

TIR EXECUTIVE BOARD (TIRExB)
COMMISSION DE CONTROLE TIR (TIRExB)
ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)



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**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

A

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:	
<p>Construction:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)</p>	<p>1: <u>The constituent parts of the load compartment assembled by:</u></p> <p><input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt</p> <p>_____</p> <p><input type="checkbox"/> Rivets inserted from outside, secured on the inside</p> <p>_____</p> <p><input type="checkbox"/> Welding</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by other means, e.g. double-flooring</p>
<p>Side-boards:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b))</p>	<p>2: <u>Locking mechanisms secure:</u></p> <p><input type="checkbox"/> Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.</p> <p>_____</p> <p><input type="checkbox"/> Locking mechanisms for side-boards secured by a folding TIR-ring integrated in the pillar.</p> <p>_____</p> <p>3: <u>Hinges and hinge-pins secure:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> 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</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges - the side-board must to be open and lowered in order for the hinge to slide off the hinge-pin</p>
<p>Rear doors:</p> <p>(complete only if the vehicle is equipped with rear doors)</p> <p>_____</p> <p>(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).</p> <p>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</p>	<p>4: <u>Door closing system secure:</u></p> <p><input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure.</p> <p>_____</p> <p><input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED</p> <p>_____</p> <p><input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p>5: <u>Hinges and hinge-pins secure:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> 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</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges, e.g. hinges with "shoulders"</p> <p>_____</p>

Vehicle registration number:	
Chassis number:	
Sheet: _____	<p>6: <u>The sheet is made of (material):</u></p> <p><input type="checkbox"/> Strong canvas _____</p> <p><input type="checkbox"/> Plastic-covered or rubberized cloth - sufficient in strength and unstretchable _____</p> <hr/> <p>7: <u>The sheet is made up of several pieces:</u></p> <p><input type="checkbox"/> Pieces sewn together with two seams - ALL seams must be machine-sewn. _____</p> <p><input type="checkbox"/> Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces. _____</p> <hr/> <p>8: <u>Condition of the sheet:</u></p> <p><input type="checkbox"/> 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. _____</p> <p><input type="checkbox"/> The sheet is repaired. _____</p> <p><input type="checkbox"/> Repairs made in accordance with methods described. _____</p> <p><input type="checkbox"/> Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact. _____</p> <hr/> <p>9: <u>Support and overlap.</u></p> <p><input type="checkbox"/> The sheet is supported by an adequate superstructure (uprights, sides, arches, slats etc.). _____</p> <p><input type="checkbox"/> The sheet overlaps the solid parts of the vehicle by at least 25 cm. _____</p> <p><input type="checkbox"/> The sheet is equipped with outside horizontal tension device(s). The device(s) considered to be secure - no horizontal slits! _____</p> <hr/> <p>10: <u>Openings for loading and unloading.</u></p> <p><input type="checkbox"/> The two edges has an adequate overlap and an additional flap - "triple layer system". _____</p> <p><input type="checkbox"/> Rings and reinforcement for eyelets are made of metal. _____</p> <p><input type="checkbox"/> Spaces between eyelets (and TIR rings) does not exceed 20 cm, and each individual eyelet directly corresponds a TIR ring. _____</p> <p>_____</p>

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

Vehicle registration number:	
Chassis number:	
<p>Sheet fastening:</p> <hr style="width: 50px; margin-left: 0;"/> <p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-11). Explanatory note 2.3.11 (a)-2.</p>	<p>11: Thongs:</p> <p><input type="checkbox"/> 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!</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> UPPER part: Thongs are "self-securing" or thongs secured INSIDE the sheet - rivets cannot be removed or replaced from outside.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> LOWER part: Thongs are fitted with an eyelet in order to be secured by the TIR wire.</p>
<p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.</p>	<p>12: Metal rings (TIR rings):</p> <p><input type="checkbox"/> 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!</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> 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).</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> All TIR rings are in good condition, intact and not tampered with, i.e. rings cut open.</p>
<p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes and sketches.</p> <p>IMPORTANT</p> <p>Nylon ropes - with or without plastic sheathing - are NOT permitted!</p>	<p>13: Fastening rope (TIR wire):</p> <p><input type="checkbox"/> Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Rope of hemp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable plastic.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> 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).</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> 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.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> The rope is not longer than necessary (e.g. NO loops between the TIR-rings is allowed).</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Sheet fastened and secured by a different method - describe:</p> <hr style="width: 80%; margin-left: 0;"/>

Vehicle registration number: _____

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.
 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 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:**
- (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.

