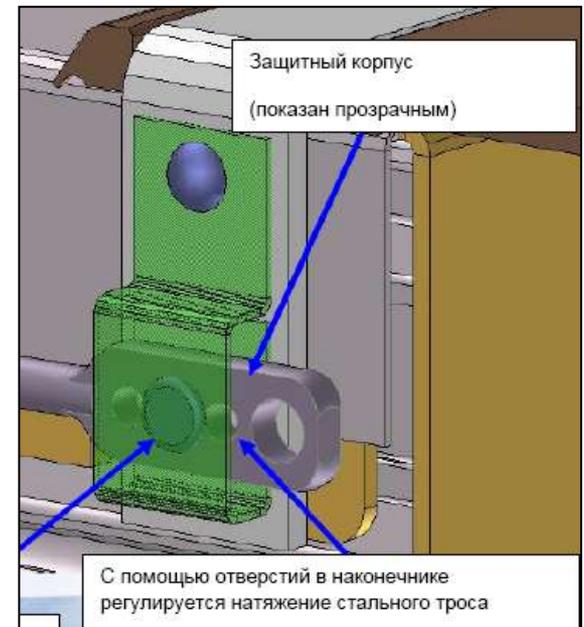
Example: Sketch No 9.4 from ECE/TRANS/WP.30/2012/6/Rev.4



Rear door (top , the same systems on both sides)



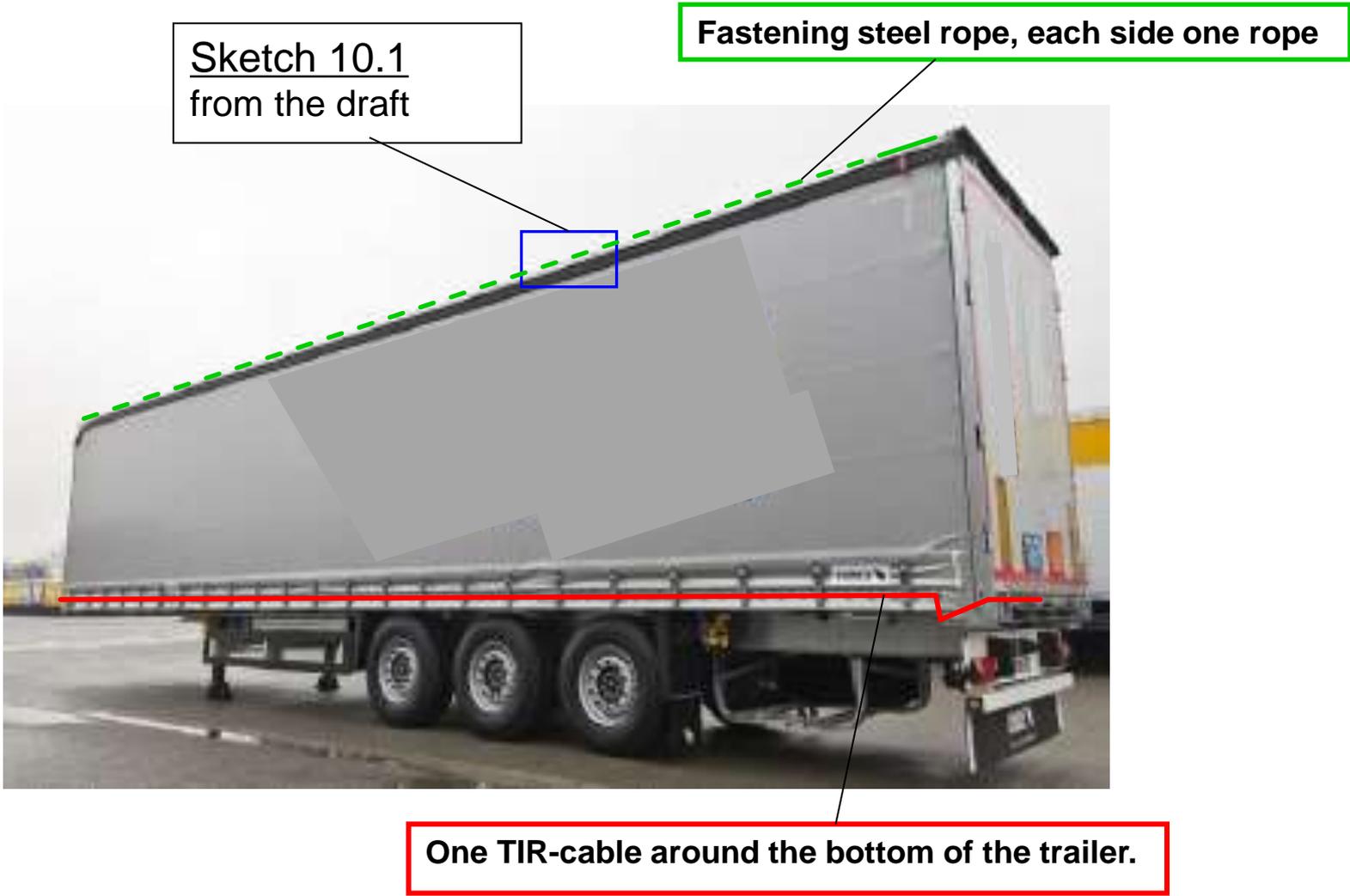
Fastening steel rope goes in the hemline.



Sketch out of a TIR certificate. **PATENTED**

Due to the fact that there are certainly other solutions to secure the fastening steel rope and that this system is patented from a manufacturer, this system should not be described in the TIR Handbook. If the WP30 do though, then only as example and with the remark **PATENTED**.

Photo from a trailer (to see where the TIR cable, and the fastening steel rope are located)



How to close the roof and how to tension the fastening steel rope ?

(These are two different actions.)



Tensioning device on the lever mechanism. By folding down the tensioning device, the steel rope will tension.



Sliding carriage from the roof curtain (closed) with locking system (inside).



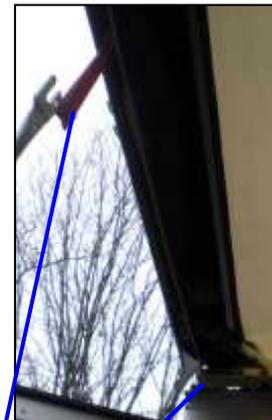
- Roof carriage closed.
- Tensioning device open.



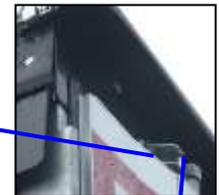
To open it, pull.



- Roof carriage open.
- Tensioning device open.



- Roof carriage closed.
- To close tensioning device, pull.



- Roof carriage closed.
- Tensioning device closed.
- By closing and locking the doors, the systems are secure.

This could be only an example! Other manufacturers, different systems!

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- We prepared photos from the front wall and the rear door.
- We described the constructions on both sides in detail.

4;8

- We described a trailer with “TIR- cable” (only at the bottom) and with the constructive solution, the “fastening steel rope” (only at the top).
- We coloured the “TIR- cable” (red) and the “fastening steel rope” (green). We add this as amendment to the draft.

3;5

- We prepared photos to explain the way how to fit the “fastening steel rope” to the front and to the rear of the trailer. (The system to the rear is PATENTED; other solutions are possible.)

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- We prepared photos to explain, one idea (solution) how to open the roof and how to tension the “fastening steel rope”. Other solutions to secure the roof are possible.

4;8

- We changed the text in “TIR- cable” and “Fastening steel rope” to use uniform definitions . We chose these forms, because it is already named like this in the TIR Handbook.

Thank you for your attention!