Inspection of Hydraulic ramp for on- and offloading.

Annex 1.

Vehicle registration number:	
Chassis number:	

<p>Construction:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b))</p> <p>_____</p>	<p>1: <u>The constituent parts secure - ramp, top-hinged plate and moveable parts secure:</u></p> <p><input type="checkbox"/> The entire opening for on- or offloading is covered by the hydraulic ramp.</p> <p>_____</p> <p><input type="checkbox"/> 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).</p> <p>_____</p> <p><input type="checkbox"/> Structure and components of sufficient strength - ramp, top-hinged plate and moveable parts.</p> <p>_____</p>
<p>Closure:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b) - Explanatory notes 2.2.1 (b)).</p> <p>_____</p>	<p>2: <u>The ramp and the upper plate provide efficient closure - leaving no access to the load compartment:</u></p> <p><input type="checkbox"/> When sealed by Customs, the ramp cannot be manoeuvred (lowered).</p> <p>_____</p> <p><input type="checkbox"/> The ramp overlaps the top-hinged plate effectively.</p> <p>_____</p>
<p>Hinges:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).</p> <p>_____</p>	<p>3: <u>Hinges connecting the hydraulic system and the ramp secure:</u></p> <p><input type="checkbox"/> The ramp cannot be disconnected from the hydraulic system (moveable parts) without leaving obvious traces. Hinges secured: RIVETED / WELDED</p> <p>_____</p> <p>4: <u>Hinges for the upper plate:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> Hinge pins secured by welding.</p> <p>_____</p>
<p>Customs sealing device:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).</p> <p>_____</p>	<p>5: <u>Customs sealing device secure:</u></p> <p><input type="checkbox"/> Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p><input type="checkbox"/> The Customs seal is adequately protected.</p> <p>_____</p>

TIR Approval Report

for individual approval of:
Tankers for transportation of Liquids.

A

Vehicle registration number:	
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Chassis number:	
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<p>Construction:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - Explanatory notes 2.2.1 (a - d))</p> <hr style="width: 50%; margin-left: 0;"/> <p>Man hole covers:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(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).</p> <hr style="width: 50%; margin-left: 0;"/> <p>EXPOSED pipelines:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-d)).</p> <hr style="width: 50%; margin-left: 0;"/> <p>Control compartment:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(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).</p>	<p>1: <u>The load compartment (tank section) mounted in such a way that it cannot be removed from the chassis without leaving obvious traces:</u></p> <p><input type="checkbox"/> Tank section mounted by bolts and the nut welded to the bolt</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Solid rivets - heavy duty</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Welding</p> <hr style="width: 90%; margin-left: 20px;"/> <p>2: <u>Man hole covers secure:</u></p> <p><input type="checkbox"/> Bearings and saddles for locking system secure. RIVETED / WELDED</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Handle and operational system for tensioning of the cross-bar or locking system secure: RIVETED / WELDED</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Hinges and hinge pin secure: RIVETED / WELDED</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Customs sealing device secured by welding or by solid rivets - "pop-rivets" or "blind rivets" are NOT allowed:</p> <hr style="width: 90%; margin-left: 20px;"/> <p>3: <u>Exposed pipelines and flanges secure:</u></p> <p><input type="checkbox"/> Pipeline secure - all parts (fittings) assembled by welded.</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Bolts for mounting and assembly of pipeline and flanges secure. RIVETED / WELDED</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> End covers and stopcocks secure.</p> <hr style="width: 90%; margin-left: 20px;"/> <p>4: <u>Control compartment secure:</u></p> <p><input type="checkbox"/> Structure and components of sufficient strength - sides, floor and roof</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Control compartment mounted to the vehicle in such way that it cannot be removed without leaving obvious traces.</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Hinges and hinge pins for the door (or cover) secure - "pop-rivets" or "blind rivets" are NOT allowed.</p> <hr style="width: 90%; margin-left: 20px;"/> <p><input type="checkbox"/> Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <hr style="width: 90%; margin-left: 20px;"/>
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Vehicle registration number:	
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Chassis number:	
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Discharge pipe and stopcocks

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

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.

Vehicle registration number:	
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.

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

NOT APPROVED

The vehicle does NOT fulfil 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 contain 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

A

for individual approval of:
Vehicles with solid sides - including refrigerated vehicles.

Vehicle registration number:	
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Chassis number:	
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<p>Construction:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <hr style="width: 50%; margin-left: 0;"/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)</p> <hr style="width: 50%; margin-left: 0;"/> <p>Side doors:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(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).</p> <hr style="width: 50%; margin-left: 0;"/> <p>Rear doors:</p> <hr style="width: 50%; margin-left: 0;"/> <p>(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).</p> <hr style="width: 50%; margin-left: 0;"/> <p>IMPORTANT A vehicle equipped with rear doors <i>might</i> require two Customs seals to secure the doors - one seal for each door.</p>	<p>1: The constituent parts of the load compartment assembled by:</p> <p><input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Rivets inserted from outside, secured on the inside</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Welding</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Sections made of fibre glass or plastic material - joined by welding</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Compartment floor secured by other means, e.g. insulated double-flooring</p> <hr style="width: 80%; margin-left: 0;"/> <p>2: Door closing system secure - individual doors:</p> <p><input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <hr style="width: 80%; margin-left: 0;"/> <p>3: Door closing system secure - multiple doors (e.g. "concertina-system"):</p> <p><input type="checkbox"/> Upper and lower rail system secure - welded or riveted to the chassis.</p> <hr style="width: 80%; margin-left: 0;"/> <p>4: Door closing system secure:</p> <p><input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure.</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <hr style="width: 80%; margin-left: 0;"/> <p>5: Hinges and hinge-pins secure:</p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> 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</p> <hr style="width: 80%; margin-left: 0;"/> <p><input type="checkbox"/> Self-securing hinges, e.g. hinges with "shoulders"</p> <hr style="width: 80%; margin-left: 0;"/>
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Vehicle registration number:	
Chassis number:	

Openings:

(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note 2.2.1(c)-1 and 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 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.

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)).

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.

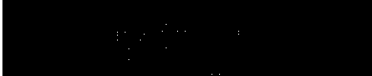
The Customs seal(s) is adequately protected.

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

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

DECISION:


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:

- (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

A

for individual approval of:

Vans.

Vehicle registration number:	
Chassis number:	
<p>Construction:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <p>_____</p> <p>Side doors:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).</p> <p>_____</p> <p>Rear doors:</p> <p>_____</p> <p>(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).</p> <p>_____</p> <p>IMPORTANT A vehicle equipped with rear doors <i>might</i> require two Customs seals to secure the doors - one seal for each door.</p>	<p>1: <u>The constituent parts of the load compartment assembled by:</u></p> <p><input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt</p> <p>_____</p> <p><input type="checkbox"/> Rivets inserted from outside, secured on the inside</p> <p>_____</p> <p><input type="checkbox"/> Welding</p> <p>_____</p> <p><input type="checkbox"/> Sections made of fibre glass or plastic material - joined by welding</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by other means, e.g. it is an integrated part of the body.</p> <p>_____</p> <p>2: <u>Door closing system secure - individual doors:</u></p> <p><input type="checkbox"/> Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p>3: <u>Door closing system secure:</u></p> <p><input type="checkbox"/> Customs sealing device secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p>4: <u>Hinges and hinge-pins secure:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> 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</p> <p>_____</p>

Vehicle registration number:

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.
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

NOT APPROVED
The vehicle does NOT fulfil 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 Side-boards and SLIDING SHEETS.

A

Vehicle registration number:	
Chassis number:	
<p>Construction:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)</p>	<p>1: <u>The constituent parts of the load compartment assembled by:</u></p> <p><input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt</p> <p>_____</p> <p><input type="checkbox"/> Rivets inserted from outside, secured on the inside</p> <p>_____</p> <p><input type="checkbox"/> Welding</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by other means, e.g. double-flooring</p> <p>_____</p>
<p>Side-boards:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b))</p>	<p>2: <u>Locking mechanisms secure:</u></p> <p><input type="checkbox"/> Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.</p> <p>_____</p> <p>3: <u>Hinges and hinge-pins secure:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> 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</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges - the side-board must be open and lowered in order for the hinge to slide off the hinge-pin</p> <p>_____</p>
<p>Rear doors:</p> <p>_____</p> <p>(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).</p>	<p>4: <u>Door closing system secure:</u></p> <p><input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure.</p> <p>_____</p> <p><input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED</p> <p>_____</p> <p><input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p>5: <u>Hinges and hinge-pins secure:</u></p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> 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</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges, e.g. hinges with "shoulders"</p> <p>_____</p>

Vehicle registration number:	
Chassis number:	
Sheet: _____	<p>6: <u>The sheet is made of (material):</u></p> <p><input type="checkbox"/> Strong canvas _____</p> <p><input type="checkbox"/> Plastic-covered or rubberized cloth - sufficient in strength and unstretchable _____</p>
<p>(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).</p>	<p>7: <u>The sheet is made up of several pieces:</u></p> <p><input type="checkbox"/> Pieces sewn together with two seams - ALL seams must be machine-sewn. _____</p> <p><input type="checkbox"/> Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces. _____</p>
	<p>8: <u>Condition of the sheet:</u></p> <p><input type="checkbox"/> 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. _____</p> <p><input type="checkbox"/> The sheet is repaired. _____</p> <p><input type="checkbox"/> Repairs made in accordance with methods described. _____</p> <p><input type="checkbox"/> Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact. _____</p>
	<p>9: <u>Support and overlap:</u></p> <p><input type="checkbox"/> The sheet is supported by an adequate superstructure (uprights, sides, arches, slats etc.). _____</p> <p><input type="checkbox"/> The sheet overlaps the side-boards and the upper front of the vehicle by at least 25 cm. _____</p>
Roof: _____	<p>10: <u>"Opening roof" - (Sliding roof):</u></p> <p><input type="checkbox"/> The rear upper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices _____</p> <p><input type="checkbox"/> Locking mechanisms for the sliding roof system located INSIDE the load compartment - there must be no access to the mechanisms from the outside. _____</p>

Vehicle registration number:	
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Chassis number:	
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Sheet tensioning devices:

IMPORTANT Sheet tensioning devices MUST fulfil ANNEX 2, Article 1, 2, and 4 of the TIR Convention!

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.

Vehicle registration number:	
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.

CLEARLY INDICATE the number of seals required


IMPORTANT

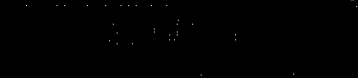
In cases where more than ONE Customs seal is required for Customs secure sealing of the vehicle, the number of such seals *must* be indicated in the Certificate of Approval under point 5.

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 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:

(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

A

for individual approval of:
Vehicles with SLIDING SHEETS - straps and hooks.

Vehicle registration number:	
Chassis number:	
Construction: <hr/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <hr/> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)</p>	1: The constituent parts of the load compartment assembled by: <input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt <hr/> <input type="checkbox"/> Rivets inserted from outside, secured on the inside <hr/> <input type="checkbox"/> Welding <hr/> <input type="checkbox"/> Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside <hr/> <input type="checkbox"/> Compartment floor secured by other means, e.g. double-flooring <hr/>
Rear doors: <hr/> <p>(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).</p>	2: Door closing system secure: <input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure. <hr/> <input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED <hr/> <input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts. <hr/> 3: Hinges and hinge-pins secure: <input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding <hr/> <input type="checkbox"/> 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 <hr/> <input type="checkbox"/> Self-securing hinges, e.g. hinges with "shoulders" <hr/>
Roof:	4: "Opening roof" - (Sliding roof): <input type="checkbox"/> The rear upper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices <hr/> <input type="checkbox"/> Locking mechanisms for the sliding roof system located INSIDE the load compartment - there must be no access to the mechanisms from the outside. <hr/>

Vehicle registration number:	
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Chassis number:	
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Sheet:

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

(TIR Convention, Annex 2, Article 4, Paragraph 1 and 2. See also Sketch No. 9).

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 upper front of the vehicle by at least 25 cm.

The sheet overlaps the solid parts at the bottom of the vehicle by at least 50 mm.

10: Tensioning Straps and Hooks:

Distance between Tensioning straps do not exceed 60 cm.

Tensioning straps and hooks are made of suitable material and mounted in a way so they cannot be removed.

Vehicle registration number:	
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Chassis number:	
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Sheet tensioning devices:

IMPORTANT
Sheet tensioning devices **MUST** fulfil ANNEX 2, Article 1, 2, and 4 of the TIR Convention!

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.**

Vehicle registration number:	
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.

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 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:

(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: _____